

Waterloo Was First Town on River Opposite Kinnaird

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(Text transcribed mechanically by OCR)*

A new era has come to 'the flats called Ootischenia with the construction of the Columbia river bridge, the new paved highways, the modern homes springing up everywhere in the old orchards and, of course, the beautiful buildings of Selkirk College.

With the coming of progress and development the last traces of a historical past are gradually being erased.

Of the gold-rush town called Waterloo Landing, on the east bank of the Columbia opposite the Dumont Subdivision in Kinnaird, nothing is left save a few derelict buildings and some unmarked graves in the old cemetery.

One of the last remaining buildings is an old hotel, a sturdy log edifice one-and-a-half stories high. The building boasted an outside staircase and landing. The logs were, hand-hewn and painstakingly dove-tailed by the builder, while their large diameter and length bears testimony to the type of timber on the land there when the miners first arrived.

Until the winter of 1965-66, one could still visit the first house built in Waterloo. This was the home of Hiram Landis, an American settler who came north from Chewelah early in 1895 and built a home directly across the river from the .present Valley Vista School.

A large barn which Landis built for his livestock is still in use, but the old house was not being lived in and the owner of the property, Peter Kabatoff, decided to burn it down. He and his family had lived in the old house many years, 'but recently moved into a new home. Although the old Landis house had been re-roofed with new cedar shakes and cedar siding covered the original log walls, it was still very much a part of local history.

Not long after Landis came to Waterloo Landing he discovered several iron-cappings, evidence of the presence of mineral wealth in the surrounding hills. He did not appear to be struck with gold fever himself, but he word spread and soon the prospectors began to arrive. By the winter of 1895-96 there were 40 houses in Waterloo Landing and the town was bustling with activity with many claims being staked and diggings being worked.

One of the most important claims was known as the "Waterloo Mine" and great things were expected of this mine from its owners, Messrs. Fotheringham and Sproule.

An item of interest appeared in the May 23, 1895 issue of the Trail Creek News, referring to the settlement as "Trail's sister-town of Waterloo Landing, 15 miles up the Columbia on the east bank; a place that has recently sprung up through the success of R. R. Sproule and D. S. Fotheringham." The item continued: "A number of good prospects show copper, silver and gold to the amount of \$3.00 to \$12.00. The boys are well-pleased."

The Waterloo Mine was in a group of about eight or 10 claims located some 2 1/2 miles from the town on a ridge of the mountains just north of Iron Creek. Sproule and Fotheringham gave an

option on the mine to the Horne-Payne Co. and it was the opinion of all that once the Waterloo Mine started producing the rush would be on in earnest.

A second camp had sprung up by this time, close to the Waterloo townsite. The new camp was called Monte Carlo, and ore assays from the Monte Carlo Mine and its neighbors, Badger and Montana mines, ran from \$2.50 to \$13.

The following year a trail was opened up to the newest claims being staked on Aaron Hill, a 4,930 foot high peak south and a little west of Mt. Siwash. This was a large group of claims, including Aaron's Gem, Aaron's Rod, Aaron's Isle, Aaron's Star and several others. The Aaron's Isle mine appears to have been the main operation having a 70-foot shaft and a tunnel 150 feet in length.

The trail cut in July of 1896 still appears on mineral maps of the area, starting up the mountain back of the airport and angling slightly north from Iron Creek. It led first to the Waterloo Mines, then struck east to the Aaron group at the headwaters of the creek.

Exact location of many of these old mines is difficult to pinpoint now, as trails are overgrown and any buildings have long since disappeared. One shaft is known to be directly above the old Landis place.

In the late 1920's an old log building at one of the mines could be seen above the high cliff overlooking the flats, and with binoculars one could see which swept the hillside in that it was destroyed by a forest fire area. From the general location on it would appear to have been one of the buildings of the Waterloo mines.

The last of the mines to operate was the "Maude S," located on the headwaters of Cai Creek, at the south of Aaron Hill. An item of news concerning this mine stated: "Messrs. Gillness and Hill and E. B. Eitner of Rossland were in town to look up Dave Cronie's free-milling proposition, the "Maude S.", assaying \$47.00 to \$100.00 per ton." There were two other claims in this group, the Yellow Jacket and the Touch-Me-Not. Several local residents have told of visiting the "Maude S." mine, in which all equipment had been left intact.

Development had commenced on two claims in the Aaron group, with a tunnel going in at the Ontario and a shaft sunk at the Finance. Plans were being made for an aerial tramway to carry the ore from these two mines to the riverbank. Both claims were owned by the Lilloet-Fraser River and Cariboo Gold Fields Co., represented by Mr. Home-Payne. This company was engaged in extensive work at the Waterloo site and it was said they had secured an interest in a 640-acre tract of land about three miles south of the mouth of the Kootenay river.

There was talk that the town of Waterloo Landing would merge with the Montgomery Townsite, one mile up-river, and local authorities said "Montgomery is the town," believing the name of Waterloo Landing would be dropped. However, this did not come about as the name of Waterloo is remembered well by local residents, and its name has been given to the favorite fishing-hole, "Waterloo Eddy," while the name of Montgomery has been forgotten.

In the Trail Creek News of July 24, a Mr. L. C. Crawford "spoke in glowing terms of the Waterloo Camp, predicting it would rival Trail and Rossland," and went on to say the new town had been very fortunate in obtaining capital for development.

In the summer of that year there were seven steamboats on the run from Arrowhead to Trail and four regular trips a week were scheduled. These boats were owned by the Columbia and Kootenay Steam Navigation Co., but were taken over by the Canadian Pacific Railway Co. in 1896.

In September a number of new strikes were reported and a news item stated, "We are on the edge of a great boom." The entire camp was in a state of excitement and anticipation. The future appeared assured and prospects were bright.

Miners and prospectors were arriving daily by steamer and pack trail and stores were opening up to supply their needs. Plans were being made for a post-office and the telephone line was coming in.

During the summer of 1896 a good pack trail was pushed through to the Salmon river country and the head of Champion Lakes. Miners and prospectors could make the trip from Waterloo to the Salmon river mines with saddle and pack-ponies in 12 hours.

It seems almost incredible that the town, which appeared to have a bright future and grew so rapidly, could have vanished just as quickly. Waterloo Landing is nothing more than a legend to most people now and there are only a few old-timers left who can remember where the streets were and where the buildings stood.

A glance through the early issues of the Trail Creek News brings the community vividly back to life. In September of 1896 an interesting advertisement commenced running, telling the Waterloo residents that the daily paper, stationery needs and sundries could be obtained at the establishment of Charles Thompson which could also offer the conveniences of a public telephone and housed the Waterloo Post Office.

Fairly regular reports on the doings at the Waterloo diggings were sent in to the Trail Creek paper by an unknown writer using the nom-de-plume of "Waterloo Growler". There appear to be few, if any, records of the development of Waterloo other than these news items.

On Sept. 10, 1896, the "Growler" stated: "Waterloo has a boom, the town is plotted and laid out in spite of the Lillooet-Fraser River Company. Waterloo has a fine river-front of 4 miles, with paying mines in close proximity to her and a small payroll.

"A contract has been let for a tunnel at the Columbia River Mine and the townsite company is soon to commence removing stumps and grading the streets."

A contract was also awarded for 100 feet of tunnel at the Daisy Belle Mine and development commenced at the Big Kootenay, the Found Treasure and Wheel of Fortune claims.

Other notices which appeared with frequency in the paper were applications for liquor licenses as hotels and saloons opened up in the town. Waterloo had three hotels during its heyday.

A blacksmith shop, a general store and a large stable to handle saddle and pack ponies were other establishments setting up business in the mining camp.

The Waterloo Opera House also served as a meeting hall and here the miners of the area met to organize their local Union No. 77. A report of this meeting states C. S. Thompson was elected

president and J. C. Caie was elected secretary of the new union. Mr. Caie's name has been remembered through the name "Caie Creek," a small stream coming down the hill behind the airport and a school in Ootischenia was later named 'Caie Creek School' although the school was not the earliest one on the flats. The name was changed at some time or other to "Cay Creek."

The first school was the one which opened in Waterloo early in 1897 with an enrolment of 12 pupils under the supervision of a Miss Fletcher from Victoria. The school had been built by the townspeople concerned with the number of children in the area settlement now of school age. A board of trustees was appointed to see that the school was provided and a teacher hired.

Shortly after the official opening a teacher's desk was presented to the school by Hiram Landis, who had constructed the desk from native wood obtained near the town. It is doubtful whether the school had much in the way of equipment and students likely sat on homemade wooden benches to learn their "reading, writing and 'rithmetic."

The same year, 1897, also saw the opening of a Methodist Church, the minister being Rev. Ferris.

In April, Mr. J. R. Hunnik was officially appointed postmaster and a mail service was established between Waterloo Landing and points north and south along the Columbia. The mail went out from Waterloo each Tuesday and Friday at 6.30 p.m.

Mining was not the only industry of the town, as many of the men were employed logging the thickly-wooded hills and benchlands. Two timber inspectors were appointed to the district and in the fall of 1897 thousands of cords of wood cut on the mountains were floated down the Columbia on rafts, destined for Augustus Heinze's smelter at Trail. The wood was reported to have sold for \$3.50 a cord, a good price at that time.

A news item appeared in January, 1897, announcing the arrival of a crew of workmen, horses and graders from Butte, Montana, engaged to commence building a road from Trail to West Robson at the foot of the Arrow Lakes. Robson already had rail connections with Nelson and eastern points and was an important point of call for the river steamers.

There were other changes coming to the Kootenays too. The Trail-Robson branch of the Columbia and Western Railway, a narrow gauge line built by Heinze, was completed in the same year, and on Sept. 28, 1897 the first train went through to Trail with a load of coke from Robson.

Renewed excitement had broken out in the mining camps with the news of assay results from mines in the Bryan claims on Champion Creek. The discovery was made by a packer, who returning from a trip to the Queen of Sheba and Solomon claims, happened to pick up a likely-looking piece of quartz along the trail.

The sample, which assayed 50 ounces gold and 1,125 ounces silver, was pronounced "phenomenal" by mining authorities. Other promising claims were staked in the same area on the north fork of Champion Creek. Although most of the claims and diggings were located near Waterloo, there were many to the south in the Champion Creek hills. These old claims are well-marked on mineral maps of a few years ago, and if one of these maps can be obtained it is interesting to look up the claims and trace the routes the miners followed through the hills long ago.

Perhaps when the new road through to Meadows, which it surely must eventually now that the bridge is in, perhaps some of the mines will be re-discovered and the great promise these hills seemed to hold will become a reality.

Certainly the golden era anticipated did not materialize for Waterloo Landing. By the turn of the century it was apparent the growth had reached its peak. There is an abrupt end to the reports of rich strikes and to the glowing prophecies of great development to come. Even the Waterloo social notes disappeared from the pages of the Trail Creek paper.

It might have been that the ore just was not there in sufficient quantities, or it might have been that the rush to the Klondike began in 1898 and the prospectors, fired with news of even greater wealth to be gained, left for greener pastures.

The fact that Waterloo lacked transportation for its ore may have had something to do with the downward trend. The new road, and the new railway as well, were on the opposite side of the river which completely cut off the Waterloo operations from taking advantage of these facilities.

Editorial comment in the Trail Creek News at this time is significant and perhaps gives the real clue to the mystery of the miners leaving the diggings.

The article stated: "Waterloo prospects are all right enough as far as surface showings, but the camp has not recovered from the terrible 'black eye' occasioned by the Horne-Payne Company, which took bonds but did not develop the claims. The owners and prospectors should pull together and prove to the mining world that such immense bodies of ore as Champion Creek have values underground. Some have proven good, such as the Maude S., the Bryan and the Oregon, with their high assays."

Through the efforts of the residents on the east bank an overhead ferry had been installed, making use of the river current to drift across. This ferry was located near the old Landis home and the western landing for the ferry as a short distance upriver from the Guido home. The road now leading down to the river through the Dumont Subdivision is in fact the old ferry road. The Waterloo ferry was the only means of crossing the Columbia for many years, until the Castlegar ferry went into service in 1916, after which the ferry at Waterloo was seldom used and soon stopped running.

Little is known of the men who operated the Waterloo ferry, except for the report in the Trail Creek paper of the death by drowning of ferryman E. D. Cannon. The report stated Cannon drowned on Aug. 20, 1896, when the small boat in which he was pulling away from the steamer "Nakusp" became entangled in the Nakusp's paddle-wheel. There were some recriminations and hard feelings on the part of the Waterloo residents who felt the crew of the steamboat had been negligent.

One of the last ferrymen to operate the old ferry, N. Vereschagen, passed away not long ago.

The new road from Trail to Robson was going ahead at a record pace, with only one or two spots giving much trouble and causing delay, notably the Genelle Bluffs. Three road camps had been established, one at Rock Creek, another at a spot about a mile south of Waterloo and called Boomer's Landing after road foreman H. H. Boomer and another at Blueberry Creek. The

Blueberry Creek camp was set up for a bridge crew and a sawmill was built there to supply the bridge timbers.

Across the Columbia at Waterloo the mines were shutting down, one of the last to close being the Maude S., which operated until 1904, according to old-timers. All equipment was left in working order at the Maude S., and Hiram Landis was employed as a watchman at the mine for a number of years. It is said Landis took out a considerable sum in free gold from surrounding small veins of mineral-rich quartz.

The residents had already gone and Waterloo became a ghost town almost overnight. In 1903, the year Marc Dumont arrived to become the first resident of West Waterloo, there, were only two houses occupied in the mining town. These were the homes of Landis and his family and Theodore Berendsen, a native of Holland who had come to the Kootenay area about 1894.

Landis later moved to a farm up the Pass Creek road but Berendsen stayed on at Waterloo until his death in 1927. He was well-known for his excellent fruit orchards at the southern end of the Waterloo flats.

Tony Swanson, another of the pioneers, arrived from Wisconsin in 1905 and married Mr. Berendsen's niece, just out from Holland.

Swanson was a prospector and logger and was employed from 1908 to 1914 as fire-ranger for the Munson Timber Co. This was an American company holding a timber license on some 21 sections, more than 13,000 acres of forest in the mountains east of the Columbia river.

Most of the Waterloo mines were well known to Tony through his work which took him over the mountains where the strikes were made. However the mines were all closed down when he arrived.

The Swanson family lived in Waterloo for several years, later moving to Blueberry Creek and remaining there until 1924. They also lived for a time at Birchbank, and when Mr. Swanson retired from his position with the lumber company he moved to a farm at Ross Spur. In 1958 he and his wife moved to Montrose to live near their daughter, Mrs. J. Colligan. Both Mr. and Mrs. Swanson have passed away since that time.

In a conversation some years ago, Mrs. Swanson told of the steamboats which passed her uncle's home on the river bank at Waterloo Landing and noted: "There was nothing but brush in Kinnaird when I came."

In 1908 the Doukhobor people arrived in the Kootenays, settling on the river flats at Waterloo and the old Montgomery townsite. They soon cleared the land and had it under cultivation with many hundreds of fruit trees planted in the ensuing years.

In order to cultivate, irrigation pipe brought water from McPhee Creek which empties into the Kootenay river upstream from the Brilliant dam. The pipeline came around the base of the mountain, sometimes called "The Beehive," and down through the centre of what has now been developed as the Castlegar Golf Course, then out onto the Ootischenia flats. Although it fell into disrepair years ago, traces of the old line can still be seen in many places.

At the time of their arrival in Waterloo the old hospital was still in use and the new settlers continued to use the building for some years. It has since disappeared, but residents of the nearby villages can point out the exact location of the old hospital.

Peter Lordly Verigin lived in the old Landis home at one time and a local legend has it that the great Doukhobor leader never was interred in the Brilliant Mausoleum, but that a large rock in the orchard near the site of the old house marks the spot where he lies at rest.

Whether there is any truth in the story of the rock or not, there are other reminders of the period he lived there as he planted some very interesting trees. These are the mulberry trees, which have grown to a tremendous size and have small red berries scattered through the leaves. The bark is roughly textured, similar to that of a locust tree. Some have grown into an umbrella shape and are quite dwarfed although they are all the same age of approximately 60 years. Peter Kabatoff explains that this is because they were planted upside down and the branches are really the roots which have developed leaves.

This grove of trees can be seen from the west bank of the river by the Valley Vista School and hid the old house almost completely from view. The old Landis barn can also be seen from the same spot.

Looking southward from the old barn, there is a fenced area enclosing the old cemetery which, was used by the Waterloo people and later by the Doukhobors. Headstones and markers all bear Russian inscriptions and it appears the Waterloo and Montgomery residents did not put up headstones in their section of the cemetery.

The new settlers, hard-working and industrious people, had many obstacles to overcome when they arrived, not the least of these being the Kootenay River which lay between them and their new homeland. Old-timers tell of hair-raising experiences and near-catastrophes while floating their cattle across the turbulent stream on rafts. Eventually, with government financial assistance, the Doukhobors completed the suspension bridge across the Kootenay in 1913.

The old bridge has saved the day many a time in the past, having been the only connection with the airport until the new span went in on the Columbia and has come to the rescue when the ferries closed down because of high water. The Doukhobor bridge is of little use now that the new Brilliant bridge is opened for traffic and there is much controversy about whether it should be torn down or preserved. It is a fine old landmark and unless it is really dangerous to keep it, many people feel it should be saved. As a nation we are all too eager to destroy the old landmarks, sometimes to regret it later.

When the CPR bought out Heinze's narrow gauge Columbia and Western Railway, a sidetrack and station went in near the Waterloo ferry road. This flagstop was given the name of "Kinnaird," but no one seems very sure of the reason for the choice.

It has usually been assumed the name was in honor of Lord Kinnaird, or of Kinnaird in Scotland, however a check with CPR officials revealed it was named for a pioneer resident of the area. None of the old-timers living can remember anyone named Kinnaird, but it could have been a resident of Waterloo, or Montgomery, as some of the "Growler's" social notes did refer to a "Kinnear."

The mountains back of Kinnaird, although part of the range in which Rossland is located, did not appear to have the same rock formation, as no mineral strikes were made. There are signs of prospectors having scoured the country in search of gold or other minerals, however, and there is one old shaft on the high ridge directly back of the Milestone Road. Fragments of drilling equipment were found years ago in a nearby cache but the ore evidently did not prove good enough to warrant development.

There are several legends about lost mines here, one of which was called the Lost French man's Mine and rumor had it that a fantastically rich claim was located on Gem Hill near Sheep Lake.

One of the old stories tells of early Waterloo prospectors who discovered a fabulous vein of free gold in the cliff behind the Castlegar Golf Course. Having staked their claims, they set out to record them and bring in equipment to start taking the gold out. While they were gone a landslide occurred, bringing hundreds of tons of rock down over the claims. Though many searches have been made in this area since, the gold has never been found.

Kinnaird may not have had the glamour of a gold rush, but it did have the lumberjacks, many whose names will be remembered for years to come. The first loggers in the area were employed by the Bell-Naden Co. which had applied for a timber license on 1,000 acres of land on Kelly Creek, a few miles south of Robson. Oldtimers remember the remains of the old Bell-Naden Sawmill near Blueberry Creek.

Timber king of the early days was Joe Deschamps and he and his crews cut the virgin timber here from the valley along the west bank of the Columbia river.

By 1907 the flats from Castlegar to Blueberry had been pretty well cleared by Deschamps' loggers. He had one camp at the railway siding of Stewartsville. The Castleaird Plaza shopping centre now occupies the ground where Stewartsville buildings once stood.

The camp was a busy place in the early days. There were several bunkhouses, a cookhouse, stables and other buildings. Seven "Jin-poles" were erected for loading poles and logs on the flatcars.

Large tracts of land were opened up for homesteading in the logged-off area, and much of it was bought up for speculation by "Mac" Annable, whose name was later given to a town near Warfield where he owned and operated a sawmill.

An early resident near Stewartsville was H. Cleugh, whose wife was said to be a niece of General Ulysses Grant. It was a rough life for her, but she evidently did her best to maintain her southern dignity. Marc Dumont, in reminiscing of the pioneer days, remembers seeing Mrs. Cleugh walking about the dusty streets of Stewartsville in an elaborate long gown and carrying a dainty parasol.

The old buildings of Stewartsville were still there in the 1920s but were burned down in a fire started by sparks from a passing train. The buildings were under-dry and in the space of an hour the entire camp had gone up in flames. Fortunately the buildings were not occupied at the time.

When Dumont came to the district in 1903 he went first to Westley where the Celgar plant is now situated and obtained work with Deschamps' logging crews. He had been looking for a

place to build a home and settle down, finally choosing a location on the west bank of the Columbia near the Waterloo ferry landing. Each weekend he walked from the Westley camp to work on his house all day Saturday and Sunday, then back to Westley for work in the woods on Monday.

Dumont's two brothers, Hugo and Joe, arrived to join him before long and Joe at one time owned all the land later to become the Doukhobor settlement at Champion Creek.

Marc Dumont returned shortly to France where he married and subsequently brought his bride back to the wilderness home near Waterloo. To her it truly must have been a wilderness as she had come of a well-to-do family in a large city and was used to all conveniences, including family servants.

In her new home it was necessary to carry all the water from the river and there were many other farm chores to be done. There were no other settlers, so she had no neighbors, and her first visitor was an Indian who appeared noiselessly in the doorway one day. This gave her quite a start, but she soon realized he meant no harm and merely wanted to sell her some fish.

There were only a few Indians in the district then.

One of those remaining was the legendary "Alec the Indian" who trapped and hunted throughout the hills on, both sides of the river. His, "wickiups" could j still be found up Blueberry, Creek a few years ago.

The Dumont family moved to Winlaw for a short time and returned in 1913 to build a large frame house. Mr. Dumont was employed at the Waldie sawmill for some time and raised dairy cattle on his farm by the river. In 1928 they left for Roseberry where he owned a sawmill and later retired to Nakusp. Still owning property in Kinnaird, they often returned to visit their daughter and son-in-law, Mr. and Mrs. Guy Guido, who live on the old ranch. Mrs. Dumont passed away a few years ago and Mr. Dumont remarried recently.

A familiar figure of the logging era, Pete Lalonde, lived in Rosslund for many years and could tell many interesting tales of the logging camps. Lalonde worked for Joe Deschamps who had a sawmill in 1913 and 1914 at the foot of the Blueberry Creek road near Schofield Gulch.

The Kinnaird garbage dump situated in Schofield Gulch is just south of the old mill site. There was a railroad spur there for loading the cars of lumber which went to the rapidly expanding Trail smelter and to the mines at Rosslund.

Lalonde told of roughly 4 million feet a year being cut in this mill and all the logging was done in the old way, skidding the logs with horses, hauling with wagons in summer and sleighs in winter. Between 20 and 23 men were employed in the mill.

In earlier years Pete Genelle, a timber magnate' whose name was given to the settlement of Genelle, logged in that area. He and his brother-in-law, J. Poupore, supplied ties for the CPR tracks and their mill was located at Genelle.

Pete Genelle was also in the lumber business at Westley and later on in Nakusp and Burton on the Arrow Lakes. Lumber sold in those days for \$9 a thousand feet, according to what Lalonde said.

For a time Joe Deschamps and his partner, Lorne Campbell, late president of the West Kootenay Power and Light Co., shipped logs from the siding at Blueberry Creek to the Genelle mill. The bay in the river at Genelle provided a fine mill-pond for the logs.

Deschamps set up a large mill at Birchbank in 1918 employing about 45 men in the mill itself.

On one occasion he told of visiting the new settlement of the Doukhobors at Brilliant, about 1913, where he was highly honored. Lalonde said they evidently thought he was someone of importance as he was invited to dine with Peter the Lordly. He learned at this time the community had set out 60,000 fruit trees that year and there were 500 men at work clearing and breaking the land for cultivation.

Ed Deschamps, a nephew of Joe, had a logging camp directly above Kinnaird in 1916 and logs were cut on the mountain-side and hauled to the Stewartsville siding. His partner in this enterprise was a Mr. Villemaire, who lived near the siding.

In the fall of 1917 a small mill was opened up on Merry Creek by three men, C. J. Sahlstrom, B. Anderson and D. B. Merry. The mill was later sold to the Milestone Lumber Co., a group of Saskatchewan farmers who decided to try their fortune in a new venture.

The Milestone Co. brought in the old Coleman mill from Vallican in the Slocan Valley and went into business at a site about a mile up the Milestone Road. This mill was later moved down hill to a better location and was enlarged. This mill operated until about 1920 when the company left to work holdings it had acquired in Crescent Valley.

During the time they were at the Kinnaird site, a planer mill was set up at the railway near where the road crosses the tracks, going to the Valley Vista School. The planer did not work out very well as it was too small for the job. The outfit was taken over by Joe Deschamps who set up a larger unit and moved it later to Birchbank.

When the Milestone Lumber Co. left, the old Coleman mill was taken to Champion Creek and operations commenced at a site about four miles up the creek. Lumber cut in the mill was brought down and rafted to the Birchbank planer.

There have been several other sawmills in the area since that time, but the timber is pretty well gone except for what is left farther back in the mountains along the Kinnaird-Christina Lake Highway.

Settlement of the valley came gradually. In 1913 J. A. Killough brought his family from Saskatchewan to live near the railway siding at Stewartsville, later moving to a homestead up the Milestone Road.

During the years spent at Stewartsville, Killough planted a large orchard covering many acres of land along the highway in Kinnaird. Irrigation was a problem and eventually the orchard deteriorated after he moved away. However, some of the old apple trees survive here and there

between the highway and the railroad as far south as Milestone Road. One of the trees, which blooms profusely each spring, is located beside the Hi Arrow Arms Motor Hotel in what was once a nursery planting.

Others coming to the area about the same time were the Dibbles who built near the Stewartsville siding, the Laarz family who lived near the site of the railway overpass at the approach to the new bridge, and the Appletons whose home was at the base of the hill near Glen Drive in Kinnaird. There were also the families of the sawmill personnel who moved out when the Milestone Co. left.

In 1917 a school was built and the first teacher engaged was Miss Isabel Marshall. The school, a one-room frame building was well filled when it opened and had a capacity enrolment for several years while the sawmill was in operation, but dropped considerably after the mill closed down. Before amalgamation with the Castlegar school in 1930 the enrolment was down to nine pupils. After the two schools joined, the Kinnaird high school pupils were taken by bus to Castlegar and some elementary pupils from Castlegar were brought back to Kinnaird. The first school bus was homemade. It was a plywood body on a 1930 Ford Truck chassis and seated 24 pupils and the driver. The seats were made of wooden slats and the bus had a centre aisle. First school bus drivers, Joe and Jack Killough built the bus.

There were no paved roads then and it was a very rough run, but worst of all was the spring break-up. Only the most venturesome travelers used the road in these times and vehicles often bogged down completely.

For a short time all pupils were taken to the Castlegar School and the old Kinnaird school was made into a general store serving the new residents who were moving in from Trail' about 1939. These people were mostly smelter workers who found Kinnaird a good place to live and within easy commuting distance of their work.

The old school building is still in use, having been altered and renovated to serve as a private home. Several locust trees, planted by Mr. Killough to shade the school-house, have grown to a large size and are still to be seen between the old building and the Creighton building which houses the Kinnaird town office.

When enterprising residents got together and built the Kinnaird Improvement Society Hall, school classes were again held in Kinnaird using the hall accommodation until the Kinnaird Elementary School was built on the upper bench. Later, a primary school was constructed in the Dumont Subdivision and was given the name of Valley Vista School.

Kinnaird continued to grow at an astonishing rate, becoming incorporated as a village in 1948 and developing its own water system, fire department, stores, churches, post-office and garages. It became a town on Aug. 5 of this year. All the streets are now paved in the town, which takes pride in calling itself "The Garden Town of the Kootenays."

With the coming of the Columbia Cellulose operations to Castlegar, a new subdivision was developed by the company across the tracks from the old siding of Stewartsville. This development was named "Woodland Park" and was a completed housing project before the people moved in.

A sewage treatment plant was installed, first of its kind in the district, and all wiring was placed underground prior to paving the streets so that there are no unsightly power poles and wires in the area. Included were several blocks of apartment buildings in addition to many modern homes.

In anticipation of the Woodland Park development a large Vancouver holding company bought land in the immediate area and developed the Castleaird Plaza shopping centre.

A school was also built in the subdivision and accommodates children from Castlegar and Kinnaird living within walking distance.

When news of the coming bridge and new highway interchange became known, other developments started up, increasing tourist facilities in the area with the construction of motels and service stations in the immediate area.

A junior secondary school has been built on the bench above 10th Ave. in Kinnaird and presently enrolls 230 grade eight students as all grade eights in the entire school district are taken to the Kinnaird Junior Secondary School. The school is planned to enable expansion and it is likely the district grade nine pupils will also be taken to KJSS in the not too distant future.

The Town of Kinnaird has now reached a population figure of 2,800. Like Castlegar and other communities it continues to grow and well illustrates the phenomenal growth of this area in so short a period of time,