



TRAIL BUGGY

Sandon Man Makes Unique Vehicle for Traversing Old Mining Trails

If the prospectors who trailed painfully up the narrow mountain trails of the Slocan to open up the mines of that area in the latter part of the 19th century, turn over in their graves, Ted Kleim of Sandon doesn't care. He still believes his trail buggy is the most advanced piece of equipment to hit the mining industry to date, and stoutly maintains if these early prospectors had owned them, they would have found double the number of mines.

He may be right.

Certainly, the contraption, if you want to call it that, which he built during the long months of winter, does a remarkable job of getting him up and down the steep trails of the surrounding mountains.

It isn't very prepossessing to look at. The power plant consists of a one-lung gasoline engine such as you often see on water pumps. The frame was built to a definite plan but consists mostly of angle iron. The

wheels are, believe it or not, the rubber-tired variety found on the new-fangled wheel-barrows.

Anyway, if you put all these things together like Ted did, it will definitely go, and there doesn't seem to be a trail too steep for it to tackle. We can vouch for this because he loaded us on the back of the buggy and took us for a short jaunt up the trail leading to the old historic Noble Five Mine. What the wild life of the region thought about this strange vehicle chugging through the trees and bushes was, unfortunately, not recorded.

Ted is a prospector and finds the vehicle very handy in his chosen work. He hopes that some day the time and effort he spent on its construction will be justified when he finds a rich mine in some hitherto inaccessible part of the country.

In the meantime, he's saving his breath.





Welcome
to the

Slocan Valley

Historical Society gains valuable map

By ELIZABETH CARLSON
Daily News Correspondent

The Silvertown Historical Society recently acquired a 1901 Map of British America, showing the British Empire, (America, Europe, Africa, Asia, Australia, Pacific Ocean, China, India, and Alaska with the Klondike Gold Region).

At a small gathering in the Silvertown Gallery, Society President Nancy Anderson thanked Ted Kleim for donating the framed wall map to the society, and Kleim responded his thanks for giving the prized map a safe

home. He acquired the map from the vault of the old Reco Mine Office in the Virginia Block, Sandon. (See accompanying profile).

Executive present at the map ceremony were Nancy Anderson, president of the Gallery, Lorna Obermayr, secretary of the Society, Phyllis Ott, and society treasurer Jim Bayford.

An explanation on the map notes that in 1870 the Yukon joined Confederation, followed by British Columbia in 1871 and the Northwest Territories in 1898. In 1905 provincial

boundaries were resurveyed and located as found today.

In other Silvertown news:

The Silvertown Historical Society is working with the villages to organize a number of events for the forthcoming Centennial with Saturday, August 1 set aside for most New Denver activities, Sunday, August 2 for Silvertown, and Monday, August 3 for Sandon Days.

Although some activities have to be confirmed, one event that's sure to take place is New Denver's 'French Pete Boat Races'.

Ted K

By ELIZABETH CARLSON
Daily News Correspondent
Ted Kleim of Silvertown donated a 1901 map to the Historical Society.

He spotted the map of America hanging in John Harris' Reco Mine Office in 1947. Harris, an entrepreneur and known throughout the West, recalled purchasing the point in time, and not thought since. So Kleim the map and held on to the right persons for the

Ted Kleim and John Harris had a close friendship back to the late 30's. Kleim in St. Boswells, Saskatchewan, worked for Alma's father. When Kleim decided farming, he was encouraged to move to the logging communities of the Kootenai. Kleim tried working as a smelter.

"I always wanted to be a worker, but after two years I changed my mind." Then he moved to Zincton, near Sandon.

Nothing today remains of the community that had a powerhouse and employed many people. Kleim stayed for years in Zincton, and after World War II moved to Sandon and resumed his friendship with John Harris.

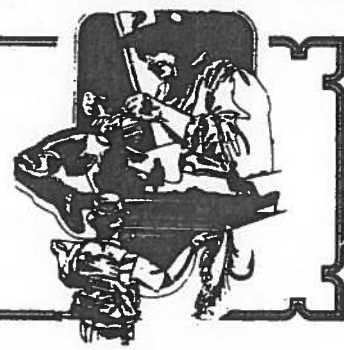
When Kleim arrived in 1946, there were only a dozen people left in the area. The few mines were still open, the Reco, with John Harris as president, was still running, though a small mine. With lead and zinc ore it was the silver high



Society Executive work with Ted Kleim. Left to right, Lorna Obermayr, Nancy Anderson, Ted Kleim, Phyllis Ott.

ELIZABETH CARLSON photo

NDN 29 JAN 1992



Ted Kleim: a local history

By ELIZABETH CARLSON
Daily News Correspondent

Ted Kleim of Silverton recently donated a 1901 map to the Silverton Historical Society.

He spotted the map of the British America hanging in Johnny Harris' Reco Mine Office in Sandon in 1947. Harris, an entrepreneur of his day and known throughout the West, recalled purchasing it at some point in time, and not giving it a thought since. So Kleim acquired the map and held on to it to give to the right persons for the right place.

Ted Kleim and Johnny and Alma Harris had a close friendship dating back to the late 30's. Kleim, raised in St. Boswells, Saskatchewan, worked for Alma's father in Alberta. When Kleim decided against farming, he was encouraged to move to the logging and mining communities of the Kootenays.

Kleim tried working in the Trail smelter.

"I always wanted to be a smelter worker, but after two weeks changed my mind." Then he moved on to Zincton, near Sandon.

Nothing today remains of the community that had a mill and powerhouse and employed 62 people. Kleim stayed four and half years in Zincton, and after World War II moved to Sandon, where he resumed his friendship with the Harrises.

When Kleim arrived in Sandon in 1946, there were less than a dozen people left in the town. Very few mines were still operating, but the Reco, with Johnny Harris as president, was still running. Although a small mine in today's terms, the Reco had many claims. With lead and zinc ore at low value, it was the silver higher up in the

smaller veins that brought the better price.

The *Spokesman-Review Quarterly* of July 1899 notes that mines like the Reco "owing to the steepness of the mountains (used) a unique method of hauling ore from the mines to the railroad."

The oar wrapped in rawhide sacks was dragged over the snow by horses or mules, with the animals sometimes riding the hide down the trail. In Sandon, three miles away, the ore was loaded on to CPR boxcars and shipped to the Consolidated Mining Smelter in Trail.

While in Sandon Kleim was employed in several jobs, including being power plant operator. He also did some prospecting. It was during this time he invented his trail buggy.

In an article in *The Cominco Magazine* of March, 1949, Kleim stoutly maintained that if early prospectors had owned a trail buggy, they'd have found double the number of mines and saved a lot of energy.

The article describes the buggy as "a one-lung gasoline engine such as you often see on water pumps. The frame was built to a definite plan but consists mostly of angle iron. The wheels, are . . . rubber-tired variety found on the new-fangled wheel-barrow."

Put all together, the contraption (as *The Cominco* called it) definitely works, "and there doesn't seem to be a trail too steep for it to tackle."

Some years later in the 1950's, after Johnny Harris died at age 89 still convinced Sandon had a future, Kleim built a house in New Denver, and in 1963 moved there.

He worked with a variety of outfits stripping and trenching and building roads, working steady as he'd done all his life.

It was after Harris died that Kleim acquired part interest in the Reco Mine, eventually selling out to Reco Silver.

He maintained an interest in the Sandon community, and in 1977 married Alma Harris, John Harris' widow. They moved to Silverton, and in 1989, Mrs. Alma Kleim died.

Ted Kleim remains an active member of the Slocan Lake communities, with a keen interest in historical societies, and his fine collection of early day photos — including several of the trail buggy.

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