



SAFETY & LIABILITY

Safety is an important concern in all outdoor activities. No guidebook can alert you to every hazard or anticipate the limitations of every reader. Therefore, the descriptions of roads, trails, routes, and natural features in this book are not representations that a particular place or excursion will be safe for your party. When you follow any of the routes described in this guide, you assume responsibility for your own safety. Under normal conditions, such excursions require the usual attention to traffic, road and trail conditions, weather, terrain, the capabilities of our party, and other factors. Keeping informed on current conditions and exercising common sense are the keys to a safe, enjoyable outing.

New Pathways to Gold Society

This guide is funded by the New Pathways to Gold Society (NPTGS) as part of its Cariboo Waggon Road Restoration Project initiative.



Pathway to Gold:

A Guide for Travelers to the Cariboo Waggon Road

by

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Winter Quarters Productions

for

New Pathways to Gold Society

Cariboo Waggon Road Restoration Project

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Acknowledgements

The Cariboo Waggon Road Restoration Project is the initiative of New Pathways to Gold Society, whose mandate is to support economic development through heritage tourism, First Nations reconciliation, community projects and heritage events in the historic Hope-Barkerville/Gold Rush Trails Corridor of British Columbia.

The idea for this online guide came from author, gold rush historian, and Project Manager of the Cariboo Waggon Road Restoration Project, Richard Wright. Without his leadership, it would have looked very different and the guide almost certainly would not have been a contributing component.

As a performing artist and playwright, my experiences as a guidebook writer were minimal. My thanks go to Richard for seeing me through this challenging, but rewarding work. His expertise on writing guidebooks was invaluable when I was short on ideas of what to do next. He is also responsible for much of the original chapter on Lillooet to Clinton, and the access issues at 51 Mile Creek. As well, his expertise as an editor was instrumental in keeping my writing concise and compressed.

Thanks to Mike Kennedy for his expertise in helping to pinpoint roadhouse locations, and details regarding the district lots in Chapter One. Also, thanks to John Macnab and Wendy Morton for their enthusiasm and openness with sharing their family history, as it related to the guide.

Thanks and appreciation to all of my friends and family for their support as I worked on the guide. This kind of encouragement – especially on a new venture – means a great deal to me and I won't forget it.

My final thanks go to Don Hauka, Gord Rattray and the board members of New Pathways to Gold Society, for without their spearheading of the project, none of these words would be written!

Amy Newman, Kamloops
February 2021.

Introduction

Let's get straight to answering the first question that everyone asks about the Cariboo Waggon Road. What the heck is this with the two "g's" in "waggon"?

Those of us who work in historical subjects often take it for granted that everyone else "gets it". Simply, we prefer to use two "g's" because that was the preferred spelling in the 19th century. As we are dealing with the construction of a 19th century road, we feel it makes sense to use the more archaic term.

As to the writing of this online guide – to a route that exists, but is not restored in any way – it may seem an ambitious proposal when first considered. However, as those of us who are passionate about The Cariboo Waggon Road Restoration Project will suggest, the old adage, *if you build it, they will come*, is in keeping with this online publication.

New Pathways to Gold Society wishes to bring this project to wider attention and to begin the process of building, i.e. restoring the road, by publishing an online guide to the **traversable sections of the route as it is today**. We feel there is enough of the original road in existence to justify people using it **now**. In fact, there are sections that have been in continuous use, since the Royal Engineers supervised the building of the road in the 1860s. As more funding becomes available, and access locations are confirmed and granted, restoration of existing trails, roads and new trail building may proceed and the guide will be updated to reflect these changes in future online editions.

We will show how original sections of the Cariboo Waggon Road (CWR) relate to the modern highways. In many cases, unfortunately, the highway is laid right on top of the original CWR. In other locations, the road is still in existence and **traversable**. All relevant details will be noted to make traveling sections of the old route possible **now** and situations noted where cyclists and trekkers need to choose between the highway or a **proposed, undeveloped** trail in order to travel along the general route of the CWR. Time and development have taken their toll on this historic road and there are many sections that have been completely obliterated, built over, farmed over or otherwise lost.

The puzzle is how to fit accessible sections of the publicly owned original road together, along with newly built trails and existing secondary roads – often through private land – into a complete historic route, traversable by the public, whether they are driving, pedaling or walking. All sections may not be accessible for all types of travel; these details and permissions are still to be confirmed and/or granted.

Throughout this guide we frequently use the word, **"ground-truth"**, which means we don't strictly research this route sitting at a desk. We get on the ground and drive it, cycle it, walk it. We discover as many details as possible by actually being there. In these pages, areas have been "ground-truthed" unless specifically stated that it is **not complete**. This is a preliminary guide in many respects and future editions will have more details, as regions are mapped, ground-truthed, and trails and amenities built.

An interesting detail recently discovered is that the name we use today – CWR – was not in use during the 19th century at all. The concept of the whole road as a single entity is an idea that surfaced in the 20th century. Articles and books began to be written about the gold rush experience in a nostalgic way, featuring stories about the courageous, stalwart pioneers.

During construction in the early 1860s, the name often described where the road was heading. For example, the section from Lillooet to Clinton was appropriately called, "Lillooet to Clinton Waggon Road," or, "Road to the Mines" or "Wright's Road", after G.B. Wright, who was contracted to build a large section of the route, from Lillooet to Alexandria. New Pathways to Gold Society supports the idea of the whole road as a single entity, so we use the 20th century moniker, CWR.

As this online guide has been written, it has grown like topsy. As the work progresses, we find that it isn't just a guide to the road anymore: it's also a series of stories and vignettes: of the road's construction, the people who worked on it, and lived on it, of an era far away from us in so many ways. It's also the stories of people today who care about the road and want to see it preserved, protected and restored.

IMPORTANT NOTE

Measurements for this route were compiled during the 19th century, when the imperial system was in use here. Imperial measures were used regularly in all historical documents related to the construction and layout of the original road when mentioning mileages, such as “Mile Post 20” or names of roadhouses, like “100 Mile House”. Since Canada adopted the metric system in 1975, (the highway system being fully integrated a few years later) it made sense to use metric mileages in this guide. Where the historical record mentions imperial measurements, they will be quoted as they appeared, with metric equivalents where appropriate. All modern calculations will be metric.

We are anticipating the day when an up to date guide is offered for a completely *traversable* route of the CWR, from either of its southern trailheads at Lillooet or Yale, to its terminus at Barkerville. From the dry, arid benchlands of the Fraser north of Lillooet or Yale, or the wet, lush forests of the Coast Mountains, through the grasslands and aspen groves of the Green Timber Plateau, and finally to the northern boreal forests of the Cariboo Mountains and Barkerville, the CWR was a marvel of engineering. Our hope is that the public may connect with the history of their province through their experience of the road. Whether by driving, cycling, or trekking its contours, there is something of the road for everyone. We hope this online guide will give travelers the opportunity to explore this historic gem of a route that has been hiding in plain sight for 150 years!



A cyclist pedals along the CWR through the grasslands on Pavilion Mountain
Photo by Richard Wright

Covid-19 and the CWR

As of this edition (February 2021), the pandemic is still a big part of our lives and non-essential travel should be avoided. However, we have high hopes that by the spring/summer of 2021, vaccinations will have been given to much of the population and non-essential travel – at least within the province – will be allowed and encouraged.

If you intend to travel along this route, please keep your plans as flexible as possible. There may be changes to restrictions, which might impact openings or closures of parks or other public places. Please check in with local authorities if you have questions about what services and amenities will be available to the traveling public when you are passing through.

Also, keep in mind that independent businesses may have different protocols from each other, and some may be closed if restrictions do not allow or make it feasible for them to operate.



An early motorist on the Cariboo Waggon Road with a stagecoach in hot pursuit, 1914

SAFETY ISSUES

Transportation Emergencies

Any travel can precipitate injuries or repairs, from a blowout in a running shoe, bike tire or trailer. Carry a first-aid kit and any repair or self-rescue items you might need from a shovel to tow chains and bike repair kit.

- Call 911 for emergency personal injuries. (Some areas do not have cell service)
- Call 811 for non-emergency health questions.
- Hospitals and health centres are in Lillooet, Ashcroft, 100 Mile House, Williams Lake and Quesnel.
- Vehicles repairs can be found in all communities except 70 Mile.
- Bicycle repairs or parts are found in Lillooet, Kamloops, 100 Mile, Williams Lake and Quesnel.

A link that offers tips on bike packing trips: <https://trailsbc.ca/travel-tips/equipment-tips#bicycles>



Bighorn sheep were a common sight for gold seekers along the CWR



Amy Newman and Dan Cox on the Barkerville/Stanley section of the CWR
Photo by Richard Wright

CYCLIST NOTE

Stand-alone bike repair stations are part of the long-term facility goals of the CWR Restoration Project. Compressed air may be hard to find, particularly for Presta valves. Cyclists should carry a Schrader valve adapter and all tire repair equipment.

WILDLIFE ENCOUNTERS

Carry bear bangers or bear spray. For more information, refer to our page on "Trail Safety".

CHAPTER ONE

Lillooet to Clinton

We acknowledge that much of the land discussed in this chapter is located on the unceded territory of the St'át'imc Nation, which includes Xwísten (Bridge River Indian Band), Ts'kw'aylaxw (Pavilion Indian Band), Sekw'el'was (Cayoose Creek Band), Tsal'alh (Seton Lake Band), T'it'q'et (Lillooet Indian Band), Xaxl'ip (Fountain Band).

In this chapter, the route offered for motoring, cycling and trekking of the CWR (CWR) is considered the *main route* with *no alternate route* in this chapter. This will be reflected in all mileages. Ground truthing is *not complete* on this route.

Distance Lillooet to Clinton: via Highways 99 and 97 – 115 km.

Distance Lillooet to Clinton: via Highway 99, Pavilion Mountain, Kelly Lake Road – 73 km.

Distances do not include any side trips.

Cell Service: There is coverage in Lillooet and Clinton. There is virtually no service on Highway 99 between Lillooet and the junction at Highway 97. Pavilion Mountain has no coverage.

Elevations: Lillooet, 263 m; Pavilion Mountain, 1575 m; Clinton, 878 m; ascent, 1312 m; descent, 697 m.

Road surfaces: dirt tracks, hard packed gravel, pavement.

Connections: The two closest large centres to Lillooet are Vancouver (250 km) and Kamloops (170 km).

Modern photographs by the author unless otherwise noted. Historic photographs from BC Archives unless otherwise noted. District Lot surveys from BC government website, specifically the application GATOR: Government Access Tool for Online Retrieval. Online maps from Bing and Google Earth.

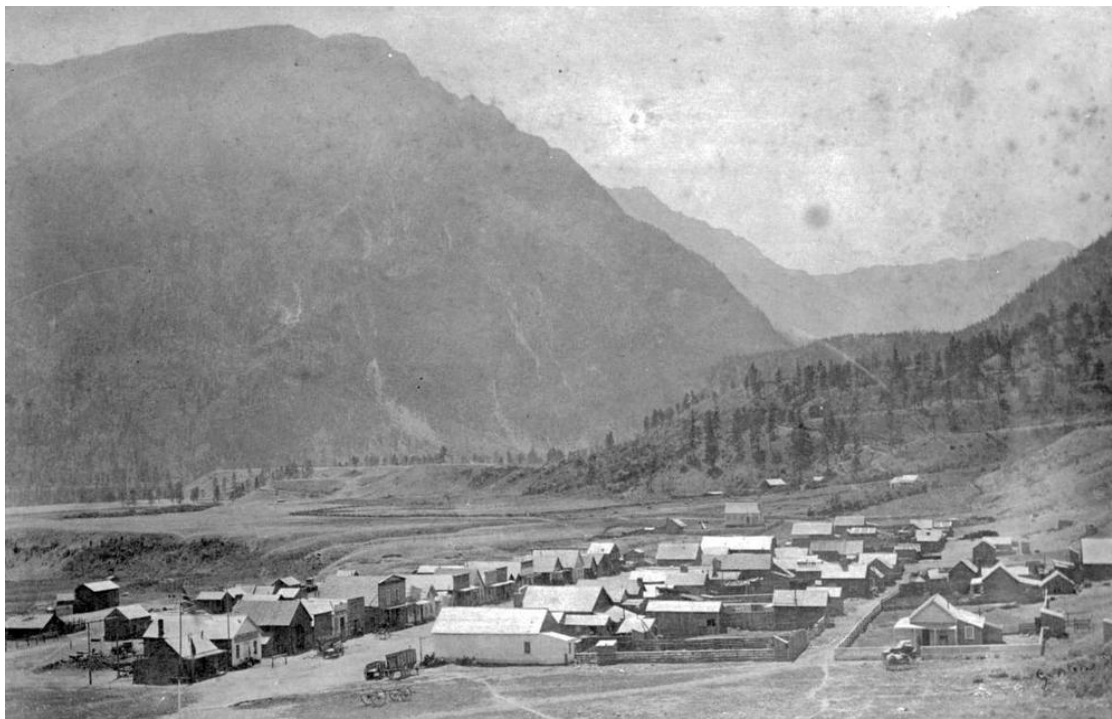
IMPORTANT NOTE

Actual mileages in the guide may differ between your pedometer, your cycle computer, apps (such as GAIA, or Relive), our vehicle odometer and official highway mileages. Keep this in mind when using our guide for your travels. Many variables come into play, depending on: what side of the road you ride on, GPS signals, bumps, ditches and construction. This applies to country roads, two-lane tracks, as well as highways. It is not an exact science.

HISTORY OF THIS SECTION OF THE ROUTE

The Fraser River Gold Rush of 1858 brought thousands of miners to the Lillooet area. Governor James Douglas ordered the Royal Engineers to construct a route from Port Douglas to Lillooet. When the Cariboo Gold Rush hit a few years later, the Royal Engineers supervised the building of the road from Lillooet to Alexandria in 1862. The route of the CWR, including the section from Lillooet to Clinton, was supervised by the Royal Engineers and built by contractor G.B. Wright. His team of road-builders numbered in the hundreds.

Lillooet was the original "Mile 0" on the original "Road to the Mines" and roadhouses north of Clinton, such as 70 Mile, 100 Mile, 150 Mile, etc, all took their mileages from Lillooet. This section of the route lost favour when the Fraser Canyon route from Yale to Clinton was completed in 1863 and Yale became "Mile 0". Much later, the route from Lillooet became part of Highway 12, which ran from Lytton to Highway 97 at Lower Hat Creek. In 1992, the Lillooet to Highway 97 section was renumbered as Highway 99. The route of the CWR faded into obscurity – until NOW!



Lillooet, 1865

Lillooet features:

- Important First Nations community
- Main population centre of the (St'at'imc) Lillooet Nation
- Inhabited for several thousand years
- Population of District of Lillooet: 2275 (as of 2016 census)
- Elevation: 250 m
- Originally known as "Cayoosh Flat"
- Route to Clinton surveyed and built in 1861
- Main route to the Cariboo until 1863
- Grocery stores
- Restaurants
- Accommodation
- Gas stations
- Hottest temperatures recorded in BC
- Hunting, fishing, boating, hiking, wildlife watching, rock hounding

The area of Lillooet was named after the local T'it'q'et band, at the time known as the Lillooet band. "Lillooet" means "place of wild onions", and originally was applied to the First Nations village at the south end of Lillooet Lake. The traditional name of the site of today's Lillooet was Papshilkwakameen, which translates as "place where the three rivers meet". The area was originally called Cayoosh Flat in reference to a First Nations' pony, a "cayuse". In 1860, it was renamed after the local Lil'wat band.

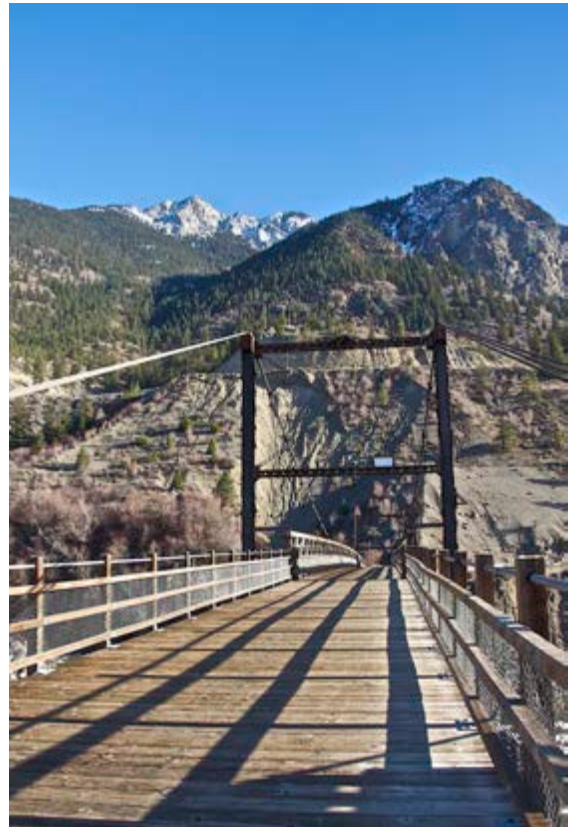
The route begins in the centre of town at the Mile Zero Cairn, which is opposite the Lillooet Museum & Visitor Centre, 790 Main Street.

For cyclists and trekkers, the most historic route to follow is via the Old Bridge, then along Davis Road, until you reach the junction of Highway 99. (The Old Bridge allows pedestrians and cyclists only.)

For motorists, the route is in the opposite direction across the modern "Bridge of 23 Camels" to the intersection of Highway 99 and Highway 12.



Mile Zero cairn on Main Street



The Old Bridge

For cyclists or hikers, it is 4.4 km to the junction of Highway 99. Head northeast (on a gradual downhill grade) on Main Street 1.6 km. Turn right on Old Bridge Road; follow it 1.3 km to the bridge. You will see evidence of the fishing stations for First Nations people around the base of the bridge. There are stunning views up and down the Fraser as you cross the 250 m span to the other side. Head slightly uphill from the end of the bridge, following Davis Road 1.2 km to the junction of Highway 99 (elevation gain: 35 m). Turn left and head north.

For motorists, it is 2.6 km to the junction of Highway 99 and Highway 12. Head south along Main Street .6 km. Turn left on Seton Lake Road and continue .8 km. The road crosses railroad tracks; there is a cemetery and Stop of Interest on the left as you follow the route downhill. At the bottom, follow the 180° turn to the left. (Make sure you **don't** continue heading straight ahead as you'll end up on the way to Vancouver.) It's another 1.2 km to the intersection at Highway 99, with a commercial campsite on the right (Cayoosh Creek Campground).

Cross the bridge towards the T-intersection.

There is a Stop of Interest on the left, just before the bridge: *"The Bridge of 23 Camels. So named to commemorate British Columbia's first – and last – experience with camels, 23 of which were imported in 1862 by John Callbreath of Seton Portage to pack supplies from Lillooet to the Upper Cariboo. The experiment failed when the Bactrian Camels were found to frighten hoses, domestic stock and even humans. They were turned loose and most were never seen again. A few survived and the last died in 1905 after many years as a ranch pet."*

For more information on the "Cariboo Camels", see Richard Thomas Wright's book, "Barkerville and the Cariboo Goldfields". He dispels the myth that camels were a failure, proving it was technology – i.e. the building of the CWR, which brought about the end of their usefulness. The camels were incredibly successful for their investors prior to the road, but once it was complete, wagons could be used to transport goods and the camels became redundant.



Lillooet, the original Mile Zero of the CWR

IMPORTANT NOTE

Re-set your odometer to zero, as mileages now begin at the T-intersection of Highway 99 and Highway 12. ***Cyclists and trekkers*** will need to add 1.85 km to their mileages where they join Highway 99 from Davis Road. Thanks to the Ministry of Transportation and Infrastructure for use of their “British Columbia Landmark Kilometre Inventory,” published July 2020.

km 0.0

GPS: 50°41'08.50" N 121°55'11.02" W

Elevation: 232 m

Junction. To the right/south is Highway 12, a secondary highway to Lytton (63 km) and short side trip to East Lillooet. To the left/north is the route of the CWR. If side trip is not of interest, turn left and head north on Highway 99.

Mileage sign here:

Cache Creek 86 km

Clinton 104 km

Kamloops 171 km

Prince George 508 km

SIDE TRIP TO EAST LILLOOET

Take a brief detour of BC's more recent (bleak) history. Head right/south 1 km to a pullout on the right. Park and explore area on foot.

The land around this area was a Japanese settlement, known as East Lillooet, during WWII. The federal government enacted the infamous War Measures Act and relocated 20,000 Japanese Canadians – including those born here – away from the Lower Mainland to internment camps around the province. This was the site of one of the internment areas.

The Japanese Canadians here were self-supporting: in addition to the activities listed below, they also operated a sawmill, a farming co-operative and a cannery. The tomatoes grown here today are in the same fields that the internees pioneered during WWII. They were not allowed to catch any salmon from

the First Nation fishery, but sympathetic people from the St'at'imc First Nation helped the Japanese Canadians by smuggling sacks of salmon in on horseback via a back road into the camp.

After the ban was lifted, some of the Japanese Canadians returned to Japan, but most spread out and became integrated into the cosmopolitan population of British Columbia.

There is a Stop of Interest sign placed here in 2018 by BC's Ministry of Transportation and Infrastructure.

"In 1942, over 21,000 Japanese Canadians were unjustifiably removed from British Columbia's coast. Over 300 men, women and children lived in East Lillooet, one of four internment camps in this region. They built 62 wooden shacks, a school and gardens. Their civil rights were finally restored in 1949."

Head back to the T-intersection and continue north for the route of the CWR.



Much of the area where Japanese Canadians farmed is still under cultivation today

IMPORTANT NOTE

Note odometer reading to make sense of upcoming mileages. The detour is 2-3 km.

km 0.5

Fort Berens winery on the left. Their wines are award winners. They also offer dining in The Kitchen at Fort Berens during the tourist season. For history buffs, an interesting note: the winery is built on top of what was once the site of Fort Berens, a Hudson's Bay Company fort. Construction began in 1859, but little of the construction was completed, as the Fraser River gold rush was fading, so the site was never used by the HBC.

There used to be a provincial Stop of Interest sign near here. It's worth noting the story.

"Lillooet. Here was the gateway to gold! Yellow, gold-lined bars of the Fraser and beyond was the lure of the Cariboo. Like a magnet it drew thousands of miners on the long Harrison Trails (Douglas Trail) through the Coast Mountains. From this focal point, the first CWR was started northward in 1858. The trail end at Lillooet became Mile 0 on the road to riches."

SAFETY CONCERN

Cyclists and trekkers note there is **no shoulder here**, so exercise caution. The British Columbia Bicycle Operator's Manual has advice for this situation: *"If there is no shoulder or bike lane and the curb lane is narrow (i.e. when the right wheel track of most traffic is less than a metre from the curb), cyclists may choose to take the whole lane by riding in the centre of it. This can be safer than riding near the curb, which*

may encourage motorists to squeeze by where there isn't sufficient room. Be prepared for occasional frustrated drivers who are not familiar with safe and legal operation of a bicycle."

Those who are cycling this highway may wish to consider "taking the lane." It is legal to do so. However, remember that highway traffic may not be able to slow down to avoid you or oncoming traffic. Ride safely. Be visible. Wear reflective clothing at all times and use lights on your bike. For more information, visit the BC Cycling Coalition: <https://www.bccc.bc.ca/bikesense>.

Km 1.9

Davis Road on left (aka Lillooet Arterial Road). **Motorists**, watch for **cyclists and trekkers** who may be joining Highway 99. Explore the historic Old Bridge from this side, by turning left and following it down to the bridge. There is a commercial campsite (Fraser Cove Campground) nearby.

This area was originally called Parsonsville. It was named for a US storekeeper, who built the first house and freight depot here. He did a thriving business hauling goods destined for the gold fields of Cariboo. This settlement was the actual Mile Zero of the Cariboo Road. Later, the same parcel of land was known for growing the first crop of tobacco produced in BC.

km 2.5

East Lillooet Road on the right.



Looking north up the Fraser River

km 3.4

Elevation: 309 m

Fraser River lookout. North up the Fraser River we see the BC Railway bridge crossing the river. Now leased to CN Rail, the line was originally known as the Pacific Great Eastern or PGE, "Please Go Easy", to some of the locals. The railway originally allowed ranchers to transport cattle to Squamish and ship them from there to the market in Vancouver. The road continues at a steady climb.

km 4.5

Sign: Entering Xaxl'ip First Nation Reserve Lands

km 7.9

Elevation: 405 m

Pullout on left. Take a break from driving, pedaling or walking. From here there is an excellent lookout of the Bridge River. In mid-April of 2020, we were struck by the strong, fresh scent of Saskatoon berry bushes. They are the only native white flowering shrub to bloom this early in the season.



Saskatoon berry bushes in bloom.
Berries follow in summer, a staple for First Nations

Across the Fraser, the depleted waters of the Bridge River can be seen flowing into the Fraser. Waters that once flowed through the Bridge River Valley have been diverted into Seton Lake through two mountain tunnels, with the assistance of two dams, to produce power. Now only the few feeder streams below the Terzaghi Dam form the Bridge River.



The confluence of the Bridge and Fraser Rivers

The rapids on the Fraser River just upstream of the confluence are known as the Bridge River Rapids and considered the most difficult on the Fraser. First Nations people also considered this a rough piece of water and called the area, “in-hoy-shtin” or “place of foam.” On both sides of the river are old fishing shelters and drying racks – still used every year during the salmon runs, as they have been for many centuries.

On the wedge of land between the Bridge and Fraser is an abandoned First Nations village. A few old cabins and the cemetery are all that are left of the community, the picturesque St. James Church having burned down in 1970.



Wedge of land with abandoned First Nations village
Photo by Richard Wright

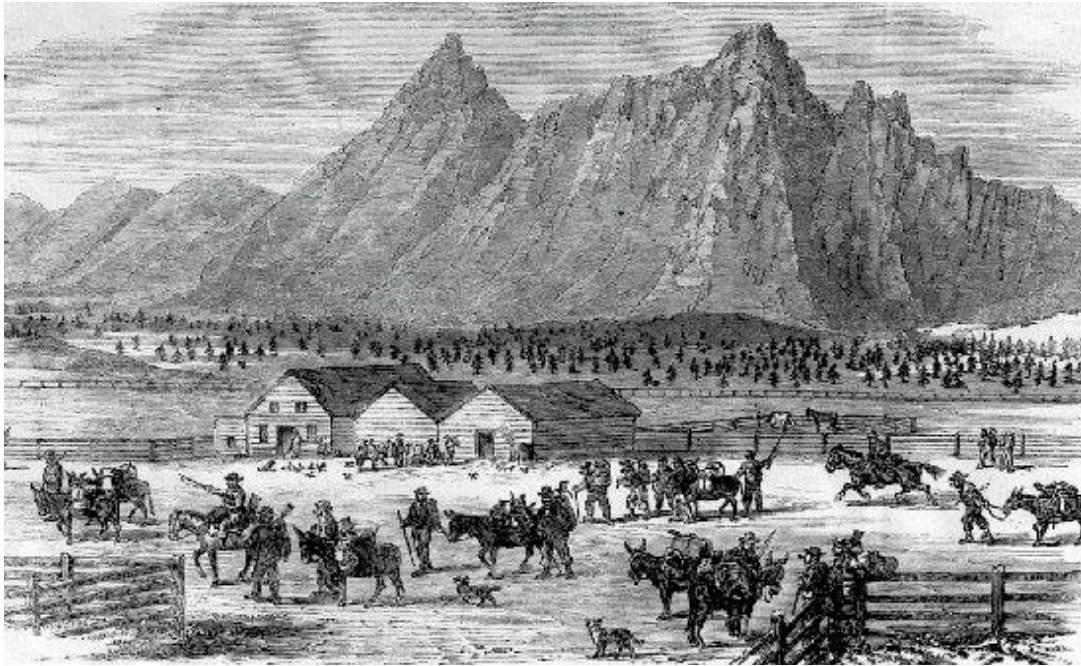


Abandoned First Nations village, including cemetery and cabin remains

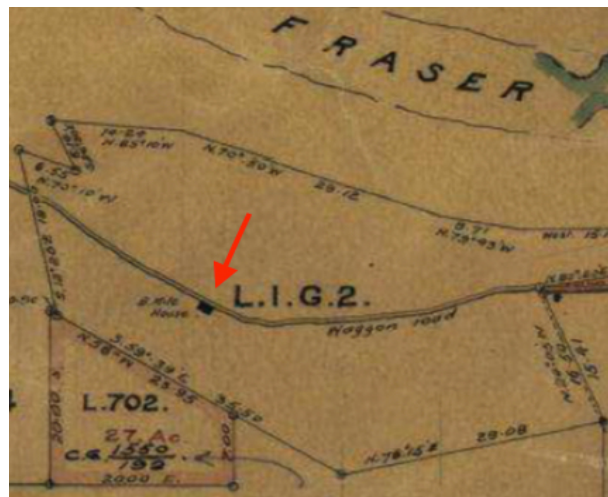
Km 12.4

This area is marked on the old maps as the original location for 8 Mile House. The story is a remarkable one. A young Italian miner, Lorenzo Latora, made his way to Lillooet in search of gold, but was too late for the Fraser River rush. He came to this area and found arable land, with a bubbling spring of water, hence the name "The Fountain".

He opened a roadhouse in 1858, which became known as Fountain House. By 1861, he had three houses, a store and a restaurant. He sponsored three farm workers from Italy to join him and they began farming. They were a good team and created a successful enterprise offering travelers beef, milk, cheese produce, flour and hay for their animals. Latora also had grape vine cuttings brought over from Italy; the plants prospered, making Fountain House the first vineyard and winery in British Columbia!



A drawing of Fountain House during its heyday of the early 1860s



District Lot I, G.2, shows 8 Mile House, aka Fountain House.
It became First Nations Reserve Land after WWI

km 13.2

GPS: 50°44'31.7"N 121°52'21.5"W

Elevation: 408 m

Fountain Flat Trading Post on left. The store has gas, diesel, food and free wifi. It's a good place to stop and chat with locals, while you replenish the gas tank and pick up treats for the road.

As you pass through this First Nations territory, learn about the peoples who live here, their culture, history, and customs. For information visit: <http://xaxlip.ca/>.

km 13.8

Junction. Fountain Valley Road on right. If you wish to explore this area, this journey will take you 28 km (return: 56 km) off the CWR route. If this side trip is not of interest, continue on Highway 99. Upcoming grade is 8% downhill with a switchback. Top of the grade elevation is 402 m, bottom is 350 m. Use caution on narrow shoulder.

SIDE TRIP TO BC FOREST SERVICE RECREATION SITES

This road to the south was the old mule trail prior to the Gold Rush, built to avoid the Big Slide between Lytton and Lillooet.

Turn right/south through Fountain Valley and Three Lake Valley, which includes Kwotlenemo or Fountain Lake, Chilhil Lake and Cinquefoil Lake. The far end exits onto Highway 12. There are four BC Forest Service recreation sites along this road.

Camping Fees: \$15.00

Fee Applies: late April to mid October

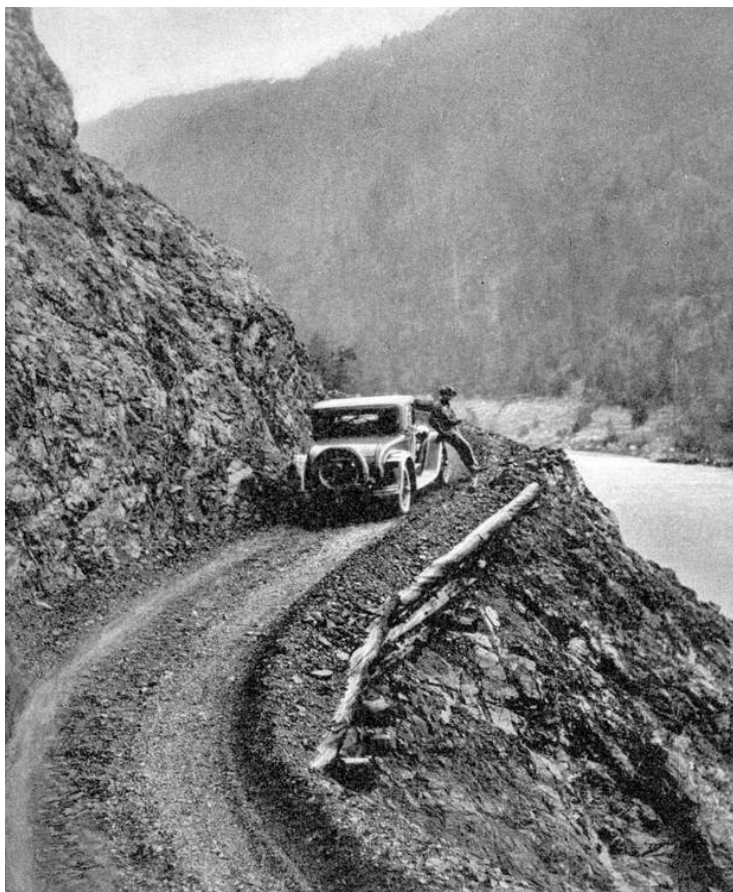
Facilities: boat launch, tables, pit toilets

Site Operator: Xaxli'p First Nation

Site Description:

"Also known as Fountain Lake, Kwotlenemo Lake hosts four separate recreation site areas with fees, surrounding the lake that are popular to fishermen and campers. The 4 sites can accommodate all sizes of rigs with the larger sites being on the north and south ends of the lake while the east and west sites are more suitable for truck campers and tenters. The area is also popular for nature viewing and hiking. A good boat launch is located on the northern end of the lake."

This would be a fine stop overnight, though it is rather far off the route.



CWR near Lillooet

WARNING FOR ALL CAMPERS & TRAVELERS

You cannot safely drink water from lakes, ponds, streams, springs, rivers and creeks in BC, as they are likely contaminated by the Giardia parasite. You must boil or filter the water first.

If you think you have become infected with this parasite, visit:

<https://www.healthlinkbc.ca/healthlinkbc-files/giardia-infection>, or check into the nearest health clinic.

IMPORTANT NOTE

At the time of writing (Feb 2021) the website, "sitesandtrailsbc.ca" states: "Site closed until Spring 2021, due to Covid-19 health and safety concerns." Make certain the sites are open before you travel. For more information, visit: <http://www.sitesandtrailsbc.ca/>.

Return to junction of Highway 99 at km 13.8. Note odometer reading to make sense of upcoming mileages.

km 14.8

At the end of the long downhill grade, you come to a railroad underpass and very tight corner. A moment later there is a pullout and lookout for the Fraser River. It's a good spot for a meal or water break.

km 15.1

Elevation: 306 m

As we passed through this area in 2021 there was construction going on to stabilize the side of the mountain. It is a long and large project, due for completion in fall of 2021. Road now climbing again.



Pullout at km 15 along Highway 99

km 16

On the right is the original location of Mile 10 on the CWR.

km 17.4

Elevation: 405 m

Railroad overpass.

km 18

Elevation: 450 m

Top of the grade. The road begins descending, then climbing again.



The CWR exists here on First Nations Reserve Lands

km 19.2

Junction. The original CWR is on the left. At this writing, we have noted the sign posted near the gate, which indicates the road is closed due to Covid-19. As this is Xaxli'ip First Nations Reserve Lands, wait to explore this part of the old road until restrictions have been lifted, permission has been granted and the route established.



Bighorn sheep are found all over these rocky, arid, mountainous areas.
At left, yearling lambs shown here with ewes around km 19



A young male and mature male bighorn sheep

km 21.5

Elevation: 490 m

Below is Sallus Creek, also known as 14 Mile Creek, the original location of Mile 14 on the old road.

Km 21.7

Sign: Leaving Xaxl'ip First Nation Reserve Lands.

Km 22.4

Junction. Sallus Creek Road on the left, crosses the CN tracks. **This is the original CWR.** If this side trip is not of interest, continue north on Highway 99.

SIDE TRIP TO SALLUS CREEK ROAD, AKA 14 MILE

Cyclists and trekkers can travel this route. *Motorists* can park and explore the area on foot.

It is easy to see where the old road meets First Nations Reserve Lands. The road turns from old pavement (as the old Highway 12 was laid on top of the CWR) into a two-track at the top of a rise. As the track enters the field, it becomes First Nations Reserve Lands. The old road continues through the field (south) for 1.7 km and meets the gated section at km 18.



Amy Newman on the CWR; First Nations Reserve Lands are ahead
Photo by Richard Wright



Sallus Creek Road, aka CWR; Highway 99 on right.
Public may travel upper portion of route

There are more recreational opportunities here, including a hiking trail from Sallus Creek to the banks of the river. The road leads to an old hydraulic mine site and placer claims. This trail is listed in a Lillooet hiking guide-book, "Canyon to Alpine", under the title, "Sallus Creek to Fraser River" or find it on the website, www.kamloopstrails.net. The hike is approximately 5 km return.

In a post-Covid future, we hope permission will be granted from First Nations for the public to travel this route, so watch for an update on this section in future editions of the guide. For now, travel on Sallus Creek Road for a short distance; then hike down to the Fraser River for a close-up view of the longest undammed river in North America, south of the Arctic.

After your explorations of Sallus Creek, return to Highway 99 at km 22.4 and continue north. Note odometer reading to make sense of upcoming mileages.



An old chimney is all that remains of the old store at 14 Mile on Sallus Creek.
It was run by two UK WWI vets, Harry Ponder and his partner

The highway has been traveling through one of the many First Nations reserves, whose canyons and gorges have been their home for perhaps 9000 years. One site near Yale indicates continuous occupation for 5000 years. The ancestors of the Shuswap, Nl'akapxm and Stolo tribal nations lived on the benches left by prehistoric rivers and lakes, fished for the salmon that ran up the river in the millions.



First Nations unidentified woman knitting with 4 needles

Many of these reserves have since been cut up and isolated by the railways. Fishing trails were destroyed or blocked and fishing rocks covered by fill. The most severe damage was done when dumped rock waste caused the Hell's Gate slide of 1914. That slide wiped out nine of ten salmon runs and left many upstream First Nations people without a winter food supply. Some of these runs have gradually been replaced by efforts of the Pacific Salmon Commission, though they have never reached their pre-slide numbers.

For more information on First Nations peoples of Fountain Valley, please visit: <http://xaxlip.ca/>. For more information on this slide and its importance to the creation of the Pacific Salmon Commission, please visit: <https://www.psc.org/about-us/history-purpose/our-history/>.

km 22.45

Junction. Gated road on the right. This is Headless Gulch Road, or on some maps, Tiffen Creek Forest Service Road. Recent research proves **this is a continuation of the CWR**. Imagine the highway not being here. Note how Sallus Creek Road angles towards Headless Gulch Road. Look at an aerial map and you'll see how the two sections used to be joined together. One look at old maps will confirm it used to be all one piece of road – the CWR.

If you wish to travel this section of the road, it is a detour off of Highway 99 for approximately 1.5 km. While it has been gated, ditched and bermed, it is not First Nations Reserve Land and the CWR is still considered a public road. If this side trip is not of interest, continue on Highway 99.

SIDE TRIP TO HEADLESS GULCH ROAD, AKA 15 MILE, AKA KEATLEY CREEK

Cyclists and trekkers can open the gate and walk or cycle this portion of the old road. Or explore the road from the other end (ahead at km 23.8), which is ditched and bermed, **but not gated**. We have ground-truthed both ends of the road, though not the middle section. Travel at your own risk.

Motorists cannot drive this route. Park your vehicle and explore the area on foot.

The original location of 15 Mile House was on this part of the road, just north of 15 Mile Creek, also known as Keatley Creek, named after one of the original ranch owners here. This important mile house was the first staging place after leaving Lillooet.



Headless Gulch Rd, aka CWR; Highway 99 on left.
Road ditched and bermed both ends



The CWR – aka Headless Gulch Road.
Research has not confirmed the story behind the name of this road



District Lot 536 showing original location of 15 Mile House

Dr. Cheadle and Lord Milton, two young Englishmen who toured the colony of British Columbia after walking from Canada across the prairies, passed this way in October of 1863. In his diary, Dr. Cheadle wrote a terse description of their first night out of Lillooet: *"Stayed for night at 15-mile house; wretched place, no fire, no beds. Milton slept under the counter, I alongside it, 4 or 5 miners along the floor."* Accommodations were neither luxurious nor romantic.

For more information about Dr. Cheadle and Lord Milton's fascinating journey to the gold fields in 1863, please visit: <https://open.library.ubc.ca/collections/bcbooks/items/1.0375749>



A satellite photo of the Keatley Creek Archaeological Site

Keatley Creek Archaeological Site is also located in this area. It holds special heritage importance to First Nations communities. Researchers believe the site was inhabited approximately 7000 years ago. There are upwards of 115 kekulis (pit houses) on the site, making it one of the most studied sites of its

kind in Canada, with some of the largest pit houses in the archaeological record. It was abandoned about 1000 years ago, likely due to a landslide blocking the Fraser River.

For more information on this subject, look for Dr. Brian Hayden's many studies on the site, including his book, "The Pit Houses of Keatley Creek," 2nd edition published by SFU Arch Press, 2005.

IMPORTANT NOTE

If you travel this road, do not add the mileage to your route, as Highway 99 is running along side it. Both routes are closely matched for distance, the old road measuring about 80 m longer than the highway.

km 23.8

Junction. Headless Gulch Road/CWR re-joins Highway 99 on the right.

km 24.2

CN overpass and shortly, a mileage sign:

Cache Creek 60 km

Clinton 79 km

Kamloops 145 km

km 26.6

Researching old District Lot maps proves much of the original CWR still exists along the west side of Highway 99 today. Watch for a dirt, two-track route, which snakes north following the general direction of the Highway. More ground-truthing is planned for this region to plot out a traveler's route, which is completely off the highway. Watch for updates in future editions of the guide!

km 27.9

Elevation: 500 m

Tiffen Creek, also known as 18 Mile Creek, flows down to the Fraser from the east. Note all of the irrigated fields on the west side of Highway 99. Research of old maps shows the same fields being cultivated today, just as they were during the Gold Rush. The highway has been undulating up and down for the past several kilometers. Now it begins to climb again slowly, but steadily.



Cultivated fields up ahead along the west side of Highway 99

km 29.4

Elevation: 560 m

The road begins to veer away from the Fraser River, heading northeast, then east as it follows Pavilion Creek, on left of highway. There is a 9% grade as it heads up to Pavilion, and it is a long climb! Elevation gain is 168 m from here to the junction for Pavilion Mountain.

km 30

Elevation: 580 m

Research proves the road coming in on left and veering northwest **is the CWR**. This was the general location of 20 Mile House, though it has not been ground-truthed and is now a driveway. The old road can be seen around the corner of a hill, though it's overgrown and not traversable at this time.



CWR near the original 20 Mile Post

km 31.9

Elevation: 655 m

The Pavilion General Store stood on this site until it was destroyed by fire in 2000. All that remains is the brick and rock chimney and the foundations. This was the original location of 21 Mile House, another of the important roadhouses during the Gold Rush.



Remains of Pavilion General Store
Photo by Richard Wright



A postcard (circa 1930s) of Pavilion General Store
Photo courtesy Ian Buker

The Pavilion Flour Mill was established in 1872 and research proves its location was in close proximity to the roadhouse. It has also long since vanished.

From the Mainland Guardian newspaper, dated August 24th, 1872, came this report out of Clinton, by a local blacksmith:

"...Today I paid a visit to inspect the new grist mill at the 21 Mile House on the Clinton Lillooet Road... The subscription was \$8000 all taken by farmers in the vicinity of the mill... The building which is 30 ft by 70 ft by 18 ft was erected under contract by Mr. Robert Carson who furnished all the materials. And has finished the building in a substantial and workmanlike manner for the sum of \$1380. Mr. Carson is a quarter owner of the mill and farms extensively... The farmers are determined to free themselves of all monopolies and have in contemplation of a co-operative store..."

A recent description of the site from the early 21st century:

"... I was astonished to go along the road in June of 2002, with every intention of stopping and painting, and to find only the chimney standing against the sky, with a rubble of rusted metal roofing, contorted by the heat of a fire, lying scattered about on the ground. I talked to a couple of people in the nearby Native village of Pavilion, but they could add little detail to what was obviously a tragic accident. All that was left, other than the chimney, was a yellow rosebush blooming in the dusty wind and the gravel..."

Michael Kluckner, author, Vanishing British Columbia

For more information about the Pavilion General Store, visit Michael Kluckner's webpage:

<https://www.michaelkluckner.com/bciw6pavilionstore.htm>

According to an 1863 issue of the British Columbian newspaper, *"The name 'Pavilion' is French, taken from the flags there found floating over the Indian burial grounds by the Canadian Frenchmen who first explored it."*

Highway 99 and the railway were running side by side; now the highway passes over the tracks as it veers north, continuing its climb up to Pavilion, while the railroad makes a 180° turn west, then north.



First Nations unidentified chiefs

km 33.2

GPS: 50°52'51.30" N 121°49'43.77" W

Elevation: 728 m

Junction. Pavilion-Clinton Road and Highway 99. The original route of the CWR now heads up Pavilion Mountain. This road was closed last year (2020) due to Covid-19, as it passes through the First Nations community of Pavilion. Please check with local authorities before proceeding along this route.

If you are looking for an easier stretch to drive, cycle or walk, you can travel straight ahead on Highway 99. It continues along the Pavilion Valley by Pavilion Lake and Marble Canyon Park, through several First Nations reserves, to Hat Creek House and Highway 1. This alternative route to Clinton will be described at the end of the Pavilion Mountain section.

There is frequent discussion as to why Sgt. McMuphy of the Royal Engineers chose to route the Cariboo Road, or more correctly, "Wright's Road to Alexandria", over the top of Pavilion Mountain rather than continue up the Fraser and Pavilion Creek as the railway did, or through Marble Canyon to Hat Creek as we do today. The suggestion is that contractor G.B. Wright was in debt, and by going over the Mountain he would service ranchers and stopping points on the mountain meadows.

The road not only had to reach Williams Creek gold, but it must offer water and feed along the way. In terms of the Fraser route it could be argued there was little water or feed across that stretch and they did not want to continue what packer Frank Sylvester described: *"The road all the way to Reynold's Ranch [beyond Pavilion] was very bad indeed, being full of deep ravines, sharp pitches and slides, and as the ground was pretty well covered with hard snow, and ice, especially on the side hills where the sun could not penetrate, so that we had lots of trouble all day long."* Contractors did not want to continue across similar terrain. And, the old trails simply did not go that way, for whatever reason.

As to taking a direct route through Marble Canyon (where Highway 99 travels today), that was first a longer route. However, Sgt McMuphy did consider, in part at the request of Capt. Martley who had considerable acreage and wanted to build a roadhouse on this route. But that route was not to be, at least not in 1862.

McMurphy wrote in his diary of June 17th, *“Explored the face of Pavilion Mountain in the hopes of bringing the Road nigh to Capt. Martley’s ground, but there is not a shadow of a chance, and to go up the valley and come back again with the road would cause an unnecessary amount of work.”*

Except for the climb of a 10% grade, it was a good route with water and excellent feed, and 20 miles, or over a day’s travel shorter, so less expensive. So up and over he went.

WARNING FOR ALL CAMPERS & TRAVELERS – ESPECIALLY CYCLISTS & HIKERS

There is no water until Kelly Lake. There are no services and very little traffic. The distance from Pavilion to Kelly Lake is 22 km and the elevation gain is 855 m with 10-12% grades. This route may not be suitable for all travelers. Use caution and be prepared with ample water and extra food.

Part of the Marble Range, with a height of 2089 m, Pavilion Mountain contains a section of switchbacks once known as “the Rattlesnake Grade” and was an infamous stretch of the old wagon road. It climbs through 5 large switchbacks gaining 326 m at a 10% grade. After the last switchback, at 4 km, the road reaches 1055 m in elevation. The grade lessens for the next 4 km, as it winds through high altitude farmlands. The descent into Kelly Lake at the other end drops from 1463 m elevation to 1064 m – a great ride – but the road is gravel, so not without risk.

It is worth noting that with increases in elevation, some people with underlying health issues may find it more difficult to breathe, hike or cycle at these altitudes, or tire more easily. While Pavilion Mountain is not considered “the headache zone”, it is wise to take precautions – and bring water. If you are thirsty, you are already dehydrated. Whatever the temperature, drink plenty of water.

If you are prepared and excited for the adventure that awaits you on this historic route, turn left onto Pavilion Reserve Road, then an almost immediate left again onto Pavilion-Clinton Road and head up the mountain.

km 33.4

Elevation: 733 m

The road turns to gravel almost immediately and there is a sign for the upcoming 12% grade.

km 33.8

Elevation: 760 m

Gravel road continues uphill. There are lots of conifers and a few deciduous shrubs (Saskatoon berry, sage and grasses). The road is rocky, narrow, winding. There are some pullouts along the route. Use them for breaks, if you are cycling or walking this arduous route. Magpies and Clark’s Nutcrackers are seen in the trees here.

km 34.2

Elevation: 804 m

The first of many switchbacks.

km 34.7

Elevation: 850 m

Road continues to climb.

km 35.2

Elevation: 895 m

Another switchback. Elevation gain since the turnoff is 167 m.

km 35.5

Elevation: 930 m

Power lines cross the road as it opens up to the grasslands, though road still continues steeply through switchbacks. Shrubby junipers and sage dot the hillside

km 36.2

Elevation: 992 m

The road zigzags across the mountain and looking on an aerial map, this unique section of the old road is easy to spot. Imagine horses and wagons pulling up this route. Imagine building it.

In 1862, Sgt. McMurphy of the Royal Engineers, made notes about his experience of road building on Pavilion Mountain.

20th June – Shifted camp to the foot of Pavilion Mountain; work progressing fine.

21st June – Got a letter from Lieutenant Palmer giving authority to the contractor [Mr. Callbreath] to go down the Pavilion Mountain at a grade of one in ten.

22nd June – Told them to take a bridge down as it was not satisfactory.

24th June – All the working party of 250 men will be at work on the Pavilion Mountain by Friday.

2nd July – Rode through the mountain with Woodcock. Party getting along well cribbing the road going down the mountain. There are 56 men at it preparing the road and chopping the line for grading. There are 330 men in the employ all told.

17th July – Mountain finished in a most credible style. Everyone says the mountain is the best part of the road.



Pavilion Mountain switchbacks by Peter Taft, circa 1866-1870

km 36.7

Elevation: 1025

Last of the switchbacks.

km 37.2

Elevation: 1064 m

Kilometre 4 marker. Road is a little less steep here, but continues to climb.

km 38.1

Elevation: 1110 m

Elevation gain since the turnoff is about 380 m.

km 38.6

Elevation: 1134 m

Cattle guard. Signpost on the east side: "Public Road Through Private Property. Diamond 'S' Ranch". Sage dominates the grasslands here.

The road opens out onto a large, high plateau and picture-postcard view. Resting in a sea of grass flush with wild flowers, on a park-like hill dotted with clumps of aspen and pine, is the original location of the old Carson Ranch, also known as 26 Mile House. This was an important stop on the old CWR for weary travelers, as well as the teams of oxen and horses working to bring goods up and over Pavilion Mountain.

The property eventually passed out of the Carson family, to the Spencer family, the Termuende family and most recently, (2013), it was purchased by the Blue Goose Cattle Company, which specializes in raising organic beef. For information, visit: <https://www.bluegoosecattle.com>

km 39.4

Elevation: 1173 m

GPS: 50°54'20.00" N 121°48'49.28" W

Diamond 'S' Ranch – aka 26 Mile House, aka Carson Ranch – driveway on the right. Now owned by Blue Goose Cattle Company.



Carson's Ranch, aka 26 Mile House, on Pavilion Mountain, 1963

km 39.8

Elevation: 1190 m

Power lines cross the road. Road continues to climb.

km 40.2

Elevation: 1208 m

7 km marker. At 40.4 we reach top of the hill. Ranch lands on both sides of road.

km 40.5

Elevation: 1215 m

Large boulder on east side of road. Ranch road comes right by boulder. Road is now level and rolling through grasslands. Hundreds of Savannah Sparrows perching on fence posts, wires, and flying through the fields in the fall.

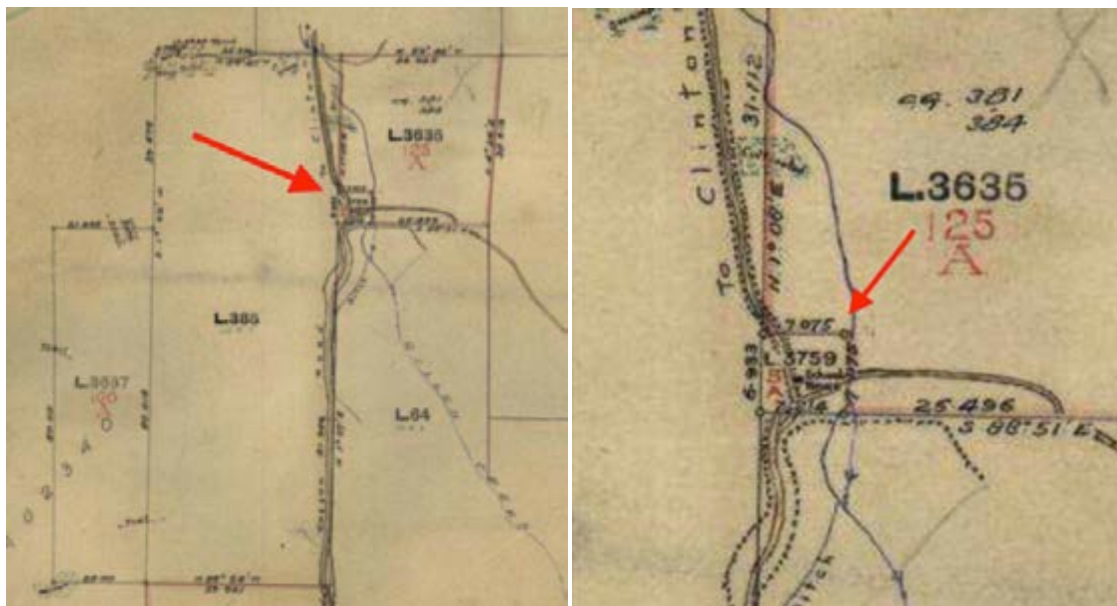


Savannah sparrows are seen throughout these high altitude grasslands

km 41.2

Elevation: 1220 m

As we saw through some of the Lillooet section, these same fields we are passing through show up on old district lot maps and have been in cultivation since the Gold Rush.



On left, District Lots 64, 385, 3635 and 3759 on Pavilion Mountain.
On right, DL 3759 shown close-up was 2-acre (.8 ha) parcel for schoolhouse

km 42.2

Elevation: 1225 m

Forestry road on right. About 200 m along this road was an early school house. No remains today.

"...There were ten children in the Carson family, five girls and five boys, all born on the ranch. Mrs. Carson, in her determination to have them properly educated, was instrumental in the building of the first Pavilion school, a mile and a half from the ranch. To help raise funds the Carson boys milked a herd of cows, from which their mother and sisters made mountains of butter, for sale in several locations in the interior.

Later Mrs. Carson saw to it that her children went on to attend college... Although neither parent lived to see it, two sons became members of the provincial legislature, representing Kamloops and Lillooet..."
Branwen Patenaude, "Trails to Gold", 1995.

km 43.2

Elevation: 1255 m

Road crosses over Gillon (or Gillen) Creek. Elevation gain since turnoff is 527 m.



Cyclist Stephen Langrell was a great subject for us as he toured the region in 2020

km 44

Elevation: 1285 m

Ranch road on right.

km: 44.8

Elevation: 1300 m

Original location of 29 Mile House. Nothing left today, though that wasn't always the case:

"On this bench, 29 Mile House was located. When we last came through, a few scattered ruins remained to mark the location of the second staging place from Lillooet, where extra teams were stabled for the final haul to the summit of Pavilion Mountain."

Richard Wright, "The Junction Country", 1985.

Road crosses Gillon Creek again here. This creek meanders throughout the plateau, criss-crossing the route of the CWR in several places, mostly under the road. Looking at aerial maps, you can follow the fingers of the creek with its tracery of lush growth. Road becomes uneven and would be muddy in wet weather.

Finding the old road – and the roadhouses – is often a challenge. Researching historic maps, diaries and documents is extremely important, but we needed more help to pinpoint the location of 29 Mile House. Mike Kennedy is a geographer and historian, with roots deep into the connections of Pavilion Mountain; and his knowledge of the area was invaluable to us in being able to definitively locate the spot.

We also learned more about why there are often no remains left of the old roadhouses and other old structures. It isn't just 150 years worth of deterioration which is at work here. Ranchers often torch old buildings for reasons of safety. Cattle and horses may wander into these structures and then be unable to extricate themselves and be trapped. Animals have been lost in this way and obviously, no rancher wants this kind of accident to befall her/his livestock.



A traveler along the CWR on Pavilion Mountain, circa 1930s

The photo above makes traveling on Pavilion Mountain look like an easy Sunday afternoon drive. Parts of it are – though it was not so during the early days, and certainly not in the winter, where it could be a treacherous journey, as evidenced by this tragic story from a year before the building of the road.

"A dead Chinaman, half eaten by coyotes and crows, was found upon the plateau of Pavilion Mountain. The dead man, owner of a pack train, had started in February to see if it was possible to take his wagons across, but got caught in a blizzard and froze to death. He was armed with a revolver and a Bowie knife at the time of death..."

May 1861, Victoria Colonist

km 45.2

Elevation: 1320 m

12 km marker on fencepost. Grove of aspens and cottonwoods along the creek.

km 45.7

Elevation: 1347 m

Junction. Track to left. A forestry lookout road heads into the trees. The CWR continues straight for about 150 m, then turns left into a gently curved switchback as it leaves the open grasslands behind and heads into a thickly forested area.

km 46.2

Elevation: 1393 m

Cattle guard. Two track heads off the road into the trees, one to the west and one to the east. Road begins heading uphill.

km 46.7

Elevation: 1430 m

There is actually cell coverage up here, so if you need to communicate with the outside world, you can do it at the top of Pavilion Mountain.



Asters in bloom and fireweed with fall colour along the CWR

km 47.2

Elevation: 1480 m

The road continues through the trees for another .5 km, though it begins opening up to what may be an old cutblock. Elevation gain since the junction at the bottom of Pavilion Mountain is about 750 m.

km 47.7

Elevation: 1526 m

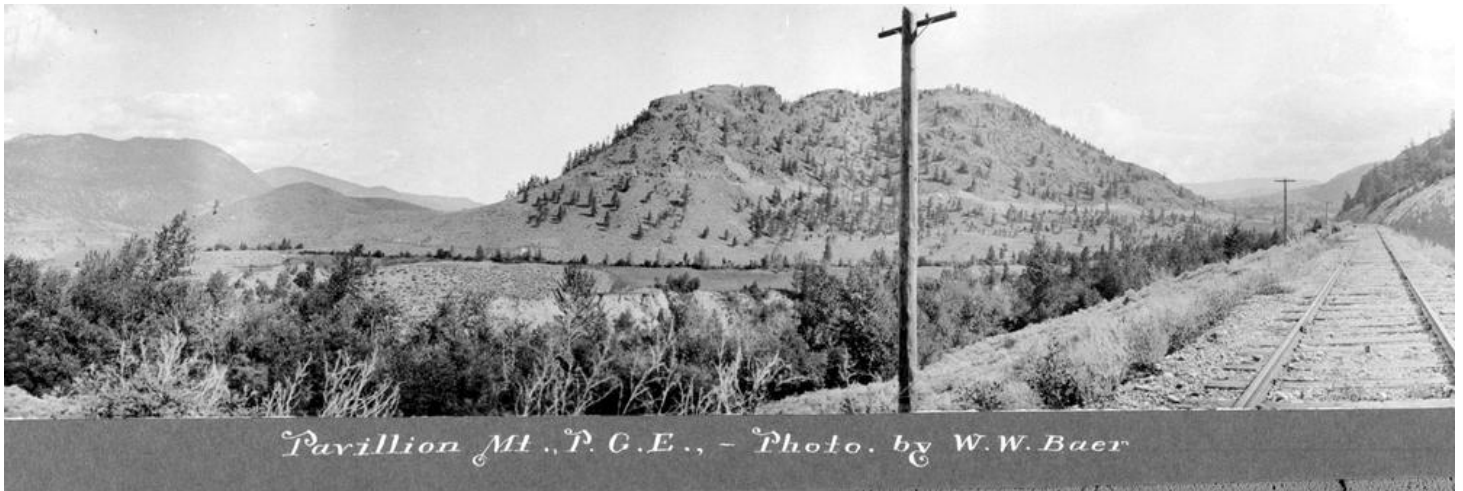
The area has opened up, with few trees and a few roads are seen, including one on the left, which runs parallel to the CWR Road for about 200 m. Also directly on the left is what appears to be a large pullout area. This is a good spot for a meal break/rest stop.

km 48

Elevation: 1554 m

GPS: 50°57'58.01" N 121°46'48.60" W

Cross power lines. A road heads off to the right/east. This is a major junction with tracks visible heading off in many directions under the power lines. The CWR begins heading north as it curves to the left and away from the power lines and back into a thickly forested area.



Pavilion Mountain PGE Railroad, 1916

km 48.3

Elevation: 1575 m

Height of land. Road now begins heading down. Grade 14%.

Km 48.5

Side road. To the left an old forestry lookout road once lead 1.2 km (2.4 km return) to a ridge on the west. Road condition unknown. If you are a bird watcher, you will be rewarded by the sight of Clark's Nutcrackers, which feed on the seeds of the white bark pine that grows up here.

km 49.1

Elevation: 1525 m

The road continues towards one final junction before heading down the mountain.

Km 49.5

Elevation: 1470 m

Junction. To the left the CWR heads down Pavilion Mountain. To the right is a road to the microwave tower and forestry lookout on the summit of Pavilion Mountain. About 16 km return, this road would be a wonderful hike in weather that is not too hot. For hiking routes on Pavilion Mountain, visit: <https://exploringthenorthwestcoast.weebly.com/blog/west-pavillion-fire-lookout-trail>

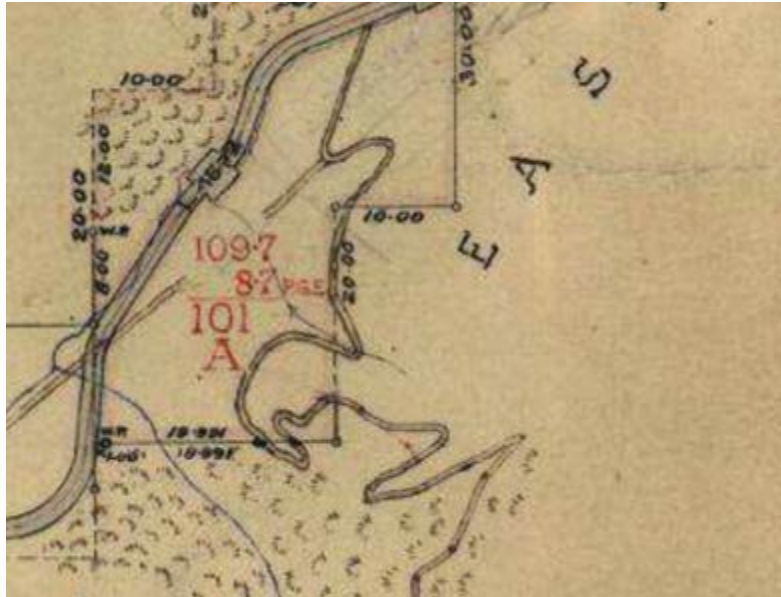
The road now begins the steep descent down the infamous "Rattlesnake Grade". Though the road has improved, the description by Butler and Cheadle of the road in 1863 obviously refers to the same hill:

"This was the most dangerous carriage road I have ever encountered. We found ourselves on the brink of a precipitous descent of 2,000 feet, and in full view below saw the road following the configuration of the hill, with the numberless windings and zigzags which had given rise to its name. Everyone immediately volunteered to ease the poor horses by walking down, but Johnny negated the proposition at once and drove us down at a furious rate, the heavily-laden wagon swinging around the sharp turns in a most unpleasant manner. Had a wheel come off, or the break given way, it would have been certain death!"

km 50.5

Elevation: 1377 m

Road narrows and tracks around rock bluff. Lots of switchbacks coming up through forested area. Fall colours from shrubby Douglas maples. Views down the cliff.



The infamous "Rattlesnake Grade" on Pavilion Mountain

km 51

Elevation: 1316 m

Heading into the first of the switchbacks which made this "Rattlesnake Grade" the talk of the road. This infamous grade led to folklore surrounding the idea that the only way to get down the grade with safety was to drag a tree behind the wagon. Recent research indicates this was true. In a surveyor's report to the Minister of Lands in Sessional Papers from 1918, it states: "In order to negotiate this hill in safety when bringing a loaded wagon off the mountain it is necessary to fell a tree and drag it behind."

Km 52

Elevation: 1205 m

Heading into the 4th switchback. A few to go. Elevation is dropping fast. Use caution on the gravel.

km 52.4

Elevation: 1165 m

View on the west side of Cutoff Valley and the Railway. Last couple of switchbacks are coming up.

Km 53.2

GPS: 50°59'37.50" N 121°47'27.83" W

Elevation: 1065 m

Junction. The road approaches a T-junction: Pear Lake Road on the left and Kelly Lake Road on the right. Turn right/east towards Clinton. Junction of Highway 97 and Clinton is 18 km. A few houses here.

From Sgt. McMurphy's diary, summer 1862

July 22nd – After the mountain, the country [to Clinton at 47 Mile] is level for about 16 miles, which with a few men, a good road could be built in 10 days.

km 53.4

Elevation: 1069 m

Railroad crossing. A few more houses here. The road skirts along the north shore of Kelly Lake. No room for camping beside the lake here.



Graham's Ranch, Kelly Lake, 1899

km 54.9

Elevation:

Kelly Lake. This lake is named for Edward Kelly, a rancher who got his start near here in the 1860s. Some camping is available at the lake. Downing Provincial Park is a small park at the east end of the lake, a fine place to stop for a swim on a hot summer's day, for lunch, or a night's rest. The land was donated to the province by C.S. Downing in 1970.

km 55.5

Picnic site at Kelly Lake.



Kelly Lake, 1946

km 55.6

Elevation: 1071 m

Junction. Downing Provincial Park on the right. The CWR continues on Kelly Lake Road to Clinton.

Park established: 1970

Park size: 139 ha

This small, popular park almost encircles Kelly Lake. Its campground, with 14 vehicle accessible sites, was re-built and opened to the public in 2016. Popular for swimming, boating, fishing, nature walks.

For more information visit: <http://www.env.gov.bc.ca/bcparks/explore/parkpgs/downing/>

If you are of a scientific bent, try this fascinating article regarding the unusual discoveries made at Kelly Lake and Pavilion Lake over the last 15 years.

<https://www.cbc.ca/news/technology/looking-for-the-origins-of-life-in-a-b-c-lake-1.1064427>

km 55.9

Kelly Lake Ranch, established in 1866 by Edward Kelly. Original location of Mile 38 Roadhouse.



Kelly Lake Ranch, 1982

In the early years the roadhouse was run by David Reynolds, and was known as being a “Good Stopping House”, listed in the Victoria Colonist in 1863. It was purchased in the mid 1860s by brothers George and Edward Kelly; it was part of one of the biggest cattle ranches in the country. It was later owned by F.W. Foster of Clinton and then by cattle king, Thaddeus Harper of Gang Ranch fame. Since then it has gone through several owners. Permission is required for access.

km 56.2

GPS: 51°00'46.55" N 121°46'10.16 W

Elevation: 1081 m

Junction of Jesmond-Big Bar Road and Kelly Lake Road. Paving begins. The road cuts to the north here along Porcupine Creek to the Big Bar area. Follow Cutoff Valley Creek along Kelly Lake Road, aka the CWR, through a beautiful glen about 16 km to Clinton. From this point on, the route follows a two-lane highway through mixed forest and long fields and private properties.

The road passes under a powerline almost immediately after this junction.

57.7 km

Elevation: 1087 m

The road passes under another power line, which also follows along Cutoff Valley at Highway 97.

km 58.5

Elevation: 1078 m

Kelly Lake BC Hydro substation. Paved road goes through rolling grasslands and forested areas. Railroad follows the road. Mountain bluebirds are often seen throughout Cut Off Valley on the fence posts and flying over the fields, looking like cutouts against the azure summer sky.



Mountain bluebirds (female & male) are a common sight in grassland areas

km 59.9

Elevation: 1055 m

CN Railroad crossing.

km 61.7

Elevation:

Leighwood Lake (about 1 km long) on the right/east side of the road. Watch for ducks and waterfowl amongst the reeds, especially in springtime. It is estimated that up to 80% of the waterfowl in North America has its beginning (that is, hatches) in Canada. Along the road are dusty wild roses, salsify, yarrow and asters. The area becomes slightly more populated with a few houses and ranches.



Salsify (or oyster plant) and wild roses in bloom and "fruiting" at the end of the season

km 69.6

This was the original location of the well known Spanish Ranch. Cataline wintered his horses here. Cataline, Jean Jacques Caux, was born in Oleron, Bearn, in what is now part of France, and came to the Cariboo in the early 1860s. In partnership with Henry Castillou, he started packing to the various gold camps. The ranch was begun by one of Cataline's packers and served as a mule train relay station.

This ranch was pre-empted by M. Garcin, B. Balencin and T. Angula. These three Mexicans had been packers employed by the Hudson's Bay Company before the gold rush and had settled in the area earlier but, seeing the rapid taking up of land along the road, registered their preemptions in 1862. For some reason, they did not get a Crown Grant to the property. District Lot 276 on the "Lillooet to Clinton Waggon Road" was not surveyed until 1896 and a Crown Grant was issued to Juan Berual.

Recent research shows a rich history of Mexican and Chilean immigration to BC in the years of the fur trade and on into the gold rush era. This is another example of people coming forward to assist us as we dig for information on this topic. John Macnab came forward with some fascinating pieces of family history for the guide in relation to the Spanish Ranch.

"My great grandfather, Serapio Leon was born in 1870 at Douglas Lake and was raised on the Spanish Ranch by Juan Bernal and his Chilean wife, Miguela. His dad, Blas Leon, came up from Mexico with Jesus Garcia via the California Gold Rush and got land at Quilchena. His wife was Ratchinak, who was from Nicola or Spuzzum. Both Mr. Garcia and Cataline had married Spuzzum gals. The Bernal's marriage certificate from 6 Feb, 1886, mentions Spanish Ranch as their address. Also mentioned is Joseph and Angela Tressiera of Spanish Ranch as witnesses to the marriage."

Age	Sex	Name	Marital Status	Place of Birth	Place of Birth (French)	Place of Birth (Spanish)	Place of Birth (Portuguese)	Place of Birth (Italian)	Place of Birth (German)	Place of Birth (Other)
185	M	Bernal	Married	Mexico	Mexico	Mexico	Mexico	Mexico	Mexico	Mexico
50	F	Bernal	Married	Chile	Chile	Chile	Chile	Chile	Chile	Chile
22	M	Leon	Single	Mexico	Mexico	Mexico	Mexico	Mexico	Mexico	Mexico

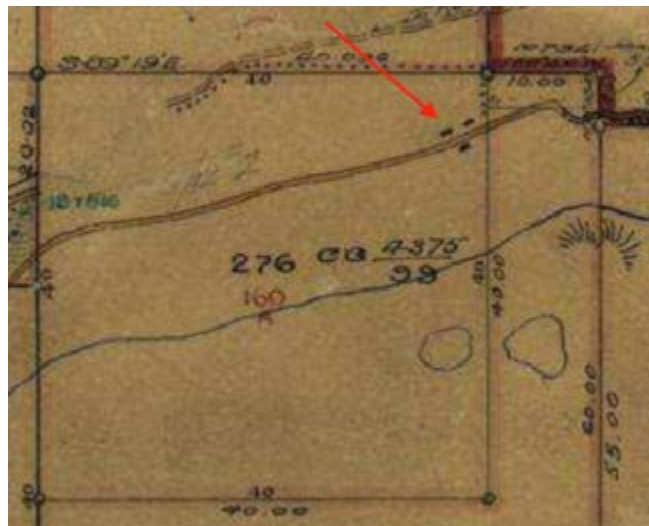
CENSUS OF CANADA, 1891. Province: British Columbia. District No. 1. Sub-District No. 2. District 9. Enumeration No. 1. Enumerated by me on the 9th day of May 1891. Daniel O'Hara, Enumerator.

1891 Canada census shows the Bernals and John Macnab's great grandfather, Serapio Leon

94	29	Jos. Frey	1
95	6	Geo. Heaton	1
96	7	M. Garcin et al.	1
97	7	N. H. Kay et al.	1
98	7	N. Holton	1

C.G. 4311-23/72
C.G. 4104/45

This document shows the original pre-emption by M. Garcin "et al", of lots 267, 268, 269



Juan Bernal's Crown Grant was issued for District Lot 276 in 1896
The red arrow indicates probable location of houses at Spanish Ranch

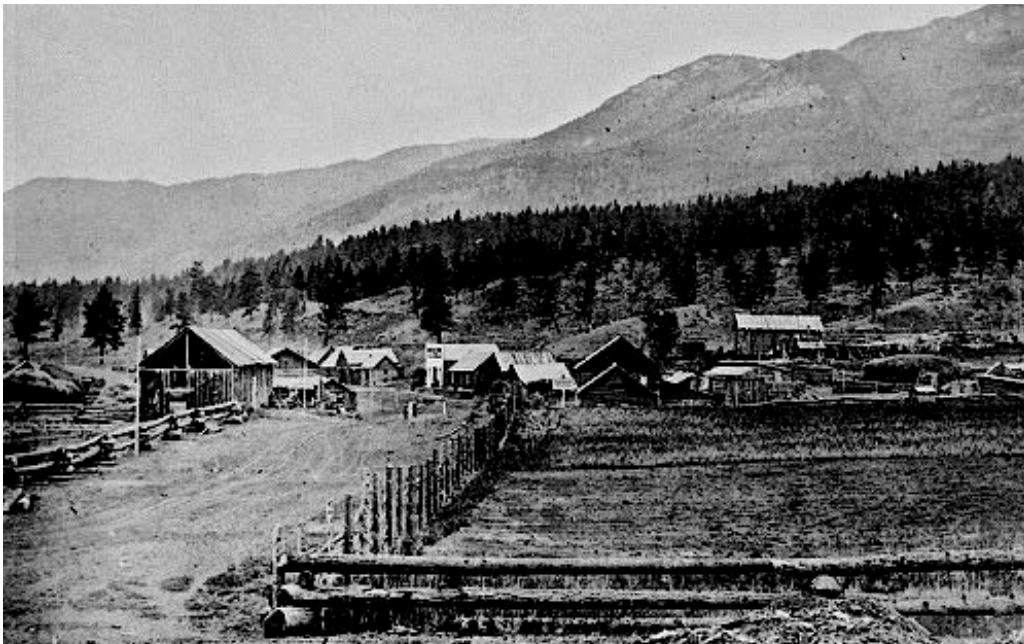
These documents show the way research is done and the story weaves together. And for those who think the Gold Rush was made up solely of Europeans, Chinese and First Nations, this story brings into focus the truly multi-cultural nature of our population at this time. People traveled here from all over the world to find a better life, whether to search for gold or become farmers and ranchers as was the case for Juan and Miguela Bernal.

km 72.1

Elevation: 890 m

GPS: 51°05'29.70" N 121°35'29.11" W

Junction of Highway 97. As you turn left into the townsite of Clinton, the first street you pass is Cariboo Avenue, which was the original road for the Fraser Canyon route that came up from Yale in 1863.



Clinton tollgate, circa 1863

Photo by Frederick Dally

km 72.5/73

Elevation: 878 m

Arrival at the Clinton Museum, 1419 Cariboo Highway; the historic Palace Hotel is opposite the museum. If you were traveling here in 1863, you would have had to pay a toll, which was collected at the tollgate and paid to the contractor of the road, G.B. Wright, between the years 1863 and 1868.

Enjoy Clinton for a while, then head north to see more of the CWR in Chapter Two.



Barnard's Express stagecoach at the Palace Hotel in Clinton, 1909

ALTERNATE ROUTE

MARBLE CANYON WAGGON ROAD TO CLINTON

km 33.2

GPS: 50°52'51.30" N 121°49'43.77" W

Elevation: 728 m

Junction. The Pavilion-Clinton Road heads off to the left. Continue on Highway 99 for Clinton. The Marble Canyon Waggon Road was constructed in 1885 to provide access via Hat Creek House to the railway at Ashcroft for settlers in the Pavilion Valley. The name, Marble Canyon, comes from the cliffs of limestone and dolomite, which are 'marbled' in appearance. The rock walls are almost 1000 m high and the formations are rare geological features in BC. As you travel through this canyon, you will pass three lakes: Turquoise, Crown and Pavilion.

km 33.8

Coyote Road, another road into Pavilion, comes in on the left.

km 36.7

Gillon (or Gillen) Creek comes in on the left. This whole area for the next several km was the original location of 22 Mile House/Captain Martley's property (aka The Grange), referenced previously by Sgt. McMurphy. His huge acreage was one of the few military grants issued in BC, over 1400 acres/582 ha.

A small parcel of the land had been occupied as early as 1858 by an American, David Reynolds. He had 20 acres under cultivation, growing barley, oats, potatoes, wheat and other vegetables. However, Reynolds never pre-empted his land, so in 1861 when Martley pre-empted the land, Reynolds had to give up squatting and move on. When Martley and his wife, Maria, and their children arrived on the farm, they moved into the Reynolds' log cabin. Later, one of their sons built a large roadhouse when the road went in.

The first Anglican bishop of BC, Bishop George Hills, visited The Grange in 1862: *"...I rode early to Capt. And Mrs. Martley's where we partook of a hospitable breakfast. Delicious strawberries and rich cream with fresh butter were in contrast to my daily pan of beans and bacon. We observed a goodly show of cows and about eighteen pigs. Some fifteen acres were under cultivation and may more fenced in. A stream flows through the property and there can be no doubt it will prove a productive farm."*

The property went through a few hands and is still privately owned today. The original ranch house burned down sometime after 1949.



Martley's freight wagon on the road between Lytton and Lillooet
Lillooet Historical Society



An early motorist on the Marble Canyon Waggon Road, 1914

km 39.5

Watch for osprey nest on north side on power pole.

km 41

Elevation: 800 m

Pavilion Lake. There was still a thin film of ice on lake 3rd week of April in 2020. The lake has the unique honour of being internationally studied due to the presence of what amounts to be freshwater coral, called microbialites. The Pavilion Lake Research Project (PLRP) is an international, multi-disciplinary, science and exploration effort to explain the origin of freshwater microbialites in the lake. Kelly Lake also has these same freshwater microbialites. For more on this fascinating, ongoing study, please visit: <https://www.pavilionlake.com/>. It's also a terrific spot for swimming on a hot summer day.

km 41.3

Sign: Marble Canyon 6 km. There is a limestone formation well known in the area up high above the canyon, called Chimney Rock, though the First Nations here had a more graphic descriptor: they called it, "K'lpalekw", which from Secwepemctsin, translates as "Coyote's Penis". According to a First Nations legend, it was created by the actions of the Transformers, a group of supernatural beings who traveled around the country putting things to right by changing objects to stone.

km 42.9

Pullout. Sign with Pavilion Lake information.

Km 44

Sign: Provincial park boundary.

km 45.5

Elevation: 824 m

End of Pavilion Lake.

km 46.2

Sign: Marble Canyon camping/picnic site 800 m.

km 46.3

Gravel pullout.

km 47.1

Elevation: 816 m

Marble Canyon Provincial Park. This small, quiet campground is set between Turquoise and Crown Lakes. It's popular with fishermen and birders. Stay here for a couple of days and explore the area. Its rich, cultural history encompasses the Interior Salish First Nations to the pioneers who sought gold and homesteaded in the area.

Check with BC PARKS to make sure the park is open when you plan to visit. All of BC provincial parks were closed – initially – in the spring of 2020 due to Covid-19. They re-opened in the summer. It is anticipated they will be open for the camping season of 2021, with physical distancing at all of the sites, which means less sites available to campers.

km 48.5

Medicine Man Road. First Nations Reserve on the right (south) side of highway.

km 49.5

Elevation: 858 m

Marble Canyon Road. Also the road has reached the height of land.

Km 50.3

Entrance to ball diamond and rodeo grounds.

km 50.5

Graymont Pavilion Mine

Sign: Now Leaving TS'KW'AYLAXW FIRST NATION, Pavilion, BC Highway 99. Leaving St'á'timc Territory.

km 54.4

Elevation: 814 m

Hat Creek Valley turnoff.

km 55.6

Mileage sign:

Cache Creek 30 km

Clinton 49 km

Kamloops 115 km

km 60.5

This area is going through Bonaparte First Nations Reserve Lands.

km 63.5

Elevation: 720 m

Down in the valley on the southwest side of the highway is Hat Creek.

km 67.8

Retasket Road.

km 69.5

Elevation: 596 m

Forest Fire damage through this area.

km 70.6

Mileage sign:

Cache Creek 15 km

Clinton 34 km

km 74

Old Cariboo Road.

km 74.1

Elevation: 505 m

Hat Creek Ranch. Closed in 2020 due to Covid-19. Check with the site to make sure it is open if you plan to visit.

km 74.3

Bridge over Bonaparte River.

km 74.7

Junction. Highway 99 meets Highway 97. A right turn takes you south to Cache Creek and the Lower Mainland. Turn north/left onto Highway 97 for Clinton, a distance of 40 km, where we begin the next leg of the journey along the CWR.

[FUTURE UPDATE OF GUIDE WILL GIVE MORE INFORMATION ON THE NEXT 40 KM OF THIS ROUTE.]



Stagecoach along the CWR, near Three Mile Lake

The three miles mentioned in the photo above, are in reference to the distance south from Clinton. This is the section of the CWR route that came north from Yale, which – when completed – took most of the travelling public away from the Lillooet route. Highway 97 passes Three Mile Lake about 4.8 km before it reaches Clinton. It will be on the left/west side of the highway. There are a number of small lakes in this area.

The photo above shows the outfits worn by the teamsters, as described below. Old-timer Sam Kirkpatrick described the clothing preferred by teamsters of old. *“The standard in head gear for the ‘skinner’ was a stiff-brimmed hat, similar to the big stiff cowboy hats of today, with a narrower brim and a little darker. The footwear used by all teamsters was a high-topped calfskin boot patterned after the cowboy riding-boot but made with a low, flat heel. The boot top was worn under the pants. If you drove two horses you turned the bottoms of your pants up one roll, if you drove four horses you were entitled to two rolls and so on. The elevation of your pant-bottoms was an indication of your ability as a skinner.”*



Clinton from the south, on Cariboo Avenue, off Highway 97

km 113.5

As you approach the townsite of Clinton, a road comes in on the right, Cariboo Avenue. This is also the location of a sign for Clinton Pines RV Park. Take this turnoff for the original route into town. Follow the road down the hill, make a left at the junction after .6 km and in .4 km you will be at one of the main intersections of downtown Clinton. Turn right.

km 115

Arrival at the Clinton Museum, 1419 Cariboo Highway. The historic Palace Hotel is just opposite the museum. After exploring Clinton, continue with Chapter Two and further adventures along the route of the CWR.