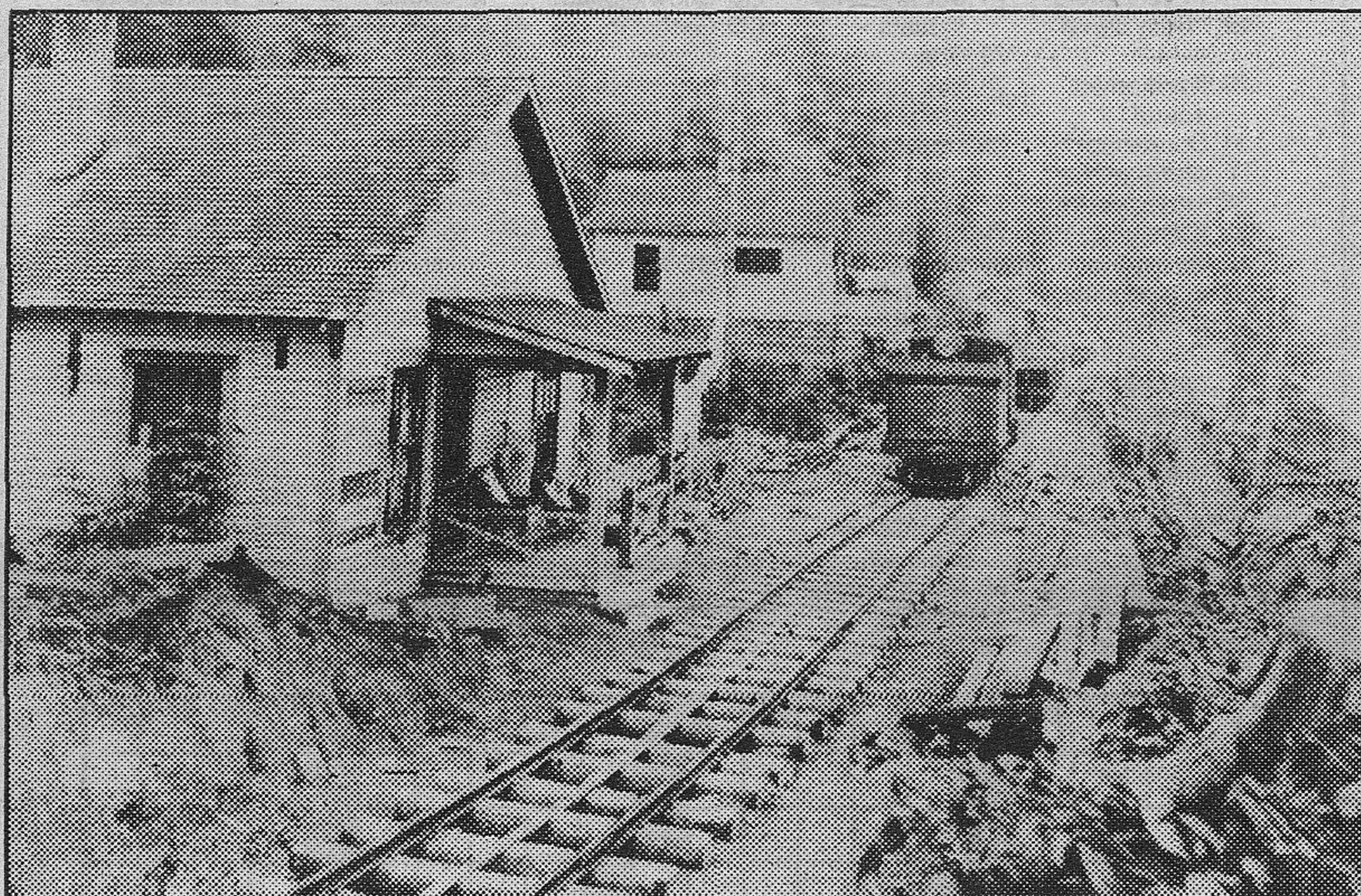
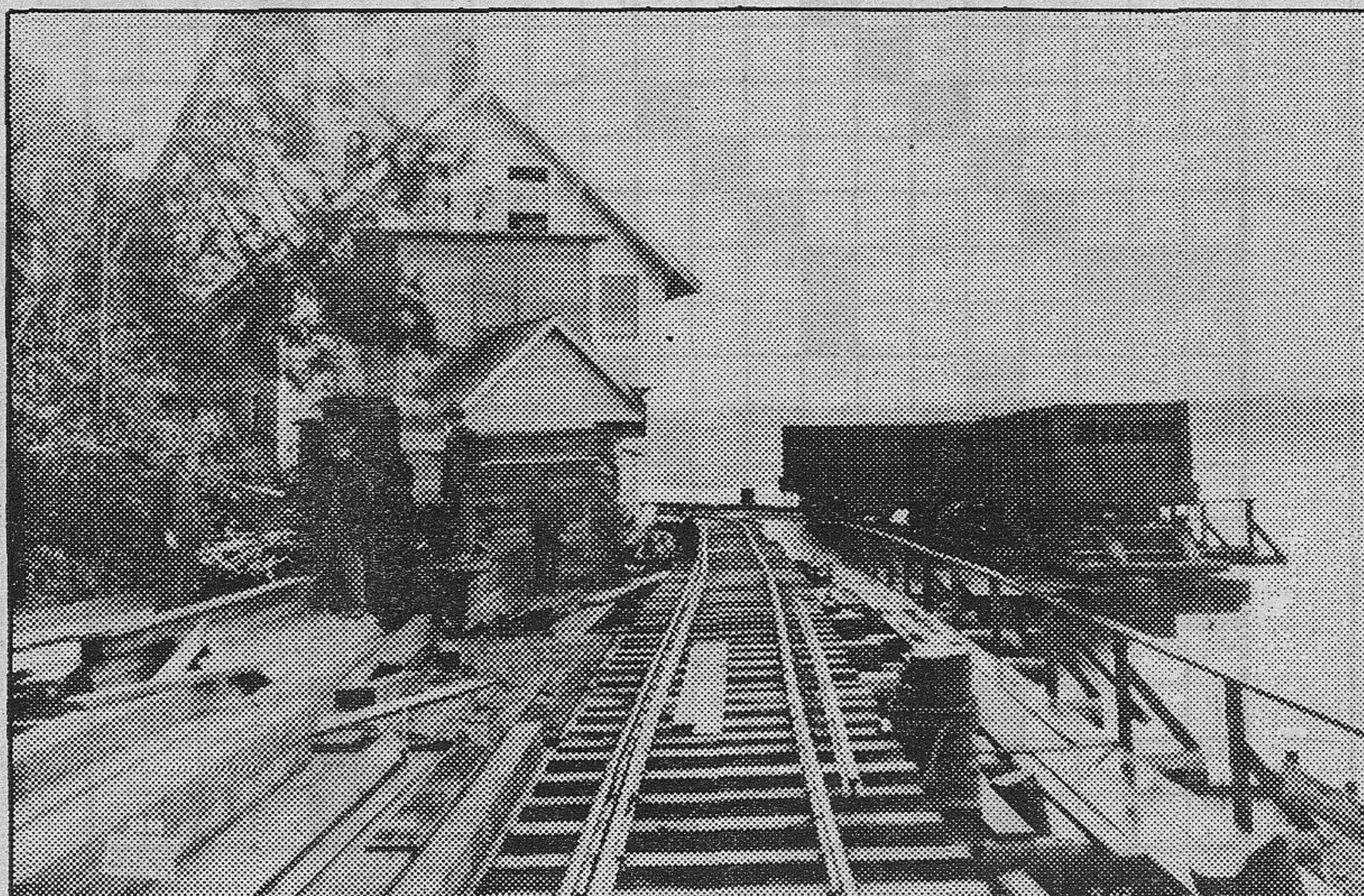




Camp 8, upper terminus of Dolly Varden Mines railway.



Alice Arm terminus of railway.



Dolly Varden House at the tidewater terminus.

RAILS TO THE DOLLY VARDEN

By Darryl Muralt

Along the Northwest Coast of British Columbia, Dolly Varden is more than the name of the young actress from Charles Dickens's *Barnaby Rudge*. It stands instead, for a fabulously rich silver mine in the upper valley of the Kitsault River near Alice Arm, and the little narrow gauge railway that connected it with the outside world. The railway itself was as famous as the mine and the central character in a scandal that surrounded its construction during the period 1917 to 1919.

It was called the Dolly Varden Mines Railway and was constructed under a charter granted by the 1917 session of the British Columbia legislature. The railway was built by the Taylor Engineering Company of Vancouver on behalf of the Dolly Varden Mines Company of Chicago.

The 36-inch narrow gauge line ran up the west bank of the Kitsault River from tidewater to the Dolly Varden Mine, a distance of 18 miles and was constructed during the summer operating seasons of 1917 and 1918 under extremely difficult operating conditions.

railway itself was as famous as the silver mine

The railway terminus was located on the west side of Alice Arm, about three-quarters of a mile below the town of the same name. The rails ran up past the town on side-hill cuts and trestle-work, then skirted the river bank through the lower valley to Mile 7, where it reached the Lower or Mud Creek Canyon. Prior to construction, this narrow defile was impassable.

Before grading could begin there, it was necessary to lower men over the rim of the canyon on ropes to carve out footholds for the drillers and blasters.

Emerging from the Mud Creek Canyon, the line followed a meandering course for five miles to the beginning of the treacherous Upper Canyon at Mile 14. From Mile 14 the grade climbed up to the top of the narrow gorge on a steep, 5½ per cent grade nearly two miles in length. From the top of this hill, near a place called Deadman's Point, it ran on a more-or-less level grade to the mine, between Miles 17 and 18.

Two narrow-gauge 12-ton locomotives were used in the 1917 construction with a steam shovel and some flat and dump cars. The work commenced in April of the year and, by June, the little saddle-tank engines were hurrying back and forth over the first three miles of the line with all efforts bent on reaching a gravel pit near Mile 4 where a good supply of ballast and material for fill could be obtained. Construction trains on the line generally consisted of two or three cars of ties and one of the light 35-pound rail. The rails were obtained second-hand from various sources: some coming from as far away as Texas.

The most spectacular part of the line was the 5½ per cent grade between Miles 14 and 16. Rising up from water level on a sweeping left-hand curve, the

hints
from

Heloise

DEAR HELOISE:

Those self-sticking wall hangers are great for hanging pictures, but how do you remove them? Mine are on panelled wood. Any suggestions?

Janet Pequin

I've had some unhappy experiences with foam self-sticking hangers that seem to defy removal, except by chisel and hammer.

I have had luck in removing some by soaking them with pre-wash spray, then rubbing. Remove as much of the foam and paper backing as possible, then spray. You can use a plastic credit card to gently scrape away at them without damaging the wood.

You may have to try more than once but hopefully you'll finally remove 'em without damaging your wall.

Heloise



PLANT WINDOW

DEAR HELOISE:

My son replaced my kitchen window (which looked out into the garage) with a large open wooden box.

He attached a grow light to the top inside, and put in glass shelves.

Now I have a beautiful

garden window. This could also be done for a basement window or any that has a poor view.

My plants thrive under the grow light, and the expense is minimal if you're a do-it-yourselfer (or have a son who's willing...).

Mrs. R. M. Alder

SMALL INTO GIANT

DEAR HELOISE:

I've found a use for those seldom-used fingertip towels.

I stitched nine together in rows of three colors across and three down, alternating colors.

It made a very unusual beach towel for my young daughter.

Tanya

LETTER OF THOUGHT

DEAR HELOISE:

All my success as a homemaker during 38 years of gracious effort can be attributed to this single tip from a young neighbor during the war:

"Clean one room thoroughly each day — it will get increasingly easy to maintain in tip-top fashion. You save time and effort this way."

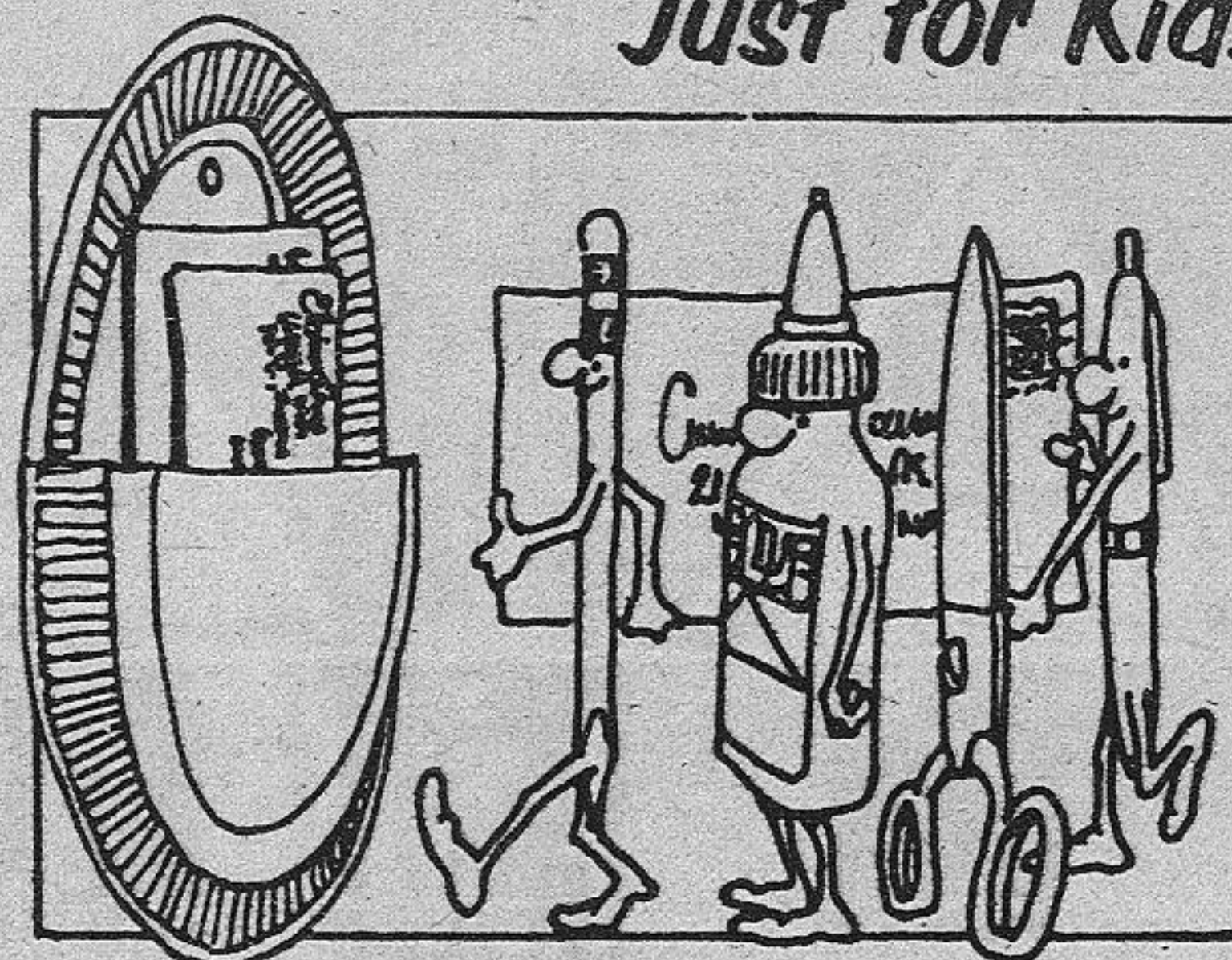
Gen Grofsik

DEAR READER:

This is your column. If you'd like to share a hint, ask a question or make a suggestion, write me care of this newspaper.

Hugs, Heloise

Just for Kids



RAINY DAY PROJECTS

DEAR HELOISE:

If you're like me, you like to make decorative things on a rainy day.

Here's something to make to hold bills, letters, notes — whatever you want.

Take two paper plates and cut one in half. Glue the half plate onto the whole, right sides facing each other.

Punch a hole in the top for hanging, and you have a pretty way to organize your mail.

Shelly Ellison, Age 12

MIRROR ART WORK

DEAR HELOISE:

If you have a mirror that looks sort of plain, why not make a decal?

Here's how you do it. Take a piece of tracing paper and draw a design on it. Then put a piece of waxed paper over your mirror in the place you want the drawing. Place the tracing paper on top of the waxed paper and draw over your design.

The design will transfer onto the glass in wax. You can then color in the design with felt-tip markers or washable paints.

Best of all, you don't have a dull mirror any more.

Anna David, Age 13

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from page 10 — ore so rich company shipped by dog team

railway reached the canyon rim, where a sheer cliff dropped over 200 feet to the bottom of the gorge. During construction it was necessary to make an extensive rock cut at this point as an alternative to construction of a large, curving trestle which would have cost a similar amount but would also have been a continuing maintenance problem. Sidings were constructed at the upper and lower ends of the steep grade.

Trains approaching the mine with empty ore cars had to be cut into two sections because the little locomotives had insufficient power to pull more than two empty cars up the hill. Trains were also cut in half on the way down, because the locomotives had insufficient braking capacity to control more than two loaded cars on the steep grade.

During construction of the railway, differences arose between the contractor and the Dolly Varden Mines Company. Subsequently, the Taylor Engineering Company assigned for bankruptcy in October 1918 with the rails laid to within a few thousand feet of the mine. The railway, which had originally been estimated to cost no more than \$175,000, had by that time reached a total cost in excess of \$462,000. The Taylor Company had been induced to extend its own funds for the 1918 portion of the construction and Alfred Taylor, as managing director of the firm, had been induced to sign an unconditional release on the indebtedness of the Dolly Varden Mines Company to his firm.

Shortly afterward, the charter for construction of the railway expired on Dec. 31, 1918, with the line uncompleted. Under these circumstances, neither party could seek redress in the courts. Subsequently, they both appealed to Premier John Oliver to ask for the intervention of the legislature. The Dolly Varden Mines Company sought the re-instatement of the Railway Charter and the Taylor Company asked for denial of the renewal until such time as it had been paid for its expenses as well as its agreed 10% profit plus \$150,000 which was due to the workmen.

After a lengthy hearing before a select committee of the legislature, the Dolly Varden Mines

Company was given 10 days to pay off the outstanding wage claims and 30 days to pay the Taylor Engineering Company for its cost and profit. Failure to meet these requirements would see the property turned over to the Taylor Engineering Company who would then operate the Dolly Varden Mine and the Railway, paying off the Dolly Varden Mines Company and its creditors from out of the earnings of the mine.

The Dolly Varden Mines Company failed to meet these conditions and the Taylor Engineering Company assumed control of the mine and railway in June of 1919. The Taylor Company and its creditors organized the Taylor Mining Company to operate the properties. The railway was rushed to completion and the first ore train came down over the line to Alice Arm on Aug. 28. During the next three months, daily ore trains of eight to 10 cars were operated. They brought down 6,373 tons of ore which yielded 400,336 ounces of silver. The ore was of such a high grade that when the line was closed by snow in November, the company began shipping by dog team.

During the 1919 operating season and the May to November operating seasons of 1920 and 1921, the Taylor Mining Company removed about 36,000 tons of silver ore from the Dolly Varden Mine; before turning over control of the property to Gorge Wingfield, a wealthy Nevada mining magnate and a creditor of the former Dolly Varden Mines Company. The Dolly Varden Company had borrowed \$150,000 from Wingfield and had given him a mortgage on the property. The Taylor Company, for reasons which are not clear, did not pay off this debt, but chose instead to get out with what they had. One factor in their decision to pull out was a drop in silver prices during the early 1920s.

With the departure of the Taylor Mining Company, the mine and railway lay abandoned by the spring of 1922. From that year until 1947, the B.C. department of public works maintained the railway for the use of other mines located in the upper Kitsault Valley. Several of these other properties were substantial producers.

The Dolly Varden has been amalgamated with several other properties under the name of Dolly Varden Resources and has been described by its owners as the largest remaining reserve of silver in North America.

The Dolly alone is known to contain at least 1½ million ounces of silver. Development work has been carried out in recent years and the combined properties may some day become a working mine once again.

During the mid-1920s the Granby Consolidated Mining, Smelting and Power Company of Anyox leased the lower five miles of the Dolly Varden Mines Railway with two locomotives and a number of cars to log timber limits in the Kitsault Valley. These were the last operations with steam locomotives and, in later years, speeders and small gasoline locomotives were used.

Today, only the bleached remains of a few ore cars lie along the foreshore at Alice Arm to mark the passing of a fine little bonanza railroad — rest in peace Dolly Varden.

ANSWER TO TODAY'S PUZZLE

S	T	O	P	S	A	B	E	R	G	E	R	A	H	C	H	A	D			
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I	R	A	N	T	U	N	I	S	O	A	S	I	S	A	R	O	A			
P	O	L	K	A	M	U	S	I	C	T	E	S	T	I	M	O	N	Y		
E	L	V	E	S	D	A	D	W	E	E	D	S								
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6/6/82