RECONNAISSANCE
AND
PRELIMINARY RECREATION PLAN

MANNING PARK

C. P. LYONS
AND
D. M. TREW

1948
Reconnaissance
and
Preliminary Recreation Plan

ERNEST C. MANNING PARK
(Manning Park)

by
C.P. Lyons
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Parks Section
Forest Economics
B.C. Forest Service
1945

Accompanying this report and filed in map cabinet, Forest Economics Division:

1. Hope-Princeton photogeographic map showing park boundaries, roads and trails and areas of various recreational value. Scale 2 mi. = 1 inch.

2. Section of photogeographic map of park area only. Scale 50 chs. = 1 inch.

3. Enlarged section of photogeographic map showing key area in vicinity of Lightning Lake. Scale 800 ft. = 1 inch.

4. Six detail maps of Lightning Lakes and proposed entrance plans.

Reference No. 45
General file: 085399
Recreational planners regard a combination of outstanding natural scenery and other outdoor attractions, with easy accessibility to a large center of population, as presenting ideal conditions for park development. Manning Park, situated 140 miles from Vancouver, will be within a hour motor travel of a metropolitan area when the Hope-Princeton highway is completed. This means that the residents of greater Vancouver will have access to an outstanding park that offers excellent fishing, ample opportunities for hiking and mountain climbing, horseback riding, or simply admiring beautiful mountain scenery.

Following the reconnaissance of the park in the summer of 1945, Messrs. Lyons and Trew have drawn up the following plan for its development. Particularly is it necessary that commercial development be carefully guided since the proximity to Vancouver and the variety of attractions offered foresees a large holiday trade. Facilities will have to be provided for the accommodation of the recreationists and after careful study definite recommendations have been made. Certain commercial enterprises are recommended. In addition, provision has been made for the establishment of public camp sites and summer home sites. If these plans are followed the park will be developed in an orderly manner thereby assuring the greatest enjoyment to the greatest number.

Protection of the natural assets takes two forms; first, is the protection of the forest cover from fire and this will call for greatly increased fire protection due to increased travel through the area. Second, is protection of the fish and game. The latter are protected now by a game reserve but the fishing must be carefully regulated if this important attraction is to be maintained. The recommendations in regard to fish management are endorsed.

Administration of an area of such intensive use as this park promises to be, will require the full-time services of an experienced park ranger. It is recommended that such an appointment be made as soon as suitable personnel is available.

F.S. McKinnon

Forester.
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I. LOCATION: An area of 171,500 acres lying on both sides of a mountain summit and located almost equidistant between Hope and Princeton along the new Hope-Princeton Highway. The southern boundary coincides with the international boundary for approximately 16½ miles. The westerly half of the park drains into the Skagit River and the easterly portion drains into the Similkameen River.

II. PARK NAME: Although officially gazetted as Ernest C. Manning Park it is recommended that it be more conveniently known as Manning Park. The abbreviated form is certain to be adopted by the general public.

A memorial cairn was built in August 1941 and the park officially dedicated by the Hon. A. Wells Gray, Minister of Lands on September 14, 1941.

The accompanying picture of the bronze plaque on the cairn pays tribute to the man whose name the park now bears.
III. PARK BOUNDARIES: The gazetted description of the boundaries follows:

Commencing at that point on the 49th Parallel of north latitude which lies midway between mile-posts 72 and 73 as planted by survey upon the ground, said point being situated on the International Boundary between Canada and the United States of America; thence north-westerly in a right line to the summit of Shawtum (Steamboat) Mountain; thence north-easterly in a right line to the summit of Shawn Mountain; thence south-easterly in a right line to the source of the main stream of Copper Creek; thence in a general easterly direction, following the centre-line of said Copper Creek, produced to intersect the centre-line of the Similkameen River; thence in a south-westerly direction, following said centre-line of the Similkameen River to intersect the production northerly of the centre-line of Chumanten Creek; thence in a south-easterly direction, to and along said centre-line of Chumanten Creek to its point of intersection with the International Boundary aforesaid; thence west along said boundary to the point of commencement.

The western boundary if ideally located would follow the Skagit River. This was not possible because of land acquisition along the river by the United States government for a proposed water storage project.

The Skagit River flows south-westerly from its junction with the Sumallo River through a narrow valley bottom. It widens out from the bend in the background to form a \( \frac{1}{2} \) mile wide flat for the next 6 miles to the International Boundary.

Photo: B.C. Photo-topographic Surveys.
After this project has been completed and the new highway opened to motorists, the recreational possibilities of the Skegit River and man-made lake may be sufficiently high to warrant the westerly extension of the Park boundary to the River.

Except for the above possible adjustment, the boundaries are very satisfactory, comprising as they do a complete park unit of high attractiveness.

IV. DESCRIPTION OF THE AREA:

1. Topography: The park is deeply incised east and west by the valleys of the two main drainage streams which meet at the summit of Allison Pass almost in the centre of the park. Into this main valley from north and south flow many large creeks, all having a well defined valley bottom and the characteristic round-shouldered mountain range between.

From the north flows Copper Creek, designating the greater part of the eastern boundary. Good fellow, Hampton, the north fork of the Similkameen River and Skegit River almost on the northern boundary. Their headwaters are in a broad upland mountain range generally referred to as the Three Brothers Mountains which form the main topographic feature north of the highway. Moderately rising slopes from the east and west finally culminate in a north-south ridge of mountains of exceptional beauty.

From the west, flower covered alpine slopes lead to jutting peaks or ridges which break away to the east in almost a continuous line of cliffs and rock slides. Just beyond the northernmost part of the park the mountains flatten down and assume a rolling appearance.

North of the Three Brothers Mountains the country assumes a monotonous rolling appearance.
South of the road and Similkameen River, lie a series of mountains formed into separate distinct features by the Fasayten River and the Chwatenon, Castle and Lightning Creeks. The first two ranges between the Chwatenon and Fasayten River resemble the Three Brothers mountains in their rounded appearance but the ridges in the vicinity of Lightning Creek drainage are extremely narrow and jagged. In this south westerly corner is concentrated most of the rugged mountain scenery of Manning Park and the four important Lightning Lakes.

More detailed descriptions of mountains and lakes are given in descriptions of their recreational potentialities.

2. Cover: The forest cover is extremely varied. West of the summit, the Coast forest types prevail, but east of Allison Pass, the forest stand is typically interior in character.

From a commercial standpoint about 4/5 of the park area can be considered as scrub or barren and of the remaining small acreage at least 1/5 would be inaccessible under present conditions.

Two small 300 acre stands of spruce-balsam, one located in Gibson Pass and the other paralleling a northward branch of the Similkameen River, average 30 ft per acre. Including a small acreage of a similar type lying several miles off the road up Castle Creek these three areas are the only ones to reach a volume of 20 ft per acre.

Spruce forms approximately 60% of the stand and hemlock about 40% with the occasional white pine mixed in. The spruce although limby by Coast standards grows to a large well formed tree while the hemlock tends to be diseased and heavily limbed. From a scenic standpoint this type will form a strong contrast to the sparse fir and lodgepole stands along the road from Princeton. The proposed road to Lightning Lake will pass through about 1/2 mile of this forest near the end of the first lake.

Close to the junction of the Skagit and Sumallo Rivers and about twenty-one miles from Hope occurs a small but heavy stand of fir, cedar, white pine and hemlock. This grove is all the more spectacular because of the immature growth that precedes it from Hope. The trees are large and beautiful in appearance and although beyond the park boundary will undoubtedly be associated with its attractions.

Other narrow patches of low volume timber follow up Hepopakum Creek which flows into the lower Skagit River, and up the last four miles of the Skagit as it approaches the summit.

The stand varies considerably in width and species but is generally a poor growth of small fir with scattered white pines and lodgepole pines on the sidehills and a mixture of hemlock, spruce and cedar in the valley bottoms. It is not particularly scenic in appearance because of patches of dead trees and the monotony of colour of evergreens without the intermingling of deciduous trees.
A small stand of thrifty fir on the Skagit River.

Part of the forest cover in the Skagit Valley threatened by insect damage.
Many sidehills along the upper reaches of the Skagit River show patches of insect killed trees. The chief offender is the spruce bud worm. The damage is very noticeable now and the threatened spread will be as serious in appearance as a forest fire or logging operation. Entomologists are planning on making a survey during the summer of 1944.

From Allison Pass to Copper Creek the aspect is much the same. Types change rapidly and generally speaking are only fair in scenic value except where they are enhanced by a fringe of spruce and cottonwood along the river. Lodgepole pine flats are common with the trees running from 5 inches to 9 inches in diameter.

The sidehills have a scattered growth of scrubby fir of various age classes and are often broken up by rocky banks or slides.

In the higher valley bottoms are unbroken stretches of lodgepole pine, spruce and fir of a uniform density and height. The spruce crowds into the creek bottoms and persists to the sub-alpine meadows at timber line before becoming extremely scrubby as it struggles to climb the alpine slopes.

The mingling of Coast and Interior climate result in a great profusion of shrubs peculiar to each. On the Coast side is the beargrass, salal, devils' club and vine maple. The Interior has the buck brush and the dwarf maple.

The alpine region is especially rich in flowers. Rhododendrons grow in great profusion along the Hope trail, and generally the entire area may be called a botanist's paradise. Some of the flowers and plants growing in or near the park are as follows:

Species of Spires
Great flowered Gaillardia (Gaillardia aristata)
Pink plumes (Trifolium)
Wild Hyacinth
Wind Larkspur (Delphinium)
Coral of the desert
Bugle flower (Gilia aggregata)
Wild Snapdragon
Beast ceana (Zygaenurus Liliaceae)
Loco weed (Oxytropis)
Wild rose (Rosa humilis)
Wild Blueberry
Everlasting flower
Yellow cinquefoil (potentilla arguta)
Purple virgin's bower (Clematis verticillaris)
Pink Lady'slipper (Calypso bulbosa) (Orchidaceae)
Philadelphia fleabane daisy
Rough fleabane daisy (Erigeron glabellus)
Purple Aster (Michaelmas daisy)
Purple Violet (Viola nephrophylla)
White Violet (Viola blanda)
Goat’s beard (Wild salsify)
Common candelion (Taraxacum officinale)
Selfheal (Prunella vulgaris)
Yellowbells
Wild lupin (Lupinus perennis)
Columbine (Aquilegia flavescens)
Mariposa Lily (Calochortus macrocarpus)
Wild ginger
Mountain Maple (Acer)
Buckbrush
Hodding wild onion (Allium cernuum)
Service berry (Saskatoon or Indian Olallie)
Baby lace
Buttercup (Ranunculus)
Wild strawberry (Fragaria virginiana)
Meadow rue (Thalictrum purpurascens)
Wild sweetweed
Tiger Lily
Ladyslipper orchid (Cypripedium parviflorum)
Phacelia
Wild Geranium (Cranesbill)
Indian paintbrush (Castilleja coccinea)
Mountain sunflower
False spikenard (Sullivania racemosa)
Rock ferns
Species of cineraria
Forget-me-not (Myosotis scorpiodes)
Osier willow (Cornel – species of dogwood)
Wild hawthorn
Thimble berry
Golden ragwort (Senecio aureus)
Silver feather (Potentilla anserina)
Yarrow (Achilleas millefolium)
Dwarf everlasting flower
Arnica (Arnica mollis)
Prickly pear (Wild cactus)
White clover (Trifolium repens)
Bunchberry dwarf cornel (Cornus canadensis)
Cow vetch (Vicia cracca)
Sorrel (Rumex acetosella)
Mission bells (Rice root lily)
Milkweed – Dogbone (Apocynum androsaemifolium)
Fireweed – Great willow herb (Epilobium angustifolium)

3. Climate: For practical purposes one half the park may be regarded as in the Coast belt and the other half in the Interior. As such, both regions have typical weather. Fog and mist have been noted on the west side to within several hundred feet of the summit while the eastern side was experiencing a hot summer day.
Fortunately most of the attractions lie in the Interior belt and not only have drier weather, but more open stands of trees and a minimum of ground cover.

Snow to a depth of 6 feet has been reported on the summit at Allison Pass and can be expected to be at least 3 feet deep most winters.

The probable length of the summer season will be from June 1st to October 1st and there can be a reasonable expectancy of fine weather during this period.

After an average winter the snow has disappeared from the valley bottoms by the middle of May. Higher elevations prove inhospitable to hiking or horseback riding.

4. Geology: The following notes on geology are by W. Matthews, Department of Mines, B.C.

GEOLoGY OF MANNING PARK

The most common rocks of Manning Park belong to a thick succession of shales, sandstones and conglomerates in which are numerous fossils related to the present-day clams and oysters. The fossils show that these rocks originated in the Jurassic and Cretaceous periods of geological time, or about 120,000,000 years ago. This succession of sediments is bounded on the northeast by a belt of granitic rocks two miles wide, extending from the Fasseyten River on the southeast to the upper part of Copper Creek east of Three Brothers Mountain on the northwest. These granitic rocks are bounded in turn on the northeast by older volcanic rocks laid down in the Triassic period, about 150,000,000 years ago. In the western part of the park, on the ridges north of Mount Hozameen and
overlooking the Skagit River, still older volcanic rocks laid down in the Carboniferous period, about 200,000,000 years ago, are exposed. On these Carboniferous volcanics which are in general more resistant to erosion than the others, have been developed some of the more rugged peaks of the area. All the rocks described above have suffered from more or less violent movements of the earth's crust and the former flat-lying beds of sediments and lavas are now broken and tilted to high angles. Around the lower part of Copper Creek are exposed later volcanic rocks, laid down in the Tertiary era, about 50,000,000 years ago. These, unlike the older rocks, have been in general only slightly deformed by the movements of the earth's crust.

Later in the Tertiary era the land became eroded to a gently rolling surface in which hills rose perhaps 1000 to 1500 feet above the adjacent broad valleys. Towards the close of the Tertiary era, a few million years ago, the land was uplifted and the streams began to cut steep-sided ravines and valleys in the floors of the older ones. After a time, more or less isolated plateaus such as Three Brothers Mountain Range were left surrounded by deep and narrow valleys. In the western part of the park where the uplift has been greatest, the peaks are highest and the dissection by streams most intense, so much so that few if any plateaus remain. Less than 1,000,000 years ago the land was invaded by an ice sheet which rose to about the present 6,500 foot level and which rounded all the hills and ridges buried by it. On the higher peaks, which projected above the ice sheet, small glaciers came into being, especially on the north and east slopes and cut basin-shaped "cirques". On the disappearance of the ice, only a few thousand years ago, a landscape that is essentially the same as that of the present day was left.

V. HISTORY: The following early history is in large part due to the research of the Rev. J.C. Goodfellow of Princeton, B.C., and is recorded in detail in the "Historical Quarterly", Vol. II, No. 2, April 1908.

Few areas in British Columbia have such a varied and romantic history as pervades the historical travel routes of fur trader and gold seekers through Manning Park. The Similkameen River and Valley which forms a great part of the southern boundary of the park was the most important route of all.

The original name "Similkamengh" has been changed by the early whites to the present pronunciation. Although there are many meanings assigned to the "Similkameen" none are officially accepted.

The natives of the Similkameen were a border Indian; that is to say, a buffer tribe between the Thompson and the Okanagan. Chilcotins intruded about 1750 and intermingled with this tribe.

The earliest journey by a white man in the Similkameen was made by Alexander Rose, a clerk in a fur company. This was in January 1813. The next record is contained in Archibald McDonald's map of the Thompson River District. The map was dated 1887 and indicates a journey made by McDonald in October of the previous year.
A rough cross at a 100 year old camp ground marks the grave of some unknown traveller.

The establishment of the 49th parallel as the boundary between the United States and Canada led to the search of new travel routes between the northern interior and the coast. Alexander Anderson was appointed to explore a new route, and in May 1845 guided by Indians, set out for the headwaters of the Similkameen. From here he hoped to cross country to the Forks where Princeton is now situated. He followed up the Coquihalla, then the Nicolum, and next the Sumilla as far as its junction with the Skagit. Passing over the summit, he followed down one of the forks of the Similkameen (south fork of the Tulameen) to Princeton.

H. Bauer, Geologist to the Boundary Commission, did geological work in the southern portion of Similkameen in 1859-61 when the boundary line was being defined, but his report was not printed until 1884. He explored along the Hope and Pasayton trails. This latter trail, between
the Recha (Similkameen) and Ashnola Rivers, long abandoned, has recently been made passable. Dr. C.H. Dawson covered much the same ground in 1877 and again in 1878.

In his report, covering the years 1859-61, Bauerman notes the presence of Chinamen panning for gold along the Similkameen River, but he adds that the diggings were abandoned at the beginning of the winter of 1861-62.

This marked the end of an episode which had commenced in October, 1859, when a sergeant attached to the United States Boundary Commission had discovered gold in the "Big Bend" region, where the Similkameen turns eastward, just south of the 49th parallel. Some of the early reports stressed the fact that the area, known to be auriferous, was very small and that experienced miners doubted if the diggings would prove to be extensive, but exaggerated reports of rich discoveries were soon noise abroad and considerable excitement followed.

Just previous to this the valley of the Similkameen had been traversed by Lieutenant H. Spencer Palmer, one of the officers of the detachment of Royal Engineers who had been sent out by the British Government to assist Sir James Douglas to govern the new mainland colony of British Columbia.

Gold was discovered in the upper Similkameen in 1859 and Sir James Douglas was faced with an insistent demand for a trail to the new diggings. He was determined to connect the Similkameen to Fort Hope, and so at a public meeting at Hope he urged the miners to assist financially in the construction of a road to the interior. A party of experienced prospectors was formed to seek gold and finally located it on the South Fork. The number of miners impressed Douglas as to the necessity for more roads and trails.

Sergeant W. McColl of the Royal Engineers located a trail over a summit of six thousand feet in altitude to the Whipaw River.

In 1861 Governor Douglas decided to build a wagon road from Hope to Hope Creek. This road was completed as far as twenty-five miles from Hope. Although over seventy-five years have elapsed since its construction, it is still being used and remains the best monument left of Hope to the lasting work of the engineers. A dispute arose over tolls proposed by Douglas. Money was scarce, and more promising gold discoveries lured miners elsewhere. The result was that road building was abandoned.

Walter Hoherly and Edgar Dewdney entered into a contract in the spring of 1860 to build a trail from Fort Hope on the Fraser River to the Similkameen on the east side of the Cascade range of mountains, to reach the gold diggings on the latter river where gold of a very fine quality had been discovered. Later in 1861, they continued road making and the trail, which they finally completed, has ever since been known as the Dewdney Trail. From 1861 till 1865 there was no excitement in Similkameen, such as accompanied the first gold discoveries, but the trail was continually in use.
It is now eighty years since the first gold seekers came to the Similkameen. It was the presence of prospectors and the discovery of gold that influenced Douglas to have trails completed from Hope through Similkameen to Rock Creek. It is now one hundred and twenty-five years since the first journey through the Similkameen was made by a fur trader.

With the close of the First Great War interest again became centered on the Similkameen Valley. In 1919 there were 32 applications by returned men for pre-emptions along the river. These were held up several years pending the proposed survey and construction of a Hope-Princeton road. When no road construction was forthcoming they were abandoned.

During the following years several trails were constructed for the first tourist use of the region and by 1929 when large scale work was started on the Hope-Princeton highway the Three Brothers Mountains and Lightning Lakes were well enough travelled to give rise to numerous requests for park and game reservations. Immediately, the Sheep Breeders' Association protested against any reservation over the Three Brothers area that would prevent grazing.

As construction of the road became publicized during the years 1929-31, a steady stream of applications for land purchase or lease along the right-of-way was made to government. A protective reserve one half mile in width on either side of the Hope-Princeton highway was established in 1931.

During July of the same year a reconnaissance was made by a group of interested parties and although the Sheep Breeders' Association still protested the inclusion of the Three Brothers' range in any park or reserve, an order in council approved August 21, 1931 established a reserve over the present park area. During the summer of 1934 a small band of sheep was let range over the Three Brothers Mountains as an experiment to ascertain what result this might have on the vegetation. Strong protests were made and no further grazing permits were hereafter allowed.

A prolonged controversy over the damage done to wild life by sheep grazing resulted in a game reserve going established in 1936 with about half of it overlapping the Three Brothers Reserve.

The final step came on June 17, 1941 when the reserve was classified a Class "A" Provincial Park and named "Ernest C. Manning Park".

After the outbreak of war, internment camps for Japanese were set up along the Hope-Princeton highway and so after nearly a 10 year period of inactivity road construction started once more. It culminated in the completion of the 10 mile gap and passage in 1943 of the first car between Hope and Princeton.

VI. ACCESS TO THE PARK: The early travel routes have been noted under "History". The Dewdney Trail, started in 1860, was most travelled and skirted the present park boundaries by following up Mounts Creek to its headwaters and then cutting overland to Shipsaw Creek.

Although at the present time several trails enter the park from the north, public access may be regarded as confined to the highway between Hope and Princeton. It is approximately 27 miles from Princeton to the park boundary at Copper Creek, and 26 miles by road from Hope to the western boundary.
VII. RECREATIONAL POTENTIALITY: Any attempt to assess the relative value and potentiality of this park as against other provincial parks must take into full account the fact that an important highway will pass through the area. Of all British Columbia parks of comparative size, Manning Park is unique in this regard.

This means that a portion of the travelling public, exclusive of tourists and the holiday visitors, will stop from curiosity or convenience for a short interval and so publicize the attractions. Travel along the Similkameen River will also promote interest in summer homes and camping.

The easy access from the Coast to the Interior is a strong drawing card and the fishing, hiking, horse-back riding and scenic aspects will further serve to make this park a public favorite.

If the road is kept open during the winter there is a definite possibility that Manning Park may become a winter sports area. The one drawback is that the open alpine slopes lie slightly over 2000 feet above the road, but if these thousands of acres could be made accessible, they would leave nothing to be desired. It may be safely assumed that 90% of winter visitors would arrive from the Coast.
View from slopes south of Windy Gap near Big Buck Mountain. Skyline Trail ridge in background.
(Potential Playground)

In 1943 the first car travelled between Hope and Princeton presaging greatly accelerated public use. Facilities for park occupancy will have to keep ahead of this traffic and fortunately the present road will allow a direct attack at the most needed development work.

Adjoining Manning Park to the south is the North Cascade Wilderness Area. Plans for its development are restricted to trails and lookouts. It appears that there will be very little inter-relation between these two areas except for the possibility of one or two connecting trails at some future date.

For the next 5 to 10 years Manning Park will rank secondary only to Mt. Seymour Park in the need for improvement and the service rendered to the public.

VIII. USE BY THE PUBLIC: The early history has been previously outlined in this report and shows that the first use of the park was in connection with the seeking of gold and fur trade. For a period of one hundred and fifteen years, between the trip of the first white man in 1813 and the actual start of large scale road construction in 1929, public travel fluctuated as new gold fields and travel routes were discovered in the Interior.

Road construction from Princeton in 1929 and 1930 provided direct access to the heart of the park from Princeton to Allison Pass. The road from Hope stopped 10 miles from the Pass and consequently was of small importance as an entrance route until 1943 when the gap was closed.
From 1930 to 1936, the hunting possibilities along this new highway became legendary and the exceptionally good fishing in the Lightning Lakes was soon public knowledge. The game reserve was responsible for a drop in the number of hunters, but fishing trips were increasingly popular until gas rationing limited travel. Trips to Three Brothers Mountains, involving the use of guides and horses, accounted for about six trips per summer. Several cabins along the Similkameen River are used as summer homes. Although the annual park attendance probably never reached 800 persons, it was sufficient to cause an alarming amount of damage around Lightning Lakes.

The Skagit River although just outside the park is important because of the influence it may have on visitors making the trip between Hope and Princeton. The main attraction is fishing and at least 50% of the visitors have been Americans. There were 15 or 16 parties in August of 1943 which is a slight drop-off from previous years. Hunting season find a few parties venturing as far as Skagit Creek in search of deer and grizzly or black bear.

No attempt can be made to give an accurate estimate of attendance at the completion of both war and road, nor is it possible to determine the ratio of people that will stop to holiday compared to the total road travel.

It is thought that a minimum of one third of the traffic through the Fraser canyon will be diverted over the Hope-Princeton Highway. Based on recorded figures this would mean a total of 20,000 cars with about 40% of these being from places other than British Columbia. An average of 3.5 people per car gives an estimate of 70,000 visitors passing through this park in a year irrespective of the number that would visit for the express purpose of holidays.

The psychological placement of the main recreational center near Lightning Lakes could hardly be better when it is realized that this area will be reached after a four or five hours drive from Vancouver. After driving for this period of time all but the most seasoned travellers are ready for a rest.

It also falls along an ideal circuit route with entrance either from the Coast or the United States. Travel would be through the Okanagan Valley northwards to Merritt or Kamloops and thence down the Fraser Canyon to the Coast with the Hope-Princeton Highway as the southerly link.

IX. OUTLINE OF PROPOSED DEVELOPMENT: There are four main zones of high attractiveness around which recreational activity will be centered. They are the Three Brothers Mountain area, the Lightning Lakes, the Skyline Trail and a narrow strip bordering each side of the Similkameen River extending in length from Allison Pass to Copper Creek.

A recreation plan is based on the following brief outline of proposed preliminary developments.

Lightning Lakes should be brought into easy reach of the public by a road featuring an attractive entrance at the junction with the highway. This entrance would be the hub of the park. It would combine a gas station and information bureau together with a headquarters for a commercial concession. Nearby could be stables and pasture.
A public campsite on one side of the first lake and a tourist lodge and cabins on the other side would provide the necessary accommodation. From here fishing parties could radiate to all the lakes and have easy access to alpine country by the Skyline Trail.

Trips to the Three Brothers Mountain are essentially of three of four days duration and would require facilities for overnight accommodation. Therefore development work should be based on making those alpine areas accessible by trail and allowing a concession for a secondary lodge at timberline.

Areas for picnicking and summer homes along the Similkameen River will deserve considerable attention.

X. IMPROVEMENTS, EXISTING AND PROPOSED

(a) Roads: The Hope-Princeton Highway is the only road in the park except for a narrow 2 mile piece leading towards Lightning Lake.

The historic travel routes between Coast and Interior have been described under "History". It was noted that pre-options were held up in 1910 and 1920 pending an immediate survey and construction of a road. During the ensuing 9 or 9 years until construction actually started several routes were advocated.

The Hope Pass route followed up the Skagit Creek to the pass at an elevation of 6000 feet and then down Shipaw Creek to the Similkameen River. The distance was 68 miles, just 40 miles shorter than the present road.
A more roundabout way started at Hope and led up Silver (Silverhope) Creek and then down the Kleekwa to the Skagit River. After following the Skagit southward for four miles it branched off up Nepopkan Creek and crossed the divide at Gibson Pass at an elevation of 4436 feet. After reaching the Similkameen River the proposed route followed the river to Princeton. The estimated distance was 95 miles.

With the close of the relief camps in 1930, road construction stopped leaving a 10 mile gap between the end of the road at Allison Pass and the road from Hope. The next 10 years were a period of inactivity except for agitation by Interior towns for the completion of the gap.

After the outbreak of war, Japanese camps were established along both sections of road and by the latter part of 1943 the 10 mile link was passable for motor vehicles.

The amount of car travel over this route will to a large extent be based on the final standard of road construction. The portions of highway that have been completed except for paving leave no doubt that this road is exceptionally well designed for pleasure driving and will be regarded as a much safer road than the Fraser Canyon highway.

The only other road in the park leaves the highway 6 miles east of Allison Pass and after passing through the site of a relief camp, it crosses the Similkameen River and ends in a campsite at the start of the trail to Lightning Lakes. Although the road is narrow and poorly gravelled it serves its purpose in shortening the distance to the lakes.

The construction of a good road to the first lake is recommended as one of the primary projects in the development of this park. This would require approximately 3 miles of new road and the rebuilding of $\frac{3}{4}$ of a mile of the present road. People could then reach the most attractive of the four lakes in a 10 minute drive from the main highway.

None of the proposed road construction poses any difficulties and at least half the distance is across flats of sparse lodgepole pines. The route has been tentatively located in that it should pass through certain scenic points which tend to heighten public interest by variations in forest cover and glimpses of distant views.

The road would fork near the end of the lake with one branch going to a lodge and cabins and the other to a public campsite. Because of the location of these facilities at the bend of the lake, no scars from the right-of-way would detract from the natural setting. The final location should avoid long tangents and heavy cuts or fills when passing by the small lakes. The present bridge over the Similkameen River needs replacing.
A view from the proposed road to the Lightning Lakes.

(b) Trails:

1. Dewdney (or Hope) Trail: Although not in the park this trail is important for its historical background and the fact that it provides one means of access to the park. Until quite recently it was possible to coax a car for nearly twenty miles along this trail up Whipsaw Creek. A branch trail from the height of land leads to Three Brothers Mountain.

The completion of the road and construction of more centrally located trails will tend to minimize the original usefulness of the Dewdney Trail. It is difficult to see what value, if any, it may have in a recreation plan. However, the historical significance and good construction of the trail should not be lost until it can be safely disregarded as having no value to the park.

Therefore, it is recommended that the condition of this trail be periodically checked by a park ranger or maintenance crew when the opportune time comes to employ such men.

2. Pasayten River Trail: Entrance to the trail is made through the park by a bridge crossing the Similkameen about 3/4 mile north of the junction with the river. This trail has been used to take fishermen and hunters into Placid Lake and the Ashnola country, and although sheep have broken down the edges of the trail it is quite passable. The ride to Placid Lake takes 3 hours over an estimated distance of 8 or 9 miles. No permanent improvements are to be found at the lakes.
No recommendation for trail improvement can be made under present conditions. Greatly increased use of park land for summer homes near the junction of these rivers may justify improvement as a fisherman’s trail along the Pasayten River.

3. Chusantok and Castle Creek Trails: Trails follow up both of these creeks and lead into the North Cascade Wilderness Area south of the border. The Castle Creek trail was well cut out about 10 years ago by a protection crew from the United States to aid in combating a large fire in their territory.

It is difficult to see any recreational value in these trails when nearby trails lead to areas more attractive. Their only value is for enthusiastic fishermen and fire protection measures.

4. Bonneville Creek Trail: This route to the Three Brothers Mountains was the best known entrance from the highway but since 1939 has fallen into disrepair and would now require considerable cutting of windfalls to make it passable with horses. The rather round-about route requires a three to four hour climb to timberline.

It was once proposed that a considerable portion of park development work should center around the start of this trail. If no other possible route had existed to the Three Brothers Mountain there may have been some justification for the suggestion. A land examination has shown that recreational use will probably center in a different area and it will be of more advantage to locate and build a new trail than to attempt to improve the old one.

5. Similkameen River Trail: Very little information is available on this trail other than it is on an easy grade and very seldom used.

Its importance lies in that it may become a part of a circle trip, namely, as a return route from the Three Brothers Mountain. This feature can only be assessed after the trend of recreational activity has been studied.

6. Three Brothers Mountain Trail: A very poorly marked route traverses the alpine slopes on the westerly slope of these upland mountains. It is of little importance because of the open nature of the terrain.

Recommendations for its re-location and improvement are contained in [9]. Proposed Three Brothers Mountain Trail.

7. Lightning Lakes Trail: Undoubtedly the most used trail in the park is the three mile stretch between the end of the side road and Lightning Lake. It follows a direct route over fairly level ground and is in good condition except for several patches of windfall occurring in the last half mile.

From the favorite campsite near the bend of the first lake, a narrow poorly defined trail leads past Strike Lake and appears to peter
out upon reaching the third lake. It seems likely that it once continued by climbing the steep side hill to the north and joining the Skyline Trail. The climb to the ridge is reported to take two hours.

A proposed road would replace the first three miles of trail but until then the trail should be kept open. It is seldom that horses are used so maintenance work for a foot trail is a small item.

It is apparent that a trail system linking the lakes will be in great demand by fishermen and horse back riders. Because anticipated travel promises to be very heavy it would be well to plan on a soundly constructed trail. Where possible it should be wide enough to let two horses pass abreast and be free of overhanging limbs.

The present travel route past the lakes is fairly well located except for a steep climb near the westerly end of Flash Lake. Thunder Lake is, to all purposes, inaccessible at present since there is no indication of a usable trail. It takes about 1 hour to cover the estimated 2½ miles between the last two lakes.

In all probability, a trail will eventually be needed to Thunder Lake and a continuation to link up with the Skyline Trail. A shorter connection from the valley to the ridge would start at Flash Lake and angle up the sidehill.

The demand for these trails will be caused by several factors. The distance of Thunder Lake from the campsites at Lightning Lake will prove a deterrent to all but the most ardent hikers and fishermen. This means that the fishing can be kept at a higher standard than in the easily accessible lakes provided that the water level can be regulated. It is now reported that during the winter of 1943-44 this lake dropped nearly 100 feet in elevation, leaving a very small part of its 1943 surface area.

During the winter of 1943-44, Thunder Lake dropped 100' in elevation for no apparent reason.

- Photo courtesy of Bill Mathews.
The proximity of the Skyline Trail to lodge and campsite makes it ideal for horseback trips and offers a splendid circuit route by returning to the valley floor at either of the above mentioned lakes.

An estimate of 500 man days is given for trail improvement to the west end of Flash Lake and an equal amount of labour for the remainder of trail to Thunder Lake.

8. **Skyline Trail**: Manning Park can capitalize on offering two outstanding attractions which go well hand in hand. They are fishing and horseback riding. The biggest thrill in riding comes in climbing out of the valley bottom and seeing the panorama of mountain peaks gradually unfold. An added feature is being able to enjoy these views from a high narrow ridge that has very aptly led to the name "Skyline Trail" for this travel route.

Most alpine trails of this kind require one or two days preparatory ride where-as tiaberline on the Skyline Trail can be reached in several hours time from the proposed hub of recreational activity. It should be possible in a one day ride to go for several miles along the ridge and return by descending the hillside to Flash Lake and the Lightning Lakes Valley.

It would also be possible to make a two or three day outing by establishing an overnight camp near Lone Goat Mountain. Visitors could ride to this camp in one day and have the following day to explore the ridges above the Skagit River or to climb Mount Hozamene (8,090'). This spectacular peak rises just south of the International Boundary and is an outstanding landmark throughout the park. The return ride if made by way of the Lightning Lakes would add considerable variety in the way of scenery.

Another important aspect of this trail is that it is a connecting link between Lightning Lakes and the Skagit River. This river is at present a very popular fishing stream, but the effect its flooding to form a lake may have on recreational values is hard to assess. Eventually there may be an interchange of visitors from concessions located at Lightning Lake and on the Skagit River.

Approximately ½ mile below the campsite on Lightning Lake and near the north end of the lake the nose of the ridge juts into the valley. It is up this blunt nose that the trail switchbacks for the first half mile. This portion is almost too steep for horse travel and is impassable from small windfalls.

As the trees thin out at an elevation of about 5000 feet the ridge narrows down to a knife edge and Lightning Lake seemingly appears directly below. Looking towards the Similkameen Valley one sees several small lakes that the proposed road to the main lakes would pass.
choosing the route of the Skyline Trail.

- Photo - Photo - Topog

The steeply rising ridge leads to an open knob and then drops to a pass by following a narrow ridge flanked to near the top by scrub evergreens. A 300 foot climb leads to a second blunted new tooth mountain, with the inevitable several hundred foot drop to another pass and climb to the third promontory. This set of three mountains was named the Mad Mountains. The middle peak is the highest and on it and the first mountain several areas of blueberries were in evidence. White-barked pine (pinus albicans) and scrubby spruce form the main tree species. After leaving the Mad Mountains the tree cover is very sparse except in the vicinity of Despair Pass.

The next two miles are on a more even grade. The first mile bypasses several knobs and leads to a large alpine sidehill designated as Flower Slopes. The route parallels the ridge some 500 feet from the summit and passes through a heavy ground cover of grass and flowers interspersed with groups of stunted spruce trees.

About half way across is a small water hole, the first water encountered since starting on the Skyline Trail. Signs of several old camps indicate the importance of this water supply but because of lack of wood, cover and level ground, it has no possibilities for a permanent campsite.
The Skyline Trail from the top of the Bad Mountains.

After crossing flower slopes the trail drops abruptly for 430 feet to Despair Pass and after passing through a thick stand of spruce and ground cover reminiscent of the Coast, gradually climbs up the north side of a ridge and emerges on a large bare mountain. Several snow banks supply the only water in the vicinity and groups of stunted trees on the northerly slopes provide shelter and fuel. This is the first camping place on the Skyline Trail. Horse pasture is patchy here although quite satisfactory up to Despair Pass.

Some very spectacular views are to be found in the vicinity of Snow Camp Mountain. Thunder Lake in its rocky setting appears directly below and further away in the valley are Strike and Flash Lake. Mount Rozanski dominates the southwestern sky line and act as a magnet to anyone interested in hiking or climbing. The trip from Lightning Lake to this mountain requires a good days hike.

Continuing westerly around a dry sidehill the trail leads to a ridge approaching Lone Goat Mountain. In all but the hottest summers, snow banks dot the northerly side of the ridge and their tempering effect allows beds of flowers to bloom many weeks after the usual summer season.
From Snow Camp Mountain, Flash Lake and Strike Lake appear far below in the valley bottom.

Snow banks on the ridge approaching Lone goat Mountain.
Although the trail skirts the mountain it is well worth a short climb to the peak. The magnificent panorama in all directions led to the use of the mountain as a triangulation control station for the International Boundary Commission. From here the cut-out strip of the International Boundary can be seen on the other side of the Skagit River. The westward boundary markers of the park, Shawantum and Snoas Mountain, are clearly visible and on the horizon a continuous series of snow-capped peaks denote the Coast Range.

Before crossing the last ridge forming the Skagit divide, the trail drops into an attractive little valley complete with water and pasture supply. This is an ideal place for a tent campsite and the locality has been shown on sketch maps as Howitch (Deer) Camp.

From the last ridge just west of camp a combination ride and climb can be made to the high peaks. It would also be from this place that the return trail would start downward to Thunder Lake. With an improved Skyline Trail it should be possible to make Howitch Camp in a one day ride from Lightning Lake. This camp may also be the logical stopping place if riding parties were ever brought in from the Skagit River.

Because the Skyline Trail will be the second or third most important trail in the park and due to the considerable distance between suitable camping locations, it should be constructed on a permanent basis.

The first part which is far too steep for horses, needs to be completely relocated. The starting place and general route are satisfactory but the trail should not exceed a 10% grade except during the first half mile and the descent into Despair Pass where short stretches may go up to 20%.

The location and further construction of this trail presents few problems. On many sidehills and ridges little or no work is needed or should be done. If the terrain is such that no definite trail is needed then trail markers such as small cairns of stone are the only improvements required.

There are a small number of windfalls through Despair Pass but in general the trail could be made passable for horses up to Lone Goat Mountain with 20 man days of labour. The complete project including relocation and trailside markers would require approximately 300 man days.

9. Proposed Three Brothers Mountain Trail: A park reconnaissance weighs the attractions of various areas and attempts to segregate them as to importance after the influence of accessibility and expected public behaviour has been taken into account.

This particular study has led to the belief that none of the present routes of access to the Three Brothers Mountains could play any important part in a recreation plan. They are all too far from the logical focal point of development and require a long tiresome ride almost to the Three Brothers Mountain before any spectacular views can be seen.
A far more satisfactory method is to have the start of the trail as close as possible to the outfitting center and locate the route so that a one day's ride will allow the visitor outstanding views and a glimpse of alpine slopes ahead. In this way his interest is stimulated and holidays of a short duration can be used to advantage.

Such a trail, utilizing sub-alpine ridges to the utmost, is possible, providing a new piece is built. No exact location is given because it would require several days reconnaissance to pick the best route. The climb of 2000 feet to the key observation point, Valley View Lookout, would take 3 to 4 miles of 10% to 15% trail that should offer no problems in construction. At the most two small bridges may be required.

The start of the trail from both practical and psychological standpoints should be near the outfitting center. This scheme eliminates riding or hiking along a road which is a poor anti-climax to a days ride in the mountains. Mine attention can also be drawn to this attraction if the start is in view of casual visitors.

Therefore, it is recommended that access to the proposed Three Brothers Mountain trail be made through a suitably marked entrance opposite the buildings and improvements at the main highway which are discussed under XIII "Commercial Concessions and Development".
A tentative route is shown on the accompanying picture. A climb of several hundred feet takes the visitor to the top of a rock bluff giving him a limited view of the Similkameen and Lightning Lakes Valley. From here the trail can climb on a steady grade and get an opportunity place to cross the small creek. An approximate 1000 feet climb lies between the creek and the notch in the bare ridge leading to Valley View Lookout. The actual route that would be most satisfactory can only be determined after further inspection. In any event there should always be a southerly exposure allowing early travel in the spring.

Valley View Lookout is the sharp culminating point of two ridges leading in at almost right angles to each other. From here the whole park area south of the Similkameen River comes into view and it is possible to see mountains rising many miles south of the International Boundary.

Panorama from Valley View Lookout.

A maximum 3 mile ride would include the return distance from this lookout thus making it ideal for day trips. Another supporting factor is a water supply several hundred feet away.

From Valley View Lookout the ascent northwards is across a tree covered saddle then over distinguishing cliffs of trees which rise to a long sub-alpine ridge. In the bottom of the saddle, a small ice cold creek meanders through a bordering fringe of lush vegetation. Trail construction in crossing this dip, although not difficult, will require considerable cutting.
Once the open sidehill slope of Easy Going Ridge is reached it is possible for horses to meander as they climb. Although this is probably the most desirable method in climbing it may lead to confusion in trying to pick up the start of the trail through the timber on the downward journey. The advisability of this method or of making a definite switchbacking sidehill trail will be apparent when a trail has been constructed through the timber.

The mile ride along Easy Going Ridge to Blackwall peak requires no construction other than the erection of suitably spaced trail markers along the most advantageous and scenic route.

Blackwall Peak is in the shape of a rocky knob protruding about 400 feet higher than the ridges approaching on either side. It is one of the finest lookout points in the park and from its top the greater part of the Three Brothers Mountain Range is visible.

Looking back over Easy Going Ridge from Blackwall Peak.

The trail location would skirt this peak on its east side by maintaining a level grade and connect up with a ridge on the opposite side. It may be feasible to link a short horse trail to the peak, but in any event most visitors will climb it, trail or not.

The next main feature is Buckhorn Camp located in a broad saddle about 2½ miles from Blackwall Peak and reached by following the
westerly slope of a wide sub-alpine ridge. This part of the trip should be designed for quick travelling since it offers nothing new in scenery. To accomplish this a 4 foot wide trail on almost a level grade is recommended. Although there are no running creeks on the sidehill it would be possible to sink several barrels at one of the prettier slopes where the water flow is just beneath the ground level.

Travel route as seen from Blackwell Peak

From a distance there appears to be a fairly wide and heavy belt of trees on either side of the crest at Benchmark Camp, but upon entering the fringe one finds that the forest cover is broken up by attractive flower covered meadows. Through this half mile stretch the trail would have to be well marked because of the similarity of the meadows and the possibility of getting on the wrong side of the divide on the return trip.

The proposed route climbs through the fringe of trees on the north side of Benchmark Camp onto a brow shoulder of what may be considered an actual part of the Three Brothers Mountain group. In this vicinity is the proposed location of a small commercial lodge.

From here on the Kisoun ridge which lies just beyond the northern park boundary no trail construction is recommended except the erection of suitably spaced trail markers.

The description of the country embracing the Three Brothers Mountain and the area most likely to be travelled from the proposed lodge site will be found under "Commercial Development".
(c) Public Campsites: It is not possible to estimate the complete scope that a public campsite system may eventually take. A preliminary plan can only indicate what areas are definitely needed and suggest others that have potentiality and should be kept free for this purpose.

In a broad sense, the development may be expected to take the following course.

Along the Hope-Princeton Highway will be several desirable stopping places that may be used for picnicking and camping to a somewhat lesser degree.

![Image](Cayuse Flats, just west of Cedar Flats at the junction of the Skagit and Skagit River.)

Progressing easterly from Hope these are listed as follows:
Vicinity of Skagit River junction, Skagit River crossing, Castle Creek and Cheamten Creek junction with Similkameen River, Pasayten River junction (Manning Memorial Cairn) and Copper Creek Crossing.

There may be some unforeseen need for development at several other places depending on the final location and surfacing of the highway. However, the relatively short driving distance to the center of the park from both Hope and Princeton would indicate that perhaps one campsite on either side of the Lightning Lake entrance would be sufficient.
The Skagit River on the Hope side and either Copper Creek or the Pasayten River on the Princeton side are almost at the halfway points to these towns and are the most attractive of all the possible locations.

1. Skagit River Campsite: At present a one mile stretch of very poor road branches off the highway and leads down the east side of the Skagit River. The route is through a grove of big trees and close enough to the river to afford interesting views. Signs of makeshift camping spots are to be found along the road. About half way along this road the Forest Branch has a small shake building used as headquarters for a patrolman.

The Skagit River is a famous fishing stream.

The Skagit River is famous enough as a fishing stream to arouse many people's interest and the outstanding grove of big trees lends added attraction. It therefore appears that some provision will have to be made for a campsite. The best location for such development is problematical since it must be guided to a large extent by a possible commercial concession which in turn depends on the proposed flooding of the Skagit River Valley.
The most desirable placement from a park planning standpoint would be in the vicinity of the present Forest Branch building. This not only takes the visitor through the most attractive area and away from the noise of highway traffic but would allow stream fishing both up and down the river.

Time will point the way for the most desirable development but it should be stressed that it must be carefully planned and executed in harmony with similar improvements in Manning Park with which it will be invariably associated.

2. Pasayten River (Manning Memorial Cairn) Campsite: One of the most attractive spots along the road for a short stop in several miles westward of Copper Creek. Here at a wide bend in the road and above a falls in the river the memorial cairn was built. A few hundred feet from here is a bridge crossing the Similkameen River thus giving easy access to the Pasayten River a short distance away. A small grassy flat adjacent to the cairn culminates in a lookout point over the falls.
Falls on Similkameen River below Memorial Cairn.

Two possible types of development are indicated. The cairn and immediate surrounding could be landscaped and planned for brief stop of 10 or 15 minutes, but no picknicking encouraged since the vertical distance to the water is a limiting factor.

A short distance westward the road drops to a flat and a trail branches off to cross the bridge over the Similkameen River and continues onward up the Pasayten River. Since fishing is going to be one of the biggest attractions it is logical to suppose that people will want to stop where it is best. The Pasayten River is an easily fished stream and would lighten the load on the other river. It is in this vicinity that an attractive campsite could be established if the need arose.

It may be advisable in the light of long scale planning to move the Manning memorial cairn to a new location near the center of developments.
The proposed road entrance to Lightning Lakes may provide an attractive setting for the erection of a more suitable monument.

3. **Copper Creek Campsite**: Copper Creek has been known as a divisional point on the Hope-Princeton highway ever since it became the location for a large construction camp many years ago. The creek forms most of the northerly boundary of the park and as it approaches the Similkameen River it cascades over several small falls in a narrow rocky channel only to drop to a low gradient for the last 500 feet while crossing a small flat.

There have been several inquiries about summer home sites on this flat and after the removal of the present camp buildings it would be very suitable for this purpose. A large pool close by in the main river is used for swimming and fishing in Copper Creek is fair.

The difficulty in making any definite plans for this area arises from the fact that the final road location will pass about ½ mile up the creek from the present crossing. This will eliminate the present steep road branching down to the camp which can soon be expected to fall into disrepair after the new piece is opened. Until the final road is in use and the camp eliminated no plans can be made.

4. **Forest Service Campsite**: At the end of the present road leading towards Lightning Lakes is an area of two acres used as a parking lot and camp ground. No facilities are provided and the appearance is typical of an unorganized camp ground. A cabin, 12' x 15', built by the Forest Service has fallen into such disrepair that many people prefer to cook and camp nearby. There is a good water supply from Little Muddy Creek, 100 feet away.

It is recommended that no development work be done on this site but that it be used as headquarters for a work camp when a development project gets under way.

5. **Lightning Lakes Campsite**: Without a doubt the most important public campsite in the park will be at Lightning Lake. For the past 10 years the public has shown its preference for one particular site and all evidence points to this location as that most suitable for development in an overall plan.

Unrestricted public use has left its usual marks on what originally must have been a nearly perfect campsite. Located about ½ way down Lightning Lake on the north side, the bench has a gentle slope, a good south exposure and a sound stand of immature spruce and fir.

Use by campers has been confined to a strip approximately 200 feet long and 80 feet wide. In this area it is estimated that 40% of the trees have been cut down and many of the remaining trees hacked and blazed. Five separate campfires have been in use and each has its pile of blackened rocks
and ring of tin cans and broken bottles. Piles of dead boughs used for bedding are easily traced back to disfigured trees close by.

Even a casual inspection by an untrained observer would reveal the obvious danger of this practice. It is especially so when suitable places are limited as they are here. From the standpoint of present and anticipated public use this small plot is perhaps the most important in the park and as is usually the case has had to bear the brunt of public misuse.

Public misuse is evident from many stumps and limbed trees.

Pending a detailed examination and campsite plan which, broadly speaking, would allow for approach road and parking lot, public facilities, individual campsites and picnicking areas, there must be enough facilities provided to alleviate present misuse.

It is therefore recommended that at the earliest possible opportunity and not later than the summer of 1949, that this work be done by experienced park men. The improvements needed are 2 toilets, 2 garbage pits, 2 fireplaces, 2 tables, a wood supply, and, if at all possible, some method of storing several palliases in a small shelter.
Even with the above mentioned public campsite at Lightning Lake it is quite likely that another small one may be needed. This could be at the far (west) end of the lake in a grove of spruce that has been used for this purpose of several years. The remainder of the lake shore is too steep for camp ground purposes.

Strike Lake and Flash Lake will probably need small picnic and camp sites but the scope of these will be clearer when a road and public campsite has been installed at Lightning Lake. From information obtained since the time of the reconnaissance it would appear that Thunder Lake is draining out and may become of little or no value in a plan.

6. **Skyline Trail Campsites:** It would be premature at the present time to try to outline the requirements of the hiking and camping public along the Skyline Trail. Stopping places are necessarily limited by water and wood supply. This leaves Snow Camp Mountain and Mowitch Camp several miles beyond as the main possibilities.

Snow Camp Mountain is a good days walk from Lightning Lake and depends on a water supply from small snow banks. The trees are patchy and scrubby and any great deal of cutting of boughs or firewood would soon be noticeable. Grazing possibilities are very limited here, so it can only be used in moderation by hiking parties.

Mowitch Camp lying beyond Lake Goat Mountain has all the qualifications for a good campground. It is sheltered, has running water, a fair wood supply and excellent grazing slopes. It also has possibilities of overnight camps from a lodge at Lightning Lake.

7. **Three Brothers Mountain Campsites:** The possible stopping places on this mountain range are limited, as on the Skyline Trail, by water supply. If the proposed trail is built as recommended then the first logical camping place would be close to Valley View Lookout about 4 miles by trail from the road.

However, anyone with hiking experience and on a good trail would probably go as far as Buckhorn Camp in one day. Falling short of this objective, hikers could stop and find a water supply on the slopes about halfway between Blackwall Peak and Buckhorn Camp.

Signs of old camps are found along the creek and the numerous small meadows on either side allow ample scope for camping.

Once the main shoulder has been climbed north of Buckhorn Camp there are enough snow banks and small creeks to allow numerous stopping places. No outstanding sites are mentioned because the variety of terrain provides an opportunity for individual preferences.
Buckhorn Camp is a favorite camping ground.

(d) Commercial Development: In most parks the recommendations with regard to commercial enterprises have had to be based on a supposition that a certain amount of costly development work would be done first. This has rightly led to a policy which regards the construction of commercial lodges and cabins as a secondary measure when compared with the major projects, and the feeling that this aspect may be handled more satisfactorily at a later date. Doubt as to the financial success has also been an influencing factor in limiting any detailed planning.

Manning Park presents a different problem in that even the anticipated every day travel over the highway will be large enough to ensure a successful concession. The proximity to Vancouver and the variety of attractions also foreshadow a substantial holiday trade. These factors when considered in the light of the near completion of the highway and the surge of traffic there will be at the close of the war, lend emphasis to the need of detailed plans for commercial development that can be put into effect at the opportune time.

There have been many enquiries about gas stations and lodge sites and two attempts have already been made to start a business.
ENTRANCE TO LIGHTNING LAKES ROAD

DETAIL OF EXISTING IMPROVEMENTS

Scale 200 - 1"
MANNING PARK
PROPOSED
ENTRANCE DESIGN

Scale 40' = 1"

Approach sign 600'
from entrance

To Hope

Parking

To Lightning Lakes

Proposed trail to Three Bros. Mn.

To Princeton

Approach Sign 600'
from Entrance
Near Allison Pass, a Mr. Hansen has built several small cabins and started a roadside lodge. Up until 1941 he kept gas for sale. His location is poor and the improvements have been erected on a mineral claim irrespective of the provisions under such a land title for no commercial development.

This enterprise will in no way tie in with a park plan nor does it appear to have any chance of financial success when considered in the light of our proposed developments. It is therefore recommended that all further construction be discouraged by stressing the illegality of such development on a mineral claim.

Several miles westward from the Manning Memorial Cairn, Mr. A. Nicholson, acting as caretaker for the owner in Princeton, has built several small guest cabins and has a further building under construction that can be adapted for use as a gas station.

The guest cabins have been maintained in a private sense in that they have been used by friends of the caretaker or owner. It is very doubtful whether a large scale business could be built up because of lack of accessible attractions but a few well kept guest cabins may be possible. In any case they would not materially interfere with or influence a recreation plan.

In broad outline the following policy for commercial development is recommended for Manning Park. Private enterprise, strictly regulated by the Government, should be allowed to construct a combination gas station, garage and roadside information booth at the junction of the proposed road to Lightning Lakes and the main highway.

A first class lodge with accompanying guest cabins is required at Lightning Lake and it is believed a secondary and smaller lodge will be successful near Buckhorn Camp on the Three Brothers Mountain Range.

1. Commercial Development at Entrance to Lightning Lakes.

It is not possible at this time to present a detailed building plan but certain influencing factors can be indicated. The problem is to foretell the scope of expected patronage and plan accordingly. If there are no other suitable tourist camps or garages along the highway there must be some central point with adequate facilities for travellers. These should include gas and garage service, restrooms, information booth, staff headquarters and possibly some provision for light lunches. If the building is planned attractively and maintained at a high standard there can be little doubt of its success.

A two story building approximately 20' x 30' constructed out of rock and logs would provide the necessary floor space except for a garage which could be located about 500' away. Water would have to be pumped from either the river, a well, or piped from a creek below Valley View Lookout.
2. Commercial Development at Lightning Lake.

The main accommodation in Manning Park will be at Lightning Lake and from a commercial standpoint should take the form of a lodge and guest cabins. If the recommended road development is carried out and other buildings of this type are not feasible along the road there will be a great demand for overnight accommodation. The 10 minute drive from the main highway will be a very small deterrent when the nature of the lodge setting is taken into account.

Evening view from the proposed lodge site.

An examination of Lightning Lake shows that there is a very limited area suitable for campsite or lodge development. The marked contrast in the facilities offered precludes any possibility of them being side by side and the nature of a public campground is such as to require a considerable area of level ground. To meet these restricted conditions it is recommended that the lodge and accompanying guest cabins be placed on the south side of the lake with the public campground almost directly opposite.

The site chosen is at the bend of the lake where an old slide has provided a gentle slope and given growth to scattered, beautifully shaped spruce trees. The view is exceptionally good, providing a nicely landscaped foreground with lake and peaks in the background.
The lodge should be placed so as to fit into the natural setting already provided and have no other buildings in front of it to obscure the lake. To the rear and just hidden by the heavier tree growth should be all the required sheds or storehouses. This would leave the remaining upper portion of the slide free for the placement of guest cabins. At least six could be artistically spaced to give an individual character and setting to each building. Access to these cabins by a minimum width road, located and constructed to keep sidehill cuts to a minimum would be an essential part of this plan.

Although there is a possibility that water could be piped down from some small unnoticeable creek, it would not be difficult to pump water from the lake to a tank near the proposed row of upper cabins.
Another factor entering into the final arrangement of lodge and public campsite is the removal of the log jam that at the present time limits use to the westerly end of the lake. The difficulty of this arises not in pulling the logs from the water which would be a simple matter with a power winch, but in disposing of them. A large fire at the westerly edge may put enough ashes into the lake to prove harmful to the fish. The solution probably lies in using the sound logs for firewood and the controlled burning of the rest.

The design of the lodge presents perhaps the most difficult problem of the entire park scheme. If the Government is to regulate the design and protect the investors money it should be prepared to recommend the most appropriate type and size. This in turn can only be an estimate based on the comparative attractions and nearby travel routes. If public demand for accommodation increases very greatly over the anticipated amount, then the lodge must be expanded or a new building erected.

The following aspects of lodge construction are given as a guide to the actual design.

Logs are available in good quantities and are recommended for the main framework. Guest cabins could be of logs or of some harmonizing lumber construction. Felled trees from the road right-of-way or from pasture clearing could be high graded for this purpose.

The slope of the ground is such as to allow for cellar room with very little excavation. The subsequent elevation of the front end of the building coupled with an outstanding view suggests that a large screened veranda would be an important feature in design.

Other downstairs requirements are an office, kitchen, lounge and dining room. The latter may very attractively utilize part of the veranda for the purpose.

10 or 12 upstairs bedrooms could fit into a medium sized two storey lodge and would present a fine view from two sides of the building.

The small guest cabins if built in a modern manner should have a sitting room, bedroom and a small bathroom. Dining room facilities will be provided in the main lodge. The small, one-room tourist camp with outside toilet is fast falling in popularity with the travelling public.

Other requirements in connection with the lodge are boat landings, boat houses and corrals. The boat landing should be to one side and just at the edge of the view from the lodge. In this way it does not become a dominating part of the landscape but is visible on close inspection.

If it is possible to use the basement of the lodge for winter storage of boats it would be advisable to do away with a boat house. Such
a building, to be of maximum use, must be at the water's edge and unless carefully screened by trees or shrubs does much to spoil an otherwise natural appearing shoreline.

Horseshoe riding of a few hours or a day's duration will likely form one of the most profitable sources of revenue. To cater to this demand with the least inconvenience to the rider one must have horses and equipment near by. In actual practice this would take the form of one or two holding corrals and a small barn located about 1,000 feet from the lodge. Horses would be brought in from the main pasture near the highway to meet fluctuating requirements.

3. Commercial Development at Three Brothers Mountain.

Since the Three Brothers Mountain area is perhaps the most outstanding attraction of the park, it should be made available to the public by a good trail and suitable accommodations.

Whether a lodge in this region should be a separate concession or a part of the main development at Lightning Lake will become clearer as the work on the previous projects takes shape. In all events they must maintain the closest co-operation with each other because the lower lodge will be the organizing center for all trips.
The location as proposed in this report may at first appear to be in the wrong place but after a close inspection many factors indicated that one particular locality is best suited for a sub-alpine lodge.

This may be described as on the edge of timberline just north of Buckhorn Camp. The situation is high enough to give that "on top of the world" view and yet is within reach of a timber and water supply from the valley immediately below. From the ever important psychological standpoint it could hardly be improved. The tourist has had an exciting one day's ride and on climbing out of the low valley at Buckhorn Camp and looking back over the country he experiences a fitting climax for his day's endeavour. Here is the logical divisional point. Alpine slopes have been reached and from here on lies country that will take at least one day to even casually explore.

The exact lodge location will require a detailed inspection to find the closest place to water that is sheltered from wind and yet commands the best view. Pasture and stable requirements must be planned for and preferably kept out of sight on the easterly side of the Buckhorn Camp divide.

The original lodge design should be flexible and allow for possible expansion. The difficulty of attempting to estimate its size or the quality of its furnishings is obvious. Unless skiers can be induced to this region during the long winter period the camp will have to make its profit in the four summer months. This would seem to limit the accommodation to well paying tourists and be at variance with some of the principles of park planning. A better solution will undoubtedly be worked out as detailed plans are made.

4. Concession at Public Camp Site at Lightning Lakes.

Fishing will be to the forefront in the activities of visitors to Lightning Lakes. The maintenance and renting of boats and fishing tackle and the selling of light refreshments will constitute a needed business in itself which may well be handled by a concession.

Another requisite may be small overnight cabins for those people not carrying tents or camping equipment and who also have no desire to stay at a more formal type of lodge.

5. Organization Sites.

An important part of any large park plan in the United States is the designation of areas suitable for organizations and group activities. In British Columbia, the beginnings of a similar realization that there is a public responsibility to city children is evidenced by boys and girls camps sponsored by various clubs.

As yet, Manning Park appears "out of bounds" but it has the features to make it a successful headquarters for such activities.
The easterly side of Lightning Lake forms a bench sloping back from the water that makes it directly accessible from the proposed road to the lodge site. A considerable degree of privacy would be insured and the shallow end of the lake, undesirable with fishermen, is well adapted for swimming.

6. Private Building Sites.

There is no objection to the construction of summer homes which would be held under Park Use Permits. The favorite places will be in the vicinity of Lightning Lake or the small lakes lying along the proposed road and along the Similkameen River.

Any location can be allowed other than those mentioned as possible camp sites along the Similkameen River. The log supply must be marked and the site approved before construction begins.

No building will be allowed on the shores of any of the small lakes on the approach to Lightning Lake until the road has been built.

Sites on the Lightning Lakes may be requested, but in view of the limited building areas, it is recommended that they be disallowed until such time as the demand becomes stabilized and the regions needed for public and commercial use have clearly defined.

XI. FISH AND GAME:

(a) Fish: No attraction will outrank fishing in the lakes and streams of Manning Park nor can a holiday reputation be more rapidly attained, than by keeping the waters reasonably stocked with healthy fish.

It cannot be too strongly stressed, that a fish and game management plan is an integral part on most of the recreational plans. In practice this should take the form of a definite government policy to see that this attraction is protected and even enhanced.

The primary steps are not difficult. First the daily limit can be reduced to meet the influx of fishermen. Next the spawning areas such as creeks and creek outlets are protected during the actual spawning season and cleared of any obstruction hindering the passage of fish.

An examination will show whether or not there is sufficient plankton content in the water to support a large fish population. All of these protective measures are inexpensive and may mean the difference between good and poor fishing.

Keeping the streams stocked is important because the Similkameen River and tributaries are particularly safe streams for women and children. Stocking with 2 or 3 inch trout and the construction of pools by building small dams would be methods of keeping a fairly productive stream.
No attraction will outrank fishing.

Notes on the fishing possibilities of various streams and lakes progressing easterly from Hope are given below.

**Nicolus River:** Good fishing stream years ago but has now been fished out.

**Susallo River:** Quiet meandering stream of an attractive colour, and with deep pools. Best appearance in the two to three miles approaching its junction with the Skagit. Large enough stream for good sized fish. Fairly well stocked. Brushy borders limit the fishing.

**Skagit River:** A famous fishing stream about 50 feet wide and fairly shallow with good pools. Rainbow trout weigh up to 5 pounds and Dolly Varden up to 12 pounds. The stream is pretty well fished out for several miles from the highway but gets increasingly better as it approaches the border. No fishing is allowed in the United States.

The flooding of the Skagit Valley may prove either detrimental or beneficial to the fishing depending on how much growth is left below water line.
Following up the Skagit from its junction with the Sumac River one finds a considerably smaller stream of very little fishing value. Some large fish pass up this waterway for several miles, but are halted by fast flowing shallow water.

**Sneek Creek:** Brook trout up to 6 inches are common. Probably the swift shallow water without suitable resting places is responsible for the small size.

**Skagit Creek:** The creek has some quiet pools, but the volume of water is quite small. Fish are plentiful and up to 8 inches in length.

**Skagit River [Upper reaches]:** Small brook trout are numerous right up to the summit. The lack of pools is a decided detriment to good fishing.

**Similkameen River:** A good fishing stream for its entire length through the park although the fish are on the small side. It has no dangerous banks or rapids and is well suited for a family fishing stream.

The deep pools harbouring the larger fish are soon fished out, but there always seems to be a plentiful supply of smaller fish in the riffles.

**Lightning Lakes:** The first three lakes are well stocked with Kalsallops trout ranging up to 1½ pounds in weight. The last lake, Thunder Lake has between August of 1943 and May of 1944 dropped about 100 feet in elevation and left nothing more than a pond. Since there is no visible outlet it must have seeped away. Its fishing condition both before and after the fall is unknown.

A fish culture enthusiast has blocked the creek outlet from Lightning Lake flowing to Strike Lake and forced a creek to flow out the other end into a group of small lakes. This may have been done to allow the fish more room to spawn or as a means of stocking the lakes.

Between Strike and Flash lakes lies a meandering stream that flows over a clean gravel bottom. It provides just the right natural conditions for spawning beds for both lakes.
Natural spawning beds and rearing ponds.

None of the small lakes on the Three Brothers Mountain are stocked and because of their location near the foot of cliffs, have no great public appeal until such time as there may be accommodation on the alpine slopes.

In general, natural restocking has every chance to succeed and this phase should be protected and even improved. It would be advantageous to have an examination of lakes and streams made by an expert and his recommendations given equal importance with those for park development.

(b) Game: The abundance of mule deer along the Hope-Princeton Highway became legendary in the years after 1929 when the road was built as far as Allison Pass. The river valley provided an ideal wintering ground and often a hunting party shot its bag limit within several hundred feet of the road.

The controversy between sheep and game interests brought out the fact that any amount of grazing would drive the deer from the area, and as a protection measure a game reserve was established in 1936. For practical purposes the reserve may be considered as closing to hunter the area north of the Hope-Princeton Highway. This in itself would prove no great deterrent if
there was easy access across the Similkameen River, but in the fall and winter months the water is too high for man or deer to cross.

Under these conditions the reserve only fulfills part of the benefits that it should afford. Instead of acting as a feeder during the hunting season to a big game region it builds up a non-mobile stock of animals. However, during the summer there is a chance for game populations to become more stabilized.

In summer and early fall the deer migrate to the higher altitudes where snow banks temper the heat and lessen the flies. Here visitors have a chance to see them lying on or near snow banks on the steep eastern slopes of the Three Brothers Mountain Range. No appreciable numbers of deer are seen during the summer other than in the above mentioned region.

Mule deer are found on snow banks in the summer time.

Coast deer are found a few miles west of Allison Pass and although there is the expected overlap in species at the summit the Coast and Interior ranges are quite well defined.

Black bear are common, but not abundant and a limited number of grizzlies are reported to frequent the rugged upland country.
One mountain goat was seen on Lone Goat Mountain on the Skyline Trail, but this species is not common to Manning Park.

Mountain goat seen on the Skyline Trail.

Other animals seen in the park are weasels, martens, mink, otter, coyotes and marmots.

Blue grouse, willow grouse and the fool hen (Franklin grouse) are the most evident birds, but few people find it worthwhile to come west of Copper Creek on hunting trips.

It may be feasible to introduce beavers into the group of small lakes approaching Lightning Lakes. Their activities and works are always of interest to visitors. Cuttings around the borders of the lakes indicate they were numerous at one time.
XII. **FIRE PROTECTION**: Only a small part of Manning Park is under observation and that from a lookout which is located in the United States near the headquarters of Castel Creek. The lookout man reports any fires by phone to Princeton.

This detection system is insufficient even though the highway is not open to through traffic. The nature of the topography also minimizes the effectiveness of a road patrol.

With the opening of the road there will be a high increase in fire hazard and an effective protection system should be ready to meet this need and not developed several years later.

Secondary lookouts, perhaps on Frosty and Three Brothers Mountain, will be required. Coupled with this should be a sound publicity campaign directed against all visitors entering the park. A park ranger will eventually be needed during the summer and must bear the responsibility of organizing a fire plan to protect scenic values.
XIII. ALIENATIONS, OCCUPANCY ON PARK LAND, TRAPPERS:

(a) Alienations:

- L.1187 - Rotheram: Used as summer home.
- L.902 - C. Bonnevier: Resident Prospector.
- T.1, L.12855P: Held by Alfred E. Fillsbury. No harm if logged.
- T.1, L.12856P: Not visible from most of park area.
- T.1, L.12861P: Held by Alfred E. Fillsbury. The owner may be waiting until the Hope-Princeton Highway is completed before opening up these three licenses. No visible harm to park values is apparent at this time.

(b) Occupancy on Park Land:

F.L. Goodman, rancher from Osyoos. He has a nice log cabin for a summer home on a stand of spruce-cottonwood at the river's edge. The cabin is built on L.626 which is crown land.

It is recommended that this cabin and a surrounding plot of two acres be made available to Mr. Goodman by a Park Use Permit at an annual fee of $6.00 per year.

Lot 626 Yale district, although reported privately owned for many years is Crown land. On it is one residence, cabin, one guest house, a garage, a small building and an uncompleted building near the highway and adapted for use as a service station.

After the owner of the building is contacted he should go under a Park Use Permit of $10.00 per year and be regarded as a part year home site owner. The adjacent fenced pasture is so small that a separate permit for his grazing land is impractical. Mr. Bronfield of Princeton is the reported owner.

Mr. Hansen of Ponitoton has settled on a mineral claim and started a commercial enterprise. This venture closed when travel was restricted but an attempt to get under way again will probably be made when the road is opened.

The improvements on the site are as follows:
- 1 log cabin, living quarters approximately 14' x 14', fireplace and 6' veranda.
- 1 shiplap storehouse 8' x 8'
- 1 log building 12' x 16', used for garage and living quarters
- 1 log cabin 10' x 12' used as guest cabin
- 1 lodge, 20' x 20', partly constructed, log sides and frame roof

As explained under Commercial Development (Page 38) there is little chance for success for this concern and it has been illegally constructed. Notification of this should be made from the Department of Mines to the owner.
(c) **Trappers:**

F. Smith, Box 861, Hope, B.C., holds approximately 12 miles at the headwaters of the Skagit River.

Arthur Hilton, Princeton, holds the largest portion of the Manning Park area, including Lightning Lakes.

Joseph Hilton, Princeton, holds Copper Creek and tributaries.

These trappers should have Park Use Permits if they use cabins within the park.

**XIV. NAMING OF FEATURES:** In the course of a park reconnaissance and the subsequent report it became necessary to make frequent reference to many unnamed features. As visitors travel over the same ground they also find a need for the names of certain landmarks.

Over a period of years a haphazard list of names would come into being of which a large proportion would be unsuitable. Therefore many key places have been named after a careful check to determine that no previous names existed. In several cases such as Goodfellow Creek and Burr Lake, the names came from citizens of Princeton who had devoted much time and effort to the recognition of this park area.

The Lightning Lakes had, as in countless cases of groups of lakes, been referred to as First, Second, Third and Fourth Lakes. Rather than perpetuate these names by recording them on maps and reports it was decided to introduce names that provided continuity with the well known name of Lightning Lakes as applied to the group. Thus the lakes were named in order, Lightning, Strike, Flash and Thunder.

Other place names such as Lone Goat Mountain, Flower Slopes, Mad Mountains and Valley View Lookout were chosen as descriptive of the areas.

Several outstanding features have yet to be named and are noted here pending suggestions from visitors or other interested parties.

1. A mountain peak similar to the Three Brothers Mountains and just north of this group. Its proximity suggests that it be linked to the former group by some name such as the Fourth Brother, Lone Brother or Forgotten Brother Mountain.

2. A beautiful timberline valley that lies between the Third Brother and "Fourth Brother" Mountains.

3. A small lake lying at the foot of the cliffs easterly from the above mentioned valley.

4. Several distinct mountain peaks and ridges on either side of the main massif of Frosty Mountain.
“Timberline Valley”

Lake below Timberline. Ridge. (Typical valley bottom)
Several unnamed peaks on either side of Frosty Mountain.

XV. ORGANIZATION OF DEVELOPMENT PROGRAM: The following is an attempt to correlate the most advantageous number of men and machinery to the most needed developments. At the same time, the proper choice of campsites should be such as to have a semi-permanent headquarters that does not intrude in the public view and yet be centrally located for the main projects.

The area in the vicinity of the present Forest Service cabin is recommended as the location for a 50-man camp. This site has direct access by road, is 100 feet from a creek and would be 200 or 300 feet off the main road to the lakes. In this way it could be used from year to year by construction crews and as a result of its concealed position be free from damage.

The primary project would be the construction of a first-class road to Lightning Lake. The easy grade and sparse forest cover should allow for the rapid clearing of right-of-way and grading of the road by a "bulldozer". As mentioned previously, the best logs should be peeled and utilized in the construction of cabins or lodges. The remainder will have to be completely piled and burned so as to leave an attractive and clean border along the road.

It is estimated that the machinery requirements will be one large tractor for actual road construction, and one small machine for loading gravel,
hauling in culvert material and similar projects. Three gravel trucks should be sufficient to meet surfacing needs.

As the road approaches the public camp site at Lightning Lake, skilled park men should start on its lay-out to avoid damage from the heavy use that may be expected once easy access is provided.

Once the road has been completed, secondary construction projects will be the Lightning Lakes, Skyline and Three Brothers Mountain trails. The size of the crew could then be reduced to 30 men allowing about 10 men to each project.

XVI. RECOMMENDATIONS:

(a) Administration

When development work can be done on a fair scale and the Hope-Princeton Highway is officially opened, a Park Ranger will be needed for the season extending from May 1st to November 1st.

The feasibility of constructing an administration building for the first year or two is doubtful. Until conditions become stabilized enough to accurately foretell the need, location and size of such a building, the Park Ranger could possibly make his headquarters at the proposed entrance building.

(b) Park Use

1. Commercial Enterprises: Manning Park will probably be the provincial park in British Columbia in which commercial enterprises are most needed. The chance of financial success is almost assured.

Once the road is opened to traffic there should be some facilities for the travelling public. If the road reserve then still holds any land from sale or lease, there must be a service station in Manning Park. When a road is built to Lightning Lake there will be an immediate demand for accommodation.

It is therefore recommended that immediately or even just before the road is opened, a commercial concession be allowed to start construction of a building at the proposed entrance to Lightning Lakes. A further concession should be given for a lodge at the lake as soon as the road to the lake is commenced. Further concessions, if advisable, are of a smaller nature and can well be left for a year or two.

Emphasis is placed on the fact that the exact location and design of such buildings must be approved before any construction takes place.

2. Campsites: The main campsite at Lightning Lake needs certain improvements at the earliest possible date. This and other campsites will be built up as the need arises. Preference will be given to the most desirable locations at the main lakes and along the mountain trails.
3. **Private Use**: The construction of private summer homes will in no way interfere with park plans. Until such time as a detailed survey and plan of building sites can be made, every application should be judged on its own merit and the applicant given permission to build after his location and log supply have been checked.

Mr. Bromfield of Princeton and Mr. Hansen of Fenticiton should have the matter of their occupancy in the park straightened out.

(c) **Additional Surveys**

Transportation facilities greatly limited the examination of areas adjoining the Similkameen River and highway. Consequently it was not possible to mark out or examine any of the private cabins. A more detailed survey is needed in this region and also along the proposed road route into Lightning Lakes.

(d) **Fire Protection**

Fire protection facilities are very poor for this park. In the event of a Park Ranger appointment a road patrol could be used to advantage during hazardous days.

(e) **Game Management**

Any great influx of fishermen will soon deplete both lake and stream fishing. It is recommended that this aspect be carefully checked and the daily limit reduced to balance the natural restocking.

An expert is needed to make a survey and submit recommendations for the control of this outstanding attraction.

Game Reserve boundaries may need adjusting to protect deer in the vicinity of the road, campsites and concessions.