

The Cariboo Waggon Road Restoration Project

Final Report to the BC Rural Dividend Fund



New Pathways to Gold

newpathwaystogold.ca

All photos Richard Wright unless otherwise credited.

Section I: Project Information & Contact Details

Applicant Name: New Pathways to Gold Society

Project Name: Cariboo Waggon Road Restoration Project

Project/Grant Agreement Number: 2018070129

Address: 380 Main Street, PO Box 29, Lytton, BC V0K 1Z0

Phone Number: 250-392-0847

Email: cgrmgt@shaw.ca

Estimated Completion Date: 2021-03-31

Community/Communities Served by Project:

- District of 100 Mile House
- Cariboo Regional District Area G (Lac La Hache/108 Mile)
- Cariboo Regional District Area H (Canim Lake/Forest Grove)
- Village of Clinton
- Thompson-Nicola Regional District Area E (Bonaparte Plateau)

Population of Community/Communities:

- District of 100 Mile House: 1,980
- Cariboo Regional District Area G (Lac La Hache/108 Mile): 4,995
- Cariboo Regional District Area H (Canim Lake/Forest Grove): 1,569
- Village of Clinton: 641
- Thompson-Nicola Regional District Area E (Bonaparte Plateau): 1,094

Project Funding Stream: Single Applicant Project

Section II: Project Costs & Funding

Project Cost	As stated in Grant Agreement	Actual	Variance
Total Project Cost	\$69,550	\$71,928	\$2,378
Salary and Wages	\$48,150	\$48,165	\$15
Consulting & Professional Fees	\$10,400	\$15,605	\$5,205
Travel and Meetings Training	\$6,000	\$6,060	\$60
Marketing and Promotion	\$	\$	\$
Other Costs	\$	\$	\$
Equipment, Capital & Supplies	\$4,950	\$2,097	\$(2,853)
Infrastructure	\$	\$	\$

Project Funding Categories	As stated in Grant Agreement	Actual	Variance
Applicant RD Funding Request	\$54,550	\$54,550	\$0
Applicant Financial Contribution	\$13,000	\$15,378	\$2,378
Partner Financial Contribution	\$	\$	\$
Government	\$	\$	\$
Other Funding Sources	\$	\$	\$
In-Kind Contribution	\$2,000	\$2,000	\$0

Please provide a brief explanation of the variance(s). Please provide separate documentation and substantiating information as necessary. Owing to the need for some additional resources needed to complete the project, the New Pathways to Gold Society elected to increase the Society's contribution to the project. The in-kind contributions were also provided by New Pathways resources.

Please provide a brief description of what project costs Rural Dividend funding was used towards. The Rural Dividend Funds funding was used to cover the full costs of Salaries and Wages and a portion of the Consulting and Professional Fees.

Project Cost	As stated in Grant Agreement	Actual Costs to Nov. 28
Total Project Cost	\$69,000.00	\$20,919.26
Salary and Wages		\$6,408.88
Consulting & Professional Fees		\$10,201.33
Travel and Meetings		\$4,311.05
Training		\$0.00
Marketing and Promotion		\$0.00
Other Costs		\$0.00
Equipment, Capital & Supplies		\$0.00
Infrastructure		\$0.00

Project Funding Categories	As stated in Grant Agreement	Actual Funding to Nov. 28
Applicant RD Funding Request	\$54,550.00	\$20,919.26
Applicant Financial Contribution		\$13,000.00
Partner Financial Contribution		\$0.00
Government		\$0.00
Other Funding Sources		\$0.00
In-Kind Contribution		\$1,950.00



The CWR at 83 Mile.

Section III: Project Description

Please indicate if the project was the next phase of a successful, Rural Dividend-funded Project Development application. The New Pathways to Gold Society (NPTGS) submitted its application to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRO) on July 31, 2018 for Phase One of the Cariboo Waggon Road Restoration Project. On March 22, 2019, NPTGS was advised the Province of British Columbia had provided a grant in the amount of \$54,550 to the Society for the project. NPTGS was advised the agreement with the Province commenced on March 22, 2019 and was to end March 22, 2021. Further, the Ministry advised NPTGS that an Interim Report on the Project was required and a final project report upon project completion (but prior to the agreement end date identified in this agreement) would also be required.

NPTGS provided FLNRO with an interim report on November 30, 2019. The Society and its partners are pleased to submit the final report on this phase of the project by the March 22, 2021 end of agreement date and to detail how the project has met and in some cases exceeded the deliverables as outlined in the application.

It should be noted that the project has proceeded and in fact is poised to continue into Phase Two despite the considerable obstacles presented by the current COVID-19 pandemic. Not only has the project taken advantage of online and other technology to overcome the challenges of adhering to regulations set out by B.C. and Canadian health authorities (requirements essential to

the health and well-being of all British Columbians), the partners have engaged communities, organizations, ministries, all levels of government, First Nations, individuals and others who are all eager to work together to make the restoration of the Cariboo Waggon Road a reality. Indeed, Phase Two, which will see the construction/restoration of major sections of the route, can take place within the current COVID-19 safe distancing and safe workplace regimens.

Please provide a detailed description of the completed project. The description should reference the originally approved project description, as well as the Expected Results identified in Schedule A of the signed Grant Agreement. Please explain if the project scope has changed from the originally approved description and why. The project's goal was to research and locate as much of the Cariboo Waggon Road (CWR) as possible along the Clinton to Lac la Hache section. As set out in the NPTGS application, the goals of the project were:

- Short-term employment for 4–5 workers; skills training/work experience for one student
- Identification/inventory of intact sections of CWR to be restored in partnership with local communities
- Identification of access/permitting/other issues to be resolved to facilitate the restoration
- CWR sections in the District of 100 Mile House and other communities

- Consultation with First Nations and articulating their stories/ experience of the CWR, informing interpretive materials to be developed as sections of CWR are restored
- A restoration prescription for future CWR restoration projects, which will benefit communities from Clinton to Lac la Hache

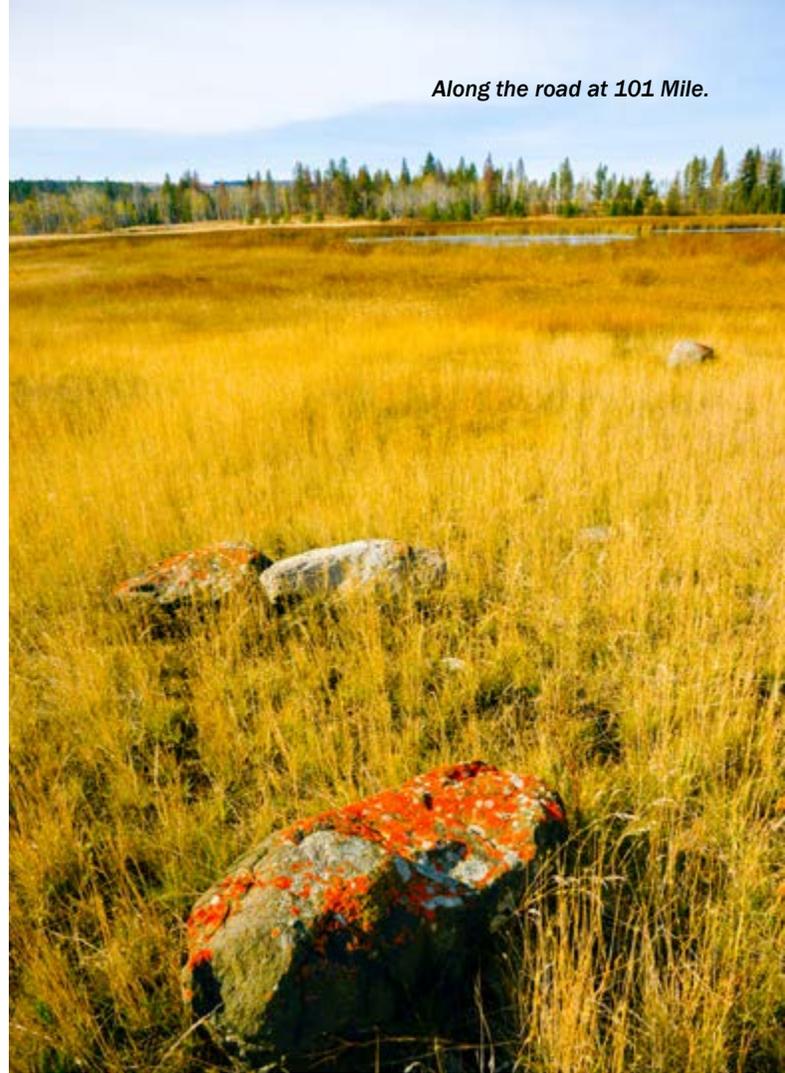
While short-term employment was provided (see Section IV), both the nature of the project and the onset of the COVID-19 pandemic made it impracticable to provide a student with training and/or work experience. The pandemic also affected the Project Partners' ability to fully engage with First Nations communities and presented other challenges like the cancellation of further public meetings.

The project was remarkably successful in the identification/ inventory of intact sections of CWR to be restored in partnership with local communities, discovering far more intact sections than was previously thought possible. This is in large part due to the enthusiastic response from local communities, individuals and organizations that provided a wealth of information about the route. Indeed, research showed that there were no fewer than four routes through time due to road realignments and other improvements to the original CWR.

Archival research, maps from 1860 to today's Google Earth, personal recollections and ground-truthing has now located the road along this corridor. This has been confirmed by GPSing conducted by Montane Forest Consultants of 100 Mile House, the CWRRP team and recent work detailed below. The project identified intact, restorable sections of CWR from Clinton to 127 Mile (Lac la Hache) which can be developed to create a hiking/ biking route utilizing portions of road built over 150 years.

Researching maps from between 1860 to 2020 and locating the various routes has been a major task of the Cariboo Waggon Road Restoration Project. The Project Partners began with District Lot Surveys and grants found in old Heritage Branch files. Montane Forest Consultants in 100 Mile House then used that research and GPSed the routes and historic features.

Research also uncovered a Traverse Survey from 1912-1914, covering the CWR from south of Clinton to north of 140 Mile. However, while this survey gave detailed waypoints, it showed only a few early District Lots for reference and provided no information of the surrounding country or features. The Project Partners were fortunate to engage map expert Frits Nijholt of Kamloops who took the surveyed line and District Lot surveys as Ground Control Points and through painstaking work used Geo-referencing to overlay the information and modern lot surveys onto Google Earth satellite images. The result is a set of ten, one-by-two-metre maps detailing precisely where the final 1912 CWR roadbed was located. In several spots the supposed location was, in fact, incorrect where the old road made a loop around a lake or boulder field or other



obstruction. These maps have been posted to the New Pathways to Gold website and are available in the Resources Section.

Combined with the District Lot and Crown Grant survey research, the new maps allowed the Project Team to ground-truth the route. Further, the research shows that virtually the whole route is still a Crown or highway right-of-way—an important factor in resolving access issues (see section below).

The project has advanced to where the Project Partners are now locating points of interest, facility placement, such as tables and toilets and camping sites, and beginning work on interpretive signage.

Initial work has moved forward on a mile-by-mile guide which will eventually detail the whole route available not only in a PDF format but on a website as an App that hikers, cyclists and travelers can use for route finding. Recently completed, the first edition of *Pathway to Gold: A Guide for Travellers to the Cariboo Waggon Road* is online and available on the NPTGS website in the Resources section.

The Project Partners also undertook to identify access/ permitting/other issues to be resolved to facilitate the restoration of the CWR. The Ministry of Transportation and Infrastructure

(MOTI) Cariboo Regional Office has come on board to assist in access issues. Crown Grants show that the Cariboo Waggon Road is in fact still a highway “Right-of-Way.” From Clinton to 87 Mile, there are several, easily solvable issues that, once resolved, will greatly enhance the user experience along the route. Between 87 Mile and the 99 Mile Recreation Area, the landscape is much more complex, with considerable private property, fencing and other issues which will require extensive consultations.

Other access issues from 100 Mile House to 127 Mile exist, but are largely easily settled. The Project Partners have engaged many private property owners who have sections of CWR on their property and in most cases, they are happy to have respectful hikers/bikers access them. Further consultations will take place moving forward. The Project Partners have developed a “door-knocker” document detailing the issues around access to private property for landowners which was initially designed to be delivered in-person (see Appendix D). Due to the COVID-19 crisis, the Project Partners are developing plans for a mailout of the document to further engage property owners. The document is also available online on the NPTGS website in the Resources section.

Significant sections of the CWR have been identified in the District of 100 Mile House and other communities, including Clinton, 70 Mile and Lac la Hache. Indeed, it is thanks to the enthusiasm of local residents that some of these forgotten segments of road have been “rediscovered.” One of the more exciting discoveries arose out of the intense research and mapping done by the Project Partners. That research has identified Birch Avenue, one of the town’s main commercial streets, as having been built over the original route. Research confirms that the CWR entered 100 Mile House at the site of the current cemetery, down Birch Avenue and carried on through the old golf course, past 101 Mile Lake, winding its way to the 108 Mile Resort. This is cause for celebration in 100 Mile House, presenting a tremendous heritage tourism/marketing opportunity for the District.



CWRRP Assistant Amy Newman biking the Stanley-Barkerville section of the road.

In Clinton, research has identified the spot where the CWR was cut by the railway line at 51 Mile Creek just outside town, to the north. As well, research has identified the entrance point from the south as the existing Cariboo Avenue, having been built over the CWR. This adds another hikeable/bikeable section to the route.

In 70 Mile, the CWR runs right through the center of town and leads to sizable sections north towards 87 Mile. We envision 70 Mile as a “hub” for cyclists and hikers and the potential to build visitor volume is promising. Lac la Hache presents challenges: research shows much of the CWR lays under Highway 97. There are several small but historically significant sections on private land and in Lac la Hache Provincial Park. Initial discussion with local residents re gaining access have been positive, but outreach has been hampered by the COVID-19 pandemic.

First Nations consultations are being led by NPTGS Director Roy Christopher, Economic Development Officer and former Chief of the Canim Lake Band (Tsq’escenemc). Consultations were initiated with the First Nations within the survey corridor:

- Tsq’escenemc (Canim Lake Band)
- High Bar First Nation
- Stswecem’c Xgat’tem First Nation (Dog Creek)
- Xat’súll Cmetem’(Soda Creek/ Deep Creek)
- T’exelc- Williams Lake
- Whispering Pines (Clinton Indian Band)

Prior to the COVID-19 pandemic making it impossible to physically access Indigenous communities, Roy Christopher and Project Leader Richard Wright met with Irene Gilbert of the Canim Lake Indian Band (Tsq’escenemc). The Indigenous perspective on the road was discussed as well as the economic opportunities the restoration of the route presents First Nations. Irene supplied Richard with information such as place names and grave sites along the CWR through Tsq’escenemc traditional territory. Further discussions were interrupted by the need for Canim Lake and other Indigenous communities to close and isolate in the face of the threat from COVID-19. The Project Partners have also engaged Chief Ron Ignace and Dr. Marianne Ignace, noted academics and researchers from the Secwepemc Nation and authors of *Secwepemc People, Land and Laws* (McGill-Queen’s University Press, 2017). The Ignaces are authorities on land use, the ancient Indigenous trails that sections of the CWR were built over and First Nations experiences prior to, during and post-construction. They will be of immense assistance moving forward.

The Project Partners have maintained contact with Canim Lake and other Indigenous communities by sending email and mailout updates of the project’s progress. The Project Partners look forward to continuing consultations with First Nations to articulate their stories/experience of the CWR, informing interpretive materials to be developed as sections of CWR are restored.



In addition to First Nations consultations, two general community meetings were held in Clinton and 108 Mile in 2019 with a total of 60 people attending. Further contact has been made with all those who attended and a FaceBook page has been created to keep interested parties informed and involved. Further meetings had to be postponed due to the COVID-19 crisis.

The community meetings and initial First Nations feedback have given the Project Partners considerable feedback regarding the scope and nature of the interpretive materials and amenities to be installed along the survey route. There is unanimous support for a more inclusive narrative of the CWR's construction on ancient Indigenous trade routes, the multicultural nature of its construction and its importance as a vital transportation artery well into the 20th Century and an important trail up to the present day.

During these meetings, the Project Partners not only sought local knowledge of the CWR in local communities, but input re appropriate interpretive materials and amenities as well as the level of restoration appropriate to individual sections of the road. By and large, there was a desire for extensive signage and other promotional means to attract visitors to access points of intact sections both on Highway 97 and within communities. While interpretive materials such as kiosks, signage etc. were envisioned as extensive, participants in the community information meetings were nearly unanimous that

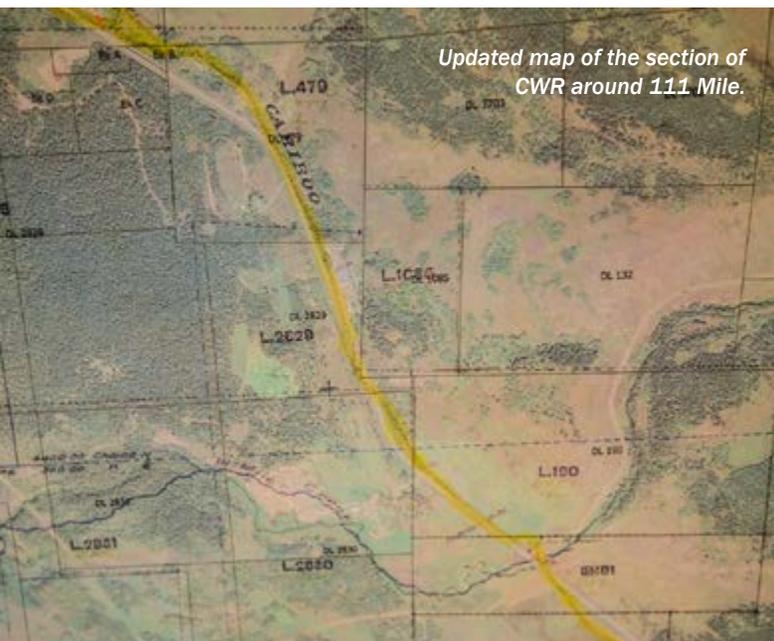
these materials be discreet from the route itself and placed at a distance from the CWR route. Similarly, amenities like picnic tables and restroom facilities should be kept at a distance to preserve the overall heritage experience of “walking through time” over the road route.

The project has compiled a tremendous amount of information in a short time and the enthusiasm with which the project has been greeted by communities is overwhelming. Planning re Phase Two in terms of next steps based on Phase One research and expanding the survey corridor to map the remaining sections of the CWR (i.e. Yale-Lillooet to Clinton, 127 Mile to Soda Creek) is already well-developed.

This combination of research, mapping, community/First Nations engagement and on-the-ground research has resulted in the Project Partners having developed a restoration prescription for substantial sections of the CWR. Future restoration projects will benefit communities from Clinton to Lac la Hache. These will initially focus on twelve “Best Bets” section that have no access issues and where the degree of restoration is minimal. See both Appendix A (Remediation Prescription) and Section V (Additional Comments) for further details. In addition, Phase Two will see the research expanded north and south, taking in the whole route, from Lillooet and Yale to Barkerville. Estimates are that this will be a three-five year project. For details, please see Appendix A, “Remediation Prescription.”

Attach the completed deliverable, if available. Many of the deliverables cannot be attached. The relationship-building, the partnerships formed and the excitement generated by this project transcend any Word, PDF or Excel file. On the other hand, its generated an enormous amount of research, display and other materials simply too large to attach. These include:

- MOTI District Lot document binders (600 pages: documents associated with District Lots which the CWR crosses compiled to assist with right-of-way issues, currently with the regional office)
- Key map 1:50,000 Clinton to 127 Mile (presentation wall map display)
- Route maps compiled from District Lot surveys 1:20,000 (presentation wall map display)
- Traverse survey, Clinton to 140 Mile (Land surveys – 1:10,000: presentation wall map display)



Other deliverables generated by the Project are more easily accessed, including:

- Project Doorknocker (See Appendix D)
- Pathway to Gold: A Guide for Travellers to the Cariboo Waggon Road (NPTGS website Resources section)
- Geo Referenced route maps (10 sheets, on NPTGS website)
- Videos produced for CWR (available on Vimeo)

Please provide a detailed description of progress the project has made regarding the Deliverables identified in Schedule A of the signed Grant Agreement. As stated above, the Project Partners have met all the criteria/deliverables set out in Schedule A. Having completed this phase, the Project Partners

are now in position to proceed to the next steps, the restoration of significant portions of the CWR and the establishment of a heritage trail route which will act as an economic generator for communities along its path. For further details, please see both Appendix A (Remediation Prescription) and Section V (Additional Comments).

Please provide a brief description if the project will continue now that funding is completed or indicate if there are any subsequent phases to the project. As stated above, the Project Partners are already planning for the next phase of the project. This twin-track strategy will see the “Best Bet” sections of the CWR identified during the project restored and marketed while at the same time, other sections will be surveyed with an eye to similar results.

For Phase Two, the section between Lillooet and Clinton is a high priority, as is the section from 127 Mile to Soda Creek. Some work has already been done on the Stanley-Barkerville section in partnership with the Friends of Barkerville. Some consideration is being given to establishing a “Gateway section” at Yale, the starting point of the CWR. Again, please see Appendix A (Remediation Prescription) and Section V (Additional Comments) for further details.

Please provide a brief description of any infrastructure costs included in the project and the final product. This description should provide details regarding maintenance responsibilities, ownership and the role of the infrastructure in the overall project. Please see Appendix A (Remediation Prescription) and Section V (Additional Comments).

Please provide a brief description of the role(s) of any partners identified in the original application in the project. This description should reference the original description and indicate any changes to the partner(s) role. (Required for Partnership projects.) Not only did the project start out with a strong partner in the District of 100 Mile House, it gained new and engaged partners as it progressed. As described in the application to BCRDF, 100 Mile House provided in-kind contributions from the Economic Development Office and the South Cariboo Visitor Centre—staff time equalling approximately 10–12 hours, equivalent to \$720 (est). Director of Economic Development and Planning Joanne Doddridge also attended meetings with the Project Partners. The District is committed to continuing to actively collaborate with the project and to distribute marketing materials and other promotions as they are completed for the current and future phases.

Doddridge says that the community “was very supportive of the project,” gauging from the active engagement and interaction when project members were seeking public assistance. She notes the media were also engaged, helping to build

local interest in and further support for the project. To quote Doddridge:

“This project is a great contribution to our tourism sector as we believe it will help to diversify and strengthen our local and regional economies. Our tourism sector and area businesses in general have been hard hit four years in a row—with the 2017 wildfires, 2018 smoky conditions, 2019 mill closures, then of course, the COVID-19 pandemic this past year. The Cariboo Waggon Road Restoration Project will boost our economic recovery efforts as we anticipate that continued travel restrictions will mean more travelers from within B.C. visiting and more people staying close to home for summer tourism this year. Visitors will take advantage of food, accommodation and other retail services during their stay.”

As stated in the application, the Project addresses the District of 100 Mile House’s need/plan to develop more trails and heritage features to attract more visitors to the community and the region. As is noted in the District’s Trails Linkage Plan, the restored sections of the CWR will benefit all residents of 100 Mile House through increased opportunities for physical activity and the creation of a more friendly, livable community. It will also benefit residents because many studies have shown that properties in close proximity to this type of amenity increase in value. Tourists will benefit through a better understanding and appreciation for the town and this should increase the length of stay thus benefiting the businesses in 100 Mile House. The plan provides direction and vision to link residential, commercial and natural features and will assist the District of 100 Mile House in becoming a more desirable place to live, work and play for people of all ages.

The Outdoor Recreation Council of B.C. (ORC) also became more fully engaged and supportive as the project progressed. ORC supported the project’s application to the BCRDF and has contributed to its success by promoting it in their e-newsletters, on social media and on their website.

Louise Pedersen, ORC Executive Director, says the project supports the Trails Strategy for British Columbia’s goals of creating sustainable, well-managed trails that provide opportunities for outdoor recreation, tourism development and for the involvement of Indigenous peoples in the planning and management of trails. To quote Pedersen at length:

“British Columbians and our international visitors are curious about our heritage trails and the stories they can tell about BC’s First Nations who used trails for travel and acquiring sustenance and materials and about the early European explorers and settlers who relied on these already established trails and added to their unique histories.”

“The Outdoor Recreation Council of BC has been excited to see the first phase of New Pathways to Gold Society’s Cariboo Waggon Road Restoration Project successfully completed. In collaboration with First Nations, local communities and partners, the Cariboo Waggon Road Restoration project has focused on researching and locating sections of the historic Cariboo Waggon Road from Clinton to Lac La Hache and developing a restoration plan for those sections.”

“Once completed, this project will provide such a wide variety of benefits for outdoor recreationists, local communities as well as to visitors who would like to explore a network of heritage trails which provides opportunities to experience parts of B.C.’s history in breathtaking surroundings and with welcoming communities along the route.”

Another supporter of the project is the Cariboo Regional District. Darron Campbell, Manager of Community Services, says the Regional District recognizes the benefits trails provide, both as quality of life assets for residents and key infrastructure for retention and attraction strategies for tourism and labour market. He continues:

“We work regularly with user group associations like the regional mountain bike clubs and the backcountry horsemen to support trail development and also have led the development of 25 wheelchair accessible trail projects in the region with community partners and the province. These efforts, like the Cariboo Waggon Road Restoration Project heritage trails, have local benefits as well as an excellent promotional opportunity for niche market tourism.”

The Clinton Museum and Historical Society joined the project as an enthusiastic partner following the public meeting held in that community in October 2019, and further assistance given to the museum in restoring a Waggon Road map. Colette French, Vice President of the Clinton Museum, says the collaboration with the project “opened up new directions for the museum” and “expanded the Museum’s outreach to the public.” The public meeting held in Clinton resulted in individuals volunteering information on rare maps, personal letters and artifacts. Older residents were particularly engaged and eager to share their knowledge of the CWR and its direct connection with their families. French continues:

“The completion of the (Cariboo) Waggon Road Restoration Project will greatly contribute to the economic development of the Village of Clinton. Tourism will have a new outdoor pathway to explore in this area. People interested in the Gold Rush history will be drawn to our Antique and Vintage shops along with other travel amenities.

“Clinton is directly on the Cariboo Highway and all the traffic coming to and from the north drives right through town. The recent mill closures and the changing population of the Village demonstrates the ongoing need to encourage tourism along with preservation of our history... the wagon road restoration completion is a vital piece of this process.”

The entirety of French’s remarks can be found in Appendix C, “Letter of Support, Clinton Museum.”

The Project Partners were also delighted to welcome the Ministry of Transportation and Infrastructure (MOTI) Cariboo Regional Office as partners in the project. Early on, Project Leader Richard Wright contacted the Ministry for assistance in determining the route and to inquire about access issues.

The partnership with MOTI has progressed with several meetings, discussion and documentation based on the CWR being a “provincial highway” and the need to develop a route that is not only historic in nature but safe for current and future users. With this in mind discussions are on-going sorting out highway crossings and trails which will link sections of the present Highway 97 with the various historic routes from 1862 to 1980s.

Michelle Schilling, MOTI Area Manager, says:

“This is one of the most important roads in Canada... no one has ever done what you folks are doing.”

The Land Title Survey Authority of B.C. (LSTA) has also joined as a partner, providing invaluable information. Susan Wells of Landsure has diligently provided maps and surveys from the Legal surveys



Detailed project information binders prepared at the request of the MOTI.

Branch that have gradually opened up the route, showing how the road evolved, moved and developed over the course of 160 years. Without this assistance the project would be struggling through the mud and mire of research much as the original gold rushers did. Susan Wells, LSTA Director of Communications, states the CWRRP fits with the Authority’s mission:

“When Don and Richard first approached the Land Title and Survey Authority of British Columbia in August 2019 to help with restoring the historic trails along a section of the Cariboo Waggon Road, we were eager to assist. Not only does this project align with our role as stewards of BC’s historic land records, it gave us an opportunity to share our artifacts more broadly in a unique way. What began as a simple request turned into a rewarding experience for us to learn more about this region and rediscover the beautiful maps in our care,” Wells said.

In addition the CWRR project has received the support and assistance of Barkerville Historic Town and Park in allowing access to files stored in their archives in the initial phases of the project. The Quesnel Museum and the Kamloops Museum have also provided assistance with locating early Pre-emption Series maps which helped locate the route during the early years of the 1900s.

Finally, the Project Partners were pleased to welcome Black Press as a media sponsor. The support from the local media has been tremendous throughout this phase of the project. Black Press went the extra mile in providing advertising at a preferred rate as well as editorial support. It should also be noted that the project received considerable earned media from outlets like CBC, local radio and various niche publishing newsletters, as well as exposure on multiple social media platforms. In all communications, the Project



Detail of map showing the CWR route through Clinton.

Partners acknowledged the support of the B.C. Government and funding from the BCRDF. The BCRDF received considerable positive earned media coverage as a result.

Please provide a brief description on the lessons learned from delivering the project including: what worked well and what should be changed if the project was delivered again. As MOTI has indicated, this type of work has never been done before, so every step is a new one, and every discovery leads to new story. NPTGS and the CWRRP did not have a steel tracks to follow as is the case with the development of rail trails. We had route information from travelers, locals, a variety of maps and stories—most of which conflicted with each other. Like the original route, the research was layered with new bridges, culverts, gravel and pavement from various eras. The original route was covered over with pasture, illegally fenced and gated and built upon and in some cases, preserved and even used for travel.

With 20/20 hindsight we now realize that rather than begin the research, and the whole project, with the archival researching of District Lot Surveys and then GPSing the suspected route,



Detail of map showing the CWR route from 70 Mile to 83 Mile.

we could have begun with a broad ground survey of the entire route. For example: driving and walking the route to have a broad overview, then gradually drilling down through modern maps to the earliest maps, and finally, GPSing the whole route and developing Geo Referenced maps. This would then be followed with intensive ground-truthing.

It has also become evident how much this road is valued in local communities and how pleased or proud folks are to have a piece of the CWR on their property. Likewise the stories that build community are being unearthed along with the restoration of the road. This shows how important the community meetings have become and how important their continuation is. The meetings not only give the project information but formed a lasting bond in the local historic community. The CWRR project is not only a road/trail project, it is a community building project.

The result of Phase One of the CWRR project is a detailed view and discovery of sections of the Cariboo Waggon Road from Clinton to 127 Mile. This has never been done. History will thank the Project Partners and our funders.



Amy in Clinton at the big map sign.



Section IV – Project Performance

Please select one or more of the Rural Dividend project categories that are most applicable to your project.

Community and Economic Development

Please explain how the project met the goal(s) of the above selected categories. As stated above in Section III, the communities of Clinton and 100 Mile House believe the project has laid the foundations for the restoration of a trails network/heritage experience that will draw in visitors, initially from B.C. but eventually, all over the world. It presents Clinton, 70 Mile, 100 Mile House and Lac la Hache with the potential to become hubs in a growing network of trails that will attract visitors who will spend money on food, accommodation, biking/hiking equipment and services as well as generate visitation to local heritage sites, museums and other businesses.

In addition, having shown that the CWR is underneath the main streets of both Clinton and 100 Mile House, these communities have an opportunity to reinvent these commercial corridors with signage, storefront theming, etc. Please see more in the comments in Section III.

Please provide a brief description of the community benefits resulting from the project (i.e., how the project supported increased resilience or improved the economic and social circumstances of the community). As stated in Section III, the District of 100 Mile House sees the project as a great contribution to their tourism sector which will help to diversify

and strengthen their local and regional economies. The CWRRP will boost their economic recovery efforts from four bad seasons in a row. Further, they anticipate that continued travel restrictions will mean more travelers from within B.C. visiting and more people staying close to home for summer tourism this year. Visitors will take advantage of food, accommodation and other retail services during their stay. As conditions improve and COVID-19 health restrictions ease in the coming months, visitation is expected to build, providing more revenue for tourism-related businesses and others.

Clinton sees the project as providing tourists with “a new outdoor pathway to explore in this area” and one which will greatly contribute to the economic development of the Village of Clinton.” Given recent mill closures combined with four bad tourist seasons, Clinton is looking to rebound and have a significant portion of the traffic that goes right through town (on a highway built over the Cariboo Waggon Road) to stop and take advantage of local businesses and services. In short, the project is seen as “vital.”

The Cariboo Regional District also sees the community benefits resulting from the project and how it help the economic and social circumstances of the community. The Regional District recognizes the benefits trails provide, both as quality of life assets for residents and key infrastructure for retention and attraction strategies for tourism and labour market. The CWRRP will “have local benefits as well as an excellent promotional opportunity for niche market tourism.”

Please provide a brief description of direct employment that resulted from the project.

Cariboo Waggon Road Employment Figures

Total number of hours of employment	1,420
Total Person-days of employment (8 hour/day days)	177
Total Jobs (200 days/year)	0.74
Indirect Ratio, For Recreation	3.78
Indirect Jobs	2.80
Total Direct and Indirect Jobs	3.53

Please provide a brief description of any indirect employment that has resulted from the project. N/A

Please provide an estimate of the number of in-direct jobs that have resulted from the project. In addition to creating indirect jobs as noted above, the Project also provided economic stimulus by investing in communities through hall rentals, food purchased locally, ads taken out in local newspapers, room nights in local accommodations, meals, etc. in support of local and other meetings.

Please only respond to the following questions if they are applicable to your project. If your project does not involve the activity described in the question please enter "N/A".

Please identify any training / skills development opportunities that have resulted from the project. N/A

Please provide a brief description of the project impact on young adults (age 14–35). For example, has the project has contributed to training and skills development opportunities for youth in the impacted community? If applicable, please provide the number jobs created for young adults by the project. N/A

Please identify any employment resources developed or provided through the project. N/A

Please identify any economic development resources or capacity developed through the project. The CWRRP has developed a Restoration Prescription for eleven "Best Bet" sections of the CWR which can be restored, interpreted and marketed in the short-term as well as plans for other sections that require access issues to be resolved before moving forward. Please see Appendix A (CWR – Restoration Prescription – Clinton to 127 Mile).

In addition, the Project Team has developed a plan to install amenities and interpretive materials. Please see Appendix B (CWR Interpretive sites). These two plans constitute a blueprint moving forward provide both short-term employment in the construction phase, but longer-term employment and economic activity as the CWR route builds visitation.

Also, the Project Team has produced a field guide, Pathway to Gold: A Guide for Travellers to the Cariboo Waggon Road, which is available online on the NPTGS website in three chapters. The three updatable PDFs cover the CWR route from Lillooet to 150 Mile. This marketing material is a key piece in the promotion of the CWR route, providing visitors with information that will attract them to local communities as they explore the road.

Please provide a brief description of how the project has supported business creation in the community, including if any new businesses have started as a result of the project. Please include details regarding the sector in which the businesses were supported/created. As a planning and development project, the Cariboo Waggon Road Restoration Project has worked with local businesses to identify a number of business opportunities which would flow from the successful completion of Phase Two of the project. In Clinton and 100 Mile House, discussions were held re the prospects of creating new bike sales and repairs shops. Existing businesses see the possibility of expanding into bike rentals and providing cycling and hiking gear for visitors drawn into their communities by the CWR. Food services, accommodations (from camping and B&Bs to hotels) in all communities along the route from Lillooet and Yale to Barkerville anticipate an increase in business one the CWR is restored.

In addition to increased business for businesses providing fuel and other services for motorists, the Project Partners have heard how the successful completion of Phase Two of the CWRRP will help local businesses that sell maps and guide books or provide guide services. Restaurants and other food service businesses also anticipate an increase in custom based on studies that show the average mountain biker spends between three and five days at each location he/she visits, spending an average of \$60–\$100 a day, much of it on food (which is their fuel). Mountain bikers will be joined by hikers, horseback riding enthusiasts and other users, boosting the economic impact of the trail. Local residents will also benefit from employment via trail building and on-going maintenance.

Courtesy BC Archives



April Roberts Photo





Amy Wright Photo

Project Leader Richard Wright going over new maps of the CWR Route at 127 Mile.

Section V – Additional Comments

Please use this space for any additional comments, information or feedback for the BC Rural Dividend.

Cariboo Waggon Road Restoration Project Phase Two Overview

One of the key goals of Phase One the CWRRP has been to identify sections of the CWR Route that can be restored and marketed along the CWR Route for short-term job creation re: trail construction, interpretive signage and other services, and longer-term economic benefits re increased visitation and tourism dollars being spent in local communities. To that end, the Project Partners have developed a list of Priority Sections that, with a modest capital investment, can be brought on stream to attract visitors to the Clinton–127 Mile corridor. In addition, a selection of other sections which could be developed pending resolution of local access issues has been developed for the next phase of the project.

The Project Partners are also looking forward to the next phase of cataloguing, mapping and ground-truthing sections of the CWR from Lillooet to Clinton and 127 Mile to Soda Creek to expand the connectivity of the route and benefit more communities. As well, a “Gateway” section in Yale is contemplated in this phase to encourage visitors from the Lower Mainland and elsewhere to discover the route a few hours from the major population centre of Greater Vancouver and explore further up the Hope-Barkerville corridor.

The Project Partners have therefore developed a restoration prescription for these sections in addition to the necessary amenities, interpretative materials etc. that will create the first phase of a restored CWR Route that will stretch from Yale and Lillooet to Barkerville Historic Town. This Phase Two prospectus has been developed in concert with the project partners and draws on the expertise of recreational/heritage trails experts such as Steve Law (DWB Consulting) and Kelly Pearce (Hope Mountain Centre for Outdoor Learning). It is also informed by NPTGS’ direct experience in having worked with partners to restore/build over 270 km of heritage trails since 2007.

This section provides a detailed strategy for moving the Project forward to Phase Two: developing the Priority Sections of CWR in the Clinton to 127 Mile corridor identified in Phase One for restoration/interpretation, prioritizing further sections in the survey for development pending access/permitting issue resolution and looking forward to performing the same work on other segments. These include the sections from Lillooet to Clinton and 127 Mile to Soda Creek. In addition, the establishment of a “Gateway” section at Yale will be evaluated.

Transition Budget

The project will require funding from the submission of this final report to a period where additional funding comes online in 2021. The transitional funding will finance ongoing engagement in the project, maintenance of social media platforms, development of fund raising materials and fund raising itself.

Another key goal is to establish the Cariboo Waggon Road Route Management Committee (CWRRMC), which will oversee the restoration, development, expansion and strategic development of the CWR Route. The cost of this transition period is as follows:

Social media campaign	\$1,500
Teleconferencing/virtual town hall meetings	\$200
Newsletters (designer fees, staff support)	\$1,000
Mailouts (printing, postage)	\$500
CWR Route Management Committee	\$1,000
Project management, engagement with public	\$4,500
Travel	\$500
TOTAL	\$9,200

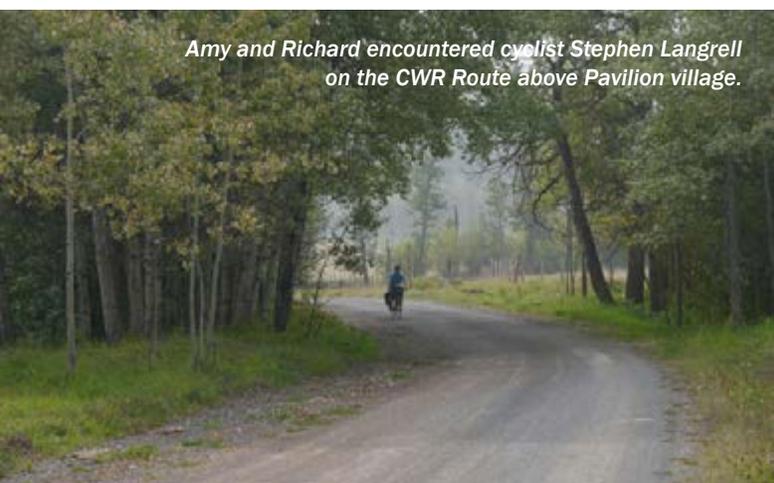
The majority of this work will be performed by the Project Leader, Project Supervisor and the Project Assistant.

Priority Sections

Phase One of the CWRRP has identified eleven Priority Sections of the CWR Route that can be quickly restored and interpreted in Phase Two. These sections can be fast-tracked because they have no or minor access issues, require little in the way of brushing or rebuilding and offer unique visitor experiences that tie into local communities. As a package, they comprise a significant number of kilometers, information kiosks and interpretive signage. The details of each section’s Restoration Prescription and budget can be found in Appendix I.



Amy and Richard encountered cyclist Stephen Langrell on the CWR Route above Pavilion village.



Economic Benefits

There is overwhelming evidence that recreational/heritage trails in British Columbia are economic engines generating millions of dollars for communities and all levels of government. This fact is well-understood by the Provincial Government. The Social and Economic Impacts of BC Recreation Sites and Trails report prepared for the Ministry of Forests, Lands and Natural Resource Operations in 2011 presents these benefits in detail. In part it states:

“Recreation trails are becoming recognized as drivers of economic development and tourism. The links between traditional tourism and outdoor recreation are getting stronger. Communities are recognizing the opportunities associated with recreational trails as a tourism attraction and a driver of economic development. Trails provide opportunities for commercial recreation businesses that contribute to the local economy. Trails have the advantage of boosting economic activity while contributing positive impacts to community, social development, education of citizens, and the environment. It is also becoming apparent that economic benefits can even increase if trails are designed and managed as a network of interlinked connections between communities and a range of attractions.”

The scale of these benefits can be seen via the economic analysis provided in the government report, which estimate that in 2009–10 there were:

- 6.3 million user days spent on recreational trails, with 85 per cent of trail user days attributable to local residents, 13 per cent to visitors from within the province and two per cent to visitors from out of the province
- Trail Users pumped nearly \$233 million into local economies across the province and created 2,714 full-time jobs
- Trail usage in B.C. is increasing as both baby boomers and their children embrace healthy lifestyles

The study also notes the benefits of trails in the diversification of local economies:

“Recreation sites and trails attract visitors who, in turn, support local restaurants, hotels, grocery stores, supply companies and other commercial establishments. This is a particularly important economic development tool for rural communities that have seen declines in their natural resource based economies.”

An example of the impact of just one user group can have a significant impact on local economies is found in the Mountain Biking Economic Impact Study: Pemberton, written by the Western Canada Mountain Bike Tourism Association in May 2017.

Pemberton is a rural community in the Squamish-Lillooet Regional District which is slightly larger than 100 Mile House. The study found that the three principle trails in the Pemberton region:

- Attracted 3,462 riders taking over 32,000 rides in 2016. Close to 3,000 riders and 6,300 rides were made by visitors from outside of the region (Pemberton, Whistler, and Squamish), providing a boost to the local economy
- Spending of out-of-town visitors to Pemberton who rode on the mountain bike trail system in 2016 totaled \$908,000, generating \$1.1 million of economic activity in the community
- These expenditures supported \$403,000 in wages and salaries, created 6.5 full-time jobs and \$276,000 in wages and salaries in Pemberton

Another study by Larose Research & Strategy on behalf of Tourism Kamloops and the Kamloops Bike Riders Association found that in this region (which is very close to the CWR route), mountain biking brought \$3.5 million a year into the local economy, second only to Whistler in dollar value. Of the total estimated 7,300 mountain biking tourists to Kamloops during the riding season, most were from BC (61%), with 13% being from other parts of Canada. A large proportion (27%) were international visitors. The report goes on to state that:

- 79 per cent of visitors were male
- 27 per cent of mountain bike visitors were 25–34 years old, 18 per cent were 35–44 and 12 per cent between 45–54
- A significant number (50 per cent) had incomes of greater than \$100k/year
- The average road trip was 3.8 days
- Average daily expenditures were \$76 per person

Another significant user group for the CWR are recreational horseback riders. The 2019 HCBC Equine Industry Economic Impact Study conducted by Horse Council BC in partnership with the Ministry of Agriculture found the highest figures for pleasure riding since reporting began five years ago. The overall economic activity generated by the B.C. equine industry is worth an estimated \$784 million dollars. A significant amount of that activity is related to tourism. The study found that riders who visit guest ranches to ride for recreation, and clients using guide outfitters for hunting pack trips, the race and sport participants who travel to competitions and recreational riders who explore the province on horseback spend almost \$18 million dollars a year on travel.

Hikers will be perhaps the largest user segment for the CWR. It's hard to quantify the precise value of this segment, since statistics tend to blend day-use and longer trips together along with campground/RV parks etc. in larger geographic areas. For instance, the BC Parks Statistics Report 2017–18 shows that 408,900 visitors camped in provincial parks in the Thompson-



Cariboo region. Statistics are available re how many of those visitors were there for day use, boating and camping, but BC Parks has no way to track which trails they might have visited and so, there are no numbers to indicate trail usage. However, a District of Squamish Tourism Study conducted in 2020 showed that tourists using commercial campgrounds and campground/RV parks accounted for a larger amount of expenditures in Squamish (\$14.1 million) than the day visitor segment because of their accommodation spending. The estimated per day spending on non-accommodation items by the Squamish camper segment was a little higher (\$38/day) than for the day visitor segment (\$35/day). However, it is easy to infer that whether they're there for a day or several days, campers and hikers inject considerable funds into local economies with a connected trail system that offers them a range of amenities and visitor experiences.

Indigenous Tourism opportunities are among those visitor experiences. The corridor between Yale and Barkerville is home to 39 First Nations living in dozens of communities. The Clinton-150 Mile section of the CWR Route traverses the traditional territories of the Tsq'escenemc (Canim Lake Band), High Bar First Nation, Stswecem'c Xgat'tem First Nation (Dog Creek), Xat'süll Cmetem'(Soda Creek/ Deep Creek), T'exelc- Williams Lake and Whispering Pines (Clinton Indian Band) Peoples.

Prior to the pandemic, the demand for Indigenous visitor experiences was one of the fastest-growing market segments in the province. Indigenous Tourism BC figures show Indigenous businesses generated an estimated \$705 million in direct gross domestic output to meet consumer demand for their products and services. That demand was coming from Canada, Germany, United Kingdom, the United States and China and helped create 7,400 direct full-time jobs for Indigenous Peoples and other B.C. residents. As the province recovers from the COVID-19 crisis and visitors return, the number of tourists seeking Indigenous experiences is expected to grow.

A restored and marketed CWR Route offers Indigenous communities and businesses the opportunity to take part in this resurgence. Increased visitation will build demand for Indigenous Experiences in First Nations communities along the route and lead to greater economic opportunity for Indigenous Peoples.

A completed Phase Two of the CWRRP will attract mountain bikers, touring or though-riding cyclists, hikers and other user groups and generate similar economic stimulus to the communities of Clinton, 70 Mile, 100 Mile House and Lac la Hache. As other sections are restored, the economic benefits will increase. If the Pemberton experience is replicated in these communities, it will mean millions of dollars and dozens of jobs added to local economies that need urgent assistance.

Once the entire project is completed, with sections restored from Yale to Barkerville, the impact of the CWR Route could potentially be similar to that of the Sea-to-Sky trails network (a trails system roughly equivalent to the CWR Route once completed). The 2016 Sea to Sky Corridor Overall Economic Impact of Mountain Biking prepared by the Canadian Sport Tourism Alliance found that trails from the North Shore to Pemberton were significant economic engines. In 2016, the trails network:

- Attracted 398,000 non-resident riders in the Sea to Sky Corridor
- Those non-residents spent \$70.6 million in the corridor
- That spending generated \$39.5 million in wages for residents in Sea to Sky communities
- Non-resident mountain bikers also generated \$18.6 million in combined taxes in corridor

It should be noted that the international destination resort of Whistler is in the corridor and a significant portion of the money generated in 2016 was centered on this community. There is no Whistler-sized attraction in the CWR Route. Even so, the figures show how smaller communities like Squamish and Pemberton benefit from a well-maintained and promoted trails network. And again, this report only deals with mountain bikers, not other user groups like hikers and horse enthusiasts, who will add to the economic impact of a restored CWR Route.

According to the Cariboo Chilcotin Coast Regional Tourism Profile (2017), the region saw 528,000 overnight visits in 2014, generating over \$168 million in related spending. Domestic overnight travellers accounted for 84 per cent of visitation and 70 per cent of related spending. International travellers accounted for 16 per cent and 30 per cent respectively. On average, travellers in the Cariboo Chilcotin Coast stayed 3.3 nights and spent \$99 per night during their trip. BC travellers in the Cariboo Chilcotin Coast stayed 3.5 nights and spent \$77 per night during their trip. Other Canadian travellers stayed 2.8 nights and spent \$86 per night. An attraction like the CWR Route

could boost those numbers, resulting in significant tourist dollars going into local communities.

The communities of Clinton, 70 Mile, 100 Mile House and Lac la Hache as well as the Cariboo Regional District are unanimous in their belief that the CWR Route will have a positive economic impact for local residents. The very modest investment in restoration, interpretation and marketing will result in greater visitation, increased room nights/camping stays, demand for food and services and the other benefits that trails bring.

Management Model

Moving forward, the CWR Route will be managed by a committee based on the model of the existing Gold Rush Snowmobile Trail Management Committee, which has representatives from local user groups, civic government, business associations, community groups and an MLA. The Cariboo Waggon Road Route Management Committee will have a similar structure, with representatives from communities like Clinton, 100 Mile House and Lac la Hache, the Cariboo Regional District, local chambers of commerce, First Nations, user groups like the B/C. Backcountry Horsemen, and representatives from the Ministry of Transportation and Highways and BC Parks. The committee will be responsible for organizing the on-going maintenance, promotion and governance of the CWR Route. The establishment of this committee is a key goal of Phase Two of the project.

Phase Two Budget

Transition Budget..... \$9,200

PROJECT PLANNING

Public Engagement..... \$5,000
 First Nations Consultation..... \$5,000
Planning Subtotal..... \$10,000

DESIGN/ENGINEERING

Interpretative and Directional Signage Creation:
 Interpretative & Directional Signage Design..... \$18,250
Design/Engineering Subtotal..... \$18,250

CONSTRUCTION/MATERIALS

Signage Creation/Trail Construction and Restoration:
 Interpretive Kiosk Construction..... \$56,000
 Trail Restoration/Brushing, Clearing/Low Mobility Trail
 Construction/Connecting Trails..... \$147,300
 Picnic Table and Outhouse Construction..... \$24,000
 Culvert Restoration..... \$5,000
 Pedestrian Bridges Construction..... \$5,000
 Bike repair Stations..... \$6,000
 Lookout picnic area construction..... \$1,150
Construction/Materials Subtotal..... \$244,450

YALE TO CLINTON SURVEY, GUIDE UPDATING

Travel 1,000 km @ 0.75 (with trailer)	\$750
Accommodation (6 x \$50 campsites)	\$300
Research (7 days, 30 miles/day @ \$400/day)	\$2,800
Gather info (Yale-Clinton section of CWR guide)	\$1,970
Updating CWR PDF Guide	\$500
Subtotal	\$6,320

OTHER SURVEY/MAPS & GUIDE COSTS

Survey (127 Mile to Soda Creek, 100 km)	\$30,000
Expanded Online PDF Guide to CWR	\$1,500
Geo Referencing maps	\$2,000
Travel	\$2,000
Subtotal	\$35,500

OTHER ADMINISTRATIVE COSTS

CWRR Management Committee

20hrs reorganizing, stipends/expenses for members	\$3,000
Liability Insurance	\$1,000
Subtotal	\$4,000

OTHER COSTS

Trail Marketing and Project Management

Trail Marketing and Communications	\$25,000
Project Management and Overhead	\$25,000
Subtotal	\$50,000 (Plus \$10K to total)

Contingency (0.15 per cent)

\$62,193

TOTAL BUDGET

\$476,813

Deliverables

Phase Two deliverables include:

- 11 sections comprising 103 km of the Cariboo Waggon Road restored, including a 3 km low mobility section to be built in 100 Mile House
- 36 interpretive/directional signs installed
- 8 interpretive kiosks detailing Indigenous, Gold Rush, fur trade and other stories installed
- 13 picnic tables and outhouses installed
- 2 stationary bike repair stations installed
- 2 to 3 months of employment utilizing 2, 4-person crew (2.5 months x 20 days per month x 4 = 200 person-days) created restoring the road in communities from Clinton to La la Hache and Barkerville to Stanley
- 40 person-hours of employment created building/installing interpretive/directional signs, interpretive kiosks, picnic tables and outhouses
- 60 person-hours of employment created in research, writing, graphic design and photography for interpretive kiosks
- CWRR Management Committee established
- Marketing/social media campaign implemented
- Phase Three sections surveyed/assessed
- Increased visitation to Clinton – Lac la Hache corridor communities
- Continued First Nations/community engagement
- Increased partnerships and relationship building



Heart Rock Campsite, just north of 70 Mile House on the original Cariboo Waggon Road is a great lunch stop or camp site.

Ask of Potential Funders

For a very modest investment, funders of Phase Two of the Cariboo Waggon Road Restoration Project can make a profound impact in the lives of communities all along the Hope-Barkerville corridor. These communities—many of them Indigenous—faced major challenges prior to the COVID-19 pandemic with three disastrous tourism seasons as a result of back-to-back fire seasons, flooding and smoke. In addition, mill closures have cost hundreds of jobs. Clinton is especially hard-hit, having lost its last sawmill in 2019.

The CWRRP offers these communities much-needed economic diversification and the potential for economic stimulus at a time when local economies are hurting. Moreover, the trails initiative can be completed within provincial/federal health regulations regarding COVID-19. Indeed, the pandemic has seen a huge increase in the use of parks and trails across the province as a safe recreational exercise where social distancing can be easily practiced. Further, as the situation improves and vaccines roll out, tourism-related businesses are expecting a surge in activity as pent-up demand for heritage tourism and recreation experiences become possible during a “New Normal.” The CWRRP is well-positioned to capitalize on this expected upswing.

The Project Partners are making an Ask of government, corporations, private businesses and others who care about the citizens in the CWR Route corridor to provide funding to implement the next phase of the CWRRP. An investment of \$476,813 has the potential to infuse substantial dollars into the local economies of Cariboo communities, create jobs and make the difference in the lives of Indigenous and non-Indigenous residents. Further, it will be a major first step in the establishment of a new, world-class heritage tourism asset in the Gold Rush/Spirit Trails corridor from Hope to Barkerville that will attract visitors from all over the globe to experience the wonder of the Cariboo Waggon Road Route.

Summary

In 1863, Governor James Douglas saw the building of the Cariboo Waggon Road as the key to increased wealth and prosperity for British Columbia. Now, nearly 160 years later, the Project Partners see a similar opportunity. The CWR Route is a pathway to the new gold of rich visitor experiences in the heart of our province: a gateway to the natural wonders of the corridor that range from coastal forests to the rolling hills and lakes of the Interior Plateau and beyond into the rugged Cariboo Mountains. In-between are unique and welcoming Indigenous and non-Indigenous communities with a wealth of heritage and contemporary riches to share with visitors from near and far.

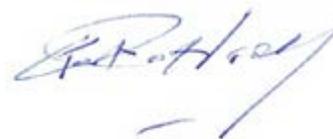
We hope you will join with us in making the difference in the lives of these communities and the well-being of all British Columbians who will benefit from the completion of the CWR Route. Phase Two will benefit communities from Clinton to Lac la Hache. Future phases will reach from Hope to Barkerville, providing new revenues, jobs and hope for dozens of Indigenous and non-Indigenous communities along the route. The Project Partners invite you to join with them in this mission to restore the Cariboo Waggon Road and make it once again a pathway to prosperity for the people of British Columbia.

Section VI – Certification of Completion

This will certify that project number 2018070129, as described in the project description and approved by the Province of British Columbia, is now complete and operational.

Principal Appointed Officer

Gordon Rattray
Email: cgrmgt@shaw.ca
Signature:
Date: 2021/03/19



Project Manager

Don Hauka
Email: ddclauka@shaw.ca
Signature:
Date: 2021/03/19



APPENDIX 1

Priority Sections

Phase One of the CWRRP has identified 11 Priority Sections of the CWR Route that can be quickly restored and interpreted in Phase Two. These sections can be fast-tracked because they have no or minor access issues, require little in the way of brushing or rebuilding and offer unique visitor experiences that tie into local communities. As a package, they comprise a significant number of kilometers, information kiosks, interpretive/directional signage and other amenities.



Amy Newman bikes down Clinton's main street, built overtop the Cariboo Waggon Road.

Section 1: Clinton

LENGTH: 8 km (1.5 km from south entrance to Cariboo Avenue to Museum, 5 km from the Clinton Museum to Mound Road north of town, 1.5 km link to 51 Mile area)

CLOSEST COMMUNITY: Clinton

OVERVIEW: This section provides visitors with several different experiences, including a pleasant hike/bike along the quiet neighbourhood along Cariboo Avenue, built over the southern approach of the CWR into Clinton itself and the local museum. The route continues down Clinton's Main Street (Highway 97) with its businesses and service centres before turning east north of town through gentle rolling terrain. This final section of intact CWR is ideal for a walking trail. A trail system is located nearby, which would enhance the connectivity of the CWR Route.

RESTORATION PRESCRIPTION: Neither the Cariboo Avenue nor Downtown Clinton segments require any work other than signage and interpretation. The intact section of CWR will require minimal brushing and clearing. All but the last kilometre or so (which needs reopening and locating) is paved, with a final one kilometre of hard surface.

INTERPRETIVE MATERIALS, SIGNAGE: Signs at the beginning and end of Cariboo Avenue, additional signage at the Clinton Museum and at the road pullout at the north end of town

informing visitors they're on the CWR. Additional interpretive materials in the Clinton Museum detailing this section of the CWR Route. An information kiosk describing Clinton's place on the CWR (location to be determined).

BUDGET

6 Interpretive Signs @ \$800 each	\$4,800
4'-x-8' Interpretive Kiosk	\$6,200
Structure.....	\$1,800
Sign production.....	\$700
Graphic design.....	\$1,500
Research and writing.....	\$1,500
Artwork/photography.....	\$400
Installation.....	\$300
Additional content, consultation, materials.....	\$5,000
Trail Restoration.....	\$10,000
TOTAL.....	\$26,000

COMMENTS: This section offers a variety of visitor experiences and takes visitors through the outer edge of Clinton and into the communities commercial core where they can experience the village's heritage and business sites. They can then continue to the intact section of CWR for a "walking through time" experience. The potential for Clinton to theme/rebrand their downtown based on the CWR is tremendous, as is the potential for increased visitation and expenditures within this historic Cariboo community. Clinton is an ideal centre for cycling services and at least one resident is contemplating opening a bike shop.



The road bed at 51 Mile is in good shape but needs work.

Section 2: 51 Mile

LENGTH: 8 km

CLOSEST COMMUNITY: Clinton

OVERVIEW: An ideal spot where an information kiosk can be placed in an existing Highway 97 pullout showing how the CWR veered northwest from this point towards Chasm Provincial Park. To enhance the visitor experience, a short trail (0.5 km) can be built to the nearby waterfall to the east and a lookout constructed. There is the opportunity for a couple of short walks along old sections of road and natural history interest at a pond.

RESTORATION PRESCRIPTION: Brushing and clearing

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive Kiosk at pullout. Interpretive sign at Lookout.

OTHER AMENITIES: Picnic table (located either at the pullout or at the Lookout)

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure.....	\$1,800
Sign production	\$700
Graphic design	\$1,500
Research and writing.....	\$1,500

Artwork/photography.....	\$400
Installation	\$300
Trail to Lookout	\$10,000
Lookout	\$1,150
Supporting post	\$250
Sign production (2'-x-3')	\$100
Graphic design	\$500
Artwork/photography.....	\$200
Installation	\$100
Picnic table.....	\$1,500
Tunnel/culvert restoration/entrance panel.....	\$5,000
Total.....	\$23,850

COMMENTS: The 1912-14 road turns right off the access road on the north side of the highway. This road has a gate and restricted access. Access is to be negotiated by MOTI. The road to the left up 51 Mile Creek is the original route of the CWR and the location of 51 Mile House. It's also close to Big Bar junction. While restoration of the section beyond the gate must wait until that access issue is resolved, it is possible to build a short trail (0.5 km) to the nearby waterfall to the east and construct a lookout. It's a natural stopping point for visitors heading north from Clinton and previews what will hopefully be a significant new addition to the CWR Route once the access issue is resolved. The Lookout at the waterfall offers a quiet interlude for travellers heading north or south on Highway 97, giving them one more reason to get out of their vehicles and experience the heritage and natural beauty of the Cariboo.



View from the CWR in Chasm Provincial Park.

**Section 3:
Chasm Provincial Park and 59 Mile House**

CLOSEST COMMUNITY: Clinton, 70 Mile

RESTORATION PRESCRIPTION: Brushing and clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk on 59 Mile House, interpretive signage re CWR and original Gold Rush Trail along the east rim; Indigenous uses/trails; proximity to the Hudson Bay Brigade Trail; map of the trails and the route north.

OTHER AMENITIES: Outhouse(s), 3 picnic tables

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure	\$1,800
Sign production	\$700
Graphic design	\$1,500
Research and writing	\$1,500
Artwork/photography	\$400
Installation	\$300
4 Interpretive Signs @ \$500 each	\$2,000
Outhouse	\$12,000
3 Picnic Tables \$1,500 each	\$4,500
TOTAL	\$24,700

COMMENTS: This section is a wonderful nexus point and offers unique visitor experiences in terms of the natural wonders of Chasm Provincial Park (and its famous “Painted Chasm”) and the proximity of other celebrated heritage trails like the original Gold Rush Trail along the east rim and the nearby Hudson Bay Brigade Trail, increasing the CWR Route’s connectivity and giving hikers/ bikers many options. As well, this is an ideal location for major interpretive signage re Indigenous uses of the landscape and ancient First Nations trails. However, there is an access issue to be resolved at the Chasm junction, which is blocked by a gate.



Site of 59 Mile House, built by Issac Saul and William Innes. At one point the house could accommodate 20 guests at a time and the barn across the yard had 50 stalls for horses.

Section 4: Chasm to 70 Mile House

CLOSEST COMMUNITY: 70 Mile House

LENGTH: 19+ km

OVERVIEW: The section from Chasm Provincial Park takes visitors through a spectacular natural landscape. 70 Mile House is right on Highway 97 and is the point where the CWR came in from the south on the east side of the highway and cuts right through town, crossing over to the west side and following a line northwest while the highway continues due north. It's a natural hub for hikers and bikers who have experienced sections further south and are headed for those further north to stop and purchase supplies, service their bicycles and perhaps stay the night. As such it's a natural location for an Information kiosk, significant interpretive signage and a stationary bike repair station.

RESTORATION PRESCRIPTION: Minimal road work, some trail cleaning.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk, interpretive signage articulating Indigenous, Hudson's Bay Company and CWR history/heritage.

OTHER AMENITIES: Stationary bike repair station

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure	\$1,800
Sign production	\$700
Graphic design	\$1,500
Research and writing	\$1,500
Artwork/photography	\$400
Installation	\$300
3 Interpretive Signs @ \$500 each	\$1,500
Stationary bike repair station: \$1,500 + installation	\$4,000
Clearing, brushing	\$1,000
TOTAL	\$12,700

COMMENTS: The potential benefits of becoming a hub service centre for the CWR Route for 70 Mile are substantial. With increased visitation, bike parts and accessories can be sold, purchases of food and basic supplies will increase and accommodations for travellers will rise. The trail and interpretive material will complement existing businesses like the carriage rides offered by an area ranch. Increased visitation will provide an ideal environment for B&B growth. As well, visitors will experience the heritage values and hospitality of this historic CWR Route community.



83 Mile Creek

Section 5: 70 Mile to 83 Mile House

CLOSEST COMMUNITY: 70 Mile, 100 Mile House

LENGTH: 21 km

OVERVIEW: This stretch offers a substantial route for visitors who want to experience the CWR. Based on geo-referenced maps and ground-truthing, this route follows the surveyed traverse of 1912–14 by William Drewry and is thought to be closely aligned with the original 1865 route. From 70 Mile the route goes north on Raphael Meason Road for 6.5 km and then through the ranch yard of 74 Mile House, past Cunningham road. The current route is easily followed and is frequently used by ranchers, woodcutters, hunters and recreationists in a variety of vehicles and on foot. The section is in good condition up to Stormy Road. It offers connectivity to the Gold Rush Snowmobile Trail at 83 Mile.

RESTORATION PRESCRIPTION: This section requires little remediation other than annual brushing and clearing of windfall.

INTERPRETIVE MATERIALS, SIGNAGE: Directional signs at the beginning and end of the section informing visitors they're on the CWR.

BUDGET

2 directional signs @ \$150 each	\$300.00
Brushing, clearing	\$2,000
TOTAL	\$2,300

COMMENTS: This section presents one of the best value for money projects within the larger envelope of the CWRRP. It would see 21 km of the route restored and open to users for a very small amount of money. But that small investment will help drive more visitors to communities like 70 Mile and 100 Mile House, boosting local economic activity. In addition, once it reaches a restored 83 Mile section, it will provide access to the Gold Rush Snowmobile Trail, which has amenities like warming huts and outhouses. However, there are some access issues that need to be resolved, which requires assistance from MOTI.



Amy Newman biking near Stormy Road.

Section 6: Stormy Road and CWR Junction to 86 Mile

LENGTH: 8 km (5 km restored, 3+ km new trail)

CLOSEST COMMUNITY: 70 Mile, 100 Mile House

OVERVIEW: This stretch offers a substantial route for visitors who want to experience the CWR. Due to a number of relatively easily resolved access issues, it's necessary to look at it in five distinct sections.

Stormy Road and North

At this time the road from the south and 70 Mile exits into the southbound lane of Highway 97. The road is sometimes gated. To link with the next section to 83 Mile, a trail suitable for hikers and cyclists should be constructed inside the fence along west side of Highway 97. This will follow the existing Gold Rush Snowmobile Trail for few metres. This can be inside or outside the highway wire fence. At N 51 42599, W 121 37849, the gravel road meets Highway 97 fenced with forestry wire-gate. This section then leads north to 83 Mile.

83 Mile

A bridge is needed across 83 Mile Creek for cyclists and pedestrians. One side is on private property. Confirmation of access permission will be required. The responsibility for the bridge may rest with MOTI as it is on a highway right of way. However, a cost estimate to construct a pedestrian/cyclist bridge is included in this estimate.

Mile 84

A crossing from 83 Mile is needed to avoid cyclists and pedestrians crisscrossing Highway 97 where there is sometimes only a five-to-six second sightline. The route would be to cross at 83 Mile junction; north on side road and driveway and then climb to Lookout Road. Some 0.5 km of trail are needed to link a private driveway and Lookout Road.

Mount Begbie and North

A trail along east side of Hwy 97 is needed to link with old Yale

Road. Length: one-plus km. The highway right of way allows room for a trail.

Mile 86 (Alpaca Farm, DL 8180)

The old CWR loops to the east here. The route could be re-established through DL 8180 or could be bypassed using the Yale Road extension. This would also require the removal of the berm at the northern end.

RESTORATION PRESCRIPTION: Hiking/cycling trail to link Stormy Road with 83 Mile (0.5 km new trail). Construction of pedestrian/cyclist bridge across 83 Mile Creek. Crossing at 83 Mile. Lookout Road trail link (0.5 km new trail). Old Yale Road trail link with (one-plus km new trail). Yale Road to Lookout Road link (one km plus removal of berm at northern end).

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk (83 Mile), interpretive signage articulating Indigenous, Hudson's Bay Company and CWR history/heritage. 5 directional signs.

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure.....	\$1,800
Sign production.....	\$700
Graphic design.....	\$1,500
Research and writing.....	\$1,500
Artwork/photography.....	\$400
Installation.....	\$300
6 directional signs @ \$150	\$900
3 km trails @ \$20/m.....	\$60,000
Pedestrian/cyclist bridge.....	\$5,000
TOTAL.....	\$72,100

COMMENTS: This is a complex section which will require several access issues to be resolved before moving forward. However, they are easily solvable and restoration of this section would add a substantial section of the CWR to the growing trail network. One other question to be resolved is the bridge at 83 Mile Creek: it has to be determined whether this structure is the responsibility of the Ministry of Transportation and Infrastructure or needs to be constructed by the CWRP partners.



Busy Birch Avenue in 100 Mile House was built over the original Cariboo Waggon Road.

Section 7: 100 Mile House to 105 Mile

LENGTH: 8 km with 1 km of new trail to be built at 103 Mile

CLOSEST COMMUNITY: District of 100 Mile House

OVERVIEW: One of the remarkable discoveries of the CWRPP has been locating the road’s route into 100 Mile House. Research and ground-truthing show that the CWR entered 100 Mile House on the east side of Highway 97, skirting the local cemetery and continuing into the heart of the downtown core along Birch Avenue before crossing the highway once more and going through a golf course, crossing the truck route and continuing past the west side of 101 Mile Lake through the Ducks Unlimited reserve. This offers visitors a variety of experiences similar to those found in the Clinton section, with a quiet approach to town from the south, a journey through the commercial heart of the community along Birch Avenue and then out to the intact section preserved in a wild wetland. The relatively level grades make this ideal for a wheelchair accessible section of the CWR which can also be enjoyed by hikers/bikers of all ages.

RESTORATION PRESCRIPTION: The segment along Birch Avenue needs no restoration, per se, however it does present the District with an opportunity to reinvent-rebrand this important commercial corridor in the spirit of the CWR. The intact CWR section north of town is ideal for a low mobility trail. One km of trail needs to be constructed at 103 Mile.

INTERPRETIVE MATERIALS, SIGNAGE: Major interpretive signage/materials at the South Cariboo Visitor Centre, information kiosk (location TBD), signage from Highway 97 through cemetery leading to Birch Avenue; signage along Birch Avenue (including District Hall, located on Birch Avenue); interpretive signage at Highway 97 crossing; interpretive signage at 101 Mile Lake; interpretive signage at beginning/end of Ducks Unlimited reserve.

OTHER AMENITIES: Display maps at strategic locations (i.e. South Cariboo Visitor Centre, District Hall, information kiosk) showing 100 Mile House’s critical role in the CWR.

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure.....	\$1,800
Sign production.....	\$700
Graphic design.....	\$1,500
Research and writing.....	\$1,500
Artwork/photography.....	\$400
Installation.....	\$300
6 interpretive signs @ \$500 each.....	\$3,000
Design kiosk map	\$1,500
3 km low mobility trail	\$60,000
TOTAL.....	\$70,700

COMMENTS: 100 Mile House is a main centre for Phase One of the CWRPP and the District is eager to take advantage of the economic opportunities the Project presents to it. The area was important to First Nations and was a stopping point known as Bridge Creek on the Hudson’s Bay Brigade Trail from Kamloops to Fort Alexandria. The community held special significance during the Gold Rush era, where reaching the 100 Mile point was a morale booster for gold seekers who had set out from Yale or Lillooet for Barkerville—a significant milestone on the journey. It was also a place for them to rest, resupply and regain their strength before continuing northwards. Similarly, the CWR Route offers contemporary visitors the same opportunities. The District has the opportunity to reinvent-rebrand Birch Avenue, reinvigorate the South Cariboo Visitor Centre and become once again a main stopping point for services and supplies along the CWR Route.



This section of CWR contains the site of 111 Mile House ruins and the Ogden grave, one of the original Northwest/HBC families.

Section 8: 105 Mile to 111 Mile

LENGTH: 9.5 km (various trails)

CLOSEST COMMUNITY: 100 Mile House, 108 Mile

OVERVIEW: The 105 Mile to 111 Mile is a unique nexus offering visitors a range of experiences. It has a wealth of heritage values, connectivity opportunities and stops of interest. The only caveat on this section is the resolution of permissions needed to access parking and the installation of amenities. Restoration of this site focuses mainly on interpretive materials rather than trail restoration.

RESTORATION PRESCRIPTION: Minimal brushing and clearing. Further road locating required.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive kiosk

OTHER AMENITIES: Picnic tables

BUDGET

4'-x-8' Interpretive Kiosk	\$6,200
Structure	\$1,800
Sign production	\$700
Graphic design	\$1,500
Research and writing	\$1,500
Artwork/photography	\$400
Installation	\$300
3 picnic tables @ \$1,500 each	\$4,500
Clearing, brushing	\$1,500
TOTAL	\$12,200

COMMENTS: For this section, remediation requirements are more interpretive than construction. This is the site of 111 Mile House ruins, the Ogden grave (one of the original Northwest/HBC families), sections of the CWR and the branch route to Captain Mitchell's road to Horsefly. Many other hiking and biking trails can be accessed from this location, increasing the connectivity of the CWR Route. Improved parking would be advantageous.



A well-used section of intact road which connects with both a heritage site (108 Mile Heritage Site) and a modern resort (108 Mile Golf Resort).

Section 9: 108 Mile/108 Historical Site

LENGTH: 2 km

CLOSEST COMMUNITY: 100 Mile House, 108 Mile

OVERVIEW: A well-used section of intact road which connects with both a heritage site (108 Mile Heritage Site) and a modern resort (108 Mile Golf Resort). This is a storied section of the CWR which brings together heritage features and modern attractions. Locals use a crossing to follow the CWR ski and hiking trail along the airport and Cariboo Road to the 108 Mile Heritage Site. Captain Mitchell’s road to Horsefly goes off to the north along Hickerson Road. This could be developed as an alternate route to the goldfields at Horsefly, Likely and the Barkerville area, increasing the connectivity of the CWR Route.

RESTORATION PRESCRIPTION: Minimal brushing and clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive signage at Spruce Hills property, southbound highway pullout at 108 airport, 108 Mile Heritage Site, 108 Mile Golf Resort.

OTHER AMENITIES: Additional interpretive materials/maps at 108 Mile Heritage Site.

BUDGET

4 Interpretive Signs @ \$500 each	\$2,000
Design interpretive map for 108 Mile Heritage Site.....	\$1,500
Restoration	\$2,000
TOTAL	\$5,500

COMMENTS: The 108 Mile community enthusiastically embraced the CWRRP at its largest public meeting to date in October 2019. Residents were excited by the possibilities of showcasing one of their heritage tourism assets to the world. Visitor experiences are varied, including the “walking through time” experience of intact sections of the CWR to the modern conveniences offered by 108 Mile’s businesses and heritage tourism attractions. It’s also unique in that it’s accessible by air via the 108 Mile Airport. In terms of connectivity, restoring this section would connect the CWR Route with Captain Mitchell’s road to Horsefly, which goes off to the north along Hickerson Road and could be developed as an alternate route to the goldfields at Horsefly, Likely and the Barkerville area.



This section of CWR on the San Juan River at 125 Mile is close to Lac la Hache.

Section 10: Lac La Hache to 127 Mile

LENGTH: 20 km (Lot 4 to 127 Mile)

CLOSEST COMMUNITY: Lac La Hache

OVERVIEW: While there are no sizable, rideable sections of the CWR left in Lac la Hache (most of the road having been paved over by Highway 97), there are several stops of interest and short sections that will encourage travellers to get out of their vehicles and explore this historic, important stopping point along the road. There are short, intact sections in Lac la Hache Provincial Park and a number of properties where access issues can be readily resolved. MOTI can work with the community to widen shoulders to create a bike lane. A survey will be done to find frontage roads and side roads to take travellers off Hwy 97. There are at least three short sections comprising about five km that could be restored pending access/approvals from private property owners.

The main focus of this section is interpretive and to serve as a gateway to other sections of the CWR Route to be developed in Phase Two of the Project.

RESTORATION PRESCRIPTION: Cycling and walking warning signs at various points.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive signage at Lot 4 and McKinley Road. Interpretive signage re history and Indigenous cultural information (location TBD). Interpretive Kiosk, likely at Highway 97 pullout south of town.

OTHER AMENITIES: Stationary bike repair station

BUDGET

1 km of new trail	\$2,500
Interpretive Kiosk (2'-x-3')	\$3,400
Structure	\$800
Sign production	\$400
Graphic design	\$1,000
Research and writing	\$750
Artwork/photography	\$200
Installation	\$250
4 interpretive signs @ \$500 each	\$2,000
Stationary bike repair station @ \$1,500 + installation	\$2,000
TOTAL	\$9,900

COMMENTS: This section of the road offers increased connectivity opportunities, including connecting to the Mitchell Trail route, which can also be accessed from Lac la Hache via the Timothy Lake Road to Horsefly and the 108 Mile Road. A route map could be developed. Increased interpretive signage in Lac la Hache Provincial Park would enhance the visitor experience in that facility, which includes campground spaces and a day use area. The HBC Brigade trail was also routed through here and connections to that route will be explored.

As a highlight, the Interpretive Kiosk will include not just CWR history, but significant First Nation's cultural information, such as the area being a gathering place for thousands of years, traditional fishing practices, burials and other information. As a package, this section will give travellers another opportunity to get out of their vehicles or park their bikes to explore a rich and varied experience that combines Indigenous, Fur Trade, Gold Rush and other history. It should be noted that the next supply point from Lac La Hache is 150 Mile House, some 49 km, with only fuel and minimal food and no accommodation. Williams Lake is a further 17 km north, making Lac la Hache an important stop.



The section between Stanley and Barkerville has recently been clear by the Friends of Barkerville Society.

Section 11: Stanley to Barkerville

CLOSEST COMMUNITY: Wells, Barkerville Historic Town and park

LENGTH: 15 km

OVERVIEW: The Stanley to Barkerville section of the Cariboo Waggon Road is one of the last remaining sections of the original roadbed, constructed in 1865. The road/trail was reopened in 1984 by the Friends of Barkerville, who managed trail crews on the road for two summers. It was then used for hiking, biking, skiing and dog sled runs. However, in the last few years beetle kill has choked the route and heavy summer rains have washed out some sections.

This summer Friends of Barkerville have invested \$10,000 with a further \$10,000 from FLNRO and \$5,000 from NPTGS to reopen the route. It is now passable, but more work remains to be done. That said, the first cyclists, about 12 in number, rode the trail this September.

There are clear economic development opportunities for this route, as a loop trail is possible from Wells/Barkerville, which could keep visitors in town for another two nights. There is also the opportunity for shuttle and guiding services for hikers and bikers. The route offers another access point for hikers and cyclists to visit Barkerville and will be a historic terminus to the Cariboo Waggon Road Restoration Project.

RESTORATION PRESCRIPTION: Brushing, drainage work, repair of ditchline washout, simple bridge over Jack of Club's Creek, erosion control, danger tree falling, roadbed clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk, interpretive signage articulating Indigenous, Chinese and CWR history/heritage on the road itself and Stanley.

BUDGET

Trail work	\$50,000
25 days at \$2,000 per day or \$3,333 per km	
4'-x-8' Interpretive Kiosk	\$6,200
Structure.....	\$1,800
Sign production.....	\$700
Graphic design.....	\$1,500
Research and writing.....	\$1,500
Artwork/photography.....	\$400
Installation.....	\$300
Picnic Table at Milk Ranch Pass	\$1,500
Supervision and Management	\$5,000
TOTAL.....	\$62,700

COMMENTS: Friends of Barkerville Cariboo Historical Society, who have been involved with the support of Barkerville and trail work since 1984, have agreed to become the managers of this section of road. They will manage the trail and be responsible for signage. They currently are the caretakers of the Stanley Cemetery. They will be the first non-profit other than NPTGS to become managers of CWR projects.

The potential benefits of the further development of this road/trail are many and will assist Wells and Barkerville to recover from several summers of wildfire downturn and the 2020 seasonal decline from COVID-19. Further the Provincial Government, in declaring this section of the Cariboo Waggon Road a historic site promised to maintain the road. This has never happened except for periodic clearing by FLNRO.

This project will also indicate that the CWR project will benefit the northern communities in the Hope-Barkerville corridor as well as those in the south.



New Pathways to Gold March 2021

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