

JULY 2021 ~ Issue #6

# Golden Shovel

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# Golden Shovel

ISSUE #6 ~ JULY 2021

The *Golden Shovel* is published quarterly by the  
Omineca Mining Association, Box 948, Mackenzie BC, V0J 2C0.

## EDITOR

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The *Golden Shovel* is provided to our members, to our Federal and Provincial Governments, including various Ministries and their representatives, and is available to the public online and at selected locations.

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Send your related articles, stories, photographs, and letters to [OminecaMiningAssociation@gmail.com](mailto:OminecaMiningAssociation@gmail.com). Text should be unformatted and images should be in high-resolution .jpg format.

## MISSION

- Provide awareness and increase knowledge of mining, including various types of mines and mining practices.
- Promote the OMA objective of facilitating a balance where industry and the environment can prosper, where a governing practice of scientific fact is the law of the land, and development is tempered with reclamation.
- Feature stories about those who sought their fortune in mining— some made their fortune in gold, others found adventure, and the lucky ones found both.

## DISCLAIMER

Opinions presented in the *Golden Shovel* are not necessarily those of the *Golden Nugget* or the OMA. We take no responsibility for errors or omissions in content.



## STATE OF THE ASSOCIATION

### Whitehot

*Mitch Mortensen*

A moment of silence for Lynton.

The loss of the museums are a harsh blow to the preservation of gold rush history. Our history with all its imperfections are part of our cultural identity in this country.

We just keep moving forward! Plenty of news to share this issue. Our first corporate member in Prince George is Beswick Hildebrandt Lund. We did some horse trading to get the taxes done. We now have Books & Co Prince George as a host for printed editions. They also have an outlet in Quesnel.

Education continues to be our path forward. I am thankful to report we have received permission from the Montana Bureau of Mines and Geology to use their education material to assist us to build our own course(s) for British Columbia.

In light of the Tahltan agreement signed in good faith with our provincial government we have taken the initiative to make contact with the Nations of the Williston Reservoir area. It is our intention to have them take part in developing our school of placer mines. Eventually aggregate (sand) mining may evolve out of this.

We are working towards creating a documentary series that will feature the science of the work. From endless hours of research and assessment work to mechanical testing and development of a viable resource, The idea is to put a face to the industry. We are seeking a variety of people to interview for this project. We put the right sizzle reel together and we may be selected to take it further.

The OMA lets us work together to better the industry for all of us. Collectively, we have the ability to make a difference, and we all know that many hands make light work.

The OMA strives to correct and push back against public ignorance about our industry. Through the OMA, you can consult and get professional advice on meeting the challenges of your project. We invite you to voice your concerns about the industry, and to share your stories, letters, and pictures of glitter and gold.

Panning Days is set for August 27,28,29. We are seeking donations for prizes. Please visit our website, stay tuned to the radio and social media for updates.

In closing, from all of us here at the OMA... Keep it cool but keep it golden!

## PRESIDENT'S MESSAGE



*Mark Oldenburg*

If there's ever been a time for miners of all types to band together and speak in a unified voice its today. Our individual voices are easy for the govt to ignore but if we

work together as one large group we are far more likely to garner attention. The attacks against placer miners are coming faster deeper and harder than ever before, and if we want to save our industry and passion, we need to become proactive and aggressive in defending our rights. Let us consider the latest attacks on placer, for example, large areas of the province being placed under mining moratorium, other areas with staking being banned all together, huge reclamation bonds, large new fees for applying for NOW's, new royalty regimes and so on. Some things may seem insignificant, like limiting hand dug hole

depth to 1.2 M, but now we will be forced to spend large amounts of money applying for a permit to even hand dig a hole past that depth. What a great way for the govt to make basic prospecting so expensive that the average person cant do it any more. It is no doubt the govts agenda to eliminate small scale miners like us, and this is how they are doing it, one small step at a time. If we don't get aggressive, and more radical, our way of life will be gone. We are fighting environmental opponents that don't care about the truth, publish studies that are basically lies, to sway public opinion in their favor, but they get away with it because we don't have a loud enough voice to respond. Its time for us to start protests. Its time for us to show how much we do for reclamation. Its time for us to show that we don't damage fish bearing waters. Its time for us to show that we don't hurt the environment. Its time for us to get as radical as our opponents !

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## Paying For The Unreasonableness Of Delay



Mitch Mortensen

There was a time in BC history where our provincial government understood enough about mining to be able to do away with practices that harmed the prospector. One such example

was in the spring of 1909 where Mr. James Alexander McDonald, the first leader of the Liberal Party spoke up regarding a practice of issuing fines to prospectors who were prospecting without a license on crown land.

“Instead of being penalized, men should get every encouragement to prospect for minerals. As a matter of fact the work they did was far more benefit to the province as a whole than to themselves, for the prospector seldom made any money while the fruit of his work was the development of the mineral resources, and greatly increasing the wealth of the province. No possible harm could be done anyone by reason of a prospector doing this without having a license. The section ought to be struck out.”

His sentiment can be extended to the provincial government’s announcement of more restrictions on placer mining and a fee schedule for processing a NOW or Notice of Work.

What I cannot understand is how the expression “complex” comes up in conversation regarding placer mining. Whether it’s the government, media, native bands, municipalities, provincial and federal governments, or just regular people looking at you like a deer in the headlights., The expression is its certainly a “complex industry” is the response.

I have reached a cynicism for the term “complex” as being used in response to placer mining is code for “we have no idea what you’re talking about and don’t care to know because we have already made up our minds its bad...”, to what end depends on who you’re talking to.

All we use is gravity and water. We sift gravels/sand for the gold and other minerals that will gather at the bottom of the pan. Placer gold deposits in the forms of gravel bars along current/ancient dry river systems are from natural Erosion processes of gravity and water. Every time you flush a toilet, your using gravity and water much like how the government is attempting to use your vote to flush a placer miner (a fellow Canadian like you) into the sewer!

Minerals locked in rock/quartz that needs elaborate chemical processes for extraction are called hard-rock mines. These mines employ hundreds of people and elaborate processes that get confused with placer mining. However, it is still the prospector and hand miner that find these resources.

It was disappointing to see a paper that had the label “completed” attached to Update 38. There was a lot of uproar over that document, and I expected that it was being reviewed anticipating a revision. Turns out it was not being reviewed but the ministry in that conversation suggested reopening it but I will believe it when I see it.

I would like to also point out that I have yet to hear of any incident resulting from the depth of a hand dug test pit. No proof has ever been shown of any incident resulting from a hand dug hole out on a placer claim. One of my clients did receive a letter this year warning him that his holes were larger than update 38 allows though.

The eventuality is everything is going to be a Notice of Work with a shopping cart next to processing it. I suspect NOW’s for mechanical and hand work will go down. In my opinion as more and more people realize their Constitutional and human rights are so grossly eroded that the law itself is held in disrepute, they will simply stop consenting to the absurdity of these restrictions. I suspect the provincial government will spend a lot of money prosecuting people and failing in many convictions because they will be unable to substantiate their accusations of harm to the environment.

We all did the survey this year regarding placer and jade. Then we get slammed with the announcement of coming bans for placer mining. What is also interesting is the agreement reached in good faith with the Tahltan people was dated for March 2020

All of this was decided a year(s) ago. Nothing we have said or done mattered in this government’s decision making. What is more, you can read the obvious double talk in this next paragraph.

*Placer mining, particularly for gold, has been an integral part of British Columbia’s history and continues to have an important presence in many regional communities. However, in some cases, changes in technology have facilitated an increased scale of operations, leading to greater environmental impacts and potential impacts on Aboriginal Rights and Title. The challenges of*

*regulating and mitigating these aspects of the industry are compounded by the high number of applications and compliance verification, all of which place a strain on government resources. Regulating the placer industry requires a high level of resources with little direct return to the Province or benefits to communities impacted by placer activity.*

How the hell is placer mining so important that it is also worthless to government and aboriginal interests? Maybe it is what it is supposed to be...A Free Miner!

I believe in the equality declared and based in our country’s constitution. Yet, I have grave concern about the United Nations Declaration on the Rights of Indigenous Peoples. My concern is simple. We have a Constitution that was created and signed in good faith. Our Constitution already guarantees equality and protects the rights and privileges of ALL Canadian Citizens including All Indigenous peoples. Does this Declaration from the UN threaten to treat our country’s Constitution as a “scrap of paper” and further divide Canada?

Our Constitution protects placer miners (regardless of race) in their right to pursue an income just as much as it protects the environment and rights of Indigenous peoples. While the Government and native bands may oppose placer mining based on they don’t get enough of a cut of the profits my point is, I don’t owe anybody anything! I pay my taxes and for that representation, I am exercising my rights under the Constitution to earn a living! Nobody wants a cut of my costs or my losses associated with exploration do they?

Also guaranteed under the charter is the protection of Indigenous cultural history in the form of the Heritage Conservation Act. Protecting and respecting our history is important. This is why we do archaeological studies.

For any Government to attempt to legislate any Canadian out of a meaningful income based on the false premises of “protecting the environment” or use someones livelihood as a pawn in a token gesture of “reconciliation” is a violation of constitutional rights and an insult to the principals of the reconciliation agreement.

There is plenty enough wealth for everyone. This contempt for prospectors and placer miners must stop. Placer Mining has more of a benefit to the economy than most people realize. For example, It is going to be placer mining through the process of dredging that stands to cover the costs and restore salmon habitat to our rivers. Not some

asinine recommendation from the Environmental Law Center!

These governments, Liberal, NDP, Green have done a manipulative job of tearing our industry down under the guise of doing it right. A Notice of work is just that, A NOTICE of WORK. Back in the day, long before my time, the government wanted to know what placer miners were doing. In time the NOW became a application process. Now the process is so difficult that mechanical permits are taking a couple seasons instead of a couple months. Add hand work NOWs into this pile creates an untenable process that your paying large money for. All these complications and delays do not affect the work value requirements to keep the claim in good standing. The government created this mess.

If I was to make an argument on the processing of our NOW applications, I think I would seriously consider the ‘Jordan decision’. The Jordan decision (unreasonableness of a delay) could be a good reference to bringing the government to heel on time-lines for processing a Notice of Work or as a defense for the Free Miner in court for mining without a approved Notice of Work.

### The Omineca Mining Association is a non-profit organization.

#### THE OMA MISSION

- 👉 EDUCATE the public, government, and miners in the importance of mining;
- 👉 RAISE AWARENESS about problems and solutions in the mining industry and government in the Omineca; and
- 👉 PROMOTE responsible, environmentally sustainable, mining practices, and innovative mining methods and solutions.
- 👉 ASSIST, SUPPORT, AND ADVOCATE for our members.

OminecaMiningAssociation@gmail.com

**Air ambulance helicopter now flying out of Prince George**

*Published in the Prince George Citizen December 03, 2020*



*Mark Nielson*

A new air ambulance helicopter is now stationed at Prince George Airport. The craft quickly proved its worth when, on Sunday and a day before the service’s “official launch,” it was flown to Terrace to pick up a patient.

A new air ambulance helicopter is now stationed at Prince

George Airport.

The craft quickly proved its worth when, on Sunday and a day before the service’s “official launch,” it was flown to Terrace to pick up a patient. What would have been a 6 1/2-hour trip by ground took a “significantly faster” two

hours by air, according to B.C. Emergency Health Services.

It complements two fixed-wing aircraft, also stationed at the airport, and will usually be used for shorter flights of less than 240 kilometers that typically make up about 30 per cent of BCEHS transports by air. As well as carrying patients from community to community, it can also be deployed to accident scenes on the region’s highway. So-called 911 emergency calls make up about 10 per cent of the workload, according to BCEHS.

“However, that just means it’s often quicker to have our ground crews arrive on scene, treat and stabilize a patient and then meet an air ambulance at the local health facility to be transported for further treatment,” a BCEHS spokesperson said.



Because the chopper is based at the airport, ambulance personnel still need to be on hand to carry the patient to University Hospital of Northern B.C. In September, and just prior to the provincial election, the government said a concept plan to build a new surgical tower at UNHBC had been approved. There was no indication the tower would include a rooftop helipad; UNHBC is the only major hospital in the province without one. There had been one at hospital until the late 1990s, when it was deemed unsafe.

Meanwhile, BCEHS said a third fixed-wing aircraft is to be added to the fleet in 2021.

The helicopter is operated by Summit Helicopters and the planes by North Cariboo Air and Northern Thunderbird Air.

**From the Legislative Assembly  
MINING MONTH AND MINING RESOURCES**

T. Shypitka: Each May we observe Mining Month in British Columbia for a very good reason. Mining Month 2021 gives us the opportunity to learn more about how the industry is transitioning to accommodate the demand for renewable energy and a low-carbon future.

It also starts with thousands of British Columbians who are directly employed within a mining industry that provides good-paying jobs. Plus it creates even more employment indirectly for those who supply equipment and materials throughout the province.

As a matter of fact, B.C. has a global reputation as a leading jurisdiction for mining rich, diverse mineral deposits in every corner of the province, such as gold, lead and zinc, all key ingredients to renewable energy, infrastructure and electronics.

It might also interest you to know, Mr. Speaker, that as province, B.C. is the largest producer of copper and steel-making coal in the country. Four of the largest of these coal mines are proudly in my region of Kootenay East.

We are also the second-largest producer of silver in the country and the only producer of molybdenum. Mr. Speaker, let’s not any of us forget the hundreds of aggregate and gravel producers.

B.C. is excellently poised to being a world mining leader. We have the hard-working people, the natural abundance of metals and minerals and a world-dominating technology sector to back us up. All we need to get us over the finish

line is a fair and speedy permitting process, strong fiscal policy that allows us to compete and funding to perpetuate the mining cycle with strong geoscience.

The truth is nobody does mining better than British Columbians. We have the highest environmental, safety and human rights standards in the world, supported by a deep commitment to responsible, culturally sensitive development and production, along with meaningful First Nation partnerships.


In conclusion, I would like to congratulate, on this Mining Day, associations like MABC, AME, Geoscience B.C., East Kootenay Chamber of Mines and the B.C. Stone, Sand and Gravel Association and all those workers and suppliers.

**QUOTE OF THE ISSUE**

*Aye. They are always digging em up in chunks... somewhere else - Mad Jack Duncan*

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## Record Heatwave Destroys Village of Lytton



Wendy Tilden Quick

On June 30th, 2021 South of the village of Lytton, British Columbia an ongoing wildfire destroyed much of the town. This has caused 2 known fatalities as of July 3rd, with some residents still unaccounted for. The area had hit record temperatures on the previous day at 49.6 Celsius

during the 2021 Western North America heat wave. The village had a population of around 250 residents along with approximately 2,000 First Nations people living nearby.

Residents were evacuated by the RCMP as volunteer firefighters started to deal with fires. Winds up to 71 km per hour pushed the fire North into the community during

the hot and dry conditions. The fire moved quickly through the village in minutes forcing residents to be evacuated hastily without collecting their belongings. Evacuation orders were issued by Lytton Mayor Polderman at 6:00 PM.

There is speculation as to the cause of the fire but BC Wildfire Service believes the fire was human caused and originated from within the community. The fire has destroyed 90 percent of the village. And as of July 1st, MP Brad Vis stated there were several injuries in addition to the 2 known deaths. It is possible that Lytton's watershed has been contaminated by chemicals used to fight the fire, and ruined buildings may pose a risk of toxic chemical exposure. Lytton's Main Street buildings including the Post Office, Ambulance Station, Health Centre, RCMP Detachment, Hotel, and other buildings including the



Lytton Museum and Archives - wikimedia commons

Lytton Chinese History Museum were decimated. The Lytton Museum and Archives on Fraser Street was also destroyed.

Residents are still in the process of finding loved ones scattered in the evacuation, and emergency officials are urgently trying to account for everybody in the community. It is estimated that approximately 1,000 people had to flee from the fire. It is going to be a challenge to reconnect where the residents went because of the different directions they ended up in, and any information about pets that were left behind. B.C. Public Safety Minister Mike Farnworth said the RCMP is investigating the location of any residents who are unaccounted for, but could not provide an exact number. Lytton RCMP in a statement said it is presently unsafe for anyone to enter the town and an additional 100 officers were deployed for investigation efforts. Finding accommodation for evacuees has proven to be difficult because of the fire breaking out on the first major long weekend of the summer. Firefighters were already dealing with at least two other wildfires in the area when the latest fire tore through Lytton.

### The Museum Was Recognized as a Provincial Heritage Site.

In 1980, Lorna and Bernie Fandrich purchased an empty parcel of land on 145 Main Street, in Lytton. A newspaper article was discovered that was dated in 1934 that referred to a Chinese Joss House or temple at that particular site in the 1880s. Lorna had a vision of the place honoring the Chinese culture who came to mine in Canada for Gold or work in the railroads and become merchants. This site is recognized as a Provincial Heritage site that once sat the Lytton Joss House (1881-1921).

Permanent artifacts were destroyed by the Lytton fire were from the museum. These were 180 locally obtained from the personal collection of Al Dreyer of Lillooet, BC, and were purchased by the museum. Also, the Reg Beck collection from Williams Lake was acquired in 2017. In the digital collection there is approximately 1,600 items cataloged that were in the museum.

Some of the artifacts involved the allure of "Gold Mountain" with the Chinese migrants coming to British Columbia during the Gold rush and the construction of the Canadian Pacific Railway. The museum also had items involved in the Fraser River Gold Rush where the Chinese miner's placer mined for Gold and Jade. There were personal reminders of home in China in the collection such as wares and games.

The Chinese had a long history along the Fraser and Lytton was a key site of the long history of Chinese in British Columbia. They also had long histories of relationships with Indigenous peoples in the area, including the Lytton First Nations. These artifacts and objects were of great historical value since many of the belongings are passed down along with stories to accompany them. This fire has been a big blow to the Chinese Community not only to the museum and artifacts lost, but also to the local businesses and merchants run by the Chinese families for decades.

The owner Lorna Farnrich of the Lytton Chinese History Museum is facing a hard decision whether to rebuild even though it was insured. She says all that has survived was the museum's database of 1,600 artifacts. Her family was personally affected by the fire as her sons lost their homes, and their daughter lost her coffee and art store. Lorna and her husband Bernie's house in the Southern part of Lytton wasn't affected. Lytton is still being evacuated and no one has been allowed to go see what is still standing. Through the 2 collections of artifacts were from the Lytton and from Barkerville-Quesnel-Williams Lake areas.

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## To Reach out and Help in the BC Wildfires:

### The Red Cross

<https://www.redcross.ca/>.

If you have been separated from family members as a result of fires in British Columbia, or are looking for someone that has been impacted or displaced, please call our family reunification line at 1-800-863-6582. This service is available from 8 am to 8 pm PT, 7 days a week

Donation enquiries can be made to the Hope Visitor Centre at 604-869-2021.

Pacific Coastal Airlines says it is working with the Thompson Nicola Regional District to support fire efforts and animal relief emergency services. Enquiries can be made through the company's reservations line at 1-800-663-2872 or our cargo department at 1-855-615-1381.

Individuals have also been coordinating offers of help with accommodations, animals and transportation through the BC Wildfire and Flood Support Facebook group and a Facebook group set up by members of the Nlaka'pamux First Nation.

Wildfire evacuees are being urged to register at an emergency social services centre or through the province's online portal as soon as possible. It is at

<https://ess.gov.bc.ca/>

### Go Fund Me Page for Lytton

<https://ca.gofundme.com/c/act/bc-wildfire>

### Go Fund Me Page By Blake Mackenzie for the loss of the Chinese History Museum Lytton, and Lytton Museum and Archives

<https://www.gofundme.com/f/please-help-the-lytton-museums-lost-in-the-fire?qid=c-bc4681114d1489c164e0d454e418d4c>



## NUGGETS OF HISTORY

### Omineca Miner

**MINING NEWS OF THE WEEK, SEPT 30, 1911**

### Omineca Will Yield Gold

**Energetic Mining Men Bringing Rich and Historic Placer Camp into Prominence.**

### Installing Big Plants

**Company Operating On Manson Creek Undertakes Extensive Work for Recovery of Gold from Remarkably Rich Gravels Reports Discovery of Galena**

The attention of the mining world will be directed anew to the Omineca river placer district as a result of the developments of the present season. One of the most important enterprises in connection with the revival of mining activity in this famous camp is that undertaken by the Huderle-Otterson company, syndicate of mining men which owns leases covering all the unworked portion of Manson Creek as far as working is practicable. In the days of "hand mining" when the Omineca placers contributed many millions to the world's wealth, Manson was the bonanza creek of the camp, and now that conditions favor the installation of plants to work the ground which the individual miners are unable to exploit, it is certain that the creek will return handsome profits.

John Huderle and George W. Otterson, accompanied by Harry Walker, have returned from their field of operations, after bringing to a successful conclusion the preliminary work which was their season's task. When interviewed by the Miner, they were most enthusiastic as to conditions in the Omineca diggings. Mr. Otterson states that their three half-mile leases show about three million cubic yards of pay gravel, which will yield big dividends even on the large capital it has been necessary to invest in plant and development.

The season's work consisted of diverting the main creek, improving the ditch, and installing the hydraulic elevator, in addition to fixing up pipe lines, building cabins, and other necessary work. It was found that bedrock was from 12 to 16 feet deep.

The absence of drainage and copious subterranean flows made the preliminary work a matter of difficulty. This has been overcome, and everything is in readiness for the beginning of actual mining in the spring. For the first ninety days the elevator alone will be used. By that time the workings will be in a condition for the installation of

a open lift, which will handle 500 yards of ground every twenty-four hours.

The company has one of the best water powers in the country, has plenty of supplies and provisions in store, and the management is looking forward to a highly profitable year. Prospecting shows that the gold is all of the "shot" variety, and is quite coarse, being thus easily saved. We have Mr. Otterson's word that the ground prospected carries from one to seven dollars to the yard.

Messrs. Huderle and Otterson state that during the season a number of excellent quartz veins were found in the vicinity of Manson creek, and exhibit fine specimens of galena ore in corroboration. They will leave for the outside on the next steamer, expecting to return in time to take the toboggan trail to the creek next spring.

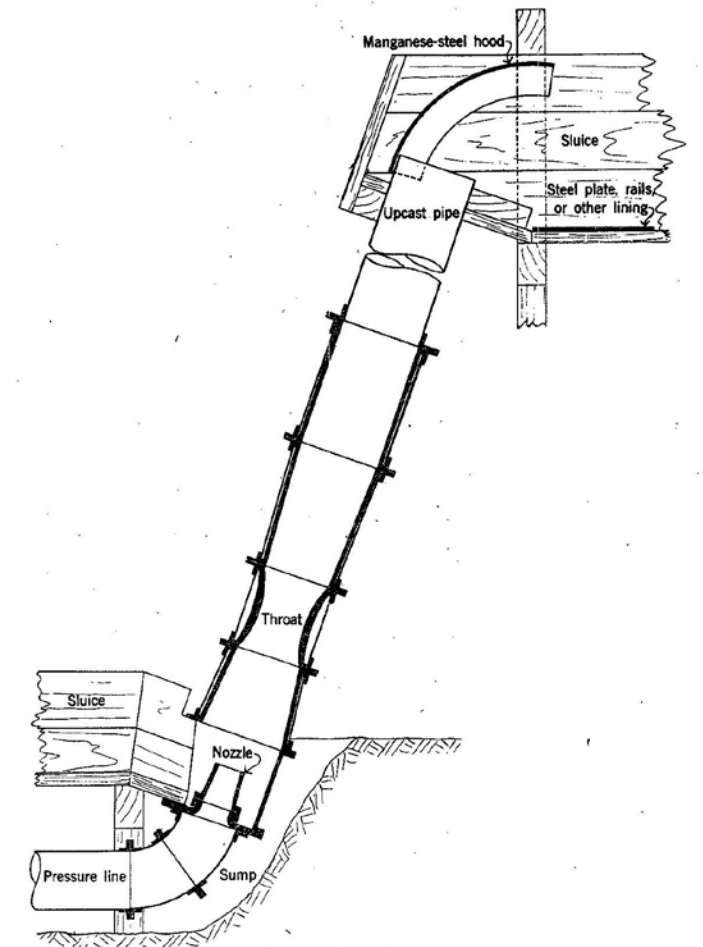


Figure 6.—Hydraulic elevator.

Reprinted from United States Bureau of Mines Information Circular 6787.

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# Assessing & Controlling Hazards



Dale Colledge

### Introduction

Mining, by its nature, is a unique industry. Whether you are operating in an exploration capacity, running an active placer operation, working at an open pit mine or are involved with an

underground mine. This

industry has many hazards that are unique to itself.

Safely operating or working in a mining environment is best managed by examining hazards, assessing risk, and implementing controls to manage risk. This article will provide an introductory discussion of hazard assessment and risk control. This is a broad subject that exceeds the allotted space for this article. As such a number of useful resource links are provided at the end of the article for those that wish to expand their knowledge base in assessing hazards and controlling risk in the workplace.

Let's open with a discussion of a couple of relevant terms: Hazard and Risk. These terms are related but different and unique. Often, these terms are used interchangeably; but in reality they need to be understood independently. This is an important clarification when we step into the process of controlling hazards on a worksite. To keep things brief let's use simple definition concepts. A Hazard can most easily be defined as a potential source of harm; whereas, Risk relates to the probability of a negative result occurring.

For example, let's use two scenarios where a placer miner is doing some exploration work...considering the potential for establishing a new claim. In both examples, the hazard to be discussed is wildlife...bears (See attached pics). In the first example, the worksite is in an extremely remote location, with a lot of overgrowth and bush, known for active bears in the area, both black and grizzly. In the second example, the assessment work is being conducted close to an existing old and abandoned mine site with little overgrowth and very little bear activity. The hazard is the same...dangerous wildlife...but the risk is fundamentally different.

In both examples the hazard is present. But the risk is different between the two examples. In the first picture there are known and existing hazards of dangerous wildlife (not the baby fox...lol). In the first picture there are active bears in the area, as well as overgrowth that limits

sightlines. Also, the distance that workers can observe a bear from is limited. As such, the risk is higher in the first example than the second. Comparitively, once could be conducting exploration and sampling on flat terrain versus very sloped terrain such as a scree slope. Slip trip and fall hazards exist in both situations. The relative risk is far higher in a scree slope scenario than on a relatively level surface.

### Why should you conduct a Hazard Analysis?

That's a good question. And there are a lot of reasons for going thru this hassle. Without creating an exhaustive list here are some why answers:

- 1) Legal liability – You could be held legally responsible for failing to assess and control hazards. So if you like your stuff and your business it would be prudent to take steps to protect it. Due Diligence is a term that is prudent to research with respect to this matter.
- 2) Regulation – A quick review of the Health, Safety and Reclamation Code for Mines in British Columbia defines requirements for a hazard assessment for confined spaces specifically. However, the implication that a hazard assessment process should be conducted is implied throughout the document. For example, Section 3.6 of the Code establishes that the First Aid requirements for mines are established as: “The manager shall provide and maintain first aid supplies and services as required by the Workers Compensation Board.” This presumes a hazard assessment. See attached link for further information.
- 3) A good night's sleep – Nobody want's to be in that position where you have to wonder, after the fact, if you could have done something differently that would have prevented an incident that resulted in a substantial injury or death.
- 4) Productivity – This gets down to the 5 P's – Proper planning prevents poor performance. If we don't assess potential hazards and an incident occurs productivity is impacted. Whether it is a breakdown, damage to equipment or a major injury; each of these situations will impact your operation's productivity and bottom line.
- 5) Regulatory nightmare – Every jurisdiction has different rules. It is prudent to get familiar with the jurisdiction you are working in. In BC, the mining industry is separate (somewhat) from the regular Occupational Health and Safety regulations (WorksafeBC). BC Mining is guided by the There are limitations to how Worksafe BC operates within the Mining industry. In essence, the mining industry in BC is governed by the

Ministry of Energy, Mines and Low Carbon Innovation. That being said, other governmental actors and legislation can come into play with respect to hazard assesment and unplanned incidents. See following section:

### Regulatory & Legal Issues:

On a good day government and law can be convoluted and contrary. When it comes to mining nothing is different. To keep it simple with respect to Hazard Assesment and Controls, lets focus on matters here in BC with respect to the Mines Ministry, WorksafeBC and the Federal Criminal Code. In essence this is clear as mud.

1- The Health, Safety and Reclamation Code for Mines in British Columbia (See: [https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/mineral-exploration-mining/documents/health\\_and\\_safety\\_and\\_reclamation\\_code\\_apr2021.pdf](https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/mineral-exploration-mining/documents/health_and_safety_and_reclamation_code_apr2021.pdf)) lays out the regulatory requirements for mining activities in BC (see link). This is the basics for our industry. It does get more complex though.

2- WorksafeBC does and doesn't have jurisdiction over mining operations in BC. This is a bit of a bizarre situation...but that is government for you. The BC OHS provisions state that the regulations apply to “every employer whose occupational health and safety are ordinarily within the jurisdiction of the government of British Columbia.” (See: <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-for-workers-compensation-act#SectionNumber:G-P1-2-7>).

3- Battling Jurisdictions in BC. To make it even more confusing, Worksafe BC, provides in it's guidelines where they delineate their jurisdiction over mines with G-P1-2-7 Jurisdiction over mines. The guideline explicitly states “While WorkSafeBC is excluded from enforcing OHS requirements at a “mine” site, there are employers

in respect of which jurisdiction will be divided between WorkSafeBC and MEM.” The example they go on to give is a gravel pit that uses its aggregate material to build a road out of the pit. If that doesn't make it clear as mud, I can add some concrete. Now...one would think that other than those crossover aspects WorksafeBC is

out of the picture. It is not! When a serious incident occurs they do tend to come into the picture. For example the fatality at New Gold's New Afton mine. In essence, Worksafe is hands off until the poop hits the propellor. Then look out! (See: <https://vancouver.sun.com/news/one-presumed-dead-two-injured-in-land-slide-at-copper-and-gold-mine-near-kamloops>).

4- Bring in the Feds. The Westray bill or Bill C-45 was federal legislation that amended the Canadian Criminal Code and became law on March 31, 2004. The Bill (introduced in 2003) established new legal duties for workplace health and safety, and imposed serious penalties for violations that result in injuries or death. Yes...you can go to jail for failing to protect your workers. Federal law supersedes provincial regulation. Westray was an absolutely awful incident where 26 miners lost their lives. For those not familiar with the Westray incident see the following for starters: <https://www.ccohs.ca/oshanswers/legisl/billc45.html#:~:text=The%20Westray%20bill%20or%20Bill,result%20in%20injuries%20or%20death>.

### Due Diligence, Liability, Standard of Care:

As the average Joe with a pick up truck, a shovel, a home made sluice, a used pump that works on and off, and a couple of pans...well your big liabilities are relatively low...and so are your profits. Lets presume you find something of value and can ramp up production. Now you have assets and costs etc. You need to think about liabilities and legal risks. Please get familiar with the following terms: Due Diligence, Liability, and



Standard of Care. Realistically you should be thinking this way even if you are the Average Joe with a pickup truck unless you want to be the Average Joe without a pickup truck.

Terms defined as:

**Due Diligence:** “is the investigation or exercise of care that a reasonable business or person is normally expected to take before entering into an agreement or contract with another party or an act with a certain standard of care.” Short version...if you don’t assess hazards and implement controls you can be civilly liable. [https://en.wikipedia.org/wiki/Due\\_diligence](https://en.wikipedia.org/wiki/Due_diligence)

**Liability:** “The fact that someone is legally responsible for something”. Short version...don’t get hung out by failure to plan. <https://dictionary.cambridge.org/dictionary/english/liability>.

**Standard of Care:** Whether the standard of care has been breached is determined by the [trier of fact](#), and is usually phrased in terms of the [reasonable person](#). It was famously described in [Vaughn v. Menlove](#) (1837) as whether the individual “proceed[ed] with such reasonable caution as a prudent man would have exercised under such circumstances”. If you get to this point you have a bigger problem and require legal counsel. It would be more effectively and economically prevented by a Hazard Assessment program.

### **Hazard Analysis, assess Risk, and applying Controls?**

This is a great question. A quick Google search of the term Hazard Analysis will give you a broad range of tools that can help you out with this. The essence of this process



Gravel Bed - Photo Dale Colledge

is to identify hazards initially, then determine the relative risk, then apply controls to reduce the risk to a level that is acceptable. Legally, you are wanting to achieve an ALARP standard: As Low As Reasonably Practicable. This is a “reasonable” standard. It is not a “nobody moves-nobody gets hurt” sort of concept. It boils down to assessment of hazards and applying controls to reduce risk.

So how do we do this? There are a ton of tools out there. A basic google search of hazard analysis will provide you many of them. This article is designed to familiarize you with the concepts and provide you with some resources. One needs to tailor their hazard analysis and controls to their particular operation. For example. If you are running a 2 person high banking operation your level of hazard assessment and controls will be fundamentally different than a large placer operation with 20 people employed. Relative hazards and the risks are very different. So let's start with the basics: Hazard Assessment.

### **Hazards onsite:**

So what constitutes a hazard. We aren't talking about a fart in a pickup truck. We are talking about significant potential hazards on your worksite. In a placer operation, even a small one, there are a wide variety of potential significant hazards. For example: slopes (falls/engulfment), rotating parts/machinery, pinch points/belts, crush/impact with tools, flooding, lightning, wildlife, road conditions and vehicle maintenance, fatigue, electrical shock, WHMIS chemicals ... just to name a few.

### **How do we do a Hazard Assessment?**

Good question. Fortunately there are some well established tools for this. They kind of intertwine with Risk Assessment and Controls as well. How you choose to do this is really up to you and how much protection you wish to provide yourself legally and how much time you want to spend on it. My hope is that you will spend the appropriate time on this matter relative to your operation for your own sake and that of those around you.

### **Hazard Analysis 101.**

So, most of you are thinking...common sense right. Well it isn't that common. We are currently dealing with a generation that doesn't know the twisty end of a screwdriver from the working end. The old days of working around pulleys and belts and moving parts are done if one is prudent. Guards to prevent workers from putting their hands and fingers where they wouldn't put their tender parts is not only prudent but required by law. If you are an employer that responsibility is massive.

When it comes to hazards and consequences it is not just about the injury matters. Think production. Let's say you are high banking and have a pond that you are pumping

water out of that has some recycle system. If the water runs too low then the pump draw line runs into the muck and the pump clogs up and potentially breaks or shuts down. How does that impact your bottom line? Could we have planned ahead for this contingency. This is another value in a hazard analysis that is a value to your bottom line beyond a bump or a bruise.

How the heck do we start? Good question. Let's start by listing the hazards and the current risks/controls in a document...a “bad crap that can happen list” if you will. This is commonly called a “Risk Registry”. Seems to contradict the principle of Hazard vs. Risk. Heck, I didn't make up the terms. But the tool works...one step at a time we get better at what we do. Have a look at the attached document “Assessing and Controlling Hazards in a Placer Mining Operation”. This is an easy way to start the process. Print this out. Put it on a clip board. Walk about the site and start with the basics. What are the hazards as you see them. As you go then you should add those hazards as you find them. This document is designed as an overview of your existing situation. It provides the basics with respect to hazard assessment and controls. In future articles we will discuss ways to improve our hazard control mechanisms.

### **The areas of interest here are:**

**Documentation:** Make this formal. Keep the documents. If it isn't written it didn't happen.

**Source Activity:** This is what creates the hazard. For example: driving to/from/on location

**Hazard:** What could happen? Get stuck, rollover, metal on metal impact, personal injury or death.

**Scenario:** Poor roads. Rain. Mud.

**Consequence:** This is tricky...You need to assess what the potential consequence could be. Be practical in this. One of the terms that is regularly used is Maximum “Reasonable” Outcome. Reasonable is important in that assessment.

**Consequence Level:** Assign a consequence level 1-5 or something of that nature. The essence would be that a consequence level of 5 would be something really terrible would happen and a 1 would be relatively minor.

**Existing/Planned Controls:** This is kind of 2 part. One should look at this from a standpoint of what you are currently doing to address the hazards and then what you need/want to be doing. Once you apply new controls you can re-evaluate your “Risk” rating. If the risk doesn't drop or the incidents continue to occur change your controls or reassess the situation.

**Likelihood Level:** This is an important aspect to “Risk”. Usually, like “Consequence” one rates this on a 1-5 scale

related to probability. Think lightning. It happens with relative infrequency. However, if someone was struck the effects would be catastrophic. Inversely, let's say you had a wash plant that had open access belts with no guards. Workers are around those belts all day long with no controls with slippery ground. The relative level of likelihood of an incident is way higher than lightning but the result, in general, is less serious. (But it is very serious if you've ever seen an amputation from a belt-pulley-hand interaction).

**Risk Rank:** This is a factor that correlates the consequence of exposure to the likelihood for a negative result. So in essence it is consequence x likelihood. More advanced systems get into frequency of exposure. We don't have the space to get into that aspect here. It is highly relevant... but let's stick to the basics for now. Our links in this article will provide you insights on the frequency aspect.

**Action:** What do you do about it. This should be looked at from a pre/post risk status. Once you've applied controls had the situation safety wise improved and how? Are you covered from a due diligence standpoint?

### **Applying Effective Controls:**

The What and the How of this is kind of relative to the situation and your operation. Industry in general has an approach to Controls that help guide us in the most effective approach to controlling known hazards. There are a range of controls that we can use to address hazards in the workplace and they vary in effectiveness. Not all are practical in all situations and we need to implement these factors in a practical manner. The following diagram



Operating a Chainsaw near heavy equipment -photo by XPLOR2016



shows a hierarchy of controls from most to least effective:

**Elimination:** Where possible we want to eliminate the risk. For example. You have a really sketchy access point due to angle and slope. You make a new access point that is better and eliminates the risk.

**Substitution:** For example, you have an old wash plant with no guards on the pulleys and belts. You get a new one onsite with proper guards.

**Engineering:** Your wash plant has a walkway that more than 3 meters off ground and unguarded. This requires fall protection. You get an engineered drawing and weld on proper handrails to prevent falls.

**Administrative:** Your wash plant requires a loader to feed it and a spotter to get dirt loaded properly without missing the feeder. This is a hazard to the spotter. You develop a procedure for this process.

**PPE:** This is the last line of defense. The gear that workers use should not be for a control mechanism but only for a failsafe if all other controls do not work effectively.

**Summary:**

There are risks everywhere including the workplace. So you have followed the preceding discussions and assessed your hazards and existing controls. How do you improve



Forrest Fire - Photo by Mitch Mortensen



No Slope Test Pit - Photo by Mitch Mortensen



Driving in Winter Conditions - Photo by Mitch Mortensen



Overheated Trailer brakes - Photo by Mitch Mortensen

things to meet your company and regulatory requirements?

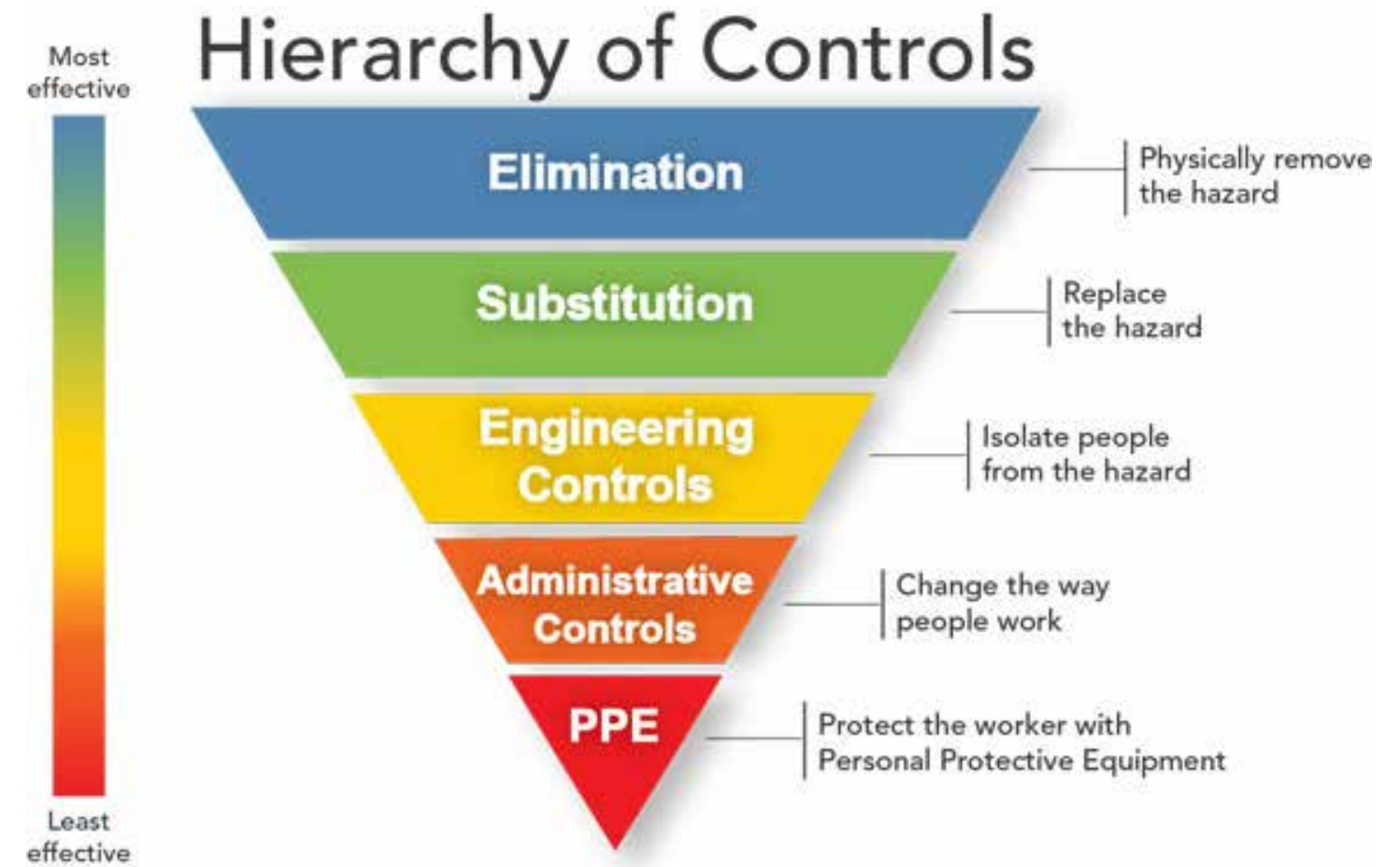
This is intended as a summary of Hazard Assessment and Controls. There is a lot more to learn to best improve your overall safety and efficiency in any business. Whether an incident is a serious first aid or a damaged piece of equipment or a loss of process due to maintenance failures it all costs time and money. If there are people involved and injured it costs a lot more than time and money - I hope you think the same that people can't be replaced. Take a moment or two. Walk through your operation. Assess the hazards. Document those hazards and your controls. Communicate it with workers. Reassess it regularly. As Red Green says "If you move slow you never have to think fast."

**Resources:**

<https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-03-rights-and-responsibilities#Schedule3A>

<https://amebc.ca/risk-management/>

<https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-for-workers-compensation-act#SectionNumber:G-P1-2-7>



Source Activity	Hazard	Scenario	Consequence	Cons Level	Existing/ Planned Controls	Lklhd Level	Risk Rank	Action

*“There is a golden hour between life and death. If you are critically injured you have less than 60 minutes to survive. You might not die right then; it may be three days or two weeks later — but something has happened in your body that is irreparable.” – R. Adams Cowley*

## Whose Lane Is it Anyway

*Mitch Mortensen*

Emergency transportation of an injured worker in industry is as critical a component in emergency response as is the emergency transportation of the public.

Both rely upon what is called a “Golden Hour”.

The “Golden Hour” is a concept believed to have been extrapolated from the French Military World War 1 data. The credit with the creation of this concept goes to R Adams Cowley who pioneered this idea in 1957.

Mr Cowley was an American surgeon and is called the “father of trauma medicine”. He was the founder of the first USA trauma center at the University of Maryland in 1958. Cowley also organized the Maryland Institute of Emergency Medical Services, the first statewide coordinated EMS system of care in The United States. In 1969, he started the first injured “civilian” helicopter transport service with the assistance of the Maryland State Police Aviation Division



R Adams Cowley/Wikipedia

*“There is a golden hour between life and death. If you are critically injured you have less than 60 minutes to survive. You might not die right then; it may be three days or two weeks later — but something has happened in your body that is irreparable.” – R. Adams Cowley*

In the USA today, most citizens are within 60 min response time to a trauma center. Alaska for example has 700,000 people and 31 helicopters to accommodate the “Golden Hour”, while Canada has 150% greater land mass with a 10th of the population in comparison to the USA. It may be challenging for British Columbia to find a balance but it is possible to significantly improve our existing resources.

“The Evolution of Trauma Care in the 20th century” reads in bold letters in the Worksafe Occupational First Aid Reference and Training Manual 1999-2012. It goes on to describe the number one cause of death and impairment in adults aged 21-44 is major trauma. The management of trauma has evolved primarily through war such as the Vietnam and Gulf war. Data from the US military shows that “using skilled paramedics at the battle scene and rapid helicopter transport to specifically designed field hospitals, saves many lives and limbs. These methods have been introduced into civilian life”

These are the standards a level three medic is trained to. Everything, including emergency services throughout the chain of medical care is based off the “Golden Hour”

A medic in the field is the first link in the chain leading to medical aid. The “Golden Hour” starts with us. However, there are limits. We are trained in principle to the “Golden Hour”, yet rarely if ever can we employ it effectively in British Columbia.

Transportation of an injured worker/public in BC is governed by a variety of factors. The common factor is distance and response time for each mode of transport.

Ground transport has the challenge of road conditions. Helicopter transport can land virtually anywhere but restricted to daylight hrs and weather conditions to consider. In addition to the conditions that helicopters have, a fixed wing transport although much faster than a helicopter is limited to airstrips. Water transport (Williston Lake) is limited to safe landings points to transfer a patient.

There is another concept that compliments the “Golden Hour”. It is part of the Emergency Transportation of a Injured Worker/public but pertains to multiple patients. This concept is called “Triage”. Triage is a French word defined as “sorting by quality”. The term was first adopted

during World War 1. Soldiers were “triaged” (sorted) according to the severity of their injuries. The basic objective of triage is to do the best possible for the most patients possible. It is the balance to the Golden Hour As a field medic, triage begins when you have two patients. The Triage of patients is based on two rules.

1, Only immediately life-threatening conditions— e.g., airway obstruction, distressed breathing, major external hemorrhage are identified and treated in the initial triage round.

2, Salvage of life takes precedence over salvage of limbs

Triage is expanded on with color coding to signify priority of transport. How a patient presents, and the severity of their injury will determine the following

Green – minor injuries (walking wounded)

Yellow - delayed

Red - immediate

Black – expectant or deceased

The “Golden Hour” and “Triage” have been in an ongoing course of development for over a century. Hundreds of millions of lives have been saved and lost through this system as it continues to evolve. Governments of all nations have used “Triage” as a means to create policy and maximize the “Golden hour” throughout their populace.

British Columbia has also developed its own model. In 1974 they passed the [Emergency Health Services Act](#) loosely based on the Foulkes Report dated for the same year. The recommendations made were to create a ‘province wide ambulance service but with definite regional input/control. What BC has is a single EMS service provision unit, with a single union seniority system.

The Foulkes commission recommendations, were “... *It should not be possible for one region to provide a higher standard of care than another by a diversion of funds either to or from the service ....*”

The current system is like our tax money. It all goes south, and rural BC is left on its own. The emergency health services act makes it illegal for any rural community or region, to pay for their own paramedics. Through Legislation, the BCAS has exclusive right and access to patients. Every region of BC has a group of trained first responders within every community, However, the legislation makes it illegal for first responders to transport a patient to hospital.

This is a described as a union issue and it extends to people such as B.C. HEROS medical director Dr. M.J. Slabbert. She is a pre-hospital-trained emergency medicine specialist, now working in Prince George as the intensive care unit medical director at University Hospital of Northern B.C. She demonstrates with other doctors the “treat and transport” method of pre-hospital care. By bringing the hospital to the patient within the Golden Hour, the chances of survival increase significantly. Morbidity from injuries and serious medical conditions can be substantially reduced with a scrap in the current “Scoop and Run” policy.

In reviewing the Document “Will It Be There”, it is concerning that interviews with BCAS suggest a certain stigma about those who live and work in remote areas. The idea you had “made a choice” and could not expect to have the same level of service that you would receive in larger urban area. Is significant speaks it speaks to a certain understanding that somehow a lack of response time in the north is acceptable.



Baron Dominique Jean Larrey  
Father of Triage/Wikipedia

I've exchanged several emails with The BC Forrest Safety Ombudsman attempting to understand the current system. Below is part of his response to my email.

*Every community in BC has a fire hall, police station and those are publicly funded. Why we treat ambulance service differently is lost on me. In the end my role is to see where there are inequities in the system. It is a disgrace that in centers like Vancouver with the finest hospitals in the province BC Ambulance dispatches both helicopters and mobile ambulances to a traffic accident. If the same accident happens in Smithers BC, Ambulance has a policy that states even if the ambulance attendants call for a helicopter the answer is no. A stark fact is that only 12% of accident victims in the lower mainland that need trauma care die but in northern BC that percentage balloons to over 75%. While there can be some debate on the accuracy of the numbers, the gap between them is evident of a disparity that is too large to ignore. And to your point for First Nations communities which tend to be more isolated the statistics get even worse. It could be easily argued that the areas of BC with the lowest level of medical infrastructure should have the most advance ambulance transportation systems. In fact it is the opposite, the less you have in terms of medical facilities in a community the lower standard of medical transportation you have and larger centers like Vancouver have a higher level of medical transportation. That is not equitable.*

“Will It Be There” introduces HEMS. A Helicopter Emergency Medical Service to transport critically ill patients between medical facilities. It is also used for responding to accident where medical transport via air, versus ground is required. The report promotes “hoisting” of patients similar to practices already used by Alaska and Washington State. Currently our Search and Rescue use long line or “sling” to extricate a patient from an area to be transferred into a ground ambulance. The helicopter then flies back to its base in town. It makes no sense for a patient to be transferred into a ground ambulance when a helicopter capable of transporting a patient makes an empty trip back to town.

Their recommendations include B.C. to mandate guaranteed timelines for the public to be able to access Trauma 3 level care. This is necessary to ensure a patient focused service delivery model. It also describes expanding the roles of First Responders in the transportation of an injured person to medical facilities.

In February 2019, the Auditor General of British Columbia produced a report titled “Access to Emergency Health Services”

The audit found that in remote areas, BCAS was able to arrive within 30 min 77% of the time. While that statistic is incredibly positive, it does not take into account the time tending and transporting of an injured worker prior

to rendezvous with BCAS. If the numbers took into consideration injuries on work-sites in remote locations throughout BC, this percentage would be much lower.

One measure to raise the percentage considerably is through the use of existing air strips. This was part of the Foulkes Report recommendations in 1974 regarding Air Ambulance Service

*We recommend an attempt be made to induce the Federal Government to upgrade its services from Comox Air Force Base. However, it must be realized that this will not take care of the far ends of the Province in areas where the Air Force can not reach easily or rapidly. For this reason consideration should be given to employing local helicopters to transport the patient to a strip from which a fixed wing aircraft can operate. At this point, we recommend that the Canadian forces should take over, We do not recommend the development of a Provincially operated air service as we consider it would be impossible to operate this on anything like a satisfactory financial basis unless the aircraft had other duties. In this respect, it is not practical to keep aircraft flying around the province with the kits described in our main report.*

*Thus to make it quite clear, we recommend that the armed services transfer patients from landing strips in pressurized fixed wing aircraft (not presently available) after the patient has been delivered to the strip by a local service. This will involve negotiations with local helicopter services concerning payment and equipment.*

*Certain specific injuries require immediate transportation to the Vancouver area. A classic example is spinal cord injury where recent improvements in treatment and transportation have demonstrated in Scotland that no patient was seen who had been picked up and transported to the spinal cord injury center shortly after an accident who remained completely paralyzed.*

The BCAS has seven airplanes (fixed wing) in its list of assets. Their primary use is transporting patients between medical facility. However, the use of these aircraft can be expanded significantly.

My example is Williston Lake. In 2018 I had the challenge of upgrading an Emergency Transport Plan for a company conducting operations on multiple sites around Williston Lake. However, only some met the WorkSafe threshold of having a First Aid Attendant and MTC (Mobile Treatment Center) or Industrial Ambulance (Suburban) on-site. My efforts would also be limited to existing resources.

Speaking from my own experience, the procedures that were in place were not adequate for the area. There was a story of someone who had broken their neck in an accident. It took reasonable time to respond, treat and transport the patient to the airstrip at the Mesilinka log

dump. The failure was it is said he laid there for several hours before being air lifted out. He died a few days later.

I took the time to Interview people such as a Director at B.C. Emergency Health Services, Pilots (airplane/helicopter), aircrew, Barge captains, truck drivers, and the average worker. Through them I was able to construct a triangulated ETP that covered 140,000 hectares with Williston Lake in the middle.

The existing resources are airstrips in the region that could accommodate a King Air 200 out of Fort Saint John with paramedics on-board. This contracted aircraft (fixed wing) can be at Tsay Keh Dene, Ospika or the Mesilinka air strip in 35 min or so. Tsay Keh Dene has a GPS approach and the nearest medical facility (limited) in the area. The Ospika is a fair-weather approach airstrip. However, the airstrip at the Mesilinka Log dump (0Km Chunaman) is classed as “abandoned”. It requires a compaction test (approx. \$20,000) for the airstrip to be upgraded to fair weather and meet the requirement for BCAS to land there. It may also have to be extended too.

The classification of the Mesilinka airstrip as abandoned limits the response of BCAS to that location to zero. The aircraft that came for the patient described above, came from Prince George. The response time for an aircraft from Prince George is significantly longer than Fort Saint John.

The various companies (including primary contractors) are already using the Mesilinka airstrip for ongoing business operations. The airstrip is perfectly serviceable, and a compaction test would complete the triangulated ETP Air/Land/Sea that all companies in the area can use. Once completed, The ETP will enable the transport of a worker to an air strip for evac within an hour from any location.

To resolve potential communication problems, we

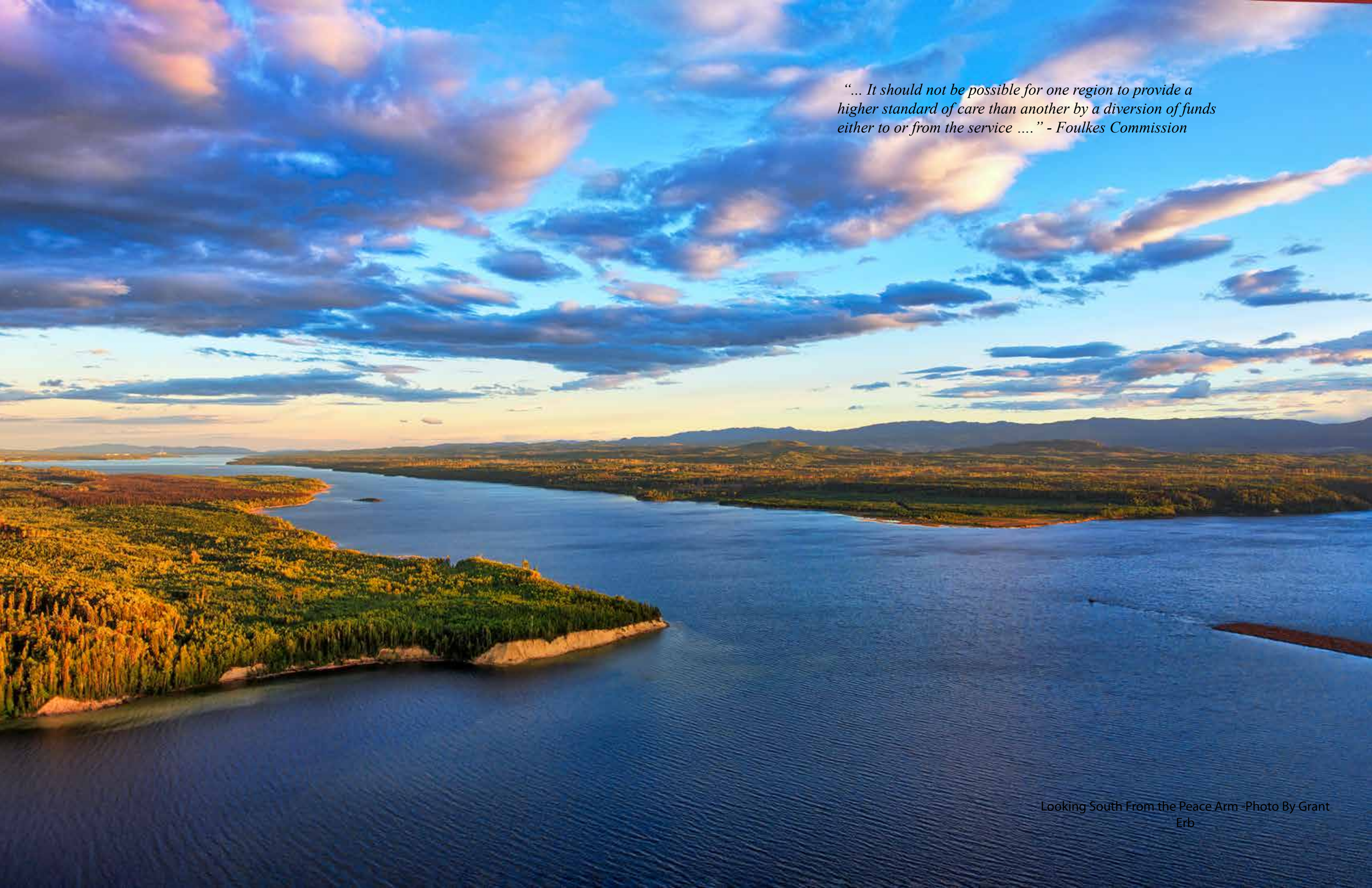


Mobile Treatment Center (MTC)



Interior of MTC

*“... It should not be possible for one region to provide a higher standard of care than another by a diversion of funds either to or from the service ....” - Foulkes Commission*



Looking South From the Peace Arm -Photo By Grant Erb

## AS350 - Airbus - ASTAR

Range.....350 miles (563km)  
Speed.....140mph (225kph)  
Hover Ceiling..... 13,550 (4100m)  
Patient Capacity.....1

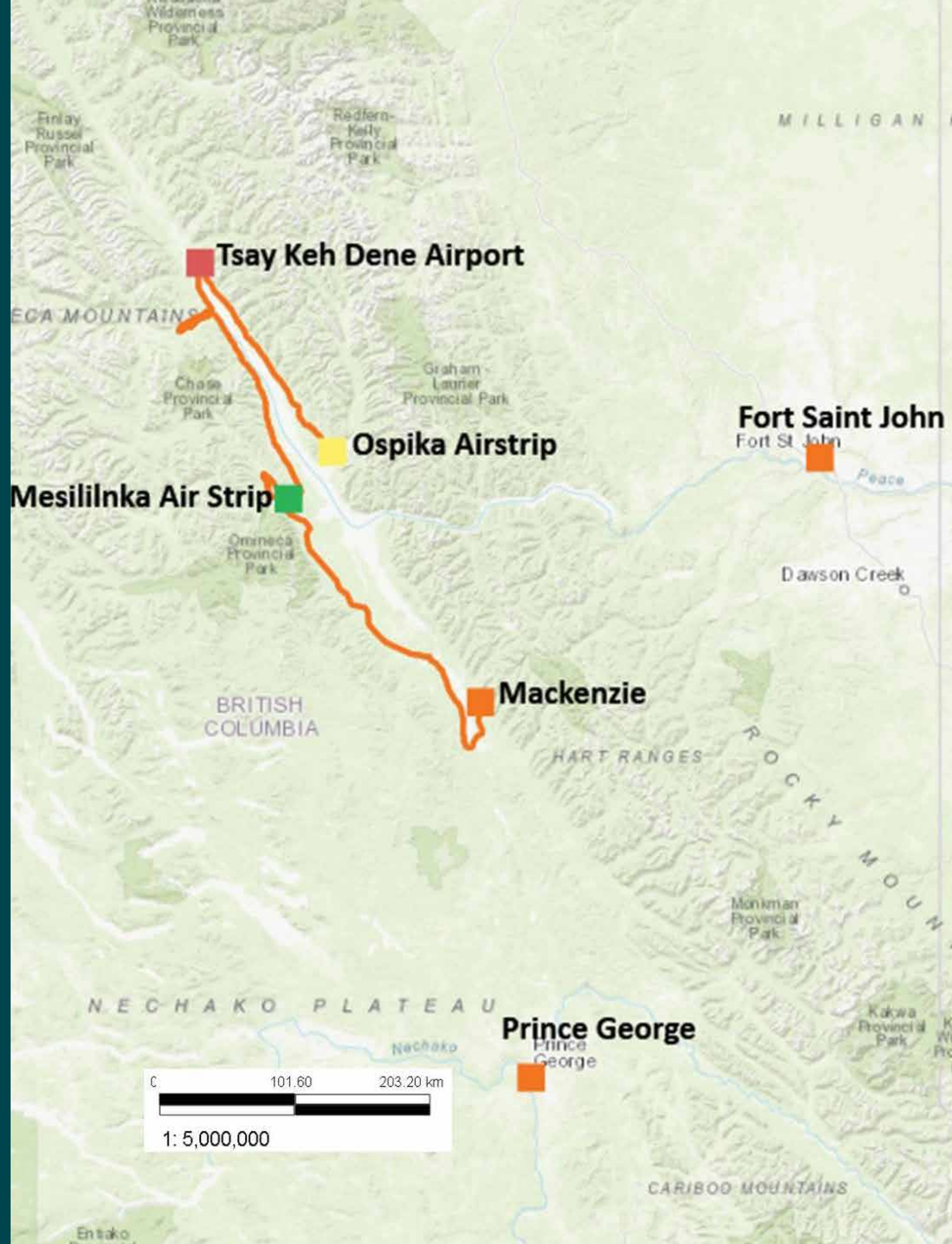
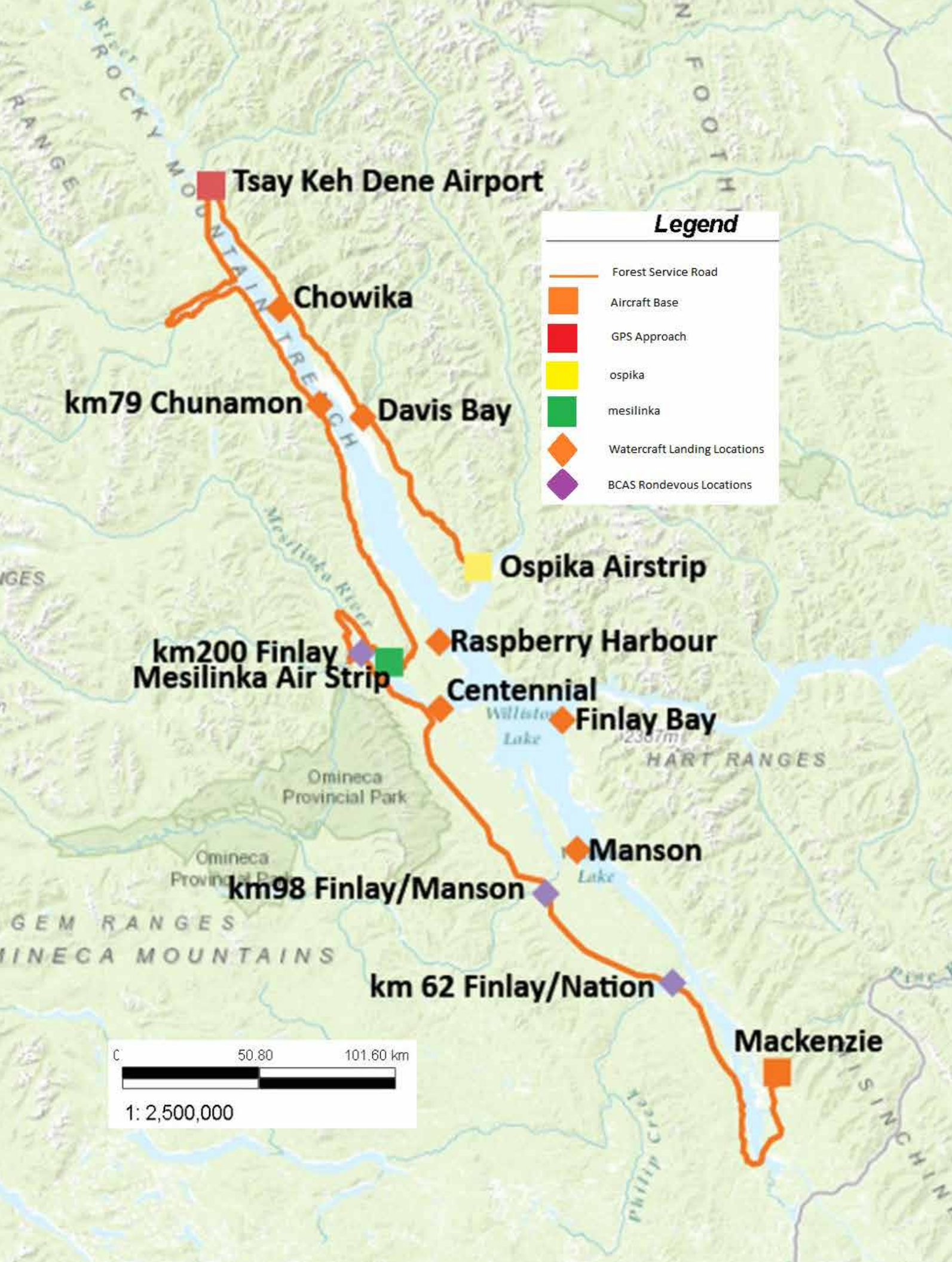
The A-Star is the recommended helicopter type for medivac in industry operations. Unlike the Bell 206, The A-Star accommodates lateral patient packaging with a hard collar



Left Hand Litter - photo Airbus Helicopters



Photo by Mitch Mortensen



## King Air 200 - Air Ambulance

Range .....1000-1800 miles (1600-2800 km)  
Speed..... 253-316mph (407-508kph)  
Service Ceiling..... 35,000ft (10,600m)  
Takeoff Distance..... 2479ft (755m)  
Balanced Field Length..... 5167ft (1574m)  
Landing Distance..... 3,373ft (1028m)  
Patient capacity .....2

The King Air 200 is the workhorse for BCEHS. Its primary function is in the transfer and transport of patients. However it is time to expand their role from patient transfer into a much faster emergency response to remote communities, than what is currently available.



King Air 200 Interior View - Wikipedia



King Air B200 No 45 Squadron RAF - Photo Wikipedia



utilized STARS as a call center to record our permanent site numbers and helipads. STARS can also fly at night. Prince George would be ideal for an emergency response call center to service Local industry. Even if that were activating site numbers and working with existing emergency resources would be a benefit to the industry.

Part of the Emergency Transport Plan includes emergency landing points for a barge. What is concerning is that all we have for local assets to cover 200 km of lake are RCMP zodiacs. One is in Tsay Keh Dene and the other is in Mackenzie. What I Cannot figure out is if the crew compliment on these barges is two and one falls overboard, how does one operate the barge and rescue the other from the water?

The absolute failsafe of an Emergency Transport Plan rests on the ability to reach medical aid by land in a reasonable amount of time. In order for that to be reasonable, road conditions and road maintenance must also be reasonable. Road maintenance standards must be measured by effective transportation of an injured worker/public to medical aid. In the Standards for road classification, transporting injured persons is not in the calculation.

On the B.C. Government page, there is a section on resource roads. Ultimately the province is responsible for

the care and maintenance of all roads. It explicitly states Communities and rural residents have priority. When I asked the Forest Safety Ombudsman who is responsible for what, he responded with

*Your question speaks to the problem. There are actual multiple jurisdiction on resources with no one agency with overriding responsibility. Some examples are WSBC is responsible for roads that fall within a cut block but once a logging truck leaves the block they do not have responsibility for the resources road. MOF has the responsibility for monitoring speeding on resources roads, but does not have the authority to pull someone over to issue the ticket. RCMP jurisdiction ends where the pavement ends and the resource road begins, which is similar for ICBC. So, a logging truck accident on a resources road (as long as there is no fatality) is covered under WSBC, but once the truck hits the paved road it shifts to ICBC. BC Ambulance only service to the end of the highway and not on the resources road, which is why communities like Tsay Keh Dene probably have their own ambulance that just interacts with BCAS. MOF and Ministry of Highways both have specs for gravel road construction and maintenance, but they are not the same.*

*Basically it is a mess and that is because across BC*

*resources roads that started as logging roads now serve communities no different than the highway in front of your house. The solution really lies in starting to identify those resources roads that now service multiple functions, like serving a community (the Bamfield Road may be the best example but there are others) and put in place a new designation of resource road which would clearly establish standards for construction and maintenance as well as who has the legal jurisdiction and enforcement and how both of these functions will be financed. That doesn't necessarily mean the BC pays all of the costs. It could be shared amongst a multiple of groups, including BC, just that someone has the accountability and if people have concerns they can pick up the phone and call someone, which is something they cannot do today.*

*My report on this topic was endorsed by the BC forest Practice Board as well as the union of BC Municipalities and First Nations organizations. The province has started to look at some roads in a one-off manner but haven't made the critical decision to establish a new resources road designation - hope that helps*

In a letter to the Honorable Adrian Dix in Dec 2019, I wrote in response to their public statements regarding the purchase of 2-wheel drive ambulances and their proposed

use of search and rescue/first responders to transport a patient.

From the news article <https://www.terracestandard.com/news/no-four-wheel-drive-ambulances-for-the-north/>

*For injured and sick patients in remote and challenging areas, Miller said the service relies on other emergency services to transport those patients to a safe area where paramedics will take over their care and transport.*

*"We notify Search and Rescue for some emergency medical calls and fire first responders for others to help us get to patients as quickly and safely as possible," said Miller.*

There are no Search and Rescue groups or fire department in the north that can assist with Provincial Ambulance in the context of transporting a patient. They are volunteers who are not equipped to be of value in the scenarios being described. They may have the Work Safe equivalent of emergency transport equipment such as spine board, basket stretcher etc. However, The scenarios would call for the use of a Mobile Treatment center or Industrial ambulance to transport a patient and rendezvous with provincial ambulance. Neither the Search and Rescue or Fire Department have those resources.



Photo by Albert Belcourt - Finlay and Chunamun Forest Service Roads in extreme condition during Spring 2021.

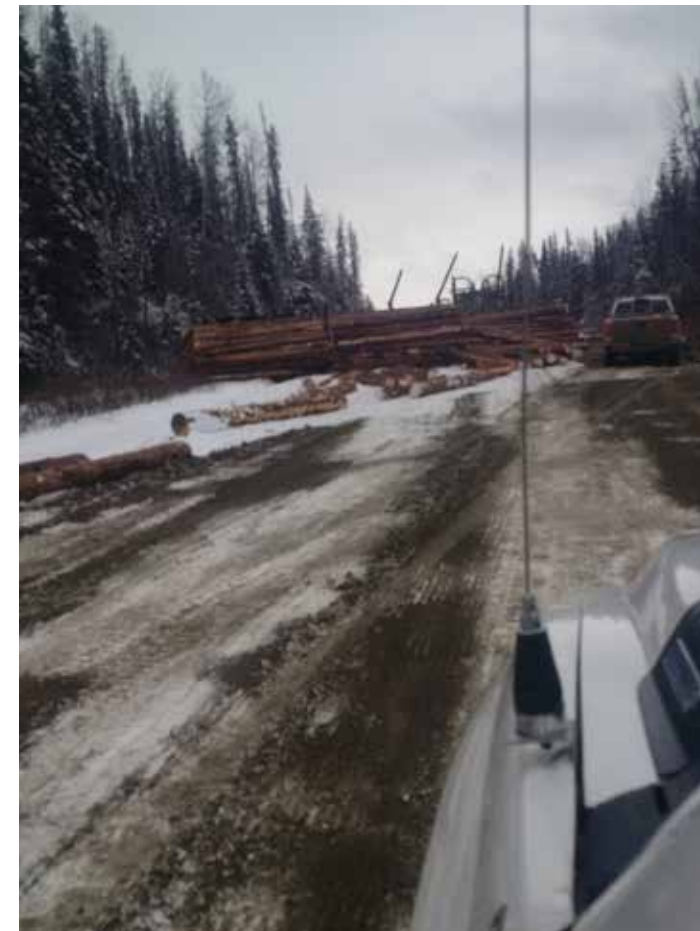


Photo by Mitch Mortensen - Lost load on the Finlay and who throws the rescue ring to a man overboard?





Roger Harris - BC Forrest Safety Ombudsman - Website

The belief that Search and Rescue members are to utilize their personal 4-wheel drive or all wheel drive vehicles to respond to an emergency, treat and transport a patient is in error. I will also question the legality of Search and Rescue being utilized in the manner of treatment and transport.

To suggest using chains on an ambulance as an option is desperate. It takes a lot of time to put chains on an ambulance. It also compromises the ambulance crew response time by significantly limiting speed of the unit. Should a chain come loose and wrap around the axle, it will compromise the unit. This would leave your ambulance crew stranded to say nothing of the patient.

*“The nature of a 4x4 ambulance means an increased floor height, significantly increasing the risk of injury while loading and unloading the ambulance. Musculoskeletal injuries are by far the leading cause of injury for paramedics.”*

This is untrue. I have used decommissioned provincial ambulances (two wheel drive) on industry operations. I have also used decommissioned 4 wheel drive ambulances from Colorado re purposed for industry operations. There is virtually no difference in floor height and any difference would be negligible.

Below are two articles about an Encana oil/gas project where a faller was injured by a tree and died in 2005.

<https://www.pressreader.com/canada/vancouver-sun/20090206/282441344981670>

<http://www.yowcanada.com/news/EnCana.asp>

The articles fails to describe that freezing rain prevented



Hans Dysarsz - Founder of HEROS

the helicopter from flying and that BC ambulance slid into the ditch because of freezing rain. I know this because I knew the medic who was on that call. We both worked for the same company.

Another occurrence of an ambulance being compromised was the death of Jackie Inyallie who died in November 2009.

<https://www.cbc.ca/news/canada/british-columbia/trauma-victims-get-third-world-medical-help-in-b-c-s-north-1.1359750>

*“...But got delayed by slushy road conditions.”*

*“Reports given to Spence indicate it took almost five hours to transport her foster daughter to the hospital, and by that time, doctors weren’t able to save her before she bled to death.”*

<https://www.princegeorgecitizen.com/news/local-news/foster-parents-still-awaiting-inquest-into-daughter-s-death-1.1033641>

*“The weather on that particular day was very limiting, both for road conditions and the ability to fly and this incident occurred in remote location relative to where resources are,” said Mike Michalko, the BCAS executive director for rural operations*

I had met Jackie Inyallie in September of 2009, just a few months before her death. I orientated her and several others for a company I was working as a safety officer. I even kept her and a few others after class to view a work safe video called “Lost Youth”.

I concluded the letter with a proposal of having at least one 4x4 provincial ambulance that would service each northern community through the winter.

As the BC Forrest Safety Ombudsman and Heros have pointed out, there is an obvious need for an overhaul to



Dr M.J. Slabbert - LinkedIn Profile Picture

the 1974 Health Services Act. It must also be noted that there needs to be a change in people’s perception about the north.

This spring the Finlay and Chunaman Forest Service Roads were closed. Places like Tsay Keh Dene were grossly compromised for ground transport of any kind. They are just one community of many within this province that are receiving substandard emergency response. Persons working at the larger mines or logging operations are also at risk when the road conditions are this extreme.

Projects that do not meet the threshold for an MTC/IA onsite are Dependant on rescue by provincial resources as per their Emergency Response Plan. Lone miners and prospectors are especially at risk because they are often working alone.

Working alone does have its concerns. It is recommended to have someone to check in with when working along. There are technical devices such as an in-reach or Sat Phones that can be used to maintain contact and report an emergency.

In conversation with the Director for Emergency Health Services Don Elzinga, BC ambulance has made some significant progress since our initial conversations in 2018. We now have a BC Air ambulance helicopter based in Prince George. It is a daylight only aircraft, but it is a step in the right direction with potential to evolve into night flights. The procedure for dispatching this aircraft is to activate it through the 911 system and provide Lat and Long coordinates. A Surge plan added 50% more aircraft to the provincial operations. They have added a 4x4 ambulance at Tatla Landing. Data collection is a big deal.

*“A minister order during the pandemic allowed for Alberta (STARS) to do point to point in BC. It was specific to the pandemic but it opened the door a crack. A weekly meeting is held with top level people bringing a degree of*



Don Elzinga - Director BCEHS Patient Transfer Services - LinkedIn Profile Picture

*collaboration that wasn’t there before.”*

*“After you and I talked (Summer 2018), we got the STARS auto-launch up in the Peace River running. Stars is able to come and do auto-launch’s and responses for that area which they hadn’t done before but based on a 911 call. That is something new and unique”*

BC working with STARS has been a long time coming and I am grateful to those for making it happen. Taking this triangulation technique one step forward, I mentioned to Don Elzinga about the recommendations regarding fixed wings in the Foulkes report. We have the air ambulances now but we also inherited the airstrips from the early days. It may be possible to develop a triangulated grid from these existing airstrips throughout the province and expand the use of the King Air. Mr. Elzinga offered to get me in touch with the aviation department. I am looking forward to the opportunity. The airstrips vary in length from 1200meters and up.

The last email I received from the BC Forrest safety Ombudsman Roger Harris concerning the compaction test for the Mesilinka air strip and road conditions on the finlay and chunamon was “I will make some enquiries”

If Primary companies working on Willsiton Lake adopted this Transportation of an Injured Worker together, the costs would be nominal and the benefit great.

## A case in Point

The BC Forrest Safety Ombudsman - *BC Ambulance has a number of helicopters in their fleet, which they also utilize for patient transfer but in the larger urban centers also dispatch them to respond to accidents - but in rural BC where helicopter response (specifically hoisting) would significantly improve health outcomes BCA has a policy of not using helicopters. Whereas Search and rescue dos use helicopters - so it is not unusual for search and rescue to be called out to accident where they will bring in a helicopter to airlift a patient but can only take them to the closest point to where they can be put into an BCA (because of the 1974 legislation) - the helicopter flies back to its base - which may only take 30 minutes or less - which is usually where the local clinic or hospital is and the inured person must bounce down a resource road for sometimes hours to get to the same place. It makes no sense - once a helicopter has a patient it should take them directly to the closest hospital*

What is described above is exactly what happened on my first meeting to join the Search and Rescue in Mackenzie 2008. It was a Wednesday night and I made sure to be at the fire hall a little early as their weekly meeting started at 7pm. I met the President of the association and briefly introduced and identified myself as a level 3 medic. It was just after 7pm when the phone rang, and we learned there was an injured hunter on the side of a mountain in the Pine Pass.

He was now the search manager and chance put me with an experienced team that set out to reach the subject. We traveled onto a logging road several kilometers into the Pine Pass. I didn't have a 72hr pack which was standard for a member of search and rescue, but I did have a full level 3 backpack. We hiked about 1km through dense forest up a mountain side in the dark to reach the subject.

It was cold and damp. We were about 100 feet below the snow line. Winter was eminent. His injury was a fractured ankle. I managed to build a plantar splint and a team member provided some wood to affix it to. It was the first time I spent the night monitoring a patient. I eventually ran out of paper and began memorizing his vitals to monitor any changes. Thankfully, there was no trauma to this patient.

Potential for hypothermia was a concern though. Keeping him warm through the night was a lesson in space blanket use and warming rocks with hot coals to place on his side opposite to the fire to keep him warm.

During first light we found an open area and cleared it for a helicopter to land. The fog was thick, but we had it ready in time for a Bell Ranger Helicopter to respond when the fog cleared.

Using an onboard stretcher, we loaded the patient, and I flew out with him to an awaiting ambulance at the bottom of the mountain. They would assess him and then transport him to hospital. That was the beginning of five years with Search and Rescue in Mackenzie.

## When to Forget Policy

*“There are Silos and jurisdictions that we need to break down which I been trying to do in the health authority world for the last five years which has been very very successful. So now we are trying to carry that over onto the emergency world. Do we make these decisions on Silo ownership of a patient or is it what's best for patient care and I think we have seen a shift in our culture to what is best for patient care”.*

*I was involved with a hypothermia specialist, a doctor out of Royal Columbian who called me one day and says “look we have a search and rescue call going on in Squamish in the back country. They want to fly the patient (Christine Tink Newman) to Squamish general to meet with ground crew. If this young girl gets dropped off at Squamish general, by a ground crew, she is going to die. She needs a Atmo site. She needs to be flown directly to Vancouver General by the search and rescue helicopter. [Read more here](#)*

*For we fly to Vancouver and we forget policy on this. This girl was a Calgary Olympian who is the record for either the world or Canada for the longest CPR in progress because she was found in a tree well overnight frozen solid. She was flown to a Atmo site and walked out of the hospital two days later. Would not have happened had it not been for the collaboration and the work that needs to be done to help search and rescue and front line providers at some of these smaller sites to be able to get to the right place the quickest.” – Don Elzinga*



## War in The New El Dorado and The Birth of British Columbia

Published October 12, 2019 in *TheOrca.ca*



Daniel Marshall

160 Years later, how did we get where we are today?

It seems to me that having researched the history of our province for many decades, the establishment of British Columbia was born of the clouded realities

of a colonial project mired in the chaos of a frontier gold rush.

“This colony was not like Australia or New Zealand,” warned the Duke of Newcastle. He was right. As I have stated in a previous article, the establishment of BC did not fit formal models of colonialism practiced elsewhere in the British Empire. This was entirely due to the chaos and warfare that crossed the unmarked border with the United States – the partition line that cut Old Oregon in half in 1846.

From my own research on Indigenous-newcomer conflict in the Northern Pacific Slope region and particularly British Columbia, the central preoccupation of Governor James Douglas was the ever-constant threat of Indigenous warfare on fledgling non-native settlements. This was the main concern of the imperial government, too.

Herman Merivale, the permanent undersecretary of state for the colonies, wrote (while professor of Political Economy at Oxford University) that:

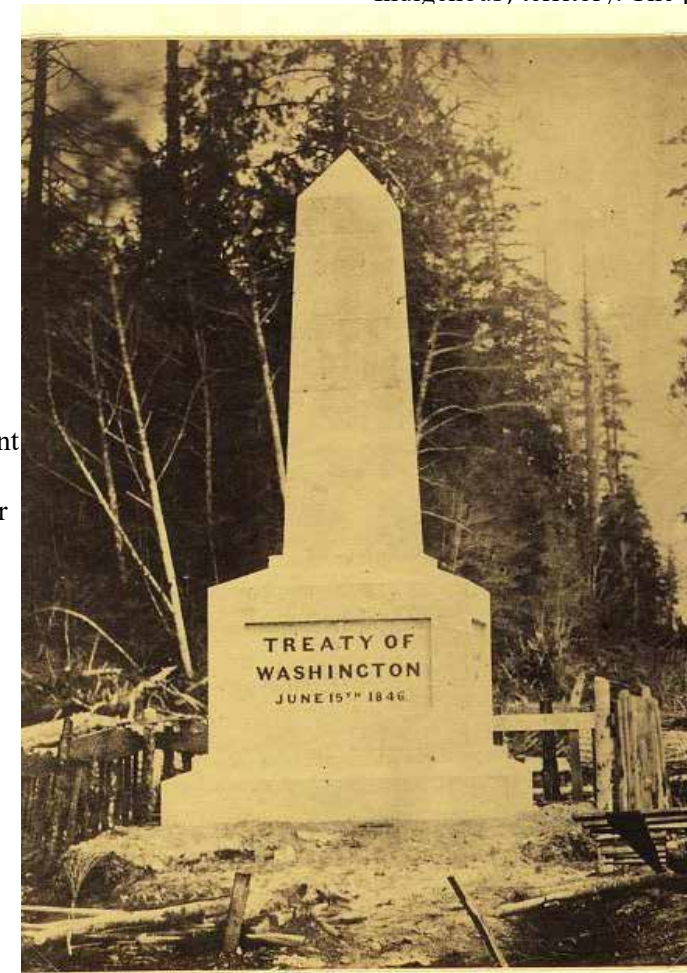
*The history of the European settlements in America, Africa, and Australia presents everywhere the same general features – a wide and sweeping destruction of native races by the uncontrolled violence of individuals, if not of colonial authorities, followed by tardy attempts on the part of governments to repair the acknowledged crime.*

This threat of Indigenous-

newcomer violence and warfare is a recurrent theme found throughout the early history of the colonies of Vancouver Island and British Columbia, and most certainly south of the 49th parallel in Washington Territory.

As such, Douglas – either in his capacity as Chief Factor of the Columbia Department of the Hudson's Bay Company (HBC) or as a colonial governor – was always careful to enact policies that ensured peaceful relations with Indigenous peoples. Predicated in large measure on earlier and successful fur trade/HBC practices (negotiated for the most part within pre-existing Indigenous systems of law), his policies largely stemmed violent conflict until the critical and catastrophic year of 1858, when the mainland Crown Colony of British Columbia was formed.

Douglas had repeatedly warned the imperial government that violent conflict would likely occur with the expansion of the California mining frontier into British (let alone Indigenous) territory. The partition of Old Oregon in



Border Obelisk, Point Roberts, US Boundary Commission, c. 1859-1861, Library of Congress, Washington DC

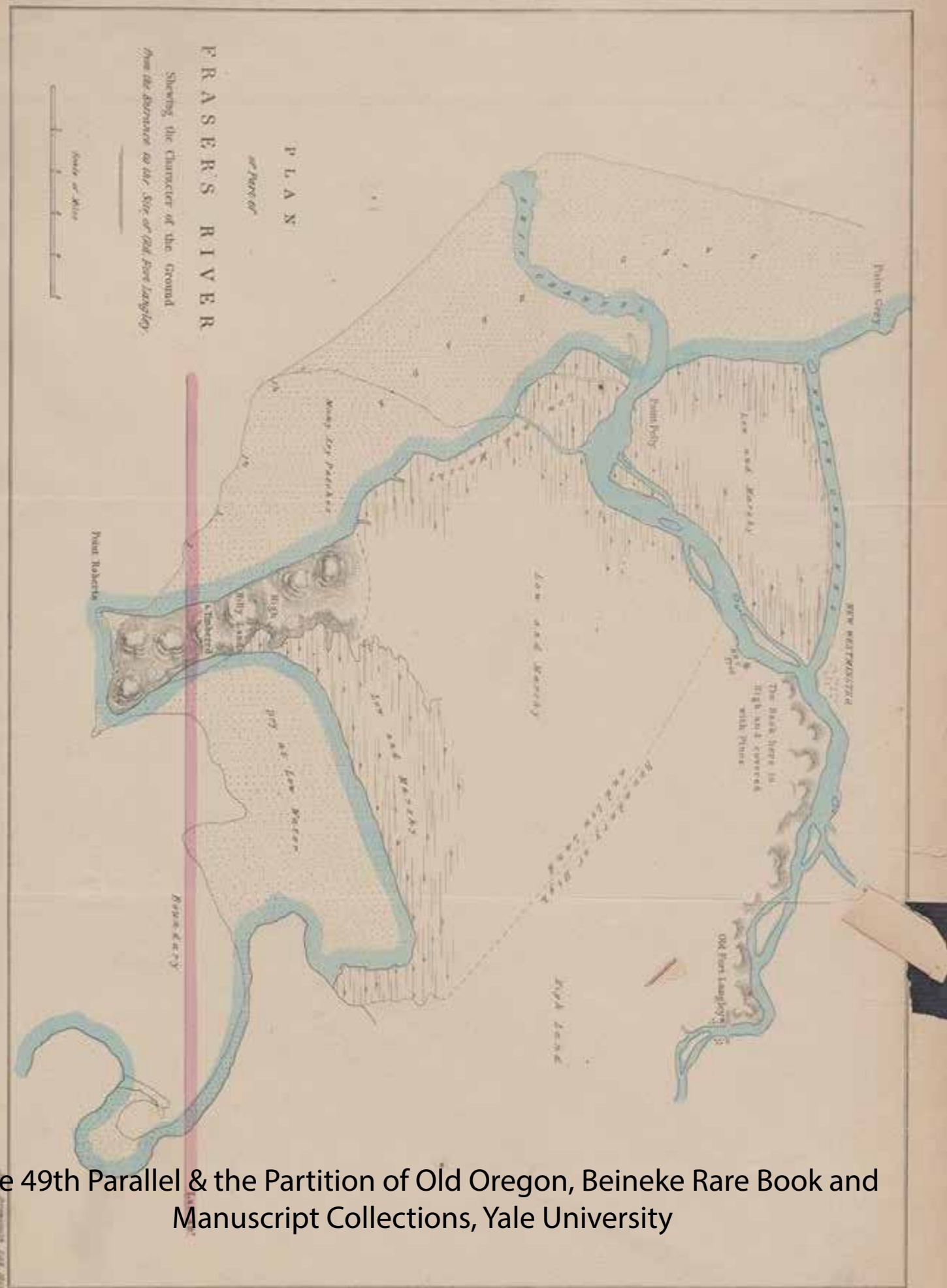
1846 had still not been fully surveyed, and remained, as the Duke of Newcastle considered, “an imaginary boundary” that neither defined the Indigenous world nor the violent warfare directed largely from south of the border.

Douglas had already witnessed the violent confrontations increasingly occurring in Washington territory prior to 1858, where the “Indian Wars” continued well into the 1870s, considered the last great such conflicts in the United States.

In the summer of 1858, as Douglas had predicted, wholesale conflict erupted along the Fraser and Thompson river corridors.

It was due to the huge influx of non-native gold seekers that precipitated the Fraser River War of that year – a largely-forgotten event that has taken 160 years to tell more fully.

Indigenous lands along the southern section of the Fraser



The 49th Parallel & the Partition of Old Oregon, Beineke Rare Book and Manuscript Collections, Yale University



Ethnographer James Teit & Nlaka'pamux wife Antko, Spences Bridge, BC

River corridor below the 51st parallel were invaded by large paramilitary-like companies of foreign miners. The extermination practices of the California mining frontier was baggage carried north with the requisite pick, pan, and shovel. Mining – the single greatest disruptor of Indigenous lands in the American West – created a frontier defined and segregated by race. This frontier did not recognize the British-American border, and effectively shaped the Fraser River landscape in its own image.

This sudden invasion broke the back of Indigenous control over access and use of their territories and resources, shaped the Native landscape into a series of foreign, ethnically-defined mining enclaves, and precipitated the formation of Indian reserves even before the British proclaimed the Crown Colony of BC in the fall of 1858.

Among the Indigenous Nations that bore the brunt of the expansion of the California mining frontier into BC were the Nlaka'pamux, Okanagan, and the Secwepemc (Shuswap) peoples – who were in the process of forming a confederacy to drive out all foreign born gold seekers.

Ethnographer James Teit recounted some forty years later the dire circumstances of this war and the Indigenous response to it:

*Hundreds of warriors from all parts of the upper Thompson country had assembled at Lytton with the intention of blocking the progress of the whites beyond that point [he stated], and, if possible, of driving them back down the river. The Okanagan had sent word, promising aid, and it was expected that the Shuswap would also render help. In fact the Bonaparte, Savona, and Kamloops bands had initiated their desire to assist if war was declared. For a number of days there was much excitement at Lytton, and many fiery speeches were made. CuxcuxesqEt, the Lytton war-chief, a large, active man of great courage, talked incessantly for war. He put on his headdress of eagle feathers, and, painted, decked and armed for battle, advised the people to drive out the whites.*

In 1859, the next year after the conclusion of the Fraser River War, Douglas remained concerned about the possibility of “having the Native Indian Tribes arrayed in vindictive warfare against the white settlements.” In further reporting to Lord Lytton, Secretary of State for the Colonies, Douglas – from his long years of experience – cautioned the importance of maintaining peaceful relations:

*As friends and Allies the native races are capable of rendering the most valuable assistance to the Colony while their enmity would entail on the settlers, a greater amount of wretchedness and physical suffering, and more seriously retard the growth and material development of the Colony, than any other calamity to which, in the ordinary course of events, it would be exposed.*

Douglas understood this threat well. Without the active participation of Indigenous peoples in the fur trade, HBC operations on the Pacific would have been severely hampered – if not entirely impossible.

While the gold rush of 1858 seemingly changed everything – having eclipsed the fur trade – the new economy was still ultimately dependent in large measure on the involvement of Indigenous peoples.

“Take away the Indians from New Westminister, Lillooet, Lytton, Clinton,” stated MLA Thomas B. Humphreys during the Confederation debates just 12 years later, “and these towns would be nowhere. . . Take away this trade and the towns must sink. I say, send them out to reservations and you destroy trade, and if the Indians are driven out we had all best go too.”

Douglas’ repeated warnings to the imperial government about the likelihood of native-newcomer conflict were recorded in colonial dispatches that, in many instances,

were printed for British Parliament. These published warnings were subsequently viewed by the influential Aborigines Protection Society (APS) – borne of William Wilberforce’s anti-slavery movement – who in short order expressed great concern to the Colonial Office that exterminationist campaigns against Indigenous peoples in California was about to be repeated. They urged immediate action. As such, Lord Lytton demanded that all necessary steps be taken to protect the Indigenous peoples of British Columbia from a similar fate and sent the APS letter to Douglas on 2 September 1858:

*It appears, from all the sources of information open to us, that unless wise and vigorous measures be adopted by the representatives of the British Government in that Colony, the present danger of a collision between the settlers and the natives will soon ripen into a deadly war of races, which could not fail to terminate, as similar wars have done on the American continent, in the extermination of the red man.*

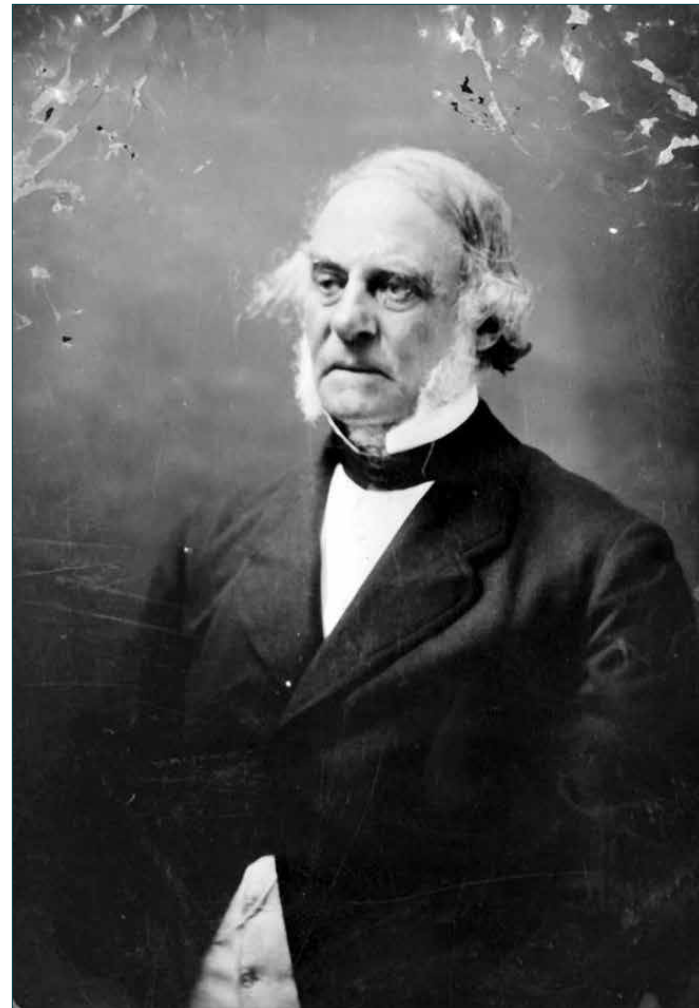
*The danger of collision springs from various causes. In the first place, it would appear from Governor Douglas’s Despatches, as well as from more recent accounts, that the natives generally entertain ineradicable feelings of hostility towards the Americans, who are now pouring into Fraser and Thompson Rivers by thousands, and who will probably value Indian life there as cheaply as they have, unfortunately, done in California.*

The APS and indeed British policy sought to stem the violent tide of the California mining frontier and encouraged “some guarantee that the promised equality of the races should be realized . . . and instead of obstructing the work of colonization they [Indigenous peoples] might be made useful agents in peopling the wilderness with prosperous and civilized communities, of which they one day might form a part.”

In my opinion, the APS letter sent by Lytton to Douglas provided the new governor with the essential spirit of the Indigenous protection policy that had evolved. Indigenous peoples were to be treated as equals, and the method to secure this goal – from the imperial perspective – was to ensure that land reserves were set aside and protected from newcomer encroachment.

These Anticipatory Reserves, as Douglas had called them, were for the express purpose of forestalling further conflict, a safe refuge in which to prepare Indigenous peoples for entry into the “civilized life.”

From our modern perspective, these policies that had Liberal humanitarianism as their foundation appear as solidly Eurocentric and self-justifying, but nevertheless a concerted attempt to halt the exterminationist practices found throughout the world in previous centuries,



Governor James Douglas

and particularly the atrocious results of U.S. cultural assumptions still prominent during the 19th century.

Even after the Fraser Canyon War, Douglas continued to be concerned that further Indigenous-newcomer violence would unfold. Writing to the Duke of Newcastle, October 9, 1860, in the aftermath of the 1858 Fraser War, Douglas stated:

*I had the opportunity of communicating personally with the Native Indian Tribes, who assembled in great numbers at Cayoosh [Lillooet] during my stay.*

*I made them clearly understand that Her Majesty’s Government felt deeply interested in their welfare, and had sent instructions that they should be treated in all respects as Her Majesty’s other subjects; and that the local Magistrates would tend to their complaints, and guard them from wrong ... and that on their becoming registered Free Miners, they might dig and search for Gold, and hold mining claims on the same terms precisely as other miners; in short, I strove to make them conscious that they were recognized members of the Commonwealth.*

The Commonwealth Douglas spoke of was based on

policies of inclusion (not surprising considering what had occurred to HBC families south of the border); it was a ‘British California’ that made sure to distinguish itself from the discriminatory practices found south of the 49th parallel.

Douglas met with the assembled chiefs at Rock Creek, BC, with the object of determining what grievances they might have that could “induce them to make reprisals on the white settlers.” The governor was to discover that:

*There was one subject which especially pre-occupied their minds. . . . namely the abject condition to which the cognate Native Tribes of Oregon have been reduced by the American system of removing whole Tribes from their native homes into distant reserves where they are compelled to stay, and denied the enjoyment of that natural freedom and liberty of action without which existence becomes intolerable.*

*They evidently looked forward with dread to their own future condition, fearing lest the same wretched fate awaited the native of British Columbia. I succeeded in disabusing their minds of those false impressions by fully explaining the view of Her Majesty’s Government, and repeating in substance what ... was said on the same subject to the Assembled Tribes at Cayoosh [Lillooet] and Lytton.*

*Those communications had the effect of re-assuring their minds and eliciting assurances of their fidelity and*

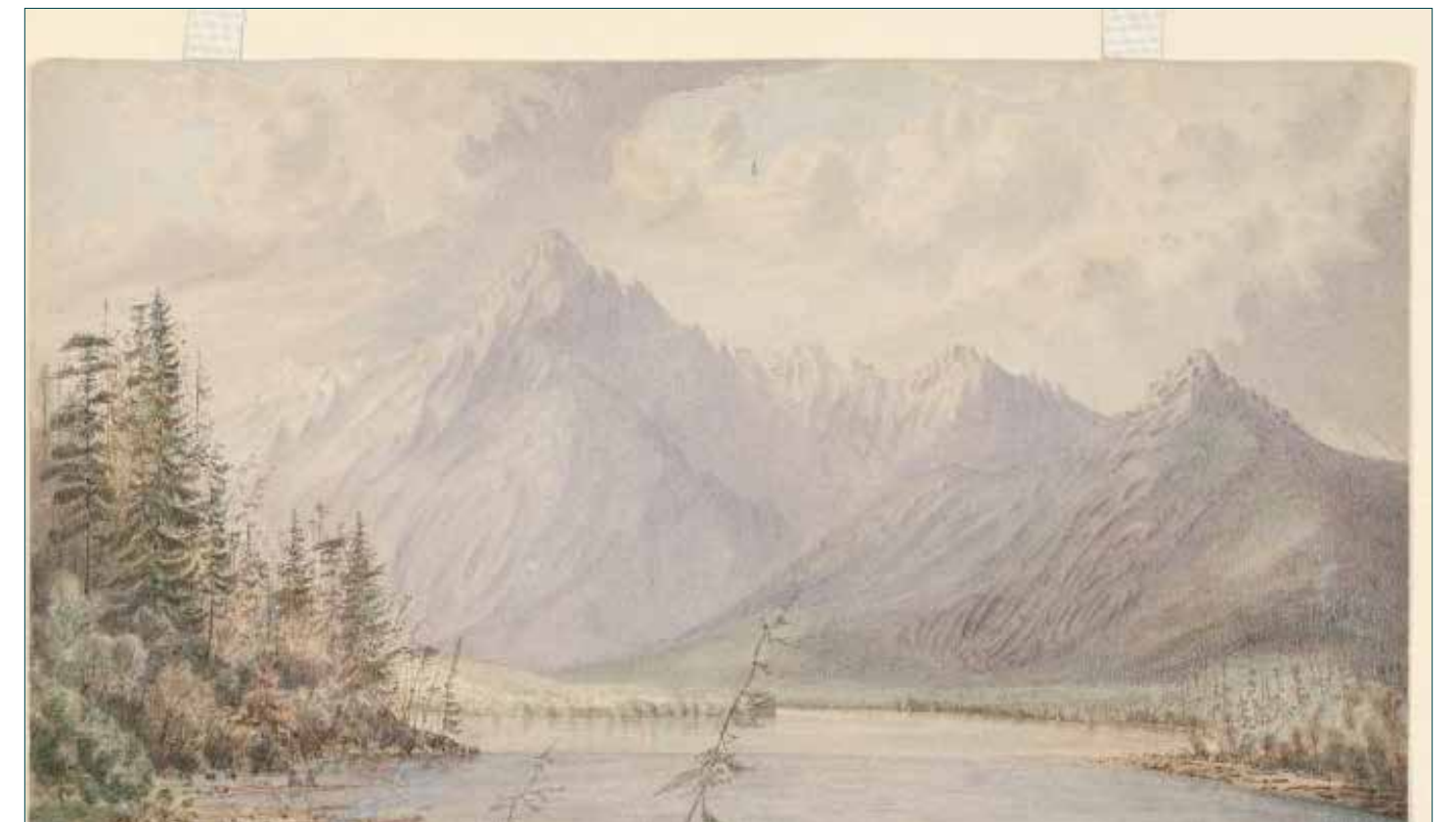
*attachment.*

Douglas protected the rights of Indigenous peoples to the best of his abilities. Once again, though with the exception of the Fraser Canyon War, British Columbia was different. In the post-1858 world, First Nations (women included), along with Chinese, were the main miners operating along the Fraser and Thompson rivers. Unlike their US counterparts, they were not targets of eradication.

For instance: “From about 150,000 native people still living in California at the time of the [1848] gold discovery,” states historian Jim Sandos, “that number had plummeted to 30,000 in 1860, an 80 per cent decline in just twelve years.” And Sandos attributes “the systematic murders of Indians by whites . . . [as] the greatest single cause of death after 1848.”

While Douglas assured Indigenous people that relocation from traditional lands was not part of the BC Indian Reserve policy, the governor had originally agreed with Lord Lytton as to its possibility. Lytton had pondered in a draft reply to Douglas whether “the desirable thing would be to remove them, by argument, agreement, & reasonable terms from the [gold] Diggings most thronged to by the whites.”

Lytton subsequently instructed Arthur Blackwood, senior clerk in the North American Department of the Colonial



Fraser River Camp, US Boundary Commission, Beineke Rare Book and Manuscript Collections, Yale University



Mrs. Tolmie laying wreath at Spintlum Memorial

Office, to soften the language of the draft despatch from expressing Lytton's own view of the desirability of removal to a query to Douglas as to "would it be possible." The final despatch sent to Douglas was modified accordingly and asked whether it "might be feasible to settle them permanently in villages."

Lytton's inspiration with regard to Indigenous removal from traditional lands clearly came from the work of Sir George Grey, Governor of the Cape Colony in South Africa. Throughout his colonial career, Grey was also the Governor of South Australia, twice Governor of New Zealand and later the Premier of New Zealand. Referring to Grey's work as a model



Indians at memorial service to their Chief Spintlum

for consideration, Lytton stated to Douglas:

*Sir George Grey has thus at the Cape been recently enabled to locate the Kaffirs [derog. Black Africans] in villages, and from that measure, if succeeding Governors carry out, with judgment and good fortune, the designs originated in the thoughtful policy of that vigorous and accomplished Governor, I trust that the posterity of those long barbarous populations may date their entrance into the pale of civilized life.*

Douglas initially responded enthusiastically to Lytton's query such that:

I have the honour to acknowledge . . . the policy to be observed towards the Indian tribes of British Columbia, and moreover your instructions directing me to inform you if I think it would be feasible to settle those tribes permanently in villages. . . . I have much pleasure in adding, with unhesitating confidence, that I conceive the proposed plan to be at once feasible, and also the only plan which promises to result in the moral elevation of the native Indian races, in rescuing them from degradation, and protecting them from oppression and rapid decay.

Of course, Grey's relocation of Black Africans was the basis for the Apartheid system in South Africa. In my opinion, Douglas – while seeming to have agreed initially with Lytton – ultimately did not institute a similar policy, realizing it would have precipitated further and greater Indigenous-newcomer warfare.

Douglas was always cognizant of the threat of warfare. This ever-present threat of Indigenous-newcomer conflict not only informs the establishment of early Indian reserves, but also is one of the key contexts that explains and helps define the so-called Douglas system of early colonial Indigenous policy. More importantly, the peace concluded in 1858 in the aftermath of the Fraser Canyon

War was bolstered by Douglas' strong commitment that Indigenous peoples "should be treated in all respects as Her Majesty's other subjects. . . that they were recognized members of the Commonwealth."

Some 70 years later the words of BC's mixed-race governor were reiterated by the province's mixed-race premier.

In 1930 Premier

Simon Fraser Tolmie (son of prominent HBC'er Dr. William Fraser Tolmie) met with two hundred members of the Nlaka'pamux Nation in Lytton at the Spintlum Memorial in a ceremony that recognized the extraordinary peacemaker role played by Chief David Spintlum in 1858. On a blazing hot sunny day, 15 June 1930, Chief Jimmy Anderson stated, "Spintlum, he was my friend, the great chief. He made an agreement with the white men to shed no blood. It has been carried out. I am very glad. I stretch out my hand and I cling to this treaty with the whites. I am very happy that the great chief [Tolmie] has come to us, for his father we knew well and loved him."

Premier Tolmie – descendant of the HBC fur trade – then replied:

I am glad to meet you here for you are my father's friends. Whitemen and Indians own this province together. Let us develop it together. My advice to your young men, as to the young men of my own people, is to educate yourselves to take a strong and good part in the development of our country.

Here was the promise of Governor Douglas – the guarantee of a BC commonwealth – restated to all assembled and translated into their own language (The Province, 16 June 1930) – a compact in response to the chaos of the gold rush and the promise of a future together in marked contrast to our neighbours south of the

international divide.

Clearly, after almost another 90 years later, the words of both Douglas and Tolmie should not only be remembered – but fully enacted.

A fifth-generation British Columbian, Daniel Marshall is an author, professor, curator, documentarian, and researcher focusing on British Columbia's relatively untold but rich history. He is a recognized leader and award-winning researcher on historic Native-Newcomer relations, and their evolution and implications on Aboriginal rights today.

His award-winning documentary, Canyon War: The Untold Story, has aired on Knowledge Network, APTN, and PBS. His latest book, Claiming the Land: British Columbia and the Making of a New El Dorado, is available in bookstores across B.C.

Claiming the Land has achieved a rare and possibly unique feat in BC History by winning three major book awards: the Canadian Historical Association's 2019 CLIO PRIZE for best book on B.C.; the 2019 Basil-Stuart-Stubbs Prize for outstanding scholarly book on British Columbia, administered by UBC Library; and the 2019 New York-based Independent Publishers' Book Award (Gold Medal for Western Canada).



Oregon Country/Columbia District 1818-1846. - Wikimedia Commons

## Thrilling Experience Of Bullion Mine Owner

*Published in Vancouver Daily World January 02/1920*

### ROBERT T. WARD FIRST CAME WEST DURING AMERICAN WAR DAYS WHEN MEN FOUGHT AND SHIPS SINKING

*Born in a little village in the county of Frontenac on the banks of the St. Lawrence over 68 years ago, the life history of Mr. R.T. Ward, the owner of the celebrated Bullion placer mine has been one long romance. Its incidents if fully set out would fill a volume and his recollections of the early days of San Francisco and of the British Columbia coast and Cariboo district are most interesting. A short description of his journey from Kingston to San Francisco follows in his own words.*

#### War Was Underway

“In June, 1863, I left Kingston Ontario, for California.” Said Mr. Ward. “I was just 13 years old. My father had gone there a year or two before and had sent for me to join him. I was all alone but in those days a 13-year old boy was much more mature in many ways than now. He had to be. I went to New York by rail and had to wait there for five days for the steamer to load its freight during which time I stayed at Lovejoy’s Hotel, near Trinity Church. The city was full of marching troops for that was in the early days of the American War. My ticket by sidewheel steamer “Northern Light,” cost \$140 and I remember it was crowded. Going down to Aspinwall, now the eastern end of the Panama Canal, we had to be very careful about showing lights at night for fear of being captured by the “Alabama” which was at that time capturing and sinking ships every day.

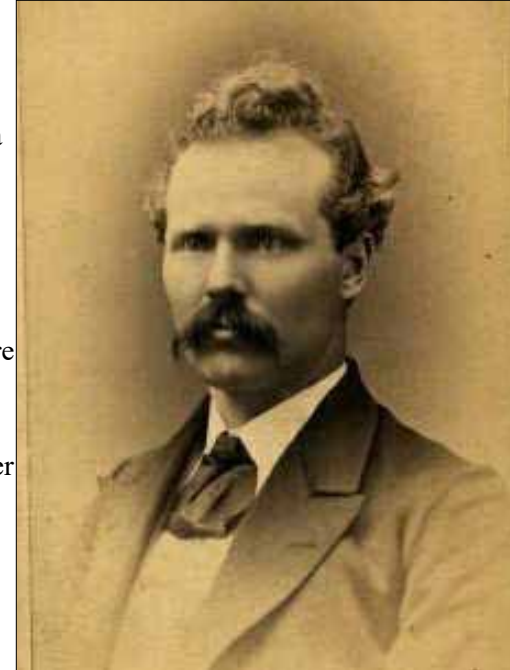
From Aspinwall we went across the isthmus by rail to Panama. We were not allowed into the town as there was some revolutionary trouble on but I remember the barefooted soldiers whose entire uniform consisted of cotton pants, shirt and big sombrero.

#### Trip Was Tedious

“It took us just 32 days from New York to Frisco. I got a job in Frisco at \$150 a month and saved quite a bit of money as I had only been getting \$2.50 a month back in Ontario. After a couple of years there I got homesick and took a trip back east again but in 1866 I got up a party of 21 young fellows and we started west together. I remember

on our way up the coast on that trip the ship called in a

Acapulco in Mexico. There had been a battle near there the day before between the Mexicans under Juarez and Maximilian’s troops and the place was full of wounded.”



“Of that little party of 21,” concluded Mr. Ward, “I am only now in touch with one, John R. Williamson who is up the Fraser at the mouth of the Chilcotin, this winter examining the river gravel with a view to dredging for placer gold. All the rest of the boys are either dead or so scattered up and down the coast that I haven’t heard of them for years.”

In another article dated Oct 24, 1919 Mr. Ward is quoted “I was born at the village of Croydon near Kingston, Ontario, “ said he. “At the age of 13 (lucky number) I went to California with my family. I commenced my mining experience in 1868 in Eastern Nevada, and was one of the locator’s of the Silver King mine in Arizona, one of the most celebrated mines in the southwest. I came to British Columbia in 1871.”

He had followed the trade of a millwright and built a number of quartz mills and sawmills. His mining operations have been largely confined to the Cariboo and Lillooet districts. He located the Horse Fly mining section and the Horse Fly Hydraulic Mining Co. Property next to his. Over \$600,000 has been spend on this property.

Mr. ward also has very extensive timber interests in Southeastern Cariboo and according to him this district is the garden of British Columbia

## The Hopp Bill

*Mtich Mortensen*

He can be described as an opportunist. However, it can also be said that his interpretation of law made for an interesting argument.

John was native of Preston, Minn who by one account come to Barkerville in the early 1890’s. We know he started mining operations in the Cariboo in 1893 on Slough Creek. When that enterprise was mined out, he became interested in other placer properties in the area.

Backed by Hewitt Land Company of Tacoma, Mr. Hopp was able to secure Lowhee, stouts gulch, Williams Creek, and Mosquito Creek.

As early as 1909 Hopp was attempting to secure water rights to ensure his operations would have ample supply.

The sheer amount of water over such a large area is what captured all the attention and contempt. The article records John Hopp as holding 6 placer claims, 9 real estate placer claims and 35 water records on twenty different streams! The end result would be 13,400 miners inches of water in addition to the entire flow of French Creek. John Hopp sought to control at least three times the water resources the Bullion Mine had in Hobson’s time!

People within the district and familiar with mining believed the passing of the bill would tie up all mining operations and hold them hostage for water. Harry Jones (Cariboo) read several telegrams (35) from the Cariboo asking him to prevent the passage of the Hopp bill. There hadn’t been enough time for the Cariboo to mount a proper petition. The bill was reported to be 95% opposed.

The Victoria Daily Times March 4, 1909

*“We are, up there, like the Irishman who bought a cat; he was caught between the difficulty of holding it or of getting rid of it” said Mr. Jones as he sat down amid laughter and applause.*

John M. Yorston also opposed the bill

*“If the law is good enough for the individual miner it is good enough for the capitalist; if it is not good enough for the capitalist to invest under then let us change the law and all share alike,” said Mr. Yorston*

Someone described as a Junior member of the Cariboo Declared that the passage of the bill would stop

*prospecting in that area, as no man would go in with such a handicap. Stuart Henderson (Yale) argument was the bill*

*“Would mean the giving away of all the land and water in a territory ten or twelve miles square; giving up the right of domain ton an American who had resided in the province since 1892 and never thought it worth while to become a British citizen.”*

What is also interesting is that John Hopp also asked what *“No individual or company every got in this province and instead of putting in the statutory \$1,000 worth or work on each of his twenty claims he wanted to do all the work ,not on a record or placer claim but on a real estate claim.”*

*“This application was simply an attempt to graft land and water that for no claim in the past or future, alleged or possible, should be granted at all.”*

It leads me to wonder what he was thinking to make such a bold petition to the Legislature. He did have significant investment in milling lumber too

*A.E. McPhillips supported the bill and read a telegram from one John Bell, Barkerville, purporting to be the expression of fifty five persons in favor of the Hopp consolidation.*

*Mark Eagleson (Lillooet) resumed the debate in the evening. It asked something which had never been asked from the house before, he said, and the passage of the bill would mean that there would be no encouragement to a prospector to go in through the country which had to depend for water on any of the twenty streams which Hopp sought to monopolize. No matter how rich a strike a prospector might make he could take no advantage of it for he would be unable to get water to develop it. Under the Water Act a farmer who has too much water recorded would be deprived of the excess and he could see no reason why Hopp should be in a different position, No man could use 13,400 inches of water in all his mining operations, so that there could be no doubt that Hopp had far too much.*

The bill was introduced by a city member (H.B. Thomson) who is reported to know nothing about placer mining and



John Hopp - curtesy of Jule Hearity (Grand niece)

*it dealt with matters of revenue by the imposition of a rental. Innumerable authorities could be cited to justify his position, the member for Delta said. 1902 government bills amending the Companies Act to extent of remitting certain fines were objected to on the ground that as they affected the revenue they should have been brought down by message. Mr. Speaker Pooley upheld this point, and subsequently the bills were reintroduced in the proper way.*

*There it was held that it was not competent for even a responsible minister of the crown to introduce legislation which proposed to remit penalties imposed under the Companies Act; that such a proposal must come down by message from the lieutenant-governor.*

*The only point he had to prove, Mr. Oliver continued, was that the bill dealt with the property of the crown; there could be no question of the propriety of his point of order if it did.*

Section 1 purported to give to Hopp, his executors, administrators and assigns, for a term of twenty years the lands described. So there was no doubt the land was crown property which was being dealt with. It was the same with regard to the water.

Hopp also wanted to minerals on certain conditions not known to the mining laws. The very fact that Hopp sought for this bill was positive proof that it contemplated a disposition of the property of the crown in a manner not otherwise provided. Again, the provision for a rental of \$1,189.50 was a direct violation of the privileges of the crown in the matter of the revenue.

A.E. Philips responded with the bill granting no new rights over lands or waters. The bill was simply a consolidation of existing rights citing decisions from 1885 to 1888.

J.A. Macdonald pointed out that decisions from 1885 to 1888 cited by Mr. McPhillips had no bearing on the case, as the water of the province was not declared to be vested in the crown until 1892. In regard to the lands the bill proposed to extend the terms of the leases and to extend them on different conditions to those in the original leases. It was a granting of an entirely new lease, on new conditions and with entirely different terms of demise. This was dealing in the most direct way with the property of the crown. As to the water records it would be found that one, for the entire flow of French creek, went back as far as 1882, granting the use of water which never was the property of the crown when the record was obtained and now reverted to the crown. The incidence of this claim was changed in a manner quite impossible under the Placer Mining Act and gave different rights to Hopp and his associates.

As it stood the bill would enlarge the rights of record holders. Hopp would get the quartz rights and the right to

a mineral claim. This accretion of rights not given in the Placer Mining Act put the bill out of order as "disposing of crown property".

From the Province March 05 1909

The point of order taken by Mr. Oliver in respect to John Hopps's bill for consolidation of his mining claims and water rights was ingeniously and probably well taken. It arises out of a single clause in the bill and not on account of the nature of the bill as a whole.

In Section 5, defining the general rights of the lessee there is a subsection (C) intended to give him the right to a mineral claim, as defined by the mineral act on each vein or lode discovered in any tunnel, ditch or flume constructed by him. This is a right in addition to any he now possesses as owner of individual placer claims, and as it involves prerogatives of the crown and affects its revenues, can only be granted in a measure for which the crown is responsible, so at least it is held. In the ordinary way, if a quartz vein were discovered in the workings of his claims the lessee would have the right to record it under the mineral act and no other right, provided somebody else did not stake ahead of him. The crown is not intervening, so that if the speaker's decision upholds the point of order the bill will be thrown out. A similar clause appears in other acts consolidating mineral claims, apparently without objection having been taken.

It is not necessary at this stage of the proceedings to discuss the merits of the debate, but a very unpleasant element was introduced into what to all intents and purposes is a partisan opposition.

A great deal of stress was laid upon the fact that John Hopp is an American citizen, and therefore to be tabooed. He was referred to as "one John Hopp," and in sundry other ways to leave the impression that he was some foreign interloper, of unknown, and possibly doubtful antecedents, who was trying to acquire a lot of rights and

property to which he was not entitled.

*This is a most unfair proceeding, and not all creditable as party tactics.*

*It is true that Mr. Hopp is an American citizen. On account of interests he has on the other side of the line he has never taken out his naturalization papers but he first came to the province as far back at 1875, and has been a resident of Cariboo almost continuously since 1892. He is among the few men who have stuck to the district, and who have made a success of it. Outside of his operations there is practically nothing doing in the district, and he is now working claims that were abandoned for 20 years.*

*Wherever he is known he is respected. Surely it is possible to oppose the bill he is seeking to have passed without introducing personal references which are wholly remote from the merits of the case.*

*There are any number of most estimable American citizens in British Columbia long time resident, who for some reason or other have not forsworn their allegiance to the United States. Would we not all the more respect a Canadian who went to the other side of the line and maintained his nationality? Is a man necessarily undesirable because he happens to be a subject of the United States?*

*The Victoria Times reports on March 11, 1909*

*H.B. Thomson announced that the bill for the consolidation of the mining claims and water rights of John Hop was to be withdrawn, and he moved for the discharge of the order for second reading. The announcement of a bill which called out strong condemnation was greeted with applause.*



The Legislative Assembly Victoria British Columbia - wikipedia



## “Claim Jumpers” at the Bullion Mine

*Mitch Mortensen - photos from wikipedia*

The Cariboo Hydraulic Company, organized in 1894, was unique in that it was incorporated under a special act of the legislature. In 1913 R.T. Ward made an announcement following his formal possession of the Bullion mine a “energetic system of operation as soon in the spring as water for the hydraulics available.” He was looking forward to exceeding the record clean up of 1500lbs of gold shipped in three bricks. The largest weighing 649lbs and reported as the largest individual gold brick ever handled on the American continent. This shipment was guarded over by James Bain, a resident of Vancouver. It was consigned to the Bank of Montreal, Toronto. These large shipments were a security in themselves as their enormous weight made it near impossible to get away with.

However, the greatest attempted heist of the Bullion mine itself was underway. The Vancouver Sun Nov 24,1913 reports

“I would not have gone into this thing unless I knew what I was doing. The old owners of the Cariboo Consolidated haven’t done a thing in six years. It was their own fault that the property has been re-staked. That is all I care to say in the matter”

*The forgoing was a statement of Mr. John Hopp yesterday at the Hotel Vancouver. Mr. Hopp and associates re-staked the famous cariboo placer mine which already has turned out more than \$2,000,000 in gold*

*The exclusive announcement in the Sun of the re-staking of this property caused an unusual sensation in mining circles. Saturday all of those interested in the property on either side were “mum” as to what might be the outcome.*

### Automatic Opening

*It is understood, in spite of the reticence of Mr. John Hopp, that he studied the mineral Act and the special mining lease granted to the Consolidated Cariboo Hydraulic Company for weeks before finally arriving at the determination that the property had automatically become open for re-staking. He was in consultation with his lawyers for a long time over the matter.*

*It is said that when in 1894 the legislature, by special act, gave the company a twenty-five year lease, subject to renewal for the same length of time, it amended this act later and required that operations should not cease for any*

*period longer than two years. Mining men generally take it that it is under this clause that Mr. Hopp and Associates are basing their claims on the property.*

*Another story in circulation is to the effect that when Mr. Hopp was in New York some time ago he visited the offices of the Guggenheims and demanded to know just what were their intentions with regard to his valuable placer ground., making the demand on the right of one personally interested, having owned part of the ground at one time, and being the owner of other ground in the vicinity. He was informed, it is said, that the Guggenheims did not intend to prosecute further development.*

### Mr. Hopp Mistaken

*According to Mr. R.T. Ward who with his associates, took the big placer ground over from the Guggenheims, Mr. Hopp is laboring under a mistake and he, also, he said, has consulted with his lawyers, whose opinion is that the lease is still in operation and his claims are legal. Both of the contending parties have operated for years in the Cariboo and Horsefly districts.*

“Claim jumping,” he remarked, “is no more popular in investment circles in New York than in the Cariboo.” - R.T. Ward

*Word from the Cariboo is that there is considerable criticism on the part of some of the residents for Mr. Hopp’s action in*

*re-staking the famous mine. A communication to the Sun regarding the matter is as follows*

“Following the announcement of the transfer of the famous Bullion Mine from the Guggenheims to Mr. R.T. Ward comes the amazing news of the re-staking of the entire property, including water rights, by Mr. John Hopp and subordinates. This mine has already to its credit a production of \$2,000,000 and in a single season has produced more gold than the average output of either the Atlin or Cariboo mining divisions.

### Records Watched

“The title records of the property have long been watched by envious eyes, eager to profit by the slightest irregularity that should disclose itself. What has probably occurred is that some trifling omission on the part of an employee of the owners has made the title vulnerable.

“This occurrence is one that will have a most unhappy effect on hydraulic or placer mining enterprise in this province; it draws attention again to the extremely insecure title offered to investors in placer mining ground. This insecurity may be instanced by pointing out that if a

company or individual should omit to renew its miners license at the due date, title to the entire property is automatically canceled.

### Views are Blamed

*It is this glaring incongruity in the placer mining laws of the province that has proved such a stumbling block to those who have endeavored to enlist foreign capital in the development of the auriferous gravels of the province, and until these laws have been amended so as to afford property holders under the act a reasonable security of title, very little capital, either foreign or domestic, is likely to be obtained.*

In Victoria on May 12, 1916 the province elaborates more on the dispute.

*Premier Bowser discussed the Ward-Hoppe dispute in the House yesterday afternoon. He desired to point out the position taken in the matter by the department of mines. The Guggenheim interests allowed their free miners license in British Columbia to lapse on May 31, 1912. R.T. Ward bought this Bullion property from the Guggenheims in 1913. In November 1913, John Hoppe re-staked the property. Ward claimed that his rights were good, as the Guggenheims had operated under a special act. Hoppe applied to the lieutenant-governor -in-council for a lease. After the matter had been up for some time, the executive council submitted a stated question, as to whether it was necessary for Guggenheims and Ward to have free miners certificate, to the Supreme Court. That court, however, declined to give a decision on the matter, so the executive council had to decide for itself.*

*Premier Bowser sat on the case and heard counsel for Hoppe and Ward. It was decided that the Guggenheim private act was not sufficient and therefore Hoppe was liberty to re-stake and apply for a lease. In that event Mr. Ward could then take whatever course his counsel advised. Instead of going to court to test the matter, however, he approached the House mining committee. A majority of this committee had decided there was no injustice done to Mr. Ward. A minority, however, represented by Mr. Williams, had brought in an amendment to the committee report asking to have the matter referred back. The premier claimed that the question was not one for the mining committee but rather for the courts*

### Matter for Courts

*Chairman Hunter of the mining committee, pointed out that Mr. Wards Counsel had said there was no further evidence to produce. The case was not one for the mining*

*committee, he claimed, but for legal recourse. In any event, there was a period of eighteen months between the lapse of the Guggenheim certificates and Hoppe’s re-staking, which was ample time for Ward to have ascertained his position with regard to the property. The mining act was one of the best in the province and it would not be wise, he thought, to attempt to upset it by breaking the provisions with regard to the lapsing of free miners certificates.*

*Mr. Thomson thought it strange that Mr. Williams, who formally denounced the Guggenheim trust, was now appearing as a champion of the Guggenheim title of the Bullion mines. If the Guggenheims gold bricked Ward it was not within the power of the Province of British Columbia to repay him what he had paid this firm*

*John Place argued that the government and the committee had never considered the justice of the case. Only legal points had been considered. When Hoppe re-staked the*



The Honorable Premere Bowser - Wikipedia

property Ward had been in possession several months and had spent over \$17,000 on it. He must have been satisfied of the value of rights Hoppe came along in the middle of the night probably, struck three or four stakes into the ground and came into possession of property on which between three and four millions had been expended.

Even the best lawyers in the province, he claimed could not decide whether there should have been a free miners certificate, but as a matter of fact the Guggenheims held it under special leases. Witnesses who were not available when the mining committee sat on the matter recently, could now be heard, however. Furthermore, it could be shown that notices of default had never been served on Mr. Ward and in fact fees had been accepted by the department from him. Therefore the committee should again go into the question.

Mr. MacLean, Nelson, and Mr. Fraser, Cariboo, also spoke on the subject. Mr. Fraser said he had known Messrs, Hoppe and Ward for over twenty years. Both had taken a prominent part in mining activity in the Cariboo in that time.

Mr. Fraser accused Mr. Place of taking advantage of his position as a member of the House in referring to Mr. Hoppe as a claim jumper. Mr. Fraser apparently favored the Hoppe side of the case, that is to say, he supported the committee's action.

#### **Begs For Mercy**

Mr. H.H. Watson also supported the committee. The Vancouver member dragged Parker Williams famous letter against the Liberals, into the limelight again. Every time



Benjamin Guggenheim - Perished in the sinking of the titanic April 15, 1912. - Wikipedia

this tirade is produced Mr. Williams begs for mercy. Mr. Forster supported the committee majority, of which he was a member. Mr. Macdonald said the present controversy was as to whether all the evidence on the case was in. he thought that Mr. Ward should be allowed to put in further evidence, as he claimed he could.

Mr. Jackson supported the committee majority of which he was a member. The committee majority were Messrs, Hunter, Forster, Maclean, Jackson and M. Manson. The minority were Messrs, Williams, Callanan, Macdonald and Place. The minority amendment was lost. Mr. Brewster voted for it.

Mr. Williams objected to Mr. Thomson voting on the ground that he was reported to have some interest in the Hoppe side of the matter.

"I have already stated on the floor of the house that I had no such interest in it" declared Mr. Thomson. "If the other member for Ladysmith does not want to accept my word, he can do the other thing"

The committee majority report to the effect that no injustice had ben done Ward, was adopted.

The mining community was thunderstruck. The next article was August 28, 1916 in the Vancouver Sun. The title "Claim-Jumpers Triumphant" was self explanatory of the sentiments that people had towards the government and decision. The article suggests the decision was biased and political.

When the government of a country backs up claim jumpers simply because they are supporters of the administration, the confidence of investors is shaken, owners of other claims are filled with apprehension and the public, outside the claim jumping fraternity, view the matter with feelings of disgust. Claims jumping in a mining country is like cattle-stealing in a cattle county. In the history of the West there are instances of cattle rustlers securing so much political influence that they could pursue their nefarious business without fear of the law. It appears to be the case in the this province at the present that claim-jumpers with political pull are protected by the government.

The article goes on describing the history of the Bullion with a reference to Rex Beach's sensational tales of the Alaska placers in comparison to the story of the Bullion mine. Mr. Hopp is described as a claim jumper and article itself reads with a passion for justice.

It was claimed by the mining committee and the government that under the mining legislation the title of the Cariboo Gold Mining Company to the Bullion had expired, and that when Mr. Ward leased the property he had been "gold Bricked"

Dr. Callahan, Conservative member for Cariboo, and the four member of the opposition, fought hard in the interests of Mr. Ward, and justice but without avail. The fact that it was due to negligence or dishonesty of an employee of the Cariboo Gold Mining Company that the certificate was not renewed, was given no consideration. The property was handed over to the jumpers.

Now, among the associates of John Hopp, whose jumping of the Bullion was legalized by the government, was H.B. Thomson, a member of the government. Moreover, in a reproduction of a photograph taken in the Cariboo, on the front page of the province not long ago, John Hopp and Premier Bowser are seen in familiar propinquity, each holding a pan of gold nuggets and fine gold, perhaps from the sluice boxes of the Bullion. It doesn't say where the clean up was made.

Some months ago a well known mining man from the Cariboo, Mr. P.O. Bonner, manager of the prosperous Lightning Creek hydraulic mining company, came out, and while here expressed his opinions freely. Regarding the Bullion he said:

"The most damaging thing that happened this year in the Cariboo country was the attorney-general's decision in the Bullion Claim -jumping case. Outside of the claim-jumping fraternity, the people are absolutely disgusted with the award of this property on which millions have been spent in improvements, to the jumper. The confidence of investors will be seriously shaken. The dishonesty or carelessness of an employee in not having the certificate renewed may sacrifice property worth great value and the industry is likely to be seriously affected by such a ruling as was given."

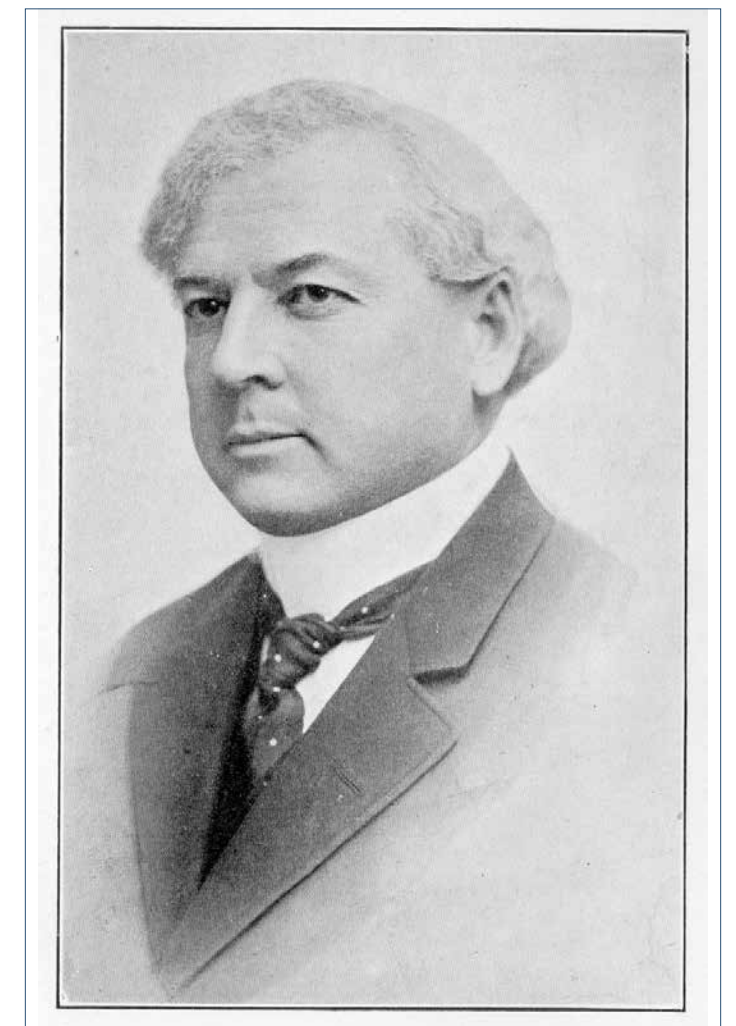
In the Vancouver Sun Sept 08,1916 the article looks deeper at the lease agreement with the BC government. The agreement was in writing and the ministry of mines accepted the money spent with the excess required by the terms to be applied to future years. This is normal even today. We call it work credits. However, it appears the Hon Mr. Bowser treated the agreement as a "scrap of paper"

The government, they said, had had no power to make this agreement, as the operating company was not holding the property under the general mining laws, but under special legislation. Sir Richard McBride was present at the meeting when these gentlemen wished to disavow this written agreement in trying to find a plea on which to hang their action. Sir Richard, to his credit, asked the deputy

minister of mines if the operating company, the Cariboo Gold Mining company, had paid the necessary sums to keep their leases in good standing, and when the deputy minister replied that the company had paid \$30,000, the sums required, Sir Richard stated that the government had made the agreement and would stand by it. We may say here that Sir Richard McBride never descended within a considerable distance of the low level of political morality reached by Hon. Mr. Bowser:

For two years Sir Richard McBride was Minister of Mines, he refused to recognize Hopp's claim on the Bullion. However, within a few days of Lorne Campbell being appointed as Minister of Mines, Hopp and his partners were recognized, the property ratified and the leases were issued. The protests of the Bullion Operation company were pushed aside.

When asked by Mr. Robert T. Ward, president of the company for an explanation of the recognition of the claim jumpers and the granting of leases on the property to them, Hon. Lorne Campbell answered simply that he knew nothing of either side of the question, but he had taken the



Sir Richard McBride - Wikipedia

action in the case under the instructions from Hon. Mr. Bowser.

This frank admission by Hon. Mr. Campbell of having obeyed instructions from Mr. Bowser, and taken action in a case in which millions of dollars are involved, without even casting a glimpse over the matter, gives us a remarkable instance of boss-rule

For two years the mine sat idle causing deterioration. The town of Bullion was also suffering without its primary economy. Mr. Ward won in the court of appeal, but the matter was now before the Privy Council in England and the wheels of justice turn slowly.

Three years later R.T. Ward is victorious. The Victoria Daily Times August 18, 1919 interviews Mr. Ward while he is staying at the Dominion Hotel

Mr. Ward told the Times that the intention is to organize for active operations next year.

"It is already too late," he said "to do very much this year. The property of course has run down while the work was suspended. As you know I was told by the government to cease operation in the 1914-15 season, and since then the plant has deteriorated. Flumes and channels will have to



Lorne Argyle Campbell - Wikipedia

be renewed before the mine can be of much use. I expect to have on hundred men working next year, and will have plenty to do"

...Mr. Ward says he has already received congratulations from mining men and mining journals all over the continent, and that the result will have a steadying influence in directing mining capital here.

"Claim jumping," he remarked, "is no more popular in investment circles in New York than in the Cariboo."

"While I never had any personal doubt of the result, the effect of taking advantage of a technicality on the mining industry, if upheld in the courts, would have destroyed confidence in mining ventures for all time."

Later that same year the Bullion was again in litigation. A syndicate had been formed and an internal struggle over ownership ensued. Vancouver Daily World November 22, 1919 reports

...Mr. Ward claims that default has been made by these members of the (Bullion Mining) syndicate and their associates and before making a clean up at the mine desires to make a clean up of all disputes regarding its ownership and management. He has therefore issued a writ...

By April 1920 Mr. Ward was now the subject of removal by his "angels". The very people who supported him during the litigation with Hopp were now seeking his dismissal as trustee for the property. The agreement originally was for him to "remain sole manager until all questions affecting the title were cleaned up". The lease had lapsed and a private bill was being introduced in Victoria to renew it.

In May 21, 1921 R.T. Ward filed a "injunction to restrain the defendants from trespassing, interfering or in any way dealing with the plaintiffs interest in the Bullion Mining property. Including the water rights and dams appurtenant thereto."

The province May 23, 1921 details the injunction



Queen Victoria's first Privy Council 1837 - Wikipedia

Mr. Ward contends the defendants have employed a gang of men digging and making alterations to the property, in direct contravention to his method of developing the mine. He says the defendants are trespassing and interfering with the work, and also with certain mining leases and water rights.

The Decision on May 28, 1921 from the Supreme Court refused R.T Ward injunction against his partners. The Province reports

Mr. F.G. Crisp, for the defendants replied that the respective parties interests had been defined by a judgment rendered some time ago following protracted litigation. By that Mr. Ward was awarded a 3 4/10 percent. Interest and the remaining interest in the mine has since been acquired by Mr. Crisp's clients. Mr. Ward was nominal trustee of the mine, said counsel, for the purpose of registering title only. There was nothing to indicate the defendants operations were injuring the mine, contended Mr. Crisp. His lordship (Justice Gregory) accepted this view and dismissed the application.

Work on the sluice tunnel was going ahead as was a shaft being sunk at the head of the pit to meet the tunnel. Work had begun on repairing the various water systems. Considerable deuteriation of the water systems made capital to reopen the mine considerable.

On January 18, 1923 Robert T. Ward died. The Victory Daily times Feb 15, 1923 discusses his estate.

...No assets of value were left in the estate of the late R.T. Ward, pioneer Cariboo miner, who died recently...

...Mr. Ward was one of the principals in a suit over the Bullion Mine which dragged through the courts for 10 years, finally resulting successfully for him, but another suit immediately developed between Mr. Ward and his backers so that practically no benefit ever accrued to him from his victory in one of the most sensational pieces of litigation ever heard in this province...

The story of the Bullion Mine however continues...



Photo By Mitch Mortensen



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## Emergency Transportation Plan

Operations Manager:	Phone#	<b>S*T*A*R*S</b>	Radio Frequencies
Superintendent:	Phone#	<b>1-888-888-4567</b>	Beval Repeater
Safety Coordinator:	Phone#	<b>Site#</b>	TX 159.870000
Foreman	Phone#	<b>MSDS Review</b>	RX 154.920000
Supervisor	Phone#	<b>Diesel/Gas/Oil</b>	Site -
Medic:	Phone#		<b>Muster Area</b>
Medic:	Phone#	<b>Barge Landings</b>	Site Entrance
Medic	Phone#	<b>Manson Log Dump</b>	N55.73933 W123.75976
911 from a Satellite Phone	Phone# 1-800-461-9911	<b>Centennial Log Dump</b>	N56.00985 W124.22923
Ambulance: Mackenzie 911	Phone# (250) 997-6501	<b>Raspberry Harbour</b>	N56.11565 W124.21498
Fire Dept: Mackenzie 911	Phone# (250) 997-4221	<b>Km79 Chunamon</b>	N56.56813 W124.62903
Police: Mackenzie 911	Phone# (250) 997-3288	<b>Tsay Keh Dene</b>	Village Beach
Police: Tsay Keh Dene	Phone#(250) 993-2155	<b>Chowika Log Dump</b>	N56.74627 W124.754
Hospital: Mackenzie	Phone# (250) 997-3263	<b>Davis Bay</b>	N56.52650 W124.47247
WorkSafe BC	Phone# 1 888 621-	<b>Collins Camp</b>	N56.43398 W124.39557
Forestry:	Phone# (250) 992-4400	<b>Ospika Air Strip</b>	N56.26885 W124.06461
Forest Fire Reporting	Phone# 1-800-663-5555	<b>Finlay Bay</b>	N55.98719 W123.81741
Ministry of Environment	Phone# 1 800 663-3456	<b>Medivac zone (Air strip)</b>	
Poison Control	Phone# 1 800 567-8911	<b>Mesilinka Air Strip</b>	N56.100499
Emergency Response Cleanup Inc	Phone# 1 888 844 4041	<b>Tsay Key Dene</b>	Village Airport
Helicopter: BC Ambulance	Phone#1800 561 8011	<b>Ospika Air Strip</b>	N56.266115

### From Mackenzie To:

Mesilinka Air strip/Dunkly Camp, Travel south on hwy 39. Turn right onto Causeway/Finlay FSR. Travel to km200 and turn right into camp.

Tsay keh Dene Village. Travel south on hwy 39. Turn right onto Causeway/Finlay FSR. Travel to km200, turn north onto Chunamon FSR and travel to km100. Continue onto Swanel, Thomas Trail and then Finlay FSR to Tsay Keh Dene Village.

### From Tsay Keh Dene Village to:

Ospika air strip is at Km 0 Davis road travel east to km23 Finlay FSR and turn right onto Davis road.

Travel to km

### Barge Landing Locations

Manson Log Dump	N55.73933 W123.75976	Turn Right at Km 100 Finlay FSR, travel 10km to beach.
Centennial Log Dump	N56.00985 W124.22923	Turn Right a km 130 Finlay FSR and travel 5km to beach
Raspberry Harbour	N56.11565 W124.21498	Turn Right at km 5 Chunamon and travel 10km to beach
KM 79 Chunamon	N56.56813 W124.62903	Turn Right at km79 Chunamon and travel 1km to beach
Chowika Log Dump	N56.74627 W124.754	Turn right at km 79 Davis FSR and travel to beach
Davis Bay	N56.52650 W124.47247	Turn right at km 47 Davis FSR and travel to beach
Ospika Air strip	N56.26885 W124.06461	Travel to Km 0 Davis FSR and travel to beach
Finlay Bay	N55.98719 W123.81741	From Mackenzie, Travel North on Parship FSR to km 100

Passionate about the Development of Natural Resources



**Mike Morris MLA for Prince George-Mackenzie**

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Prince George, BC

Phone: 250-612-4194

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Office 250-564-2515

10-556 North Nechako Road, Prince George, B.C.

## BUSINESS DIRECTORY

Northern Towing.....	250-988-1969
Books & Company.....	250-563-6637
Beswick Hildebrandt Lund.....	250-564-2515
Mackenzie Hose & Fitting.....	250-997-5757
West Coast Placer.....	778-255-0289
Mackenzie Gravel.....	250-997-7936
Orogenic Regional Exploration.....	250-877-2154
Snowshoe Mountain Resources.....	250-988-1325

## RESOURCE DIRECTORY

### ELECTED REPRESENTATIVES

#### Members of Parliament

**Bob Zimmer** ~ 250-787-1192, bob.zimmer.C1A@parl.gc.ca

**Taylor Bachrach** ~ 250-877-4140, taylor.bachrach@parl.gc.ca

**Todd Doherty** ~ <https://www.todddoherty.ca/>

#### Legislative Assembly of BC

**Minister of Mines, Bruce Ralston** ~ 604-586-2740, bruce.ralston.MLA@leg.bc.ca

**MLA Shirley Bond** ~ 250-612-4181, shirley.bond.MLA@leg.bc.ca

**MLA Mike Morris** ~ 250-612-4194, mike.morris@leg.bc.ca

### REGIONAL HEALTH & SAFETY INSPECTORS

#### Northeast /Central Region ~ mmd-PrinceGeorge@gov.bc.ca

**Brian Oke** ~ Senior Health, Safety, & Environment Inspector, 250-565-4387, 250-640-8299, brian.oke@gov.bc.ca

**Bambi Spyker** ~ Health, Safety, & Environment Inspector, 250-565-6131, 250-981-4550, bambi.spyker@gov.bc.ca

#### Northwest Region ~ mmd-Smithers@gov.bc.ca

**Doug Flynn** ~ Senior Inspector of Mines, Health, & Safety, 250-847-7386, 250-877-9747, doug.flynn@gov.bc.ca

**Scott Parker** ~ Inspector of Mines, Health, & Safety, 250-847-7453, 250-877-3363, scott.r.parker@gov.bc.ca

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