



THE eAGLE eye

Inside this edition...

- * President Report
- * With Thanks
- * Eagle Bay Happenings
- * Area C Director Report
- * Eagle Fire Department
- * Eagle Bay Church
- * Revisiting the Golden Days of Seymour Arm

Eagle Bay Community Association - A Worthy Investment

submitted by Cathy Wolf on behalf of the Eagle Bay Community Association

2025 Financial Reports presented to the Board in January highlight our work as a Community Organization and help to inform financial challenges going forward.

Operating the Eagle Bay Community Hall incurs costs of between \$50 - 55,000.00 a year. Costs for insurance, electricity, maintenance/repair, snow removal, cleaning, kitchen and hall supplies, leases and licences continue to increase. Keeping the hall in good repair while offering updated services such as a community kitchen, universal bathrooms, sound and stage equipment, parking facilities, a games room, and a generous central meeting area mean that there is a safe, well maintained community hall in Eagle Bay for residents and visitors to access.

Significantly, we also have a revenue stream that addresses this operating cost. Association sponsored events, hall rentals, our bottle depot, a CSRD \$5,000.00 grant for insurance, and generous dollar donations from the community bring critical operational dollars forward.

Eagle Bay Community Association

2054 Members!

<https://www.facebook.com/groups/1671529733082218>

EXECUTIVE

President: Cathy Wolf
Vice President: Margaret McCormick
Treasurer: Linda Lemon
Secretary: Don Loerke

DIRECTORS

Wanda Parker, Wendy Crawford, Paul Wolf, Brian Howley
Robert Kunka, Geneva Whynot, Connie Hudseth

Presidents Report con't

Our events, such as the Music Café, Bingo and Breakfasts and Eagle Bay Day, while making a profit for the organization, also incur costs. These events, however, are at the heart of our Association's purpose and are considered foundational to the organization.

Our volunteers add huge value to making the Association financially viable. Without the support of volunteer Directors, bottle sorters, bakers/cooks, event planners, and event hosts, costs would certainly exceed our ability to meet them.

One other major source of revenue comes from Community Association memberships.

Now is the time to renew your 2026 Eagle Bay Community Association membership. Costs are \$20.00/family and \$10.00/single each year. Memberships can be purchased at the Mercantile, at hall events or online.

It is a worthy investment. Our Community

Hall and all the volunteers who work to provide a community centre for celebrations, meetings, programs, emergency preparedness, and events, promote safety and connectivity for us all. The "Eagle Eye" our Facebook page and website keep us informed and connected. Buying an Association membership shows your commitment to having a vibrant and solvent volunteer organization that brings value to families and groups within Eagle Bay.

We hope you will take some time to show your support. We look forward to having you join in, celebrating and contributing to this outstanding Eagle Bay Community.



Eagle Bay Community Association - Many Thanks

Expanding and improving our community kitchen, upgrading our stage area, strengthening and leveling our hall foundation, bringing new paint, siding and an outdoor canteen to the exterior of the building, upgrading and adding bathrooms, enhancing sound equipment, , installing an emergency generator, upgrading electrical capacity, purchasing a “movie style” projector and screen and improving access to our building have all been financially supported through federal, provincial, regional and corporate grants, and importantly, generous donations from our community.

It is important to note that all capital projects have been approved by our membership at our annual general meetings (AGM) and that operations and operational costs for the hall have not been impaired through these capital projects.



Special Thanks to Our 2025 Contributors

• Natalie Thomas	• Liz and Bob Shepherd	• Steven and Lee Sinclair
• Todd and Leslie Collier	• Robert Scott	• Eddie Leigan
• Diane and Greg Lane	• Lyn Overholt	• Teresa and Don Cairnes
• Susan and Mike Lawrance	• Ian and Peggy Gardner	• Michael and Gayle Epp
• Inez and Richard Jorgenson	• Randy and Laurel Olchow	• Marny and Glen Goldhawk
• Allen and Sharon Blomquist	• Brenda Williams	• Don and Karen Loerke
• Vance and Linda Taylor	• Joanne and Norm Weir	• Phil and Linda Lemon
• Carol and Chris Newton	• Mike and Marianne Hacquard (Wolf Auto Group)	• Darcy and Kenora Gollan
• Mark and Tracey Hardman	• Joanne and Brian Romih	• Kyla and Murray Weeres
• Carmen Laing and Rick Ewles	• Steven and Lee Sinclair	• Paul and Cathy Wolf
• Jeanette and Sid Kingma	• Darcy and Kenora Gollan	• And a number of anonymous donors
• Dale and Katrina Albert		

Thank you for strengthening our community

As a registered charity, the Community Association sends tax receipts for \$50.00 or more that is donated to these projects. Donations can also be made directly to the Shuswap Community Foundation for the Eagle Bay Community Association Endowment Fund.

Thank you again for your support. You have made a significant difference to our hall and to our community.

EAGLE BAY HAPPENINGS

While Eagle Bay is still in winter slumber (read that to mean its pretty quiet around here), plans are underway for our 2026 events. First up is one of three BINGO'S this year March 14th.

Our very popular Eagle Bay Spring Market returns on April 11th. At time of publishing there were only a few tables left so if you are a vendor, sign up now before its sold out! You will find information on our website, <https://www.eaglebaybc.ca/springmarketvendors>. For those of you who are shoppers, Save The Date!



CSRD AREA C NEWS

FROM THE DESK OF MARTY GIBBONS AREA C DIRECTOR

Little White Lake Looking East

A new year comes with a new budget process. The first draft of the 2026 Area C tax roll can be found on the CSRD website or by following the link on my Directors facebook page. As your CSRD Area C Director, I remain committed to transparency and fiscal responsibility when using our Area C tax dollars to deliver essential services, maintain critical infrastructure, and investing in our community's future. I continue to apply my guiding principles for fiscal responsibility to all financial decisions for Area C.

My Guiding Principals for Fiscal Responsibility

1. Does this create value for Area C taxpayers?
2. Is this a service in the scope and jurisdiction of Local Government?
3. Is this an efficient and effective use of your tax dollars?

2026 CSRD Budget Draft #1

I believe my principles of fiscal responsibility are reflected in the first draft of the 2026 Area C tax roll. The 2026 Area C tax requisition is projected at \$1,632,524, a (\$38,754) or -2.32% reduction from 2025. This amount includes the majority of CSRD spending; however, it excludes Local Area Services that include, the Okanagan Regional Library, South Shuswap Road Rescue (NEW), Kault Hill Fire Protection, and South Shuswap Sub-Regional Fire Protection.

Taxes for local services are only collected from properties within the specific service area. With the inclusion of these services, the total tax requisition for affected properties for 2026 increases by \$ 64,531 or +2.57% from 2025. The majority of this increase due to the new road rescue service, which costs \$48,851.

This is the first draft of the 2026 budget, and adjustments during the budget process should be expected. If you have questions or input on our 2026 budget, please don't hesitate to contact me directly or attend one of our Budget Board meetings.

Question or Comments? Please don't hesitate to contact me directly at mgibbons@csrd.bc.ca or call 250-463-1484



Board Ratifies Solid Waste Tipping Fees and \$5 Fee Exemptions



At the January CSRD Board, Directors were advised of the inclusion of several requested **Exemptions** from the new \$5 minimum charge, including.

- FireSmart-Approved Yard and Garden Waste.
- Bagged Refuse - \$3 per bag will remain in place.
- Household Hazardous Waste – supporting hazardous waste mitigation
- Books and Clothing – recycling programs that support the community
- Yard and Garden Waste – free yard waste drop off for an appropriate period in the spring and fall, as determined by staff.
- Invasive (Alien) Plants – designed to support volunteer weed-pull programs for invasive species.
- Residential Recyclable Material – includes all materials covered by a Provincial Stewardship program.

Jan 20 CSRD Rail Trail Committee Meeting

It is expected that 2026 will mark the completion of the Rail Trail's construction phase. The CSRD Board created a Rail Trail committee, from the CSRD Areas that fund the Rail Trail. Our initial meeting included discussions on establishing the terms of reference for the committee and the proposed 2026 budget. I raised concerns about the escalating costs of the Rail Trail and asked CSRD staff to review the proposed budget, which included a 3.5% tax increase.

North Okanagan Columbia Shuswap Regional Hospital Board

The North Okanagan Columbia Shuswap Regional Hospital Board is responsible for overseeing and supporting healthcare infrastructure and services within the region. Its duties include allocating funds collected through property taxes for hospital improvements within our region, in collaboration with Interior Health. Noteworthy local 2026 projects include,

\$573,900 (\$229,600 NOCSRHD portion) Shuswap Lake General Hospital new glycol system for pharmacy. Supporting reliable temperature control, providing safe medication storage.

\$95,000 (\$38,000 NOCSRHD portion) Shuswap Lake General Hospital replacement of sections of old piping. Supporting a reliable water supply and safe, continuous patient care.



Question or Comments? Please don't hesitate to contact me directly at mgibbons@csrd.bc.ca or call 250-463-1484

Jan 17 Meeting with BC Minister of State Anderson

On Saturday, January 17, the CSRD Electoral Directors met with the Minister of State for Local Governments and Rural Communities, Brittny Anderson, in the CSRD Board room. Topics for discussion included,

Provincial Inaction regulating Buoys and docks under Provincial Jurisdiction.

The Province, together with the Federal Government, advocated for the CSRD to create Bylaw 900, which attempts to regulate buoys and docks on Shuswap and Mara Lakes. While the Federal Government has used Transport Canada resources to attempt to regulate buoys, the province has neither contributed nor participated.



The CSRD has attempted to enforce Buoys and Docks through bylaw 900 with limited success. In fact, over the last decade, unpermitted buoys have increased from approximately 3714 to 4414. This is due to the regional district not having legal jurisdiction over the lake, and unlike the provincial

“In comparison, the province's legal jurisdiction is clear, and its ability to pursue unpermitted buoys far exceeds that of the local governments.”

government, local government would be required to pursue independent legal action for every unpermitted buoy. The costs of pursuing over 4,000 in court would be astronomical. In comparison, the province's legal jurisdiction is clear, and its ability to pursue unpermitted buoys far exceeds that of the local governments.

It was clearly communicated to Minister Anderson that the province needed to take responsibility for controlling buoys and docks.

Short Term Rentals STRs

Regional Districts continue to struggle with implementing Provincial STR legislation. While the Province has established a STR registry, enforcement has been downloaded to local government. We communicated to Minister Anderson that a potential solution would be for the province to manage its registry through a Provincial Short-Term Rental Business Licensing Program.

The Electoral directors also reaffirmed their support for my letter regarding the negative effect of Tappen Highway construction on Tappen Co-op - November 14, 2025.

Question or Comments? Please don't hesitate to contact me directly at mgibbons@csrd.bc.ca or call 250-463-1484

EAGLE BAY FIRE DEPARTMENT

Eagle Bay Fire Department (EBFD) – News

All members of the Eagle Bay Fire Department would like to wish everybody in our amazing community a very happy and safe New Year for 2026.

Looking Back over 2025

Our call volume increased over the previous year with us attending 33 calls in 2025. Much of the increase can be attributed to the severe storm in July which brought down many hydro lines. We did attend a car fire callout early in the year and a structure fire at the end of the year. Thankfully, no one was injured. Three of our calls were for mutual aid, twice with the Shuswap Fire Department and once with the Tappen Sunnybrae Fire Department. Filling out the remainder of the calls were several smoke alarm false alarms, numerous burn complaints, and a couple of chimney fires.



EBFD would like to express their sincere gratitude to Ken Beyer who has retired from the fire department. Ken joined the fire department in December of 1991 and retired in September of 2025. He has been an integral part of the growth and development of the firehall, and we will miss his calm demeanor and vast knowledge. We would like to wish both him and Julie all the best, with many thanks.



Chief Alan Rendell and Training Officer Cathy Maralia stepped down from their positions effective December 31st, 2025. EBFD would like to express much appreciation for everything these two members have contributed over the years to the firehall and to the community. We are very grateful that both have decided to remain with the fire department and that we can continue to benefit from their knowledge and wisdom.



With the vacancies created by two officers stepping down, there has been a significant shift in the officer

team on the fire department. Over the next few months, we will introduce you to the new officer team.

Recruitment

Our current membership sits at 25 members, two of which are our fantastic junior firefighters. If you have an interest in joining our team and helping us protect this great community, give us a call or send an email and we will be happy to explain what's involved.

John Edry - Fire Chief

Cell: 250-515-4790 Email: eaglebayVFD@csrd.bc.ca

Facebook: www.facebook.com/Eagle Bay Fire Department

EAGLE BAY COMMUNITY CHURCH

Submitted by Michelle DeFrene

John 6:26 "Jesus answered, I tell you the truth, you aren't looking for me because you saw me do miracles. You are looking for me because you ate the bread and were satisfied."

In this new year our church has again picked up our study of Mark. One of the sermons was about Jesus multiplying food to feed a crowd. We take a deeper look at these passages in our Thursday evening Bible studies. Something we've discussed is, when we come to Jesus what is our motivation? Do we seek Him for what we can get from Him like some sort of cosmic genie in the sky? This verse immediately follows Jesus's miracle of feeding thousands of people by multiplying five barley loaves and two little fish.

The people then sailed across the lake looking for Jesus so that they could get some more free food. Instead of coming to worship him, they instead start demanding that he do a miracle like it's somehow owed to them that he prove himself after he literally just fed maybe up to 10,000 people with some kids lunch. What entitlement! (Mark 8:11)

After Jesus fed the crowd it says in verse 15 that the people were planning to take Jesus by force and make him their king. I mean, a king that gives free stuff, who doesn't want that? I love Jesus response to their demand for him to perform for them. In the New Century Version of the Bible it says that he "sighed deeply". As a mother of four this makes me smile because it's so relatable. It's incredibly frustrating when you go out of your way to do something special for your kids and rather than gratitude you get hit with entitlement. Deeeep sigh.

The question is, according to Jesus, what should coming to Him look like? He answers that question just a few verses down in Mark 8:34. "Then calling the crowd to join His disciples, He said, "If any of you wants to be my follower, you must give up your own way, take up your cross, and follow me." We invite you to join us on Sunday mornings at ten o'clock as we continue to study the life and teachings of Jesus.



REVISITING THE GOLDEN DAYS OF SEYMOUR ARM

Submitted by Karen Loerke

"There are strange things done in the midnight sun, by the men who toil for gold." These words from Robert Service capture the restless spirit that drove prospectors from around the world deep into the wilds of British Columbia. Drawn by gold fever, each came hoping to strike it rich. To pursue their dreams, thousands braved unpredictable rivers, harsh weather, and unforgiving terrain. Picture small streams crowded with miners, their hands numb from cold water, as they sifted through gravel—dreams of fortune brightening tired faces. Every painful held promise. In those days, only the promise of gold could spark such feverish hope and gritty determination, drawing people into this remote corner of the province—and transforming both the land and the lives of those who sought its riches.

This is the story of the Big Bend Gold Rush—a tale centred on Seymour Arm and the powerful pull of gold. To understand its significance, consider the wider forces shaping the region's goldfields both before the rush, as eager prospectors arrived, and after fortunes faded.

Seymour Arm, located north of the Cinnamousin Narrows, has a remarkable history shaped by many newcomers. After the initial gold rush frenzy in the 1860s, focus shifted to new pursuits: first, orchard farming, then, later, an artist haven—each wave in turn transforming this remote community.

Long before settlers ever set foot in Seymour Arm, the region's abundance drew First Nations to its woodlands, rivers, and lakes. Blackfoot and Cree Nations from present-day Alberta made the long journey across the Rockies to gather berries, hunt game, and join the salmon harvests. Sometimes, they came into conflict with the local Secwepemc people, who also called this land home. Rock pictographs record evidence of such encounters. Written records are scarce, but these pictographs tell stories of the region's earlier history (Bauer, 1980).

When the California Gold Rush faded in 1855, prospectors sought new opportunities. Their gaze shifted north, as rumours circulated about finds along the Columbia River. In 1861, a local First Nations report noted gold at Big Bend, where the Columbia River turns sharply south near Boat Encampment. This news inspired four French miners to try their luck panning for gold on a tributary of the Columbia River in 1862, which was later named after them. Hearsay claimed that significant amounts were found, but the full extent remains a mystery.

News of further gold discoveries spread in the mid-1860s, creating a new wave of excitement. In April 1865, William Downie and H. Carnes set out from Colville, Washington. Their findings fueled a significant increase in miners to the region. By spring 1866, up to 10,000 prospectors poured into the area. The previously tranquil wilderness was transformed into a hub of hopeful activity and lively camps.

The race was on, and miners faced logistical challenges as they tried to reach their destination. Eager to reach the Big Bend, miners had two main routes—each presenting its own challenges. The first route began in Washington Territory, with travellers heading north along the Columbia River, passing through Arrow Lakes to reach Rapides des Morts (Big Bend). This journey by water, although longer, was particularly dangerous during the spring due to unpredictable navigation conditions. Alternatively, depending on the departure point, miners could choose a different, secondary route.

REVISITING THE GOLDEN DAYS OF SEYMOUR ARM

Offering flexibility, the alternative route was shorter and departed from Savona, located at Kamloops Lake. From this semi-arid region, travellers would go up the Thompson River, cross Shuswap Lake, and reach Seymour Arm, the end of water navigation. From there, prospectors trudged over the Monashee Range to the Columbia River. The boat journey took four to five days, but the overland leg via the Moberly Trail was steep and difficult. Thus, the journey was shorter overall but more arduous than the Columbia River route.

To help prospectors decide which route to take, the Victoria Chamber of Commerce created a poster comparing travel times and costs.

[illegible]

BIG BEND GOLD MINES!

BRITISH COLUMBIA.

THE SAFEST, THE SHORTEST and the CHEAPEST ROUTE to these Extraordinary PLACER MINES is by way of VICTORIA, VANCOUVER ISLAND!

Passengers going this way have not to cross the dangerous Columbia River Bar, and the distance is over ONE-THIRD [for 279 Miles] SHORTER by way of Victoria, than by way of Portland.

The Governments of Vancouver Island and British Columbia have authorized the following powerful Steamers to carry Miners from San Francisco to Victoria and New Westminster direct:

**The Hudson Bay Co.'s Steamer "Labouchere," Capt. Monat :
The Cal. S. N. Co.'s Steamer Active, Capt. Thorn.**

These, or other first-class Steamers, will run on this route regularly, and will connect at Victoria with swift River Steamers carrying passengers to Yale, a distance of 17½ miles. From Yale to Skaneateles Ferry, a distance of 111 miles, there is a splendid Government Wagon Road and Comfortable Wagon Houses every few miles; over this road travelling is easily made, so they can ride in Boarded Fast Four-horse Stages. From Skaneateles Ferry the Hudson Bay Co.'s new and swift STEAMER "MARTEN" will run to Ogden City, upper end of Shuswap Lake, a distance of 111 miles. From Ogden City to the Columbia River, a distance of 34 miles, there is an excellent Government Pack Trail.

MINERS GOING TO THE HIGH MINES OF
BRIDGE RIVER OR CARIBOO

Gold discoveries drew new attention, and Seymour Arm suddenly changed. By 1863, the settlement had become the main gateway for miners and adventurers heading overland to the Columbia. As the goldfields grew in prominence, Seymour Arm saw a steady stream of fortune-seekers. The once-peaceful shore of the Shuswap shifted into a scene of vibrant anticipation.

As infrastructure grew, new modes of transportation to the Big Bend emerged—most notably steamboats. In 1864, Captain Lenard White of Washington built and piloted the first steamboat on the Columbia River, carrying passengers and freight. The vessel, aptly named for the border it crossed—the Forty-Ninth parallel—made its inaugural journey amid high hopes. However, it quickly became clear that the crew was unprepared for the unpredictable waters ahead on the Canadian rivers.

When the steamer became trapped in ice near Arrow Lakes in November 1865, the 75 passengers had no choice but to disembark and finish their journey on foot. Undeterred, Captain White, an accomplished captain, returned in April 1866, this time armed with wooden planks to break the ice at the boat's bow. The 426-km trip to La Porte took 10 days. Although costs were high, White managed to recoup his investment within a single trip. Nonetheless, after the gold rush, tales of these journeys continue to spark debate over how many trips the vessel actually made, ranging from three to thirty-seven. Much like the gold fever, the *Forty-Niner* had a short life; it was legendary, remembered as the first steamship to cross the 49th parallel.

REVISITING THE GOLDEN DAYS OF SEYMOUR ARM

When word of the Big Bend gold strikes reached Kamloops, excitement surged. Chief Trader Joseph McKay of the Hudson's Bay Company (HBC) wasted no time—he quickly opened a subsidiary post at Seymour Arm, eager to meet the needs of the hopeful prospectors arriving each day. The settlement grew almost overnight and soon became known as Ogden City or Ogdenville in honour of Charles Ogden, the manager of the HBC post. McKay's hustle captured the spirit of the times: a valley buzzing with excitement and dreams of gold.

To accommodate the growing number of prospectors arriving via Vancouver and Kamloops, a Canadian sternwheeler was built. The S.S. Marten, a 125-foot vessel 25 feet wide with a 40-horsepower steam engine, was assembled from whipsawn lumber from the Shuswap River near Chase. The deafening noise—mechanical clanking and high-pitched steam—must have challenged miners' hearing during the 4–5-day trip. Each way, the Marten carried hopeful passengers from Savona to Seymour Arm for \$5.50. Freight charges ranged from \$10 to \$20 a ton—exorbitant for the time. When the waterways froze in 1866, many travellers were left stranded until the thaw. Soon after, canoes, scows, and government boats crowded the Shuswap—all racing to Seymour Arm.

The Marten finally made its maiden voyage on May 26, 1866, leaving Savona and arriving at Seymour Arm the next evening to a cheering crowd of 300–500 men. One account describes: "The steamer Marten coming around the point and delighting every Seymourite as she glided through the noble waters of Shuswap Lake. Five hundred hungry pioneers, about the time, were partaking of their evening meal of beans and bacon, but at the sight of the steamer, they hurriedly cast pots and pannikins aside, and soon the roar of mighty cannonading was heard emanating from the efforts of the Royal Anvil Artillery... Champagne and the H.B.C. rum were poured generously for all on board, and everyone on the beach" (Bauer, 1980, p. 14). Though not a formal Royal Artillery, the celebration captured the spirit of the moment. The gold rush was now truly underway, with the S. S. Marten continuing the Savona-Ogden City trip twice a week.



S.S. Marten, Image courtesy of Kamloops Museum & Archives

At its peak, Ogden City had a population of 5,000 and a busy business district. Thirteen shops lined the streets, including shoemakers, washhouses, a barber, doctors, and more. Saloons, bakeries, restaurants, breweries, a butcher, a drugstore, a stationery shop, a coffee-and-doughnut stand, and a livery stable also did well. Other than Salmon Arm, Ogden City was the largest settlement in the Shuswap area.

Transport and infrastructure felt the strain as the town expanded. In 1866, Ogden City was renamed Seymour City in honour of Governor Frederick Seymour. Soon after, residents eagerly awaited the approval of building plans on April 23, 1866—a bakery, saloon, butcher shop, store, and hotel would soon arrive. On June 9, 1867, the surveyor-general ordered a map and lot auction. Although a townsite was surveyed, no lot auctions were held at the time.

REVISITING THE GOLDEN DAYS OF SEYMOUR ARM

Seymour City's first newspaper, 'The Town Crier or Seymour Charivari,' was published on June 21, 1866. It later became a weekly handwritten paper.

By August 1866, gold from the Big Bend, which once filled Seymour City with life, was waning. That summer, a thousand miners working at French Creek and feeling "skunked" after such a long slog, left frustrated and disappointed. Those who remained faced a hard winter and struggled to survive. Many were unable to pay for their supplies, described as "sore-footed, light-pocketed...bootless and pantless specimens of the Genus Homo returning from Seymour" (Bauer, 1980, p. 18). With the end of the gold rush, Seymour City quietly entered a new phase.

Although expectations were high, the disappointing low returns brought the Big Bend Gold Rush to a sudden end, leaving Seymour City empty and waiting for what might come next. The HBC post closed its doors on October 21, 1867, and within just three years, little was left but stories of what once was. To make an already bad situation worse, a fire swept through in the late 1860s, and when the smoke cleared, only a few stone cellars stood as quiet reminders of the valley's once-busy life.

At French Creek, the main goldfield on the Columbia River, a few signs of the old settlement could still be found, but the days of gold and excitement were over. By summer 1867, fewer than 300 miners were left at the Big Bend.

The S.S. Marten, once the pride of the Thompson River, came to symbolize the fading hopes of the gold rush. Damaged and unused, it sat in Kamloops Lake for nine years. After repairs, the Marten only briefly carried freight for Savona Ferry. In October 1877, it ran aground in Kamloops Lake, and its paddle wheel stopped for good. The end of the S.S. Marten marked the close of early steamship travel on the Thompson River, a history still remembered in Seymour Arm.

The Forty-Nine made its last trip from Colville in November 1866. Gold from the Big Bend creeks was disappointing, with only \$250,000 found in the best years. This small amount was divided among many miners. Disillusionment and regret spread as many defeated miners left, describing the gold rush as nothing more than a "Big Bend Bilk." Although some early miners did well, most did not find enough to sustain themselves. The Big Bend Gold Rush ended almost as soon as it began. By May 1868, the rush was all but a spark and a lingering memory.

Other hopeful gold finds were followed by another. In 1888, gold was discovered on the Seymour River east of Seymour City. A mine was set up 2.5 miles upstream from the river's mouth, with shafts dug 30 to 40 feet into the bedrock. One miner reportedly found \$8,200 in gold. Placer mining had grown since the 1860s, moving from panning to sluice-box mining. Local ranches were critical in establishing this gold find. Regrettably, most miners barely found enough gold to fill a brooch—just enough to see what it looked like. By 1890, there were thirteen pre-emption claims on the lower river. Scotch Creek also had a short-lived gold mining operation, which ended by 1877. Scottish miners, who gave the creek its name, found enough heavy gold to record ten claims.

REVISITING THE GOLDEN DAYS OF SEYMOUR ARM



After many quiet years, Seymour City became active again in the early 1900s, as new settlers arrived and focused on orchard farming, helping rebuild the community. Even though the gold era was over, its heritage still shaped the valley's identity. Future Eagle Eye editions will extend Seymour City's ongoing story of fortitude and renewal.



References:

Bauer, G. (1980). History of Seymour Arm, The Guide, Quick Printing.

Golden BC Museums. (2022, April 1) Big Bend Gold Rush. Golden Museums <https://goldenbcmuseums.com/big-bend-gold-rush/>

Salamandyk, B., & Salamandyk, P. (2023, July 6). History of Seymour Arm. Ogden City. Facebook. <https://www.silverbeachrvpark.com/post/history-of-seymour-arm-ogden-city>

Vlessing, O. (2021, February 17). Gold Trails & Ghost Towns. Gold mining in the Seymour River area. Facebook. <https://www.facebook.com/groups/goldtrailsandghosttowns/posts/10159502746012044/>



Website: www.eaglebaybc.ca

Facebook: Eagle Bay Community Association

Email: eagleeye.ebh@gmail.com

Eagle Eye Submissions: Margaret McCormick

mmccormick50@gmail.com