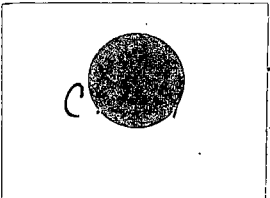


A HISTORY OF THE
SKAGIT VALLEY RECREATION AREA



a history of the
skagit valley
recreation area

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HISTORIC PARKS & SITES DIV.
BC PARKS BRANCH

**A History of the
Skagit Valley Recreation Area**

**A Report
Prepared for the Parks Branch
by the Historic Parks and
Sites Division**

**by Paula Wuorinen
Park Officer
July, 1975**

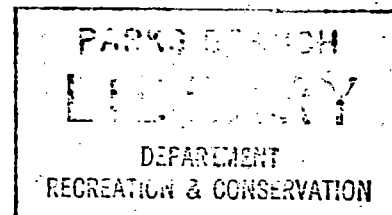
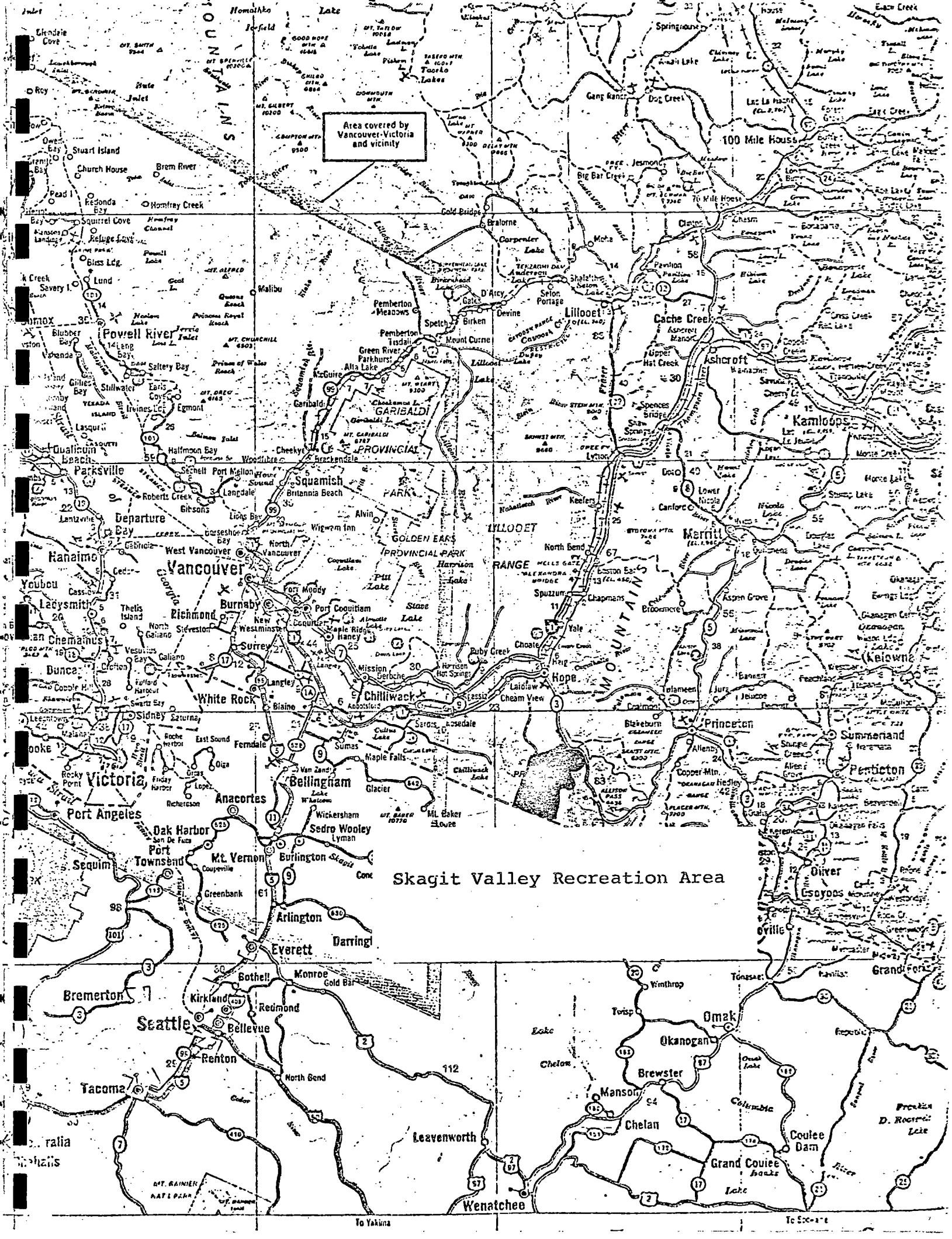


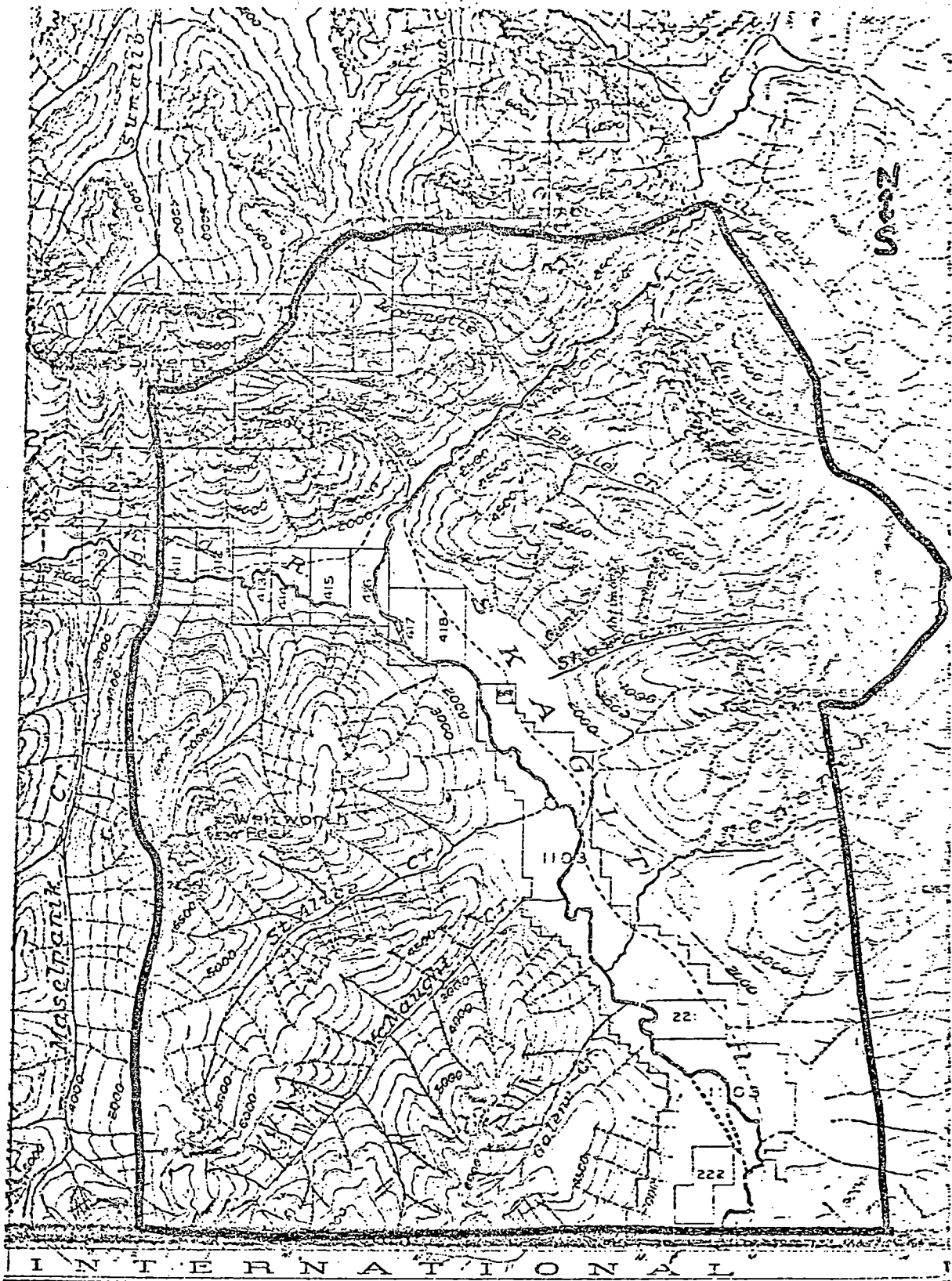
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Area covered by Vancouver-Victoria and vicinity

Skagit Valley Recreation Area



Skagit Valley Recreation Area

A History of the Skagit Valley

The Flooding Controversy

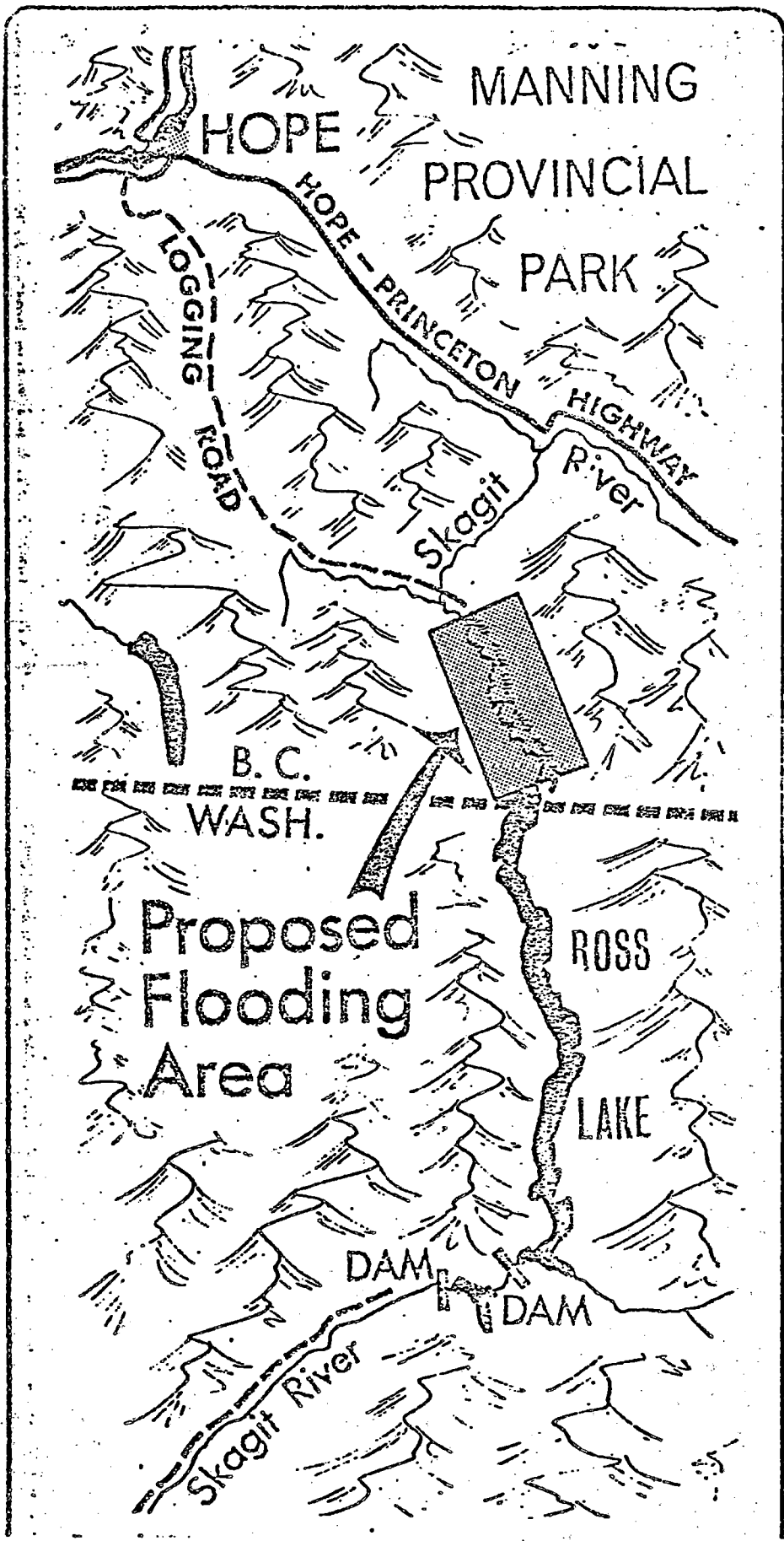
The thirty-seven hundred (3700) acre Skagit River Provincial Park south of Hope, British Columbia was established February 3, 1970 as a Class A provincial park. Four years later the Park was enlarged into the ninety-two thousand, five hundred (92,500) acre Skagit Valley Recreational Area - an eighty-one thousand (81,000) acre recreation area plus a mile wide Forest Service recreation corridor of eleven thousand, five hundred (11,500) acres along the access road from Hope. An understanding of how this change came about lies in the political-environmental dispute over the proposed raising of Washington's High Ross Dam and the subsequent flooding of British Columbia's Skagit Valley.

Having already begun construction on the Skagit River hydro-electric power project a decade earlier, the city of Seattle applied in October 1926 to the Federal Power Commission for permission to raise the level of the Skagit at the international boundary. Formal application to raise the water behind Ross Dam to elevation one thousand, seven hundred and twenty-five (1725) feet and flood into Canada was made to the International Joint Commission in May 1941. The I.J.C. allowed the request provided that Seattle made a compensatory agreement with British Columbia. The province, meanwhile, passed the Skagit Valley Lands Act in 1947 authorizing the province to enter into an agreement with Seattle. The British Columbia Legislature was left responsible for determining the conditions, restrictions and compensation for flooding the reservoir site.

With a change of provincial government in 1952 a new attitude towards the Skagit emerged. Ray Williston, a former Minister of Lands, Forests and Water Resources, writes that "In trying to determine a proper method for paying compensation for flooding the 'sharing' concept evolved - wherein the benefits derived from the stored water would bring a continuing return. This approach was drastically different from any that had been proposed up to that time and was opposed on the American side."¹ This 'sharing' principle became the basis for further talks on compensation and it was several years before a final agreement was made.

In January 1967 Seattle and British Columbia signed an agreement for a ninety-nine (99) year term to flood Canadian land to elevation one thousand, seven hundred and twenty-five (1725) feet. Conditions were: (1) that Seattle pay the province an annual rent of thirty-four thousand, five hundred and sixty-six dollars and twenty-one cents (\$34,566.21) (U.S. funds); (2) that British Columbia with a year's advance notice, could take full or partial payment in the form of power; (3) that Seattle must pay all taxes on lands covered in the agreement; (4) that Seattle must remove all forest growth and debris from the proposed reservoir site; (5) that all labour employed in general development of the reservoir site shall be restricted to residents of the Province of British Columbia; (6) that British Columbia may utilize water from the Skagit Watershed for consumptive use; (7) and, that the province retains ownership of all timber on the lands to be flooded.²

The flooding controversy came to a head in October 1970



Scene of Controversy. Illustration from The Vancouver Sun,
March 25, 1972, p.6.

when Seattle applied to the Federal Power Commission to raise Ross Dam to its final height. Increasingly, environmentalists and concerned Canadians called for a halt to the flooding and a cancellation of the agreement with Seattle. These people claim that the Skagit Valley possesses rare environmental attributes within the Lower Mainland region.³ Its warm, dry summer climate; broad, flat valley floor; variety of coast and interior vegetation, and wildlife make the Valley an ideal recreation area offering a wide range of recreational activities. With the increasingly acute shortage of accessible recreational areas, flooding the Skagit Valley would seriously affect the nature and range of opportunities for Lower Mainland residents. The Skagit Valley Study Group from the Institute of Resource Ecology at the University of British Columbia states that, "The omission of social and behavioural elements from environmental consideration presents, it is contended, an inadequate platform from which to conduct analysis and formulate policy decisions."⁴

Recreational use of the Skagit Valley began in 1946 with the construction of the Silver Skagit road into Ross Lake to facilitate lake clearing operations. For many years, the valley was solely used by fishermen and hunters. The Lower Mainland's rapid population growth in the 1950's resulted in a tremendous increase in recreation demands. The movement of population eastward up the Fraser Valley combined with construction of the Trans-Canada highway brought the Skagit within three and one-half (3½) hours driving time from the centre of population. Even so, the

wilderness aspect of the area will likely be preserved from massive day recreation by the thirty-eight (38) miles of rough road separating the Valley and the Trans-Canada highway.

During the summer of 1971 the International Joint Commission believed that "seen in a broad social context, the Skagit Valley is an uncommon and non-restorable area and has important social values."⁵

On June 27, 1974 it was announced that the Minister of Lands, Forests and Water Resources had deposited a request with the International Joint Commission to rescind or declare the 1942 Order a nullity and dismiss Seattle's 1941 application while declaring the 1967 agreement invalid on the grounds that "the hearing in 1941 was conducted by less than a majority of the Commission, and because the majority of the Commission making the subsequent 1942 Order included one member who did not hear the evidence, nor was he present at the hearing, contrary to the Boundary Waters Treaty."⁶ Raising the level of Ross Dam was held contrary to the public interests of both Canada and the United States.

The Resources Minister suggested in September, 1974 that the Skagit Valley become an international recreation site,⁷ something the Sierra Club had proposed as far back as 1970.⁸ British Columbia would purchase Seattle's annual rent agreement for the Skagit land at to-day's prices and although neither the province nor Canada favours exporting power, steps should be made to determine whether British Columbia

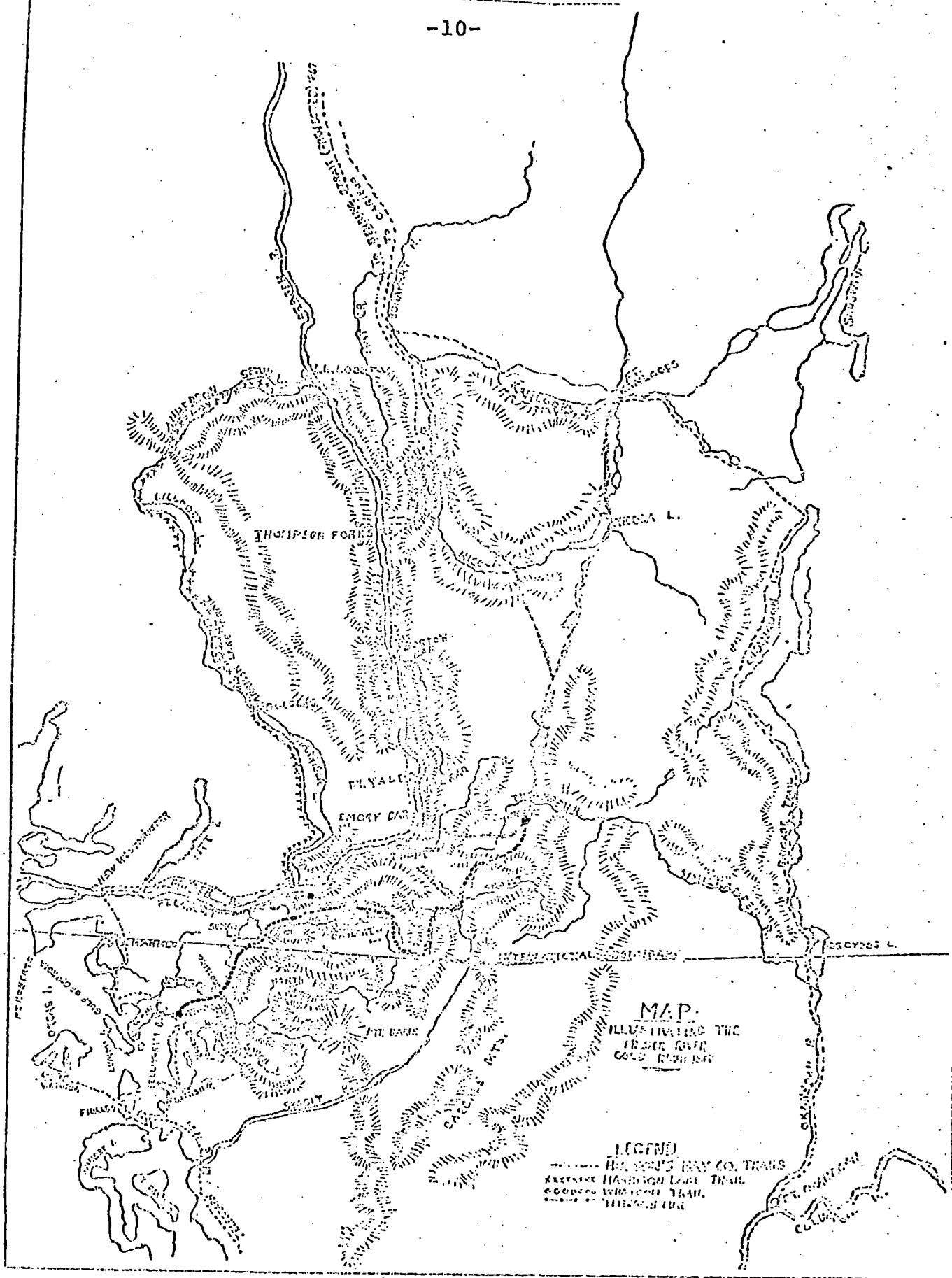
can help supply some of Seattle's power needs. At present, then, it would appear that the Skagit Valley will remain unflooded as a possible future component of the adjacent American and Canadian parks system.

The Whatcom Trail

The citizens of Whatcom, Washington, decided in 1858 to build a trail from their town to the Fraser River gold discoveries in British Columbia. Since it offered the nearest and safest approach to the mines and was thereby the best source of supplies, the townspeople perceived Whatcom as the American gateway to the mines. Meantime, Victoria, representative of British rights, believed any profits accruing from the mines belonged to Britain. The two towns became immediate rivals for the gold trade.

Twice in 1858 Whatcom attempted to construct trails to the mines and twice they failed. The initial trail from Whatcom to Hope, 30-35 miles in length, met the Fraser River opposite the present site of Chilliwack and then connected with the trail along the south bank to Fort Hope. R.L. Reid writes that, "The nucleus of such a route was in existence, for a trail had been opened for some miles along the Nooksack River and an Indian trail extended to the Fraser." ⁹

Governor Douglas issued a proclamation in May, 1858, which decreed that all sailing vessels found in British waters had to have licenses from the Hudson's Bay Company. Such an action forced miners to visit Victoria where they then found it easier to travel up the Fraser. River steamers could now ascend the Fraser as far as Fort Hope thereby eliminating the danger of the water route. Eventually, as miners moved up the canyon, Fort Hope became a mere stopping point on the way to the mines. Furthermore, flooding of the Fraser River lowlands decreased the route's effectiveness. Thus,



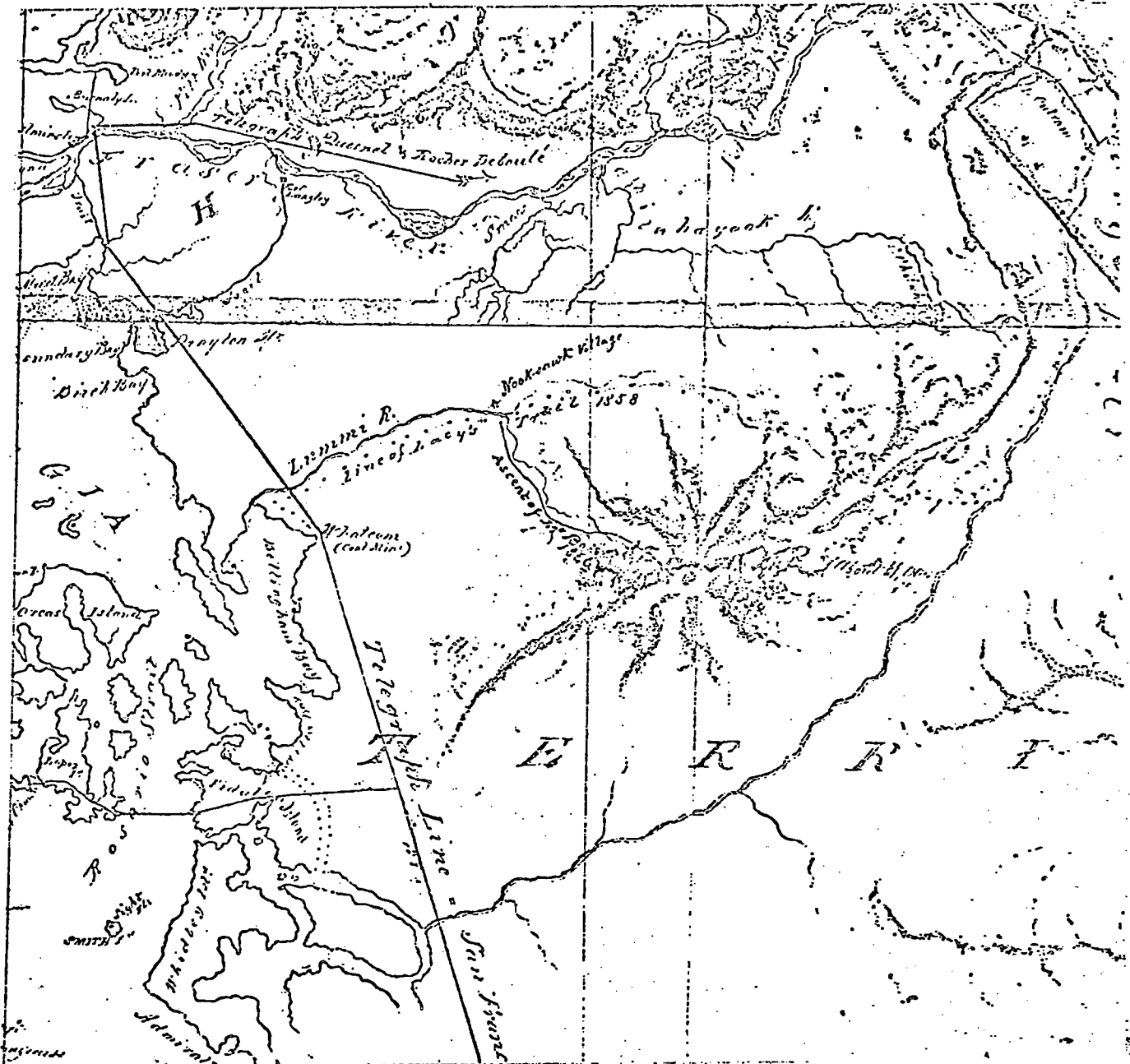
Route of Whatcom Trail. Illustration from P.R.Jeffcott's Nooksack Tales and Trails.

travel by the Hope-Whatcom trail was put to an end.

Whatcom's Trail Committee decided to open a new, second trail which would allow American miners to evade Governor Douglas' proclamation and secure the gold trade for Whatcom. The new trail would avoid all dangers of the river and the canyon. W.W. Delacy, a United States engineer, supervised the construction of the new trail which had state and federal support.¹⁰ Nevertheless, the trail was a significant example of an attempt "to establish communications with the gold fields by other than government-authorized agencies."¹¹

The new trail went south and east from the end of the first trail, across Chilliwack Lake, along Depot Creek, up Maselpalik Creek, along the Klesilkwa to the Skagit, up to the Sumallo where it joined A.C. Anderson's 1846 route before finally connecting with the Brigade Trail. Workmen were all volunteers who received an outfit of tools and provisions when the enterprise was completed. The lengthy and rugged route opened August 1858. The trail's terrain made it impossible for pack animals and a difficult journey for men - it was in actuality little more than a well-beaten track.

By the fall of 1858 mining claims were exhausted. Despite this, many other factors would have combined to defeat the Whatcom Trail. In August, Governor Douglas began construction of the Harrison River Trail to the mines above the Fraser at Lillooet. Miners could also leave the trail at Chilliwack Ferry and ascend the Fraser by canoe or steamer and then follow the south bank trail thereby avoiding mountain passes. It



Route of Whatcom Trail traced by Alexander Caulfield Anderson. R.L.Reid notes in "The Whatcom Trails to the Fraser River Mines in 1858," that the part of the trail from the head of the Nooksack River to the Skagit River could not have been either so direct nor so far south as Anderson placed it. (p.274)

was however, not these rival routes but the improved steam boat service on the Fraser that "did more than any other influence to render the Trail impracticable and obsolete."¹² With the end of the gold rush excitement, the Whatcom Trail fell into disuse and was eventually abandoned.

Mining

Ruby Creek 1879-1880

Good placer gold was found in Ruby Creek, a tributary of the Skagit River in the United States, in 1879. Prospectors used the easier Canadian route from Hope via the Dewdney Trail to reach the mines and although many passed through the Skagit Valley no significant discoveries of placer or lode metals were made. The difficulty and expense of getting in supplies through American territory led to a greater usage of the Canadian route. The British Columbian side of the route was shorter and presented no dangerous obstacles. The distance from Hope to the main Skagit was 25 miles and Skagit to the diggings another 25 miles. The trail from Seattle was impracticable for pack animals and dangerous for foot passengers. Victoria's Daily Colonist wrote that "before the miners of the Skagit can be supplied with provisions it will be necessary to institute a new race of quadrupeds - after the model of the flying dragons or winged horses of fairyland...a sufficient number of eagles might be broken to the service."¹³

The people of Chilliwack set out at their own expense to clear a trail to the Skagit which they believed would capture the bulk of the traffic. Whatcom also set to work to clear a path to intersect with the trail from Chilliwack. This route, known as the Sourdough Route, encountered such hardships as Cemetery Canyon, Skeleton Pass, Lunatic's Leap, Frozen Hill and Devil's Grip. In addition, the

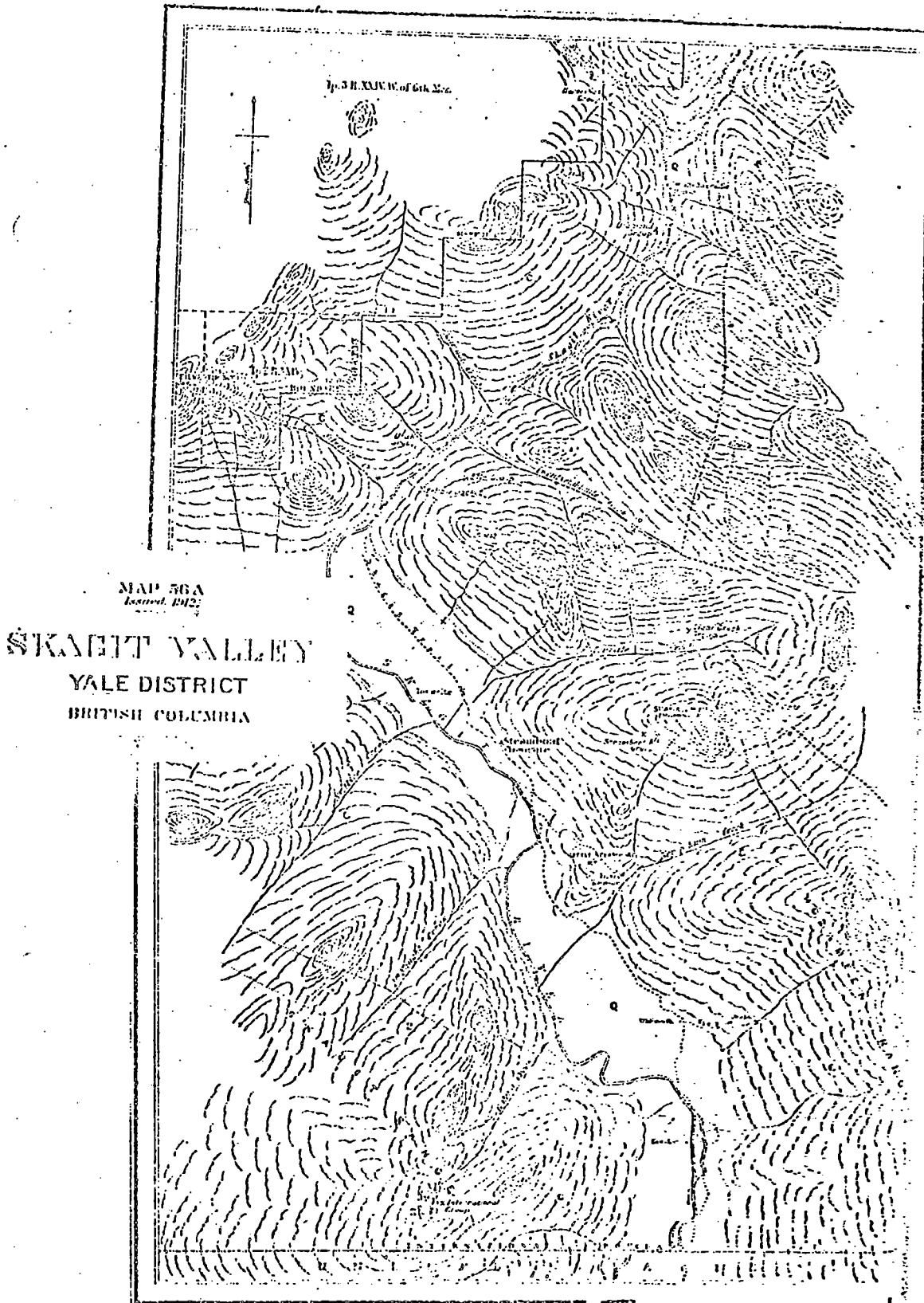
miners themselves blazed a trail from the international boundary to Ruby Creek. But by August 1880 few claims were paying anything and the miners were leaving the area. Miles of wingdams, waterwheels, pumps, machinery, tools, cabins, sluices and lumber were all abandoned. Meanwhile, the trail from Hope was in splendid condition.

The Steamboat Mountain Fiasco

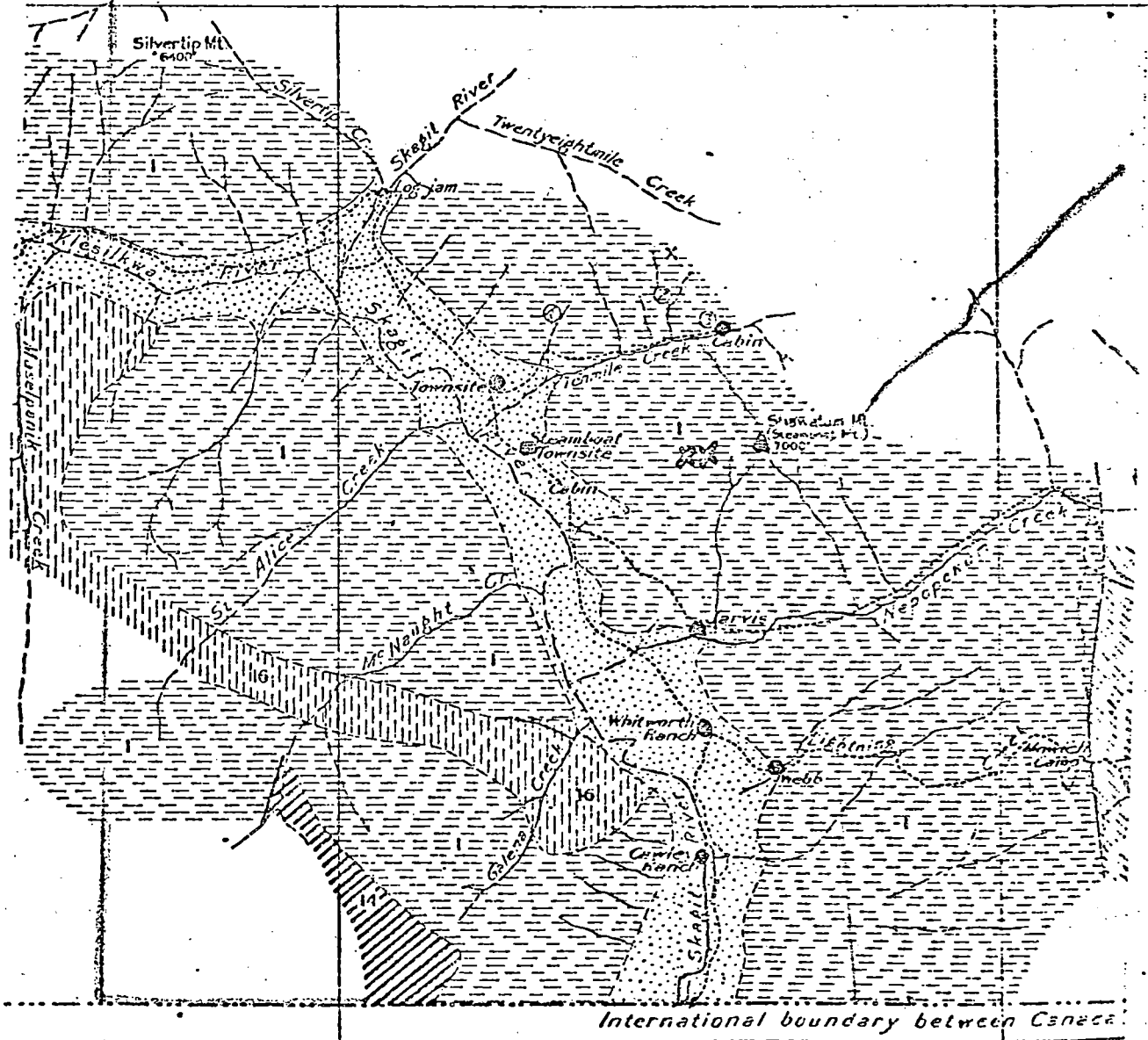
At Goldfield Nevada in 1905, two American prospectors named Dan Greenwald and W.A. Stevens were told by an old-timer a story about the existence of gold in the mountains south of Hope, British Columbia. By the fall of 1909, the pair were encamped in the headwaters of Ten Mile Creek on Steamboat Mountain. The mountain was so named in 1879 during the Ruby Creek mining excitement when a party of prospectors built a boat on the Upper Skagit River and started for the new diggings. After some distance they struck a log jam and their boat went to pieces. Consequently, they named the mountain above them, Steamboat.

Greenwald and Stevens claimed all the mineral ground they thought they could handle and began to leisurely make tests. It seemed that they had made a rich strike with assays of \$3,500., \$369., \$860.24, and \$1,547.25 to the ton with a general average, eliminating the high grade ores of \$17.80 per ton in free gold.¹⁴ In the summer, the pair took some ore samples into the town of Hope and before long, the Steamboat Mountain Mines were heralded as something bigger than either Barkerville or the Klondike.¹⁵

The two prospectors incorporated their properties into the Steamboat Mountain Gold Mines, Limited, with Greenwald as President and Stevens as Vice-President and General Manager. The company had a nominal capital of \$1,000,000. divided into 1,000,000 shares of a par value of \$1.00 each.¹⁶ Registered offices of the Company were



1912 Geological Survey Map showing townships and ranches.



1923 Geological Survey map showing townsites and ranches.

Steamboat Mountain Gold Mines, Ltd.

Non-Personal Liability

Two weeks ago I offered 20,000 shares of this stock at 25 cents. A week ago I offered 10,000 more at 25 cents. These offerings have been sold, and I now offer a limited number of shares at 30 cents per share, payable in cash. No sales for less than 200 shares and none over 4,000. The Company reserves the right to raise the selling price at any time. Applications filled in order of receipt. No reservations will be made for anyone.

You failed to take advantage of the 25 cent offering. Will you buy now at 30 cents, or will you wait a little while and see how much more you will have to pay?

The next price will be 35 cents

Apply C. D. Rand, Fiscal Agent for the Company, 450 Granville street, or to Steamboat Mountain Gold Mines, Limited, Bower Block, Vancouver, B. C.

N. B.—In replying to this advertisement address all communications to Department "G."

Illustration from A. G. Willoughby's "The Gold Discoveries at Steamboat Mountain," p.10.

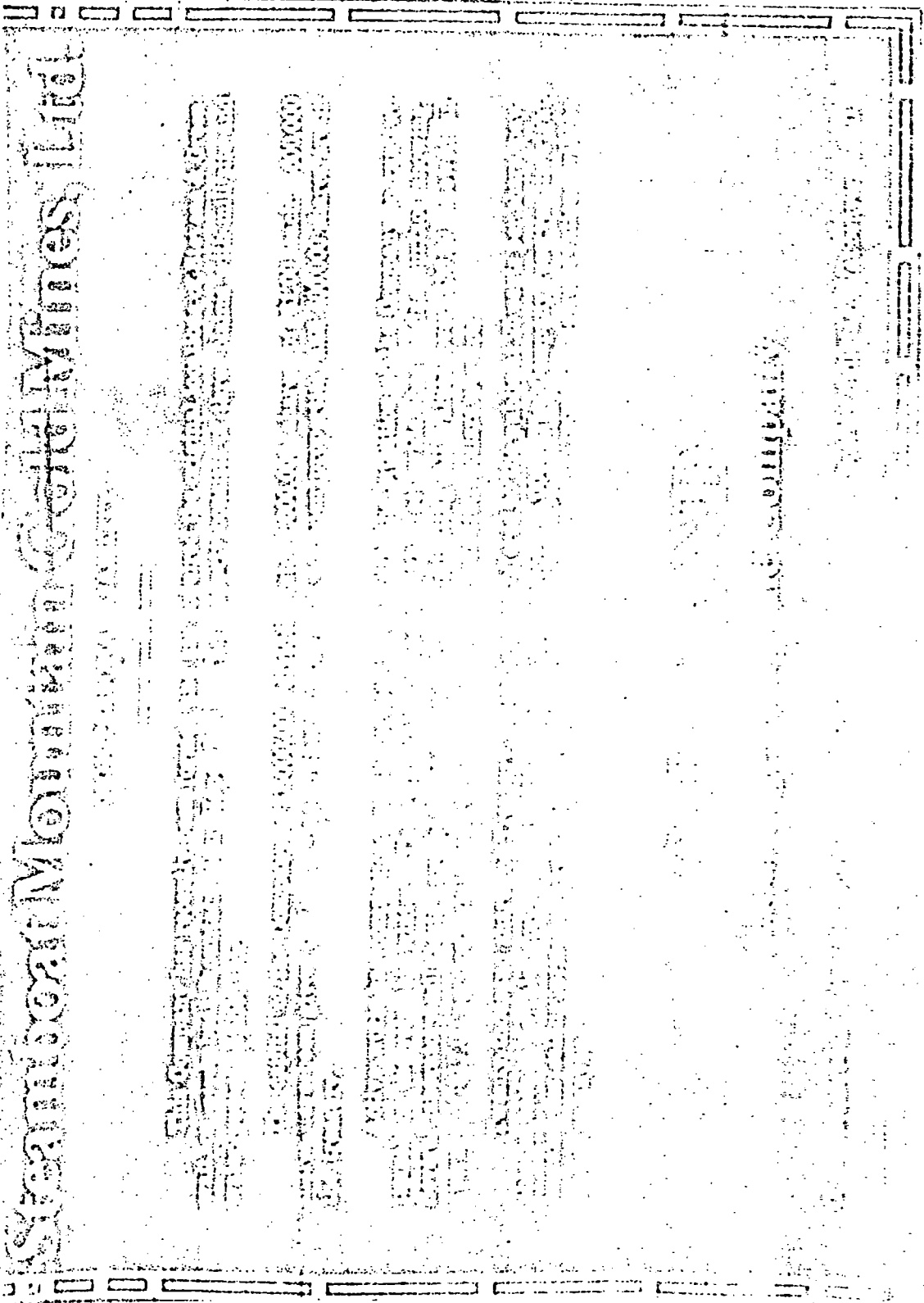


Illustration from the Hope News, November 17, 1910, p.4.



Portion of Main Vein on Steamboat Mountain. Property of Messrs. Stevens & Greenwalt. Note Well-Defined Walls of Vein.

Illustration from A. G. Willoughby's "The Gold Discoveries at Steamboat Mountain," p.5.



Another View of Same Vein, With the Locators in Foreground, Showing Nature of Country on Steamboat Mountain.

Illustration from A. G. Willoughby's "The Gold Discoveries at Steamboat Mountain," p.8.

Steamship Lines of the Pacific

Holamar (Steamship) Lines, Ltd.

This Price will be paid by Advance

One of the Finest Steamships in the West

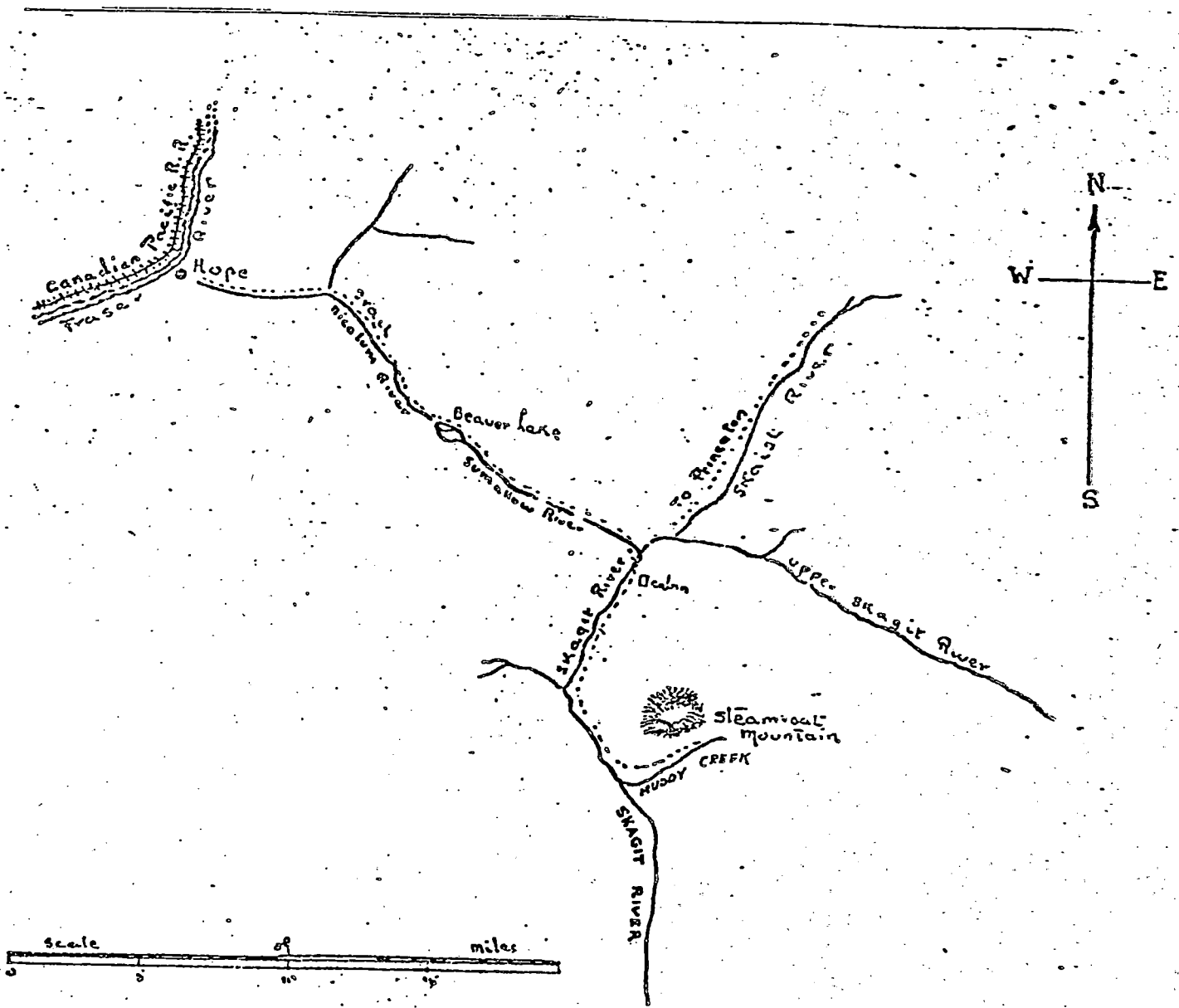
2000	1000	500	250	125
1000	500	250	125	62.5

Agents: W. W. ...

in Vancouver with C.D. Rand as the fiscal agent. Eventually, seven companies were incorporated "all judiciously linking the word Steamboat with their operation, the combined capitalization running to something like seven millions."¹⁷ These included Steamboat Consolidated Mines, Limited; Molamar (Steamboat) Mines, Limited; and the Steamboat Standard Mining and Development Company.

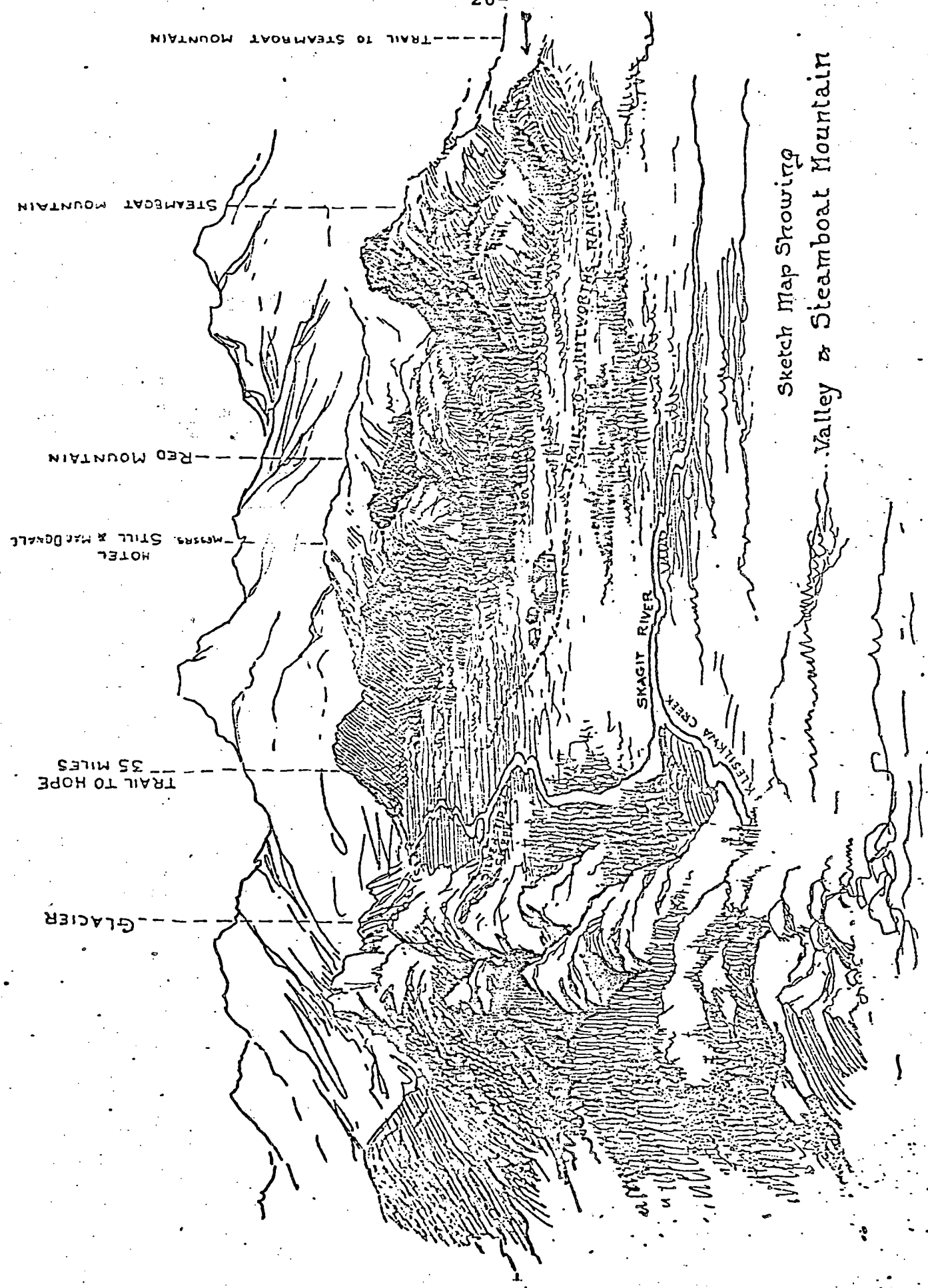
By November 1910 prospectors were travelling to Steamboat Mountain. From Vancouver, miners took the C.P.R. to a point where they could cross the Fraser to Hope in a gasboat, then south 23 miles on the Dewdney Trail, to branch off 13 miles to reach the streams that flowed from Steamboat Mountain. The Hope News began to campaign for the construction of a road to Steamboat Mountain. It was deemed an immediate necessity for "such a mass of people as will populate these mining districts will require the shipping of great cargoes of supplies of all kind."¹⁸

Greenwald and Stevens' Number 1 and 2 tunnels were progressing well. The upper tunnel was 40 feet in and had produced some high grade ore while double shifts were kept at work in the 15 foot lower tunnel. With all well, Stevens left for San Francisco to spend Christmas with his family while Mr. and Mrs. Greenwald were the guests of honour at a Christmas dinner held in Hope's new Coquahalla Hotel. Mr. H.P. Leonard, poet laureate of Steamboat Mountain, composed a song for the occasion:



Scale-Map Showing Trail from Hope Station on Main Line of C. P. R. to Steamboat Mountain

Illustration from A.G. Willoughby's "The Gold Discoveries at Steamboat Mountain," p.6.



Sketch Map Showing Valley & Steamboat Mountain

Sketch Map Showing Valley and Steamboat Mountain.

STEAMBOAT

There's a place called Hope in the country
Not many miles from Beaver Lake
Where the boys in the spring will be rushing
Their chances with fortune to take.
I know when the Lord made old Eden
He thought He did the job fine;
But Adam found pay dirt was missing
While Steamboat has many a mine.

CHORUS

Take me down, down
Where the Steamboat trail goes-
There we'll bury our sorrows
Our cares and our woes.
Get a claim while you can
And the diggings are new,
If you linger long, all you'll get is a view,
Instead of the rain we've the real "Mountain Dew"
Down where the Steamboat Trail goes.

Just think of Hope when it's famous,
When skyscrapers loom up in view,
The trolley line completed,
The G.N.R. to Hope running too!
A statue to Greenwald erected,
Will stand in the City Hall Square-
The days will be always so sunny,
Of old age they only die there.

When the years have gone and the founders
Of Hope have long turned to clay-
Your heirs on the tombstone might wonder
At lines which to others would say:
There "lies" Vinson, the man of the stories,
Stevens and Parnaby, too-
While Walter Grey is toasting in Hades,
A place where the heat suits a few.

Concurrent to the development of the mines, three town-sites were constructed, all rivals for the trade of Steamboat Mountain. The townsite assets included:

Steamboat

McIntyre & Raymond's Hotel
General Store
Restaurant
Barber Shop
Assay Office
Rooming House
Several Residences
Telegraph Line
Newspaper Plant
Pool Room *
Power Plant/Sawmill
Park-like townsite on trail to Steamboat Mountain

Steamboat Mountain

Still & MacDonald's Hotel
General Store
Restaurant
Barber Shop
Real Estate Office
Cabins

Steamboat City

Jarvis Hotel
General Store
90 surveyed lots
Discovery Stamp Mill in centre of townsite*
Aerial tram to connect with mines*
Double track railways*

* under/to be constructed; probably not finished as area deserted by July, 1911.

As the names were confusing, the towns were often designated by their hotels. J.C. Thorn and Company of Vancouver were selling lots in the Steamboat townsite

STEAMBOAT, B.C.

The Steamboat carries the mail.
 The Steamboat carries the mail.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.
 The north of Vancouver Hotel ready for business.

J. C. THORN - Selling Agent - W. A. Mcintosh

J. C. THORN & Co.

612 HASTINGS ST. W. VANCOUVER

Illustration from the Hope News and Gold Trail, May 18, 1911, p.4.

Illustration from the Steamboat-Nugget, April 15, 1911, p.4.

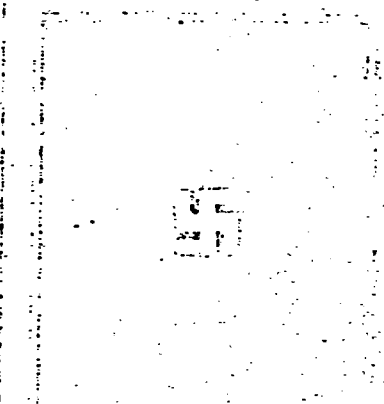
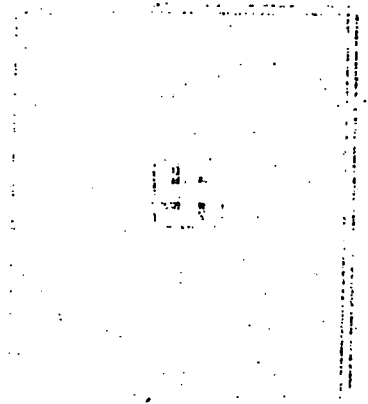
STEAMBOAT, B.C.

Three Ocean Lines and the Goldfields of Steamboat
Navigation Passes Through This Province

It is a fact that the
Steamboat Co. has
a fleet of vessels
which will be
able to carry
passengers and
freight to
any port.

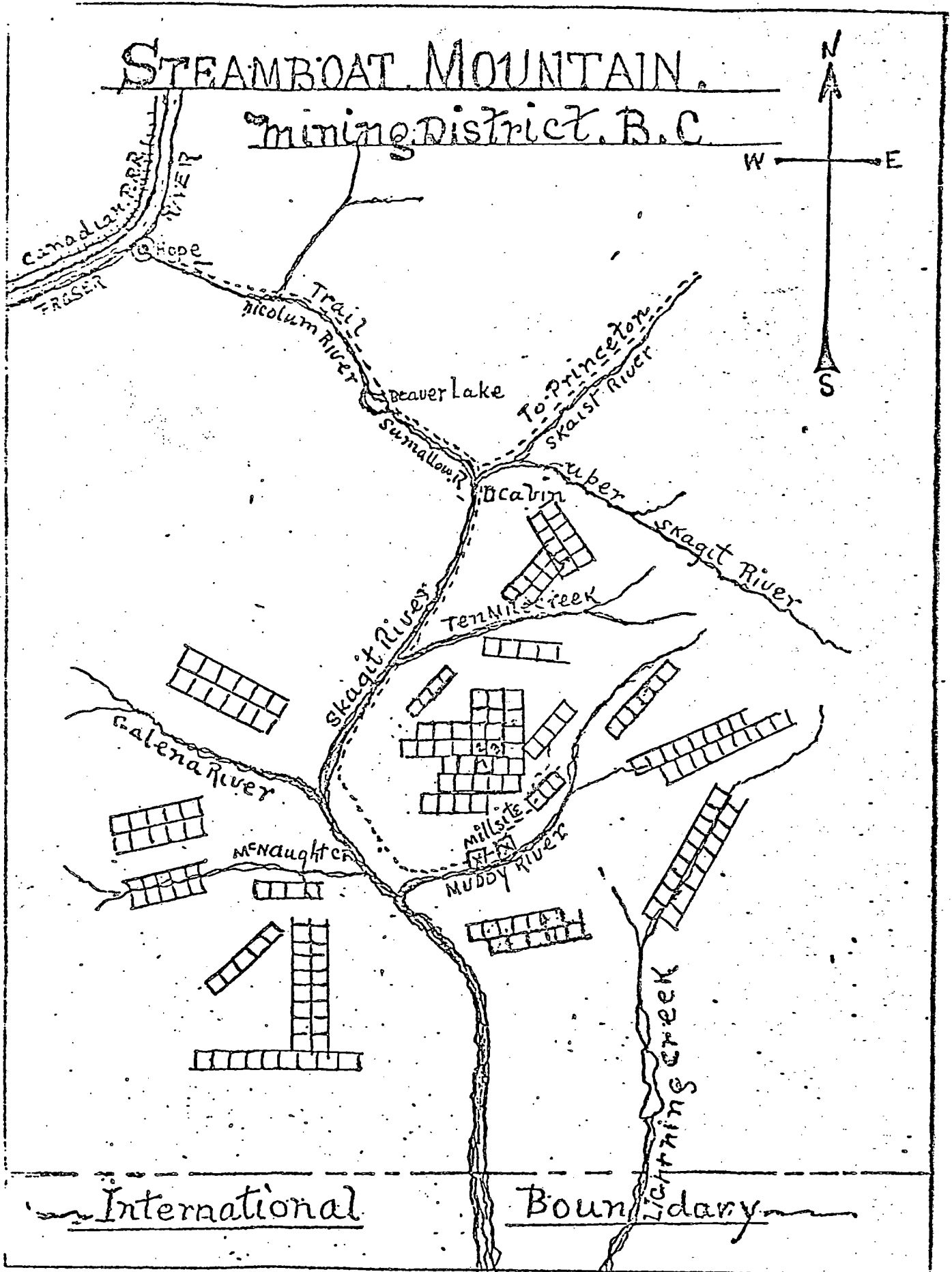
The
**Steamboat
Navigation
Co., Limited**

All goods are
carried by
the Steamboat
Co. and the
passengers
are well
served.



STEAMBOAT CO.
Head Office
210 Hamilton Street
Victoria
Branches
at all ports.

W. A. CHURCHILL, General Manager
W. A. CHURCHILL, General Manager
W. A. CHURCHILL, General Manager
W. A. CHURCHILL, General Manager
W. A. CHURCHILL, General Manager



Sketch Map Showing Locations of Claims on Steamboat Mountain.

from \$75. to \$200. each. The terms were 1/3 down with the balance to be paid in 3, 6, and 9 months. One alternative was to put up a tent at a rental cost of \$1. per foot per month. By May 1911, a Board of Trade had been formed whose function was to act in place of a town council taking care of sanitation, fire protection, street paving, lighting, and a general bureau of information.²⁰ The town even had its own newspaper, the Hope-Steamboat Nugget. On June 8, 1911, it was reported that the fire warden took charge of the fire brigade and fought a fire for two days - one indication of boom town organization.

The forty mile trail from Hope to Steamboat Mountain was reported to be like a path in Stanley Park, at least that part of it from Hope to the Whitworth Ranch beyond the townsites. The packing rate from Hope into either of the Steamboat townsites was 10¢ per pound or \$200. per ton. Three big packing concerns in Hope formed a working combination with rates per pound set at:

Hope - Steamboat 10¢
Hope - Whitworth Ranch 12¢
Hope - Steamboat Mines 15¢

On May 11, 1911, it was reported that prospectors were going into the mines at the rate of 20-40 a day until approximately 300-500 men were prospecting in the area.²¹ The miners were not confining themselves to the original discoveries on Steamboat Mountain as illustrated by W.H. Webb, a more conservative miner, who had made strikes on Lightning Creek.

Back in the fall, 'Alaska Jack' had stated that "as a free milling gold camp, Steamboat Mountain has no superior. There is but little prospecting done there just now, everybody being busy staking claims."²²

No one had ever doubted the existence of untold wealth in the mines of Steamboat. During the summer of 1911, scepticism prevailed in Vancouver regarding the gold possibilities of Steamboat Mountain. Suddenly, on June 29, C.D. Rand, the fiscal agent of the Steamboat Mountain Gold Mines Limited, at a meeting of 81 shareholders, revealed that Dan Greenwald and W.A. Stevens had baited the Steamboat mineral claims with gold from other mining areas. Greenwald had meanwhile departed for South America. In September, 1911, he arrived in New York where he told reporters that he despised "wicked men who lure poor miners to worthless ground by sending out false reports."²³ Stevens returned to California whereupon failing to raise capital for another promotion, he committed suicide.

For a brief period, Hope, Chilliwack and Princeton had all held hopes for prosperity as rivals for the Steamboat Mountain trade. All dreams faded in August 1911 when Charles Camsell, chief of the Dominion Geological Survey, stated that Steamboat Mountain was on the edge of a coal formation - not gold. Many believed that the fraud had caused no great harm to the district as a whole and had even opened up the country and drawn attention to less spectacular ores. Despite this, a year later, the Department

For Manufacturing, Residence or Business Locations Communicate with us

HOPE

The Gateway and Outfitting Point for the Steamboat Mountain and Silver Creek Mining Districts

Unlimited Water Power from the Coquahalla and Silver Rivers for Industrial Purposes. Magnificent Scenery to delight the Tourist and a Paradise for the Sportsman.

The Hope Land & Improvement Co.
HOPE, B. C.

Or, 1405 Dominion Trust Building, Vancouver, B. C.
Sub-Agents :- CROSS & CO., 622 FORT ST., VICTORIA, B.C.

Illustration from A. G. Willoughby's "The Gold Discoveries at Steamboat Mountain," p.9.

Hope, British Columbia.

The Spokane of British Columbia. The Gateway to the Steamboat Lines.

THE MOST COMPLETE AND CONVENIENT PORT OF CALL FOR THE PACIFIC COAST OF THE GREAT
WESTERN CONTINENT.

HOPE

HOPE

HOPE

HOPE

HOPE

THE GREAT WESTERN STEAMSHIP COMPANY
OFFICE OF THE COMPANY

THE GREAT WESTERN STEAMSHIP COMPANY

Illustration from the Hope News, February 24, 1911, p. 3.

of Mines claimed that "the Mining Division is still suffering from the evil effects of the Steamboat Mountain fiasco, and it is therefore hard to interest capital in the promising prospects in other parts."²⁴ If nothing else, the incident had certainly brought the glare of adverse publicity and Steamboat Mountain and Ten Mile Creek were subsequently renamed Shawatum Mountain and Shawatum Creek, respectively.

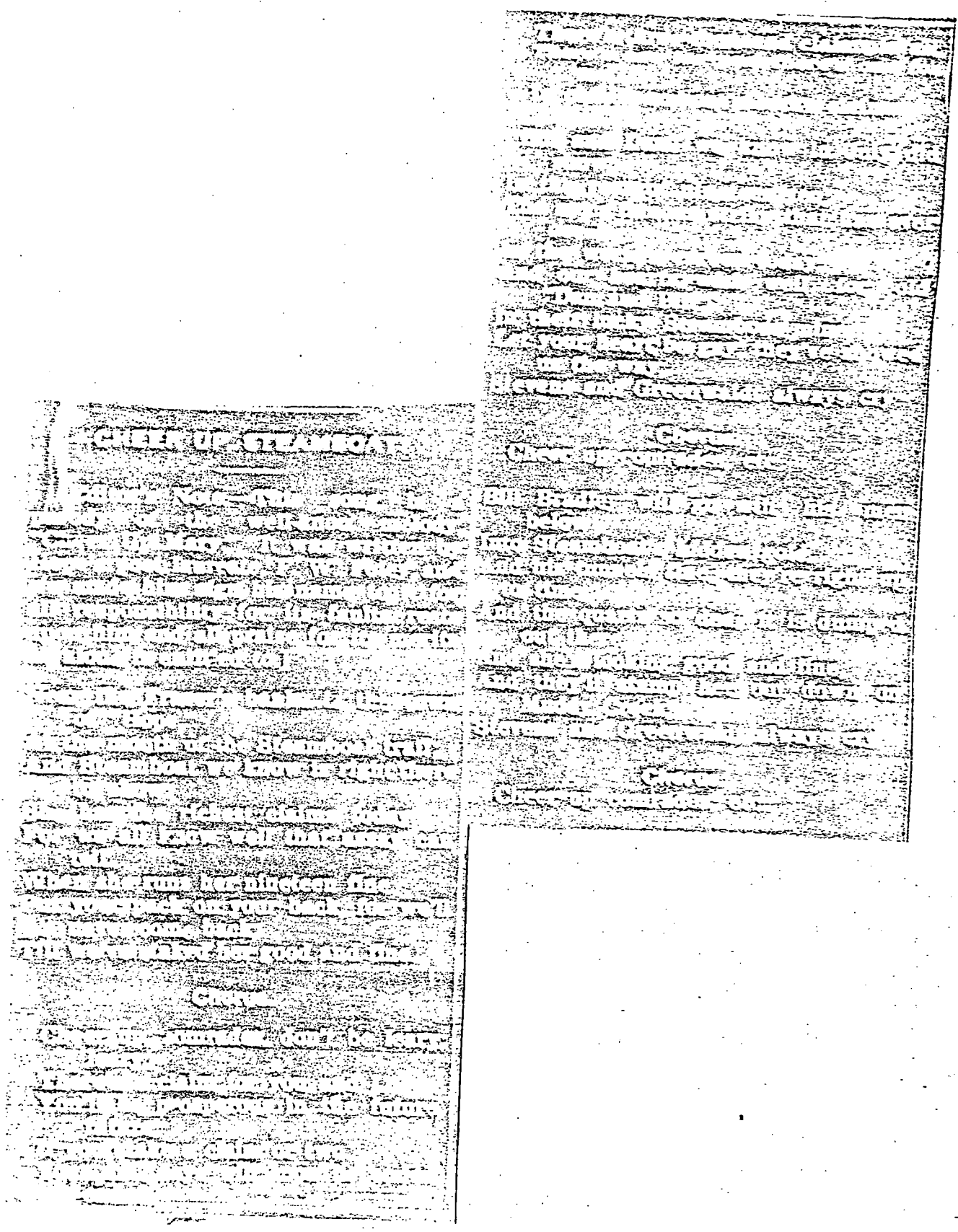


Illustration from the Hope News, January 24, 1911, p.2.

Other, 1930 - present

In the early 1930's discoveries were made at the head of Silverdaisy Creek. Development of these properties resulted in the building in 1934 of an aerial tramway along the north bank of Silverdaisy Creek.

During the same period, Consolidated Mining and Smelting Company made an attempt to mine placer gold. Between 1931-32, test holes to 150 feet were drilled in the valley bottom just north of the International Boundary.

Interest in mine exploration was generated by the construction of the Silver Skagit Logging Road in 1946. No commercially viable operation was developed and due to an Order-in-Council of 1966 regarding flooding of the Ross Lake reservoir, all lands below 1800 feet were reserved from mineral claims.

The Whitworth Ranch

Henry Robert Whitworth was born in 1864 at Earls Barton, Northamptonshire, England. He emigrated to Canada in 1882 and three years later he joined the Moose Mountain Scouts and served during the Riel Rebellion. After farming in Manitoba for twenty years, Whitworth operated a cattle ranch in the Skagit Valley from 1904-1929 until the land was sold to the city of Seattle as part of the proposed Ross Dam Reservoir site.

Lot 221 on the east side of the Skagit was originally homesteaded in 1883 by George Gordon. Lot 222 on the west side of the river was located by Francis Cawley in 1889. Little is known about the developments these men made, if any, on their land. The Kamloops Sentinel of October 30, 1941, claims the Whitworth family built the ranch 35 years before (1906) when there was talk the British Columbia government planned to build a road up Silver Creek and through the ranch to Princeton.²⁵ Whitworth spent years developing the ranch, bringing up supplies and a portable sawmill. He built a 10-room house, outbuildings and furniture from lumber cleared from the land and brought in dairy and beef cattle, pigs, horses and chickens.

Hard luck hit the family and one by one they became ill and had to be taken out on horseback or sled. A caretaker was left in charge but he too died and the livestock perished from hunger in the barns.

The Whitworths never returned and for years the ranch was deserted. It was used by trappers and hikers before the buildings fell into ruin and brush reclaimed the land.

The exact date of the Whitworth's departure is not known. Mention is made in the Hope News of December 15, 1910 that deermeat was selling at 10¢ a pound during hunting season and could be had any day.²⁶ It would seem reasonable to assume the Whitworths were still in residence on their ranch at this time, having only established it a few years prior. However, the June 1, 1911 edition of the Hope News and the Gold Trail indicated that a man named Oliver Smith had leased the Whitworth Ranch and intended to establish a road house.²⁷ It is rather unlikely that this happened since by July, 1911, Steamboat Mountain was virtually deserted.

Forestry

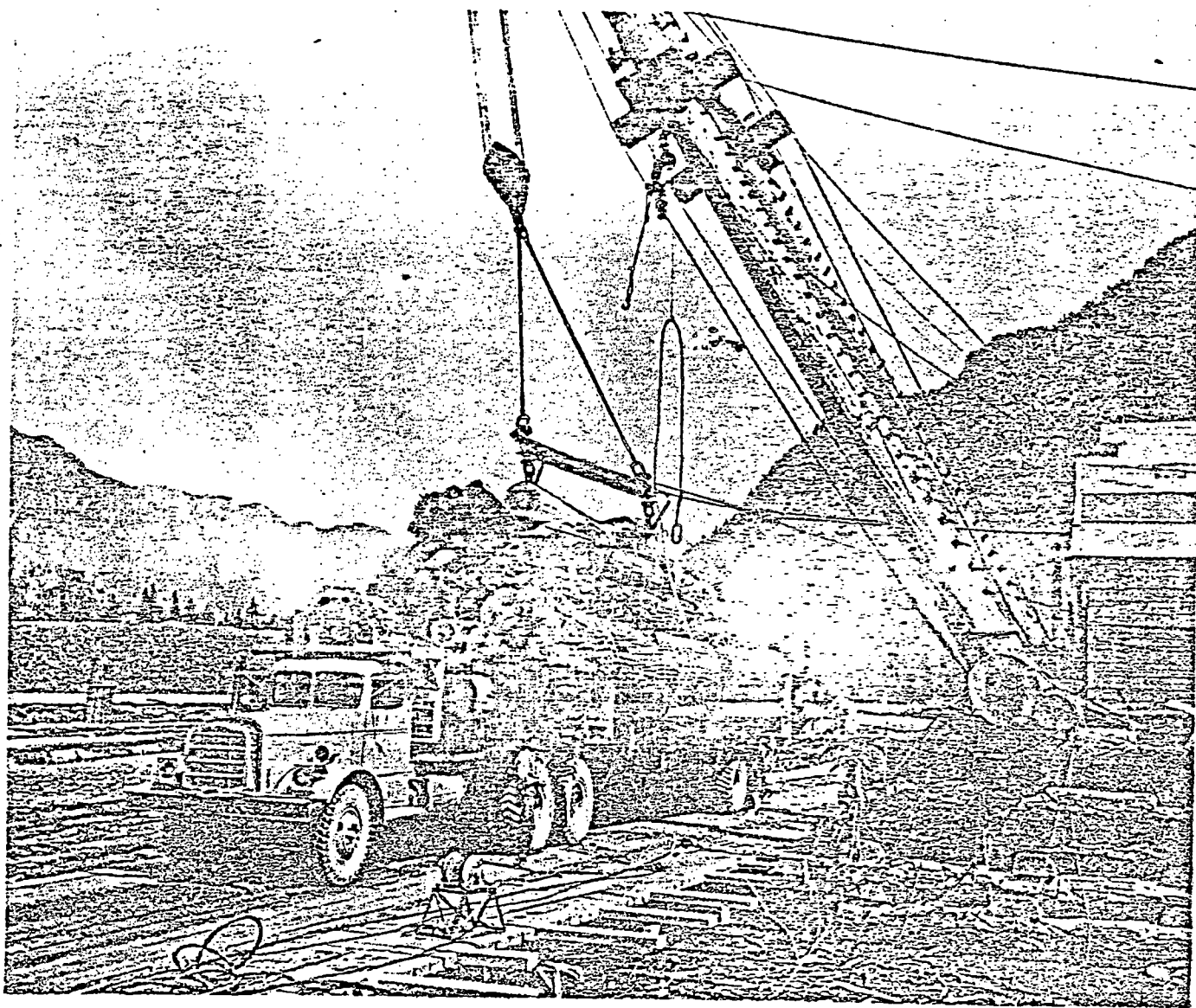
Before 1946 logging in the Skagit Valley was confined to cutting permits for materials for the three Steamboat townsites, 1910-11; the Japanese Internment Camp at Tashme in 1942; mine development, trail bridges and log cabins.²⁸ Lacking a complete transportation system, little logging was carried out. Furthermore, there was no economic method of moving logs from Hope to the Vancouver mills and even so, the demand for logs was well satisfied by the Georgia Strait region.

It became economically feasible to boom logs from the Hope area to Vancouver mills in 1939 with the advent of tugs able to haul flat booms.

"Almost co-incident with the development of suitable water transportation for logs was the increasing shortage of logs in the existing Vancouver raw materials hinterland."²⁹ With the rise in log prices, logging and sawmilling expanded in the Hope region.

A new flexibility allowed by advances in the development of logging trucks enabled loggers to exploit many stands previously considered inaccessible. Logging and sawmilling increased dramatically with the construction in 1946 of the Silver Skagit road. The Skagit Valley was then selectively logged for merchantable timber in conjunction with the proposed reservoir clearing operations south of the border.

Lift 150 tons with **CONFIDENCE** like the
Silver Skagit Logging Company, Hope, B.C.



Illustration, courtesy, Imperial Oil Limited

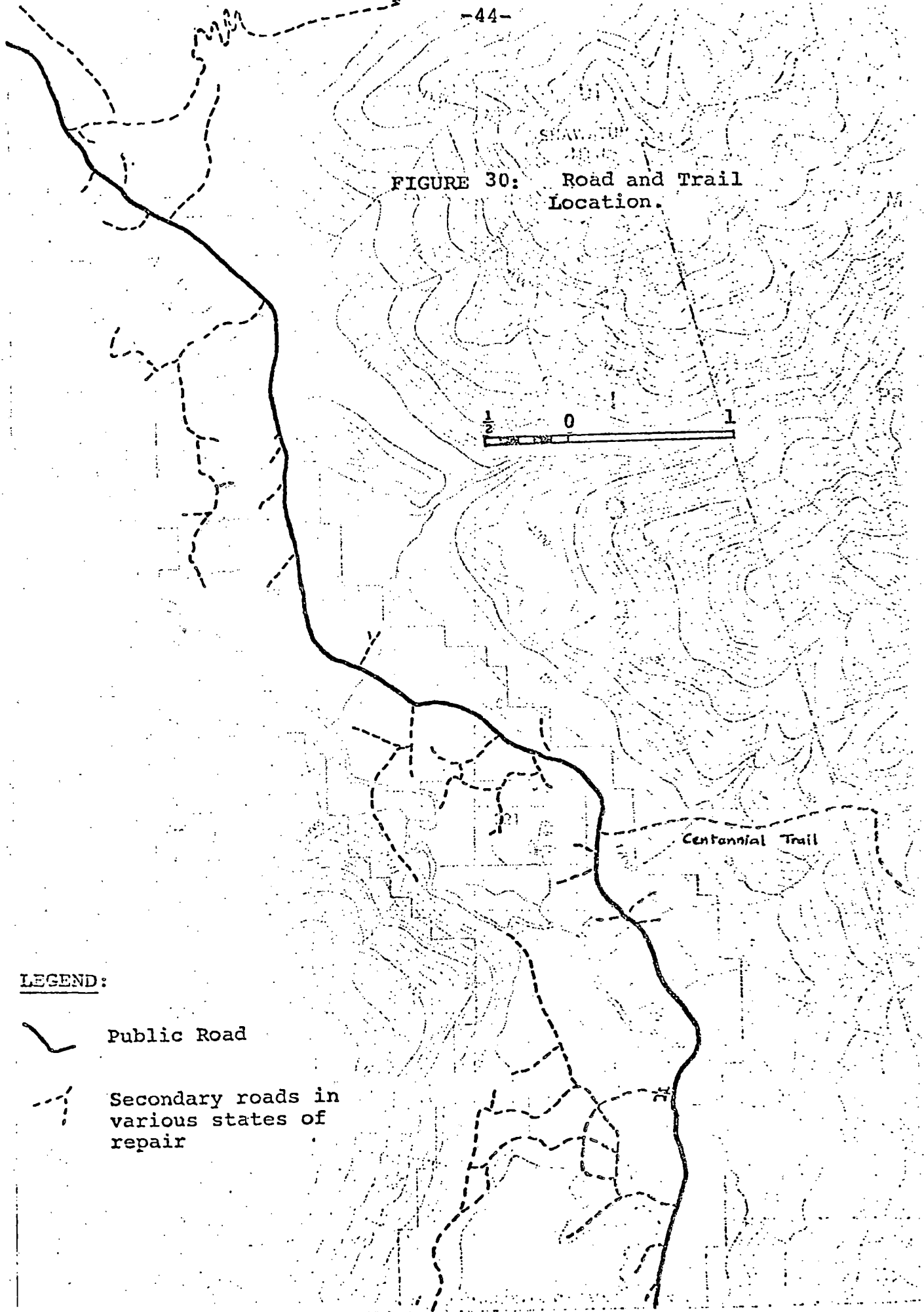
Use Wrights' "GREENHEART" for all logging ropes.
Results prove a higher production at lower cost.

Illustration from The Truck Logger, November, 1948.


Rigid clearing specifications had been set by British Columbia to ensure that the proposed High Ross Lake site would be free of trees and other debris in order to enhance its value as a recreational area. The Decco-Walton Logging Company of Everett, Washington was one such company operating in the Skagit Valley. Two hundred American loggers were employed near Ross Lake felling and yarding timber for the 42 mile trip to the booming grounds below Hope, at which point they were towed down the Fraser River to mills at Everett.


The Skagit Valley is contained within the Dewdney Public Sustained Yield Unit administered by the B.C. Forest Service. The allowable annual cut is calculated to 60.6 million cubic feet³⁰ while the area planned to be cleared for the Ross Lake reservoir contains 12.9 million cubic feet of merchantable timber - 90% of which is No.3 sawlog grade.³¹ Salvage sales for utilizing dead timber were let by the B.C. Forest Service. All logging operations have now been phased out with timber sale licenses either deleted or recommended for deletion.

FIGURE 30: Road and Trail Location.



LEGEND:

 Public Road

 Secondary roads in various states of repair

Historical Remains

Despite its relatively recent history, the Skagit Valley yields few traces of its varied past. There are virtually no remains of the townsites, cabins, trails, or mining and logging operations that kept the Valley bustling for a century. The Steamboat Townsite boasts the remains of three log buildings and bits of lumber set amongst numerous paths and clearings. (See photographs 6-5 to 6-10) The grave of Ole Northby, believed to have died on May 11, 1929 is to be found a few feet from the building remains. (See photograph 6-4) Northby, a mines supervisor, died at the head of Galena Creek and was being transported to Hope when the coroner decided that the body should be buried at Steamboat. At this time and for a few years more, about thirty buildings were standing in relatively good condition. The Steamboat Mountain Townsite is now simply a clearing with some large stacked logs and a few visible moss covered foundation boards. (See photographs 5-7 and 5-8) The third townsite, Steamboat City, was not located as no visible trails led into the area. For this reason however, it is possible that the townsite may be in better condition than its contemporaries, having escaped the ravages of souvenir-hunters and tourists.

The Whitworth Ranch is no longer as the Forest Service has destroyed the buildings. All that remains is a depression where the ranch house stood and some boards and a staircase which possibly belonged to it. (See photographs 5-19 and 6-1) On the west side of the road north of Nepopekum Creek

*belonged to
City of Seattle*

lie the remains of Charlie Howlett's homestead, a miner-trapper who settled in the Valley at the time of the Steamboat Mountain excitement. Remains include a second cabin foundation (the original was burnt by the Forest Service), corral fencing and an interesting root cellar in amazingly good condition considering the area is used as a picnic site. (See photographs 5-12, 5-13, 6-2, 6-3) North of the Silvertip Campground, is the log cabin and stable of Martin Sterret, a trapper who moved to the Skagit during the hungry thirties. The two room cabin is in good condition as is the stable which has three sections. (See photographs 6-11 to 6-19) On the northern shore of Silver Lake is a fishing shack of unknown origin probably dating from the 1940's. (See photographs 7-1 to 7-4)

The remains of a sawmill site dating from 1949 are to be found just south of the Whitworth Ranch on either side of the Silver-Skagit road. Lumber and cable are strewn about a large clearing. (See photographs 5-14 to 5-18) At the end of a trail leading off the Shawatum Creek logging road lies a two-storey bunkhouse probably dating from the 1950's or 1960's. (See photographs 5-9 to 5-11)

The Steamboat Mountain mines are located by a trail from the unlocated Steamboat City Townsite. However, close scrutiny with a pair of binoculars from the Silver-Skagit road reveals a few glimpses of the now defunct mines. The swath of the Silverdaisy Mine aerial tram built in 1934 can be seen from the Hope-Princeton highway just within the western entrance to Manning Park. Access to the trail leading to the mine is now blocked by the flow of the Skagit River. (See photographs 7-6 and 7-7)

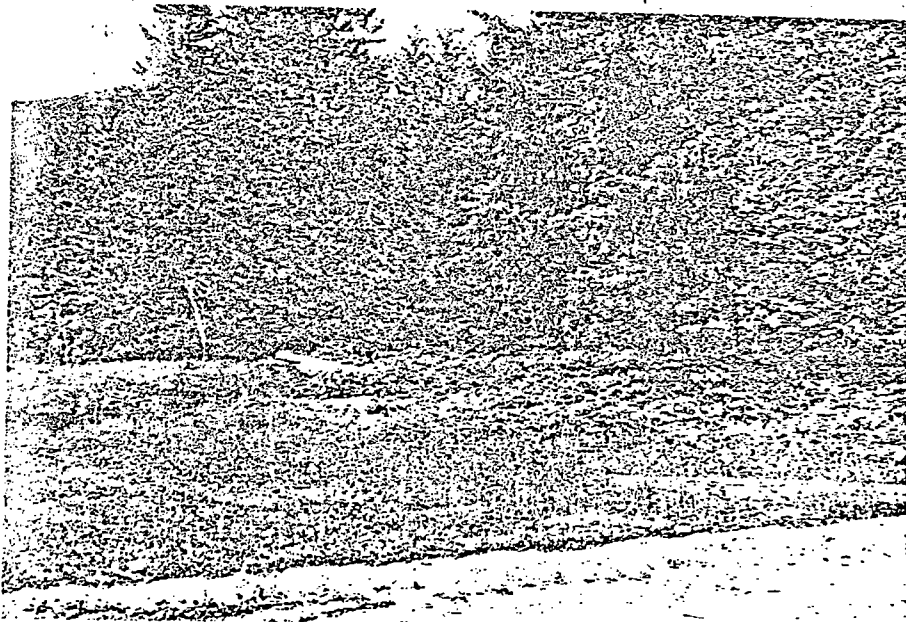
Photographs

All colour photographs courtesy of Brian
Day, Historic Parks and Sites.

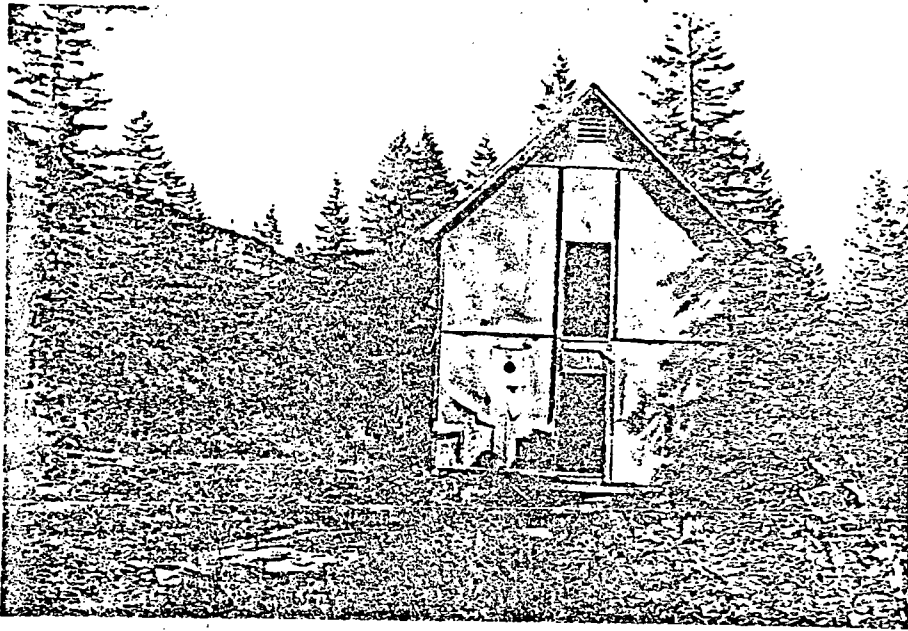
Photographs of the Whitworth Ranch courtesy
of Provincial Archives of B.C.



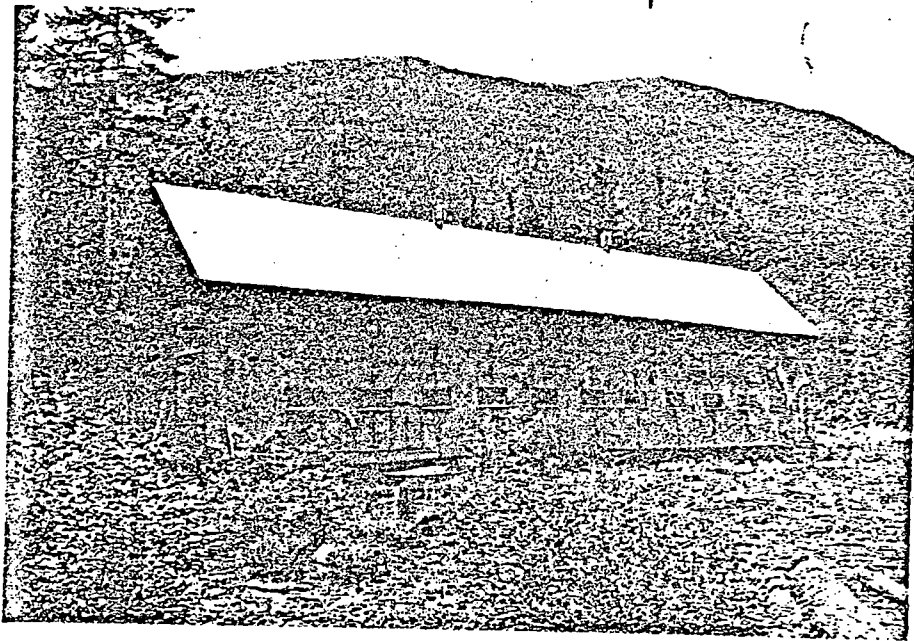
5-7 Steamboat Mountain Townsite.



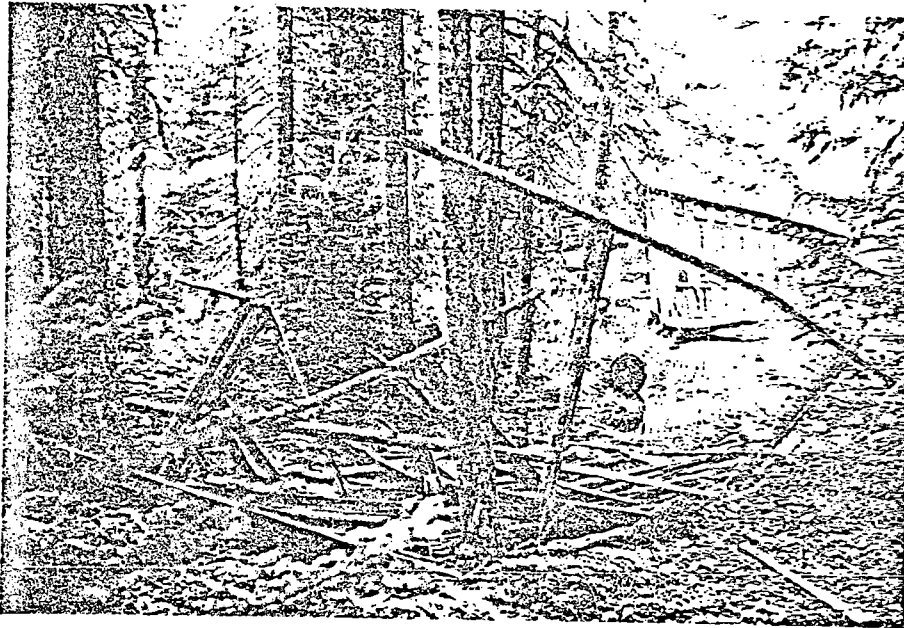
5-8 Steamboat Mountain Townsite.



5-9 Bunkhouse.



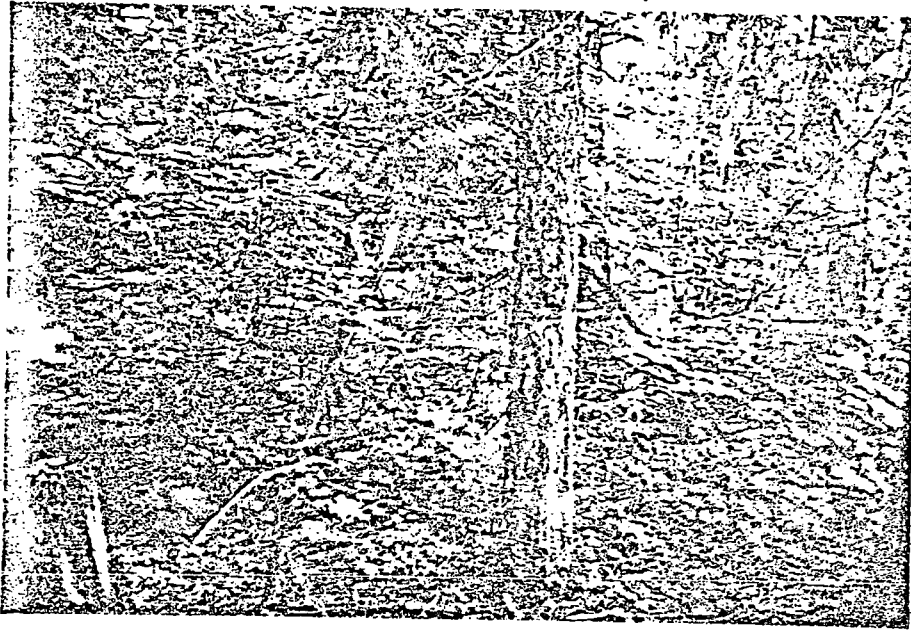
5-10 Bunkhouse.



5-11 Bunkhouse and ruins in foreground.



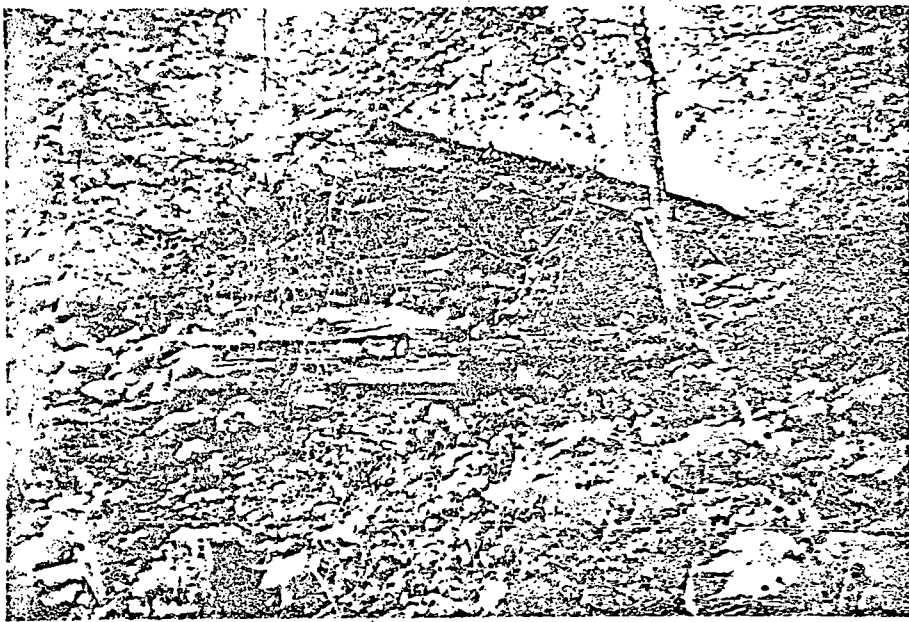
5-12 Site and foundation of Charlie Howlett's Homestead.



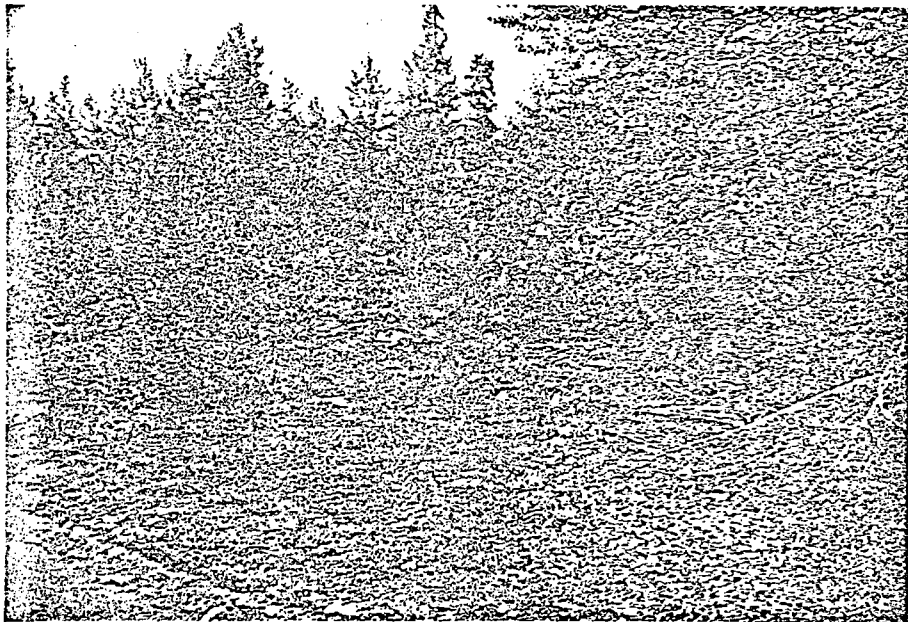
5-13 Charlie Howlett's corral fences.



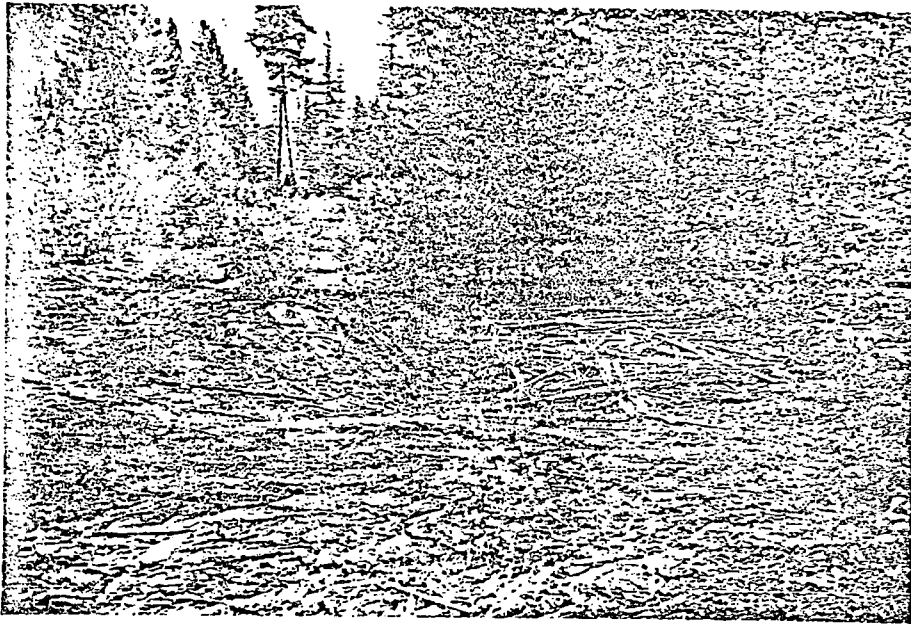
6-2 Root cellar at Charlie Howlett's homestead.



6-3 Side view of root cellar.



5-14 Sawmill site, east side of road.



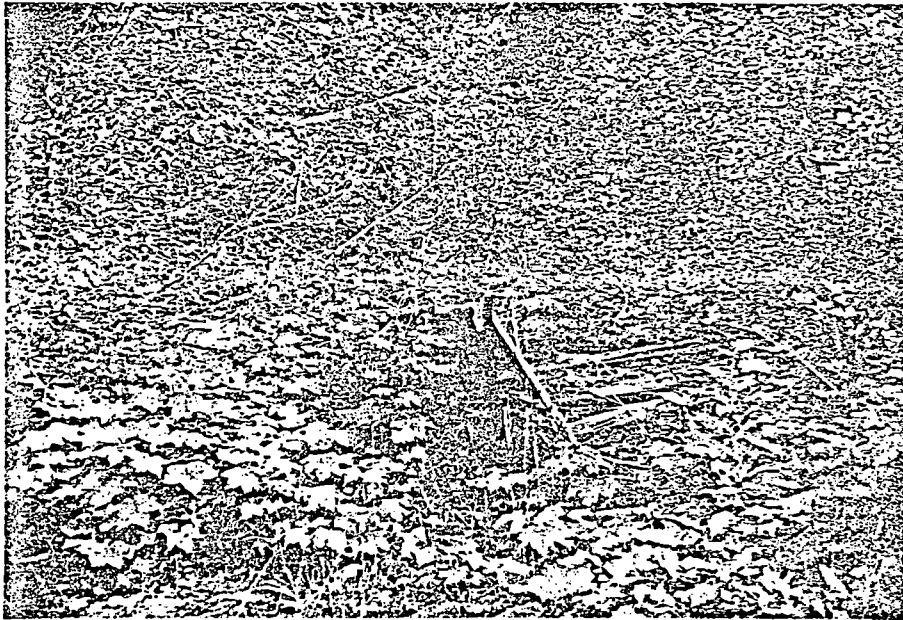
5-15 Sawmill site, east side of road.



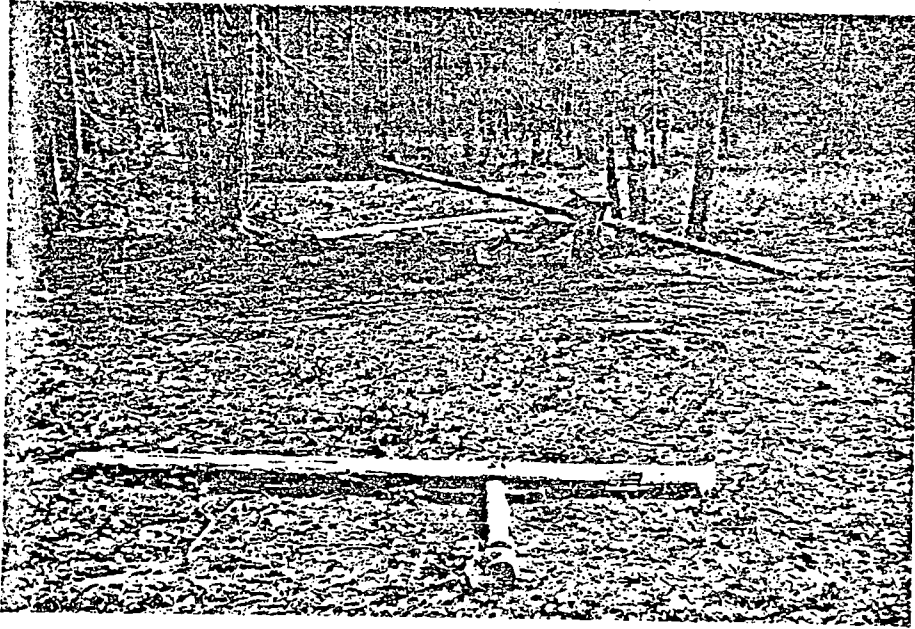
5-16 Sawmill site, east side of road.



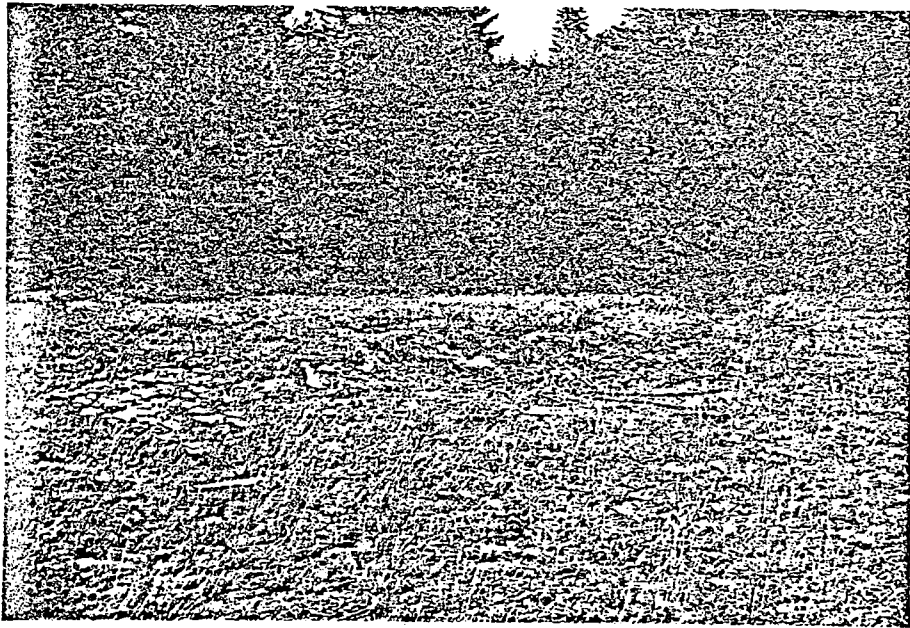
5-17 Sawmill site, west side of road.



5-18 Sawmill site, west side of road.



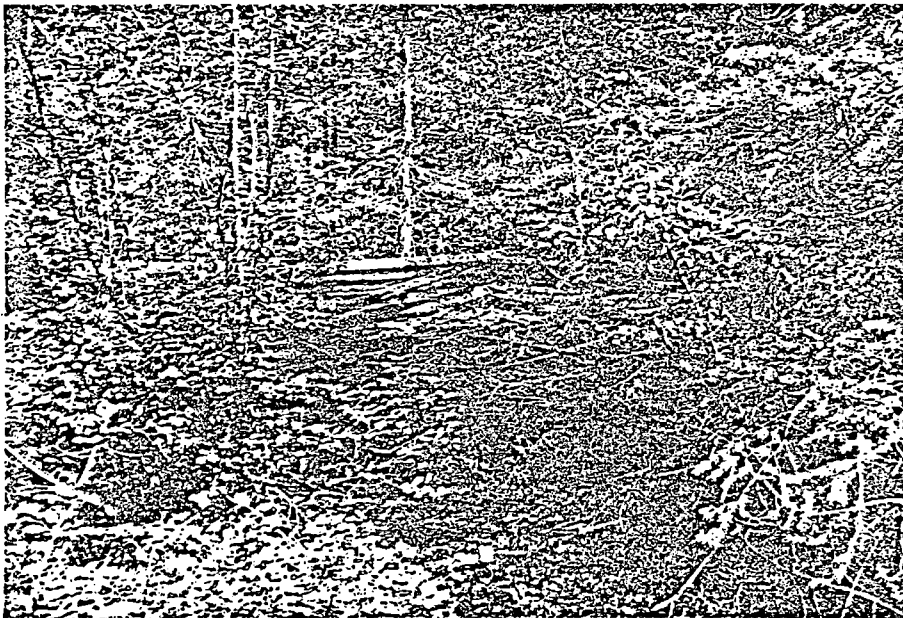
5-19 Boards and staircase of Whitworth Ranch.



6-1 Depression of Whitworth Ranch.



6-4 Grave of Ole Northby at
Steamboat Townsite.



6-5 Possible ruins of hotel at Steamboat Townsite.



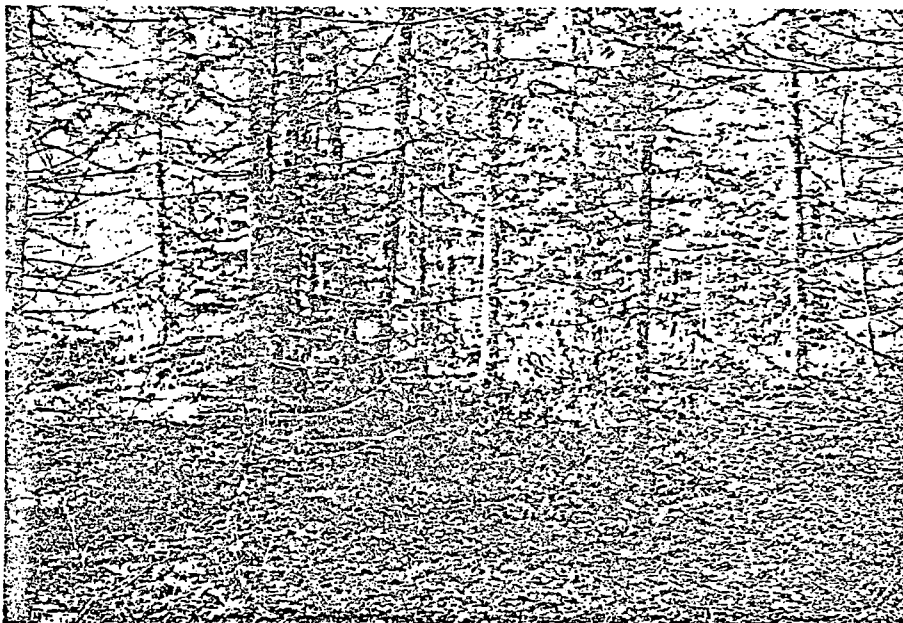
6-6 Possible ruins of hotel at Steamboat Townsite.



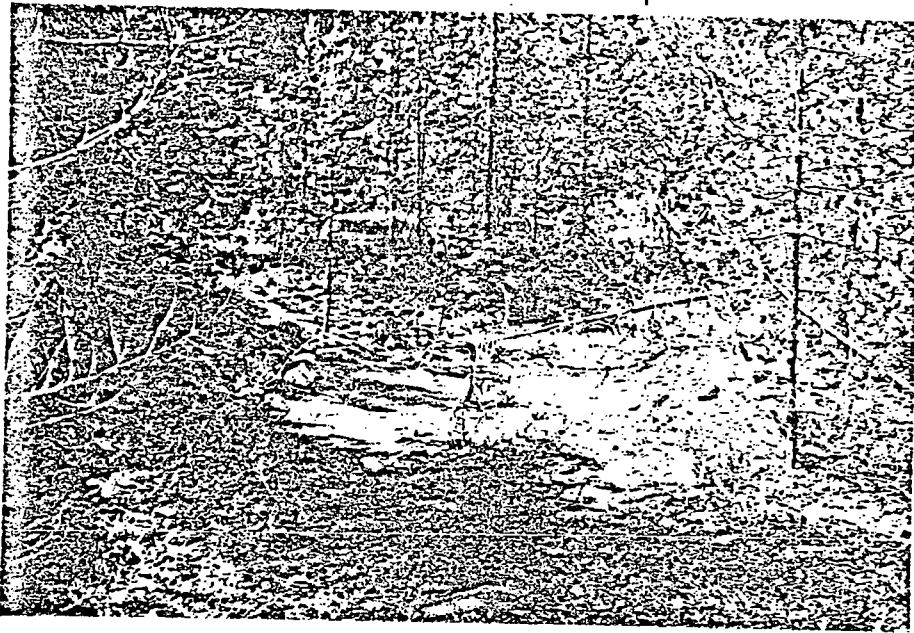
6-7 Ruins at Steamboat Townsite.



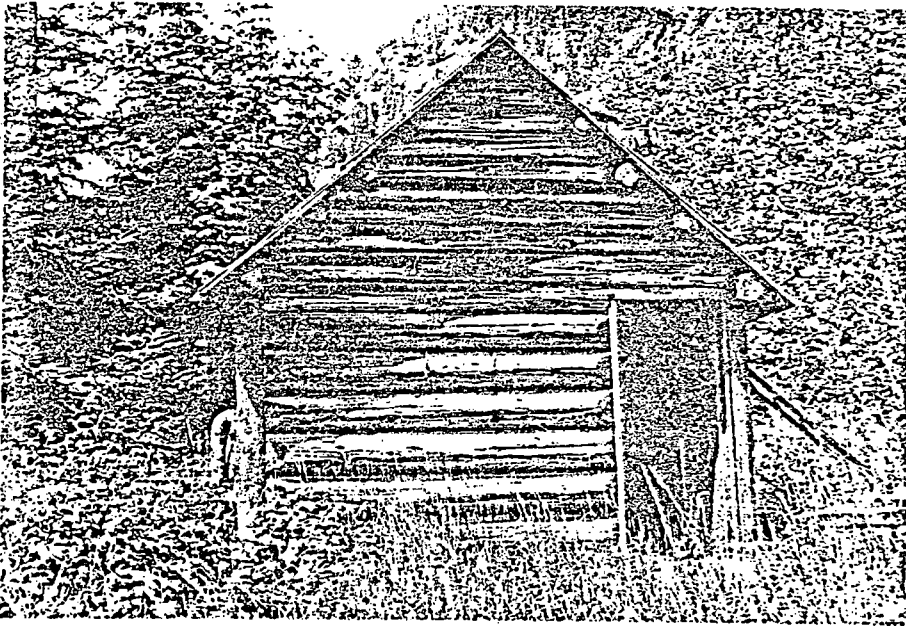
6-8 Ruins at Steamboat Townsite.



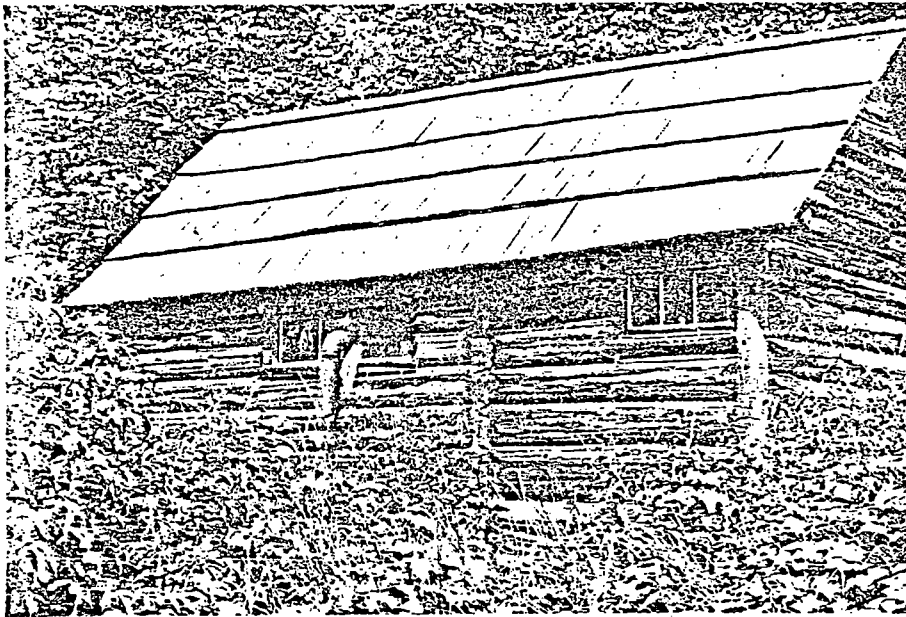
6-9 General area of Steamboat Townsite.



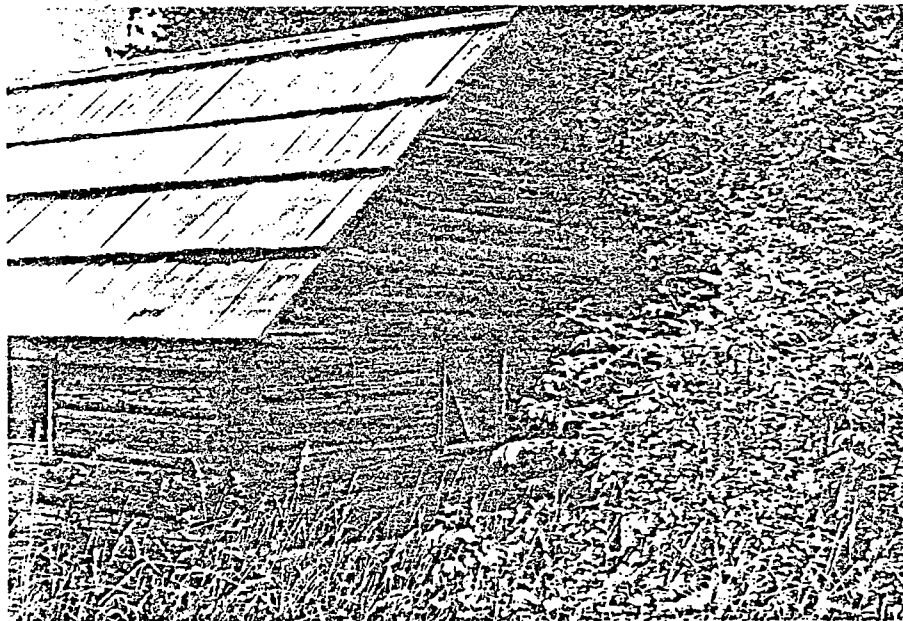
6-10 Depression at Steamboat Townsite.



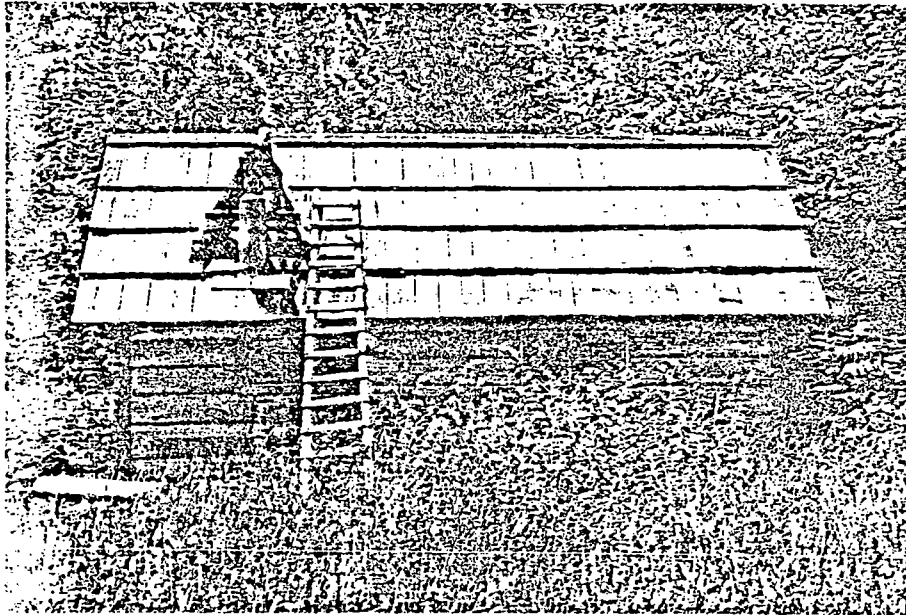
6-11 Martin Sterret's log cabin.



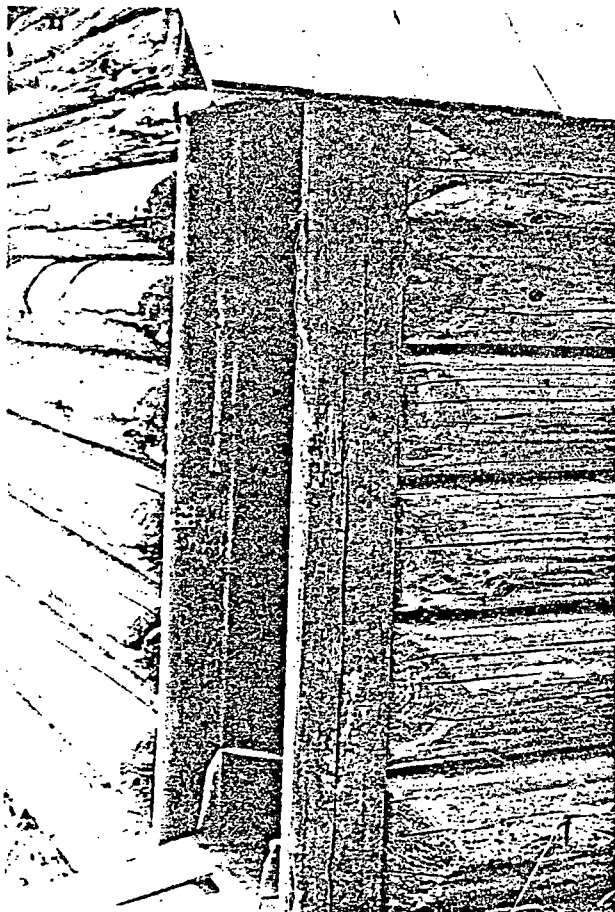
6-12 Sterret's cabin.



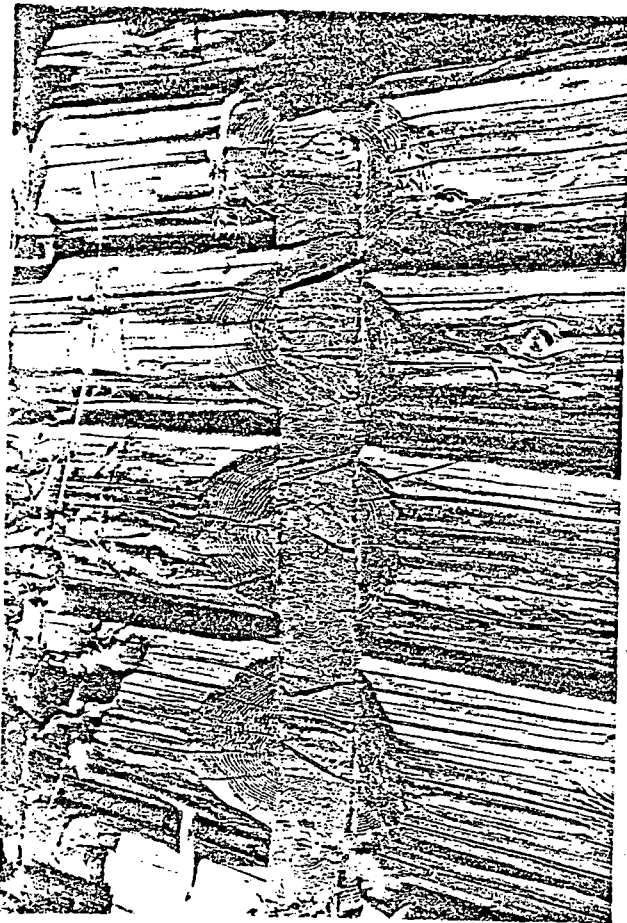
6-13 Sterret's cabin.



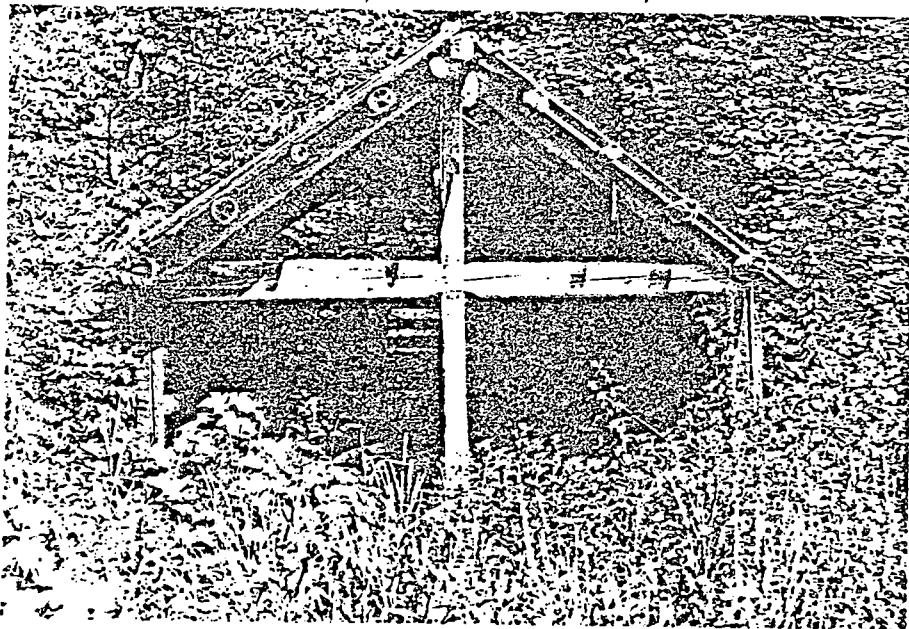
6-14 Sterret's cabin.



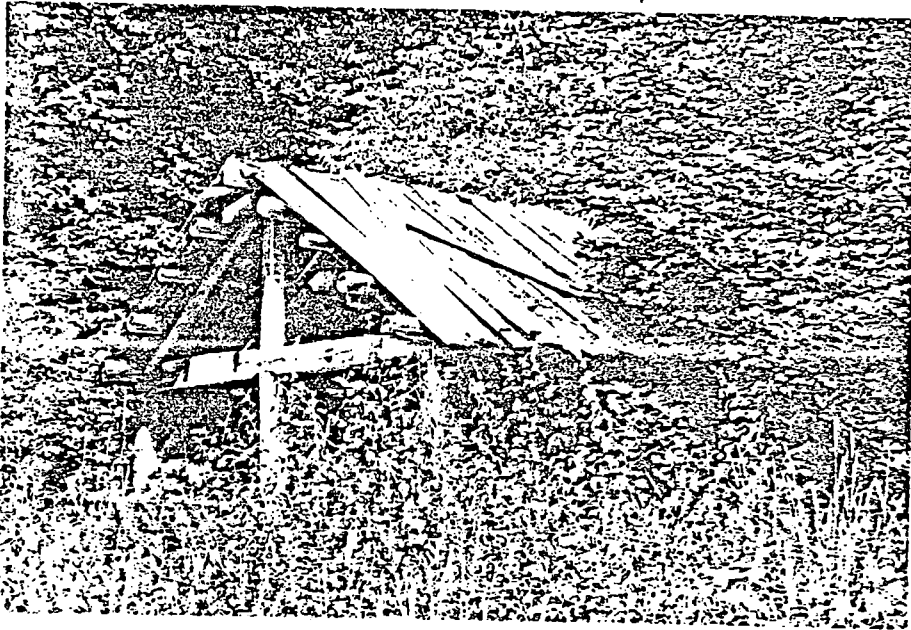
6-15 Corner detail of Sterret's cabin.



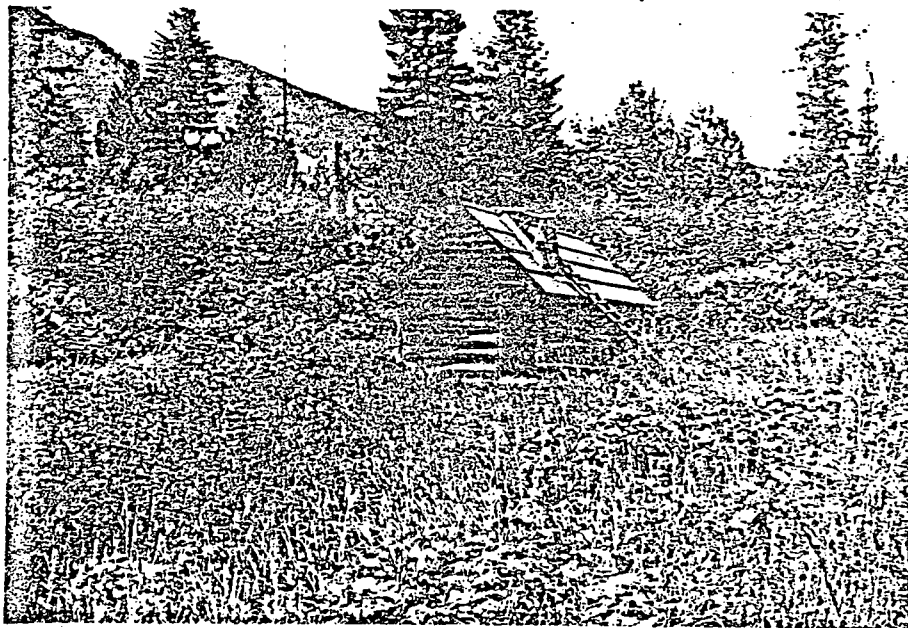
6-16 Wall detail of Sterret's cabin.



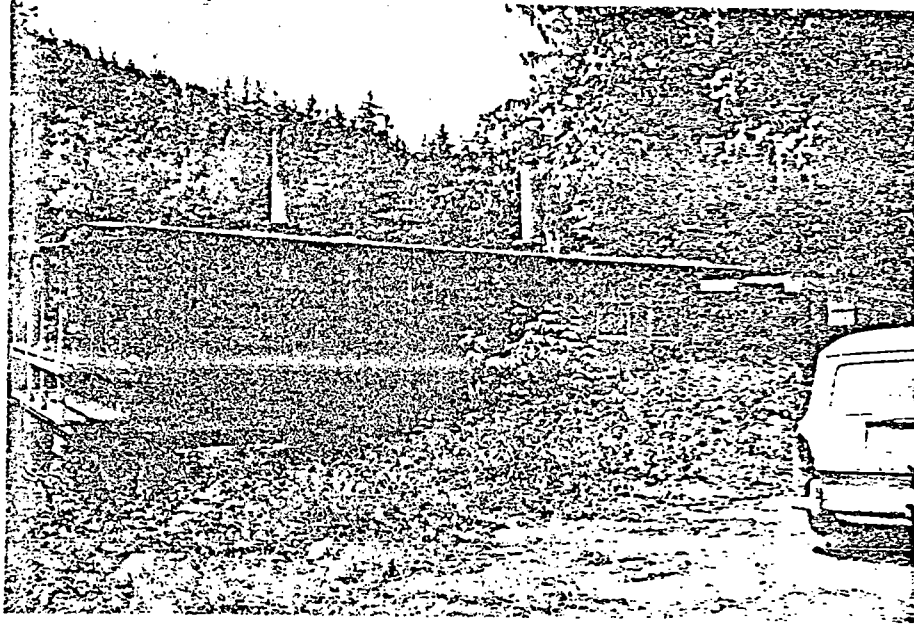
6-17 Stable at Martin Sterret's homestead.



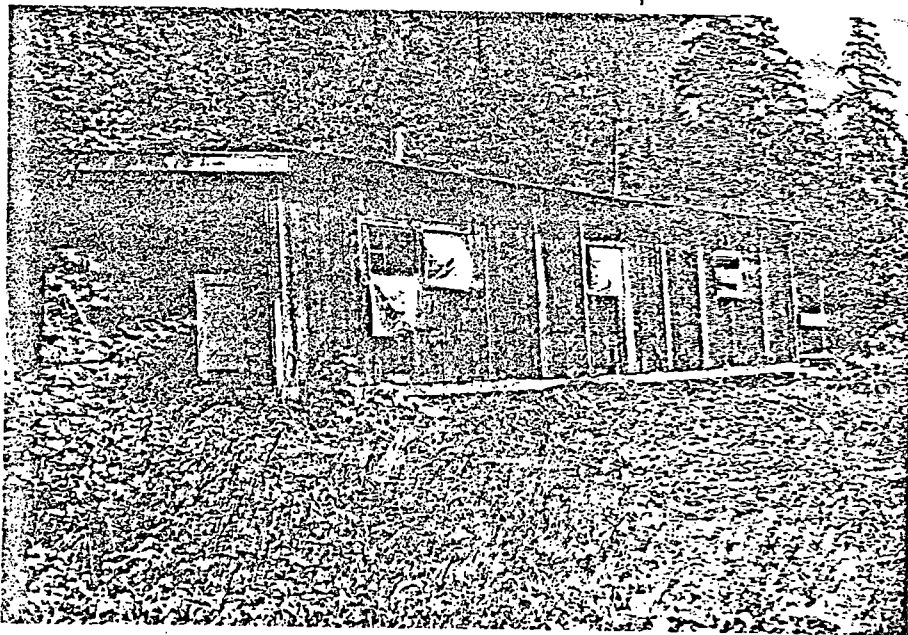
6-18 Martin Sterret's stable.



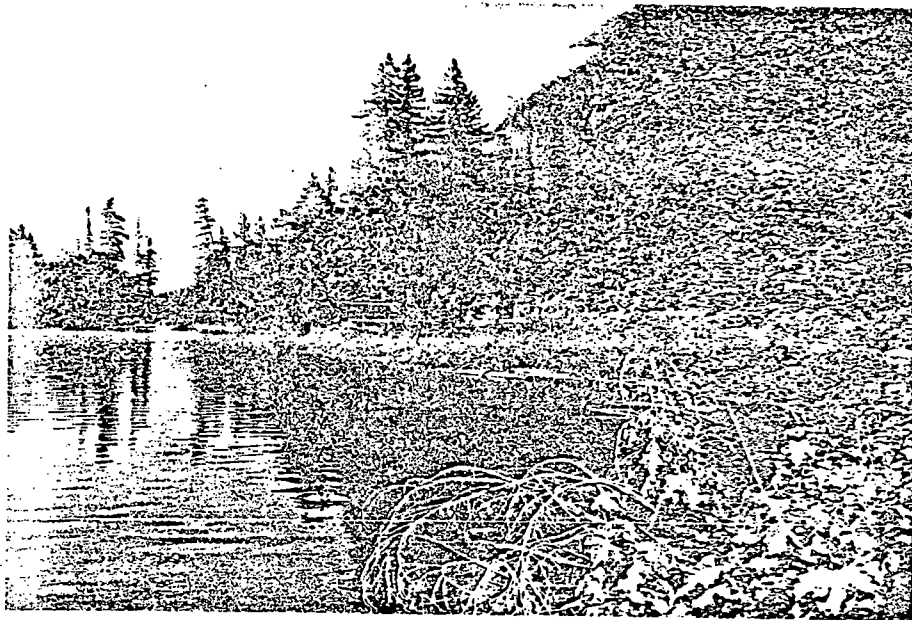
6-19 Martin Sterret's cabin.



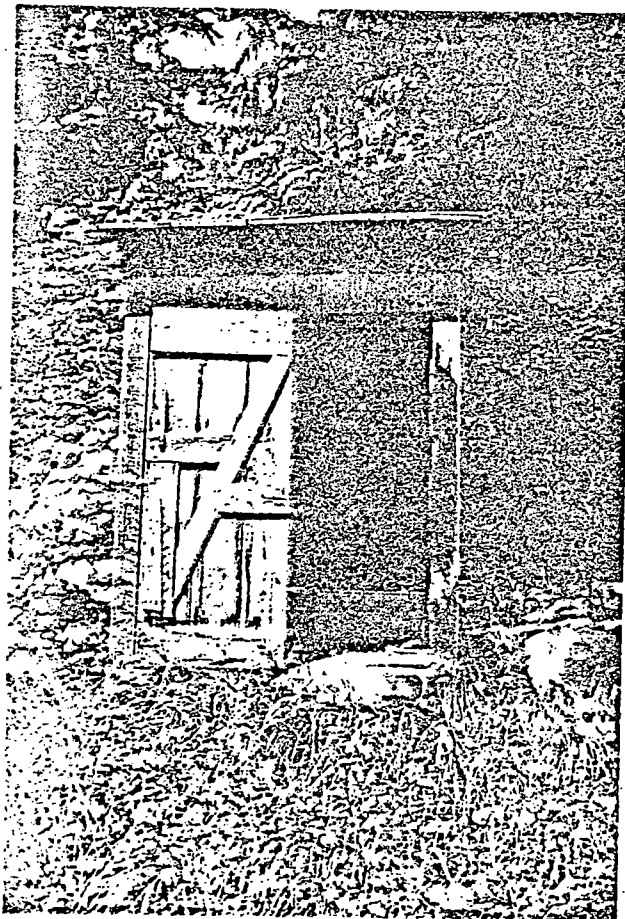
7-1 Fishing cabin on Silver Lake.



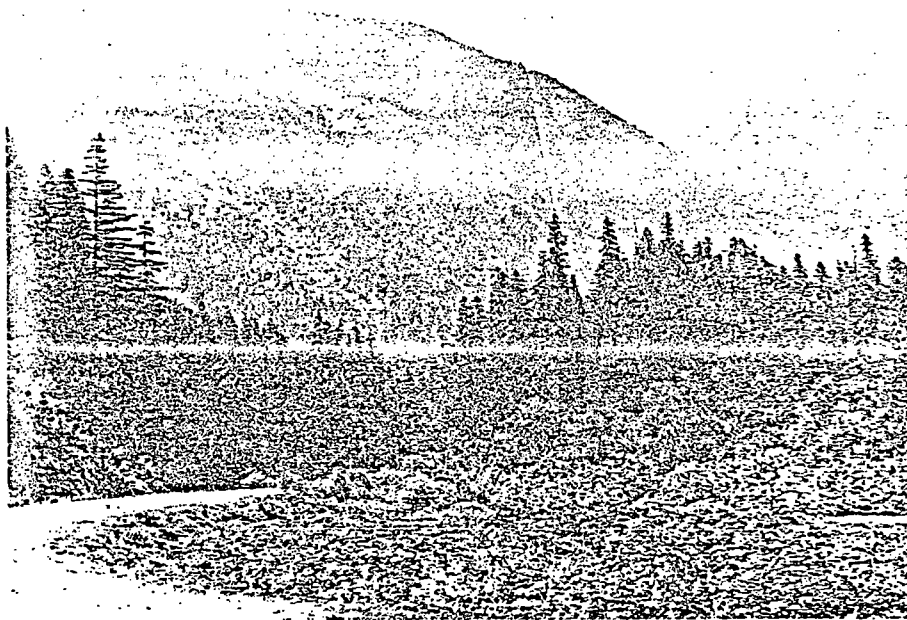
7-2 Fishing cabin on Silver Lake.



7-3 Fishing cabin from lake side.



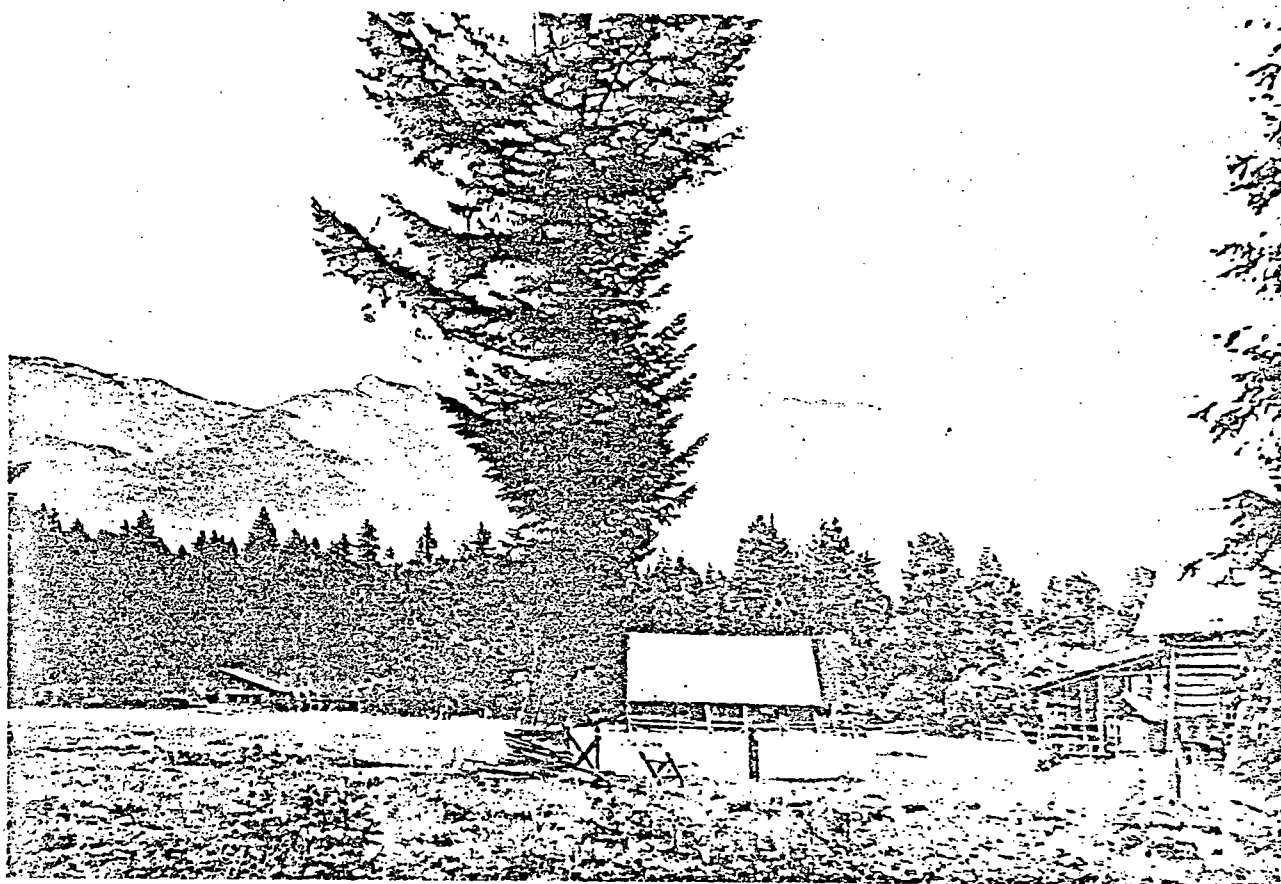
7-4 Outhouse at cabin.



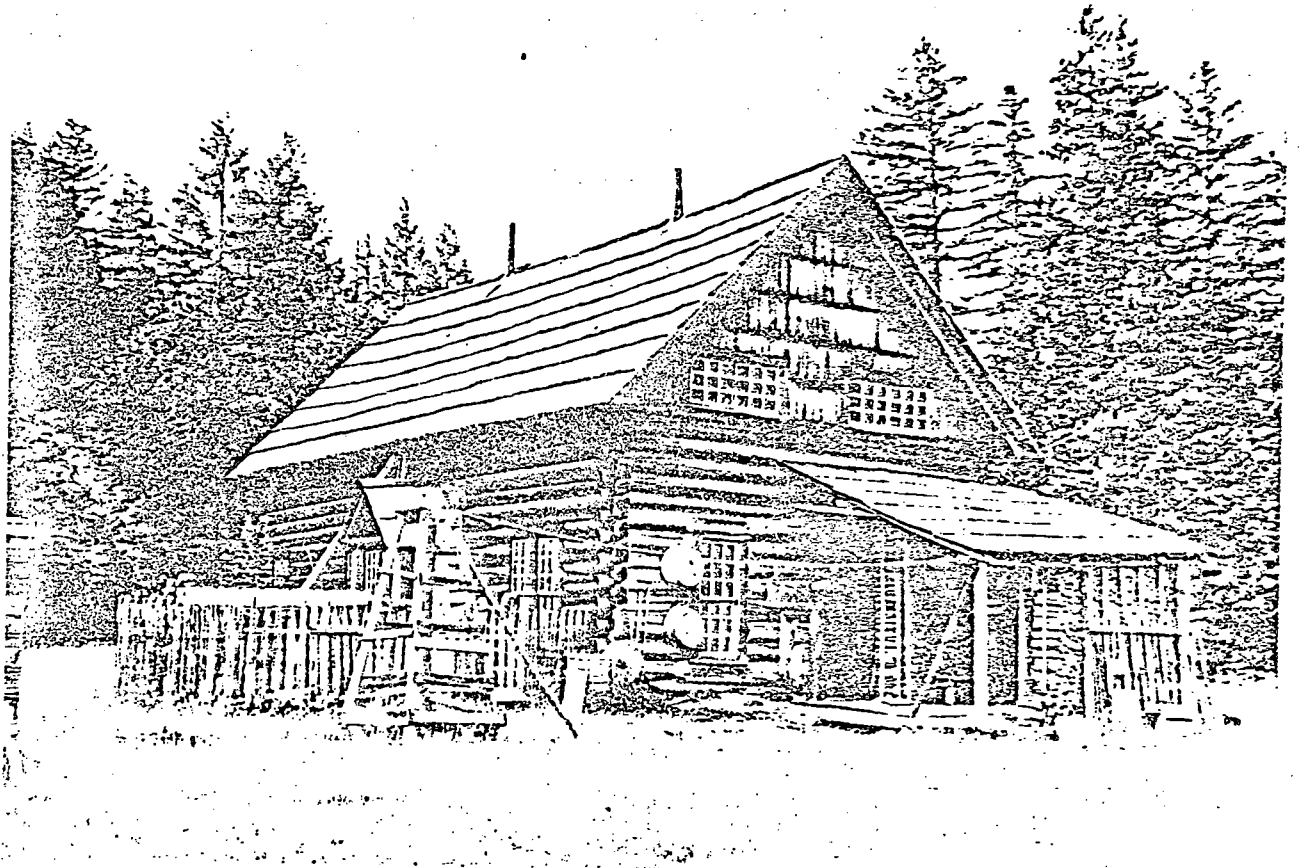
7-6 Aerial tram swath of Silverdaisy Mine.



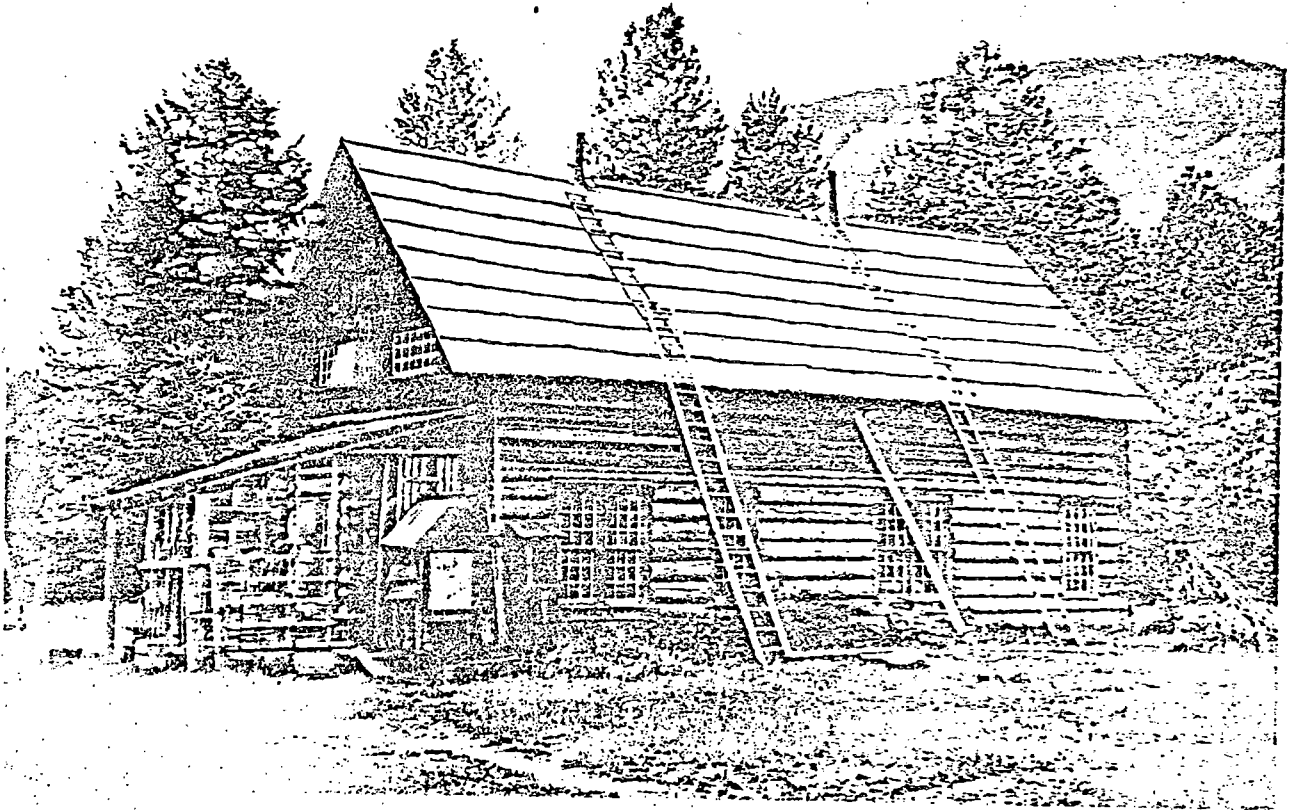
7-7 Trail leading to the mine blocked by the river.



Old Whitworth Ranch. Skagit Valley.
June 7, 1947. Photo by G. C. Carl.



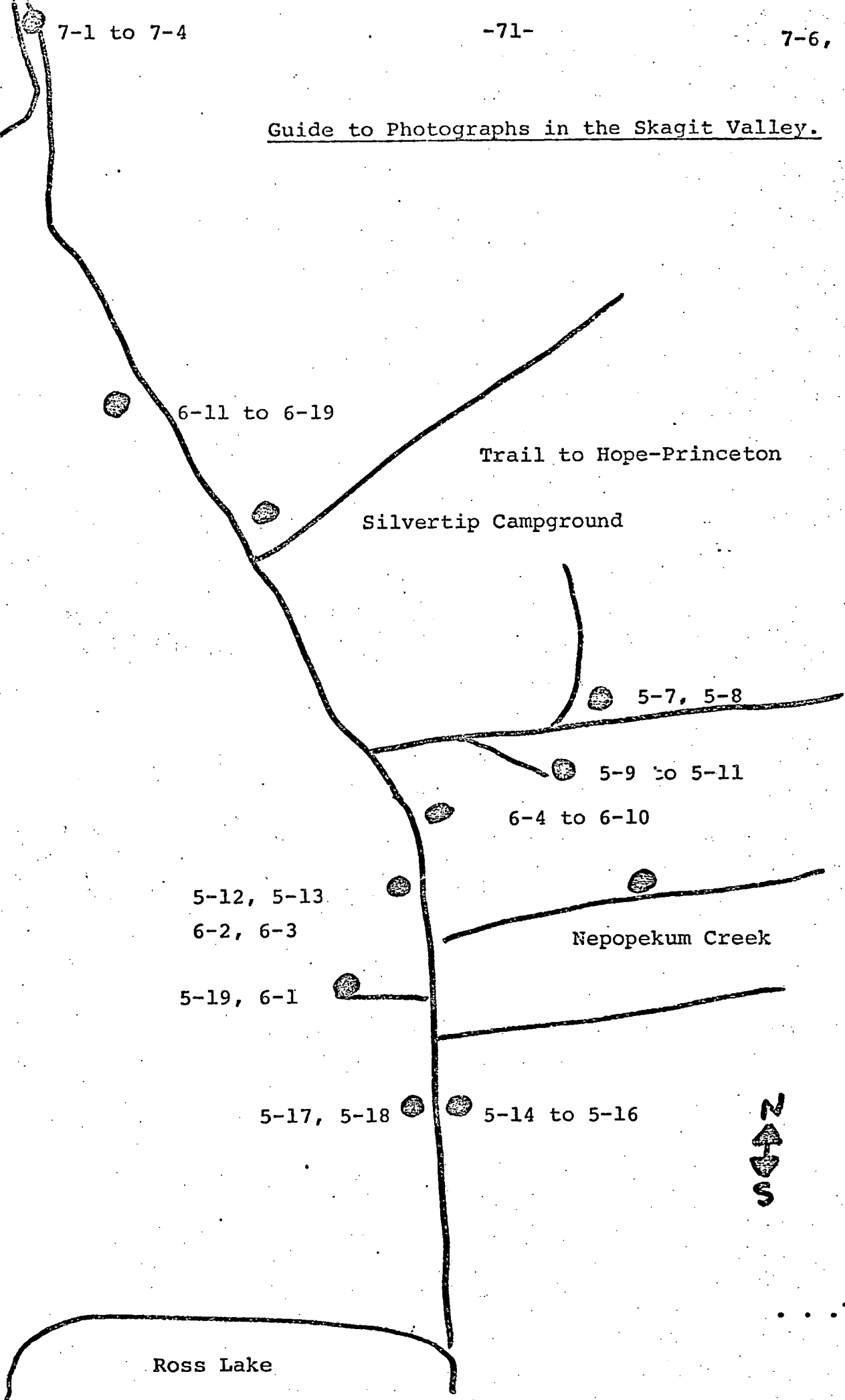
Old Whitworth Ranch House. Skagit Valley.
June 7, 1947. Photo by G. C. Carl.



Old Whitworth Ranch House. Skagit Valley.
June 7, 1947. Photo by G. C. Carl.

Silver Lake

Guide to Photographs in the Skagit Valley.



6-11 to 6-19

Trail to Hope-Princeton

Silvertip Campground

5-7, 5-8

5-9 to 5-11

6-4 to 6-10

5-12, 5-13

6-2, 6-3

Nepopekum Creek

5-19, 6-1

5-17, 5-18

5-14 to 5-16



Ross Lake

Appendix A
Archaeological Sites in the Skagit

BRITISH COLUMBIA ARCHÆOLOGICAL SITE SURVEY FORM

1. Location and access possibly by private logging road due east and running parallel to Skagit river. However according to W. Chittenden who cleared this area

(When artifacts were found) this road at least in the area of site is probably now flooded (at least in summer)

Sec. Lot Plan 49 ° .5 ' 00 " N. 121 ° 05 ' 00 " W.

2. Site name 19. Owner(s)/tenant(s) past and present

3. Previous designations

4. Type possibly a hunting camp - used during periods of low water (according to Chittenden)

5. Dimensions 20. Attitude to excavation

6. Depth of deposit 21. Camping facilities formerly good site is now flooded in summer

7. Elevation 1650' ASL 22. Historically territory of Thompson

8. Water yes 22. Historically territory of Thompson Indians.

9. Vegetation on site scrub willow-site is now cleared 23. Site was/was not occupied by Indians in historic times until

10. Surrounding vegetation scrub willow-area is now cleared 24. Informants W. Chittenden

11. Fill of site 25. Map 92W/3E

12. Subsoil and surrounding soil 26. Air photo

13. Burials none recorded 27. Photographs

14. Habitations none recorded 28. Published references

15. Other features small mounds-bulldozing revealed no features or artifacts 29. Remarks and recommendations W. Chittenden visited B.C.P.M. in Sept. 1972 to see artifacts donated by him and information was received by M. Bishop

16. Present condition destroyed

17. Possibility of future disturbance destruction now completed

18. Known finds and present location B.C.P.M. numbers 7904-7905-7906- bird bowl was found in tracks of Caterpillar tractor 30. Reported by W. Chittenden

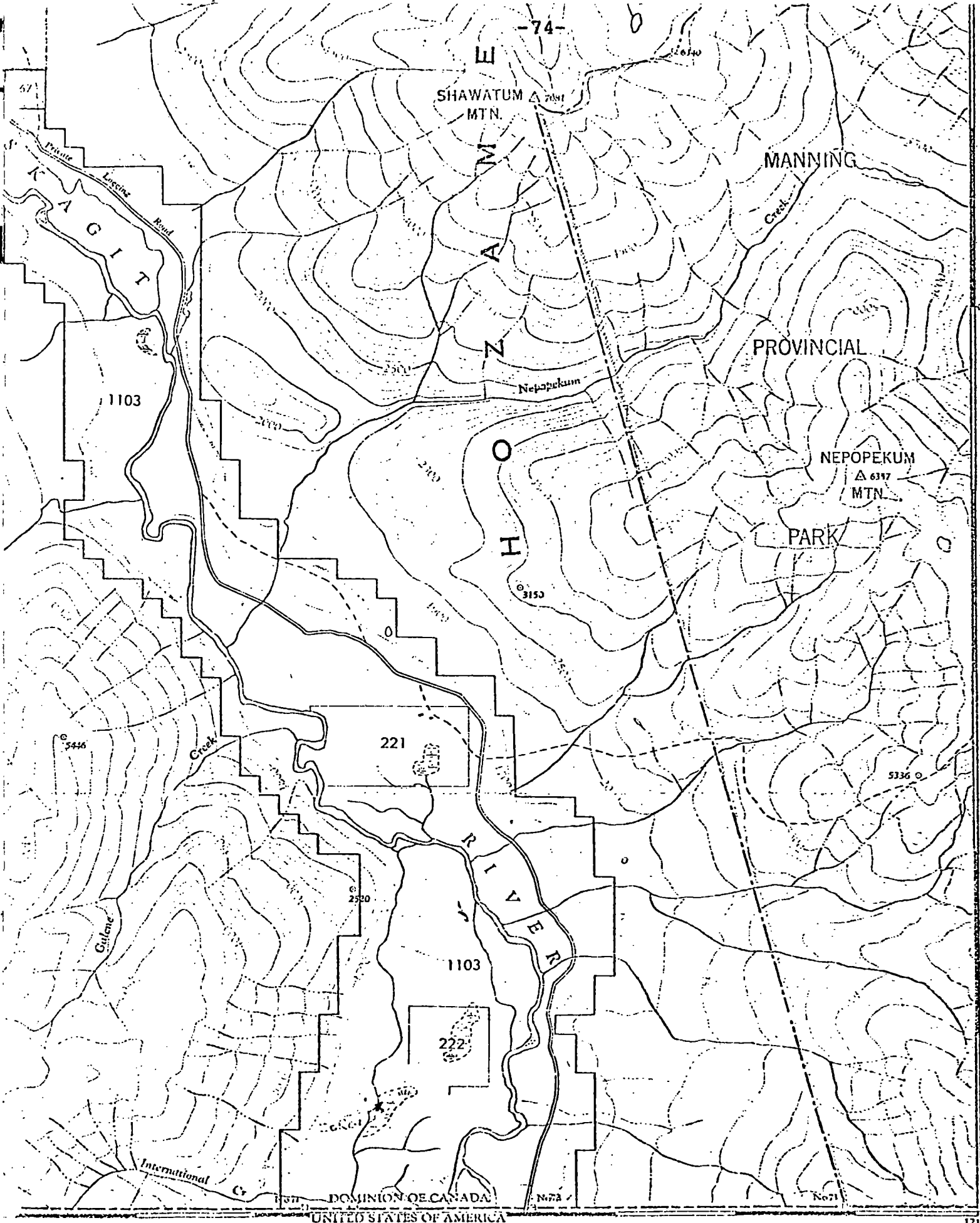
31. Observed by W. Chittenden

32. Recorded by M. Bishop

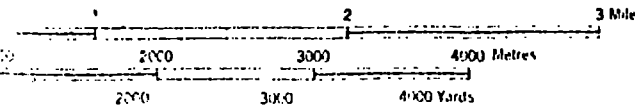
33. Date October 11, 1972

DESCRIPTION OF SITE

Site No.



Scale 1:50,000



CONTOUR INTERVAL 100 FEET
All Elevations in Feet above Mean Sea Level

Footnotes

¹The Honourable Ray Williston, Minister of Lands, Forests and Water Resources, Excerpts from an Address during the Budget Debate, First Session of the 29th Legislative Assembly, February 10, 1970, Victoria, p.2.

²Ibid. pp.3-4.

³p. Adams, et al; Skagit Valley Study Group, Institute of Resource Ecology, The Future of the Skagit Valley, (Vancouver: U.B.C., 1971), pp.1-2.

⁴Ibid. p.9.

⁵Dave Ablett, "Skagit: Our Wildlife vs. Seattle's Kilowatts", The Vancouver Sun, March 25, 1972, p.6.

⁶Minister of Lands, Forests and Water Resources, Press Release, June 27, 1974, p.1.

⁷The Vancouver Sun, September 28, 1974, p.9.

⁸The Vancouver Sun, December 21, 1970, p.15.

⁹R.L. Reid, "The Whatcom Trails to the Fraser River Mines in 1858", The Washington Historical Quarterly, Vol. XVIII, No.3 (July, 1927) and No.4 (October, 1927), pp.199-206 and pp. 271-276.

¹⁰J.N. Reid, The Road To Cariboo, (Vancouver: U.B.C., M.A. Thesis, 1942), p.75.

¹¹Ibid., p.72.

¹²p.R. Jeffcott, Nooksack Tales and Trails, (Washington: Sedro-Woolley Courier-Times, 1949), p.109.

¹³The Daily Colonist, February 12, 1880, p.2.

¹⁴A.G. Willoughby, "The Gold Discoveries at Steamboat Mountain", The British Columbia Mining Exchange and Engineering News, Vol. XII, No.11, (November, 1910), p.6.

¹⁵Cecil Clark, "Steamboat City", The Daily Colonist, August 30, 1964, p.6.

¹⁶Willoughby, op. cit.

¹⁷Clark, op. cit.

¹⁸The Hope News and Gold Trail, June 15, 1911, p.1.

¹⁹Bruce Ramsey, Ghost Towns, (Vancouver: Mitchell Press, 1971), p.198.

²⁰The Hope News and Gold Trail, June 15, 1911, p.1.

²¹Ibid., May 11, 1911, p.1.

²²The Hope News, November 17, 1910, p.2.

²³Ramsey, op. cit.

²⁴Sessional Papers, Department of Mines, 1912, p.187.

²⁵The Kamloops Sentinel, October 30, 1941, p.7.

²⁶The Hope News, December 15, 1910, p.2.

²⁷The Hope News and the Gold Trail, June 1, 1911, p.2.

²⁸Memorandum to International Joint Commission, Environmental Investigations, City of Seattle, 1971, p.39.

²⁹P. Robinson, "Logging in the Hope Area",
Geography 491 Essay, University of British
Columbia, 1970, p.15.

³⁰Memorandum, op. cit., p.40.

³¹F.F. Slaney, Skagit Valley and Ross Lake
Reservoir in Canada. (Vancouver: F.F. Slaney,
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Williston, Ray. Former Minister of Lands, Forests
and Water Resources. Excerpts from an Address
during the Budget Debates. First Session of
the 29th Legislative Assembly, February 10,
1970. Victoria.

Willoughby, A.G. "The Gold Discoveries at Steamboat
Mountain", The British Columbia Mining Ex-
change and Engineering News. Vol. XII, No.11,
(November, 1910), 5-12.

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The Hope Standard

The Kamloops Sentinel

The Kelowna Courier

The Steamboat-Nugget

The Vancouver Province

The Vancouver Sun

The Victoria Daily Colonist

The Victoria Gazette

The Whatcom Northern Light