



Lady of the Lake

In April of 1889 the BELLE OF CHELAN cast off her moorings and set sail on a maiden voyage to the head of Lake Chelan. She was the first of many commercial vessels to ply the waters of the lake. The BELLE started a tradition that spans three centuries.

In the early days cargo consisted primarily of prospectors and their mighty dreams, but that era quickly gave way to tourists as word of the spectacular natural beauty found in the upper reaches of Lake Chelan spread throughout the country. That tradition lives on in modern day boat travel. The only things that seem to have changed are the names of the boats and the means by which they are powered.

Due to the rugged terrain, no roads were ever built to the end of the lake, which is the key reason the northern valley remains as pristine as the day man first laid his eyes upon her.

As we travel uplake we will bridge the gap between desert and forest, traveling from the arid climate of the lower Lake Chelan Valley through the foothills, and finally deep into the Cascade Mountain Range. Along the way you will lay witness to some of Mother Nature's finest work, though she certainly didn't spend much time polishing up. She left behind some of the roughest mountain peaks anywhere in the world. We believe that this is more than just a boat trip, it is an experience to be remembered, encompassing scenery, history and people along the way. We are proud to be able to share it with you. Please sit back, relax, and chat with fellow passengers from around the world.

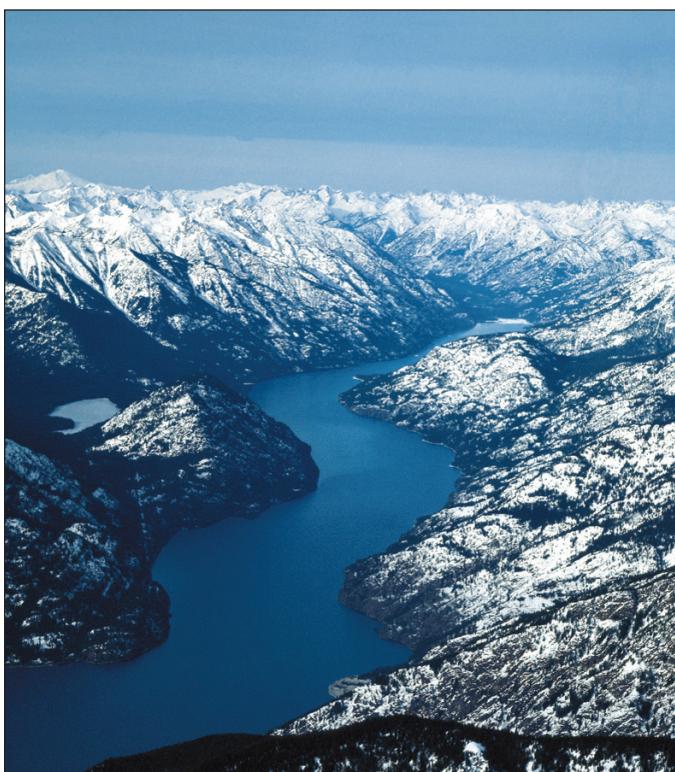
In the pages that follow you will find many interesting facts about the lake, the boats which have travelled her, and much of the rich heritage that surrounds us. This onboard newspaper is yours to keep as a souvenir of the Lady of the Lake. Thank you for joining us, and we hope you have a pleasant trip.



Lady of the Lake II

The Deepest Gorge in North America

The three deepest lakes in the United States are all in the Western part of the country. Crater Lake, in Oregon, tops the list at 1,932 feet of depth, and is five miles wide. The next deepest, on the California/Nevada border, is Lake Tahoe, dipping down 1,645 feet and stretching ten miles across. The most amazing thing about Lake Chelan's statistics, is its depth of 1,486 feet which is reached in an area of the lake only a mile wide!



The Grand Canyon is about a mile deep. Kings Canyon in California is about 7800 feet deep. Hells Canyon, claimed to be the deepest gorge, as measured from the "top" to the bottom, eight miles away at the Snake River, is about 8200 feet deep.

If you stood atop Pyramid Peak (8245 feet), overlooking Lake Chelan, and walked three miles straight out, due east, and looked to the bottom of Lucerne Basin, you'd be looking in the deepest gorge in North America. Peering through 1500 feet of water makes visualizing this immense chasm difficult, but no less real or impressive.

During "full pool" which is typically the end of June until September, Lake Chelan's surface elevation is 1,100 feet, making the deepest point 386 feet below sea level.



Our Pilots & Crew

All of the personnel at the Lake Chelan Boat Company are committed to providing excellent, friendly service to our guests aboard the Lady of the Lake boats. Our Captains are licensed by the Coast Guard and/or by the Washington State Department of Labor and Industries, many of them having over fifteen years experience on our vessels. If you have any questions or special requests please feel free to ask. Our Captains are in charge of overall customer service and are frequently seen walking through the cabin. Please pass along any comments and/or suggestions, your input is very important to us. Our goal here at Lake Chelan Boat Company is to give each passenger a high quality experience and memories to last a lifetime!

Along the Way

Over the next few hours you will be traveling on one of the most beautiful lakes in the world. The scenery is remarkable, and there are many points of interest along the way. A map of Lake Chelan showing numbers that correspond with the points defined below is in the center of this publication. We hope you enjoy reading about the Lake Chelan Valley and its fascinating history.

1 Chelan River

The Chelan River is only about 4.3 miles long, a very small river to drain the huge volume of this 50.5-mile long lake. In the three-mile descent through the gorge to its outlet in the Columbia River, the river drops 390 feet in elevation. These days the Chelan Gorge is dry most of the year due to the operation of the hydroelectric dam, but the power and glory of past times can still be witnessed when excess water is released from the dam in early summer. The gorge is extremely dangerous at that time.

2 Knapp's Coulee

When alpine glaciers from the upper lake valley began to melt about 17,000 years ago, the lake level rose nearly 800 feet above the present level. At that time the lower end of the lake was blocked by the continental ice sheet so the meltwaters sought outlets to the Columbia River through what is now known as Knapp's Coulee (US Highway 97A), and Navarre Coulee (Highway 971) near present day Lake Chelan State Park.

3 Wapato Point

The Lake Chelan Valley was carved in different areas by several glacial ice floes. Wapato Point was formed by the deposits of two of these ice masses which met and also formed the land around Manson.

Wapato Point is named for the family of Entiat Indians who chose it for their allotment after the dissolution of the Columbia Reservation in 1883.

4 Slide Ridge

Also known as Mineral Slide, Slide Ridge is one of the most prominent features of the lower lake, as the bright orange face of the ridge is easily recognized. The huge volume of material that slid off the face of the ridge now contributes to the lake bottom, making this end of the lake shallower, warmer and very popular for water-oriented sports.

5 The Narrows

This 1/4 mile wide constriction in the walls of Lake Chelan marks the southern terminus of the alpine glacier that carved Lucerne Basin over 14,000 years ago. At about the same time, a lobe of the continental glacier advanced down the Okanogan and Columbia valleys from Canada. The continental lobe may have moved as far north as Wapato Point, gouging out Wapato Basin. Between these glaciers there was a lake of meltwaters, glacial Lake Chelan.

Welcome Aboard!

Please take a few moments to read the following guidelines that are applicable while aboard the ferry vessel or at the ferry landing facilities. These are provided to ferry passengers so a safe and secure trip is available to all.

Follow all directions from the ferry crew regarding safety, emergencies and orderly behavior. Any instructions given by the crew during the trip, at boarding, landing and disembarking must be observed.

1. Ferry fares and rates are established and published with the Washington Utilities and Transportation Commission. Crew members do not have the authority to change these, please do not ask them to. If you feel an error has been made, contact the main office in Chelan.
2. Consuming alcohol, smoking, or the use of illegal drugs, are prohibited anywhere on or within the ferry vessel or ferry landing docks and grounds. Exception: Alcohol service on Private Charters with the appropriate Washington State Alcohol Permit or purchases from the Lady of the Lake II galley are permitted.
3. Pets must remain in a pet cage and the owner must stay with the pet, which will remain in the designated pet area at all times while underway. No pets are allowed on the Lady Express in the Summer. Service Dogs are allowed per ADA Regulations.
4. Do not tamper with safety or life-saving equipment.
5. Remain in areas designated for passengers. Do not enter any unauthorized area, including the Baggage Area. Once you have surrendered your belongings to be stowed, no access is allowed to those items.
6. Do not litter! This includes throwing objects on the ferry vessel or overboard.
7. Weapons must be presented to the Captain prior to departure, unless you are a law enforcement officer on duty.
8. No use of open flames or cooking is allowed on any vessel.
9. Engagement in any action that is annoying or hazardous to others or to the ferry vessel are prohibited.
10. No destruction, defacement, damage, or theft of any personal or company property will be tolerated. Any vandalism or theft will be reported to the appropriate authorities.
11. Radios, music players, electronic equipment or musical equipment may be used only when earphones are utilized or if the equipment is silenced. Any sound must be audible only to the individual listener.
12. Act respectfully toward each other and the ferry crew. Please, no quarreling, pushing, loud noises, vulgar or obscene language or gestures, fighting, etc.

Crew members are obligated to report violations of the above regulations to Management and/or the appropriate authorities. Violations may cause you to be refused passage.

Thank you for your cooperation - Lake Chelan Boat Company Management

Darnell's Lake Resort

The Perfect Family Getaway

Lighted Tennis Courts - Horseshoe Pits
Beach Volleyball - Basketball Court
9-Hole Putting Green
Heated Outdoor Pool - Hot Tub
Children's Play Area - Ping Pong
Recreation Room - BBQ's
Moorage Available

www.darnellsresort.com
800-967-8149 509-682-2015

For More Information:
LadyoftheLake.com

Lake Chelan is the third deepest of all lakes in the United States. It is also one of the cleanest. Please help us keep it that way, and use receptacles for all trash, refuse and recycling.

6 Field's Point

This is the last uplake car-access stop of the Lady of the Lake vessels, and your last chance to check your email or Facebook page on your smartphone (There is no cell service beyond this point.) Named after the illustrious M.E. Field, who moved here after selling his hotel in Stehekin, Field's Point was developed jointly by the U.S. Forest Service and the National Park Service to provide orientation and secure parking for visitors to Lake Chelan and uplake areas. Information, restrooms and picnic facilities are available at the landing. From this point, visitors begin to appreciate the ruggedness of the mountainsides further uplake.

7 25-Mile Creek Guard Station

The task of administering the nearly half million acres of public land in the Lake Chelan drainage must have been overwhelming to the rangers who first came to what was, in 1908, the Chelan National Forest. To aid in this task, the Forest Supervisor subdivided the Chelan area into several smaller "districts" for each ranger. At one time there were districts established at 25-Mile Creek, Deer Point, and Stehekin as well as in Chelan. Each district had a "Guard Station," a ranger, and in some cases an assistant or two.

The Chelan Ranger District of the Okanogan-Wenatchee National Forest now administers the lower two thirds of the drainage, and North Cascades National Park administers the upper end of the lake.



8 Deer Point Winter Range

The region between Deer Point and Safety Harbor is a popular winter range for deer. The U.S. Forest Service, Chelan County PUD, and the Washington State Department of Wildlife periodically enhance the deer browse here through "prescribed" burning.

Deer Point also has its place in history as the site of "Deer Lodge," the winter range and homestead of Dan Devore, Stehekin's first and most famous horsepacker. The site is now a Forest Service campground.

Current Fleet



Lady of the Lake II

The largest vessel in our fleet is licensed to carry up to 285 passengers. Launched in 1976, she is 100 feet in length and has a beam of 24 feet, powered by two 12x71 Detroit Diesels. She swings two wheels of about 3½ feet in diameter and cruises at a leisurely 15 m.p.h. The Lady of the Lake II was built on Lake Chelan by Lake Chelan Boat Co. In the early 1970's the owners of the company anticipated the need for a larger vessel due to the increase in ridership and the trends pointing towards greater tourism in the Lake Chelan area.



The Lady Express

Cruising at a crisp 28 mph, she is powered by two caterpillar 3412's, producing 1100 horsepower each. She is of all-aluminum construction, 65 feet long and was built to Coast Guard specifications by Munson Marine in Edmonds, Washington. The Lady Express is licensed to carry 150 passengers. Three years of relentless planning finally came to fruition in June of 1990, when the nearly \$1 million investment was shipped from Edmonds to find her home on Lake Chelan.

Charters

A Lady of the Lake Private Charter is the perfect way to enjoy a leisurely afternoon or evening on Lake Chelan as a group.

Every charter is custom planned by you. You can choose to provide your own catering and entertainment or let us assist you in choosing an experienced caterer, florist, baker, DJ and just about anything else you might need to plan your event. We maintain a list of the most experienced and best vendors in the area.

The Lady of the Lake II is the largest vessel in our fleet, she can comfortably accommodate up to 175 passengers for an outing on the lake. Her large open deck is very popular with groups for dancing, entertainment, weddings, family reunions, meetings, and more.

The Lady Express can accommodate groups of up to 70 passengers on a Private Charter. Clients may choose from a relaxing pleasure cruise around the lower end of Lake Chelan or a high speed charter to points up lake. She can whisk you uplake into the rugged undeveloped areas that cradle Lake Chelan if desired.

For Details Call 509.682.2399



Private Charters are fun for any group or special occasion such as:

- Weddings
- Birthdays
- Anniversaries
- Company Retreats
- Club Outings
- Dessert Cruises
- Graduation Celebrations
- Receptions
- Reunions
- Moonlight Cruises

For More Information visit LadyoftheLake.com

Frequently Asked Questions

Does the boat run year-round?

Yes, the Lady of the Lake is the only scheduled ferry service to the headwaters of Lake Chelan and the people who live at that end of the lake depend on our service for transportation, food, mail and other supplies. Day visitors enjoy the faster Lady Express service during the off season months.

Where did the name "Chelan" come from?

Chelan came from the "Tsillane" river, as it was originally spelled by the fur trappers who first met the Indians of the area. It is roughly translated to mean "deep water", "deep notch", "clear water" or "land of bubbling water", depending on which account you read. The area was once a winter encampment for local tribes.

Is the Lake higher at Stehekin?

Feel free to ask this one, the crew always enjoys a laugh at your expense.

What is the temperature of the water?

The lake was carved by glaciers and is still fed by 27 different glaciers as well as runoff from snow melt. Consequently, the lake is quite cold year-round. The waters around the lower end of the lake are more shallow and can heat up to 70-75 degrees but as you go further up lake the temperatures drop to 55-60 degrees in the summer and 40-50 in the winter.

What do the houses along the lake do about sewer?

All private property along the lake is governed by Chelan County regulations regarding sewage disposal. Many of the lakeshore homes are connected to the City of Chelan's sewage line and those that are not are required to have a septic tank and design that matches the soil conditions. Septic tank regulations are getting tougher and tougher all the time, with the intent that we keep Lake Chelan one of the cleanest bodies of water in the United States.

Does the lake freeze in the winter?

Rarely. Winters in the valley are fairly mild with temperatures averaging in the 20's and 30's. The last time parts of the lake froze was the winter of 1948-49, when bitter cold temperatures froze the lake from Chelan to the Yacht Club, and again the following winter, when part of the lake above Manson froze.

How many people live in Stehekin?

About 95 people live in Stehekin year-round. The population is somewhat larger in the summer with the addition of extra National Park Service and tourism staff. The residents and businesses in Stehekin rely on boats and barges to bring them everything from groceries and supplies, to cars, equipment, building materials, and of course, tourists.

Are there places to stay in Stehekin?

Yes, there is the North Cascades Lodge, Stehekin Valley Ranch, Silver Bay Inn, and a few private cabin rentals. There are also many campgrounds near the landing, and in the high country.

What do they do for a living?

The largest employer in the Stehekin valley is the National Park Service, but there are many non-Park related jobs. There is a School Master, teacher's aide, power plant operator, carpenters, barge operator, artists, newspaper publisher, laborers and more. Most of the jobs are directly or indirectly related to tourism.

How did all the cars get to Stehekin?

There are 23 miles of road in Stehekin, but only the first 4 miles are paved. All the cars in Stehekin and Lucerne came in by barge, which is the only way for large items to get uplake. Barges run every few weeks in the summer and about once a month in the winter.

What do the kids do for school?

In Stehekin they teach kindergarten through eighth grade. After that, families who choose to continue their children's education must either leave the valley, home school or find a relative who their children can live with while attending school elsewhere. At Holden Village they teach kindergarten through twelfth. History has shown that the children in these areas receive an excellent education.

Is there Cell Service on the Lake?

You can get service near Chelan and Manson, in the lower section of the lake, but once you get past Field's Point there's no longer service.

What is Holden Village?

Holden Village is now a year-round Lutheran retreat center welcoming all people in its remote wilderness setting. It started out in 1937 as Holden Mine, and over the next 20 years produced \$66.5 million worth of copper, gold and zinc making it the largest copper mine in Washington state. When the wartime need for stockpiles of copper diminished, the mine became unprofitable, and was closed in 1957. Remediation efforts are currently underway to prevent future water and soil contamination at the mine site.

The Village is one of the most isolated continuously inhabited places in the lower 48 states.

Can you visit Stehekin in Winter?

There is regularly scheduled boat service to Stehekin on the Lady Express in the winter, but services in the remote valley are limited.

Can you snowshoe in Stehekin?

Stehekin offers terrain for snowshoers of all abilities and breathtaking views for young and old alike. There are endless miles of deep snow-covered forest to explore and it is not uncommon to stand on 8-10 feet of snow.

The snow really starts to get deep in December, and can be found up valley as late as May and sometimes June.

Dam the Chelan



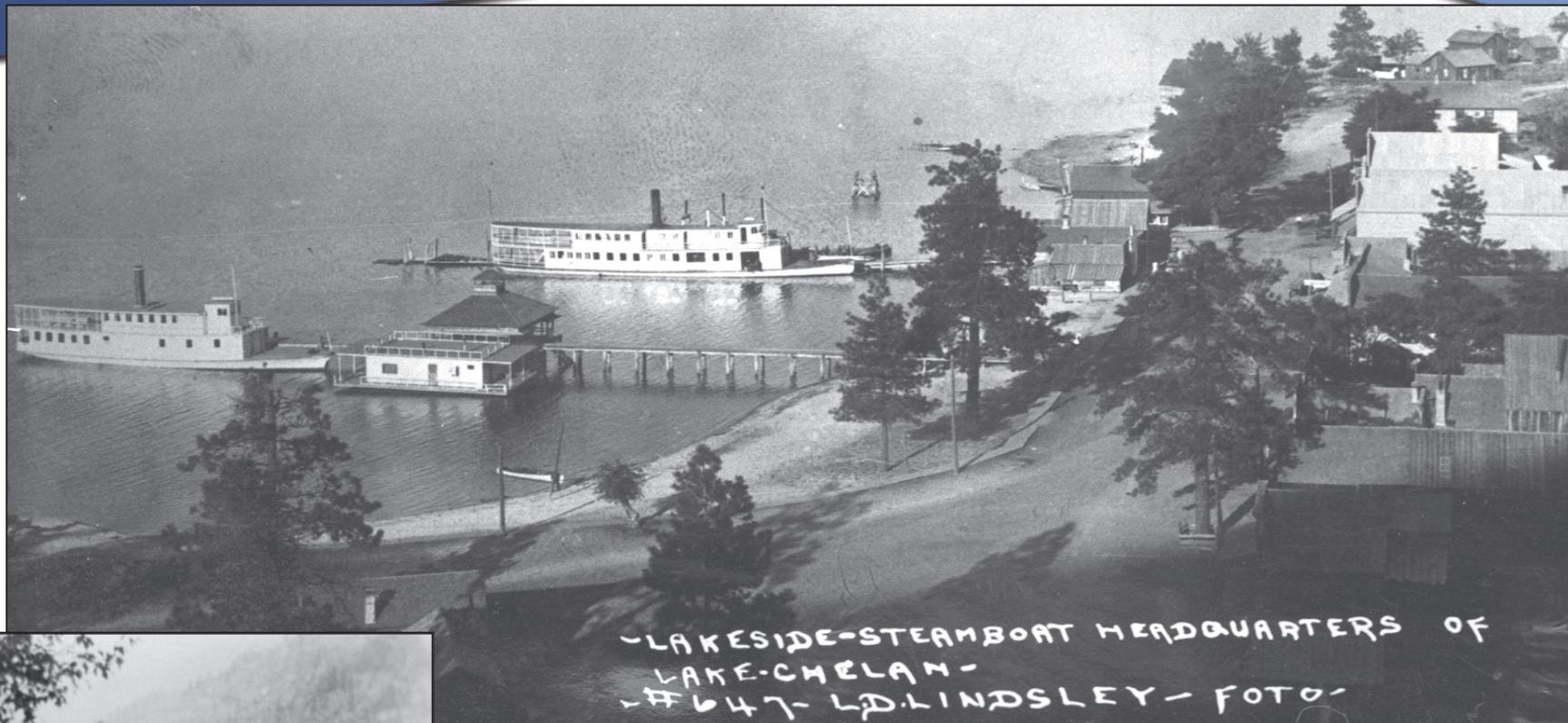
The Chelan Falls Water Power Company was incorporated in 1892 and plans were immediately designed for construction of a dam across the river to generate power. An added bonus to raising the lake was that it allowed steamboats access to the booming town of Chelan. Before the first dam was built people could wade from Lakeside Park across the lake to Spader Bay, near Darnell's Lake Resort.

The first dams were made of earth or wood and raised the lake level by a few feet, but were usually washed out by spring floods. In 1906 Great Northern Railroad purchased the Chelan Water Power Co. They hoped to electrify the 7.9 mile long Stevens Pass Tunnel, to eliminate the deadly gas problem from coal smoke in the tunnel. Local businesses also wanted the power for milling wheat brought down the Columbia River by Big Bend steamers.

Construction of the current (fifth) hydroelectric dam began in 1926. A tunnel fourteen feet in diameter and lined with concrete and steel penstock extends through 2.2 miles of rock to the generating station and tailrace near the city of Chelan Falls. Over a thousand people were employed to build this 40 foot high dam, that stretches 490 feet across the Chelan River.

The Chelan Dam raised the level of the natural lake twenty-one feet and extended the length to its present 50.5 miles. In 1955 the Chelan County Public Utility District bought the facility, which produces some of the cheapest electricity in the world.

Boat History on Lake Chelan



themselves and their families by helping cut and stack wood along the lakeshore so the boats could pull in and replenish their supply.

Another of the early commercial passenger ferries was the CITY OF OMAHA, built in Illinois and shipped to Lake Chelan sometime in the 1890's. Owned by Thomas R. Gibson and operated by Howard Graham, both of Nebraska, the 34 foot wood burning vessel served the public for several years before being rechristened the MAID OF MOUNTAIN PARK and used as a family pleasure craft.

The first of two stern-wheelers to operate on the lake was originally built in 1888 and was used on the Columbia River until 1892 when she was cut in two and hauled over Navarre Coulee to be rebuilt and launched as QUEEN. A year later she was wrecked during a storm, and under the new ownership of Stewart Johnson and R.J. Watkins, was reconditioned for "state-of-the-art" passenger comfort, fitted with a steam engine, and redubbed THE STEHEKIN in 1894.

Reportedly 72 feet long, her elegant upper deck could carry seventy-five passengers and the lower deck was designed to haul freight, livestock, equipment and other supplies needed by residents uplake.

The STEHEKIN made two round trips each week to the head of the lake, and passenger fare in 1897 was \$4.00. Five stops for cord wood had to be made for the journey from Lakeside to the Stehekin Landing.

Retired from passenger service in 1904, she was converted into a barge, but later suffered the demise typical of many boats once seen on Lake Chelan. The decks were burned, and her hull was filled with rocks until she sank.

Many names of boats appear throughout the history of Lake Chelan, and many memories with them, but the most well known of the boats to travel these waters was the LADY OF THE LAKE. The original LADY was built at Lakeside in 1900 by the Alger brothers, using windows and doors

from a Puget Sound Ferry, the VASHON. Officially launched on August 25th, christening ceremonies were festive, including a social dance. Several hundred people were present when eleven-year-old Gretchen Purple broke a bottle of wine over the bow. Unfortunately, the new steamer was stuck on the shore, and had to wait until the next morning to be pulled into the water by another boat.

The LADY OF THE LAKE was 113 feet long, the longest boat ever on Lake Chelan, and after the addition of upper deck cabins in 1903, she was able to carry 125 passengers. The trip to the head of the lake required eight to ten cords of wood, and many stops were made to deliver groceries and mail along the way.

With her final run in 1915 came the end of the steamboat era on the lake as petroleum powered vessels took over.

There have actually been two boats called the LADY OF THE LAKE, the second was purchased by the Boat Company and moved to Chelan from Lake Roosevelt in 1944. She was retired from the Stehekin run in 1990, when the LADY EXPRESS was launched.



By the late 1880's, news of the spectacular beauty and the lure of wealth in precious metals began to draw prospectors and sightseers alike to the Lake Chelan Valley. The need for public transportation to the remote upper lake areas became evident, and THE BELLE OF CHELAN was put into service in 1889 as the first commercial passenger vessel on the lake. Built in Lakeside by Charles Follett, and operated with his partner William Goggins, the BELLE was to become the first of a long list of commercial and pleasure craft to ply the waters of Lake Chelan. A short time after her first voyage, she was purchased by the Lake Chelan Railway and Navigation Company, which would become the present day Lake Chelan Boat Company.

The BELLE was powered by firewood, as were most of the early vessels, and could reach a top speed of about 10 mph. The trip from Chelan to Stehekin took two days and required ten to twelve cords of wood each trip. The need for fuel was such that a number of settlers supported

The Lady of the Lake

There have been several boats on Lake Chelan named Lady of the Lake, but the iconic "Lady" which evokes the most memories of locals and friends of the region got her start on a different lake. Originally the *Miss Coulee*, she was built by the Tuttle Brothers and began service on Lake Roosevelt in the 1940's where she ran as a tour boat behind the Grand Coulee Dam. In 1944 she was purchased by the Lake Chelan Boat Company and moved to Chelan.

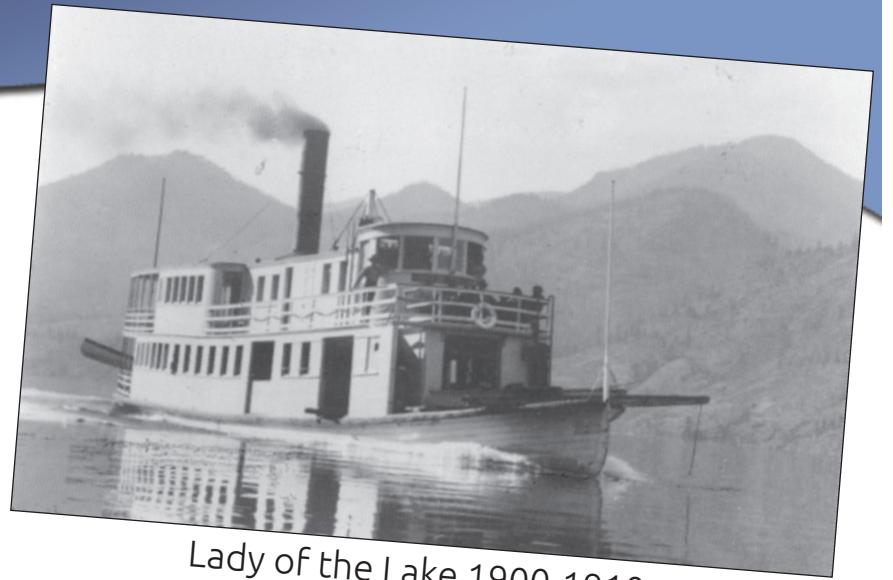
On April 9th, 1945, the "Lady of the Lake" was the center of a huge community gathering where she was christened, and began a long history of service transporting passengers to Lucerne and Stehekin, with flag stops along the way.

She was remodeled at that time, and again several years later, so she could carry 150 passengers in comfort as the flagship of the boat company, until 1976, when the Lady of the Lake II replaced her on the daily summer runs.

The Lady of the Lake was used for Charters and winter runs until late in the 1990s, when she was retired. The Lake Chelan Boat Company donated her pilot house to the Lake Chelan Historical Society, who collected donations from the community to create a display in Riverwalk Park where it can be viewed today.



The pilot house from the Lady of the Lake resides at Riverwalk Park, in Historic Downtown Chelan.



Lady of the Lake 1900-1910



Lady of the Lake - circa 1950

A few of the old boats



Dexter 1897



Tourist



Cascade Flyer 1919-1944



Swan 1893-1913

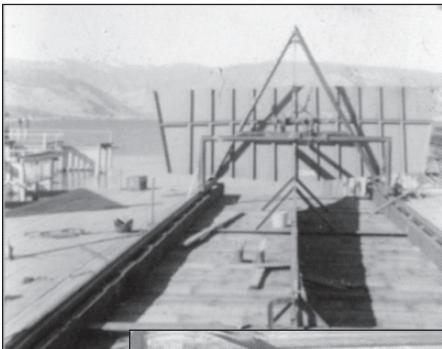
Building of a lady - the story of the Lady of the Lake II

By Gaylen Willett

Looking at the elegant, breezy Lady of the Lake II, it is hard to imagine she spent the first two years of her life holed up in a shed while her builder breathed life into her steel hull.

In 1961, George Pennell, then owner of the Lake Chelan Boat Company, asked a 50-year-old former cotton farmer to build a 100-foot, all steel passenger boat. That farmer, Larry Cozart recalled that Pennell came to him and said, "Larry I want you to build me a boat, but keep it a secret, even my wife doesn't know."

George's wife, Ruth, confirmed that saying, he "slipped up" one day and said something about "that boat." Ruth said, 'George, are you having that boat built?' He admitted it was already started," she said in a phone interview.



At first Cozart, who had worked for Pennell for three months, couldn't understand Pennell's request for secrecy, but soon he discovered that Chelan residents were extremely skeptical of a floating steel-hulled boat even though America had survived two world wars using steel-hulled boats that motored across the seven seas packed with thousands of sailors.

Pennell admired Cozart's excellent welding skills and quest for perfection while he worked as a pilot, master engineer and barge captain for Pennell from 1961 on. He liked the idea of having a steel ship built after he saw how well Cozart used steel in rebuilding the cab of the Allen Stone.

Cozart told Pennell that if he could get plans, he and welder Bill Flick could build a steel boat.

"I can't tell you the exact day he found me in the shop and came to me with a large roll under his

arm, but he said to me 'Larry if I ever get a new boat, you are going to have to build it for me ... Here are plans of the new one I want.'"

Plans for the hull came from Seattle boat designer Edmond Monk but they did not include design for the superstructure which is everything above the rim of the boat.

"Except for some detail around the pilot house, the present design - right or wrong - is mine," said Cozart from the living room of his Chelan Butte home. From his deck overlooking the harbor and the city, he can see the Lady of the Lake II resting calmly and rolling off an occasional glance towards her creator.

Cozart was momentarily slowed when welder Bill Flick died in a plane crash. Charles Schwader, another employee who had worked with Cozart on all the company boats, and knew how to draft and read blue prints, was hired to work with him.

"So, we unrolled the plans," said Cozart and immediately discovered problems.

The first one, said Cozart, was that the bow section was not properly designed to work on Lake Chelan.

"I told the architect we needed to be able to pick up anybody, anywhere and he almost threw his tools down and walked out!" recalled Cozart, but he proudly points out that the Lady II's hull is so sturdy that she stands up well to rocks scraping her when she goes in to pick up passengers at out-of-the-way places.

The pair worked on another problem with the architect - to refine the Lady II's hull so she would have more "reach" onto shore.

Since the boat was built on a "pay-as-you-go" plan, Cozart and Schwader ended up being the "lofting crew" - people who ferret out the mistakes.

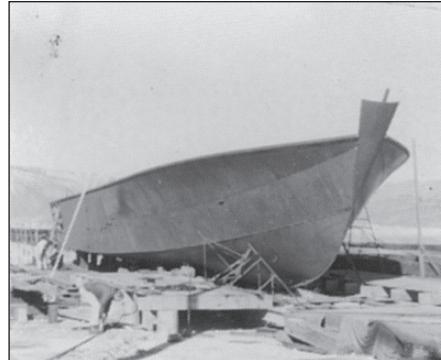
"We spent two weeks on \$3,000 worth of plans seeking out mistakes," snorted Cozart.

Pennell erected a workshop with the floor marked in one-foot squares and when figures from an offset table were marked on the model, mistakes showed up again.

"The offset table was a paper giving all dimension points of the frame and keel. We corrected the offset table and were ready to start construction of the framing," Cozart said.

"George's boat was still just lines and figures on a large piece of paper, if he had any misgivings, he didn't say so," said Cozart.

After correcting mistakes on the paper grid, the pair then laid out the full-scale boat in plywood sheets to make a pattern for their steel-hulled damsel.



Short breaks to work on the existing Lady of the Lake I and the Allen Stone barge during the tourist season slowed efforts, but in 1969, with the assistance of Paul Bryant, the steel frame began to take shape.

"Chuck and I worked slowly and carefully since a mistake would cause a shortage of material and a costly reorder," Cozart said, who added that when he ordered the steel in a 10-ton set he was

charged 15 cents a pound instead of 30 cents. "That's a 100% savings," he said.

By 1971, 15 frames and 5 bulkheads, "enough structural components to frame a boat, 100 feet long and 24 feet wide with a hull depth of 9 feet had been stockpiled on the Goodfellow fill, with grass growing up through them. There

was no semblance of a boat, even yet," explained Cozart of Pennell's on going dream.

When the men were actually ready to begin building the Lady II, Pennell found a site which was "partly over water, some on (Lake Chelan Boat Company) boat property, and mostly on the city street," said Cozart. Even though skeptical ballyhoos offered unwanted advice from the street, Cozart had



good access to tool storage so he and Schwader constructed a 100' by 24' frame of steel bridge girders.

"Frame was made at dead level and a base line established," said Cozart who contacted a house

Continued next page

Building of a lady (continued)

mover to commit to launching the boat. The mover said "Call me when you're ready," and Cozart figured that future problem was solved.

Lack of a promised crane forced Cozart to design and build an A-frame trolley hoist that could lift the two-ton steel girders into their exact position. The keel was laid in 1971 using the trolley system he designed.

Meanwhile, Pennell began a battle against cancer, but Cozart and Schwader continued on with their work, using only money that Pennell could afford to dole out at the end of each tourist season.

Cozart said that one day, sometime in 1972, George's wife, Ruth drove George down to see how the boat was progressing.

"He seemed pleased, but he wanted assurance that it would be finished and that I would see that it was. I promised him that I would see it through to completion. I think this was the last time that he saw his boat," Cozart said.

George Pennell died in 1972 at age 72. After Pennell's death Schwader managed the Boat Company and could offer Cozart only occasional help. Cozart paused for a moment while recalling these memories, and then, with his eyes full of tears, he hoarsely whispered "I kept my promise to George. We finished his dream!"



This story appeared in the Chelan Mirror as written by Gaylen Willett



In 1889 Washington Territory became a state, Camp Chelan was laid out as a townsite, and Clinton C. Campbell first visited the area after hearing about the endless opportunities offered out west. At the time, "Chelan" was little more than a sawmill and a handful of general stores, supplying starry-eyed prospectors, but Campbell saw it as a town with great potential. A lawyer from Iowa, C.C. Campbell returned home to collect a few possessions, but not before purchasing several lots, at \$5.75 each, to

Campbell's Lodge

build on when he returned. After constructing a home, he sent for his wife and two-year-old son, Arthur, the following year.

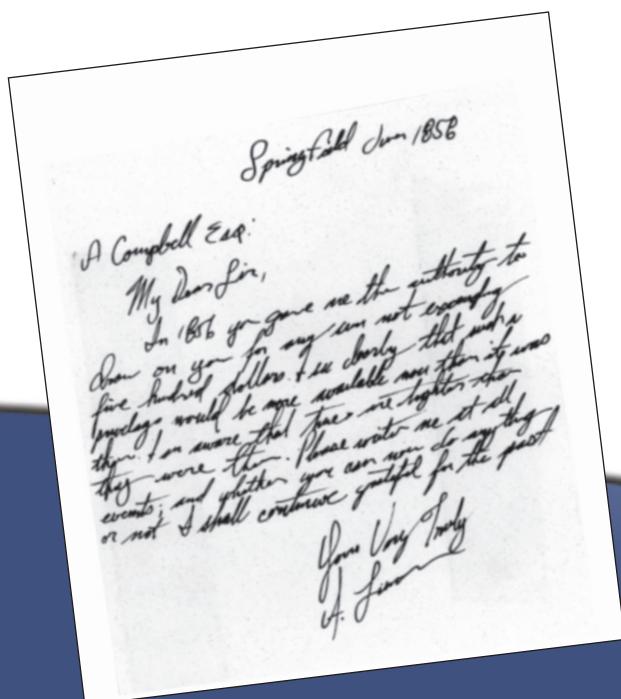
During the mid 1890's, Campbell and his wife Caroline operated a boarding house out of their residence and Campbell advertised his services as Notary Public and Insurance Agent.

Then in 1900, after borrowing money from a brother-in-law, Campbell purchased a "sand dune" lot near the lake for \$400. Campbell was the brunt of many a joke for buying what seemed to be a worthless lot. As it turned out, C.C.'s dream was a seed that helped build a community and a business that thrives to this day, over a century later.

Renovations and new construction have kept Campbell's Lodge a main attraction as both a quaint, old-fashioned boarding house, as well as a 21st century luxury resort. Management is currently in the hands of third and fourth generation Campbell's.



Judge C.C. Campbell



Dear Mr. President

Among the historical pictures and memorabilia on display in the Campbell House Restaurant is a letter from Abraham Lincoln. Addressed to the uncle of Judge C.C. Campbell, founder of Campbell's Resort and Chelan pioneer, the letter speaks to a loan of \$500 to Lincoln from Campbell to help finance his presidential campaign. Dated 1856, the letter can be viewed in the dining room of the Campbell House.

9 Box Canyon CCC Trail

Difficult access on Lake Chelan is epitomized by construction of the Box Canyon Trail, a Civilian Conservation Corps project in the 1940's which is faintly visible on the south shore between 25-Mile Creek and Box Canyon. No road has ever been able to reach further uplake than 25-Mile Creek and even this short trail was extremely expensive due to precipitous terrain. When the CCC construction crews reached Box Canyon, the hillsides became outright cliffs. Expensive suspension bridges would have been required to cross the canyon so construction ceased. No further efforts to build roads or trails uplake have ever been attempted.

10 Safety Harbor

This harbor gets its name from the fact that, unlike most harbors on the lake, it gives protection from both down lake, and the less frequent, but equally dangerous, uplake winds.

Safety Harbor was the scene of two of major fires in 1970 and 1972. The smaller 1972 fire is the more visible of the two, having burned across the face of Big Goat Mountain, just to the north of the creek.

Safety Harbor was also the major waypoint between the 2001 Rex Creek Fire and the 2002 Deer Point Fire. The Rex Creek Fire burned 55,000 acres from the ridge downlake of Flick Creek to Safety Harbor. The Deer Point Fire burned 43,000 acres from Coyote Creek to the Manson Foothills. Evidence of both fires is still visible from the lakeshore.

11 Navigation Reflectors

The yellow metal drums seen at Point-No-Point and numerous other spots along the lakeshore are navigation reflectors once used by the tug boat "E.B. Schley" on its run from the Howe Sound dock at Lucerne to Chelan. The tug hauled ore barges, each typically carrying 285 tons of copper ore from the Holden Mine which operated from 1937 to 1957. The tug made the run when the barges were full, regardless of weather or time of day. By shining a light on the reflectors, the tug captain could tell where he was on the lake by judging the time between markers and the speed of the boat.

12 Big/Little Goat Creek Winter Range

The steep and craggy terrain between Safety Harbor Creek and Prince Creek is a primary mountain goat winter range. Large herds of mountain goats were a major tourist and big-game hunter attraction in the 1890s. Herds often numbered in the hundreds, and they were often shot from boats and retrieved from the lake after they fell from the high ledges into the water.

Due to the slaughter, Lake Chelan National Park was first proposed in 1892. Hard winters, overhunting and dietary deficiencies depleted the goat herds to alarming numbers. During the summers of 1983 and 1984 forty-four goats from Olympic National Park were transplanted to the Lake Chelan drainage.

13 Pyramid Peak: Deepest Gorge

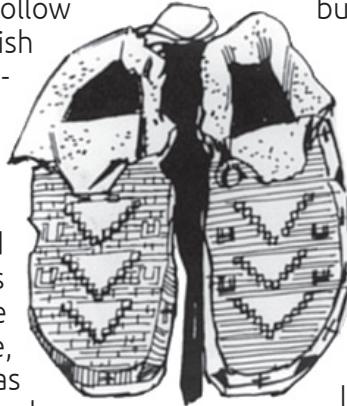
If you walked three miles straight out from the top of Pyramid Peak (8245 feet) and then looked down into the Lucerne Basin (386 feet below sea level); you'd be looking into the deepest gorge in the United States (8631 feet).

Local Indian Heritage

The Chelan Indians were a small, somewhat nomadic tribe who had several villages around the southern part of Lake Chelan. Like other interior tribes, they had seasonal communities, which migrated to follow food sources. They would fish the lakes and streams, especially during the salmon runs, and other times of the year they would move to the high country to hunt wild game and collect roots and berries. Although there was no known tribe residing in the northernmost part of the lake, the Stehekin Valley was used as a trade route between the inland tribes and the coastal Indians, who supplied dried clams, salmon, and ornamental sea shells in exchange for such items as mountain goat wool.

Most villages consisted of groups of families, or often an entire tribe, living together in a log frame building, called a lodge. Covered with reed mats, these lodges seldom had interior walls, but had openings in the slanted roof

to release the smoke from their fires. Some lodges exceeded 200 feet in length. With the introduction of horses in the 1800's, many tribes began living in more mobile teepees, built with animal skins.



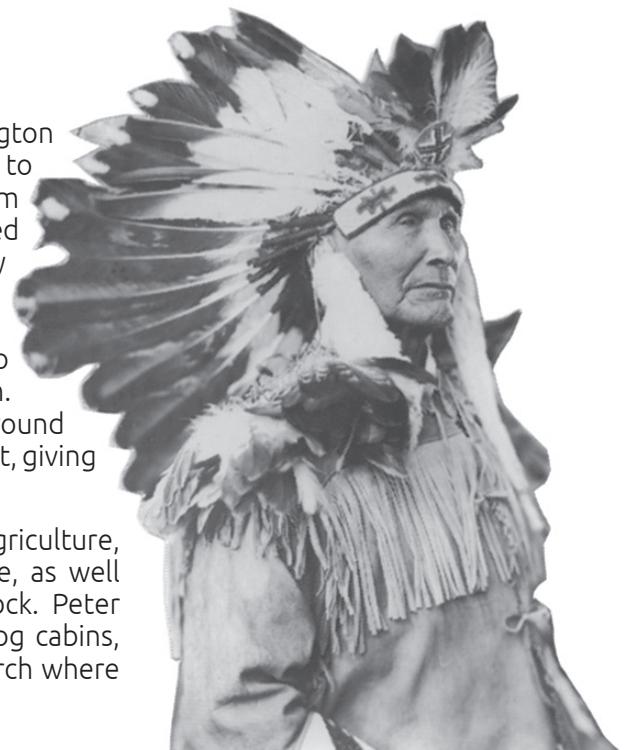
With the increase of white settlers to the region, Native Americans were seen to be a threat, so the U.S. Army established Camp Chelan in 1880. The Columbia Reservation was designated from the north shore of the lake to the Canadian border. Four years later the U.S. government dissolved the reservation, and during this round of negotiations the powerful leader Chief Moses formed an agreement with the U.S. government allowing Indian families the choice of moving to the Colville Reservation, many miles from their homelands, or claiming one square mile of land for private ownership and adopting the ways of the "civilized world". At one time the Indians owned most of Manson but have slowly sold it off. Wapato Point and the Mill Bay area are the last of what remains of those original allotments.



The Wapatos

Perhaps the most famous of all Eastern Washington Indians was one named Nekquelekin, who is said to have planted the first apple tree in the area from seeds obtained at Fort Vancouver. It is also reported that he raised potatoes and sold them to the early white explorers, who dubbed him "Wapato" from an Indian word for potato. After joining the Catholic Church, Nekquelekin changed his name to John, and has since been known as Wapato John. It was he and his family who settled on the land around present-day Manson, under the Moses Agreement, giving the name to Wapato Lake and Wapato Point.

John and his son Peter were very successful in agriculture, establishing the first apple orchard on the lake, as well as raising potatoes, melons, grains and livestock. Peter fenced and cultivated twelve acres, built two log cabins, worked a mining claim, and built a Catholic Church where he conducted weekly services.



Points of Interest

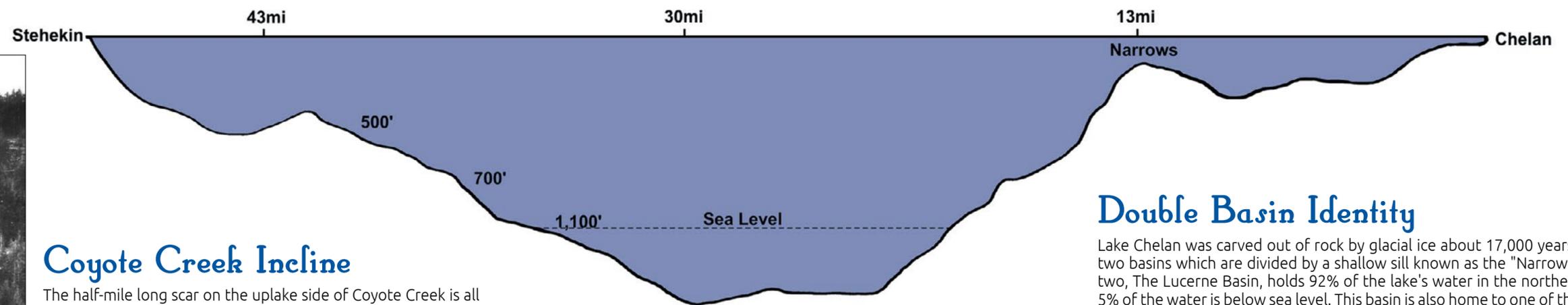
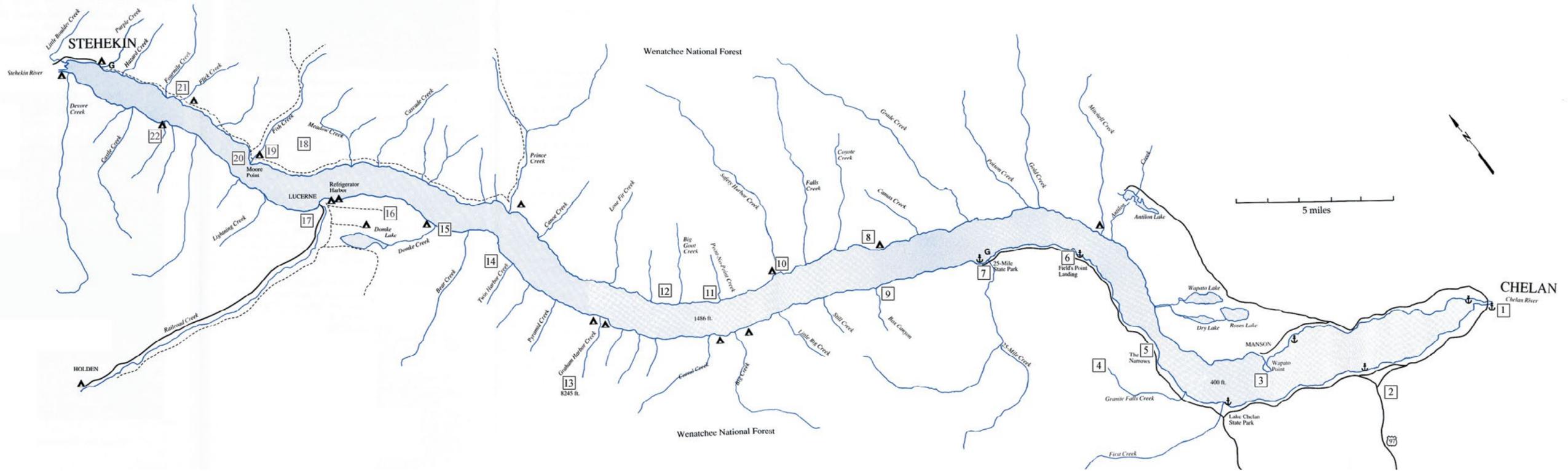
- | | | |
|-------------------------------|---------------------------------------|---------------------------|
| 1 Chelan River | 9 Box Canyon CCC Trail | 16 Domke Mountain Lookout |
| 2 Knapp's Coulee | 10 Safety Harbor | 17 Railroad Creek |
| 3 Wapato Point | 11 Navigation Reflectors | 18 Round Mountain |
| 4 Slide Ridge | 12 Big/Little Goat Creek Winter Range | 19 Moore Point |
| 5 The Narrows | 13 Pyramid Peak | 20 Glacier View |
| 6 Fields Point | 14 Twin Harbor Glacial Scouring | 21 Flick Creek |
| 7 25-Mile Creek Guard Station | 15 Domke Falls | 22 Bridal Veil Falls |
| 8 Deer Point Winter Range | | |

Legend

- Point of Interest
- ▲ Boat-in Camp
- ⚓ Boat Launch
- G Boat Gas Available

Up Lake Mileage

- | | |
|------------------------|-------------------------|
| 7Wapato Point | 35 Point No Point |
| 9 First Creek | 31Graham Harbor |
| 11 Narrows | 35Prince Creek |
| 16 Fields Point | 37Domke Falls |
| 1925 Mile Creek | 43 Lucerne |
| 22 Deer Point | 48Moore Point |
| 26 Safety Harbor | 51Stehekin |



Coyote Creek Incline

The half-mile long scar on the uplake side of Coyote Creek is all that remains of a tramway built in 1920. Lumber and equipment used in construction of an irrigation flume were hauled up the hillside by this incline. The flume, running from Falls Creek to Big Grade Creek and then on to Antillon Lake for water storage, was mostly destroyed by the Camas Creek fire of 1929. In earlier days, when the flats above were logged off, a log chute was constructed in the creek bed. The chute was so steep that many of the logs shattered as they careened into each other in the water at the base of the hill, and the chute was soon abandoned.

Double Basin Identity

Lake Chelan was carved out of rock by glacial ice about 17,000 years ago. It is made up of two basins which are divided by a shallow sill known as the "Narrows". The deepest of the two, The Lucerne Basin, holds 92% of the lake's water in the northern three-quarters, and 5% of the water is below sea level. This basin is also home to one of the deepest lake gorges in the world. The walls of the lake around Safety Harbor Creek and Canoe Creek plunge over a thousand feet to a depth of 386 feet below sea level. It is presumed that the lake was deeper in the 19th century, before a massive underwater rockfall in 1899 that caused a wave of water so large it sank the steamer "Kitten" at 25-Mile Creek.

The smaller, Wapato Basin is only 400 feet deep and 12 miles long. This is where the majority of the summer recreation takes place, with lake temperatures reaching 78° in August. Water spilling over from the Lucerne Basin into the Wapato Basin will remain there for an average of ten years before running out over the dam on its way to the Columbia River.



Camp Chelan

The first white explorers known to have ventured near the Lake Chelan Valley were two fur trappers sent out by rival companies with intentions of establishing trade relations with the local natives. Alexander Ross, of the Pacific Fur Company, was traveling the Columbia River in 1811, and made note of a river joining the Columbia that the Indians called "Tsill-ane" (now pronounced Chelan). They'd told Ross of a large lake nearby, but he did not look for it.

The Northwest Company's David Thompson did find the lake, however, and in 1814 he had drawn an accurately detailed map of the area.

Over the next 60 years, only the hardiest of prospectors would enter the valley, as it was secluded and virtually unknown. Then in the summer of 1870, famed photographer D.C. Linsley became the first white man to travel the length of the lake, courtesy of an Indian canoe. When word got out about the pristine beauty of the area, not to mention the mineral wealth, the lake and surrounding country began to see more and more white settlers.

This sudden influx concerned the Native Americans, and their unrest spurred the U.S. Army to designate a reservation and set up a military outpost for the safety of all. In the spring of 1880 Camp Chelan was erected at the southernmost part of



the lake, where it narrowed into the Chelan River. Under the direction of Lt. Colonel Henry Merriam and 1st Lt. Thomas Symons, construction of a sawmill and the army post began, only to be halted six months later by a visiting Inspector General who claimed the site was too difficult for communication or shipping supplies. So the post was moved to Fort Spokane, and the buildings at Camp Chelan were abandoned. The Columbia Reservation remained until the Moses Agreement in 1883 dissolved the reservation, and allowed Indian families to claim one square mile for private ownership. In 1886 the area was opened to homesteaders.

In 1889 Washington Territory became a state and Chelan Townsite was platted, followed by official patent in 1892. Lots sold for \$5.75 and within a few years several hundred "box" houses with open spaces for doors and windows were scattered around the community. Chelan County was officially recognized in 1899, and the City of Chelan was incorporated in 1902.

Lake Chelan Fruit ... Apples to Grapes

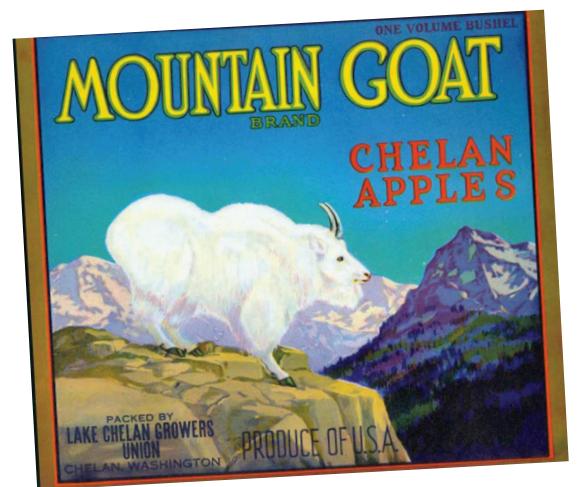
Many visitors to the Lake Chelan Valley think of the area primarily for its recreation and relaxation, but in agricultural circles, the shores of Lake Chelan have long been known for producing the best apples grown anywhere in the world. Chelan apples are known all over the world for their excellent taste, long shelf life, and superior color.

Unfortunately, in the past several years the costs to grow apples has increased, sometimes beyond the income they generate, and many orchards have been removed or replanted in other fruit. Cherries and grapes have become popular replacements in the region.

Several factors contribute to the superior quality of Lake Chelan fruit. Fertile soil deposits were left behind by the retreating glaciers as they melted over 11,000 years ago. The lake helps to moderate the area temperatures by keeping the valley above freezing in the winter and also keeps it from getting too hot in the summer, protecting the fruit from heat damage.

Grape growing in the valley has recently produced local winery interests, and you can now purchase wine from grapes grown, produced and bottled in the Lake Chelan Valley.

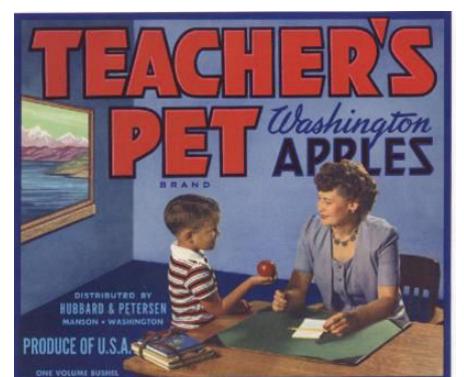
Although trends change to meet demands, the history of the valley will always be deeply rooted in the apple industry. For more information or a tour of a packing shed, contact Trout Blue Chelan, Inc. at (509) 682-2591.



Apple Box Labels

Apple box labels are an interesting part of area history. Before the conception of large co-ops each grower packed and sold his own fruit under his own label. In each label you can catch a glimpse of the past and a bit of the personality of the old time growers. Labels have long been collected and traded throughout the community and in some cases fetch a tidy sum.

An extensive collection of apple labels for public viewing is on display at the Lake Chelan Historical Society, located at 204 E. Woodin Ave. in Historic Downtown Chelan.



14 Twin Harbor Glacial Scouring

The valley walls on the south side of the lake above Twin Harbor show the effects of glacial scouring. As a glacier flows down a basin, rock fragments fall from the slopes and are embedded in the ice. Acting like super-coarse sandpaper, the moving ice abrades and scours, stripping the hillsides of footholds for plants and leaving behind bare, rounded rock walls.

From evidence along the valley walls it is probable that the top of the last glacier in the upper lake region was almost 4300 feet above the present lake level. When added to the depth of the lake, the glacier was well over one mile thick.

15 Domke Falls

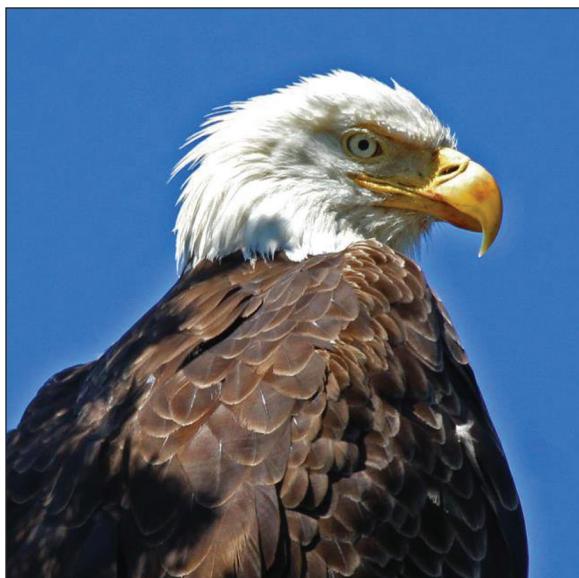
Domke Falls, Domke Mountain and Domke Lake all take their misspelled names from Henry Dumpkey, one of the first settlers who attempted to secure a livelihood from the wild but plentiful resources of the uplake regions. Dumpkey is reputed to have tried to harness the power of the falls for a sawmill. The mill never produced any lumber - some say the saw ran backwards. Others say that the penstock was smashed to smithereens by the power of the falls. In any case, Dumpkey soon headed downlake for the more civilized regions of Chelan.



Jackson Engstrom

16 Domke Mtn. Lookout

Early fire lookouts were often nothing more than a tall tree in a prominent place. The fire watcher would climb it several times a day to scrutinize the landscape for smoke. A "crows nest" on Domke Mountain was abandoned in 1930 when it was replaced by a 100-foot-high steel tower. By 1970 the tower, too, was gone. More sophisticated systems of airplane, helicopter and satellite reconnaissance, and infrared sensing devices gradually made the hundreds of mountaintop lookout towers obsolete. (See picture on FIRE page)



Pete Freund Photog

Wildlife

Wildlife abounds in the Lake Chelan Valley. From the ever-present chipmunks to elusive cougars, the natural habitat of the Forest Service and National Park lands promotes a variety of wildlife. Please be careful whenever you are in the animal's territory. While incidents of encounters are nearly non-existent, be aware that dangers exist in any wild environment.



Pete Freund Photog

Bear

Yes, there are bear in them thar hills. The variety indigenous to this area is the black bear and males average 250 pounds. They tend to be solitary animals, with the exception of mothers and cubs. Occasionally we see one from the boat, but bears have a reputation for enjoying their privacy so sightings are rare. If you are camping, remember that they are more afraid of you than you are of them, but you will want to take the normal precautions, hang your food from a suitable tree and remember not to store edibles in your tent.

White Tail Deer

White tail deer are a reddish chestnut in color and are easily recognizable by their foot long tail which is white on the underside. When running from danger, this deer flicks its tail to send a signal to other deer and to help fawns follow their mother in flight. The male weighs up to 275 lbs. and their antlers can span 3 feet.

Mountain Goat

Often confused with the mountain sheep, these animals are completely covered with long white woolly hair. Both sexes have 4" horns which are sharp and black in color. Their hooves are large with a hard outer shell and soft cushion pad on the inside, which allows them to be the nimble creatures that they are.

Much of the year mountain goats live at or above timberline, eating grasses, lichens and other herbaceous plants. In the winter they move down to the shelter of the trees.

The best time of year for viewing the goats is early winter through late spring.



Pete Freund Photog

Bighorn Sheep

The bighorn sheep is a species of sheep in North America named for its large horns. These horns weigh up to 30 pounds.

Herds were decimated by disease presumably from domesticated sheep brought to the area in the 1800's, and had not been seen around the lake in over 100 years, before being reintroduced in 1999 by The Wenatchee National Forest, the Department of Fish and Wildlife, the Foundation for North American Wild Sheep and local wool grower Cass Gebbers. Bighorn sheep can regularly be seen along the highway from Wenatchee near Swakane Canyon, on Chelan Butte, and around Manson. The Chelan Butte herd numbered 136 sheep in 2012.

US Forest Service

Since it's creation in 1905, the Forest Service has taken on many responsibilities for the renewable resources in the national forests. It now manages 191 million acres on 155 National Forests in the United States and Puerto Rico, about a third of the nation's total land. The guiding principle for National Forest Management was phrased by Gifford Pinchot's principle, which has continued to serve the Forest Service for over 80 years: "the greatest good for the greatest number in the long run." You may be familiar with the role the Forest Service plays in fighting fires. But the Forest Service does much more than simply manage and protect timber, wildlife habitat and forage from fire, insects and disease. It also looks for the best ways to care for and use our natural resources through research at forest and range experiment stations, and assistance to state and private land owners.



Holden Village: A Place Apart



A Summer Place

Each day of a summer guest season, Holden Village welcomes up to 450 people—couples, families, single people, young and old—who've come to enjoy educational programs, craft opportunities, quiet time in nature and community worship. Guests at Holden choose from a wide variety of options: sessions on theology, literature, the environment, interpersonal issues, global issues, race and culture as well as Bible study. Guests with the urge to be artistic may want to attend a class on loom weaving, basket weaving, or pottery. While classes and sessions differ from week to week depending on the staff and program schedule, they always stir new thinking and good conversations on the questions of our time.

Holden Village is nestled in one of the most beautiful spots in the Cascades, and borders the Glacier Peak Wilderness Area. Because of this location, Holden offers a multitude of hikes through fields of wildflowers to glacier-fed lakes that rest beneath panoramic vistas. Whether you trek one mile to Ten Mile Falls, or ten miles to Cloudy Pass, the scenery is astounding.

When guests are not hiking or in a session, they might be found enjoying a jacuzzi, the pool hall, snack bar, bowling alley, a basketball game, or the sauna. Each evening the community gathers for worship, the heart of the community's life.

Holden Village is a place set apart for renewal, healing, challenge, and fun. Make room in your plans for a visit to Holden Village. Whether you spend time at Holden during the winter or summer, it will be a time long remembered.

For the most up-to-date information on Holden Village, visit their website at www.holdenvillage.org. There are no phones at Holden

A Place of History

Once one of the largest copper mines in the United States, Holden Village is now a year-round Lutheran retreat center welcoming all people in its remote wilderness setting. The Village is one of the most isolated continuously inhabited places in the lower 48 states.

Holden Village sits in Railroad Creek Valley surrounded by Buckskin, Copper, Dumbbell, Northstar, and Bonanza Peaks. The awe-inspiring view from Holden is accessible only by boat via Lake Chelan, followed by a 10-mile bus ride up the valley. Nature and its inhabitants are a part of everyday life at Holden. Wildlife such as deer, marmots, rabbits, and bears are seen on a regular basis.

Holden Village runs its program in the mining town's original buildings, thus accommodations are comfortable and rustic. The Village's ministry has been continuous for more than 50 years. In 2011, a unique era of remediation began during which the environmental scars from its mining days are being addressed. The necessity of work on the south bank of the creek presented an opportunity for the Village to renew its infrastructure and facilities on the north bank, as well. During heavy construction seasons, the Village has only been able to accommodate guests during winter months. In 2016, the Village plans to return to year-round guest opportunities.

A Winter Place

The Village is beautiful and intimate place during winter. A number of retreats are offered during this season, as well as opportunities for quiet reflection. Recent retreats have included a women's retreat focusing on imagination and creativity, a Folk Festival filling the Village with music and movement, and the Snowdance Film Festival.

Winter holidays are also a popular time to visit Holden Village. Many people use Holden to get back to the basics of Christmas, Thanksgiving, and New Year's. Spending time at Holden over the holidays is a way to escape the commercialism of our culture, and to concentrate on family and friends. The music, crafts, people and worship of Holden create a truly festive atmosphere.

17 Railroad Creek

There never has been a railroad on Railroad Creek, but it wasn't for a lack of trying. Early surveyors for the Northern Pacific Railroad looked favorably on the Railroad Creek Valley as a route to cross the Cascades, but abandoned the idea because of the high cost of laying track along the precipitous shores of Lake Chelan. After the ore body at Holden was discovered, plans were made to lay track from Holden to Lucerne and then barge the ore down lake. Near the turn of the century much work was done on the railroad, but it, too, was abandoned. Trucks became a much more economical method of transporting the ore.

A 2,000-foot incline railway, the scar of which can still faintly be discerned just uplake from the boat dock at Lucerne, was built to bypass the first mile of switchbacks during the construction of the road to Holden. This railway was used to transport supplies until the road was completed.

Getting the ore from the shafts of the Holden mine to the actual smelter site in Tacoma was very labor intensive, not to mention a very long journey. After crushing the ore into concentrate it was loaded into large barrels, trucked down the hill to the port of Lucerne, put on a barge, and shipped down lake where it would be loaded onto another truck which would take it to Chelan Falls. From that truck it was loaded aboard rail-cars and then shipped to Tacoma where it was further refined.

18 Round Mountain

Both Round Mountain and its companion, Domke Mountain on the opposite side of the lake, were once attached to their respective adjacent ridges. It took the violent action of a mile-deep glacier to effect the separation and similarities of the two mountains. This rough treatment left each mountain with its own small lake nestled in the beds of the ice channels that separated the mountains from the ridges above.

19 Moore Point

Moore's Inn was the first hotel in the upper lake, built in 1889 by Robert Moore. First catering to prospectors and visitors, it eventually became the mecca for a more exclusive eastern tourist crowd. Located on an alluvial fan, the only flat ground in the area. The enormous regionwide flood of 1948 diverted Fish Creek's channels and the stream rushed through the timbers of Moore's Inn. Soon "water and mud was up to the piano keys." The Inn did not open that year. It burned in 1957.



Elizabeth Taylor at Lake Chelan

The Courage of Lassie (1946, MGM) with a young Elizabeth Taylor was shot on location at Railroad Creek near Lucerne on Lake Chelan. The actors stayed at various points around Stehekin and the Moore's Inn. The steamer *Cascade Flyer*, owned by the Lake Chelan Boat Company, was hired to transport freight and supplies for the actors and film crews. In fact, the Flyer's last voyage was hauling groceries for MGM when she was swamped below Safety Harbor in heavy winds, and eventually sank. For days after the accident residents long the shore recovered canned goods.

Other movies filmed in part in the Lake Chelan area include:

WarGames (1983)

The Deer Hunter (1978)

The Parallax View (1974)

The Call of the Wild (1935)

Lassie Come Home (1943)

Fire: Friend or Foe?

Each year hundreds of fires are started by lightning in the wildland areas which surround the Lake Chelan drainage.

The hillsides surrounding Lake Chelan are steep and precipitous, and fires in this type of terrain are particularly difficult to fight.

When fire starts on a hillside it preheats the grasses and shrubs above it, causing the flames to race 16 times faster than on flat ground. In many cases, the most effective suppression technique is by helicopters dipping buckets in the lake and dropping water on the fire.

For many years fire suppression was acted on as soon as a fire started, regardless of its cause, but management agencies now evaluate the location of nature-caused fires, and when they deem it appropriate, allow fires to burn through isolated areas to reduce fuel accumulations. In fact

Meadow Creek Fire

For many years the scars from this fire have been visible on the North shore, the charcoaled hillsides are the result of a relatively unusual occurrence in the Chelan Drainage - a major, human-caused fire. Known locally as the "Toilet Paper Fire" this blaze was initiated by a camper who burned his toilet paper on a hillside with unusually dry, early summer grasses. Additionally fueled by an abundance of dead trees from a spruce budworm infestation, the fire took off and was out of control in seconds. It burned 450 acres, and cost \$500,000 to put out.

The area now provides habitat for cavity-nesting birds, who may, ironically, help prevent dangerous levels of fuel buildup in the future by contributing to the control of insect infestations.

Before going into back country areas, hikers need to check the fire conditions and regulations. Bury toilet paper, pack out all trash, bring a stove, and don't forget your common sense.

today forestry officials actively start fires and allow them to burn areas where accumulations of brush, fallen branches and needles become so thick that wildfires in such conditions could prove to be deadly. These "prescribed fires" are used to protect the forest and local communities from future wildfires.

Many plants and animals cannot survive without cycles of fire.

For example, Lodge and Jack pine cones are sealed in pitch which must be melted in the heat of a fire to release their seeds.

Early in the twentieth century several fire lookouts were established in the region to protect local forests. By the 1950's and 60's, however, most of the lookouts were removed as modern technology eliminated the need for the remote outposts. Today the Forest Service utilizes spotter airplanes, satellite reconnaissance and infra-red technology to track lightning storms and monitor "hot spots."



Domke Mountain Lookout
Elevation 4121'

Overlooking Lake Chelan, the summit was first inhabited in 1920 when a crow's nest tree platform and a log cabin were built. In 1930, this 100' Aermotor steel tower was constructed, and the log cabin may have been replaced. In 1942, a 16x20' log cabin was built as new living quarters. The tower was gone in 1970.

Visit www.firelookout.com for more photos of fire lookouts around the area.

Lake Chelan fluctuates 15-21 feet each year, depending on many factors that control the water level. The top 21 feet of the lake is controlled by a dam and is used for irrigation and the production of hydroelectric power. The lake level is lowered in the fall and raised again each spring.

20 Glacier View

Just uplake from Moore Point, the Stehekin Valley and the head of the lake come into view. From this point you can see remnants of a few of the many glaciers that carved, created and decorated the landscape of the North Cascades. In the notch formed by the opposite sides of the valley, one can see three major peaks - Boston, Booker and Buckner Mountains.

21 Flick Creek

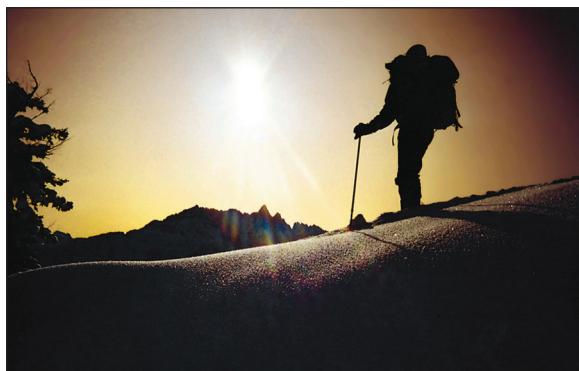
Flick Creek marks the approximate boundary between the Okanogan-Wenatchee National Forest and the Lake Chelan National Recreation Area. In 1968 the responsibility for administering some of the public lands in the North Cascades area was transferred from the US Forest Service to the National Park Service. Administered in conjunction with North Cascades National Park, Lake Chelan NRA was set aside to conserve and protect the scenic, scientific, cultural and natural features of the area for the benefit and enjoyment of today's visitors and future generations.

22 Bridal Veil Falls & Castle Peak

Bridal Veil Falls are their most prominent and spectacular during spring runoff. Looming above the falls is the appropriately named Castle Peak, notable in the autumn for brilliant yellow patches of larch trees. Larch is one of the rare conifers that drops its leaves (needles) in the autumn. It is thought that the larch uses this needle-dropping technique as an adaptive strategy to reduce snow-loading in the harsh alpine environment in which the trees survive.

During the Late Fall, Winter and Spring months the Lady Express runs for the convenience of our winter travelers. Her departure at 10:00am and return at 4:00pm best utilizes the daylight hours for passengers. The relaxing winter scenery and informative narration, from inside a very cozy cabin, make for a great day of travel and sightseeing.

From January 1st through March 31st the boat runs Monday, Wednesday and Friday.



Hiking & Camping

The upper Lake Chelan Valley offers some of the most spectacular hiking and camping in the world. With a wide variety of trails and campsites to choose from, the Lake Chelan area has something for everyone. The following information is provided as a guideline for your wilderness experience. When all else fails, there is no replacement for good old common sense.

For further information on regulations, campgrounds and hiking trails contact the U.S. Forest Service National Park Service - Joint Information Office
P.O. Box 189 Chelan WA 98816 -- (509) 682-4900

Pack it Out!

Do not bury your garbage. Clean your fire pit and remove all traces of aluminum and glass. Pack out all litter including food scraps and the litter left by others. Store garbage and food away from bears and other wild animals.

Never Leave Campfires Unattended

Use existing fire rings and keep fires small. Collect down wood only and leave snags standing. Know local campfire restrictions and make sure your campfire is left dead out.

Practice "No Trace" Camping

Select campsites that have been previously established. Do not cut or hack any trees or pound any nails into them. Trenching around tents damages soil and vegetation.

Bury Human Waste

Choose a site at least 200 feet from any water source, campsite, or trail. Dig a hole deep enough so that you can cover your feces and toilet paper with at least six inches of soil.

“ There is no opiate like alpine pedestrianism. ”
Mark Twain

Keep Lakes and Streams Clean

Dispose of all wash water far away from water sources and use biodegradable soaps. Graze and confine pack and saddle stock at least 200 feet from lake shores and streams.

Mr J's Lane Eleven Restaurant & Sports Bar
80" TV

FAMILY FUN
Open Daily at Noon
Smoothies • Espresso • Milkshakes • Italian Sodas
Food • Cocktails • Beer • Wine

THUNDER ALLEY

Chelan Lanes Bowling Center
www.ChelanLanes.com
518 West Manson Highway | 509.682.2251

Automatic Bumpers for Kids
Arcade
Gigantic TV Screens above Lanes
Reserve Lanes for Group Events and Parties

The mountains surrounding Lake Chelan are home to twenty-seven active glaciers which feed the lake.

These glaciers have been around for tens of thousands of years, and, although they are significantly smaller now from receding each year, they have never completely melted.

Fishing Lake Chelan

The beautiful and tranquil Lake Chelan has been bringing hordes of fishermen to the area for over a century. The major drawback, however, of a cool, clean lake like Chelan, is that it is nutrient poor, and the resident fish population suffers due to the lack of plankton at the bottom of the food chain.

Early day fishing was nevertheless legendary. Native species were the Cutthroat Trout, Dolly Varden, and Burbot, along with a few non-game species. The Dolly Varden, also known as Bull Trout, was a favorite of sport fishermen particularly around the 1940's. Mature Dollies were reported to average nine pounds giving them the honor of the lake's "trophy" fish.

At the turn of the century, the Cutthroat Trout, also found in abundance in Lake Chelan, grew as big as 5 pounds, and could be pulled from the lake in great numbers until their population was dramatically reduced by overfishing. In an effort to replenish this trout variety, a fish hatchery was built in Stehekin in 1902. As it turned out, the methods used at the hatchery almost assured the decimation of the species. The facility collected females and stripped them of their eggs in order to raise the fry. Unfortunately, nearly all the cultivated fish were planted outside the Lake Chelan area. There weren't many accurate records kept, but in 1916 over sixteen hundred females were taken, and by 1927 they were only able to capture seven.

In 1917 Rainbow Trout and Kokanee Salmon were introduced to the lake.

At first the Rainbows bred with the native Cutthroat, but the offspring themselves were unable to reproduce. But these new varieties adapted well, and actually became the bulk of the lake fish after 1928, when the Chelan Hydro Dam was built, raising the water level twenty-one feet, and affecting the food supply.

But still the fish survived, fighting for their existence, gaining strength and numbers until the floods of 1948. Spawning gravels in the major tributaries were virtually wiped out, and the Cutthroat and Rainbow Trout, as well as the Kokanee Salmon were reduced to a fraction of their already unstable numbers. However, they fared better than the Dolly Varden, which had fed upon the others, and were almost completely destroyed by 1954. Only an occasional catch of this former trophy is reported today.

In the past two decades, plantings of Cutthroats, Rainbows, and Kokanees, as well as introductions of Chinook Salmon and Mackinaw, or Lake Trout, have built the lake's fish population to a level which can withstand current anglers demands. The tributary spawning beds are healing, and the planting programs have been successful. Barring another natural disaster, Lake Chelan can again be famous for its fishing as well as its natural splendor.

State Record Lake Trout

Caught in Lake Chelan in 2013!

On February 4, 2013 the current State Record Lake Trout was caught by Phil Colyar of Wenatchee, WA

It weighed 35.63 pounds, and was 44.5 inches long! It beat the previous state record, caught in 2001 (also at Lake Chelan), by three ounces and over four inches.

Lake Trout were first introduced to Lake Chelan in 1980. Since then the lake has received plants averaging 60,000 Lake Trout per year. They have adapted very well to Chelan's clear, cold water and abundant food supply. Our Lake Trout average 5 to 7 pounds with fish in the 15 to 20 pound class being fairly common. Many still feel that the "big one" is still lurking in the depths!



Ancient People

When white man first discovered the Lake Chelan Valley in the 1800's, its Native American inhabitants had been living here for thousands of years. When Colonel Merriam, Commanding Officer of the Army troops stationed in Chelan journeyed uplake in the spring of 1880, he noted a large number of pictographs at the "extreme upper end" of the lake, about 17 feet above the waterline.

The Chelan Indians, residing in the area at the time, could tell nothing about the figures, saying only that they had been made by a tribe long before their arrival. It is unknown how the Native Americans would have been able to reach so high up the face of the cliffs, but it may be that when these people inhabited the area so long ago, the level of the lake was much higher. (When the Chelan Dam was constructed in the 1920's the lake level raised 21 feet, putting the pictographs at their current high-water elevation at a few feet above the summer "full pool" water line.)

The pictographs Merriam referred to are still visible across the bay from the Stehekin Landing, and a few other locations around the lake still sport the ancient Indian artistry.

Field Hotel, Stehekin

It is unfortunate that in this day of technological advance, we are still prone to the instability and persistence of Mother Nature. Combined with society's need for progression, time and progress trample whatever is in its path.

One of the most noted absences of present-day Stehekin is the elegant Hotel Field. In 1892 a simple two-story boarding house known as the "Argonaut" was purchased by M.E. Field and renovation began on what would become a celebrated landmark.

Capitalizing on the overnight lodging needs of miners and tourists, the hotel was enlarged with the building of a 2½ story structure nearby. Over the course of a few years time, additions and alterations were completed, making the hotel T-shaped, with a 5½ story tower. By 1905 the new "Field Hotel" contained all the amenities a turn-of-the-century traveler could hope to find, and was considered to be one of the

finest places to stay in the Northwest. Plush carpet and cozy armchairs were among the finery visitors could enjoy, which was quite unexpected in this rugged mountain valley.

In order to survive in this wilderness, Field made sure the facility was self-sufficient with its own barn, woodshed, chicken house, ice house, and laundry building. They also grew hay for the pack horses, and fruit trees to treat the guests with fresh fruit whenever possible.

Although prospecting soon began to 'pan out', tourism kept the area busy with vacationers. Passengers arriving by boat in Stehekin

found themselves disembarking on a boardwalk leading directly to the hotel. From the outside it gave the appearance of simplicity, but once inside visitors were stunned by the beauty and sophistication of the furnishings, which could compare with any East Coast hostelry.

In the late 1920's engineering for the Chelan Dam began and the Field Hotel was marked for removal. Disassembled, much of the framework, molding, doors and windows were used in the construction of the Golden West Lodge, now operated by the Park Service as the Golden West Visitor Center.



North Cascades National Park

Named by the Indians, STEHEKIN means "the way through", in their case, the way through the mountains to trade with Pacific Coast tribes. Although there are twenty some miles of road up the Stehekin River Valley, the only way to reach this remote community is by water, float plane, or hiking over mountain trails.

There are approximately 95 year 'round residents of Stehekin, who join us in the tourism activities of Spring, Summer and Fall. The community is one of strength, with neighbors helping neighbors.

Activities

The Stehekin Valley offers world class outdoor recreation - activities vary depending on the season.

The limited access in and out of the Valley offer a natural barrier to overcrowding.

- | | |
|----------------------|-----------------|
| Fishing | Horseback trips |
| Hiking | Camping |
| Cross-country Skiing | Snowshoeing |
| Kayaking | Bicycling |

Yellowstone National Park was formed by an act of Congress in 1872, but the National Park Service wasn't created until 1916. The NPS was established as an agency of the Department of the Interior. As of 2012 there were 397 National Park System areas including about 80.7 million acres of precious natural, historical, and cultural heritage.

National Park Service Mission:

"...to promote and regulate the use of the...national parks...which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

National Park Service Organic Act, 16 U.S.C. 1.



One Room School House

The last day of the school year in 1988 marked the end of this legacy of the Stehekin School. Built in 1921 by valley residents, for 67 years it was known as the One Room Schoolhouse, an icon of the Stehekin Valley. The first teacher was Leota Yokum, and she also helped split the cedar shakes for the roof, which wasn't completed until several years after the school was in use.

The school was in continuous operation except for periods during World War II and in the early 1950's and it was the last one-room school house in the state, with one teacher to educate as few as five or as many as eighteen pupils at one time. Now listed on the National Register of Historic Places, the old school is maintained as a museum.

The new Stehekin School, erected on the site of the old Rainbow Lodge, is also considered a one-room school house, teaching kindergarten through eighth grade in one classroom. However, the modern building also has a library, a small gymnasium and other amenities the old school lacked, such as indoor plumbing.



National Park Service Photo

Stehekin Information

Whether you are visiting Stehekin for the day or staying overnight, you will enjoy this unique setting and the scenic and recreational opportunities it presents. Opportunities vary depending on the season. For more information, visit www.LadyoftheLake.com or www.Stehekin.com

**National Park Service at Stehekin
NPS Golden West Visitor Center
U.S. Forest Service - Chelan**

360-854-7365
360-854-7365 ext. 14
509-682-4900

MODERN LODGING

North Cascade Lodge at Stehekin
www.LodgeatStehekin.com

509-682-4494

CABINS/RUSTIC LODGING

Cabin at the Lake
Flick Creek House
Rainbow Falls Lodge
Silver Bay Inn
Stehekin Log Cabins
Stehekin Mountain Cabin
Stehekin Valley Ranch

www.stehekinvalley.com
cabinatthelake@hughes.net
barnhart.nancy@gmail.com
206-219-7512
509-670-0693
509-682-7742
pittscabin@hughes.net
509-682-4677

CAMPSITES

Please obtain a camping permit at the Golden West Visitor Center in Stehekin. No fee is charged. The chance of availability is good.

BOAT MOORAGE

Dock site permits are required at the 17 USFS and NPS docks. In Stehekin permits are sold at the North Cascades Lodge. In Chelan they are sold at the Ranger Station, the Chamber of Commerce as well as other locations. USFS 509-682-4900.

RAINBOW FALLS TOUR

This narrated bus tour takes you 3.5 miles up the valley to the 312' Rainbow Falls. This is a very good way to see the valley during your day trip layover in Stehekin. The fare is paid as you board the Bus that awaits the Boat's arrival.

RESTAURANTS

North Cascades Lodge at Stehekin
Stehekin Pastry Company
Stehekin Valley Ranch

full service restaurant
delicious pastries and meals
by reservation

TRANSPORTATION

Stehekin Shuttle

509-669-2056

The shuttle bus leaves the Stehekin Landing 4 times daily in the summer. You can get on and off at any point between the Landing and High Bridge (11.1 miles up valley).

BIKE RENTAL

Discovery Bikes

www.stehekindiscoverybikes.com

Discovery Bikes offers hourly and daily bike rentals. The bike stand is a short walk up lake from the boat landing.

CONVENIENCE STORE AND BOAT GAS

North Cascades Lodge at Stehekin

509-682-4494

North Cascades Lodge at Stehekin



Located at the headwaters of Lake Chelan, deep in the heart of the Cascade Mountain Range, the North Cascades Lodge at Stehekin offers a truly unique experience. The resort is part of the North Cascades National Park Complex and is accessible only by the Lady of the Lake ferry boat, float plane, or mountain trail. There are no roads to Stehekin, no telephones (there is one credit card phone that operates off a satellite), no television, just peace and quiet in the great outdoors. Amenities include a restaurant, boat moorage, convenience store and overnight accommodations.

A small convenience store is located at the Resort, but for most groceries, the closest store is down lake in Chelan. Residents are able to send a grocery list to the store in Chelan for their order to be filled. Their groceries are then picked up and delivered to the dock in Stehekin by the Lake Chelan Boat Company. As you would suspect, residents may be a little better at planning than those of us who have a store just down the street.

Depending on what time of year you visit, local services also include horse-back riding, cross-country skiing and snow shoeing.



For More Information:
www.LadyoftheLake.com
www.Stehekin.com

What To Do When Visiting Stehekin

HOURLAYOVER OPTIONS

- Take the Rainbow Falls bus to see 312' Rainbow Falls.
- Explore the National Park Service Golden West Visitor's Center near the Landing which has books, exhibits, and an art gallery.
- Enjoy lunch at the North Cascades Lodge.
- Shop the local Craft Shop "The House That Jack Built."
- Walk the Imus Creek Nature Trail, a 3/4 mile self-guided loop with great views. The trail starts behind the Golden West Visitor's Center and goes up and over to the Purple Point Campground. There is a great picnic spot on top. (Make sure to ask someone on the boat crew or a Park ranger for directions, or see map)
- Learn about homesteading along the McKellar Cabin Trail. Allow 15 minutes walking time. The trailhead is just up from the Lodge.

THREE-HOUR LAYOVER

During the summer you can choose to travel uplake on the Lady Express and back on the Lady II.

- Combine any of the above activities to make a fun filled day.
- Rent bikes and pedal to Rainbow Falls, the One-Room Schoolhouse Museum and Buckner Orchard, or just as far as the bakery.
- Visit "The Garden" for organic vegetables, goat cheese and yogurt.
- Pack a picnic and walk part way down the Lakeshore trail and find a picnic spot looking out over Lake Chelan or along the Stehekin valley Road.
- Visit the Stehekin Pastry Company for lunch or a pastry -- a local favorite!
- Rent an all-terrain vehicle at the Log Office and explore the valley.

FOR LONGER STAYS

- Combine any of the above activities to make a fun filled day.
- Take a horseback ride with Cascade Corrals
- Take advantage of one of the many hikes in Stehekin. (see list at right)
- Fish the Stehekin River
- Experience a Stehekin Heritage Evening Program - Stehekin Heritage members have a number of presentations showcasing the unique character of Stehekin. Inquire about when and where programs are being presented.

Stehekin Day Hikes

Stehekin provides trails for every skill, fitness level and season.

The following list is not complete but gives a good cross section of trails. Some require the use of a bicycle or Shuttle to reach the trail head.

For a more complete listing visit www.LadyoftheLake.com

Be sure to check with the National Park Service for the current trail conditions.

Lakeshore Trail

Not only is this trail popular as a way of hiking into Stehekin, it also provides a great day hike opportunity. It begins at the National Park Service Golden West Visitor Center and continues all the way down to Prince Creek. For the day hiker there are several areas along the trail that provide fantastic photo opportunities. Though spring is certainly a beautiful time on the Lakeshore Trail, our favorite is late September thru the first of November. The colorful leaves hang on the trees until early November and the rest lie along the trail providing a colorful carpet to walk upon.



Lakeshore Trail - Forest Service Photo

Rainbow Loop Trail

In 2010 a wildfire burned parts of the lower half of the trail giving hikers the unique chance for a close-up look at how forests recover after fire. The lower Rainbow Loop trailhead begins at the Stehekin Valley Road 3 miles from the Landing. In the first 2.5 miles you'll gain 1000 feet in elevation. At the first bluff you will have views of the Stehekin River winding down-valley past Buckner Orchard. Farther along you'll find panoramic views of Lake Chelan. At the half-way point the trail crosses Rainbow Creek, and continues on through a patchwork of forest, clearings and view points until at 4.5 miles the trail comes back down to the Stehekin Valley Road at the upper trail head. If you choose to complete the loop, turn down valley and walk the road 2 miles back to the lower trail head (6.5 miles total).

Stehekin River Trail

Beginning at Harlequin Campground and ending at Weaver Point, this trail is level, cool, and tree shaded, 4 miles one way. Great for a summer stroll. You'll also find spring flowers, beaver ponds, birds and secret fishing holes. You can make the trip by walking one way and returning the same, or have one of your party rent a boat and pick you up at Weaver Point.

*For longer hikes and
back country information,
see www.Stehekin.com*

Coon Lake Trail

This trail leaves High Bridge and reaches Coon Lake in a short 1.2 mile uphill grade. Coon Lake is a great spot for a picnic. Excellent views of Agnes Mountain and a superb place for bird watching.

McGregor Mountain Trail

You can make McGregor (8,200 ft above sea level) either a day or overnight hike. No matter how you do it, you must be in good physical condition. The pay off is the Sandalee Glacier, incredible views and landscape you thought only existed in National Geographic. The first 1.2 miles are the same trail to Coon Lake. From there you'll continue 6.8 miles to the summit. Attempting the summit is not without some risks. The last half mile is a hand and foot scramble up talus and steep ledges. Make sure to check with the Ranger Station for complete directions and current snow level.

Old Wagon Trail

Take the Coon Lake Trail from High Bridge to the Lake then follow signs 5 miles to Bridge Creek. A cutoff to the Stehekin Road takes you back to High Bridge.

Agnes Gorge Trail

Not to be confused with the nearby Agnes Creek (Pacific Crest) Trail, it begins a 5 mile trek past High Bridge. Excellent views of Agnes Mountain and the spectacular Agnes Gorge. This trail is 2.5 miles one way and very level.

For More Information: Stehekin.com