



A 19th Century Marvel Built on an Ancient Foundation

The engineering of a multicultural megaproject that defined modern British Columbia.

This road network stretched from Yale in the Fraser Canyon and Lillooet on the Fraser River to the gold fields of Barkerville, traversing 650 kilometers of spectacular and demanding terrain through the heart of the new colony of B.C.

Built largely on ancient Indigenous trade routes and the resulting Hudson’s Bay Company Brigade Trails, the Cariboo Waggon Road was the road to riches for gold seekers and fortune seekers from all over the globe. It is arguably the most important road in Canada—the road that brought B.C. into confederation.

Riches all along the road
The New Pathways to Gold Society leads a broad coalition of partners including Indigenous, non-Indigenous and Multicultural communities, businesses, all levels of government, and heritage and recreation groups who have raised over \$2.2 million to fund this project.

Strong partnerships have work underway
To date, the Project Partners have surveyed and authenticated the entire historic roadbed from Yale/Lillooet to Barkerville. Sections of intact road have been restored between Clinton and Barkerville. Winter/Spring 2024 will see other sections restored and interpretive materials and amenities installed.

1926 Alexandra Bridge Gateway
This icon of B.C. transportation history is built on the foundations of the original Cariboo Waggon Road bridge built in 1863. Initial restoration work began in 2022 and project partners include the Spuzzum First Nation, Ministry of Transportation and Highways and BC Parks. This is a multi-phased, multi-million project which will create a world class heritage tourism asset in the heart of the Fraser Canyon. The Project Partners estimate it will take an additional \$5 million to stabilize the bridge and extend its life for another 50 years.

If you build it, they will come

The B.C. Historical Roads Project is restoring intact, accessible sections of the Cariboo Waggon Road in communities from Yale to Barkerville as well as marquee features like the 1926 Alexandra Bridge. Restoring these priceless provincial heritage treasures will provide employment by creating new, world-class heritage tourism assets. It will tell a more inclusive story of the traditional territories the road went through and the ancient Indigenous trails it was built upon.

The Cariboo Waggon Road is the longest historic highway trail in North America—longer than any Rail Trail—and will attract potentially thousands of touring cyclists, enhancing tourism, economic development and health.

So, travel the road with us!
British Columbia has a rich tradition of road and bridge building by companies that are industry leaders. We invite you to bring your 21st Century expertise to restore a 19th Century “Eighth Wonder” of its era, built on an ancient Indigenous foundation. It’s the biggest road maintenance project of its kind in the province—travel the road with us and make the B.C. Historical Roads Project a success.

For further information, please contact:
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Other Project Expenses

Marketing	\$75,000	Insurance	\$15,000
Administration	\$20,000	Subtotal	\$286,000
Community Meetings	\$24,000	Total, All Phases of CWR Restoration	\$1,440,000
Project Supervisor	\$35,000	Total, Preservation of the 1926 Alexandra Bridge	\$5,000,000
Project Management	\$42,000	Additional Project Costs	\$286,000
Indigenous Engagement	\$25,000		
Management Committee Meetings	\$20,000	Subtotal	\$6,726,000
Permissions/Permits	\$10,000	Contingency (15%)	\$1,008,900
Legal Fees	\$10,000		
		Total Project Cost	\$7,734,900



A complex route as diverse as the province itself.

From Yale to Barkerville, the Cariboo Waggon Road takes visitors through an amazingly diverse landscape. The B.C. Historical Roads Project has divided the entire route into the following five sections.

YALE

Yale to Clinton via Ashcroft 225 km

Due to railway and highway building and other factors, this section of the Cariboo Waggon Road is fragmented and in part destroyed. Instead of lengthy roadbeds that can be walked or biked, this section will feature gateway stops at Yale and the 1926 Alexandra Bridge. Work has already commenced at the bridge site, with the Project Partners having raised \$2 million to begin restoration work. The rest of the Yale route will feature stops of interest that are more suited to tourists using cars, RVs and other vehicles. **To restore and interpret this section will cost an estimated \$172,000.**



LYTTON

LILLOOET

Lillooet to Clinton 73 km

Starting at "Mile Zero" in Lillooet section features long stretches of well-preserved roadbed as well as the scenic climb up and sometimes bone-rattling descent down Pavilion Mountain to historic Clinton in the traditional territory of the Pell't'iq't People. **To restore this section will cost an estimated \$105,000.**

CLINTON

ASHCROFT

Clinton to Lac la Hache 130 km

Work is already under way in this portion of the Cariboo Waggon Road, which features a continuous, intact route from Clinton to 100 Mile House, winding through spectacular landscapes that include Chasm Provincial Park, 70 Mile House and the historic Cunningham Ranch. **To complete work on this section will cost an estimated \$350,000.**



LAC LA HACHE

Quesnel to Barkerville 84 km

This section has two distinct portions: one along Highway 26 which will develop a trail and interpretive signage connecting significant historical features like the old mining site and town of Wingdam, and Blessing's Grave Provincial Park.

Stanley to Barkerville 15 km

One of the last remaining sections of the original Cariboo Waggon Road, constructed in 1865. It's the long-term project of the Friends of Barkerville, who have done much restoration work. **To complete both sections will cost an estimated \$125,000.**



Lac la Hache to Quesnel 162 km

This portion of the Cariboo Waggon Road includes incredible views of the Fraser River with stops of interest at Williams Lake, Soda Creek (Xatsull Heritage Village), Fort Alexandria and Quesnel via the old highway and relocated trail routes. **To complete work on this section will cost an estimated \$688,000.**



QUESNEL

STANLEY

BARKERVILLE

