

BRITISH COLUMBIA
GOLD HUNTERS
A HISTORY IN PHOTOGRAPHS

DONALD E. WAITE

Foreword

The Honourable Iona Campagnola, OC, OBE
Lieutenant - Governor of British Columbia
Honorary Patron of Barkerville



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A HISTORY IN PHOTOGRAPHS

DONALD E. WAITE

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BRITISH COLUMBIA PROVINCIAL ARCHIVES PAINTINGS, DRAWINGS & PRINT#01214

MINERS IN LEATHER PASS, ROCKY MOUNTAINS

OIL PAINTING ON BOARD BY WILLIAM GEORGE RICHARDSON HIND



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FOREWORD

There are strange things done 'neath the midnight sun....
By the men who mail for gold...

So begins the iconic Robert Service poem, "The Creation of Sam McGee." They are words that might have been written by Don Waite for this comprehensive look at the passionate pursuit and harvest of gold in British Columbia and Yukon over the past one and a half centuries,

This is a story that takes you from the very early gold hunters and their followers through gold rushes, both real and imagined. In these pages you will find golden "bonanzas" that brought some men riches beyond the dreams and others to their utter despair.

The story begins in 1851 in Haida Gwaii (then called the Queen Charlotte Islands), from where you make your way to Rock Creek. You hear of the irrepressible Billy Barker, who struck it rich in 1861. Quickly won and almost as quickly lost, Billy Barker's golden treasure was consumed by bad loans and equally bad investments. Barker's legacy can be experienced today in the splendidly restored and accessible village that bears his name, Barkerville, where visitors can experience the authentic lure of gold.

You will meet the celebrated "Cariboo" Cameron and learn of the vital building of the Cariboo Wagon Road. You will experience the rival of the Overlanders, then head north again to join in the struggle of the Chilcoot Trail with the original discoverers of gold in Yukon, Dawson City, at the confluence of the Klondike and Yukon Rivers, was an instant town that saw vast fortunes won and lost. The romance of the Trail of '98 endures more than a century later, as visitors to Dawson marvel at the Northern Lights of the Midnight Sun. You can still walk with the ghosts in the Yukon Order of Pioneers (Y.O.O.P.) cemetery. Larger-than-life characters come alive in the pages devoted to "Swiftwater Bill" Gates and adventurer "Klondike Joe" Boyle, who was rumored to be Queen Maria of Romania's confidant.



IONA CAMPAGNOLO, O.C., OBC
Lieutenant Governor of British Columbia from 2001 to 2007 and Honorary Patron to Barkerville.

Sam Steele was a prototype officer of the North-West Mounted Police who personified the contrast between the law as practised in Yukon and in nearby Skagway, Alaska. And you will learn about two contrasting Klondike Kates: one was a shrewd, opportunistic dance-hall star, while the other was an early feminist named Kate Ryan.

Most of the gold ever found is today snug and safe in gold bars behind vaulted walls. If it could speak, the gold would tell the stories of those whose search for the precious metal unfolds in these pages.

- Iona Campagnola, Comox, BC, February 2015

INTRODUCTION & ACKNOWLEDGEMENTS



Ross Stereo Tropical Field Camera 1890 Ross of London, England, made a beautiful wooden cameras from 1865 to 1920. This tripod camera took a 7" x 10" glass plate negative and has matched Voigtlander lenses. Below the camera is a stereoview photograph that show three dimensional viewer.

OKANAGAN ARCHIVE TRUST SOCIETY
OLDPHOTOS.CA

I made my first trip to the Barkerville District to talk of the descendants of early miners and to photograph some of the original mining sites in 1975. In order to capture the same thrill of adventure experienced by the gold seekers, I wanted to sleep out under the stars. As my arrival at Barkerville occurred after dark, I left the main highway and followed a dirt road in search of a place to bed down away from vehicular noises. A short time after dozing off, I was awakened by some loud banging of tin cans that sent me scurrying to the safety of my car. I turned on the headlights only to discover that the noisemakers were a couple of black bears. I had camped on the hill overlooking the town dump.

En route to the one time gold capital of the world, I stopped off at the museum at Clinton and departed from this treasure house with the understanding that I would pay its curator a longer visit on my way home. As it turned out, I found Barkerville so intriguing that I overstayed my allotted time, resulting in a non-stop drive homeward that had me passing through Clinton in the middle of the night. Unfortunately, other commitments took priority over the research and thirteen years passed before I was able to carry on with the project that became the book titled 'The Cariboo Gold Rush'. I then realized the value of the interviews from that trip.

I wish to take this opportunity to acknowledge those people that assisted me on that trip so many years ago. Unfortunately many have since passed on. They were Avis L. Choate and Beverly French, curators of the Clinton Museum; Branwen C. Patenaude of Quesnel; Renée Chipman, curator of the Quesnel Museum; John Dunwoody 'Woody' Jackson and Dorothy Jackson of Clinton; Lorne Purdy of the 83 Mile House; Brian Young and Barbara McLennan of the British Columbia Provincial Archives in Victoria; Gordon Yusko, Fort Langley National Historic Site; Glenn Wong and Larry Pawlowicz, both of the Barkerville National Historic Site;

brothers Reginal J. and Gerald M.J.T. Rankin, both of Soda Creek; and J. Alexander 'Sandy' Stevenson and Roberta E.L. Myers of Sardis and Chilliwack.

This new book project has been a work in progress ever since my retirement at age 60 in 2004. Originally, I had opted to write a book on Canadian gold hunters until realizing the idea was too big. Instead, I pulled in my horns and continued doing research on BC gold hunters and expanding north into the Yukon. My wife Tina and I made our first trip to Whitehorse and Dawson City in 2013.

I also wish to take this opportunity to acknowledge those people who have assisted me over the past 10 years. They are Michel Picard with the Canadian Museum of Man; Laura Mann, Curator of the Dawson City Museum; Sharon Keen, Victoria; Gary Mitchell with the BC Provincial Archives; Heather Gordon with the Vancouver City Archives, Nancy Taylor Stonington, artist; Patricia Cuning, McBride Museum, Whitehorse, Casey McLaughlin, Transportation Museum, Whitehorse; David Robatensky, Superintendent for the Klondike National Historic Sites; Cindy D. Charlie, Manager, Tagé Cho Hudän Interpretive Centre, Dawson City; Sylvia Burkhard, Claim 33; Dawne Mitchell, Jack London Museum, Dawson City; Donna Darbyshire and Susan Twist, Yukon Archives, Whitehorse; and Christopher Collin, Tour guide with Husky Bus, Dawson City.

I am grateful to all the people who contributed text to this book: Allison Krissie Anderson, Fred Braches, Stan Copp, Gino Del-Ciotto, Jennifer Douglass, David Gregory, Marilyn L. Moris, Arthur Raymond 'Bud' Ryckman and Grant Zazula.

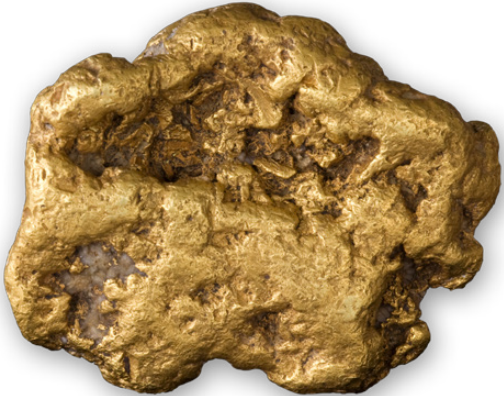
Donald E. Waite, August 2014



LOWHEE CREEK, CARIBOO
COURTESY CANADIAN MUSEUM OF MAN#53131



PIONEER MINE, BRALORNE, BRITISH COLUMBIA
COURTESY CANADIAN MUSEUM OF MAN#56706



BOULDER CREEK, SURPRISE LAKE, CASSIAR
GEOGRAPHICAL SOCIETY OF CANADA #10418

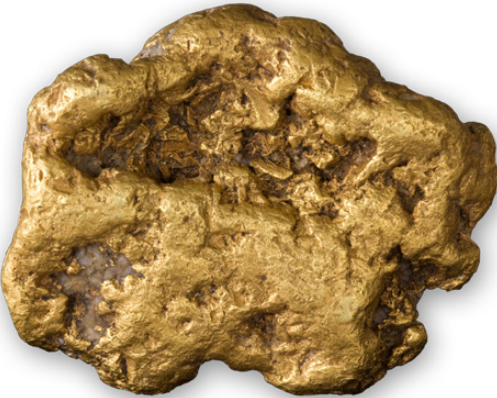


STEVENSON CREEK NUGGET, CARIBOO

COURTESY CANADIAN MUSEUM OF MAN#10424

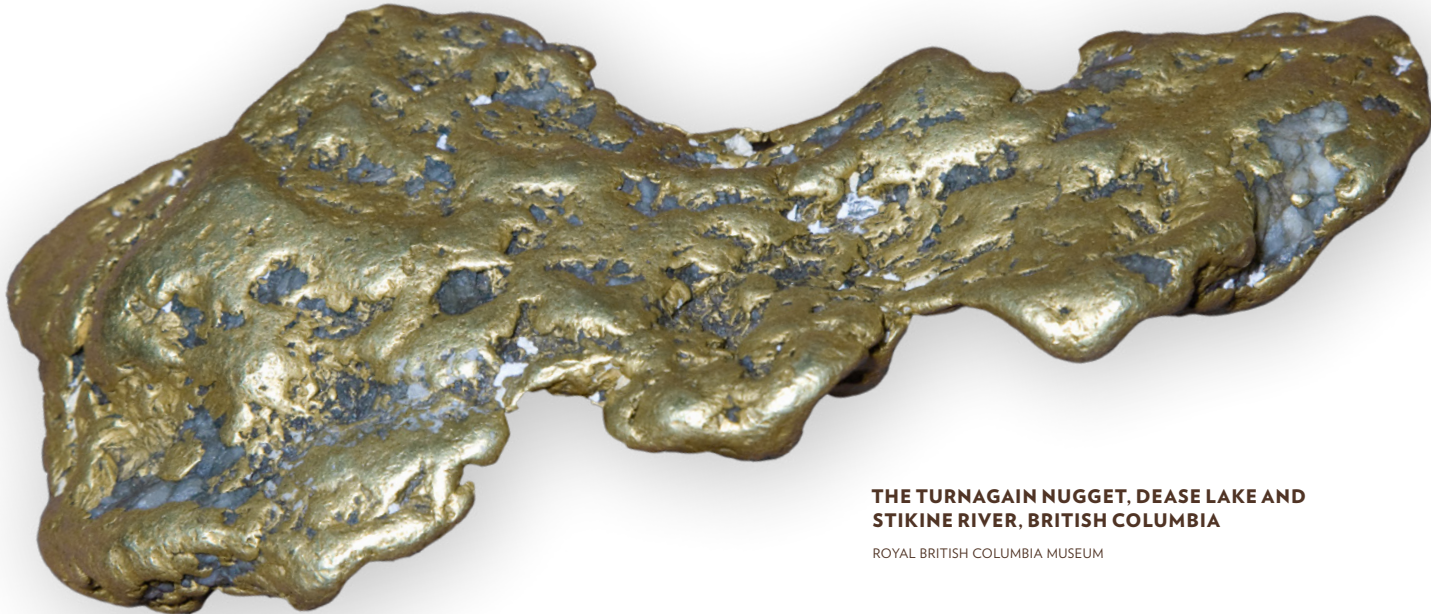


GRANITE CREEK, BRITISH COLUMBIA



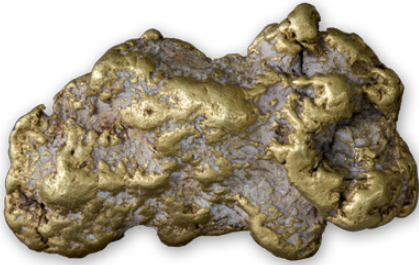
BOULDER CREEK, SURPRISE LAKE, CASSIAR, BRITISH COLUMBIA

GEOGRAPHICAL SOCIETY OF CANADA #10418



THE TURNAGAIN NUGGET, DEASE LAKE AND STIKINE RIVER, BRITISH COLUMBIA

ROYAL BRITISH COLUMBIA MUSEUM



SOMEWHERE IN BRITISH COLUMBIA

COURTESY CANADIAN MUSEUM OF MAN#53772



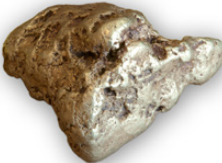
NEAR ROSSLAND BC

Quartz samples containing gold taken from in and around Rossland, British Columbia



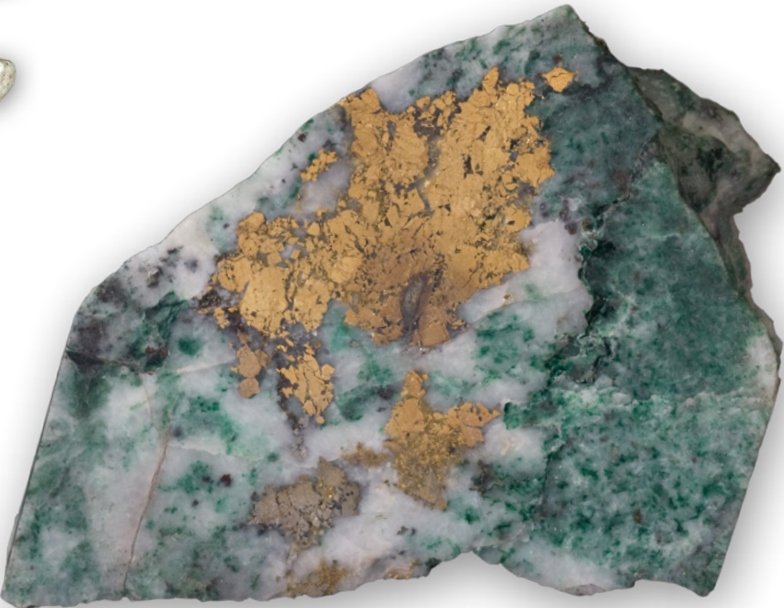
BARKER AND BLACK HILLS CLAIMS, YUKON

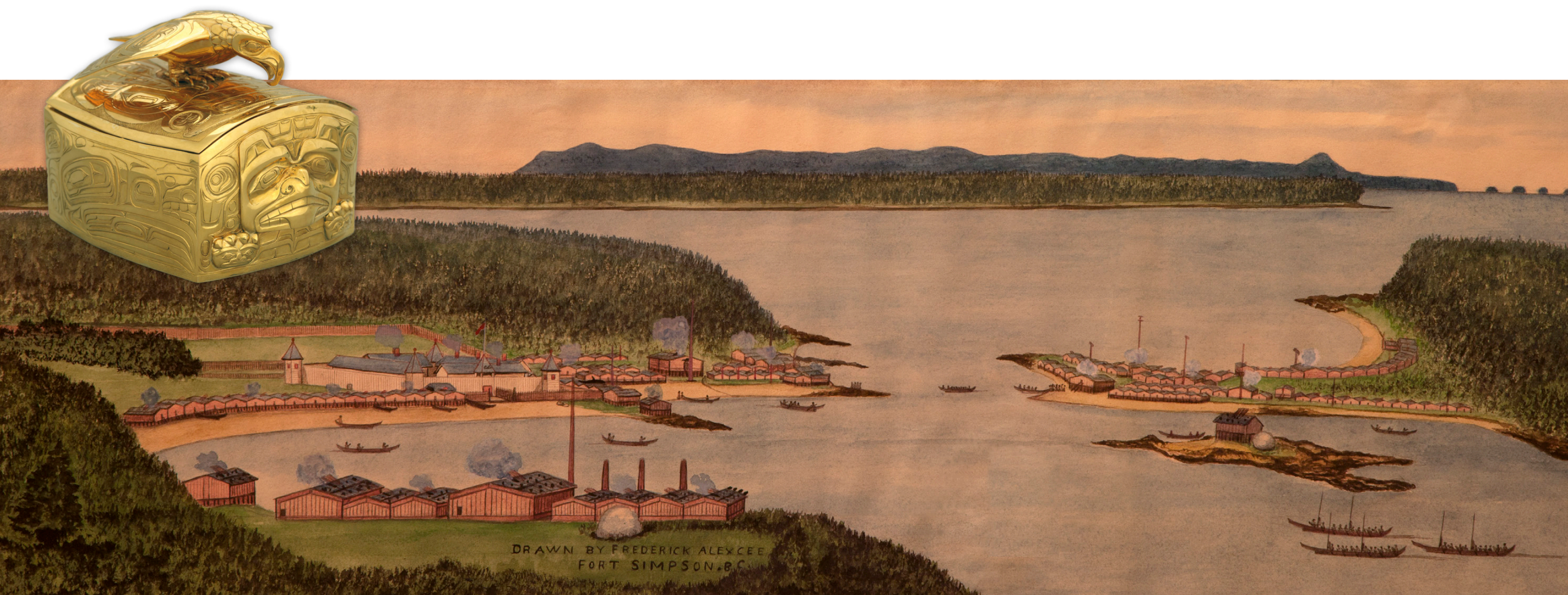
COURTESY KLONDIKE NUGGET AND IVORY SHOP LTD. DAWSON CITY, YUKON



PIONEER MINE, BRALORNE, BRITISH COLUMBIA

COURTESY CANADIAN MUSEUM OF MAN#45785





1851 QUEEN CHARLOTTES GOLD RUSH

Many of the first gold hunters that arrived in British Columbia were ex-49ers that had participated in the California Gold Rush. The rush began when a Haida First Nations brave sold a 27-ounce nugget in Fort Victoria for 1,500 Hudson’s Bay Company blankets. Governor Richard Blanshard wrote Earl Grey, the British Secretary of War for the Colonies, on the 29 March 1851: “I have heard that fresh specimens of gold have been obtained from the Queen Charlotte Islanders. I have not seen them myself, but they are reported to be very rich. The Hudson’s Bay Company’s servants intend to send an expedition in the course of the summer to make proper investigations. The brigantine *Huron* was dispatched accordingly, ostensibly to trade, but really to search for gold. Failing in which, the men broke up part of a quartz ledge, and carrying pieces on board their vessel, returned in triumph to Victoria.”

John Work, the Hudson’s Bay Company’s Chief Factor at Fort Simpson, loaned Chief Albert Edward Edenshaw (Christian name) of the Haida First Nations some gold specimens with promises of huge rewards if he could direct him to the newly reported gold discoveries on Haida Gwaii (Queen Charlotte Islands). As a result Edenshaw returned home and an old lady guided his wife, their 4-year old son Cowhoe and him to an outcropping of rich gold. Leaving the boy in the canoe, the 3 adults started chipping the rich gold ore from a quartz vein and placing it in a basket. Leaving the place of discovery, Edenshaw’s wife walked back to the canoe and emptied the basket of gold samples into the bottom of the canoe and then returned to help her husband collect more gold. At dusk the 3 gold pickers returned to the canoe only to discover that

TOP LEFT:
Haida Artist Bill Reid’s gold box.

UNIVERSITY OF BRITISH COLUMBIA MUSEUM
OF ANTHROPOLOGY OBJECT #NB1.717A-B

ABOVE:
Watercolor landscape painting of Fort Simpson or Lax Kw’alaams surrounding by Dene First Nations homes.

UNIVERSITY OF BRITISH COLUMBIA RARE BOOKS AND SPECIAL
COLLECTIONS RBSC-FRAMED-LANDSCAPE-017 FREDERICK ALEXCEE

young Cowhoe had thrown all of the gold samples into the ocean. Chief Edenshaw had no choice but to show Work the few samples that they did collect from that outing.

On 13 May 1851 Work made a trip by canoe from his fort to the Queen Charlotte Islands to investigate the gold discoveries for himself. He travelled in a 48-foot cedar canoe that was 5-feet wide

and only 2.5-feet deep that was manned with First Nations paddlers. The task of paddling the ten large canoes was made easier by sails. The 700-mile journey down the Laird River and then the 50-mile open-sea crossing to the Queen Charlottes and back took less than two weeks. On the 20 May his canoe almost swamped in ocean waters. He wrote in his diary about a couple of smaller craft manned by First Nations braves: “We are afraid the Indians before us are lost.”

Work’s fleet of canoes reached Gold Harbour on the 23 May and immediately commenced blasting the rock some 14-inches deep but found no gold. His men and First Nations braves searched among the stones and gravel and found a few pieces containing quartz with gold. The following day Work’s men made two more blasts but found no gold except for a few small specks in a quartz seam of rock. Work wrote: “What gold the Indians found was all a distance of 16 yards along the shore and about 6 yards from above the high water mark to low water mark among the loose stones and in the cracks or seams of a clayey slate rock that dips to the southeast. All the larger pieces were found among the loose stones and a little at the

end of the seam of quartz.”

Work concluded by writing: “It is my opinion that all the gold found is travelled or has been brought there and that where it came from plenty more may be found...The Indians are dissatisfied and disappointed that we have found no gold by blasting as it dampens their hopes of having a fort. We can blast no more as our borers are so broken in the head that they are too short. This I regret as I intended to have bored deep.”



JOHN WORK (1792 - 1861)

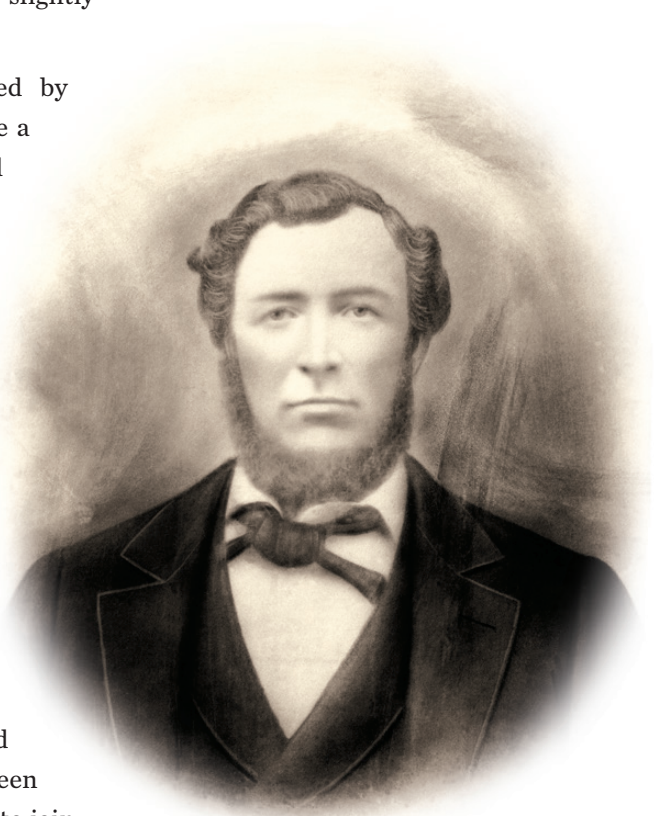
The Hudson’s Bay Company Chief Factor in charge of Fort Simpson, Work made a 1,500 mile return journey by canoe to the Queen Charlotte Islands to check out the reports of gold discoveries.

HISTORICAL PHOTO#004324 ROYAL BC MUSEUM & ARCHIVES

It would appear that the Indians salted the vicinity in which Work conducted his search for gold hoping for a fort to be built. Before departing the Queen Charlotte Islands, Work visited Skidegate and managed to trade: “We got about [blank from diary] ounces of ore from them in lumps and grains; they had a lump of over a pound nearly pure and one about 6 ounces...” These Work passed on purchasing because the Indians placed on them too great a value. Work returned to Fort Simpson having been away slightly less than two weeks.

The Hudson’s Bay Company’s vessel Una, captained by William Mitchell, was the first to carry a crew to mine a vein 6.5 inches wide and some 80-feet long with 25 % gold content. Immediately after a dynamite blast, the Haida braves would rush to the exposed gold and attempt to gather it up before the Una’s crew. According to the ship’s logbook, the natives grabbed the white men by the legs to prevent them from reaching the gold. Fearing bloodshed, Captain Mitchell pulled up anchor and departed for Victoria but the ship was wrecked off Neah Bay and the small amount of gold that had been recovered was lost.

William Henry Emptage was a casualty of these skirmishes. Emptage had been born in Margate, Kent, England; his father having been a captain on the life saving boats in the Straits of Dover. When Emptage grew to manhood, he joined the East India Company and was an Able Bodied Seaman on their ships plying between India and England. On a return to England, he decided to join on with a HBC vessel bound for the Pacific West Coast. After a long sea voyage his ship reached Victoria where it was reported that gold had been discovered on the Queen Charlotte Island. It was while the ship’s crew was blasting a rock at Gold Harbour, the name given to the discovery location, that a premature blast injured his left hand. He was brought back to Victoria for treatment and since there was no chloroform the doctor gave him whiskey, placed a rock in his mouth to clamp down on to endure the pain, and then proceeded to amputate the hand above the wrist. After the original amputation, the doctor peeled the skin back from the bone and cut the bone a second time an inch shorter. After his recovery, Emptage was sent to Fort Langley to work on the HBC dairy farm. Despite the loss of the one arm, he



WILLIAM HENRY EMPTAGE (1837 - 1904)

An employee of the Hudson’s Bay Company, Emptage lost a hand when a premature dynamite blast exploded while attempting to collect gold specimens in the Queen Charlotte Islands.

FORT LANGLEY NATIONAL HISTORIC SITE

ORIGINAL DISCOVER OF GOLD

From the Dunfermline Press, Scotland - 3 March 1939

JAMES HOUSTON: A Western Pioneer

by Robert Allison Hood

Scotland's ancient capital, Dunfermline, has sent out many of her sons abroad to far distant places to win distinction and wealth. Andrew Carnegie's name during his life was renowned for his benefactions at home and abroad, and his good works live after him. Just a short time ago Lady Houston, the widow of Sir Robert Houston, the great shipping magnate, and the heiress to his immense fortunes, died one of the wealthiest women in the world. It was not generally known that the uncle of Sir Robert, James Houston, also a Dunfermline boy, had an adventurous career that makes his history perhaps worth recording for the town's annuals. He claimed to be the first discoverer of gold in British Columbia, and so to have seen the means of starting the great gold rush to that country of 1858 and 1859 that brought about the early settlement. Now it is one of the richest of Canada's provinces, with a population of over 700,000.

James Houston never attained wealth, but he lived a most colorful and eventful life and left an honorable record behind him. He liked to talk to his son of his boyhood days when, as a youngster, he played with Andrew Carnegie, Dunfermline's most famous son. The latter, as is well known, sought his fortunes in the United States, but James Houston, when still but a youth, went to sea and signed articles on a ship going round the Horn. Few details are known about his early adventures but some colorful incidents are recorded which bear testimony to the courage and resourceful spirit of the young Scotsman. His ship was wrecked off the coast of New Zealand, and the survivors of the crew on landing were promptly taken prisoners. They were enclosed in a stockade, at which the native sentries kept guard outside. James made an attempt to escape but was discovered in the act and wounded in the groin by the spear of one of the Maoris. He was then tossed back again into the prison. Not daunted by this experience, the young man as soon as the wound was healed made a second attempt. This time he succeeded. There being no chance of salvation on land he swam four miles out to sea to a ship and was

taken aboard of her. He then led a party made up from her crew to where his comrades were confined and they were all rescued.

Next we hear of him he is back with his ship in New York harbor. Here he plunged into the sea to rescue the bride in a wedding party who had fallen off the dock and was well nigh drowning. Going ashore and walking about the streets in the great American metropolis, he was surprised to be greeted heartily by more than one passerby who was quite unknown to him. The explanation of this was that his brother Robert, an engineer by profession, was there at the time and these were friends of his who had been deceived by the close family resemblance between the two men. This was the father of the great shipping magnate, Sir Robert, who was to later make such a career in that industry.

In 1849 James Houston was a quartermaster on a ship sailing from New York to the Isthmus of Panama. This was the year of the great gold rush to California and the young man left his ship to take part. For some considerable period he worked there hunting for the yellow metal, but apparently without making any stake worth mentioning. Then the sea claimed him again, but not for long, as he deserted his ship with a friend named Eldridge at Bellingham in the State of Washington. This time it was the report of a great find of gold somewhere near Spokane that was the lure. The two young men bought horses and supplies and set off with hearts full of hope that they might find a fortune. However when they had travelled for two days inland and looked up at the high mountains that still lay between them and their destination, Eldridge's courage failed him. The loneliness of the land, its huge forests, and these giant peaks cast a gloom upon his spirits that was not to be dispelled. At last he said to his companion, "Jamie, this is where I go back." Houston tried to persuade him to continue, but he found this was useless, so the two friends parted. James gave Eldridge his gold watch to pay for his share of the provisions and then went on alone.

He persevered in his journey until he reached the Pend d'Oreille River, but on arrival there he did not see much prospect and so pushed on over the boundary line into Canada. It was a rough unsettled country, but with true Scottish perseverance James kept on travelling.

He had passed out of the heavily timbered lands of the coast regions where often the heavy underbrush made the "going" most difficult into a dry interior country of brown, burnt up hillsides, similar to those of California, and many lakes of a rich blue color such as were new to him. He had now "joined up" with a new partner, and the two men were able to ride along making good progress. The country, though rough and unsettled, was a pleasant one, and if the summer climate was hot it was a dry heat and healthy and bracing. Fish and game were abundant.

They rode happily along Okanagan Lake, charmed with its clear blue waters and the rich browns and purples of the encircling hills.

The route they were travelling now was that annually followed by the Fur Brigade of the Hudson's Bay Company in its progress from Fort St. James in the north to the Columbia River with the year's costly yield of furs. It was the policy invariably followed to make the cavalcade as grand and imposing as possible so as to impress the Indians with the Company's greatness and power, and thus imbue them with a wholesome respect. It is possible the travelers may have met it and enjoyed the spectacle of the long procession of mounted men and pack animals winding along the lake front, headed by the Chief Factor, dignified in his beaver hat, frilled linen and blue coat with metal buttons. No doubt, in the loneliness of the land through which he travelled, Houston would have been thrilled with the novelty and picturesqueness of such a sight.

Their pleasant journeying together was not to last. One night they pitched their camp by the lakeside. Here was just enough room in the small tent for the two to lie stretched out close together. Houston lay on the



JAMES HOUSTON (1823 - 1902)

This 16" x 20" charcoal portrait of Houston, purported to be the original discoverer of gold on the mainland of British Columbia, hangs on display at the Langley Centennial Museum. Houston is credited with being the first whiteman on the mainland to discover gold.

Houston married a Nanaimo First Nations bride and the couple settled on the Derby townsite, the site of the original Fort Langley. Although he came from one of the wealthiest families in all of Scotland, Lady Houston, upon her death excluded Houston's children and grandchildren from any inheritance as there was no proof that the gold hunter had ever been 'church' married. Ironically his wife was one of the first First Nations women to convert to Christianity.

COURTESY LANGLEY CENTENNIAL MUSEUM

outside next the flap and his companion on the inside. During the night hostile Indians crept up upon them to the rear of the tent and transfixed with a spear, thrust through the canvas, the sleeping man at the back. Houston awoke to hear his partner’s death cry, and managed somehow or other to slip out the tent door and make his escape in the darkness.

His plight now was a serious one for he had lost both his horses and his supplies and was without a gun. He travelled on subsisting on the flesh of fowl hens, a bird like a partridge, which he found he was able to snare with a lace drawn from his boot. At last, after several days of hunger and fatigue, he saw a tent on the other side of the lake he was skirting. “Thank God! A white man at last!”, he exclaimed, and plunged into the water and swam across.

He found a lone camper by the name of Todd, and he was kind to the distressed traveler. When the latter was rested he gave him provisions so that he was able to proceed to the Hudson’s Bay fort at Kamloops. Here the factor, Donald McLean, another Scotsman, received him hospitably, and with him Houston spent the winter. He was inclined to be reserved and secretive about himself, and McLean, who asked him no questions, thought he must be a deserter from the United States army.

On the advent of spring, Houston was seized with the prospector’s itch to be off on the quest, and he went out panning for gold along the course of the Thompson River. It was then that he made the discovery that he claimed was the one which turned the eyes of the world upon British Columbia and started the great gold rush of 1858 to that until then little known part of the British Empire.

There were a number who boasted this honor, and it may be that Houston’s claim is not truly founded. Who can say at one way or other with assurance at this time? Judge F.W. Howay, the foremost authority in British Columbia history, supports the view that gold was first discovered in 1855 at “the mouth of the Pend d’Oreille River, where it leaps with a bound of about ten feet into the Columbia.” This was just north of the boundary line. The following year, he states, it was found on the Thompson River and on the Fraser [River] near Fort Hope. However important may have been Houston’s discovery, it is certain that it did not bring him wealth.

The next we hear of him he was shooting the rapids of the turbulent and treacherous Fraser River in a canoe with two companions, Alexander Robinson and Pete Baker. The hazardous venture was



PETER BAKER (UNKNOWN - 1897)

An older Peter Baker poses at a portait studio in New Westminster. He accompanied Houston on his first gold discoveries along the Fraser River. Baker had come to New York and taken a ship through the Isthmus of Panama where he contracted and almost died of scarlet fever.

COURTESY BAKER FAMILY, ALBION
PHOTOGRAPHY BY STEPHEN JOSEPH THOMPSON

performed in safety, and the three men made the journey as far as Fort Yale, where the river becomes more peaceful, portaging their frail craft where necessary. Those who have travelled on either the Canadian Pacific or the Canadian National Railway, the lines of which run along roadbeds one on each side of this tremendous canyon—roadbeds that have been blasted out of the solid rock above the stream—will have some slight conception of the difficulty of such a feat and perhaps wonder that it could be done at all. The canyon widens and then narrows again often in a regular succession, and the turbulent, mighty stream spreads itself out only to find itself thus periodically confined and constricted and forced into narrow, rocky gateways through which it dashes with a fury of white contending waters fascinating to witness. The thought of a frail canoe on such a wild torrent and amid such cruel rocks, inspires wonder at the hardihood of those who would venture with it. Not many years were to pass after Houston made the perilous passage before a wagon road was made along these rocky precipitous canyon sides—a wagon road that has been rebuilt today and along which the motorist may travel in comfort while trying to realize and image for himself some of the perils and hardships faced and surmounted by those pioneers through whose mighty labors his easy journeying has been made possible.

At Fort Yale the river widens out, and from there the travelers’ task was easier. They glided easily down to Fort Hope and thence upon the now wide and majestic flood to Fort Langley, the Hudson’s Bay headquarters on the south bank of the river, but a few miles from the delta. The Fort was then in its heyday of its history.

It had been founded in 1827 by James McMillan, sent out to do so from Fort Vancouver, and as a trading post for the Company had proved a great success. Here had visited in great style in 1828, the Governor General of the Company, George Simpson, with a piper, in full regalia, marching behind him, brave in kilt and sporran. It had flourished with its trade, and besides had become a food depot of considerable size, with a

large staff of workers. Here salmon were salted and packed in barrels, manufactured within its palisade, for exportation. Cranberries in large quantities were shipped to San Francisco. Hemp was grown and sent to England to be made into rope. The Fort was on a fertile site, not the original one when Houston first saw it, but three miles farther up the river. It had an area of about 630 by 240 feet, and this was enclosed by a palisade built from logs of split cedar well over a foot thick. At the four corners were bastions twenty feet square. In each there were two nine pound guns and also smaller cannon. The gates were huge double door affairs on iron hinges, and were only opened on special occasions, a small single door being the one commonly used. The officers’ quarters was a two storey erection called the “Big House” and the upper floor of this was reserved for the officers of the Brigade when they visited the Fort. On the lower floor lived the factor and clerk and their families. Here was the great reception room where Governor Douglas had been installed when the Crown Colony of British Columbia was instituted in 1858. Then there were numerous other buildings for residence and also for work purposes.

The Fort had a pleasant social life of its own. Many of the men of course, were married to First Nations women as there were very few white women in the country. At Christmas time there was a week of rejoicing and merriment, and dancing was kept up night and day. On the festive itself the Indian chiefs were all invited up to the “Big House” and a whole beef, as well as peas, tallow and molasses, were given to them. The arrival of the annual Brigade, too, was a great occasion both for the people of the Fort and for the Indians, and the scene of its arrival has been pictured as very fine.

James Houston was evidently struck with the advantages of the spot and the fertility of the soil, and no doubt he was tired of wandering around. At any rate, he settled down on a piece of land on the east side of the Salmon River and not far from the Fort. Here he built himself a house and started to make a farm out of the virgin forest.



A MINIATURE TIN GOLD PAN HOLDS PLACER GOLD AND BLACK SAND TAKEN FROM THE PEND D'OREILLE RIVER.

COURTESY ROSSLAND MINING MUSEUM & ARCHIVES

The Gold Pan

A gold pan was generally made of sheet iron in the shape of a circular dish with flared but straight sides and flat at the bottom. The most common pan, known as the "Australian" was 15" in diameter at the top to about 7" at the bottom, and 3 inches deep. The sides are generally angled at 30 to 45 degrees. The "American" pan is similar but had a straight lip at its top.

Panning was the simplest and most inexpensive of all the methods used to recover placer gold. According to N.L. "Bill" Barlee's book "The Guide to Gold panning in British Columbia: "Although the origin of the gold pan, the device used in panning, is obscure, some authorities believe that it came into common usage among the placer miners of Transylvania, in the central part of Europe, no later than the 15th century, and possibly some time before then. In the alluvial gold-fields of North America, Australia, and other parts of the world it was and is the prospector's inseparable companion, being ideally suited to test any gravels that were indicative of carrying placer gold." It is equally possible that the origins are from Rome.

A miner partially filled the pan with dirt containing placer, put it in water and with a swirling motion created a whirlpool that separated the stones and gravel from the gold due to specific gravity; the gold being 20 times heavier than water and 5 times heavier than the gravel.

The time required to wash a pan of gravel took 10 to 15 minutes and it was considered a good day's work to wash 50 pans. Gold panning was used only to test gravel.

Pans today are manufactured in both metal and high impact plastic for lightness although Russian iron or heavy gauge steel pans are still traditional. Steel pans are heavier and stronger than plastic pans. Some are made of lightweight alloys for structural stability. Plastic gold pans resist rust, acid and corrosion, and most are designed with moulded riffles along one side of the pan. Of the plastic gold pans, green and red ones are usually preferred among prospectors, as both the gold and the black sand stands out in the bottom of the pan.

Clearing land in the coast regions of British Columbia is a heavy task today when there is plenty of stumping powder to blow out the stumps and stumping machines to complete the drawing of them after the powder has done its work. Then it was an almost Herculean task. The winter rainfalls in that country are so heavy that the trees grow to giant size and the underbrush is very thick. To burn it all after it has been cut down is in itself a tedious and slow process. But Houston tackled it bravely, and after he had sufficient land cleared he set about procuring livestock to put upon it. For this he went off all alone into Oregon riding on a pony, and bought a dozen herd of cattle, driving them back to his farm single handed. They were Herefords and Holsteins and amongst them was a bull. The cattle thrive well on the way home and the herd increased.

Not long after this a very attractive Indian girl came from the tribe at Nanaimo to visit her sister, who was married to an First Nations brave of the tribe at McMillan Island. Her name was Mary Cusheon. The two girls had been the first converts to Christianity of the Reverend Thomas Crosby, who was the pioneer Methodist missionary in the Province, then carrying on his work at Nanaimo on Vancouver Island. James Houston fell in love with the girl, married her, and took her to his home. On 27th March 1838, a son was born to the couple, and they called him Alexander. Later a little girl was born but she died. Houston married a Nanaimo First Nations bride and the couple settled on the Derby townsite, the site of the original Fort Langley. Although he came from one of the wealthiest families in all of Scotland, Lady Houston, upon her death excluded Houston's children and grandchildren from any inheritance as there was no proof that the gold hunter had ever been 'church' married. Ironically his wife was one of the first First Nations women to convert to Christianity.

Houston prospered in a modest way. His herds had grown and he went into the dairy business. For twenty-four years he sat upon the Council after the district about Fort Langley had been formed into the municipality that now goes by that name.

He was a man of strong character and was much respected in the community. In the rough adventurous life he had lived before coming to Langley he had not forgotten the religious training of his youth, and his home was a God-fearing one. Shortly after his marriage there had been two shiploads of girls sent out from England to become wives to the settlers. Many of those latter now that this opportunity had come to get mates of their own race and color, cast out their Indian wives to replace them with the newcomers, but not so James Houston. He preferred to cleave to the one he had taken for better or for worse.

About the year 1890 he sold the farm into which he had put so much toil and labor intending to return to the place of his birth. But when the final decision came he found he could not bear to leave this land of his adoption which he loved, and instead of going away he squatted on the site of the of the old Fort at Derby and built himself a little house there. This was an Admiralty Reserve, and still belonged to the Imperial Government. There was no objection to him occupying it, but he paid 10.00 dollars a year to the municipality by way of taxes. He had property now in New Westminster and in the young town of Vancouver and he was able to get along comfortably enough. He lived here happily until he died on 17th April 1902. His Indian wife had pre-deceased him by many years. His son, Alexander, however, had stayed with his father, and the two had ever been "good pals". Four years later, Alexander received a Crown grant to the land his father had squatted on, 158 acres more or less, and for the sum of ten dollars he became its owner. Here he has lived until this day, and has brought up his girls and boys. The youngest is now a lad of sixteen, and the eldest son was recently married. Mrs. Houston presides graciously and efficiently over the home.

Alexander is a tall fine looking man and carries his years well. His home looks out on the site where the original Fort Langley stood facing the river in those days before the Gold Rush, when a constant guard was maintained for fear of hostile Indians, and when fur was still king.

THE PETER DUNLEVEY PARTY

While Boulanger and Houston were panning with success on the Thompson River, the first shiploads of miners from San Francisco were making their way up the coast to participate in the Fraser River gold rush and the first paddlewheel steamer, the Commodore, docked at the wharf at Fort Victoria 25th April, 1858.

Official steamship records show that from San Francisco alone, 455 miners left for Victoria in April - 1,262 in May - 7,149 in June and 6,278 in July. In reality, each vessel carried passengers far beyond their capacity and the ship owners did not dare to publish the true figures. Officially the Sierra Nevada carried 900 passengers but at Fort Victoria she unloaded 1900. It is estimated that in May, June and July that some 23,000 people left San Francisco by sea and another 8,000 made their way overland to the new diggings. Those gold seekers who arrived at Fort Victoria soon learned that they were still over 400 miles from Fort Kamloops. Vancouver Island's Fort Victoria, with a population of only 400 souls, was totally unprepared for the sudden invasions of thousands of miners and became a tent town almost overnight. Initially the miners' presence was a real boon to the economy and saleable items sold for incredible prices but once these goods were gone the many residents were anxious to see the miners on their way. Need being the mother of invention, the more aggressive miners built their own boats and made the 20-mile crossing from the island to the mainland without waiting for the riverboat steamers. It was estimated that 300 skiffs, each containing an average of 5 passengers, passed up the Fraser River to Fort Yale during the low-water season. Just below the fort, the miners began panning 4 to 5 ounces of gold per man per day. Many lingered at these gold-bearing river bars, but a few of the more determined professional miners began hiking upriver in search of the Mother Lode.

In this vanguard were 5 Americans led by Peter Curran Dunlevey of Pittsburg, Pennsylvania. The party consisted of James Sellars from Texas; Ira Crow, an ex-California miner; Thomas Moffat, from Williamsport, Indiana; and Thomas Manifee. In May 1859, these men were busy sluicing for gold opposite the confluence of the Chilcotin and Fraser Rivers when they met Tomaah, the son of Chief Lolo St. Paul. He asked the miners what they were doing and was shown the flakes and small nuggets of gold before being invited by Dunlevey to share their

meal. The young Indian scarcely touched the bean and bannock mixture after the initial taste but a cup of well-sugared tea was an instant success and he gulped it down only to hold out his empty cup for more. It was after he'd drank the second cup that Tomaah told the miners that he could show them a river where gold lay like beans in a pan. He explained that he worked for the Hudson's Bay Company at Fort Alexandria and that he would not be available to take them to the location until after a jamboree. He told them that all the First Nation peoples from the New Caledonia District would be gathering at Lac La Hache in 16 days for a summer games prior to continuing on to Fort Kamloops to trade their winter and spring harvests of furs. He suggested to the miners that they return to Lillooet and then go by way of Marble Canyon to Fort Kamloops to purchase fresh supplies and to take a message to his father. From Fort Kamloops they could travel to Lac La Hache where he would meet them prior to the commencement of the jamboree and that after the games he would guide them to this 'River of Gold'.

The next morning the miners awoke to find Tomaah gone. They wasted no time and were soon headed downriver towards Lillooet. Here they traded a canoe for two Indian horses before heading towards Fort Kamloops. They spent the first night in an old fur-trading encampment that dominated the Indian village of Fountain. The miners were on their way at daybreak the following morning and soon reached the Indian village of Pavilion. From here they pushed on and reached Fort Kamloops trading post where they met several discouraged Thompson River prospectors who were happy to sell their miner's tools to Dunlevey for a fraction of their value.

Dunlevey, after grooming himself and changing into clean clothes, called on Chief Lolo before visiting the Hudson's Bay Company post for supplies. The old Iroquois had retired from the company in 1843 to begin developing a horse breeding empire and had amassed a sizeable fortune by hiring out pack animals to his

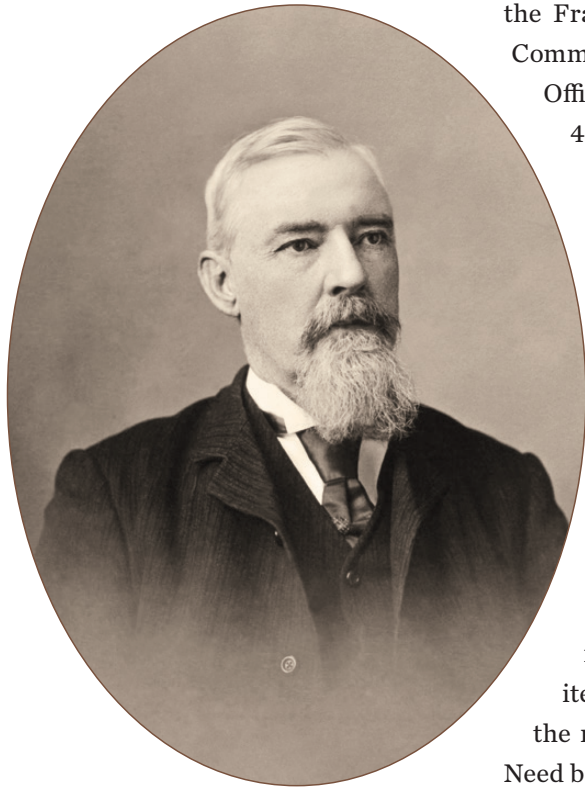
former employees for the transportation of furs to the coast. His two daughters had recently converted the original rundown HBC post into a stopping house.

Chief Trader McLean was suspicious of the immaculately dressed miner and at first refused to fill his order since he had been instructed by the company not to become involved with the miners. Gradually, the trader warmed to the mannerly Dunlevey and the next morning the miners were able to leave the fort with 12 of Lolo's packhorses loaded with over a ton of provisions. John Moore and John McLean joined the Dunlevey party as axe men.

On the evening of the 15th day since they had seen Tomaah, the group camped a few miles from Lac la Hache. Just as they were crawling into their blankets, Tomaah and another Indian named Baptiste appeared out of the darkness. The next morning the 7 white men and two Indians continued to Lac la Hache. Shortly after their arrival, the miners sat with Tomaah and Baptiste as the First Nation chiefs from the New Caledonia Districts addressed the great semi-circle throng of athletes and spectators. As the chiefs talked, Baptiste translated their words to the attentive miners. Because the orations concerned the welfare of all the miners coming into the country, they were indelibly etched into the memory of Dunlevey who in later years was able to recite them almost word for word to his biographer:

Old Chief Dehtus Anahiem of the Chilcotins was the first to speak, "It makes warm my heart to come to this old time meeting place of the Shuswaps, to visit with our brothers the Denés and the Yabatah. These games are the chief attraction, for they keep us brave and strong, eager and fleet, not only for the hunt but to scare away our enemies. It is mainly for this last point that Anahiem of the Chilcotins has come to talk with the brother chiefs at this meeting.

"For some time our scouts have been bringing us news of white men coming up our rivers. We have tolerated



PETER CURRAN DUNLEVEY (1833-1905)

One of the earliest gold discoverers into the cariboo, Dunlevey later owned a stopping house at Soda Creek where he grew grain crops for the horses and oxen. He later was a large property owner in fledgling Vancouver.

HISTORICAL PHOTO #056601 ROYAL BC MUSEUM & ARCHIVES

these men thinking them to be weak-minded and therefore entitled to the reverent regard that all Indians have for these weak ones as dictated by the Great Spirit. However, we have found out that these men are really not crazy and are washing out little pieces of yellow stone that they call gold and which they use as money such as we use fur skins to trade for other goods. The Indians of Lillooet have already been corrupted. It is said that they have learned the white man's skill and are also finding little pieces of yellow gold.

“The priests have told us to shun the firewater as we would the devil that they have told us of but how can we keep clear of their firewater if we allow them to come among us and ruin our women with their diseases? Will we not be ruined as other tribes far to the east that the priests have told us about?

“Another thing, this money really belongs to us and the white men are taking it without asking our permission. The priests tell us that this is stealing. If we steal the priests tell us that their God will punish us. Will their God punish them for this bad act or have they made a convenient arrangement with this God? Has He one law for the Indian and another one for the white man?

“We must keep these white men out! We tribes must act together. If we do not act immediately we will only have to drive them out later. This will result in much bloodshed for them and also for our own people. We must act now or we are lost!

“This is not my country or my camp. If it were I would say to the white men to go back to the country you came from and induce your white brothers to do likewise. You are not wanted here. If you still choose to come and disregard my warning then with sorrow I say that your blood be upon your heads and hands and not on ours.”

A feeling of fear passed through the Dunlevey party for the speaker's arguments were all too true. Unchallenged, his words could easily result in the amalgamation of the Shuswaps, the Yubatan-Denés

and the Chilcotins for the purpose of warring against the sudden influx of miners. When Chief Anahiem finished his oration, he stepped back from the center of the circle and nodded for Chief Shuswap Williams of the Williams Lake First Nations for a rebuttal. Chief Williams, instead of addressing the crowd, shifted the onus of responsibility for a decisive vote for or against bloodshed by inviting Chief Lolo, because of his age and wisdom, to be the first to reply to the Chief of the Chilcotins. Fortunately for the Dunlevey party, Tomaah's father was a much more forceful linguist than his former enemy Chief Anahiem. Dunlevey quoted him as saying:

“It is just as useless for our 3 tribes to resist these white men as it is for one of us to try and resist. We know that our resistance would only result in needless bloodshed and possible annihilation.

“The Indians can never win against the white man because of his numbers, his guns, his learning, and his craftiness.”

Chief Lolo's comments certainly received more plaudits than those of the previous speaker. He went on to talk about the years of his early manhood spent near Fort Alexandria. He told them of the time the Chilcotins had tried to attack Fort Alexandria that resulted in the killing of their war hero by a Yabatan who shot an arrow from across the river through the champion's heart.

Chief Williams was the last leader to speak and he sided with Chief Lolo and encouraged the Indians to live in harmony with the white men. He concluded his speech by telling the athletes to enjoy the games.

One of the main events at the games was a wrestling match between Baptiste, representing the Yabatan-Denés, and Red Bear, representing the Chilcotins. It was a well-matched fight involving much betting between the tribes. Sellars got into the spirit and bet on Baptiste. It was a long, drawn-out match but the Yabatan eventually came out the victor and Sellars ended up winning an Indian pony that he immediately

gave to a beautiful maiden named Agat, a cousin of Baptiste. She in turn gave the spirited animal to her sister At-t'uss, Tomaah's girlfriend, because she had the necessary skill to ride the wild bronco.

At the conclusion of the games, Tomaah asked Baptiste or take the miners to the 'River of Gold' so he could spend time with his girlfriend before returning to Fort Alexandria.

After several days travel, Baptiste brought the men to a creek, soon to be named the Little Horsefly because of the annoying insects. Here Ira Crow panned the first coarse free gold to be taken from an area soon to be known as the Cariboo. Only 12 hours after the Dunlevey reached the river, another group of miners arrived and joined their forces. These men were Hans Helgsen, Joseph Devlin, Frederick George Black, Duncan McMartin, and Edward Campbell.

Some of the original miners faded into oblivion. Of the others, Peter Baker mined for a few years around Quesnel Mouth, a small community that came into existence at the confluence of the Quesnel and Fraser Rivers, before settling down to married life at Albion, a small settlement across the Fraser River from Fort Langley and in the Municipality of Maple Ridge. James Houston accompanied Baker out of the Cariboo and homesteaded upon the ruins of the original Fort Langley of 1827. Baker lived until 1897 and Houston did not pass away until 1902.

Peter C. Dunlevey left mining temporarily in 1861 to open a stopping house and fur-trading post at Beaver Post and James Sellars married Agat and became his assistant. A few years later, John McLean settled at Quesnel Mouth, where he operated the Occidental Hotel for the next 30 years until his retirement in 1902. In 1862 Hans Lars Helgesen married Lillian Colquhoun, an Irish lass he had met in San Francisco, and settled down to family life at Metchosin on Vancouver Island. Legend claims that one of his partners had shot a caribou near Quesnel Forks, a predominantly Chinese community near the junctions of the Cariboo and Quesnel Rivers, and the Norwegian moved that the district be called the

Cariboo. Duncan McMartin, one of the men feasting on the steak, seconded the suggestion and the remaining miners unanimously agreed.

Duncan McMartin and Edward Campbell both had creeks in the Cariboo named in their honor. McMartin died in New Westminster. Campbell died in the town of Horsefly that lay on the banks of the river from which he had panned his gold.

Following their rich strike of gold on the Little Horsefly Creek, Peter Curran Dunlevey and his partners invested their wealth in roadhouses and freighting outfits along the Cariboo Wagon Road. When the news broke out that James Reid was building a sternwheel ship on the Upper Fraser in 1862 to ply between Soda Creek and Quesnel, Dunlevey took up good farmland just to the north of Soda Creek and quickly developed many acres of grain fields and gardens as well as a road house to cater to the needs of the miners and freighters. Dunlevey, in association with John F. Hawkes, in later years invested his wealth to purchase shares in the City of Vancouver's Coal Harbour Land Syndicate that owned half of the Saltwater City.

When news of the building of a stern wheel steamship on the upper Fraser reached New Westminster in 1861 it caused a great excitement among the business population of the Lower Mainland, who looked upon it as a great opportunity for the future. Wasting no time, Robert McLeese and his partner Jospeh Triffle Senay set out for Soda Creek, where they secured a building lot close to the steamboat landing and proceeded to build a two storey log structure that they called the Colonel Hotel. Like Dunlevey and his partners, they wanted to capitalize on the tiny community of Soda Creek knowing that it would soon become a bee-hive of activity.

THE MULE TRAILS



A WOOD CUT THAT APPEARED IN THE OCTOBER 9TH, 1858 ISSUE OF THE NEW YORK HARPERS' WEEKLY OF FORT LANGLEY.

COURTESY WERNER KASCHEL

The first miners into the Fort Kamloops area either trudged over the Hudson's Bay Company brigade trail through the Columbia and Okanagan Valleys or else chose the more treacherous Indian trails along the Fraser River. Those who traveled up the river found that they would have to wait out the spring flood before they could proceed along the canyon. During their wait, many of these anxious miners panned the river below Fort Yale with relative success.

James Douglas, the HBC Chief Factor for the area north of the Columbia River and acting Governor for the Crown Colony of Vancouver Island, was aware of

the deplorable conditions regarding the mainland. At great risk to his position, he set about organizing the construction of an improved route from the coast to New Caledonia, with the explanation that such a route would secure the area north of the 49th parallel as British territory. At Fort Victoria, Douglas called a meeting and told the miners that his government would provide transportation, equipment, and food, in exchange for labour in the building of a 4-foot wide mule trail through the mountains as far as Lillooet. As a precaution against desertion and to put some money in the government coffers, Douglas required each miner to put up a \$25 deposit to be refunded in goods

at Lillooet providing his conduct and work on the road proved satisfactory. If all worked out according to plan, Douglas realized this gamble could mean a great personal success as well as a British one.

Douglas had worked hard and spent much of his life influencing the right people to achieve his dual role in the British colonies. Born in 1803 in Lanarkshire, Scotland, to a Scottish father and Creole mother, he went at an early age to live in British Guiana, where his father had a large sugar plantation. Both parents died when James was very young. At 16, James accompanied an older brother to Canada to begin his apprenticeship in the North-West Company in Montreal. At Fort William on Lake Superior, his intelligence and good working habits came to the attention of Chief Factor Dr. John McLoughlin. Shortly before the merging of the two fur trading companies, McLoughlin sent Douglas to Fort Chipewan to supervise the fisheries of the district, an important responsibility since it was the fish that the forts relied upon as a principal article of food. In 1825, Douglas was posted to Fort St. James on Stuart Lake in the District of New Caledonia under Chief Factor William Connolly. The following year he accompanied his superior on the annual journey with the packs of furs from New Caledonia to the headquarters of the Columbia Department to Fort Vancouver.

In 1827 Douglas married Connolly's eldest daughter and was placed in temporary charge of Fort St. James while his father-in-law left on the annual trip to Fort Vancouver with the furs. Consequently, it was Douglas who arranged the welcoming committee for the arrival of Sir George Simpson, the Governor of the Northern Department of the HBC.

Three years later Governor Simpson transferred Douglas to Fort Vancouver as Chief Factor McLoughlin's chief accountant for the next 15 years. In 1843, McLoughlin sent Douglas, now a Chief Factor, to construct Fort Victoria on the southern tip of Vancouver Island. In 1849 the HBC, upon leasing the whole of Vancouver Island from the British

government, moved their headquarters from the Columbia River to Fort Victoria.

For the proposed mule, Douglas chose the route explored by Alexander Caulfield Anderson in 1847, via the lakes and portages west of the Fraser River from Fort Langley to Lillooet, and appointed Anderson to take charge of the project. Anderson named Harrison Lake for Benjamin Harrison, a British shareholder in the HBC, Anderson Lake for himself, and Seton Lake for his uncle Lieutenant Colonel Alexander Seton, who, when the troopship Birkenhead sank near the Cape of Good Hope in 1852, held his entire command at attention while the crew launched the women and children away in lifeboats.

In July, the Umatilla, the first steamship to reach the upper end of Harrison Lake, deposited on shore an eager force of miner-roadbuilders. That evening before supper the men held a meeting and named their camp Port Douglas after the Governor before giving three hearty cheers to honour him.

Anderson quickly organized the men into parties of 25, each with its own captain, and by August 500 pick-and-shovel laborers were spread out along what came to be known as the Douglas Trail. Miners, following the route, employed Indians with 30-foot dugout canoes to carry them across the 3 lakes, while mule trains skirted the lakes by following Indian trails. The road builders quickly widened the Indian paths to facilitate the movement of pack animals. By mid-September, the trail had reached Lillooet Lake and by mid-October, Douglas was able to report to London that the road was finished.

To defray the costs of transporting supplies into the road camps, Calbreath advanced William Francis Laumeister the cash to purchase 23 camels from the United States army for \$300 per animal. The syndicate, which included Adam Heffley and Henry Ingram, hoped to clear \$60,000 the first season since camels could easily carry twice the load and travel twice the distance than mules or horses.



A wood cut that appeared in the October 9th, 1858 issue of the New York Harpers' Weekly under the caption 'Fort Yale and the Gold Hunters' Camp, Fraser's River'.

COURTESY WERNER KASCHEL

Storekeepers at Port Douglas stared in disbelief when the sternwheeler *The Flying Dutchman* towed a barge wharf side and a couple of men began unloading the humpbacked beasts of burden. Laumeister's troubles began when the first camel down the gangplank bit and then kicked a prospector's mule into oblivion. He soon learned that the camels' hooves, adapted for travel in sand, could not stand up to the rocky terrain, with the result that many soon went lame. Laumeister fitted them with rawhide boots that solved that problem only to find that the camels' potent odors stampeded any horse and mule trains encountered along the trails. The mule and horse owners both sued for damages and signed a petition to have the 'Dromedary Express' removed from the road. Several were used for a short time at least on the Cariboo Road until the rocky terrain proved too much for their soft padded feet. Besides this handicap the camels'stench spooked the

horse and mule teams which soon resulted in several civil suits against the owners. Before two years were out Laumeister was forced to admit that the entire venture had been a big mistake and an expensive learning experience. A few of the camels were sold cheaply to US circuses while the rest were turned loose to fend for themselves in the Cariboo. The last one died near Grand Prairie (now Westwold) in 1905.

Miner John Morris, passing by Quesnel Forks, saw what he took to be a large grizzly bear and immediately blasted at it with his rifle. When he saw the animal topple over, he and his companions rushed to the spot only to discover one of Laumeister's camels with a big gaping hole in its side. Henceforth he became known as 'Grizzly' Morris and the very rich mine that he later discovered on Williams Creek came to be known as the 'Grizzly' in memory of the incident.

Meanwhile, other road contractors were having their problems. Those past the first section were finding their supply route cut off because of the dynamiting just past Yale. Aware of the great danger and long delays, packers were unwilling to use the route and turned instead to the Douglas Trail.

About this time a contingent of Royal Engineers under the command of Colonel Richard Clement Moody arrived in response to the pleas from Douglas for a British military force to maintain law and order on the Pacific coast north of the 49th parallel. They were accompanied by Judge Matthew Baillie Begbie, who at a ceremony held in Fort Langley, on November 22, 1858, swore in Douglas as the governor of the crown colony of British Columbia. Douglas' first act as governor of the mainland was the swearing in of Begbie as chief justice.

Two of the first tasks facing the Royal Engineers, known as sappers, were the deepening of the channel at the south end of Harrison Lake to facilitate boat traffic to Port Douglas and the surveying for a 4-foot-wide mule trail through the Fraser Canyon from Fort Yale to Camosin (Lytton). On December 18th, the *Victoria Gazette* announced: Good boats are running on all the lakes, while numerous houses for public entertainment are opening up all along the line."

Three small paddle-wheel steamers, the *Melanie* on Lillooet Lake, the *Lady of the Lake* on Anderson Lake, and the *Champion* on Seton Lake, replaced the Indian canoes.

Across the Fraser River from Lillooet, an enterprising individual by the name of Otis Parsons built a stopping house upon the foundations of the Hudson's Bay Company's Fort Berens. Parsons had worked on the building of the Douglas Trail until it reached Lillooet where he decided to rig up a barge affixed to a ferry cable to transport the pack animals and miners across the Fraser River. His stopping house soon provided homegrown produce to feed the continuous stream of men heading to the goldfields.

Douglas responded to the miners' demand by contracting road builders to develop the mule trail from Yale to Lytton. The trail had barely opened before the inhabitants at Yale began an advertising campaign. Instead of discussing the

new trail's merits, they chose to ridicule the competitive route. Of the Douglas Trail, the ad stated: "Elegant and high-toned. Meals one dollar. Beds fifty cents. Crawlers thrown in gratis. Sit on an open deck in the cold; stick your nose in the cook's galley to warm it for free. Take your own snowshoes." The advertising was effective for the reason that many of the travelers heading to the Cariboo over the Douglas Trail were inexperienced men who had never lived outside a city environment. The poor souls tramped the entire route with just the clothes on their back and a small pack of provisions that sometimes only included a blanket. Stories about bears and Indians terrified these individuals into packing revolvers. One greenhorn wrote: Accidents with firearms are of a frequent occurrence in this country, through the inexperience of their possessors. Furthermore, revolvers are of little or no use here, the same weight of good worsted stockings would be much more serviceable". One frightened lad went to sleep with a cocked revolver in his bedroll and upon arising in the morning, began to roll up his blanket, only to have the weapon's trigger catch on its fold. It discharged and killed him instantly, much to the astonishment and grief of his companions.

In June 1860 Douglas granted a \$22,000 contract to Franklin Way and Josiah Crosby Beedy for the construction of a mule trail from 12 miles out of Yale to the Indian Village of Spuzzum. It was here that Way built a stopping house and erected a cable ferry across the Fraser River to connect with the Indian path on the opposite shore. That fall Douglas let out a second contract to Hugh McRoberts and William Powers to begin extending the trail upriver from Spuzzum towards Lytton. From Lytton, miners followed along the south side of the Thompson River until arriving at Mortimer Cook's ferry crossing, the place at which Spence's Bridge was later built. Once on the north side of the Thompson River the miners could follow a Hudson's Bay Company trail that skirted the Bonaparte River to Robert Watson's stopping house located at the junction of the two competing trails to the Cariboo. Port Douglas storekeepers Joseph Lorenzo Smith and Thomas Marshall realized in early 1861 that the new mule trail was a much faster way to the goldfields than the Douglas Trail.

LIEUTENANT MAYNE'S SKETCH

The following partially restored 6 pages of Mayne’s roughly 2-foot by 3-foot map was drawn on vellum or calf’s skin.

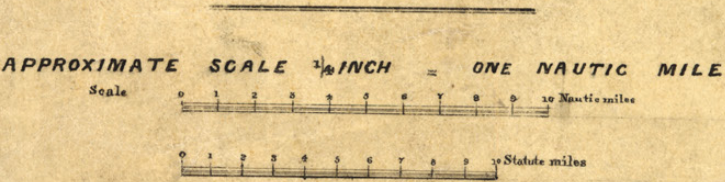
Lieutenant Charles R. Mayne was attached to the Nautical Survey of Vancouver Island and British Columbia. Mayne sailed with Captain George Henry Richards on his expedition in Her Majesty’s Ship Plumper and also on Her Majesty Ship Hecate to survey the coast of British Columbia between 1857 and 1859 and there came to serve in the Royal Engineers under Colonel Richard Moody and was assigned the exploration and mapping of hitherto unknown parts of the colony. His journal of these activities is a classic source of British

Columbia history as are those of his Royal Engineer colleague Lieutenant Henry Spencer Palmer.

Mayne Island in the Gulf Islands is named after him, and Hecate Strait for his vessel. For this work, in 1860, he was promoted to Commander and returned to England. In 1862 he was appointed to the command of Her Majesty Ship Eclipse for service in New Zealand and took part in the native wars until severely wounded in 1863 and invalided home. For these services he was mentioned in despatches and promoted to the rank of Captain. He received the Companionship of the Bath in 1867.

SKETCH OF PART OF
BRITISH COLUMBIA

BY LIEUT^{NT} R.C. MAYNE R.N. OF H.M.S. PLUMPER. 1859,



CITATION
MAYNE, R.C. "SKETCH OF PART OF BRITISH COLUMBIA". SCALE 1/4 INCH TO 1 NAUTIC MILE. 1859. SURVEYOR GENERAL DIVISION VAULT, LAND TITLE AND SURVEY AUTHORITY OF BRITISH COLUMBIA. PLAN 33 TRAY 1 ORIGINAL MAPS.

ACKNOWLEDGEMENT/CREDIT
PLAN 33 TRAY 1 ORIGINAL MAPS IS INCLUDED WITH PERMISSION BY THE SURVEYOR GENERAL DIVISION OF THE LAND TITLE AND SURVEY AUTHORITY OF BRITISH COLUMBIA









This engraving of Lillooet appeared in the Canadian Illustrated News on 13 August 1870 with the caption:

“LILLOOET, FRASER RIVER - Lillooet is a flourishing town situated on the right bank of the Fraser [River], 212 miles from the port and capital, New Westminster. At one time the banks of the river in this neighbourhood were exceeding rich in gold. Since this time the town has gradually gone on increasing in size and importance, and now ranks as one of the principal posts of the Fraser.”

They loaded all their worldly possessions on their backs and headed for the new junction with the intention of reaping wealth from the weary travelers by setting up a stopping house. Upon their arrival, they discovered that Watson was already located at the junction and doing a great business catering to the needs of the miners and was in the process of building a larger stopping house. Not to be thwarted, Smith and Marshall bought him out. When Smith died in 1871, his wife remarried Marshall, and by the time he passed away in 1877 a Smith son was old enough to join his mother in the business. The location came to be known as Clinton.

From this stopping house, the miners followed a

Hudson’s Bay Company trail to Alexandria (formerly Fort Alexandria). From here they worked their way northward, following Indian trails through to Lac La Hache to Chief William’s village (later Williams Lake). The trail from Yale through to the junction at Watson’s stopping house became known as the Cariboo Trail.

Past Chief William’s village, foot trails led the miners to Quesnel Forks, where William Prosper Barry and Samuel Adler had constructed a 200-foot bridge across the Quesnel River. These two industrious men made good money collecting tolls from the travelers using the bridge.

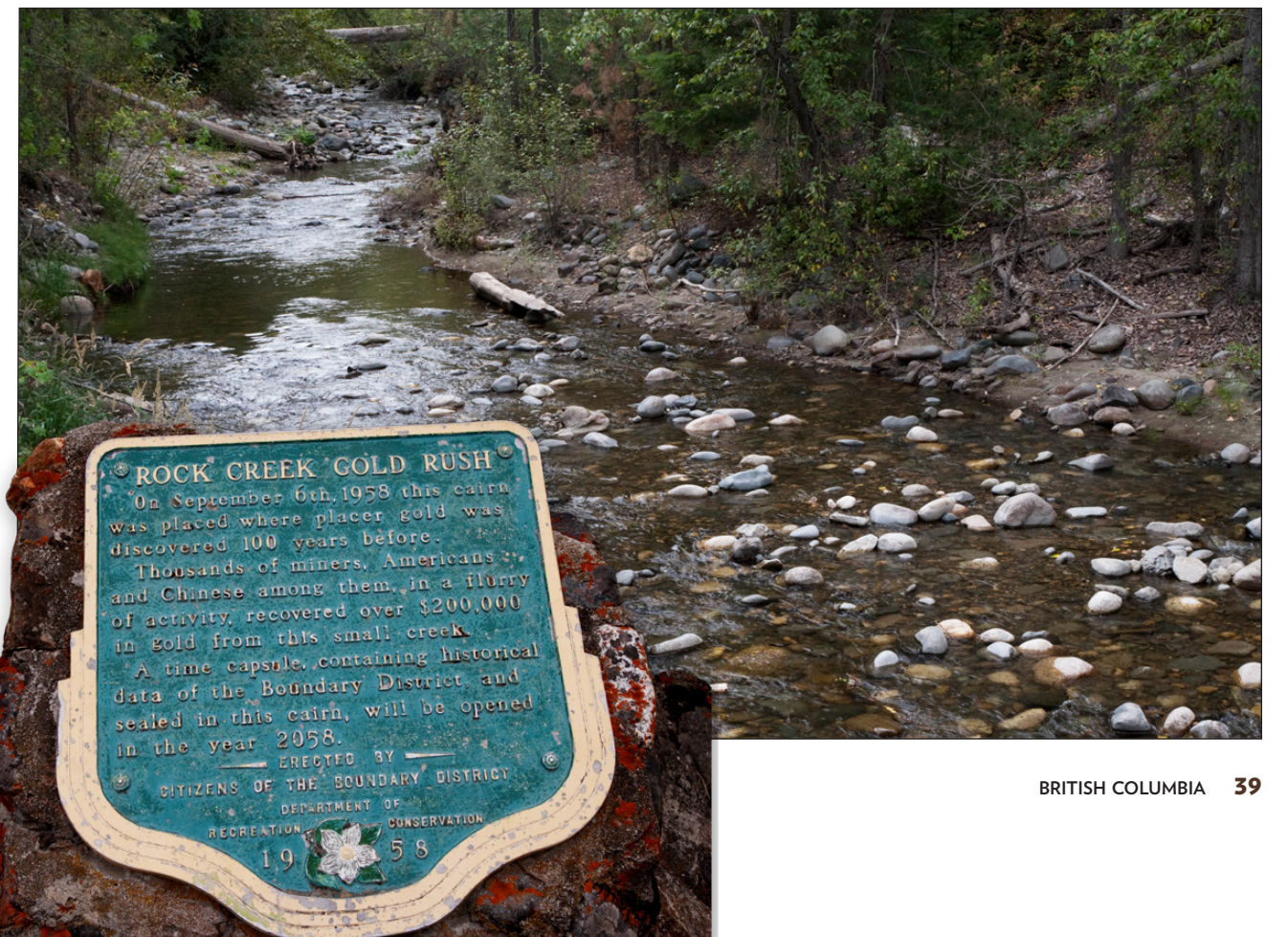
1858 ROCK CREEK GOLD RUSH

The Rock Creek gold rush took place in an area that was dubbed the Boundary Country because it took place just to the north of the 49th parallel that separated the United States from Canada. The rush was touched off by First Nations braves pursuing two American soldiers across the border. The soldiers escaped and three miles inside Canadian territory chanced to find gold on the Kettle River where it was met by Rock Creek. Adam Beam filed the first claim.

The rush that followed was composed mostly of Americans and some Chinese. All these men had come north from Fort Colville just south of the border and some came all the way from the California gold rush. At the peak of the gold rush an estimated 5,000 men were in the area and a new town, called Rock Creek, sprang into existence with a population of about 300. Governor Douglas sent Gold Commissioner Peter O’Reilly to the area to collect duties on items coming across the border as well as collect fees for mining licenses. Unfortunately, just as O’Reilly arrived at

Rock Creek trouble broke out between the Caucasian and Chinese miners—and the inexperienced new Gold Commissioner was driven from the mining camp by a hail of stones in what came to be known as the Rock Creek War. O’Reilly’s recourse was to flee to Victoria to report to Governor Douglas.

A short time later, Douglas, accompanied by William George Cox, who was to become the new gold commissioner, and Arthur Bushby, best known for being Judge Matthew Baillie Begbie’s clerk and companion, proceeded to Rock Creek. Douglas laid down the law to the American miners and told them that if they didn’t behave themselves on British soil that he’d return with 500 marines. He further explained that the Chinese had the same rights to the gold workings as they had and that any further molestation of them would not be tolerated. As the men left the large tent, Douglas insisted on shaking each man’s hand, looking each one in the eye—and ingraining his personal expectations of each of them.





**THE PREVIOUS TWO PAGES:
JAMES DOUGLAS TAKING THE OATH AS FIRST GOVERNOR OF BRITISH COLUMBIA AT FORT LANGLEY**

On November 25, 1858, there appeared in the Victoria Gazette the following news letter:

--"New Fort Langley, 20th November 1858. Editors Gazette: Yesterday, the birthday of British Columbia, was ushered in by a steady rain which continued perseveringly throughout the whole day, and in a great measure marred the solemnity of the proclamation of the Colony. His Excellency, Governor Douglas, with a suite comprising Rear-Admiral Baynes, Commanding the naval forces on the Pacific Station; Mr. Cameron, the respected Chief Justice of Vancouver Island; Mr. Begbie, the newly appointed Chief Justice of British (39) Columbia; Mr. Lira and others, proceeded on board H.M. Ship "Satellite," Captain Prevost, on Wednesday morning by the Canal de Haro to Point Roberts, where his excellency and suite were conveyed by the Hudson Bay Company's screw steamer "Otter" to the Company's steamship "Beaver" which was lying moored within the mouth of the Fraser. Both vessels then proceeded in company as far as Old Fort Langley, where the "Otter" disembarked a party of 18 Sappers under the command of Captain Parsons who immediately embarked in the "Recovery" revenue cutter, joining the command of Captain Grant, R.E., who had previously reached the point with a party of the same corps. Both these gallant officers have recently arrived from England with small parties of men under their command. The "Beaver" then proceeded with His Excellency aboard to New Fort Langley, where preparations were made for the ceremonial of the following day.

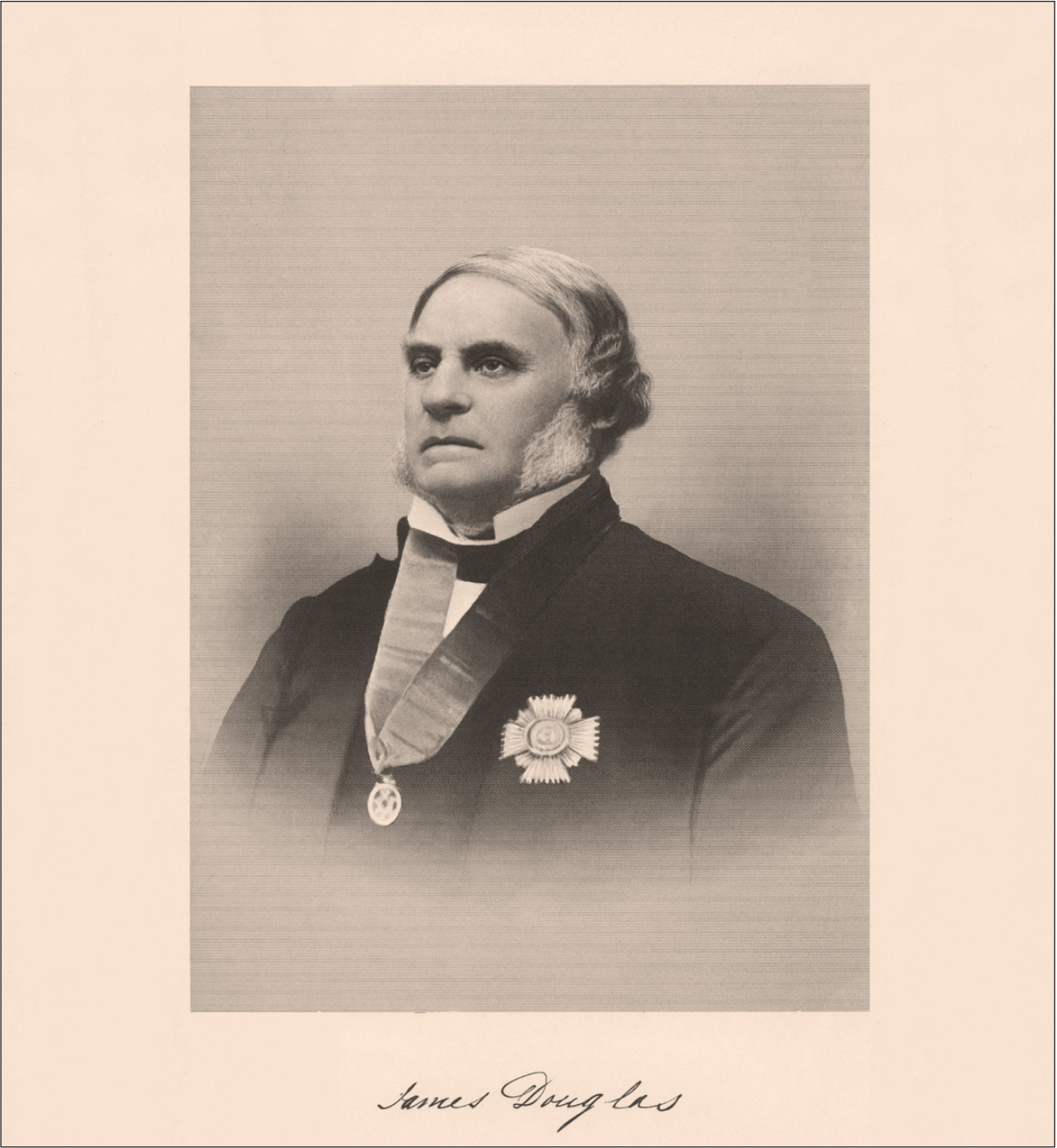
"On Friday morning, the 19th instant, His Excellency, accompanied by the Captain Grant disembarked on the wet loamy bank of the Fort and the procession proceeded up the steep bank which leads to the palisade. Arrived there, a salute of 18 guns commenced pealing from the "Beaver" awakening all the echoes of the opposite mountains. In another moment the flag of Britain was floating, or to speak the truth, dripped over the principal entrance. Owing to the unpropitious state of the weather, the meeting which was intended to have been held in the open air was convened in the large room at the principal building. About 100 persons were present.

"The ceremonies were commenced by His Excellency addressing Mr. Begbie and delivering to him Her Majesty's Commission as Judge in the Colony of British Columbia. Mr. Begbie then took the oath of Allegiance and the usual oaths on taking office and then addressing His Excellency took up her Majesty's Commission appointing him the Governor and proceeding to read it at length. Mr. Begbie then administered to Governor Douglas the usual oaths of office, viz.: Allegiance, Abjuration, etc. His Excellency being then duly appointed and sworn in, proceeded to issue the Proclamation of the same day, 19th instant, vis.: one (40) proclaiming the act; a second, indemnifying all the officers of the Government from any irregularities which may have been committed in the interval before this proclamation of the act; and a third, proclaiming English Law to be the Law of the Colony. The reading of these was preceded by His Excellency's Proclamation of the 3rd instant setting forth the Revocation of Her Majesty of all the exclusive privileges of the Hudson Bay Company.

"The proceedings then terminated. On leaving the Fort, which His Excellency did not do until today, another salute of 17 guns was fired from the battlements, with even grander effect than the salute in the previous day. On leaving the riverside in front of the town a number of the inhabitants were assembled with whom His Excellency entered into conversation previous to embarking on board the "Beaver," and by whom he was loudly cheered in very good style as he was on his way to the steamer."

Thus was inaugurated, in the very heart of the Fraser Valley, the first Government of British Columbia.

COURTESY NATIVE SONS OF BRITISH COLUMBIA POST #1



SIR JAMES DOUGLAS (1803 - 1877)

Fur trader with the Hudson's Bay Company, Douglas came up through the ranks until becoming Chief Factor in 1839. When gold was discovered in New Caledonia in the early 1850s Douglas became Governor of British Columbia. from 1851 until 1864 he was Governor of Vancouver Island. in 1858 he also became Governor of the Mainland of British Columbia. After his retirement in 1864, he traveled to England where he was knighted by Queen Victoria I and made a Knight Commander of the Bath. While overseas douglas visited Europe and with relatives in Scotland. He was often credited as being the "Father of British Columbia".



The Wagon Road, Engineers' Road or Dewdney Trail passes parallel to Highway #3 near the western exit from Manning Park.

THE ENGINEERS' ROAD OR DEWDNEY TRAIL

An east to west Wagon Road across the southern portion of British Columbia by the British Government's Royal Engineers was an attempt to keep any gold discoveries north of the Canadian-US border from making their way into the United States. The militaristic Royal Engineers built the first few miles of road from Rock Creek towards Hope but were then seconded away for the building of the Cariboo

Wagon Road through the Fraser Canyon to the Cariboo goldfields. Edgar Dewdney built the first section from Hope to Rock Creek in 1861. He afterwards took the contract to build the section from Wild Horse to Rock Creek in 1864. Eventually the road was built to Hope. Dewdney went on to become the Lieutenant Governor of the North-West Territories before becoming the fifth Lieutenant Governor of British Columbia.

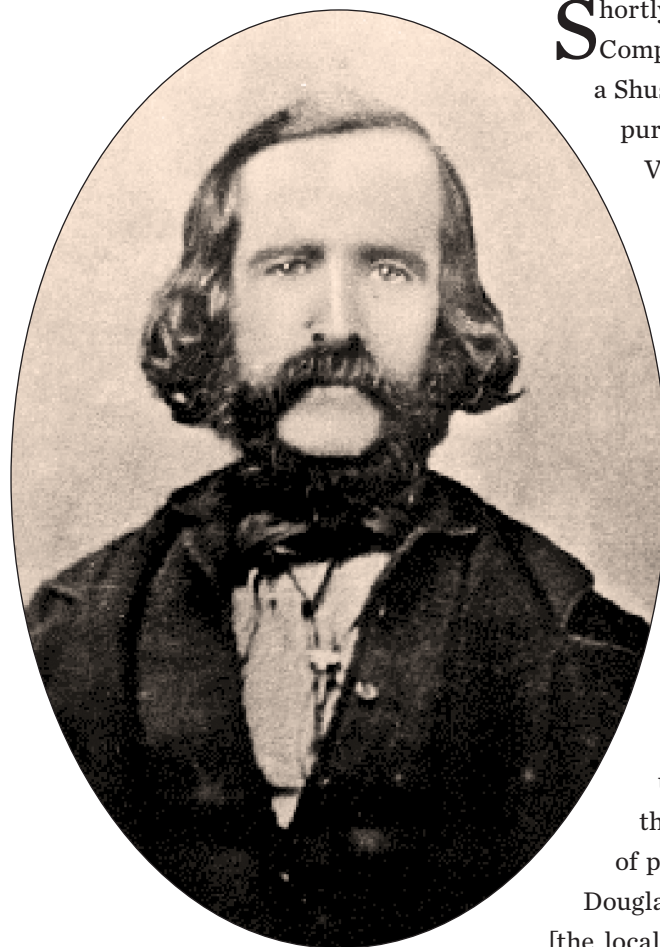


EDGAR DEWDNEY (1835-1916)

The Civil Engineer namegiver of the Dewdney Trail, built the first section from Hope to Rock Creek in 1861. He afterwards took the contract to build the section from Wild Horse to Rock Creek in 1864. Dewdney went on the become the Lieutenant Governor of the North-West Territories before becooming the fifth Lieutenant Governor of British Columbia.

HISTORICAL PHOTO#012677 ROYAL BC MUSEUM & ARCHIVES
 PHOTOGRAPH BY WILLIAM NOTMAN, CIRCA 1865

BREAKING TRAILS & CREEKS OF GOLD



DONALD MCLEAN (1805-1864)

The Chief Trader in charge of the Hudson's Bay Company Fort Kamloops, McLean made the first reports to his superior James Douglas that gold had been discovered by First Nations braves on the Thompson River. McLean became one of the casualties of the Chilcotin War in 1864.

HISTORICAL PHOTO#063818 ROYAL BC MUSEUM & ARCHIVES

Shortly after his arrival at Fort Kamloops in 1855, Hudson Bay Company Chief Trader Donald McLean traded for gold with a Shuswap First Nations Indian. When McLean reported the purchase to Chief Factor James Douglas, his superior in Victoria, he was instructed to keep the information quiet since a gold rush would spell the end of the fur trade. Douglas wrote in his diary: "Gold was first found on Thompson River by an Indian a quarter of a mile below Nicomin. He is since dead. The Indian was taking a drink out of the river; having no vessel he was quaffing from the stream when he perceived a shining pebble which he picked up, and it proved to be gold. The whole tribe forthwith began to collect the glittering metal. This was likely in 1856."

After exchanging letters with Hudson Bay Company officials in England, Douglas encouraged McLean to buy gold from the First Nations braves. McLean requested that spoons be shipped to him at Fort Kamloops for sale to the Indians so that they could be used in the extracting of nuggets from the crevices of the bedrock. Apparently McLean had collected a couple of pickle jars of gold by the fall of 1856. In December 1857 Douglas reported: "The reputed wealth of the Couteau mines [the local name of the Thompson-Fraser River area] is causing much excitement among the population of the United States of Washington and Oregon, and I have no doubt that a great number of people from those territories will be attracted thither in the spring." By this time the First Nations had mined about 800 ounces of gold and traded it with the fur traders.

In February 1858 Douglas sent the 800 ounces of gold south on the steamship Otter for minting at San Francisco, California. The mint superintendent, a member of the fire department, remarked at the group's next meeting that the next gold excitement would be on the Fraser River. By March the first vanguard of miners began to arrive on the Fraser River and a few miles above Hope they discovered the first rich pay on a bar they named Hill's, after the man who had washed the first gold. News of their success and samples of the gold were sent to San Francisco and by April the rush

had started on the Fraser River. Since the California gold rush had taken place only a few years before, the rumor spread quickly and a new breed of fortune seeker was soon trudging along the explorers' and fur traders' trails.

There was a real urgency at the time of the 1858 Fraser River gold rush to ensure British jurisprudence with the result that Governor James Douglas hired gold commissioners to intercept American gold hunters at the borders and make them buy miners' licenses, stake claims, and record their findings. The size of claims were first only 12 by 12-feet, then 25 x 25-feet and finally 100 by 100-feet.

Seasoned miners who had proven their ability at finding gold strikes across the world made the first major gold strikes in the Cariboo. They were known to be able to look at a creek and be able to tell if it contained gold. George W. Weaver, William Ross Keithley and John A. Rose were 3 such men. Weaver was an experienced gold-hunter from the California gold rush who already had Weaverville named in his honor while Rose had more recently had Rose's Bar named in his honor just below Yale. During the summer of 1860 Weaver, Keithley and Rose persuaded Ranald MacDonald to lead them on an expedition along the north shore of Cariboo Lake. It was a wise and sound decision based on MacDonald's background as he had acquired valuable life experiences long before reaching the goldfields of the Cariboo. He had been born at Fort Astoria in what was then known as the Columbia District or Oregon Country. His parents were Archibald MacDonald, a Scottish Hudson's Bay Company fur trader, and Princess Raven, daughter of Chief Comcomly, a leader of the Chinook First Nations. Following the death of his mother, the infant Ranald was raised by a maternal aunt until after his father was transferred to Fort Kamloops. From then until he was 10, he was raised by his father and step-mother at Fort Kamloops, Fort Langley, and Fort Colville before being sent east with the fall fur brigade to Red River for schooling. In 1839, at the age of 15, he was apprenticed in the banking business under Edward Ermatinger at St. Thomas, Ontario, his father's friend and brother of Francis Ermatinger of Fort Kamloops fame. The youth hated the indoor occupation and within a year ran away much to the despair of his father. By 1848, Ranald was working on a whaling ship and while sailing along the coast of Japan he had requested a sailboat to put off for shore to explore this strange land. By first simulating shipwreck and afterwards ingratiating himself with those in authority by teaching English to 14 Japanese interpreters,



RANALD MACDONALD (1824 - 1894)

This gold hunter was one of the most interesting of all the gold discoverers to venture into the Cariboo. Seen here a few years before his death, MacDonald, the son of the Hudson's Bay Company Chief Factor, was one of the early educators of English to the Japanese. He had participated in the Australian gold rush before coming to British Columbia.

MacDonald was a major player in the discovery of gold on Leech River at Sooke on the southern tip of Vancouver Island in 1864.

VANCOUVER PUBLIC LIBRARY



It was probably in a moosehide pouch similar to this that McLean sent the two pickle jars of gold that he'd purchased from First Nations braves to Victoria.

COURTESY VERNON MUSEUM

he escaped execution but still suffered almost a year's imprisonment since white men were banished from Japan at this time. He was reported in American papers as having drowned in the South Seas. He was safely deported from Japan on an American ship bound for Australia and was able to participate in the gold strikes near Melbourne in the 'Land Down Under'. A short time after the death of his father, the prodigal son returned to St. Andrews, Ontario, to see his family and it was while visiting here that he heard of the Fraser River gold rush. He persuaded his two half-brothers, Allan and Benjamin, to join him and participate in this new gold rush. The trio took a sailing vessel bound for the Panama and when en route up the Pacific Coast opted to disembark at Fort Vancouver where Ranald made enquiries about his maternal grandfather. He was saddened to learn that Chief Comcomly had fallen victim to a smallpox plague in the 1830s. Upon reaching Fort Victoria, the trio paid a visit to their father's old friend Governor Douglas. Known as 'Black' or 'Siwash' MacDonald in the Cariboo, Ranald was on the Lower Fraser in the fall of 1859 and the following spring volunteered to guide Rose, Weaver and Keithley into the hinterland. 'Black' MacDonald's half-brother Benjamin, although only 15 when he arrived in British Columbia, was among the first to stake claims on the better gold producing creeks in the Cariboo.

The four trailblazers eventually came across a gold-bearing creek that they name Keithley. Weaver and Keithley worked this creek with mediocre success but soon gave up to join Rose and MacDonald who had gone deeper into the hinterland. Although it was not a rich source of gold, less experienced miners who tended to follow experienced parties such as theirs, began staking claims along the stream and by that fall the settlement of Keithley sprang up as a supply center. When winter struck, the reluctant miners built igloos and crude shelters to live in while protecting their staked ground from claim jumpers.

Weaver and Keithley, who had gone on during the early excitement, followed Keithley Creek for several miles before heading off along one of the feeder streams. When this small creek petered out, the men crossed a high plateau and descended into a valley by following a stream so littered with deer antlers that they then and there named it Antler Creek. Continuing on, they met up with Rose and MacDonald who were bursting with good news about the creek. They had been working the creek and were able to show the amazed newcomers places where the rusty colored gold nuggets

were in plain view in exposed pockets of sun exposed colored bedrock, and announced that they had been able to take 4 to 5 ounces of gold to the pan.

Bedding down for the night, the 4 men excitedly planned their strategy. Because they were the discoverers of the creek the 4 men were each entitled to one 100-by-100 foot claim as well as their regular claim of the same size. It was decided that they would search the creek for the richest spots on which to stake their 8 claims and then pan the remaining areas until their food supplies ran low. During the night however the camp was covered with a foot of freshly fallen snow. Despite the change in weather, the men prospected feverishly up and down the creek and succeeded in staking out the choice areas. By this time supplies had run low and they agreed that Keithley and Weaver would return to Keithley Town for winter supplies. Everything was planned carefully in order to keep the creek secret. They would use the Keithley Creek gold to purchase the supplies since the store owner might notice the color difference of the Antler Creek gold and suspect a new find. More importantly Weaver and Keithley would have to make sure that their actions did not arouse any suspicions.

The two set off and about half a mile from Discovery Rock, the spot on Antler Creek where they first found gold, they located an easier route up to the plateau and then down again in practically a straight line southward in the direction of Keithley. They waited until the supper hour to enter the town, knowing that the miners would be occupied with their meals. Entering the store, they made great effort to appear casual, even to the point of engaging in small talk while purchasing their supplies. Lingered, so as not to appear hurried, they felt safe to leave by dark; but upon passing through the mining community found that hordes of men were packed and snow shoed-up, ready to follow the pair to wherever they had come. Their prospecting fame had defeated any measures they had taken to prevent interest in their actions and, like the

Pied Piper; they led the merry horde to the gold.

Thus, some dozens of parties set out for Antler Creek in 6-feet of snow. Many crossed the plateau on show shoes—hence the name Snowshoe Plateau—and before long claims were being staked over already staked ground, giving rise to many disputes. Upon returning to their claims, Weaver and Keithley helped Rose and MacDonald build an 8-foot x 10-foot cabin from spruce and balsam logs as a shelter against the harsh winter. The other miners chose to live in tents or holes in the snow. Soon Antler Creek became so solidly staked that new arrivals began to look elsewhere resulting in several rich creeks being discovered almost simultaneously. Four of these—Williams, Lightning, Lowhee and Grouse—would soon become the chief source of gold in the rush that followed the discovery of Antler. Almost immediately, a depot called Antlertown was set up on Antler Creek to provide supplies for the area.

By Christmas of 1860, Murtz J. Collins, Michael Costin Brown and John 'Kansas' Metz had reached Quesnel Mouth where they purchased snowshoes from Fort George Indians for \$14 a pair before striking out for Antler Creek.

Williams Creek was discovered in February 1861. Born on the slopes of Bald Mountain, it flows in a northwesterly direction for about 9 miles before emptying into the Willow River. At the midway point the creek flows through a canyon or gulch before meandering through a broad valley.

One evening Wilhelm Dietz, an ex-Prussian sailor, and his partners, James Costello and Michael Burns, stumbled into their camp in a half-starved state claiming they had found gold in a nearby-unnamed creek. The next morning Brown decided to join Dietz and Costello in their exploration while Burns, Collins, and Metz decided to remain in camp. The trio moved around Discovery Rock and continued upstream until a wide creek (later named Racetrack) blocked their passage. Heading into the hills, they climbed up

a mountainous slope, finally reaching a broad plateau that they named Bald Mountain because it was barren of any timber. Brown left the following account: “We crossed the divide, eventually making the headwaters of the creek and after some time we traveled to a place near a little gulch or canyon, where we camped for the night, building a little shelter.

On the following morning we separated to prospect the stream, agreeing to meet again at night to report progress. The story of that day’s prospecting, which we recalled over the campfire, has become a matter of mining history in British Columbia. ‘Dutch Bill’ made the best prospect, striking pay dirt at \$1.25 a pan. Costello and I had done pretty well, finding dirt worth a dollar or so a pan. You can well imagine we were well pleased with the day’s exertions, and each man in his heart felt that we had discovered very rich ground. I shall not forget the discussion that took place as to the name to be given to the creek. Dutch Bill was for having it called ‘Billy Creek’ because he had found the best prospects of the three. I was quite agreeable, but I stipulated that Mr. William Dietz should buy the first basket of champagne that reached the creek. This appealed to Costello, and so the creek was then and there named—not Billy Creek but ‘Williams Creek’.”

The 6 men returned to camp and they all worked out certain plans: Costello would remain on the creek and guard their claims; Dietz, Burns, Collins and Metz would return to Antler for supplies; and Brown would travel as quickly as possible the 60 miles to Williams Lake to register their discovery with Philip Henry Nind Jr., the Cariboo’s only gold commissioner. Things began to go awry when news of their strike leaked out at Antler. They decided that Dietz should return to the claims the following morning. Using showshoes, he retraced his footsteps in a record 3 hours but his strenuous exertions were of no avail for the entire population of wintering miners at Antler followed his trail in the snow and within hours were staking claims up and down both sides of the creek.

Ironically, the discoverers staked claims that proved

to be among the poorest on a creek that became among the richest in the world. After working like slaves for 3 months most of the original discovers sold their claims for modest prices and became involved with more productive sites. Brown ended up selling his shares to William Wallace Cunningham for \$2,500. An Irishman by birth, Brown had managed a hotel in San Francisco at the height of the California rush before catching the sternwheeler Brother Jonathan to join the flood of humanity heading north to the Cariboo. This experience prompted him to purchase a pack train to supply provisions to the growing hordes of miners. On one trip alone he took 8,000 pounds of provisions into the gold camps. He sold flour for \$1.25 a pound; beans, bacon and dried apples for \$1.50; and tobacco for \$2. He packed all summer but that fall was caught in a snowstorm and lost 42 horses. In the spring of 1863 he had carpenters build him a 30-foot by 60-foot store on Williams Creek from whipsawed lumber at a cost of \$4,500. He sold the store in 1864 to open the Adelphi Hotel in Victoria. During the next 40 years he took part in the gold rushes to the Big Bend, Cassiar, Dease River, and eventually the Klondike. In 1904, he left the Yukon for good and returned to Victoria where he passed away 10 years later.

With Keithley, Antler, and Williams Creek all solidly staked, the miners of poorer claims began to investigate any unexplored streams within a 20-mile radius of Antler Town. In June 1861, William W. Cunningham, Edward Campbell, W. Henry Lightfall, James Bell and John Hume discovered an incredibly rich stream that began as a trickle on the slopes of Agnes Mountain and flowed westward until emptying into the Swift River. When Cunningham took the first pan of gravel from the creek and saw the prospects, he remarked. “Boys, this is lightning” and the name stuck.

It was Cunningham who announced that gold had been discovered on Van Winkle Creek, a tributary of Lightning. Because a Rip Van Winkle Bar near Lytton in earlier days had been prosperous, the new locality was named Van Winkle in its honor. In keeping with political

tradition, the nearby community of Stanley that had sprung up in 1870 to replace the declining Van Winkle, was named in honor of Edward Henry Stanley, the 15th Earl of Derby and secretary for the colonies at the time. His brother, Frederick Arthur Stanley, Baron Stanley of Preston, was the Governor General for Canada from 1888 to 1893 and left his name to Vancouver City’s Stanley Park (and later the National Hockey League’s Stanley Cup).

Richard Willoughby had sold a mine for \$35,000 in Arizona before leading a 300-man force of soldier-miners through hostile Indian Territory in the United States en route to the California diggings. Willoughby, Hanson Tilton, and brothers Asa H. and Thomas P. Patterson circumnavigated the canyon on Williams Creek and descended on through a narrow valley before coming upon a lovely lake that was later called Jack of Clubs Lake. On their right a small stream flowed from the lake—later proven to be the source of the Willow River—while on their left a small creek disgorged itself through a narrow ravine between 2 mountains. The party found gold immediately and Willoughby christened the creek ‘Lowhee’ and their claim ‘The Great Lowhee’ after a secret miner’s society to which he belonged at Yale. The men took their time and were careful to stake what appeared to be the most productive ground. In July the 4 partners returned with the necessary equipment to work their claims. Other eager miners followed them and when Willoughby reached the diggings he turned to these men and announced, “Boys, this is it!” Lowhee Creek was fabulously rich and easy to work, for nowhere was the silt and gravel more than 4-feet deep to bedrock on which rested the gold nuggets. During 5 weeks of mining, Willoughby and his 3 partners took out 250 pounds of nuggets from a 200 x 500-foot rectangle of 10 claims. Upon leaving the Cariboo, Willoughby tried farming in Chilliwack in the Fraser Valley but that occupation did not suit his reckless nature and in 1869 he headed for the gold strikes in the Cassiar and Omineca country. The rest of his life was spent in northern British Columbia and Alaska. He died in Nome, Alaska, in 1904 with a large fortune.

George Downey was one of a group of prospectors who followed Antler Creek to its source. From here the men crossed an alpine pass to the headwaters of another stream that they named Grouse Creek. This waterway also proved to be a generous source of gold.

By the summer’s end, 1,200 men were working on the gold-bearing creeks around Keithley and Antler, and soon small companies of 2

and 3 men were busy taking out as much as one-and-a-half pounds of gold per man per day. The gold the miners were finding on Williams Creek was in hard blue clay 8 to 10 feet below the surface that was believed to be an old creek bed.

One day Joel Abbott working alone while his partners William Jordan and John Dawson were away buying supplies dug through the blue clay and found unbelievable rich gravels containing smooth water-worn nuggets and from that day forward the creek began yielding unimaginable amounts of gold. As early as August the Abbott and Jordan Company was reported to have amassed over 400 pounds of gold after expenses.

George W. Weaver and William R. Keithley had to put in a 4-mile-long flume to carry water to their diggings. Although the flume's lumber and construction costs were extremely expensive, the claim's gold output easily covered the overhead and the two men accumulated a tidy fortune. Ranald MacDonald mined a fortune before selling his claim to John A. Rose for a 20-pound bag of gold. After selling his claim to Rose, Ranald MacDonald engaged in packing supplies from his ranch on the Bonaparte River into the gold camps. After packing for several years, he retired to Colville, Washington (formerly Fort Colville) to write his autobiography. Several publishers refused his manuscript fearing his story was too fantastic to possibly be true. There are monuments honoring MacDonald in both Rishiri and Nagasaki, Japan. He died a poor man in Washington State in 1894 and his last words to a niece were reportedly "Sayonora, my dear, sayonora".

Rose, nicknamed the 'Man of Destiny' was last seen rafting down the Willow River with an unknown companion in the fall of 1862. The bodily remains of these 2 men were later found buried under the ashes of their last campfire. It was speculated that they had either swamped their raft losing their provisions and thus died of starvation and hypothermia, later to be buried by passers-by, or had been ambushed by Indians who sought to conceal their dastardly deed by burying them. George Weaver later went to the Kootenays where he met his death while working alone in a ground-slucing claim on Weaver's Gulch. He had been buried up to his neck in cold mud for 2 days before being found. He almost survived the ordeal. He was buried not far from where the accident took place.

John Innes' 6-foot by 9-foot painting of the discovery of gold in 1861 by a party led by Wilhelm 'Dutch Bill' Dietz. His companions agreed to name the creek in his honor provided he pay for the first case of champagne that arrived at the diggings.

COURTESY NATIVE SONS OF BRITISH COLUMBIA POST #1

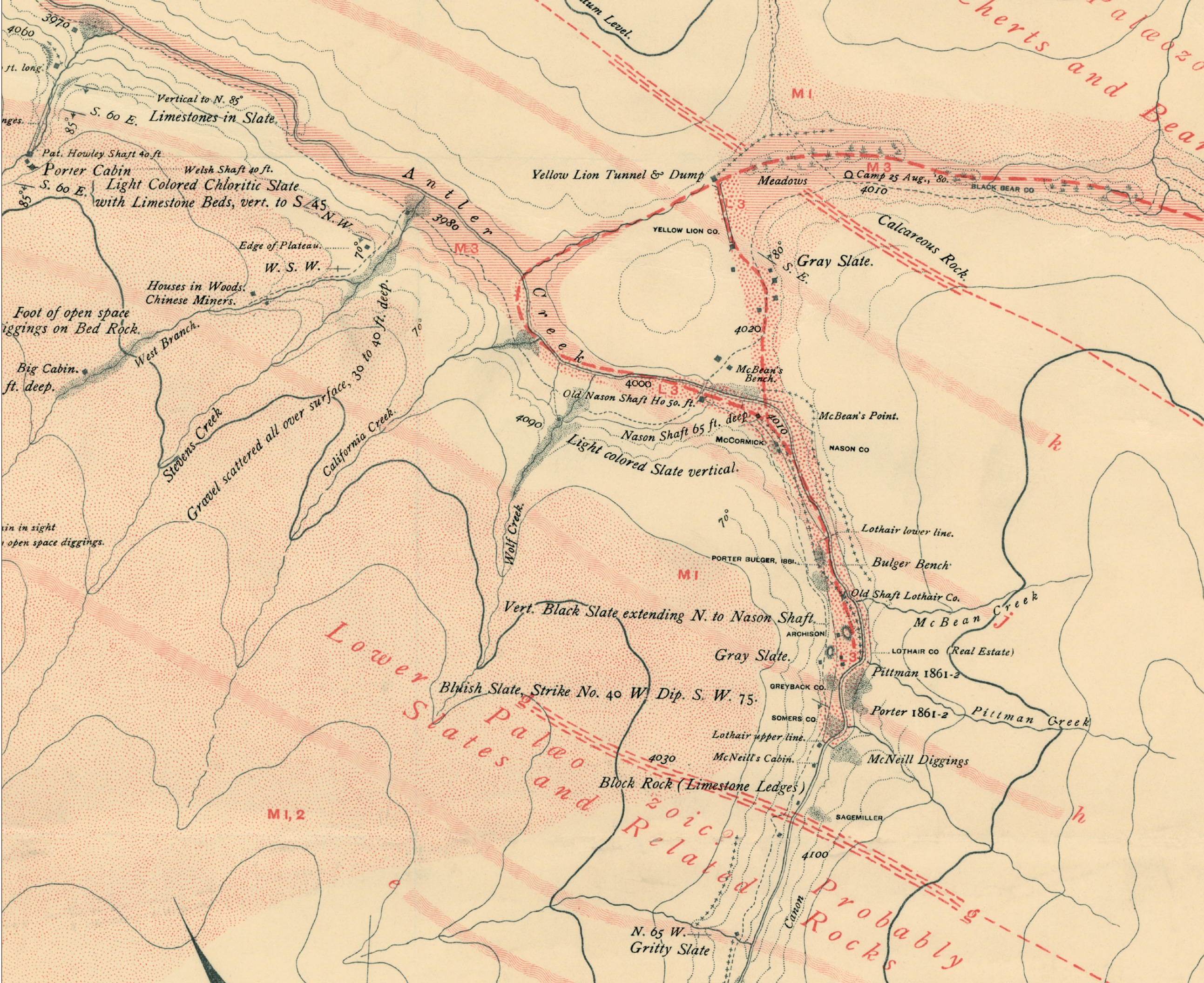


ANTLER CREEK, CARIBOO

One gold rich creek that the miners located had antlers scattered on the ground and henceforth became known as antler creek. George W. Weaver, John Rose, William Ross Keithley and Ranald Macdonald, all seasoned miners, Rose had a bar on the Fraser River named in his honour while Weaverville had the town of Weaverville in California named after him during the California Gold Rush. The half-breed Macdonald was often referred to as 'Black' or 'Siwash' Macdonald. Ranald brought his younger brother, Benjamin, although only a 'teenager, with him to the Cariboo, to participate in what would become one of the greatest gold rushes of all time. Ranald Macdonald was easily British Columbia's greatest gold hunter having participated in the Australian gold rush prior to taking part in most of the major gold discoveries in British Columbia.

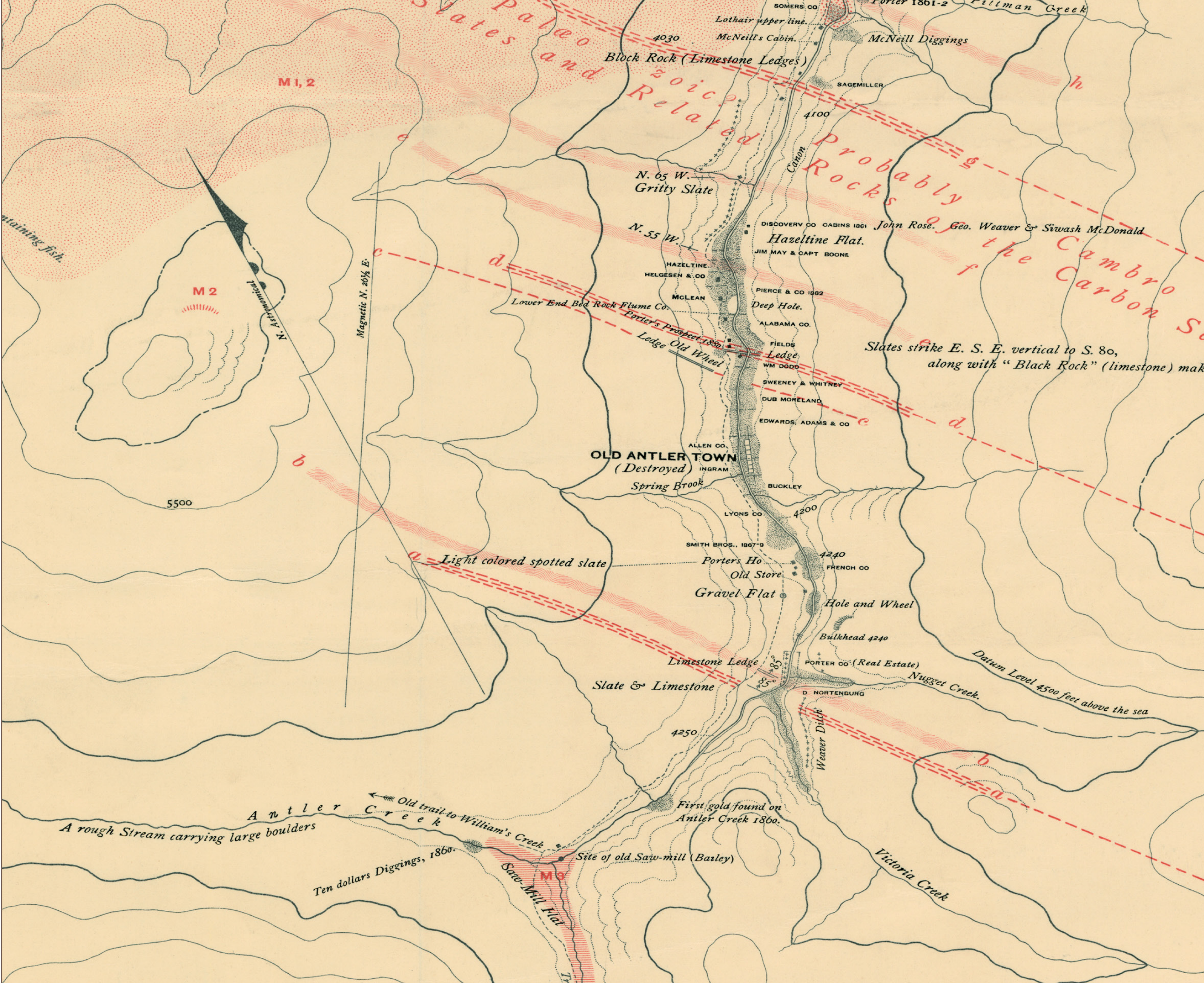
"Thus some dozens of parties set out for Antler in 6-feet of snow. Many crossed the plateau on snowshoes—hence the name Snowshoe Plateau—and before long claims were being staked over already staked ground giving rise to many mining disputes. Upon returning to their claims, Weaver and Keithley helped Rose and Macdonald build an 8-foot x 10-foot cabin from spruce and balsam logs as a shelter against the harsh winter. The other miners chose to live in tents in the snow. Soon Antler Creek became so solidly staked that new arrivals had to look elsewhere, resulting in several rich creeks being discovered almost simultaneously. Four of these—Williams, Lightning, Lowhee and Grouse—would soon become the chief source of gold in the rush that followed the discovery of Antler. Almost immediately, a depot was set up at Antler Town to provide supplies for the area."

Not all of Antler Creek proved rich as per



an account by disenchanted miner William Mark: "There as been a great deal said about the richness of this creek (Antler Creek) and the quantity of gold taken out from time to time; but not a word was said on the other side of the question, and there had been several companies ruined at this creek. One company, a party of eight Cornishmen... were on ground adjoining this rich claim. The day we left Antler they abandoned the place, and left it ruined men. This was the case with every other creek; some struck it rich, and this is blazed in every paper. Many lost all they had, and were completely beggared. this was never named but hushed down.'

GEOLOGICAL SURVEY OF CANADA MAP#366
COURTESY NATURAL RESOURCES CANADA, OTTAWA



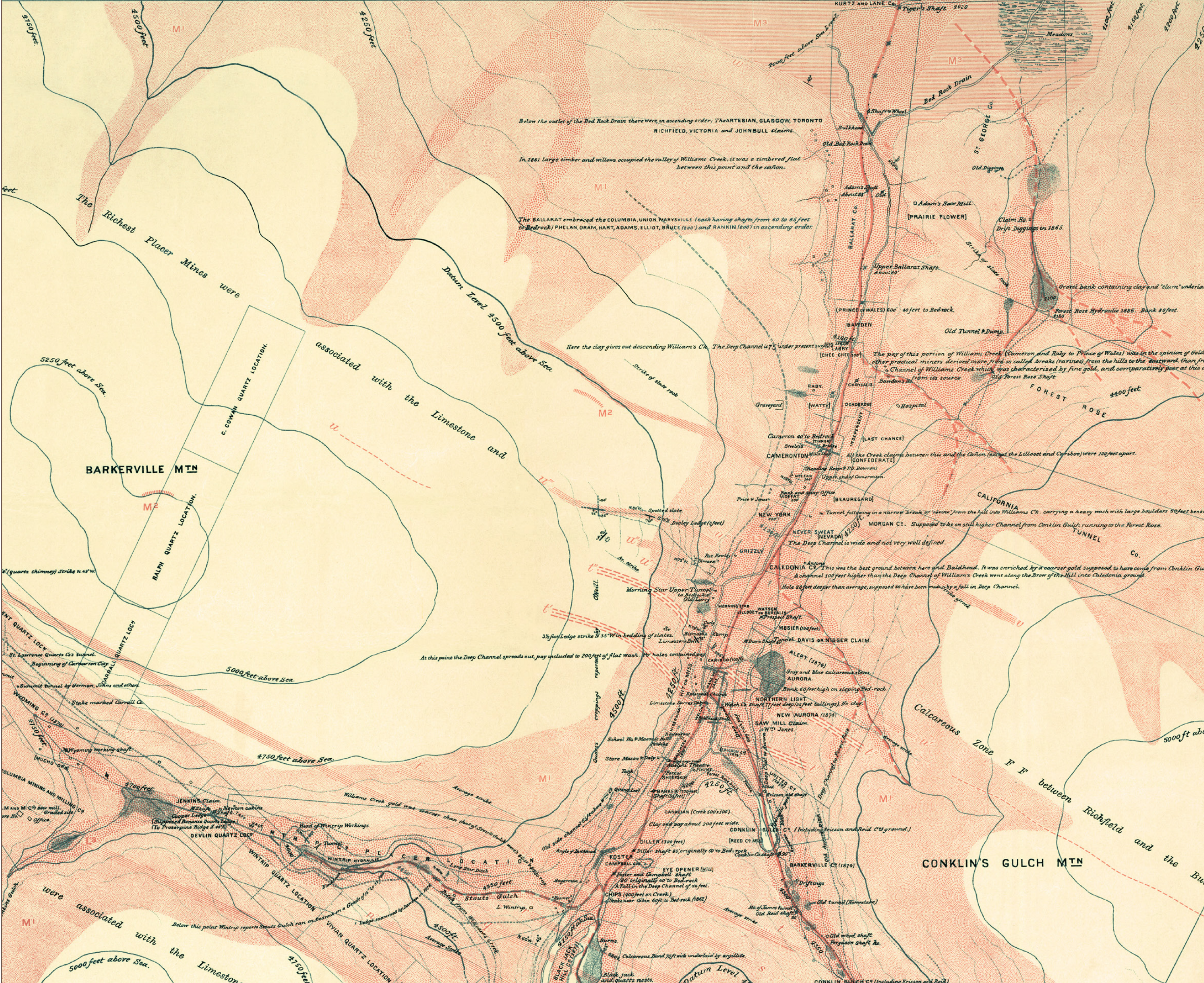
WILLIAMS CREEK, CARIBOO

Williams Creek is named for Wilhelm Dietz, a Prussian sailor who was one of a party that set out from Antler Creek and was the first to discover gold on this creek, which was quickly staked by his companions and soon after by others. The most important and richest digging in the Cariboo goldfields, the creek gave birth to the towns of Richfield, Barkerville and Camerontown, which collectively were also known as Williams Creek. Barkerville and Camerontown were named for William Barker and John Alexander Cameron, Barker being the most famous and at one time the richest of the Cariboo gold miners. Dietz’s claim was not a money-maker and he died in poverty.

In the early 1860s when placer gold production peaked, the search began for lode gold deposits. The Black Jack, Home Stake, Cornish and the Wintrip were among the first claims to be staked in the area.

Isaiah Frederick Diller was an American miner who did find richest beyond his wildest dreams.

From Pennsylvania, ‘young’ Diller joined forces with two other men and secured a 100’ x 300’ claim adjacent to the Billy Barker claim. the men ended up sinking a shaft 80’ before reaching bedrock. Because they encountered ‘Cariboo’ slum, they had to build stout log cribbing all the way down shaft until reaching bedrock. next, they tunnelled or drifted out from the shaft and by a fortunate stroke of good luck hit fabously rich pay 20’ into the shaft. Reports vary that the men took out between 25 and 100 pounds of gold in the first one to three days. Diller did not leave the Cariboo until he had his own weight—240 pounds—and the weight of his dog—100 pounds.

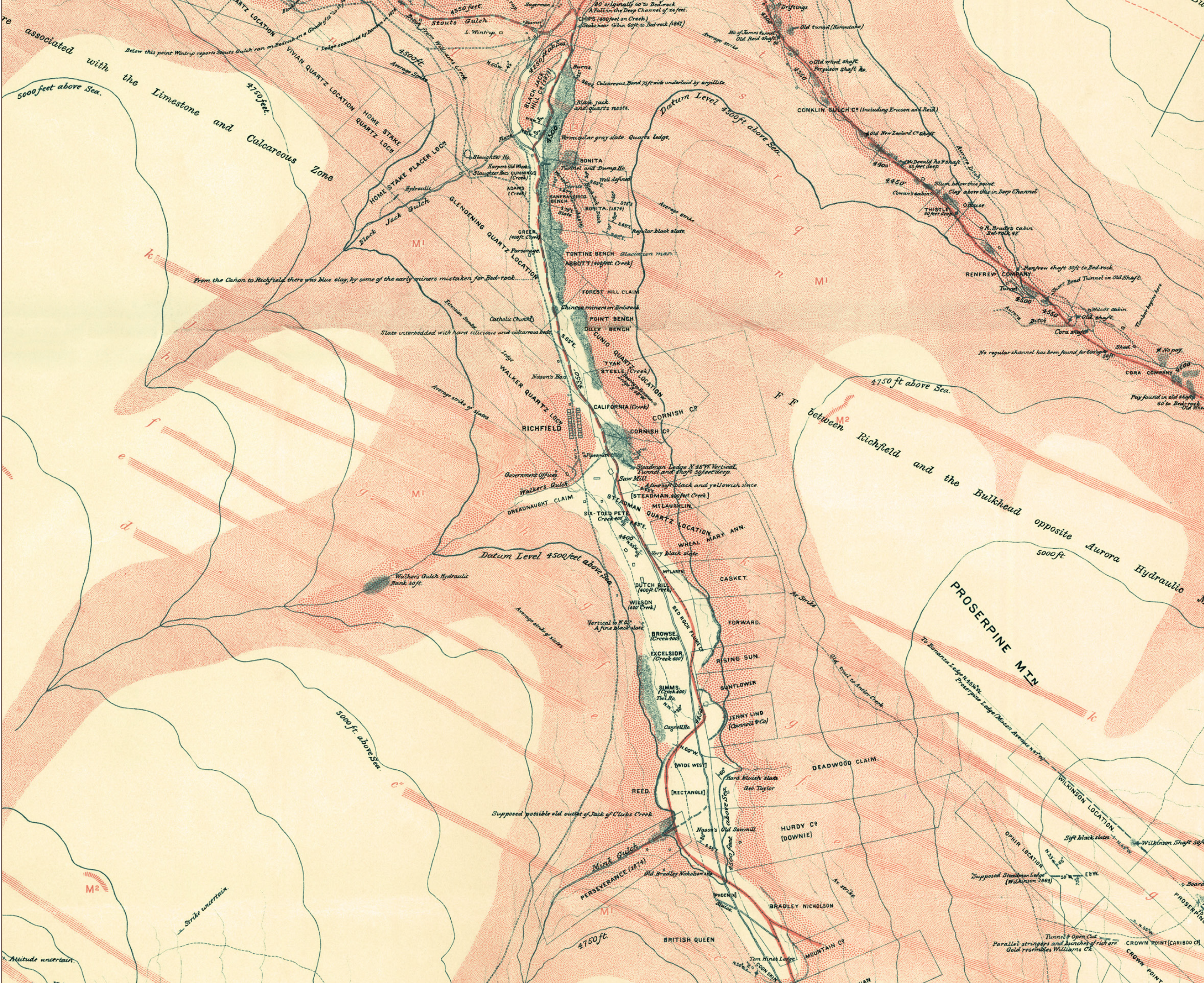


Diller invested wisely and some of the original Cariboo gold still remains in the hands of the Diller family.

Diller's story was one of many rags to riches success stories that came out of the Cariboo but the riches to rags stories were far more numerous.

During the period 1877-1892, prospecting and testing was done on the major veins: Bonanza (B.C.) Vein, Steadman Vein, Pinkerton Vein, Black Jack Vein (Westport), Proserpine Vein, Perkins Vein and Mount Burns Vein. In 1877-1892, Black Jack and Burns Company sank a shaft 180' deep on the Black Jack claim from which three levels were established with a few hundred feet of drifts and crosscuts. Assays greater than \$70 per ton were reported.

GEOLOGICAL SURVEY OF CANADA MAP#364
COURTESY NATURAL RESOURCES CANADA, OTTAWA



STOUT’S GULCH

Edward Stout was born in Bavaria, a Province of Germany, 26 September 1827 and in his infancy was left an orphan. He acquired a good education in the public schools of his native country and remained in Bavaria until he was twenty years of age.

In that year, 1846, he left Europe and crossed the Atlantic for the New World, landing in New York. He proceeded from the coast, inland to Milwaukee, where he obtained employment on a schooner. There is some evidence that he joined his uncle here, a Captain Stout who worked a steamer operating on Lake Michigan.

Stout sailed on the lake until 1849, becoming familiar with nearly every port from Chicago at the southern end to the Canadian frontier in the north. In the spring of 1849, he left inland navigation to join the great migration west.

“It was a long, but at that season of the year, pleasant journey. I can remember it most distinctly. We passed over a beautiful country literally swarming with buffalo, elk and other deer, as well as antelopes.” Stout’s party went through the Black Hills by way of Salt Lake through the Sierra Nevada and arrived in ‘Hangtown’ or Placerville in November of 1849, the trip taking some 7-odd months to complete. Ned worked in the gold mines and prospected with fair success in this area for over eight years.

Hangtown derived its name from the number of desperadoes who were hung within its boundaries by the Vigilance Committee. In the centre of the town was an oak tree, with large, thick and wide spreading branches.

“One could count the number of hangings that had been carried out by the number of rings on the branches of the tree, just as you can tell the age of some trees by the number of circles or rings which can be counted within the bark when the tree is felled to the ground. Every time the rope from which the criminal was pendant was thrown over the branch and drawn into the air, the friction removed some of the bark in a circular manner and left its count.”

The year 1857 found Ned Stout and some members of ‘his’ party engaged in mining in various creeks and streams of the El Dorado county in California. Among those with Stout at the time, and who later accompanied him to the north to the Fraser, were Alexander Coultee and John Oppenheimer, both of whom had crossed the plains with him in ‘49.

It had been eight years since the discovery of gold in the American West and the easy pickings were long cleaned out. Mining companies had been formed to pool resources and retrieve gold that was beyond the means of the individual prospector. It was during this ‘time of transition’ in California that rumours of rich diggings on Fraser’s River hit the depressed region.

Ned Stout, one among many, was struck by ‘gold fever’ and he made up his mind to travel to San Francisco, which he did. Once there, he and several others made a bargain with the captain of a schooner to take them north. The captain charged them a sum of \$2,000, which included the transportation of supplies and a “sufficiency of timber to build two large boats with...” - Ned Stout

The schooner dropped off its cargo and passengers in Bellingham Bay in March of ‘58.

“We were the only vessel in that spacious har bour. Whatcom, at that time, consisted of two or three houses, or cabins...” - Ned Stout

Using the lumber they had acquired in Frisco, the men built two flat-bottomed scows and headed north for the mouth of Fraser’s River. When they arrived on May 2, 1858, there was not a living soul could to be seen, nor the mark of an ax on a single tree. At Fort Langley they saw one white man and at Fort Hope they saw only two.

“After a long struggle of eighteen days we arrived opposite the present town of Yale. Of course it had no name at that time.” - Ned Stout

“...two miners ...had been ambushed and murdered by hostile Indians”

It was at Yale that gold had been first discovered on the Fraser, but by the time Stout’s party arrived the place was deserted. It was later learned that the two miners who had been working the bars around Yale had gone south to Port Townsend for supplies and during their return to the Fraser had been ambushed and murdered by hostile Indians. Just how hostile the local population was had yet to be discovered...

In company of Stout at that time was James McClennan, Archie McDonald and “Old Texas”, all Californian miners. Accounts state that McClennan led the party up the Fraser until they reached the present site of Lytton where the Thompson joins the Fraser. They left the Fraser canyon and followed the course of the Thompson until they reached what would later be called the Nicomen River.



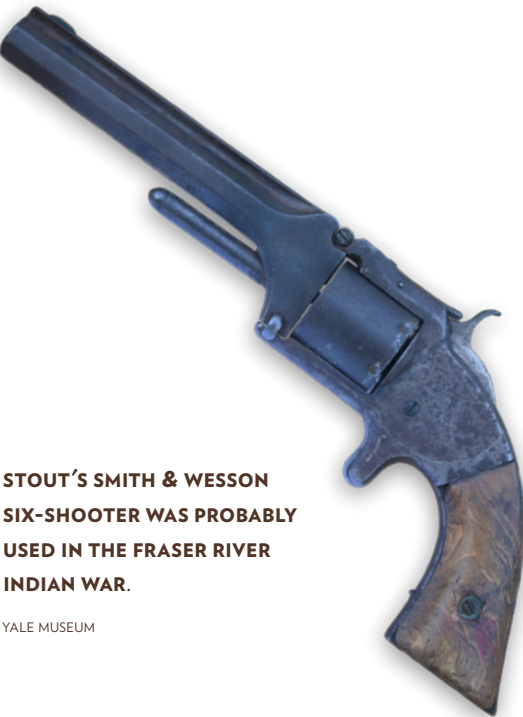
EDWARD STOUT (1827 - 1924)
BARRY GENERAL STORE, YALE, B.C.



A WHEELBARROW.
COURTESY FORT LANGLEY NATIONAL HISTORIC SITE



STOUT’S MEERCHAUM PIPE
YALE MUSEUM



STOUT’S SMITH & WESSON
SIX-SHOOTER WAS PROBABLY
USED IN THE FRASER RIVER
INDIAN WAR.
YALE MUSEUM

During their travel they had met a young Indian woman who had become enamoured of James McClennan after he had given her some of his clothes to wear. She would follow him throughout the day and insist on carrying his pack while at night she would retire with another native fellow to a spot outside the miner's camp. One night, in the middle of July, she suddenly appeared at the fire of the miners and warned them that the First Nations planned to attack the miners.

'Before sun up you white men go. Go back in the stick, far, far, then you back to salt chuck. Indian kill all white men in canyon, by-by he come kill you all. Tomorrow he come. Go now, go quick.'

McClennan took this to mean that the Indians had killed all the whites in the lower canyon and that they must immediately return to Fort Yale or risk the same fate.

During July and August, recoveries of bodies of white men floating down the river were common at Fort Yale. There was a state of terror in the canyon. The cause of the trouble, it was said, was a combination of influences: the desire of the Indians to monopolize the mining, coupled with the success of the Indian wars then raging in Washington and the arrogance of the miners who lived by the code that "the only good Indian was a dead one." Unfortunately, Stout and his party were prospecting far to the east of the canyon, had been oblivious of the new developments that had taken place. If it had not been for the friendship of McClennan and the young Indian woman, Stout and the rest would surely have perished, as it was they faced a dangerous and harrowing trip south, to safety.

"Stout's party lost nearly a man daily"

The miners broke camp that night, after disposing of anything and everything that would impede there speed. Early the following day, they were attacked...

The Indians, who were concealed amongst some rocks and bushes, ambushed the party and wounded three of the miners. The arrows were poisoned and by the next day all who had been wounded were dead. According

to Stout the poison was made by placing the fangs of a rattlesnake in a sort of mortar, with some deer's blood and the two were mixed together. Water was added if necessary to dilute the solution and make it possible to coat the arrowheads. The effect of this poison was to cause convulsions in the victim and turn the skin black after death.

"As it was extremely dangerous to travel by day, we made our way in the night time. As soon as the day broke we built small forts upon the bank of the river with stones and pieces of timber. Detached parties of Indians often hemmed us in, skulking behind low bushes, while occasionally some of them would send a chance musket ball whistling across the rocks with savage interest."

Stout's party lost nearly a man daily, including their leader James McClennan; the chance of escape became bleaker and bleaker. At Four Mile Creek Stout and his party discovered four salmon hanging on a pole. Just before they partook of this fish feast, Mike Mallahan, an Irishman who was with the group, noticed several dead blue jays in the vicinity and quickly surmised that the salmon were poisoned and laid as a trap. After reducing the fish to small pieces they pitched them in the river and continued on.

Arriving at China Bar with only five left out of the original twenty-six among the party, their supply of ammunition depleted, the hopes for survival were bleak. Each of the five survivors was wounded, and so, unable to travel, they lay in their fortifications expecting an assault at any time. But luck or providence would be with them, and the following day a party of soldier-miners led by Captain Schneider and Captain Graham arrived from Fort Yale some miles below and relieved the company.

Following this narrow escape, Stout spent some time recovering from a total of nine arrow and bullet wounds received during the ordeal. The most serious was a wound to the groin which had nearly severed the main artery in his thigh. However, Stout was true to his name and by August he felt well enough to begin mining again.

Moving north through the canyon and eventually into Cariboo Stout met up with William 'Dutch Bill' Dietz. The Dietz party, including Stout, made its way up the headwaters of Antler Creek, over Bald Mountain and down into a different watershed. The gold found by that first party of explorers was nothing impressive but word got out to dissatisfied miners on Antler Creek and soon they were streaming over Bald Mountain in droves. The new creek was named after Dutch Bill, some say because he had the most luck on that first day in panning others say that he bribed the rest of his party with promises of champagne in the offing, regardless the new find became known as William's Creek.

Jordan's partner had 50 ounces of gold in his hand ...and more to come

Initial expectations for the area were high, but for those used to the easy finds of Antler and Keithley, William's Creek soon became 'Humbug' Creek. Gold here was located deeper and underneath a layer of hard blue clay that was initially taken for the bedrock. Since gold is heavier than all other gravel it sinks to the level of the bedrock and that is where the richest 'pay' can usually be found. Strangely, there was very little gold on this hardpan of clay.

One day, Jordan of the Abbott & Jordan claim left to get supplies from town; while he was gone, Abbott, out of boredom, swung a few blows at the 'bedrock' and broke through. By the time Jordan returned, his partner had 50 ounces of gold in his hand and more to come. The rush was on!

Meanwhile, Stout had broken off from Dietz's party and had staked claims on a tributary gulch of William's Creek. Stout's 'Gulch' was to become an important factor in the development of Barkerville itself.

At a point between the town of Richfield and Barkerville, William's Creek slows to a trickle. Miners of the time speculated that all the gold would have been deposited at or above the slowing of the creek and would never have made it into the lower regions of the canyon. When several miners tried the ground in the lower canyon

they found nothing of interest. This was the situation when Billy Barker showed up on the scene. Barker had mined in the California rush of '49 and was therefore an experienced hand. He recognized that although the ground in the lower canyon was poor there must be gold there somewhere because Ned Stout was doing well and he was below the slowing of William's Creek, albeit in a tributary gulch. It was this revelation that indirectly caused Barker to sink extensive shafts in the lower canyon. The rest is history.

Ned Stout worked the gulch bearing his name for two years and then sold his share and moved to Lowhee where he mined some more. When mining activity lapsed, Stout worked as a packer for the Cariboo Co. carrying freight by boat from New Westminster to Lytton. Stout moved back to Yale, built a house and continued to prospect near there and on Siwash Creek. In 1873, he married Mary Thorpe of Yakima, Washington Territory and they had three children (his descendants were still living in British Columbia as late as 1979). Although no longer residing in Cariboo he returned every summer to prospect and was the picture of vigor even into his old age; proud of the fact that he had never taken a drop of liquor. He died in 1924 at the age of ninety-six, a true pioneer.

In his book *Very Far West Indeed* R. Byron Johnson gives the following description of the Williams Creek: "The unfortunate little stream had been treated in a most ignominious manner. A little above the town it flowed along silvery and clear as it had been wont to do; but soon inroads were made upon its volume in the shape of ditches cut from it, and continued along the sides of the hills, to feed the huge overshot waterwheels that appeared in all directions.

"Then its course became diverted in five or six different channels that were varied every now and then as the miners sought to work the surface. At intervals dirty streams were poured forth by the sluices, in which the earth dug from beneath was being washed by the water, and here and there the stream was insulted by being shut up for a few hundred yards in a huge wooden trough called a flume.

"Across the breath of the valley was a strange heterogeneous gathering of smaller flumes, carrying water to the different

diggings and supported at various heights from the ground by props, windlasses at the mouths of shafts, waterwheels, banks of tailings, and miner's log huts.

"Across the breath of the valley was a strange heterogeneous gathering of smaller flumes, carrying water to the different diggings and supported at various heights from the ground by props, windlasses at the mouths of shafts, waterwheels, banks of tailings, and miner's log huts.

"From the hills came the perpetual cracking and trudding of axes, intermingling with the crash of falling trees, and the grating undertone of the saws as they fashioned the logs into planks and boards."

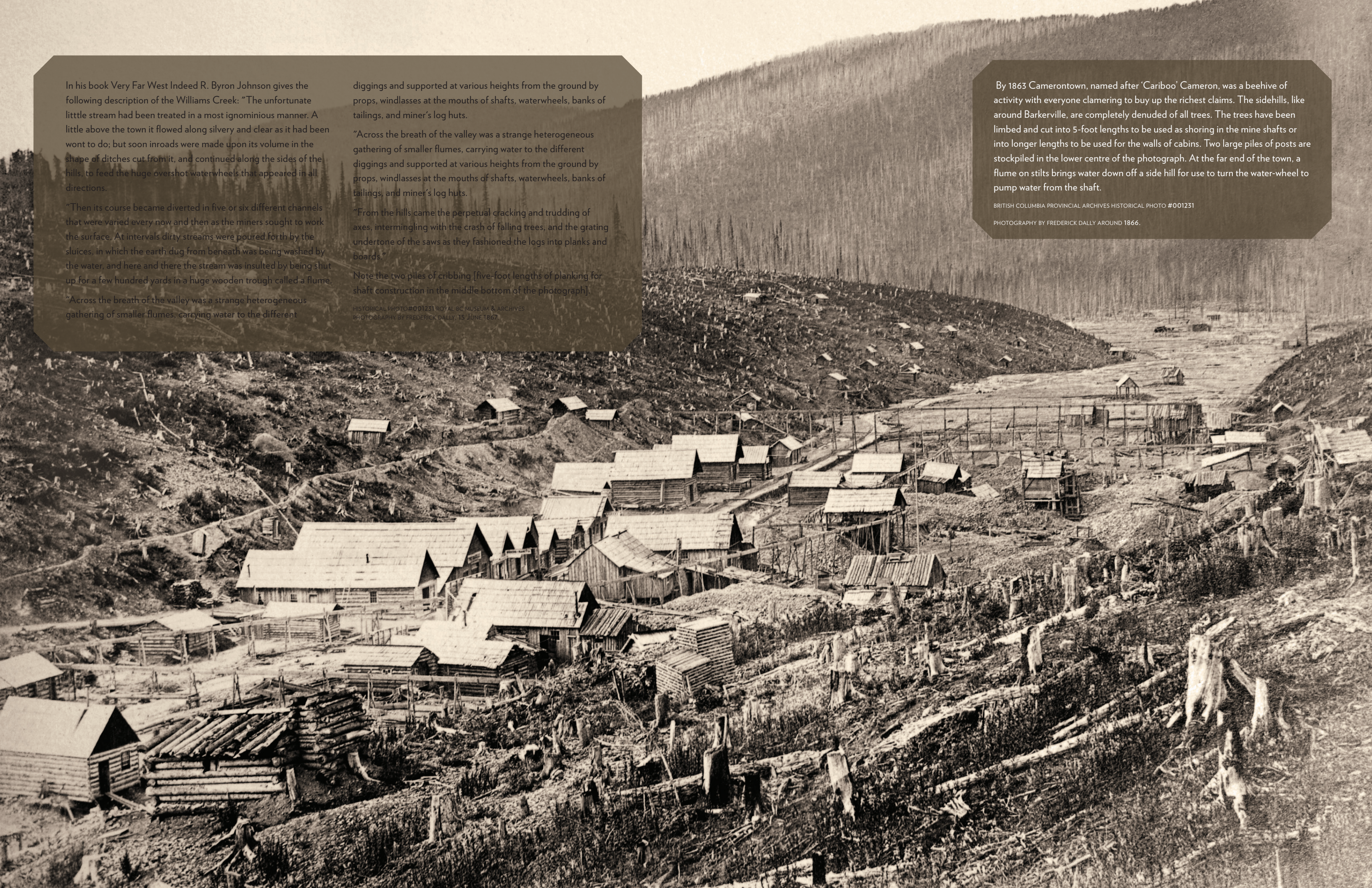
Note the two piles of cribbing [five-foot lengths of planking for shaft construction in the middle bottom of the photograph].

HISTORICAL PHOTO#001231 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 15 JUNE 1867.

By 1863 Camerontown, named after 'Cariboo' Cameron, was a beehive of activity with everyone clamoring to buy up the richest claims. The sidehills, like around Barkerville, are completely denuded of all trees. The trees have been limbed and cut into 5-foot lengths to be used as shoring in the mine shafts or into longer lengths to be used for the walls of cabins. Two large piles of posts are stockpiled in the lower centre of the photograph. At the far end of the town, a flume on stilts brings water down off a side hill for use to turn the water-wheel to pump water from the shaft.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #001231

PHOTOGRAPHY BY FREDERICK DALLY AROUND 1866.



**A CORNISH WATER WHEEL AND FLUME HYDRAULIC OPERATION
AT THE DAVIS CLAIM ON STOUT'S GULCH, WILLIAMS CREEK.**

The overshot water wheel in this photograph was 20-feet in diameter and was modeled after the wheels and pumps of the tin mines in Cornwall, England. The early miners who had dug shafts into the ground were often faced with water seeping into the shaft causing flooding. They found that the pay gravel often lay 40 to 100-feet and more under the surface. The wheels were used to pump the water from the deep workings to the surface and also to lift pay gravel to the surface. Water would be fed into cup-like shelves at the top of the wheel using water from a flume to make the contraption turn. The wheel would then drive a rocker arm that would pump the water from the bottom of the mine shaft. The miners were lowered and raised to the bottom of the shaft in a bucket attached to a long rope. The same bucket was also used to haul the gravel that contained the gold to the surface to be stock piled for sluicing. Upon reaching bedrock shafts or drifts went out in several directions seeking the richest paydirt not unlike the spokes of a wheel. The drifts around the bottom of the shaft were usually large enough that a man was able to stand up to fill the buckets to be hauled to the surface. The shafts had to be shored up with lumber to prevent cave ins. Quite often some of the offshoot drifts were no more than 3-feet high by 3-feet wide as a miner followed a lead. Some of the richer claims even had ore cars and tracks that ran along the wider and taller drifts. These drifts had to be shored up with heavy timbers that were lowered down the shafts to the bottom of the mine. It was not uncommon for a lengthy drift to pass underground into a neighbour's claim. Working underground was a dangerous and wet occupation and many of the early miners succumbed to pneumonia.

HISTORICAL PHOTO#001232 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 15 JUNE 1867.



*The Davis wheel and flume
Williams Creek. Cariboo.*

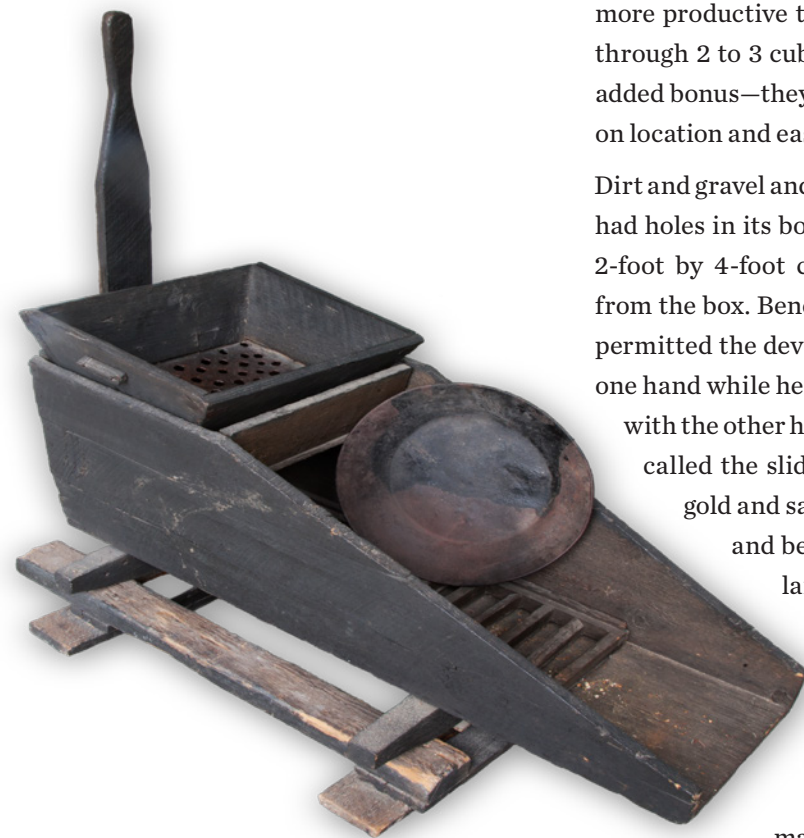
The Sluice Box or Rocker

Sluice boxes or rockers were used to extract deposits of placer gold from alluvial sediment, much like gold pans but on a larger scale. This particular type of sluice box is known as a rocker because it was rocked back and forth like a baby's cradle moving the mixture of water and sediment over the riffles along the bottom in order to separate and trap the denser gold. This rocker was 48" long, 17" tall and 15 1/2" wide. The tray on top into which the gravel is placed is 16" by 20" by 8" deep. The gravel is placed into this tray along with water and rocked sending the heavier gold through the holes in its bottom. The gold and black sand is captured in the riffles (and a blanket) at the very bottom of the rocker. The gold pan is 16" in diameter by 4" deep.

The rocker box was one of the primary tools invented by California's 49ers to extract gold from gravel. The device, that looked very much like an old fashioned baby's cradle, was usually set up near the bank of a creek or river. They were much faster and more productive than gold panning and a single miner could put through 2 to 3 cubic yards of gravel in a single day. There was an added bonus—they could be built from sawn lumber by the miners on location and easily packed around on their backs if necessary.

Dirt and gravel and water would be placed into the cradle's box that had holes in its bottom. Underneath the box was an approximate 2-foot by 4-foot cradle that sloped downward at the end away from the box. Beneath the cradle were two semicircle boards that permitted the device to be rocked back and forth by a miner with one hand while he added water to the gravel mixture with a laddle with the other hand. The rounded surface covered in canvas was called the slide or apron. As the cradle was rocked, the finer gold and sand would wash through the holes in the top box and be caught by ridges and canvas on the apron. The larger rocks caught by the hopper would be thrown out and the process would be repeated with a new batch of dirt and gravel.

The gravel was washed clean in the box and any oversized material was inspected for nuggets and then dumped out. The undersize material went over the apron where most of the gold was caught. The riffles stopped any gold that got over the apron. At the Cariboo gold camps, the rockers were cleaned every



COURTESY PENTICTON MUSEUM



WILLIAM PHINNEY USES A HAND ROCKER WITH A LONG-HANDLED LADDLE TO SEPARATE THE GOLD FROM THE GRAVEL AT THE CALEDONIA COMPANY ON WILLIAMS CREEK.

HISTORICAL PHOTO#000767 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY

2 to 3 hours or oftener when rich ground was worked and the gold began to show on the apron or in the riffles. In cleaning up after a run, the water was poured into the box on top and the device was gently rocked to wash away the top surface sand and gravel. Then the apron was dumped into a gold pan. The material back of the riffles in the sluice is taken up by a flat scoop, placed at the head of the sluice, and washed down gently once or twice with clear water. The gold remained behind on the boards, from which it is scraped up and put into the pan with the concentrate from the apron. The few colors left in the sluice would be

caught with the next run. The concentrate was cleaned in the pan. Skilful manipulation of the rocker and a careful cleanup permitted recovery of nearly all the gold. The overflow drains back to the one at the rear, and the water is used over again.

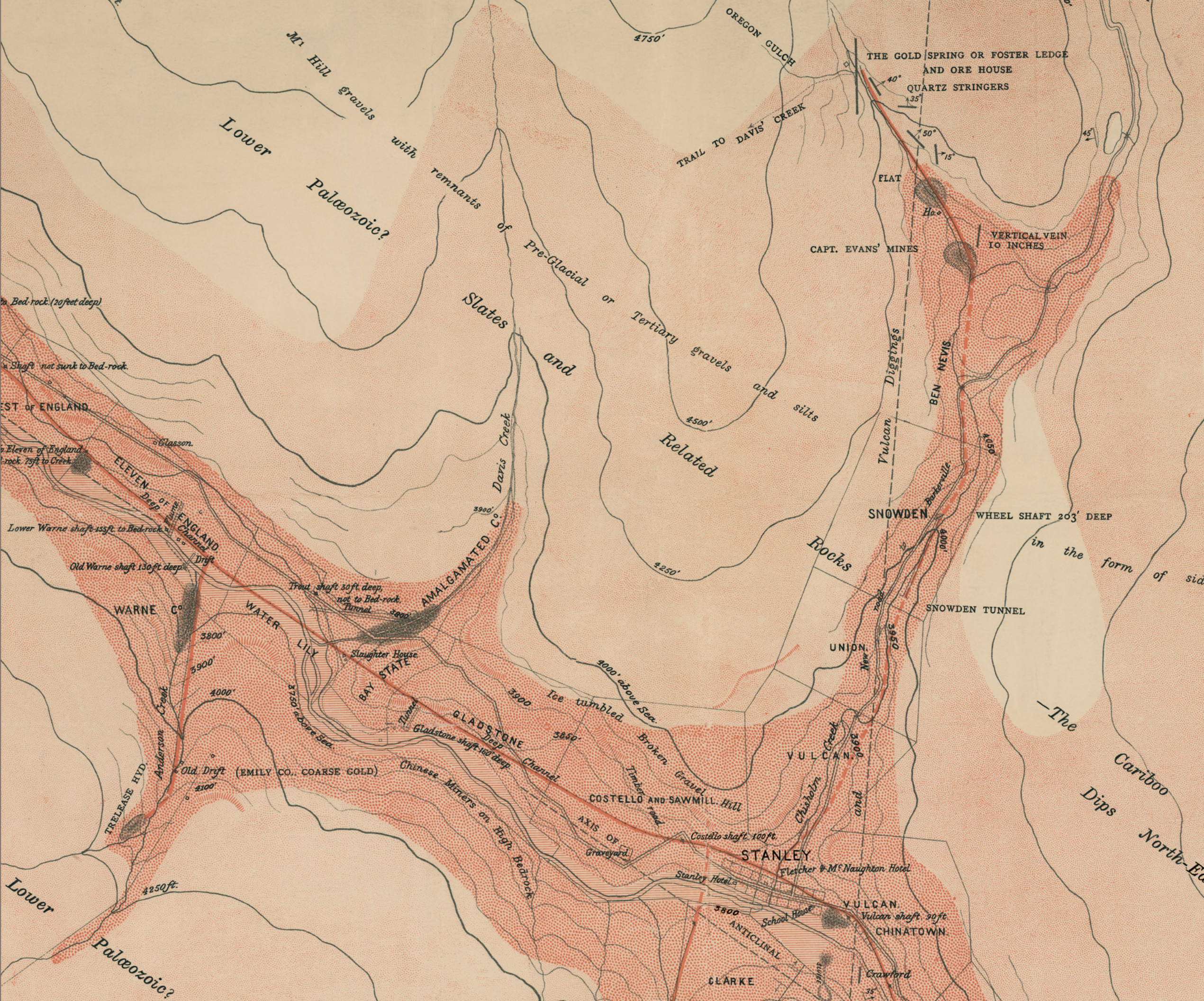
The rocker was used when water was in short supply or when the depth of the creek was too shallow to use a sluicebox. The scarcity of water could be reused. A miner with a rocker could process 3 to 5 times more gravel than a man with a gold pan.

LIGHTNING CREEK, CARIBOO

With Keithley, Antler, and Williams Creek all solidly staked, the miners of poorer claims began to investigate any unexplored streams within a 20-mile radius of Antlertown. In June 1861, William Wallace Cunningham, Edward Campbell, W. Henry Lightfall, James Bell and John Hume discovered an incredibly rich stream that began as a trickle on the slopes of Agnes Mountain and flowed westward until emptying into the Swift River. When Cunningham took the first pan of gravel from the creek and saw the prospects, he remarked. “Boys, this is lightning” and the name stuck.

It was Cunningham who announced that gold had been discovered on Van Winkle Creek, a tributary of Lightning. Because a Rip Van Winkle Bar near Lytton in earlier days had been prosperous, the new locality was named Van Winkle in its honor. In keeping with political tradition, the nearby community of Stanley that had sprung up in 1870 to replace the declining Van Winkle, was named in honor of Edward Henry Stanley, the 15th Earl of Derby and secretary for the colonies at the time. His brother, Frederick Arthur Stanley, Baron Stanley of Preston, was the Governor General for Canada from 1888 to 1893 and left his name to Vancouver City’s Stanley Park (and later the National Hockey League’s Stanley Cup).

Welshman John Evans, his son Taliesen, and his ‘Company of Welsh Adventuers arrived in the Cariboo in 1863 and set to work sinking several shafts on Lightning Creek where ‘Cariboo slum’ had already defeated more experienced miners— and they too in the end were defeated by “the fine wet silt that was both heavy and gummy”.



BY AMOS BOWMAN MINING ENGINEER.
DRAWN BY JAMES McEVROY B.A.Sc.

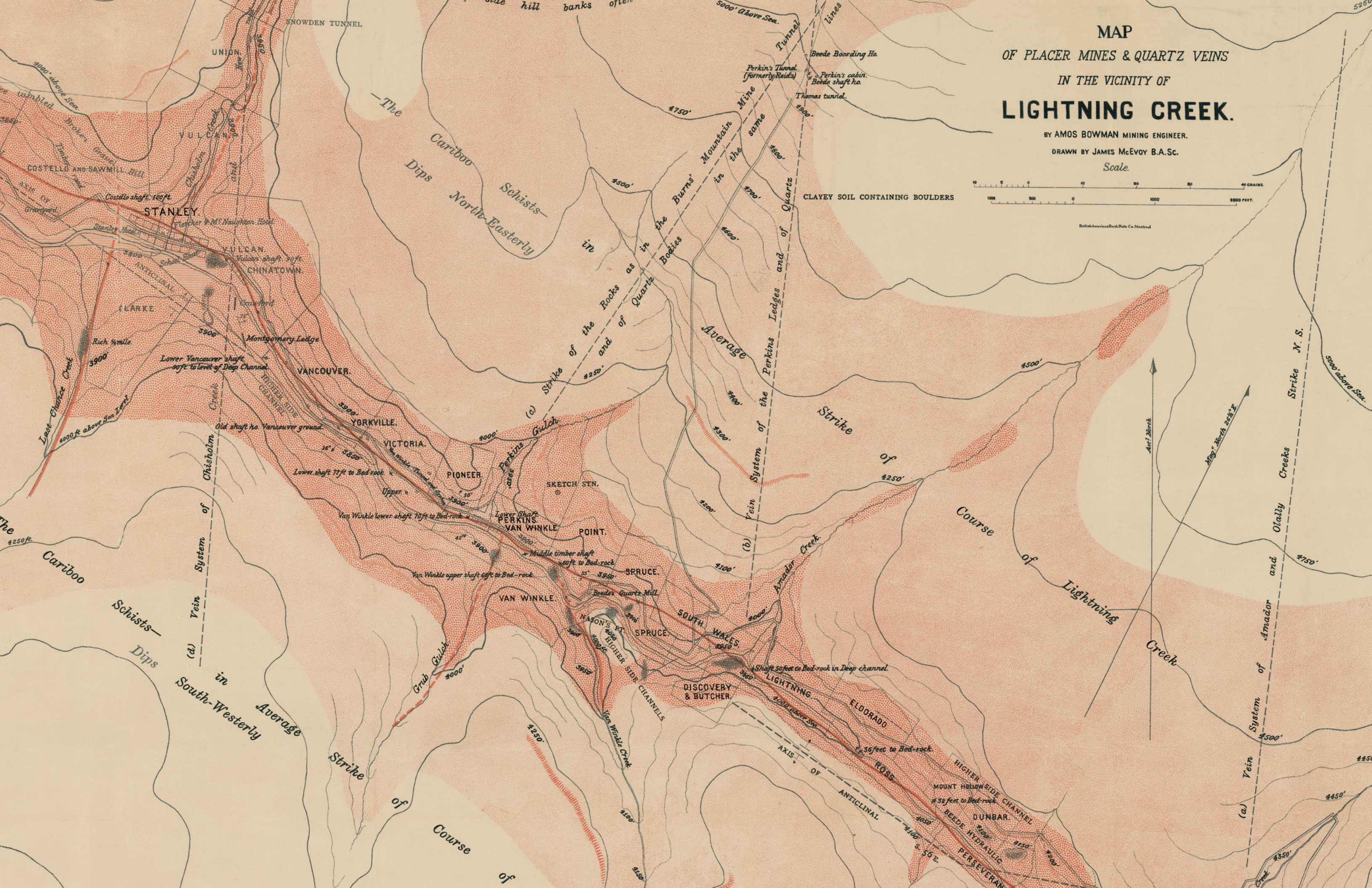
BY AMOS BOWMAN MINING ENGINEER.

DRAWN BY JAMES McEVOY B.A.Sc.

Scale.



British American Bank Note Co. Montreal



**JOSIAH CROSBY BEEDY'S STORE & 'VAN WINKLE HOTEL' APPEAR IN THE LEFT
BACKGROUND AT THE SLEEPY TOWN OF VAN WINKLE [LATER STANLEY].**

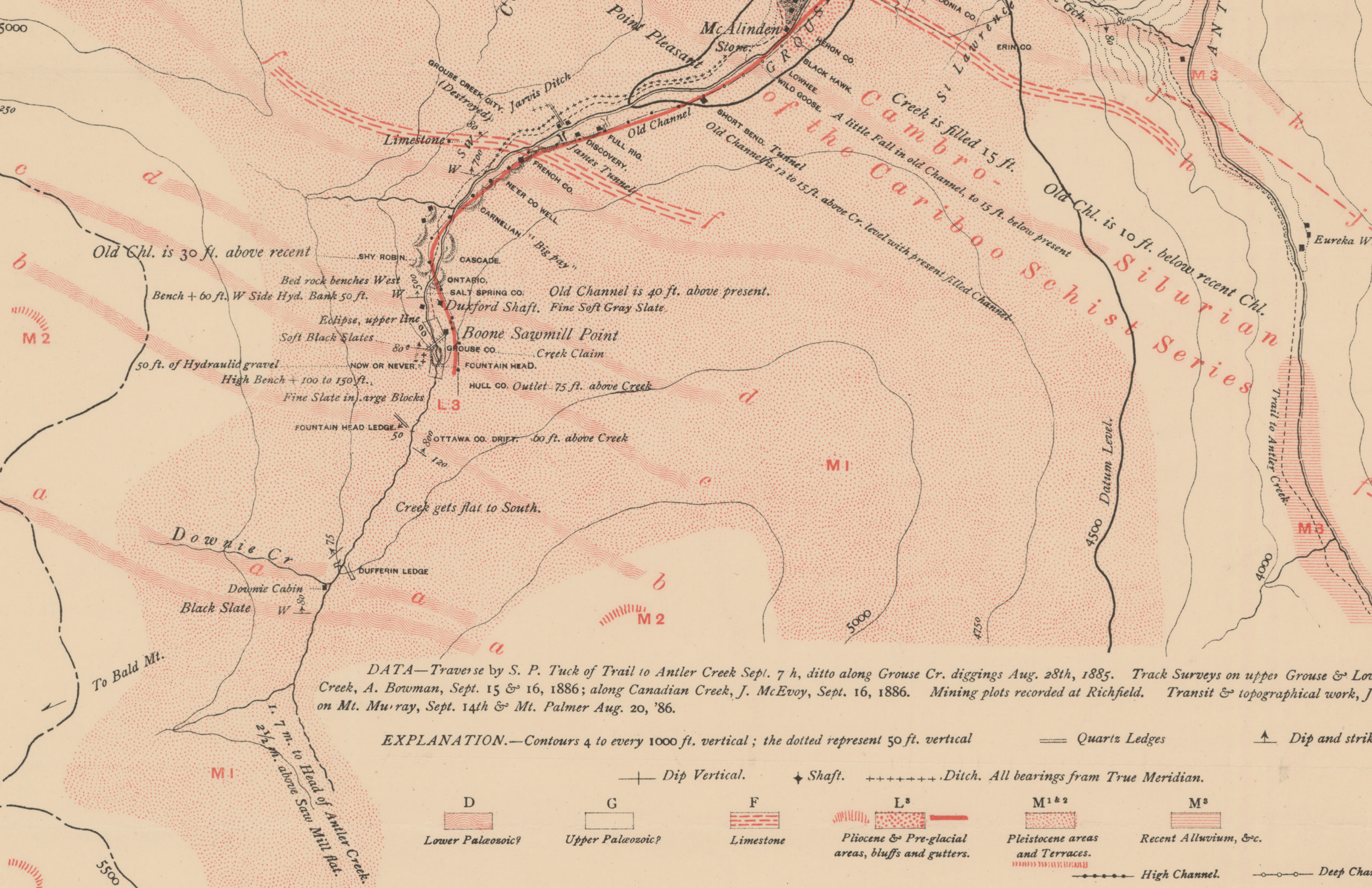
HISTORICAL PHOTO#010505 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



Williams Creek is named for Wilhelm Dietz, a Prussian sailor who was one of a party that set out from Lightning Creek and was the first to discover gold on this creek, which was quickly staked by his companions and soon after by others. The most important and richest digging in the Cariboo goldfields, the creek gave birth to the towns of Richfield, Barkerville and Camerontown, which collectively were also known as Williams Creek. Barkerville and Camerontown were named for William Barker and John Alexander Cameron, Barker being the most famous and at one time the richest of the Cariboo gold miners. Dietz's claim was not a money-maker and he died in poverty.

GEOLOGICAL SURVEY OF CANADA MAP#367
COURTESY NATURAL RESOURCES CANADA, OTTAWA

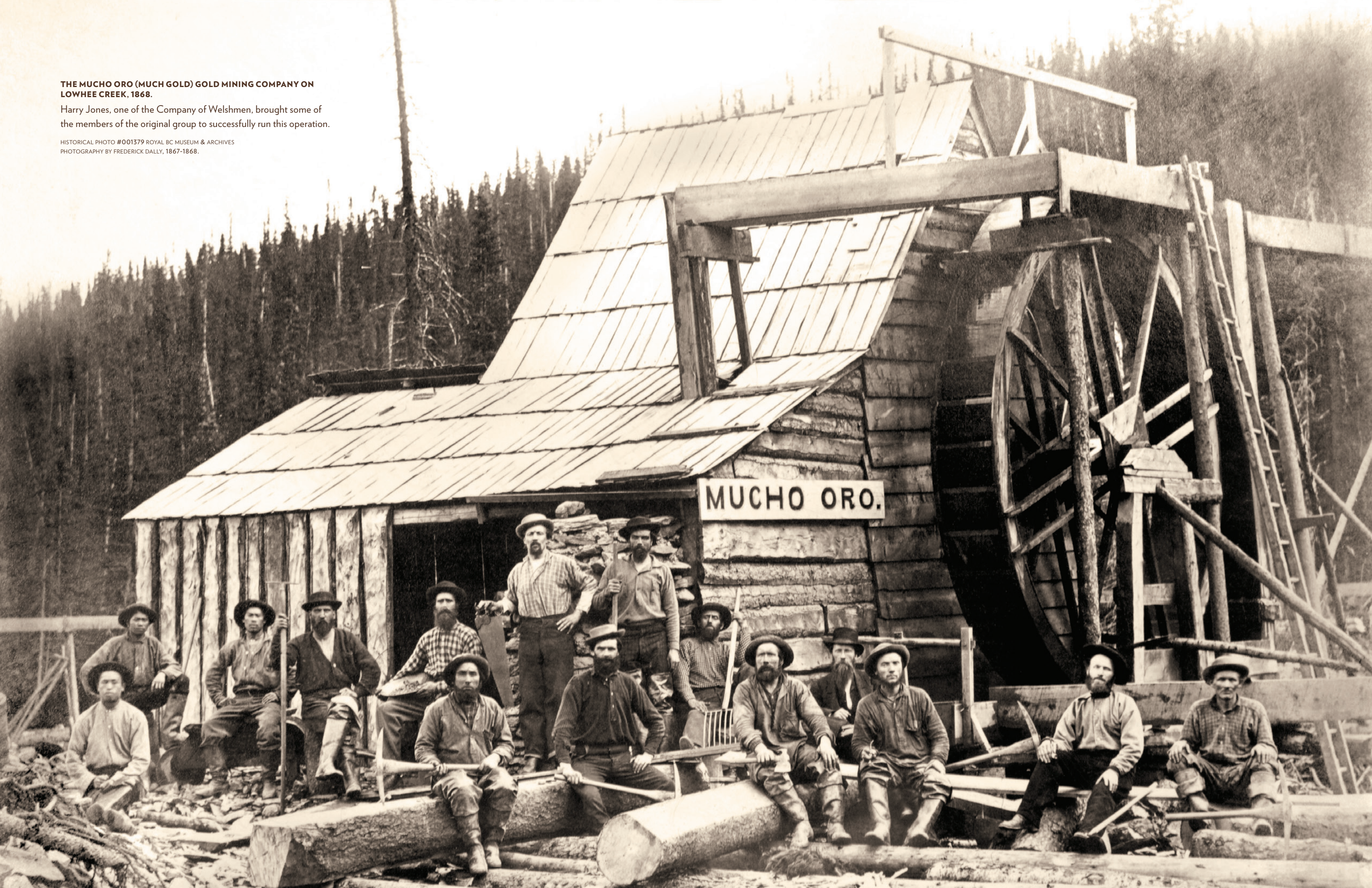




**THE MUCHO ORO (MUCH GOLD) GOLD MINING COMPANY ON
LOWHEE CREEK, 1868.**

Harry Jones, one of the Company of Welshmen, brought some of
the members of the original group to successfully run this operation.

HISTORICAL PHOTO #001379 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



Eighteen individuals pose proudly with the tools of the underground gold mining trade at the Alturas Gold Mining Company on Stouts Gulch, Lowhee Creek, in 1868. Their tools included a pick, a broadaxe, gold pan, rubber boots, five-spronged fork, crosscut saw and tool sharpener. Two men are partially hidden by the roof top of the main structure, another sits on the roof over the main shaft. There are fourteen individuals that appear in the front row including two women, two children and a baby on the extreme right. A man poses with a sharpening tool to the extreme right of the photo.

HISTORICAL PHOTO #013192 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1868.



COURTESY FORT LANGLEY NATIONAL HISTORIC SITE





HENRY SPENCER PALMER, A LIEUTENANT WITH THE ROYAL ENGINEERS, SUPERVISED THE CONSTRUCTION OF THE GOVERNMENT BUILDINGS IN RICHFIELD IN 1862.

HISTORICAL PHOTO#10948 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY

RICHFIELD

In the spring of 1862, Lieutenant Henry Spencer Palmer of the Royal Engineers and Gold Commissioner Thomas Elwyn visited Williams Creek—the center of the bonanza gold strikes in the Cariboo. Palmer’s task was to survey and lay out a town site. Elwyn, sent to the Cariboo to replace Philip Henry Nind Jr., was seeking out a location to establish government posts closer to the mines than those that now existed at Williams Lake. Nind, the Cariboo’s first gold commissioner, had to work 20 hours a day to keep up with the horrendous load of paperwork associated with the recording of the buying and selling of shares in the many mines. He had been granted a leave of absence owing to a nervous breakdown from overwork.

Elwyn assessed the situation and recommended that the Cariboo be divided into 2 districts with a gold commissioner serving each. Governor Douglas agreed and appointed Elwyn to serve the section

where most of the activity was taking place, while Peter O’Reilly, previously of the Similkameen, was assigned to the other. The miners liked Elwyn’s good judgments in settling mining disputes and for a time it seemed that the 20 business establishments along the creek might be called Elwyntown. Palmer vetoed the idea and chose the more appropriate name of Richfield, for the riches being brought from the ground.

A letter written at Williams Creek, by Elwyn to the colonial secretary in England, gives some idea of the fabulous strikes being made in the Cariboo. It read: “At Antler five hundred men are preparing to mine but only a few companies are actually at work. There will be, I am satisfied, over one thousand men employed on the creek, and the yield of gold for this season will nearly equal the yield of the whole of the Cariboo last summer. Claims have been taken up on the creek and on the banks for a distance of two miles that will pay \$40 to \$100 a day to the hand.

“I paid five shillings per pound for flour and six shillings per pound for bacon at the town of Antler (considered of little importance last year)...

“On my way from Antler to this place I passed within two-and-a-half miles from the mouth of Grouse Creek, but my presence was so urgently required here that fearing a delay of some days I did not go up this creek.

“The yield from Williams Creek is something almost incredible and the rich claims have risen to three times their market value of last year. Only six companies are at present taking out gold, but there are between five and six hundred men on the creek, sinking shafts and getting their claims into working order. Cunningham and Company have been working their claims for the past six weeks, and for the last thirty days have been taking out gold at the rate of three thousand dollars every twenty-four hours. In the tunnel owned by this company the average prospect is thirty-five ounces to the set. Messrs. Steele and Company have been engaged for the past ten days making a flume, but during the previous three weeks their claims yielded two hundred ounces a day. These figures are so startling that I should be afraid to put them on paper in a report for his Excellency’s information were I not on the spot and know them to be the exact truth.

“There is every possibility that before the end of the season there will be fifteen to twenty companies on the creek, the yield of whose claims will equal those mentioned above.

“There are at present no provisions for sale here; but the prices



THOMAS ELWYN (1837-1888)

This capable individual was an early Gold Commissioner at Richfield at Williams Creek in the Cariboo in 1862. The early miners were so impressed with Elwyn’s decisions regarding mining disputes that they wanted to name the town Elwyntown rather than Richfield in his honour. In 1861 he was put in charge of the government gold escorts from the Cariboo to Yale.

HISTORICAL PHOTO#002747 ROYAL BC MUSEUM & ARCHIVES



hitherto have been about the same as at Antler Creek.

I expect to be detained here for five or six days settling disputes, after which I will go to Lightening Creek...

"A great many men, principally Canadians, are returning below. They are as a rule entirely ignorant of mining and came here with a few pounds of provisions on their backs and hardly any money. Considering the exorbitant prices...I have that His Excellency will give consent to Mr. Hankin and my constable receiving some extra allowances, or an increase in salary."

The provisions situation eased dramatically when several cattle drovers from Oregon brought meat 'on the hoof' to the diggings. The mixed herds of dairy and beef cattle were driven through the mining towns and up into the mountains to good pasture to fatten. On the top of the mountain (afterwards called Cow Mountain) corrals, stables, and herdsmen's quarters were erected and very soon fresh milk was being delivered to the various settlements on Williams Creek. Each day, beef animals were taken down to the mining communities for butchering to provide fresh steaks for the miners.

The gold the miners obtained presented a problem because it required constant vigilance. To help the miners, the government organized a gold escort to carry the burdensome booty to the coast for a small fee. Unfortunately, they did not guarantee safe delivery and rumor quickly circulated that a miner once arrived at a stopping house in the wee hours of the morning and saw an unguarded gold wagon, as its escorts were all sound asleep in the roadhouse. Therefore few miners used the service but chose instead to send the yellow wealth by Barnard's Express. An early newspaper reported: "Mr. Barnard has fitted an iron burglar-proof safe into each of his wagons. He has the chests constructed with detonating powder in the interstices between the plates, and on any attempt being made to open them with a chisel they would inevitably explode with the force of a bombshell. The safes are also fitted with combination locks, known only to the principals at each terminus..."

The gold escort was a real asset for the miners of the Cariboo since they could now ship send their gold to the coast through the Bank of British Columbia. The miners were secure in the knowledge that their hard efforts had paid off in wresting the gold from the ground. The gold upon reaching Yale was either kept in a safe overnight at

**OPPOSITE
LIEUTENANT HENRY SPENCER PALMER
(1838 - 1893)**

This man came to British Columbia as a Royal Engineer in 1858 and was credited for undertaking several exploratory surveys, laying out trails and inspecting the construction of the Cariboo Wagon Road. He was also credited for laying out the townsite of Richfield. After leaving the province and retiring from the engineers Palmer headed out to Japan where he was hired by the Japanese government to help with the development of Yokohama Harbour. Like Ranald MacDonald, who had a monument erected for him at Nagasaki, Japan, Palmer has a bust of himself at Yokohama Nogiyama Park.

HISTORICAL PHOTO#003969 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPH TAKEN AROUND 1880.

the Oppenheimer store or placed directly onto a steamboat bound for Langley, New Westminster or Victoria. Old Fort Langley had a 1,000 pound safe in which they kept gold that was either exchanged for goods going back up to the Cariboo or for forwarding to the nearest mint in New Westminster.

A VIEW OF RICHFIELD ON WILLIAMS CREEK.

Although the photograph appeared in a Frederick Dally album the caption clearly suggests that the image was taken by rival photographer Richard Maynard.

HISTORICAL PHOTO #092988 ROYAL BC MUSEUM & ARCHIVES



*Richfield. Williams Creek.
Cariboo.*

Maynard.



JOHN INNES' WATER COLOR 'BRINGING OUT THE GOLD' FROM THE CARIBOO. THOMAS ELWYN WAS PLACED IN CHARGE OF THE GOLD ESCORTS FROM THE CARIBOO TO YALE AS EARLY AS 1861.

PAINTINGS, DRAWING & PRINTS #06281 ROYAL BC MUSEUM & ARCHIVES

RIGHT: NUGGETS FROM THE JOHN B. HOBBS CLAIM ON LOWHEE CREEK.

CANADIAN MUSEUM OF NATURE #53131





A HYDRAULIC OPERATION AT THE CORNISH CLAIM AT RICHFIELD.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#066128
PHOTOGRAPHY BY FREDERICK DALLY, 1868.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #066128

PHOTOGRAPHY BY FREDERICK DALLY, 1868.

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ANOTHER VIEW OF RICHFIELD ON WILLIAMS CREEK

A water pipe is shown in the foreground. The sidehills, like all the other early mining towns, were completely denuded of timber.

HISTORICAL PHOTO #010495 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





THE CALAVERAS AND LAST CHANCE COMPANIES

These two companies were two of the richest gold bearing claims on Lowhee Creek with the Calaveras (in this photo) paying 150 ounces for several consecutive weeks in 1868. This mine was worked continuously for several years.

The Colonist on 12 October 1860 wrote about The Largest Nugget Yet: In Calaveras County, near Salt Springs, California, a poor vaquero, named Willis, lately found a nugget of gold weighing three hundred pounds, and worth fifty thousand dollars! It is the richest nugget in the world, surpassing in value the celebrated lump of gold found in Siberia some ten years since, and twice as large as that renowned quartz and gold boulder discovered in 1854, in Australia. The miners of Calaveras were flocking in crowds to the scene of discovery, and claims along the line of the lead had been staked out for miles. In the meantime, Willis found himself suddenly transformed from a poor vaquero

without a penny into the possessor of wealth that is scarcely computable. He went to work, however, the second day after his discovery, eager for more wealth, when a bank caved in upon him, killing him instantly. Ironically, he went from poverty to wealth and from wealth to grave all in two days!

It is very likely that some of the miners in the Cariboo's Calaveras Company were Americans from the California Gold Rush who were hoping to emulate the Mexicans good luck. Instead in July 1873 a Cariboo miner named Howells was killed instantly when he fell down a shaft at the Calaveras Company.

Lower left hand corner opposite page—nuggets from lowhee creek.

HISTORICAL PHOTO#066369 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



OPPOSITE

WILLIAM BARKER (1817 - 1894)

The young miner poses for a portcard portrait for a studio photographer in Denver, Colorado. Before venturing north to the Cariboo District, the handsome mustachioed Billy worked in a silver mine before venturing into the Cariboo and becoming the name-giver of Barkerville.

COURTESY BRANWEN P. PATENAUE, QUESNEL, B.C.

BARKER OF BARKERVILLE

William Barker was a riverman from Norfolk, England, who had left a wife Jane and daughter Emma in order to participate in the California gold rush and then later in a silver rush in Denver, Colorado. It was while he was in California that he learned of his wife's passing.

Hearing about the fortunes being made in the Cariboo, Billy arrived on Williams Creek in 1859 and obtained Free Miner's certificate #9 under the new Goldfields Act from Thomas Elwyn, the Cariboo's gold commissioner. He almost immediately registered a claim along the crowded banks of Williams Creek. This claim proved productive and Barker was able to buy into other claims by selling shares in his own claim. As bad weather started to set in, he joined the hordes of miners who migrated to the more temperate climate of Victoria.

Barker and 6 other miners headed back to the diggings in the spring of 1862 and in August founded the Barker Company staking 7 claims down river from Stout's Gulch. Although it was never proven, rumour had it that Judge Begbie had helped grubstake the stubborn Englishman. Urged on by Edward Stout, Barker's men kept digging until they struck pay dirt on 17 August 1862 that yielded an ounce of gold for every 3 pans of dirt at forty feet below the surface. They had found the gold in a blue clay. They kept digging deeper and at 80-feet reached bedrock taking 60 ounces of gold from one tiny crevice. The bedrock of the 100 by 700-foot rectangle of ground that the 7 claims totaled eventually yielded \$600,000 in gold at a time when gold was worth \$16 an ounce. The rewards from their labours had hardly commenced when winter settled in and all work stopped. Billy, now prosperous, decided to again winter in Victoria and have some much deserved rest and relaxation. He soon learned that there was a gold digger of another sort in the island city and on 13 January 1863, Barker married London widow Elizabeth Collyer. She had a short time earlier arrived from London,

England, aboard the ship *Rosedale*.

The following spring Mrs. Barker accompanied her husband back to the Cariboo. Barkerville, a new town of saloons and stores that had sprung up beside the creek, had been named in honor of Billy Barker and the town was soon to toot itself as the largest city west of Chicago and north of San Francisco.

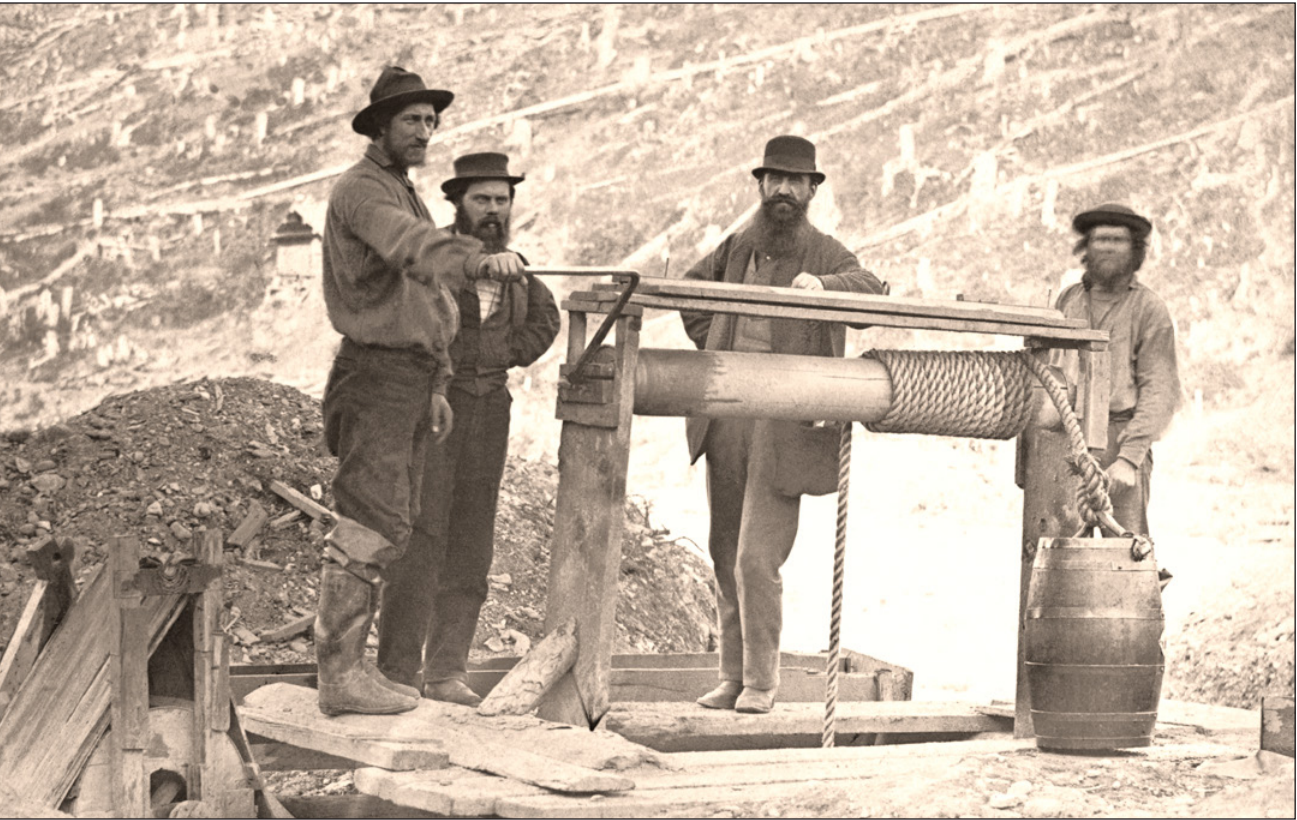
Elizabeth loved the rip-roaring life of the gold camp towns where women outnumbered men 250 to 1 and the 45-year-old Billy soon found himself competing for her attention with men half his age. In his efforts to please her, Barker allowed his wife a fairly free rein with his money, and became, himself, one of the biggest spenders in the town's saloons, to the point where he had to hire an ex-fighter to look after him when he became too drunk to look after himself. Their spending habits forced him to occasionally sell off shares in his company, some of which he sold to William W. Cunningham.

For a little while he sold candles to miners of other claims. The Barker Claim began yielding less pay dirt and showed signs of running out of gold completely. Good fortune, it seemed, had turned its back on Billy Barker, and with the aid of a few good friends who 'passed the hat' to collect his fare, Billy and his wife boarded a stage and left the Cariboo. He later prospected near Beaver Pass.

He was later offered a job in a government road camp on upgrading the Cariboo Wagon Road. In his later years he lived at the Dominion Hotel in Clinton. He died in 1894 in Victoria and was buried in the Ross Bay Cemetery.

THE SHEEPSHEAD COMPANY ON WILLIAMS CREEK

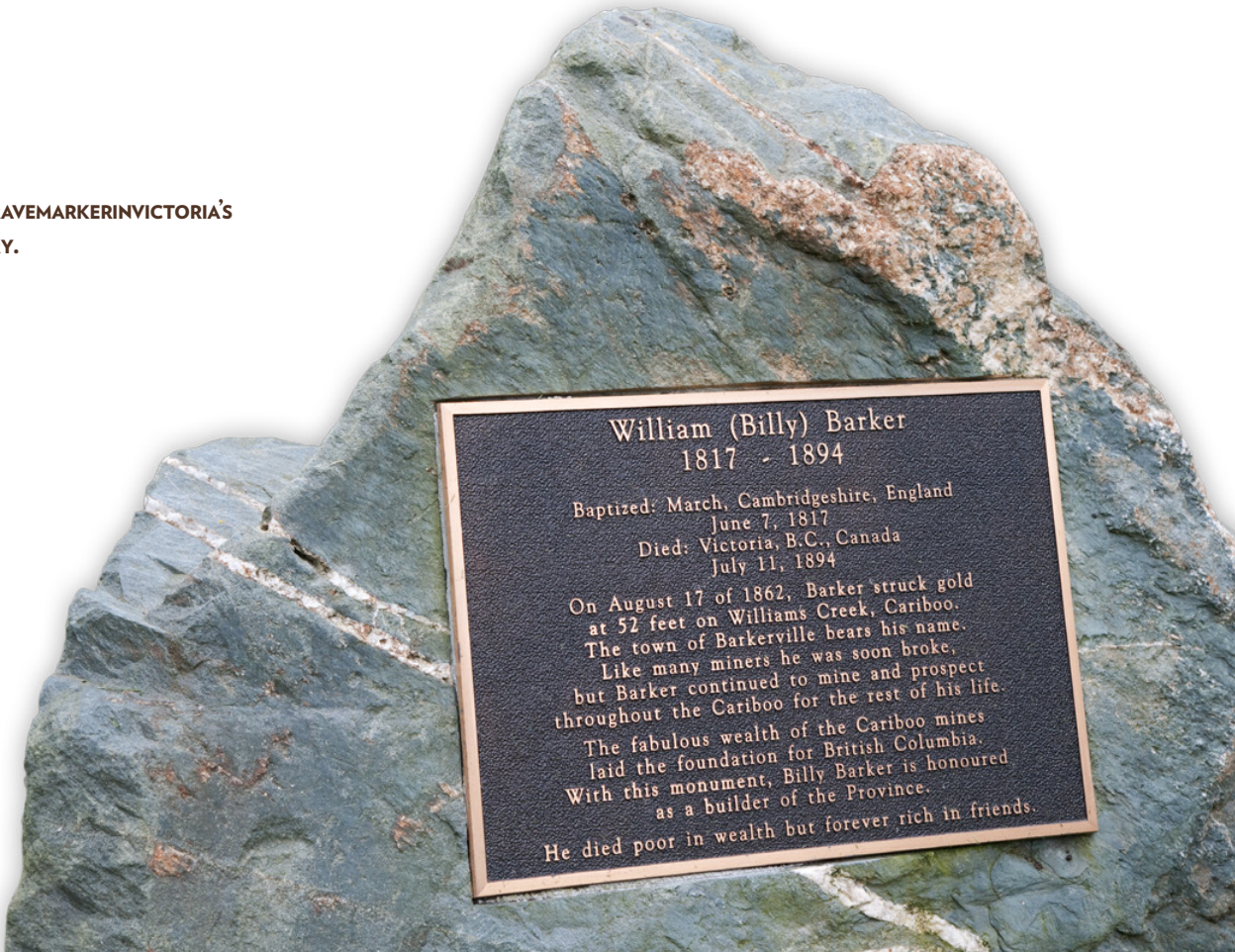
This company was adjacent to the Billy Barker Company. Situated on uneven ground, this early photograph clearly shows the cribbing that would have lined the “well” or shaft. The men had some protection from the rain and sun with the sloped roof. The windlass, a type of pulley system, lowered a hand-rivoted iron ore bucket down the 6-foot by six-foot in diameter “well” to one or two workmen with pickaxes and shovels who filled it with gold laden gravel to be hauled to the surface. The men in the bottom of the shaft either climbed down a series of ladders or were lowered to the bottom by standing in an ore buckets. It was not uncommon for debris to fall from buckets of dirt being hauled to the surface to fall back into the hole and onto an unfortunate miner. A wheel barrow, shovel and scoop shovel are visible to the left hand side of the shaft. Some of the deeper shafts went down anywhere from 40 to a 200-feet or more before reaching bedrock. Two of the men in this photograph are identified by last name only. On the left is a Mr. McLehanie, centre unidentified, while on the right is a Mr. Hance [perhaps Orlando Thomas Hance of Hanceville in the Chilcotin].



THE BARKER COMPANY ON WILLIAMS CREEK. ON THE 17 AUGUST 1862 WILLIAM BARKER AND HIS 7 PARTNERS FOUND RICH GOLD DEPOSITS AT A DEPTH OF 40- FEET.

HISTORICAL PHOTO #010207 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868

WILLIAM BARKER'S GRAVE MARKER IN VICTORIA'S ROSS BAY CEMETERY.



‘CARIBOO’ CAMERON’S TRAGIC STORY



A STEVENSON CREEK NUGGET

A great deal of quartz would indicate that this specimen was found not far from the Mother Lode.

COURTESY CANADIAN MUSEUM OF MAN#10424



MINING CANDLE

Used by miners to stick into a shaft wall or shoring timbers for the purpose of holding a candle in a the spring clip, the gadget permitted a miner to work underground hands free in the dark and dank deep mines.

COURTESY ROSSLAND MUSEUM

OPPOSITE JOHN ALEXANDER CAMERON AND SOPHIA GRAVES AT THE TIME OF THEIR MARRIAGE AT CORNWALL, ONTARIO.

HISTORICAL PHOTOS #074063 & 074064
ROYAL BC MUSEUM & ARCHIVES

John Alexander Cameron’s rags to riches to pauperism story was undoubtedly the most bizarre tale to ever come out of the Cariboo. Cameron was born in 1820 in Lancaster, near Cornwall, in the Country of Glengarry, Upper Canada (Ontario). His father Angus was an immigrant farmer who could trace his ancestry back to Donald Cameron, Chieftain of Lochiel. In his youth John worked on a farm for an uncle near Summerstown on the St. Lawrence River. He hated farming and by 1852 had reached the goldfields of California. His 2 brothers, Roderick and Allan, followed 2 years later and all 3 worked the diggings in California for the next 7 years.

In 1859 John A. returned home to marry fiancée Margaret Sophia Groves who lived in the nearby town of Wales. Soon after the marriage the couple returned to California where John overextended his resources to construct a flume to bring water to an already exhausted mine. Before long he was broke and his wife was pregnant. It was during this period that he heard about the fabulous gold discoveries of the Cariboo. In the spring of 1862, John A, his wife, and daughter Alice set off for British Columbia along with 750 other passengers aboard the side-wheeler Brother Jonathan. By the time they reached Victoria their child was critically ill and they were down to their last \$40. Their circumstances were desperate but the final blow came 5 days later when their daughter died. It was during these bad times that Cameron cemented his lifelong friendship with Robert Stevenson. It came as a surprise to both of them that they had been born and raised only a few miles from each other and were now about to cast their lot together in life.

When the first news of the Fraser River gold discoveries reached Glengarry, Ontario, Bob Stevenson was a young lad working on his father’s small farm at Vancleek Hill. In March 1862 the father and son left the farm and traveled through the State of New York to catch an Atlantic ship bound for the Panama. The two later took another ship from San Francisco destined for British Columbia. Shortly after their arrival the senior Stevenson decided to return home but the son, finding the Fraser River prospects rather dull, joined an expedition of Americans who were heading off for the exciting new gold discoveries at Rock Creek in the Similkameen country of southern British Columbia. Instead of prospecting, Bob Stevenson took a government job as a customs officer. He quit his \$250 a month position after homeward bound Americans told him about the



incredible gold discoveries being made in the Cariboo. The shrewd youth, learning that pack animals were in great demand in the gold country, bought 100 horses that he drove as far as Lillooet. He netted a handsome profit of \$10,000 from this venture. He then proceeded to Antler where he purchased a supply store before deciding to come out to Victoria for the harsh winter.

He was staying in the Royal Hotel in Victoria when he met Cameron. He liked the big Scotsman and agreed to put up the security for \$2,000 worth of goods that Cameron was to pack to the Cariboo. Stevenson left for the diggings in April and, upon reaching Antler, engaged in the commission business, advancing money to packers and getting 10 % for selling their goods. By the time Cameron and his wife arrived there in July, Stevenson had cleared another \$11,000 on this new venture. Among the goods that Cameron brought

in were boxes of candles. Stevenson took them around to the several mining companies and was able to get \$100 for a 20-pound box.

Nails sold for \$5 per pound in a 100-pound keg; butter \$5 per pound; wax matches \$1.50 per box; a 5-pound bag of salt for \$7.50; flour \$2 per pound when there was any; and potatoes \$115 for 100-pound sacks. The inflation of these prices was incredible considering that in eastern Canada the average laborer earned \$1 a day. Stevenson sold his store at Antler and immediately after disposing of most of his supplies headed for Williams Lake intent on purchasing shares in a gold mine.

Stevenson purchased a one-fifth share in Barker’s claim before being tipped off by Dr. Samuel Crane about some good vacant ground below the Billy Barker Company. It was this piece of land that 8 partners staked in August.

This new company originally consisted of Stevenson, Crane, Cameron and his wife, Allan MacDonald (Ranald's half-brother), Richard Rivers, and Overlander brothers Charles and Richard Glendinning.

When staking, Cameron and Stevenson disagreed over the location, but Stevenson finally gave in to his older partner, and as a result Henry Beatty and John Wilson were able to acquire the neighboring ground. Beatty's Tinker claim yielded almost as much gold as the Cameron claim and Beatty returned to Toronto, Ontario, to invest his booty in ship-building and went on to become a millionaire. His son Edward W. Beatty became the President of the Canadian Pacific Railway from 1918 until his death in 1943.

John Wilson at the age of 17 left Yorkshire, England, and spent 2 years working as a farm hand in Logansport, Indiana, before participating for 5-6 years in the Californiarush on the American and Russian Rivers before going on to Petuluma. He mined Fraser River bars before pressing upriver to the Cariboo. Wilson took his nuggets and with Lewis Campbell went to Oregon and purchased a good-sized herd of cattle that they drove over the mountains and back to Kamloops. This was the beginning of the stock that later increased to such proportions that Wilson became known as the 'Cattle King'. Thrice married, each wife bore Wilson 3 children. Unfortunately Wilson's third widow married his bookkeeper that mismanaged the very large estate, and subsequently most of the family fortune vanished.

After staking their ground, Cameron and his partners sat down for a naming ceremony. Dr. Crane suggested it be named after Stevenson but he objected and proposed that it be named for his friend Cameron. Each partner was given an equal share in the company. Crane soon afterwards got into a barroom brawl in which he drew a gun and took a pot shot at an antagonist, for which Judge Elwyn sentenced him to 30 days in jail and a heavy fine. His partners did not approve of his actions and asked him to sell his share in the company.

Shortly after her arrival in July, Mrs. Cameron had given birth to a second daughter but the child was stillborn. She never did fully recover from the ordeal and in the first week of September she took critically ill and her husband spent all of his time at their cabin in Richfield trying to nurse her back to health. During this time the 2 Glendinning brothers, Rivers, and Stevenson began work on a shaft but at 22-feet it flooded and on 22nd September it collapsed. By now there was snow and the Glendinning brothers, thoroughly discouraged, refused to continue work or leave any funds for the sinking of a new hole. Instead, they called it quits and departed for



JOHN WILSON (1833 - 1904)

This man, an early partner in the Cameron Claim, went on to become the 'Cattle King' in Kamloops.

COURTESY ASHCROFT MUSEUM



the milder climate of Victoria.

Mrs. Cameron's condition worsened and on 23 October she died. Her death was attributed to typhoid fever. Two days after the funeral, Rivers and Stevenson began sinking two separate shafts but after a few days Rivers abandoned his and came over to help his associate. At 14-feet they hit water and had to hire carpenter's to build a flume to divert the creek water away from the shaft. Stevenson's memoirs best tell what happened next:

"On 22 December we struck it very rich at 22-feet. It was 30 below and Dick Rivers was in the shaft, and Halpenny and I were on the windlass. Rivers called up from the shaft: 'The place is yellow with gold. Look here boys' at the same time holding up a flat rock the size of a dinner plate. I laid down on the platform and peered into the shaft. I could

THE CAMERON COMPANY CLAIM PHOTOGRAPHED ON 20 JUNE 1863.

1. William Stewart
2. A.B. McInnes
3. James T. Steele
4. James Wattie
5. Roderick Cameron
6. William Schuyler
7. John A. 'Cariboo' Cameron
8. Allan Cameron
9. Robert Stevenson
10. James Cummings
11. George Black

HISTORICAL PHOTO #010156 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY CHRISTOPHER FULTON 20 AUGUST 1863.



see the gold standing out on the rock as he held it. He sent the piece up and I got one ounce of gold.

“Then Cameron started down the shaft, and while he was down I took my pick and went through some of the frozen stuff that had been sent up that morning and got another ounce before he came up again. Out of three 12-gallon kegs of gravel I got \$155 worth of gold.

“Sinking, we found bedrock at 38-feet. It was good all the way down to there, but the richest was at 22-feet, strange to say.”

Although the partners had perhaps the richest claim in the Cariboo, little could be done to get the gold out of the ground until the spring thaw. Cameron, haunted by a deathbed promise to return the bodies of his wife and infant daughter back to Ontario, decided to leave the diggings and take the body of his wife to Victoria where his first daughter was buried. Cameron approached Charles C. Hankin, Judge Elwyn’s ex-assistant and a shareholder in the Billy Barker Company, and offered him part interest in his company for a 50-pound sack of gold. Thus enriched, John A. offered any of the 90 men wintering on the creek \$12 per day plus a bonus of \$2,000 to assist him in transporting his wife’s body to Victoria.

On 31 January 1863, Cameron and Stevenson left Williams Creek on snowshoes hauling a toboggan into which was roped the casket containing the remains of Mrs. Cameron. Twenty miners volunteered to help them over the worst section of the trail and they spent 11 days traveling the 72 miles to Beaver Lake. From here Cameron and Stevenson went on alone. At Lac La Hache, Cameron purchased a horse for \$300 to haul the toboggan. The harsh winter claimed the life of this horse and also the next so that a third horse was needed for the last leg of the journey over the Douglas Trail. At Williams Lake, Stevenson counted 120 Indian snow graves as the result of a recent smallpox epidemic. The road leading into Port Douglas was lined on each side with tents containing dead or dying Indians and only 1 in 10 of those dying could hope to be spared.

At Port Douglas, the men caught the little steamer Henrietta to New Westminster and from there took the seagoing vessel Enterprise to Victoria thus completing their epic 600-mile journey. Cameron immediately arranged to have his wife’s body preserved in alcohol and interred temporarily with her daughter in the Quadra Cemetery. This, Mrs. Cameron’s second burial, was attended by 800 miners who were wintering over in the island city.



A MUCH USED LEATHER GOLD POUCH

COURTESY WERNER KASCHEL

**OPPOSITE
CAMERON CLAN**

Standing: Robert Stevenson & Samuel Montgomery

Seated: Allan, John Alexander & Roderick Cameron

HISTORICAL PHOTO #019799 ROYAL BC MUSEUM & ARCHIVES



ABOVE
John A. Cameron's Face Mask.

BELOW
The intertwining J.A.C. initials above the main entrance to Cameron's Fairview House built in 1865 in Summerstown, Ontario.



On 19 March, the 2 men left Victoria on horseback, and on 4 April were back at Williams Creek. While in Victoria, Cameron had wired his family about the death of his wife and the rich strike. He requested that his brothers, Roderick and Allan, join him at the diggings.

It was during the months of July, August and September that the Cameron Company yielded up its enormous hoard of nuggets. Since Cameron could not legally hold more than one claim, he asked James Cummings to stand proxy for him on a second mining interest. During these hectic months, Cameron employed 75 men to work 'around-the-clock' shifts. It was during this period that pneumonia took one of his men. Peter Gibson, from Stevenson's hometown of Vancleek Hill, died 24 July at 31 years of age. Cameron founded and cleared a grave site a short distance from the mine. The community that housed the miners first acquired the name Cameron's Town but this was later shortened to Camerontown.

On 22 October 1863, 2 British tourists, Dr. Walter Butler Cheadle and Viscount William Fitzwilliam Milton, visited the gold fields after crossing the prairies and Rockies in the footsteps of the Overlanders. On their trip into the mines from Quensel Mouth, Dr. Cheadle wrote in his diary:

"We met a small bullock wagon escorted by about 20 men on foot. This proved to contain 630 pounds of gold, the profits of Mr. Cameron, and the principal shareholder in the noted Cameron claim. The gold, worth about 30,000 pounds, had been amassed in the short space of three months and represents less than one-half of the actual production of the mine during that time."

Upon reaching the diggings, the visitors were given a tour of the shaft and the diary continued:

"The shaft was about 30-feet down through gravel and clay to bedrock of slate. (There were) numerous shafts all supported by timber and very closely roofed in with flat crosspieces. (It was) wet, damp, dark and gloomy, the shafts (drifts) being in many parts very low, the pay dirt not being extensive perpendicularly. At the bottom shaft the pay dirt was best high up, at the corner end, down close to the bedrock."

"They kindly helped up wash out two pans that yielded some beautiful gold to the value of \$21, nearly 1 1/3 ounces. We could see nuggets lying in the gravel before loosening out by the pick. Steele showed me about \$1,000 in gold in a bag, and the company's books, showed weekly expenses averaging \$7,000 and the yield generally

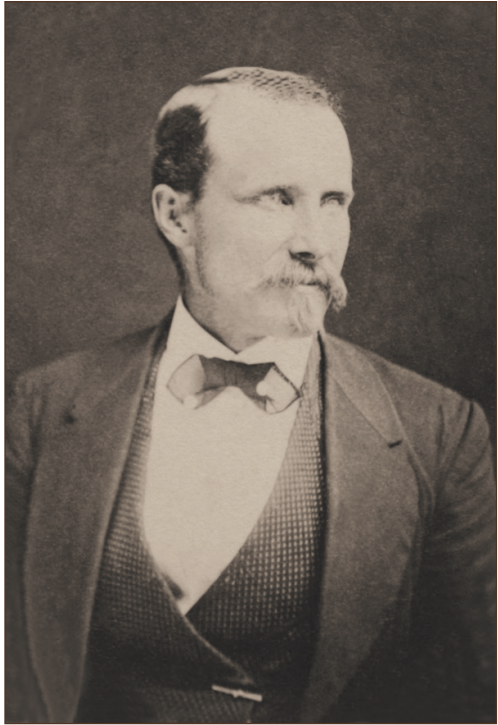
from 40 to 112 ounces per shift, of which there were three, per day or on to \$29,000 a week. Over 100 feet of claim yet quite untouched."

Immediately after the cleanup, Cameron, henceforth known as 'Cariboo' Cameron, left the Cariboo for Victoria and arranged to have his wife's and daughter's remains exhumed from the Quadra Cemetery. The three Cameron brothers and Stevenson then took the casket and their gold and embarked on the first ship heading south. The men accompanied their strange cargo down the California coast, across the Isthmus of Panama, and then took another ship up the Atlantic coast to New York. From here, they took a train for Ontario, arriving back in Glengarry just before Christmas. A few days after the New Year, Mrs. Cameron was buried for the third time with Cameron refusing to permit a viewing of the body. Stevenson, a short time later, returned to the Cariboo.

Cameron purchased his uncle's farm at Summerstown where he built a showpiece home called 'Fairfield' in 1865. He then married Christina



SOPHIA (MRS. JOHN A. 'CARIBOO') CAMERON'S GRAVE AT SUMMERSTOW (NEAR CORNWALL), ONTARIO.



ROBERT STEVENSON, JOHN ANGUS ‘CARIBOO’ CAMERON’S PARTNER.

In this formal portrait, Stevenson wears three nuggets for stud earrings.

CITY OF VANCOUVER ARCHIVES #677-674

Emma Woods, a daughter of John R. Woods who operated a large foundry and machine shop at Lunenburg. Christina was 22 years his junior. For the next ten years rumors circulated that the casket brought home by him did not contain his wife and in 1873 a New York newspaper came out with a story claiming that Cameron had taken his wife into the northern wilds of British Columbia and sold her to a wealthy Indian chief for a large sum of gold that was placed in the casket. To stop the gossip, Cameron was forced to exhume the body for a third time for a public viewing. When the lid was removed the dead woman’s mother recognized the almost perfectly preserved face of her daughter. She found under her head a woolen shawl that had been given to her as a wedding present by a sister and which had been bought at one of the local stores. After the viewing, Cameron instructed the grave diggers to pour off the alcohol before placing the coffin back in the ground to give his wife a 4th and final burial.

A short time later many of Cameron’s investments began to sour as none of his gold properties in Ontario, Quebec or Nova Scotia ever paid dividends but the final blow came when a disgruntled employee set fire to his uninsured sawmill on Lake Superior that held 2 million board feet of dressed lumber. By 1885 Cameron had lost his entire fortune. In 1886 Cameron returned to British Columbia on the newly completed Canadian Pacific Railway to visit his old chum Stevenson and to return to the Cariboo to seek a second fortune. This time Lady Luck failed to smile on the old prospector and he died in a hotel at Barkerville in 1888 at the age of 68 and was buried in the cemetery he had founded 25 years earlier. His second wife, who accompanied him out to the Cariboo, moved to Chicago, Illinois, and then later to Vancouver, B.C. where she remained until her death in the 1920s.

Robert Stevenson, Cameron’s partner, remained in the Cariboo until 1876 when he opted to try his luck in the Cassiar goldfields. The following year he purchased 400 acres of prime farmland at Sardis (near Chilliwack) in the Fraser Valley before marrying Caroline Eliza Williams with the intention of settling down. Unable to get mining out of his system, he staked 27 square miles of coal lands in the Princeton area of the Similkameen but was not able to interest James Dunsmuir, the coal magnate in Victoria into developing the lands. He also staked claims near Osoyoos, a small community directly south of Kelowna and almost at the Canada-US border. One of Stevenson’s wishes in later life was to have his partner’s body exhumed from the Barkerville Cemetery for a final burial beside his first wife at Summerstown. He died in 1922 before he could complete this last favor for his partner.

Brothers James and William Wattier returned to Williams Creek in the

spring of 1863 and purchased the claim adjoining the Cameron Company. The claim was successful and was incorporated with the Cameron Company and came to be known as the Wattie and Cameron Company. In 1884 James left for his home in Huntington, Quebec, where he operated a woolen mill for several years before selling it to the Montreal Cotton Company. He retired in 1890 and died in 1907. William returned home in 1865 to resume his trade as a machinist. He later became superintendent of Knowles Loom Works, Worcester, Massachusetts, during which time he invented and patented over 60 devices relating to weaving machinery. A world traveler, he revisited the Cariboo in a sentimental journey in 1893.



A RUST-COLORED NUGGET RECOVERED FROM THE CARIBOO CAMERON CLAIM IS ON PERMANENT DISPLAY AT THE ROYAL BRITISH COLUMBIAN MUSEUM IN VICTORIA.

THE OVERLANDERS

The Douglas Trail and the Cariboo Wagon Road, although the most feasible, were not the only means of access to the goldfields: some 250 gold seekers trekked overland in several parties from Ontario and other eastern parts through the Rockies. Brothers Thomas and Robert McMicking, from Stamford Township, Welland County, led one group of Overlanders from Ontario to the British Columbia interior. They went in groups by ship and American railway to Fort Garry [Winnipeg]. Called the Overlanders, the first parties arrived at Quesnel Mouth in the fall of 1862, in response to an invitation from the Reverend Robert C. Brown, the Anglican rector at Lillooet. Once in the Cariboo goldfields these brave pioneers planned to help transform the area from wilderness to settled homeland.

The main parties had set out from Upper and Lower Canada (Ontario and Quebec) in the spring of 1862 and traveled by rail and by steamer across the United States, until crossing back up into Canada south of Fort Garry (Winnipeg, Manitoba). Here they paid \$8 each for Red River carts, \$40 a head for horses, \$25-\$30 for oxen, and \$4 a set for harnesses before continuing 900 miles over open prairie to Fort Edmonton. One party left Fort Garry on 2 June and traveled in 97 carts with 110 animals, most of which were slow-plodding oxen whose speed was only 2 1/2 miles an hour. The party averaged 25 miles a day and did not reach Fort Edmonton until 21 July.

Here the carts were sold, and the supplies loaded on the backs of oxen and horses. Upon reaching the foothills of the Rocky Mountains, progress was slowed to 10 miles or less a day. The food gave out and the Overlanders had to live on chipmunk, squirrel, porcupine, berries and anything else they could scrounge until they met First Nations people with whom they bartered for fish. Prior to encountering the local First Nations, the Overlanders had to kill some of their horses and oxen for food. Before leaving the mountains, the party split up—the majority wanted to head southward to the Thompson River and Kamloops—while the rest decided to come down the Fraser River to Quesnel Mouth and the goldfields. Included in the first group was the only woman Catherine O’Hare Schubert, her husband August, and their three children. Although several men drowned and the entire party suffered extreme hardships, Mrs. Schubert reached Kamloops where she immediately gave birth to a daughter. Schubert Drive in Kamloops is named after this Overland family.

To those Overlanders traveling the Fraser to Quesnel Mouth the most dangerous obstacle was the Grand Canyon, where the river was compressed into a fraction of its normal width. To challenge the river, the parties built 40-foot wide rafts onto which were loaded the oxen and supplies. One of these rafts was caught in a whirlpool and spun around and around, sinking lower and lower, until only the horns of the oxen could be seen by observers on shore. Luckily, it was too large for the suction to pull it completely under and it emerged safely. Those on the other rafts ran the rapids in safety. Some of the party decided to travel in dugout canoes. This proved to be a disastrous mistake. Dugout canoes. This proved a disastrous mistake. The canoes swamped upon entering the water and one man drowned.

When the party of Overlanders arrived at Quesnel Mouth on 11 September 1862 the majority, although only 60 miles from the goldfields, were too disillusioned and discouraged to care about gold and instead continued onto Victoria. One of the expedition leaders summed up their desperate trip with the wry comment, “Our mining tools were the only articles that we found to be unnecessary.

Overlander James Wattie could not conceive of being so close and failing to pay a visit to the goldfields. He and a companion walked to Williams Creek but after 8 days at the diggings were unable to find any work. On returning to Quesnel Mouth, the party were joined by Wattie’s brother and a pet oxen that had accompanied them all the way from Fort Garry, before striking out for the coast from Alexandria to Bentinck Arm using the old Alexander MacKenzie Trail. Their walk was extremely dangerous since a smallpox epidemic was rampant and the Chilcotin First Nations were now hostile to the whites. The men had met with some white packers and the story of the

rapid spread of the disease among the First Nations was revealed. Unconscionable miners had robbed several First Nations graves of Hudson’s Bay Company blankets in which the deceased corpses had been wrapped and traded these items back to the First Nations people. The highly contagious pestilence spread like wildfire. After spending 2 weeks at Bella Coola, the men made their way by canoe and then by steamer to Victoria.

STARVATION & CANNIBALISM

Five procrastinators who trekked west for the goldfields were brothers William, Gilbert and Thomas Rennie along with John Helstone and John R. Wright, all natives of London, Ontario. They were warned not to head into the Rocky Mountains but the advice was ignored. The 5 men traveled in 2 canoes and all went alright until disaster struck 2 days out of Fort George. Their 2 canoes, lashed together, became half-submerged in the middle of the river leaving the 5 men no option but to hunker down for the night in the cold. They spent 3 days stranded in their canoes until William Rennie opted to braid a rope from moosehide. One of the men swam to shore and then successfully pulled the others to safety but regrettably their plight was still far from over. After waiting for a week, William and Gilbert Rennie set out for Fort George for help. The anticipated trip, instead of taking a few days instead took a month. At Fort George, HBC factor Thomas Charles persuaded the Rennie brothers to abandon any rescue efforts. He told them that the harsh winter would surely have caused the deaths of the 3 men that chose to remain behind.

When a band of Carrier First Nations braves stumbled into the camp they found two men eating the flesh of the third. Incredulously, 2 of the 3 men left awaiting rescue still clung to life. They had decided to do the inconceivable and eat their deceased comrade. The 2

HISTORICAL PLAQUE THE OVERLANDERS OF 1862

This old plaque that’s in much need of repair or replacement, is located beside the Thompson River beside Highway 5 south of Barriere. It memorializes the men and women who came from Fort Garry (Winnipeg) to Kamloops. A new plaque, located in Kamloops, also acknowledges the feats of these brave individuals.



FOLLOWING SPREAD

The Overlanders pass through the Rocky Mountain en route to the Cariboo gold fields.

JOHN INNES PAINTING, NATIVE SONS OF BRITISH COLUMBIA POST #1





WILLIAM GEORGE RICHARDSON HIND (1833-1889)
Painting a self-portrait

BRITISH COLUMBIA PROVINCIAL ARCHIVES
PAINTINGS DRAWINGS & PRINTS #00027

OPPOSITE TOP
Cabin on the Fraser River, B.C., 'The bacon is cooked' about 1862.

MCCORD MUSEUM# M5828
PAINTING BY WILLIAM GEORGE RICHARDSON HIND

OPPOSITE BOTTOM
Bar in a Mining Camp about 1865

MCCORD MUSEUM #M605
PAINTING BY WILLIAM GEORGE RICHARDSON HIND

men, just as terrified of the First Nations braves as the braves were of them, drove the Natives away at gunpoint. Later, the Natives returned to kill the devils who ate human flesh. There was only a lone survivor who tried to escape on rotting limbs. He was quickly hatcheted to death by the natives.

Surviving brothers Gilbert and William Rennie spent some time in the Cariboo. Gilbert, disillusioned by his ordeal, returned to his wife and family in London, Ontario. William left the Cariboo but then returned to Barkerville to open as a boot and shoemaker. Unfortunately, he lost everything in the Great Fire of Barkerville in 1868. Although he lost \$1,000 due to the fire, he reopened and became a successful merchant. He also invested in some nearby mining opportunities. In 1880 William Rennie married Catherine Evans, the widow of Captain John Evans.

British-born painter William George Richardson Hind had immigrated to Canada in 1851. He joined the Overlanders in 1862 at Toronto. During the trip, Hind made himself so obnoxious to his comrades that he was temporarily ostracized from their company. He just couldn't make the other Overlanders understand that his purpose for making the trip was to sketch the journey for prosperity.

In 1865 the newspaper Colonist praised his paintings which were later placed on display in England to encourage immigration to British Columbia.





PROSPECTING FOR ALLUVIAL GOLD IN BRITISH COLUMBIA

Overlander William George Richardson Hind was noted for using a style of painting known as “trompe-l’oeil”, an art technique involving very realistic imagery to create an optical illusion that makes the depicted objects in the foreground appear in three dimensions. Hind has used this technique in his painting of the gold miner panning for alluvial gold in the Cariboo in 1864.

PAINTINGS, DRAWINGS & PRINTS #02612 ROYAL BC MUSEUM & ARCHIVES

The Chinese Miner in the Gold Rush



OVERLANDER WILLIAM GEORGE RICHARDSON HIND SKETCHED THESE CHINESE MINERS SLUICING FOR GOLD ON THE FRASER RIVER IN 1864 BUT NEVER DID DO A FINAL PAINTING.

PAINTINGS, DRAWINGS & PRINTS #05418 ROYAL BC MUSEUM & ARCHIVES

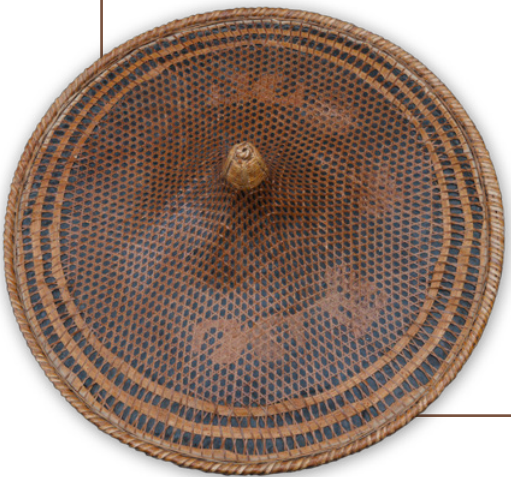
A CHINESE BAMBOO HAT PROVIDED SHADE AS THE MEN WORKED THEIR ROCKERS SEEKING GOLD.

VERNON MUSEUM



A SHORT-HANDLED TIN LADLE FOR POURING WATER INTO A ROCKER.

FORT LANGLEY NATIONAL HISTORIC SITE



A CHINESE BANJO MADE WITH RATTLESNAKE SKIN

COURTESY VERNON MUSEUM

CAPTAIN EVANS & HIS COMPANY OF WELSH ADVENTURERS

Welshman John Evans and his 26-man ‘Company of Welsh Adventurers’ traveled halfway around the world in order to reach the Cariboo diggings in the summer of 1863. Evans’ small amount of knowledge about mining had been gained by working for 3 years in a Welsh slate quarry. Henry Beecroft Jackson, a Manchester industrialist who befriended Evans when the pair worked together in the cotton industry, financed Evans’ venture in the Cariboo.

Upon their arrival at the diggings, Evans chose to stake a quarter section (160 acres) of ground on Lightning Creek where ‘Cariboo slum’ had already defeated more experienced miners. After leveling some uneven ground to pitch their tents, Captain Evans had his men form a circle and bow in silent prayer before initiating the sod-turning ceremony. His men immediately set to work and built an 18-foot by 36-foot bunkhouse. In a very short time, the company had whipsawed several hundred trees, dug drainage ditches, and installed flumes to bring water from a quarter of a mile away to a shaft site.

On 6 August, the Welsh miners began sinking their shaft. Some of them were assigned the construction of a Cornish wheel and two log pumps. These cumbersome wooden pumps were made from 12-foot long by 16-inch-in-diameter logs. Each was first drilled lengthwise with a 3-inch auger and then drilled again with a larger auger, made from curved knives, that removed a further one inch of wood so that the finished hole was 6-inches in diameter. The tops and bottoms of these logs were shaped so that they could be mortised one inside the other in order to reach far down into the shaft. To prevent wooden pumps from breaking apart from water pressure, they were generally bound with iron bands, but Evans, in an effort to keep expenses down, omitted the bands. He also refused to purchase steel with which to tip his men’s picks and consequently the shaft men working in gravel or hardpan soon blunted their picks that greatly slowed work. The men became so desperate that they scrounged

scrap steel from abandoned sites in any spare time.

By early October the Welsh miners had sunk their shaft some 30-feet when water rushed in and drenched the men working at the bottom of the shaft. The two log pumps were put to work but kept splitting and clogging up. At this point, the miners relied upon an iron hand-pump and old-fashioned bailing by bucket and windlass. Although they worked day and night, nonstop, the cold water kept pouring into the shaft. To prevent the shaft from being totally flooded the men quickly constructed a third pump but Evans ordered a halt to the work until after the Sabbath before it could be installed. The men were sure all would be lost, especially since the nights were getting colder and Evans would not even allow further work to divert water away from the water wheel to prevent it from coating up with ice. On Monday work was resumed, but that night, the waterwheel became so heavy with ice and snow that it simply fell apart under its own weight. Thus, work on the shaft ceased until spring.

The company of men had to set themselves to repairing the machinery during these winter months to be ready to resume operations in the spring. They also started work on several tunnels in other areas of their claim. Captain Evans, upset by the financial disaster that had occurred, immediately decided to cut expenses once again—this time on the company food by reducing the menu to little more than beans. This ‘prisoner’ diet was the final straw to the disgruntled Welsh miners and they approached Evans with the ultimatum—the rules would be changed to suit the men or they would all leave. The captain, furious, jumped to his feet and told the men that they all knew where the trail was located and pointed to the door. Every man, including Evans’ own son Talieson, was outside in seconds. Captain Evans quickly followed and begged them to stay agreeing to their terms.

By the beginning of January the men of the ‘Company of Welsh Adventurers’ were striking ‘colored’ ground but



WELSHMAN JOHN EVANS & HIS SON TALIESEN

Evans and his ‘Company of Welsh Adventurers’ arrived in the Cariboo in 1863 and set to work sinking several shafts on Lightning Creek where ‘Cariboo slum’ had already defeated more experienced miners.

HISTORICAL PHOTO #002876 ROYAL BC MUSEUM & ARCHIVES

OPPOSITE

A 1935 map showing some of the richest gold bearing claims in the world below Barkerville.

A BARRELL OF CRANBERRIES

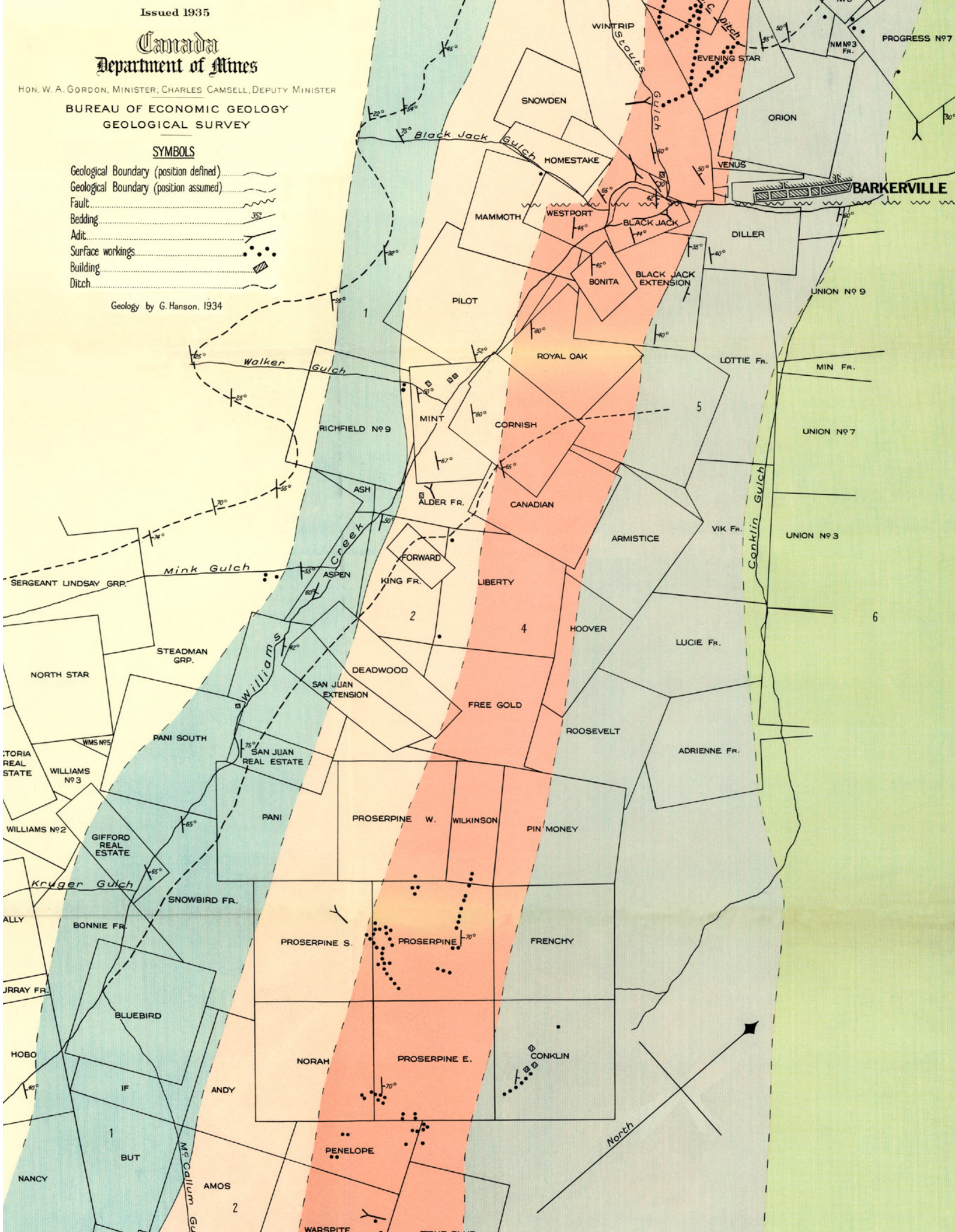
Cranberries were a most valuable commodity to the miners of the Cariboo; it provided the much needed vitamin C to prevent scurvy. Miners that could not afford to purchase cranberries were able to prevent scurvy by boiling up cedar boughs.

the men were becoming sick. Evans’ first thought was that they had rheumatism but a passing prospector informed them that it was scurvy and delighted Captain Evans by telling him that the cure could be found right outside the door. He instructed them to boil spruce branches and without spending a single penny for medicine Evans soon had all the men back in good health and back to work.

Although the men had been able to stockpile much pay dirt from the tunnels, they had to wait until spring to be able to hydraulic it to separate the gold from the tailings.

In the spring, they continued their efforts to successfully sink another shaft on Lightning Creek but they were again defeated. Lightning Creek, meanwhile, had provided the companies upstream from ‘The Company of Welsh Adventurers’ with deposits of gold with one particular nugget weighing over 30 ounces. By fall the men came to the conclusion that Evans was a loser because of his bull-headedness and inexperience with mining in the Cariboo and so they dissolved the company. Theirs was not the only failure on Lightning Creek as ‘Cariboo slum’ was the bane and defeat of many companies that struggled to get the gold that lay on the creek’s bedrock.

John Evans went to work a claim on Davis Creek, a tributary of Lightning Creek, and was hired on as a surveyor by several mining companies. In the summer of 1875, the government requested that he write up a report and draw a map of the mining on Lightning Creek. This map was done so well that it was considered the best in the Cariboo. That fall, he was elected a Member of Parliament at Victoria as the representative for the Cariboo District. In 1877, he married Catherine Jones, who became his third wife; Evans had already been married and twice widowed. Catherine brought him great happiness. Two years later, he was again elected to parliament and remained a Member of Parliament until he died in 1879. Remembered by all as a man who was honest and forthright, he was greatly respected for having the courage to always express what he believed was right. He was buried in the Stanley cemetery close to where his ‘Company of Welsh Adventurers’ had established their camp on Lightning Creek.



THE BURNING OF BARKERVILLE



FREDERICK DALLY (1838 - 1914)

Dally, the official photographer to Governor Arthur Kennedy, visited the Cariboo goldfields in 1867 and again in 1868. He had his own studio in Barkerville but it, like the rest of the town, went up in flames on 16 September 1868. Dally afterwards sold his photography business and decided to become a dentist in the United States. He eventually returned to Staffordshire in England. This portrait of Dally in his masonic regalia was taken by H.J. Whitlock and Son Ltd., Birmingham & Wolverhampton ‘By Royal Warrant Photographers to the King’. Dally took the majority of photographs that appear in the Cariboo Gold rush section of this book.

HISTORICAL PHOTO#028832 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY HENRY JOSEPH WHITLOCK AND SON LTD, BIRMINGHAM,
ENGLAND, AROUND 1888.

Frederick Dally, one of the town’s photographers, composed the only known manuscript of the burning of Barkerville on 16 September 1868.

“The eve of the great fire of Barkerville was remarkable for the grandeur of the Aurora Borealis so often to be seen in these high northern latitudes. It commenced at 8 p.m. by the shooting up of upright parallel rays in the west and shortly after by the same appearance in the east, also the same in the north. The night was cold and frosty, the brilliancy of the rays increased quickly and seemed so close that an observer in Barkerville, which town is over 4000 feet above the level of the sea, seemed to be within 2000 feet of them or less and could see all the changes minutely. The rays, when buffeted by the cold south wind that came down the canyon on Williams Creek, appeared to throw out a wavering and unsteady light in the same way that a mark will when made by a piece of phosphorous. In the south appeared a long fleecy cloud and leave a striking resemblance to the form of a snake, which changed but little until it felt the effects of the wind, when it began to waver and emit bright irradiations which spread so rapidly that the whole heavens was one bright and then gradually dying out so faint that it would be doubtful whether it had not entirely disappeared and again it would shoot forth brighter and more glorious than ever.

Whilst viewing this grand spectacle, my attention was drawn to the town...where dancing and revelry was going on, by the number of stove-pipes very close together coming through the wooden roofs of the buildings at every height and in every direction that were sending forth myriads of sparks and numbers of them were constantly alighting on the roofs, where they would remain many seconds before going out, and from the dryness of the season I came to the conclusion that unless we shortly had rain or snow to cover the roofs, for they remain covered with snow all winter, that the town was doomed. I may as well here state that Barkerville was the principal mining town in British Columbia, built entirely of wood, and was situated in a valley with Williams Creek running through it, in the Baldhead Range and is surrounded on all sides by a sea of mountains together with spurs from the Rocky Mountains, of which the

Baldhead is the chief gold bearing range in British Columbia.

When I mentioned the probability of a fire to the businessmen of the place they answered me and said, it had become their settled opinion that the wood the town was built of was different to other wood and that it would not burn, otherwise the town would have been burnt long since, for said they, see the number of small fires that have occurred and not one of them sufficiently destructive to destroy a house, and so they remained passive in their fancied security and had nothing done to guard against so dire a calamity.

The morning of the fire was bright and clear and

the sluice boxes (used by the miners to convey the water to wash the pay dirt when taken out of their claims) bore traces of a hard frost as the icicles that were depending from the flumes were two or three yards in length by several feet in depth, looking very beautiful. And the business of the day commenced, although trade was somewhat dull, still it was steady and profitable.

I had occasion to go down street to make a call on a young man, Patterson, who had formerly been a steward on the passenger ship “Cyclone” that I came to the country in. He showed me over his large and well built premises containing a large stock of goods and, as he informed me, all paid for. I congratulated him most cordially as I felt he deserved it for his



THE MAIN STREET THROUGH BARKERVILLE SHOWING THE BOARDWALK, ROAD AND BUSINESSES BEFORE THE FIRE.

HISTORICAL PHOTO#005191 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.

A VIEW UP WILLIAMS CREEK TO BARKERVILLE

In his book "Very Far West Indeed" R. Byron Johnson gives the following description of Williams creek: "The unfortunate little stream had been treated in a most ignominious manner. A little above the town it flowed along silvery and clear as it had been wont to do; but soon inroads were made upon its volume in the shape of ditches cut from it, and continued along the sides of the hills, to feed the huge overshot waterwheels that appeared in all directions.

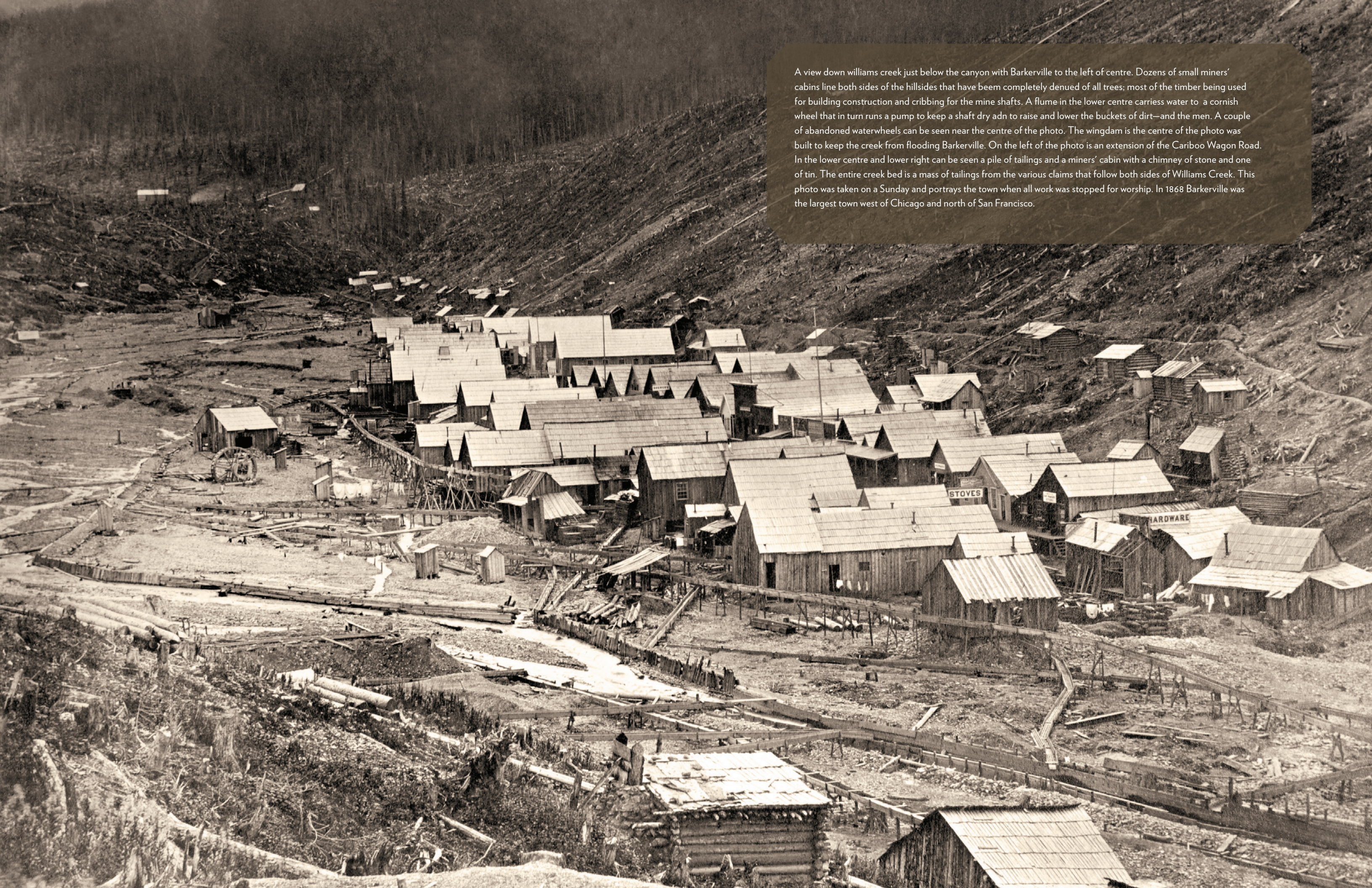
"Then its course became diverted in five or six different channels that were varied every now and then as the miners sought to work the surface. At intervals dirty streams were

poured forth by the sluices, in which the earth dug from beneath was being washed by the water, and here and there the stream was insulted by being shut up for a few hundred yards in a huge wooden trough called a flume.

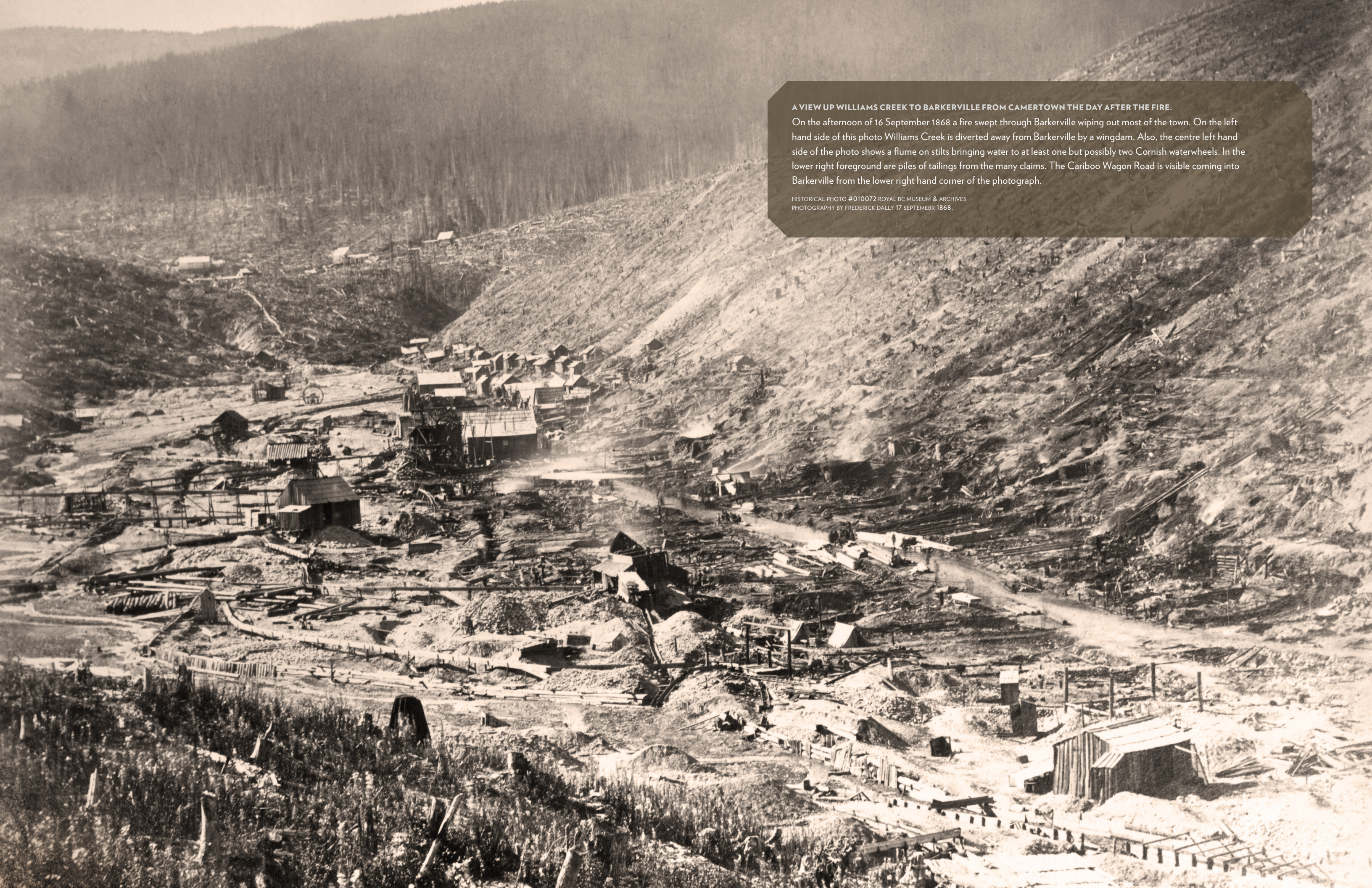
"Across the breath of the valley was a strange heterogeneous gathering of smaller flumes, carrying water to the different diggings and supported at various heights from the ground by props, windlasses at the mouths of shafts, waterwheels, banks of tailings, and miner's log huts.

HISTORICAL PHOTO #10070 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FRDERICK DALLY, 1868.





A view down Williams Creek just below the canyon with Barkerville to the left of centre. Dozens of small miners' cabins line both sides of the hillsides that have been completely denuded of all trees; most of the timber being used for building construction and cribbing for the mine shafts. A flume in the lower centre carries water to a cornish wheel that in turn runs a pump to keep a shaft dry and to raise and lower the buckets of dirt—and the men. A couple of abandoned waterwheels can be seen near the centre of the photo. The wingdam in the centre of the photo was built to keep the creek from flooding Barkerville. On the left of the photo is an extension of the Cariboo Wagon Road. In the lower centre and lower right can be seen a pile of tailings and a miners' cabin with a chimney of stone and one of tin. The entire creek bed is a mass of tailings from the various claims that follow both sides of Williams Creek. This photo was taken on a Sunday and portrays the town when all work was stopped for worship. In 1868 Barkerville was the largest town west of Chicago and north of San Francisco.



A VIEW UP WILLIAMS CREEK TO BARKERVILLE FROM CAMERTOWN THE DAY AFTER THE FIRE.

On the afternoon of 16 September 1868 a fire swept through Barkerville wiping out most of the town. On the left hand side of this photo Williams Creek is diverted away from Barkerville by a wingdam. Also, the centre left hand side of the photo shows a flume on stilts bringing water to at least one but possibly two Cornish waterwheels. In the lower right foreground are piles of tailings from the many claims. The Cariboo Wagon Road is visible coming into Barkerville from the lower right hand corner of the photograph.

HISTORICAL PHOTO #010072 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY 17 SEPTEMBER 1868.



Miners examine the total destruction of the fire that swept through Barkerville on the afternoon of the 16 September 1868. Only one building was left standing. Frederick Dally, after a miserable night sleeping in drenched clothing at Richfield, gathered together his camera equipment and recorded the tragic event for posterity the day after the fire.

HISTORICAL PHOTO # 10071 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868.

industry, steadiness and perseverance, but little did I think that in less than two hours not a vestige of the town would remain but a burning mass of ruins. I gave him an invitation to visit my new building, just finished and nicely furnished.

I returned to my house and seated myself in a chair and again meditated on the probability of a fire when I heard several running on the plank sidewalk and heard one exclaim, “Good God! What is up?” I ran instantly to see the cause of the alarm and to my astonishment beheld a column of smoke rising from the roof of the saloon adjoining the steward’s house. I saw the fire had a firm hold of the building and, as there was no water to be had, I felt certain that the

town would be destroyed. So I collected as much of my stock of goods as possible together and hastened with them to the middle of the creek and left them there, whilst I made several journeys after other goods. The fire originated in a small room adjoining Barry & Adler’s Saloon. One of the dancing girls was ironing and by some means or other, the heat of the stove-pipe set the canvas ceiling on fire, which instantly communicated with the roof and no less than two minutes the whole saloon was in flames, which quickly set the opposite business in the Bank of British North America in flames.

So the fire traveled at the same time up and down the sides of the street, and as fast against the wind as

it did before it, and although my building was nearly fifty yards away from where the fire originated, in less than twenty minutes, it together with the whole of the lower part of the town was a sheet of fire, hissing, crackling, and roaring furiously. There was, in a store not far from my place, fifty kegs of blasting powder and had that not been removed at the commencement of the fire and put down a dry shaft, most likely not a soul would have been left alive of the number that was then present. Blankets and bedding were seen to be sent at least 200 feet high when a number of coal oil tins (5 gallons) exploded, and the top of one of the tins was sent five miles and dropped at the sawmill on Grouse Creek.

Every person was thinking of his own property and using desperate efforts to save it, and some not placing it sufficiently far out of reach of the element had all consumed. And others again had it taken so far that during the time they were away trying to save more property, Chinamen and others were stealing from them as fast as they could carry it away. One stout Chinaman showing too many creases about him that did not look quite natural, the police made him strip, and off came six shirts, two pairs of drawers, three pairs of trousers, another had hidden away behind the false canvas wall of his house over one thousand dollars worth of flour, rice, boots etc., etc. and every useful article usually sold by storekeepers in the mines.

The town was divided by the “Barker” flume crossing it at a height of fifty feet, and as it was carrying all the water that was near, it kept the fire at bay for a short time from the upper part of the town, but the hot wind soon drove those that were standing on it away. The fire then quickly caught the other half of the buildings, also the forest on the mountain ridge at the back, and as the sun set behind the mountain the grandeur of the scene will not be quickly forgotten by those who noticed it. Then the cold frosty wind came sweeping down the canyon, blowing without sympathy on the houseless and distressed sufferers, causing the iron-hearted men

to mechanically raise the small collars of their coats (if they had been so fortunate as to have one) as a protection against it. Household furniture of every description was piled up along the side of the creek, and the people were preparing to make themselves as comfortable for the night, under the canopy of heaven, as circumstances would allow. And in the early morning as I passed down the creek, I saw strong men rise from their hard beds on the cold stones, having slept wrapped in a pair of blankets, cramped with cold and in great pain, until a little exercise brought renewed life into their systems. At a quarter to three p.m. the fire commenced; at half past four p.m. the whole town was in flames, and at 10 o’clock the next morning signs of rebuilding had commenced. Lumber was fast arriving from the sawmill and was selling at one hundred and twenty five dollars per one thousand feet, the number of houses destroyed was one hundred and sixteen. After the fire I found I had the key of my house in my pocket which reminded me of a circumstance that occurred two years before at a town a mile from Barkerville, when a certain Barrister who was in the habit of drinking more than was good for him, when informed that his house was on fire left the saloon he was in and went and stood on the opposite side of the street to his house and exclaimed, “Never mind boys, never mind, I don’t care, let it burn, I’ve got the key in my pocket.” (and so had I.)

The fire was caused by a miner trying to kiss one of the girls that was ironing, and knocking against the stove displaced the pipe that went through the canvas ceiling, and through the roof, which at once took fire. This information I got from an eyewitness, who never made it generally known thinking that it might result in a lynching scene.”

ORIGINS OF CARIBOO FREEMASONRY

It was quite likely that some steps were taken in the early days of the rush to form a Masonic Lodge. By 1866 miner masons realized that Barkerville had taken on an air of permanency and that the separation of the gold from the gravel of the creeks was going to be much longer than had been estimated. Jonathan Nutt was credited with the movement to form a Masonic Lodge in Barkerville. He called a meeting 13 October 1866 that was attended by 13 masons. Nutt was the foreman of the Aurora Claim on Conklin’s Gulch, a tributary of Williams Creek. Nutt was an Englishman who had been a miner in California, and while there, in 1854, had become a freemason in Tehama Lodge No. 3 in Sacramento. He later affiliated with Western Star Lodge No. 2 at Shasta, California, he then being 34 years of age. No mention was made of where the original meeting took place but Nutt chaired the meeting. The others were: W.W. Hill, George Grant, Joshua Spencer Thompson, Alexander C. Campbell, W.M. Cochrane, John R. Price, George Duff, Carl Strouss, John Patterson, John B. Lovell, W.E. Boone and William Bennett. The 13 men decided to establish a Masonic Lodge in Cariboo and to build a Masonic Hall. Each person pledged so much a week towards this end—the amounts ranging from .50 cents to \$1.00. To the names of these 13 men were shortly afterwards added 20 others. W.M. Cochrane, referred to as “An Irish Gentleman”, was apparently a man of money and loaned the lodge a considerable sum of cash. Alexander C. Campbell, a cousin of John Angus (Cariboo) Cameron was the owner of the Foster- Campbell Claim on Williams Creek. He was also a blacksmith. It quickly becomes apparent that many of the Cariboo masons had participated in the California gold rush. Joshua Spencer Thompson had been a member of San Francisco Lodge, No. 7 in California. The minutes of Vancouver Lodge record that on 16 January 1867 Brother Jonathan Nutt attended that lodge and presented a petition to the Grand Lodge of Scotland praying for the establishment of a Masonic Lodge at Barkerville, Williams Creek, to be named “Cariboo Lodge”.



THE AURORA GOLD MINING CLAIM ON CONKLIN’S GULCH, A TRIBUTARY OF WILLIAMS CREEK
15 June 1867, near Barkerville. The day this photo was taken the mine had a washup of 485 ounces of gold. Named after the Roman goddess of dawn—Aurora—the foreman of the claim was Jonathan Nutt, an Englishman that had been a miner in California. On reaching the goldfields of Cariboo, Nutt initiated a movement to form a Masonic Lodge at Barkerville. On 13 October 1866 Nutt called a meeting that was attended by thirteen masons. Those present were Nutt—who presided—and W.W.Hill, George Grant, J. Spencer Thompson, Alexander C. Campbell, W.M. Cochrane, John R. Price, George Duff, Carl Strouss, John Patterson, John B. Lovell, W.E. Boone and William Bennett.

HISTORIAL PHOTO #001663 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



CARIBOO LODGE NO. 4 ANCIENT FREE AND ACCEPTED MASONS AT THE AURORA GOLD MINING CLAIM ON WILLIAMS CREEK

1 John Weill 2 Paul Manetta 3 John Williams 4 Edward Pearson 5 Edwin Johns 6 Joseph F. Clarridge 7 Charles J. Paulson 8 Robert Patterson
9 August Hoffman 10 David T. Price 11 Joseph H. St. Laurent 12 William Fraser 13 James Amm 14 William Rennie 15 John L. Muir 16 James Carson
17 Ninian F. Foster 18 Joshua Spencer Thompson 19 William H. Hill 20 William McKenzie 21 Jonathan Nutt 22 James S. McMillan 23 George Grant
24 Alexander C.M. Campbell 25 John McLaren 26 John Bruce 27 Samuel Kahn

HISTORICAL PHOTO #01010 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



THE CARIBOO WAGON ROAD

The success of the Cariboo goldfields necessitated the further improvement of the roads to the Cariboo. In May 1862, Colonel Richard C. Moody advised Governor James Douglas that the Yale to Cariboo route through the Fraser Canyon was the best to adapt for the general development of the country and that it was imperative its construction start at once.

The governor concurred and it was decided that the road would be a full 18-feet wide in order to accommodate wagons going and coming from the goldfields and thus it came to be known as the Cariboo Wagon Road. The builders were to be paid large cash subsidies as work progressed and upon completion of their sections were to be granted permission to collect tolls from the travelers for the following 5 years.

Captain John Marshall Grant of the Royal Engineers, with a force of sappers, miners, and civilian labor, was to construct the first six miles out of Yale, while Thomas Spence was to extend the road the next seven miles to Chapman’s Bar, at a cost of \$47,000. From here, Joseph William Trutch, Spence’s partner, was to tackle the section to a point that would become Boston Bar, a distance of 12 miles, at a cost of \$75,000. From here, Spence would continue the road to Lytton. Walter Moberly, a successful engineer, with Charles Oppenheimer, a partner in the great mercantile firm of Oppenheimer Brothers, and Thomas B. Lewis accepted the challenge to build the section from Lytton until the road joined a junction with the wagon road to be built by Gustavus Blin Wright and John Colin Calbreath from Lillooet to Watson’s stopping house. As well, Trutch was to build a bridge across the Fraser River at Chapman’s Bar while Spence was to place one across the Thompson River at the site of Cook’s ferry.

Wright, from Burlington, Vermont, had arrived in British Columbia on 28th February 1862 aboard the Brother Jonathan and almost immediately formed partnerships to operate a line of vessels between San Francisco and New Westminster. At Port Douglas, his associates began hauling freight by mule train to the goldfields. He saw great financial advantages in the construction of an improved wagon road into the Cariboo since this would enable him to profit not only on the building of the road but also in the future enterprises along the new highway.



ROYAL ENGINEER’S BUCKLE & BUTTONS.

COURTESY WERNER KASCHEL

JOHN MARSHALL GRANT (1822 - 1902)

As a Captain in the Royal Engineers, Grant took on the challenge of building the most difficult section of the Cariboo Wagon Road through the Fraser Canyon. His daughter Alice, a professional painter, did this study of her dignified looking father long after he had already left British Columbia.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #002885
TAKEN AROUND 1890



GUSTAVUS BLINN WRIGHT (1832 - 1898)

A Cariboo Wagon Road builder and promoter, Wright participated in both the Cariboo and Omineca Gold Rushes. Wright built the sternwheelers Enterprise and the Victoria to ferry passengers along parts of the Fraser River to the gold fields.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #028129
TAKEN AROUND 1870

Calbreath, born in New York in 1826, had left home in 1849 for the California goldfields. At some time he married Carolyn Smith, and a son James was born in 1857 in LaGrange, California. Shortly after the baby's birth, the young couple departed for the Cariboo to run a boarding house, trading post, and farm at Soda Creek. Shortly after Wright's arrival in British Columbia, Calbreath joined up with him in his ventures and became his partner in the building of the road.

The construction partners of Moberly, Oppenheimer, and Lewis ran into troubles even before the first shovel of dirt was turned on their section of the road. They had advertised for 1,000 men and were confident that their first 21 miles between Lytton and Cook's Ferry would be done in time to meet the government's deadline date of 15 July 1862. When Moberly and Oppenheimer arrived at Yale, they found their workforce stranded and unable to get beyond that point as they were without food, money, and proper clothing. By this time Moberly had already spent between \$2,000 and \$3,000 in boat fares to get the men from New Westminster to Yale. Now he was faced with the additional cost of advancing funds to these laborers so they could outfit themselves for the walk to Lytton.

Prior to leaving Victoria, David Oppenheimer had arranged to have large quantities of supplies and tools forwarded to his brother's mercantile firm in Yale. Now they faced more difficulties as the pack trail between Yale and Lytton was impassable, thus requiring all freight between those places to be conveyed partly by water through the dangerous canyons and partly by pack trains. There were not enough boats on the river to meet the demand and that resulted in long delays. They soon discovered that the mule packers were demanding tremendously high rates for the haul from Yale to Lytton. The firm wound up hiring Indians to pack supplies in on the backs of Indian ponies at a lower but still outrageous rate.

Moberly made his headquarters in the courthouse at Lytton before establishing his first road camp a short distance out of town. As the men arrived he set them to work and for several weeks the road building progressed at a great rate. By the terms of the government contract, large amounts of money were to be paid them from Victoria. The money did not arrive so Moberly and Oppenheimer began purchasing supplies on their personal credit from the Hudson's Bay Company.

During the first few months of road work many reports about the fabulously rich strikes taking place in the Cariboo reached their labour force without any apparent impact. This changed as soon

as the men received their first pay. A large number of them, entirely disregarding the terms of their contract to work for the entire season and all of them indebted for clothes and other necessities from when they were in destitute circumstances threw down their shovels and headed for the goldfields.

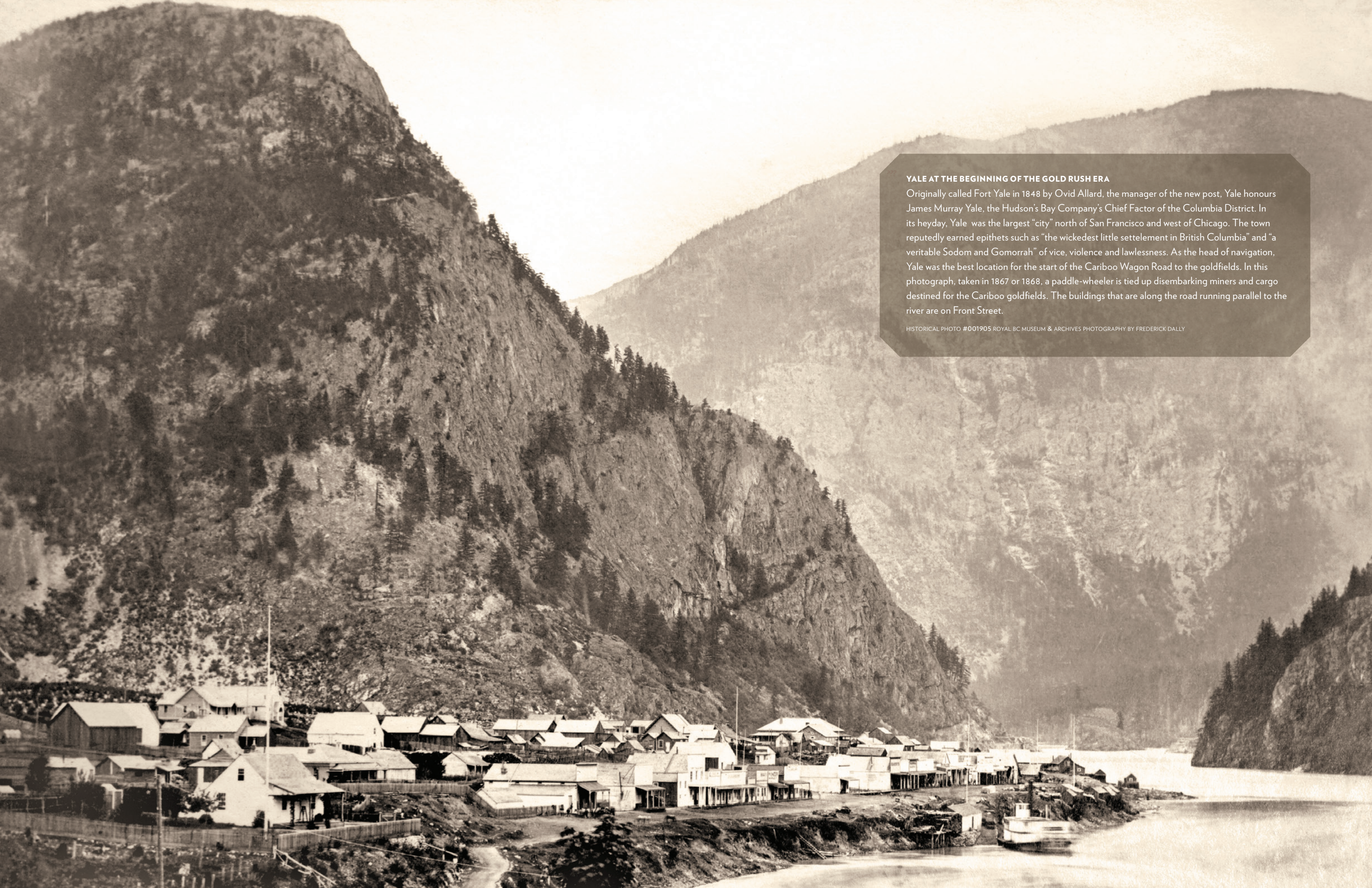
The situation was desperate when Oppenheimer left for Victoria for an audience with Governor Douglas and was told that the British Imperial Government had denied a request for monies to build the wagon road and that any forthcoming money would have to be obtained through taxation. Oppenheimer returned to Lytton and when he conveyed this news to partners Lewis and Moberly a heated discussion resulted in Moberly agreeing to purchase Lewis' interest in the company.

Oppenheimer agreed to leave for San Francisco to try and negotiate a loan of \$50,00 by mortgaging the revenue that they would soon be able to obtain from tolls. Unfortunately, rumours began to circulate among the labourers that Oppenheimer planned to pick up the money advanced by the government and skip the country and that caused much distress in the road camps. As a result Moberly decided to travel to New Westminster and request an interview with Moody and Douglas. Douglas had good news and told him that the government had negotiated a \$50,000 loan from the newly established Bank of British Columbia. The governor advanced Moberly \$6,000 from the banks' New Westminster and Yale treasuries to pay his men's wages. Upon his return to Yale, Moberly met a large



THE ONWARD AT EMORYS BAR 3 MILES BELOW YALE WITH THE CASCADE MOUNTAINS IN THE DISTANCE.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #000250 PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



YALE AT THE BEGINNING OF THE GOLD RUSH ERA

Originally called Fort Yale in 1848 by Ovid Allard, the manager of the new post, Yale honours James Murray Yale, the Hudson's Bay Company's Chief Factor of the Columbia District. In its heyday, Yale was the largest "city" north of San Francisco and west of Chicago. The town reputedly earned epithets such as "the wickedest little settlement in British Columbia" and "a veritable Sodom and Gomorrah" of vice, violence and lawlessness. As the head of navigation, Yale was the best location for the start of the Cariboo Wagon Road to the goldfields. In this photograph, taken in 1867 or 1868, a paddle-wheeler is tied up disembarking miners and cargo destined for the Cariboo goldfields. The buildings that are along the road running parallel to the river are on Front Street.

HISTORICAL PHOTO #001905 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



A 6-team of horses stand hitched to a barnard Express stage in front of Barnard's Express Line Stages office at Yale or Mile zero destined for the goldfields. Stephen Tingley holds the reins while James Newlands rides guard.

HISTORICAL PHOTO #003670 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868



A jerk-line of horses stand hitched to a loaded freight wagon in front of Barnard's Express Line Stages office at Yale or Mile 1 destined for the goldfields. A huge volume of cord wood is stacked at the river's edge for the steamers plying daily between New Westminster and Victoria to Yale.

HISTORICAL PHOTO #009776 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868

number of his disgruntled work force that had stopped work after hearing that he too had skipped the country. These men were totally without funds and hungry. Moberly, after feeding them a hearty breakfast, explained the circumstances and persuaded them to return to work.

Shortly after his return to the camp, he discovered to his great consternation that smallpox had broken out in a nearby Indian village. Given this news, the only way to keep his labourers from leaving was to make immediate payment of their wages up to date. To do this he used the \$6,000 advanced money and the remainder of his own personal fortune placing himself in debt to his suppliers and personally destitute. The government announced that the contract time was up and since Oppenheimer and Moberly had failed to complete their section they were not entitled to any further payments. Oppenheimer, hearing this, ceased negotiation for his loan, and remained in San Francisco. One creditor, to whom they were indebted for supplies, issued a warrant for Moberly's arrest if he failed to pay in full. Fortunately, a friend came to his aid and loaned him enough money to keep from being imprisoned. Moberly signed over his contract to the government and they in turn offered him the job as supervisor until the completion of his section. William Hood, a contractor from Santa Clara, California, took the contract to complete their section from Spence's Bridge to Clinton. It took Moberly 7 years to pay off his debts.

Joseph W. Trutch and Thomas Spence experienced a few problems on their sections between Yale and Lytton but the situation changed dramatically for Spence on the Thompson River. In the summer of 1863, Spence began to build a bridge across the Thompson River at Cook's ferry. A capable foreman ensured that the bridge opened in the early part of 1864 and on schedule but unfortunately a spring freshet a short time later took out the entire bridge and Spence's only way to avert declaring bankruptcy was to rebuild. In the autumn of 1864, with the same foreman and work gang, Spence began work on the second bridge and it opened in the spring of 1865.

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DAVID OPPENHEIMER (1834 - 1897)
One of five brothers who participated in early gold rushes in British Columbia. The brothers had warehouses in Fisherville, Yale and Barkerville. This 2" x 4" calling card was taken at the Imperial Gallery portrait studio in San Francisco. David in later life became the second Mayor of Vancouver.

HISTORICAL PHOTO #006759 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY IMPERIAL STUDIO, SAN FRANCISCO



FIRST NATIONS FISH CAMP AT 8 MILE CANYON FOUR MILES ABOVE YALE ON THE FRASER RIVER.
BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#010946 PHOTOGRAPHY BY FREDERICK DALLY AROUND 1867.

with which Wright and Calbreath had completed their sections, they were awarded the contract to extend the wagon road from Clinton northward to Alexandria at \$1,700 per mile.

While work was progressing out of Clinton, Wright contracted out the building of a steamboat named the Enterprise at Alexandria to run as an extension of his road up the Fraser to Quesnel Mouth. The lumber for its construction was cut on location while its boiler, engine and ironworks were packed in on mules over the Douglas Trail. The Enterprise's maiden run took place in 1864.

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FIRST NATIONS CACHES ON THE FRASER RIVER ABOVE YALE FEATURING TWO OF THE POLE NETS FOR CATCHING SALMON.
BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#057595 PHOTOGRAPHY BY FREDERICK DALLY



Chapman's Bar Bluff was part of the first 6 mile section of the Cariboo Wagon Road north of Yale that was built by the Royal Engineers between May and November 1862. The road had to be blasted from rock or suspended over the the many tributaries into the Fraser River on cribbing and bridges. Note photographer Dally's horse and buggy on the road.

HISTORIC PHOTO #041050 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.

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CHARLES OPPENHEIMER (1834 - 1897)

He was one of 5 brothers that participated in all the major gold rushes in British Columbia. The brothers, David, Charles (Carl), Meyer, Isaac and Godfrey had earlier participated in the California Gold Rush.

HISTORICAL PHOTO #006758 ROYAL BC MUSEUM & ARCHIVES

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ALEXANDRA SUSPENSION BRIDGE

Built in 1863 over the Fraser River 13 miles above Yale. Located between Spuzzum and Chapman’s Bar, it was the first suspension bridge in British Columbia. Begun in June 1862 and completed in September 1863, it was constructed with a span of nearly 300 feet at a cost of \$45,000. Joseph Trutch contracted with the government to build it with the understanding that he could collect tolls for 7 years. The original bridge, subcontracted by Trutch to Andrew S. Halladdie of San Francisco, was an engineering feat for the time. This bridge was destroyed by the great flood of 1894 and was rebuilt on the same site in 1926. The present bridge, further downstream from the original location, was built in 1962.

HISTORIC PHOTO #010294 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPH TAKEN BY FREDERICK DALY, AROUND 1870.

Douglas Trail. The Enterprise’s maiden run took place in 1864.

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The task of maneuvering an especially built coach over

the canyon highway portion of the tour went to Stephen Tingley. The coach was shipped by boat from New Westminster and arrived at Yale on 6 September. The following day the coach with its Royal cargo departed for the Cariboo. The Dufferin coach was a great success on the Yale to Barkerville run and remained in service for the next 25-years.

Even before the road neared completion, speculators began arriving to commence business. In 1861 two enterprising brothers, William and George Boothroyd, left California bound for the Cariboo. Midway between Boston Bar and Lytton the two became sidetracked from their original mission and instead started farming. William and a son left Yale with a large wagonload of gunpowder to be used as blasting powder in the Cariboo wagon road. Sometime later searchers found a big hole in the road and surmised that there was a hole in one keg that allowed the powder to drip down onto the road. The powder kegs were out over the wheels of the wagon and a spark likely caused the powder to ignite blowing the father and son, horses and wagon to bits. Boothroyd was named in their honour. In time the Boothroyd Hostlery came to be known as Forrest House, after George's wife's maiden name. This stopping house became a welcome retreat to the many teamsters using the Cariboo Wagon Road over the years. In 1873 George sold his interests in the roadhouse and moved with his wife to New Westminster. He later took up property in Surrey Centre. Other roadhouses later came into being. Alexandra Lodge situated upriver from the Alexandra Bridge and below Hell's Gate, was the last remaining link with the original roadhouses.

The mule packers made good use of the road even while under construction. William T. Ballou was the first pioneer express man to use the highway to get to the goldfields. The wild waif of French descent had arrived on the Fraser in 1858 coming straight from the California rush. Using a canoe and mule teams to carry letters, newspapers, coin and gold dust to and from the interior, he entered into direct competition with Barnard. His Pioneer Fraser River Express held the supremacy on the mainland for about 3 years and his fame was such that Chartres Brew, Chief Inspector for Police for the Colony, writing from Yale to Victoria to Colonel Moody stated: "There are many complaints here of the irregularities and uncertainties of the mails. Merchants would rather send their letters by Bellors (Ballou's) Express at a cost of half a dollar than put it in the post at a cost of 5 cents and remain in the uncertainty



Chapman's Bar House, known as Alexandra Lodge, was located 14 miles above Yale.

HISTORIC PHOTO #010221 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.

when it would reach its destination."

By May 1862, Francis Jones Barnard had won the government mail contract and snuffed out Ballou. The pioneer express man retired from the road momentarily broken in health and finances. Barnard brought in mules and soon had a string tied head to tail making the trip with him trudging alongside. It was hard work requiring him to be up at the crack of dawn to load the pack animals and then get them moving.

Barnard did have competition with others besides Ballou.

In May 1864 Trutch surveyed a route for the extension of the Cariboo Wagon Road from Quesnel Mouth to Williams Creek. James Douglas, in one of his last acts as Governor, instructed that the road be built in sections under the supervision of Walter Moberly. Upon his retirement, Douglas took a trip to England to be knighted by Queen Victoria for his many achievements. Gus Wright was awarded the contract for the lower section from Quesnel Mouth to Cottonwood (a new settlement located where the road crossed the

Cottonwood River) for \$85,000. Wright hired a force of 300 Chinese and 240 white labourers to tackle the project. He later built a bridge across the Cottonwood River under a separate \$9,000 contract.

In April of 1865 Malcolm Munroe, the road builder from Victoria who built the road into Leechtown on Vancouver Island, secured the contract to complete the road from Cottonwood to Williams Creek. A stipulation in the agreement ruled that the undertaking had to be finished by October or the \$45,000 contract would be forfeited. Munroe reached Van Winkle before bad weather forced his workers to shut down operations. He wrote Trutch, now the Chief Commissioner of Lands and Works, requesting an advance to pay his creditors and men with the understanding he would complete the last portion of his section in the spring. Trutch refused and Munroe, having failed to meet the terms of the agreement, received no payment and was sent to debtor's prison in New Westminster. His portion of the road was completed in the spring at a total cost to the government of only \$500.

SEVERAL FREIGHT WAGONS ROLL THROUGH BOSTON BAR EN ROUTE TO THE CARIBOO

Located 12 miles above Yale, Boston Bar was named after American miners from Boston that took up the challenge to seek gold along the Fraser River’s shoreline at the beginning of the Fraser River gold rush. In this early morning landscape, teams of oxen pull single and double wagons of goods destined for the goldfields. The five wagons are being pulled by oxen while in front of them pack mules are being loaded. These covered wagons were used to transport goods since they had no suspensions and the roads were rough. A teamster or drover usually walked at the left side of the team and directed the oxen with verbal commands and whipcracks. The term prairie schooner was a fanciful name sometimes applied to the covered wagon because the white canvas reminders some of sails of a ship at sea.

Instead of prospecting, Fraser Valley pioneer Edward Julius Muench packed freight the 800-mile return trip from Yale to Barkerville with oxen for several years. He made his West Langley farm his headquarters for his animals. The oxen were excellent for freighting because, unlike horses, they would feed out at night on twigs and grasses. Despite this, the beasts of burden were only capable of making one trip a year and would return to the farm each fall skin and bone to be fattened over the winter for the next year’s trip.

The wires of The Russian-American Telegraph, also known as the Western Union Telegraph Expedition and the Collins overland Telegraph, are clearly visible in this landscape. The \$3,000,000 undertaking by the WUTE, intended to lay an electric telegraph line from San Francisco, California, to Moscow, Russia, was abandoned in 1867. Portions of the telegraph route became part of the Ashcroft Trail used by gold seekers during the Klondike gold rush. Of all the trails used by the stampeder the Ashcroft was among the harshest. Of the over fifteen hundred men and three thousand horses that left Ashcroft, British Columbia in the spring of 1898, only six men and no horses reached the goldfields.

HISTORIC PHOTO #010233 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPH TAKEN BY FREDERICK DALY AROUND 1867.



THE CARIBOO WAGON ROAD AT NICARAGUA BLUFF (17 MILE BLUFF) IN THE FRASER CANYON

Built through the Fraser Canyon by First Nations and miner labourers under the supervision of Joseph William Trutch, this section of the Cariboo Wagon Road was 17 miles above Yale. It was imperative that this first section of road be completed as quickly as possible to allow road builders to work on sections of the road further up the Fraser River.

This portion of the road had to be blasted from solid rock and then cribbing placed over tributary creeks that flowed into the Fraser River with added bridges. Despite the difficulty, the road builders were able to accomplish the first 25 miles out of Yale in a record 7 months in 1862. Trutch went on to become British Columbia's first Lieutenant Governor from 1871 - 1876. Some

contractors like Trutch were successful but others went bankrupt for want of men, materials and government funds. In 1863, Trutch had a home built in Yale that is still in use.

At points there was barely room for a wagon's wheels on twistings ledges; at others masses of sheer rock had to be moved with gunpowder blasts and human ingenuity. Chasms were bridged with cribbing filled with stone. When civilian workers defected to the lure of the nearby goldfields, Chinese labourers substituted successfully.

HISTORICAL PHOTO #010224 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





GEORGE SALTERS ROAD HOUSE 42 MILES ABOVE YALE WITH FREDDALLY'S BUGGY IN FRONT OF THE ENTRANCE INTO THE ESTABLISHMENT.

HISTORICAL PHOTO #010234 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY AROUND 1867.

In July of 1865, Robert T. Smith, under the supervision of Thomas Spence, took the contract to upgrade a sleigh trail that paralleled the Fraser River between Soda Creek and Quesnel Mouth. Before he could finish his road, heavy freight wagons, hauled by six and eight horse teams, began cutting it into deep ruts. Worse damage was done by 16-yoke spans of slow-plodding oxen that hauled two freight wagons in tandem. When Smith refused to keep the road in good repair for one year, he forfeited his contract, and Spence assumed the responsibility for carrying out the necessary repairs.

With the completion of the last section of the Cariboo Wagon Road, both Gus Wright's steamer Enterprise and the Deep Creek stopping house decreased in importance.

In 1875 Wright married Julia A. Sutton of Portland, Oregon, and moved to Nelson in the Kootenays. He died in 1898 at Ainsworth, near Nelson, but his body was brought down to New Westminster for burial.

Wright's partner, Calbreath, sold his holdings in the Cariboo in 1873 shortly after his wife left him

for another man. That same year, he established a trading company that expanded by the turn of the century into general merchandizing, packing, forwarding and warehousing with offices throughout the Cassiar. In 1890 Calbreath raised money in Astoria to build the Astoria and Alaska Packing Company cannery at Point Ellice, Alaska. He superintended that company's operations until it burned down in 1892. The following year, he started Alaska's second salmon hatchery, which operated until 1905 at about the time he became blind from cataracts. Calbreath lived in Wrangell, Alaska, for several years but eventually moved to Seattle, Washington, where he died in 1916.

On February 28, 1871, the Legislative Council granted Barnard and Josiah Beedy the right to operate R.W. Thompson's newly patented road steamers between Yale and Williams Creek. Barnard, like Trutch, also had an in with the government (his son became Lieutenant Governor). Six of the English steam engines arrived complete with Scottish drivers and the first machine was quite a sight chugging along Grant's section of the highway out of Yale. Its wheels, although only 12 inches in diameter and although cushioned with a 5-inch thickness of India rubber padding, still managed to chew up the Royal Engineer's roadwork. Pulling 6 tons of freight, the steamer reached Spuzzum the first day and Boston Bar on the second, and Jackass Mountain the third. Here it just plain refused to climb the hill. To add further embarrassment investigation n revealed that the horse drawn freight wagons were just as fast and far less trouble and expense. As a result 5 of the engines were shipped back to England while the one that remained was acquired by pioneer logger Jeremiah Rogers to be used to haul spars and logs from Vancouver's forests to the water's edge. Despite errors such as the steamers, the BX, as the Barnard Express with its brightly painted red and yellow stagecoaches came to be called, prospered. Barnard began hiring men like Stephen Tingley, soon to be known as the 'best whip on the road', to make the trips back and forth to the Cariboo. On one occasion Barnard sent Tingley to Mexico to negotiate the purchase of 250 unbroken horses for the Barnard line. Tingley drove the horses overland through the U S and up into British Columbia in order to keep costs down. Once these animals were broken Barnard was able to keep a team of fresh horses at every roadhouse so that changes could be made every 14-miles. On one occasion Tingley made the 380-mile trip from the Cariboo to Yale with a prisoner charged with murder in the record time of 30-hours. His run, although requiring changes

MAP ON FOLLOWING TWO SPREADS COMPILED BY JOHN ARROWSMITH, 1864

RARE BOOKS & SPECIAL COLLECTIONS 9_3510_1864_A7



I

C a r

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Swift I R. A

T

r e i n d

H

Country

Sir A. McKenzie 1793

Chedoke R.
Cokekin

Nocoontoon L.
Susannah V.

L. Suttleth
L. Tonteeestan

L. Chartlar
Summit L.

Altaackin L.

L

Taila L.

Indian V.

Homahgo R.
W. Br.

Homahgo R.
E. Br.

Downie R.

Natle/

River

F. George

Sch e y a z R. & L.

Swift I R.

Rocky I. Rap. Car. 70 Yds

Stone R.

La Vigne R.
Dead R.

Baptiste R.

Rapid

West Road R.

Swift R.

Van Winkle

Willow R.

Sugar Gr.

Cameron

Richfield

Antler

Cunningham Gr.

Snowshoe M.

Keithley

Cariboo L.

Quesnel Parks

Quesnel

Rd Prairie

Diamond I.

Ft Alexander

Rap

Rap

Mud L. & Ho.

Soda Gr.

Deep Gr.

Court Ho.

Round Tent L.

Williams L.

Chimney Gr.

S. Jose R.

Car. 3/4 mile

Fraser R.

Canoe Gr.

Cantine Salop

L. Lomond

Green L.

Bonaparte R.

Clinton

Fraser R.

Site for an outpost

Camp of Andersons party 1835

Yellow Head or Tele Jaune Cache

L.d'Original

Granberry & L.

Portage

Canoe L.

Niagara L.

Quesnel L.

Horse Fly R. & L.

Axe L.

Bridge Gr.

Horse L.

Tranquil L.

Rock L. & R.

Traverse

Gd Prairie

Barrier

Thompson Riv.

Falls

North Branch

Shoushwap Ind

Fraser & Stuart first descended this R. to the Sea in 1808. near the R. Soil fertile. Climate good. Natives numerous.



JACKASS MOUNTAIN

Located some 44 miles above Yale and nineteen miles north of Boston Bar, early freighters on the Cariboo Wagon Road sometimes referred to Jackass Mountain as “the hill of despair” because it was the steepest portion of the route and a difficult climb for both man and beast. Before the Cariboo Wagon Road was built, the best mode of transportation to the interior was the mule. Stronger and more sure-footed than the horse, a mule could pack from 250-400 pounds. The cost of shipping by mule was \$1 per pound and took a month to transport goods from Yale to Quesnel.

Legend has it that a jackass owned by packer Joseph Deroche, after whom Deroche was later named, had a stubborn animal that committed suicide by jumping off the trail with a full 250-pound load into the Fraser River.

Teams of oxen were also useful for pulling heavy loads. The slow ploding oxen were capable of only making two trips per year at the end of which they became skin and bone.

Sometimes as many as 12 horse teams hauled two loaded wagons in tandem up and down Jackass Mountain. On the heaviest loads, trees would be cut and attached to the rear wagon so that the branches could act as a crude breaking system to prevent runaway loads.

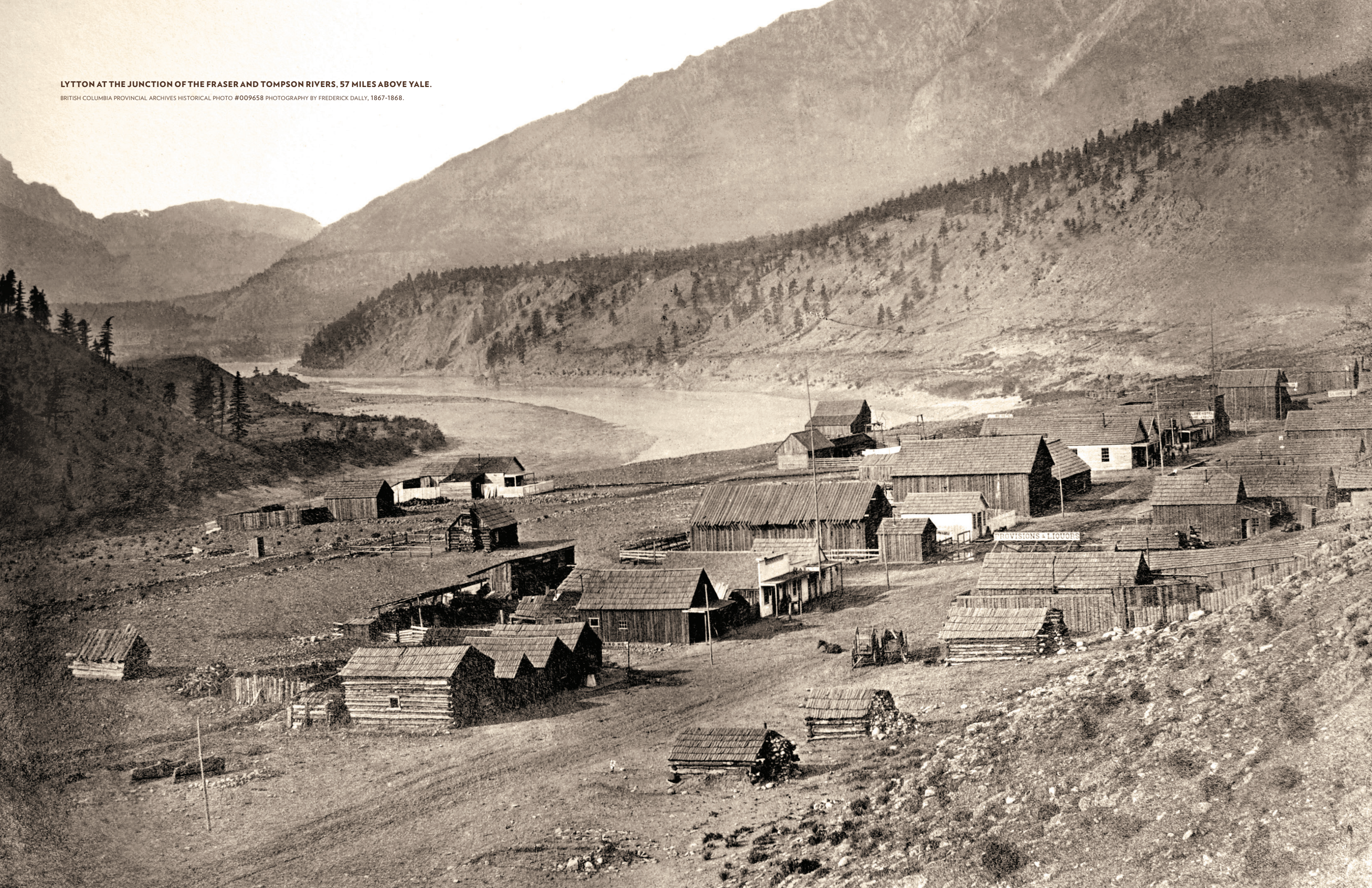
In 1871 six road steamers were imported from England to use on the Cariboo Wagon Road, but the grade of Jackass Mountain was impossible for the steam engines to overcome. Here, the Cariboo Wagon Road was 1,200 feet above the Fraser River.

HISTORICAL PHOTOS #010235 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



LYTTON AT THE JUNCTION OF THE FRASER AND TOMPSON RIVERS, 57 MILES ABOVE YALE.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #009658 PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





FIRST NATIONS CHIEFS GRAVE AT LYTTON.

HISTORICAL PHOTO#057592 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY

at every roadhouse, still managed to average 16 miles per hour on the winding and twisting road.

When the Cariboo goldfields were at their height of productivity, it was Barnard's Express, complete with an armed guard that brought the yellow wealth to the coast. An early newspaper reported: "Mr. Barnard has fitted an iron burglar-proof safe into each of his wagons. He has the chests constructed with detonating powder in the interstices between the plates, and on any attempt being made to open them with a chisel they would inevitably explode with the force of a bombshell. The safes are also fitted with combination locks, known only to the principals at each terminus."

In 1876 Barnard commissioned N.H Black and Company of San Francisco to build the famous Dufferin Coach for the purpose of carrying Canada's first Governor General and his wife on a tour of the Dominion's newly acquired province. It was the intension of

England's ambassador of good will from Ottawa to arrange the trip to learn for himself the feeling of the people toward a trans-Canada railway. The task of maneuvering the especially built coach over the canyon highway portion of the tour went to Tingley. The coach was shipped by boat from New Westminster and arrived at Yale on 6 September. The following day the coach with its Royal cargo departed for the Cariboo. The Dufferin coach was a great success on the Yale to Barkerville run and remained in service for the next 25-years.

Storekeepers at Port Douglas, located at the head of Harrison Lake on the Douglas Trail, stared in disbelief when the sternwheeler The Flying Dutchman towed a barge wharf side and began unloading



THE THOMPSON RIVER A SHORT DISTANCE ABOVE LYTTON.

It was here that a First Nations brave first discovered gold while taking a drink.

HISTORICAL PHOTO#057592 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



SPENCES BRIDGE CROSSES THE THOMPSON RIVER 88 MILES ABOVE YALE

HISTORICAL PHOTO #002885 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHER UNKNOWN

the humpbacked beasts of burden. Laumeister's troubles began when the first camel walked down the gangplank bit and then kicked a prospector's mule into oblivion. Laumeister soon learned that camel hooves, adapted for travel in sand, could not stand up to the rocky terrain, with the result that many soon went lame. He fitted them with rawhide boots, which solved that problem, only to discover that the camels' potent odours stampeded any horse or mule trains encountered along the trail. Their owners either sued for damages or signed a petition to have the 'Dromedary Express' removed from the road. In

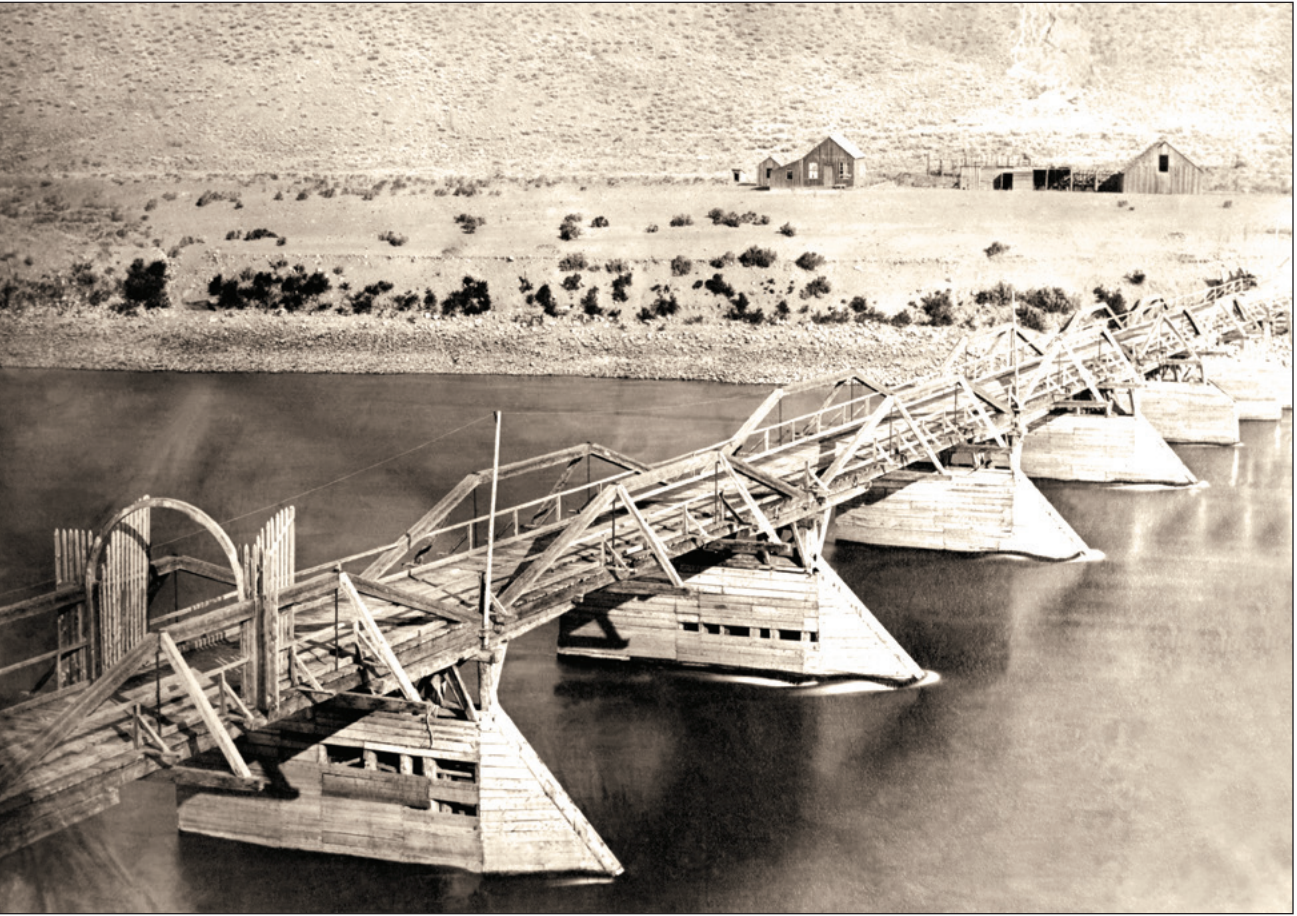
the end, the entrepreneurs turned the camels loose to fend for themselves and wrote the entire undertaking off to an expensive learning experience. Several were used for a short time at least on the Cariboo Road until the rocky terrain proved too much for their soft padded feet. Besides this handicap the camels' stench spooked the horse and mule teams which soon resulted in several civil suits against the owners. Before two years were out Laumeister was forced to admit that the entire venture had been a big mistake. A few of the camels were sold cheaply to U S circuses while the rest were turned loose to fend for themselves in the

Cariboo. The last one died near Grand Prairie (Now Westwold) in 1905.

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SPENCES BRIDGE

This elaborate truss bridge was built by Thomas Spence on the Thompson River 88 miles above Yale. The first bridge to be built by Spence was taken out by early spring freshets and had to be replaced. Spence was allowed to collect a toll on the bridge for 5 years after its completion.

HISTORICAL PHOTO #009711 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.



THE GREAT BLUFF
Freight wagons ascend the the Great Bluff on the Thompson River eight miles above Spences Bridge. This photograph shows the poles and wires of the the Collins Overland Telegraph, an ambitious attempt to lay an electric telegraph line from San Francisco, California to Moscow, Russia. Although the project died on the vine, the telegraph did connect New Westminster with Barkerville. the bluff was 88 miles above yale.

HISTORICAL PHOTO #000763 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1868.



INSTALLING CRIBBING ON THE CARIBOO WAGON ROAD

This painting by Rex Woods shows a party of Royal Engineers installing cribbing on the Cariboo Wagon Road above Spences Bridge. Dress for the officers was a scarlet tunic with dark blue trousers featuring a scarlet strip along the seams; yellow cord on the shoulder straps, collar and sleeve cuffs; blue collar and cuffs; yellow cord on the shoulder straps, collar and sleeve cuffs; blue collar and cuffs; blue pill-box with a yellow band and red piping; and a buff white belt. The sappers wore grey shirts with their uniform.

A wall of rock has been breached and a cleft is being cribbed and filled as horses drag heavy logs from below the limber-line on "goboy" skids or sleds. Sappers and Chinese toil in the background. Their assignment completed, the detachment of Royal Engineers was disbanded in 1863. Many remained as settlers in the expanding west.

TWENTY-SIX MEMBERS OF THE NINCUMSHIN FIRST NATIONS GATHER FOR A GROUP PHOTO NEAR SPENCES BRIDGE ON THE THOMPSON RIVER. TWO OF THE WOMEN HAVE NEWBORNS IN FIRST NATIONS BASKETS.

HISTORICAL PHOTO #71719 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868

Twenty-six members of the Nincumshin First Nations gather for a group photograph near Spences Bridge on the Thompson River in 868. Two of the women have newborns in Indian baskets.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #071719 PHOTOGRAPH BY FREDERICK DALLY, 1868



CLINTON

Originally known as 47 Mile House or 47 Mile because it was 47 miles from Lillooet, Clinton was named in honour of Henry Pelham Fiennes Clinton, the fifth Duke of Newcastle and the Colonial Secretary from 1859 to 1864. The Duke had visited Canada in 1860. Here William Bose's 14 oxen stand harnessed in readiness to haul two heavily-laden wagons in tandem to the Cariboo goldfields in 1868.

HISTORICAL PHOTO#000758 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868.



Clinton in 1868 with the Cariboo Wagon Road in the left foreground with a toll gate, the Smith General Store and the Clinton Hotel all just to the left of centre. The numerous barns contain hay and grains for the animals coming and going to the Cariboo as well as shelter. Brothers the spring of 1861 brothers George and Robert Watson began to build anew log structure that came to be the famous Clinton Hotel. In 1863 the Watsons placed an advertisement in the Victoria Colonist stating that they had "...built a new building that had a large bar, a private sitting room and free beds to people that bought their own blankets." The Watsons apparently leased their new

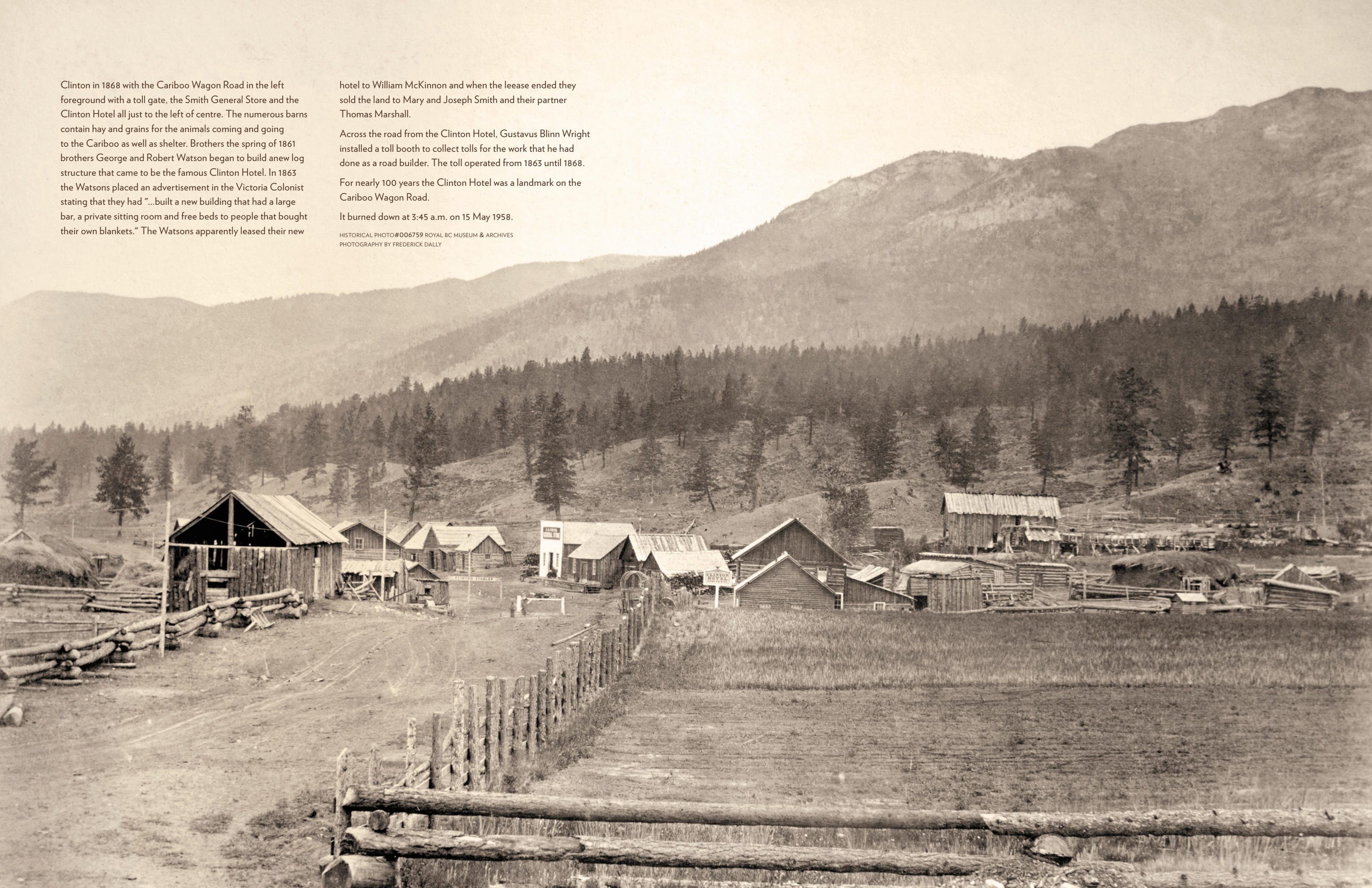
hotel to William McKinnon and when the lease ended they sold the land to Mary and Joseph Smith and their partner Thomas Marshall.

Across the road from the Clinton Hotel, Gustavus Blinn Wright installed a toll booth to collect tolls for the work that he had done as a road builder. The toll operated from 1863 until 1868.

For nearly 100 years the Clinton Hotel was a landmark on the Cariboo Wagon Road.

It burned down at 3:45 a.m. on 15 May 1958.

HISTORICAL PHOTO#006759 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY





The Cariboo Road was built from Lillooet to Soda Creek between 1859 and 1863 by Gustavus Blin Wright. While overseeing the road construction Wright was also arranging with some

associates to build a sternwheeler steamer that could take travellers from Soda Creek, the end of the road, to Quesnel, where they could continue onto Barkerville. The Enterprise, seen here, was launched in the spring of 1863 to transport miners on

their way to the goldfields. With the launching of the Enterprise, the government subdivided some land lots up for sale to the public. Almost at once the lots were sold to Robert McLeese,

Joseph T. Senay, Robert A. Collins, Penter C. Dunlevey, Henry Yeates and George Hendricks who built hotels, stores, saloons and a blacksmith shop of the site. In 1869 Wright added a second

sternwheeler to the route that was called the Victoria. Both sternwheelers worked on the Fraser River route between Soda Creek and Quesnel until 1871 when the Enterprise was taken up north to Takla Landing to deliver supplies to the miners of the Omineca Gold Rush.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #010268

SODA CREEK WAS 264 MILES ABOVE YALE

HISTORICAL PHOTO #010269 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





SEVEN GOLD RUSH PIONEERS RELAX IN FRONT OF THE COLONIAL HOTEL AT SODA CREEK.

The two gentlemen on the extreme left of the photograph are Peter C. Dunlevey and Robert McLeese, owners of the two side-by-side hotels in Soda Creek.

HISTORICAL PHOTO#10270 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



EITHER CHARLES DONALDSON OR RED-HEADED DAVIS (DEPENDING ON THE SOURCE) ARE SEAT FIRST DAWN WITH THEIR PACKERS AND MULES TO CONTINUE THEIR JOURNEY FROM QUESNELLE FORKS TO BARKERVILLE.

The horses and mules were loaded with 250 to 400 pound packs each daybreak for a 15-mile daily continuation of the 450-mile trip from Yale to Barkerville. No packsaddles were used. Instead a sort of leather sack filled with straw and called an "aparejo" was tied to the mules' back and the freight was lashed to it with a diamond hitch.

Here the animals wait to be loaded before being ferried across the river at Quesnelle Forks. The animals were not tethered to each other but instead walked in single file. A white mare usually led the train. The mules weren't tied together in any way, each knew its place and kept it throughout the journey. The freighter and his assistants can be seen inspecting the packs prior to

loading them onto the horses and mules. Each animal knew by smell its own two packs.

The crew usually consisted of a cook and a cargodore who had overall command, plus one man for every 8 to 10 animals.

A return trip from Yale to the goldfields took about two months with three trips usually being made per season.

At the beginning packing was very profitable. In 1861 the rate from Yale to Quesnelle Forks was \$1 a pound, but as more packers entered the trade prices soon dropped to 40 cents a pound. The mule trains largely passed away with the completion of the Cariboo

FERRY RIDE ACROSS THE QUESNEL RIVER

A mule train belong to "red-headed Davis" waiting to make an early morning ferry ride across the Quesnel River. Each mule knew by smell the pack that it carried the previous day. Charles Danielson operated the ferry.

1863 WILD HORSE CREEK GOLD DISCOVERY

by Arthur Raymond (Bud) Ryckman

Some reports suggest that a couple of American soldiers were the first to find gold on the Canadian side of the border in the Kootenay district. In any event, in 1863 a party of prospectors headed by Joseph Finlay set up camp near the confluence of the Kootenay and Saint Mary's Rivers. Their camp was located where an unnamed stream flowed into the east side of the Kootenay River. A washed test pan revealed a substantial amount of placer gold in the unnamed creek. Subsequent tests with their panning continued to produce large flakes of gold. The unnamed creek was proving to be very rich in placer gold. One of the men noticed the presence of a wild horse stallion in the area so they named the creek "Stud Horse Creek." It was late in the season; they were running out of supplies so they pulled up stakes and headed south to winter at Walla Walla, Washington. Word soon got out about this gold discovery.

The following spring, American gold prospector parties headed by Robert Dore and John Fisher arrived at Stud Horse Creek, staked their claims and commenced panning in the rich gravels. A gold rush ensued with all of the hopeful miners, merchants and others looking for the anticipated Utopia that followed the discovery of gold in a wilderness area. By mid-summer of 1864 there were more than five thousand men with gold pans and rockers working the gravel bars of Stud Horse Creek and its tributaries. The first settlement was named Fisherville after the early prospector Jack Fisher. Later, one of the highest mountain peaks in the Canadian Rocky Mountains located in the area was named Fisher Peak in his honour. The majority of the men arrived by foot or horseback on the west side of the Kootenay River. The Kootenay is a large river that is very dangerous and difficult to ford. An enterprising gentleman named John Galbraith built a cable ferry and charged a fee of one dollar per man and five dollars per horse to ride across the Kootenay River on his ferry. Galbraith built the first home, a log cabin, on the plateau located above the Kootenay River and the community was given the name of Galbraith's Landing. John Galbraith then acquired title to too much of the crown land in the area and became the largest landowner in the community. His brother Robert was afterwards joined him.

The original settlement of Fisherville was made up of miners who had rushed to the area with very little in the way of supplies and for the

most part nothing more than tents for accommodation. The nearest source of supplies was Walla Walla, Washington. There were no roads, trails or any kind of connection to the business and government area of British Columbia that was located in the coastal communities of New Westminster and Victoria. In August of 1864, the government of the Crown Colony of British Columbia sent two men to look into the mining development in the Kootenays, determine how substantial the operation was and what part the government should take in providing access from the lower mainland to the new gold mining area. Upon their return, they advised that the merchants located in Victoria and New Westminster wanted to develop trade and supply the mining community that was developing. There would have to be an extension of the existing Dewdney Trail from Vermilion Forks (now Princeton) to Wild Horse Creek—the name of the creek had been changed as the government of the day thought the name of Stud Horse Creek was not acceptable. Edgar Dewdney headed the construction of the extended Dewdney Trail that was completed and provided access for travel from Hope to Wild Horse Creek in 1865. By the end of 1865 most of the Wild Horse Creek ground was under claim so the excitement of the rush was over, the easily obtained surface gold had been taken and the gold while still plentiful required more expensive and technical mining equipment so many of the original miners moved to wherever the next discovery was rumored to exist. Word circulated that placer gold had been discovered on the Big Bend of the Columbia River so many miners packed up and headed for the Columbia. Hydraulic mining procedures were employed to win the deeper deposits. The banks of the Wild Horse were soon laced with flumes and giant hoses to wash the gravel under pressure and expose the gold.

The completion of the Canadian Pacific Railway in 1885 brought new entrepreneurs into the region via Golden and then stage coach to Galbraith's Ferry. Some came as prospectors, some as ranchers and some as merchants. Colonel James Baker, who had retired from the British Army, purchased acreage from John Galbraith in an area known as Joseph's Prairie. Joseph's Prairie was the traditional land of the Kootenay Indians and was named after Kootenay Chief Isadore's father Chief Joseph. Chief Isadore was not pleased when Colonel Baker demanded that members of his band get off the Kootenay First Nations lands. Several other disputes developed between the band members and new landholders who were building fences around ground that had previously been the traditional territory of the Kootenays. A more serious matter of irritation between Chief Isadore and the newcomers to his territory occurred when two white miners named Hilton and Kempt were found murdered on the road to Golden in 1884. The area became known as Dead Mans Creek. Two years later two members of the Saint Mary's Band named Kapla and Little Isadore were arrested by the town constable and held in the town jail on suspicion of having committed the murders. Chief Isadore was outraged with the fact that two of his band members had been arrested and charged with an offence that had occurred two years earlier. He demanded the release of the prisoners and stated that he, the Chief of the Saint Mary's Band of the Kootenays, was the only person

qualified to pass judgment on members of his band. When the request was ignored, Chief Isadore, along with several of his warriors arrived at the wooden structured jail on horseback, held the town constable at bay, broke the jail open and took their imprisoned members with them. As the white community of Galbraith's Landing was severely outnumbered by the Kootenays, they sent word to the nearest North West Mounted Police detachment for help. The detachment was located in Fort MacLeod, North West Territories (Alberta had not yet been established) under the command of Colonel Samuel B. Steele.

Steele had been born in Purbrook, near Orillia, Ontario in 1848. He received his earliest education at the family farm before attending Royal Military College in Kingston. At the age of 18, Steele joined the Canadian Military hoping to participate in the Fenian Raids against Irish-Americans wanting to inflict pressure on Britain to withdraw soldiers from their homeland. Steele also went west in 1870 to participate in the Red River Rebellion of Louis Riel but arrived after the Métis had surrendered. The following year he joined Canada's first regular army unit hoping to see action. Instead, he was returned to Kingston as an instructor at the artillery academy.

In 1873 Steele was the third officer sworn into the newly formed North West Mounted Police and was one of the officers to lead the raw recruits on the 1874 March West to Fort Whoop-Up [now Lethbridge, Alberta] to deal with American whiskey traders coming up into Canada and selling their concoction of bug-juice, called 'firewater', to the First Nations braves. Partners John Jerome Healy and Alfred B. Hamilton had originally named their whiskey-trading post Fort Hamilton but the nature of their business resulted in the name change. The Mounties were being sent west at the request of Prime Minister Sir John A. MacDonald to deal with Americans who had crossed the border into Canada and murdered 'Canadian' First Nations braves. Upon learning that a Canadian police force was being sent to Fort Whoop-Up the Americans merely got rid of the booze. Steele had been posted to Fort Whoop Up from Fort MacLeod with a crew of 75 officers and men of the "D" Division. The "D" Division had originated in Battleford, Saskatchewan. Steele returned to Fort Garry [present day Winnipeg] as a Staff-Sergeant Major and as an accomplished horseman went about training new recruits. It was during this period that Steele was initiated as a Freemason in Selkirk, Manitoba. In 1877 Steele met with Chief Sitting Bull, the Lakota Sioux holy man who led his warriors in a major victory against Lieutenant Colonel George Armstrong Custer at the Little Big Horn. Chief Sitting Bull then crossed the border into Saskatchewan with his followers in an attempt to escape the United States cavalry—and vengeance. Steele attempted unsuccessfully to persuade Sitting Bull to return to the United States.

Steele's division was selected to resolve the dispute with Chief Isadore at Galbraith's Landing. His orders were to assemble the "D" Division at Lethbridge and await further orders. They departed Lethbridge in late June of 1887 and arrived at Galbraith's Ferry on 31 July 1887. Steele immediately sent word to Chief Isadore that Kapla and Little Isadore would have to face a trial according to the laws of the land with the assurance that he, Steele would guarantee that the accused would be given every consideration and a fair and just trial. The battle of the Little Big Horn—Custer's Last Stand—had recently occurred in nearby Montana. On 25 June 1876

the 7th Cavalry Regiment of the United States Army commanded by General Custer was in the process of attacking the First Nations population located on the plains of Montana. Their goal was to wipe out the Plains First Nations population so cattle ranchers could occupy the land. The Lacota and Cheyenne tribes, who were well known to members of the Kootenays, were the principal targets of the cavalry whose battle cry was "the only good Indian is a dead Indian." Under the command of Chief Sitting Bull the Indians fought back and annihilated the 7th Cavalry killing General Custer in the process. Having knowledge of this battle, and being aware of the U.S. Cavalry plans to wipe out all of the existing Plains Indians, Isadore was very reluctant to accept Steele's invitation and fully expected an attack on his people from the Canadian North West Mounted Police. Isadore's knowledge of the U.S. Cavalry combined with the fact that he had never seen a formation of Mounted Police with their bright red coats, rifles and side arms, led him to believe that they were soon going to be under attack. He waited for the expected raid but to his surprise, none came. In the meantime as a show of strength, patience and British diplomacy, the members of the "D" Division commenced building an apparent fort along the edge of the plateau where the community of Galbraith's Ferry was located. It wasn't really a fort but a tall fence that looked like a massive fort from the Kootenay flats where Isadore resided along with the very large Saint Mary's band of Kootenay First Nations. The Kootenay Flats were part of the St. Eugene Mission located on the west side of the Kootenay River and the south side of the Saint Mary's River about 100 feet below the level of the plateau where the village, and now, the apparent huge fort was being constructed. As no attack came and Steele continued to convey a message of peaceful co-operation, Isadore became convinced that Steele was sincere so he agreed to surrender Kapla and Little Isadore to face "British Justice." On 20 August 1887 the accused were turned over to Steele. On 5 September, Steele dismissed the charges for insufficient evidence and from that point on Isadore regarded Steele as one of the very best and most honest men that he had ever encountered and that Steele was a man of his word and without doubt had administered a fair and just trial. Over the period of the next year, Steele and Isadore became close friends. Steele in his memoirs stated that Isadore was the strongest and most competent chief and leader that he had ever met in the many First Nations Bands and Tribes that he had encountered. By working with both sides, Steele also managed to resolve the land disputes that occurred between the Kootenays and the new settlers. The most serious dispute was between Colonel James Baker and Isadore over the title and ownership of the land area known as Joseph's Prairie. Steele worked closely with Isadore and Baker to bring about a harmonious relationship with the two men. He spent considerable time and effort detailing the regulations of the government of British Columbia pertaining to local law and land ownership, the Federal Government of Canada regarding Federal Law, the Indian Act and the Department of Indian Affairs. He also explained in detail the position and function of the Indian Agent, the St. Eugene Reservation, and the Roman Catholic Oblate Missionaries who had erected a church and were preparing to build a hospital on the grounds of the St. Eugene Mission.

On 7 August 1888, their mission accomplished, Colonel Steele and his detachment departed Galbraith's Landing for the trip by horseback through the Crow's Nest Pass to their home

post of Fort MacLeod. Their mission had kept them in the village of Galbraith’s Landing for more than a year. Their accomplishments were monumental and peaceful in every way. Unlike the neighbouring Americans who arrived with the plan and intention of driving the First Nations off of the land so that they could develop it for cattle ranching, the Canadians came as traders and participants in the development of the community. Steele made a point of explaining how the Americans came as conquerors and the Canadians came as traders—principally as fur traders from the Hudson Bay Company with the factor often taking an Indian wife and remaining in the community trading and raising a family. The members of “D” Division of the North West Mounted Police, known as the “Red Coats” were accepted and recognized as friends and protectors by both the white and First Nations population of the community.

After the Mounties departed, the residents of the

village of Galbraith’s Landing were so impressed with the work that Steele had accomplished that they decided to rename their village and call it “Fort Steele,”—despite the fact that there was never a real fort at the location but a very effective look alike fort with the massive log fence built along the edge of the townsite.

Chief Sitting Bull, who had led the Lacota and Cheyenne warriors in the devastating defeat of General Custer and the American Army 7th Cavalry Regiment in the Battle of the Little Big Horn, had fled to Canada with 1,200 of his men for the protection that he knew they would receive from the Canadian North West Mounted Police. Steele was instrumental in providing accommodation and provisions for Sitting Bull and his men at a reserve in Wood Mountain, Saskatchewan. Sitting Bull remained in Canada at Wood Mountain until 1881 when he returned to the U.S.A. to spend some of his time on a tour with the Wild West Show

of Buffalo Bill Cody. He died from a gunshot wound inflicted by a policeman after he was arrested for participating in the “Ghost Dance” in 1890 at the Standing Rock Reservation.

In the course of his duties at Fort MacLeod, Sam Steele met a very sophisticated lady named Marie Elizabeth Harwood. Miss Harwood was at Fort MacLeod visiting her aunt Min, the wife of Superintendent Alex MacDonnell, commander of “H” Division at the fort. Sam Steele was now in General Command of the MacLeod Detachment and thereby was Alex MacDonnell’s superior officer as well as one of his very best friends. Marie’s father was a member of the Canadian Parliament. From their first meeting they appeared to have much in common. They were both expert equestrians and would ride off together at every opportunity. They both enjoyed music and singing and sports that were actively played at the fort. Samuel Steele was very good at story telling and Marie was a good listener. The most significant activity that they both loved and were very good at was dancing. They never missed a party where there was dancing and they were inevitably the first couple on the floor and the last to leave. Probably the dancing did more to enhance their relationship into a solid love affair than anything else. Steele proposed and Marie was delighted to accept. There was, however a problem. She was a Roman Catholic and he was an Anglican and a Freemason. His friends and fellow officers said he would be making a huge mistake to go ahead with the marriage. Sam Steele was satisfied that their love was genuine and deep and would not fail because of any religious difference. They agreed that any children would be raised as Roman

Catholics and there ended the matter. They were married on 15 January 1890 in Marie’s hometown of Vaudreuil, Quebec. For their honeymoon they traveled by train to New York City and then returned to Fort MacLeod. They settled into the life of a married couple resident in a rapidly developing community. Steele kept busy discharging his duties and responsibilities at the fort and as a couple they were actively involved in the social life. Their marriage produced 3 children: Flora, born in 1891, died in 1948, Gertrude, born in 1895, died in 1963 and Harwood, born in 1897, died in 1978. Steele’s accomplishments as a policeman became legendary as he rose up through the ranks.

It is interesting to look back on the history of the town of Fort Steele. In the 1890s the population of the town was growing very rapidly. Fort Steele was the boomtown of the East Kootenays. The economic and development outlook was very promising. A substantial base metal mine was in the development stage—the Sullivan Mine—at nearby Kimberly that eventually became the largest base metal mine in the world. The Wild Horse Creek, Cherry Creek, Perry Creek and others were continuing to produce placer gold. There was little doubt that modern geology and engineering would find the mother lode—source of all the placer gold that had been found in the Wild Horse since 1863. Many of the best geologists and mining engineers in the industry searched for the elusive mother lode without success. My cousin William Patmore who had a Doctorate in Geology from Princeton University and a personal friend of Albert Einstein spent a small fortune searching for the mother lode without success. Bill was convinced that a property that he was heavily involved called the Estella Mine

Rock Creek yielded the very first gold in the Kootenay District that brought prospectors into British



located at the 6000-foot level in the Rocky Mountains above Fort Steele would prove to hold the mother lode of all of that placer gold that was found in the Wild Horse. Some ore containing commercial quantities of lead and zinc with traces of gold were obtained so a mill was constructed and exploration went ahead at full speed. The gold that they were seeking wasn't found; the quantities of lead and zinc were insufficient to continue operation of the mill so the Estella Mine was abandoned.

William Astor Drayton, a multi-millionaire member of the John Jacob Astor family of New York came to Fort Steele in the 1920s to manage an investment that he had made. He acquired a substantial amount of property and built a beautiful mansion that he furnished with elegant, expensive tapestries, deluxe furniture and artwork. He had log cabins constructed on the property for his servants and hired help. A dairy barn and livery stable were also constructed for the livestock. On occasion, highly bred horses and cattle could be seen grazing on the fenced-in pastures. William Drayton believed that the mother lode would be located with the use of the latest and most sophisticated mining machinery and equipment. He supplied the equipment and employed the

services of some of the very best geologists and mining engineers available to complete the quest. Despite all of the expense and effort, the elusive mother lode was not located. The economic depression of the 1930s and finally the outbreak of World War in 1939 ended William Astor Drayton's search for the principle source of the massive amounts of placer gold found in the Wild Horse Creek since 1863. Drayton sold the mansion, packed up the valuable artwork and tapestries and moved back to New York.



A MONITOR OR "GIANT"

This machine with a nozzle was used in "Hydraulicking" or for directing and controlling a jet of water on Wild Horse Creek. The jet, under high pressure, excavated and washed away unwanted overburden of unwanted material. An adequate supply of gravity-fed water, ample dump space for tailings and a suitable bedrock grade were required for efficient hydraulicking. The gold was recovered partly by cleaning the bedrock after the gravel had been stripped away but chiefly by trapping it with the riffles in the sluice box through which the gravel and water flowed to the tailings dump. This monitor was used at Wild Horse Creek.

1864 LEECHTOWN

After six years of James Douglas’ joint governorship of Vancouver Island and the Mainland, the British Government decided to split the two responsibilities. In March 1864 Captain Arthur Edward Kennedy arrived in Victoria and was appointed the first Governor of Vancouver Island. He immediately suggested that the citizens of the capital city provide funds for the exploration of the island. The liberal and thoughtful offer of the new governor was taken up warmly, and a number of volunteers, including some ex-Royal Engineers, presented themselves for the acceptance of the authorities and were approved. Dr. Robert Brown, a 22-year old, acting on behalf of the British Columbian Botanical Society of Edinburgh, was appointed commander of the expedition for the island.

Lieutenant Peter John Leech, an ex-engineer and astronomer for Dr. Brown’s Vancouver Island Exploration Expedition, was to examine the resources of the southern part of the province. Louis Lazzar, of the T’Sou-ke First Nations, was the guide on the expedition. He had arrived in Sooke mid-century via Quebec and the fur trade across the continent and down the Columbia River to the Willamette Valley and had then come up into Canada shortly after the signing of the Treaty of Oregon. His origins were French-Canadian and Iroquois, and he was “adopted” by the T’Sou-ke Chief with the understanding that he would marry into the Chief’s family and inherit the title of Chief.

Also included were botanist John Buttle, two university graduates Henry Thomas Lewis (Cambridge University) and Alexander Barnston (McGill University) and Ranald MacDonald (Barnston’s cousin) and John Foley. Leech was paid a salary of \$100. The other members were paid \$60.

The expedition left Victoria on 7 June 1864 aboard the gunboat Her Majesty’s Ship Grappler for Cowichan.

Dr. Brown led an expedition exploring the interior of Vancouver Island after delegating Lieutenant Leech to

investigate the southern end of the island. On 14 July 1864 Leech’s party discovered gold on a tributary of the Sooke River. Ranald McDonald, already associated with several gold discoveries on the mainland, suggested that the tributary be named the Leech River in honour of their leader. As soon as word got back to Victoria, British Columbia’s a new gold rush was born. Gold miners remembered the California and Cariboo gold rushes and many hastened to the new discovery. The steamer Enterprise sometimes carried 100 people daily to Sooke Harbour and by September 1864 some 500 miners were working on the Leech River and two months later there were 1200 men, including Afro-American and Chinese, all looking for gold in the shantytown of Leechtown. Victoria was soon practically deserted and even Governor Kennedy left the capital for a house in Leechtown. A tent town arose on Kennedy Flats, named after the governor, and soon it supported six general stores and three hotels. The first hotel in the area was the ten-room Mount Arrart. The stores sold flour, bacon, lard and all kinds of groceries and provisions, including picks, shovels, axes, rockers and other mining tools. Fresh beef sold for 25 cents a pound, considered expensive at the time.

Within a month, more than \$300,000 had been realized. Single nuggets valued at \$70 were found although most claims paid from \$10 to \$25 a day per man. Malcolm Munro was awarded a contract to build a mule trail from the Sooke Basin.

The smaller Leech River was a branch of the Sooke River but immediately following Leech’s discovery and his closer examination of the larger tributary the name “Leech” was bestowed upon it by a party headed by Ranald MacDonald in honour of the discoverer.

Lieutenant’s Peter Leech’s discovery of gold resulted in British Columbia’s first Vancouver Island gold rush. In Victoria the British Colonist newspaper account of 4 August 1864 proclaimed: “The steamer Alexandra arrived... from Sooke...most gladsome intelligence...



NAMEGIVER OF LEECHTOWN ON SOUTHERN VANCOUVER ISLAND

HISTORICAL PHOTO#003246 ROYAL BC MUSEUM & ARCHIVES TAKEN 1885
PHOTOGRAPHY BY STEPHEN ALLEN SPENCER

good diggings...struck on Leech River... people were immediately thrown into a feverish excitement... three cheers for Sooke.

Lieutenant Peter John Leech, an of the Vancouver island exploring expedition, discovered gold at the junction of the Leech and Sooke Rivers on 14 July 1864. Hundreds of claims were soon staked and records indicate that about 12,000 ounces of gold—some nuggets up to 4 ounces—were recovered. Assays of the gold described it as a fine yellow colour of exceptional quality. The miners stripped the soil and sluiced the worthwhile portions that in most instances came from picking gravel out of the crevices where the gold had been deposited on the bedrock. Smith, Moffat and Company systematically worked their way down to the bedrock by sinking shafts (cribbing and puddle with clay). They tried to divert the flow of the creek while others had their claims flooded by the creek. The rocky creek bed proved to be an immense obstacle for the miners.

By 1874 only a few parties, chiefly Chinese, remained working the claims. The 1890’s and 1900’s saw further production of gold with it being felt that the “Mother Lode” had yet to be discovered.

Lieut. Peter Leech’s own words, written on July 14, 1864, indicate how great were the expectations for the area. Obviously, an enormous gold strike was anticipated with all its consequences.

Leech wrote, “A discovery which I have to communicate

is the finding of gold on one of the forks of the Sooke River about 10 miles from the sea in a straight line...the lowest prospect obtained was three cents to the pan; the highest, \$1...the whole value of the diggings cannot be easily overestimated. The gold will speak for itself.”

Today, it is hard to imagine once there was a bustling town called Leechtown in the area of the Leech and Sooke Rivers with an equally busy town, Boulder City, Thompsons Landing, Kennedy Flats and Sooke City. It was, in fact, once feared that Victoria’s population would sharply and dangerously decline if many more people headed out to the fast-growing communities on the Sooke River.

The first Vancouver Island gold rush marked its peak and a few years later only a few lonely prospectors working their rockers remained. During the interval between 1870 and 1930, Leechtown virtually disappeared. During the depression years in the 1930’s, attempts were made once again to find gold. In the 1940’s and 50’s, Leechtown became a thriving logging community with a mill that shipped out logs and lumber on the Canadian National Railway.

WADDINGTON & THE CHILCOTIN WAR

The Tsilhqot’in (Chilcotin) First Nation had grown increasingly hostile towards the whiteman because of the ill treatment they received at his hands. Their women had become diseased from sleeping with the men, their traditional way of life had been destroyed by alcohol, and now smallpox was wiping them out. The final insult was meted out to them during the building of a new road from Bute Inlet to the Cariboo when the road builder refused any payment for work done.

In the spring of 1862, Alfred Waddington, a progressive businessman from Victoria, had obtained a charter from the government for the construction of a toll road from Bute Inlet along the banks of the Homathko River to the goldfields of the Cariboo. He had hoped that this route, 200 miles shorter than the Cariboo Wagon Road, would encourage more business with Victoria, which lay directly across the inlet.

Aware of his plans, settlers William Manning and Alexander McDonald began to formulate plans to build a stopping house at Puntzi Lake. The two men ignored the fact that they were trespassing on First Nations land. A group of 40 road builders under the supervision of Francis Poole arrived at Bella Coola where the leader chose to leave several men that were inflicted with smallpox.

The disease decimated the First Nations peoples in that community. James Taylor and Angus McLeod, two unconscionable fur traders at Bella Coola, removed HBC blankets from the dead and sold them to a Chilcotin village. These blankets, that carried the smallpox disease, killed some 200 men, women and children. The loss of so many families destroyed the Chilcotin way of life.

In the fall of 1863 some 90-road builders commenced constructing a road and bridges up the Homathco River and many Chilcotin braves offered to hire on as laborers. Little was accomplished. The white labour force left to winter over in Victoria. Cusshen, a young Chilcotin, was hired to guard 25 sacks of flour until the men returned in the spring but the flour was stolen. The Chilcotin road builders approached the road foreman for payment but were told that the money had to come from Victoria.

In March 1864 the First Nations braves went back to work but William Brewster, the road foreman, again gives the same story regarding the nonpayment of wages. Brewster was furious that the flour had been stolen and threatened to send the smallpox sickness into the



ALFRED WADDINGTON (1801 - 1872)
A merchant from Victoria, Waddington attempted to build a route to the goldfields of Cariboo through Bute Inlet. His refusal to pay his First Nations labour force resulted in the ‘Chilcotin War’.

HISTORICAL PHOTO #004468 ROYAL BC MUSEUM & ARCHIVES



Chilcotin encampment. In mid-April 14 Chilcotin were hired as packers and were allowed to set up camp near the road builders. The road crew refused to share their food with the Chilcotin. Some time later a few young Chilcotin girls came to the camp of the road builders to ask for food. They were offered grub for sex. Foreman Brewster and two others raped the girls—the youngest being only 11 years of age.

In late-April small bands of braves led by Klatsassin arrived at a ferry crossing, shoot its operator, and destroyed his camp. The following night some Chilcotin braves painted themselves before singing and dancing in preparation for battle. Early the following morning, the braves, without warning swept down on a sleeping party of road builders. The Indians cut the guy ropes of the road builders' tents and began stabbing with spears and knives through the canvass. Only 3 of 18 white men escaped. Brewster's genitals were mutilated, his mouth slit, and his heart hollowed for his crimes. By the end of May, 19 road builders and a farmer were dead in what came to be known as Western Canada's deadliest attack by aboriginals on non-aboriginal settlers.

The news of the attack reached Victoria on 12 May. Governor Frederick Seymour, the man chosen by the home government to replace the aging Douglas, promptly ordered Chartres Brew to recruit a force of New Westminster volunteers and proceed to Bute Inlet to arrest the Indians responsible for the killings.

Brew, a bachelor Irishman, had been appointed by Sir Edward Bulwer Lytton, secretary of state for the colonies, to organize the first police force. Prior to coming to British Columbia, Brew had served in the Irish Constabulary and in the Crimean War. He recruited 38 volunteers, mostly disciplined soldiers from the disbanded Royal Engineers corps, and chartered the H.M.S. Forward to go up the coast to the scenes of the crimes and hold an inquest. Instead of following orders and chasing after the Indians, Brew returned to Victoria to discuss the matter with the governor. He advised Seymour that the inland route along the Homathko River was not suitable for horse travel and suggested that the New Westminster volunteers be taken to Bentinck Arm and head inland from Bella Coola by following the recently upgraded MacKenzie Trail. The governor sent a letter via express to Williams Lake advising Gold Commissioner William George Cox of the massacre and of Brew's departure to Bella Coola to try and intercept the First Nations. He instructed Cox to recruit a volunteer army of miners to take the trail out of Alexandria until the two parties were able to rendezvous. Cox wasted little time and soon had a volunteer

army of 68 miners under his command.

Donald McLean, the former Hudson's Bay Company chief at Fort Kamloops but now owner of the Hat Creek stopping house located on the wagon road between Spence's Bridge and Clinton, went along as a scout since he was familiar with both the country and the Indians. Cox's party reached Puntzi, located at the halfway mark on the trail, where they inadvertently galloped upon the First Nations' encampment. The braves vanished into thin air while Cox put his force to work constructing a log fort on the top of a small knoll. He was at the fort awaiting attack when Seymour reached the lake.

The governor was livid and disgusted to find Cox idling about and unceremoniously ordered him to get on with the job of pursuing Indians. McLean, who always wore an iron breastplate when going into battle, was scouting ahead of Cox's main party when a shot knocked him out of the saddle. He was dead before he hit the ground with a bullet through his heart. An Indian, knowing about the breastplate, shot him in the upper chest. Cox, deprived of the experienced HBC man, at once retreated to Puntzi Lake and to the wrath of Seymour. The governor sent Brew, with the much smaller force, to harass the Indians so continuously that they had no time to hunt or fish. He also sent scouts out to find Chilcotin Chief Dehtus Anahiem and request that he refrain from supporting the small renegade band of warriors. The chief complied and on 15 August Klatsassin and his small band surrendered to Cox under a promise of clemency. They were taken to Quesnel Mouth and held to await the arrival of Judge Begbie to stand trial for murder. Only a month after their surrender, Klatsassin and 4 of his warriors were hanged in retribution for the killing of 21 whites at Quesnel. A fifth brave was hung in New Westminster a year later. The entire fiasco bothered Judge Begbie until the day he died.

As far as the First Nations braves were concerned, they were participating in an act of war and were not murderers. It was not seen that way by the British government. In a "letter" of the "murder" of one of the victims Lytton summed up thusly:

HE WAS BRAVE, GENEROUS, KIND AND JUST

OPPOSITE

A bronze cast of Sir Matthew Baillie Begbie, the first Chief Justice in the Crown Colony of British Columbia, stands at the entrance to the Law Courts in New Westminster.

In Affectionate Remembrance of

CLIFFORD ALFRED HIGGINS

Aged 27 years.

Who while on his way through new Aberdeen at the Head of the Bentick Arm of Fort Alexandria, on the Fraser River, Vancouver’s Island, British Columbia, in the company of Alexander McDonald and six others, having with them 12 pack animals laden with merchandise, when they were attacked by a numerous party of Indians, at Nancootloon Lake, he was shot through the breast at the first fire, and fell from his horse mortally wounded: only one of the brave party escaped uninjured from the murderous assault.”

Although the sentencing of the six chiefs from BC’s central interior Chilcotin-Cariboo haunted Judge Begbie until the day he died, he did not consider that the killing of the road builders occurred in an act of war and not murder. The chiefs’ execution was part of a long history of conflict between the Tsilhqot’in and the government.

The most recent chapter saw the Tsilhoqot’in fight a long-running battle that ended 150 years later with a landmark decision from the Supreme Court of Canada that for the very first time awarded a band title to their territory. The previous year the court unanimously ruled in favour of the Tsilhqot’in after a decades-long court fight that granted them title to 1,700 square kilometres of land in the remote Nemiah Valley, land southwest of Williams Lake that would have been part of the Cariboo road.

In November 2015 Premier Christy Clark’s provincial Liberal government issued a formal apology in the legislature for the “wrongful arrest, trial and hanging of the six chiefs.” She said the government confirmed “without reservation that these six Tsilhqot’in chiefs are fully exonerated of any crimes or wrongdoing.”



THE LETTER FROM SIR EDWARD BULWER LYTTON

This letter from Lytton, the Secretary of State to the Colonies, was presented to Higgins’ family after the death of their son in the Chilcotin War.

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OPPOSITE

A bronze cast of Sir Matthew Baillie Begbie, the first Chief Justice in the Crown Colony of British Columbia, stands at the entrance to the Law Courts in New Westminster.

THE ROAD TO CONFEDERATION

JOHN SEBASTIAN HELMCKEN (1824 - 1920)

A medical doctor in Victoria, Helmcken married Governor James Douglas’ daughter Cecilia. This statue, which stands adjacent to his residence and the British Columbia Museum, is in Elliott Square Park. The statue, created by Armando Barbon and Gabriele Vicari, was donated to the BC Museum by the family of Yole and Armando Barbon. Dr. Helmcken earned acclaim as a physician, colonial legislator and negotiator of British Columbia’s entry into confederation.



The Colony of Vancouver Island and the mainland Colony of British Columbia were united in 1866 under the name British Columbia. For two years the capital was in New Westminster, but in 1868 it moved to Victoria where it has remained ever since. This reduced the expense of two separate governments, but heightened the rivalry between the island and mainland. Many islanders wanted to remain in a British Colony, while others demanded more self government or talked of annexation to the United States.

In 1867, just after Confederation of the eastern colonies, a group led by Amor de Cosmos proposed that B.C. join the new Dominion. In 1868, a Confederation League was formed in Victoria, with strong support from mainland settlers. A Convention was held at Yale with 26 delegates from both the island and the mainland.

The “Yale Convention” outcome encouraged BC to join Canada, with Canada taking over the colony’s debt and paying a grant per head of the population, the introduction of responsible government, and the building of a good wagon road to B.C.

The outcome from the Convention were heatedly debated by those opposed to Confederation, referring to the meeting as the “Yale Conspiracy”. The proposals were voted down in the Legislative Council. Generally mainland members favoured joining Canada, whereas island members did not. In 1870 a delegation of 3 men went to Ottawa to find out what the Canadian government would offer if B.C. did join the new country. Assuming the debt, providing extra Members of Parliament, building a drydock in Victoria and constructing a trans-continental railway were all put on the table and the delegates returned to B.C. full of enthusiasm. After further debate B.C. became a province of Canada on July 20th, 1871, and the proposals of the Yale Convention became a reality.

In the spring of 1870, British Columbia sent a delegation of three men to negotiate union with Canada; they were Dr. John Sebastian Helmcken (Governor James Douglas’ son-in-law), Joseph W. Trutch (the first Lieutenant-Governor of British Columbia), and Robert W. Carrall (Cariboo gold miner). Governor Musgrave had selected all three delegates without the input of the Legislative Council. The choices disappointed longtime pro-Confederation activists like De Cosmos and Robson. The British Colonist, which was edited by Robson, sent Henry E. Seelye to cover the event and to lobby for responsible government.

His stories provided an interesting perspective on the trip to Ottawa and the negotiations that took place there.

Negotiations began at Ottawa on June 7, 1870. The delegates found their Canadian counterparts accommodating, and willing to grant major concessions. At first, the Canadians even seemed ready to allow the passage of Clause 15; however, after meeting with Seelye, the Canadians insisted that the colony would have to have responsible institutions if it entered Confederation. Also, there was disagreement over the means of calculating the proposed per capita subsidy. The final agreement included provisions for responsible government, pensions for the unelected officials who would lose their positions after union, assumption of the colonial debt, and an allotment of three senators and six members of Parliament. Perhaps most important was the agreement to construct a permanent rail link to the West Coast. These terms were put before the electorate in November 1870. Legislation had recently been amended to allow the elected officials to outnumber those who were appointed, and pro-Confederation members were elected in each of the ridings. The new assembly passed all the terms of union without change in 1871.

The generosity of these terms was met with surprise and even disbelief in British Columbia, but without contest. Such was not the case in Ottawa. In the spring of 1871, Trutch returned to Ottawa to ensure the legislation’s intact passage. He discovered that the opposition, and many government members from Ontario, saw the terms as entirely too generous. Trutch worked successfully to convince concerned government members that the conditions of the deal were both reasonable and necessary. The terms were passed in both the House of Commons and the Senate without amendment, and received the Royal Assent on May 16, 1871.



ROBERT WILLIAM WEIR CARRALL (1837 - 1879)

HISTORICAL PHOTO #002418 ROYAL BC MUSEUM & ARCHIVES



JOSEPH WILLIAM TRUTCH (1826 - 1904)

HISTORICAL PHOTO #003977 ROYAL BC MUSEUM & ARCHIVES



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

THE WEST KOONTENAYS

Captain George Ainsworth, a rich capitalist from San Francisco 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

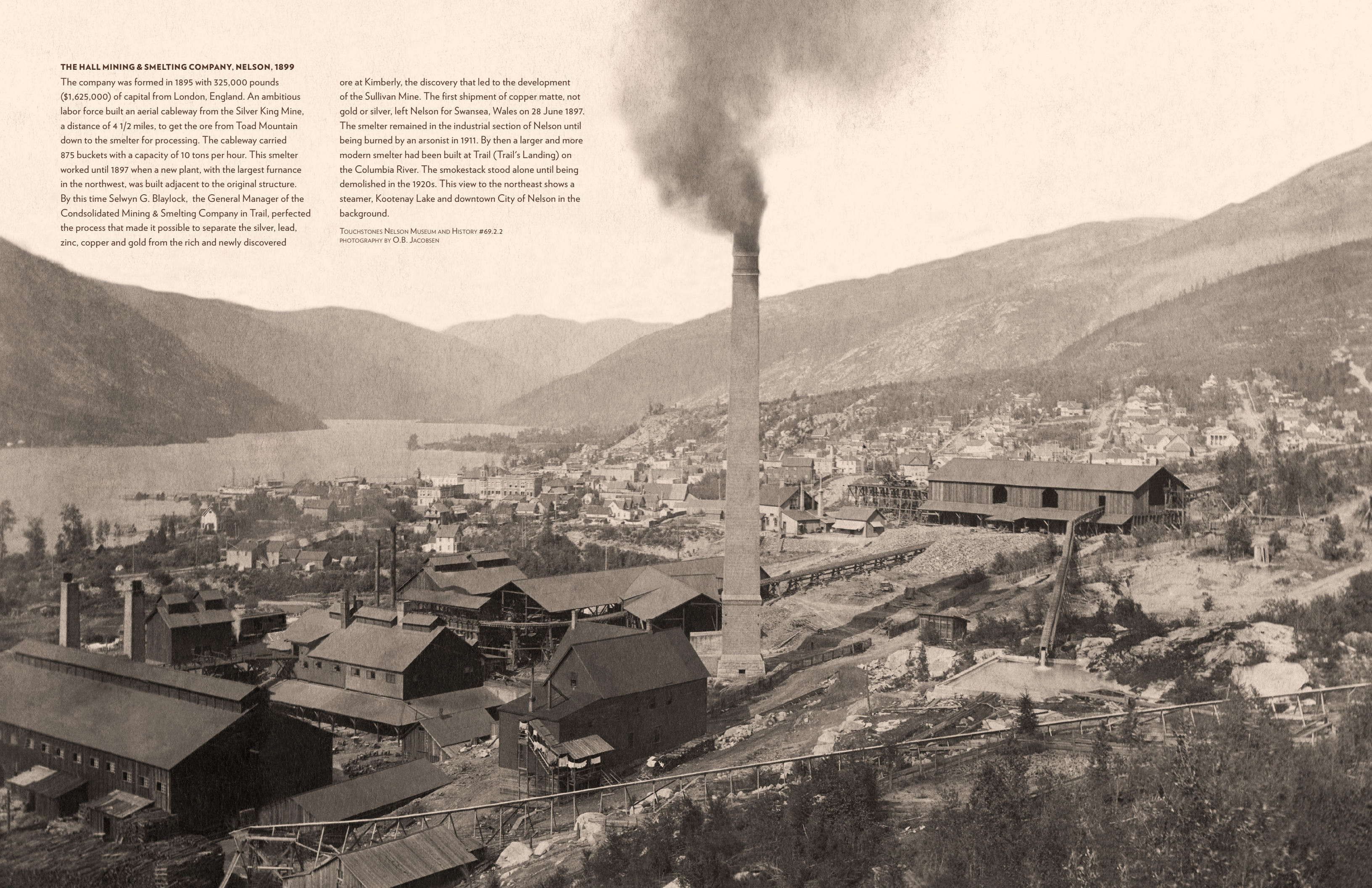
PHOTOGRAPHY BY WADDS BROTHERS, VANCOUVER AND NELSON

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 LeRoi Mine.

TOUCHESTONE 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 owed 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

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 Railways 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

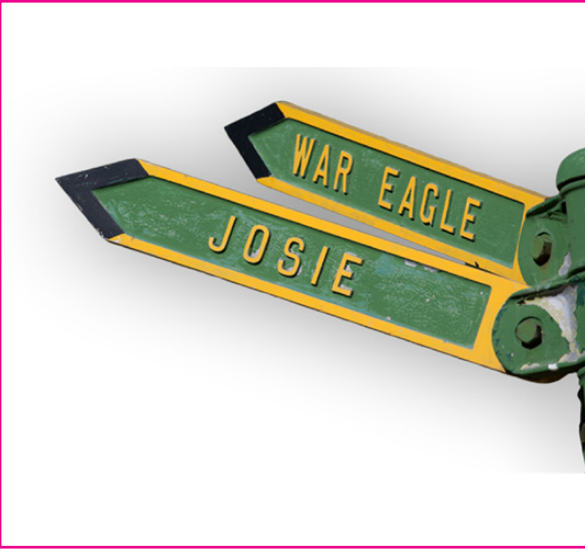
The founder of Rossland, Thompson initially wanted to name the town Thompson but a town by that name already existed—hence the name of Rossland.

COURTESY ROSSLAND MINING MUSEUM



A VIEW SOUTH OF THE LE ROI MINE.

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



MINING COMPETITION

Two brawney 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 strick 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
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11.

COLUMBIA AND
KOOTENAY LAND GRANT

L 367

COLUMBIA

Dewdney

Waggon Road
AND
WESTERN

COLUMBIA
Dewdney Trail
Trail Creek

31.

Violin Creek

32

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

29.

VICTORIA
MAGNOLIA
BEECHWOOD

RED MOUNTAIN
R.R.

ROSSLAND
L 535

L 931

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 Acaconda 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 Shaughnesy 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).

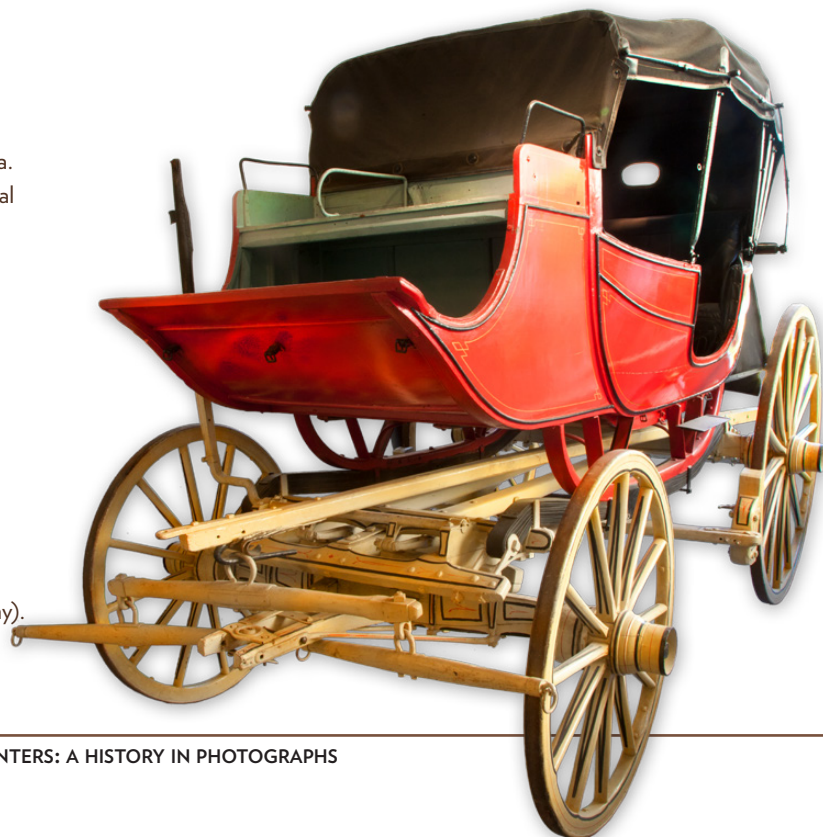
BOTH COURTESY NEW WESTMINSTER MUSEUM & ARCHIVES

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.

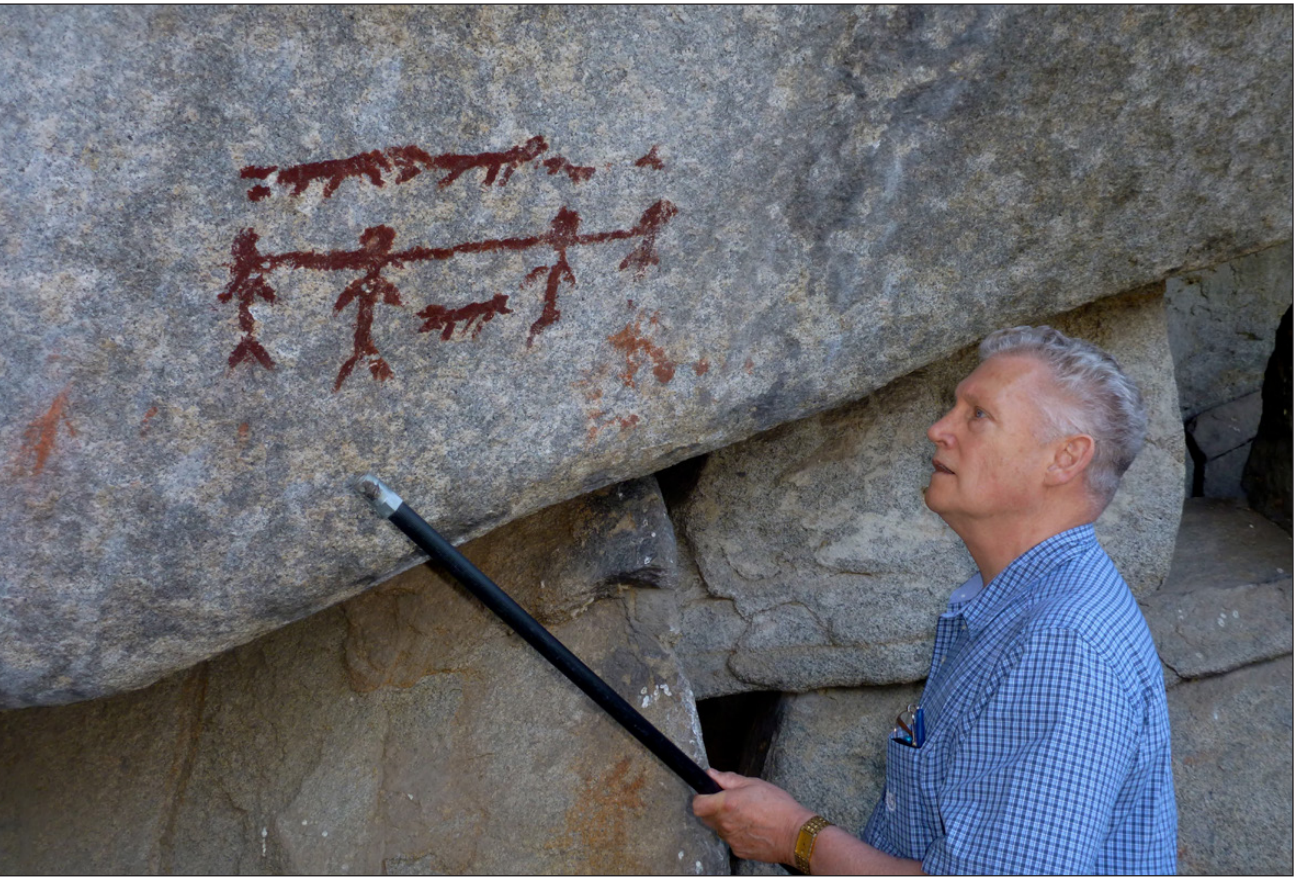
Several days later, so the story goes, they marched out of the hills and camped on a small flat overlooking Keremeos Creek evidently close to the area where the stream enters the valley proper. Forewarned, the vengeful Similkameens kept close watch on the column. Finally, the Spaniards struck camp and 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

TULAMEEN CANYON & THE SIMILKAMEEN RIVER

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



GOLD IN QUARTZ SAMPLES FOUND ON GRANITE CREEK.

COURTESY GINO DEL-CIOTTO

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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 creek's 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-man man who built one of the world’s largest meat packing empires before envoling 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 MinesiteatthefootofKrugerMountain.Goldwasoriginally discoveredherebyGeorgeNadinin1898.Accordingtoanotherreport 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 anAmericancompanyresultedinminingonacommercialscale. 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 prominentbusinessmenincludedRichardB.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 Sidingbetween Osoyoos and Oliver byDawsonandPlasketttruckingforshipmentbytheCPRtothecoast andtothesmelterinTacoma, Washington. Twobricksofgoldbullion 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, andtwoballmills,also grindingdevicesfor crushingthe 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 March1940. Accordingtoonesourceitis suggestedthatrestrictions

causedbythewarforcedtheclosure. However, the mine contributed significantly to the local economy during its halcyon years.

Exploration on adjacent sites was carried out in later years by OsoyoositesPerleySimpsonandKenButler.Althoughthemountains 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 remainingtunnelinfrastructurehasbeenprotectedasanimportant 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 Slocan, 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. Coquette 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.

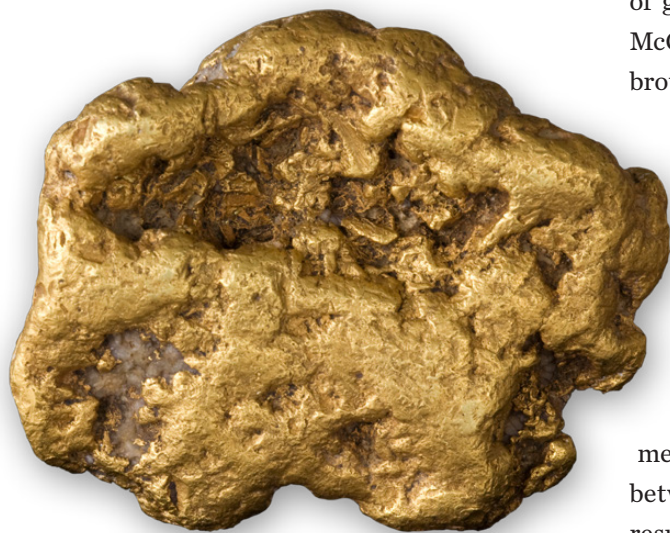
This strain caused all the Tahltan clans to gather together in one communal village close to where the Tahltan and Stikine Rivers

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.

THE BRALORNE GOLD DISCOVERY

By Arthur Raymond (Bud) Ryckman,

Gold was first discovered at the confluence of the Bridge and Fraser Rivers by prospectors heading up the Fraser River in 1858 for the Cariboo gold rush. The Bridge River flows into the Fraser River a short distance north of the town of Lillooet. In the Cariboo gold Rush of 1858, Lillooet became mile one of the Cariboo Road. Many of the gold Seekers – “Argonauts,” had worked the gravel bars in the lower reaches of the Fraser Valley where the gold dust was so fine it had to be amalgamated with mercury to be won. The miners knew that fine gold dust had traveled a considerable distance from the mother lode so the target was to move upstream to find the primary source. Many of the Argonauts worked up the canyon from Yale to Lillooet and many more followed the Harrison Lillooet route. Either way they arrived at Lillooet and in proceeding upstream they all passed the confluence of the Fraser and Bridge Rivers. Many thousands of gold seekers headed up the Fraser between 1858 and 1860. A few tested the gravel bars at the mouth of the Bridge River. They discovered showings of placer gold in the gravel bars. The gold was coarser than the fine dust found on the sand bars in the lower Fraser River. Some of the miners chose to work the area with rockers and sluices. Some believed that they were near the mother lode. A camp town (mostly tents), named Bridgeport was set up and by May of 1859, 200 miners were working the waters of the Bridge River with some promise of success.

Apparently the name “Bridge River” was given to the stream because the local Indians had built a bridge across the Fraser River where the Bridge and Fraser meet. The Indians’ bridge had collapsed but two business partners named Fraser and Davis built a new bridge across the Fraser that they operated as a toll bridge. They charged travelers a toll fee of 25 cents to cross the river.

By 1861 the gravel bars located in the estuary of the Bridge River had been worked out and none of the miners made any attempts to prospect the depths of the Bridge River Valley. No doubt the fact that the native Indians had let it be known that they didn’t want any intruders to enter their territory and that they would be ready to kill anyone who tried. The word among the miners was that the big mother lodes that they were seeking were further up the Fraser.

GOLD SAMPLES

These are taken from Taylor’s Bralorne Gold Mine. The top specimen is over 80 % gold.

COURTESY CANADIAN MUSEUM OF MAN #56706, #3053 & #45785



That winter the toll bridge was wrecked by ice floes so Bridgetown was soon abandoned and the majority of the gold seekers headed upstream.

Some individual miners stayed and continued to work the bars in the area with limited success. For 38 years, no serious attempts were made to prospect the upper reaches of the Bridge River Valley. All of the excitement and activity had moved upstream to Barkerville and adjacent areas.

THE PIONEER MINE HISTORY

In 1896 a prospector named Harry Atwood who was grubstaked by William Allen, owner of the Pioneer Hotel in Lillooet discovered a rich pay streak on Cadwallader Creek. The ground was staked with several claims and named the Pioneer after the hotel owned by grubstaker William Allan. Fred Kinder partnered with Harry Atwood and they worked the claim together until Atwood sold out to Arthur Noel. Noel and Kinder set up a water powered mill on Cadwallader Creek and continued to work the claim until 1911 when the property was sold to a group consisting of Arthur Noel, Adolphus Williams, Frank Holten and the brothers Peter and Andrew Ferguson. They purchased the claim and equipment for \$26,000. Holten and Noel sold their equity and in 1915 Pioneer Gold Mines Limited was incorporated. They constructed a mill and proceeded to work the property. Mining was continued for the next three years and Pioneer Gold Mines Limited managed to produce 4,000 troy ounces of gold.

Many attempts were made to acquire financing to fund the development of a major underground lode mine. An option was granted to a mining company in 1920 for \$100,000. The company defaulted payment so a Vancouver group represented by A.E. Bull and A.H. Wallbridge bought out the option. After spending a further \$50,000 without success, operations were stopped. A.E. Bull then contacted David M. Sloan, a mining engineer to examine the property and advise regarding the feasibility of the property. If it was decided that the property was worth developing, Sloan was instructed to seek further capital for the development. Sloan was convinced that the property was sound and viable but was unable to locate an investor. Finally, he and his partner J.I. Babe took over the option from Bull and Wallbridge. In 1928, Babe sold out his 50% interest to Colonel Victor Spencer and Pioneer Gold Mines of British Columbia was incorporated.

With David Sloan as General Manager of operations, work proceeded at all levels. The Pioneer Townsite was completed with 2 bunkhouses,



AUSTIN COTTRELL TAYLOR (1889 - 1965)

COURTESY TAYLOR FAMILY

a machine shop, store, and recreation hall with dance floor, poolroom, library, barbershop, theatre, school and 12 private homes. The ultimate success of the Pioneer mine has been credited to Mining Engineer David Sloan. When all the others were prepared to abandon the property Sloan not only stuck with the work, he invested his own money to see it through.

Pioneer continued to operate as a profitable and independent company until 1959 when Bralorne and Pioneer were united and became Bralorne and Pioneer Mines Limited.

THE MINTO MINES HISTORY

Prospector Warren A. Davidson staked the Alpha claims near the junction of Gun Creek and Bridge River in 1931. The Minto Camp had a bunkhouse, cookhouse and a Diesel Powered Electric Generator and employed 40 men. Nearby, the Wayside Mine had its own Hydro-Electric Power Plant and a bunkhouse with facilities for 60 men. In 1936, 60 men were employed by Minto Mines, milling 33,000 tons of ore with a recovery of 4,300 troy ounces of gold and 13,000 ounces of silver. The mine was closed in 1942 but Minto didn't become a ghost town. The model community that "Big" Bill Davidson had created for a population of 800 became homes for the Japanese who had been interned because of the war. In 1969 the town of Minto disappeared under the man made Carpenter Lake created by B.C. Hydro Dam on the Bridge River.

THE BRALORNE MINE HISTORY

In 1897 prospectors John Williams, Nat Coughlin and William Young working the gravel bars of Cadwallader Creek found sufficient coarse gold to stake 3 claims that they named The Golden King, The Marquis and The Lorne. Subsequently, 49 other claims were staked in the adjacent area. The Lorne turned out to be the richest of the claims. The various holders of these 53 claims worked their own ground in their own way. In 1900, they amalgamated their properties totaling about 1200 acres into one company to be called Bralorne Gold Mines.

The principal owner of the Lorne mine was who was elected to the B.C. Legislature and appointed to minister

of mining. Sloan had made his original fortune in the Klondike. Sloan had the property assessed by mining engineers in 1916. As the report was negative, Sloan sold his equity to Arthur Noel who had been partners with Fred Kinder in the Pioneer Mine. Arthur Noel worked the Lorne claim until 1928 when he sold out to the Stobie Furlong Company. Stobie Furlong also bought the adjacent properties. They named their new company Lorne Gold Mines Limited. The Stobie Furlong Company hired Harry Clinton Wilmot to supervise operations that included opening adits and driving tunnels into the main ore body. A sawmill, townsite, machine shop, stamp mill, and crew accommodations were constructed. By 1930, the Stobie Furlong Company was in financial difficulty. Balco Development, a Vancouver company headed by William W. Boulton, Austin Cottrell Taylor, George Kidd, and Neil McQueen bought out Stobie Furlong and by combining the two names—Lorne and Bralco—renamed the mining company Bralorne Mines Limited.

The new corporation commenced mining immediately. In March of 1932, Bralorne Mines Limited poured their first ingot with a weight of 393 troy ounces. Bralorne continued to operate for 40 years, producing more than four million troy ounces of gold.

Still operational in 1971, with the price of gold fixed at \$35.00 per ounce, costs of operations growing and the fact that the mine had now reached down to 2,000 feet below sea level where rock pressure and heat is extreme, it became uneconomical to continue.

Ed Hall, manager of operations in 1971 stated that there was still some spectacular ore at the bottom level. However, since they were now what he referred to as being one mile in and one mile deep with shafts, drifts and tunnels extending for a total of close to 100 miles, it would cost more to mine the ore than it would be worth.

When the mines finally closed down, the properties were taken over by Marmot Enterprises, a Vancouver company headed by the Whiting family. The property has been marketed as a recreational resort for both summer and winter activities. Today the area is available by road from Lillooet and Lillooet can be reached from the Lower

Mainland by way of highway 99, Pemberton and Duffy Lake or Highway 1 to Lytton, then along the banks of the Fraser River to Lillooet.

Born in Toronto in 1889, Austin Cottrell Taylor was educated at St. Andrew's College in Aurora, located north of his birth city, and made his first \$1,000,000 playing the stock markets before reaching his 21st birthday. He was an excellent polo player and played in the east, and when he came to BC played up and down the west coast as far south as California in amateur polo matches. He was definitely a man's man, happiest in the outdoors with his dogs and horses, fishing or hunting. He married Kathleen Elliott, a graduate from the University of Manitoba, and the couple had a son and two daughters.

The 28-year-old Major Taylor came to British Columbia in 1917 as the Director of the Aeronautical Department of Britain's Imperial Munitions Board in charge of harvesting the straight, tough and fine-grained Sitka spruce from the Queen Charlotte Islands for the manufacture of training aircraft for the war effort. He was directed to fulfill the IMB's mandate and with Harold R. MacMillan, Chief Forester, to deliver "Airplane Spruce" to the fledgling aircraft industry both at home and in England. An expert organizer, Taylor quickly set up hundreds of camps, scores of tugboats, and thousands of men to cut down the trees. Canadian Pacific Railway Company tugs hauled great rafts of logs across the waters of the Pacific Coast and discharged their cargo at the many mainland mills. The towing of log booms in stormy weather in the open ocean proved to be a nightmarish logistical headache for Major Taylor. The obstacle was solved with a Davis raft that resembled a large sausage stuffed with logs. These rafts delivered logs to mainland mills for processing with the result that hundreds and hundreds of CPR cars rolled eastward monthly loaded with prime airplane lumber bound for the airplane factories in eastern Canada. Dressed lumber was also shipped to England. Great Britain's spruce requirements were 8,500,000 board feet of timber monthly. British Columbia's January 1917 production was 1.36 % of that requirement, 12 % by June, and 80.6 % by November, but with the added fir shipments Canada's

contribution reached 97 % of England's total lumber requirements.

Taylor's greatest business venture came in 1931 during the Depression, when he raised the necessary capital to take over a failing gold mine north of Pemberton. He made it into Bralorne Mines Limited, and it became one of Canada's leading gold producers. It also made him a multi-millionaire.

Mr. Taylor, an avid horseman, became interested in thoroughbred racing in 1928. Now wealthy, he purchased a ranch near Kelowna and the large A.C.T. Breeding Stables at Milner, a suburb of Langley, where he raised the finest thoroughbred stock in BC and trained them on his own track. His horse Indian Broom was the only BC horse ever to enter the Kentucky Derby. It ran third in 1936. Another famous Taylor horse was Special Agent, which won many honours at tracks all over the continent. The horse was apparently named after the 1935 movie "Special Agent" about Canada's William Stephenson, the "Man Called Intrepid." Taylor raced horses mainly in Vancouver and at the Santa Anita track in California. He also used some of his fortune to purchase a Tudor revival style manor in Shaughnessy Heights. The home had been built in 1915 for lawyer and whiskey baron Edward Tulk. Taylor later purchased sugar magnate Benjamin T. Rogers's showplace home named Shannon at 57th Avenue and Granville Street. He spent time at Milner during the summer, but his year-round residence was Shannon.

During the Second World War, the federal government made him a \$1-a-year man, and he held posts as the vice-president of Wartime Shipbuilding Limited as well as chairman of the British Columbia Security Commission that dealt with enemy alien matters. He was also active in organizing Commonwealth air training schools. He was chosen for these positions because of his past performances, his contacts, and his wealth. According to family folklore, Taylor gifted the federal government one million dollars (possibly two) for the war effort.

As the chairman of the British Columbia Security Commission responsible for security matters during the war, Taylor's committee in 1942 made the difficult

decision to remove the Japanese from the coast and into internment camps both for their safety and for the country’s welfare during the war. At the time it was perceived as a very real threat that Japanese aircraft carriers might make it to the BC coast and attack Greater Vancouver. The Canadian military was afraid that local Japanese-Canadian men might side with the invading army or, if they remained loyal to Canada, might be captured by their own countrymen. Taylor has been much maligned by Japanese-Canadians for the treatment they endured during their time in prison camps, but Canada and Japan were at war, and such measures were thought to be necessary to protect Canadians.

During the war years Taylor spent time in New York, where his daughter Patricia attended university. She later, in 1950, married William F. Buckley Jr., a CIA agent and writer. Buckley ran unsuccessfully for Mayor of New York in 1965.

In 1947 Taylor was awarded the Order of the British Empire for his wartime civilian service. He agreed to chair the BC Emergency Flood Committee to fundraise for victims of the 1948 Fraser River flood. A modest and humble man, Taylor never sought publicity for his accomplishments even though he held directorships in a number of corporations. He was offered the lieutenant-governorship

of BC several times but each time refused the honour. He was a generous and kind man with a wry sense of humour who shunned publicity.

Taylor suffered from arteriosclerosis and died after a long illness in 1965 in Vancouver at the age of 76. A few years after his death property developer Peter Wall purchased Shannon as well as the A.C.T. Breeding Stables in Milner. In 1972 Wall commissioned legendary architect Arthur Erickson to turn the estate into a condo development with the understanding that he preserve both the large home and the coach house.

THE HEDLEY GOLD MINE AT NICKEL PLATE

*By Marilyn L. (Mrs. Gene) Morris née Probert,
(Granddaughter of Myron Knox Rodgers)*

Edgar Dewdney, the road builder of the Dewdney Trail, had James Riordan and Charles Allison stake claims on Nickel Plate Mountain as early as 1894. Allison was the son of John Fall Allison, the first white settler at Red Earth or Vermillion Forks. This site had originally been named after the red ochre used for face painting or pictographs before being renamed in 1860 Prince’s Town, later Princeton, to honor the visit to eastern Canada of Queen Victoria’s eldest son, Edward, Prince of Wales — later to become King Edward VII. Dewdney and Allison married sisters making them brothers-in-law. According to legend, greenhorn prospectors had been panning for gold in the Similkameen valley floor and had encountered some locals who, as a cruel prank, told them that the best prospects were on the high mountainous ridges above the 5,000 foot level. Incredibly, the two men found free gold in a rusty red outcrop near the top of a mountain. As a result other seasoned miners quickly staked claims on the mountain. Ironically, the claims staked by Riordan and Allison were allowed to lapse and reverted back to the crown. Robert Rist Hedley, the manager of the Hall Mine at Nelson, was one of the earliest grubstakers with the result that the town that afterwards sprang up was named after him.

John Oswald Coulthard, known as Ozzie, had four claims on the mountain but he allowed them to lapse. According to Doug Cox’s book ‘Mines of the Eagle Country Nickel Plate & Mascot’ this occurred because Richard Lowe Cawston, after whom Cawston was named, and his brother George were moving steers to Rossland on their fall cattle drive. Since Rossland had an assay office, Ozzie gave some of his Hedley ore samples to Dick to have them assayed. When the steers reached the Columbia River they initially refused to swim across so Dick reached into his pocket and threw some of Ozzie’s samples at the frightened steers to get them moving into the water. It’s very likely that some very rich gold samples still lay on the banks of the Columbia River at the cattle crossing. Apparently Riordan, a rancher at Olalla, gained knowledge of placer gold locations from a Similkameen First Nations brave with the anglicized name of Pinto.



EDWARD, PRINCE OF WALES

The eldest son of Queen Victoria I, he went on to become King Edward VII. In this portrait he is wearing his masonic regalia of the Most Worshipful Grand Master of the United Grand Lodge of England.

GRAND LODGE OF BRITISH COLUMBIA AND YUKON



THE STAMP MILL

Stamp mills used batteries of stamps to crush the ore. Each stamp was made up of a round vertical steel shaft approximately eight feet long with a 200-pound cast steel foot attached to the bottom. These were fitted with a cam shaft and allowed them to fall down under their own weight pulverizing the ore into a fine sand. The combination of the shaft and steel foot weighed 1050-pounds each.



CRUCIBLE WITH POUR SPOUT

This large crucible with the pour-sprout was used in the 1950s at the Mascot Mine in Hedley. Crucibles are heat-resistant containers in which crushed ore is super-heated so that the metals contained within can be extracted.

PENTICTON MUSEUM

The history of the Nickel Plate Mine really began in August of 1898 when Francis H. Woolaston and Constance A. Arundel discovered a rich outcrop of ore on the mountain ridges of what would become Nickel Plate Mountain. They first staked the Horsefly, Nickel Plate, Copperfield, Sunnyside and Bull Dog mineral claims. Late in the fall of that same year the pair took some samples of the surface ore from their Nickel Plate claim to the provincial fair in New Westminster. Myron Knox Rodgers, one of the leading figures in the history of the Nickel Plate, later saw the samples in Victoria. At the time Rodgers was travelling through the province in the interests of Marcus Daly, the copper mining magnate of Butte, Montana. Rodgers was so impressed by the samples that he left post haste by steamer, rail, stage, and horseback to reach the discovery claim. His examination proved so satisfactory that in November Rodgers made a non-refundable \$1000 deposit on the Nickel Plate, Sunnyside, Bull Dog and Copperfield claims promising a payout of \$60,000 if the claims proved to be as rich as the samples.

Rodgers, the son of William Knox Rodgers and Sarah Spahr, was born 6 November 1861 at the family homestead at Charleroi, Pennsylvania. He was the oldest of ten children; however two of the children died young. He earned his own way through Washington & Jefferson College in Washington, Pennsylvania, and graduated as a civil engineer. He would come home to the family farm at Charleroi, one hundred miles from the college, sometimes walking most of the way. He was very dedicated to his family and after he graduated he paid for the education of his five brothers and three sisters. He was born with a strong character, conservative, and close mouthed and he possessed an unusual ability in his mining work and finance.

Shortly after he graduated as a civil engineer, he left for the west. He traveled to Helena, Montana, where he secured a position as a rodman on one of James J. Hill's locating engineering parties, who was then building the Great Northern Railway system from St. Paul, Minnesota, to Seattle, Washington. It wasn't long before he was promoted to transitman of the party. From this position he was promoted to Chief Engineer. As the Chief Engineer he had the responsibility of locating a section of the route that involved a tunnel of considerable length, which, when completed, met the other end of steel with remarkable precision.

Hill had been keeping track of him and told him that Meyer Guggenheim of New York had asked him to recommend a man to

take care of their northern explorations in Alaska. Hill recommended Rodgers and asked that he return to New York to see Guggenheim. This he did resulting in a four-year contract. These operations included the building of 200-miles of railroad, the exploring of the Bering River coalfields and the building of docking terminals and smelter sites.

After completion of the railroad he went to Butte, Montana, and entered the employ of Marcus Daly and James Ben Ali Haggin, the owners of the great Anaconda Copper Mine. Here his rise was rapid and soon he was drawn to the attention of Daly. He persuaded Daly to purchase two Corliss compound hoisting engines each with 2,500-horse power. The machinery weighed over 400 tons and was in continuous use for the next fourteen years. They were the largest and most economical hoisting engines west of the Mississippi River being capable of hoisting a load of 25 tons of ore at a speed of 3,500 feet per minute.

While residing in Butte, Rodgers married Lucy Forshee Joyner, a Canadian from Saskatoon, Saskatchewan, in 1892. Lucy's parents were of Irish and Scottish descent. A college graduate, she was a shrewd lady with unusual native intelligence. At the time of the marriage, Lucy's parents were living in Butte. Lucy had an eccentric character in that she always attempted to be of humble means and talk poverty when she was amply supplied with money. The couple had two children, a son Edwin Leavitt Rodgers born in 1894 and then, 10 years later, a daughter Margaret Elizabeth [my mother]. Edwin, although well educated, ran the gauntlet of wild living as a rich man's son, and was disinherited by his father.

Myron wrote many letters to his wife and often told her of his long days travelling by train. In one letter to Lucy he spoke about a man who had many ideas and who pondered them aloud to Myron. At the end of the letter he mentioned the man's name in passing. He told his wife to remember the name Thomas Edison for he felt that she would be hearing his name about some of his inventions.

Rodgers became a world traveller for his boss Daly responsible for scouting out potential mines as per a story written by Percy F. Goldenrath in 1905 in 'Mother Earth's Treasure Vaults': "Hardships! You get used to hardships after travelling for three and one-half years, covering over 135,000 miles and sampling in the neighbourhood of 700 mineral claims, from the tropical climes of Guatemala to the inhospitable shores of Alaska. And disappointment; yes, mining men have their full share, for fortune is never fickle, to one who seeks to unlock her treasure chests. One instance in point will suffice before I tell you how I ran across the Nickel Plate. I started out from Butte



GOLD INGOT MOLD

This gold ingot mold was used for pouring gold bricks weighing 12,000 ounces or 125 pounds. It had outside measurements of 15" long by 6 3/4" wide by 5 3/4" deep. The inside measurements were 11" by 4 3/4" by 4 3/4". It took 16 bars poured from this size of mold to make one ton of gold. The Hedley Gold Mine yielded 80 tons of gold during its lifetime—80 x 16 or 1,280 bars. That amount of gold would result in a cube of gold less than 6-feet square.

PENTICTON MUSEUM

in 1895, holding a sort of roving commission on behalf of the late Marcus Daly. I first tackled the then little known Boundary district, examining the many remarkable low-grade ore bodies in the Phoenix and the Deadwood camps.

I had just made a flying (steam or sailing ship) trip to Australia and was in Victoria bound for the Skeena River country. Time hung heavily on my hands while waiting for the northbound steamer. One day I happened to be in William Wilson's store on Government Street in Victoria. He showed me some striking looking samples of ore that he said came from the southern part of the province from a claim owned by two prospectors named Woolaston and Arundel. I met Woolaston and arranged to see the prospect. We went into the Similkameen by a rather circuitous route, down the Okanagan Lake to Penticton, then to Fairview (later Oliver), where we were joined by Arundel, Woolaston's partner, and on to Twenty Mile Creek. I made a stay of about an hour and a half on the claim and sampled the showing. Intuitively it came to me that it had the earmarks of a mine. I sent the samples to a Montana assayer. His returns were encouraging. They looked too good, so later on I went back to the claim myself and resampled the ore. Again I received big results and that determined me to secure the property. I bonded the Nickel Plate, Bulldog, Sunnyside and Copperfield claims for \$60,000. Development started and the prospects in time became a mine. That delay at Victoria was responsible for my getting the Nickel Plate. Godenrath continued: "It was the 12th of January, 1899, that a gang of 18 men started development work at the Nickel Plate. All supplies had to be packed in forty miles, and the early work of proving the ore body was prosecuted under the greatest disadvantages. As the work progressed Mr. Rodgers began to gather in other claims, and two month before the bond had expired on the Nickel Plate group, it was taken up and the balance of the money paid."

Early in 1898 Rodgers set out to examine the claims that he bonded 5,000 feet above the valley floor. He first hired local First Nations men to shovel a trail through the snow to the mountaintop and then hired George H. Cahill and a partner by the name of William W. Yates to build a cabin for 20 men before beginning to put in a tunnel on the Sunnyside claim. These men began by stripping off some overburden and driving a wide open cut to an average depth of about 9-feet with dynamite. Cahill was in charge of the first pack train that brought in supplies for the men employed at

the new camp first came in from Fairview (present day Oliver) in November 1898. Rodgers remained on the site all that winter and the following summer.

Rodgers neglected to mention that he had discovered an incredible copper mine in Mexico the year before for Daly and Haggen. The mine finder did \$12,000 worth of development work but Daly wrongly concluded that his man was throwing good money after bad and sent word down to Mexico to close down the work and to pass on paying any bond. Upon leaving Rodgers remarked "if there was no copper mine, there should be and that be would probably travel the rest of his life without finding another place with such favorable conditions for copper." When the property was started up at a later date by Colonel William Cornel Greene, his corporation known as the Greene Consolidated Copper Company, found that one of Rodgers' crosscuts was within 7-feet and another 12-feet of the bonanza ore body. Incidentally, Rodgers had a 25 per cent interest and had been given two days longer the property would have had different owners. The five-mile long by one-mile wide discovery called the Cananea Properties became the richest copper mine in Mexico and eventually yielded \$50,000,000.

This ore car, made by John Hudson Limited of Leeds, England, is exhibited near the entrance to the Hedley Historical Museum.



MYRON KNOX RODGERS

Rodgers, working on behalf of Marcus Daly and James Ben Ali Haggin of Butte, Montana, brought the Hedley gold mine in production in 1904. Rodgers was perhaps the greatest mine finder in both North and South America.

COURTESY MARILYN L. (MRS. GENE) MORRIS NÉE PROBERT



Many seasoned miners came to check out the new camp and look for any areas that had not yet been recorded. Cahill combed the mountain and discovered 40 acres that had been missed by the other Argonauts. Once strapped for cash, George sold the claim to Duncan Woods for a reported \$15. Woods' 40 acres would over time be whittled down to 8 and 6/10 acres and be called the Mascot Fraction—in time to become the richest gold producing claim in British Columbia—but that's the second half of the history of the Hedley mines.

With the property proving very satisfactory in Marcus Daly's eyes, he authorized the funds for the building of stamp mill and reduction plant. Unfortunately Daly died in 1900 and his assets went into his estate.

Rodgers wanted to build a stamp mill and reduction plant as soon as possible along the side of the mountain just to the southeast of the Hedley Camp. His first stumbling block was with the Chuchuwayha First Nations who happened to have a reserve on the property that Rodgers so desperately needed. The mine finder dealt directly with both the Dominion and Provincial Departments of Indian Affairs but progress was extremely slow. Eventually Rodgers swapped 200 acres for 300 acres of suitable grazing land with the First Nations. Although Chief Charlie Squalkim and most of the First Nations braves seemed all right with the exchange, Medicine Man Cosatasket and other braves of the Chuchuwayhas of Sixteen Mile Creek were angry and placed a curse on the palefaces for annexing their ancestral lands.

Later Rodgers went ahead and built a large stamp mill, concentrating plant, cyanide plant, office, assay office, a hydroelectric ore haulage road and all the accessories for a complete mine and milling operation. He also had built an electric ore haulage road and incline tramway. This tramway was the longest of its type in the world. It was nearly two miles long and the difference in elevation between the terminals was 3600-feet. There was also a flume for the hydroelectric plant about three-miles long. The reduction plant was built on the side of a hill above the town of Hedley and about 4,000-feet lower than the mine in elevation.

The logistics of setting up the mine were enormous. The first challenge was to bring supplies from Fairview [near Oliver] on a switchback trail to the site of the original discovery. Later the trail was upgraded to a freight route to the Nickel Plate mine.

A second freight route was also built from Penticton to Hedley Camp



GOMER P. JONES TRENCHING FOR GOLD FLAKES ATOP NICKEL PLATE MOUNTAIN, CIRCA 1902-1905

HEDLEY HISTORICAL MUSEUM SOCIETY PHOTO#1702 PHOTOGRAPY BY HARRY D. BARNES

at the base of the mountains. F.A. Heinze of Butte, Montana, came to Trail in 1895 and obtained a contract to process ore from the rich LeRoi Mine in Rossland. The B.C. government soon granted him a charter to build a narrow-gauge railway between his smelter at Trail Landing and the mine at nearby Rossland. The charter also permitted Heinze to build a standard-gauge line from Trail to Penticton

Although the CPR were building branch lines into other mining camps in B.C., Rodger's former boss, James J. Hill, had decided to run one of his branch lines from Spokane and Oroville and purchase the Vancouver, Victoria and Eastern Railway, a subsidiary of the Great Northern Railway. This line reached Penticton in 1907

and Hedley in 1909.

One of the first steps that Rodgers took was to hire Gomer Philip Jones. Born in Australia, GP started mining at the age of 14 and by attending night school earned his chemical engineering degree before he was 21. He later received a mining engineering degree from the Bendigo School of Mines in the State of Victoria, Australia. In 1892 Jones went to New York where he operated a bicycle shop. Rodgers tracked him down there and in 1900, leaving his wife and infant child in New York; GP arrived at the Nickel Plate as the Mine Superintendent.

During the entire development stage of the mine, Rodgers seemed to have confidence that he had located



EXECUTIVE STAFF AT THE HEDLEY GOLD MINE, 21 AUGUST 1908.

Back Row left to right: S. L. Smith, Mine Accountant; J. Gordon, Assistant Accountant; Gomer Phillip Jones, Mine Superintendent; Frank Bragg, Store Keeper and Time Keeper

Front Row left to right: Wesley Percy Rodgers, brother of Myron Knox Rogers, Mine Manager and Surveyor; Myron Knox Rodgers, General Manager; and Harry D. Barnes, Purchasing Agent.

HEDLEY HISTORICAL MUSEUM SOCIETY PRINT#1677 PHOTOGRAPHY BY HARRY D. BARNES 108

a great mine. A most remarkable incident took place at this time. Rodgers went over the property carefully noting the geography and then placed himself on a particular spot and exclaimed, "There should be great body of ore under here." He constructed a tunnel towards this place and struck the richest body of ore—assaying \$1000 gold per ton of ore.

Rodgers offered Wollaston and Arundell \$60,000 for only four claims with a \$1,000 non-refundable deposit when first taken to the

site of discovery. A story exists that just prior to the expiration of the bond that Arundell heard nothing about the results of Rodger's inspection of the claims and the prospector was beginning to feel pessimistic. One day he was passing the bank when he was tapped on the shoulder. Turning around, he was surprised to see Rodgers, who said he wanted to complete payment on the deal. Rodgers told Arundell that he wanted a couple of other nearby claims as well and instead of giving him a cheque for \$59,000 gave him a cheque for \$79,000. A few years later Woolaston and Arundell sold Rodgers the Iron Duke Fraction, Silver Plate, Copper Plate, Woodland and other claims for another reputed \$60,000. Between 1900 and 1905 Rodgers acquired adjacent claims from other prospectors that included the Mound, Coppercleft, Climax, the I.X.L. and the Exchange Fraction.

In 1912 the Hedley Gold Mining Company acquired the Windfall, Morning, Bighorn, Czar and Winchester Fraction. The cost of these new claims was reported at \$131,000.

According to Harry Barnes, in his publication 'The Nickel Plate 1898-1932' "The staff at the Nickel Plate mine in those early years of development consisted of M.K. [Myron Knox] Rodgers, general manger; Wesley P. Rodgers, a brother of M.K. Rodgers, mine manager and surveyor; Gomer P. Jones, who came to the Nickel Plate in August 1900, mine superintendent; and Frank Bragg, store-keeper and timekeeper. About the time the option was taken up on the four original claims a British Columbia charter was obtained for the Yale Mining Company, which became the holding and operating company. A few years later, when it was decided to build mill at Hedley, it was found that the Yale Mining Company's charter was not broad enough to provide for the building of tramways and power-flumes, or for the expropriation of land for right-of-way. Consequently, a second company, the Daly Reduction Company Limited, was incorporated, and a British Columbia charter obtained for it early in 1903. It became the operating company for both the mine and the mill, the Yale Mining Company existing thereafter only as a holding company."

In 1900 Marcus Daly passed away and the Hedley Gold Mine went into the Daly estate. In 1904-05 Rodgers undertook to drive an audit—called the No. 4 tunnel—with the portal or entrance 5,600-feet above sea level to cut into the gold-rich ore body. The tunnel went into the mountain 1,160-feet.

In the spring of 1909 the Daly estate gave an option on their

ASSAYER'S FURNACE

This assayer's furnace was made by the Morgan Crucible Company of Battersea, England, and used at the Nickel Plate Mine in Hedley. Assayers analyze the composition of the ore samples to determine the quantity, quality, and value of precious metals contained within the sample. Assayer's furnaces such as this are used to heat ore samples to very high temperatures, causing the metals to separate from the encasing rock and other impurities, and so can be extracated and evaluated.

PENTICTON MUSEUM





COUNTER-WEIGHT
PENTICTON MUSEUM



BUCKET
PENTICTON MUSEUM

holdings in Nickel Plate to a New York syndicate headed by the Isaac L. Merrill, president of U.S. Steel. Merrill had taken over the control of the largest business in the United States after the death of founder John Pierpont Morgan. The new owners called their holdings the Hedley Gold Mining Company Limited and Gomer Jones was made General Superintendent while Roscoe Wheeler of Oakland, California, was engaged as Mill Superintendent.

In 1914 M.K. Rodgers, accompanied by Mrs. Rodgers and their children Edwin and Margaret, along with Myron' brother Joseph Henry 'Harry' and a Miss Taylor of New York made a trip from the east to the west coast in a large Pierce Arrow car. According to the papers Rodgers was "virtually a scout for the members of President [Woodrow] Wilson's cabinet. Rodgers visited a number of mining camps in Colorado, Utah, Montana and British Columbia. At the end of the 6,000-mile trip Rodgers wrote a letter to the Honorable Franklin K. Lane, Secretary of the Interior, Washington, D.C. A portion oof his letter was as follows: "In British Columbia I inspected the property of the Granby Consolidated Mining, Smelting & Power Company Limited of which I am a director. The plant smelts 3,400 tons of copper ore per day yielding less than 1 per cent copper per ton, in blister copper, at a cost of \$1.28 per ton, of which cost 85 cents is for coke. This is the cheapest copper smelting done in the world today.

At Hedley I spent three weeks at the property of the Hedley Gold Mining Company (a gold mining company I opened up and equipped about ten years ago, when associated with the late Marcus Daly and am still interested in the property). The property is one of the largest steady gold producers in Canada, and has yielded about \$6,000,000 gold in the past ten years, of which 50 per cent has been profit. This property was found after I had travelled for three years hunting a mine over the United States, Mexico, Alaska, Australia and Tasmania; travelling over 135, 000 miles and examining over four hundred mining properties.

This property has paid over 200 per cent in profits and pays yearly 30 per cent dividends on its capital stock.

While the auto trip ended in Seattle, I had to travel 800 miles further up the Alaska Coast to Anyox, Britsh Columbia (where I am writing this letter) near Portland Canal, Alaska; to the new copper plant of the Granby Consolidated Mining, Smelting & Power Company, Ltd. where this company has just completed a new copper smelter with a capacity of 2,0000 tons per day, and



EXECUTIVE STAFF AT THE HEDLEY GOLD COMPANY MINE, 1909.

Back row left to right: H. G. Freeman; William Sampson; Thomas Dickson; I. O. Merrill, son of President; and Harry D. Barnes, Purchasing Agent

Front row left to right: Arthur Clare; Gilbert Mceachern, Electrician; Roscoe Wheeler; Benjamin Wallis Knowles; Gomer Phillip Jones, Mine Manager; S.L. Smith, Accountant; E. H. Williams; and Isaac L. Merrill, President.

HEDLEY HISTORICAL MUSEUM SOCIETY PHOTO#0376

have expended over \$4,000,000 on the mine and smelting plant and have on reserves over 10,000,000 tons of commercial copper ore. I took hold of this property fifteen years ago, and have some pleasure now in seeing it developed into one of the largest copper producing mines in the world."

In the fall of 1916 Myron was negotiating the purchase of a building

in Los Angeles with an asking price of \$1,000,000. During this same time period Myron had plans drawn up for the construction of a large new home at Puente, California on the 15-acre place that he had purchased. He later built a mansion on an adjacent piece of property.

Many of Rodger’s closest friends and business associates were the wealthiest mining men in North America: John Pierpont Morgan; Meyer Guggenheim; Marcus Daly; William A. Clark and Colonel William Boyce Thompson. Daly, the copper king from Butte, Montana, traveled with Rodgers and entertained him extensively.

Other men of influence included President Woodrow Wilson; James W. Girarard, a former Ambassador to Germany, Gifford Pinchot, lumber baron and later Governor of Pennsylvania; Dwight Morrow, an associate of J.P. Morgan and fomer ambassador to Mexico.

Rodgers was well on his way to becoming one of the wealthiest mining men in North America had not Bright’s Disease [kidney failure] taken his life. He died on 23 July 1917 at Pittsburg, Pennsylvania. The year before he died he told an acquaintance that he had \$5,000,000 in cash [never mind the rest of his holdings in mining properties]. He left half of his \$5,000,000 cash estate to his wife and the other half to his 10-year old daughter. His son was not included in his will. By a strange twist of fate, the mining partners, bankers and lawyers with whom Rodgers had entrusted his money and assets, absconded with his entire estate and the family were left with nothing.

In 1932 a meeting took place in the office of E.W. Wilson (the former president of the Anglo London & Paris National Bank of San Francisco. Those present were Margaret R. Horton, daughter of MK Rodgers; Nedd Joyner, her cousin; and Mr. Cook, Banker of Salt Lake City, Utah, and a director of the Utah Mining Company. He was an old friend of the Rodgers family. At the meeting Mr. Cook made the following remarks:

In the year 1916 Myron K. Rodgers told him he had about \$5,000,000 cash in his possession that he wished to put away for safe keeping.

Myron K. Rodgers had talked to him at length on the subject of creating a trust.

After the above remarks, Mr. Cook was asked if this was all the money that Myron K. Rodgers had at that time. Mr. Cook answered that he did not know although it was generally understood that Mr. Rodgers was one of the wealthiest men of his day.

AMODEL21EIMOROCKERSHOVELLOADERWITHACAPACITYFOR10CUBICFEETSITSINFRONTOTHEENTRANCETOTHEHEDLEYMUSEUM.

The manual removal of rubble from blasting in underground hard-rock mines had long been recognized as time consuming, back breaking for the labourers, and costly. Many attempts to mdechanize the labourer’s movements and work were unsuccessful until a revolutionary design was conceived by Edwin Burt Royle. He and John Spence Findlay developed a machine initially called an ‘Overshot Loader’ that worked within the confines of low and narrow tunnels. The two men were employees of Daly’s Anaconda Copper Mine in Bute, Montana.

These two men devoted spare time prior to 1931 to develop a mechanized shovel that copied the movements of a human ‘mucker’—the laborer who revoved the rubble or muck. Their machine had a heavy bucket attached to a rail car by two moveable rocker arms. The car had air-powered wheels to move the machine into the rubble and a second air-motor to raise the loaded bucket and propel it rearward causing the muck to be thrown into a rail car. Compressed air was used extensively in underground mining. A worker at the side of a

machine operated the bucket by manipulating two controls. One control operated the air-mor while the other operated the bucket’s travel.

Royle and Finlay’s employer, Anaconda, had invested money in the invention but had given it up as a profitable venture. Ingersoll Rand was invited to develop the machine but they had no interest investing in research and development during the Great Depression.

About 1931 Joseph Rosenblatt, President of EIMCO Corporation in Salt Lake City, met Finlay and Royle and was intriged with its potential. By 1934 the Rosenblatt family had committed to invest in the development of the machine.

The Eimco Rocker Shovel was a tremendous success and paid a handsome royalty to the inventors on the thousands of machines that were sold (29,000 by 1969). The EIMCO Rocker Shovel Loader provided the means for the for a significant boost in mineworker productivity. Its acceptance was instant and many mining companies purchased ten or more at a time.



AN ENVIABLE RECORD

Albert E. Pennell

"There are few people in this country who have not heard of J.B. [James Ben Ali] Haggin, Marcus Daly or W.R. [William Randolph] Hearst. These men have been connected with successful mining interests and have been made very wealthy through the operations of the different mines with which they have been associated.

It is stated by people who know that Mr. [Lloyd] Tevis' net profits in Anaconda were about \$4,000,000 and afterwards Messrs. Haggin and Daly sold the property to the Standard Oil people for \$35,000,000. W.R. Hearst got hold of the Homestake for Haggin and Mr. Daly acquired the Anaconda mine and was associated with Haggin, Hearst and Tevis in the property. The question arises, how these men succeeded in obtaining so many valuable mining properties. It was not their money for other investors have lost vast sums in mining during the time they were operating successfully. Mr. Haggin does not personally visit his great mining properties once in ten years, and some he has never seen. These men acquired the Homestake, Anaconda, Ontario and all their great mines by the personality and experience of men of long practical training associated with them. One of the men, to whom we refer, is Myron K. Rodgers of Seattle, Washington, who has been remarkably successful in his judgement of undeveloped properties in new mining camps.

Mr. Rodgers' History

Mr. Rodgers was with Marcus Daly for 17 years ultimately rising to the position of Chief Engineer of the Anaconda Mining Company. During that time he introduced the first Corliss hoisting engines into Butte and designed two Corliss compound hoisting engines of 2,500 horse power each, which have been in continuous operation for over 14 years. They are the largest and most economical hoisting

machines west of the Mississippi River, hoisting a load of 50,000 pounds at a speed of 3,500-feet per minute.

After seven years' experience in the Anaconda mines, Haggin and Daly sent Rodgers out to look up another Anaconda mine, his contract covering North and South America, and an interest in any properties obtained. In three years he traveled over 130,000 miles and 13,000 miles in Mexaco alone, and examined over 400 mining properties from Alaska to Central America, covering nearly every mining camp in the United States and Mexico, and he now has more absolute knowledge than any other living man from personal examination of mining properties, especially copper mines, from Alaska to Mexico.

Investigated Over 400 Mines

Of the 400 properties examined by Mr. Rodgers, he reported favourably upon only five, and each of these properties has since turned out a bonanza, proving the wisdom of Mr. Rodgers' judgement and showing his ability as a mining engineer to grasp a mine when it is a prospect with little or no development work, the Cananea copper mines in Sonora, Mexico, constituting one of the five. In 1897, Rodgers had a bond on practically the whole Cananea copper camp, five miles long and one mile wide for \$175,000. After a few months of development work, Mr. Daly gave instructions to close down the property, on account of dullness in copper. This property has since produced \$50,000,000 in copper.

Another favourable report was made on mining property owned by the Granby Consolidated Mining, Smelting & Power Company of British Columbia, which is capitalized at \$16,000,000.

The Nickel Plate mine, the largest gold mine in Canada, was acquired by Mr. Rodgers in 1898 while associated

with Haggin and Daly, when it was a prospect, and only six weeks after its discovery and location when it had only a three-foot open cut. Mr. Rodgers developed the property, organized the Yale Mining Company, which now owns a group of 25 mining claims, and the Daly Reduction Company, owning the mill and cyanide plant, water power, tramway, etc. This property has produced \$2,000,000 in gold in the last five years [1905-1910], with net profits of about \$1,000,000 or 200 per cent on the capital stock. This property has just been acquired by the Exploration Syndicate, composed of members of the U.S. Steel Corporation.

The other property reported favourably upon was the Paramine near Etzatlan Jalisco, Mexico, which has been a bonanza the last three years. The present capitalization of these five properties is about \$90,000,000.

In all his 20 years of active mining operations, Mr. Rodgers has never yet had a lawsuit and has even yet to enter a

courtroom

An Exploration Syndicate

When the proper time arrives, Mr. Rodgers will probably form an exploration syndicate to take over properties he controls, and acquire mines at first hand, along the lines so successfully followed by Haggin and Daly.

The foregoing gives a good idea of the value of such a man with the theoretical as well as the practical knowledge of all that pertains to mining. Added to this is the fact that he stands high in the estimation of the financial world in which he is located, and does not ask investors to put money into anything in which he is not willing to invest his own money.

Mr. Rodgers is strong personality, and investors can, with confidence, communicate with him with a view to participating in his Exploration Syndicate. His offices are in the American Bank building, Seattle, Washington.

A plaque at west Hedley with information about 'Hedley—Famous for Gold'. The original sign read: 'Gold in Nickel Plate' From the heart of this mountain, men took \$47,000,000 in gold. It started in 1904 when Hedley boomed with the opening of the mill in town and the Nickel Plate Mine on the mountain-top. The nearby Hedley Mascot Mine, on a claim of less than an acre, mined a fortune. Finally, in 1955 the great ore body of gold, silver and copper was exhausted."



THE RUINS OF MYRON KNOX ROGER'S HEDLEY GOLD MINE'S 40-STAMP MILL AND CYANIDE PLANT

Designed and built by Myron Knox Rogers, hydro-electric generators produced the power to a daily milled output of tons and tons of ore. At the top level of the complex huge crushers broke rough ore into fist-sized chunks. A step below forty 10-stamps broke the and the resultant fine mixture was passed through fine screens. Then it dropped onto vanners,

oscillating six-foot-wide belts that winnowed out the residue. The gold went into amalgamation pans to be cooked eight hours with mercury and other and other chemicals before being transferred into settling tanks out of which the tailings were flushed. The poisoned tailing ponds eventually had to be cleaned.



A FLY IN THE OINTMENT

By David Gregory, President Okanagan Historical Society & Jennifer Douglass, Hedley Museum Secretry



Hand-carved stakes such as this claim marker were set up by early prospectors to identify and delineate the boundaries of their mining claims. Once purchased, a mining claim granted the buyer the exclusive rights to explore for an extract minerals from a tract of land.

The Oro Plata claim post (L387S) consisted of 19.5 hectares (40 acres) and was located 1.5 kilometers southwest of the Mascot Fraction. The claim had no reported historic gold production. This claim post appears to have been made from jack pine.

Mining claims in the early days were much

Duncan Woods, a relentless prospector, was a lone wolf who had wandered all through the Old West. Finally, after two decades of dedicated searching he located one of the richest mineral claims in BC, a discovery that eventually yielded a Midas hoard of gold.

In 1898 when Woolaston and Arundel, two inexperienced English prospectors, accidentally made the first astonishing discovery of free gold in red rusty ore near the mile high level at the top of a steep mountain called Nickle Plate, that find electrified the mining world. Within months, hundreds of prospectors and tramp miners were streaming into the remote Similkameen Valley from all parts of the West.

And close on their heels came the mine-makers, American financiers from Spokane and the Inland Empire; English bankers from the great investment houses of London and a handful of Canadian speculators from the distant eastern provinces – all with their eyes fixed on Nickle Plate Mountain – and all envisioning another bonanza like the Noble Five – Silver King, War Eagle, Le Roi, Centre Star or a galaxy of other renowned mines that had been found in southern British Columbia.

But the mining magnates were not alone in their quest. There were others there too focusing on the prize and equally determined to get their share. Among these hundreds of hopefuls camped along the banks of Twenty Mile Creek was the enigmatic Duncan Woods. In his forties and with few resources remaining, his options were limited. His career had been depressing. A Canadian from Ontario, he had followed the elusive rainbow of prospecting since his twenties, first to the gold fields of the American West; to South Dakota, then to Montana, Idaho, Oregon and Washington, but ill luck attended him every step of the way, so finally he turned toward the North Star and crossed the border in southern British Columbia. Once again, bad fortune marched with him, first in the Okanagan district and later in the mineral-rich Boundary Country. But when whispers circulated through the mining camps that massive veins carrying spectacular quantities of gold had been found in the Similkameen Valley, once again he succumbed to the old urge and decided to try his hand in the new mining district.

By 1899 he was at Hedley, a ramshackle and booming mining camp

tucked into a narrow canyon under the shadows of Nickle Plate Mountain. That fledgling log cabin town was crackling with excitement when he arrived. A motley and colorful crowd milled along its busy streets where paupers brushed shoulders with princes of finance, clergymen with Cyprians, old hands with greenhorns, gamblers with drifters – they were all there caught up in the unforgettable drama of the stampede.

Nickle Plate Mountain, the key, had already been heavily staked. The nucleus of the claims around the original discovery, with names like Nickle Plate, Mound, Sunnyside, Copperfield, Morning and Iron Duke were surveyed – and were soon to become the illustrious Nickle Plate Mine. And in all directions from the main lode more than a hundred other claims had been staked. While Woods pondered his waning chances, he examined the claims

map and noticed that there was a gap of open ground west of the discovery claims. Studying the mountain he saw that it was located on the western precipitous western cliffs the ground being almost vertical.

After weighing the possibilities, Woods decided to claim the unstaked ground on the off chance that the ore body from the rich Nickle Plate node might eventually trend westward. With his last few dollars he hired a sometimes packer named George H. Cahill to stake the Cliffside. The following day the ground was secured. Woods called the claim the ‘Mascot’ little realizing that it would ultimately play an historic role in the annals of mining in British Columbia.

By the early 1900s a steady stream of staggeringly rich gold ore was being shipped from the Nickle Plate mine

Duncan Woods standing beside his log cabin with the sod roof at Trout Lake, Summerland, no date.

SUMMERLAND MUSEUM & ARCHIVES



and when a forty stamp mill was built to process the ore in 1904, Hedley became a bona fide mining town. In that same year, however, several events occurred that affected the destiny of the camp for decades. The first was the realization by the Nickle Plate management that their ore body was not only massive, but that it was, as Woods had speculated, leading to the west towards the Mascot claim. The officers of the claims then made an unusual request. They asked the gold commissioner to resurvey all of the claims covering the Nickle Plate lode. It was a significant departure from accepted practice and foreshadowed the David and Goliath like struggle that would take place between the powerful mine management and the solitary prospector.

The government official granted their wishes and after the second survey had been completed Woods' worst suspicions were confirmed. His Mascot claim had, with the stroke of a pen, been reduced from 40 acres to barely 17 acres and the full claim had suddenly become a fraction. The first round had gone to the mighty Nickle Plate but their management compounded the situation by sending word to Woods that they would consider purchasing the Mascot Faction. It was a major error in judgement. They had underestimated the tenacity of Woods. He not only turned their offer down he vowed then and there to never ever sell his fraction to the Nickle Plate Mine owners.

As the years passed, the Nickle Plate Mine continued to make overtures to the obdurate Woods and he continued to turn them down. Every month the bullion bars were shipped out by stagecoach as the gold production increased steadily. By 1914, however, the mine's geologists knew that the main ore bodies led directly into the Mascot Fraction and that the fraction was bonanza ground. On the pretext of getting to ore on their Morning Claim, the powerful company asked permission from the gold commissioner to drive a tunnel through the Mascot Fraction. Corrupt officials granted this unheard of violation of mining law and the infuriated Woods was forced to stand by hopelessly as his gigantic adversary followed the rich vein into

the heart of his fraction. The mine management then brazenly processed the rich ore through their mill and surrendered not one ounce of gold from Wood's fraction although somewhere between 5,000 and 10,000 ounces were stolen from the prospector. It was a thinly disguised theft sanctioned by legal authority.

Although virtually penniless, Woods hung on grimly, refusing to surrender his old right to his precious Mascot claim. As the years passed, the Nickle Plate became one of the most illustrious mines in British Columbia and the golden it yielded inched up toward the one million troy ounce mark. Although its steady production resulted in impressive profits for its shareholders, the mine's shrewd management never lost interest in the Mascot Fraction and continued in their attempts, some legal, some illegal, to wrest the property from the old prospector. Woods, in turn, never wavered from his vow in 1904 and refused to even consider and proposals from the Nickle Plate. It was a classic stalemate between the singular prospector and the influential mining giant.

Eighteen years later, the price of gold was officially increased to \$35 per ounce and mining activity across the province shot up dramatically and Nickle Plate Mountain and the Similkameen were among the magnets in the revival. In short order, a number of mining companies approached Woods with a confusing variety of deals for control of his fraction. Finally, in 1933, more than a third of a century after Woods had obtained his claim, he accepted an offer from a legitimate and newly incorporated company called Hedley Mascot Gold Mines Limited.

Woods, nearing 80 years of age, had finally triumphed over his old adversary. Woods, his long battle over, retired wealthy and respected. The Mascot went on to become one of the richest fractions in Canadian mining history and when it eventually ceased operation it had produced ten tons of pure gold in more than two decades of mining.

Nickle Plate Mountain claims were first staked in 1894 but it wasn't until 1899 that the mountain had the first producing lode (vein of metal ore) on the Similkameen.

By 1899, the area was covered with claims and the town of Hedley (named for Robert R. Hedley, manager of the smelter at Nelson) began to develop.

Prospector Duncan Woods arrived in Hedley after much of Nickel Plate Mountain had already been claimed but he noticed that a small 40-acre portion had been missed. He claimed the land and named the fraction Mascot. In 1904 the Daly Reduction Company that operated the Nickel Plate Mine discovered that their main ore body angled into the claim that Woods had made and the superintendent, Gomer P. Jones, approached Woods to purchase it. Woods refused to sell then and as long as Jones was involved. However, Woods finally did sell his claim to a group from Vancouver and in 1933 they formed Hedley Mascot Gold.

In 1909 a New York company took over the Nickel Plate Mine, and a branch line of the Great Northern Railway was pushed through to Hedley. Between 1904 and 1930, when production lapsed briefly, 1.3 million tons of ore from Nickel Plate were mined and milled.

The John W. Mercer Exploration Company, later known as the Kelowna Exploration Company, purchased the mine in 1932 and again started gold production at the Nickle Plate Mine. In 1937, a 'mile-high' company town was enhanced on top of Nickel Plate Mountain. It later became a ghost town when the mine closed.

Just after it opened in 1936, the Hedley Mascot Mine ran into difficulties when rumours about its operation caused a severe stock decline. A Government investigation discovered that ore samples from the mine had been "salted" and the public had been given false information. The mine was taken over by the provincial government and one of the officials prosecuted. In 1955, the mine was officially closed.

The Mascot Gold Mine operated from 1936 to 1949. During this time 7.1 tonnes of gold was taken out. Ore

from the mine was transported down the mountain to a mill on the valley floor using an aerial tramline. After the mine closed the buildings and tramway fell into dereliction.

From the 1950s through to 1986 the mines on Nickel Plate Mine Mountain were inactive. Then Mascot Gold Mines Ltd. began production from an open pit mine in 1987. Homestake Mining Company of San Francisco took over the ownership in 1992, but by 1996 ore reserves were exhausted and the company started to wind down its operations on Nickel Plate Mountain.

In the 1990s, the British Columbia government was going to burn the site down because it posed a safety risk, but Honourable Bill Barlee, then Minister of Tourism, intervened and, in 1995 allocated about \$740,000 to assemble the various portions of the site and start a stabilization program on the wooden structures and decking. In 1998, following a public bidding process, the Upper Similkameen Indian Band (USIB) was given a contract to manage the site. Later, title to the site was transferred to the USIB which created the Snaza'ist Discovery Centre in Hedley to interpret the mine site and serve as a place to conduct tours to the mine, located almost one mile high overlooking Hedley. The USIB's goal is to turn the Hedley Mascot Gold Mine into a major heritage tourism destination along Highway 3 and to create jobs for the USIB and for the wider community.

FOLLOWING PAGES

The tramway for the Hedley Mine (in red) and the tramway for the Mascot Fraction (in red).





The beautifully restored Steam Ship Sicamous once graced the waters of Okanagan Lake taking passengers and cargo to communities all over the valley. Now it rests on the waterfront in Penticton as a Heritage Museum.

PENTICTON'S LAKESHORE MINE



Brass was the most common material for a spittoon—a receptacle made for spitting into, especially by users of chewing and dripping tobacco. Such containers were used on the steamships that plied Okanagan Lake.

COURTESY NARAMATA MUSEUM & ARCHIVES

Discovered by Arthur Day in 1886, the Lakeshore Mine was originally known as the Torpedo claim with sizeable copper and gold deposits.

Soon after its discovery, a syndicate of investors that included Captain Thomas Short, the first steamboat captain on Okanagan Lake, and cattle baron Thomas Ellis, Penticton's largest land owner, purchased the mine. The syndicate spent \$4,000 on the development of the mine to dig a 30-foot shaft and a 90-foot tunnel. The Kettle Valley Railway was not built at the time the mine was started and all the equipment had to be brought down Okanagan Lake from Okanagan Landing (Vernon) by the Canadian Pacific Railway freight boat 'York'.

In 1889 the Vancouver and Boundary Diking and Mining

Company took over operations and built a wharf, bunkhouse, engine house and installed a steam plant. This company sank another tunnel in the mine reaching over 100-feet below the lake. After all this work the low quality of the ore and the small size of the vein made the mine unable to support the high costs of extraction. It soon closed down.

In 1934 the mine was sold to the Riverside Mining Company. The company found an ounce of gold daily, worth about \$15, that during the middle of the Great Depression was not bad pay.

In 1952 the mine changed hands again. W.J. Armstrong, K. Armstrong and J. Trombley dewatered the shaft and cleaned the workings and started operating the mine again. The ore was yielding between \$18 and \$24 a ton in gold, silver and copper. Because of the low yield, they needed a cheap freight system but the CPR would not grant them a railway spur so they quit operating. The following appeared in the 1952 Report of the Minister of Mines: "This mine is on the east shore of Okanagan Lake, approximately one mile northeast of Penticton city hall. It is an old property, including the Okanagan-granted claim, on which work has been done intermittently for about fifty years. The workings consist of an audit driven eastward about 90-feet from the lake-shore and a shaft 100-feet deep sunk from the adit level. On the 100-foot level, workings extend east and west. In the summer of 1952 W.J. Armstrong, K. Armstrong and J. Trombley unwatered the shaft and cleaned out the workings. Six tons of ore was mined from the lower level and shipped to the Trail smelter."

Like many early mines there was more investment went into this mine than ever came out of it.



This ore car, on display in front of the S.S. Sicamous, came from the Okanagan Lakeshore Mine. It was donated by the Trombley family.

