

Golden Shovel

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Golden Shovel

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

EDITOR

Mitch Mortensen, 250-988-1325.

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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. 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

It Was A Very Dry Season

Mitch Mortensen

British Columbia was another record for wildfires in 2023. The province was filled with evacuation alerts and orders.

This year a massive wildfire burned through several claims along the Nation River. One of our members lost all his field equipment to this wildfire.

Mackenzie suffered an invasion of black bears and grizzly bears. The summer for many residents was spent under a house arrest while the bears took over commercial garbage bins, residential gardens and fruit trees.

Mark Messmer has retired as Chief Gold Commissioner. We wish him well and welcome the new Chief Gold Commissioner Donna Myketa with Ross Hyam our new deputy Chief Gold Commissioner.

George Warnock is our new Assistant Deputy Minister, Safety & Enforcement Division.

Permitting continues to have growing pains. The government has hired all these new people or imported them from forestry, waterboard and other departments. The increase was meant to see Notice of Work Applications be processed in a timely manner. However, the favorite default these independent decision makers continue to make is the need for a "Qualified person". The checks and balances are not working either.

Please welcome the Valley General Store and the Likely Lodge as our new corporate members. Valley General is going to host the Golden Shovel. It is a Likely Place. Truly grateful for everyone helping to make this publication a success.

For the second time in five years, the BC Assembly of First Nations calls for an immediate moratorium on the issuance of new placer claims and leases in BC. In response to this, Nicholas Gust of West Coast Placers has begun a petition to stop this proposed moratorium. To date there are 1576 signatures! Please add yours!

https://www.change.org/p/stop-the-proposed-moratorium-on-placer-mining-in-british-columbia?recruiter=41885417&utm_source=share_petition&utm_medium=facebook&utm_campaign=psf_combo_share_initial&recruited_by_id=ddc629d0-5df9-0130-05d3-3c764e044346&share_bandit_exp=initial-37321485-en-CA&utm_content=fht-37321485-en-ca%3A0

PRESIDENT'S MESSAGE



Mark Oldenburg

Associations such as the OMA have played a vital role in bringing together like-minded individuals to share knowledge, support, and advocate for common interests. In this editorial, we

will explore the benefits of joining an association and how it can positively impact individuals.

One of the most significant advantages of joining an association is the opportunity to connect and network with individuals sharing similar passions and ambitions. Associations serve as excellent platforms for building valuable relationships, learning from the experiences of others, and seeking mentorship. These connections can lead to collaborations, partnerships, and even new business ventures. By engaging with a community of like-minded individuals, one can expand their contacts and access a wealth of knowledge and resources.

Associations play a crucial role in advocacy, representing the interests of their members and voicing their concerns to relevant authorities. By joining forces, individuals can amplify their voices and have a greater impact on policymaking, regulatory decisions, and legislative changes. Associations also provide a supportive community where members can learn from each other's experiences.

The opportunities for networking, collaboration, education, advocacy make association membership an essential step for anyone seeking to grow their skills. By joining an association, individuals gain access to a supportive community and a platform to champion their interests. Embracing the power of associations opens a world of possibilities and is instrumental in navigating the ever-changing regulatory landscape.

Please consider joining the OMA, we all must work together to save Placer mining.

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The Value Of Hope



Mitch Mortensen

An old myth speaks of the Gods giving a jar to Pandora. When she opened the jar, out flew all the ills of the world. Only hope remained as it had been caught in the lid.

As people we all have one thing in common...hope in a better tomorrow. The story is a metaphor that speaks of all the problems in the world at the time and down through the ages.

It is an act of hope when people invest their money into gold. Whether you buy gold notes or physical gold, you still hope the price goes up. History has proven the price of gold will keep pace with inflation. Gold is the worlds reserve currency. An ounce of gold in 2000 was about \$280 USD. In 2020 the price was 2,032 USD. That is a significant increase but keep in mind that \$5 in the late 90's has as much purchasing power as \$11.88 in 2023 for bread. It is the rich who have the cash to carry on and hold their investment in notes or delivered gold bars for 20 years before cashing in. However, the poor can only afford their time.

In Canada you can invest your money, but you can also invest your time into your own gold claim. No paper notes or delivery of physical gold. What you produce from your claim is physical gold in your hand. The cost is measured in money and the time to mine the gold. The money will be recovered when you sell the gold...one day. Like money, time must well spent.

There in no such thing as a "stable job" nor ever was but employment money may be enough to carry you and your investment on your claim. Following the crash of 1929, people went back to the gold fields in desperation. There was no poverty in the mine camps of the 30's. Placer miners lived on hope with every pan.

It is this hope that leads prospectors into remote places. The seeking to make a discovery that promises to change their lives to working for themselves and having a sense of security. Maybe even get rich but wealth means something

different to everyone.

Free miners are often perceived and portrayed as possessing a special kind of crazy. Now Gold fever is a real disease and often shown as the antagonist in a story. The miner is an easy target as is painting the industry with a broad black brush. Whether it be Avatar or The Run Down, the bad guys are the miners. However, It was placer mining that saved this province from becoming a US state during the gold rush of the 1860's. It was placer mining that spurred British Columbia into Confederation (July 20, 1871) and united the country as Canada from coast to coast with a rail road in 1885. Digital mapping programs such as IMAPBC or Map Place 2 played a big part in saving BC during the wildfires of 2017 and 2018. For the first time information was available through the internet in a way that could be useful in a provincial emergency.

Oh yes, there is a link between mental health and Free Miners, but it is not that black of a brush. It is a human one. For example, Post Traumatic Stress Disorder (PTSD) and Boarder-line Personality Disorder are only a few of the several mental health issues that can affect anyone in their life. Then again, there are people who can just be alienated from living amongst people and seek solitude for their own reasons. While some have a story of tragedy in their lives driving them into the gold fields, others have a thirst for adventure. Both live with hope in tomorrow but neither can function in the perception of a "normal" job. No one imagines their life as a hamster spinning a wheel but that is what a "normal job" can be. Doing the same thing every day with the hope to retire and have the means to provide for those "Golden Years".

There is also a certain independence to the character of prospectors and miners making them unique in our society. "Who are they" you may ask. The answer is anyone. They could be your neighbor, friend, client, customer, family member, people from emergency services. Each and/or any of them is working and investing their time and money into their own hope for a better tomorrow.



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- 🔑 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.

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Stop the Proposed Moratorium on Placer Mining in B.C.



Nicholas Gust - West Coast Placer

The BC Assembly of First Nations has recently called for an immediate moratorium on the issuance of new placer claims and leases in B.C.

The proposed moratorium on placer mining in British Columbia has far-reaching consequences that affect

a wide range of individuals and communities. Placer miners and their families, who have relied on this industry for generations, face the risk of losing their livelihoods. Local businesses that depend on the mining sector for customers and revenue are also at stake. Moreover, the broader community feels the impact, as placer mining has historically contributed to the development of infrastructure and funding for essential public services. The potential consequences of this moratorium reverberate across the province, affecting not just one group but the entire fabric of our society

What's at stake here is nothing less than the economic vitality of British Columbia. If the proposed moratorium takes effect, it will mean a severe blow to our economy, leading to job losses, business closures, and a decline in

economic growth. It risks extinguishing a crucial source of income for countless families and may even threaten the very existence of some local businesses. At the same time, the potential for environmental stewardship and responsible mining practices is at stake. With the right regulations and cooperation, we can ensure that placer mining coexists with conservation efforts, preserving our natural heritage for future generations.

Now, more than ever, we must take immediate action to prevent the proposed moratorium on placer mining from becoming a reality. The economic consequences of the ongoing global challenges, such as the pandemic, have underscored the importance of sustaining local industries and securing jobs for our communities. Additionally, the urgent need to address environmental concerns makes this the right time to act collaboratively, finding solutions that balance economic development with responsible mining practices. Delaying action on this issue could lead to irreversible damage to our economy and environment. Therefore, we must unite and advocate for responsible placer mining practices while preserving the heritage and livelihoods of British Columbia.

To date, 1576 people have signed the petition started by Nichaloas Gust. Please go to this [link](#) at Change.org to add your signature.



Peace Island Park. Taylor B.C. Aug 4-6, 2023



Shane Wright - The Rediscoverers.

After a long journey up highway 97 then turning north just before Dawson Creek, we arrived at what I thought was going to be a worldly event, loaded with competitors from all over the world. We'll that's not what we got, and it

was soon very clear that even though the world was invited, it's really only a handful of locals and traveller's like myself and Udo, as well as the two very large families that helped keep this event going for over 50 years!

Arriving a day early, I was fully expecting them to take advantage of me volunteering, but to no avail, the families are so big now they had everything covered. After some random conversations with other campers, apparently back in the late 70's. CPAir would sponsor and fly Australian competitors to and from this event, wow wouldn't that have been incredible. I ended up having to compete on the B side, basically by winning it I would be put into that A side to compete again making me a "professional" gold panner. I came in 6th overall, which I am ok with on my first outing. Remember that Udo and I were there to represent the Cariboo District and my panning competition while selling gold and paydirt to spectators and YouTube fans at our vendor booth in the market.

With plenty of events like metal detecting, claim staking, Bannock Baking (which we competed in but did not do well), all for adults and youth, all in all the event was very fun and satisfying. With a lot of new pioneer style buildings in a fenced in area next to the RV Park, easy access, but no running water or showers, which was a disappointment for sure. Ran into some familiar faces like Dave Copeland who was at my event a few weeks ago. He has won this event in the past and placed many times. You can tell he is like one of the family there.

| Friday, August 4th, 2023 | Sunday, August 6th, 2023 |
|----------------------------|---|
| 6:30pm Parade Judging | 8:00pm Pancake Breakfast |
| 6:30pm Gold Panning Parade | 9:00am Adult Metal Detecting |
| | 9:00am Arts & Crafts Fair Opens |
| | 9:30am Juvenile Metal Detecting |
| | 10:30am Check in Park |
| | 12 noon World Invitational Class "A" Gold Panning Championships |
| | 3:00pm All Out Pan Out |
| | 4:00pm Awards Presentation |

Schedule may be subject to change



GOLD NUGGET

Ifired him twice and he wouldn't leave. - Lester Sorenson

When Checks And Balances Worked



Snowshoe Mt Resources

Its been a hard six years of NDP government. They have hired all these people to process notice of work applications and we are grateful for them but there is little to no oversight of these government employees. The checks and balances are not

working and this adds to the detriment of the ministry and the industry overall.

Inspectors are considered “independent decision makers”. This designation is supposed to give them the freedom and power required to do their job without undue interference. However, the Minister of Mines does have the power to intervene in an inspectors decision or treatment of an individual. This is important because it is meant to be part of the checks and balances that govern the response to an employee’s incompetence or a clash of personality’s. Either of which can do irreparable harm to a Free Miner's gainful living.

I would like to share an experience when the checks and balances were working.

One of my earliest opportunities to test a river valley involved the use of an auger drill. It was a 70cc portable post hole auger drill with a bore width of 4 inches and capable of drilling 48 inches. It was perfect for sampling for assay. It was also useful for a measured amount of material to pan out.

I was looking at mapping river channels and this is done by knowing the rocks as well as testing for minerals.

I contacted an inspector for the region in February and he suggested filing a Notice of Work for hand work and receive a “no permit required” letter. It seemed reasonable enough that the ministry would like to know more about hand work operations.

I filed a couple notice of works. On one I laid out 63 locations in a 100 meter grid fashion on a map. On another it was 110. While I was certain I would not drill them all, I was intent on maintaining a flexibility of locations for mapping a river channel.

Having a good work program even by hand is essential for assessment work credits to keep a claim in good standing. I was enthused with investing in the post hole auger as it was considered non mechanical. It cost me several hundred

dollars but I believed it would be worth it.

I filed the NOW with the same documentation as I would a mechanical operation. All the work maps, tenure maps, location maps, Emergency Response Plan and an Archaeological chance discovery were included. I was expecting good news as May come around but Instead of a no permit required letter, the inspector wanted to handle the Notice of Work like it was a mechanical permit. His reasoning was declaring the auger drill mechanical. I was completely blindsided from the conversation we had had in February.

This decision now meant it would be a late season to do the work if I had a season at all. It also meant having to pay a \$5000 reclamation bond per notice of work. Their decision made no sense to me except to completely derail my mining season.

I reached out to their superior to no avail. Their claim was that most requests like this “involved a dozen holes per claim.” They went so far as to use this as a “training tool” because of the location and number of sites. They also advised against withdrawing the Notice of Work because it would create confusion with an Indian band that the NOW had already been sent for consultation.

I wrote back formally canceling the two NOW’s and objecting to their unreasonable judgement of the work. I stated I would do the assessment work by shovel and pan as I had been doing for years. I thought that would be the end of it but instead I receive an email from this inspector declaring “this office requires a NOW for any mining activity” because the health and safety of the operation falls within their safety guidelines. This made it difficult to complete the assessment work to keep the claim in good standing.

With that response, I took another step and forwarded the emails to the Ministers Office with a point-by-point response. By this time I was angry.

In short summary there are three points with varying degree of potential future implications that far exceed what is reasonable and necessary. I must add that although I may be considered biased as a business man, the implications that I am presenting to you come from my many years in the mining industry. These concerns may be shared throughout the mining community.

1)This office requires a NoW for any mining activity.

My Response: Only A NOW or Notice of work is a

requirement for mechanical operations. In this series of emails I am being required to submit a NOW for handwork/assessment work on a claim. There is nothing to support the mines inspector stated requirement in the mines act. The new guidelines "info Update 08" and "info Update 25" details what is required and makes no mention of the requirement of filing a NOW to perform such work. The mines Inspector cited Health and Safety concerns as being the motive for said requirement and I am in full agreement with him. However, if all tenure owners are going to now have to file a NOW for pan and shovel operations, the sheer number of NOW's will bog down the "mechanical" operations that do require a NOW for their project.

2)I have received two phone messages from you this morning as well as the e-mail below. I am sure that when you and the Inspector were speaking about the use of a post hole auger, They did not envision 110 holes or even 63 holes for which you are now indicating on your two applications. Most requests of this nature that I am aware of involve less than a dozen holes per claim.

My Response: This a 70cc post hole auger with a 4" diameter bore and total depth of 48 inches. This is a very small drill that I can carry in a back pack. By utilizing a 100 meter grid over a claim (ex. 1000m x 1000m = 1 million square meters), there would be 100 drill holes totaling 10 square meters of surface disturbance (There are more fence posts in the neighboring farmer cattle fields). The total number of holes is proposed and my services to the proposed assessment work is subject to the value of the assessment work. For this, the NOW was judged as "mechanical" and requires a \$5000.00 bond and permit to commence this. Further, there is no description of such a drill in the list of what is considered and defined as mechanical. For me to accept a judgment of "mechanical" (for which was originally defined and disclosed to me, as non mechanical and would not require a permit and bond), could lead in the direction of a on sight chainsaw or 1 1/2 water pump and sluice box also defined as mechanical and subject to the requirement of a NOW, permit and bond.

*There are a lot of tenure holders operating heavy equipment with far less requirements for bonds.

3)Now that I am aware of your project(s) location another point comes to mind, the area of your work program is in an area where the Crown and the “Indian Band” people have an engagement/consultation process and disturbances related to mining activity are carefully

considered. As the Health, Safety and Reclamation Code for Mines in BC state that reclamation security can be taken to; reclaim the land, provide for the protection of, and the mitigation of damage to watercourses and cultural heritage resources, a reclamation bond for even hand work could be considered in this area.

My Response: I am full agreement with the mines inspector about upholding the commitment to the aboriginal peoples of this country. However, the justifying of a bond in the context of defined hand work under the pretenses described can lead to paying a bond just to do your assessment work with a shovel and pan on a gravel bar. As a multi generational descendant of hand miners and for the sake of my children and grand children's future in the industry, I cannot allow such a process of fee's become law.

I received a response from the Assistant Deputy Minister at the request of the Minister of Mines, May 24, 2013.

Dear Mr. Mortensen:

Thank you for your May 2 and May 20, 2013 emails addressed to Minister. As Assistant Deputy Minister I am pleased to respond to your issues regarding handwork and assessment work on your claim.

It is my understanding that the work program that you describe establishes a grid to locate auger sites for a sampling program. Up to 110 - 4” auger holes will be done through the use of a hand held power auger.

A mine is defined in the Mines Act as a place where mechanical disturbance of the ground or any excavation is made to explore for, develop or produce coal and minerals, and we must be clear on what constitutes a mechanized disturbance. Part 9 of the Code definitions further defines disturbance of the ground to include disturbance by mechanical means such as drilling, trenching and excavating, although this is not meant to include hand held tools. I am advised that your proposed activities do not fall within Part 9 definitions; a Mines Act application is therefore not required.

As the matter relates to processes within our Regional office, I have copied your concerns and this response to the Regional Director. The Regional Director will phone you this week to resolve this matter.

Thank you again for bringing this issue to our attention.

Assistant Deputy Minister

Found poop on the roof - Dave Foreshaw.

Photo by Dave Lillo



Mackenzie Residents Under Siege

Mitch Mortensen

Bears have long been a part of Canadian life. From the stories of pioneer times to recent history, people have had to co-exist with bears in their yards and towns.

Mackenzie has long had bears moving through its neighborhoods. Since the town was built in the 1960's to present day there is a general bear awareness in living here.

In May 1994, the Ministry of Forests released a publication called Bear Aware. It is a self guided training kit for students. It is free training and a quality course.

It gives a basic description of the black bears and how they are different from Grizzly bears. The best indication of a grizzly bear is the distinctive shoulder hump. These animals can reach a massive size of 600 pounds. Both species are opportunists. They will follow what foods become available as it becomes available.

What is often misunderstood is their insatiable curiosity. This coupled with a keen sense of smell and a constant seeking of food will lead them into human contact and conflict. The context of problem bears is based on a bears visit to a camp or community that will influence its future behaviour.

If it does not find food, it may not return. If it does find food from a human source – garbage dump, backpack or unclean camp- it begins to associate that place or type of place, with a meal. It may eventually associate food with anything human and investigate areas used by humans whether or not food is actually detected

In 2002 Bear Smart was published. This report speaks to the reactive approach that BC has to wildlife management. It was found reactive management was expensive and ineffective at decreasing both the frequency and intensity of bear/human conflict. Part 3 of the report talks about creating “problem” bears.

Natural food shortages creates competition between bears and forces a greater range. Concentrations of food resources plays a major role in bear behavior. Habituation of bears to humans contributes to human bear conflicts simply because the bear loses its fear of man.

Human food conditioning or garbage conditioning draws a difference in behavior. A bear attracted to non natural foods such as fruit trees will behave differently towards a human than “garbage bears”.

It notes that bears are effective learners and emphasises on how cubs will learn from their mother. If she is a garbage bear then the cubs will likely become garbage bears too.

Ciarniello (1996:26) identified two behavioural traits displayed by bears that were human habituated and garbage conditioned:

- 1. The bear loiters around humans and appears tame; or*
- 2. The bear searches out human food and garbage with little or no fear of humans.*

Part 12 show cases Mackenzie

Mackenzie is an example of the necessity of having a well-rounded and thorough strategy for dealing with “problem” bears prior to electric fencing of landfills. The town electric fenced its landfill (in 1995) but has not satisfied any other “Bear Smart” criteria in conjunction with this activity.

There was an educational program from 1992-1995 about the public managing their attractants. Commercial dumpsters continued to be a concern.

In March 1995 the BC Ministry of Environment, Lands and Parks identified 15 locations in the community that were potential problems, suggested management actions, and requested bylaws and chains with locking hooks for commercial dumpsters. In September 1995, after several requests to the District of Mackenzie, some commercial dumpsters received locking hooks. However, problems with improperly stored garbage and grease continued at a number of these commercial dumpsters. Conservation Officers took it upon themselves to lock a number of dumpsters after business hours. Non-natural attractants continued to be available within the community before and after fence activation at the landfill. Despite education efforts since 1992, some residents (about 30%) were found to have a number of non-natural bear attractants associated with their homes. The main attractants within the town were: improperly stored residential and commercial refuse, crab apple trees, mountain ash trees, moose carcasses hanging in sheds, and vegetation on the golf course (MacKay 1996). In 2001, the town planned to purchase bear-proof commercial and residential waste containers to replace existing containers at various locations throughout the community. Curb side waste collection at homes will continue. However, as of May 2002, the town had not replaced existing containers.

Once bear-proof containers are in place, reducing other non-natural attractants will have to be addressed, such as crab-apple trees, mountain ash trees, the hanging of carcasses, and storing refuse on residential properties.

When the landfill was electrified in mid April 1995, there had already been a significant effort to relocate bears back into the wild. By September complaints of bears in town grew to its highest ever recorded.

After 1995, grizzly bear complaints did decrease (possibly due to the decrease in population from control measures) and only 11 grizzly bears have had to be killed or translocated since 1995. However, other problems within the community did not change much. The landfill was fenced, but non-natural attractants within the community still existed, and thus, so did problems with bears.

The Bear Smart report makes six recommendations specific to Mackenzie.

Create a Bear Management Committee composed of members of the city council, C.O.S., Environmental Stewardship, Environment Protection, interested residents, and other stakeholders

Conduct a committee review of the management strategies contained in this report, in particular, green space

management, education program, waste management system, bylaws, community planning strategies, and monitoring system. The following are some specific recommendations.

Complete a Human-Bear Conflict Management Plan to identify strategies and actions that may be taken to address the recommended criteria.

Conduct detailed hazard assessments if deemed necessary by the Conservation Officer Service, bear committee, or Regional MWLAP office.

Produce annual reports as recommended in this report. Annual reports will also be helpful to other communities by documenting the bear-proofing process and the failures or successes of various management actions.

Continue monitoring human-bear conflicts and investigate and address conflict issues.

This year 2023 was the most exceptional year in the sheer number of bears that squatted in Mackenzie for the summer and fall. Black Bears and grizzly bears were co-existing within town. Such unusual behaviour is heard about from times of wild fires. There were significant wildfires burning to the west of Mackenzie this year. The water table was also low from a dry summer.





Jeremiah Stock



Barb Ellen



Caleb Babiak



Chris Rose



Edana McQuade Guadarrama



Kerri Steadman



Caleb Babiak



Danika Norman



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Sara Nicole



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Sharleen Norn



Bears are People Too - Photo by Paul Moulding. A very special thank you to the people of Mackenzie for their photos.



Sara Nicole



Sara Nicole



Tabitha Ross



Trina Napier



Edel Mae Perry

The district of Mackenzie added a Bear Awareness page to their website. It has some basic information. <https://districtofmackenzie.ca/bear-awareness/>

The town has a bylaw to prevent garbage bins from being put out before 5am. I missed an opportunity to petition council with a letter in August 25, but I did make the September Council meeting.

My concern is the inadequate containment of garbage, specifically the commercial bins throughout town. Some bins are near green spaces and are full of residential waste. These bins are significant attractants as defined in the 2002 Bear Smart report. The plywood lids and chain latches are no match to the strength of a grizzly bear. The District Of Mackenzie has been aware of these recommendations from this report for two decades! Every year Conservation and RCMP are put to the test on responding to what becomes “problem bears”

33.1 of the Wildlife act speaks to “attracting dangerous wildlife”(1)A person must not (a)intentionally feed or attempt to feed dangerous wildlife, or (b)provide, leave or place an attractant in, on or about any land or premises with the intent of attracting dangerous wildlife.

(2)A person must not leave or place an attractant in, on or about any land or premises where there are or where there are likely to be people, in a manner in which the attractant could (a)attract dangerous wildlife to the land or premises, and (b)be accessible to dangerous wildlife.

(3)Subject to subsections (5) and (6), a person who contravenes subsection (1) or (2) commits an offence.

(4)If an offence under this section continues for more than one day, separate fines, each not exceeding the maximum fine for that offence, may be imposed for each day the offence continues.

The fine for this is \$100,000 for a first offense and a term of imprisonment not exceeding one year or both and on each subsequent conviction for the same offense a fine of not more than \$200,000 and up to 2 years imprisonment or both.

...There are district of mackenzie garbage bins throughout town that are ineffective in containing residential waste. It is an offence under federal law for anyone to knowingly and willfully feed wildlife or leaving out attractant such as garbage unsecured. The district is well aware that their containers are grossly inadequate. At this point their unsecured garbage qualifies as feeding wildlife and endangering the public. The same laws that created an electric fence at the landfill are the same laws any citizen in town lives under. These laws can be pursued by threat of fines or court proceedings over unsecured garbage. How severe those fines and charges are would be dependent on

the animal being put down or worse someone attacked by a desperate and habituated animal. There have been many bears shot this year. Several have started at the garbage bins the district are responsible for. – Letter to council August 25, 2023

The district has done some modifying of these commercial bins to make them more secure. They are also taking steps to get a more suitable garbage truck and bear resistant containers in place by 2024.

Garbage bears are more likely to suffer injury from garbage lodging in their digestive tract. This makes them even more dangerous when they become as a wounded animal. As well, in the documentary “Grizzly Man”. The potential for an old and/or sick bear to attack a person increases in late fall. It was an animal desperate to survive the coming winter that attacked and killed him and his girlfriend.

The Ministry of Forests Bear Aware has some good instruction on how to respond to an encounter with a bear. Keeping your composure is important. Knowing what species you are dealing with will help determine a course of action. Understanding an aggressive bear’s intent as defensive or predatory will mean either backing out of the area or playing dead or fighting back.

Don’t threaten, don’t panic and don’t run.

Steps you can take in an encounter with a bear? In my opinion, ****ing big ones is always an acceptable answer

Public posts from residents in mackenzie

Danger on the cow path from Legion to Crysdale Drive; A bear and two cubs as big as the mother just attacked my son and his friend; my son lost his bear spray and backpack to the bears thank god they are safe at my house!!! - October 3, 2023

Well..... Again the huge bear, is back again in the said Apple Tree on the corner of Moberly and Blackwater! This bear is very very big! Not something anyone wants to have a run in with! Please be safe do NOT walk in this area! I just want to thank the citizens of Mack that have made their properties clean of attractants. 1. picking fruit, 2. some have chosen to be rid of fruit trees!, 3. Also good garbage habits! You are all a hero to many in this amazing town! Mack Strong.- September 22/2023

I have a rant! I think it is absolutely admirable that people are taking their surplus and unwanted fruits and vegetables out to the bush to help the wildlife! My problem with this situation is that they are being dumped so close to town where people walk their dogs and, in at least one instance, on the dirt road right across from the barns! The grizzlies think this is absolutely fabulous! - September 22, 2023

Looks like 2 bears on Blackwater/Moberly! One was at the

door to the hospital. - September 14, 2023

Reminder not to leave food in your vehicles. Bears broke into a car last night. Lol - September 10, 2023

I had a visitor in the dark there is no stopping them now my door has now be ripped right off they also tried to get in my house the siding of the door is ripped off I had one bag of paper garbage and they found it - September 7, 2023

Bears as in multiple in and around the construction bin in front of BC Housing on Stuart. Beware one is or was inside and may be panicked trying to get out. At 05:00. - September 6, 2023

Warning! Stay off the bike path right now! A friend of mine and I were just walking on it back towards town, and were just up the path from the cemetery road, when a huge grizzly came out on the other side, crossed, and started coming towards us on the path!! It continued coming towards us, even with us blowing whistles and yelling! We had our mace out and ready! We went onto the road, no vehicles came for several minutes as it kept coming closer! FINALLY some friends of mine came by in their truck, we were so happy to see them! What is it going to take??? There are at least 2 grizzlies frequenting town, and multiple black bears, some of them definitely getting more aggressive. School is starting back up. I get it, the bears are hungry, and I feel bad for them. But it is increasingly dangerous in town right now. Please be very careful. - September 2, 2023

Big black bear on carp, ripped apart our gate and got into our shed, didn’t find any food and went over the fence into another yard. No fear of me when I went outside to yell at it - September 1, 2023

Was just walking through path by legion, and a black bear climbed a fence from on gangon right in front of me!!!! Could feel the breath of his grunt 2 ft in front me. I barreled over the same fence he just climbed and went banging on the closest door. I was in such a panic I forget the lady that saved me, by answering the door!!! Sooo thankful. Bear aware people!!!- August 25, 2013

Momma bear and baby visited us on the weekend, cleaning off our apple tree, baby was in the tree, mom was balanced on our fence, they ate some from the neighbors tree and berries from another neighbor. We made the neighbors aware they were here, we all gave them space ... once they finished the apples, had a nap they moved on. The little bear slept in the tree and mom slept under the tree. 2nd picture is little bear going for a nap. They were fun to watch but at no time did we forget they were wild animals. – August 22, 2023

It was so nice to see a young group of kids pay such respect to the momma black bear and her cubs hanging out

at the community garden. They stopped far away as soon as they saw her and did not make a scene, they kept away as she wandered off knowing the danger. The kids could’ve only been 8-10 years old but showed wisdom beyond their years. Well done!! – August 23, 2023

Heads up! Bear at sports bar looking for a drink unfortunately not open! Headed to the bush towards Canadian 2for1 now – August 8, 2023

There is an aggressive black bear in the cut block behind the fish streets. It followed my wife and kids, wasn’t deterred by our coon hound baying at it or them yelling at it. Shout out to Trevor who heard the commotion and went in with his sxs to pick them up. I had went in on foot from the other side and when the bear seen me it started following me. Co has been informed and is bringing a trap out in the morning. – July 31, 2023

Bear on black water ! Just ripped open our hot tub – July 8, 2023

Thx to my neighbour Kyle, for detouring a bear that I came face to face with yesterday. I was weeding my front flower bed , he yelled bear bear . I turned around and the big black bear was about 2 yds away staring at me. I looked him in the eye, I didn’t hear him approaching at all. scariest thing EVER. August 4, 2023

Just a heads up. I just had a bear try to break into my house and no, there is no garbage anywhere around my yard. It literally had its head and front shoulder in my house. I was downstairs and heard a crash and came upstairs to find it looking to get inside. It they are getting to familiar with us! – July 4, 2023

Black bear in woodlands this morning, feasting at the bears favorite picnic area. Yelling and waving my arms didn't faze it, finally moved off when I blew my horn. Something needs to be done before we have a child mauled and a bunch of dead bears. PEOPLE PLEASE USE THE CLIPS! It isn't much of a deterrent but it's something at least.

This bear was not afraid and unfortunately it will need to be put down and that's a shame. The town and the TRC owners need to find a solution before someone is killed or seriously injured. – May 13, 2023





Canadian Pacific train crossing Fraser River on Cisco bridge at Siska, BC (June 13, 2010), Michael Frei - Wikimedia Commons

The Battle Of The Routes



Daniel Marshall

Published February 8, 2020 in TheOrca.ca

When I was young, I traveled with my grandparents to Comox on Vancouver Island to take the ferry to the Mainland for a short camping excursion.

We were all excited to go, but then the weather changed – a fierce rain

and windstorm – and like so many times this winter, the ferry was shut down to “the Continent.”

My grandfather was so very disappointed. “Damn it all!” he complained, “They should never have blasted Ripple Rock to oblivion – we could have had a bridge to this Island!”

I had never heard of Ripple Rock before. As the old boy told me, the rock was located near Campbell River, and the fearsome whirlpool it created had taken down many a ship – and more than 100 lives. A navigational hazard, it was removed in 1958 with what was then the world’s largest non-atomic blast!

Old Gramps, puffing away on his pipe excitedly, thought it was a conspiracy by the Steamship Company – they wanted to make “damn sure” that a bridge to Vancouver Island would never be built. The immense rock submerged in the middle of Johnstone Strait was viewed as the key pillar-point to support a lengthy bridge span to Vancouver Island.

Ever since, I have been fascinated to learn more about this once proposed fixed-link to Canada, the now defunct Esquimalt & Nanaimo Railway (what a shame!). Both were part of the same grand vision of connecting the Island with the “ribbons of steel” promise of John A. Macdonald’s national dream.

It had generally been accepted by historians that the present-day Fraser Canyon Route of the transcontinental railway was the only practicable line. But this ignored a technically superior route via Bute Inlet that – although supported by a majority of members of the BC Legislative Council – was dropped by the federal government

in favour of today’s Fraser Canyon Route.

Ever since, the Bute Inlet Route has been relegated to an inferior position and Prime Minister Macdonald’s original support for Bute Inlet and Esquimalt Terminus is seen today as a mere political ruse.

It was not always so. Bute Inlet No. 6 and Burrard Inlet No. 2 were once viewed as the “great rival routes” for connecting the new province with Canada. Under the Terms of Union, 20 July 1871, the federal government committed itself to the construction of a transcontinental rail link to the Pacific Slope.

As I have written, the Terms of Union contract with Canada was written in such a way that final decisions on divisive issues were effectively postponed.

Perhaps this kind of procrastination was typical of the “Old Tomorrow” tactics of John A. Macdonald. In the case of railways, Article 11 of the Terms of Union seemingly allowed all regions of British Columbia to believe they were destined for commercial greatness. The spoils of railway development quietly assured by shrewd Canadian agents who began plotting rail corridors throughout the province. In total, 21 survey parties were deployed from Ottawa to the Pacific Coast.

A practicable line that descended the Thompson and Fraser rivers was discovered in 1871 – through “imperfect exploration” – yet as Chief Engineer Sanford Fleming first declared, “the difficulties . . . appeared so great that a recommendation to adopt the route discovered, could not be justified until every effort had been exhausted.”

Survey operations were subsequently reorganized in 1872 to look beyond the immediate choice of the Thompson and Fraser rivers corridor.

The Canadian government surveys of 1871, which focused primarily on routes to Burrard Inlet, caused considerable consternation on Vancouver Island, especially in Victoria and Esquimalt. Many believed their favoured route of Bute Inlet, across Johnston Straits and the treacherous Ripple Rock of Seymour Narrows, had been entirely ignored.

As such, in 1872 the Canadian government sent three survey parties to Bute Inlet and the Valdez Group of Islands that was the only possible site for a fixed rail connection between Vancouver Island and the continent.

The extremely able engineer Marcus Smith, formerly with the Intercolonial Railway (whose diaries are held by the BC Archives) was sent to supervise all survey parties in the province. As the Deputy Engineer-in-Chief to Sanford Fleming and Resident Engineer for British Columbia, Smith (second cousin of economist Adam Smith) took an immediate interest in the Bute Inlet route. The Canadian government had purchased the plans of

former road builder Alfred Waddington that outlined a route from the head of Bute Inlet in Homalco (K’ómoks) country (the undeveloped town site of Waddington), up the Homathko River and ultimately across the Cascades through T̓silhqot’in traditional territory to the Cariboo gold fields.



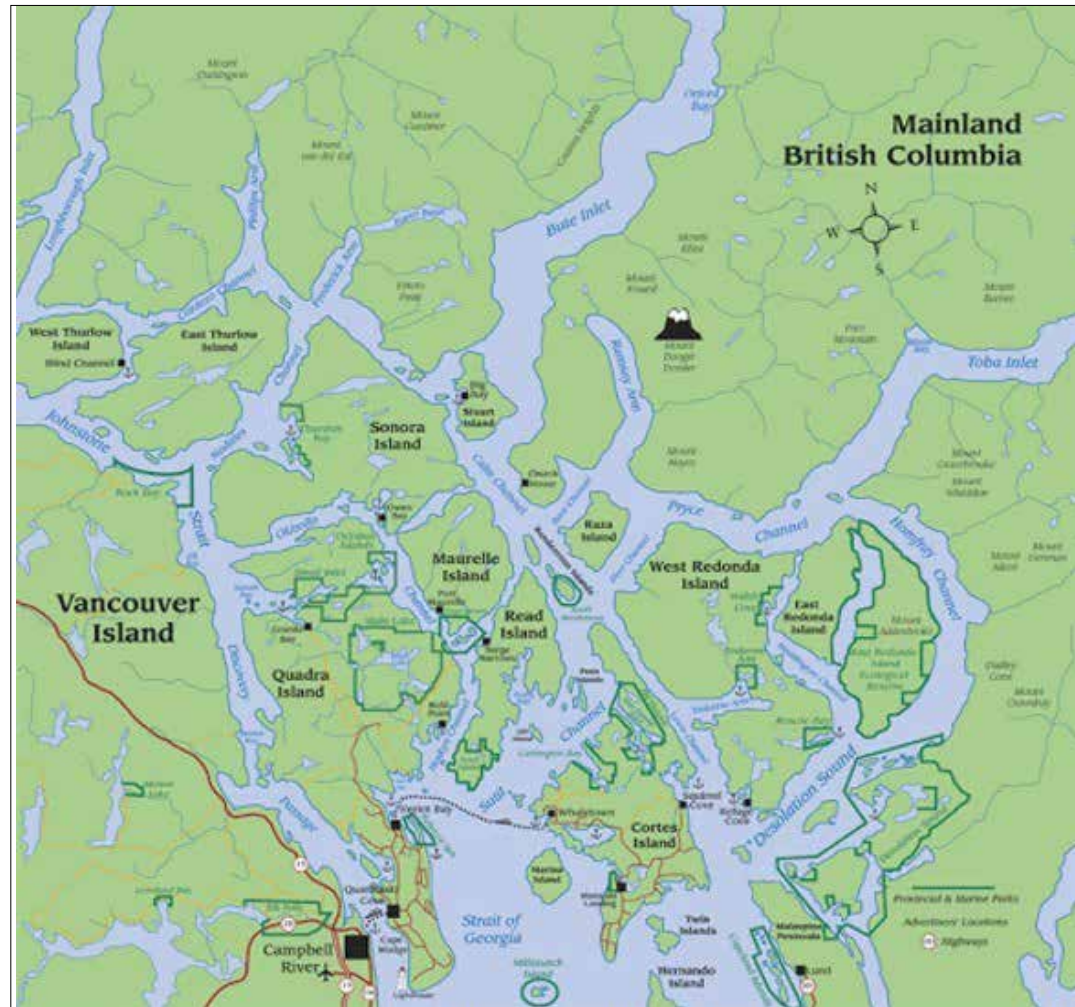
My Grandfather, Butchart Gardens, c. 1925

Waddington’s earlier attempt to construct a bridal trail along the steep banks of the Homathko Canyon

was roundly condemned by lower Mainland authorities, who realized that any such success would have usurped the wealth of the Cariboo to Victoria, and away from the Fraser Canyon and New Westminster. The Canadian government was not deterred and supplied Marcus Smith with copies of Waddington’s reports for 1862. Of course, this was the earlier colonial roadbuilding project that had sparked the infamous Chilcotin War.

Smith considered Waddington’s prior work both arduous and “honestly prepared.” After further inspection, a practicable route was located by survey crews as early as 1872. In addition, a further survey continued from the north side of Bute Inlet to the Valdez Group of islands and crossed a selection of sea channels, including Seymour Narrows, to a point on Vancouver Island just north of today’s Campbell River. The line was not an easy trek, but nevertheless one of the first established as a possible western section of the “all-red route.”

By contrast, on July 21 1872, Marcus Smith jotted down in his field diary, a rather cursory, yet seemingly condemnatory, opinion of the Fraser and Thompson river canyons as possible rail corridors. In a kind of staccato-



The blasting of Ripple Rock, c.1958, photo by R.E. Olsen, Campbell River Museum, BC

like hand, the diary held by the BC Archives records: Started at 3 p.m. in Barnard's [express] stage. [D]rove through the Canon. [M]iles to Boston Bar very rough and wild and unfavourable for a railway . . . up the Fraser still very rough road. [A]t summit Jack ass mountain said to be 1200 feet above water and nearly perpendicular. [On Thompson River] the banks being gravel, sand or loam and subject to slides – very unfavourable for a railway – more so even than the rocky Canon of the Fraser.

Curiously, these negative references were not subsequently included in a transcribed diary for public consumption. One can only assume that such remarks would have infuriated certain Mainland interests – particularly those of New Westminster and Yale – so discretion was perhaps advisable.

At the end of 1873, there were seven projected routes, all still at the exploratory stage. Yet of these seven, only two were given real attention by an anxiously awaiting public: Burrard Inlet No. 2 and Bute Inlet No. 6.

Both had formidable problems – but the problems associated with Bute Inlet were known and calculated (unlike the Fraser Route), as it had been surveyed instrumentally. As such, Bute Inlet No. 6 presented the only favourable course in 1873. The extension of this route to Vancouver Island, however, was much more formidable, an island-hopping 30-mile long fixed-link calling for seven clear-span bridges over water channels in Johnston Straits.

Sanford Fleming believed that the magnitude of such construction was “not only formidable, but without precedent.” Nevertheless, on this basis, Prime Minister Macdonald confirmed Esquimalt as the Western Terminus by Order-in-Council.

Contrary to public opinion, railway suspension bridge technology was well established by 1873. This is not



Above left to right- Marcus Smith, Resident Engineer in BC responsible for railway surveys. Portrait of Sir Sandford Fleming by John Wycliffe Lowes Forster. Canada's First Prime Minister, Sir John A. Macdonald, c. 1875, Library and Archives Canada (LAC). Pacific Scandal cartoon where John A. Macdonald explains to Alexander Mackenzie: “I admit I took the money and bribed the electors with it. Is there anything wrong about that?” Courtesy of LAC.

to discount the obvious engineering difficulty of such a massive project, but to affirm that the preeminent factor raised against bridging the straits was cost, not technical feasibility. Indeed, the reason CPR surveys were extended beyond 1871 to areas such as Bute Inlet was the enormous cost of rail construction in the Fraser Canyon route.

Along with officially naming Esquimalt the terminus was Canada's request to appropriate a railway belt along the east coast of Vancouver Island all the way to Seymour Narrows – what is today the vast Esquimalt & Nanaimo Railway land grant which still holds the subsurface rights of all private property land owners.

The Macdonald policy quite clearly committed itself to Bute Inlet, the Island railway to Esquimalt, and ultimately the Seymour Narrows bridging scheme. But with the “Pacific Scandal,” Macdonald's government was thrown from office and Liberal leader Alexander Mackenzie came to power – a bad omen for supporters of the Bute Inlet route. Mackenzie's Minister of Justice, Edward Blake, would soon refer to BC in the Canadian Parliament as “an inhospitable country, a sea of sterile mountains.”

In a Privy Council Report, 13 March 1876, the Liberal government enunciated succinctly the prior Conservative Party position:

By this policy, had it remained unreserved, the [Liberal] Government would have been obliged to provide construction of over 160 miles of railway on Vancouver Island, at a probable cost of over seven

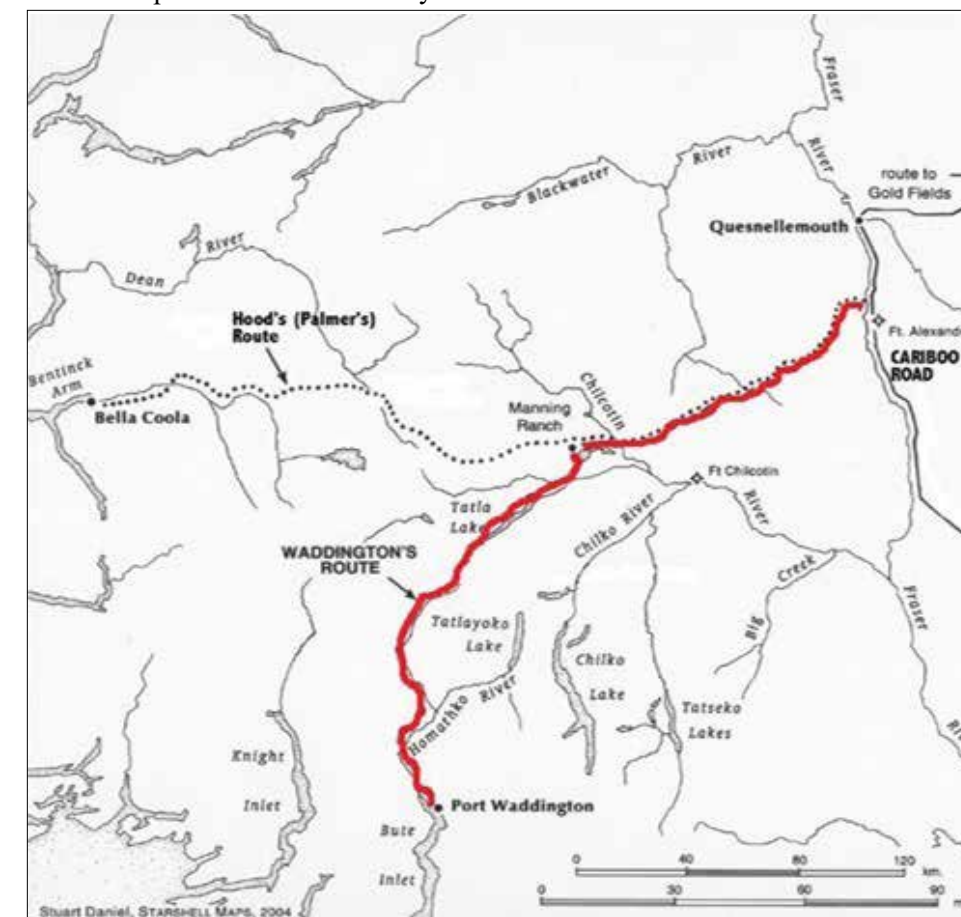


million five hundred dollars; besides the building of a railway from the head of Bute Inlet and the bridging of the Narrows, a work supposed to be the most gigantic of its kind ever suggested, and estimated to cost over twenty-seven million and a half dollars.

Unquestionably, Macdonald's promises amounted to politics; balancing the sectional interests of the Island and Lower Mainland. Yet an overly cynical view is not necessarily in order.

Others, like Amor De Cosmos, perhaps predictably, believed the transcontinental line should have been treated as an Imperial concern with, presumably, Imperial financing to allow for the much larger work. As federal member for Victoria City “he took it that this Government would make a very great mistake indeed if, for the paltry consideration of a few millions of dollars to-day, it should select the wrong route.”

Work continued on these competing lines, as did the “Battle of the Routes” – the competing regional interests remaining ever vigilant. In June 1874, Marcus Smith embarked upon a pleasure trip to Seymour Narrows and adjacent islands in the company of James Douglas Jr. (the former governor's son), and other notables such as Chief Justice Matthew Begbie. As far as the Resident Engineer was concerned, on the basis of “what we saw yesterday I have no expectation that a line any better than that of Bute



unique engineering features and the commercial traffic they would have to sustain if chosen.

Federal authorities, however, in comparing the advantages and disadvantages, were charged with a very difficult, if not impossible, task. Sufficient data was available for only one route – that of Bute Inlet No. 6 – so that in most instances this line served as the only real basis for comparison to all other routes. Perhaps this illustrated the faith that many administrators had in the Bute Inlet line!

Times were changing politically. Chief Engineer Fleming ultimately overruled his second in command, Marcus Smith – and without any comparable data for other competing routes – confidently asserted that “there can scarcely be a doubt as to Route No. 2, terminating at Burrard Inlet, being the best.” Odd, considering little comparable evidence had been established for the Fraser River corridor.

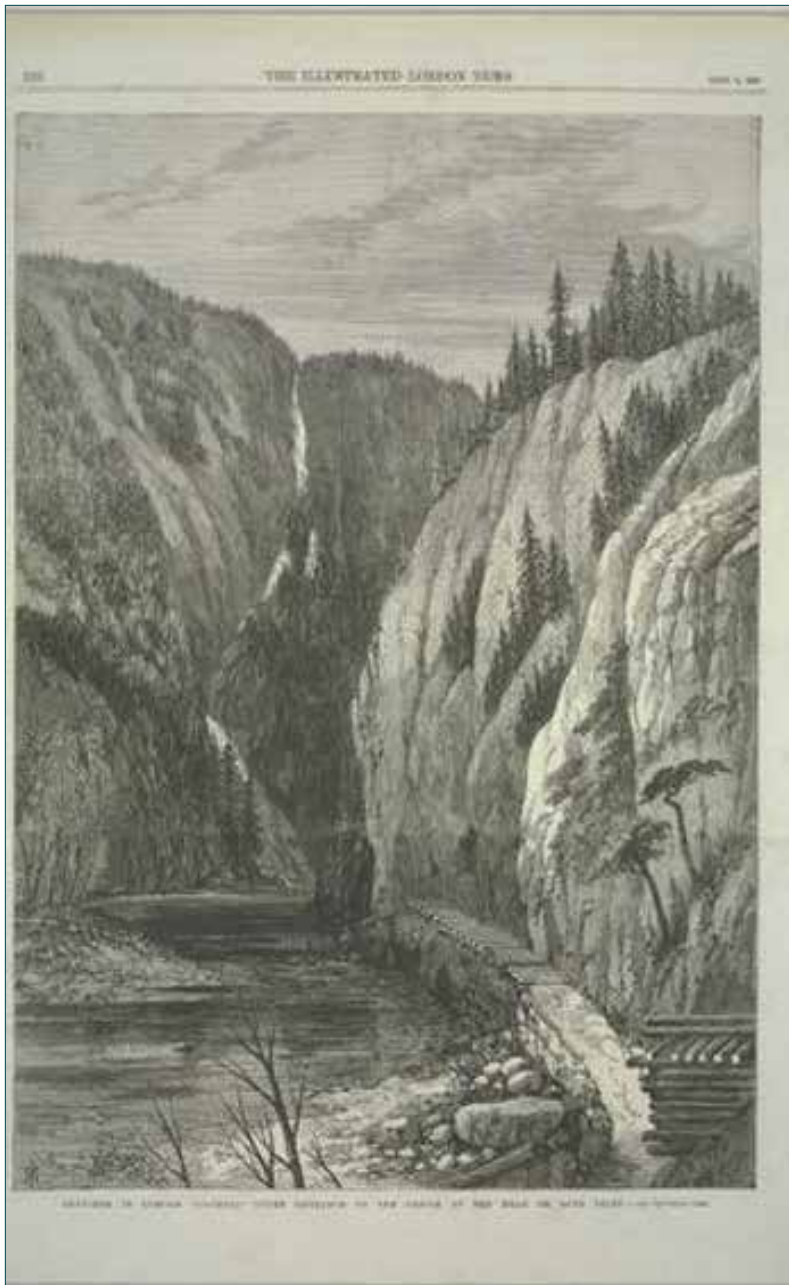
Inlet can be had.”

James Douglas, Jr., later an MLA – and intimately connected to the interests of Victoria – obviously agreed. He judged the Fraser River Route to be a “tortuous” and “narrow rocky defile.” After having perused Fleming's report for 1874, the former governor's son remarked that “We may consider this opinion as sealing not only the fate of the [southern] routes, but the doom of New Westminster and Burrard Inlet as the Pacific terminus.”

By 1876, the trial location survey was finished the entire distance from Yellow Head Pass to Waddington Harbour. Route No. 6 – not the Fraser River line – became the first fully staked-out course for a railway in British Columbia. In doing so, it elevated the Bute Inlet Route to a more formal status above all other routes in British Columbia that were still at the exploratory or instrumental stage.

By then, five years had passed since union with Canada and still no signs of actual railway construction. The new province had become increasingly irritated by Canada's slow progress in fulfilling Article Eleven of the Terms of Union. Secessionist pressure demanded that a decision be made soon.

Consequently, further exploration and surveys were finally halted in favour of evaluating completed surveys. Eleven individual lines were now assessed for their



Why is this? Part II of the “Battle of the Routes” will provide the answer to this great untold story – a story that had it gone differently, would have produced a human geography and settlement pattern in this province unrecognizable today.

“Hey Gramps, aren’t you glad they blew up Ripple Rock?”

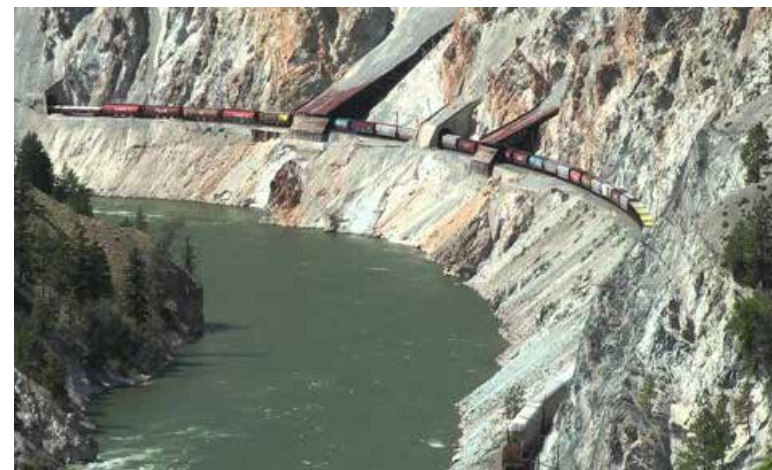
A fifth-generation British Columbian, Daniel Marshall is an author, professor, curator, documentarian, and researcher focusing on British Columbia’s relatively untold but rich history. He is a recognized leader and award-winning researcher on historic Native-Newcomer relations, and their evolution and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



Marcus Smith took Barnard’s Express Stage based in Yale, BC, to inspect the terrain of the Fraser & Thompson Rivers. C. 1868, BC Archives. The “very unfavourable for a railway” canyon of the Thompson River described by Marcus Smith



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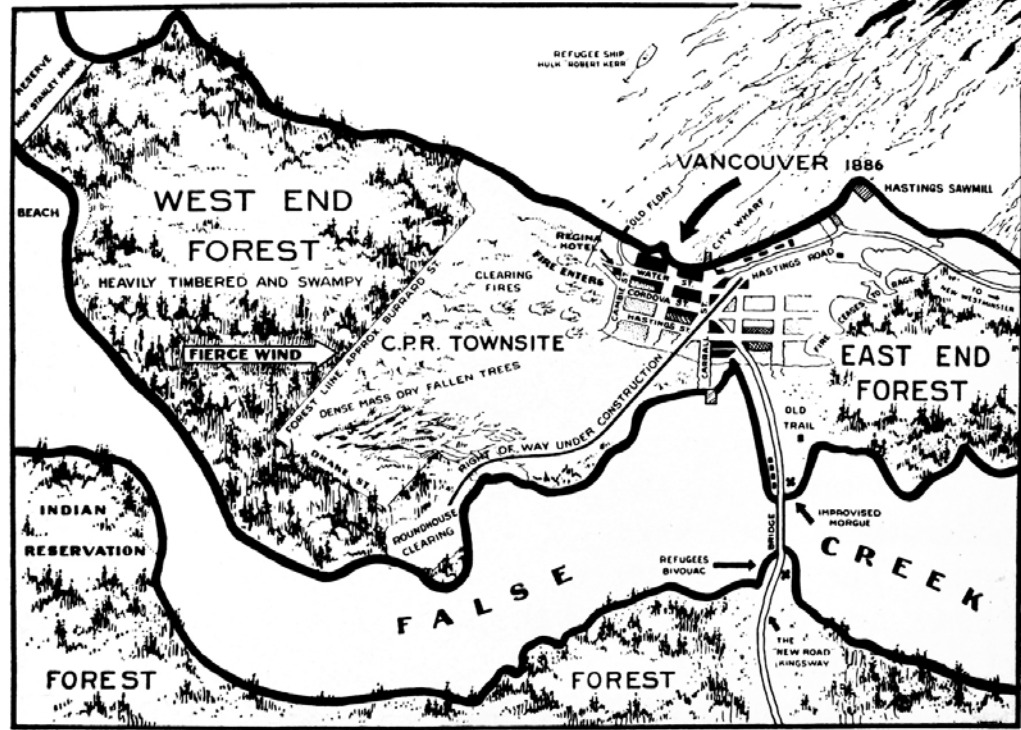
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The Great Vancouver FIRE



FROM SKETCH BY MAJOR J.S. MATTHEWS.
 W. J. MOORE PHOTO CO.
 This map, from a sketch by Major J. S. Matthews, City Archivist, shows the Vancouver of 1886, and the course of the Fire which wiped out the little settlement.

The Great Fire of Vancouver.

In 1886, Vancouver had reached a population of 1000 people and was incorporated on April 6, 1886. It was to become forth city in British Columbia.

On May 28, 1886 a group of citizens formed the Volunteer Hose Company No.1. They elected thier leaders and were prepared to fight fire with buckets, axes, shovels, and ladders.

On June 13, 1886 There were two clearing fires. One was was on the south-west side being cleared for the construction of the CPR round house. This was to be their new Grandville Terminus station in Vancouver. The other was being cleared on the west side of the city and for expansion of the city.

The city had already been experiencing a dry spring. Through that morning, a light breeze was coming in off the ocean and by afternoon had grown to a gale. The workers efforts to extinguish the fire were abandoned as a fire storm commenced. The two fires had grown together.

Many thought the situation was not that serious...they were wrong.

The Stroke of Grief that made the People Kin.

The following is from a private letter to a lady in Vancouver following the Great Fire of June 13, 1886. It was published in the Victoria Daily Times on June 24, 1886. "It is described as written from a different standpoint than anything that has yet appeared it will supplement descriptions that have preceded it."

The streets were filled with smoke, but we had got so used to that I thought nothing of it. Just as I finished dinner, the proprietor came in excited, and told us some house at the upper end of the town had caught fire. I have seen so many fires that I dont run now, am satisfied to walk, and so I started across that street to see what

danger we were in as our stable was three blocks from the vicinity of the fire. Before I got half across the street I met a man who begged me to hitch up quickly and save a load of boots and shoes from his store. In ten minutes his store was in ashes. I nearly got caught in driving to his place, and just got the horses turned in good time to gallop before the fire On her way out a women begged her to take on three trunks but there was no help to load them. She had to leave her behind. She contined on. At one point she stopped once and in less than a minute the wagon was full of trunks.

She traveled from the corner of Johnson street to James Bay bridge. There she off loaded and started back!

She was partway when people directed her to the lady she had to leave behind. The poor women was nearing exhaustion as she frantically dragged a trunk. The lady with the wagon asked some men to help load the trunk. It was loaded with several within seconds and she turned her team away from the fire.

When she passed out of town she saw everyone was trying to carry or pull something along. Many were dragging their trunks on the road with a rope tied to one end.

The people had not seen the fire. The smoke and heat, with the gale force winds coming towards them drove the people ahead of it.

everyone who ran could just save themselves and everyone who tried to save property had to perish.

The whole thing lasted about half an hour. Homes were left in ashes and a town full of people with nothing but the sky over them.

I did not hear a women whimper or see a tear on an eye;not a child cried in my hearing, and I have asked a good many if they heard or saw anything of the kind, and have not met anyone who did. I never saw a sight in my life that pleased me better with my fellow beings. During the

fire there was no yelling, no calling out, no noise, but what was drowned by the crackling of the fire and the falling of roofs. The fire was carried in the air from block to block forming a ring before the center had got ablaze.

Everyone ran before it, pursued by the terrible hissing noise of the demon death. And those who escaped how overjoyed they were to be safe; how contented to lose everything and be alive. One One would have imagined they had found some good thing instead of having suffered as they did, How friendly we felt towards eachother; What shaking between people who had never done so before. "We are still alive" said the owner of the Sunnyside as he wrung my hand. There was no pride around, no consideration for dress, fine words, or nonsense of any kind. There was only left plain men and women, with their children, a band of brothers and sisters, such as ouccurs



Demonstration of Vancouvers First Fire Boat - J.H. Carlisle



Vancouver before the fire. - H.T. Devine

An Historical Review Of Forest Fire Management

John VYE Parminter - UBC, 1975

Part 2

Forest fires prior to the 1900 's

The presence of charcoal in soil horizons was interpreted by Beil (1969) and Brooke et al. (1970) as being an indicator of the historic role of fire in British Columbian forests. Eis (1962) and Schmidt (1970) used the age of initiation of shade—intolerant forest stands to reconstruct historic forest fire frequencies.

The accounts of early travellers also provide some insight into the location and timing of forest fires, especially in the late 1800 's. Mannion (n. d.) travel led on the Palmer trail from Bella Coola to Fort Alexander in June of 1862 and made note of forest fires:

Looking around, we saw no sign of blaze or trail; nothing but devastation or smoke.... So, after twenty—four hours we dragged ourselves out of this inferno

Given the size of British Columbia and its small population in the 1800% s, there is no doubt that the vast majority of forest fires during that century passed almost unnoticed. In cases where weather conditions and/or man t s activities led to many forest fire outbreaks, the record is more complete.

The 1868 fire season appears to have been one of the most destructive of the more prominent "fire years*" of the 1800 t s. Morris (1934) noted that dry and windy conditions

prevailed during the summer of that year and many forest fires broke out in Oregon, Washington, and British Columbia.

Indeed, the pall of smoke necessitated the use of lamps during the day in several locations in Washington and Oregon, including the major settlements of Portland and Olympia. Ships could not safely navigate the coast in the vicinity of the mouth of the Columbia River during September and Puget Sound was likewise affected until late in October.

The 1868 fires also caused the destruction of several bridges near Victoria and fires were reported as far north as the Cariboo (Morris 1934). A large portion of the University of British Columbia's Research Forest at Maple Ridge, east of Vancouver, was also burned over during 1868. (Anonymous 1953).

Shannon (1906) also told of a drought that existed from April to November of 1868 and covered most of the west coast of North America. Many fires broke out from Oregon to Alaska and forests in the lower Fraser River valley and on the islands in the Gulf of Georgia were destroyed.

According to Shannon (1906) the inhabitants of the coast never saw the sun for a period of two months and water transport came to a halt. Prospectors, lumbermen, and careless campers were blamed for many such fires and the author recommended that logging slash be disposed of each fall to reduce the fire hazard. It was estimated that 3.7



Wildfire near the Nation River

In British Columbia

million acres of timber worth a minimum of \$18 million had been destroyed in British Columbia up to 1906.

Settlement fires

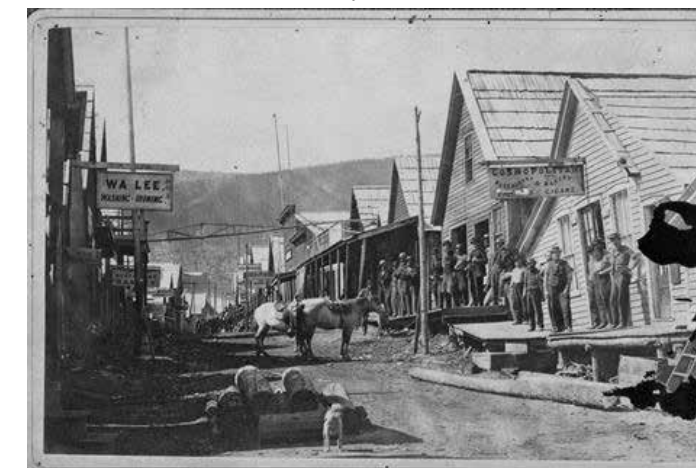
The mining, lumbering, and farming communities which had become established in British Columbia in the middle to late 1800 t s lived in fear of fire, to which they were extremely vulnerable with their general lack of adequate fire fighting equipment and the inherent flammability of the mostly wooden buildings.

One of the first communities of note to be visited by fire was Barkerville, which was almost totally destroyed on September 16, 1868. At the time the town was home to about 8, 000 people, making it the largest settlement in the Colony of British Columbia.

The fire was reportedly started when a miner dislodged a stove pipe in a tent while making advances towards a local belle. However, there are other versions (Ludditt 1969). In only 20 minutes the lower portion of the town was in flames and one hour later most of the buildings were in ashes (Elliott 1958). When the town was rebuilt the Barkerville Fire Company was re—organized as the Williams Creek Fire Brigade and water tanks, hydrants, and hoses were installed.

The town of Atlin in northwest British Columbia suffered a similar fate in late August of 1900. A mining community similar to Barkerville, Atlin was nearly totally destroyed following a fire which had started in a warehouse. At the time the town had no fire fighting equipment to speak of but purchases were made the next year (Bilsland 1952)

The "Great Fire" which razed Vancouver on June 13, 1886 is probably the most memorable and best—documented of the various settlement fires which took place early in British Columbia's history. The Vancouver fire is



Barkerville before the great fire - Wikipedia

particularly notable for its tremendous energy and rate of spread but the circumstances surrounding the event serve to illustrate the attitudes of the populace towards fire.

All area of forest to the west of the fledgling city was being cleared by the Canadian Pacific Railway and others to be developed as a residential area. A short distance to the south was a tangle of trees which had been felled haphazardly, the larger trees having been brought down upon the smaller ones

As Matthews (1932) remarked, the area was n am ideal setting for a gigantic fire. The s lashings and downed trees were tinder dry following a spell of hot weather. Between a dozen and twenty clearing fires to the west were quietly smoking but this was not considered unusual in any way, since it was a hot day, and a Sunday as well, most of the people were enjoying lunch or a siesta when the first cry of alarm was given at two o ' clock in the afternoon (Malone 1942).

The gentle breeze from the west had suddenly become nearly gale—force and the smouldering fires in the clearing came to life and advanced on the city. A few buildings were saved but most were lost within minutes, what fire fighting equipment there was proved to be no match for the flames.

On July 30, 1908, a forest fire swept into the town of Fernie in the Kootenay region of southeastern British Columbia. Within a space of ninety minutes most of the buildings were reduced to rubble and 3, 000 people were left homeless. Two trainloads of civilians were hastily



Barkerville after the great fire-wikipedia

evacuated through the flaming forests to safety (Andrews 1966). The final damage estimate was \$2,5 million, with only a portion of the town escaping destruction.

While the loss of Fernie would have been difficult to avert, the circumstances of the Vancouver fire of 1886 seem to indicate a somewhat blase attitude towards bush fires in spite of the potential danger involved. This is well illustrated by the following excerpt from an interview between Mr. Tada Ichi Nagao and former Vancouver City Archivist the late Major J. S. Matthews regarding the pperiod.1886-1887:

every summer there were forest fires all about between Westminster and Point Grey, but no one took much notice of them 'logs were cheap; five dollars per 1000 feet at the mill.' It was the same for years, The only thing was we didn't like the smoky atmosphere; it spoilt the nice summer days.

The Bush Fire Act of 1874

The first regulations concerned with forest fire prevention were contained in the Bush Fire Act, enacted by the Legislative Assembly on March 2, 1874 (S. B.C. 1874, 37 Vict. No. 22). The Act provided for the levying of a fine of up to one hundred dollars against persons responsible for damage to wooded private or Crown land resulting from unextinguished fires set during the period from June to September inclusive.

A similar fine was provided for in cases where a fire escaping from one's own property resulted in damage to other adjacent property. In the case of default of payment of the fine the offender was liable for up to three months



Fernie From 3 Sisters - James Heilman-Wikimedia commons

imprisonment.

Although the regulations appeared to have substance, a final provision in the Act stipulated that

This Act shall not be enforced in any district unless a petition be presented to the Lieutenant— Governor in Council, signed by at least two—thirds of the settlers of such district" (S. B.C. 1874, 37 Viet. No. 22 s .3).

In April of 1887 one of two amendments to the Bush Fire Act of 1874 repealed this section, giving the original Act province wide application (S.B.C. 1887, 50 Vict. C.3). A revision of the Bush Fire Act in 1890 extended the period of enforcement to include the months of May and October and made the possible fine for violations of the Act a minimum of \$50 to a maximum of \$150 (R.S. B.C. 1890, c. 4, s. 3

The Bush Fire Act of 1890 also cautioned the residents of the province to build their campfires where

...there is the smallest quantity of vegetable matter, dead wood, branches, brushwood, dry leaves, or resinous trees." (R.S,B.C. 1890, 0.4, s .2).

The next major revision of the Bush Fire Act came in 1896 when provisions were made for the establishment and definition of Fire Districts (R.S.B.C. 1896, c. 84, s. 1), within which the Act must be followed. It was now illegal to employ fire "in or near the woods" in any Fire District between May 1 and October 1 except for clearing land, cooking, obtaining warmth, or for some industrial purpose (R.S . B.C. 1896, c .84, s. 3).

When fire was to be used for clearing land, all trees and undergrowth were to be cut down, a fire guard constructed around the perimeter of the area to prevent the escape of fire into adjacent timber, and the fire was to be constantly watched, managed, and cared for. Other fires were to be located in sufficiently cleared areas and extinguished completely when no longer needed.

The Bush Fire Act of 1896 also contained two regulations to do with the prevention of railway fires, All locomotives passing through a Fire District were to have in use all the most approved and efficient means used to prevent the escape of fire from the furnaces or ash—pans of such locomotive engines, and the smoke—stack of each locomotive engine so used shall be provided with a bonnet or screen of iron or steel wire netting. (R.S.B.C. 1896, 0.84, s. 7).

The penalties for individuals were now lowered to a minimum of \$50, while railway companies could be assessed \$100 for each offence. The prosecutor on the case was to get one—half of all fines collected, the other half going to the provincial treasury (R. S. B.C. 1896, e .84, s.

9, 10),

The enforcement of the Act was carried out by Government Agents, Gold Commissioners, Timber Inspectors, Forest Rangers, Mining Recorders, Constables, and members of the Provincial Police (R.S . B.C. 1896, c .84, s. 14).

The Bush Fire Act Amendment Act of 1902 repealed the clause requiring the felling of timber prior to burning as well as the need for construction of perimeter fire guards (S.B.C. 1902, c .27, s .2). Locomotives were still required to have the

...most approved and efficient means used to prevent the escape of fire from the ash—pans or smoke—stacks... (s.B.c. 1902, c .27, s. 3).

but the wire mesh screens on the smoke—stacks were no longer mentioned explicitly.

The repeal of some of the more stringent requirements may have been carried out in response to public protests but this point is perhaps speculative at best. However, the amendments of 1902 raised the fine for violations to between \$50 and \$200 or six months imprisonment in default of payment by individuals (S. B.C. 1902, c .27, s . 4). Railway companies were now subject to fines of up to \$200 for each offence and both individuals and railway companies were also liable for any civil actions brought about as a result of damage to other private property,

Amendments brought in in 1907 extended the provisions of the Act to stationary engines and in the case of logging engines, the operators were required to clear a reasonable space around the engine to prevent fire from spreading from the engine to adjoining land or forest and to keep a supply of water near the equipment (S. B.C. 1907, c.20, s.5).

Two years later a requirement was added to the Bush Fire Act making it necessary to obtain a permit from the authorities before any clearing fire could be started in a Fire District during the fire season (May 1 to October 1). At that time Fire Wardens, Assistant Fire Wardens, Government Agents, Gold Commissioners, Timber Inspectors, Forest Rangers, Mining Recorders, Provincial Police Officers and Constables,

...or any other officer appointed under the provisions of this Act..."

were charged with enforcing the regulations and requirements (S. B.C. 1909, c .18, s. 2).

In 1911 the Bush Fire Act became the Forest Fires Act, Officially an Act to preserve the Forests from Destruction by Fire (R.S.B.C. 1911, c.91, s.1) The forest Fires Act seems to represent a change in title only as its provisions

were essentially equivalent to the Bush Fire Act which it replaced

Forest Protection 1874-1912

The original Bush Fire Act of 1874 was of very limited application, its enforcement being predicated upon the submission to the Lieutenant Governor in Council of a petition signed by two—thirds of the inhabitants of a district. Indeed the Bush Fire Act may never have been applied (Orchard c .1934) and in any event was of little benefit due to the lack of an organization to enforce it (Whitford and Craig 1918)

The amendments of 1887 (S.B.C. 1887, 50 Viet. c, 3) extended the provisions of the Bush Fire Act of 1874 to the entire province but, oddly enough, no mention was made of methods to be used to enforce the legislation until 1890 when Government Agents and Timber Inspectors were given the power to enforce the Act and initiate court action when necessary (R, S. B.C. 1890, c. 4, s. 6).

As the Bush Fire Act of 1874 pre—dated the establishment of the British Columbia Forest Branch by 38 years, the administration of the Bush Fire Act was the responsibility of the Chief Commissioner of Lands and Works (Orchard c .1934). The Land Act amendments of 1888 empowered the Chief Commissioner to appoint persons to carry out the provisions of the Land Act (S.B.C. 1888, 51 Vict. c. 16, s .32) and the 1896 amendments to the Bush Fire Act mention that Forest Rangers n have the authority to enforce the regulations of that act (R. S. B.C. 1896, c , 84, s . 14) but it is not clear if any such rangers were actually appointed.

The first Fire Wardens were appointed in 1905 and two

1909. FOREST FIRES (AMENDMENT). CHAP. 18.



CHAPTER 18.

An Act to amend the " Bush Fire Act." R. S., 1897, c. 84.

[12th March, 1909.]

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

Chapter 18 Ammendment 1909

years later the Bush Fire Act authorized the creation of a staff to deal specifically with fire prevention(s.B.c. 1907, 0.20, s. 3). In 1908 the Lands Branch of the Department of* Lands and Works became the Department of Lands, under the direction of a Chief Commissioner.

Thus the first forest protection activities carried out in the province were mainly under the aegis of the Department of Lands . The forest protection organization began in 1905 with four Fire Wardens; two in the west Kootenays, and one each in the east Kootenays and the Vancouver area.

This embryonic forest protection force was concerned only with existing forest fires and the reduction of the hazard resulting from logging and other industrial operations . The organization was too limited to effectively patrol large areas with a view to prevent fires from starting and therefore concentrated on fighting fires which were considered dangerous (Whitford and Craig 1918) .

The forest protection force sought to involve the general public in the business of forest protection as shown by the following statement made by the Honourable R. T. Green, the Chief Commissioner of Lands, to the Canadian Forestry Association in 1906 (Caverhill 1923) :

The rigid enforcement of the t Bush Fire Act' is impossible without the earnest co—operation of the people themselves the vigilance of an army of forest rangers would prove inadequate to prevent the occurrence of fires without the sympathy and assistance of the community... in order to create a general interest in the subject of forest preservation the people must be educated to a sense of the importance to the future of the country.

Table 1 shows the development of the forest protection

staff and associated expenditures.

Table 1, Department of Lands Forest protection staffing and expenditures 1905 - 1912.

The forest protection force made rapid growth, especially after 1907, and by 1911 reached its maximum size, with a staff of 123, By this time the province had been divided into two sections of six Mountain Divisions and four Coast Divisions. Each division was headed by a Divisional Fire Warden headquartered respectively at Victoria, Vancouver, Vernon, Revels toke, Fernie, Cranbrook, Nelson, Grand Forks, Kitselas, and Barkerville (Orchard c. 1934)

Within the ten divisions were 110 Patrol Districts, each of which was manned by a District Fire Warden. The entire operation was overseen by two supervisors located in Nelson and Vancouver, and one assistant supervisor.

With large districts to patrol by primitive methods of transportation such as the canoe, the horse, and by foot, the patrols were of necessity extensive rather than intensive and no doubt action was taken on many fires only after they had been burning for some period of time (MacDonald 1929).

The Report of the Department of Lands for the year ended December 31, 1911, referred to the District Fire Wardens as . . . wandering patrolmen who were hard to find in any emergency. n As Orchard (c. 1934) noted:

In justice to these men, who were doubtless conscientious in regard to their work, it should be noted that they could hardly be other than 'wandering patrolmen'.

During this period timber administration and forest protection were the responsibility of entirely separate departments. Forestry matters were being seen to by

the Timber Inspector's Office in Vancouver and by the Scaler's Office, Royalty Collectors, and Fire Wardens headquartered in Victoria.

The attention of the public was focussed on forest fires following the Fernie fire of 1908 (Taylor 1975) and it became clear that more systematic and effective protection measures were needed (MacDonald 1929) . This concern contributed to the appointment of a Royal Commission of Inquiry on Timber and Forestry on July 9, 1909, chaired by Chief Commissioner of Lands the Honourable Frederick J. Fulton (Orchard c .1934),

The Fulton Royal Commission 1909 - 1910

The terms of reference of the Royal Commission of Inquiry on Timber and Forestry, commonly called the Fulton Royal Commission, were as follows:

Whereas it is deemed expedient to cause inquiry to be made into and concerning the timber resources of the province, the preservation of forests, the prevention of forest fires, the utilization of timber areas, afforestation, and the diversification of tree—growing, and generally all matters connected with the timber resources of the province.

During their investigations the commissioners found that on the basis of the alienated land alone, that is Crown Grants, leasehold, and licensed timber lands, each District Fire Warden was responsible for an average of 160, 000 acres of merchantable forest, in contrast with the wardens in Ontario and Washington who were each responsible for an average of 27, 000 and 70, 000 acres respectively (Fulton et al. 1910).

It was also noted that appropriations for forest protection in the few years previous to the Commission's investigations had increased substantially and although a n good beginning" had been made, more effort would be

needed to protect currently—regenerating lands from fire: Protection from fire is thus the supreme need of our forests; and to secure it the most thorough— going methods are demanded.

Recommendations were made concerning the disposal of logging debris as a fire prevention measure,

...to the satisfaction of the officers of the Department of Forests

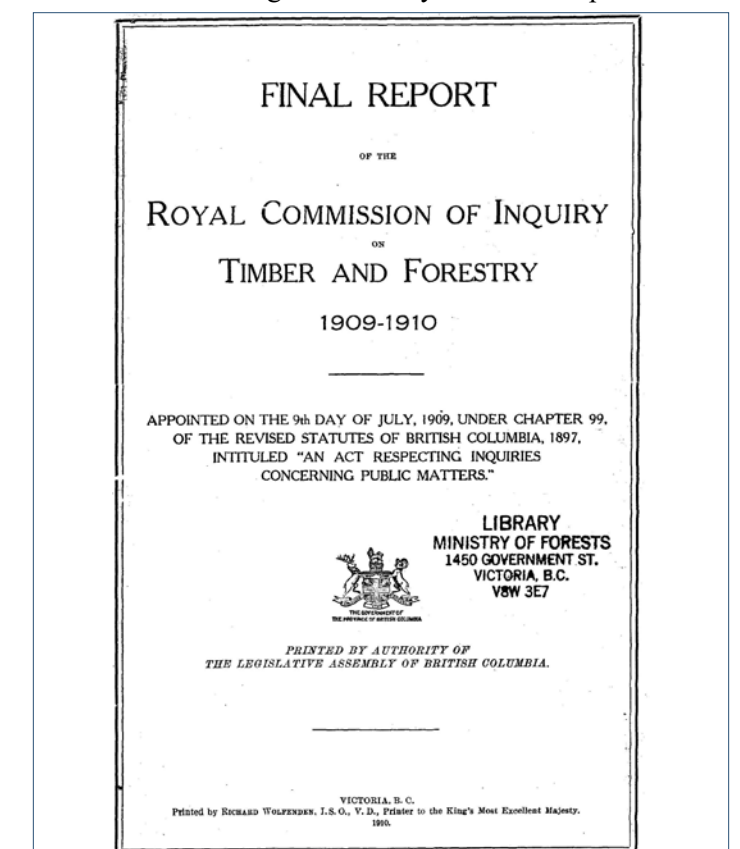
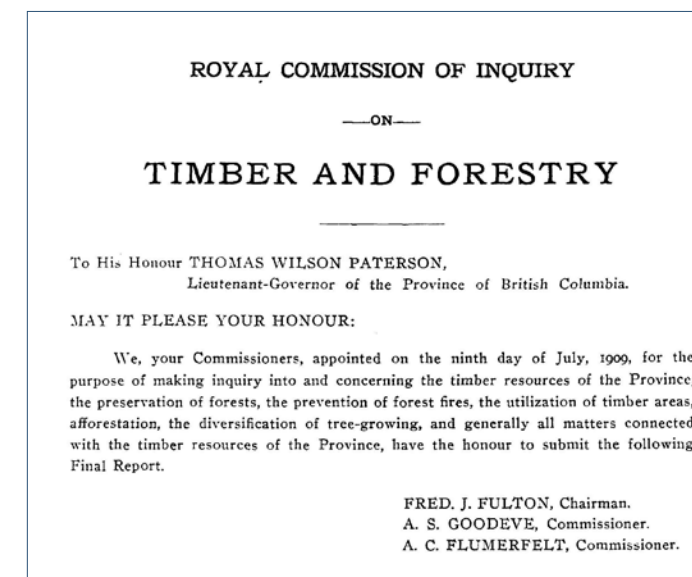
A governmental organization of Fire Wardens operating under the direction of Forest Rangers was endorsed as the desired means to protect the forests from fire. Other suggestions included giving the permanent forest officers in the government service the power to conscript men for fire fighting purposes and to pay them according to current wages. Similar powers were held by forest officers in Germany and in some of the United States at that time.

A cost—sharing scheme was also envisaged where the government and the holders of timber lands would divide the costs of forest protection equally between themselves. When the proportion of unalienated timber lands in each district became known, the government was to assume full: responsibility for that acreage while the remaining expenses would be shared with the individual timber holders on an equal basis. The individuals were to be assessed in proportion to their forest land holdings (Fulton et al. 1910).

In view of the damage inflicted by forest fires up to the

| SEASON | FIRE WARDENS | FISCAL YEAR ENDED | EXPENDITURES (\$) ON: | |
|---------|--------------|-------------------|-----------------------|--------------|
| | | | FIRES | ORGANIZATION |
| 1905-6 | 4 | JUNE 30, 1906, | 1,473.90 | 1,245.34 |
| 1906-7 | 7 | "" | 5,486.00 | 2,145.25 |
| 1907-8 | 37 | "" | 3,886.55 | 12,529.95 |
| 1908-9 | 32 | MARCH 31, 1909 | 17,027.65 | 18,679.97 |
| 1909-10 | 37 | "" | 21,381.61 | 24,707.96 |
| 1910-11 | 81 | "" | 133,842.25 | 80,107.27 |
| 1911-12 | 110 | "" | 44,493.91 | 105,051.34 |

Table 1



time of the Royal Commission it is not surprising that the commissioners should express concern over the protection which must be afforded to the future forests:

That the young timber, upon which our whole future as a lumber-producing country depends should be left, at the pleasure of any thoughtless workmen, to grow up amid the tangled wreckage of lumbering, under the imminent menace of fire so heavy that it may serve to destroy not only reproduction but even the soil that makes the growth of valuable species possible, is so absurd commercially, that an attempt of regulation is imperative

The Forest Act of 1912

The Fulton Royal Commission resulted in the formation of the British Columbia Forest Branch (later to become the British Columbia Forest Service), whose activities and jurisdiction were outlined in the Forest Act of 1912 (S.B.C. 1912, c. 17).

Part XI of the Forest Act concerned "fire prevention" and applied to railways and municipalities as well as to the "forests and woodlands" of the province. The provisions of the Bush Fire Act, or as it was later known, the Forest Fires Act, were re-iterated in the Forest Act,

The "close season" was taken to be the period from the first day of May to the first day of October, during which time it was possible to use fire freely only for the purposes

of clearing land, cooking, obtaining necessary warmth, or for some necessary industrial purpose permitted by the Minister." (s.B.c. 1912, c. 17, s. 107).

As had been the case since 1909, a permit was required before any fires could be set in slash or forest debris, standing or fallen timber, or in bush land to dispose of unwanted material. Individuals depositing burning substances such as matches, cigarettes, cigars, or pipe ashes, or employing explosives in or within one-half mile of any forest land were instructed to extinguish any burning material before leaving the vicinity.

The Forest Act of 1912 also provided for the disposal of debris alongside logging railways, the patrol of said railways, and the posting of watchmen at stationary or portable logging engines for a period of two hours after work had ceased. It was also necessary to install spark arrestors on engines to be used within a quarter mile of forest slash or on if "bush land" as well as on river and lake steamboats and incinerators found at power generating stations or manufacturing plants (S. B.C. 1912, c. 17).

An important clause gave the Minister or the Provincial Forest Board (actually named the Forest Branch) power to declare any inflammable material which endangers life or property a public nuisance, and upon

receipt of notice to this effect the owner or occupier of or the person conducting any operations for the cutting and removal of forest material from the land upon which any such nuisance exists shall immediately remove or abate such nuisance.... (S.B.C. 1912, c. 17, s. 123).

The Forest Branch or the Minister could also direct that fire-lines be cleared around flammable debris resulting from lumbering or industrial operations as well as around machinery "using any fuel other than oil" and located within a quarter mile of any forest or woodland.

Slash and other debris resulting from right-of-way construction for roads and trails, communication lines, powerlines, pipelines, flumes, and ditches were to be disposed of as the work progressed or when conditions permitted safe burning. Debris located within two hundred feet of any railway was required to be immediately piled and burned, subject to the other conditions of the Act requiring burning permits.

The Forest Act also laid the foundation for co-operative forest protection through the establishment of the Forest Protection Fund (S. B.C. 1912, c. 17, s. 125). Owners of timber land as defined by the [taxation Act and holders of timber, pulp, and tan-bark leases or special timber licences were required to pay an annual tax of one cent per acre of land, due on the first day of February.

The Crown was required to match the contributions of

the timber landowners and lessees and the total sum was credited to the Forest Protection Fund. Monies from the fund were to be used exclusively to maintain and equip a fire prevention force and to enable the construction of trails, lookouts, telephone lines, and the enlistment of assistance to suppress forest fires.

Under certain circumstances the costs of fire fighting were to be equally divided between the timber land owner or lessee and the Forest Protection Fund but where the person was neglectful in his duties the costs were entirely his responsibility.

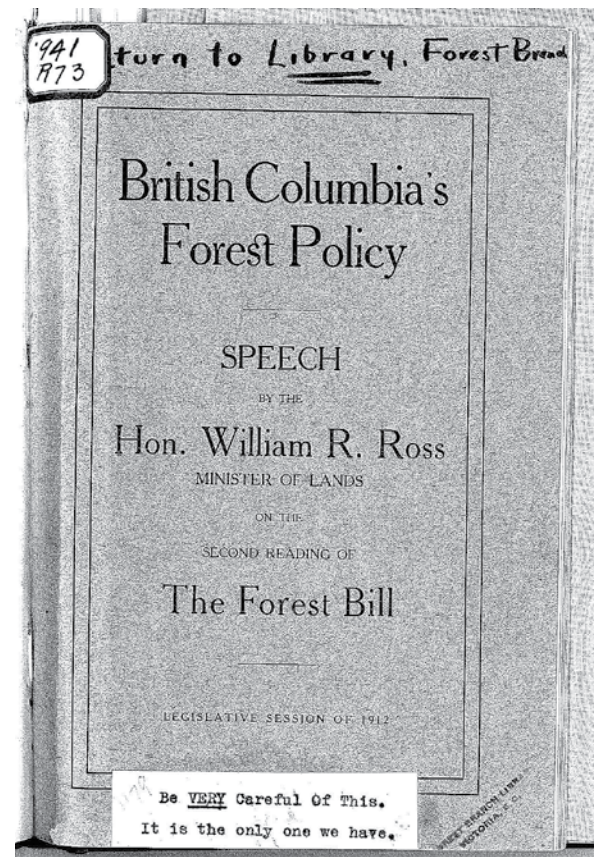
As was recommended by the Fulton Commission the officers and employees of the fire prevention force were given the power to

employ or summon the assistance of any male person between the ages of eighteen and sixty, except only trainmen, telegraphers, and dispatchers on duty, doctors, and persons physically unfit, for the purpose of controlling and extinguishing any fire, (S.B.C. 1912, c. 17, s. 130)

as well as arrest without warrant anyone found in violation of the provisions of the Forest Act.- TO BE CONTINUED




The Honorable William R. Ross, Minister of Lands



Minister Ross Forest Bill speech in the Legislative Assembly of B.C 1912

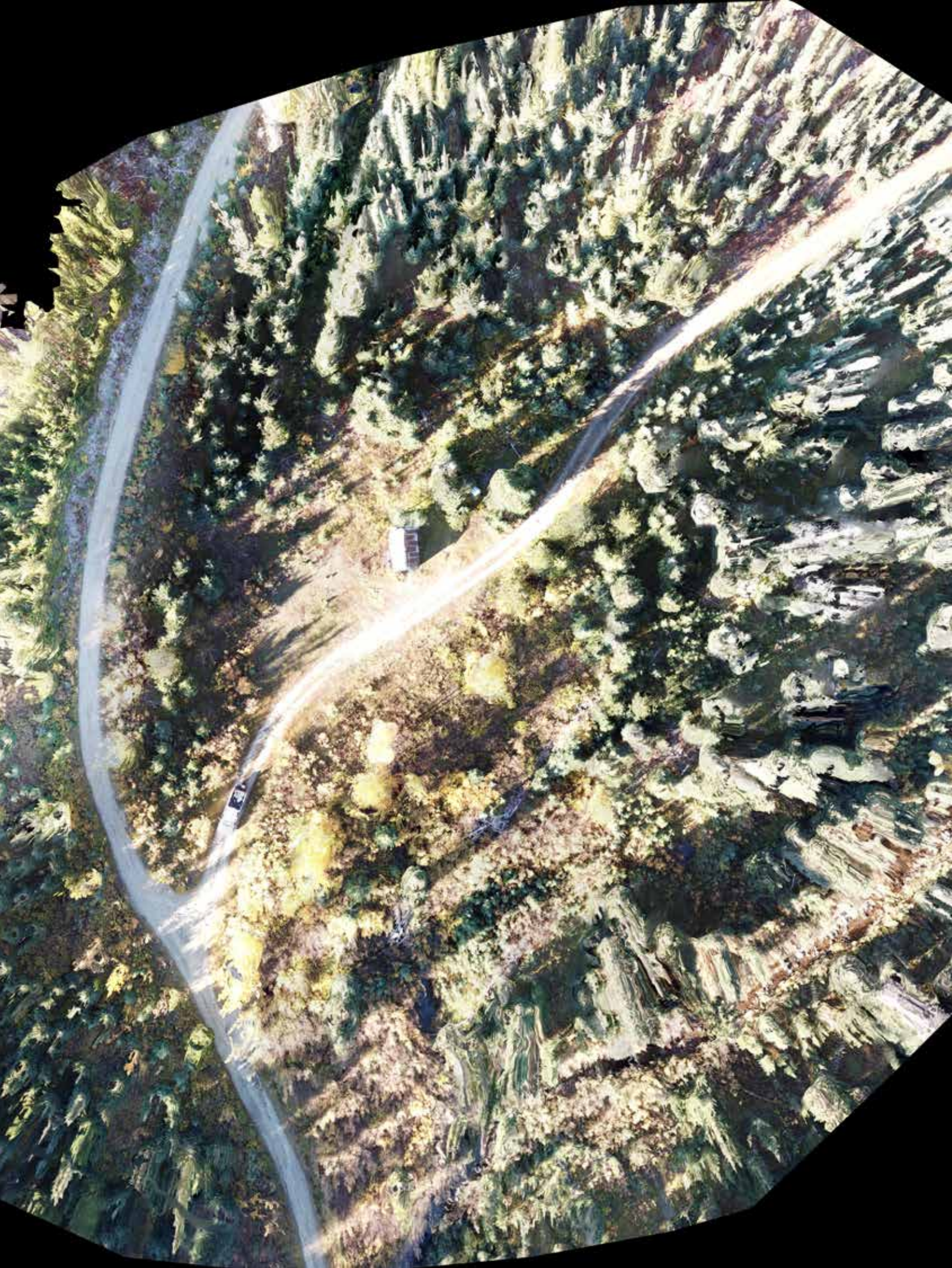

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KINVIG CABIN GUESTBOOK

Where Trails Creeks and Generations Converge

Leighton Woolsey

Part 3 in our series on the guest book from the Kinvig Cabin (AKA Winger cabin), Little Snowshoe Creek, Yanks Peak.

Oct 17, 2010. Just got in. Beautiful weather. Cleaned out the stove pipe. Mitch Mortensen/AKA Leighton Woolsey.

October 18, 2010. Best sleep in years. Mitch Mortensen/AKA Leighton Woolsey.

October 19, 2010. Rain and clouds. Mild weather. Mitch Mortensen/AKA Leighton Woolsey.

October 22/2010 stayed the week. This old place is a gem. Mitch Mortensen/AKA Leighton Woolsey.

Nov 6, 2010. Frank Durina. We left some heat pads, socks and Tylenol.

Dec 27/10. Mark and Jay. Just stopped by our snowmobiles. Nice digs

Dec 28/10. Chuck, Launa, Sean, Jeff and Debbie, great sunshine. Happy New Year.

Jan 5, 2011. Foot of fresh powder. Still snowing 2pm

Jan 26/2011. Just got in. Staying for a few days. Weather has turned sunny. Leighton Woolsey.

June 26/2011. Jack Anderson, Boby Kerry, Vernon BC with Ethel Winger, Verna Deb and Jeff Gartner. Keithly. Wonderful trip for a city slicker (me). Good weather.

June 27/2011. Stayed the night. Weather is nice, gentle winds. French snowshoe road is washed out in three places. Managed to get into creek at landing approx. 2km from bridge. Leighton Woolsey

June 28, 2011. Woke up to rain...waiting for a break in the weather. Creek is really high. Managed to cross back to cabin but truck is dead. Raining hard. Little Snowshoe is close to flowing down the road. -Leighton Woolsey

June 29/2011. Truck lives again – Leighton Woolsey

July 4, 2011 Ron Hagel. Quite the little cabin

July 14, 2011 Venta Rutkauskas Likely BC. On a drive for the Likely Tourist info, checking on roads and directions to this sweet little spot...so glad I came out!

July 18, 2011 Gord and Jean, Deep Creek Williams Lake. Quadding. Staying at cabin Cariboo Lake. Nice.

July 23-11 Andy here at 3:30 An from Whiskey Flats up Yanks Trail. Overcast but no rain

August 2/2011 – Arrived yesterday evening from

Edmonton via Kamloops, 100 Mile House, Williams Lake, Will likely stay a couple days. Ethel, Mickey & Ken... Very welcoming. Thank you. Ken was nice enough to allow us to dip a pan on his claim. Time for breakfast. 6:15Am – Troy Byers

9:45AM. Heading up to Kens claim for a visit. Then probably down to see Mickey and possibly head down to see Ethel. Back in a couple hours

12:40PM Back from visit with Mickey and Ken. Didn't make it down to see Ethel, may be tomorrow. Off to set up on one of Kens claims to see if we can find some color. Back in a couple hours for supper.

2:08PM Back from Creek (No color) Nap time

3:00PM Nap time over, Don Barnett. Had an afternoon snack made up. Bugs (mosquitoes) are thick. Weather is good

6:05PM – Went for a dip in the creek to get rid of some of the grime. Cold cant describe it. If you've ever swam in the North Atlantic...its that cold. Refreshing though and all cleaned up. Will wind down for surprise pretty soon. Probably stay one more night then head down to see Gary. Maybe stay a night on his claim to see if we can find some color there.

Aug 2/2012 – D-Day for America. No Radio. Maybe we shouldn't go back. Don Barnett

Aug 3/2012 - Havent been this relaxed in yrs. Beautiful country.

Aug 3/2011. 9:50AM. A few showers this morning. Bugs aren't as bad so far. Probably get packed up and out of here after breakfast.

Aug 3/2011, 11:34AM Almost packed up and ready to go. Left a few provisions. Fixed the broken window (duct tape). All in all had a spectacular stay thanks to AU for allowing us to intrude for a couple days. Kindest regards, Troy Byers – Edmonton, AB

Aug 4/2011 Gord & Jean Deep Creek, Wlmslake, trailered quads to Lightening Creek, Quesnel side and rode over. Now we know the loop. Beautiful day but lots a bugs but were back again! Jean & Gord

Aug 6 – 2011 David, Liz, Kelsey Vaughan James Morhart, Wayne & Elain Johnson, Horsefly. Thanks for the open door!

Aug 7/2011. John Bot. Great to be back here again. Last time was winter of 2000

Aug 7/2011. I'm with my 2 favorite people. Dad and Matt Love! Haha. We recently learned what brisket is and it is going to make our way into our bellys on Monday. Another great visit. Age 21 & Laura Grosholz. Just built the cabinet in cabin.

Aug 10th. Tyler Will. Sparaway Washington. Own the cabin on the narrows of Cariboo Lake. Cant wait to come up in December. Leaving August 14

Aug 10, 2011. Brian & Tracy Hopkin. Were here. Lac La Hache BC. Cool Cabin

Aug 13/11 Always wonderful here but when flowers are in bloom unbelievable, from the Likely brat Cherie Best, Laurie and Doug are with me.

Aug 14/11. Thank goodness for this cabin. Had a flat tire to fix. Barb, John and Eldon.

Aug 14,11 Kevin & Dawn. Jeep YJ 4x4ing. Jordan, Jeep YJ 4x4ing. Jesse & Steve, Toyota.

Aug 16/11 Don and Tyler were here

Aug 21/11 murry Evans, Terry Hynes, Ted Rogers, Gord Hallingsworth. Lowhee campsite at Barkerville over Yanks. Great loop. Lots of fun.

Aug 23/11. Come up for a drive. Nice Cabin enjoyed the creek

Aug 28,11. Ed & Brenda, Dennis & Heather, Lori & Bill, John, Joel, Shane & Mandy, Lisa. Very nostalgic & lots of old memories

Aug 30/11, Kent, Ellan, Just visiting

Sept 6/11. Don Barnet & Jarah FzLham. I was here Aug 2/11. Just had to come back and show Jarah!! It was great Sarah.

Sept 6/11 "Stunning visit" Ill be back in the future

Sept 9/5/11. Once in a lifetime adventure!! Dorra & Earl Anderson, South Carolina.

Sept 11/11. Amazing weather. Had an awesome day. Tyla Justin & Moe (pup)

Sept 12/11. Beautiful day over Yanks Pk. Road is challenging- need a rest!

Sept 12/11 Two Great days with friends. Both ways over to Barkerville and back. Bikes ran well. Road had its moments but no major issues. Dave Graf

Sept 12/11 Great trip to Wells from Likely. Thanks for the cabin Ethel. Great place to rest. Over Yanks 30 years ago but roads have gone to hell!. Jim L. Horsefly, BC.

Sept 17/11. Ross & Lisa. By way of McMartin Crk and Sawmill Flats. Return to 3100 over Snowshoe. Lunchtime! Doug, Jody, Alex and Lee with them.

Sept 18/2011. Got in late last night. Slept in truck till

daylight. Off to work my claims. Creeks are sure low. Mitch Mortensen

Sept 22/2011. Rained all last night and most of today. "How highs the water mama" Mitch Mortensen

Sept 27, 2011. Last night here. Found some fine gold but nothing to break out champagne (yet)... was a good trip through and am looking forward to next season being more productive.

Oct 9, 2011 Stopped by. Great Cabin. Happy turkey day everyone. Grant & Sherri

Dec 8, 2011. Kim and Bernie Pacholczuk. Only ones sledding today. Went to Yanks Cabin. Hard packed trail over there and foggy. Nice here though. Have a good day.

Dec 26. Jeff & Dill. 2 feet fresh snow.

HAPPY NEW YEAR

Jan 7 - 2012. Jeff, Lee, Kelsey, Murray, Rodger, 1 sick polaris.

June 23, 2012. So nice to be here Love the Puddles. Francesca Winger

July 1, 2012 Poking around roads and cemeteries on Canada Day. Cathy Koot and Tom Poley. Williams Lake.

July 7, 2012. After driving an hour or so on a road that came to an end we made it here...its very beautiful. We would like to make it to Barkerville. Not sure if we can continue on. We will get there weather is great trucks running good. Outhouse is fine. Devin & Beth

July 8, 2012 As we lay here debating what to do some quaders showed up and told us that it does go to Barkerville and one spot may be closed so I guess we will continue on. Happy trails. Devin & Beth.

July 8/2012. Paul & Cindy from Quesnel were here. Beautiful day.

July 8th, 2012 Drove around 3 hours back there. Ended up back here. No Barkerville. Devin & Beth xoxox

July 19. Quadding. Deborah & Tim, Maddy

July 21/12. Grant/Cynn/Christopher/Devin to make it to the top. Lots of brush and trees down.

July 22. Nice place. M Paquett. Gary Ward.

July 24/12, Jan Masul, Jeennie. Up here with 2 trucks and campers looking for Barkerville! We think we missed the turn off down by the Dog mine. Beautiful up here.

July 24/12 Richard W. The bugs are just as bad here as they are at the library. I love it.

Up here with my boy and ma. Good Times but holy still rocks. Wes Winder is old.

July 24/12 Came up to take a look around. Dearly

nostalgic! And brings back many wonderful memories. Ethel Winger

July 28/12. Hoping to have a trip. AZ

July 28, 2012. Chris Roath, Caleb Roath, Cody Hampton. Haven a great time on the mountain. Roath family in the truck.

July 28/2012. Not too wet! "The Snodgrass Family". Rod, Lori, & Scott

July 28/2012 Time 12:13pm. Jake Roath. Cody Roath. Went for a good time but then had to go looking for Cody. Everyone is ok. We are out ok. Rod and Lori, Scott Allan thanks for the fun

Nice Place, Mellow, heart warming

Dorie, Diana & Dave Fletcher, Barry Fletcher and Lisa Cream, Steve & Bonnie Fouchier, Summer quad vacation 2012. Hundred mile to Barkerville. Great weather Amazing views

Aug 4/2012. Mike & Kim/Trevor & Uva. The Pinzgaver trip to Wells.

August 6/2012. Gerald & Krista Feuttery, WL. Mike Feuttery, WL. Mike Brown, AB. Ed Roodzant, ON (crash) Mattamongous Lowe 2012.

Richie Too Rich the Weatherman Aug, 2012

Aug 10, 2012. Kyle Will, Mike Will, Name Will, Marcus Ebert, Peter Schulte. "Thanks for the Gold!!"

August 12, 2012. Amanda & Reice Mero.

August 13/12 Jessica Joaquin.

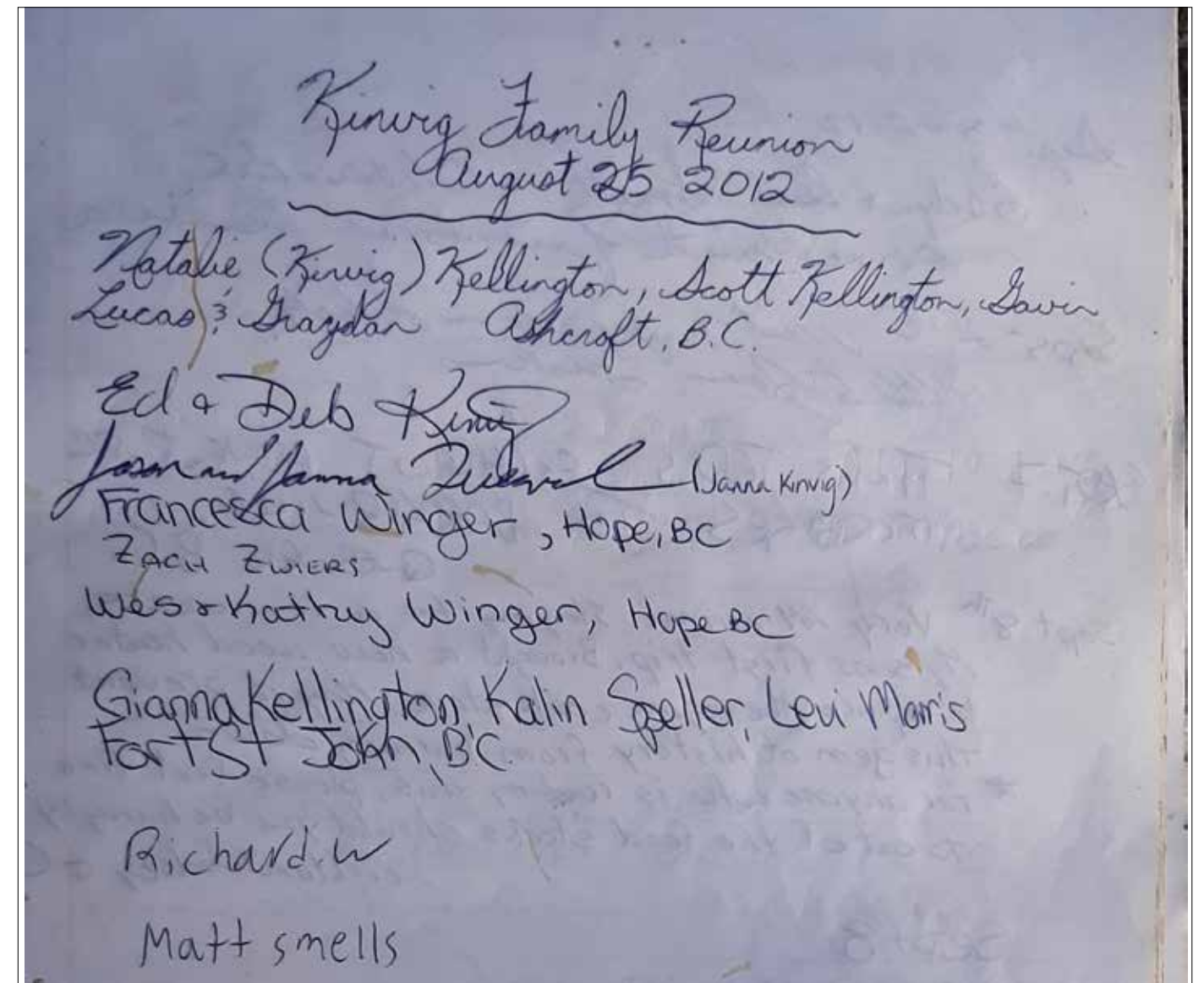
August 13/12 Mark & Rose. Ray Semmonds and Ray, Langley.

August 15 - 2012 Kassandra/Adam/Ceby. 100 Mile House

August 15 - 2012 Joel/Serena/Dreyden. Williams Lake

Aug - 18 2012. Ross Woods. Big Lake

Aug - 18 2012. Mark Farnsworth. Williams Lake



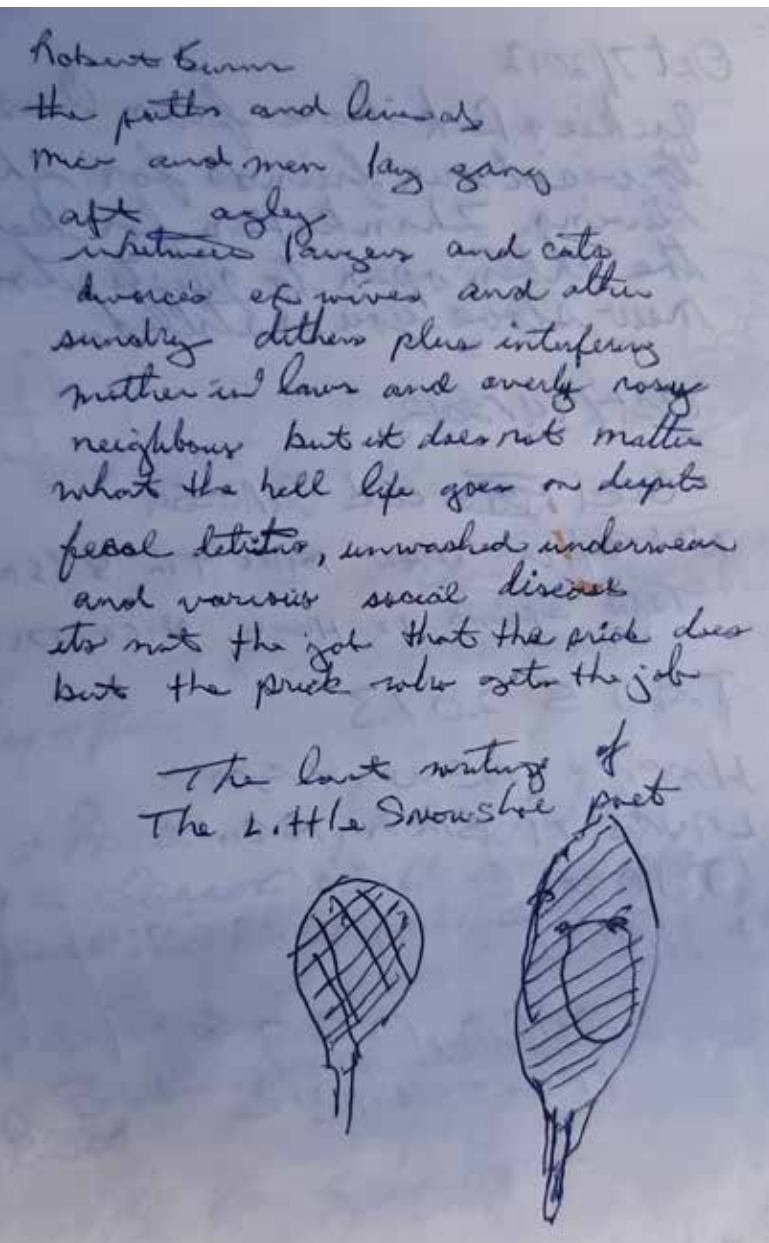
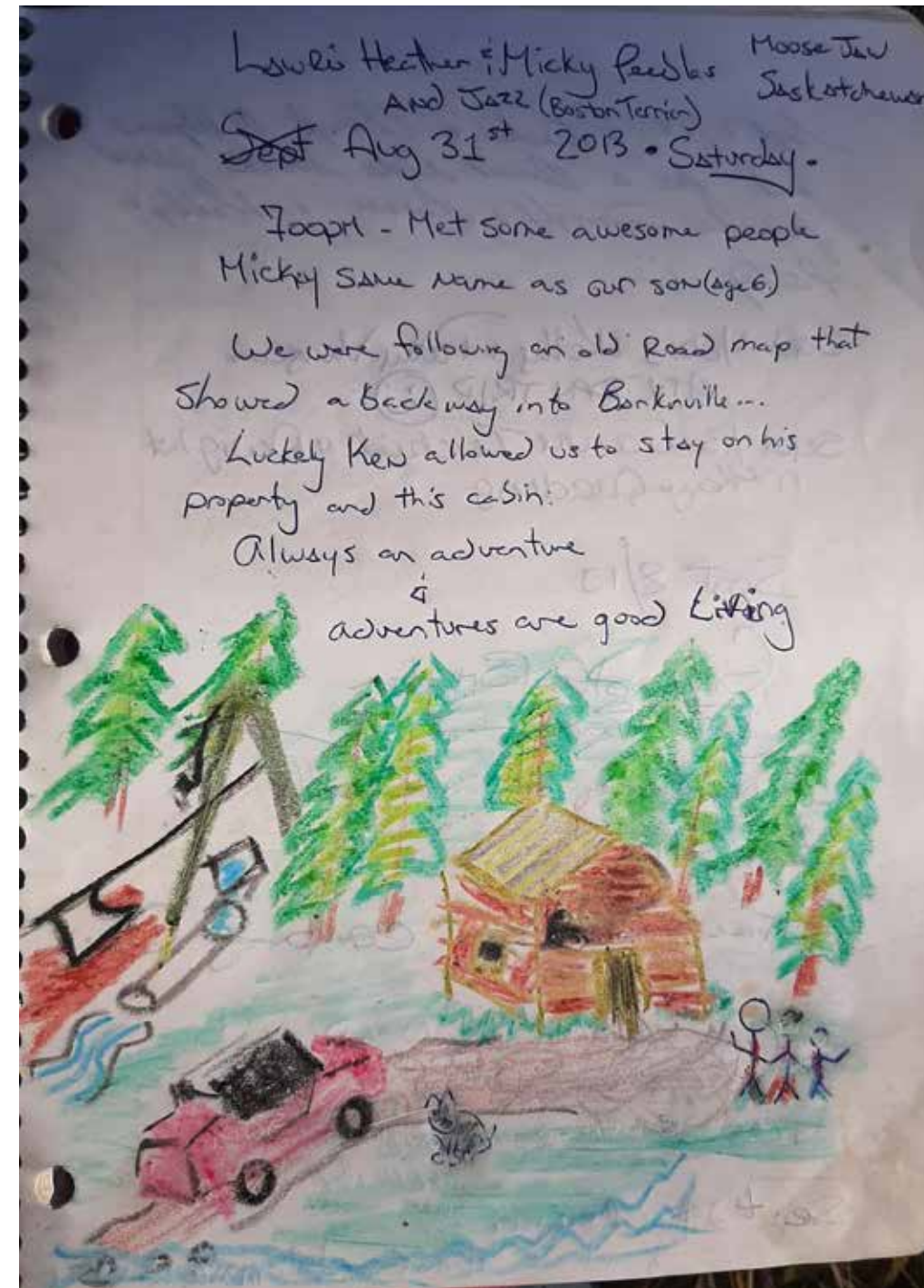
Aug 18, 2012. Mavis Grinder. W.L.
 Aug 18/2012 Filip Styder. WL
 Aug 18, 2012. Skip & Ashley Overton. Mcleese Lake
 Aug 18/2012. Tyler Cameron. W.L./Mcleese Lake.
 YAMAHA RULES!
 Aug 18, 2012. Mark, Heather & Buster. Big Lake
 Aug 25/2012. Tony & Lydia. Tyee Lake
 Aug 25/12. Chris & Cheryl Lawrence. Rick & Brenda
 Feller, My first trip! Karen Roberts, My 2nd! Larry &
 Marueen, 1st trip on the summer.
 Aug 25/12. Mike Shields 1st quad trip.
 Aug 25/12 Raymond & Cathy from Pr. George. 1st quad.
 Sept 3-2012. Evelyn and Bill Smelt. Oliver BC. Come
 with friends of this area

Sept 5-2012. Visiting friends in Likely. Duffy and Joe Fusk
 Sept 7. Tim and Ted's excellent adventure. Motorbikes to
 Barkerville. Quesnel BC
 Sept 8th Very AM arrival. Staying for a few weeks. My
 sons first trip. Brough a new wood heater to replace the
 aging cook stove. May it prevent this gem of history from
 burning down. *For anyone who is reading this, please
 feel free to eat of the food stocks should you be hungry.
 Leighton Woolsey & CJ
 Sept 8. Nikki and Brad Fosiy. Cammy Kodose Mvstis.
 Kelan Overton. Sam Thompson.
 Sept 8th Saddle Tromp Tour 2012 From Lac La Hache to
 Barkerville. Nice Digs
 Sept 10th. Thanks for the shack. Be back next year. Mike
 the Knight from Coquitlam
 Sept 28/2012. My son CJ certainly enjoyed a piece of
 history in this cabin, and I am thankful for that. Leighton
 Woolsey. Thanks for the Cabin. Curly James
 Oct 2012. Dziekujemy Za pobyt. Jerry-Bolek-Mivek,
 Tadell. Skoda ze Ethyl Winger Zoxtavwila Tej djalki dla
 eiebe ald tat jest.
 Oct 7/2012. Jackie and Rick from Quesnel to visit our
 friends for Thanks Giving. Thanks Ken for keeping the
 cabin open to guests. Love the new stove you installed.
 Oct 14/2012. Coel and Janessa
 Nov 6/12. Dan, Mike, Tim. 8" snow. Turn around go
 home. Nice Digs!!
 Jan 5 2013. Happy New Year. Launa is back from
 Longport England and having a blast!!! Launa, Dad &
 Matt Lowe.
 Jan 6/2014 Peter Tura, Slovakia and Vlasta Tomek, Czech
 July 4/2013. Pat & Roseanne from Likely. Theresa Janaer,
 Williams lake. Jacquie Beaulieu, Williams Lake
 July 20, 2013. Ryan Brink (YZ250F) & Jenna Schmid
 (CRF150). Jeremy Brink, Sydney Australia. George Ford,
 Sydney Australia. Lawrence & Linda Porter, 150 Mile
 House BC. Beautiful day with the family
 July 20, 2013. Brad, Trudy, Bill and Anita. Met some
 really nice people from P.G. They cleaned the trail down
 Mc Martin Creek.
 July 20/13. Riding from PG. Beautiful sun! Greenwood's &
 Borowskis = 8. What a view! Devin
 July 28/13. Brian Elodieanne, Ken & Amy, Zander. Read
 some messages. Cold day. Overcast. Haven't seen anyone!
 July 28/13. Dale regner sucks!! Glen Apps, Dylan, Darby,
 Patty
 July 28,13 Stephan Molesk

July 28/13. Over the top from Wells. F25 Super Duty & YJ
 Rock crawler. Tom & Darlene Mauie, Quesnel. Gerry and
 Maurene, Victoria. Sabrina Micholck
 July 28/13 Graham Claucuie, Beck & Lorne. Over Yanks
 to Barkerville yesterday, back via Swift River Rd today.
 Nice day for riding.
 Aug 2/13 Up to Wells Again. Trevor
 Aug 3, 2013. Party Time! Excellent.
 Aug 2/13 Garry, Suzanne Endons. Rob, Elaine Buxtons
 and the Wilburs - Greg, Carcy, Lindyn, Ayla, Baby to be
 and Tika the Dog. All on Rhinos.

Aug 3 - 2013. Jason & Ronita Laframboise from
 Chilliwack.
 Aug 4th, 2013. Michael Anderson, Prince George
 Aug 5th. Susan & Morley
 Darren & Candace Johnson. Manning, AB. "Have the gold
 fever now" THX
 Aug 10, 2013. Lovely day for a ride. Zach & Francesca.
 Wiers Winger.
 Aug 10/13. This is perfection. Caris Nickerson
 Aug 10, 2013. Beautiful day. Perfect puddles! Rachel
 Deschines.

Aug 12, 2013. Beautiful day.
 Heading back to Barkerville.
 Dean & Barb Seely. Alder Flats
 A.B.
 Aug 15, 2013. Ed Kinvig with
 Vern, Debbie & Jeff. Great ride
 to cabin. Thanks
 Aug 15, 2013. New Stove!
 Great Addition. Ethal Winger.
 Keithley Creek
 Aug 15/2013. Adequate
 little cabin. The road further
 on is more interesting &
 Challenging. Snug little valley.
 Richard & Sluiley. Calgary
 A.B.
 Aug 17th, 2013. This is
 incredible. Been a great ride.
 John McConacria, W.L. B.>
 Aug 17/13. Harold. W.L. B.C.
 Aug/13. Tray & Melanie Alett,
 Aug/13 Beautiful Country.
 Doug & Donna. Bon and Verna
 Cummings, Quesnel. Ron &
 Linda Mckerlie, Quesnel
 Aug 25, 2013. Vern, Glenda,
 Weir Richard & Kathy Winger
 & Deb Garten. Great memories,
 as always.
 Aug 31/13 Mike Chrissy,
 Emma, Jacob Tebel. Lawrence
 & Linda Porter
 Aug 31/13 Cody Bailey. Ryan
 & Phoebe & Peyton Bailey
 Aug 31/13. Gerald & Krista.
 Stopped in but no one home!



A Cornish Wheel and Pump at Barkerville. These water pumps were used to pump water from deep workings. Initially the working at 52 feet were dry. There was a clay cap that had kept the ancient river channel sealed. However, they sunk so many shafts that they lost control of the surface water. This led to the water flooding the underground workings and making them inaccessible.



Exploring French Snowshoe Creek, Yanks Peak

Mitch Mortensen

2012 was the year I took my son with me for his first trip into the gold fields. He was ten years old and it was time to pass some of the knowledge down.

We were out at French Snowshoe Creek, Yanks Peak. An area that I had held placer claims since 2001. A lot of time, money and effort had gone into researching this creek. They were my first gold claims and originally staked as legacy claims. This means they were staked by post and tag. While this was done the old way with locating the post on a map via triangulation with a compass, this number one post was already a professionally surveyed post. The post had been staked by the original claim owner who held the neighboring claim. Now the claim was owned by a grumpy miner whose GPS coordinates of the post provided to the ministry were inaccurate. It was a long time before I realized what had happened but when I did it was too late to correct the inaccuracy. However, in the new age of digital map staking where what is on the map is law, Legacy claim staking is what is on the ground is law.

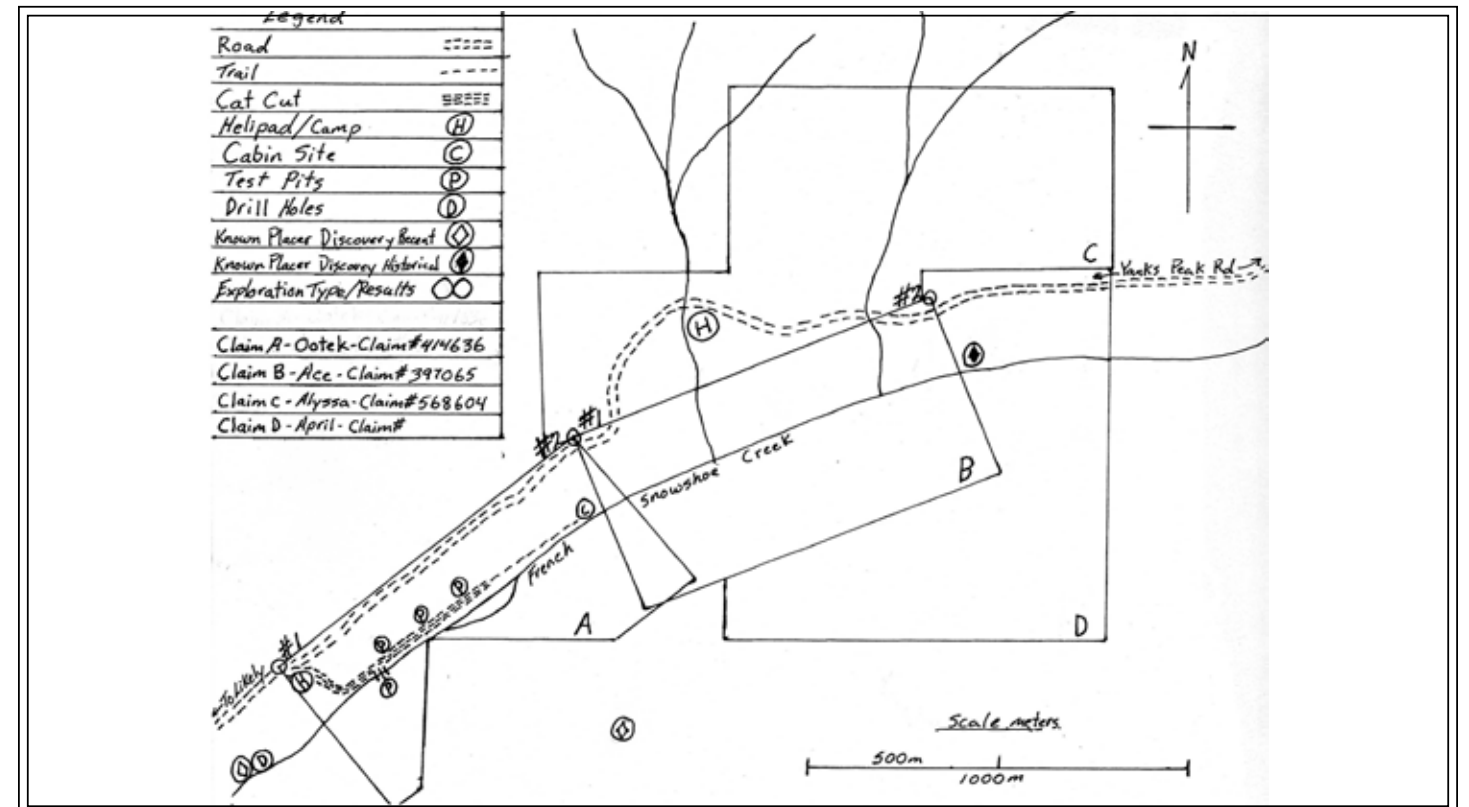
I had spent a decade exploring these claims by hand while seeking investment to develop the project into a mine. Getting a project developed into a mine meant having an income but finding the investment proved to be difficult.

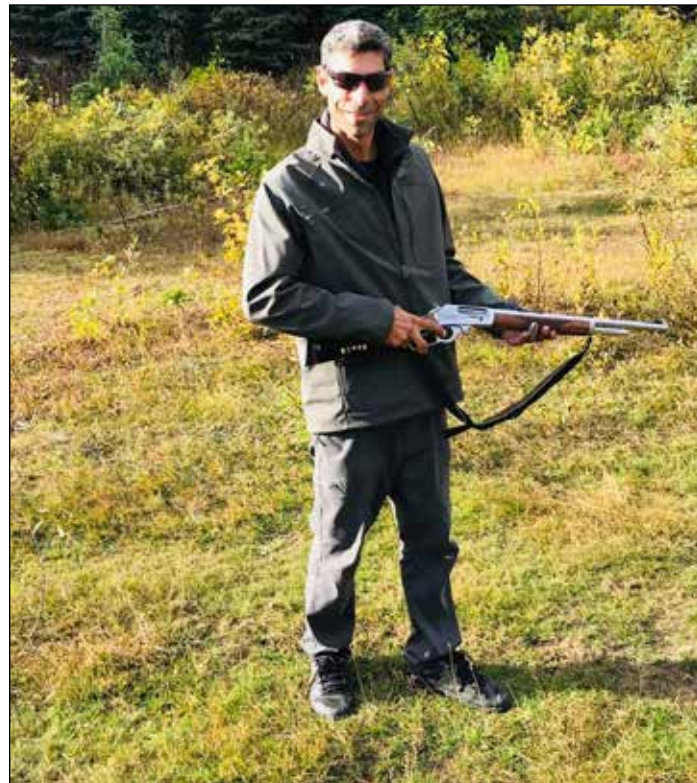
Finally, an offer in late 2011 closed in early 2012. For a time, I thought I finally made it into the big game. It wasn't long though before I was salvaging what I could from a deal gone bad. The yearly assessment work needed to be done to keep the claims in good standing and that was all I was obliged to complete. CJ and I arrived at the Winger (Kinvig) cabin in the very AM on September 8, 2012.

Not only had the deal went south but I was also in an ongoing conflict with a grumpy miner down stream. My first day onsite was encountering an illegal road closure. The mines Act is very explicit about a miner having access to his claim. This access is also part of the old road built in the 1930's



Left, The blockage of the access. Opposite page top left, The legally surveyed #1 post of the Ootek claim. Top Right, The historic Kinvig cabin. Middle left, The historic access along French Snowshoe Creek trenched in 2011. This resulted in a complete washout of the road to Snarlberg. Beyond the trenching the road was good. Middle right, sunk my truck attempting to use the access in 2011. The Grumpy miner was kind enough to pull me out. Bottom, hand drawn map of the Ootek and Ace legacy claims showing the unique features of the property and pre/post mineral titles Online.





Mike the Knight.

to the old Amparo camp (Snarberg). I took a couple photos of the log blocking the access and the home-made sign.

I was expecting some ongoing conflict with this miner over the access but not like this. During the previous spring run off he dug a trench down the access instead of cleaning out the existing ditch. This caused a serious wash out. I sunk my truck and needed his help to pull it out. All the while he was declaring he "saved the road".

When I filed the NOW (notice of work), I detailed opening up an old access that effectively went around him. The NOW consisted of a series of test pits and/or drilling locations along the creek up to the mouth of the canyon. This was to locate and test the deep virgin channel. The permit was approved but the new owner failed to provide the financial means to follow through on the work.

I explored accessing the claim from the other side of the creek to no avail. The access on the east side was washed

out and inaccessible. However, the road on the same side as the blockage was in reasonable enough shape that we could get in there with the truck.

My friend Ken encouraged me to talk to the grumpy miner. Apparently, the grumpy miner was upset that I had involved government in the dispute we were having over the road. When I confronted him over blocking the access, his hired help started video taping us! He was trying to goad me with claiming he had a permit to deactivate the access but wouldn't produce it.

I made a trip into Likely that afternoon and emailed the pictures of the road blockage to the inspector. I was assured they would order him to remove the blockage via email. The following day CJ and I back packed equipment into the claim. Each trip was nearly 2km just to get to the designated work area. We made several trips. I carried the water pump on one trip and the wash plant on another.

On Sept 10th we went into Williams Lake. There we received an email from the mine's inspector confirming there was no order to deactivate the road but there was now an order to remove the blockage. We were also meeting up with Mike the Knight. He was coming out to give us a hand. We picked him up from the bus station in Williams Lake. Mike is an old friend and a well-known civil engineer from the lower mainland. He had never been gold mining and wanted to check out the experience.

The next morning, we were parked facing the blockage, waiting for them to remove it. A backhoe arrives and goes to work. The machine has a company logo that I was unfamiliar with. However, Mike knew the company owners personally and believed the equipment was likely stolen. There was nothing we could do but keep it cool at the time. We still had work to do, and time was not on my side.

We set about laying out the testing area. A 10ft x 10ft spot near an old Yanks Peak Resources test pit from the 1980's era. The remains of the open test pit by Yanks Peak Resources would now serve as a ground water source and mining area for the hand feed Keen high banker I was

using.

Stripping the topsoil was hard work but once the test area was cleared, we could dig into the layers of the bench. Each layer would be separated into its own run through the sluice box. The whole point is to determine values in the layer.

French Snowshoe creek has never been bottomed. There is significant ground water preventing most operations from working the channel. Ideally, the best way to mine this creek is to drift it with a bedrock drain from its confluence with Snowshoe Creek all the way up to the Canyon.

Yanks Peak Resources found that the bedrock was sloping where they dug at this location. The channel is thought to be on the other side of the creek or right under the creek. What I was looking for was evidence of the Midas formation near surface as described in the Holland Report.

Each morning we were up at 0600 and working the mine by 7am. The first 6in was topsoil and sandy material. It was piled aside. The next layer and first for testing were sandy/clay material. It was excavated and moved by 5-gallon buckets to its own pile near the wash plant. Then we dug into a layer of light-colored clay with red staining. This layer was moved aside before hitting a dense layer of red gravels hardened from heat and black sand. This mineralized seam had to be loosened up with a pick before shoveling, it starts between 18-24 inches of surface. Surface is 6 feet or better above the creek.

For days, our priority was to hand excavate material for the wash plant. It was slow going. The Gravels would feed easy through the sluice box but clays not so much. Gold will sift its way through gravels until it settles. The first few inches of clay can be a good catch for gold, but clay is also very slow to process. Gold likes to stick to clay and clay sticks to rocks. Each rock must be washed thoroughly to ensure no loss of minerals. Whether its gold dust or gold nuggets, it still weighs up.

Mike and CJ got their first real experience in placer mining. We were working like the old timers did with Hand tools and brute strength. I offered Mike the



opportunity to feed the sluice box. He laughed and said, "No man, its your glory hole".

Water in the hole was a constant problem. There was nowhere for the water to drain. We constantly had to shift our lowest point to channel the water to a collection spot. It was muddy. Some rocks were so large we could not get them out of the test pit. Instead, we worked around them. We had dug several yards, moved, and processed a few before Mike had to go back to the lower mainland.

When I travel, I tie my dogs in the box of the truck. This is meant to protect them from potentially falling out on the road and suffering an injury or death. We were driving the Likely Road towards the Williams Lake turn off when Ootek saw a buffalo for the first time. He was so excited he lunged at his chain so hard that he snapped the lead. The momentum carried him out of the truck while we were traveling at 80km an hour! I stopped the truck, turned around and went back for him.



Turns out our first stop in Williams Lake that evening was the vet. Ootek got a couple stitches on his anus but other than that he was unhurt and very lucky.

For the next several days it was up to CJ and I to finish the project. He spent time getting to know the rocks as he washed them through the sluice. Rocks with sharp edges were source rocks. Source rocks are the local geology. Rocks with slightly rounded edges meant glacial till. These rocks had come from miles of pushing by glacial movements. Water worn rocks were rounded and smooth indicating local river channel.

The results show what we call a placer seam. This gold is referred to as "sunburned gold". It has a certain reddish stain and is part of an elusive and old system of gold bearing gravels in this area. The quartz is rotten from the mineralization leached out. The stones are river worn and pressed together into a fragile conglomerate of red mineralization. This verified the research that each creek in this area has its own source of gold.

For the better part of that September, we stayed in the Kinvig (Winger) cabin. I replaced the stove in it that year. The old cook stove was rusted out and becoming a fire hazard. I moved it to the one side. On the morning of the 16th CJ said, "Old Jack Frost paid a visit". It was another beautiful day with a blue sky, but it was cold. Cold enough that I was sure it would snow if a storm moved on us.

This cabin is one of the few emergency cabins left at Yanks Peak. Inside is a guest book of many who have signed their name. Everyone passing by is invited to sign it. Trevor Linden signed it once...This year CJ was signing it for the first time.

On the afternoon of the 17th, we saw the police at the claim of the grumpy miner. No doubt there was some validity to Mikes report that the backhoe was stolen.

Back on site, nine yards of material had been excavated and processed. The concentrates were later sent for assay. The results were encouraging. Tungsten levels were the highest with 2020ppm followed by phosphorus at 1370ppm. Iron percentage measured 16.45%. Manganese was 611ppm while gold was 116ppm. Silver values was significant at 2.3 grams per ton.

By the 23rd, We had finished the work and picked up some more. Greg McKee had claims above the Canyon on French Snowshoe Creek. In a spot where a 100 hundred Chinese crossed the creek daily, Greg had found 3/4 of an ounce gold in one day with a pan in the 1980's... he was daring me to do better.

Greg was the son of a mining engineer and he had mined all over the world. In his day, he would scuba dive the rivers of BC for nuggets during the wintertime. He also went back to the days of the McQuen's who worked

above the Canyon on French Snowshoe Creek. This area where they wanted to mine had become a conflict with the government over what was considered a "high water mark". All these years later Greg had staked and now held the same ground. The McQuen's had done some mining in there, but Greg believed there was still more to be had.

Ken Green also knew the McQuen's and their struggle to mine that location. Ken joined CJ and I on this trip. I was thankful to have him with us over the next few days. Like Greg, Ken knows the history of Yanks Peak. Walking with him brought memories of Dave Falconer and Dad to life in a time we were now sharing with CJ.

We hiked into McQuen's historic workings. Mother nature had virtually reclaimed the area but with the leaves down we could see where they had excavated and worked. It was located just downstream of the Monte Christo minfile on an inside corner. An ideal location for a placer deposit. The minfile describes mineralization consisting of pyrite, galena and sphalerite in quartz veins crosscutting chlorite and graphite schist.

We did our days panning in the creek and then moved downstream. It had been a while for me but it was a pleasure to rediscover some old workings that I knew about many years before. Ken wasn't sure who was mining in this area. However, he was

able to identify that the shovel heads were riveted in a style common to use in the 1860's. He was able to further that with the few tin cans that we found. They had been sealed by solder. A small shard of glass Ken was able to identify as a champagne bottle from the time period. Who were these people that worked this area so long ago is still a mystery. The shovel heads were laying beside each other. The wood had rotted away long ago leaving no trace. Was the Champagne a toast of good fortune made or lost?

The next day we hiked through the remains of Snarlberg. Little remained of the Amparo Camp from the 1930's. There was nothing but brush and vegetation. The camp buildings were lost to time. The remains of a shaft at the bottom of the switchbacks was from that period.

We made our way up creek to the falls (below Calgary Dam) and panned our way down. It is rare to be able to walk the creek itself. However, the water table was low and for the first time in many years we walked the creek.

We found where the Chinese were working on the Bowman map ("Chinese here find fine gold on bed rock 2 ft deep"). The Chinese were meticulous with their



CJ Feeding the high banker



Shoveling



CJ at Snarlberg



Greg McKee



Gravel layer



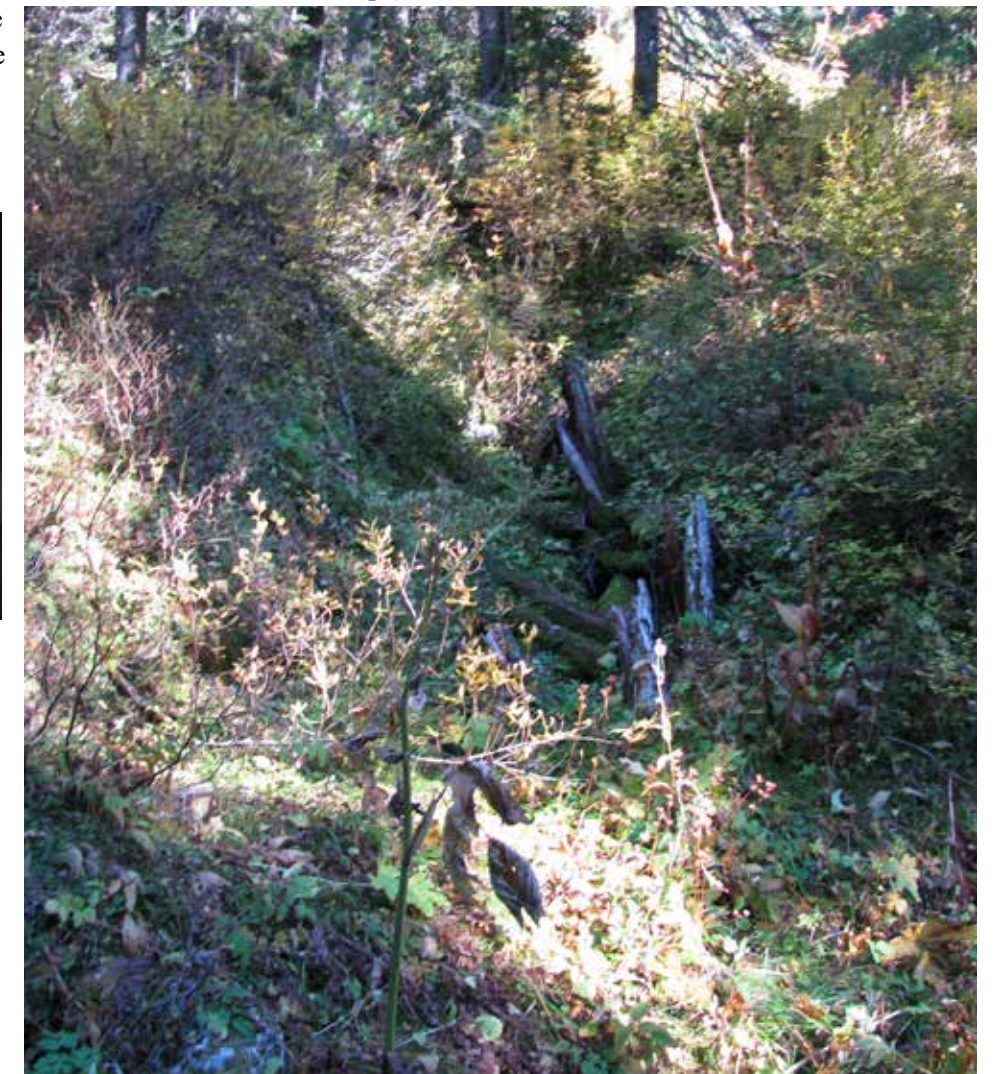
Interesting rocks



Testing the glory hole



Shovel Heads 1800's



Possible remains of either the Homestake or Steel and Cuningham Tunnel

workings. They washed cleaned and piled the rocks in mounds and were clear evidence of their workings. Plus, we also wandered upon the Homestake Group on the Holland map.

From the Homestake Minfile;

The Homestake vein, which is about 0.6 metre wide, contains abundant pyrite with associated gold. An adit just above creek level (French Snowshoe Creek) is driven 6.7 meters eastward and exposes at its face a 66 centimetre quartz vein striking 060 degrees and dipping 75 degrees south.

A selected grab sample taken in 1954 contained 50 per cent pyrite and assayed 7.54 grams per tonne gold (Bulletin 34, page 63).

The vein is also exposed in the west bank of the creek, where it is 66 centimetres wide.

In 1954, B.E. Taylor, of Wells, held four claims comprising the Homestake group. The claims extend in single file down French Snowshoe Creek from Calgary Dam, which is about 1067 metres upstream from the abandoned settlement of Snarlberg. The claims take in the camp buildings at Snarlberg. One showing consists of a quartz vein at about 1432 metres elevation on the east bank of French Snowshoe Creek. The vein is southeast of the camp buildings and is reached from them by foot-trail.

Further on we encountered some more old workings. This time we believe it was either the Homestake or the Steel and Cunningham tunnel.

Bowman's map of Snowshoe and Keithley Creeks shows the Steel and Cunningham tunnel on the west side of French Snowshoe Creek upstream from the junction of Dutchman Creek. This adit has not been seen in recent years but is thought to be close to Snarlberg and may be on the Homestake claims. It is probable that the tunnel was driven on the showings of the Monte Christo Company, whose location is described as being 1 ¼ mile below the upper forks of the creek. The upper forks probably would be at Calgary Dam and the distance of 1 ¼ miles would locate the adit well downstream from Dutchman Creek and not upstream from it as bowmans map shows. – Holland Report

The Monte Christo Company was formed in June 1863 by H. W. Steele and seventeen others. They recorded eighteen quartz claims on French Snowshoe creek running 900 feet up each side of the valley from the creek.

The tunnel we saw is on the East side of the creek. Right across the creek from the tunnel entrance is a one-foot-wide vein of mineralized quartz. It was an amazing discovery and like much of the history, easy to miss. The tunnel entrance is caved but it is a fair bet the tunnel is

preserved. A lack of oxygen would slow the rate of decay in the tunnel timbers.

"Steel was a miner on Williams Creek above the canyon years ago and Cunningham mined Williams Creek. They were both experienced miners. they kind of tunneled in and the quartz vein must have been fairly high up cause the roof that caved in" Ken said.

We finished our work late in the day and began the long hike back to the truck. We hiked out from the confluence of Dutchman Creek and French Snowshoe Creek to the road. The sun was setting and the old road blended into that twilight grey where it was easy to slip into history walking the path of so many before you. A few kilometers later we were back at the truck, and we idled out.

Tonight was our last night at the Winger cabin. I was so exhausted that all I could muster for dinner was eggs and toast.

The next morning we packed up our gear and cleaned up the cabin. By later morning we were getting underway. After nearly a month on the creeks, CJ and I were now traveling the Y road (3100 Forest Service Road) out and around Cariboo Lake to Barkerville. It was another beautiful day, and we enjoyed the view of Cariboo Lake and Swamp River.

I had mixed feelings but overall, it had been a good trip. I

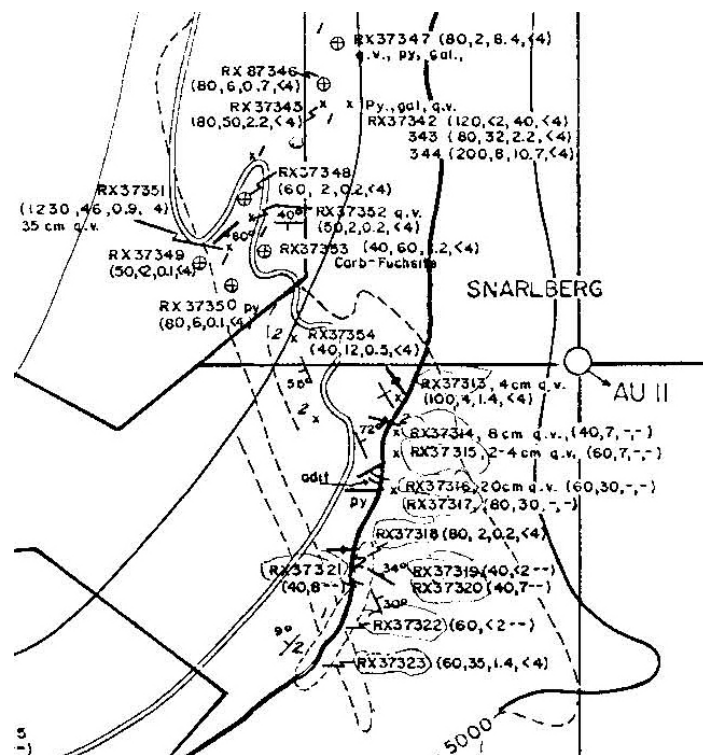
was thankful the work was done if only to free me from a deal gone bad. Now, for the first time in months I dared to relax and enjoy the day. My thoughts were on family and how much we had come through the past year.

By the afternoon we stopped at Ghost Lake Falls and toured the area. We made Barkerville that evening and had supper at Wake-up Jakes. Later we went into Wells and enjoyed a near private performance by the renowned Ben Zhao. Ben is a Chinese musician who plays a variety of rare traditional instruments. We were the only two tickets to see a performer whose live shows normally entertains tens of thousands.

That night we camped at the Lowhee campsite. The next morning CJ had ice cream for breakfast, so he was happy. We toured Barkerville starting with the bakery. We made it early enough that I could buy a loaf of bread so fresh it was still hot from the oven. I tore the loaf open and filled it with butter and jam. In moments I was eating and washing it down with a mug of strong coffee.

We had our victory photo. In the picture I am wearing Robin Williams hat from the movie A Night at The Museum. We bought gifts for everyone and got a couple nice things for ourselves too.

According to Mike the backhoe was stolen, and the police were able to make an arrest and recovery.

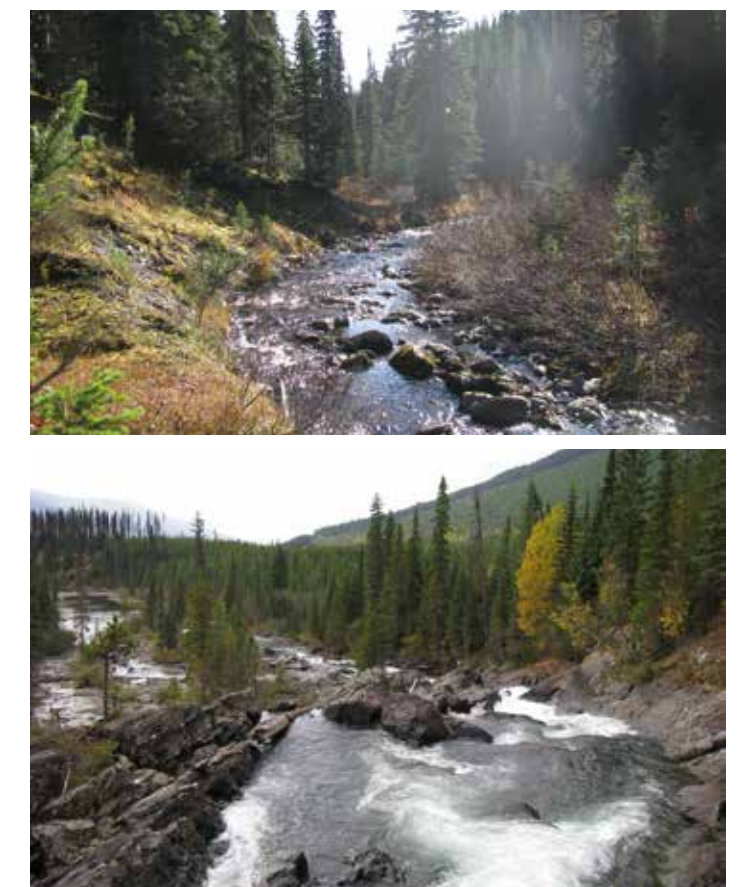


| N.T.S. SAMPLE NUMBER | SAMPLE TYPE | | SAMPLE LENGTH, WIDTH, AREA | AREA LATITUDE LONGITUDE and/or U.T.M. | SAMPLE DESCRIPTION | RESULTS (ppm, %) | | |
|----------------------|-------------|------------------------|----------------------------|---------------------------------------|----------------------------|------------------|----|-----|
| | RX | Grab, Chip, Silt, Seal | | | | Au | Ag | Cu |
| 317 | Rock | Grab | | | 20 cm vein - pyrite | 60 | 30 | |
| 318 | " | " | | | 1 1/2 wide vein 50' above | 80 | 42 | 4.1 |
| 319 | " | " | | | 27 cm vein 110' above | 47 | 7 | |
| 320 | " | " | | | 27 cm vein 110' above | 1.6 | 8 | |
| 321 | " | " | | | black qtz lenses v. pyrite | 60 | 42 | 1.4 |
| 322 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 3 |
| 323 | " | " | | | black qtz lenses v. pyrite | 100 | 7 | |
| 324 | " | " | | | black qtz lenses v. pyrite | 80 | 2 | 2.0 |
| 325 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 326 | " | " | | | black qtz lenses v. pyrite | 80 | 42 | |
| 327 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 3 |
| 328 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 329 | " | " | | | black qtz lenses v. pyrite | 80 | 2 | 4.1 |
| 330 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 331 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 332 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 333 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 334 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 335 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 336 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 337 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 338 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 339 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 340 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 341 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 342 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 343 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |
| 344 | " | " | | | black qtz lenses v. pyrite | 60 | 2 | 4.1 |

EMPR ASS RPT 10209 Area specific results to above the canyon and below Snarlberg



24 inch wide vein opposite to workings



Top, French Snowshoe Creek. Above, Ghost Lake Falls



Louis A. Blanc
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- Todd Doherty** ~ <https://www.todddoherty.ca/>

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