



Kicking Horse Mountain Resort Landscape Design Rationale and Guidelines

APPENDIX 2 - HISTORY of GOLDEN

Looking into Golden's history you realize how diversity really is the name of the game. It's not cut and dry with one or two main industries and one or two main nationalities of settlers coming to influence the culture here. Golden had the very first Sikh Temple in North America in the 1880's, we've had Chinese settlers, Italian people, Slovakian people, people from Switzerland, Sweden, Holland, Finland, Germany, Great Britain, and pioneers from the east and south. People came to build a community, to prospect, to build railways, roads, steamships, to log to aid in the building of these things here and around B.C, Alberta and farther. People came to raise families, to hunt and fish, to explore the wilderness, develop mountaineering skills, and, of course, to ski. In this document we want to paint a picture of our beautiful pristine valley, what has taken place here over the last 200 years that has influenced the natural, cultural, and economic history. We want to show how the area has changed with the opening of accessible routes into the area via rail, steamboat, and highways. Since the history is so diverse this document will focus on these things especially considering the west bench and the area surrounding KHMR so that KHMR can best reflect the history of which allowed it to come into fruition.

Early 1800's

There is not a lot of native history in our immediate area as there was not much game in the area and winter travel was difficult due to the large amounts of snow.

Wildlife was not considered abundant; moose was the dominant ungulate species through the 1800's to the mid 1900's with the occasional caribou.

Fall 1800

La Gasse and Le Blanc, employed by David Thompson, and guided by the Kootenay were the first non-native people to cross the mountains to the Columbia River and pass through what is now the town of Golden.

1806

Jaco Finlay, with his family and small crew came through our valley clearing a trail through Howse pass and down the Blaeberry to the Columbia, where he built canoes to prepare for the arrival of David Thompson and his party the following year.

1807

On May 10th, David Thompson, his wife, two small children, Finan MacDonald, his chief clerk and his crew, a total of fourteen people, left Rocky Mountain House to arrive and camp at what we now know to be Moberly Marsh on June 30th. More detail of his visit can be found in Columbia Journals, at the Golden Library. He did name two features, the Rapid River, now the Kicking Horse River and Swan Lake, now Cedar Slough or McBeath Slough. Their team is described to be near starving, as they had not found game for sometime, so Thompson, seeing the waterfowl, shot nine swans to feed his team hence the name, Swan Lake. Quote from Golden Memories 2000: Game animals must have been scarce on the upper Blaeberry as on June 26th he (David Thompson) records *"Gave the men a large dog of which they made a hearty meal."*

1811

David Thompson's men killed a big tawny cat, which was meticulously measured and was obviously a cougar.

1858

After Thompson, travel through our area is not very extensive until the Imperial Government sent out an expedition led by Palliser to find a feasible route through the mountains for a roadway for settlers to access the province and to find agricultural and mining lands. One of the members of the expedition, a geologist, Sir James Hector is responsible for the naming of the Kicking Horse River. In a desperate attempt to find food, he and his native guide, Nimrod ventured into the valley made by the Kicking Horse River.

From Hector's Journal August 29, 1858 quoted from Golden Memories 2000:

Journal Entry Quote

For the last few days, since leaving the lakes, our horses have fared badly, as there is no fine grass in the valley excepting the swampy bottom, but there it is too soft for them to feed. Their legs are also getting very badly cut by the constant leaping and scrambling over the fallen timber, so that on the whole they have their tempers and patience tried a good deal. ...There is a fall about 40 feet in height, where the channel is contracted by perpendicular rocks.

A little way above this fall, one of the horses, to escape the fallen timber, plunged into the stream, luckily where it formed an eddy, but the banks were so steep that we had great difficulty in getting him out.

In attempting to recatch my own horse, which had strayed off while we were engaged with the one in the water, he kicked me in the chest, but I had luckily got close to him before he struck out, so that I did not get the full force of the blow. However, it knocked me senseless for sometime.

This was unfortunate, as we had seen no tracks of game in the neighbourhood, and were now without food; but I was so hurt that we could not proceed further that day at least. My men covered me up under a tree, and I sent them off to raise something to eat.

August 31, 1858

After travelling a mile along the left bank of the river from the N.W., which because of the accident the men had named Kicking Horse River, we crossed to the opposite side. It was 90 to 100 yards wide, and almost too deep to ford. The motion on horseback gave me great pains, but we managed to get along slowly till noon.

Because of Sir James Hector's discovery, the C.P.R. decided to follow the route of this Kicking Horse River to where it joins the Columbia at Golden.

1882

Golden was known as the Cache.

1883

With the construction of the railway through Golden many large fires, which burned on the northeast side of the river between Golden and Donald, resulted in changes and displacement of wildlife habitats.

Game is still not abundant as camps at Field, Golden, Donald and Roger's Pass shipped in buffalo meat from the Prairies.

Mr. Baptiste Morigeau and his native wife opened the first trading post.

1884

Canadian Pacific Railway is built through Golden.

The Cache is renamed Golden City, in competition with Silver City which is now near the area of Banff.

1885

The first sawmill, Glacier Lumber Company at the junction of 6-mile creek and Beaver River was opened with the first timber license for the area, which was in quartz creek. Mule deer was the main food source hunted with the occasional moose.

1886 - 1914

The Steamboat era started with the first voyage headed by Capt. Frank Armstrong on the Duchess May 8th 1886. He started at Columbia Lake where he had grown potatoes and sold them in Golden for \$140.00/ton. As said by Honorable R Randolph Bruce:

Quote

"He was the sort of man who never got stuck no matter what the obstacles. He bumped a lot of scenery on the Columbia, but he always got through."

The Steamers ran from Golden up to Columbia Lake down the Kootenay to Jennings Montana, over 300 miles. Golden Memories 2000:

Quote

"Many excursions on the Columbia river were enjoyed by the school children of Golden. They would assemble at the wharf where Captain Armstrong would board them on the steamboat, and they would travel the beautiful Columbia, stopping to have a picnic lunch along its banks."

Quote from Steamboat days on the Upper Columbia and Upper Kootenay By Norman Hacking:

Quote

"Old-timers nostalgically say that the years when the steamboats ruled the rivers were the happiest and most prosperous years in the valley."

It was fitting that Capt Armstrong was in charge of the last commercial voyage on May 20th 1920 aboard the vessel "Nowitka"

1887

Capt Armstrong of Columbia River Steamboat fame, owned a water-powered sawmill at 12 Mile Creek that was known as "The Little Mill". Later another mill was built in the southwest of Golden near the Columbia River; it was later torn down and replaced by a larger one, which was destroyed by fire. A larger and better mill took its place. This is the beginning of the Columbia River Lumber Company, (C.R.L.)

**Late 1880's
and 1890's**

Many businesses, hotels and other services start up including the first newspaper, The Golden Era.

1893

The first Hospital was opened

1895

The earliest records of school life with forty enrolled students were held in various places. Mrs. Margaret Gould even recalls school being held in a boxcar.

1897

In April a locomotive was purchased by the C.R.L to facilitate harvesting. It ran from Cabin Creek to Nicholson with the headquarters at the beaver pond. Logs were harvested all winter long and transported by train to the Columbia River in Nicholson where the bridge now sits. They were stacked on the ice until spring when massive log drives took place. Driving the logs took an immense amount of skill and agility and the Columbia took its toll of such men. On many drives a log raft was made on which sat a board cookhouse. One such raft became known as the ark. Men lived in it as it followed the drive down river. They drove the logs to the C.R.L mill at Golden.
Upper Columbia Navigation & Tramway Company was incorporated.

1899

The Swiss Guides start arriving to work for to C.P.R. co and they were stationed at Lake Louis, Field and Glacier.

1900

The first Government Agent office.

1902

The C.R.L. was the largest holder of standing timber and had an annual output of 25 million board feet per year. It owned and operated mills at Golden, Beaver, Kualt and Notch Hill. It also owns the Upper Columbia Navigation and Tramway Co. It supplies the town with electricity. At its peak the C.R.L. employs 600 men in B.C. AB and Sask.

1906

Gottfried Feuz and Edouard, two Swiss Guides, became the first members of the Canadian Alpine Club.

1911

The C.P.R. Completed housing for the Swiss Guides at Edelweiss (Swiss Village) so that the guides would bring their families and live here year round rather than migrate back to Switzerland each winter. We think the voyage would have taken six weeks each way.

1912

The C.R.L.'s subsidiary company The Upper Columbia Transportation Co. transports passengers and freight between Golden and points on the river by steamer. C.R.L. also controls the Golden Light, Power and Water Co.

1914

Populations of Mule deer increase and the first sightings of white tail are seen on the North Bench.

1915

Kootenay Central Railway linked Golden with the crow's nest railway in southeastern B.C.

1916

First pair of skis handmade by Ole Oberg. They are in the Golden Museum.

1919 - 1920

As the railway has been extended to the vicinity of Donald, all C.R.L. railway equipment is moved to Donald.

1920's

A marked increase of mule and white tail deer populations and the first Elk was shot N.W. of the Swiss Village. The hunter could not identify the species, as it was the first he had seen. Goat was abundant in their historical ranges, which were Mt. Hunter, North fork of Hospital Creek, south side of Mt. Steven and Canyon Creek. Grizzly and black bear populations remained static. Cougar and Wolf sightings were rare.

1922

The highlight of the valley agriculture was the development of a creamery, which produced butter, ice cream, buttermilk and of course table cream.

Sid Fuez is born. His grandfather was with the first Swiss Guides to arrive from Switzerland. His family lived in the top house at the Swiss Village, which has been maintained to the same vintage as when it was built.

1926

Dry weather was causing forest fire weather to rise. A fire started on the east side of the Columbia River and spread to west bench, destroying standing timber, stored timber and equipment. The many fires burned from Donald to Parson. As quoted in The Golden Star July 23rd, 1926; "Park officials, dominion and provincial fire rangers aided by the rail men, lumbermen and every available able-bodied settler are doing their utmost to control the situation." It needs 36 hours of heavy rain to come under control. The fire burned so hot and for so long that it sterilized the soil and nothing grew for many years on the west bench. Many people skied on the west bench after the fire as it was all cleared.

The beginning of the building of the Kicking Horse Trail from Field to Golden starts after the completion of the road from Calgary to Field. Building of the Kicking Horse Trail was an engineering feat within itself, they used bridges to cross back and forth across the valley to build the best possible route. 600,000 feet of lumber was used to build it and the completion of this section meant the public could now view many sites previously unavailable.

1927

The C.R.L. ceased production as all the timber was lost in the fires of 1926. They were able to keep selling off the remainder of drying wood. Smaller mills in the area had to also shut down due to the lack of accessible timber.

1928

Sid Fuez's father had the first car at the Swiss Village and by 1929 all the families at the Swiss Village had cars and they all learned to drive on the Swiss Village Road.

1929

The C.R.L. sold off the rest of the equipment and closed its Golden office for good.

1920's & 1930's

Jim Sime who was born in Golden in the 1920's remembers the first ski hill located behind the Swiss village. The Swiss guides taught many people to ski there on handmade wooden skis with no edges and leather toe straps for bindings and a jack pine pole between the legs for steering. Sid Fuez remembers half of Golden learning to ski on the hill behind the Swiss Village which was all cleared by hand. The snow lasted quite long as the hill faced west. With no proper road into Golden, no electricity and the men away guiding or maintaining the C.P.R. lodges in the winter, Sid remembers life in the Swiss Village being an unbelievable amount of work. The women, arriving here from a much different life in neat Swiss towns, were left to do all the work and raise the children. Sid was one of eight children. He would also go with his dad and uncle to help maintain the lodges in the winter, shoveling snow off the roofs and hauling ice for the Château Lake Louise. He says they would haul by hand 200 to 300 tonnes of hand cut ice blocks from the Lake to put in the cold rooms of the Château each winter.

The Depression 1929 - 1935

The majority of Golden's population lived mainly off the land during this time. Hunting, fishing, trapping, and gathering were by far more prevalent than spending earned wages of which there were few. Jim Sime remembers spending days by crossing a plank foot bridge across the Columbia from the riverboat wharf and hiking up through the burned west bench, to the CRL railway line and up to the present location of KHMR and picking Huckleberries. He says this was partaken by most of Golden. He also mentions a homestead located at the right hand turn to Cedar Lake which was grazed by horses brought by natives who came berry picking as well. With onset of the depression to the fifties the forestry industry was dominated by small and very small, mainly portable, mills employing one to five people.

1938

Sid Fuez started guiding at Temple Lodge at age sixteen.

1939

The Schiesser family introduces skiing as a pleasure sport in the Moberly. During the 2nd World War skiing became part of the recreation at the Moberly School. Sunday Skiing became a community activity forming the Moberly Ski Club.

January

Dan McRae, Bill McRae and Jim McDonald of the Revelstoke Ski Club arrive in Golden after skiing the 183-mile distance over the Big Bend Highway. It took them 15 days.

February

The Selkirk Runners, Golden's first ski club organized an exhibition at the "Vachon Place" for slalom and down hill races.

1930's & 1940's

White tail deer were increasingly abundant. Columbian Black Tail Deer were present in the valley since 1938. The migration of the Elk commenced in the 1930's and populations spread rapidly. In 1937 a large six point elk was shot on the present day Golf Course. Big Horn Sheep have been migrating into the valley at least since the 40's. A cougar was killed below Moberly Mnt. In 1936 the first recorded wolf sightings were from the Bush River.

1929 - 1940

Construction of the Big Bend Highway was started in 1929 mainly for two reasons. The first was to make-work and the second was to provide a motor route between Golden and Revelstoke. Before this highway was built, motorists that came to Golden would ship their cars by rail to Revelstoke.

1940

The Big Bend Highway opened in June of 1940. It was dedicated for public use. T.D. Pattullo, premiere of B.C., officially opened it.

1948

Sid and Ron Fuez are the first to ski to the top of the west bench. They left home at 4am in - 18-degree weather in mid January. They crossed the Columbia and skinned up. They had lunch at Tom Sime (Jims Dad) trappers cabin then followed the ridge to the top. It took eight hours to reach the top. He has since skied to the top of every one of the peaks. They repeated the trip in March.

Elk, mule deer, white tail deer and moose finally took up residence on the west bench, as it was recovering from fires in the 20's.

1950's

By this time, elk had colonized every suitable habitat in the Columbia Valley.

1956

Moberly Ski Club amalgamated with the Golden Skiers.

1957

Golden is incorporated as the Town of Golden with the first Mayor, George Marrs.

Late 50's & 60's

The hay field at Morris's farm becomes "The Golden Ski Hill". A small motor on a toboggan powered the first tow and later they used a car to accommodate the amount of skiers. Morris's farm is just west of the Swiss Village.

1962

The official opening of the Roger's Pass made the Trans Canada Highway truly trans Canada twelve months of the year.

1967

Planning started for a ski hill on Mount 7 that was built mostly by volunteers and the Golden Ski Club, which ran a towrope until 1979. Sid Fuez says the snow pack on Mount 7 was unreliable and would be melted some years as early as February 15th. There was also a ski hill where the gravel pit is by the rodeo grounds but again the snow didn't last.

1970's

Wolves are seen frequently.

Early 1980's

A new ski society was formed and looked at the Whitetooth area. Sid Fuez pushed like hell to get Whitetooth as the terrain and snow pack made the perfect location.

Mid 1980's

Packs of six or more wolves hunted the islands above the river west of Golden.

1984

The Golf Course under the stewardship of Roger Ross was able to secure the land and develop the first real Golf Course in modern Golden. One of the fundraisers to note took place in late September when Roger Ross, Muzzy Greco, Lil Dewar, and Mike Ross set off from Parson on the world's longest hole of Golf. 10 hours later when they completed the 20.25-mile long golf hole in the rodeo grounds. They had raised a much-needed five thousand dollars for the Golf Course.

1986

In May The Golden Golf & Country Club opened 9 holes, which has since been expanded to 18 holes. The Golf Course also resulted in the building of a new bridge across the Columbia, which made accessible the Dogtooth Range. A group of locals including Duane Crandall, John Kemp, Mike McKnight, and Phil Taylor met in the town council chambers to resurrect the idea of a community ski hill for Golden. Through the dedicated efforts of Mike McKnight and his group of dedicated volunteers to work out the logistics and mechanics of developing the raw land into a ski hill and Duane Crandall to work out the legalities and the arrangements for land tenure with both the Columbia Shushwap Regional District and the Province of B.C. the ski hill

went from concept to blueprint that could be sold to the community for support. Due to the logging industry as it enabled the building of the bridge and the roads to access Whitetooth. A referendum showed community support for the idea and on December 26th Whitetooth Ski Area opened.

1987

The down town revitalization beautification project was completed which removed all the over head wiring from the down town, created wider sidewalks and beautification in the down town and on tenth avenue on the south side of the Kicking Horse River.

In the early eighties CP Rail was looking for a place to build a coal car repair facility and Golden and areas' politicians lobbied hard and convinced the powers that be that the wide flat valley which stretches alongside the Columbia River in the Town of Golden would be the ideal location for the large six car facility. An enormous project resulted in moving a mountain of material from the East side of Highway 95 by Reflection Lake and filling in the marginal land adjacent to the Columbia River to create a gigantic rail yard with 16 miles of track and housing a state of the art coal car repair shop. The \$50 million dollar project was completed in April of 1987 and created 120 permanent jobs in the town.

1994

A renovation project was undertaken up on the Trans Canada strip, which resulted in a much needed face lift and identity for that area.

1997

By this time Whitetooth has unlimited potential and there is much interest in B.C.s best kept secret. The town holds a referendum for the proposed sale to Golden Peaks Resort Inc. It is decided with a 93.8% yes vote.

2000

The final agreement is signed for the sale of Whitetooth to Kicking Horse Mountain Resort.

2004

Sid Fuez still goes hiking, climbing, skiing and heli-skiing. He was a heli-ski guide for 30 years for Purcell Heli-skiing. He says that all but one of the Fuezs lived till there 90's. He is a wealth of knowledge on the history and terrain of skiing in our area. He is a huge advocate for the skiing industry, and the outdoor lifestyle. Also, much of the artifacts and history are in the Banff Archives and the Golden Museum for further research into skiing in our area. Sid Fuez says that this is the best ever season for skiing at KHMR.

This document is a brief over view of many topics affecting the town of Golden and surrounding areas beginning at the first explorations by David Thompson's men to the sale of Whitetooth to KHMR which will be of great affect to the future of our town. We can only hope that during the next two centuries the areas of Golden are treated with as much respect and our pristine valley can continue to attract adventurous, hardworking, people to continue to build our community, as in the past. For more information on the history of Golden please contact the Golden Museum.

Acknowledgments

Colleen Palumbo
Phil Taylor
Jim Sime
Paul and Ingrid Hambruch
Sid Fuez
Sherra Vorley

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Compiled and Edited by 2000 Golden Memories Book Committee
2000, Friesens Corporation

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