

HISTORY AND ECONOMIC DEVELOPMENT
OF THE SHUSWAP AREA

by

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B.A., The University of British Columbia, 1943.

A THESIS SUBMITTED IN PARTIAL FULFILMENT OF
THE REQUIREMENTS FOR THE DEGREE OF
MASTER OF ARTS

in the Department
of
History

We accept this thesis as conforming to the
required standard.

THE UNIVERSITY OF BRITISH COLUMBIA

April, 1964.

ABSTRACT

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The problem which this thesis seeks to answer is why the Shuswap region of British Columbia, centrally located in the southern part of the province between Kamloops and Revelstoke, endowed with so many natural advantages of climate and scenery, of location on early water routes and later arterial railway and highways, has remained relatively unimportant in the economy of the province.

In the process of finding answers to this problem a systematic study has been made, first of the topography and the natural resources of the area, then of the experiences of those who first sought to open up the region, and finally of the development of mining, agriculture, lumbering and the tourist trade. From the analysis of the growth, or sometimes of the decline, of these industries, much information has been obtained as to the deficiencies of the area in natural resources, the handicaps imposed by the Shuswap region's distance from major markets, and the problems encountered by the inhabitants in utilizing some of the resources.

Basically, the area lacks rich natural resources - there is little mineralization; the areas of arable land are limited

and are scattered in pockets through the region; the timber resources are not as extensive as at first appears, vast stands of mature timber having been burned over since settlement came into the area, and much of the remaining timber having a high incidence of disease. Both lumbering and agriculture have been handicapped by high transportation costs because of the remoteness of the area from major markets. The recent vastly increased number of tourists and summer residents in the Shuswap area (much of it due to the completion of the Trans-Canada Highway through Rogers Pass) is responsible for a recent upswing in the region's economy and augurs well for the future. The conclusion is finally reached that the tourist trade is the sole activity which offers real prospect of future development. The Shuswap country's lovely scenery, hundreds of miles of lakeshore, and fine climate have proved to be its major natural resource.

The main difficulty encountered in working on this thesis has been finding the necessary data. A certain amount of information is available in printed government documents - in gazettes, sessional papers, annual reports, memoirs and reports of royal commissions. Newspapers, both early and more recent, have proved helpful, as have a few books and some theses. The resources of the University Library, the Provincial Archives, the Vancouver Public Library's Northwest Room and the Kamloops Museum were used. But much vital information was still missing. To make good the deficiencies in the printed materials, many

old-timers around Shuswap Lake were interviewed and, in a number of cases, their conversations were tape recorded. These talks were most helpful in securing a general picture of the process of settlement and the history of various industrial and land settlement schemes. Extensive correspondence was carried on with various individuals, government departments and companies, asking for specific information. Much time was spent in personally interviewing key civil servants in such sections as the Legal Surveys Division, the Water Resources Service and the British Columbia Forest Service of the Department of Lands and Forests in Victoria. Thanks to these contacts, permission was obtained to dig deep into files at least fifty years old or, where the files had been destroyed, to use the microfilm copies that had been made for departmental use. Finally, a reasonably balanced and full picture of the growth of the area began to emerge.

In presenting this thesis in partial fulfilment of the requirements for an advanced degree at the University of British Columbia, I agree that the Library shall make it freely available for reference and study. I further agree that permission for extensive copying of this thesis for scholarly purposes may be granted by the Head of my Department or by his representatives. It is understood that copying or publication of this thesis for financial gain shall not be allowed without my written permission.

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Date May 5, 1964

Acknowledgements

It is customary to list the persons who have given assistance in the preparation of a thesis. Because of the very nature of this one, I have been greatly dependent upon such help.

Many people in the Shuswap Lake area have helped me - among them are Mr. R. Bristow of Celista, Mr. Frank Kappel of Eagle Bay, Mr. R.R. Mason of Chase, Mrs. A. Reedman of Blind Bay, Mr. Ernest Doe and Mr. and Mrs. E. Turner of Salmon Arm.

In my work in Victoria, I was aided by Dr. Dorothy Blakey Smith of the Provincial Archives; Mr. Maurice Glover, Director of the Bureau of Economics and Statistics; Mr. Alan Baker of the Legal Surveys Division; Mr. A.C. Carter, Provincial Horticulturist; and Mr. Paul Beere of the Central Microfilm Bureau.

The staff of the University Library's Special Collections have been most helpful. I have been very fortunate in having as my advisor Dr. Margaret Ormsby, a person who has a deep knowledge and love of the country, and has been most helpful with her many suggestions.

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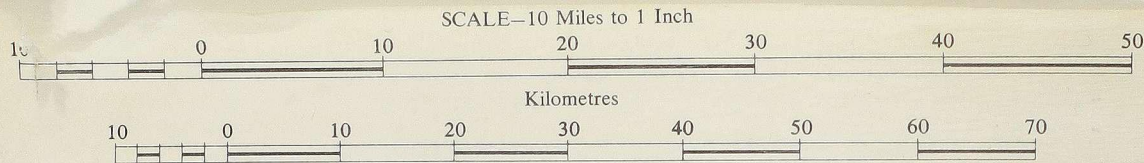
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Illus. 1-

Map (10 miles = 1 inch)

showing relative position
of Shuswap Lake
region to Kamloops,
Okanagan and
Revelstoke districts





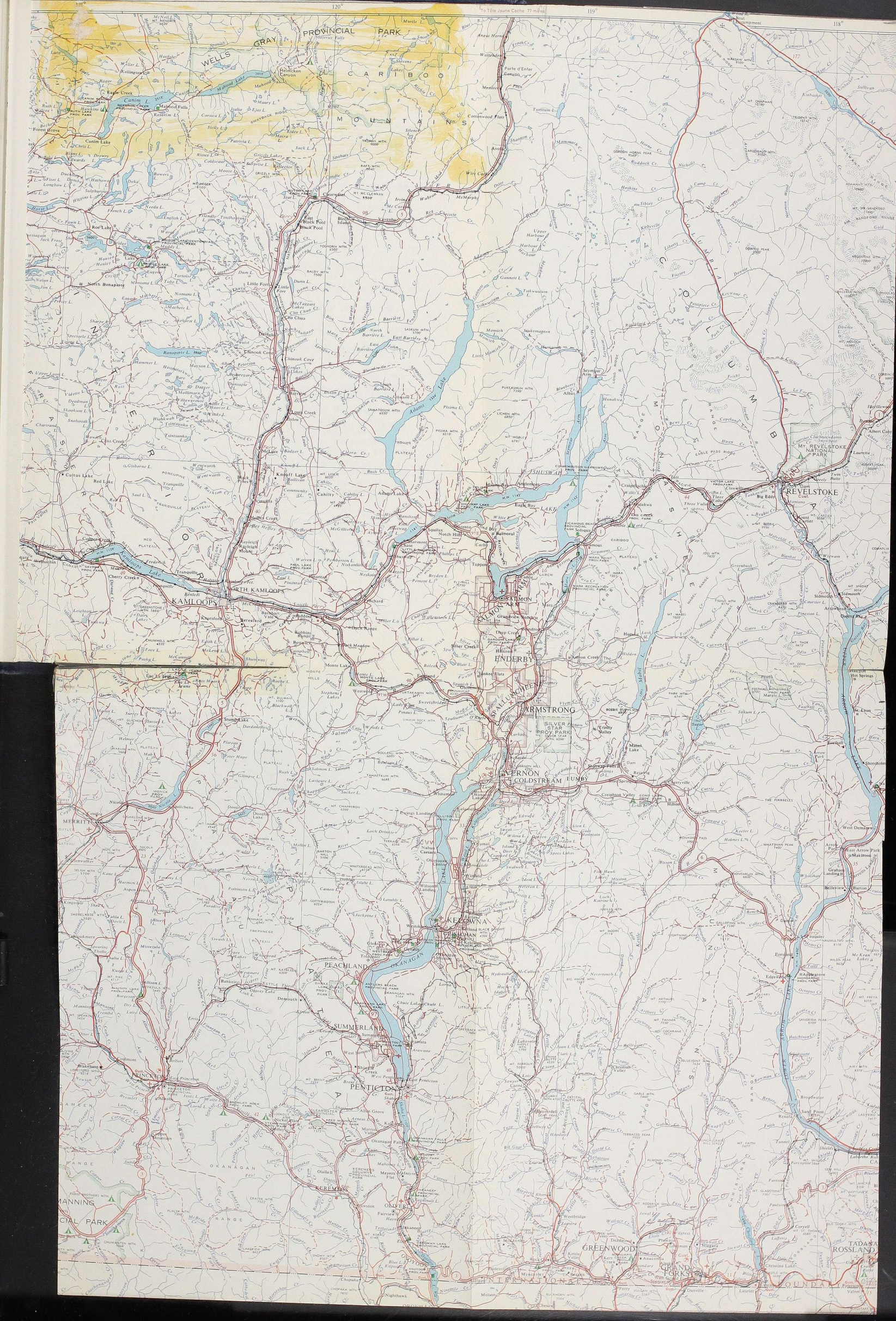
W. R. YOUNG, CHIEF GEOGRAPHER

REFERENCE

Municipality—City	
" —District	
" —Town and Village	
Post Office	
Settlement	
Locality	
Government Agent	
Boundary—International	
Boundary—Interprovincial	

Roads—Trunk	
" —Main	
" —Local	
" —Logging	
" —Four Wheel Drive	
Trail	
Railway and Station	
Mileage	
Historic Monument	

Ferry (Auto) and Route	
Steamship Route	
Airport, Aerodrome—Licensed	
Seaplane Port—Licensed	
Park	
Camp or Picnic Site	
Hospital	
Glacier	
Customs Port of Entry	



Chapter One

The Natural Setting

The Shuswap Lake area is one of the most attractive regions in British Columbia. Situated in the south-central part of the province,¹ it extends roughly between 50.5° and 51.5° north latitude, and 118.8° and 119.8° west longitude. The town of Chase stands at the region's western limit and Sicamous marks its eastern boundary.² The area as a whole lies along the eastern edge of the Interior Plateau. On the east it is bounded by the Monashee Mountains, which have peaks of over 8000 feet and which form the divide between the Upper Columbia River watershed and the Shuswap watershed. The mountains on the other three sides of the area are not as high as those of the Monashee Range, but they too form

1 See map (scale 10 miles = 1 inch) preceding this chapter.

2 Although for the purpose of this study the Shuswap region is considered to be the drainage basin of Shuswap Lake, including the Adams Lake system, I have not included the Shuswap River valley south of Mara Lake. The economic and social orientation of this valley has been much more towards Armstrong and the Okanagan Valley centres than to the settlements on Shuswap Lake. This early southerly orientation of the valley known as the Spallumcheen was aided by the construction of the Shuswap and Okanagan Railway in 1892 which ran from Sicamous on Shuswap Lake (where it made connection with the Canadian Pacific mainline), down the west shore of Mara Lake and through the Spallumcheen Valley to Okanagan Landing, near Vernon, at the north end of Okanagan Lake. From there a boat service was provided to other points on the lake by such boats as the Canadian Pacific sternwheeler, Lady Aberdeen.

divides between drainage basins. To the north and west lies the North Thompson drainage basin, and to the south that of the Okanagan.

Shuswap Lake itself consists actually of two bodies of water, occupying long, roughly parallel fjord-like valleys, which are joined by a narrow strip of water at Cinnemousun Narrows. Two smaller lakes, Little Shuswap Lake and Mara Lake, were once part of Shuswap Lake but have been nearly separated from the main lake by the growing deltas of Adams River and Eagle River, respectively. Shuswap Lake, at an altitude of 1131 feet above sea level, is a large one, about 90 miles in length and covering 123 square miles.

The geology of the Shuswap region is interesting. The rock is mainly highly metamorphised Precambrian, accurate dating of which is impossible since no fossils have as yet been found in it.³ The terrain of the Shuswap country is fairly broken and becomes progressively rougher as one travels east. Around the main lake there are usually several benches near the lakeshore, and then the land rises quite steeply to over 4000 feet elevation. Up Seymour and Anstey Arms, and on Adams Lake, the land rises very sharply from the water.⁴

³ Canada, Department of Mines, Geological Survey of Canada, A Geological Reconnaissance between Golden and Kamloops, B.C., along the Canadian Pacific Railway, (Memoir No. 68), 1915, p.110.

⁴ See topographical map (scale 2 miles = 1 inch) following page 7. A similar map covering the Seymour Arm and Anstey Arm region is in preparation, but unfortunately has not yet been published.

All the Shuswap region was heavily glaciated. Striations found on Lichen Mountain and on Adams Plateau, at altitudes of 6800 and 6100 feet, indicate that ice moved across the summits in a southeasterly direction.⁵ With these striations as reference points, geologists have estimated that the main ice-cap in the Shuswap area was at least 7000 feet above present sea level. This heavy glaciation was responsible for the gouging out of the rocky troughs now occupied by Adams Lake and much of Shuswap Lake. Although Shuswap Lake is fairly deep (in Seymour Arm six miles north of Cinnemousun Narrows a depth of 550^{feet} has been measured), Adams Lake (1334 feet above sea level) is much deeper. For many miles it maintains the remarkable depth of some 1200 feet, until at its outlet it drains over a rocky lip covered by only a few feet of drift material.

Another result of the glacial age is the imposing silt terrace formation that stretches along the South Thompson River from Kamloops to the very mouth of Little Shuswap Lake. It is believed that at the end of the last ice age the South Thompson valley was occupied by a large lake hemmed in on the west by a glacier coming down the North Thompson Valley and similarly confined on the east by an ice dam at the present site of Shuswap Village. The silt in the terraces is sediment deposited when this area was part of the bed of this glacial lake. The meltwater channel from this lake

5 Geological Survey of Canada, Memoir No. 68, p.144.

passed south of the present Shuswap Lake (perhaps through the low valley between Sorrento and Tappen), through the Spallumcheen Valley and into the Okanagan.

With this history of severe glaciation, the Shuswap region lacks large areas of good soil. The most important belt of arable soil extends along the Salmon River Valley, broadening out around Salmon Arm and continuing into the valley of Canoe Creek. Another stretch of good soil is at the mouth of Little Shuswap Lake where the South Thompson River flows out of the lake. There is also a band of arable soil between Tappen and Sorrento. The rest of the arable land is mainly limited to a few benchlands and to fans at the mouths of creeks emptying into the lake. The gravelly sandy loam, which covers much of the area, tends to be fairly shallow over the parent glacial till and contains varying amounts of gravel and stones.

The climate of the Shuswap area is typical of the Interior, with the summers being warmer and winters colder than on the Coast. Because of the moderating influence of the large area of lake surface, the settlements around Shuswap Lake experience a smaller range of temperature than does Kamloops, 35 miles to the west:

<u>Centre</u>	<u>Average mean temperature</u>	
	January	July
Chase	25°	68°
Salmon Arm	23°	68°
Sicamous	24°	69°
. . .		
Kamloops	22°	70°

The frost-free period usually extends from 140 to 150 days, and lasts from early May until the end of September, sufficiently long to ensure maturity for most field crops.⁶

Though the Shuswap region is but forty miles wide, the precipitation differs quite markedly, increasing in the eastern zone as one approaches the high mountain ranges:

<u>Centre</u>	<u>Average Annual Precipitation</u> ⁷
Chase	14.94 inches
Salmon Arm	19.68 "
Sicamous	25.78 "

This precipitation is distributed fairly evenly over the twelve months of the year.⁸

6 British Columbia, Department of Lands, The Kamloops Area Bulletin, 1958, p.57.

7 British Columbia, Department of Agriculture, Climate of British Columbia, 1961.

8 These figures of temperature range and of precipitation are recorded in valley settlements with an average altitude of 1200 feet. For locations higher up in the hills or mountains, the average mean temperature is lower for both winter and summer, while the annual precipitation tends to be much higher.

Vegetation varies with the precipitation. Around Little Shuswap Lake, at the eastern edge of the Dry Forest Zone, there is open parkland dotted with yellow pine. Higher up on the hills Douglas fir becomes more numerous. Further east, with the increasing precipitation, the forest cover becomes more dense. Here it is similar to that of the Columbia Forest, with Douglas fir and some white pine combined with much cedar and hemlock at the lower elevations; and with spruce and balsam in the higher altitudes.

Because most of the Shuswap region is well timbered, sawmilling has been the most important local industry since the turn of the century. We should not take it for granted, however, that the Shuswap area has uniformly excellent timber. In the first place, forest fires have burned over many of the better stands. Secondly, there is a high incidence of disease in the trees, especially in hemlock and cedar - much more disease than is encountered on the Coast. A surveyor in 1909 reported that around Scotch Creek, although the cedars (up to twenty inches in diameter) appeared sound at first sight, most of them proved to be "hollow butts" - the heartwood, especially that near the base, having rotted away due to a root fungus. The hemlock examined in this same survey proved to be about fifty per cent unsound, with this proportion increasing in the lower altitudes.⁹ Recent work

⁹ Canada, Department of the Interior, Description of Surveyed Lands in the Railway Belt of British Columbia, Part No. 1, 1914, p.115.

by forest pathologists has demonstrated that this very high proportion of decayed hemlock is caused by Indian Paint Fungus.¹⁰ This fungus thrives best in a summer climate that features a high average temperature and high humidities (a good description of the Shuswap summer climate), and it attacks the western hemlock very readily. The Douglas fir very seldom is attacked by this fungus.

One of the chief advantages enjoyed by the Shuswap area is that of being on main transcontinental communication routes. The mainline of the Canadian Pacific Railway follows the south shore of Shuswap Lake for fifty miles, while the Trans-Canada Highway roughly parallels the route of the railway.

When one considers both the natural advantages of scenery and climate enjoyed by the Shuswap Lake region, and its favoured position on transcontinental rail and road routes, one might expect to find a number of well-rooted and flourishing settlements, comparable to those in parts of the Kootenays, in the Okanagan and in the Lower Fraser Valley. Such is not the case. Salmon Arm, by far the largest centre, in 1961 had a population of only 1506, with Chase and Sicamous much smaller in size. One starts to look for explanations as to why the Shuswap country remains largely undeveloped.¹¹

10 Thomas, G.P., "The Occurrence of the Indian Paint Fungus, Echinodontium tinctorium E.& E., in British Columbia", Studies in Forest Pathology, XVIII, Canada, Department of Agriculture, Forest Biology Division, Publication 1041, 1958, p.25.

11 The topographical map following this page shows in yellow the relatively small area (including timber berths) that is alienated.

ILLUS. 2-

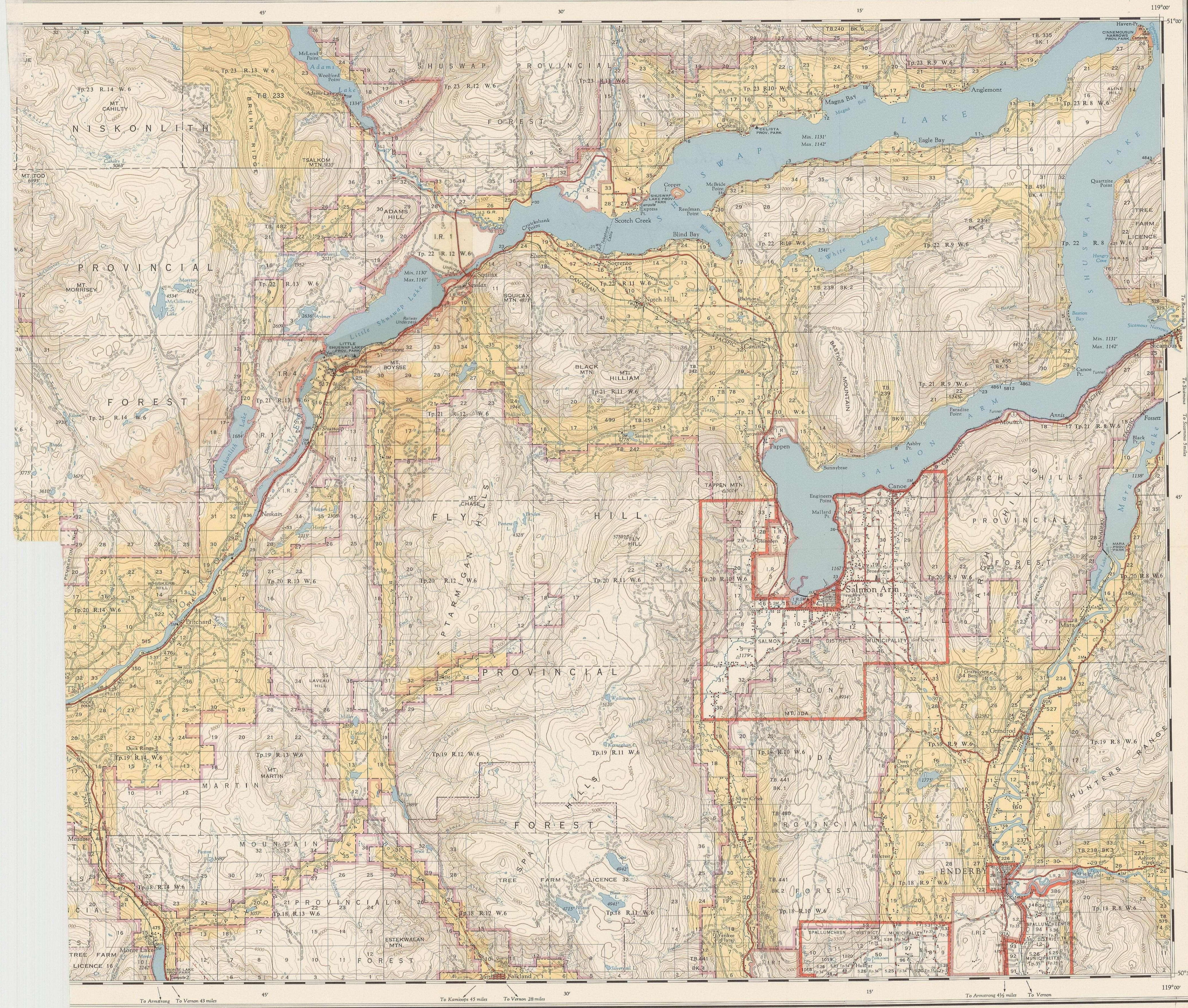
Topographical Map

(scale 2 miles = 1 inch)

of southern half of

Shuswap Lake





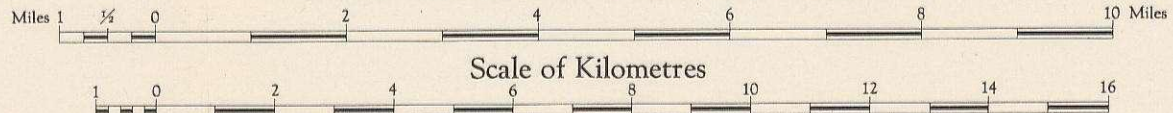
REFERENCE

Lands alienated or covered by application under the Land Act
Surveyed Timber Lease, Licence, or Berth
Indian Reserve
Government Reserve
Land District Boundary
Tree Farm Licence
Provincial Forest Boundary
Park Boundary
Municipality
Forest Service Lookout
Post Office
School
Church
Hospital
Building
Cemetery
Historic Monument
Water Gauge
Provincial Park, less than 10 acres



SHUSWAP LAKE
BRITISH COLUMBIA
KAMLOOPS LAND DISTRICT

Scale 1:126,720 or 1 Inch to 2 Miles
Scale of Kilometres

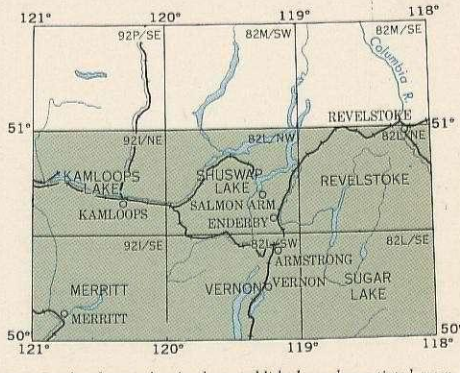


Magnetic Declination approximately 23°38' East at centre of map 1959.
Decreasing approximately 3'35" annually.
W. R. YOUNG, CHIEF GEOGRAPHER
Copies of this map are obtainable from

REFERENCE

Road, Hard Surface, All Weather
Loose Surface, All Weather
Loose Surface, Less than 2 Lanes
Trail
Railway
Telephone Line
Electric Power Line
Horizontal Control Station
Contours (Interval 100 feet)
Elevation in feet above mean sea-level
Intermittent Stream
Swamp or Marsh
Dam
Water Tank
Saw Mill
Mile Post
Mine
Gravel Pit

Universal Transverse Mercator Projection



Note: On the above index the sheets published are shown tinted green.
Government Agent — Salmon Arm
Mineral Claims are not shown on this sheet

A cursory glance at the history of the Shuswap Lake area gives no clues, for the Shuswap region has not been bypassed by most of the main economic advances in the province. The Cariboo gold rush in the early 1860's brought to British Columbia increased population, increased economic activity and great improvements in transportation facilities, especially with the building of the Cariboo Road. This road was useful in the opening of the Shuswap region for, when gold was discovered in the Big Bend country in 1865, the government promptly built a new road stemming from the Cariboo Road at Cache Creek and leading to Savona on Kamloops Lake, from which point boats could be taken to Seymour Arm at the northern tip of Shuswap Lake. Many hundreds of miners poured through the Shuswap region en route to the Columbia River valley.

The next important advance forward on the mainland of British Columbia was the construction of the Canadian Pacific Railway. The Shuswap area was thoroughly explored by surveyors and the mainline of the Canadian Pacific Railway was built right across the centre of the region in 1885, the year of its completion.

The great advertising campaigns in both Great Britain and Europe, mounted before the turn of the century by the Canadian Pacific Railway Company and the federal Department of the Interior, riveted attention on the free land available to the homesteader in Western Canada and in 1913, the peak year of immigration, 400,000 people landed in Canada. The

period 1900-1914 was marked by a rapidly rising population in Western Canada. British Columbia benefitted greatly from this influx of settlers, as the following census figures for the province show:

1891	98,000
1901	179,000
1911	392,000
1921	525,000

The Shuswap region received a share of this increase in population, and in the period immediately before World War I settlement expanded rapidly around the lake.

The rapid filling-up of the Prairies resulted in increased activity in the lumber industry. On the Coast, lumber had been exported in sailing ships for many years, but with the turn of the century came the growth of a domestic market for lumber on the Canadian Prairies. Here, with the great influx of homesteaders onto the land and the building of many communities large and small, large amounts of lumber were needed. The Shuswap country benefitted from this new opportunity. There were large reserves of timber close to the lakeshore and it was a simple matter to cut this timber and tow the logs to the mills. These lakeshore mills, served by the nearby mainline of the Canadian Pacific, were in an excellent position to supply the large Prairie market.

In one other major economic development the Shuswap region has again been fortunate. It has been as well served

as any other part of the province by the growing network of roads the government of British Columbia has built over the last fifty years for the ever-increasing automotive traffic. In the network of roads in the southern interior, the Shuswap country holds a central position - roads connecting Kamloops and Revelstoke, the Okanagan Valley and Revelstoke, and one of the two routes between Kamloops and the Okanagan, touch Shuswap Lake. Most important of all is the fact, already noted, that the Trans-Canada Highway closely follows the south shore of Shuswap Lake for most of the fifty miles between Chase and Sicamous. With the recent opening of the Rogers Pass section of the highway, Salmon Arm has become the midway point between Vancouver and Calgary.

And yet - with all these favourable factors of attractive natural setting and climate, of early participation in a gold rush, of many new settlers arriving especially before 1914, of timber reserves in close proximity to transportation, and of a central location in the highway system of southern British Columbia - the Shuswap region has remained relatively stagnant economically. It is the intation of this thesis to probe into the history of the Shuswap country, with special attention to the development and present state of agriculture and of the lumber industry, to find the answers to the question - why has the Shuswap area not made more economic progress?

Chapter Two

The Shuswap Area before

the Construction of the Canadian Pacific Railway

The early history of the Shuswap Lake region is very much like that of other parts of British Columbia: the first white men to arrive were fur traders in quest of new fur areas and better communication routes. Next on the scene were prospectors, in this instance prospectors passing through the country en route to the Big Bend. About the same time, the first ranchers settled on some of the best arable land in the district, the riverside flats of Shuswap Prairie. It was not, however, until the Canadian Pacific Railway was built in 1885, right through the heart of the area, that the country began really to be opened up.

It was inevitable that the fur traders would early become aware of the existence of the Shuswap Lakes, for they lie on a natural east-west communication route between the Columbia River and the Fraser River. David Thompson, in his map published 1813-14, gives a rough sketch of a large lake draining into "Sheewap River" to the west, and shows another river whose headwaters are near this large lake and which drains southeasterly into the Columbia River. A map of 1827¹, entitled "Sketch of Thompson's River District", indicates

¹ British Museum #14797, a photostatic copy of which is in the Provincial Archives in Victoria.

Shuswap Lake and Eagle River and a dotted line continues further east with the notation "communication with Columbia".

It is difficult to assess the importance of the Shuswap region for the Hudson's Bay Company and its trading post at Fort Kamloops. The annual fur brigades coming overland from the Okanagan Valley by-passed the Shuswaps, swinging southwest through the Grande Prairie region to Kamloops. There was, however, a Hudson's Bay post at the head of Seymour Arm before the Big Bend gold rush occurred in 1865 and an early settler in Salmon Arm, A.R.G. Settle, in his memoirs states that there were also Hudson's Bay outposts at Kualt and at Chase.²

Until the end of World War II, trapping for beaver in the valleys and marten back in the hills³ was widely carried on. Mr. Settle noted that beaver used to be abundant in the Salmon River Valley and another early settler, Henry Calhoun of Tappen, mentioned that there were many beaver dams in that valley as late as the 1890's and that a number of people trapped during the winter.⁴ As late as the 1940's, all available traplines were being operated, with access to some of the best of them being from the head of Seymour and Anstey Arms. Since that date, with the prices for wild fur being very low (mainly due to the competition from fur-farm products and artificial fibres) little trapping has been done.

2 Ernest Doe, Salmon Arm to 1912, p.7.

3 This and other information contained in letter from P.W. Martin, Assistant Chief Game Biologist of the Game Branch, Victoria, dated March 7, 1964.

4 Calhoun, Henry, Fifty Years Ago at Tappen (9 pp. mimeographed), 1958.

Though little is known about the early trappers and fur traders in the region, there is no lack of information concerning the sudden rise, and as sudden decline, of Seymour City as a gold rush transportation base during the Big Bend gold rush of 1865-66.

As early as 1861, Governor James Douglas in writing to W.G. Cox, Gold Commissioner at Rock Creek, pointed out the advantages of a Shuswap route to the Columbia River:

As it is desirable to intercept the trade from the upper Columbia River at some point north of the 49th parallel...His Excellency trusts that you will make enquiries as to the best points for opening roads from the Shouswap [sic] Lake or Great Okanagan Lake to the Columbia River - in order that the miners may be supplied from Frasers [sic] River and not from Oregon. By reference to the map - which you received from me you will observe that a line of road is shown by a dotted line as leading from Shouswap Lake to the Columbia River beyond the Upper [Arrow] Lake - that trail is well known to the Indian population and possibly other trails leading direct from the Great Okanagan Lake to the Columbia may also be known to them. Make enquiries and forward all the information that is obtainable on that subject.⁵

The project outlined by Douglas was soon abandoned when the news came of the very rich strikes in the Cariboo, and Douglas decided to use the limited resources of the colony to build a first-class waggon road into the Cariboo.⁶

5 Douglas, James to W.G. Cox, December 9, 1861.

6 Moberly, Walter, The Rocks and Rivers of British Columbia, London, Blacklock, 1885, p.36.

Thousands of would-be miners flocked to British Columbia with the excitement generated by the rich placer gold strikes in the Cariboo, and there was general optimism that similar rich discoveries would be made in other parts of the colony. As we have seen, as early as 1861 miners were working their way up the Columbia River, testing bars and creeks for "colour". Now, in the summer of 1865, gold was discovered in quantity on Carnes Creek, on the east side of Columbia River above the Big Eddy. Eager miners tested other nearby creeks and found gold also on Goldstream River and on its tributaries, French Creek and McCulloch Creek.

As word spread about the newly-discovered riches of the Big Bend, it soon became obvious that thousands of miners would be heading for the Big Bend, which at this time was most easily reached by travelling through Washington territory and up the Columbia River. The colonial government moved fast to divert the suddenly increased trade to a route wholly within its own territory. On July 8th, 1865, Joseph W. Trutch, Chief Commissioner of Lands and Works and Surveyor-General, sent a letter of instruction to Walter Moberly. It read in part:

The recent discoveries of Gold on the Columbia River, above the Arrow Lakes and on the head waters of the Kootenay River, having rendered it of immediate importance to determine and lay out the best line for a Waggon Road from the Lower Fraser

to these New Mining Districts, you have been selected to conduct a reconnaissance of the Country lying to the Eastward of the Okanagan and Shuswap Lakes....[more instructions are given about looking for passes in the Rocky Mountains]

In the meantime, yourself and the remainder of your party will continue carefully reconnoitering and noting the features of the navigation on to the Eastern end of Shuswap Lake, and will thence undertake the first main object with which you are entrusted - which is, to ascertain the best line for a Waggon Road from the Eastern end of Shuswap to the Columbia River.⁷

Moberly went immediately to the head of Seymour Arm where the Hudson's Bay Company had already established a post. This settlement was first known as Ogdenville (after Mr. Charles Ogden who was in charge of the H.B.C. post at this time)⁸, but in March 1866 this name was officially changed to Seymour⁹ though the settlement was more commonly called Seymour City. Moberly, realizing the probable value of the site of Seymour City as the jumping-off place for the Big Bend mines, put a government reserve on it on August 6th, 1865. The Hudson's Bay Company at once challenged this reserve, saying that one of its servants, William Alexander Mouat, had preempted 160 acres at a prior date. After much

7 British Columbia, Department of Lands and Works, Columbia River Exploration, 1865, New Westminster, Government Printing Office, 1866, p. 1.

8 Mentioned in letter from Moberly to J.W. Trutch, March 20th, 1866.

9 British Colonist, March 8th, 1866, p.3.

correspondence, the government was able to prove that, although the Hudson's Bay Company post was established before the Big Bend excitement had focussed attention on the strategic value of the site, the preemption in the name of Mouat had not been recorded at Lytton until September 1st, 1865. ¹⁰

From Seymour City, Moberly investigated several routes across the Monashee Range and down into the Columbia Valley. The Indian trail ran northeasterly from Seymour Arm to the Columbia, reaching it near the mouth of Gold Creek. This trail was seventy miles long. Moberly's party found another route, about forty miles in length, reaching the Columbia thirty miles downstream from the Gold Creek junction. While neither of these routes was suitable for the construction of the projected waggon road, Moberly set a crew to work cutting a trail along the shorter route. It was his hope that goods could soon be packed in to the miners, who were suffering from the lack of supplies and the very high prices charged for those available.

Meanwhile in August an enterprising pair of men, Smith and Ladner, had arrived at Seymour City with merchandise bound for the Big Bend mines. Finding the so-called "government trail" impassable, they used the Indian trail, making some improvements as they went. In February 1866 they sent a letter to the Acting Colonial Secretary asking to be compensated not only for the work done on the trail but also

¹⁰ Trutch, J.W. to Acting Colonial Secretary, March 20th, 1866.

for some supplies given to miners in distress. They attached to their letter a sketch map of the area, showing the relative location of their trail and the government trail.¹¹

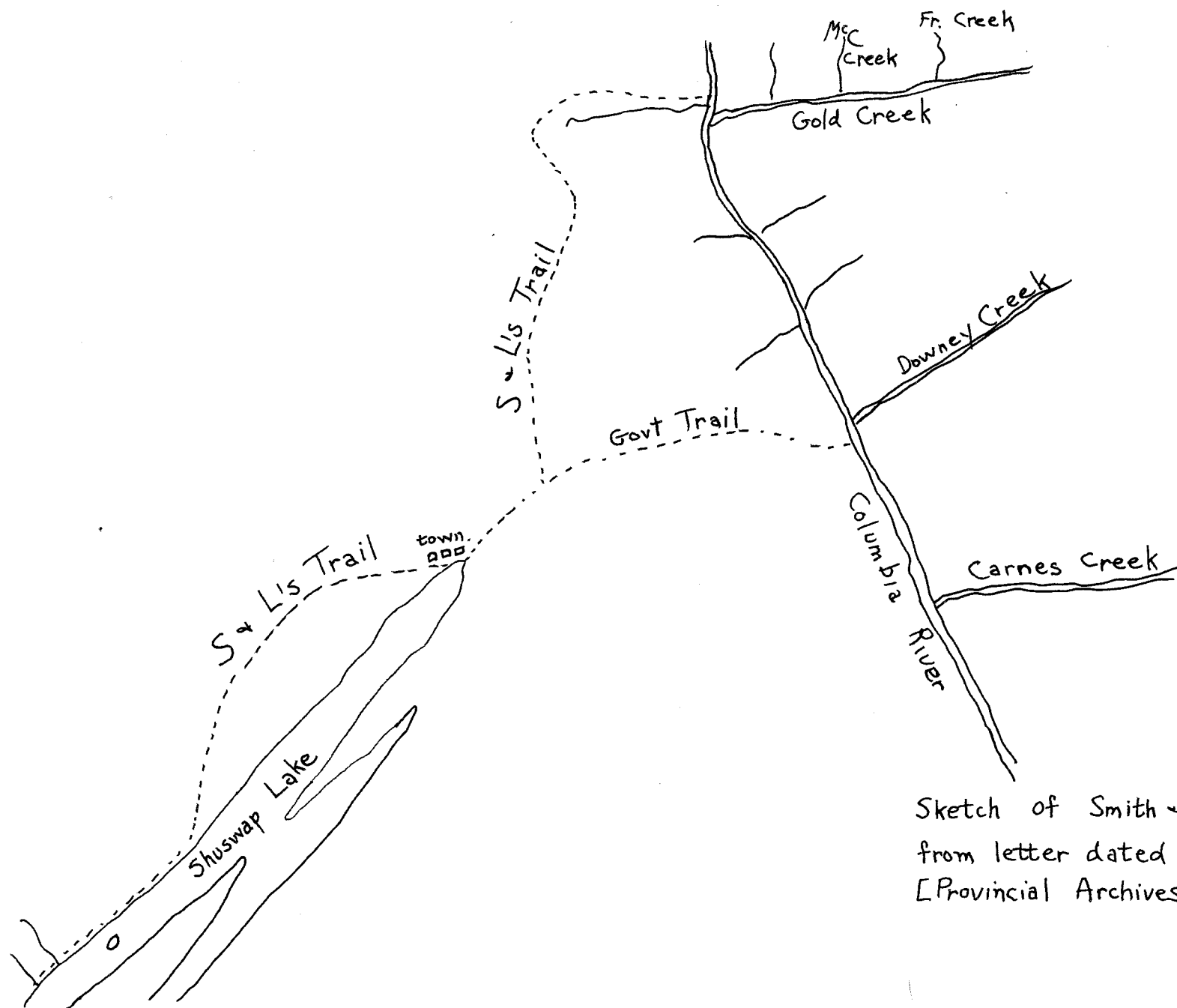
Meanwhile, once Moberly had made arrangements for the work to be done on the shorter trail from Seymour City to the Columbia River, he moved off to explore other regions. He was quite impressed by the easy grade on the pass between the east end of Shuswap Lake up through the Eagle Pass to the Columbia, and reported that it would be the best location for a waggon road or an overland railroad. The government considered Moberly's lengthy report on his explorations during the summer of 1865 of such wide interest that it was printed in The Government Gazette of December 23rd, 1865.

When winter, with its bitter cold and heavy snows, closed down the Big Bend mines, new plans were made for the spring. Witness the following notice in The Government Gazette of November 4th, 1865:

The Officer Administering the Government being desirous of encouraging the construction of a Steamboat, to ply between the western extremity of Kamloops Lake and the upper or eastern end of Shuswap Lake...persons wishing to undertake this enterprise are invited to send in to the Colonial Secretary's Office...written proposals for the above service.

The Hudson's Bay Company, with posts both at Savona on Kamloops Lake and at Seymour City, was the logical supplier

¹¹ Map on page 17a is a copy of this map from the Smith & Ladner file, Provincial Archives.



Sketch of Smith & Ladner map
from letter dated Feb. 14, 1866
[Provincial Archives file F1615]

of the steamboat service sought by the government. In fact, already in the autumn of 1865 the Company had instructed some of its men to investigate the navigational hazards of the South Thompson River and the Shuswap Lakes at low water, and had begun plans for the building of the steamer Marten at Savona. The Hudson's Bay Company was also laying in large supplies for the expected rush of prospectors.

Early spring found many adventurers in the South Thompson country, anxiously waiting for the ice to go out of Shuswap Lake. Some impatient miners started on the long overland journey from Shuswap Prairie northeasterly to Seymour City; others were able to get passage in small boats starting from Little Shuswap Lake; and many reached Seymour City days before the long-awaited maiden voyage of the H.B.C. steamer Marten. Finally, amid much rejoicing, the Marten reached her destination on May 26th, 1866.

The British Colonist of Victoria did its best to keep its readers informed about the new mines. In the issue of June 4th, 1866, following a vivid account of the first arrival of the Marten, a correspondent gave the following description of Seymour City:

The population is about five hundred, and can boast of six saloons, thirteen stores, five bakeries, three restaurants, two butcher's shops, and eleven shoemakers, two painters, one stationery shop, six physicians, and a drug store, two tin shops, two barber shops,

eight washhouses and a bathing house. I might also mention an extensive fishery, two breweries, two blacksmiths' shops and a livery stable to say nothing of a coffee and doughnut stand.¹²

This was probably the high point of Seymour City's prosperity. When the government put up for auction sixty lots in the Town of Seymour on June 9th, 1866, only a few lots were sold, for by that time the news from the mines was discouraging. Warm weather near the end of May had caused the creeks to rise rapidly and flood the diggings,¹³ forcing miners to abandon temporarily their claims. In addition, the claims themselves proved to be very shallow and were soon worked out. Furthermore, the American steamship Forty-Nine from Washington Territory ascended the Columbia River to within a fairly close distance of the mining activity, bringing tons of supplies on each trip. A letter from Seymour dated June 20th, 1866, reported:

The Forty-Nine has again arrived, bringing a few tons of freight and three beef cattle. The steamer was lying at Laporte, and entire cargo of flour, bacon, vegetables etc., was offered at 25¢ per pound all around, in order to pay the freight.¹⁴

12 P. 4.

13 Fortune, A.L., Early Travels to the Cariboo (typescript), pp. 44-45.

14 Colonist & Chronicle, June 27, 1866, p. 3.

Seymour City went downhill rapidly. By the end of August 1866 few people were left. In 1877, G.M. Dawson, in a report of the Geological Survey of Canada¹⁵ mentioned that the settlement was entirely abandoned, with not a single building remaining intact. In 1963, the present writer found in heavy undergrowth deep excavations, some with rotted timber sidings still visible - the cellars of the buildings hurriedly erected during the brief gold rush boom period of Seymour.

Some of the disappointed miners in the region tested the lakes, rivers and creeks around Shuswap Lake itself for traces of gold. In July 1866 Henry Featherstone, a surgeon, notified the Colonial Secretary that discoveries had been made on Scotch Creek and on Adams Lake. On August 29th, 1866, he sent the following information:

When Adams Lake and Scotch diggings were first discovered, it was thought another Wms. Creek had been struck....A considerable number of men left here [Seymour City] but the Indians showed such a hostile front and refused to allow miners to pass, but by great persuasion after two days talking [they agreed to let miners pass] for the sum of \$15. [which] is blackmail....Six were allowed to pass up Lake, who sunk a shaft and found gold in every pan but provisions getting short before they bottomed

15 1877-78, p.22B.

same, were coming here for more provisions when they were informed they would not be allowed to return....The Indians said the Boston man would destroy all his potatoe patches that are now cultivated ravish their women and infect them with disease therefore threatened any one with death who went up the lake. ¹⁶

The same letter goes on to report that eight or ten men were still on Scotch Creek and were doing well. These Scotch Creek claims were obviously soon abandoned and partly forgotten, for in 1871 it was reported that "new" diggings had been discovered by Montana miners on Scotch Creek.¹⁷

Over the years there continued to be sporadic activity on Scotch Creek which continued up to 1940. In the sixty years 1885-1945 Scotch Creek produced 1,999 ounces of gold worth \$40,693,¹⁸ but the best gravels are in high benches up to 400 feet above the stream. To work these gravels by hydraulicking would require either pumping water up from Scotch Creek or fluming the limited water available from tributary creeks above the deposits - expensive procedures which are not economically feasible.

Although there have been flurries of excitement over possible development of hardrock mining around Shuswap Lake, no claim has proved rich enough to overcome the high cost of development and of shipping out the ore. In 1893 a number

16 August 29, 1866.

17 British Colonist, December 28th, 1871, p.3.

18 Geological Survey of Canada, Memoir 296, Vernon Map Area, British Columbia, 1959, p.139.

of claims containing copper, zinc, silver and gold, with a little lead, were staked in an area west of Adams Lake.

Among these were the Homestake, Maple Leaf, Troublesome and Argentum claims. Some development work was done, and a waggon road twelve miles long was built to the mouth of Louis Creek on the North Thompson¹⁹, but these claims were soon abandoned.

Other claims have been staked in the Cotton Belt Plateau, which lies east of Seymour River at an elevation of 6000 feet, in a mineralized belt containing low grade lead-zinc ores. Here, too, although some development work has been done at various periods, the ore recovered has not proved sufficiently rich to justify the expense of transportation to a smelter. In the 1920's, some small copper claims were staked on the divide between White Lake and Shuswap Lake.²⁰ Mount Ida, near Salmon Arm, has been the scene of numerous attempts, from 1900 on, to bring a mine into full production. Ore, often very rich in silver, has been found, but always something has prevented further exploration - the lode has been lost, a fault has occurred, water seepage has become too great, or the price of the metal has fallen.²¹

19 British Columbia, Sessional Papers, 1895, Report of the Minister of Mines, p.696.

20 British Columbia, Department of Mines Report 1928, pp. C209-210.

21 Doe, Ernest, A History of Salmon Arm 1912-1944, pp.121-5.

After the trappers and the miners came the ranchers and the farmers, but only the so-called Shuswap Prairie at the west end of Little Shuswap Lake was settled before the building of the Canadian Pacific Railway. There were a number of reasons why Shuswap Prairie was settled early. The land itself was excellent - a flat fertile alluvial plain, only lightly timbered, with a creek flowing through it. (See picture on next page.) Easy communication with the settlement of Kamloops was provided by the South Thompson River, an easily navigable and smooth-flowing stream. Land travel westward was also easy, for practically all the way to Kamloops there were flat open benches near the river.

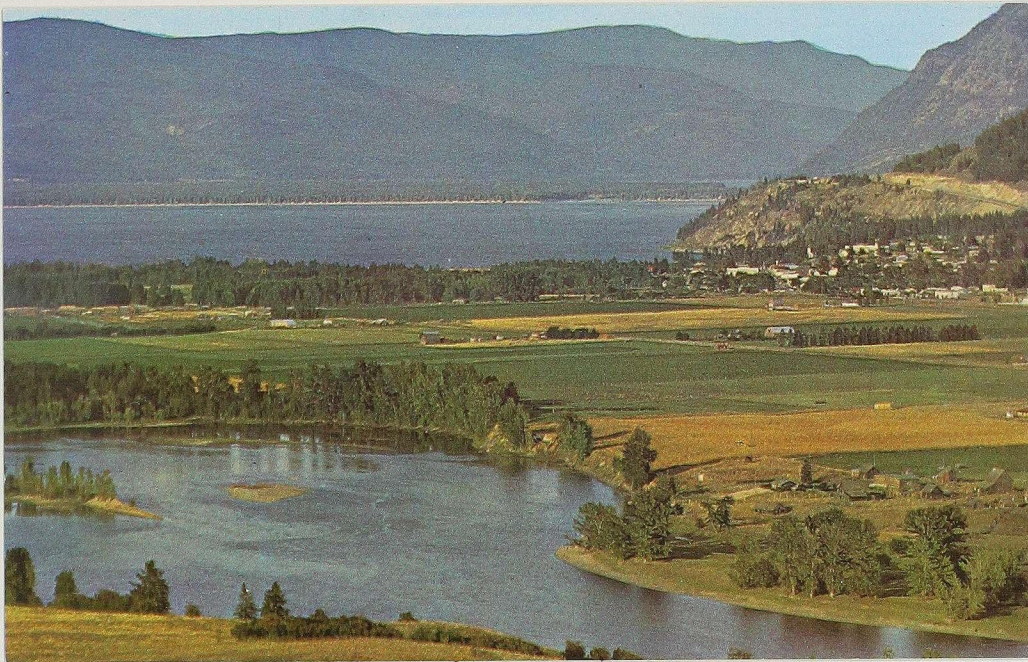
An early description of a ranch at Shuswap Prairie is found in the British Colonist in 1866 when a traveller reported:

...at the Shuswap lake, a Mr. Tod has one of the finest ranches I ever saw, either here or in California. A rich alluvial prairie, some $1\frac{1}{2}$ miles wide, with a mountain stream some 3 or 4 yards in width, running through it, and the richest pasture....²²

This Mr. Todd may have been one of a party of sixteen men whom the British Colonist two years earlier had reported as having "gone from Kamloops to take up land and settle on Shuswap Lake, where they said there was excellent agricultural land".²³

22 June 6th, 1866, p.3.

23 May 13th, 1864, p.3.



Illus. 4-

View of Shuswap Prairie (with town of Chase in the right background) - scene of first agricultural settlement in Shuswap area 100 years ago.

Chase Creek is in the foreground, Little Shuswap Lake in background.

In 1864 one preemption at Shuswap Prairie was recorded, and in 1865 three.²⁴ The settlers had to travel far to register their preemptions - Lytton was the nearest place, while several went to Fort Steele. There was some confusion about these early preemptions. Although Whitfield Chase had settled at Shuswap Prairie by 1865, due to some legal technicalities his name did not appear as a preemptor until 1883. In 1886 the Crown Grant Register showed that Marcus Chase, heir of Whitfield Chase, was given the Crown Grant for Lot 157, covering 1100 acres.

Whitfield Chase was by far the most successful of the pioneer white settlers and it was he who gave his name to the town of Chase now flourishing at the west end of Little Shuswap Lake. Born in New York, Chase came to the Pacific Coast at the time of the California gold rush and then took part in the Cariboo gold rush.²⁵ Later, he ranched at Shuswap Prairie, raising cattle and hogs, growing wheat, planting an orchard, and building a flour mill and smokehouse. During the construction of the Canadian Pacific Railway he was in an advantageous position to sell all his produce, at good prices, to the construction camps.

Other early settlers who took up land on Shuswap Prairie were Alexander McBryan, D.G. MacPherson and C.E. Williams.

24 Laing, F.W., Colonial Farm Settlers on the Mainland of British Columbia 1858-1871, p.405.

25 Information gained from interview with Mrs. Fred Bell of Chase, a granddaughter of Whitfield Chase.

By 1883 there were sufficient children in the settlement to warrant the opening of a school - the first school in the whole of the Shuswap region, pre-dating the Salmon Arm school by eight years.

From the very start of ranching at Shuswap Prairie there was trouble with the Indians. In 1866 a newspaper reported:

The settlers on the lake and river below Little Shuswap Lake complain of hostile feeling shown by the Indians who claim 60 miles' reservation on the opposite side of the river. The prairies have been fired in numerous places, and wherever hay is attempted to be cut the prairie is sure to be set on fire. A settler, who commenced building a house on the Indian side of the river, was driven off and the grass fired on his preemption. Miles and miles of pasture are burning. ²⁶

Naturally the Indians disliked seeing the white men settle in the country and build miles of fencing over what the Indians considered was their land. The Indians also feared they would be driven away from their traditional rich salmon fishing grounds on the Adams River and from other streams flowing into Shuswap Lake, streams which in the early days had as large salmon runs as the Adams River has today.

Despite this conflict between the Indians and the white settlers, the dominion government did not set aside reserves

26 British Columbian, July 25th, 1866, p.3.

in this area for the Indians until 1877. When the reserves were set up for the natives, the settlers complained loudly about the Indians being granted some land on the south shore of the South Thompson River (now known as Neskeinlith No. 2 Reserve), and sent a petition to the "Provincial Parliament of British Columbia". Parts of the settlers' petition were plaintive in the extreme:

The Commissioners...awarded to the Indians, in addition to other very large grants, a tract of land on the South side of the Thompson River, embracing the highway, four miles in length and upwards of a mile in breadth, thus enclosing us completely within a huge Indian reservation, isolating us entirely from all our neighbours, and effectually closing the highway to uninterrupted traffic....

Not a horse can be ridden past, nor an animal moved, to or from our farms, without danger of being stampeded by the savages and their dogs, scores of which starved and ravenous brutes pertain to each and every lodge.

The position of the reservations, they being on every side of us, will induce the passing to and fro constantly of trains of lawless savages, who will throw down our fences leaving them open, allowing animals to stray upon our crops and elsewhere; by their dogs our poultry will be exterminated and our pigs and young stock worried and destroyed. Our fruit and our gardens will be plundered almost under our eyes, and every implement and article of value must be under bolts or the eyes of its owner, or be forever lost.²⁷

An investigation was made of the settlers' complaints. Part of the resulting report is interesting:

This piece of land, which bears the marks of having been an ancient Indian winter settlement, is..."utterly worthless" for purposes other than the grazing of a few cattle, owing to the "poverty of the soil" and the entire "absence of water". The fact is inconsistent with the opinion expressed by these gentlemen that the inclusion of this unattractive piece of land within the Indian Reserve must check white settlement. Mr. McBryan indeed states that he knows of a settler who was going to take up this piece of land, but the land has long been vacant, and it obviously is not a piece of land on which a white family could make a living. A white settler in fact had made the attempt and had abandoned the place.²⁸

The investigator obviously felt that the settlers' complaint was not justified. The subsequent references to Indian-white relationships are of a more moderate nature and, indeed, there seems to have been a fair bit of cooperation between the two races. In later years the white settlers often hired Indians to clear land and to help with the harvest.

This is the picture of the Shuswap region before the coming of the railway. A few isolated trappers and miners are roaming the country and the one settlement is located at the western edge of the region on a stretch of fine soil and with easy communication with Kamloops. After 1885 railway stations provide nuclei around which settlement grows.

Chapter Three

The Growth of Communications

British Columbia has always had difficulty in providing adequate communication facilities for its citizens. This difficulty is partly due to the size of the province and partly to the fact that, outside of the Lower Mainland, the wide dispersal of a sparse population has necessitated the building of long stretches of road through areas that are largely uninhabited. The difficulty is also partly due to the broken topography of the province. Crossing high mountain ranges and bridging many rivers and creeks result in extraordinarily expensive road building.

To the settlers in a rural area like Shuswap, the various means of communications, especially roads, have been and still are very important. A settler must have them to bring his produce to the nearest market, or to ship it at the closest railway station, and to take back to his homestead necessary supplies. But to the early settlers, having the lake or a road nearby meant more - it meant that the isolation of their homesteads was greatly reduced and that, in times of emergency, aid could be summoned quickly.

Roads were less necessary to settlers on the lakeshore than to those up valleys or on back benches. Shuswap Lake, Little Shuswap Lake, Adams Lake and Mara Lake were important

waterways for many years. Not for nothing were the Shuswap Indians with their two types of canoes - a rough dug-out canoe made from cottonwood, and a small bark canoe¹ - known as the "canoe people". Well after the turn of the century, the Indian in his dugout canoe was still a familiar sight on Shuswap Lake. Many of the white settlers around the lake had their own boats, ranging from small rowboats to large gasoline motorboats.

From the time of the Big Bend gold rush until after the completion of the Canadian Pacific Railway in 1885, Shuswap Lake provided the main transportation route for the area. The Marten was the first large boat on the lake but, during the next two decades, other steamboats made regular trips in the area, linking the fast-growing settlement in the Spallumcheen Valley with Kamloops. Among these steamboats were the Spallumcheen and the Peerless owned by Mara & Company, and the Lady Dufferin, owned by William Fortune of Tranquille.

1 G.M. Dawson gives the following description of the Shuswap bark canoe:

[The Shuswaps made] small and shapely canoes from the bark of the western white pine (Pinus monticola). These may still occasionally be seen on Shuswap Lake and in the vicinity of the Columbia. The inner side of the bark, stripped from the tree in one piece, becomes the outer side of the canoe, which is fashioned with two sharp projecting spur-like ends, strengthened by wooden ribs and thwarts internally; the whole is lashed and sewn with roots, and knot-holes and fissures stopped with resin. The canoes thus made are very swift, and for their size, when properly ballasted, remarkably seaworthy. - Royal Society of Canada, Transactions 1891, Section II, pp.14-15.

With the completion of the railway, the freight and passenger business available for these boats dropped substantially. By the turn of the century, however, with increasing settlement in scattered communities around the lakeshore quite remote from the railway, there was once again sufficient business to warrant a boat service. The Arrow Lakes Lumber Company, which had logging operations up Seymour Arm, owned and operated the C.R. Lamb and the Andover, which provided regular service between Kamloops and points on Shuswap Lake. Captain G.B. Ward of Kamloops was a long-time skipper of steamboats in the area, while the last operator was William Louie of Kamloops, who maintained service with the C.R. Lamb until the mid-1930's.

There has also been boat service more local in nature. With the growing settlements around Celista on the North Shore, there was need for a regular mail, passenger and freight service from Blind Bay. At first W. Smith of Notch Hill, and then John Reedman of Blind Bay, made regular calls at various points on the North Shore. The settlement at the north end of Seymour Arm has always depended on boats for communication with the nearest road and rail centre, Sicamous, 35 miles to the south. To this very day there is a regular service out of Sicamous to Seymour and Anstey Arms, provided by Captain Frank Smith and his steel tug and barge.

Government subsidies have been provided for boat service on the Shuswaps, from the Marten in 1866 to the present-day

Sicamous-Seymour Arm service. The comment of the Inland Sentinel² in 1910 upon Captain Ward's application for a subsidy gives a good picture of the need for boat transportation early in the present century:

Mr. Ward could, if he took the right steps, secure sufficient trade to keep his boat busy all through the season. There are a good many settlers on the lake, and almost every one of these would go in largely for raising produce for which they have now no market, for the reason that they cannot get the produce to the same. Last summer a service was started and these same ranchers gave it good support along the line of having supplies brought in, etc. and then, when the time came for shipping produce out, the boat was withdrawn from the run. The Kamloops and Salmon Arm merchants both supported the boat, even though the service was not of the best, and will do so again. We think it is up to Capt. Ward. Let him guarantee the settlers and other shippers that he will run a regular service through the season, late enough to take out the produce grown, and we think he will see enough business in sight to keep him going very nearly up to the time when the lake freezes up. In addition quite a passenger service could be worked up if the fact that the boat made regular trips and the beauty of the scenery were advertised.

2 February 28th, 1910, p.2.

While it was not too difficult (with the aid of government subsidies) to provide adequate water transportation for communities situated on the lakeshore, much more difficult and expensive was the provision of land transportation for settlers in areas away from the waterfront.

The first land routes followed by the white men were narrow, winding Indian trails which followed the line of least resistance. If a tree fell across a trail, the Indians seldom attempted to remove it, but simply looped a new trail around the end of the windfall. When the white man came to the Shuswap region the country was full of Indian trails, for although the Shuswap Indians were noted for their canoes, they possessed horses and did much of their travelling by land.

Gradually, after the coming of the railroad, trails were widened and waggon roads were built radiating out from the railroad stations to the adjacent areas occupied by homesteaders. The waggon roads at first were very primitive. The timber was slashed and the stumps were pulled from an area just wide enough to permit the passage of a waggon. Corduroy (logs laid close together across the road) was put in the marshy spots. Gradually the roads were improved, but no matter how fast and how well the waggon roads were built, the settlers still shouted for more. Typical of the complaints is the following letter published in the Inland Sentinel in 1894:

I see by your last issue that one speaker at a public meeting, said the government had done a lot for the country in building roads, bridges and other works. If that gentleman would take a trip through the Salmon Arm valley, he would be convinced of the smallness of the benefit Salmon Arm valley has received from the government. This valley is settled for over nine miles, and all it has to boast of is a road on one side of the river and another small branch road a mile long, with a bridge, which it takes expert swimmers to cross... and the roads are best described as the "rocky roads to Dublin"....I would like to say, we pay our \$11 every year for taxes, and what for? If it is to build parliament buildings, then I say we want men that will vote against such a measure.

"A Settler" ³

Often groups of settlers, having waited in vain for the government to provide access to their land, would cooperate in cutting new trails or primitive roads that would link their holdings with the existing roads. Once built, these new roads were generally taken over by the government crews, which were not only being constantly called upon to open up new roads but had also to spend much of their time in maintaining and improving the already established routes.

Gradually these local roads spread over a wider area and began to connect the major centres of settlement. By 1887 there was a narrow and rough road between Sicamous and

Enderby⁴; by 1892 the public highway leading east out of Kamloops was extended from Duck's (now Monte Creek) to Chase's; in 1898 the road between Tappen Siding and Notch Hill was finished; and by 1900 there was a road 23 miles long joining Shuswap Prairie and Kualt, climbing upon the plateau and then through Back (Skimiken) Valley to Kualt.

Roads built as part of logging operations were a boon to some settlements. The Adams River Lumber Company built good roads between Little Shuswap Lake and the foot of Adams Lake; and again from the head of Adams Lake up to Tum-Tum Lake. The settlers at Blind Bay in 1904 used an old logging road to travel to the railroad station at Notch Hill.

The settlers in the growing communities on the North Shore needed not only a road paralleling the lakeshore to join the settlements together but also improved means of crossing to the south shore. There were two main crossings of Shuswap Lake used by the North Shore residents, and over the years the government provided facilities on both these routes. One crossing was at Squilax on Little River. Originally the settlers wishing to cross here were dependent on an Indian and his dugout canoe. In 1921 a government ferry was installed at Squilax, greatly facilitating travel between the North Shore settlements and those on the south side of the lake. In 1930 this ferry was replaced by Squilax Bridge (see picture next page), which crosses Little River

4 Lequime, Bernard, "Over the Penticton Trail", Okanagan Historical Society Seventh Report, 1937, p.19.

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Illus. 5-

Squillax Bridge, spanning Little River
which flows from Big Shuswap Lake into
Little Shuswap Lake.

at a considerable height and has a lift span. Today this lift span is never used, but when the bridge was built there was still steamboat service up into Shuswap Lake. Understandably the operator of the steamboat insisted that the provincial government build the bridge with sufficient clearance for his steamboat to pass under.

From 1915 until 1957 the provincial government operated a free ferry between Sorrento (near Blind Bay) to Scotch Creek, giving the North Shore residents an alternate route across the lake. In 1957 the provincial government discontinued this ferry service, promising in its stead a good hard-surfaced road running along the North Shore from Squilax Bridge eastward towards Anglemont. (By 1961 the hard-surfacing had reached Celista 16 miles east of Little River, and by 1963 almost to Magna Bay.)

Throughout the district, the pioneer roads varied greatly in width and in quality. The public highway built between Duck's and Chase's in 1892 was 33 feet wide; less important roads were often just wide enough to allow the passage of a single waggon or sleigh. The change in seasons affected travel by road. In the summer, the dust on the roads combined with potholes and washboard sometimes made travel uncomfortable. By contrast, the hard-packed snow in the winter, covering as it did the unevennesses on the road surface caused by potholes, rocks, or by stray pieces of

stumps and roots, made travel by sleigh almost a pleasure. In times of heavy rains, or spring thaws, however, some of the roads would become almost impassable, with glue-like "gumbo" into which the horses and waggon wheels would sink. When the roads dried out, these deep ruts cut when they were soft left them far from attractive.

At the outbreak of war in 1914 practically every homesteader in the far-flung settlements had a passable road near his holding. But the war-caused loss of population and the noticeable shift of the remaining people from outlying areas towards the larger centres in the Shuswap region posed problems for the Public Works Department. The 1917-18 Report of the Department describes its dilemma:

As the mileage [of roads] has been greatly increased during the past few years, the Department must be prepared to spend an increasingly greater annual sum to properly maintain particularly the main roads in order to protect the initial capital outlay.

The regular upkeep of roads through sparsely settled districts for the express benefit of only one or two settlers, whose neighbours had abandoned their ranches and either enlisted or removed to towns, will continue to be a drain on our financial resources until times become more normal and the land is more thickly settled.... Few settlers are coming in to take the places of the young and strong who have left; consequently, many of the roads which were built in the "boom" days have few, if any, settlers adjacent to them. It is very

difficult to decide whether we are justified in even keeping them in repair. If we do not keep them open, it would look as if we were abandoning the country to its fate....

Our road appropriations, instead of being diverted to the construction and maintenance of such [settlers'] roads, should be almost wholly concentrated upon a comprehensive road system connecting up all the centres of population and industries....⁵

As this report foreshadows, after the end of the war much more money and effort was devoted to building the province-wide highway system which the great increase in automotive transport soon made mandatory. At the same time, less attention has been paid to the so-called "settlers' roads", although in the Shuswap area there is still an amazing total mileage of these kept graded in the summer and snow-ploughed in the winter. During the last thirty years great improvements in highway location, construction and maintenance have taken place in the Shuswap region, especially on the Trans-Canada Highway.

This slow but constant improvement in roads and water routes in the Shuswap area has been most important to the farmers, for sometimes these improvements have made it economically feasible for them to grow and market certain crops. Despite such changes, the Shuswap agricultural

5 P. C8.

economy still labours under one of its main drawbacks - sheer physical distance from any sizeable market. And this same physical distance has over the years affected such other Shuswap industries as lumbering.

Chapter Four

The First Homesteaders

The first few years in any newly-settled community were difficult ones for the pioneers, for they were confronted with many problems, some familiar but others unfamiliar, and their success or failure in coping with these problems had much bearing on the relative prosperity of the area and on its subsequent rate of growth. The life of persons who arrived later was usually not as difficult, for they benefitted from the experience of these earlier settlers.

Homesteaders around the Shuswap Lake had their share of difficulties. While the climate was conducive to many types of agriculture, good land was not abundant and there were difficulties in securing title to it. Most of the land was heavily timbered and hence required a great deal of labour in clearing before farming could be started. There was, moreover, the ever-present problem of communication in a country which was forested, had broken topography, and in which the settlements (whose location was largely dictated by the presence of arable land) were in scattered pockets.

The construction of the Canadian Pacific Railway through the Shuswap area in 1885 was not in itself responsible for an influx of would-be homesteaders into the region. True, the railway provided excellent land communication, but good communication by water had been afforded since 1870 by the

steamers running from Kamloops up the Shuswap Lakes to Mara Lake, and up the Spallumcheen River to the present-day site of Enderby. Had there been any communities in these years on Shuswap Lake, these steamships could have provided them with the necessary communication with Kamloops or Savona.

Construction of the railway did generate a certain increase in activity. In 1884 a tote road was built from Revelstoke to Eagle Pass Landing on Shuswap Lake. This landing, now known as "Old Town" and situated across the bay from Sicamous, was used for the trans-shipment of supplies, both to and from the east. When the railroad tracks were being laid along the south shore of Shuswap Lake, many steamship runs were made from Savona and Kamloops bringing in materials and supplies to points along the right-of-way. Moreover, the building of the railroad called for quantities of ties and lumber, and much of this demand was filled by lumber cut near the route of the railroad.

Once the construction of the Canadian Pacific Railway was completed (the last spike being driven in November 1885 at Craigellachie in Eagle Pass), most of this new activity died down. True, there were certain nodes of settlement around railway stations such as those at Sicamous (see picture next page), whence road and water routes led to the Spallumcheen and the Okanagan further south, and at Salmon Arm with its fertile hinterland. Notch Hill was a railway settlement of a specialized kind. In the 912 miles between Tappen and Notch Hill, the railroad climbs 531 feet, reaching



Illus. 6-

View of Sicamous today. looking south. Mara Lake at upper right, Eagle River at lower left. Note new highway.

a maximum grade of 1.57%. The relative steepness of this grade required the use of pusher steam engines from 1885 until the advent of dieselization between 1953 and 1956.¹ These pusher engines were stationed at Notch Hill and the men of the engine and maintenance crews often took up homesteads in close proximity to their employment.

Even though the coming of the railroad brought these small settlements around its stations and made it possible for farmers around Salmon Arm to ship fresh fruits, vegetables and dairy products to markets in the Rockies and on the Prairies, in the first fifteen years of operation the Canadian Pacific did not bring many settlers into the Shuswap area. In 1891 there were only forty settlers in the vicinity of the village of Salmon Arm and in the Salmon River valley, most of whom were very recent arrivals. The Shuswap country had to wait until external conditions changed before large numbers of settlers came into the area. The worldwide depression started lifting around 1896 and soon after the large immigration from Europe began. About the same time land hunger in Ontario and the virtual end of free homestead land in the United States forced many people in these areas to look to the northwest for their opportunity to obtain free land. It was in this era that the number of settlers coming into the Shuswap area increased substantially.

1 Information in letter from the Canadian Pacific Railway Company, February 4, 1964.

2 British Columbia, Sessional Papers 1891, Dept. of Agriculture Report, p.748.

The first arrivals in any area naturally take the best land for their homesteads. Such was the practice in the Shuswap area. To find where good land attracted the earliest homesteaders, one finds helpful the records of the first openings of school districts.³ The chronological list of schools opened in the Shuswap region up until 1910 is as follows:

- 1883 - Shuswap Prairie
- 1891 - Salmon Arm
- 1894 - Deep Creek (south of Salmon Arm)
- 1897 - Notch Hill
- 1899 - Kualt (moved to Tappen Siding 1900)
- 1901 - Canoe Creek

³ This evidence should be used with caution. Although the establishment of a school indicates a settled community, the records of school openings give no indication of transient adult populations such as one finds in construction or logging camps. Moreover, school attendance statistics fail to indicate the presence of childless adults, or of families with children homesteading in isolated areas where a minimal school attendance of six could not be mustered. These latter families are referred to in the 1904 Annual Report of the Department of Education:

There are...also many isolated parts of the country being taken up by settlers and school accommodation being asked for. In most of these the opening of schools in the near future is rendered unwarranted, because of the absence of roads, poor roads, the great distances separating the people, or, what is sometimes a greater obstacle, the people's unwillingness to send their children regularly to a school built in the centre of the settlement. - p.A46.

- 1902 - Dolan's Corners (near Salmon Arm)
- 1902 - Silver Creek (11 miles southwest
of Salmon Arm)
- 1909 - Carlin Siding
- 1909 - Chase
- 1910 - Seymour Arm
North Shuswap
Sicamous

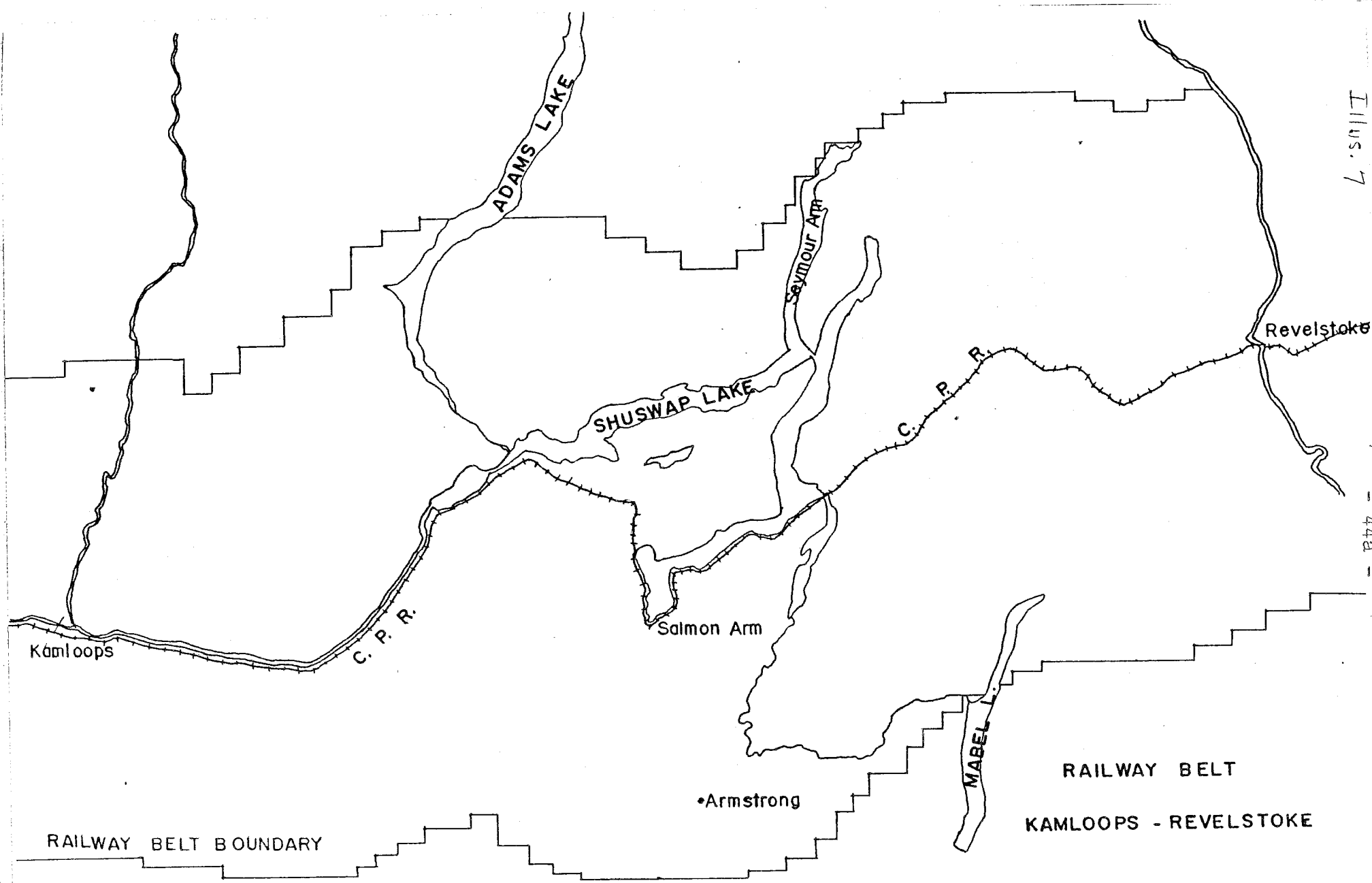
A glance at the location of these early schools makes it plain that settlement had indeed occurred first in the best agricultural lands close to communication. Gradually settlement spread back from the lakeshore and the Canadian Pacific mainline into the few fertile valleys and up onto the benchlands. Always, the lack of roads held back settlement in these more remote areas, but newcomers (mainly from Eastern Canada and the Western United States) kept arriving and these, in their quest for free land, often started homesteading beyond the existing roads. The first-class land having been taken up by the early settlers, these newer arrivals had to be content with less desirable soil. By 1902 it was reported that settlers were taking up land which a few years previous would have been considered unsuitable for farming⁴ and which too often, indeed, did prove unable to support a family.

4 Canada, Sessional Papers 1903, No. 10; Annual Report of the Department of the Interior, p.77.

One of the vexatious problems faced by the early settlers on both sides of the lake was the delay and difficulty often experienced in acquiring title to their land. Much of this delay was due to the fact that the Shuswap Lake area (with the exception of the very tip of Seymour Arm and the upper half of Adams Lake) lay within the so-called "Railway Belt" of British Columbia. This was a strip of land, twenty miles wide on either side of the Canadian Pacific Railway (see map on following page) which had been set aside by the province as a subsidy for the building of a railway. Because little of the land was fit for settlement, the Canadian Pacific Railway Company refused to accept the Belt as part of its subsidy. Accordingly, the dominion government took over title to the Railway Belt and the Canadian Pacific Railway was given instead additional arable land in the Northwest Territory.

The Settlement Act of 1884 (between the dominion and provincial governments) made reasonable provision for settlers coming into the Railway Belt:

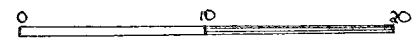
- (h) The Government of Canada shall, with all convenient speed, offer for sale the lands within the railway belt upon the mainland, on liberal terms to actual settlers; and -
- (i) Shall give persons who have squatted on any of the said lands, within the railway belt on the mainland, prior to the passing of this Act, and who have made substantial improvements



RAILWAY BELT BOUNDARY

RAILWAY BELT
KAMLOOPS - REVELSTOKE

SCALE - 10 MILES TO 1 INCH



thereon, a prior right of purchasing the lands so improved at the rates charged to settlers generally.⁵

Unfortunately the Government of Canada did not move "with all convenient speed", and thousands of applications for land piled up in the office of the Agent of the Dominion Government in British Columbia.⁶

The British Columbia government complained loudly about what seemed a deliberate attempt to discourage settlement in the Railway Belt. Finally, as a result of the province's complaints, in May 1886 a federal Order-in-Council was passed under which the more generous provisions of the Dominion Lands Act were extended to the Railway Belt of British Columbia.⁷

It was expected that this measure would speed up the granting of titles but a Lands Act clause, limiting the privilege of homestead entry to surveyed agricultural lands, raised problems when applied to British Columbia. On the Prairies, where large areas could be surveyed in a short time, the surveyors were generally able to keep ahead of the flood of homesteaders; in the Railway Belt of British Columbia, with its more rugged topography and with the

5 Canada, Statutes 1884, Chap. 6.

6 For more details of this complicated question, see Cail, Robert, Disposal of Crown Lands in British Columbia, Vol. 1, M.A. thesis, U.B.C., 1956, pp.281-290.

7 British Columbia Gazette, May 27, 1886, p.165.

added complications of earlier, provincially-granted land titles based on a different survey system, the systematic survey of the region was slow. In 1896 the Dominion Lands Agent commented:

Letters of enquiry constantly being received....
One of the chief difficulties is to have ready
a considerable area of surveyed land to which I
can direct strangers. Nearly all the agricultural
land is taken up as soon as surveyed, and frequently
in advance....⁸

Many homestead entries were held up for years until a survey could be made of the property involved. In such cases, too often the boundaries of a squatter's homestead turned out to have little relation to the survey lines of the township grid.

The two aforementioned difficulties facing the incoming settler - finding arable land and obtaining title to it - were combined in the Shuswap area with a third problem, that posed by the existence of timber berths. The timber berths were huge tracts of land, sometimes as large as thirty-five square miles, which were held by timber companies even though the Crown retained title to the land.⁹

After the limited amount of arable land in the public domain had been taken up by the earlier settlers, would-be settlers kept on arriving in increasing volume until the

⁸ Canada, Sessional Papers 1896, No. 10, Department of the Interior Immigration Report, p.147.

⁹ For background of timber berths, see pp.83-9.

outbreak of war in 1914. Where could these people find the free land they had heard so much about? Many of them discovered unoccupied arable land within the timber berths and promptly settled there, even though they were trespassing.

In time, the problem of these "squatters" on timber berths became acute. Feeling ran high on both sides. The holders of the timber berths disliked seeing settlement anywhere near their berths for with it came a greatly increased likelihood of forest fires, either accidental or deliberate. On the other hand, the settlers, anxious to acquire land, could not understand why the arable land in the timber berths should remain unoccupied, especially if the timber on the arable land had already been logged off or burned over. This conflict of interests became so serious in the Shuswap area and the Columbia River valley that in June 1909 a reservation was put on the land, pending a thorough investigation by the government of the timber berths in the area and the taking of an inventory of the arable land they contained.

During the next few summers teams of surveyors went into the regions, carefully examining the timber berths. They cruised the timber on them (the old rule still applied that a quarter section must have at least 80,000 feet B.M. of timber on it if it was to be classified as timber land). Where arable land was found in the berths, the surveyors reported the probable use to which such land should be put -

fruit farming, dairy farming, mixed farming. In 1913, after the completion of this survey, large amounts of arable land were withdrawn from the timber berths and opened for settlement. The startling increase in the extent of land legally held by settlers is shown by a comparison of the accompanying land use maps of 1911 and 1913. One question persisted even after the resurvey of the timber berths - what really constituted arable land? In its 1915 report, the Dominion Forest Service recorded the attempt of one of its officials to answer this question:

It is considered to be the duty of the Government to take upon itself the guardianship of the future of these people [incoming settlers] instead of encouraging them to waste years of their life in unprofitable pursuits. This can best be done by excluding poor lands from settlement.

By "poor lands" I mean areas...which are at high elevations, generally over 4,000 feet, where frost occurs every month of the year, and on which only hay can be raised, and that successfully only in limited quantities in small sloughs and meadows.

There has been in many cases a succession of entries and abandonments of lands of this class. Encouragement of settlement on such areas is surely a mistaken policy which must inevitably retard the permanent prosperity of the country through the bad name given to the whole district by dissatisfied settlers who have moved elsewhere. Placing lands of this

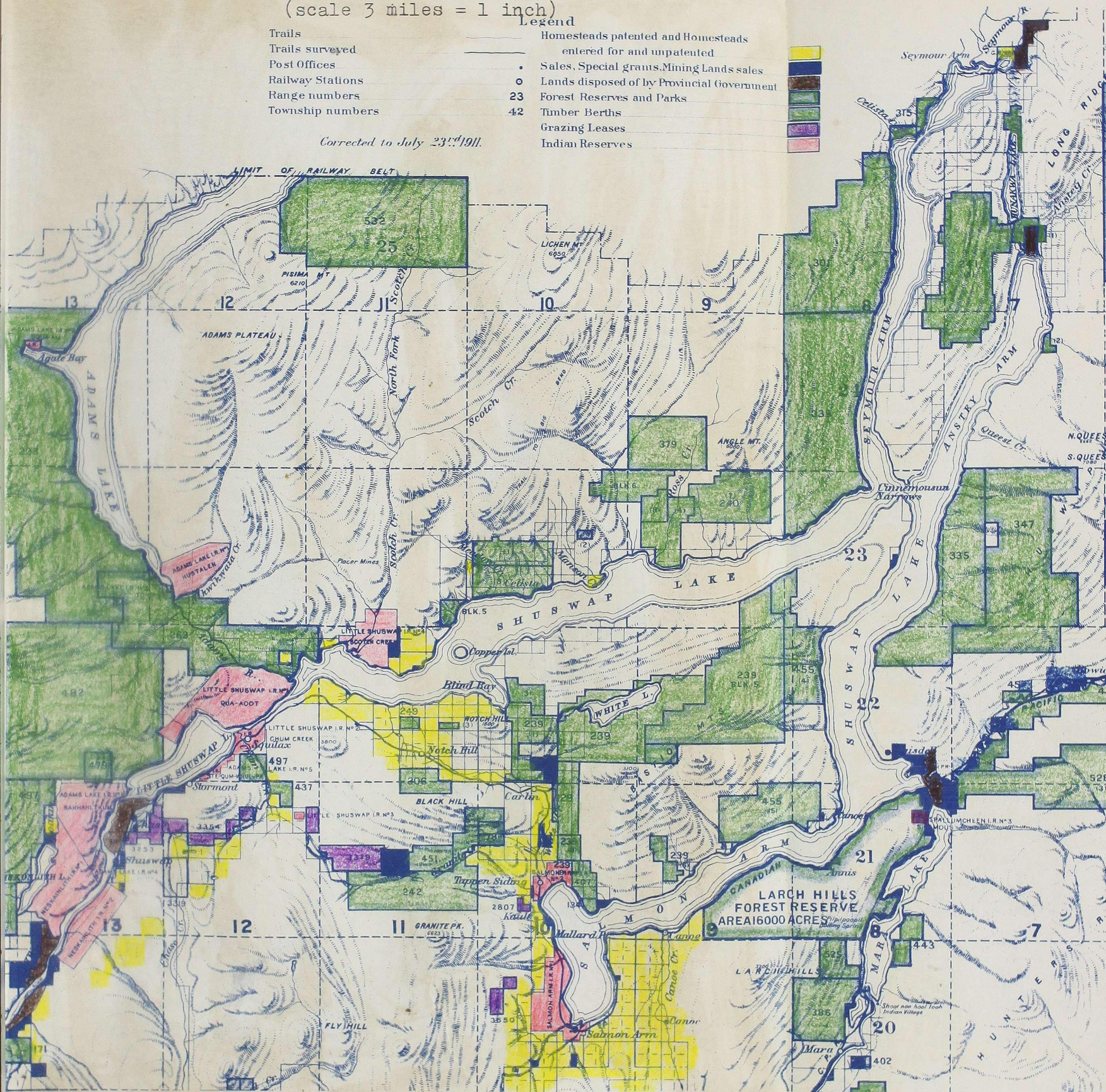
1911

Reduced Copy of
Department of the Interior
Canada
1911
British Columbia Railway Belt
(scale 3 miles = 1 inch)

Legend

- | | |
|------------------|--|
| Trails | Homesteads patented and Homesteads |
| Trails surveyed | entered for and unpatented |
| Post Offices | • Sales, Special grants, Mining Lands sales |
| Railway Stations | o Lands disposed of by Provincial Government |
| Range numbers | 23 Forest Reserves and Parks |
| Township numbers | 42 Timber Berths |
| | Grazing Leases |
| | Indian Reserves |

Corrected to July 23rd 1911.

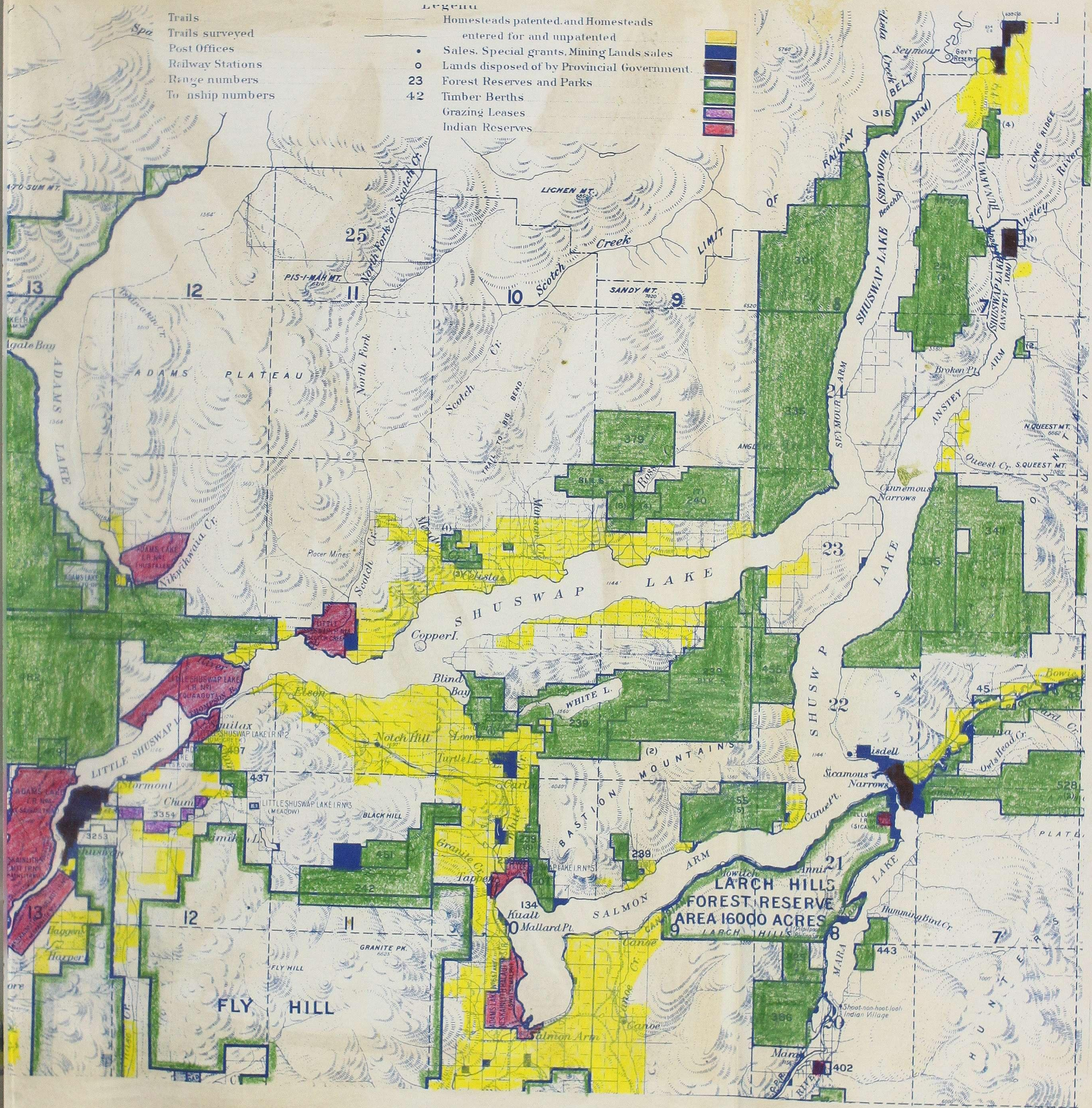


1913

Trails
Trails surveyed
Post Offices
Railway Stations
Range numbers
Township numbers

LEGEND

Homesteads patented and Homesteads entered for and unpatented
• Sales, Special grants, Mining Lands sales
• Lands disposed of by Provincial Government.
23 Forest Reserves and Parks
42 Timber Berths
Grazing Leases
Indian Reserves



class in forest reserves will exclude this unprofitable settlement, and at the same time leave the way open for the fullest use of any resources they may contain.¹⁰

Although the problem of the squatter was less acute after 1913, it did not disappear. In 1921 a homestead inspector made some illuminating if indiscreet comments about squatters:

As far as I know, Mr. Hebert is the only Canadian born squatter we have in the Kamloops District and although I did not see him when on the ground I am satisfied from what I heard of him that he is a much better citizen than his Missourian neighbors who went into this timber when it was in its virgin state and staid there in spite of a Court Order for them to vacate, and who no doubt were at least indirectly responsible for the bush fire that destroyed so much of this timber.

Hebert is undoubtedly a better citizen than the Bolshevik Infidel Finns who are squatting on T.B. 528 and T.B. 239.

No doubt it is wrong for these people to attempt to take illegal possession of this land, but it seems too bad to allow the foreign trash to do so and eject one of our own citizens.¹¹

10 Canada, Sessional Papers 1915, No. 19, Part 2, p.73.

11 From microfilm of Dominion Timber Berth file 34053-B, #2, November 4, 1921, Central Microfilm Bureau, Parliament Buildings, Victoria.

One of the characteristics of a pioneer agricultural community such as that which existed in the Shuswap area is the large number of people who spend only a few years in the region, build a cabin of sorts, clear an acre or two of land, and then decide to "pull up stakes" and move on. A number of reasons can be advanced for some of this movement. Sometimes, as we just noted, people take up land where there is absolutely no hope of successful farming. After one or two years of struggle, of trying to grow crops, the dispirited family packs up its few belongings and moves elsewhere to try its luck again. Some people, even though they have settled on good land, find that they are not capable of the long arduous days of toil required to clear a homestead in timbered areas, and these soon give up, leaving behind "two acres cleared and 158 acres of firewood".¹²

Other people are chronic failures, unable to cope successfully with the problem of making a living no matter where they are. Such people began their adult lives by failing to fit into the more settled, more rigid pattern of existence in their native Eastern Canada or United States, and perhaps came out to the Prairies. After one year on the Prairies, especially if the winter was a hard one, they were ready to move on to British Columbia. The Shuswap area, with its delightful scenery and climate, looked very attractive, especially after their Prairie sojourn. Here,

¹² Frank Kappel's description of the property of a fellow homesteader c. 1912.

life seemed easier, and the area offered the additional attraction of abundant fish and game. But soon this type of person was again on the move, having failed once more, but still pathetically hopeful that his "luck" would change in some other area.

A well-known American geologist, dealing with the western United States in the nineteenth century, gives an excellent description of these restless, inadequate people, sustained by their unrealistic faith that they would succeed if only they could find the right place.

When I had breakfasted I joined Mr. Newty in his trip to the corral, where we stood together for hours, during which I had mastered the story of his years since, in 1850, he left his old home in Pike of Missouri. It was one of those histories common enough through this wide West, yet never failing to startle me with its horrible lesson of social disintegration, of human retrogression.

...that restless spirit which has dared to uproot the old and plant the new [is] admirable, is poetic, is to fill an immortal page in the history of America; but when, instead of wresting from new lands something better than the old can give, it degenerates into mere weak-minded restlessness, killing the power of growth, the ideal of home, the faculty of repose, it results in that race of perpetual emigrants who roam as dreary waifs over the West, losing possessions, love of life, love of God, slow dragging from valley to valley till they fall by the wayside....¹³

13 King, Clarence, Mountaineering in the Sierra Nevadas, 1871.

Although the Shuswap area in the early days had its share of these restless migrants, it also attracted many excellent settlers able and willing to work hard to carve farms out of the forest. The clearing of land was the most formidable task facing the settlers in the Shuswap area, and it was one to be avoided if at all possible. Settlers who had some capital (there were never many of these in the Shuswap country) could often buy a partially or fully cleared property and start farming immediately. But newcomers with few or no funds often had no choice but to clear timbered land. A report of the Department of the Interior indicates the degree of their handicap:

A settler entering upon land that requires to be cleared of timber before it can be cultivated is starting out badly handicapped in the race for success. It costs...in British Columbia from one hundred to five hundred dollars per acre, and, as these lands are invariably only taken up by settlers with little or no capital to start with, very slow progress towards earning support from the land is made.¹⁴

The settler on forested land first had to fell the trees. If the timber could be used for sawlogs, or poles, or ties, he was glad either to sell it to a mill for cash (the proceeds helped to pay for the costs of clearing), or to trade it to a mill in return for lumber with which to build his house and

14 Canada, Sessional Papers 1913, No. 18, p.133.

barn. After the merchantable timber was taken off, the rest of the growth was slashed. Often much of this smaller timber was made into cordwood, this being in great demand in the early days by both the Canadian Pacific Railway for its wood-burning locomotives, and by the steamboats operating on Shuswap Lake. The standard price was \$3.00 per cord delivered - either hauled to the railway stations or piled at points on the lake where steamboats stopped to take on fuel. When all the usable wood had been salvaged, the rest of the slash was burned.

The settler then faced the really gruelling work - pulling out the stumps. Sometimes he could afford stumping powder to blow the stumps apart. Sometimes he had a team of horses or oxen to hitch onto the stump puller. But if he used these animals he encountered a new problem - that of securing feed for the animals. Often he had not sufficient land cleared to grow enough feed for his animals, yet the cost of buying and transporting hay to his new clearing might be prohibitive. There were some wild hay meadows around Shuswap Lake where wild hay could be had merely for the labour involved in cutting, drying and transporting it. But these meadows were few in comparison with those in various other parts of the Interior.

Sometimes the settler could afford to hire help in clearing, or would exchange labour with a neighbor. Sometimes the settler had only the help of his wife and children.

Under such conditions, a man did well to clear a couple of acres a year.¹⁵

With progress so slow in clearing an area sufficient to make a farm self-supporting, many settlers were forced to take outside jobs for part of the year in order to earn enough to support their families. The lumber industry around Shuswap Lake was most important to the settlers as an occasional employer of their labour. Other settlers (on the North Shore and at White Lake) who had previously been miners at Phoenix, British Columbia, often left their families on the partly-cleared farms for the winter and returned to work in the mine to earn their grubstake for the coming spring.¹⁶ Most of the settlers, in order to earn the small but indispensable amount of cash they needed, had to be versatile and take whatever seasonal jobs were offered. Often, if they could afford to be away from their own farms at haying time, they would hire out as hay hands at the standard rate of "\$1.00 a day and board".

In later years, when much of the farm land had been cleared and was under cultivation, many settlers still continued to earn part of their income off the farm. This supplementary income was necessary for many farms proved to be marginal at the best of times.

15 Information from interview with the late Major C.W. Mobley of Sunnybrae.

16 Booklet Celista Pioneers, Kamloops, Kamloops Sentinel Ltd., 1943, p.3.

What was life like in a pioneer community in the Shuswap region?¹⁷ The incoming settler's most pressing job was to build a home. The first cabin was likely to be a small, one-roomed one, for its construction had to be finished before winter set in. The roof was generally of hand-split shakes (cedar was plentiful in the area) and extended out over a large porch. Usually the space between the logs was at first chinked with moss or lichen and later on, when the logs had shrunk, filled with a more permanent type of chinking such as moss and clay; a mixture of sawdust, flour and water; or even cement. A well-built log cabin of any size provided good shelter, and could be kept snug in winter by the all-purpose, wood-fired cookstove.

17 The description I am giving is based mainly on the North Shore community around Celista, a typical settlement of homesteaders of limited means. Here, as in other areas, many people had known each other before they arrived in the district. An early arrival would be favourably impressed by the country's possibilities and would write enthusiastic letters back to his friends encouraging them to join him.

I have gathered information from a number of people, among them Mrs. A. Beguillin (the first white woman to settle on the North Shore, arriving in 1907); Mrs. Reedman (who settled at Blind Bay in 1905); Mr. Frank Kappel (who took up a homestead on the lakeshore between Celista and Magna Bay in 1912); and the late Major C.W. Mobley (who settled at Sunnybrae in 1907).

Some of my remarks are also based on my own experiences in the mid-1930's in a backwoods area of the Cariboo, four miles from the nearest road, where homesteads were being cleared and the homestead inspector was still an important official.

The porch served many purposes, especially as a handy storage area for items that had to be kept dry. The log wall of the porch would hold many nails from which hung a wide variety of articles - snowshoes, a few steel traps, assorted coils of ropes, a storm lantern, perhaps a horse's bridle, big wash tubs, an axe and saw. Often a pair or two of antlers would be hung up near the gable, and a bearskin nailed up to dry. On the porch, or by the side of the cabin, would be a pile of firewood.

The furnishings of the cabin differed, according to the background and personality of the owners. Sometimes there would be a few prized pieces of furniture, or dishes, or linen, which the settler had brought with him into the wilderness. Sometimes there would be nothing but recent hand-made furnishings showing varying degrees of craftsmanship. Often the beds were made of chicken wire nailed to a pole frame and the mattresses were straw or hay-filled ones. There would be absolutely no conveniences such as running cold water - for years the housewife would carry buckets of water from the nearby creek, lakeshore or well.

If there was a woman on the premises, the small cabin could be spotless, with starched lace curtains framing the small windows. Other cabins, especially those which were bachelors' establishments, were so dirty and disordered as to defy description. One bachelor, an early settler on the North Shore named Decker, had a cabin at the mouth of Meadow

Creek. He was noted in the district for his custom of not sawing and splitting and piling his winter wood supply outside his cabin, but instead of dragging a log into his "living room" and, when his fire needed more wood, then and there sawing a piece off the log.

In a few years, depending on the growth of a family, the progress made in clearing land, and especially on the importance the settler attached to the size and comfort of his living quarters, a larger log house - perhaps even a frame house - would be built, and the original log cabin be relegated to service as a chicken house or an additional storage area.

At first the average homesteader would find that cash was very scarce, and the clothes of his family, the furnishings of his home and the equipment of his farm would reflect this shortage. The family's clothes would show a remarkable dependence on flour sacking and gunny sacking; and the furniture and farm equipment would be homemade as far as the settler's skills would allow. But when there were a few dollars to spare, soon the clothes, furniture and farm equipment would begin to reflect the result of long winter evenings spent poring, by the light of a candle or coal-oil lamp, over Eaton's Mail Order Catalogue, along with the Bible, the favourite reading material of most pioneer homes.

The diet of the settler was limited at first, but fortunately the Shuswap country was full of game animals and birds and had excellent fishing. As the settler was

permitted to shoot game for food all through the year, he could keep his family in meat. Once enough land had been cleared for a good vegetable garden to be planted and for sufficient hay to be grown to feed a cow or two over the winter, the settler's meals showed much more variety.

Vegetables could be kept for many months in a root cellar. This was a sort of half-buried small room with a roof made of small poles or planks over which was put an earth cover, from eight to twelve inches in depth, which provided sufficient insulation to protect the contents from freezing in the winter and from heating in the summer. The milk cows not only provided the family with milk, cream and butter, but also with excess cream which could be shipped to a creamery, bringing in the much-coveted "cream cheque". Of course, chickens were a familiar sight on most farms, as were small berry patches and young orchards.

Life was hard on a homestead for both man and wife, especially for those who had real ambition (a quality which was by no means universal among the settlers in any area). The man had a never-ending series of chores awaiting him. In the spring and summer there was work to be done in the fields - ploughing, seeding, cultivating, harvesting of various crops, and haying (with the homesteader trusting that the fine weather would last until he got his hay safely stowed away in the hayloft). Then there were always other jobs - a new barn to be built, more land to be cleared,

fences to be attended to, or a supply of firewood to be cut for the winter ahead. But in many ways the life of a pioneer woman was even harder, for she not only had the housekeeping duties of cooking, washing and ironing (with no mechanical or electrical aids), and the raising of the children, but usually she also looked after feeding the chickens and collecting the eggs, hoeing the vegetable garden, milking the cows, separating the milk and churning the butter. Mrs. A. Beguelin of Celista is a fine example of this type of pioneer woman. The Salmon Arm Observer¹⁸ on the occasion of the Beguelins' golden wedding anniversary, recalled how:

Mrs. Beguelin was a willing and tireless helper of her husband as they were establishing a home on the bench behind Celista. She helped him in his land-clearing and after cows were obtained she churned butter regularly. To market her butter and eggs from their flocks of hens, she was compelled to walk down the hill to the lakeshore, where the produce was sold to Billy Louie, who operated a boat on the lake. In fair weather or foul, she made the long arduous trip with a keg of butter balanced on her head and carrying a pail of eggs in each hand.

Not every man was as lucky as Mr. Beguelin in having such a helpmate. Pioneer communities generally had many more men than women. Significant is a notice in the Inland Sentinel

18 November 16, 1950.

of November 18, 1893 - "Wanted - Twenty-seven marriageable young ladies to pay a visit to the Arm [Salmon Arm]. None need apply who do not want to take a rancher."

Although most of the pioneers worked hard, they enjoyed the company of their neighbours and were generally ready to help them.¹⁹ Building bees, whether to replace a home or barn destroyed by fire, or to build a school or a community hall, were frequently held. From miles around the people would gather - the men with their tools, the women laden with food. Such bees not only accomplished much, but provided the social intercourse needed to offset the loneliness of living in isolated spots and the drudgery of hard manual labour.

Purely social occasions such as dances and community concerts were held chiefly in the winter when the demands of farm work were less. People travelled long distances (even twenty or thirty miles) to attend them. The modes of transportation varied - some people would walk to them; some would ride horseback, tying their "party clothes" in a flour sack behind the saddle (the clothes worn to these affairs ranged from fairly stylish suits and dresses to freshly laundered work clothes); others would arrive in horse-drawn waggons or sleighs, the bottom of which would be covered with a thick layer of hay upon which the people

¹⁹ Settlements differed. For example, Blind Bay had the reputation of being a peaceful cooperative community while its near neighbour, Sorrento, was divided. One person likened living in Sorrento to living on top of a volcano, with frequent eruptions.

sat, warmly covered with blankets. In the case of North Shore residents, if the lake was ice-free boats were used to get over to social functions at Notch Hill or Blind Bay; if the lake was frozen solid, it was easy for people to walk across or to ride in a sleigh. Sometimes residents from these two settlements would cross the lake to attend gatherings at Celista.

These dances and concerts were family affairs, with everyone down to the youngest child attending. When the younger children fell asleep, they were put in an improvised pen at one end of the room. Often these affairs continued all night. The women would serve a substantial supper around midnight, and food would again be served just as the dawn was breaking. Then the people would start for home in the chill of early morning. Sometimes, if the party-goers came from very far, they did much visiting en route.

The school held a very important place in the community and was usually quite centrally located, for the pupils had to make their own way to school by foot or by horseback (this being long before the era of school buses and consolidated schools). In settlements without community halls, the school served as a centre for social gatherings and religious services (when there were any).

The post office was another gathering-place, especially when mail came in only once or twice a week. In lakeshore communities many of the residents made it a habit to be down

at the wharf on mail day to greet the boat, to see who was arriving and who was leaving, and to hear the latest news in the district - even if they expected no mail and had no business to transact. The same type of gathering occurred at the post office of the inland communities.

The year 1914 is an important one in the history of the Shuswap region, for it marked the high tide of this type of pioneer settlement. With the outbreak of war new settlers no longer arrived in the Shuswap area. The tide of settlement now began, in fact, to ebb - men (especially those who had been born in Great Britain²⁰ and still felt that it was their real home) were leaving for war service and their families were moving into a town or city. The outbreak of war caused much reshuffling of the population in the Shuswap area - marginal, isolated farms were abandoned in large numbers, and many of them have never been resettled. The people who did remain in the area tended to concentrate around the established settlements.

20 It is difficult to obtain accurate figures of the nationalities represented in the area, but one source gives the following percentages based on the nationality of the fathers of present-day farmers:

Anglo-Saxon	60%
European	27%
Others	13%

- N.D. Turnbull, B.K. Acton, E.D. Woodward, Agriculture in the North Okanagan Valley, British Columbia, 1961, p.110.

The year 1914 also marked the end for a few years of the small influx of well-educated and moneyed English families into the area. Although this type of settler was much more in evidence in other parts of British Columbia such as the Okanagan Valley, a few, attracted by the fruit ranching possibilities, did reach the Shuswap area 1910-1914. (See pp.70-7).

After 1918, while some men who had survived war service returned to their farms, others settled elsewhere. The population of the area remained relatively static until the end of the Second World War when, in common with most other parts of British Columbia, the Shuswap region saw its population start to increase.

Chapter Five

Development of Agriculture in the Shuswap Area

The story of the development of agriculture in the Shuswap area is an interesting and varied one. It is not the story, like that of wheat on the Prairies, of specialization in the growing of one main crop and the recent consolidation and mechanization of the farms. It is rather a story of trial and error. It tells of the attempt to find what crops would grow best with the district's soil and climatic conditions. More especially, it tells of the quest to determine what crops could be marketed profitably.

During the first few years when the homesteaders were engaged in their first clearing, they lived at a subsistence level. But as soon as they were able to produce more dairy and poultry products, fruit and vegetables, than their immediate families required, and more hay and grain than their livestock needed, they had to look for buyers. For some items, like dairy products, small fruits and vegetables, there have been certain limited markets from the earliest days to the present. Different is the tree fruit industry, which created excitement in the Shuswap area especially in the period 1905-1914. Hundreds of acres were planted in orchards and the industry, despite fluctuations in production

and in market price, remained very important until the drastic winter of 1949-50 proved conclusively that the Shuswap region was too far north for successful large-scale production of tree fruits.

Dairying has always been a major agricultural industry around the Shuswaps, especially in the valleys of Salmon River and of Deep Creek, south of Salmon Arm. Here, in the fertile alluvial soils, ground moisture conditions favour the growth of lush pasture and of forage crops. These valleys with their climatic and soil conditions were not only admirably suited for dairying, they were admirably placed to take advantage of some of the markets for dairy products opened up by rail. Being so close to the Salmon Arm railway station, the Salmon Valley farmers were able to ship their dairy products, including fresh milk, to railway centres and other settlements in the mountains to the east. The Canadian Pacific Railway itself provided a market for some of the Salmon Arm produce. For years the transcontinental passenger trains used to pick up a diner at Salmon Arm, and much of the food used on this diner was obtained from the local farmers.

Before the turn of the century there was talk about establishing a creamery at Salmon Arm, though in 1902 the district agriculturist reported that "in consequence of the ready market for milk afforded by railroad hotels, dining

cars and points in the mountains, there has been no pressing need for a creamery".¹ Not until 1915 was the Salmon Arm Cooperative Creamery Association formed and a creamery opened.² The story of the creamery has been one of almost constant growth, and its existence has proved an asset not only to farmers in the immediate vicinity of Salmon Arm, but to homesteaders around Tappen and Notch Hill, Celista and Magna Bay. Today dairying is still important, especially in the valley bottoms.

With the exception of dairying and the tree fruit industry, the agriculture carried on around Shuswap Lake can be described as "mixed". For many years (especially when the horse provided the main means of transportation), forage crops were important. Horses were used extensively in logging operations up until the Second World War, and the stables of the logging camps were a major market for these crops. Today forage is still needed to winter-feed the beef cattle which are raised in small numbers through the district, and for the dairy cows. A few sheep have been raised in the past but today they are seldom seen, with one exception: in the late spring large flocks, numbering about 2000, are driven from Falkland along the highway, across Squilax Bridge and up to summer pasture on Crowfoot Mountain behind Celista.

1 British Columbia, Department of Agriculture Annual Report 1902, p.A33.

2 Doe, Ernest, A History of Salmon Arm 1912-1944, p.76.

After the opening of the Canadian Pacific Railway service, farmers in the valleys near Salmon Arm found a market for their potatoes and vegetables, as well as for their dairy products, in the mountain settlements, in Kootenay mining camps and on the Prairies. Over the years there has continued to be a certain amount of truck farming carried on in the region. The extent of this market gardening has, however, been severely limited by the high cost of transportation in outlying areas and by the lack of much irrigated land. Except for the Chase flats and the valleys of Salmon River and Deep Creek, where irrigation water can be obtained either by gravity or by pumping from nearby streams, irrigation at reasonable cost is not available in most of the Shuswap area. In the absence of irrigation, the large-scale commercial production of vegetables is a risky undertaking, for abnormally dry summers are sometimes experienced..

The growing of small fruits, especially strawberries, has been fairly important in several areas for many years. During the last war, when the Japanese were evacuated from British Columbia coastal areas, about 400 settled around Celista and Magna Bay on the North Shore.³ Some of the men found work in the woods and in mills, but others started to raise strawberries (before the war many of them had owned

3 Information contained in letter from R. Bristow of Celista, November 11, 1963.

berry farms in the Lower Fraser Valley). When the war ended, being once more free to settle where they chose, the majority moved away. A number of Japanese families remained at Magna Bay, however, working on their berry farms. In 1948 these families shipped out 12,000 crates of strawberries but the severe winter of 1949-50 cut their output enormously. Some strawberries are still grown, but the amount is small. In 1963 there were still about 40 Japanese at Magna Bay, but the young men and women leave to get advanced education, technical training or jobs.

Strawberries and other small fruits are grown in the Salmon Arm-Sorrento area, and the production seems fairly steady. Such crops can be grown on limited acreages, and they are often raised by part-time farmers or semi-retired people. The shipping of these highly perishable soft fruits to markets on the Prairies has always been a problem, but much of this difficulty has been overcome since the opening of the Rogers Pass route permitted fast truck transport direct to Calgary and other Prairie centres.

Salmon Arm and its surrounding districts were for many years much better known for their tree fruits than for any other agricultural product. The story of the tree fruit industry in the region is a fascinating one, with the early excitement and boom being followed by an extended period of reasonably profitable returns. Then, within the last fifteen years, came a dramatic decline.

As early as 1891 the provincial Department of Agriculture noted that apples, plums and many small fruits were doing extremely well around Salmon Arm, Shuswap, Notch Hill and Tappen Siding. Many apple trees were planted on the bottom lands around Salmon Arm. They did not thrive there and soon the farmers found that the benchlands, despite a lack of irrigation, were more suitable for tree fruit raising. Thus dairying gradually superseded the growing of fruit on the bottom land.⁴

Around the turn of the century, fruit farming (more commonly known in the early days as "fruit ranching") came to be regarded as a glamorous occupation, suitable for English gentleman farmers. Many people thought that fruit farming required but little work, thinking that after the harvest the trees would look after themselves for the rest of the year and would return large, steady profits. Helping to publicize fruit farming in British Columbia were the prizes won by British Columbia fruit exhibited in London, England. In 1904 a small exhibit was awarded the gold medal of the Royal Horticultural Society; in 1905 a carload lot won first prize; and in 1906 a collection of British Columbia apples won gold medals from the Royal Horticultural Societies of England and Scotland.⁵ In 1909 J.T. Bealby published his

4 Doe, Salmon Arm to 1912, p.14.

5 Canadian Pacific Railway pamphlet, British Columbia, 1907, p.44.

Fruit Ranching in British Columbia⁶, which gave glowing accounts of fantastic yields from even the young orchards, and of the high profits to be earned. Bealby supplied many pictures of fruit farms in all stages of development, often with a lovely lake in the background. In London the Agent-General for British Columbia and the Canadian Pacific Railway were both very active in publicizing the bright future of fruit ranching in British Columbia.

The Shuswap Lake area had already proved that it could grow excellent fruit. Moreover, it had the advantage that, being in an area of heavier rainfall than the Okanagan or the other Dry Belt regions, it did not require expensive irrigation systems before orchards could be planted. The new excitement about fruit farming drove up the price of land. When the dominion government in 1909-1913 reassessed the quantity and quality of the arable land around the Shuswap Lake, it decided that, in view of the relative scarcity of such land and its value when used in fruit farming, the previous area allowed for a homestead (160 acres) was much too large. Accordingly, the Department of the Interior subdivided the more valuable land and offered it in parcels of forty acres or less.⁷

6 Published in London by Adam and Charles Black.

7 Canada, Sessional Papers 1916, No. 19, p.xxxix.

The fact that homesteaders are willing to exercise their homestead privileges when they know that such comparatively small areas are all that they can expect to find adapted to farming operations is easily explained when it is known that land in the valley of Canoe creek between the Larch hills and mount Ida is selling at present from \$100 per acre for uncleared land to \$1,000 per acre for lands planted in orchards. ⁸

It was in this period (1910-1914), during the height of the fruitlands boom, that some families with means settled in the area. Around Sorrento gathered a number of Montrealers, who had made their money in the East but had been attracted by the beauty of the country and the lake, and were interested in becoming gentlemen farmers. In the Canoe-Broadview area near Salmon Arm settled some well-to-do English people. Here and there large frame homes were built, with lovely furnishings brought out from former homes, with flower gardens and sometimes even a tennis court to remind one of the gracious living enjoyed by the well-to-do in the Old Country.

During this fruit boom, the commercial possibilities of acquiring large tracts of land and subdividing them into smaller fruit farms were not overlooked. Two instances of such large-scale promotion occurred on Shuswap Lake - the ventures of the Shuswap Lake Land and Development Company

⁸ Canada. Department of the Interior, Topographical Surveys Branch. Description of Surveyed Lands in the Railway Belt of British Columbia, No. 1, p.112.

Limited at Sorrento, and of the Seymour Arm Fruit Lands Company Limited at Seymour Arm.

The Sorrento project started in April 1909.⁹ At the beginning the main shareholders were:

Walter S. Mitchell (Vernon fruitgrower)	40 shares
Alwyn Constine (Salmon Arm farmer)	10 "
Frank G. Haydock (Salmon Arm real estate agent)	6 "

Each share had a face value of \$100.00. In May 1909 the directors of the Shuswap Lake Land and Development Company were listed as follows:

President: R.W. Shepherd, Bell Telephone Bldg., Montreal
Vice-Pres. R.W. Tyre, Northern Insurance Company, Montreal
Directors: H.A. McMurtry, Ogilvie Milling Company, Montreal
J.O. Marchand, London & Lancashire Bldg., Montreal
J.C. Simpson, Merchants Bank Bldg., Montreal¹⁰

The Kamloops Inland Sentinel¹¹ noted the profitable consequences of having these Eastern capitalists enter the Shuswap area:

9 Information on this company taken from Registrar of Companies microfilm 2414 (1897) in Central Microfilm Bureau, Victoria.

10 Mr. C. Joe Davidson, who lived at Sorrento for many years from 1911 on, said he never met any of these men at Sorrento, that they must have been interested in the venture solely as an investment.

11 March 23, 1909, p.1.

A wealthy syndicate of Montreal capitalists is purchasing large quantities of land around Shuswap Lake, Notch Hill, in several cases the prices being high. C. Baines will receive \$8000 for his improved farm and orchard, 160 acres in all....It is rumoured that the C.P.R. will shortly run their main line along the lake shore.

By 1910 the largest shareholder in this company was J.R. Kinghorn, a wealthy Montrealer who had steel interests in the East and close connections with the Head Office of the Canadian Pacific Railway. His participation in the land company, and his building of a fine large home on the lakeshore at Sorrento (named by him after the scene of his honeymoon in Italy) were generally taken as proof of an imminent relocation of the Canadian Pacific along the land company's lakefront holdings at Sorrento. (The steep grade between Tappen and Notch Hill made such a relocation seem logical.) Eastern speculators who counted on this relocation and bought up shares in Kinghorn's company were mistaken - the Canadian Pacific is still using its original roadbed.

Although the Shuswap Lake Land and Development Company cleared a large amount of land in the area and acquired water rights to Newsome Creek, it sold few lots either in its townsite by the lake, or its acreage farther back. In 1912 it went into liquidation, transferring its assets to Shuswap and Hillooet Fruitlands Limited in return for \$10,500 cash and \$40,000 in shares in the new company.

A much more ambitious venture was that undertaken by the Seymour Arm Fruit Lands Company Limited. The articles of association of this company were registered in April 1911¹² and listed the following as shareholders:

Wm. Robins, Walkerville, Ont. Manufacturer	1 share
James Henry Smith, Detroit, Mich. Merchant	1 "
C.W. Hoare, Walkerville, Ont. Physician	1 "
Sidney C. Robinson, Walkerville, Ont. Manager	1 "
William Albert Read, Vancouver	(number of shares not indicated)

The company had a capitalization of \$500,000 and spent much of this money not only in acquiring 6,500 acres at the north end of Seymour Arm (just outside the Railway Belt boundary) but in clearing land, building a hotel and a store, providing a boat which made regular passenger and freight runs from Sicamous to the settlement - and in advertising.

A slick, 32-page booklet was printed and widely distributed, giving the plans of the company, information about fruit growing as a commercial occupation, and many pictures, including some of the attractive site of the settlement, and others of large amounts of fruit being shipped in British Columbia. Unfortunately some of the latter pictures will not bear close scrutiny - in one picture the name "St. Catherines' Cold Storage" is evident; in another, "St. Catherines, Niagara Falls and Buffalo". On every page

12 Registrar of Companies microfilm 400 (1910).

of the booklet appears the notation, "No Irrigation Required at Seymour Arm".

The booklet mentions that all the land in the first sub-division has been sold, but hastens to console its readers with news that land is now being sold in a second subdivision at \$125.00 an acre for fruit land (if the purchaser desires the company to clear it, the price is to be increased by \$50.00 an acre), and \$100.00 per acre for "black, bottom land, suitable for celery". It is interesting to note that so-called "fruit land" was valued more highly than black bottom land. The terms quoted were 20% cash, with the balance in four annual payments.

A number of families moved to this new development, some of them having bought the land sight unseen. Much land was cleared, and at one time between sixty and seventy acres were planted in apples. At first, the venture seemed to be a sound one, but within three years it went into receivership. The settlers started to drift away, a trend accelerated by the outbreak of the First World War.

As far as the soil was concerned, the company had chosen the site of its fruit lands well. Much of the land was fertile alluvial soil, and the rainfall was indeed sufficient to make irrigation unnecessary. Magnificent crops of vegetables and small fruits were repeatedly grown, though hard freezes came frequently enough to demonstrate that the area lay a little too far north for successful tree fruit farming.

The main cause for the failure of Seymour Arm as a farming area, however, was its distance from markets. The Seymour Arm settlement was 35 miles from the nearest road or railroad - 35 miles of travel down a lake which could be fairly stormy at times and which, during the winter, was often frozen over. The boat service to Seymour Arm was infrequent, slow and expensive, and added much to the cost of supplies for the settlers as well as to the expense of marketing the produce of the area.

A few families did remain at Seymour Arm, often eking out a living by working in logging camps. At the present time there is still residing in Seymour Arm Mr. Guy Collings, who arrived with his family in 1910 and has lived there ever since. The story of the Collings and what they created in Seymour Arm is an interesting one, and typical of the well-educated, moneyed English who before the First World War settled in so many out of the way corners of British Columbia. The father, Charles J. Collings, was a well-known English artist who suddenly tired of the familiar English scene and wanted to escape to a country where there were open spaces and solitude. He first considered the Okanagan, but found its bare hillsides too bleak. He then inspected Seymour Arm and decided to settle there with his wife and two sons. In this remote spot the Collings family over the years built a beautiful Tudor-style country home, complete with lawns, topiary garden, rose arbour, sundial and

ornamental pond. The sons of the family farmed, growing excellent small fruit, but because of the transportation expense were unable to market it at a profit. From 1938 to 1943, as a final expedient, they operated on their farm the Seymour Arm Canning Company, canning their fruit or making jam out of it. Guy Collings, the sole survivor of the family, still lives in the house and is currently building an addition to it, a billiard room - something which, he points out, the family always planned to have.¹³

Today Seymour Arm, still connected with the outside world only by boat, is almost a ghost town. There is a logging operation nearby, one or two settlers run a few head of beef cattle, and there are several small resorts. The only evidence of the settlement's former prosperity is the deserted hotel built by the Seymour Arm Fruit Lands Company, some derelict log cabins fairly well hidden by the lush undergrowth in what obviously were once large gardens, and the Collings mansion.

Despite the failure of these two land companies, the raising of tree fruits continued for many years to be an important industry around the Shuswap area. At one time, there were 100 acres of apple trees in the vicinity of Tappen, and 120 acres in the Sorrento-Blind Bay area. In 1948 there were 1585 acres of tree fruits and 200 commercial orchards around Salmon Arm.¹⁴

¹³ Information obtained in interview with Mr. Guy Collings at Seymour Arm, August 1963.

¹⁴ Trevor, H.W. and Ware, D.W., Farm Organization in the Northern Okanagan Valley British Columbia, 1952, pp.5-7.

Until 1950 most of the fruit growers were able to make a living, even though their orchards were mainly on the non-irrigated benchlands. The installation of irrigation systems had been considered but these were deemed not economically feasible, even though they would improve the yield per acre. By 1946 the apple growers around Salmon Arm felt that the two packing plants in that town (the Salmon Arm Farmers' Exchange and the privately-owned Turner's) did not have sufficient storage capacity¹⁵ and so a much larger packing plant was built at Canoe by the Farmers' Exchange. The building of this large plant was badly timed for the winter of 1949-50 was the coldest in fifty years. At one point the temperature fell to -40°F. , and the minimum mean temperature for January at Salmon Arm was -13.45°F. Thirty-one percent of the fruit trees around Salmon Arm were winter-killed, and many more were badly damaged.¹⁶

The orchardists took stock of their situation. Parts of their orchards had been winter-killed before but had been replanted - and it was these younger trees that had suffered the most damage. They looked at the statistics which showed that, over a four-year period, an acre of apple trees in the Okanagan yielded an average of 650 boxes a year, but in Salmon Arm only 215 boxes a year (mainly due to lack of

15 See page 79 for figures of apple production for the years 1942-1962 for the Salmon Arm-Sorrento area. These figures are taken from a letter of October 21, 1963 from the Provincial Horticulturist.

16 British Columbia, Department of Agriculture, Annual Report 1950, pp. BB101-2.

Apple Production 1942-62

Salmon Arm - Sorrento District

<u>Year</u>	<u>Production (in boxes)</u>
1942	205,616
1943	200,329
1944	317,709
1945	274,724
1946	445,564
1947	334,137
1948	284,151
1949	329,638
1950	169,637
1951	73,281
1952	119,336
1953	110,375
1954	114,036
1955	86,269
1956	83,539
1957	80,762
1958	60,961
1959	26,861
1960	38,109
1961	31,372
1962	50,949

irrigation.¹⁷ They looked at their accounts, noting the relatively small payments they received, the rapidly rising cost of packing, the seemingly unwarranted wide spread between the payments they received and the retail prices paid by the consumer. They contemplated the cost of pulling out the dead trees, replanting, and waiting the usual ten years for a non-irrigated apple orchard to come to maturity. Weighing all these considerations, most of the orchardists decided to abandon the commercial production of apples and to turn to other pursuits.

Often the farms, small and unirrigated, could not easily be used for other types of farming. Fortunately, logging was very active at this time and many ex-orchardists took jobs in this industry. A few continued to grow tree fruit, but not many. By 1962 all the packing plants in the area had closed down. Today those few remaining orchardists who wish to market their fruit through a packing plant must truck their produce forty miles south to Vernon.¹⁸

No doubt there would be greater agricultural production in the Shuswap area if profitable markets could be found.

17 British Columbia. Royal Commission on the Tree-fruit Industry of British Columbia, Proceedings, vol. 2, p. 7. (Hearings at Salmon Arm, B.C., February 2, 1957).

18 Much of foregoing information obtained in interview with Mr. and Mrs. E. Turner of Salmon Arm.

At the present, the distance from markets and the cost of transporting produce to them is such that only larger farms in favoured localities are really profitable. All things considered, population pressure in the province and the resultant demand for agricultural produce will have to mount a great deal before the Shuswap becomes a more important agricultural area.

Chapter Six

Development of Lumbering in the Shuswap Area

Ever since the Shuswap country was first opened up with the construction of the Canadian Pacific Railway, lumbering has been the most important industry in the area; and, if the present efforts to put the industry on a sustained yield basis are successful, it will continue to be important.

Because the region was almost entirely within the Railway Belt, its forest resources were administered by the dominion Department of the Interior until 1930. Then the provincial government took over the administration of all the land still unalienated in the Belt, and the British Columbia Forest Service became responsible for overseeing the forest resources of the area. Because by 1930 much of the timber land in the area had been transferred into either timber berths or forest reserves, it is worthwhile to trace the history of these berths and reserves before considering the actual industry itself.

Certainly the existence of these categories was a major influence on the growth of lumbering in the Shuswap area. Under the Settlement Act of 1884¹ British Columbia conveyed, among other areas, the mainland Railway Belt to the federal government. To provide for the administration of the lands

¹ Canada. Parliament, Statutes of Canada 1884, 47 Victoria, Chap. 6, pp. 55-62.

involved, the federal government in 1886 passed "An Act respecting certain Public Lands in British Columbia," making provision for the extension of the Dominion Lands Act² to the Railway Belt. This federal act contained various sections covering timber and timber lands. These sections had, of course, been drawn up with only the Northwest Territories and Manitoba in mind. Since a large part of these areas were treeless, it was important for the federal government to assure that the forested areas would be used to the best advantage for the large number of settlers whom Ottawa hoped would soon be arriving to open up the Prairies. (The federal government had already seen, in the Dakotas, how quickly treed areas could be denuded by Prairie residents wanting wood for building, fencing and firewood.) Thus it was that the Land Act limited the amount of timber that the settlers could cut for their own use. On the other hand, where suitable forest areas did exist, the Act provided special inducements for the setting up of sawmills that would provide the homesteaders a supply of reasonably-priced lumber nearby.

It was to encourage the establishment of sawmills that the Dominion Lands Act provided for the setting up of "timber berths" in timber lands. (Timber lands were defined as lands that carried more than 2000 feet B.M. per acre of

2 Canada. Parliament, Revised Statutes 1886, Vol. 1, Chap. 54.

merchantable timber.)³ These timber berths, which could be of any area up to fifty square miles, gave ownership of the merchantable timber thereon to the holder of the lease, even though the title to the land remained with the Crown. A successful applicant for a timber berth had "to erect, in connection with the berth leased, and to have in operation within a time [usually one year] prescribed in the lease, a saw mill or mills, of capacity to cut in twenty-four hours a thousand feet, board measure, for every two and a half square miles of the area leased...."⁴ The other conditions were not onerous - the lease was to run for one year only, but could be renewed if the holder of the lease observed all regulations. In practice, the leases were generally renewed year after year indefinitely; and there was no terminal date by which the timber must be removed and the land turned back to the Crown. The financial obligations of the leaseholder were small - an annual ground rent of \$5.00 per square miles, plus a royalty of 5% on the sale of products of the berth.

In the years that followed 1886 there were quite a few changes in these basic regulations, but seldom did the changes work any hardship on the owners of the timber berths. In 1892 (because there seemed to be sufficient mills to supply both the domestic and export market demand), the clause

3 Whitford, H.N. & Craig, R.D., Forests of British Columbia, Ottawa, Commission of Conservation, Canada, 1918, p.103.

4 Section 70 (a) of Dominion Lands Act.

requiring the holder of a timber berth to erect a sawmill within one year and to keep it in operation for at least six months a year was dropped.⁵ However, the Minister of the Interior was given discretionary power to demand that a sawmill be erected and be kept in operation if he felt it was in the public interest.

There were changes over the years in the regulations covering the acquisition of timber berths. At the beginning there were three ways in which timber berths could be acquired. First, the right to cut timber on a certain berth could be offered at public auction, with the government maintaining an upset price. Secondly, the right to cut timber could be granted to a sole applicant. (Until 1899 timber berths could be granted, without competition, to sawmill owners.) Thirdly, the right to cut timber could be awarded by tender.

By 1907 the dominion government realized that, with the growing demand for berths and the increasing value of timber, it was not receiving an equitable return from their sale and so it brought in new regulations. From this date on, before a timber berth was offered for sale, a government timber cruiser checked the volume of the timber on it. The upset prices became much more realistic. Since the cruiser's estimate was made public, small companies or private individuals had useful guidance in planning their bids.

⁵ Canada, Sessional Papers 1892, No. 9, Department of the Interior Report, p. xvi.

Heretofore, only the large companies with trained personnel to cruise the timber before the sales really knew what they were bidding on. Furthermore, in a move to increase the number of potential buyers, it was decided to advertise locally the future sales, and to hold the auction at the office of the timber agent for the district. After these changes were made, the government received bids much closer to the market value of the timber involved, resulting in sharply increased income.

Even after their prices rose, these timber berths were desirable properties, with relatively low rentals, indefinite renewals, lack of obligation to work on them, and ready vendibility (the required approval of the Minister of the Interior for transfer of rights to a berth seems to have been given as a matter of course. Speculators and trust companies found the timber berths attractive investments.

Lumber companies which owned many square miles of federal timber berths often preferred to hold these in reserve while getting their logs from tracts they held under provincial leases. The 1910 British Columbia Royal Commission on Timber and Forestry⁶ indicates why the provincial holdings were logged while the federal ones often were being held for future use. Almost all the provincial leases contained definite terminal dates or required actual operation on the areas under lease. These

6 Final Report, pp. 24-25.

terms forced the operators to remove the timber within a certain period. Moreover, there was a financial advantage which made the operators log their provincial holdings before their federal ones. The annual ground rent of the provincial leases east of the Cascades was \$115.00 per square mile; on dominion timber berths in the same area it was only \$5.00. In view of all this, it is not surprising that at times fewer than thirty percent of the dominion timber berths were being logged.⁷

It is not hard to explain the desire of the loggers to get tracts of forest adjacent to Shuswap Lake leased to them as timber berths. Proximity to lakes and navigable rivers greatly increased the value of a timber stand in days when logs were hauled out of the woods by horses, and horses were used extensively as late as 1937 in the Interior⁸. Certainly the Shuswap Lakes with 600 miles of shoreline supplied a major area of forest close to cheap transportation by water. Logs could be transported to Kamloops by water all the way from up the Shuswap River, from the top of Seymour and Anstey Arms and from Adams Lake.

The Shuswap region provides a good example of the invasion of British Columbia by American lumber companies at the beginning of the century, a fact noted in the 1911

7 Canada, S.P. 1912, No. 17, p.78.

8 Mulholland, F.D., The Forest Resources of British Columbia, Victoria, King's Printer, 1937, p.117.

Report of the Department of the Interior:⁹

...for the past ten years, millions of American capital have been invested in acquiring Dominion timber in the west. The lumbering business is now largely in the control of Americans, who have been forced out of Wisconsin, Michigan and parts of Minnesota, owing to these states being largely denuded of timber.

These men had learned through experience that timber is not an inexhaustible resource (a view still widely held by British Columbians), and had accumulated sufficient capital to move in on a large scale. By 1910 the Columbia River Lumber Company held fifty-eight timber berths¹⁰, totalling some 700 square miles in the Shuswap-Columbia Valley country. The Arrow Lakes Lumber Company, another American firm¹¹, had 900 square miles of timber berths on Shuswap Lake.¹²

As timber berths were supposed to revert to the Crown once the merchantable timber was removed, it is easy to see why the companies, once they had decided to operate on their dominion timber berths, were in no hurry to complete the logging. In the Shuswap country there has been considerable

9 Canada, S.P. 1912, No. 17, p.78.

10 Dominion Timber Berth file 34025A, #33.

11 Dominion Timber Berth file 34053, #162.

12 The Truck Logger, April 1954, p.40.

selective cutting for poles and ties. Also, as regeneration and growth is fast enough to permit the cutting of cedar poles in twenty-five years after the first logging occurred, it was in the companies' interests to hang on to their berths as long as possible. The companies, when logging, would often be careful to leave sufficient timber standing so that it would average out to more than the 2000 feet B.M. per acre required for it to be officially timber land.

In the earlier days especially, first the Dominion Forest Service and then the British Columbia Forest Service were rather lax in keeping a close check on the berths. There can be no doubt that the berths contained much land that had been logged off or burned over which, if the regulations had been followed closely, would have been removed from the berths. This situation aggravated the conflict between squatters and timber berth holders. (See pp. 47-49.)

The Shuswap area has always suffered much from forest fires. Many of these are caused by lightning strikes, the area having frequent electrical storms in the summer followed by insufficient rain to snuff out the newly-started fires. The 1925-26 Report of the Dominion Forest Service mentions "the continued example of Shuswap being a bad fire place, with about 50% of all fires due to lightning strikes. ¹³

¹³ Canada, Department of the Interior Annual Report 1925-26, Dominion Forest Service, p. 81.

With the construction of the Canadian Pacific Railway and the settlement of the country, human carelessness added greatly to the number of fires. In clearing the right-of-way for the railroad, the workmen would simply pile the slash to one side. Here it lay, a perfect dry tinderbox waiting for a shower of sparks from a wood-burning locomotive and then exploding into flame. These fires, often burning for weeks, covered tremendous areas until a combination of heavy rain and wind from the right direction put them out. A number of the dominion land surveyors in their reports to the Department of the Interior, commented on how thick the smoke was for weeks on end, often making it impossible for them to carry out some of their survey work. In 1888 one surveyor in the Shuswap vicinity added:

The destruction of the forests by fire which has been going on for several years, fortunately received a check during the past season....Should the same ratio of destruction continue, in a few more years all the timber along the railway line, and contiguous to settlement, will be destroyed.¹⁴

Gradually, regulations were brought in making it mandatory that slash be properly disposed of, that fine wire mesh screens be installed at the top of the locomotive smokestacks to catch the sparks, and that fire patrols follow trains after a short interval to extinguish incipient fires. These

14 Canada, S.P. 1889, No. 12, p.68.

measures, plus the introduction of coal-burning locomotives, greatly reduced the number of forest fires caused by the railway.

But other human agencies were not so easily controlled. Indians were known to start fires deliberately to clear off timber, for wild berries grew very well in burned-over areas, as did the young shrubs that provided feed for game animals such as deer. Settlers were responsible for fires, both unintentional and intentional. Often fires which had been started by settlers to burn slash or stumps got out of control. Moreover, it was not unknown for would-be homesteaders, unable to get title for their land because of the existence of a timber berth, to set fire deliberately to the nearby timber so that the company could no longer claim that the affected area carried merchantable timber.

The Dominion Forest Service, from its inception in 1899, was very conscious of the need to do everything possible to reduce the forest fire losses. Even before this date, in 1890 the Department of the Interior had circularized the owners of the timber berths, asking them to share the expense of maintaining forest rangers to guard their berths from fire.¹⁵ The owners were happy to cooperate.

In 1900 the first forest reserve was set aside. In his report for that year, the Chief Inspector of Timber and

15 Canada, S.P. 1891, No. 14, p.xvii.

Forestry explained that, for the benefit of all, the reserves were set aside to arrest the destruction of timber and to regulate the cutting of timber. Two reserves in the Shuswap area were set aside - the Larch Hills Forest Reserve covering 43.50 square miles, and the Fly Hill Forest Reserve of 219.39 square miles.

The Dominion Forest Service was very active in improving its fire-fighting potential in these reserves. Expense was not spared in opening up thousands of miles of access roads and trails¹⁶ through the timber lands and forest reserves in the Railway Belt, in building ranger cabins, establishing fire lookouts and providing telephone communication. Suitable stocks of fire-fighting equipment were kept at strategic points and, as early as 1910, the Forest Service maintained a boat on Shuswap Lake, with gratifying results noted by the Superintendent of Forestry:

In the Notch Hill and Shuswap Lake districts... no serious fires occurred, and this fact I attribute largely to...foresight in allowing me to keep the gasoline boat constantly patrolling the waters of Shuswap Lake and Seymour Arm. Many fires were discovered in an incipient stage by the ranger in charge of the boat....¹⁷

16 British Columbia, Royal Commission on Forestry 1945, Proceedings, Vol. 16, p.6326.

17 Canada, S.P. 1911, No. 16, Report of Superintendent of Forestry, p.32.

The Railway Belt received, in fact, much better fire protection than the other parts of the province, more money being spent and for a longer period of time. Only in 1906-07 did the provincial government begin spending public money to protect provincial timbered areas¹⁸. However, the provincial funds were never provided on an adequate scale and when the British Columbia Forest Service took over the administration of the Railway Belt timber lands following the 1930 agreement, it unfortunately had neither the money nor the personnel to maintain the standard of fire protection and forest administration set by the Dominion Forest Service.

The history of lumbering in the Shuswap area falls into five main eras:

(1) 1885-1905. During these years small mills supplied the Canadian Pacific Railway and the local settlers with their lumber needs.

(2) 1905-1920. This was an era during which large American companies dominated the industry, sustained by the great demand for lumber on the Prairies.

(3) 1920-1940. These years saw the rise to importance of the R.W. Bruhn Company, with its emphasis on poles and ties.

(4) 1940-1955. During this period a large number of small mills were spawned by the war and post-war demand. The weaker ones soon closed down, but the better-managed and better-financed ones grew steadily.

18 British Columbia, Royal Commission on Timber and Forestry 1910, Report, p.D34.

(5) 1955- . Recent years have been marked by efforts to put the Shuswap area (along with other areas in the province) on a sustained yield basis. The very nature of the system favours large companies and the Federated Co-operatives Limited with its mill at Canoe is steadily buying up smaller companies and their valuable quotas, and is becoming something of a monopoly in the area.

Before there were any sawmills in the Shuswap area, lumber was either brought from Kamloops or whip-sawed, a process succinctly described in the memoirs of one of the pioneers:

A log was rolled onto two skids over a pit, and one man descended into the pit while the other stood on the log, and then up and down all day the saw went. It was considered to be a good day's work for two men to turn out 100 feet board measure in a day which made dear lumber, from \$60 to \$70 per 1000 feet. There was no planing mill and all doors, windows, and dressed lumber had to be worked out of rough planks.¹⁹

Lumbering activity started with the construction of the Canadian Pacific Railway, with Chinese and French-Canadians figuring prominently. In 1889 Ah Loy and Company had a contract with the Canadian Pacific Company for 2,041 cords to be delivered in the area from Sicamous to Five-Mile

19 Lloyd-Jones, David, "Over the Hope Trail" in 6th Report of the Okanagan Historical Society, 1935, pp.292-3.

Notch Hill, while Kwong On Wo and Company delivered 34,336 ties to the Company at Notch Hill.²⁰ In the same report, Peter Genelle is listed as having supplied 25,000 ties at Notch Hill. This same Peter Genelle, in partnership with his brothers Joe and Jack, built one of the earliest mills in the whole Shuswap region around 1890 at Tappen Siding, beside a convenient beaver pond a quarter mile west of the Canadian Pacific mainline.²¹ In 1892 this mill was moved to the lakeshore at Kualt.²² It was a fair-sized operation, with one hundred men working for Genelle, not including his sub-contractors. The Canadian Pacific Railway built loading tracks and a siding so that the lumber could be shipped conveniently.

On the lake the Genelles had a steamer to tow to their mill booms of logs cut in various camps around the lake. They also ran a floating camp which wandered around the lake poaching likely logs. The men engaged in this piratical venture would spot from the water good trees on other people's tracts, move in, fell the trees and buck them, then add the logs to the boom tied behind. Genelle evidently was careless

20 Canada, S.P. 1890, No. 15, Paper 31A, p.44.

21 Calhoun, Fifty Years Ago at Tappen.

22 Doe, Salmon Arm to 1912, p. 13.

in reporting stumpage even when he cut with proper authority. Finally the government forced him out of business and he sold his mill to the Columbia River Lumber Company.

Mills were early built at Salmon Arm. In 1893 the Kamloops Inland Sentinel²³ noted, "Richard Davis and Frank McIntyre have purchased the portable sawmill of Mr. Clemence, and are prepared to saw lumber for the settlers. It is reported that they intend putting in planing and shingle machines." A mill was built by Brayden and Johnson in 1901, on the banks of the Salmon River where it cuts through the Valley Road.²⁴ Later on there was a small shingle mill at Annis.

With the growing number of homesteaders on the Prairies, a large new market for British Columbia lumber came into being. Because of their favoured position nearer the market than were the Coast mills, the Interior mills (especially those by the mainline of the Canadian Pacific Railway) were in an advantageous position to sell their lumber in this new market. It is in this period that large mills were financed by American capital.

A major American-owned enterprise, the Arrow Lakes Lumber Company (known as the Lamb-Watson Lumber Company Limited before 1908),²⁵ had mills at Arrowhead and at Kamloops.

23 Sept. 9th, 1893, p.8.

24 Doe, Salmon Arm to 1912, p.14.

25 Dominion Forest Berth File 34053, #101.

Although the company had no mills on the Shuswap Lakes, it held large timber reserves around the lakes, and obtained from these many of its logs, towing them down the South Thompson River to its mill at Kamloops.

The best example of an American-owned mill, and the most important logging and lumber operation around the Shuswaps in the period, was the Adams River Lumber Company Limited, with its large mill at Chase. This company was incorporated in 1907, its directors being:²⁶

James Patrick McGoldrick	Lumberman	Spokane, Wash.
George August Lammers	"	Stillwater, Minn.
Arthur William Lammers	"	Spokane, Wash.
Frank Hamilton Crombie	"	Spokane, Wash.
John Twohy	Railroad Contractor	Spokane, Wash.

This company was capitalized at \$500,000, through the issuance of 5000 shares of \$100 each. By 1910 the capitalization had been increased to \$850,000, and in 1911 the balance sheet listed assets of \$1,224,314.50. It was, especially for the Interior, a large company.

The Adams River Lumber Company chose a site at the foot of Little Shuswap Lake for its mill, and proceeded to build a modern settlement there which became known as Chase. Water rights were granted for 320,000 gallons a day from Chase Creek to supply both the industrial and townsite requirements. The mill itself was a modern one, with a capacity of between 175,000 and 219,000 feet B.M. per ten-hour shift.²⁷

26 Registrar of Companies microfilm #1810 (1897).

27 Truck Logger, April 1954, p.40.

At the beginning of its operations, the company purchased a large number of provincial timber licenses on the Upper Adams River, between the upper end of Adams Lake and Tum Tum Lake. It then proceeded, at great expense, to open up the area.²⁸ The company built boats, scows and warehouses on Little Shuswap Lake, a freight tote road from Little Shuswap Lake to Adams Lake where camps were established and other boats and scows provided.

The Adams River Lumber Company carried on logging according to the Eastern or Minnesota pattern - cutting logs in the winter and putting them in the river to wait for the spring rise and river driving. To aid in the river drives, obstructions were removed from the river beds and dams built. On the Upper Adams River the company prepared a log storage boom with a capacity of 30 million feet and a sluice gap at Bateaux Falls. A breakwater was also built near Depot camp at the head of Adams Lake.²⁹ On the Lower Adams River a dam was placed about one-quarter mile below the outlet from Adams Lake. This dam, which cost \$32,000, was "rock-filled, timber-cribbed, about 180 feet long and 15 feet high, with six sluice-gates and a fish ladder".³⁰

28 Most of the information about this company is from a letter, November 28, 1963, from Mr. R.R. Mason of Chase, who was a director of the company as early as 1918.

29 Prospectus of Adams River Lumber Company, 1926.

30 Canada, S.P. 1914, No. 21, Report on Railway Belt Hydrographic Survey for 1911-12, p.77.

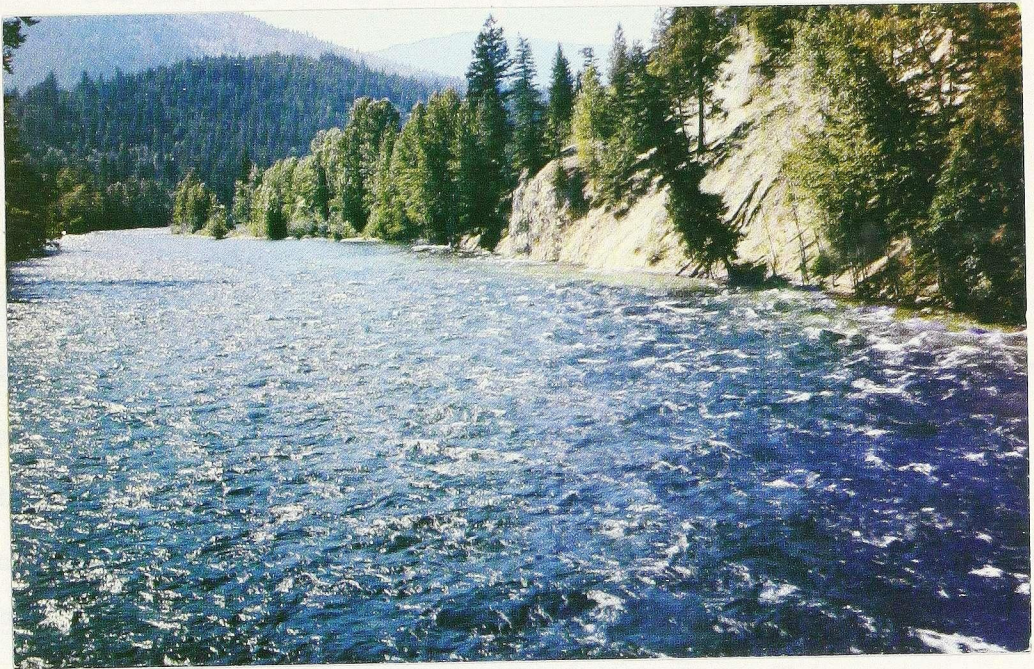
A number of problems bedevilled the use of the Lower Adams River. The very course of the river proved hard to stabilize. Sudden changes in the level of the water, and the passage of the logs themselves, combined to do much damage to the river bed:

When the logs are being driven, the sluice gates are opened and a large quantity of water freed, carrying with it the logs that are to be driven. This volume of water...does considerable cutting to the banks of the river...and a very marked change is shown in the course of the river from that on the present township plan.³¹

And this Lower Adams River (see picture next page), which falls 190 feet in its length of six miles, is the spawning ground of the famous Adams River sockeye run. These log drives not only damaged the river bed, but almost wiped out the salmon run in the early years.

The Adams fish escaped the 1913 tragedy at Hell's Gate, [large slide prevented most runs of salmon from ascending Fraser River] only to die unspawned from trouble of a different kind on their own spawning ground. About 1908 a logging company built a splash dam at the upper end of the Adams River in the outlet of Adams Lake. This dam was used to store water which would be released suddenly to "flash-float" logs down the river. The sudden wall of water and logs crashing downstream was like a spring freshet occurring several times during the

31 Canada, S.P. 1918, No. 11, Surveys, p.69.



Illus. 10

Lower Adams River, site of famous
sockeye salmon spawning grounds.

spawning and incubation periods. The salmon didn't stand a chance of spawning effectively, for they were carried downstream with the flood each time it was released. In between floods the stream bed was nearly dry and in the winter the eggs were exposed and frozen. Only a few fish were able to reproduce each year until finally in 1922 the dam was no longer used.³²

The company's timber on provincial leases along the Upper Adams River proved to be not only too distant but too defective to be manufactured into lumber economically, and the operation on the Upper Adams closed down after the winter of 1911-12. A better source of timber was necessary, and the company raised money to purchase Timber Berth 482 north of Chase which contained first-class timber and was much closer to the mill.

Once again the company did not spare expense in developing the facilities needed for large-scale logging operations. (In 1915 the Adams River Lumber Company borrowed \$500,000 at 6% interest from A.J. Lammers, one of its directors.)³³ The most spectacular of these facilities was the famous Bear Creek flume used to float logs from the very centre of Timber Berth 482 to the most northerly point of Little Shuswap Lake. According to one description, the flume was eleven miles long, and its

³² International Pacific Salmon Fisheries Commission, Salute to the Sockeye, New Westminster, B.C., 1958, p.9.

³³ Registrar of Companies File #1810 (1897).

owners claimed that it was the longest and largest in Canada, and among the largest in the world. It was said that logs of from four to five feet in diameter at the butt passed down this chute at expresslike speeds.³⁴ (See next page.)

The company was unfortunate in the timing of its large investments in the timber berth and the above-mentioned facilities, for conditions were changing in the lumber industry and the demand for lumber on the Prairies, the company's chief market, was rapidly falling off. Moreover, lumber prices were dropping. The following tables³⁵ show why the Adams River Lumber Company, with its modern mill situated on the Canadian Pacific mainline, its excellent water transportation for logs and its good log supply, finally closed in 1926:

Year	Net price per M feet received for lumber sold (before deducting discount)
1909	\$ 13.41
1910	14.62
1911	14.71
1912	15.16
1913	15.39
1914	14.99
1915	14.76
1916	16.09
1917	19.33
1918	24.33

34 Truck Logger, April 1954, p.40.

35 Tables from R.R. Mason's letter.



By Courtesy of
Provincial Archives,
Victoria, B.C.

Illus. 11-

Bear Creek flume of Adams River
Lumber Company, Chase, B.C.

Year	Net returns per M feet for lumber sold during year	Cost of lumber per M feet F.O.B. cars
1919	\$ 26.04	\$ 25.41
1920	37.82	38.92
1921	24.40	37.27
1922	19.13	22.63
1923	23.73	26.73
1924	23.01	30.93
1925	23.73	26.63
1926	23.89	26.40

At this point the Adams River Lumber Company decided to close down its mill but, wanting to do what it could for the town of Chase, tried to find a buyer for its property who would carry on the operation. The company was willing almost to give the property away to such a buyer. In 1929 the company's assets were sold to M.B. Carlin and a company formed under the name of the Adams River Timber Company Limited, but the latter did not stay in business for long.

While these American companies, with their large investments in forests, elaborate transportation facilities and modern mills, were closing down, a small lumber company which at first produced only railway ties and cedar poles was growing steadily. Soon this company came to overshadow the rest of the lumber industry of the Shuswap region, continuing its dominance until the Second World War. This

company was owned by Rolf W. Bruhn, a man destined to become well known throughout the province.³⁶

Rolf Bruhn, a Swede by birth, came to Canada as a youngster and in 1897 took up a homestead at Malakwa, doing logging and mixed farming. He also worked on the roads, becoming a road foreman for the Public Works Department, and later the Department's road superintendent at Salmon Arm. In this latter capacity he was in charge of a World War I camp for enemy aliens on the east side of Mara Lake, about six or seven miles from Sicamous. The inmates of this camp built the Mara Lake Road.

About this time Bruhn was badly burned in a boat accident near Sicamous and, upon his recovery from the injuries thus sustained, he started a pole camp on the southeast side of Anstey Arm. (Cedar poles, for which there was a large demand in the United States after 1900, have always formed a substantial part of the lumber production of the Shuswap area.) When a number of poles had been cut, a representative of the B.J. Carney Company of Spokane, the largest pole company in the United States, purchased them and offered to give Bruhn enough financial assistance to set him up in the pole business. Over the years, Bruhn developed a large pole business and still continued to sell all his poles to the Carney company. By 1926 Bruhn was processing 125,000 poles a year.

³⁶ All information about R.W. Bruhn and his company has been obtained from Frank Kappel who worked closely with Mr. Bruhn for twenty-five years, being secretary-treasurer of the company for much of the time.

The Shuswap country from the first has been an important supplier of ties to the Canadian Pacific Railway. Bruhn cut some ties and bought many from sub-contractors, selling all of them to the Canadian Pacific, which used Shuswap ties in the area between the Rocky Mountains and Mission in the Lower Fraser Valley. In effect, Bruhn had a monopoly of the tie-cutting business from Monte Creek to Taft. From 1921 or 1922 on, anyone who wanted to cut ties had to get a contract from Bruhn. The number of ties involved was quite large - in 1926, the peak year, over half a million ties were shipped.

In the early days when Bruhn was primarily interested in poles and ties, he sold logs suitable for sawmilling to the Adams River Lumber Company at Chase. But when that company's mill closed down in 1926, Bruhn built a mill at Canoe to process these sawlogs. In 1941 this mill was sold to Ormie Harris. It burned down soon after, but Harris rebuilt it on a larger scale and in 1945 sold it to the Federated Co-operatives Limited.

With his business in excellent condition, Rolf Bruhn decided to enter politics in 1924 when Salmon Arm was given a seat. Bruhn was elected on his first try and retained his Salmon Arm seat until his death in 1942, serving as Minister of Public Works in both the Tolmie government and the coalition government. Bruhn's only son, Ted, was drowned in Shuswap Lake in 1941, and upon Bruhn's

death his company gradually went downhill until it went into liquidation in 1949, many of its assets being taken over by the Federated Co-operatives Limited.

Although the Bruhn company held both timber berths (some acquired in the 1920's from the Arrow Lakes Lumber Company) and provincial timber leases, it got many of its poles and ties from small sub-contractors and individual farmers. Here we must note again that the existence of the lumber industry has always been important to the settlers in the Shuswap region and that many of them have been dependent on it for at least part of their cash income. Homesteaders clearing land would haul their logs and ties down to the beach. The going price for logs delivered on the beach was \$5.00 per thousand feet B.M., with the more desirable white pine bringing \$6-7. Number 1 ties brought the homesteader 35¢ each, and No. 2 ties brought 25¢.

Many of these settlers working part time in the woods required cash advances to cover their immediate needs until they could get the timber delivered on the beach. (Granting such an advance is known as "grubstaking" a man.) Rolf Bruhn is still remembered with gratitude as a man who kept hundreds of families going by the advances he made while their men were getting out logs and, according to Mr. Kappel, there were very few bad debts.

Tie-cutting was carried on mainly in the winter by the settlers, the Scandinavians being most active. Tie cutters would fell the trees, trim them, and shape the log with a broad axe. These tie "stringers" (containing two, three, or four ties) were hauled to the lakeshore where a tug picked them up and towed them to a Bruhn mill, such as that at Sicamous. Here the stringers were hauled up a jack ladder which had circular saws set at eight-foot intervals. These saws cut the ties into proper lengths. Skilled axemen could produce many ties in a day, with one expert in a competition cutting ninety-two. In the early days the ties were not creosoted, and often they were not peeled.

For a long time the demand for ties was remarkably stable, and the Bruhn company came to be the largest operator in the Southern Interior. Gradually small portable mills began to be used more and more in tie cutting, and by 1945 these small units were producing 92% of the ties in the Shuswap area, compared to 5% in the early days.³⁶

With the coming of war in 1939, and the great demand for all types of lumber, a new phase began in the lumber industry of the Shuswap area. This was a time when small portable sawmills sprang up everywhere, there being twenty just on the North Shore of the main lake. Many of the

³⁶ British Columbia, Royal Commission on Forestry, 1945, Proceedings, Vol. 16, p.6330.

people who started these mills were settlers who owned a little timber of their own, but who had little or no experience in sawmilling. For a time, while lumber prices were high and their supply of timber held out, these men found the work profitable, but as soon as demand slackened and prices dropped, most of these small mills closed down. This same pattern of the fast blossoming and early withering of portable sawmills was evident in much of the rest of the Interior. However, a few of these newer mills, with better management and financing, saw a period of growth.

Gradually another pattern of the lumber industry around the Shuswap area is emerging - that of the domination of the industry by one large company, the Federated Co-operatives Limited with its mill at Canoe.³⁷

During the last war the Federated Co-operatives in Saskatchewan had great difficulty in obtaining supplies of lumber for their seven hundred member associations, and resolved to secure their own mill. Accordingly, in 1945, to assure a steady and permanent source of supply, the Co-op purchased the Shuswap Lumber Company's mill at Canoe and its timber holdings.³⁸ The Co-op has enlarged and

37 There are four other mills in operation at the present time: Holding Lumber Company Limited at Adams Lake; Shuswap Timbers Limited at Sicamous, who obtain about 50% of their logs from their Tree Farm License #33; and two small independents, the Salmon Arm Planing Mills and Tappen Valley Timber Limited.

38 British Columbia, Royal Commission on Forest Resources, Proceedings, 1955, Vol. XIV, pp.6473-6512.

modernized this mill, and the annual cut has been increasing steadily, from 12 million board feet in 1949 to 42 million board feet in 1962.³⁹ The Co-op associations take about 80% of this cut, and the rest is sold on the open market.

The Co-op is fortunate in having this assured market - but guaranteed log supplies, not markets, are the key to continued success in the lumber industry. The Co-op early realized this, and for years has followed an aggressive program of building up its own timber reserves, often through purchase. Here again the Co-op is fortunate, for it is able to finance expansion of its timber holdings (and its mill) with tax-free profits, whereas private companies which must pay the government 50% of their profits find it much more difficult to lay aside sufficient funds to finance expansion. The Co-op acquired some timber berths in its original purchase of the Shuswap Lumber Company in 1945 and it obtained others on the liquidation of R.W. Bruhn Limited in 1949. It has also bought some provincial timber leases, and has applied for but never been granted a Forest Management License (now called Tree Farm License). In the last few years the Co-op has bought out at least seven smaller lumber operations - and their quotas.⁴⁰

³⁹ Federated Co-operatives Limited, Annual Report 1962, p.19.

⁴⁰ The British Columbia Forest Service has set up Sustained Yield Units in Crown timber in the Shuswap area, in which units cutting is strictly controlled and quotas assigned on the basis of the size of the operations of companies at that time. This allocation of all the timber in the S.Y.U.s makes it impossible for a new company to start up unless it buys the quota of an already-existing company. It also happens that often the main asset of an already-existing company is its quota.

Recently the Co-op has joined with Holding Lumber Company and several other large mills in the Kamloops area in plans to build a pulp and paper mill at Kamloops, and in the fall of 1963 the provincial government gave its final approval to the building of this plant. It will be easy for the Co-op mill to send its sawdust and other waste to this proposed mill (eighty miles away by rail), and utilization of this waste will probably add substantially to the Co-op's profits. (One Coast company, Rayonier Limited, makes more profit from its almost complete utilization of former "waste" material than from its sawmilling operations.)

The comment has been made, with some justification, that the Co-op is as much of a monopoly in the Shuswap area as the huge MacMillan, Bloedel and Powell River Company is on parts of the Coast. In the long run, is it good for the Shuswap area to have this one large operation dominate its forest industry?

From the point of view of forest management, it certainly is. A large company, with an up-to-date mill and modern methods, can utilize a high proportion of each log. (One has only to see the huge piles of waste lumber and sawdust lying around the portable mills to understand how wasteful the small operations are.) A large company, interested in maintaining a perpetual supply of timber, is more likely to conserve its timber resources than a smaller

company, much more likely to guard against over-cutting and to see that regeneration of the best species occurs as fast as possible.

From the point of view of the district as a whole, the continuing consolidation of lumbering into several large firms probably is good also. The large mill, with a guaranteed supply of logs and a ready market, is a stable industry, better able to withstand economic recessions and price fluctuations. The large mill provides steady employment for its workers, and a dependable payroll for the district. (In 1955 the Co-op had 180 employees and a payroll which amounted to more than \$500,000. Almost as many men again were employed indirectly by sub-contractors.)

From the point of view of some of the smaller districts and some individuals, this consolidation has meant real hardship. From the earliest days of settlement to the present, especially on the North Shore of Shuswap Lake, many settlers have depended on logging for part if not most of their cash income. This dependence was especially in evidence during World War II and after, when so many small mills were in operation. Indeed, for years many farmers spent more time logging than farming, and let much of their land return to bush. Now, however, there is little employment in the nearby woods for the settlers. Three reasons can be given - recent extensive logging has left little timber standing near the settlements; steadily

increasing mechanization of logging has decreased the number of men required; and the purchase of local small logging companies and lumber mills by the Co-op has often been followed by shut-downs. Thus these former part-time loggers often find they must either leave their immediate district to find employment elsewhere or sit back and become more or less permanent recipients of social welfare cheques.

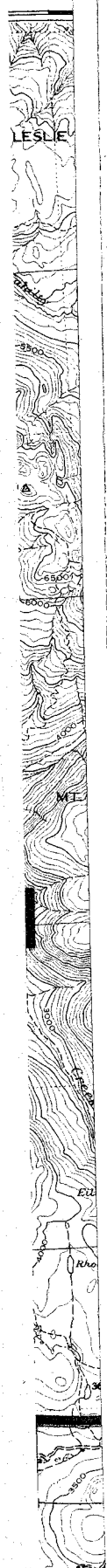
As has been so evident on the Coast in recent years, and increasingly evident in the Interior, there is no future in the British Columbia lumber industry for the small operator. Instead, the future belongs to large companies with good reserves of timber and integrated operations - such as the Federated Co-operatives Limited mill at Canoe.

Chapter Seven

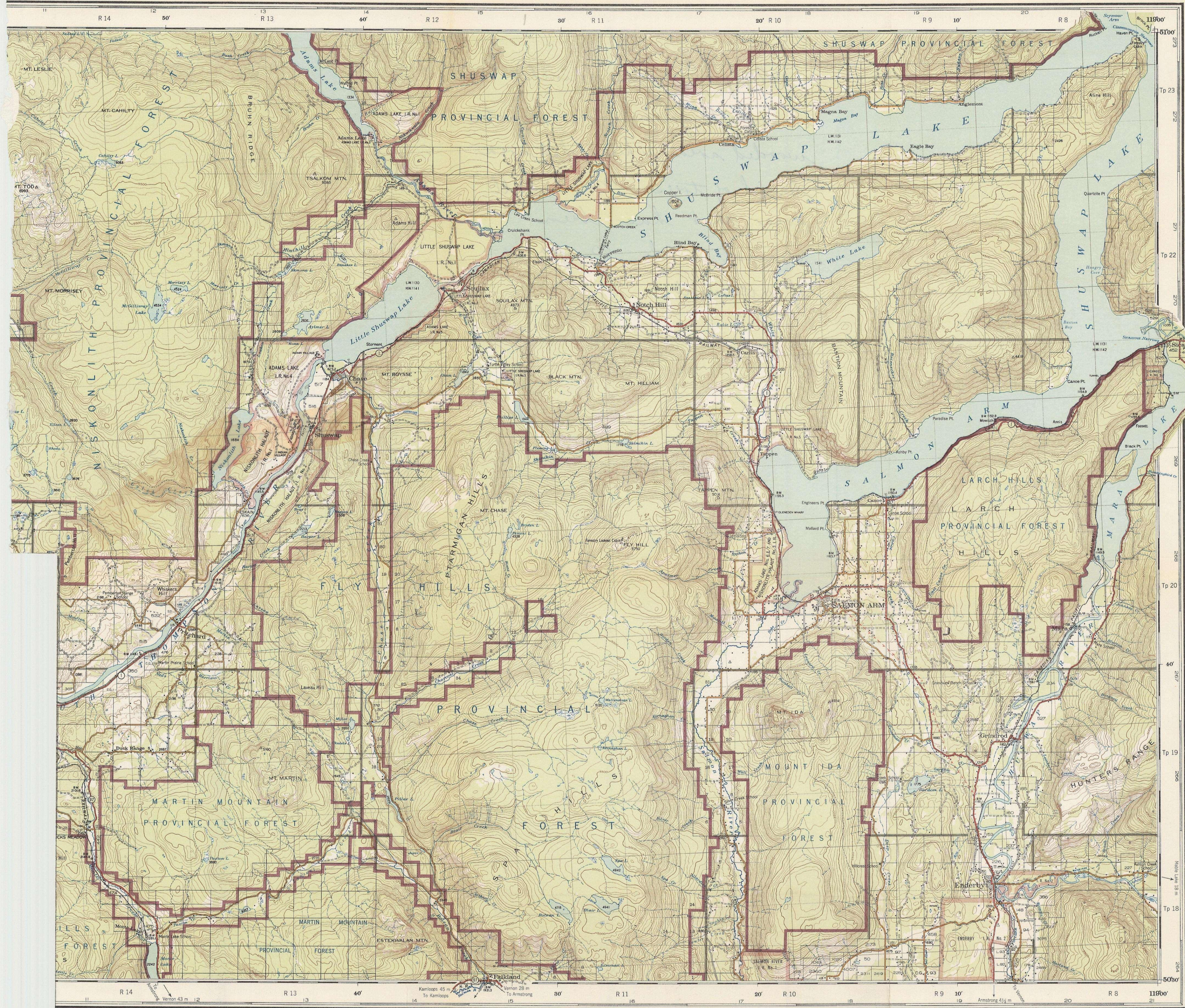
Summary, and the Economic Outlook

One hundred years ago the first agricultural settlement in the Shuswap area started at Shuswap Prairie. This event was soon followed by the Big Bend gold rush which brought thousands of people through the country. Eighty years ago settlement along the lakeshore started. The intervening years have seen the development of two main primary industries, agriculture and lumbering, and sporadic activity in a third primary industry, mining. In concluding this history of the economic development of Shuswap Lake district, let us consider the present state of each of these industries and the prospects each offers for future growth.

There will always be some agriculture carried on in the Shuswap area, but it is unlikely that it will become much more important than it is at present. The explanation is not hard to find - sheer lack of any sizeable area of arable soil. The accompanying map (p. 112a) shows how large a percentage of the Shuswap region remains covered by trees, and what a small area has been cleared of forest growth during the eighty years since the Canadian Pacific Railway was built across the region. The most extensive



Map (2 miles = 1 inch)
on which green colour denotes
wooded area, white that area
devoid of trees. Note small
area that has been
cleared in the 80 years
of settlement.



Compiled, drawn and printed at the office of the Surveyor General, Ottawa, 1934.
Reprinted with corrections, 1945.
Reprinted with corrections at the Surveys and Mapping Branch, Ottawa, 1955.

Reference

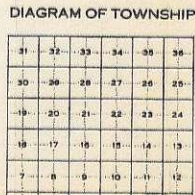
- | | | |
|--------------------------------|------------------------------------|----------------|
| Boundary: provincial forest... | Indian reserve... | township... |
| Railway double track | Station | Along road |
| single track | Siding or stop | Level crossing |
| electric | Narrow gauge | Tunnel |
| Road: class 1, trunk road | Logging road... | |
| 2, secondary throughfare | | |
| 3, local road well travelled | | |
| 4, slightly travelled | | |
| Pack trail or path | | |
| Telephone or telegraph | | |
| Electric power line | | |
| Bridge: stone or concrete | Canal and locks | |
| iron or wood | Irrigation canal or drainage ditch | |
| Swing bridge: iron or wood | Non-perennial lake | |
| Dam: stone, concrete or wood | Marsh, bog or open muskeg | |
| Surveyed line | Waterpipe | |

SHUSWAP
BRITISH COLUMBIA

Scale 2 miles to 1 inch or 1:126,720

Miles 2 1 1/2 0 2 4 6 8 10 Miles

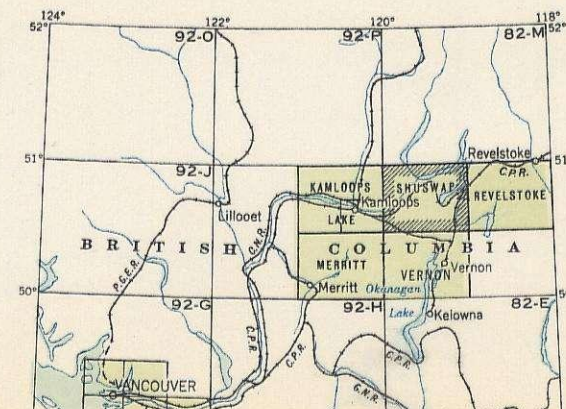
Contour interval 100 feet



NOTE: The grid squares provide a ready method of referring to or locating features. They are four miles to a side and subdivided into quarters by dotted lines. The east and west sides of the squares are not true north and south lines, but have a deflection to the west varying from 2' 15" on the east side of the map to 3' 00" on the west side. Any square is identified by the numbers along the outer border, for example: Mt. Tod will be found in the southwest quarter of square 11-272 and Enderby in the northeast quarter of square 19-265.

Reference

- | | | |
|---|-----------------------|-------------------|
| Falls, rapids, sand, gravel or shingle, wharf | Falls or rapids | Gravel or shingle |
| Non-perennial stream | Woods | |
| Contours | City park | |
| Depression contour | Quarry | |
| Lot number | Gravel or sand pit | |
| Building | Blacksmith shop-rural | |
| School | Garage-rural | |
| Post office | Mine | |
| Telegraph office | Saw mill | |
| Church with spire or tower | Grist or flour mill | |
| Church without spire or tower | Other mill or factory | |
| Triangulation station | Camera station | |
| Geodetic bench mark | Height in feet | |

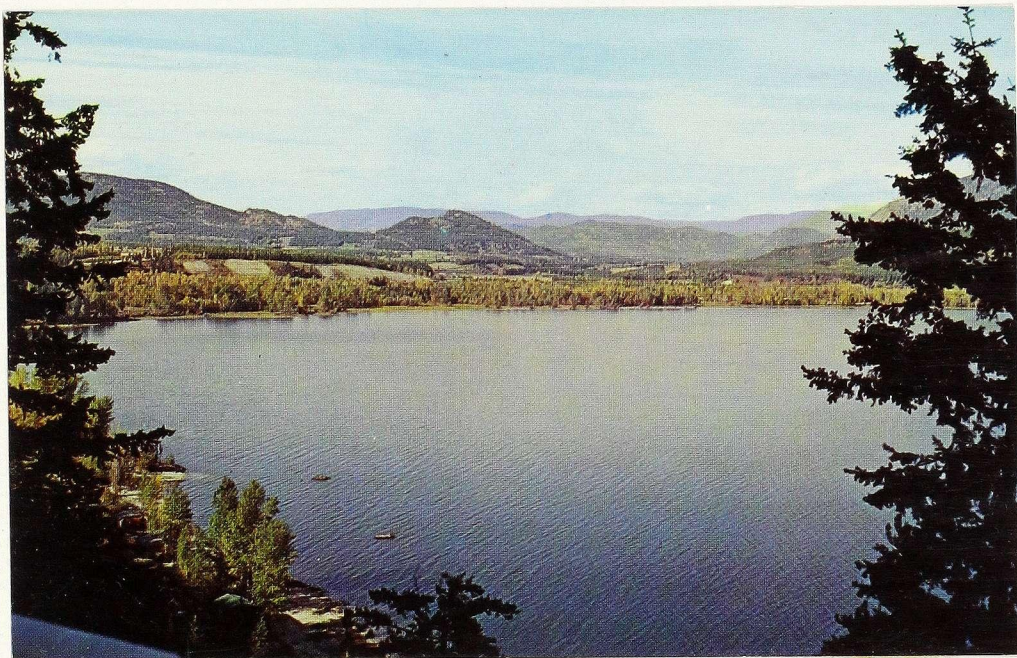


clearing has occurred along the valleys of Salmon River and Deep Creek, both south of Salmon Arm, and on the Chase Flats southwest of Little Shuswap Lake. Here one finds the best arable soil in the district and here the farms have a very prosperous look.

The scattered farms in the more marginal agricultural areas (such as the stretch between Sorrento and Tappen, and the region around Celista on the North Shore) have a very different appearance. (See picture on next page). One is struck by the number of abandoned farms, with brush growing up on once-cleared fields. Most of the farms that are still occupied are now worked only in a desultory manner, although enough farms are being operated by hard-working people to prove that even in these marginal areas it is possible to grow a surprising variety of crops and, with some effort, to sell at least part of them.

Why, then, are so many of these farms not being operated? One reason is that many of them are too small to warrant expenditure on the mechanized equipment necessary for modern agriculture. Some of these farms are small because there is only a limited amount of fertile soil in their locality; others are small because of the unfortunate early subdividing of larger areas into smaller farms, often for fruit farming.¹ Intensive cultivation such as truck gardening in the irrigated valley bottoms is possible, but once again the

1 Salmon Arm Observer, March 19, 1964, p.7, tells of one farm of 137 acres in the Gleneden district which over the years has been broken up into eleven holdings.



Illus. 13.

Looking north from Kualt Hill (near Tappen). Note scattered clearings.

lack of a good-sized market nearby, and the expense of transporting perishable goods over long distances, greatly increases the difficulty of making a profit.

A recent editorial in The Sun² sums up the fate of the small farm today:

...small farms continue to be abandoned. The small B.C. farm, of which there used to be many, usually began as a subsistence operation. Land was free, or at least cheap. The farmer worked part of the year in the mines or the woods, cleared his land and to a great extent lived off it.

That day is gone. Off-season jobs are hard to get. Land costs have risen.

The success of the farmer now depends on a heavy investment and his use of modern power-driven equipment to the limit of its efficiency. For best results, it has recently been estimated, a young man should have \$50,000 to \$70,000 capital to invest if he wants to farm....It [is] taken for granted the day of the small farm, except in certain lines of specialist production, is over.

These comments are as applicable to the farming around the Shuswap region as to that carried on in other parts of the province.

Many of the owners of uneconomic small farms in the Shuswap district are loath to leave the area for they find it an attractive one in which to live. (A survey in 1961

² March 10, 1964, p.4.

among farmers in North Okanagan area, including the south shore of Shuswap Lake, showed that all but 5 of the 241 polled expressed themselves totally satisfied with the area because of climate, scenery, recreational opportunities and their neighbours.)³ Many of these farmers, knowing they cannot make a real living from their farms, realizing they can no longer find work in the increasingly mechanized lumber industry, yet not wanting to leave the area to look for employment elsewhere, become more or less permanent recipients of social welfare. In rural British Columbia, with a home of one's own, a piece of land, and a car (which must not be valued over \$1000) to travel around in, one can live fairly comfortably on social welfare. Some of these defeated small farmers make little attempt now even to keep a cow or to raise their own vegetables. A classic story (and a true one) is of the social welfare recipient in North Shuswap, living on good arable land, who bought even his rhubarb from the local storekeeper with relief money. Obviously he found it too much work to plant a root of rhubarb and let it grow.

Fortunately there are many hard-working farmers in the district. What is the prospect for these? For the dairy farmers, especially those on good-sized farms, the outlook is fairly bright. Though the selling of butterfat is not very profitable on today's market, the sale of fluid

³ Turnbull, Acton and Woodward, Agriculture in the North Okanagan 1961, p.118.

milk brings in good returns. One real advantage for the Shuswap dairy farmer is this - his peak production period (late spring into summer) coincides with the peak demand for fluid milk when the influx of summer residents and tourists adds temporarily to the population.

One type of farming that is growing in importance in many parts of British Columbia, and for which part of the Shuswap area is well suited, is the farm raising (not ranch raising) of beef cattle. The best type of farm for this is one that possesses a sizeable acreage of irrigated hayland, so that multiple crops of forage can be grown for winter feeding of the animals. The farm should also have fairly extensive pastureland for, due to heavy timber cover, the Shuswap area has always lacked good rangeland. Already a number of farmers raise beef cattle either as a sideline or as their main activity and there seems to be a good future in it.

Finally, we may note that there will always be a demand for the small fruits of the district, especially now that the Trans-Canada Highway through the Rogers Pass has made the booming Prairie market much more accessible.

To the first pioneers in the Shuswap district, the country's timber resources seemed limitless - in fact, there appeared to be nothing but timber. Consequently, little care was given to preventing forest fires, and vast

stands of mature timber were burned over. With the opening up of the Prairie lumber market at the turn of the century, the Shuswap forests came to be valued and more care was paid to their preservation. This change in attitude was not unique - it occurred all through the province. But the forest reserves of the Shuswap were not as great as had appeared on the surface - great areas had been swept by fires, and many large stands were so heavily infected with Indian paint fungus and yellow root rot that only about 50% of the trees could be salvaged.

In the early days, with the opening up of the country and the growing settlement, there was always a certain local market for lumber. When the large demand coincident with the homestead rush occurred on the Prairies, the Shuswap lumber industry had a decided advantage over the great coastal lumber concerns, for the Shuswap mills were 350 miles closer to the Prairie market. This boom in the lumber business on the Prairies faded with the outbreak of the First World War but, since the end of the Second World War, with the growing population and economic activity in the western provinces, and with the generally high sustained demand for lumber both in North America and overseas, the outlook for a good permanent market for Shuswap lumber, shipped east by rail, has remained good.

With this relatively bright prospect as far as markets

are concerned, can the Shuswap district look forward to much expansion of its lumber industry? The answer is in the negative. Here again, as in agriculture, the resources of the area are limited. Already the full annual allowable cut is being taken from most of the sustained yield units.

Although mining had an early start in the region, and has been intermittently carried on right up to the last decade when test holes were being sunk in the Adams Plateau area, there seems little hope that it will ever contribute substantially to the economy of the area. The explanation is simple - the area is not a heavily mineralized one. Ores have been found in a few locations (Adams Plateau, Cotton Belt and Mount Ida), and some developmental work has been done, but invariably the decision has been the same - the ores are too low in grade to overcome the high cost of developing the properties and shipping the ores out to a smelter. And unless there are spectacular new mineral discoveries, the mining industry in the Shuswap area has little future.

The few secondary industries of the Shuswap (the lumber mills, the creamery, and several smaller plants handling agricultural produce) process the area's primary products; and as there is no prospect of greatly increasing the output of these primary industries, there is small likelihood that secondary industries will expand much.

Although the primary and secondary industries have achieved no great momentum in the Shuswap region, the district has been making progress since the Second World War, slow but unmistakable progress. Perhaps as good an index as any to the economic activity of a region is a list of the opening and closing of banks. The following is the record of the banks in the Shuswap area:⁴

<u>Banks</u>	<u>Opened</u>	<u>Closed</u>
<u>Chase</u>		
Imperial Bank of Canada	1910	1932
Canadian Bank of Commerce	1954	
Royal Bank of Canada	1956	
<u>Salmon Arm</u>		
Bank of Hamilton	1906	(Amalgamated with Bank of Commerce 1923)
Canadian Bank of Commerce	1911	
Bank of Montreal	1929	1931
Bank of Nova Scotia	1950	
<u>Sicamous</u>		
Bank of Montreal	1955	

This list is interesting. Four of the eight banks mentioned have opened since 1950. Obviously there has been a general opening up of the country since 1945, a growth which cannot be fully explained by increased activity in the primary industries - although these have played a part.

4 Letter from A.C. Jenkins of Regional Office, Canadian Imperial Bank of Commerce, Vancouver, dated October 16, 1963.

The real economic progress is occurring in the tertiary industries, especially the services catering to summer residents and the tourists. Of primary importance is the great improvement that has been made in the highway system. The Trans-Canada Highway is of immense importance to the Shuswap area for, cutting through the centre of the region as it does, it not only links together local settlements, but funnels through the Shuswap a torrent of trans-provincial and inter-provincial traffic.

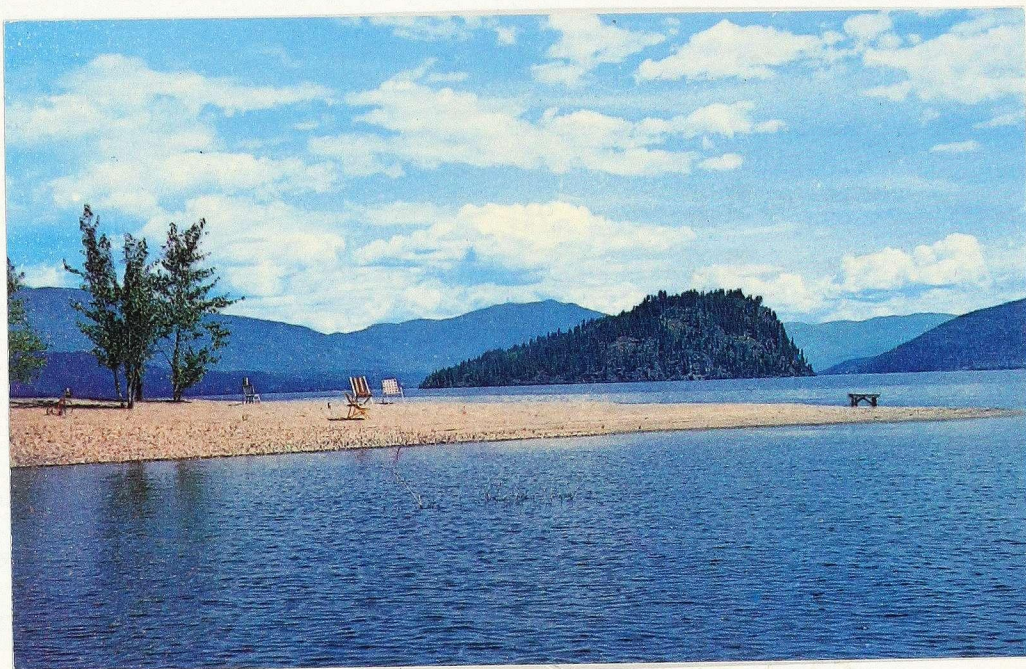
The end of gasoline rationing in 1945, the ever-increasing ownership and use of automobiles, the better highways, have ended the comparative isolation of many Shuswap communities. People residing on the North Shore of Shuswap Lake can now drive the 42 miles into Salmon Arm within an hour. The three main centres of Chase, Salmon Arm and Sicamous, becoming more accessible for residents from a wider rural circle, are offering more services - medical and dental, commercial and recreational. Drive-in theatres and even bowling alleys are now an important part of the Shuswap scene.

Shuswap Lake has long been known for its scenery, and its combination of natural beauty (in some parts very much like that of the English Lake District) and good climate is in itself a natural resource. There were cottages around Shuswap Lake before the Second World War. After the war many more summer cottages were built, also an increasing

number of homes intended for around-the-year living after retirement from careers in the city. Among the factors accounting for this activity are the increasing affluence (and numbers) of the city dwellers in British Columbia who want to escape to the country; the movement northward of Americans who cannot find (or afford) lakeshore in their own country; and the notable invasion of well-to-do Albertans and Saskatchewanians who have found that the improved highways have brought Shuswap close enough to warrant having their summer homes there.

With the improving highway systems, more tourists have had an opportunity to see the Shuswap region, a trend that was enhanced when the provincial government opened in the late 1950's the attractive Shuswap Lake Campsite at Scotch Creek, containing over 269 camping units. (See picture on next page.) A number of these tourists have been so impressed by the area that they too have become owners of summer homes there. And of course there is an increasing number of commercial resorts on the lake catering to tourists. When, in the early 1950's, the provincial government wisely stopped the further alienation of waterfront property throughout the province, this order accelerated the increase in prices for waterfrontage.

One of the features which has made Shuswap increasingly favoured not only by tourists but by elderly persons



Illus. 14-

Looking east from the beach of the large Shuswap Lake Public Campsite. Copper Island in centre of picture. This type of scenery, combined with warm summers, attracts many summer residents and visitors.

seeking peaceful rural retirement has been the introduction of electric power to much of the area. Power was distributed in Salmon Arm by 1914⁵. Sicamous received it in 1929. The other areas had to wait longer. Service was extended to other settlements in the following years:

Sorrento	1948
Blind Bay - Silvery Beach	1949-50
North Shore	1957
Blind Bay - Eagle Bay	1963 ⁶

The momentum of the development of Shuswap Lake as a summer colony and a favourite stopping-place for tourists was greatly increased with the opening of the Rogers Pass highway early in August 1962.⁷ Suddenly the traffic on the highway, both private and commercial, grew enormously. A tally taken at Rogers Pass from April 1st - December 31st, 1963, showed that 474,750 cars and trucks, and 1,500,000 people travelled over that route in the nine month period. The Shuswap Lake area is admirably placed (halfway between Vancouver and Calgary) to cater

5 Doe, History of Salmon Arm 1912-1944, p.2.

6 Letter from W.S. Cawsey, B.C. Hydro foreman at Salmon Arm, March 13th, 1964.

7 The Rogers Pass section is 91 miles long, built to a high standard through difficult but very scenic country. It bypasses the notorious 180 miles of the terribly rough and not very scenic Big Bend Highway.

8 Salmon Arm Observer, February 6th, 1964, p.9.

to much of this traffic, to supply sleeping and eating facilities for the tourists, and to provide service for their cars. Within the last three years, millions of dollars have been invested in the area to increase these facilities.

What does all this new activity mean to the Shuswap area. It means a very great deal to a region whose agricultural possibilities are limited by its lack of large areas of fertile soil and its distance from markets; whose lumbering possibilities have been almost fully realized; and whose mining possibilities have never been bright. Retired people from other areas are coming to the Shuswap to make their homes, bringing with them their savings and the income of their pension cheques. The growing number of summer residents also increases economic activity for a part of each year at least - the local general storekeeper, service station operator, carpenter and electrician are kept busier. The ever-mounting number of tourists (the increase in those from the Prairies is amazing) means much more turnover of money in all centres, not only for meals and shelter, but also in groceries, drug stores, hardware stores and sporting goods stores - in fact, right through the community.

Perhaps the most attractive side of the new development is this: the Shuswap area, whose economic growth was held back for many years by the relative lack of rich natural resources, is now capitalizing on one of the area's prime assets - its lovely scenery, good climate, hundreds of miles of lakeshore - assets which (with a little care) are indestructible and which will continue in the decades ahead to attract people.

Appendix

Shuswap Place Names

Adams Lake - Named after an Indian chief Sehowtken who was baptized Adam by Father Nonili in 1849.

Albas - Original name was Celesta Creek, but too much confusion with Celista Post Office. Renamed Albas, after Al Bass, an early trapper who lived there.

Aline Hill - after Aline, a daughter of Major C.W. Mobley.

Anglemount - a mass of high land opposite Cinnemousun Narrows which, when viewed from a distance, has a plateau-like appearance.

Annis - A contractor during C.P.R. construction

Anstey Arm - Named after Francis S. Anstey, a settler in 1889.

Ashby Point - after an Englishman, John Ashby, who lived there, a man very active in the Conservative party.

Bruhn Creek and Ridge - after Rolf W. Bruhn, prominent lumberman, M.L.A. and provincial cabinet minister who lived first in Salmon Arm and then in Sicamous.

Bryden Lake - Bryden & Johnson ran an early sawmill in Salmon Arm.

Canoe - Indians used to do a lot of fishing there, and there was a good beach to land their canoes at Canoe Creek.

Cape Horn - A stormy spot on the lake.

Carlin - after Michael Burns Carlin, a Golden lumberman in the 1880's and 1890's and manager of the Columbia River Lumber Company which had a mill near Carlin.

Celista - When a post office was to be established, the names "Fowler's Landing" and "Sunnydale" were suggested, and a controversy followed. Mr. John Riley Sr. looked at a map and noticed Celista Creek was not too far away, so that name was chosen. Origin of name Celista not known.

Chase - named after Whitfield Chase who settled near there in 1865 and by 1880's was the largest landowner in area.

China Valley - A big farm up the valley was cleared by a Chinaman, and valley named after him.

Cinnemousun Narrows - Shuswap word meaning "the bend" or "the centre pass".

Copper Island - Shuswap name for it "Hoom-a-tat-kwa" meaning "sitting in the water". There have been copper claims on the island.

Corning Creek - after Corning, an assistant engineer of Public Works Department who had a homestead near it.

Crowfoot Mountain - has three ridges on it, similar to a crow's foot. Now officially Mobley Mountain.

Eagle Pass and River - named by Walter Moberly in 1865 who was at the mouth of the river, and saw some eagles fly up the valley. He thought the valley might lead him to a pass through the Monashee Mountains and explored it a short time later, finding the much desired route and naming it for the eagles which gave him the idea.

Engineers Point - place where engineers in charge of CPR construction had a camp for some time.

Fly Hills - well known for their flies (and mosquitoes).

Fowler Mountain - locally known as Grizzly Mountain. After Harry Fowler, earliest settler around Celista who had a farm up on a beaver meadow on Meadow Creek.

Fraser Bay - after two brothers (Harry Fraser was one) who took up land there.

Gazelle Creek - after an old German artist who lived there and built a cabin on fine sandy beach; soon tired of it and built another behind, and still a third.

Gleneden - lovely fertile valley.

Hazel Creek - after C.W. Mobley's daughter Hazel.

Henstridge Prairie - after Billy Henstridge, "Billy the Trapper" who was first resident of Sorrento which was in early days known as "Trapper's Landing". Henstridge had a trapline in the Adams country.

Herman Lake - A German, Henry Herman, had a farm by lake.

Hlina Bay and Creek - after Hlina, an Austrian, who homesteaded for a time back of Fowler's meadow. Creek known locally as Meadow Creek.

Hudson Creek - two Hudson brothers lived near Anglemount.

Hum-a-milt Lake - Shuswap language for "whitefish".

Hunakwa Lake - Shuswap for "one lake only".

Jade Mountain - jade has been found on the mountain.

Kernaghan Creek and Lake - Kernaghan family ran a mill at mouth of Kernaghan Creek.

Knight Creek - Captain Knight, a retired English army officer, lived there.

Kualt (or Kault) - name given to Genelle mill located about one mile east of Tappen station at edge of lake. ~~Maning~~ cold? - in shade of Granite Mountain in afternoon.

Kwa-ow-oot - Shuswap for the "bay".

Lee Creek - early settler there was Lee.

Loftus Lake - C.P.R. man Loftus homesteaded in region.

Magna Bay - used to be called Steamboat Bay. When a post office was to be put in, several names suggested to the Post Office Department were not acceptable, so they proposed Magna Bay.

McBride Point - Tom McBride was an old settler there.

McLeod Point - McLeod was a skipper of Adams River Lumber Company boat on Adams Lake.

Mara Lake - J.A. Mara was an active businessman in Kamloops and Shuswap area for many years, and at one time his company ran steamboats from Kamloops, up through Mara Lake to Enderby.

Mowich - Chinook for "deer"

Mobley Mountain - after C.W. Mobley, early settler at Sunnybrae, later with Dominion Forest Service at supervisor at Salmon Arm, later big game guide. Overseas with forestry unit in World War II. Died 1964.

Mount Hiliam - after General Hiliam, World War I hero, who before war lived at Scotch Creek, afterwards at Sorrento.

Notch Hill - there is a curious notched effect in nearby hill.

Pisima Mountain and Lake - often called McConnell, after an Adams River Lumber Company timber cruiser.

Palmer Creek - after Palmer, early settlers in Salmon Arm.

Ross Creek - J. Ross, Dominion Land Surveyor, did a lot of work in the area before World War I.

Salmon Arm - in years gone by large runs of salmon went up rivers and creeks emptying into this part of Shuswap Lake. Indian name for area was "Shi-whoots-i-matl", meaning "many soap berries".

Seymour Arm - probably after Governor Seymour.

Shuswap - Indian name for tribe.

Sicamous - Shuswap for "in the middle".

Skimikin Lake - Shuswap for "back of the mountain"

Sorrento - named by J.R. Kinghorn after Sorrento, Italy, where he and his bride spent their honeymoon.

Spallumsheen - Shuswap for "edge of the opening".

Squilax - Shuswap for "black bear".

Stegumwhulpa - Shuswap for "knotty limb".

Sunnybrae - when school district formed it was necessary to have a name, so C.W. Mobley chose this one.

Tappen - sub-contractor during C.P.R. construction days. Indian name for Tappen Bay is "Silketwa", meaning "wide bay". Indians would often shoulder their canoes at Blind Bay and take a short cut overland to Tappen Bay.

Vella Mountain - after still another daughter of C.W. Mobley, Vella. Formerly called Little Bastion.

Wallensteen Lake - after Karl Wallensteen, for many years employed in area by Dominion Forest Service.

White Lake - very pronounced white ring around edge of lake due to lime.

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III. Personal Enquiry

1. Personal Interviews (during last two years)

Beguelin, Mrs. A.

Bell, Mr. and Mrs. Fred

Bristow, Mr. R.A.

Carter, Mr. A.C.

Collings, Mr. Guy

Davidson, Mr. and Mrs. Joe

Doe, Mr. Ernest

Herring, Mr. and Mrs. W.

Kappel, Mr. Frank

Mobley, Major C.W.

Reedman, Mrs. John

Ruth, Mr. Percy

Turner, Mr. & Mrs. Ed.

Wallensteen, Mr. Karl

Woodward, E.D.

2. Enquiries by Letter

(a) Individuals

Bristow, Mr. R.A.
Doe, Mr. Ernest
Jenkins, Mr. A.C.
Kappel, Mr. Frank
Mason, Mr. R.R.
Nelson, Mr. G.H.
Orchard, Mr. C.D.
Reedman, Mrs. A.
Turner, Mrs. E.

(b) Others

British Columbia Government

- Department of Agriculture Provincial Horticulturist
- Bureau of Economics and Statistics
- Department of Lands and Forests
 - British Columbia Forest Service
 - Geographic Division
 - Legal Surveys Division
 - Water Resources
- Department of Recreation and Conservation,
Game Department.

British Columbia Hydro Office at Salmon Arm

Canadian Pacific Railway Company

Federated Co-operative Mill at Canoe

Shuswap Timbers Limited Mill at Sicamous

IV. Maps

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