



Prince Town

1826 - 1926

W. George Elliott

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In the beginning...

The Okanagan people, also spelled Okanogan, are a First Nations and Native American people.

Their traditional territory spans the US-Canada border in Washington State and British Columbia.



W. George Elliott



In the beginning...

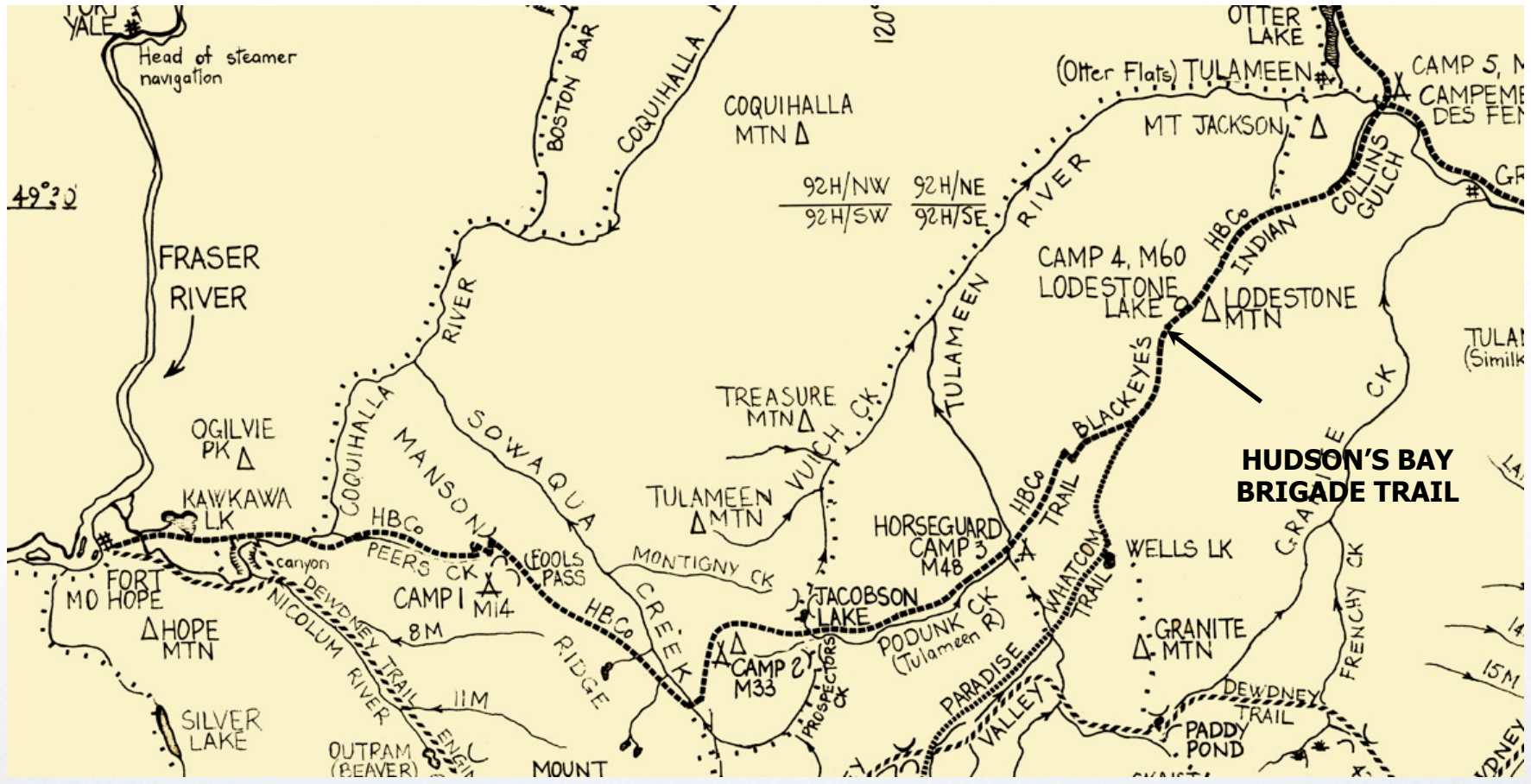
The Princeton area was significant to the First Nations people as it was a source of red ochre, used in many ways.

One of the most remarkable collection of pictographs, or 'Indian Rock Drawings' exists in the Similkameen Valley.

All of the paintings were rendered using the red ochre found in the region.



W. George Elliott



Map: Bob Harris

Princeton's history goes back to the fur traders in 1826 who used the area as a stop over when traveling from the West Coast to the Interior of the province.



W. George Elliott

The Hudson's Bay Brigade Trail to Hope passed through the region in 1846 following a route that was from Hope, through what is now known as the Cascade Wilderness to Lodestone Lake over to Tulameen, and north to Fort Kamloops.



In the beginning...

In 1846 the Oregon Treaty partitioned the Pacific Northwest.

At that time, the portion of the Okanagan tribe remaining in what became Washington Territory reorganized under Chief Tonasket.

They became a separate group from the majority of the Okanagans, whose communities remain in Canada.



W. George Elliott



Okanagan Territory

The bounds of Okanagan territory are roughly the basin of Okanagan Lake and the Okanagan River, plus the basin of the Similkameen River to the west of the Okanagan Valley, and some of the uppermost valley of the Nicola River.

The various Okanagan communities in British Columbia and Washington form the Okanagan Nation Alliance, a border-spanning organization.





Oregon Treaty

The Oregon Treaty was a treaty between the United Kingdom and the United States that was signed on June 15, 1846.

The purpose of the Treaty was to bring an end to the Oregon boundary dispute by settling competing American and British claims to the Oregon Country, which had been jointly occupied by both Britain and the U.S. since the Treaty of 1818.

The Treaty of 1818 set the boundary between the United States and British North America along the 49th parallel from Minnesota to the Rocky Mountains.





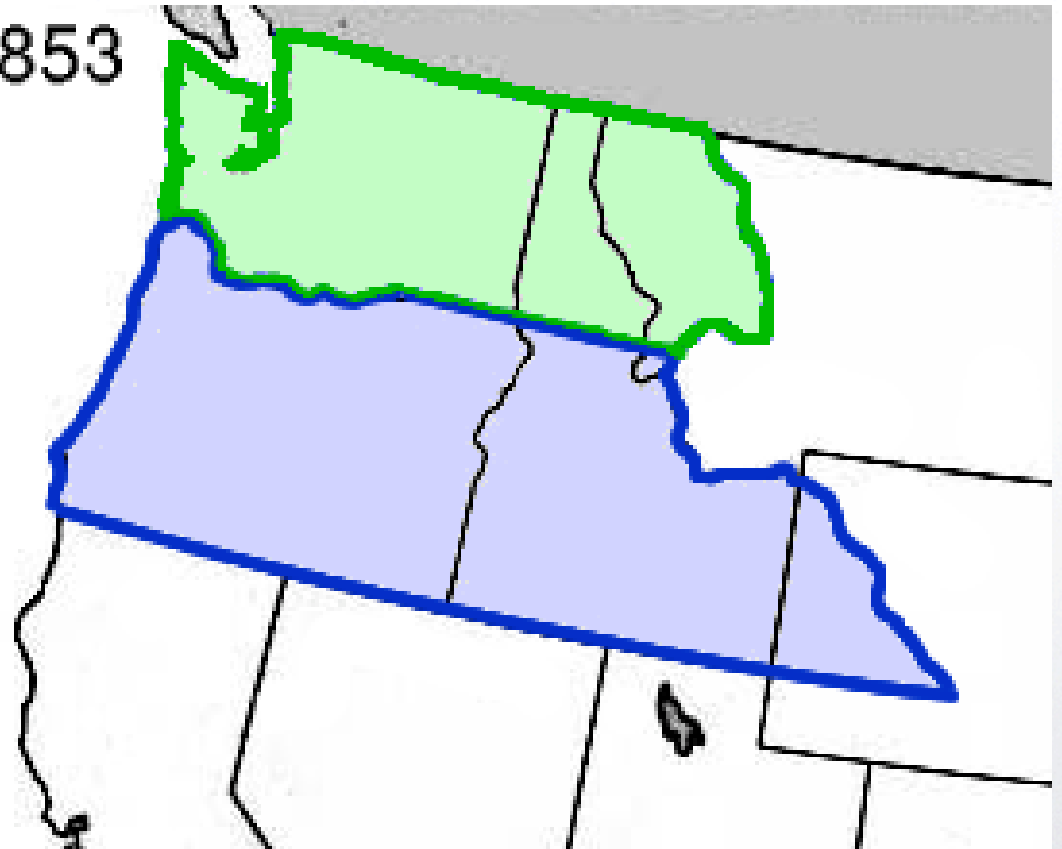
Borderline Solutions

While The Oregon Treaty set the U.S. and British North American border it did not include Vancouver Island, which was retained in its entirety by the British.

Vancouver Island, became the Colony of Vancouver Island in 1849.

The U.S. portion of the region became the Oregon Territory on August 14, 1848, with Washington Territory being formed from it in 1853.

1853



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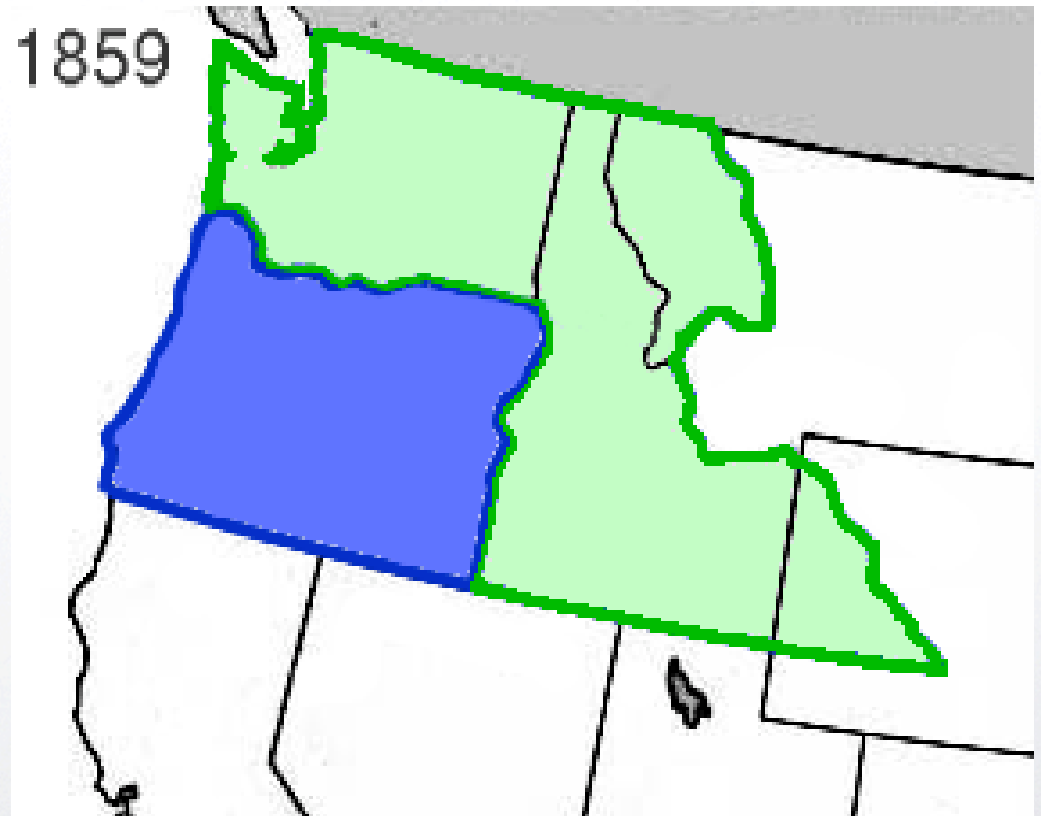


Borderline Solutions

The British portion remained unorganized until 1858 when the Colony of British Columbia was declared as a result of the Fraser River Gold Rush.

The two British colonies were amalgamated in 1866 as the United Colonies of Vancouver Island and British Columbia.

When the Colony of British Columbia joined Canada in 1871, the 49th Parallel and marine boundaries established by the Oregon Treaty became the US-Canada border.



Google



(En)campement des Femmes **(The Woman's Camp)**

The Tulameen Indians belonged to the group known as the Interior Salish. They lived by fishing and hunting. The women and children went berry picking each Fall.

There was a First Nations settlement near Otter Lake long before prospectors discovered the region and started mining and settling in the region.

The fur traders called it (En)campement des Femmes, or Woman's Camp, as women would stay there when the men were hunting or fighting.



(En)campement des Femmes **(The Woman's Camp)**

According to the BC Geographical Names Information System (BCGNIS) the traditional name for this area was Tseistn, although the meaning or significance of the name was not noted.

“When on hunting expeditions on the plateau south and west of here, the Indians left their wives at the camping place, hence the name given by Hudson’s Bay Company traders.”

The site, referred in Similkameen history as the ‘lost camp’ of the HBC, was mis-spelled Campment des Femmes or Camp Femmes on the November 24, 1859 Royal Navy & Royal Engineers map of the area compiled from surveys and explorations of the region.



(En)campement des Femmes

The site also appears on Gustav Epner's 1862 map of the 'Gold Regions of British Columbia' and on Trutch's 1871 map of British Columbia along with G. M. Dawson's 1877 map of 'Portion of the Southern Interior of British Columbia.'

Lt. H. Spencer Palmer, Royal Engineer, wrote the following on September 21, 1859: "We pitched our tents at Campment des Femmes, so-named from a custom prevalent among Indians en route for Fort Hope of leaving their women and children here while they perform the journey across the mountains."

Spencer recorded the location as 49°32'29"N by 120°42'09"W with an elevation of 2,170 feet above sea level.



Lt. H. S. (Henry Spencer) Palmer

1859 – a Hudson's Bay pack train, led by Lt. H. S. Palmer traveled from Fort Hope to Fort Colville.

They would have passed through Tulameen and Princeton (Vermilion Forks) and down through the Similkameen Valley.





Lt. H. S. (Henry Spencer) Palmer

Henry Spencer Palmer was born on April 30, 1838, at Bangalore, East India.

Palmer was gazetted a Lieutenant in the Royal Engineers on December 20, 1856, and immediately stationed at Chatham, the headquarters of the Corps of Royal Engineers.





Lt. H. S. (Henry Spencer) Palmer

Palmer spent the year of 1857 studying at the School of Military Engineering. Completing his studies he was posted to the Isle of Wight as a Company Commander.

In September 1858 he received his appointment to join Colonel Moody and Columbia Detachment in the Colony of British Columbia.





Princeton Remembers...



A number of streets on the 'Third Bench' in Princeton honour the Royal Engineers.



Royal Engineers

The Royal Engineers laid the foundations for much of British Columbia beginning in 1858 when word of the Fraser River Gold Rush reached San Francisco.

Within a year 30,000 gold miners made their way to the newly-formed Colony of British Columbia.



Princeton Museum

The few hundred British residents, Hudson's Bay Company employees and farmers, were overwhelmed and needed help - the Columbia Detachment of the Royal Engineers, 160-strong, under Col. Richard Moody.



Col. Richard Clement Moody

Born February 13, 1813 in Barbados and died March 31, 1887 in England.

He was the first Lieutenant-Governor of the Colony of British Columbia.

While serving under this post, he selected the site of the new capital, New Westminster.

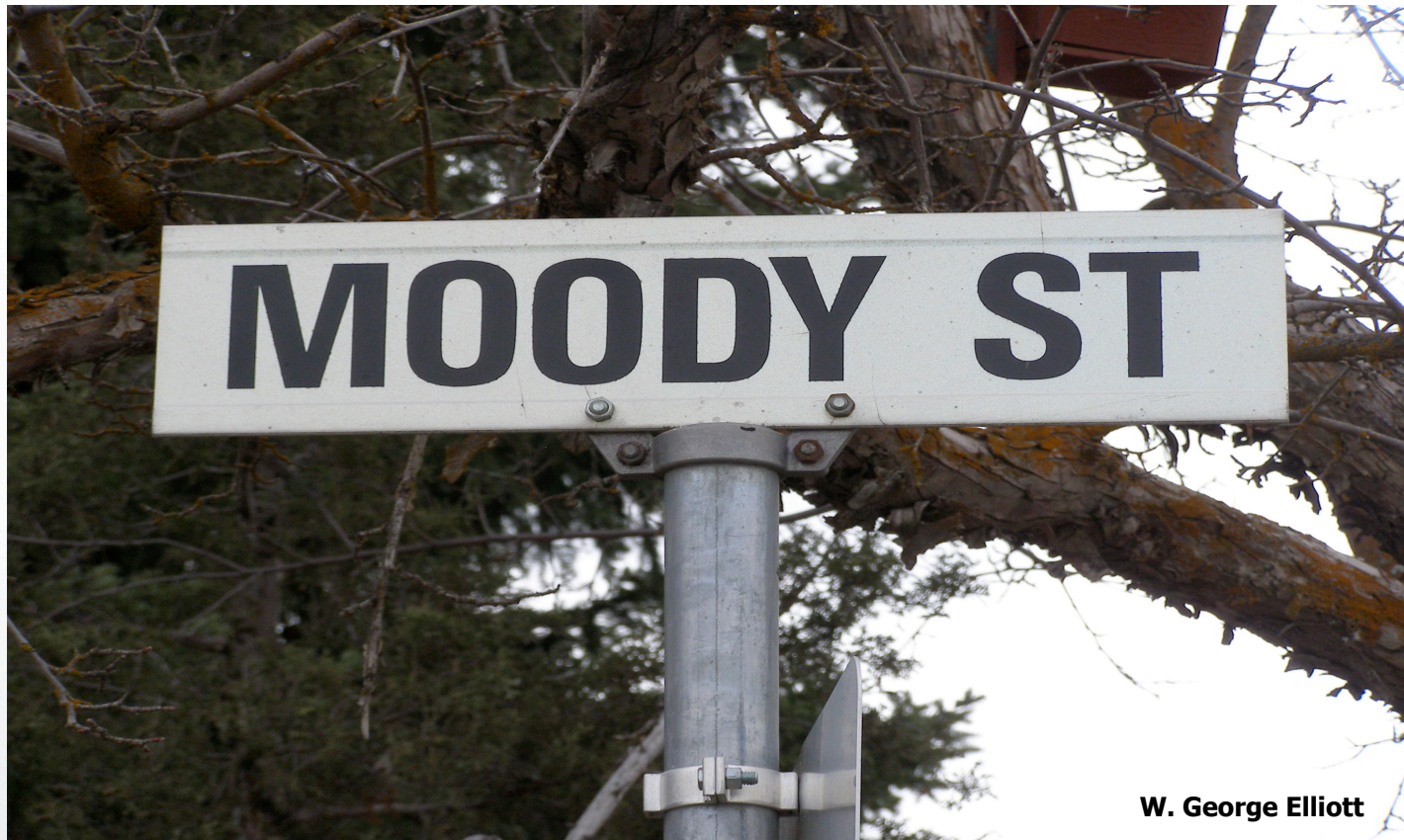
Moody was also a Colonel in the Royal Engineers, and was the commander of the Columbia Detachment, the force that was brought to BC to establish British order during the Fraser Canyon Gold Rush.



Wikipedia



Princeton Remembers...



W. George Elliott

A number of streets on the 'Third Bench' in Princeton honour the Royal Engineers.



Royal Engineers

The Columbia Detachment of the Royal Engineers had three main goals.

First, they would survey townsites and build roads.

Second, as a military force they would guard against the dangers of American annexation and First Nations uprising.

Third, they would create a British presence in the colony and “promote a high social standard of civilization” for this new frontier.



Princeton Museum



Royal Engineers

An additional 65 Royal Engineers and their officers were to assist with the work of the British Boundary Commission.

Following the Oregon Treaty of 1846 the US-Canada Border had been defined as following the 49th parallel.

It was up to the Boundary Commission to survey and mark this line across some of the most rugged terrain in North America.





Princeton Remembers...



W. George Elliott

A number of streets on the 'Third Bench' in Princeton honour the Royal Engineers.



What's A Sapper?

The term "sapper" has been associated with engineers for many generations. The origin of this term comes from the French word "sape," meaning undermine and the Middle French word "sap" – a digging tool.

In medieval times, one method used to breach defenses was to dig a trench, or "sap," up to the base of a castle wall. A tunnel would then be dug under, or into, the wall. In the French Army, digging a trench under fire was known as "driving a sap" and the men who did this were known as "sapeurs." Thus, the terms "sappers" became associated with engineers.

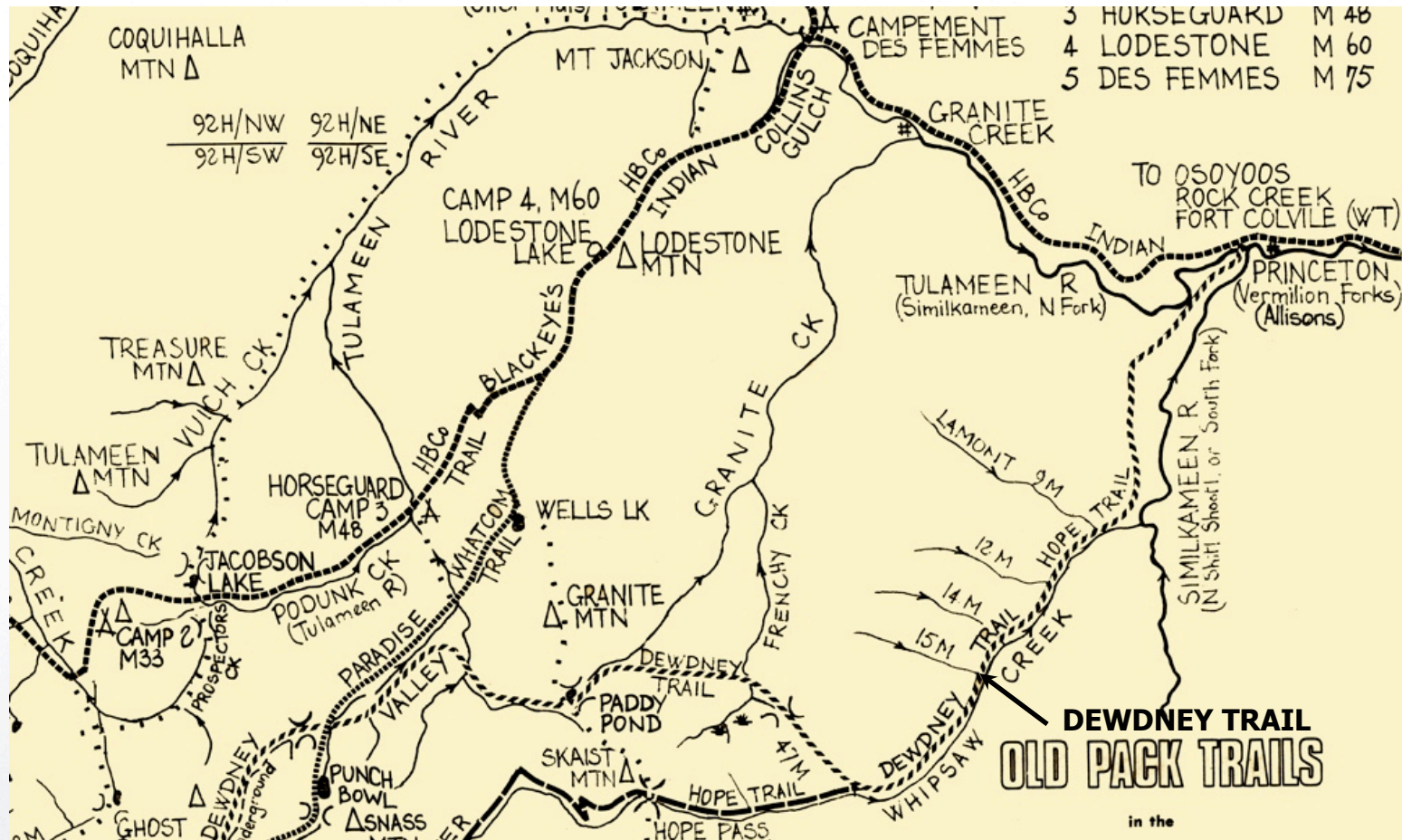
In 1813, the Royal Engineers officially adopted the title Royal Sappers and Miners and, in 1856, the rank of the common soldier was changed from private to sapper.



Royal Engineers - 1858

Princeton Museum

Edgar Dewdney was instructed by Governor James Douglas to extend a trail to Vermilion Forks (also known at the time as Red Earth Forks and later as Allison's).



Map: Bob Harris

This trail, which was just north of the present Manning Provincial Park and quite a bit further south of the Hudson's Bay Brigade Trail, became known as the Dewdney Trail.

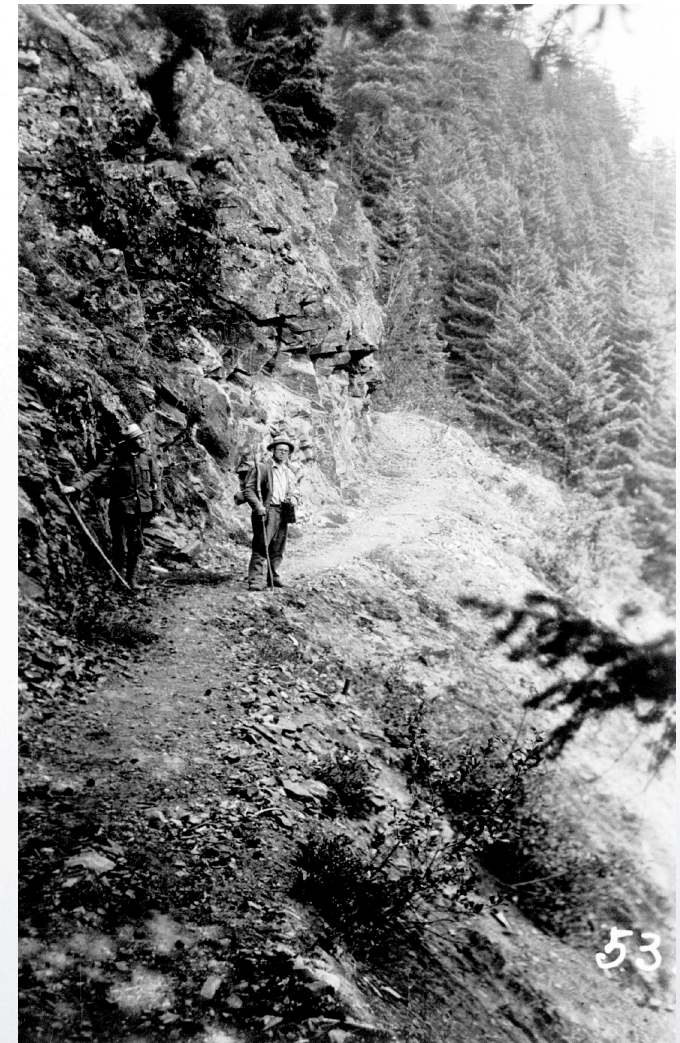


Dewdney Trail

The Dewdney Trail is a 720-km (447-mile) trail that served as a major thoroughfare in mid-19th century British Columbia.

The trail was a critical factor in the development and strengthening of the newly established Colony of British Columbia.

The trail tied together the mining camps and small towns that were springing up along the route during the gold rush era prior to the colony's joining Canadian Confederation in 1871.



'Dewdney Trail' - Royal BC Museum



Dewdney Trail



Royal BC Museum

Its purpose was to secure British control of the parts of the colony flanking the US border.



Dewdney Trail

Approximately 80 per cent of what is now Highway 3 started life as the Dewdney Trail.

This is largely because the terrain allows for no other low-altitude transit of the regions involved.



Google



Edgar Dewdney

- **Born November 5, 1835, died August 8, 1916 (81).**
- **Was a Canadian politician born in Devonshire, England.**
- **He served as Lieutenant Governor of Northwest Territories and the fifth Lieutenant Governor of British Columbia (1892 - 1897).**
- **The Honourable Edgar Dewdney served as Lieutenant Governor of the Northwest Territories during the Northwest Rebellion of 1885.**



Wikipedia



Edgar Dewdney

His even-handed response to this crisis is often credited with preventing a general Native uprising.

During his term of office, Edgar Dewdney always felt that his principal responsibility was Native affairs.

Following his education in England as a civil engineer, he emigrated to British Columbia in 1859 when that province was still a British colony.

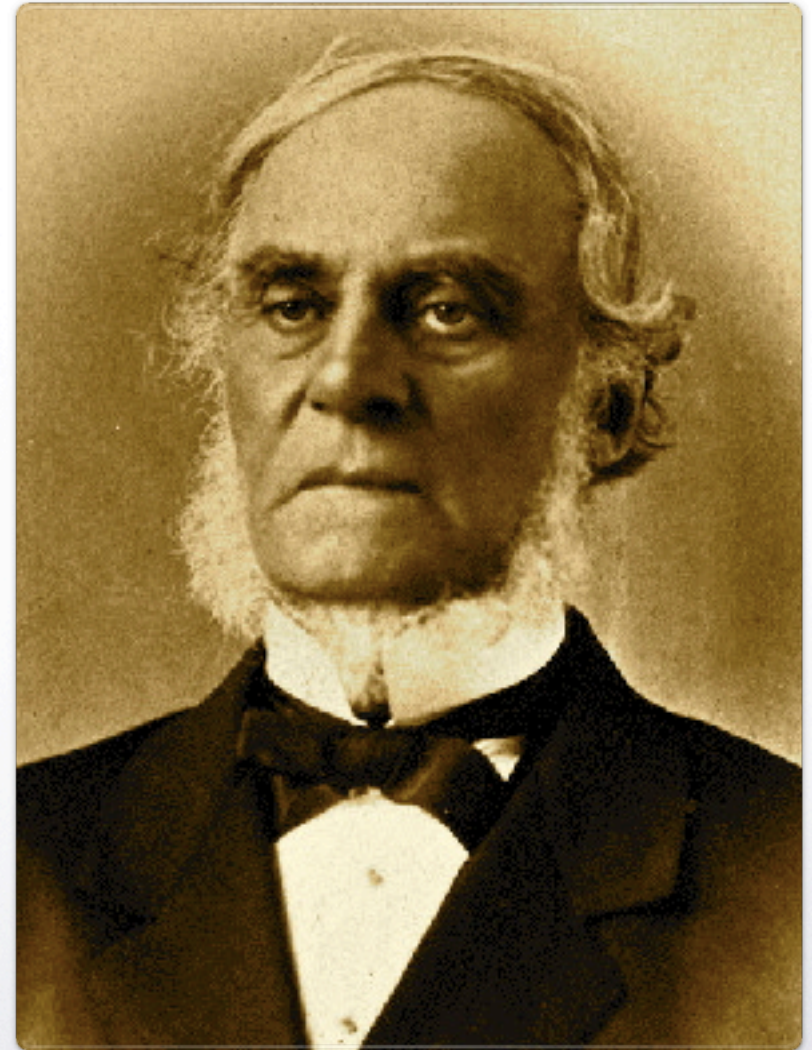


Wikipedia



Governor James Douglas

- **Born August 15, 1803, died August 2, 1877 (74).**
- **Was a company fur-trader and a British colonial governor on Vancouver Island.**
- **Douglas worked for the North West Company, and later for the Hudson's Bay Company becoming a high-ranking company officer.**
- **From 1851 to 1864, he was Governor of the Colony of Vancouver Island.**



Wikipedia

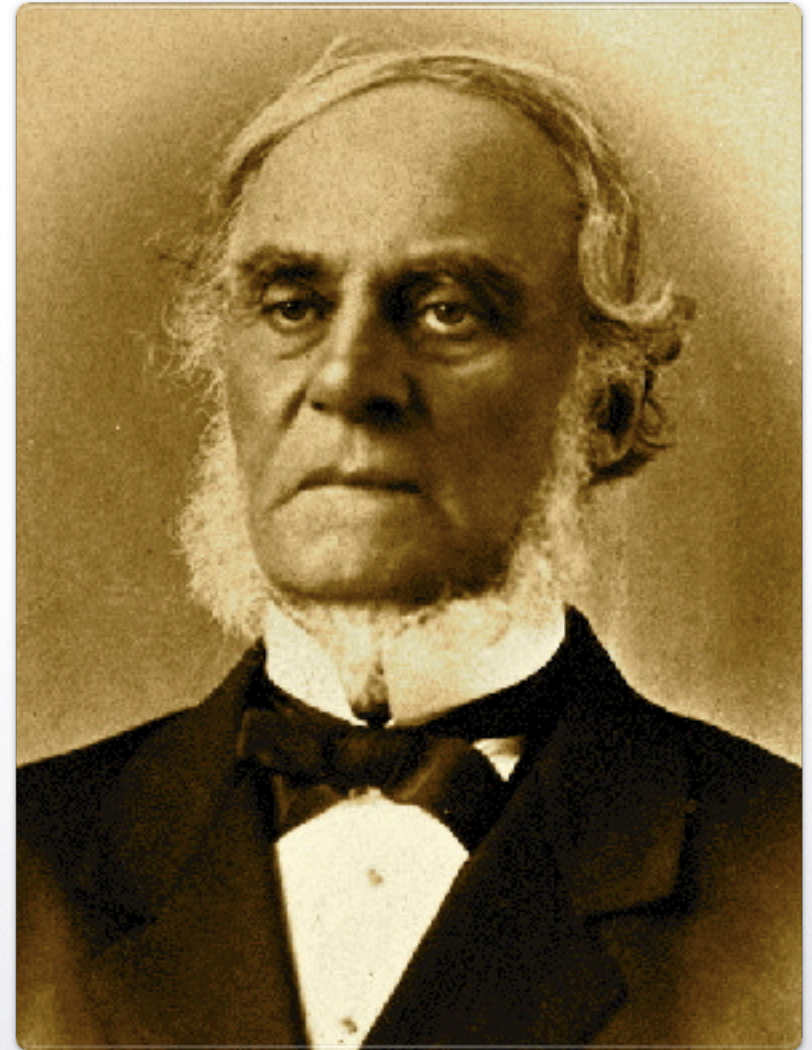


Governor James Douglas

In 1858 he also became the first Governor of the Colony of British Columbia, in order to assert British authority during the Fraser River Gold Rush, which had the potential to turn BC into an American state.

He remained Governor of both Vancouver Island and British Columbia until his retirement in 1864.

Governor James Douglas is often credited as "The Father of British Columbia."



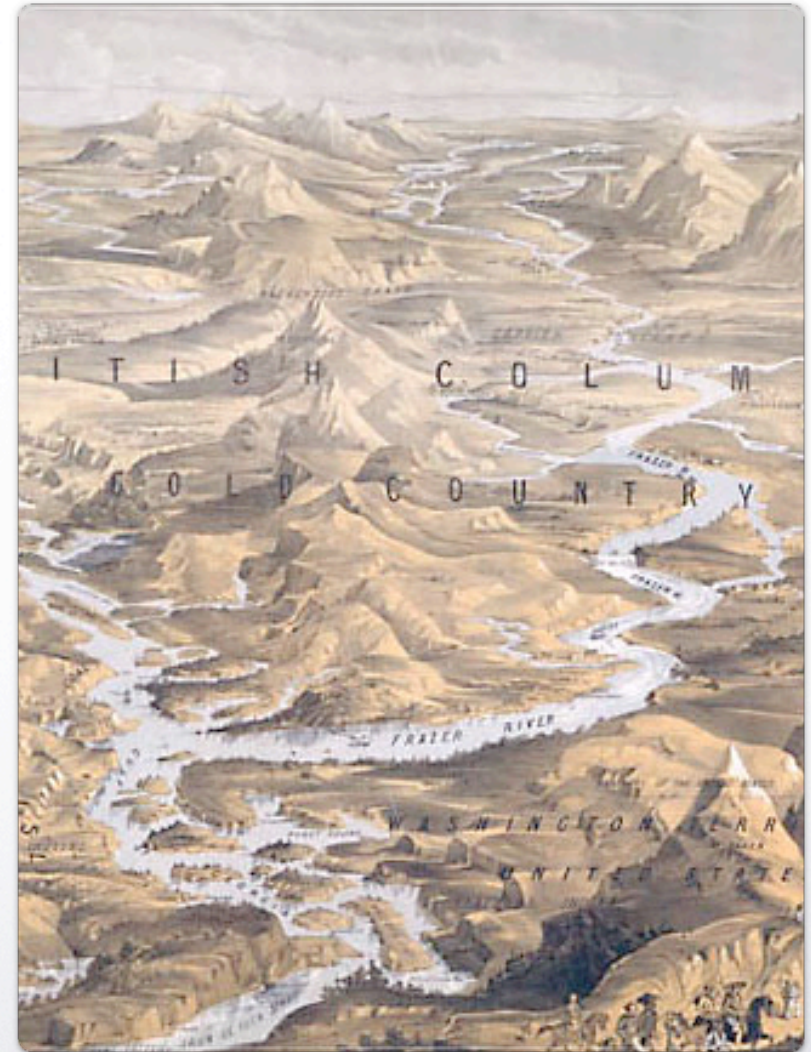
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1858 Gold Rush

The Fraser Canyon Gold Rush, (also Fraser Gold Rush and Fraser River Gold Rush) began in 1858 after gold was discovered on the Thompson River.

The rush overtook the region around the discovery, and was centered on the Fraser Canyon from around Hope and Yale to just north of Lillooet.



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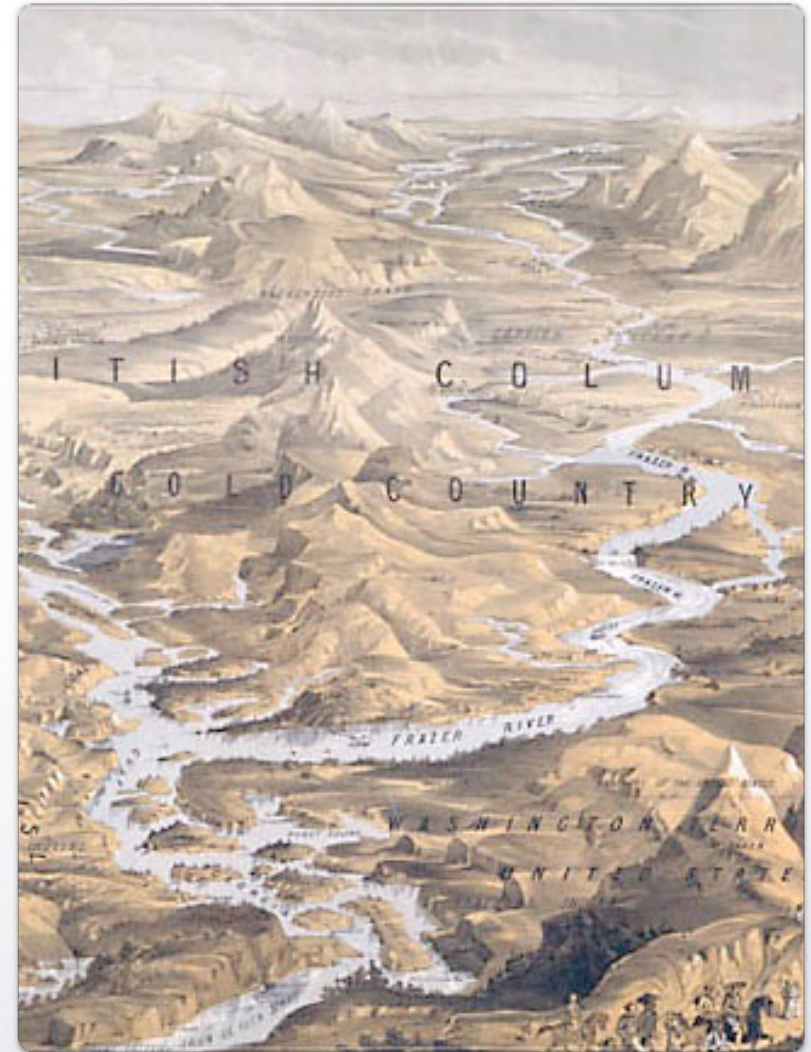


1858 Gold Rush

Though the rush was largely over by 1860, miners from the rush spread out and found a sequence of other gold rushes throughout the BC Interior and North.

The rush is credited with instigating European-Canadian settlement on the mainland of BC.

It was the catalyst for the founding of the Colony of British Columbia, the building of early road infrastructure, and the founding of many towns.



Google



John Fall Allison

John Fall Allison (1825–1897) was a pioneer settler, Justice of the Peace, and Gold Commissioner in Princeton.

Allison was born in Leeds, England and first travelled to California, then British Columbia, in 1858 as part of the Fraser River Gold Rush.

In 1860, John Fall was one of 75 to 100 white miners who wintered over in the Similkameen Valley.



Princeton Museum



John Fall Allison

In 1860, he pre-empted 320 acres at Vermilion Forks (later Prince Town) and became the area's first white settler.

In 1862 he took an Indian wife, a member of the Lower Similkameen Indian Band, Nora Yakumtekum.

Together they had three children; Lily, Bert and Charlie. Nora eventually took the two boys and went back to her people on the Lower Similkameen.



Princeton Museum



John Fall Allison

John married his second wife, Susan Moir in 1868 in Hope, BC.

They honeymooned traveling the Hope-Princeton Trail.

They had 14 children Edgar Moir (Ed) Allison, Robert Wilfred (Will) Allison, Beatrice Jane Allison, Susan Louisa (Louisa) Allison, Rose Isabella Allison, John Stratton (Jack) Allison, Caroline Elizabeth (Carrie) Allison, George Mortimer Allison, Elfrieda Flora (Frida) Allison, Alfred Edward Allison, Valerie Helen Grace (Grace) Allison, Harold Archibald (Harry) Allison, Aurelia Angela (Angie) Allison and Alice Olivia Allison.



Princeton Museum



John Fall Allison

Allison's first daughter, Lily, from his first marriage, took residence in the new Allison home to assist John Fall's second wife, Susan, with the growing family.

Noted for his sterling character, he was appointed a Justice of the Peace in 1876.

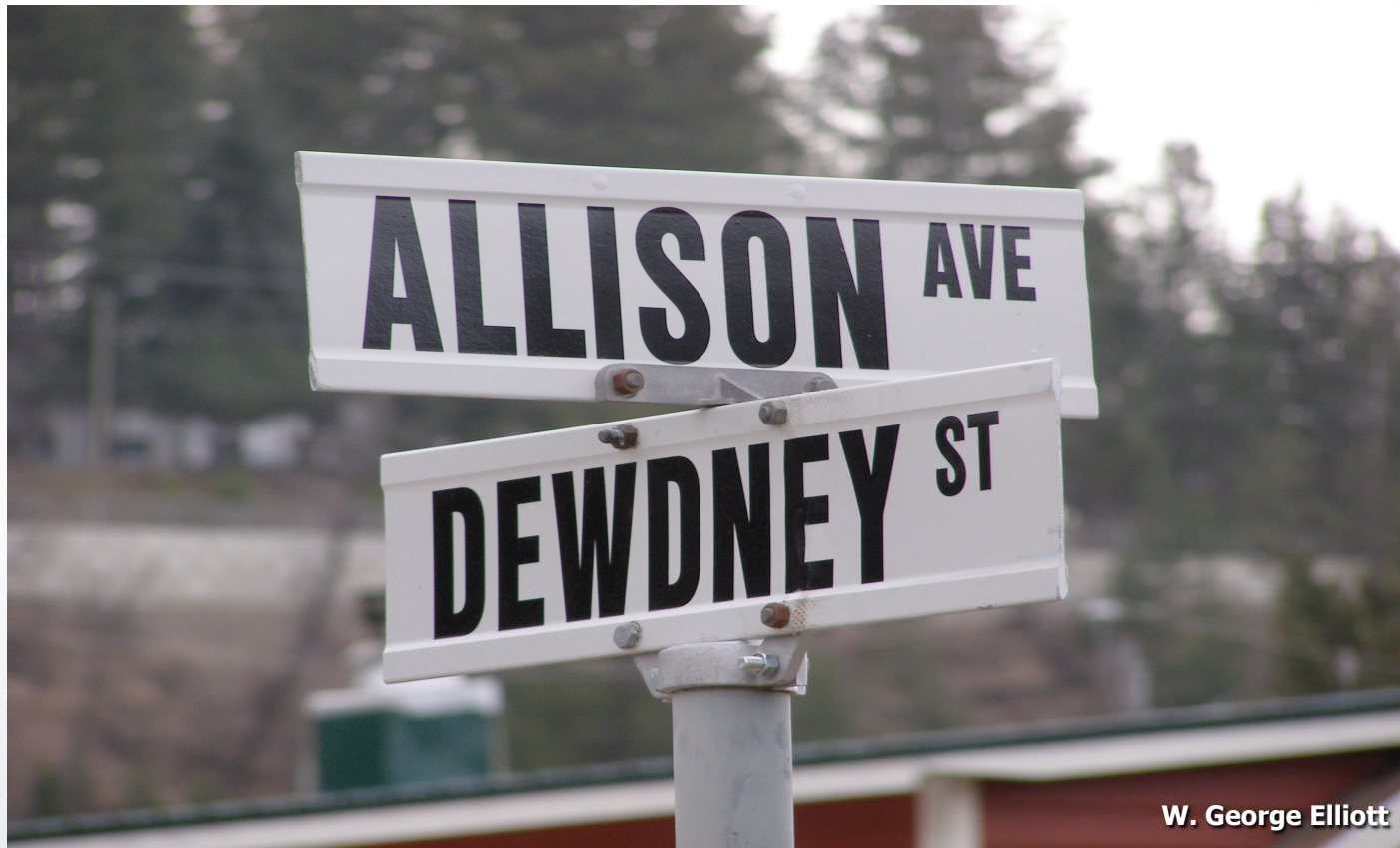
Allison was also the first Gold Commissioner of the new Similkameen Mining District in response to the Tulameen Gold Rush at the emergent boomtown of Granite Creek (aka Granite City).



Princeton Museum



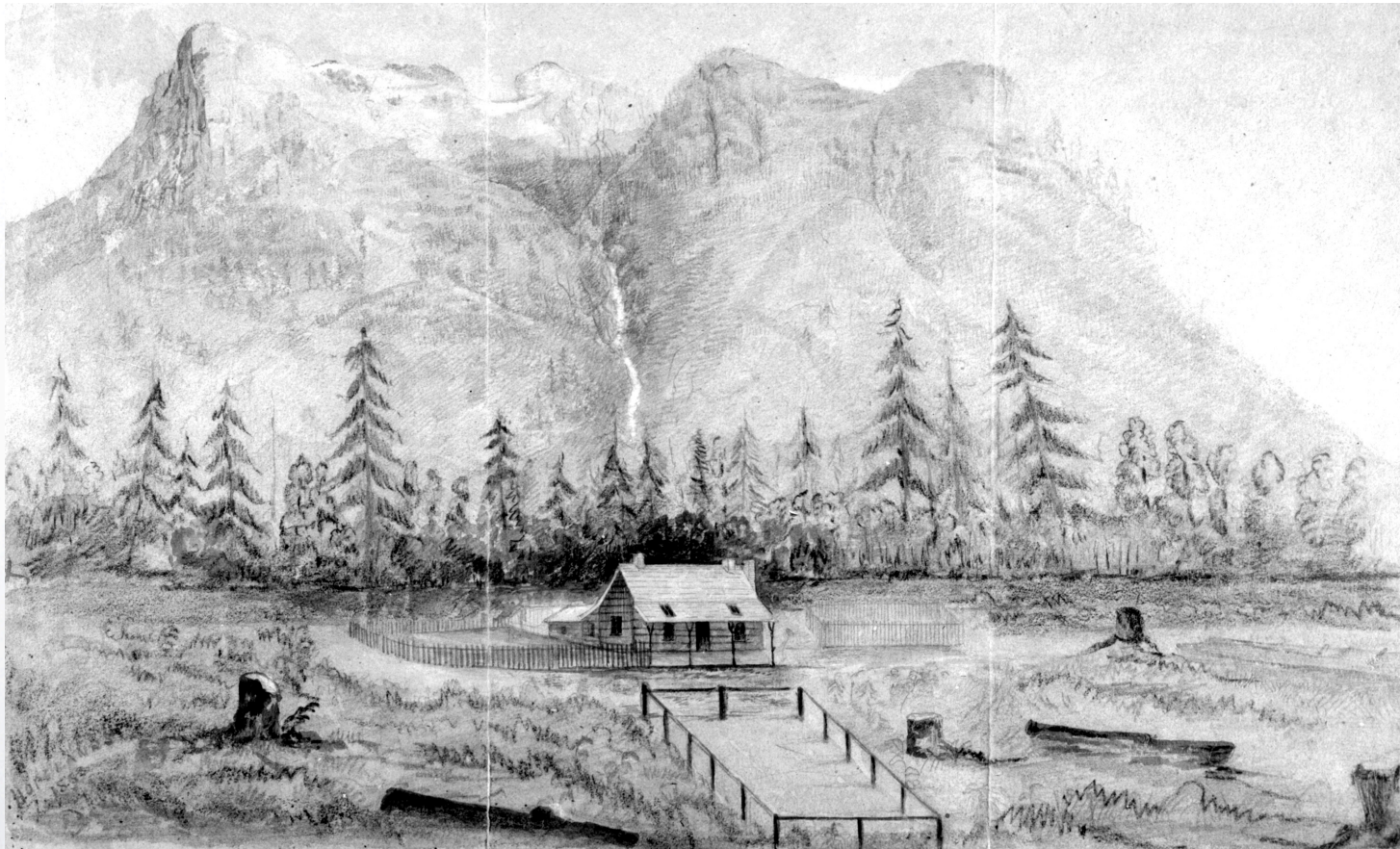
Princeton Remembers...



Edgar Dewdney and John Allison are both honoured with streets in Princeton.



“Hopelands”



Royal BC Museum

A sketch of the John Fall Allison homestead 'Hopelands' drawn by Edgar Dewdney.



Welcome to:

Prince Town!

In 1860, two years after becoming the first Governor of the Colony of British Columbia, James Douglas changed the name of the Similkameen Valley town Vermilion Forks to Prince Town in honour of the Prince of Wales who visited Eastern Canada later that year.

Oddly enough, the Prince never made it out to the settlement that eventually became known as Princeton.



Wikipedia



Edward VII

Albert Edward

- **Born November 9, 1841, died May 6, 1910 (69).**
- **Was King of United Kingdom and British Dominions and Emperor of India from January 22, 1901 to his death.**
- **Before his accession to the throne, was Prince of Wales and heir apparent to the throne for longer than anyone else in history.**
- **During his mother's widowhood (Queen Victoria), Edward was largely excluded from political power and came to personify the fashionable, leisured elite.**



Wikipedia



It Happened In...1860

- **Vermilion Forks becomes Prince Town...**
- **Governor James Douglas instructs Edgar Dewdney to extend the trail to Vermilion Forks (Prince Town)...**
- **The first Prince Town townsite is laid out...**
- **Gold miners first discover the Similkameen River...**
- **A settlement popped up on river frontage not far from Vermilion Forks (Prince Town) called Blackfoot...**



Tracing The Life of...Princeton

According to the BC Geographical Names Information System (BCGNIS) the community was labeled Princetown on Epner's 1862 'Map of the Gold Regions in British Columbia' and labeled Princeton on Palliser's 1865 'A general map of the route in British North America' and on Alexander Caulfield Anderson's 1876 manuscript.

It's mentioned as "Princeton or Vermilion Forks" in G. M. Dawson's 1877-78 Progress Report.

Anderson also recorded Zoch-a-meen, Klot-a-meen and Red Earth Fork as names for the site (Lecount's map of the Gold Regions on the Fraser River).



Tracing The Life of...Princeton

The community was also known as 'Similkameen' and 'Allison's' but the name 'Prince Town' given by Govenor James Douglas stuck once it got shortened to Princeton.

The Princeton (Post Office & Railway Station) was adopted October 6, 1936 on Geological Survey Sheet 421A. Princeton was incorporated as a Village Municipality September 11, 1951 and confirmed as Princeton (Village) on November 5, 1953 (Map 92 H/ SE).

The community was re-incorporated as a Town Municipality on September 21, 1978 and confirmed as Princeton (Town) on December 15, 1981 (Map 92 H/7 & 8).



Tracing The Life of...Princeton

A Boundary amendment went into effect May 19, 1993 (BC Gazette) and confirmed July 13, 1994 (Maps 92 H/7 and 92 H/8).

Another Boundary amendment added the properties around Princeton Airport and East Princeton.

The East Princeton (Station) was adopted September 6, 1951 (Map 92/SE) but was eventually dropped from CPR (Canadian Pacific Railway) Timetables.

The 'Station' portion of the East Princeton name was rescinded on December 18, 1968 (Map 92H/SE).



Similkameen Gold Rush

The Similkameen Gold Rush, also known as the Blackfoot Gold Rush, was one of a flurry of small rushes that had attracted tens of thousands of prospectors to the new colony of British Columbia.



Princeton Museum



Similkameen Gold Rush

The discovery of gold on the upper Similkameen River in 1860 led to the establishment of the town of Blackfoot, also known as Blackfoot Flat and a neighbouring settlement called Blackwood Flat.



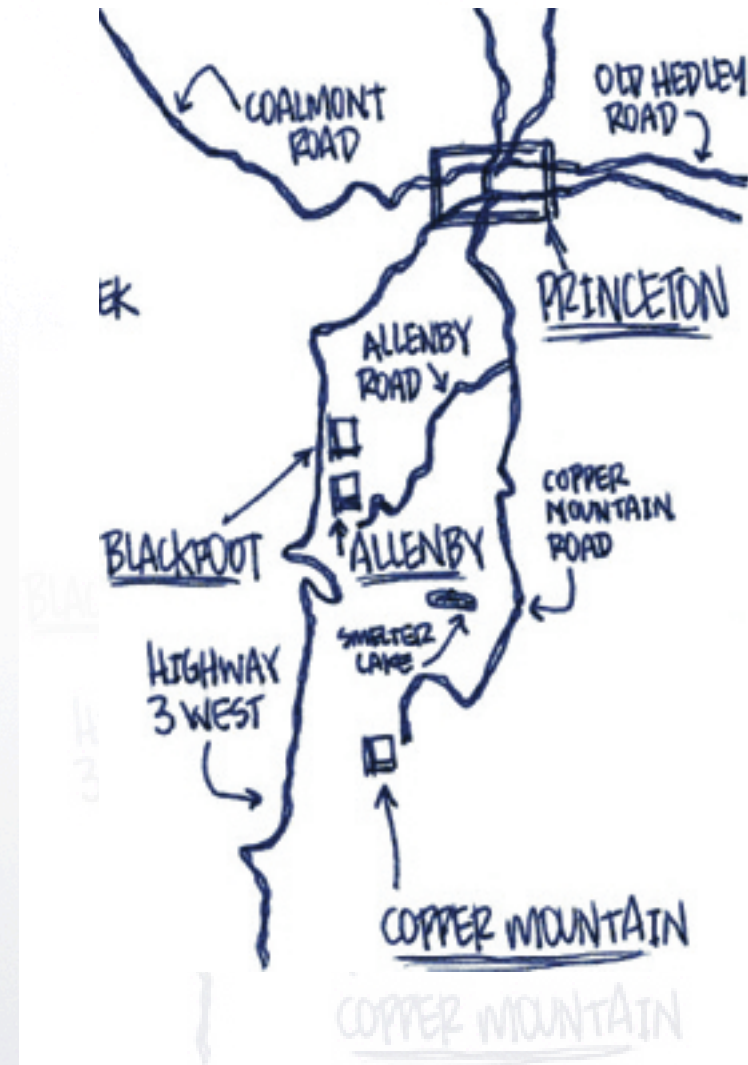
Princeton Museum



Blackfoot

In the fall of 1860 close to 100 miners, half of them Chinese, established a small community of cabins and shacks.

The settlement was called Blackfoot, or Blackwood Flat, and was located on the south fork of the Similkameen River, about 11-kilometres southwest of Princeton, near where Allenby was later built.



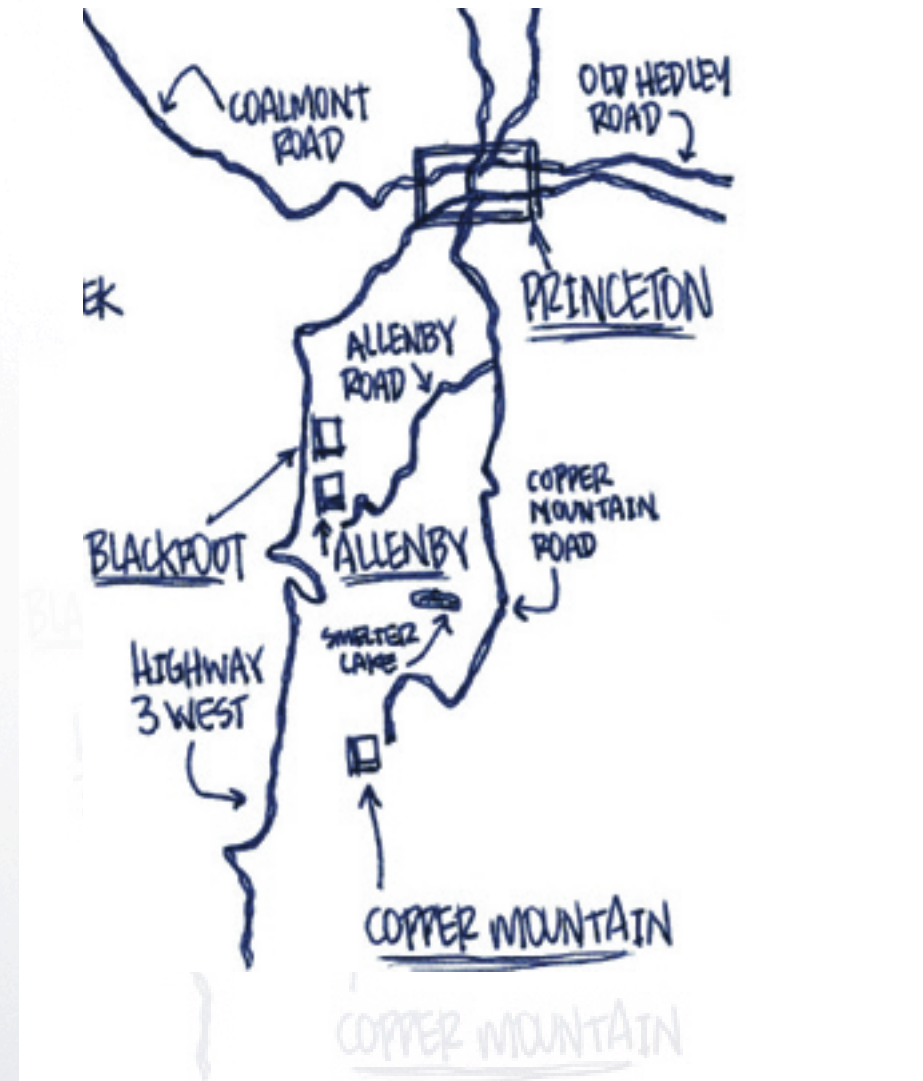
Map: W. George Elliott



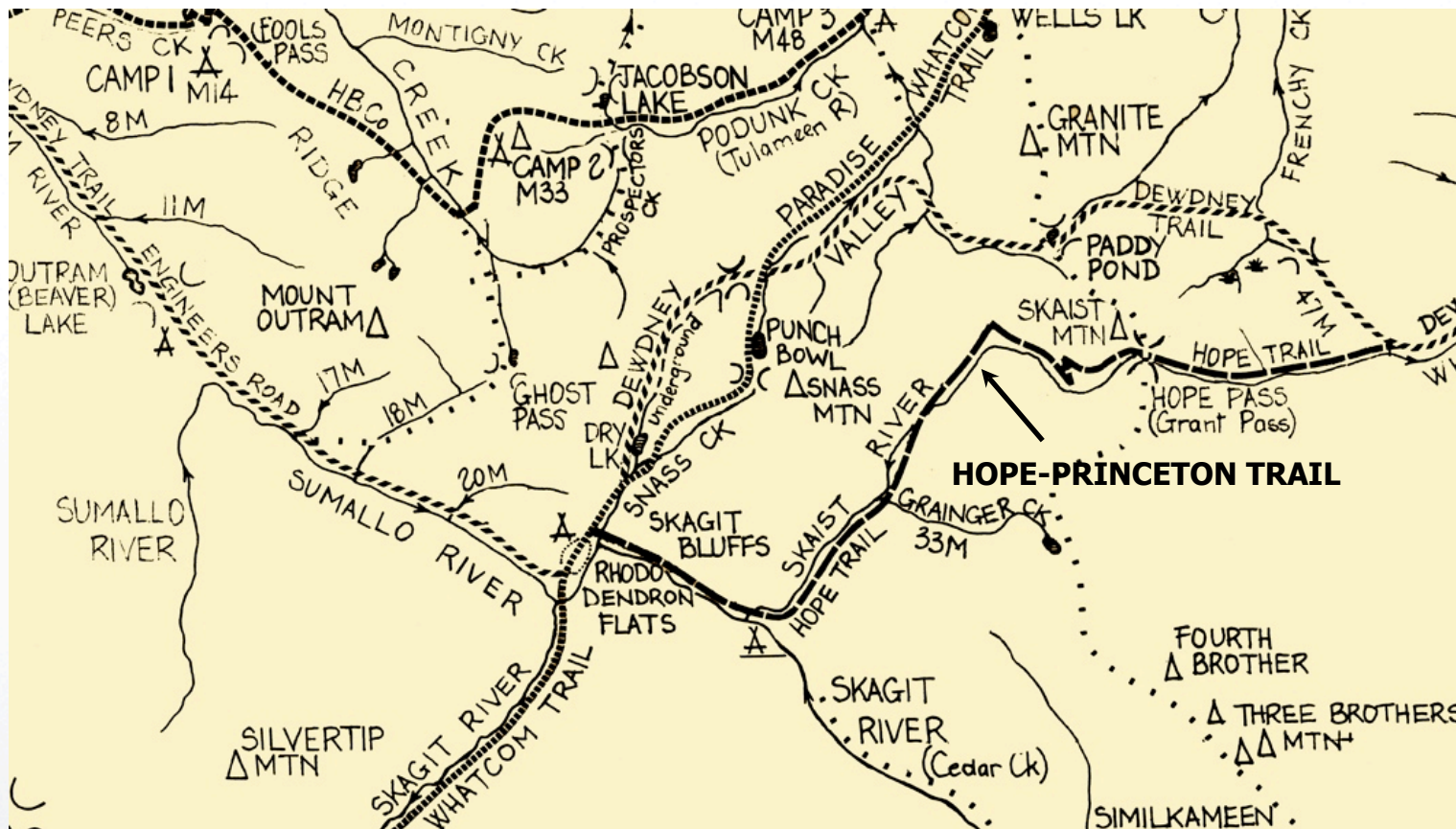
Blackfoot

By the summer of 1861 Blackfoot had a store and a hotel and the miners with claims in the benches along the river were reported to be doing very well.

It was the high water of the Similkameen that made working the lower portions of the river difficult and also brought an end to the development of the area.



Map: W. George Elliott



Map: Bob Harris

1861 - Gov. James Douglas established the Hope-Princeton Trail which went from Hope to Princeton and on through to Rock Creek on a route that ran just south of the Dewdney Trail, joining it along Whipsaw Creek. Douglas visited Princeton in 1862.



Princeton Museum

Edwin Barr-Hall with his pack train on the Hope-Princeton Trail near Cedar Flats.



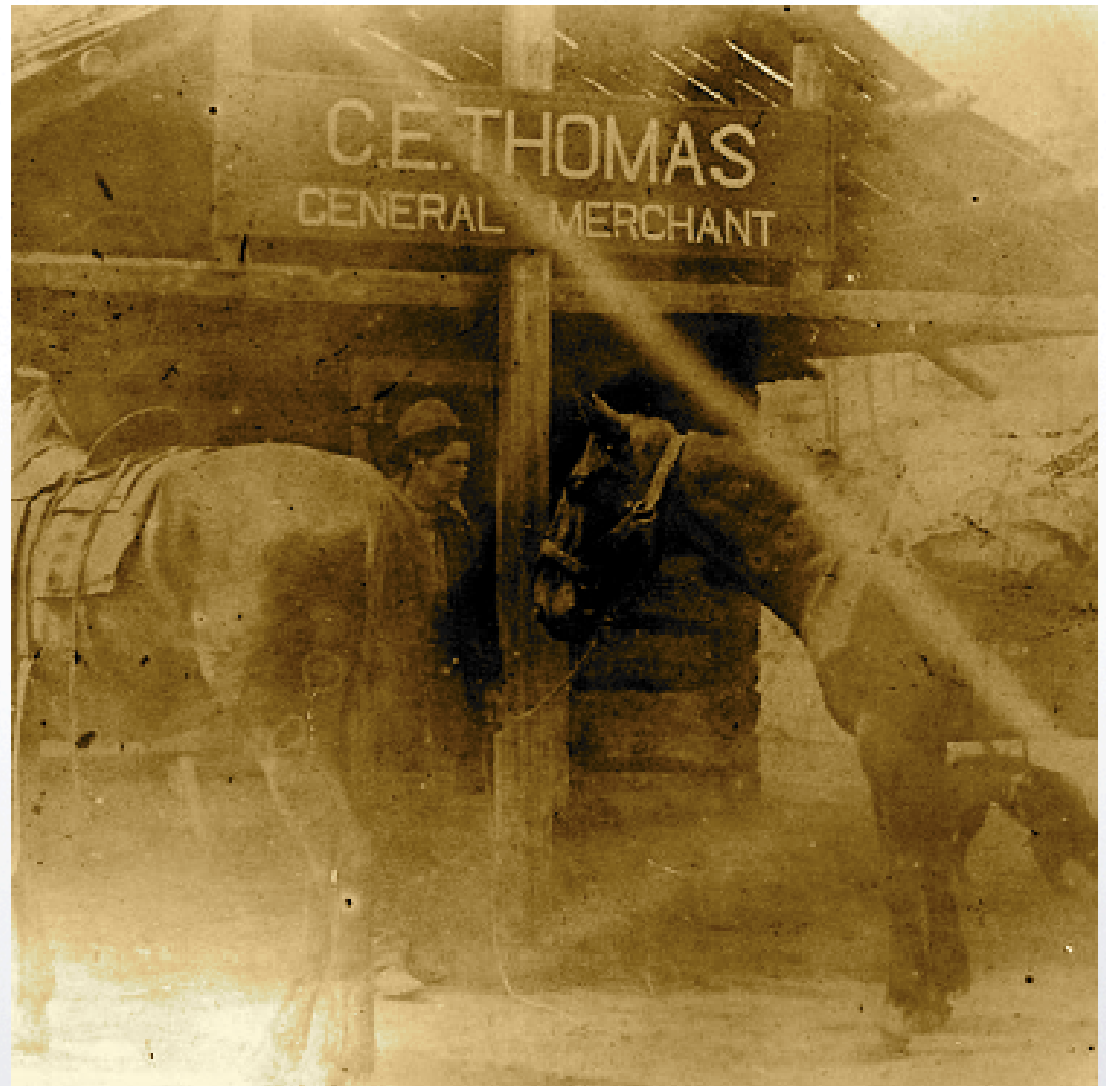
Mail Call!

In 1876 Princeton's first post office opened. It operated twice a year and was run by Mrs. John Fall Allison (Susan Louisa Moir).

The first officially recognized Postmaster was Charlie E. 'Whistling Rufus' Thomas.

He whistled on deliveries that often took him as far as Hope and Rock Creek.

He operated the second post office located in his General Store on Vermilion Avenue. It operated until 1948.



Princeton Museum



Royal BC Museum

According to Royal BC Museum this was Princeton's first store in a photo taken in 1880. There was no other information available. Probably a general store of some kind.



Copper Mountain

James Joseph Jameson was a fur trapper who settled in the Similkameen Valley in 1882.

Quite by accident while hunting with his son, James Jr., the elder Jameson discovered the existence of the bright greenish tinge of copper.

It is not known why Jameson opted to do nothing with his find for ten years until a friend, R.A. 'Sunset' Brown, visited the Jamesons and learned of the discovery.



Princeton Museum



Copper Mountain

In October of 1882, a claim was filed by Jameson and Brown and the first mine worked was the Sunset followed by a number of others.

Other accounts say Copper Mountain was actually staked in 1887 by John Fall Allison for R. A. 'Sunset' Brown.

It isn't until 1895 when Brown sinks the first shaft and drilling begins at Copper Mountain.



Princeton Museum



Copper Mountain

BC Mining Report 092H7 states the Sunset claim was the first located on the mountain and was staked by R.A. Brown in 1892.

It was then Crown-granted to Brown and someone named Averill in 1898.

It also says the Sunset Copper Company Limited was incorporated in October 1899 to develop the Sunset claim.



Princeton Museum



Tracing The Life of...Copper Mountain

According to the BC Geographical Names Information System (BCGNIS) Voights Camp Post Office opened on Copper Mountain December 16, 1912.

It became the Copper Mountain Post Office on November 1, 1914 in association with Canada Copper Corporation's Copper Mountain Mine, which opened in 1911.

The Post Office was relocated and renamed Allenby Post Office December 1, 1918 in association with the new Allenby townsite built near the mine's concentrator facility.

A new post office named Copper Mountain Post Office opened on the mountain July 1, 1919.



Tracing The Life of...Copper Mountain

That Post Office was relocated to the Belle Fraction (Lot 4204) on July 6, 1926 and closed July 1, 1936. It re-opened July 12, 1937, located on the access road southwest of the Copper Farm mineral claim (Lot 122A) with T. H. Bamforth as Postmaster.

The Copper Mountain Post Office closed on July 17, 1957. The Kettle Valley Railway (KVR) Station closed in 1958.

Copper Mountain (Post Office) was adopted October 6, 1936 on Geological Survey Sheet 421A, Hope. It became Copper Mountain (Post Office & Station) November 5, 1953, Copper Mountain (Settlement) December 18, 1968 (Map 92H/SE), Copper Mountain (Locality) on October 31, 1980 and Copper Mountain (Abandoned Locality) March 20, 1992 (Map 92H/7).



1885

This was the year of the historic 1885 Granite Creek Gold Rush which followed the discovery of gold in the waters of the creek called Granite.

Six months after the discovery of the first nugget, a total of 900 miners were said to be prospecting the area.

A year after this photo was taken Granite was the largest city in BC with a population of 2,000.



Princeton Museum



Granite Creek

Granite City
or just plain 'Granite'

The Discovery Claim was staked on the creek by Johnny Chance (in photo), E. M. Allison, 'Wild Goose' Bill Jenkins and Thomas Curry.

Granite Creek had 40 houses, six saloons and hotels along with seven stores.

An estimated \$800,000 in gold and platinum was said to have been taken from the creek.



Royal BC Museum



Granite Creek

Granite City
or just plain 'Granite'

Nuggets worth \$415 were reported, and a Chinese miner in 1887 found a nugget worth \$900.

BC Mining File #092H7-AU3 says simply: "In 1895 \$500 in gold and platinum" under the heading of Production.

By 1911 Granite was a ghost town ravaged by fire and abandoned for more lucrative gold fields.



'Granite Creek' - Royal BC Museum



Princeton Remembers...



Mining history of the region is honoured in street names in Princeton.



Princeton Through The Years - 1880s



Princeton Museum



Tulameen River Wooden Bridge

The first wooden bridge, pictured here, was built in 1886. It was swept away by a flood.

The second wooden bridge was designed by W. C. McDougall, who lived nearby in what is now known as Allison Flats.



Princeton Museum



Princeton Through The Years - 1888



'Princeton' - Royal BC Museum



Leadville

Miners were first attracted to this area in the early 1890's and Charles Connelly is credited with staking the first claim in 1894.

Leadville, which was also known during its 40-year history as Summit City, Summit Camp and Summit City Camp, was never a city, camp or settlement.

BC Mining File #092H6-AG1 describes the site as being "located at about the 5,400 foot elevation on the south slope of Treasure Mountain, at the head of the Tulameen River, 17 miles east-northeast of Hope and during the early period of exploration the area was known as Summit Camp."





Leadville

The report continued to state that the Silver Chief claim was staked by Andy Jensen of Tulameen in 1906 and optioned to W. B. Dornberg and associates of Spokane in 1910.

Development work went until 1915 under the name of Treasure Mountain Mining Company.

Several reorganizations took place but the lack of a good trail or wagon road to ship ore from the site eventually spelled the end of the mining camp.





Leadville

Miners working the area believed that a road from Tulameen to Hope would bring Leadville immediate prosperity due to the high-grade ore located there.

In fact, Mining Report #092H6-AG1 states production from the Silver Chief from 1929-1934 and in 1951 totalled 1,108 tons.

It included 3 ounces of gold, 40,036 ounces of silver, 386,319 pounds of lead and 89,353 pounds of zinc.

All work ceased in 1957 and the site was abandoned.





Princeton Through The Years - 1896



'Princeton' - Royal BC Museum

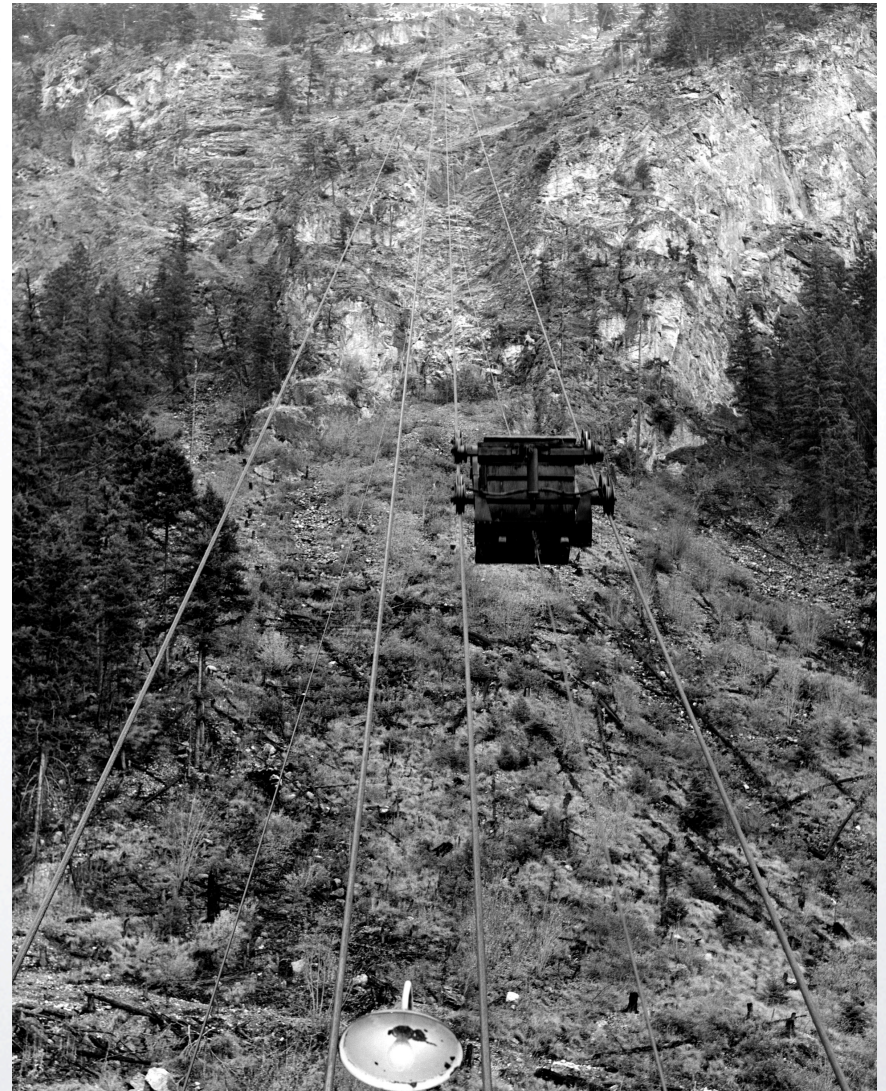


Hedley

The history of the Hedley gold camp dates from August 1897, when Peter Scott came in from the Slocan silver camp in the Kootenays, and located the "Rollo" claim.

A year later Mollaston and Arundel, two experienced prospectors, located the Horsefly, Bulldog, Sunnyside, Nickel Plate and Copperfield claims.

Ore specimens from these properties came to the attention of M.K. Rodgers, agent for Marcus Daly of Montana, and a bond was taken on them in 1898 and development work was started the following year.



'Hedley, Mascot Mine ore bucket' - Royal BC Museum



Hedley - Famous For Gold

However, prior to the start of production the Daly group, in association with New York capital, formed the Yale Mining Company.

The company was to purchase and operate the Hedley properties.

The Daly Reduction Company was to operate the forty stamp and large cyanide mill and power house.



'Hedley, Nickel Plate Mine Stamp Mill (1903)' - Royal BC Museum



Hedley - Famous For Gold

Yale started production in 1904 by surface pit mining on an outcrop which was the only surface exposure of the seven ore bearing zones of the entire Nickel Plate system of ore bodies.

In August 1909, a reshuffle and infusion of new interests brought the Hedley Gold Mining Company in as mine operators with the Daly Reduction Company involved as mill operators.



'Hedley, Nickel Plate Mine Stamp Mill (1903)' - Royal BC Museum



Tracing The Life of...Hedley

According to the BC Geographical Names Information System (BCGNIS) the Hedley townsite was surveyed in 1900 and a Post Office opened May 1, 1903 with F. M. Gillespie, Postmaster.

Hedley (Post Office) officially adopted October 6, 1936 on Geological Survey Sheet 421A, Hope.

It changed to Hedley (Post Office & Station) November 5, 1953 (Map 92H/SE) and changed back to Hedley (Post Office) July 31, 1969 after discontinuation of Great Northern Railway service.

A final change to Hedley (Community) took place January 14, 1983 (Map 92H/8).



Princeton Through The Years - 1899



'Princeton' - Royal BC Museum



Princeton Through The Years - 1900



'Bridge Street, Princeton' - Royal BC Museum



Tulameen (Otter Flats)

Some miners from the Granite Creek gold rush congregated by the shores of Otter Lake which led to the establishment of a small community apparently known at Otter Flats (also known as Otter Lake).

The mining town soon had a number of stores, two hotels, a saloon and a post office.

The community became Tulameen in 1901 and was located on the southern mainline of the Canadian Pacific Railway, constructed in 1896 after a potential routing of the Great Northern Railway to Tulameen.



Tracing The Life of...Tulameen

According to the BC Geographical Names Information System (BCGNIS) the Tulameen Post Office opened March 1, 1907 with John H. Jackson, Postmaster.

According to G. M. Dawson in 1877 Tulameen (Settlement) was established on Otter Flat, but there is no evidence in BC Files that the settlement itself was ever called Otter Flat(s).

Tulameen (Village) was adopted in the 18th Report of the Geographic Board of Canada on March 31, 1924. A change to Tulameen (Post Office) was noted in 1966 (BC Gazetteer) and another change to Tulameen (Station) on October 3, 1969. A final change to Tulameen (Community) took place May 14, 1982.



Princeton Museum

Princeton 1902



Princeton Museum

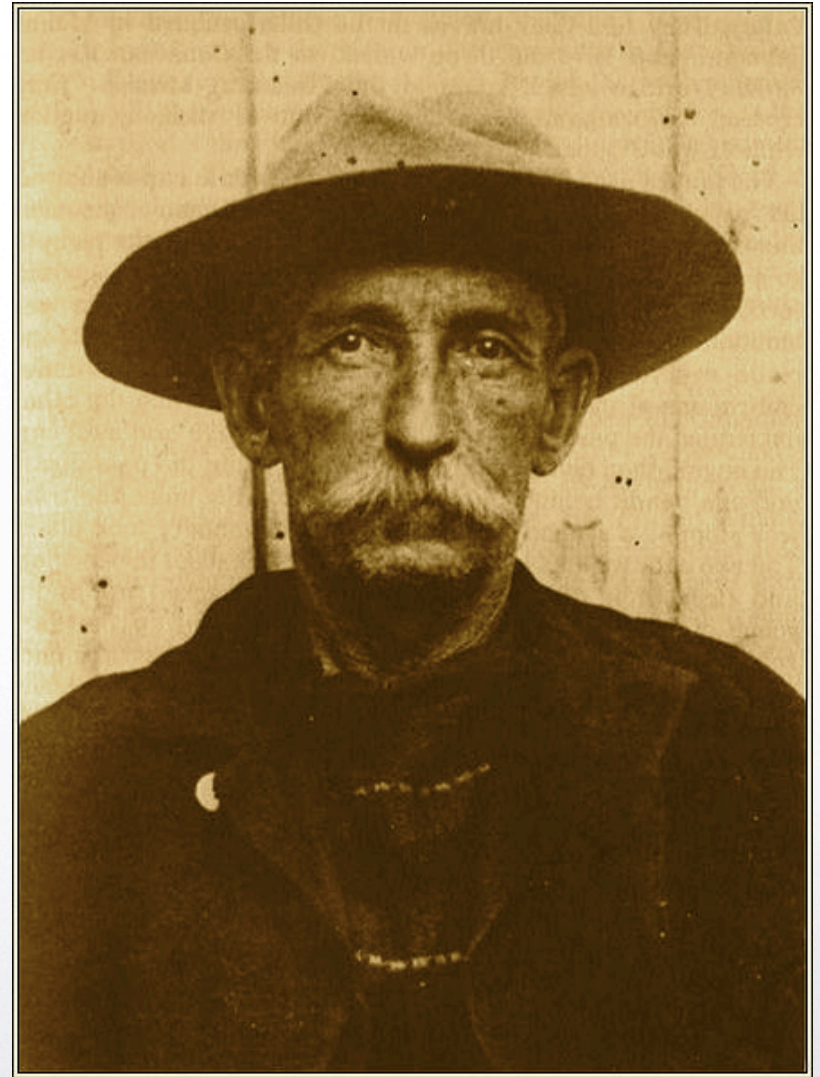
The Old Hedley Road is completed in 1904 linking the communities of Penticton, Hedley and Princeton. The Welby Stage Coach made the trip frequently.



Train Robber Bill Miner

1904 – Train robber Bill Miner made his first trip to Princeton following the successful robbery of Canadian Transcontinental No. 1 near Mission, BC. Miner and rancher Jack Budd are believed to be related.

1905 – Bill Miner, known locally as George Edwards, lived on the Currie Schisler homestead on Baldy Mountain.



Wikipedia

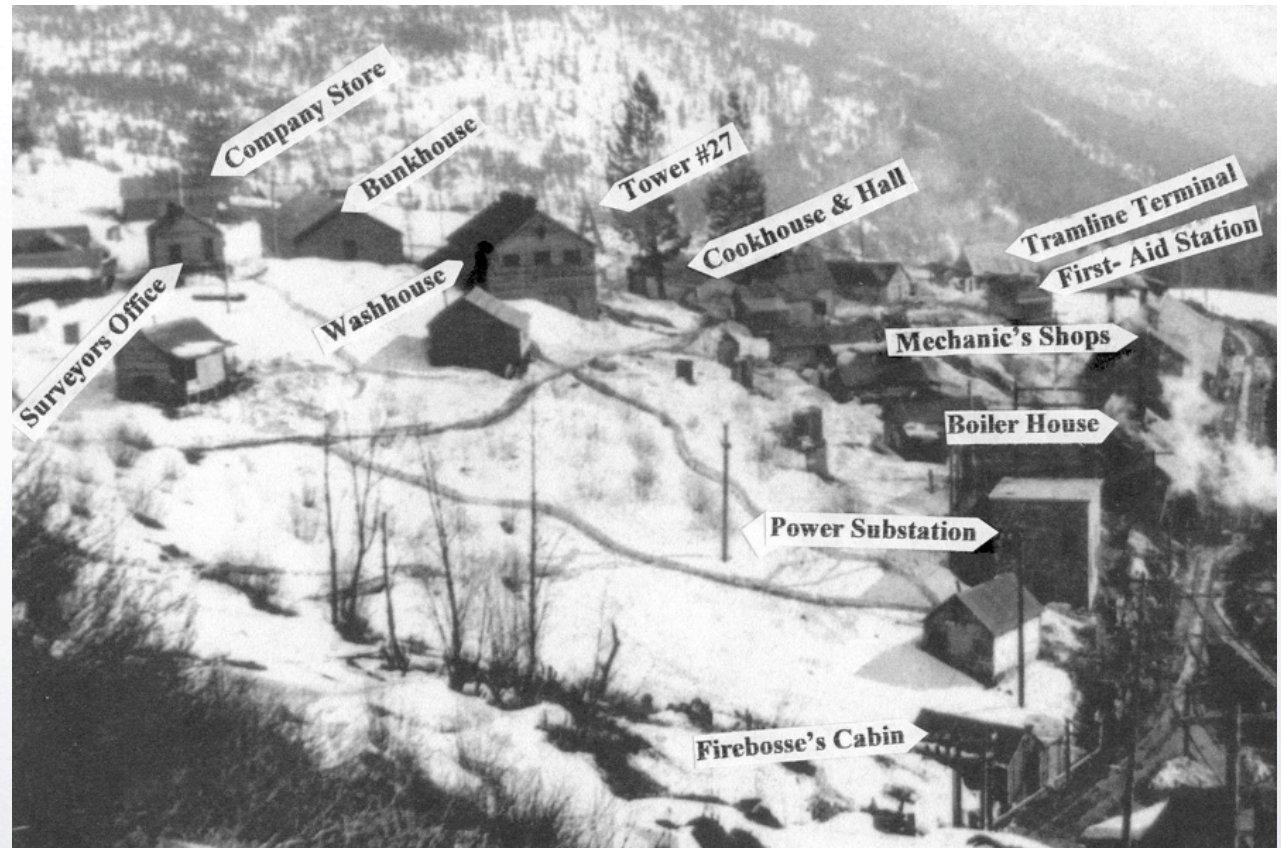


Blakeburn

The Blakeburn coal deposit was initially explored by the B.C. Coal and Coke Company between 1908 and 1910.

Columbia Coal and Coke Company (formerly B.C. Coal and Coke) started production in 1912 with the opening of the No. 1 mine (#2 and #4 tunnels).

Coalmont Collieries Ltd. (formerly Columbia Coal and Coke) took over operations in 1914, opening up the No. 2 mine (#2 and #6 tunnels) just west of the abandoned No. 1 mine in the same year.



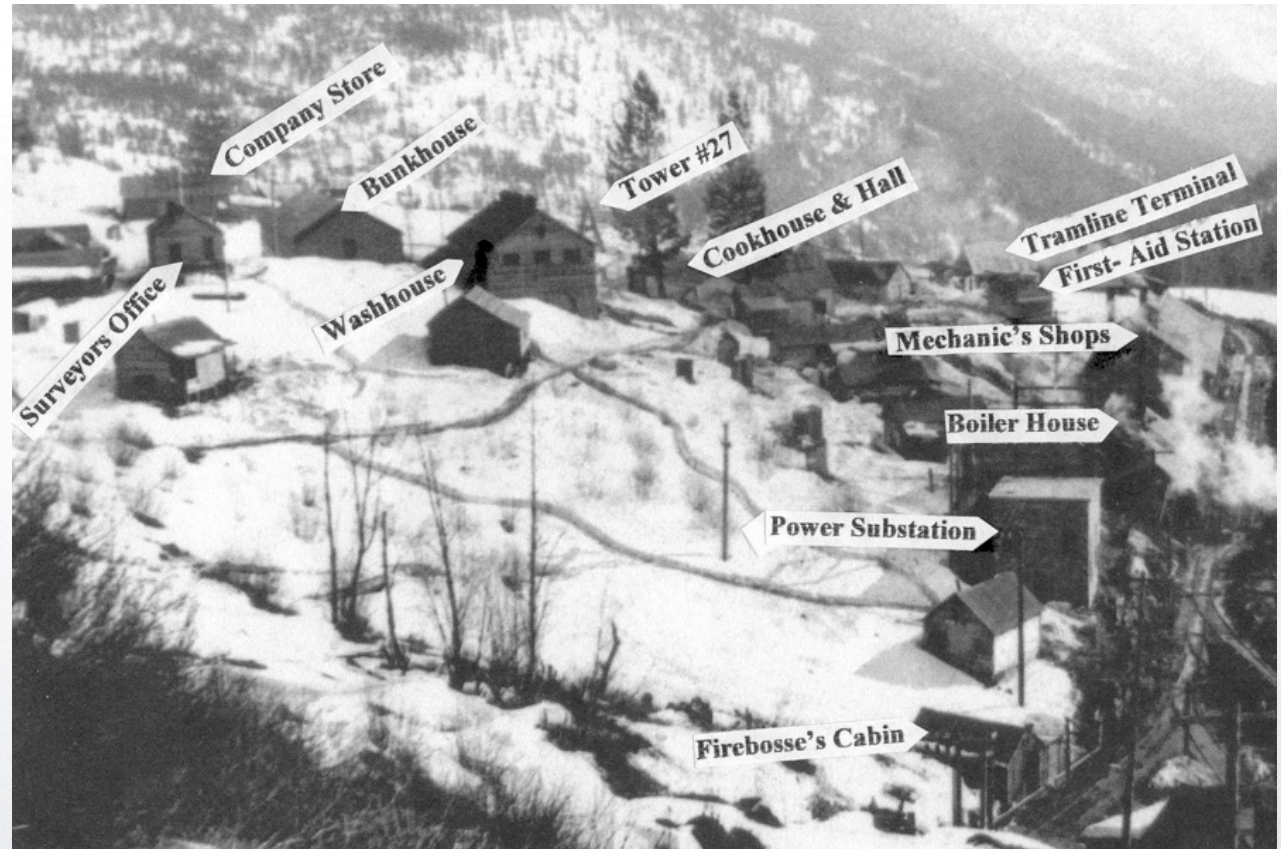
Princeton Museum



Blakeburn

The No. 2 mine continued producing until 1923, and was replaced by the adjacent No. 3 mine to the west. This mine operated continuously between 1920 and 1935.

Blakeburn was named in 1923 for, and by, the President of Coalmont Collieries Ltd., William John "Blake" Wilson, with his employer in Vancouver, Patrick Burns of P. Burns & Co. meat packers and dealers, being Vice-President and the other major shareholder.



Princeton Museum



The 'Burn' Part of Blakeburn

Patrick Burns

- **Born July 6, 1856, died February 24, 1937 (81).**
- **Was a Canadian rancher, meat packer, businessman, senator and philanthropist.**
- **A self-made man, he built one of the world's largest integrated meat-packing empires, P. Burns & Co., and was one of the wealthiest Canadians of his time.**
- **While making his fortune in the meat industry, ranching was his true passion. His 2,800 sq. kilometres of cattle ranches covered much of Southern Alberta.**



Wikipedia



Princeton Museum

**Blakeburn was a town with just about everything.
From tennis courts to a baseball field. Blakeburn even had its own hockey team!**



Blakeburn Senior Soccer Team 1928-29

Princeton Museum

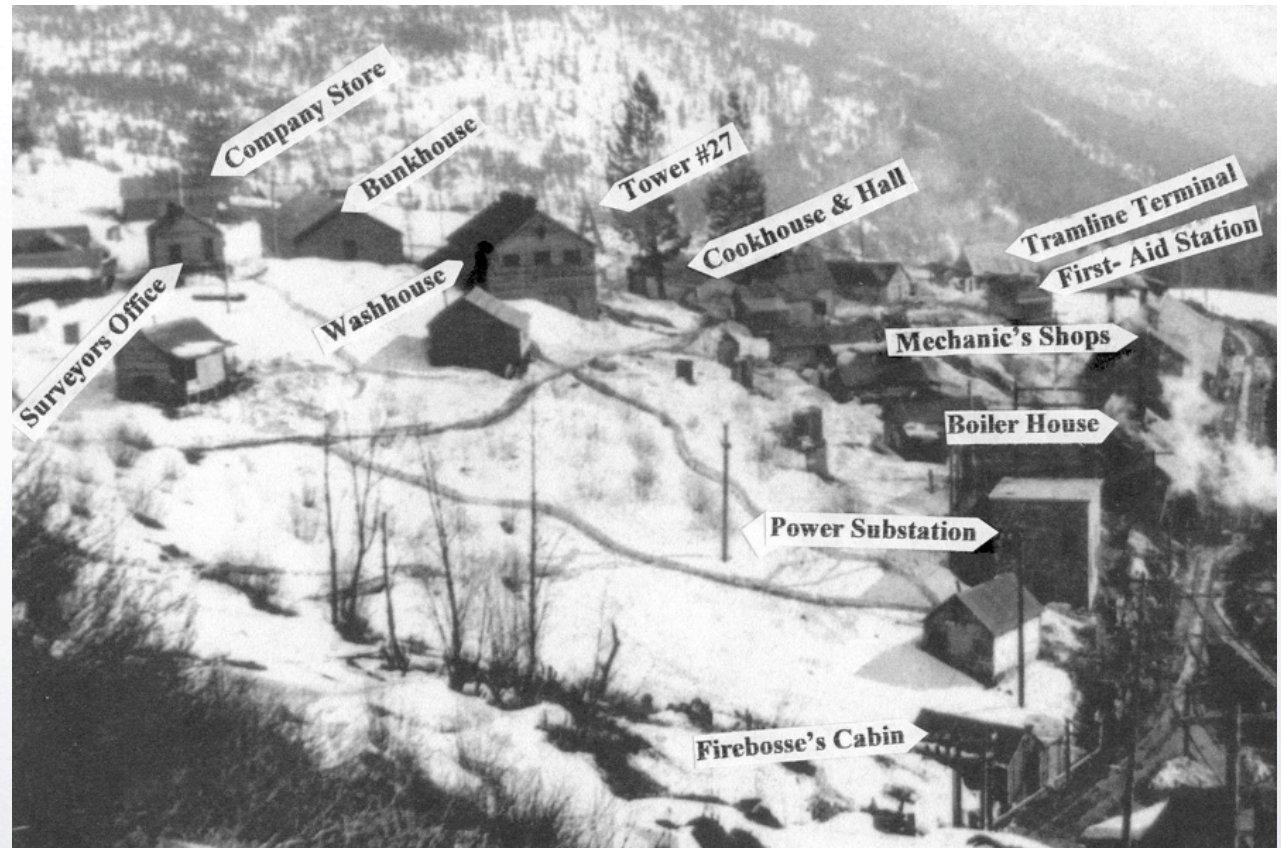


Blakeburn

Coalmont Collieries also operated the No. 4 mine (1924-1939) and the No. 5 mine (1936-1940), located successively farther northwest.

Production from the deeper parts of the mines was limited by the squeezing of underground workings associated in part with the swelling action of bentonite seams.

Total underground production amounted to 2,166,701 tonnes.



Princeton Museum

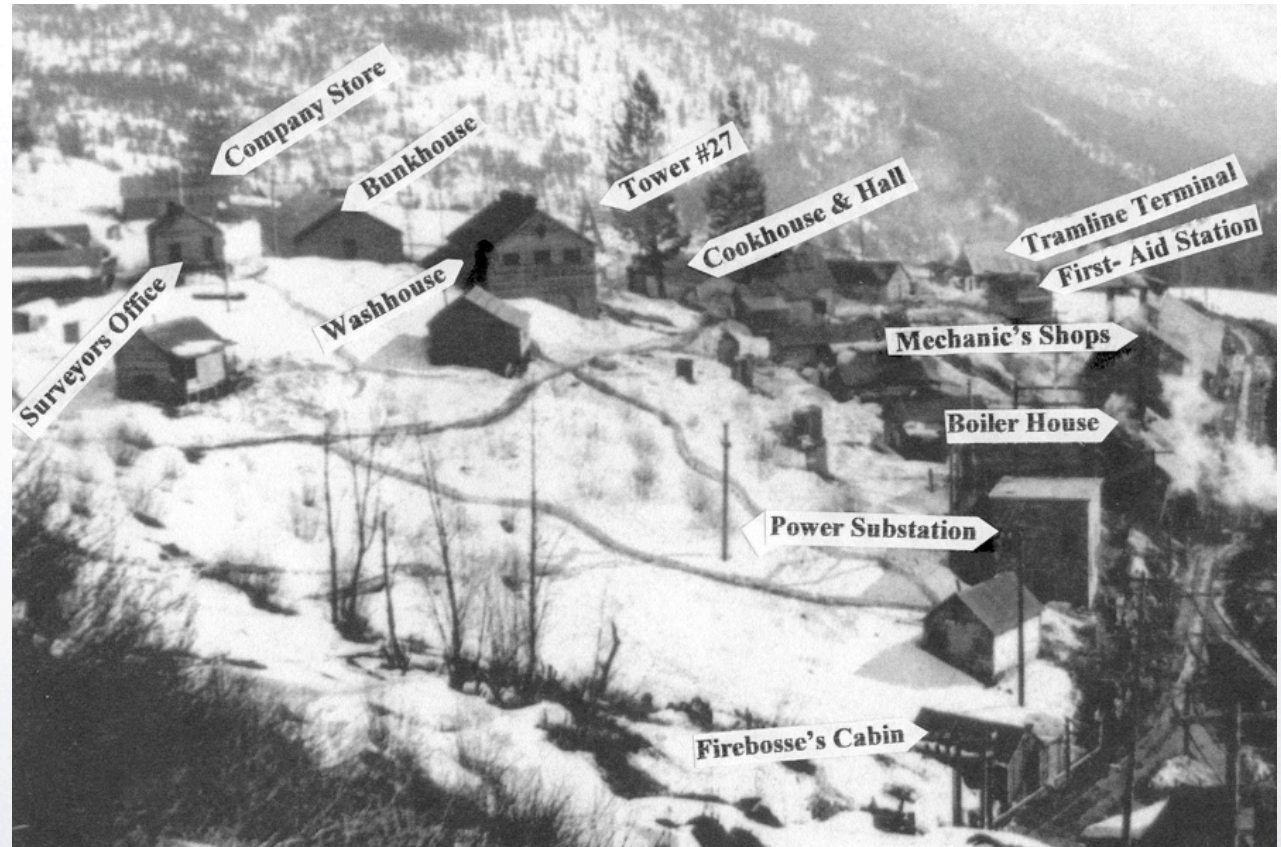


Blakeburn

Mullin's Strip Mine Ltd. produced an additional 148,268 tonnes at the Blakeburn strip mine between 1954 and 1957.

This operation mined the 24-metre thick coal zone, situated between outcrop and the old workings of the No. 3 mine, in order to fuel Granby Consolidated Mining, Smelting and Power Company's steam-electric power station near Princeton.

Total production between 1912 and 1957 was 2,314,970 tonnes.



Princeton Museum



Tracing The Life of...Coalmont

According to the BC Geographical Names Information System (BCGNIS) there is no information for Blakeburn, but Coalmont has an interesting past.

Coalmont (Post Office) was adopted October 6, 1936 on Geological Survey sheet 421A. The post office was opened on August 1, 1911.

A change to Coalmont (Post Office & Station) was noted on Map 92H/NE dated October 3, 1969 to recognize the railway. The last change to occur was on December 15, 1982 (Map 92 H/10) with Coalmont (Community).



Kettle Valley Railway

The Kettle Valley Railroad was a subsidiary of the Canadian Pacific Railway that operated in the Thompson-Okanagan region of Southern British Columbia.

It opened in 1915 and was built out of necessity to service the growing mining demands of the region.

It was abandoned in portions beginning in 1961.



Princeton Museum



Kettle Valley Railway

When the Canadian Pacific Railway (CPR) completed the trans-continental railroad in 1885, the route cut through the Rocky Mountains.

This route ended up being north of many mining towns.

Those critical of the CPR believed the railroad should have gone along the Dewdney Trail to service southern British Columbia in order to fulfill political pledges to keep Americans out of the region should they ever attempt to dominate mining operations in BC.



Princeton Museum



Kettle Valley Railway

Once silver was discovered in the region in 1887, miners flooded the area and took control.

They quickly found it was quicker and cheaper to get their supplies from the recently completed Northern Pacific Railroad in Spokane.

This prompted Provincial and Federal officials to agree to a second railroad dubbed the 'Coast-to-Kootenay' railroad within B. C. to help preserve Canadian sovereignty and retain mining revenues within Canada.



Princeton Museum



Allenby

Located only 5-kilometres downstream from Princeton, Allenby was the site of the 2,000 ton concentrator and mill plant used to process ore mined at Copper Mountain.

Construction of both the Copper Mountain and Allenby townsites started in 1916 with most of the houses at Allenby being constructed between 1919 and 1920.



'Allenby, BC' - Royal BC Museum



Allenby

The mill plant was said to have been nearly five times larger than required for an operation of the same tonnage and the townsite itself contained many comforts for the employees and families who lived there.

In addition to a store and post office, both of which continued to operate until 1957 and 1961, there were tennis courts, a ball park, skating rink, a two-room school, community hall, pool hall and a Chinese laundry.



'Allenby, BC' - Royal BC Museum



Allenby

A railway extension was constructed from Princeton and by 1940 there were a total of 68 homes.

The bunk houses and cook house were only used by half of those who worked in Allenby as the rest of the workforce commuted daily from Princeton.

Allenby became a ghost town by the 1960's and all that remains are numerous concrete foundations of the buildings that once stood there. Railway ties from the spur line are also visible.





Field Marshal Edmund Henry **Hynman Allenby**

- **Born April 23 1861, died May 14, 1936 (75).**
- **Was a British Soldier and administrator most famous for his role during the First World War, in which he led the Egyptian Expeditionary Force in the conquest of Palestine and Syria in 1917 and 1918.**
- **Nicknamed the "Bloody Bull" and considered an intelligent, caring man and a consummate professional soldier.**
- **Allenby aided T. E. Lawrence (Lawrence of Arabia) during the Arab Revolt.**



Wikipedia



Tracing The Life of...Allenby

According to the BC Geographical Names Information System (BCGNIS) Allenby went through many phases, as noted below.

Allenby (Post Office) was adopted October 6, 1936, on Canadian Geological Survey map 421A. It actually opened December 1, 1918. It changed to Allenby (Post Office & Station) on November 5, 1953 to acknowledge the railway spur line through to Copper Mountain.

The KVR Station closed in 1958. The Allenby Post Office closed September 30, 1961. At the time it was located on Lot 2267S.

A change to Allenby (Settlement) was noted on December 18, 1968 (on Map 92H/SE) followed by the change to Allenby (Locality) on October 31, 1980 (on Map 92 H/7).



Princeton Museum

1923 – Vermilion Forks Mining Company, later the Princeton Land and Coal Company, became one of the most successful coal mining enterprises in the history of Princeton.



It Happened In...The 1920's

- **1922 – West Kootenay Power brings electricity to Princeton which leads to the formation of Princeton Light & Power Company Ltd.**
- **1926 – Granby Consolidated takes over Copper Mountain property and builds a railway spur line to the mine.**
- **1926 - First attempt made at incorporation for Princeton.**
- **1926 - W. A. 'Podunk' Davis rescues Nurse Ada Mary Warburton who gets lost in the Hope- Princeton mountains.**
- **1928 – Bunkhouse fire at Copper Mountain.**



It Happened In...The 1930's

- **1930 – Similkameen Hotel burns down.**
- **1930 - Underground explosion at Blakeburn kills 45 men.**
- **1930 - Granby Consolidated closes copper mine at Copper Mountain.**
- **1932 – Bromley Vale Colliery opens.**
- **1933 – First Overwaitea grocery store opens.**



Prince Town

1826 - 1926

THE END

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Prince Town 1826 - 1926

CREDITS

Images A-03533 (Dewdney Trail), B-02741 (A group on the Dewdney Trail near Hope), D-08277 ('Hopelands' - the residence of John Fall Allison), A-03564 (Princeton's first store), A-02040 (John M. Chance, discovered gold at Granite Creek), A-05186 (Granite Creek), H-00126 (Princeton), F-04128 (Princeton), I-28624 (Hedley, Mascot Mine ore bucket), A-06767 (Hedley, Nickel Plate Mine Stamp Mill), F-03665 (Princeton), C-08181 (Bridge Street, Princeton), D-04356 (Allenby, BC) and F-04084 (The mill at Allenby, Copper Mountain, Granby concentrator and camp, near Princeton) courtesy of Royal BC Museum, BC Archives

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