

Two hundred men were working on the main dams and the "Glory Hole" where the generators were by 1908. Stave Lake Power built a steam tug, The Swan, and two other tugs to bring sand and gravel for concrete from bars three miles up the lake. The company also built a railway up from Ruskin to Stave Falls, a distance of six miles. The company had this federally chartered and it became the shortest chartered railway in Canada.

In 1910 the Stave Falls Dam first began producing power commercially and then the Stave Falls Power sold out to Western Canada Power. Western Canada began building a powerhouse in 1910-11 and this was managed by Mr. Hayward. Also in the first year of their ownership Western Canada began cutting a transmission right-of-way to Vancouver. This took eighteen months to complete and the company immediately began work on a right-of-way to Mission. Two camps were established for this project, one at Cedar Valley and one at Steelhead. An early snowfall of six feet delayed the project, but electric power was established in Mission and Hatzic on November 11, 1911.

In 1915 the original dam was raised twenty-five feet, giving it a generating capacity of 75,000 h.p. Western Canada Power sold out to British Columbia Electric in 1920. B.C. Electric again raised the dam twenty-five feet in 1925 and increased the generating capacity to 87,500 h.p. B.C. Electric also converted the railway from Ruskin to the falls to electric power. In 1930 B.C. Electric opened a demand power station at the falls below the Stave Falls Dam and it and the Stave Falls Dam are still operating under the ownership of B.C. Hydro which is the corporate descendant of the original B.C. Electric Co.

The origin of the name Steelhead is obscure and there are two mutually excluding theories about how the name came to be applied to this area. The first is centered around the salmon that used to come up the Stave River. The second theory concerns a railway that was planned to be built from Stave Falls to Dewdney, but these are only theories of some of the residents and no one is sure who named the area or why it received the name it did.

Steelhead is thought to have been originally a colony of Vancouver newsmen who worked in Vancouver and commuted out every other weekend or every weekend. The area became inhabited first around 1900-1910. After it was established as an area with people living around it, more settlers came who were attracted by the prospect of earning a living out of the thick forests around the Steelhead area. The population seems to have been fairly transient, large numbers of bachelors who came seasonally to Steelhead to work in the mills and logging operations. Most of the more permanent residents had mills or ran logging operations. The earliest mill belonged to Pete

Hammer and was a shingle mill. This mill was followed by a large number of mills built in and around Steelhead- Robert Cameron's Mill, Viznoski's Mill, Haynes Logging and Mill Company, Fred Saunder's Mill, Harry Long's Mill, O'Shawne's Mill, Alan Cameron's Mill and a number of uncounted, anonymous mills run by the Japanese who were involved with logging in Steelhead. Most of these mills were closed by the 1940's because the hills were logged off and the small "jingle pot" mills could not be made profitable with what was left. When they were operating the mills produced shingles, railroad ties, and poles from cedar, fir and hemlock. These products were carried down to Mission in hard-tired trucks that ran on a "fore and aft" road, that consisted of trestles with rails that had raised edges just wide enough for the truck tires to fit inside. The road was unplanked except at the entrances and exits so that sometimes the trucks were running six or eight feet off the ground on nothing but the two rails.

The early pioneers in Steelhead were not long in providing themselves with some essential services. Mr. and Mrs. Hussey homesteaded at the corner of what is the Dewdney Trunk Highway and Cardinal Road. They immediately opened a store with a post office. The mail was picked up in Mission on Wednesdays and Saturdays by Tony Talbut who delivered it to Steelhead. There has been (and still is) only one store throughout Steelhead's history except for a short time when a second store operated in a badly built structure that was soon condemned and eventually collapsed. The post office in the Steelhead store remained in service until 1970.

The first school in Steelhead was up Cardinal Road and was opened on February 18, 1915 by Provincial Inspector B. Delaney and Mission School District Trustees, A. Catherwood and W. Clark. The first teacher was Mr. Tibault and he was driven up every day from Mission to Steelhead. He then had to proceed by horseback up to the school. The school was open all summer and closed during the worst months of winter because the roads became impassable during the more intemperate months. This was not the only holiday the students in Steelhead ever got because sometimes in the summer the mosquitoes became so bad that even with smudge pots outside and inside the school, the students and teacher had to adjourn for two or three weeks until the numbers of insects declined. A second school to replace the first was opened on land directly in Steelhead that was donated by Mr. and Mrs. Fussell. This school was open until 1904 although it went only up to grade four when it closed. In 1941 Mr. Bill Tiejn bought a large car and began taking eight to ten children down to Cedar Valley and Mission schools. The same year he abandoned this and bought a used hearse which he nicknamed "The Baby" but which his passengers called the "Meat Wagon". In 1944 Mr. Tiejn bought a real school bus and by 1946 he was operating a total of four buses. In 1950 the school board took over from Mr.

Tiejen, who was then able to devote his time to running the gas station he had opened in 1949, the first in Steelhead.

On July 9, 1933 St. Paul's Anglican Church was dedicated by the Anglican Archbishop from New Westminster. The church lasted in Steelhead for thirty years.

Steelhead did not organize to build a community hall until 1928. The hall was opened on June 2 and the first dance was held on July 19. The night after the first dance the hall burned to the ground. Another hall was opened in April of 1955 but it is now unused.