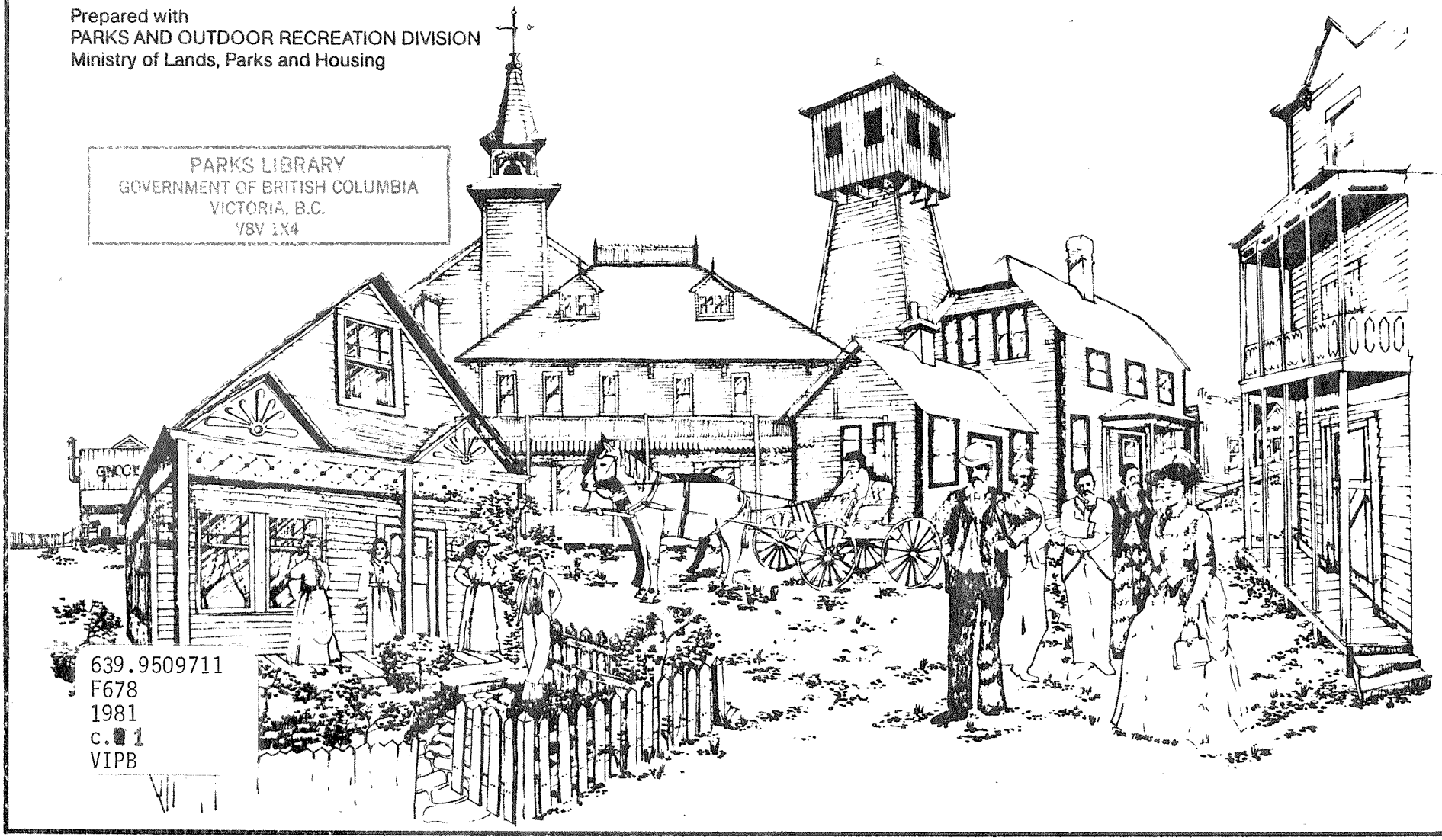
Fort Steele Historic Park
CONCEPT PLAN MARCH 1981

Province of
British Columbia
Ministry of
Provincial Secretary
and Government Services
HERITAGE CONSERVATION BRANCH

Prepared with
PARKS AND OUTDOOR RECREATION DIVISION
Ministry of Lands, Parks and Housing

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&
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Ministry of Lands, Parks and Housing

March 1981

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FOREWORD

"The turn of the century was the golden age of railroads . . . a time when railroads literally made or ruined towns, and the construction of the British Columbia Southern was the incident around which Fort Steele flourished and fell."

- A Guide to Fort Steele Historic Park (1978, p. 109)

The significant story of Fort Steele is not found in the 1864 goldrush at Wildhorse Creek - a relatively minor event in British Columbia's history. Nor is it found in the year-long residence of a North West Mounted Police detachment at Galbraith's Ferry in 1887 and 1888. These events plus the stories of the fur trade, the early explorers and the missionaries merely provide the historical back-drop and act as a counterpoint to the dramatic changes that occurred in East Kootenay in the 1890s.

The 1890 - 1905 period represents the boom years for Fort Steele which may be interpreted as a metaphor for the initial stages of rapid settlement and industrialization in East Kootenay. During this period there emerges a story of regional and national significance. It is the story of lead/silver discoveries at the North Star, Sullivan and St. Eugene mines and of new mining technology. It is the story of rapid development in transportation and communications - steamboats, railroads and the coming of the telegraph and telephone. It is the story of laissez-faire capitalism and the use of political power for individual financial gain. Finally, it is the story of the people of Fort Steele caught up in the excitement of the boom days - and their disappointment and bitterness when it suddenly ended.

1. THE PLANNING PROCESS

The Planning process for Fort Steele Historic Park follows the methodology defined in the *Inter-Ministry Policy for the Management and Development of Historic Parks and Sites* between the Ministry of Provincial Secretary and Government Services, and the Ministry of Lands, Parks and Housing (1980).

Under this system three primary stages of planning are described. These are the CONCEPT PLAN, the MASTER PLAN and PROJECT PLAN stages.

1.1 CONCEPT PLAN

Definition: The Concept Plan defines the purpose of the park and guides all other planning activities to achieve that purpose.

The Concept Plan contains the following:

Goal Statement

The goal statement for the park will be based on the Order-in-Council or Ministerial policy statement. It will state the purpose of the park.

Developmental Policy

The governing statement of park purpose should evolve from the combination of a protected heritage resource and a governmental desire to present this resource to the public. The developmental policy will categorize the historical nature of the park - define whether it is to be a historic park, heritage village, etc.

Thematic Development

Thematic Development will consider the history and evolution of the site. It should include the following:

- A historical framework for the site dealing with the processes of physical and human development responsible for its evolution in time.

- An outline of the primary themes and prominent or distinctive characteristics of historical importance to be presented and interpreted.

- An outline of the secondary themes and interesting characteristics of historical value which may be presented and/or interpreted.

Physical Resources

This section will include the following:

- A preliminary inventory of heritage resources in the park.

- A preliminary inventory of heritage resources in the vicinity of the park which may be included within the park boundaries.

- A preliminary inventory of natural resources that enhance the park.

Boundaries

This section will include:

- A description of the existing park boundaries

- A description of additional areas which should be included within the park boundaries.

The need for additional areas will be based on the following:

- Physical and heritage resources in the vicinity.

- Buffer zones.

- Areas to be used for administration and service purposes.

Site Zoning and Standards

This section will consider the following:

- The Concept Plan will consider primary levels of zoning in accordance with Parks and Outdoor Recreation guidelines for levels of zoning. Zones will be general indicating projected land-use functions. Final definition of zone boundaries will be stated in the Master Plan.

- These zoning boundaries will include additional property which should be incorporated within the boundaries.

Integrated Planning Framework

This section will consider the following:

- The role of the park within a systems plan of heritage conservation in British Columbia will be outlined.

- The role of the park within the over-all goals and objectives of heritage conservation will be outlined.

- The role of the park within the Parks Regional Systems Plan will be outlined.

1.2 MASTER PLAN

Definition: The Master Plan defines the course of development necessary to achieve the objectives of the Concept Plan. The Master Plan will be divided into two parts: General Planning Context and Developmental Proposal.

1.2.1 General Planning Context

Lands and Description
The topography and geography of the property will be outlined, along with a description of legal status, etc.

Access
A complete description of highways, air routes, and projected travel routes such as future highways that pertain to the proposed park.

Visitor Profile
This will consist of a demographic analysis of the kinds of people who already visit, or who are expected to visit the park.

Park Capacity
This section will deal with the live load that the park can reasonably handle, given projected development and visitation factors.

Amenities and Services
An outline of the amenities and services that will be required based on the above factors and taking into account what is already available near the park.

Regional Economic Impact
An assessment that considers the effects of the park on the regional economy at present, and what the effects might be after proposed development is completed.

Constraints
Various things such as mining claims, tree farms, Indian reserves, and legal problems will be stated here, and possible co-operative agreements necessary for future park development will be recommended.

1.2.2 Developmental Proposal

Level I
Final boundaries for Level I zoning will be established. These levels are based on the Parks and Outdoor Recreation Division zoning system.

Level II
Final boundaries for Level II zoning will be established. For those zones which do not require further sub-zoning, antecedent and requisite development will be outined.

Level III
At this stage Level III zones where there is further development will be divided into a number of management zones that delineate land-use functions.

- Standards and constraints will be defined for each subzone. Where de facto standards and constraints are already outlined, they will be recognized for site zoning.

- A detailed inventory of heritage resources will be completed for each subzone (if applicable).

- Development based on the inter-relationship between resources and themes for each sub-zone will be outlined.

- Antecedent and requisite development in each subzone will be outlined.

Priorities

- Integrated development will be outlined and priorized for the park.

- The necessary acquisition for real and personal property will be outlined and priorized.

1.3 PROJECT PLANS

Definition: Project plans are detailed plans for each physical development necessary to achieve the objectives of the Master Plan.

The extent and nature of project plans is determined by the Development Policy for the park, as outlined in the Concept Plan. Project plans will contain the following:

- Historical research will be carried out to a degree commensurate with the requirements of the Development Policy for the particular park.

- If applicable, architectural research will ascertain the significance of the structural heritage and identify needs for restoration and reconstruction

- Archaeological investigations will deal with historic and anthropological concerns. Cost-effectiveness of their projected value will be considered for archaeological investigations within historic parks and sites.

- Site analysis (for structures only) will consist of the following:

  a) a structural analysis of the heritage structure
  b) detailed physical documentation of the heritage structure using photography, drawings, etc., to document the structure as found.

Development Plans will consist of:

- Development Proposals

- Working drawings

Funding

Detailed cost estimates will be prepared concerning materials and labour for all project plans.

Project Scheduling

Project scheduling will effectively phase the project plans, taking into consideration proposals and budgeting.

Presentation will consist of:

- Display

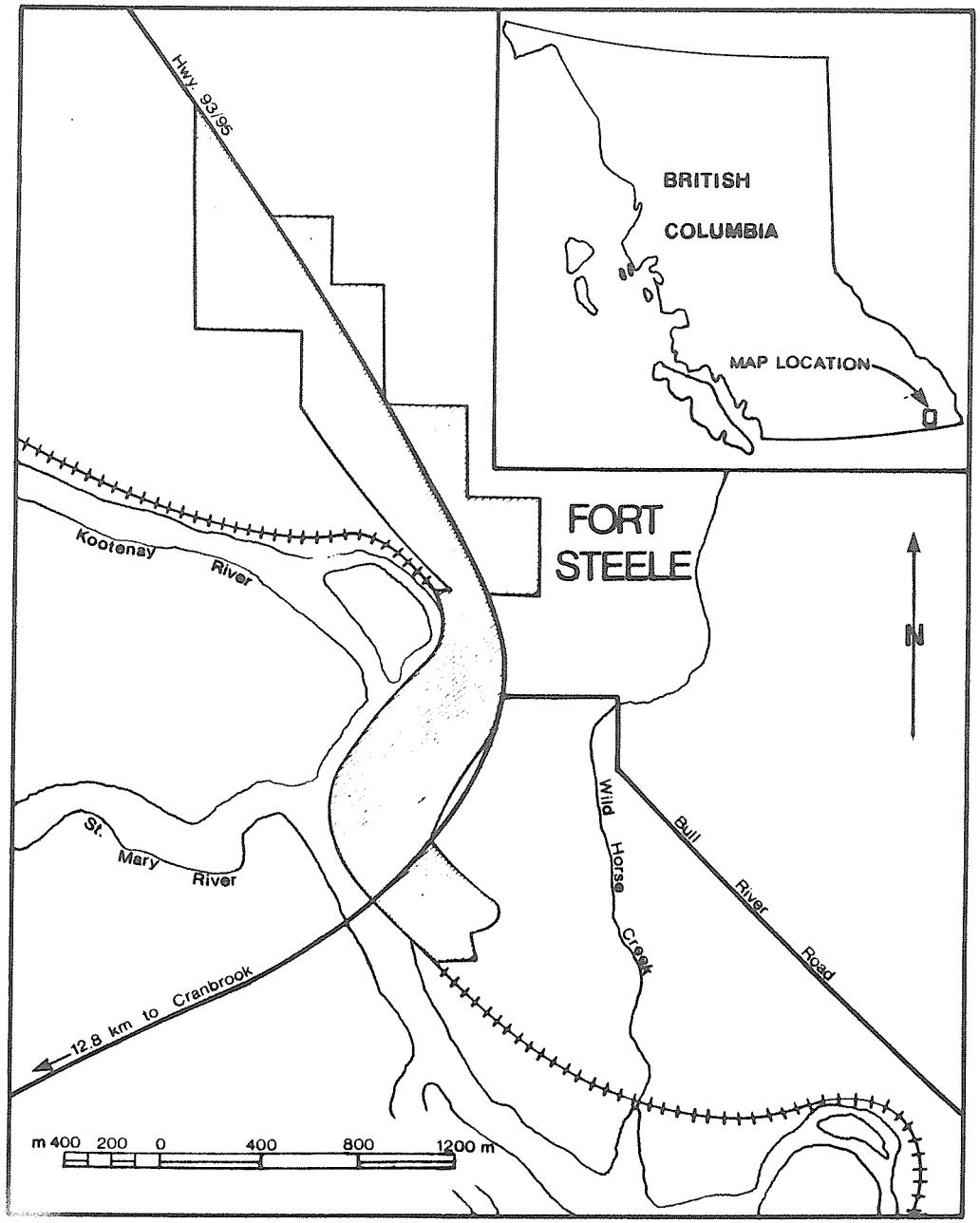
- Interpretation

Display deals with the actual physical presentation of heritage resources, while interpretation deals with the educative process of interpreting these resources for modern understanding

This Concept Plan for Fort Steele completes the first stage of planning. The second stage, the Master Plan, will begin immediately upon approval of the Concept Plan.

FORT STEELE HISTORIC PARK

Scale 1 cm=300 m



2. GOAL STATEMENT FOR FORT STEELE HISTORIC PARK

2.1 Recognizing the historical importance of the site, Fort Steele Historic Park was designated in 1961 by Order-in-Council #550 under the authority of the Park Act as a Class A, Category 2 Provincial Park so that "... portions of the original Fort Steele Townsite containing historic buildings and adjacent lands be preserved for the enjoyment, edification and inspiration of the people of the Province." O.I.C. #550 identified the Gold Rush of 1864, the N.W.M.P. campaign of 1887, and the historic townsite as reasons for preservation and development.

2.1 The over-all purpose for the establishment of Fort Steele assumed in the Order-in-Council of 1961 has since been more clearly defined. Thus:

THE GOAL OF FORT STEELE PROVINCIAL HISTORIC PARK IS TO PRESERVE, PRESENT AND MANAGE FOR PUBLIC BENEFIT THE HISTORIC SETTLEMENT OF FORT STEELE, INCLUDING SIGNIFICANT OR REPRESENTATIVE ELEMENTS OF HISTORICAL VALUE RELATING TO THE DEVELOPMENT OF EAST KOOTENAY.

3. DEVELOPMENT POLICY

3.1 DEVELOPMENTAL OBJECTIVES

3.1.1 FORT STEELE HISTORIC PARK SHALL BE PRESERVED AND/OR DEVELOPED AS A HERITAGE PARK.

3.1.2 A PRIMARY OBJECTIVE WILL BE TO INTERPRET REPRESENTATIVE ELEMENTS OF EAST KOOTENAY HISTORY AS OUTLINED IN THIS CONCEPT PLAN.

3.1.3 THE PARK SHALL BE DEVELOPED THROUGH TWO MAJOR COMPONENTS, NAMELY: A HERITAGE VILLAGE, AND A CULTURAL CONTACT COMPONENT.

3.1.3.1 The Heritage Village component will be the predominant thematic area. It is recognized that the present townsite would be treated as a heritage village that would be representative of East Kootenay urban life circa 1890-1905.

Rationale - This period represents the boom years for Fort Steele which may be interpreted as a metaphor for the initial stages of rapid settlement and industrialization in East Kootenay. In 1885 the Canadian Pacific Railway was completed. By 1892, large-scale hydraulic gold mining was in operation on Wild Horse Creek and the North Star and Sullivan group of lead/silver mines were discovered near present-day Kimberley. The following year the St. Eugene lead/silver mine was discovered near Moyie, and steamboats began to ply the Kootenay River between Fort Steele and Jennings, Montana. Work started in 1896 on the British Columbia Southern Railway, which provided East Kootenay with direct rail line with the outside world, but it also

spelled the demise of Fort Steele. In 1898 the last spike of the B.C. Southern was driven and Cranbrook became the railway's regional divisional point instead of Fort Steele. By 1900, Fort Steele had begun its decline and in 1905 the Provincial Government offices were moved to Cranbrook, signaling the end of Fort Steele as East Kootenay's administration center.

3.1.3.2 The Cultural Contact component will be secondary to the Heritage Village component. This component will focus on the changing relationship between the Kootenay Indians and the "white man" in the East Kootenay from the point of first cultural contact through to the departure of the Northwest Mounted Police Detachment from the area in 1888.

Rationale - The Cultural Contact component provides a broad historical framework of East Kootenay history prior to c. 1890. The component will focus on the changing relationships between the Kootenay Indians and the various white and allied migrations into the region. In this way, the significant stories of the fur trade, early explorers, missionaries, gold seekers and the coming of the North West Mounted Police can be welded together into a cohesive whole. This will provide a counterpoint to the dramatic changes which occurred in East Kootenay in the 1890s.

3.1.4 IN THIS RESPECT, FORT STEELE SHALL NOT FUNCTION AS A GENERAL OR ALL-PURPOSE REGIONAL MUSEUM, BUT WHERE POSSIBLE IT SHALL ENCOURAGE EAST KOOTENAY COMMUNITIES TO DEVELOP THEIR OWN MUSEUMS.

3.1.5 ASPECTS OF EAST KOOTENAY HISTORY MAY BE PRESENTED IN OTHER PROVINCIAL PARKS IN THE KOOTENAY REGION, WHERE THEY MAY BE BETTER PRESENTED AND INTERPRETED THAN AT FORT STEELE.

3.1.6 THE CURATORIAL POLICY OF THE PARK SHALL BE CONSISTENT WITH THE HERITAGE PARK OBJECTIVES.

3.1.7 THE INTERPRETIVE PLAN OF THE PARK SHALL BE CONSISTENT WITH THE HERITAGE PARK OBJECTIVES.

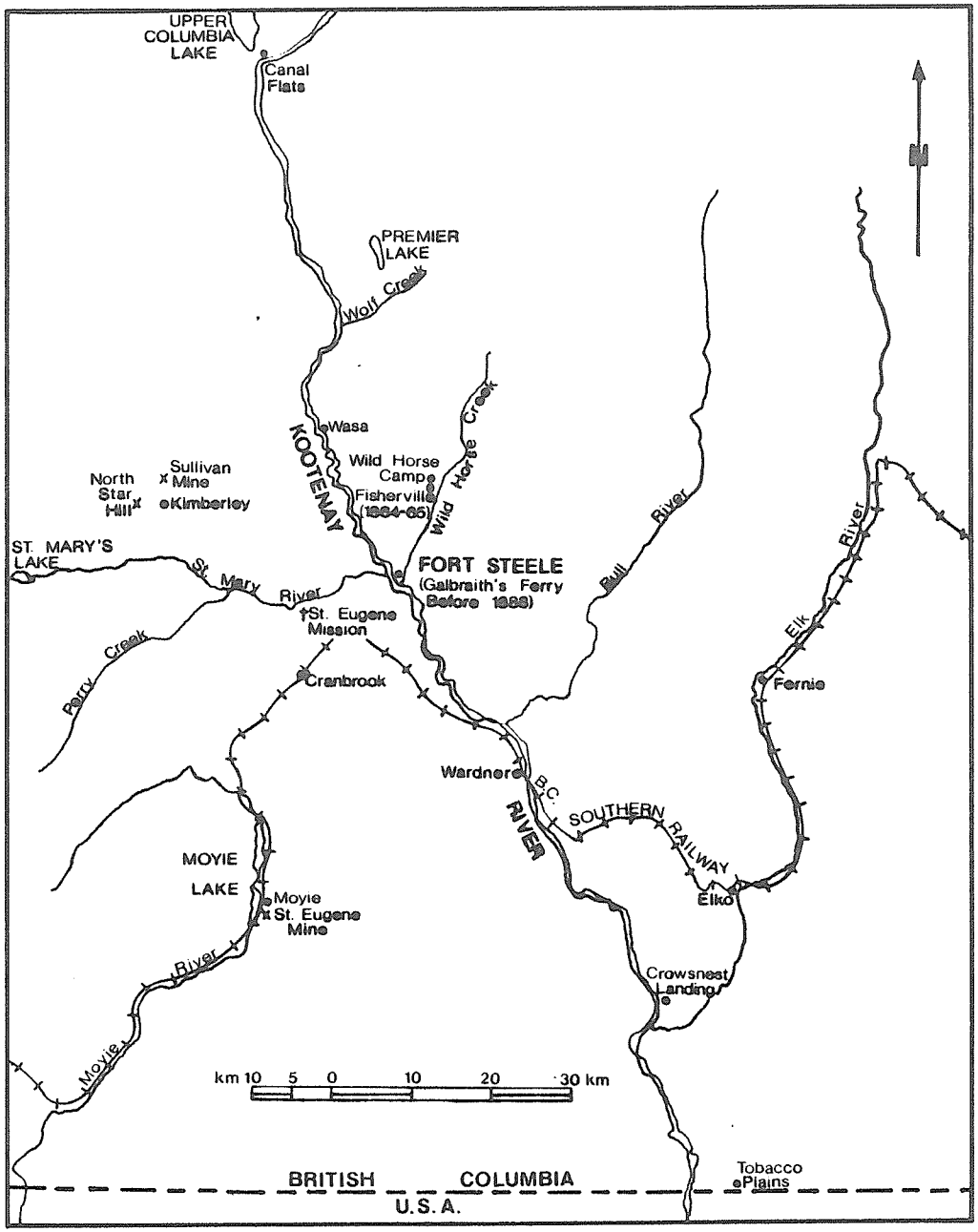
3.1.8 RECREATIONAL OPPORTUNITIES, PUBLIC FACILITIES AND RELATED PARK SERVICES MAY BE PROVIDED WHEN THEY ARE CONSISTENT WITH THE GOALS OF THE CONCEPT PLAN. BEYOND BASE-LEVEL AMENITIES, SUCH FACILITIES MUST BE CONSIDERED SECONDARY TO THE DEVELOPMENT OF THE HERITAGE PARK. WHERE POSSIBLE, THE DEVELOPMENT OF PUBLIC FACILITIES SHALL BE ENCOURAGED OUTSIDE OF THE PROJECTED PARK BOUNDARIES.

3.1.9 DE FACTO PARKS AND OUTDOOR RECREATION RESOURCE MANAGEMENT PRINCIPLES AND PRACTICES SHALL APPLY THROUGHOUT THE PARK. SHOULD CONFLICTS ARISE IN RESOURCE MANAGEMENT, THE CONSERVATION OR DEVELOPMENT OF HERITAGE RESOURCES WILL NORMALLY TAKE PRECEDENCE.

3.1.10 UPON APPROVAL, THE FORT STEELE CONCEPT PLAN SHALL BE REVIEWED AND THE APPROPRIATE AMENDMENTS MADE WITHIN A FIVE-YEAR PERIOD.

FORT STEELE AREA 1880-1905

Scale 1 cm=9 km



4. THEMATIC DEVELOPMENT

4.1 BIOGEOGRAPHY

The East Kootenay Region forms a roughly triangular shape, bounded on the west by Kootenay Lake and the Selkirk Mountains, on the south by the Canada/U.S. border, and on the east by the B.C./Alberta border. It contains several ranges of the Rocky Mountains, the southern segment of the Rocky Mountain Trench, and the Purcell Mountains. Two of this province's major rivers - the Kootenay and the Columbia, have their headwaters in this region. Fort Steele is located in the Rocky Mountain Trench on the banks of the Kootenay River, approximately 65 km. north of the U.S. border.

The geological history of the East Kootenay is an extremely complex one which, along with other features, favoured the existence of mineral deposits. Among these, lead and zinc are by far the most economically important, followed by silver, gold and coal.

The climate of the region is strongly influenced by the north-south alignment of the mountain ranges. In the area around Fort Steele, springs and summers tend to be hot and dry, while autumns and winters tend to be unpredictable and quite moist. These conditions favour the growth of a Ponderosa pine/Bunchgrass association. The major tree species - Ponderosa pine, Douglas Fir and larch are widely spaced, and the undergrowth (consisting mainly of bunchgrass with some forbs and low shrubs) is also open.



With the discovery of gold in East Kootenay in 1864,
Edgar Dewdney was instructed to supervise the construction
of a mule trail from Osoyoos to Wildhorse Creek.

4.2 HISTORICAL FRAMEWORK

4.2.1 Pre-contact Kootenay Indians

In the pre-contact period East Kootenay was inhabited by the Upper Kootenay Indians, a nomadic hunting group. They were well-adapted to their environment, but supplemented the resources of the East Kootenay region by making expeditions through the Rocky Mountains to hunt bison on the prairies. In the bison hunt and other aspects of their culture, notably in warfare and certain religious rituals, the Upper Kootenay exhibited cultural traits of the Plains Indians. In most respects, however, the Upper Kootenay shared cultural characteristics with other British Columbian interior plateau peoples and especially with their relatives, the Lower Kootenay.

4.2.2 The Fur Trade Era

First contacts between the Kootenay Indians and Europeans occurred shortly after 1800. In the late spring of 1807 David Thompson of the North West Company entered East Kootenay and established Kootenae House, the first trading post of the region. Thompson made the most thorough early exploration of East Kootenay, but several other traders and explorers journeyed and traded through the area. Their interactions with the Upper Kootenay were generally peaceful and the Europeans were able to rely on the native inhabitants as guides and for food when provisions were short. The fur trade in East Kootenay was not, however, as profitable as it was in many other parts of British Columbia.

4.2.3 Other Explorers

After his expedition to the Pacific Northwest where he collected and studied native flora, David Douglas returned to England by an overland route via the Columbia River and East Kootenay in 1827. In 1845 during the dispute between London and Washington over the location of the Canada-United States border west of the Rockies, Captain Warre and Lieutenant Vavasour of the Royal Engineers were sent via East Kootenay to the Lower Columbia. They were investigating the fortification of British posts in Oregon and the practicality of transporting troops down the Columbia River in the event of war with the Americans.

4.2.4 Missionaries

Father De Smet, the Jesuit missionary who organized the Oregon missions, made several visits to East Kootenay in the period from 1845 until 1859. He converted many Kootenay Indians, paving the way for future missionaries to the region. One of these, Father Nicholas Coccola, was noted for assisting Sam Steele in settling the Indian unrest of 1886-1887 and for playing an important role in the discovery of the St. Eugene mine.



"In 1864 John Galbraith began a ferry service across the Kootenay River just north of the confluence of Wildhorse Creek and the Kootenay River, on the site of the future town of Fort Steele."

A Guide to Fort Steele Historic Park (1978, p.17)

4.2.5 The Kootenay Gold Rush

Although the Fraser River-Cariboo Gold Rush is probably the most notable in the history of British Columbia, East Kootenay also experienced a gold rush during the 1860's. It was smaller and less productive than the Cariboo Rush, and its effects were fairly localized to East Kootenay. It did, however, introduce the elementary patterns of civilization which would provide the basis for future growth and development in the region. Several streams in East Kootenay enjoyed gold strikes during the Kootenay Gold Rush, but the centre of all the excitement was Wild Horse Creek, near present-day Fort Steele.

4.2.6 The Impact of Residual Settlement

After the 1860's only a small number of prospectors stayed in East Kootenay, the majority having left the region to seek richer gold fields. Those who remained formed a relatively permanent community centered in and around the town of Wild Horse. Gradually these early settlers began to spread out from the narrow mining-creek valleys to the more open regions of the Rocky Mountain Trench. The Canadian Pacific Railway line through Golden brought more settlers to the region both during its construction and after its completion in 1885.

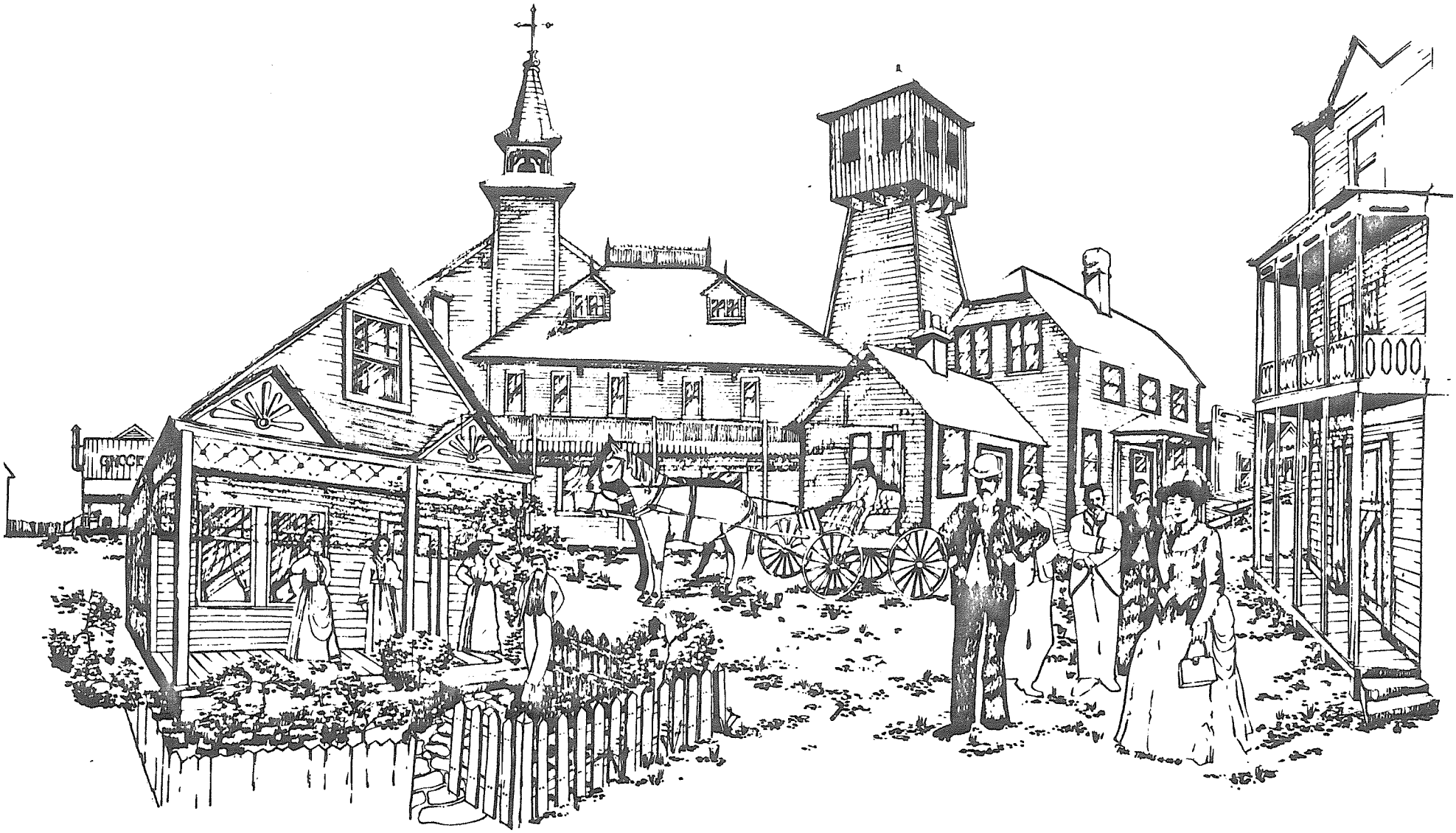
Farming and cattle ranching began on a small scale. The settlers claimed that all of East Kootenay's land was available to them since there were, as yet, no Indian reserves in the region. In retaliation, the Kootenay Indian chief, Isadore, proclaimed that the ranges should be free and that no man should have the right to build fences. The government subsequently decided to establish reservations in East Kootenay.

4.2.7 Events Leading Up to the Arrival of the North West Mounted Police

The Indians were dissatisfied with what they considered to be meagre reservation allotments and Chief Isadore demanded that additional land be given over to his people. Tensions between Indians and whites were heightened by a dispute between Isadore and Colonel James Baker over a parcel of land at Joseph's Prairie, which Baker planned to incorporate into a stock ranch and which Chief Isadore claimed as part of his hereditary right. The Indians were finally provoked into action when one of their tribesmen, Kapula, was charged with the murder of Hylton and Kemp and was jailed. This action enraged Chief Isadore and with 25 armed men he broke open the jail and released Kapula. The alarmed settlers called for government aid in this potentially volatile situation.

4.2.8 The North West Mounted Police in East Kootenay

In response to the recommendations of the provincial commission, Superintendent Samuel Steele was ordered to proceed to East Kootenay with a force of armed men and to investigate and resolve the trouble. After a long and arduous journey, Steele and "D" Division of the North West Mounted Police reached Wild Horse Creek. At Galbraith's Ferry they built the first North West Mounted Police post located in the province of British Columbia.



Fort Steele was the commercial, social and administrative center of East Kootenay during the 1890s . . .

Steele then held a trial and, finding the evidence against Kapula and Little Isadore to be insufficient, he dismissed the murder charges against these two Indians. The dispute over the ownership of Joseph's Prairie was resolved by giving Isadore a larger and more valuable parcel of land along the Kootenay River. Having settled the problems which had brought them to East Kootenay, the North West Mounted Police detachment left the region in late August of 1888. By popular request Galbraith's Ferry was renamed Fort Steele shortly thereafter.

4.2.9 East Kootenay After the Departure of the North West Mounted Police

Following the departure of the North West Mounted Police, East Kootenay had little more than a handful of white settlers. The majority of the population was engaged in prospecting, placer mining or ranching, with several storekeepers, government officials and two parliamentary representatives making up the remainder. Isolated for much of the year by adverse environmental factors, development in East Kootenay had remained almost non-existent. Wild Horse Creek, the source of East Kootenay's early glory, was still worked on a small scale by patient Chinese miners and by a few whites, who often employed Chinese as labourers on their claims.

4.2.10 The East Kootenay Mining Boom

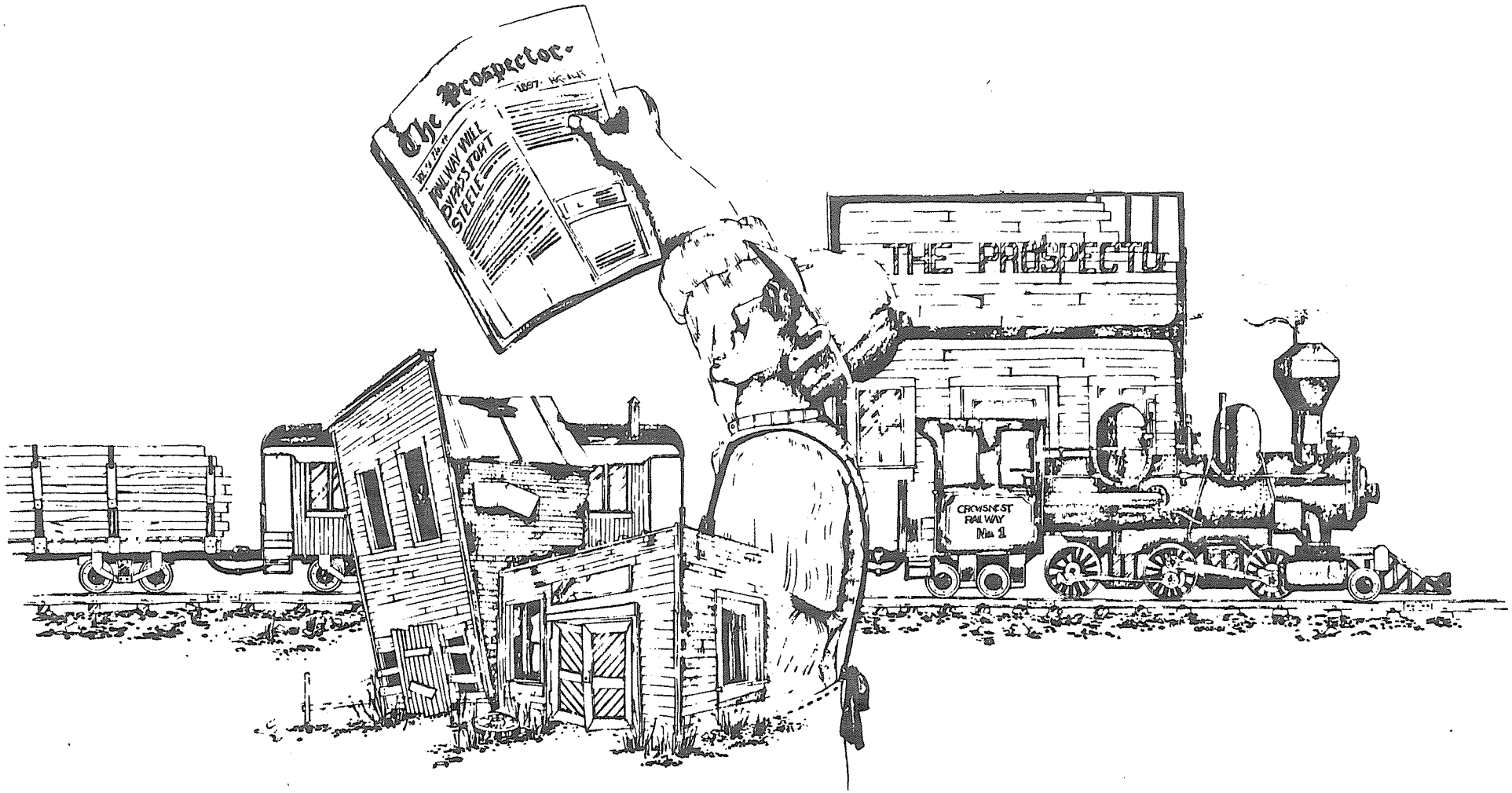
It was not only gold, but a variety of other metals such as silver, lead and copper which brought about the second major mining boom in East Kootenay. In the summer of 1892, prospectors discovered two major silver-lead deposits near present-day Kimberley which were destined to be developed into some of the great mines of the region, the Sullivan and the North Star groups. These, along with the St. Eugene and several others, formed the backbone of a hard-rock mining boom which stimulated the growth and development of East Kootenay in the 1890's.

4.2.11 The Evolution of Towns

Fort Steele was the commercial, social and administrative center of East Kootenay during the 1890's, but there were many other towns which were founded and developed as a result of the mining boom. Some of these were purely mining towns, while others flourished as transportation and supply centers. During the 1890's, East Kootenay was transformed from a region with virtually no urban areas to one of numerous towns and villages. By the mid-1890's there was a growing list of people employed in urban occupations and many of the older businesses and professions had evolved to suit the new life-styles which developed around the town-oriented milieu of the period.

4.2.12 Transportation and Communication

The greatest deterrent to the development of East Kootenay in the early 1890's was its lack of adequate transportation and communication facilities and its consequent isolation from the outside world. The mail service was inefficient and the transportation network of river steamers, freight wagons, stagecoaches and tramways was often unpredictable and slow. Without a railway to ship its mineral products, East Kootenay's economy could not realize its full potential. For these reasons, the installation of the



In 1898 the last spike of the B.C. Southern was driven and Cranbrook became the railway's regional division point instead of Fort Steele.

telegraph, telephone and railway lines through the region in the late 1890's had a very significant impact on East Kootenay. The building of the railway stimulated the economy, provided employment and increased the flow of goods and people to the area.

4.2.13 The Decline of Fort Steele and the Development of Cranbrook

Fort Steele's future depended on whether it became the divisional point for the B.C. Southern Railway. Most of the town's citizens dismissed the disquieting news that the railway would go to Cranbrook instead, and Fort Steele continued to boom until the bypass became a reality in 1898. The primary reason that Fort Steele had been rejected by the rail line was that during the boom years, land values in the town had been inflated to a point deemed unacceptable by the railway company. Colonel James Baker, by then Provincial Secretary and Minister of Mines, successfully promoted Cranbrook as the chief divisional point of the B.C. Southern Railway and, once it became apparent that Cranbrook would become the town of the future, the exodus from Fort Steele to the new townsite began. After 1900, Fort Steele's population plummetted and the final blow to those few citizens who continued to champion Fort Steele came with the shifting of the government offices to Cranbrook in 1905.

4.2.14 The Beginnings of the Lumber Boom in East Kootenay

Along with the mining boom towns which grew during the 1890's came the development of the first towns based on a growing lumber industry. Not only was there a local need for lumber, but before long the forests of East Kootenay were being exploited to satisfy an almost limitless Prairie market. Towns like Waldo, Kitchner, Baynes Lake, Jaffray, Bull River and others were established as a result of the lumbering boom, while already-existing towns such as Fernie, Moyie and Wardner expanded under the influence of their saw mills. American lumber magnates were largely responsible for the extensiveness of the forests' exploitation in the region, and it was their capital which initially stimulated the local lumbering economy.

4.3 THEMATIC OBJECTIVES

4.3.1 COMPONENT 1: HERITAGE VILLAGE

a. Fort Steele as commercial, social and administrative center

Primary Themes

1. Fort Steele, town at the crossroads: Kootenay River, Walla Walla Trail, Golden-Wild Horse Trail
2. Commercial growth: hotels, stores, livery stables, saw mills, etc.
3. Building construction during the boom years
4. Social functions: entertainment, church functions, clubs and societies
5. Government functions
6. Communication: telegraph, telephone, newspaper, mail
7. Real estate speculation and promotion

Secondary Themes

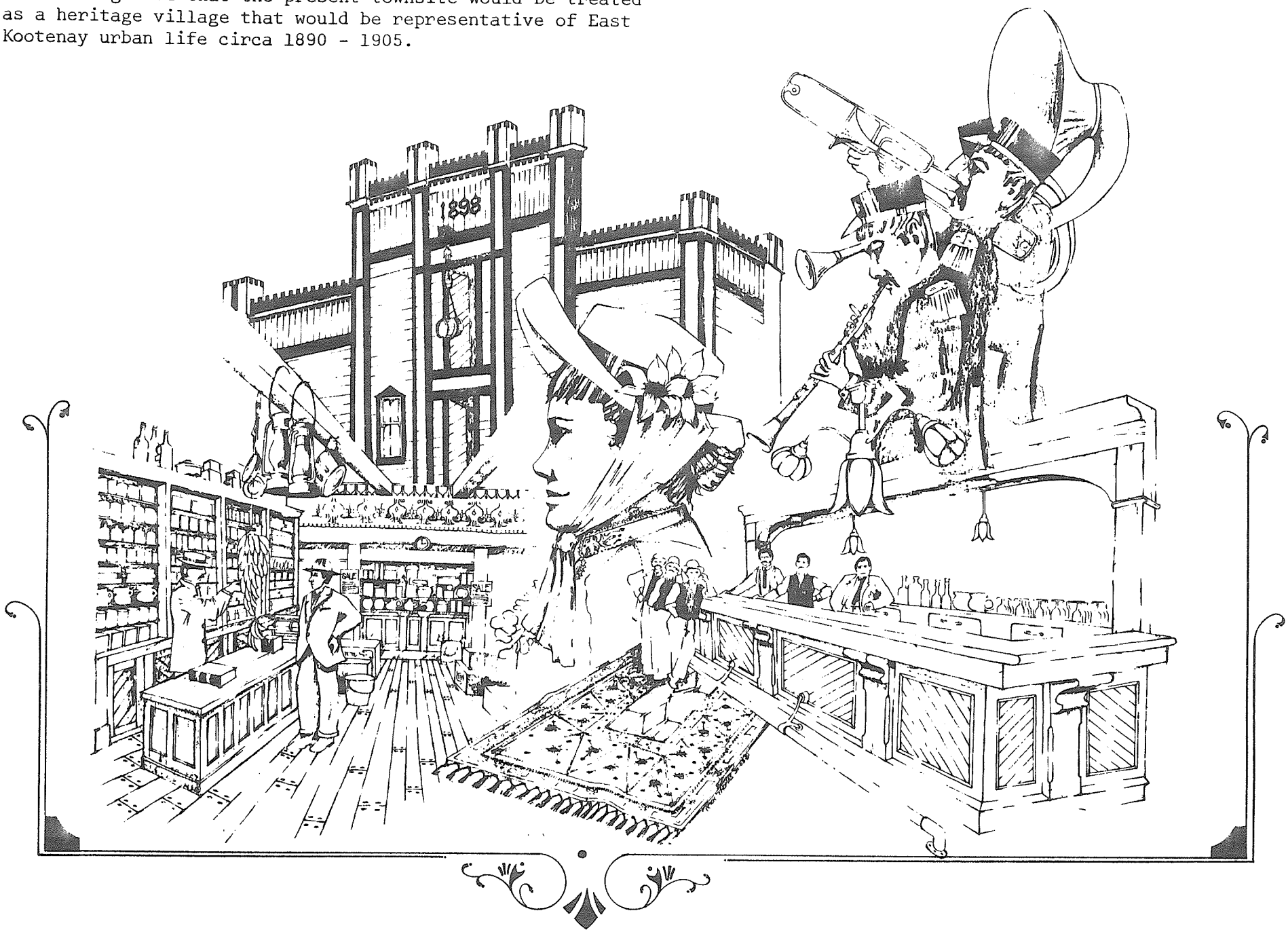
1. Fort Steele before the hard-rock mining boom
2. The ore transportation system and Fort Steele: loading docks, wagon roads, etc.

b. East Kootenay Lifestyles

Primary Themes

1. The effects of "urbanization" and industrialization on work and leisure time.

It is recognized that the present townsite would be treated as a heritage village that would be representative of East Kootenay urban life circa 1890 - 1905.



2. "Entertainments": dances, saloons, amateur theatricals, boxing matches, horse racing, church functions, etc.
3. Domestic life
4. Religion
5. Racial discrimination: Oriental exclusion

Secondary Themes

1. Law and social controls
2. Social welfare
3. The role of women
4. Gentlemen's clubs, working men's unions, fraternal orders

c. East Kootenay occupations/businesses

Primary Themes

1. Development of urban-style occupations
2. Occupations of particular prominence in East Kootenay of the 1890's
3. Evolution of earlier occupations

Secondary Themes

1. Working conditions
2. Ethnic occupations
3. Local manufacturing

d. Urban patterns in East Kootenay

Primary themes

1. The growth and decline of mining boom towns
2. The pattern of town development in East Kootenay
3. Patterns of settlement governed by ethnic and/or economic factors
4. Transition from self-sufficient community to one supplied by outside sources
5. The impact of urban amenities: hydro electric and steam power, sewers and water works, etc.

e. Rural patterns in East Kootenay

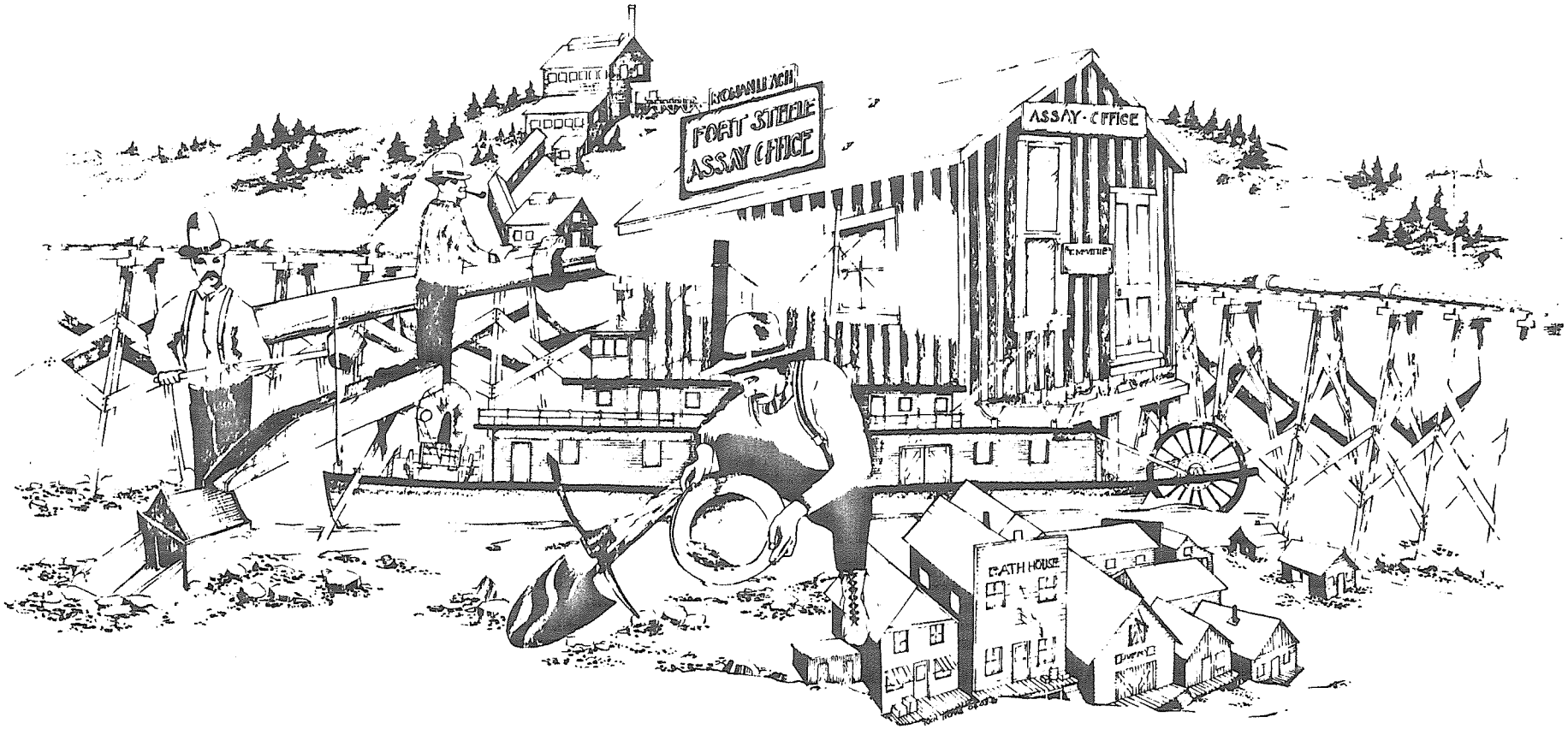
Primary Themes

1. The production and distribution of agricultural products: to the towns and to the mines
2. Farming and ranching during the period: contrasts with urban lifestyles and occupations
3. The growth and development of East Kootenay agriculture: its impact on the economy of the region

f. Transportation: its impact on East Kootenay towns

Primary Themes

1. The impact of transportation advancements on East Kootenay towns
2. Modes of transportation
3. Distribution points outside the region which supplied East Kootenay towns
4. The transportation system in East Kootenay before the completion of the B.C. Southern Railway
5. The B.C. Southern Railway
6. Steam-powered sternwheelers in East Kootenay



By 1892, large-scale hydraulic gold mining was
in operation on Wildhorse Creek. . .

Secondary Themes

1. Loading docks and tramways to the mines
2. Wintertime transportation
3. Passenger travel in East Kootenay
4. Trails and wagon roads
5. Ancillary occupations
6. Baillie-Grohman's canal

g. Communication and the development of towns in East Kootenay

Primary Themes

1. The Prospector as a frontier newspaper
2. The mail service
3. The impact of the telegraph and telephone on East Kootenay towns and businesses

Secondary Themes

1. Other local papers as records of the era
2. Newspaper editors

h. The impact of mining on East Kootenay

Primary Themes

1. Early outcrop finds and their stimulation of townsite development
2. East Kootenay mines
3. The miners' story: how their presence contributed to the character of East Kootenay towns

Secondary Themes

1. Prospectors and investors who settled the towns
2. Mine production as stimulation for demands for better transportation systems
3. The Crownest coal mines: coal mining, coking, and the towns that developed around this industry
4. Syndicates and hard-rock mining

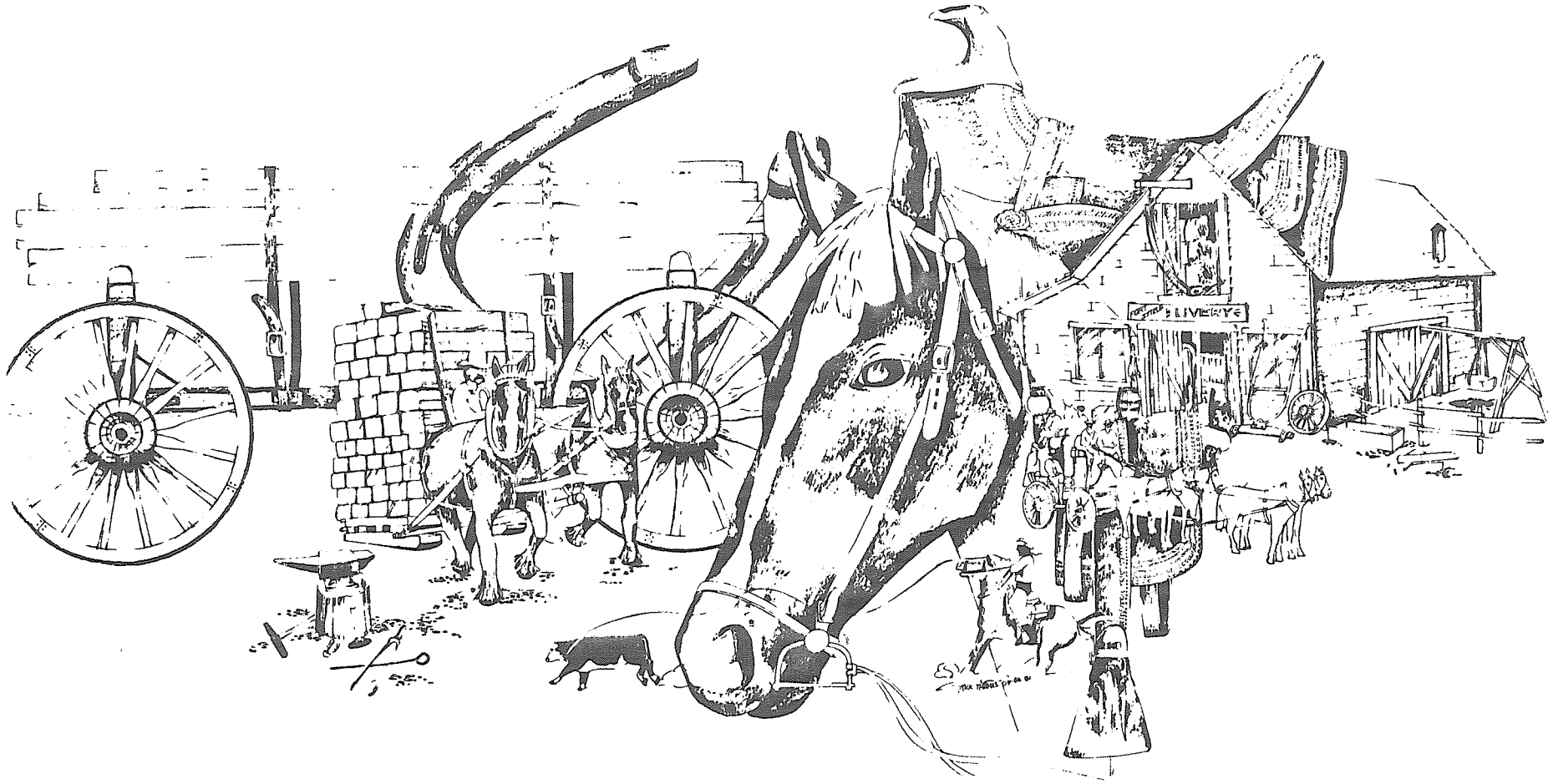
i. The impact of the railway on East Kootenay development

Primary Themes

1. Politics and the railway
2. The consequences of the railway by-passing Fort Steele
3. The facilitation of exporting/importing goods
4. Ancillary occupations: railway construction, saw milling, agriculture, tie cutting, butchering, etc.
5. Steam power and the railway

Secondary Themes

1. The demise of the East Kootenay steamboat transportation system upon completion of the B.C. Southern Railway.
2. Working conditions on the railway line.
3. Settlement of railway workers in East Kootenay


LIVERY

j. The impact of lumbering on East Kootenay development

Primary Themes

1. Lumbering needs of East Kootenay towns: local mills
2. Supply and demand of lumber
3. The impact of American lumbermen, their methods, and their money on the East Kootenay economy

Secondary Themes

1. The tie-cutting industry
2. Growth of lumbering towns in East Kootenay
3. Competition with the coastal lumbering industry

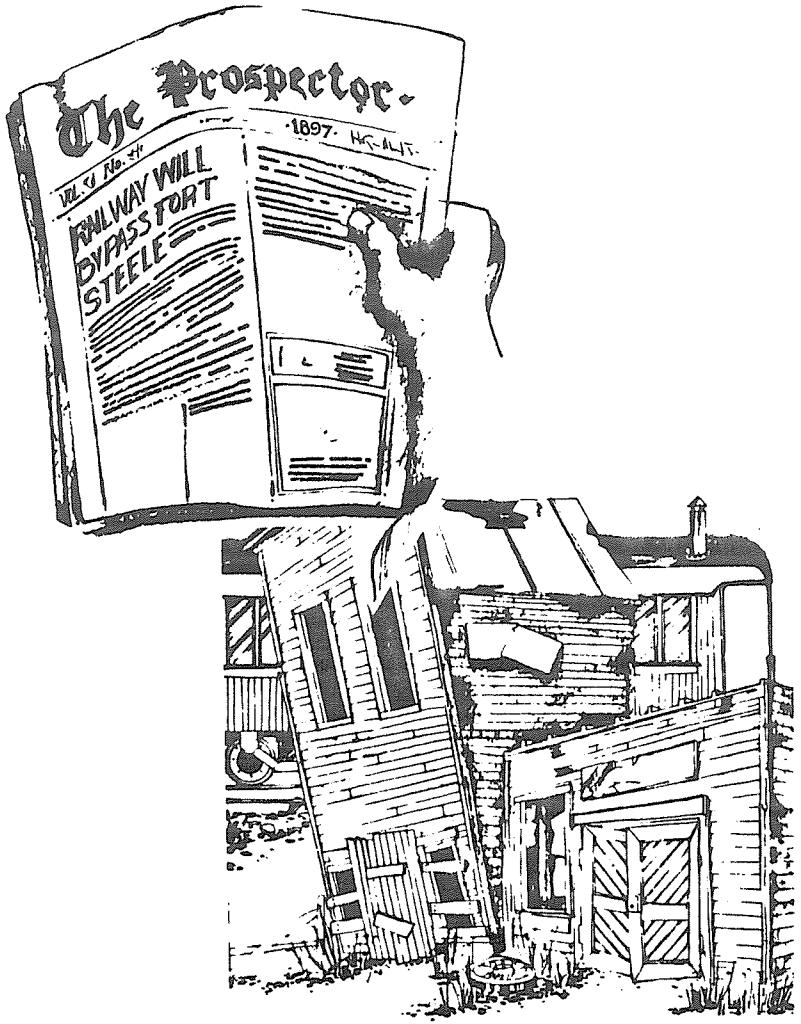
k. The decline of Fort Steele and the development of Cranbrook

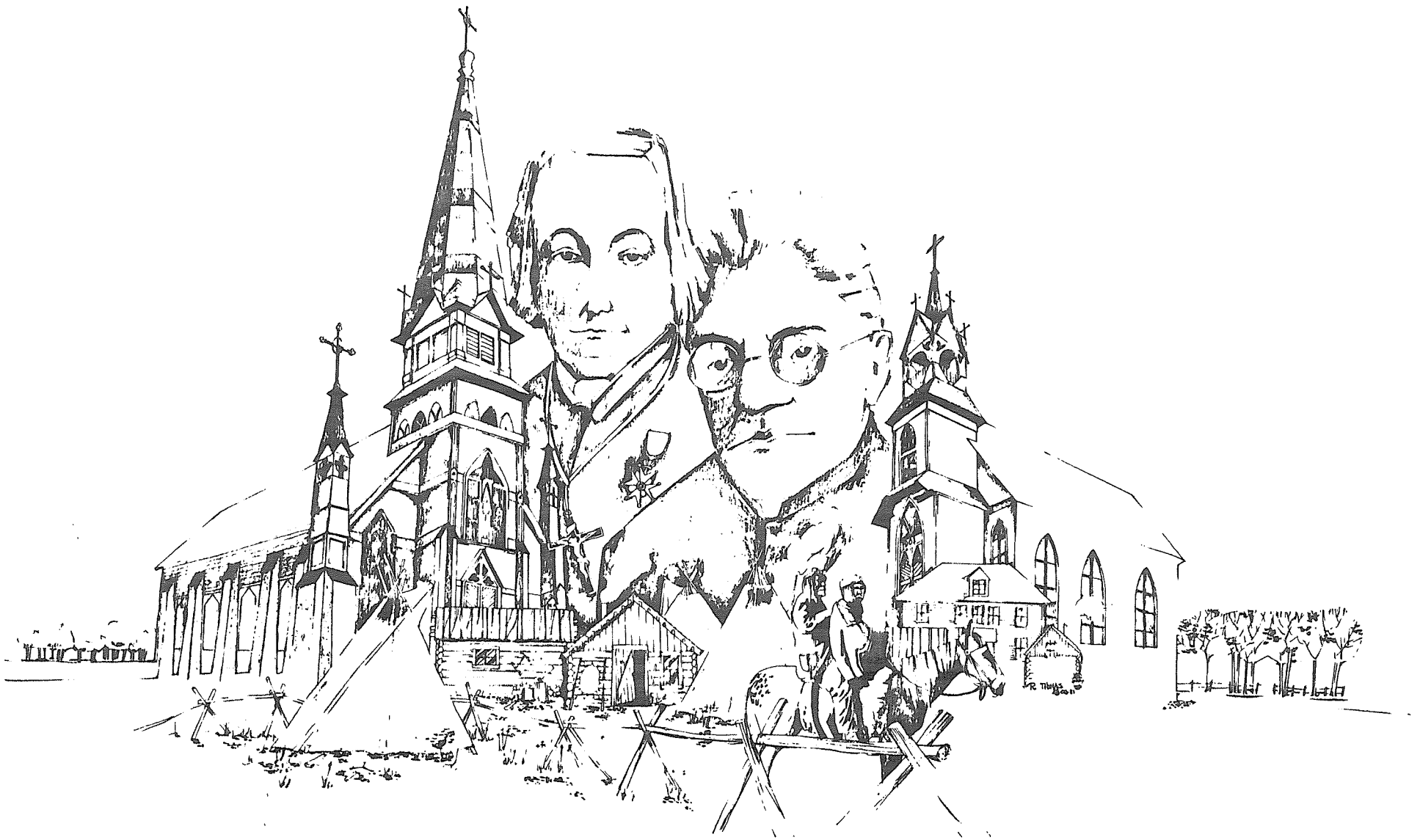
Primary Themes

1. Colonel James Baker and the story of Cranbrook's establishment and eventual growth
2. Factors contributing to the railway's bypass of Fort Steele: bids, promises and decisions
3. Fort Steele's population decline

Secondary Themes

1. Aspects of Fort Steele's history from 1905 to the present
2. Aspects of Cranbrook's history from 1905 to the present





The impact of missionaries in East Kootenay:
Father DeSmet and Father Coccola.

4.3.2 COMPONENT 2: CULTURAL CONTACT

a. Pre-contact Kootenay Indians

Primary Themes

1. Kootenay origins: archaeology and conjecture
2. Kootenay food-gathering technology
3. Religion and ceremonialism of the Upper Kootenay
4. Interaction with other Indian groups

Secondary Themes

1. Native transportation routes
2. Native agriculture: tobacco cultivation
3. The Upper Kootenay and the horse
4. The buffalo hunt and the importance of the buffalo to the Upper Kootenay

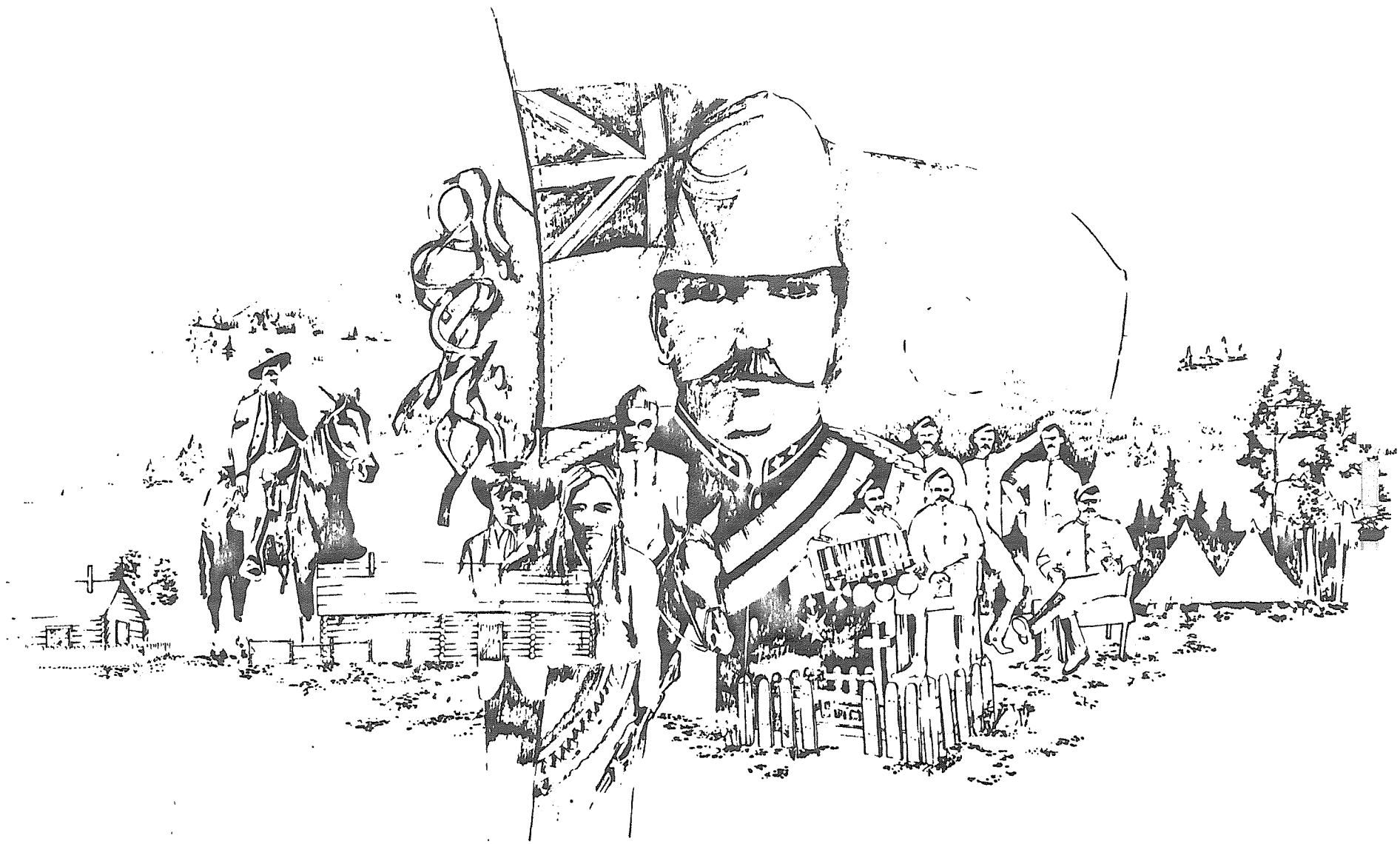
b. Contact

Primary Themes

1. Traders and explorers
2. The impact of first contacts upon the Indians
3. The impact of missionaries in East Kootenay upon the Indians: Father De Smet, Father Coccola

Secondary Themes

1. Trading posts and trade goods
2. Routes of exploration and mapping



The North West Mounted Police in East Kootenay - 1887 - 1888

3. Modes of transportation
4. Native and non-native attitudes towards missionaries

c. The Gold Rush

Primary Themes

1. The discovery of gold
2. Prospectors
3. The story of Fisherville and Wild Horse Creek
4. British administration
5. Transportation and communication
6. The impact of the placer mining population on the Indian lifestyle
7. Placer mining technology

Secondary Themes

1. Geographic isolation
2. The Perry Creek gold rush

d. North West Mounted Police

Primary Themes

1. Tension and conflicts between Indians and settlers
2. Government response
3. The establishment of N.W.M.P. post at Galbraith's Ferry
4. Steele as mediator of the conflict
5. Division "D" leaves the Kootenays

Secondary Themes

1. The surveying and establishment of reserves
2. The B.C. Constabulary in the East Kootenays

e. Aftermath

Secondary Themes

1. Kootenay Indians during the 1890's
2. Further development of the reserves
3. Development of the St. Eugene Mission and industrial school
4. Dominion and federal government attitudes towards the Kootenay Indians

A SUMMARY OF THEMATIC TOPICS

Component 1 Topics

a. Fort Steele as commercial, social and administrative center

b. East Kootenay lifestyles of the period from 1890 to 1905

c. East Kootenay occupations/businesses

d. Urban patterns in East Kootenay

e. Rural patterns in East Kootenay

f. Transportation: its impact on East Kootenay

g. Communication and the development of towns in East Kootenay

h. The impact of mining on East Kootenay

i. The impact of the railway on East Kootenay development

j. The impact of lumbering on East Kootenay development

k. The decline of Fort Steele and the development of Cranbrook

Component 2 Topics

a. Pre-contact Kootenay Indians

b. Contact

c. The gold rush

d. North West Mounted Police

e. Aftermath

5. PHYSICAL RESOURCES

5.1 Within the present Park boundaries, the primary historical resources are:

1. Most of the original Fort Steele townsite (District Lot 51) as shown on the Level 1 zone map (p. 31).

2. Those parts of District Lots 2028, 1094, 3060, 2796, 3005, 2797, 3006 shown on the Level 1 zone map. These areas comprise a total of 150 hectares.

3. The original *site* of the 1887 North West Mounted Police post and the relocated, original officers' quarters from the above post.

4. The original water tower, constructed in 1897 by the Fort Steele Water Works, located on District Lot 3060, and also a replica of the original water tower.

5. The original ferry office, believed to have been constructed in 1864 and operated by the Galbraith brothers.

6. A total of 75 historic and contemporary structures, not including minor outbuildings,

   a) 43 of which were on the site when the park was established.

   b) 4 of which were relocated from other areas.

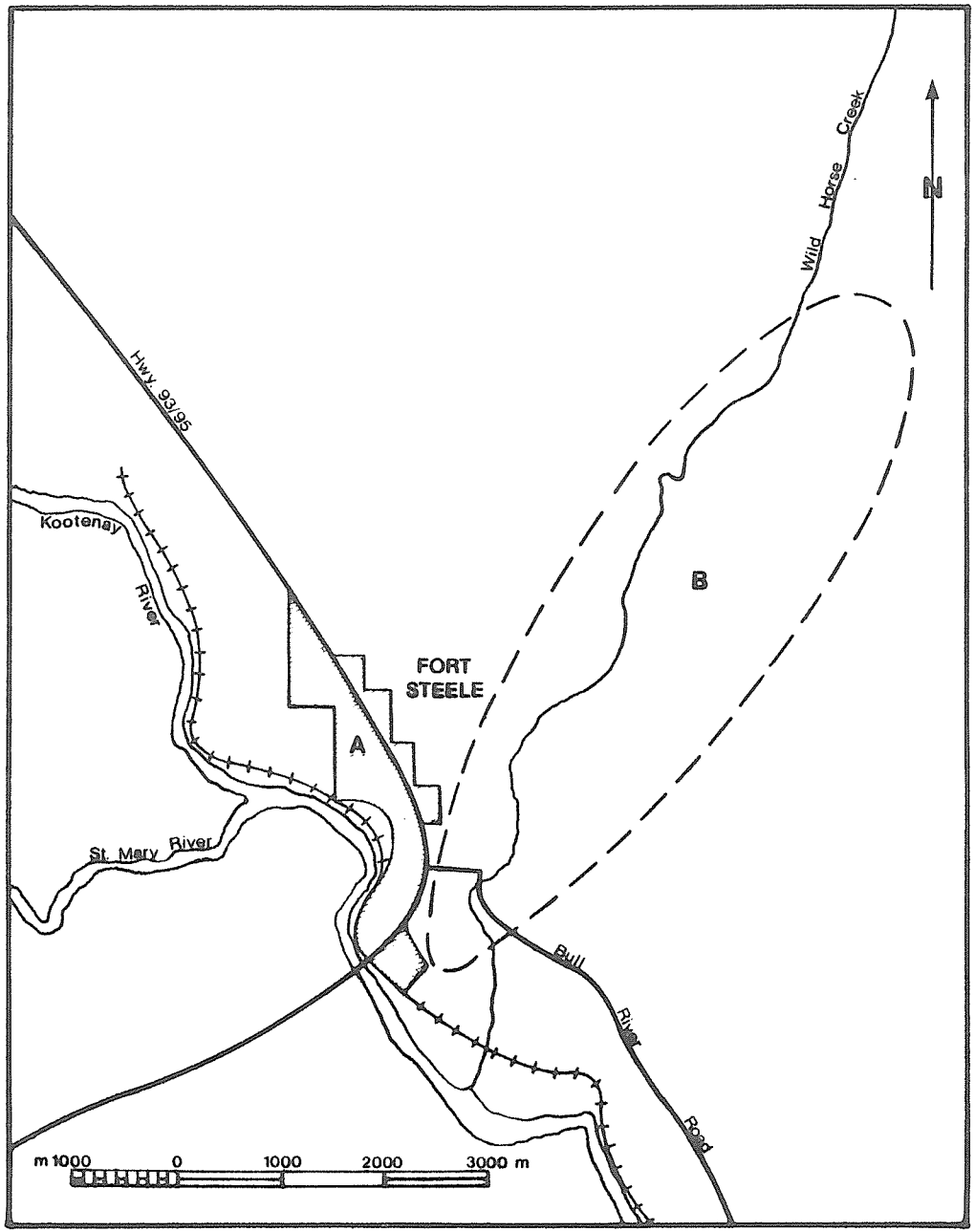
FORT STEELE HISTORIC PARK AND VICINITY
Scale 1cm=650 m — Physical Resources

PRIMARY RESOURCES (WITHIN PARK BOUNDARIES) (A)

- Most of the original Fort Steele townsite on District Lot 51
- The original site of the 1887 N.W.M.P. post and the relocated, original officers quarters building from that post.
- The original water tower constructed in 1897
- The original ferry office believed to have been constructed in 1864
- The remains of what is believed to have been the Golden-Fort Steele Trail and a short section of the original Dewdney Trail
- 4.02 kilometers of standard railway track and various pieces of rolling stock

PRIMARY RESOURCES (OUTSIDE PARK BOUNDARIES) (B)

- Remnants of the Dewdney Trail and remaining traces of what is believed to have been the Kalispell Trail
- The historic Wildhorse Cemetery and the site of Wildhorse which arose after the demise of Fisherville
- Remains of placer diggings, scars from hydraulicking operations, and the remains of the Victoria ditch on the banks of Wildhorse River
- The site of the D. Griffith cabin which served as the Wildhorse post office and the grave of T. Walker, a prospector
- The graves of four N.W.M.P. located in the present day Fort Steele Cemetery
- The log home of M. Phillips, one time Hudson's Bay factor and later Indian Agent



c) 28 of which have been constructed since the park was established.

d) 43 of which are presented as exhibit buildings to the park visitor.

7. The relocated Perry Creek water wheel which was originally built on Perry Creek in 1933.

8. 4.02 kilometers of standard railway track, two steam locomotives, a passenger coach, an open passenger flatcar, a snowplow, caboose and various other pieces of smaller rolling stock.

9. A large collection of artifacts the strength of which lies in items from the 1920s and 1930s.

10. A herd of registered Clydesdale horses.

11. The remains of what is believed to have been the Golden-Fort Steele trail on District Lots 2796 and 2028.

12. A short section of the original Dewdney Trail leading from the Kootenay River and through the townsite.

5.2 Outside the present Park boundaries the primary historical resources are:

1. The location of the 1864 Galbraith's Ferry.

2. The site of the small community which developed on the west bank of the Kootenay River, immediately opposite Fort Steele townsite.

3. Remnants of the Dewdney Trail, located 3.2 km up the Wild Horse logging road, on the left side, sloping up the hillside to avoid the Wild Horse Canyon.

4. Remaining traces of what is believed to have been the Kalispell Trail, crossing the Wild Horse Creek from the south at a point 2.4 km from Highway 93/95 on the Wild Horse logging road.

5. The remains of placer diggings on Wild Horse Creek and scars from hydraulicking operations.

6. The remains of the Victoria and less significant ditches. These ditches were constructed during the 1860s gold rush, to carry water to the various operations along the creek.

7. The site of Wild Horse, a small mining community which arose after the demise of Fisherville.

8. The site of Dave Griffith's cabin which served as the Wild Horse Post Office.

9. The log home which was used by Michael Phillips, one time Hudson's Bay factor and later Indian agent. This home, located at the junction of the Wild Horse logging road and the Bull River road, was later owned and occupied by John Galbraith.

10. The historic Wild Horse Cemetery located on the right side of the Wild Horse logging road at a point 6.4 km from Highway 93/95. This cemetery contains approximately 26 graves.

11. The grave of a prospector, Tom Walker, located on the north bank of Wild Horse Creek, near the site of the Wild Horse settlement.

12. The graves of four North West Mounted Policemen who died during the year when the detachment was at Galbraith's Ferry. These graves are located in the present-day Fort Steele Cemetery on District Lot 55.

13. Prehistoric archaeology site DjPv 14 on the banks of Wild Horse Creek was excavated in 1976. The numerous artifacts from this site are presently stored at the British Columbia Provincial Museum.

6. BOUNDARIES

6.1 a. At present, the boundaries of Fort Steele Historic Park encompass approximately 150 hectares of land within District Lots 51, 1094, 1028, 1796, 3005 and 3006. The historical site and buildings are contained within District Lot 51 on the Kootenay River. Portions of the other named District Lots lying within the park's boundaries extend north along Highway 93/95, and they function primarily as an ample buffer zone to prevent commercial development encroaching on the heritage area. The railway loop runs through part of this area, which is mainly undeveloped meadowland.

b. There are, in fact, only two areas of concern with regard to Fort Steele Historic Park boundaries. The first of these is the inholdings, which could prove to be major impediments to future development plans. The second is the land held by the Wild Horse Farm, Lots 1 and 2, Block 12, Plan 10986, District Lot 51, which lies directly east of Highway 93/95 within sight of the heritage park. The park has no jurisdiction over these lots at present, and should any of them be rezoned for commercial development the historical integrity of Fort Steele Historic Park could be jeopardized.

6.2 Proposed Acquisitions or Zoning Restrictions

a. For compatible site management the following inholdings should be acquired:

Lots 11 and 12, Block 1, Plan 624, District Lot 51
Lots 20 and 21, Block 5, Plan 624, District Lot 51
Lots 10 and 11 and one-third of Lot 9, Block 2, Plan 624, District Lot 51
Lots 16-22, Block 6, Plan 624, District Lot 51
Lots 12 and 13, Block 7, Plan 624, District Lot 51
Lots 1-5, Block 8, Plan 624, District Lot 51
Lots 1-7, Block 9, Plan 624, District Lot 51
Lots 1 and 2, Block 14, Plan 624, District Lot 51
Lot 2, Block 11, Plan 624A, District Lot 51
Lot C, Block 32, Plan 624A, District Lot 51

b. Of these sites, priority should be given to the acquisition of Lots 11 and 12, Block 1, the property of Jessie Dilse, and to Lots 20 and 21, Block 5, which is owned by the Diocese of Kootenay, since these are the only known inholdings on the north, or developed side of the highway.

c. Two inholdings have not been included in the above list because there may be no need to actually purchase them. These are:

Lot 1, Block 11, Plan 624A, District Lot 51, which presently has no registered owner according to the Nelson Land Registry Office, although Mr. George Barr's estate may have some claim to the property. In any case, the onus would be upon the Barr family to establish itself as the registered owner in order to protect its interests. The task force recommends that steps be taken to secure this lot as park property.

Lot 3060, Plan 624A, District Lot 51, which is the Water District's property, will revert to the Crown when the Water District is officially cancelled by Water Rights Branch. This will be done when Parks and Outdoor Recreation Division's policy is approved. The task force recommends that this water system policy be approved as soon as possible and that the lot become the property of Fort Steele Historic Park when the lease expires.

d. Lots 1 and 2, Block 12, Plan 10986, District Lot 51 is presently known as the Wild Horse Farm. At present the property has an A2, or non-urban zoning which limits its usage to rural-type development and amenities. In order to prevent any future development of this land which might prove incompatible with the heritage concept of Fort Steele Historic Park, the task force recommends that the Crown purchase this property. This property is primarily intended as an area which will remain visually sympathetic to the ambience of the heritage park. Development will be minimal. As such:

i) public access shall be restricted

ii) structures shall, wherever possible, retain an exterior appearance which is compatible with the appearance of the structures in the heritage zone

iii) staff residences may be erected

iv) artifacts and equipment may be stored

v) screening shall be used on unsympathetic buildings

7. SITE ZONING AND STANDARDS

7.1 Level I - Taking into account existing development, future requirements and geographical limitations, the following Level I zones are identified. Standards will be as outlined within Parks and Outdoor Recreation Division policy.

7.1.1 Natural Environment Zone - Shown on the Level I zone map (page 31). Within this Natural Environment Zone the following guidelines will apply:

a) management will be oriented toward maintenance or restoration of the natural environment.

b) visitor access may be restricted to preserve the recreation experience or to limit impact on the area.

c) designation of transportation modes may be necessary to avoid potential conflicts. (eg. horse trails, cycle paths, walking trails.)

d) private motorized vehicles may be permitted

e) intensity of management and development will be consistent with moderate levels of recreational use.

f) visitor support facilities will be limited, and directed toward providing for public safety and minimizing user impact.

7.1.2 Development Zone - Shown on Level I Zone map (page 31). Within this Development Zone the following guidelines will apply:

a) oriented toward maintaining high-quality recreation and interpretive experience.

b) intensive management may be required to ensure that high-quality recreation and interpretive opportunities are maintained.

c) special design consideration generally required.

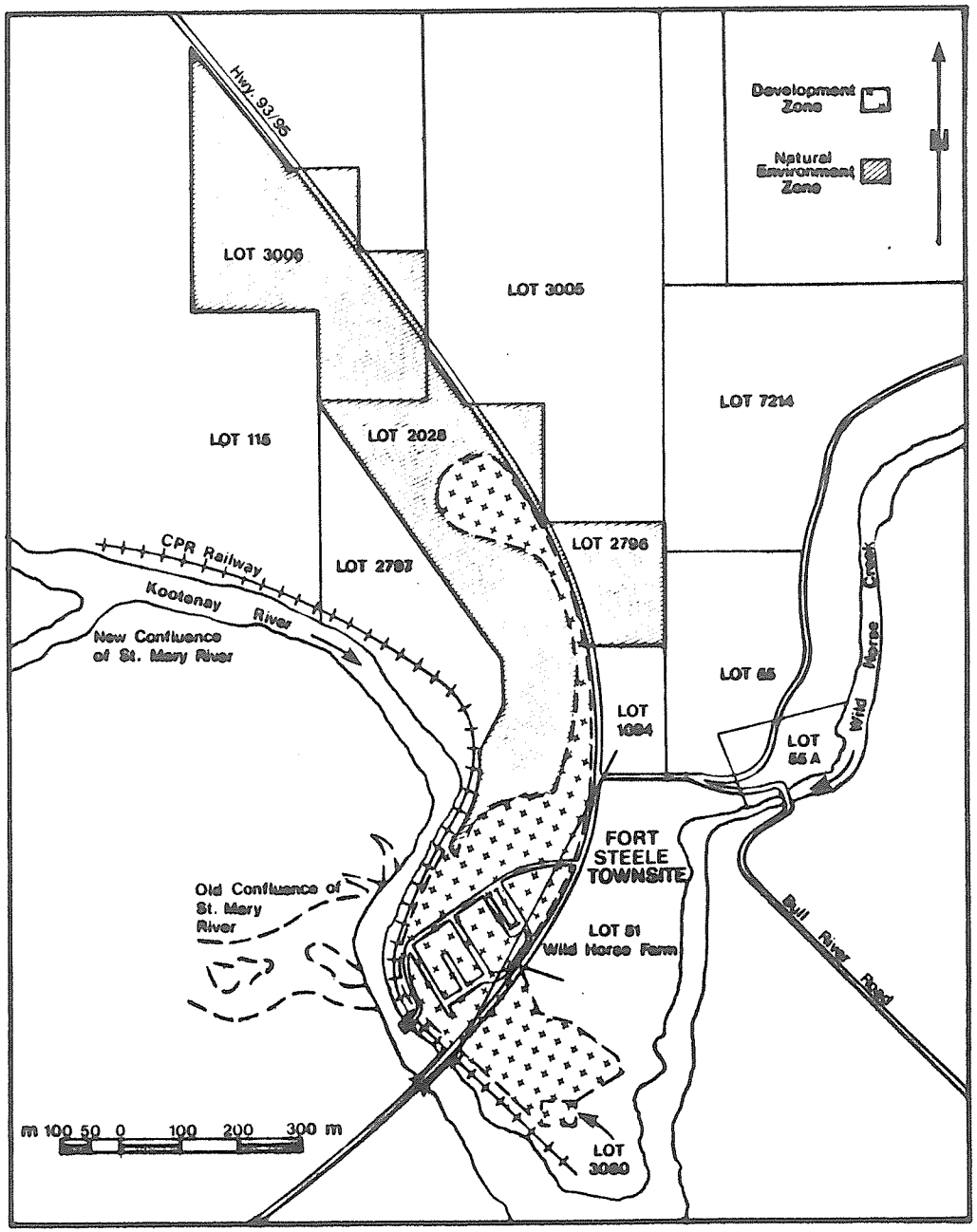
d) intensity of developments and standard of facilities are variable and will relate to the objectives for the Park.

e) private motorized vehicles may be restricted.

7.2 Level II - Within the Development Zone there will be a number of zones identified to ensure a balanced development of the site and to preserve the integrity of the heritage resources. Specific development standards and management principles will be determined within each zone. Level II zoning will be defined during the preparation of the master plan (site zoning and standards).

FORT STEELE HISTORIC PARK

Scale 1 cm=120 m



8. INTEGRATED PLANNING FRAMEWORK

This section will remain in abeyance until the various component parts are completed by the agencies responsible.

8.1 The Kootenay Region, Parks and Outdoor Recreation Division has prepared a Regional Interpretation and Information Plan which has considered Fort Steele's role in the delivery of programs. It was prepared in conjunction with the Fort Steele Concept Plan and is compatible with it.

8.2 The Heritage Conservation Branch will consider the role of Fort Steele Historic Park, within a proposed Heritage Conservation Provincial Systems Plan. Also, other sites in the vicinity of Fort Steele, which have not as yet been designated, will be considered within this proposed plan at a future date.