



Double wagon and team of six horses on the Cariboo Waggon Road, 1910

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.

CHAPTER TWO

Clinton to 100 Mile House

We acknowledge that much of the land discussed in this chapter is located on the unceded territory of the Secwepemc (Shuswap) Nation, which includes the Pellt'iq'T (Whispering Pines Band), St'Uxwtews (Bonaparte Band), Tsq'Escen' (Canim Lake Band), and Stswecem'c Xgat'tem First Nation (Canoe Creek/Dog Creek Bands).

In this chapter, the route offered for cycling and trekking of the Cariboo Waggon Road (CWR) is considered the *main route*. The route offered for motor vehicles on Highway 97 is considered the *alternate route*. This will be reflected in all mileages. Ground truthing is *not complete* on this route.

Distance from Clinton to 100 Mile House: by bicycle or on foot via CWR route – 90 km.

Distance from Clinton to 100 Mile House: by motor vehicle via Highway 97 – 72 km.

Distances do not include any side trips.

Cell service: There is coverage throughout this section

Elevations: Clinton, 887 m; 70 Mile House, 1089 m; 100 Mile House, 987 m. Highway 97 at Mt. Begbie, 1220 m. There are a few big hills on this route.

Road surfaces: dirt tracks, hard packed gravel, pavement, new and old.

Connections: Closest large centre to Clinton is Kamloops (123 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 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.



Clinton in 1865

HISTORY OF THIS SECTION OF THE ROUTE

Clinton, or Mile 47 on the CWR, came into being in 1862, when the Royal Engineers surveyed and G.B. Wright and his construction team built the wagon road from Lillooet through to Alexandria, just south of Quesnel. It was the first practical wagon access to the Cariboo. Within another year, there was a second route that came up from Yale, this route considered to be a marvel of the British Empire. By 1864, Barnard's Express was running stagecoaches as far as Alexandria and by 1865, the route had been completed to Barkerville.

The CWR's original route from Clinton to 100 Mile House went through areas such as Chasm and the Green Timbers Plateau, territory now left behind, as Highway 97 was re-routed to faster, more convenient routes made possible by modern road building equipment and techniques.



1863 to 1865 Toll-Office (opposite the Clinton Hotel)

G.B. Wright who had the contract to build the road from Lillooet to Alexandria, collected tolls for 5 years at the following rates: 1d. on merchandise, 1s. on animals.

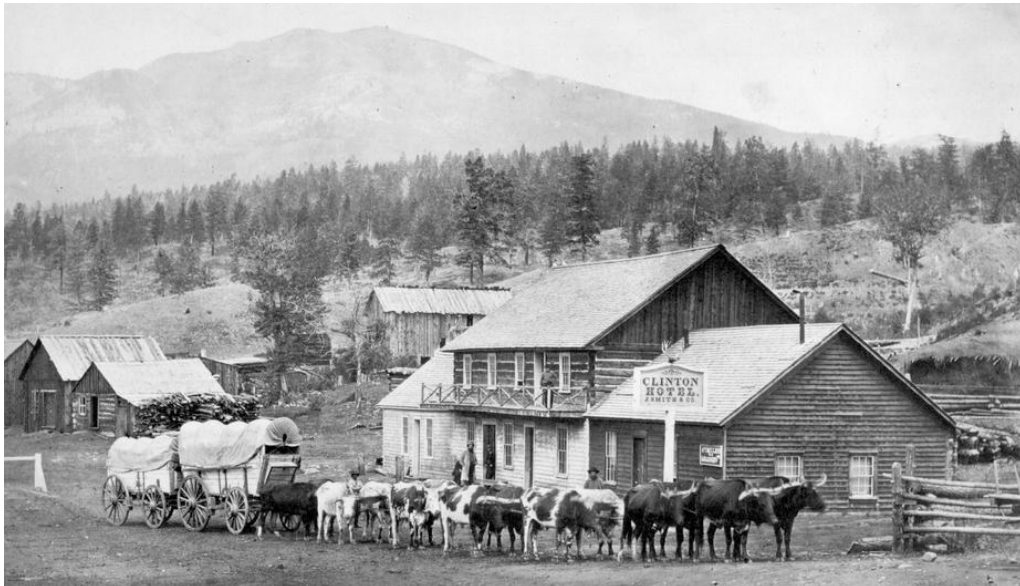
Photo courtesy of the Clinton Museum

Clinton features

- Important settlement of the Pel't'iq't First Nation, member of Secwepemc (Shuswap) Nation
- Originally known by first white settlers as "Cut-Off Valley" or "47 Mile House"
- Population: 641 (as of 2016 census)
- Incorporated: 1863
- Annual Ball one of BC's oldest continual events since 1867
- Grocery store
- Gas station
- Accommodation
- Restaurants/cafes
- Recreation: hunting, fishing, horseback riding, cycling, hiking, skiing, swimming, canoeing, bird watching

For more information, visit: <https://village.clinton.bc.ca/>

The Clinton Museum on Highway 97 is the starting point for the next lap of the journey along the CWR. The old road in this section is **not on** Highway 97 for much of the route and is full of twists and turns and fascinating, historic, beautiful, exhilarating country. So onward!



Ox team freighting at Clinton, 1870

IMPORTANT NOTE

This mileage includes the route from Lillooet to Clinton over Pavilion Mountain. If you travelled via Marble Canyon, you will need to adjust mileages for this journey to match up. The Marble Canyon route is approximately 42 km longer than the Pavilion Mountain route.



Clinton, 1900

km 72.5

GPS: 51°05'27.00" N 121°35'21.18" W

Elevation: 887 m

Clinton Museum. Continue straight/north on Highway 97 to West Road.

km 73.2

Junction. West Road. Turn right, then an immediate left and head downhill. CWR is now paved frontage road.

The original CWR went around the hill north and east into the meadows. The story goes that the Pollards – who originally pre-empted land nearby – had the road moved, as it was constantly wet in the meadows and often impassable. This location was higher, drier and easier to travel.

Motorists can drive this frontage road, though it's considered a side trip off Highway 97.

km 73.6

Junction. Highway 97. Turn right. Travel highway 1.4 km.

Km 74.7

Junction. Valley Road. Turn right. This is the original CWR, now paved frontage road.

Km 75.2

Junction. Continue straight for CWR, now McCall Road. Valley Road heads left.

Km 76.2

Continue straight. CWR now heads through a local ranch property.

Known for many generations as the Pollard Ranch, this property was settled in 1862 by John Pollard. True to original CWR construction, the road runs directly between various ranch buildings. The most common layout of the road situated the house on one side of the road and the barn on the other. This was also true for roadhouses.



The Pollard Ranch in 1965

Sven England came to work at the Pollard Ranch in 1957. Interviewed in 2020, he remembered working there as a contract hay cutter and managed the irrigation from a ditch that can still be seen near the creek. At that time the road was down the hill from West and Valley Road, closer to the creek. He remembers seeing timbers in the ditch that had been used for a bridge on the original road. *"Pollard had the road moved up higher, toward Valley Road, as the ditch and creek often made it muddy. I think he might have had to pay to have that done,"* he remembered.



Hay fields near the old Pollard Ranch

Sven England also remembers the original road going up 51 Mile Creek's north side after crossing a timbered bridge near where Highway 97 now travels. When it was replaced with a steel bridge, some of the timbers were used to build cabins at the Pollard Ranch. The cabins remain in place today. The bridges are gone although the footings remain.

km 76.3

Continue straight on frontage road. CWR heads left into a field (now a farm road). **Proposed** route may follow this path in future. Stay right. Road turns from pavement to gravel. Continue through ranch, with buildings on either side of road. Pass Clinton Creek.

km 78

T-junction. Fenton Road. Turn left. Another T-junction. Mound Road. Turn 180° uphill towards Highway 97 junction.



Chipping sparrows are a common songbird along much of the CWR

km 78.3

View (through trees). 51 Mile Creek waterfall on cliffs at right.

km 79.1

Approach junction Highway 97. Look for remains of CWR taking off on left and right through grass.

km 79.2

Junction. Highway 97. Turn right. Travel straight/north on highway shoulder .5 km.

km 79.7

GPS: 51°07'16.00" N 121°31'49.80" W

Elevation: 887 m

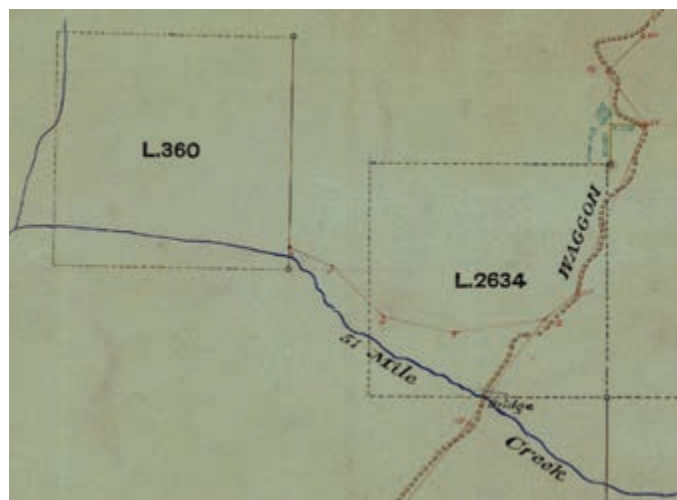
51 Mile pullout. **Proposed** route following CWR will cross Highway 97 here.

51 Mile Creek had long been the preferred road access to the Green Timbers Plateau, heading north. When the first/original road was constructed (this section completed in 1862), this early route went through District Lot (DL) 360 and climbed up 100 m to the Green Timbers Plateau. In discussions with the previous landowner of this property, he indicated the roadbed still exists to Big Bar Lake Road.



The 1st route of the CWR went through DL 360

51 Mile House was built in DL 360 on 51 Mile Creek and was a functioning roadhouse for many years. Roadhouse location is confirmed, though it's unclear when it was first in operation. In 1898 there were eight teamsters plus two blacksmiths at this location, and Rayson & Company Freight Contractors were there in 1899. The previous landowner told us he found many ox shoes in an area he presumes to be an old blacksmith shop. The Heritage Branch survey of 1976 refers to DL 360: "*There was **no** evidence [left at the time of the survey] of the buildings shown on the survey of DL 360 to be 51 Mile House.*"



The 2nd route of the CWR went through DL 2634

In 1877, a new route was established up "Clinton Hill", northeast of 51 Mile Creek, through DL 2634. The previous landowner suggested this new, improved road was constructed as an easier grade to the plateau.

Both of these roads were bisected by the construction of the PGE Railroad in 1914. The more northerly trestle presumably had a passage underneath as photos indicate traffic on the road (see trestle photo below). In 1937, the trestle was backfilled with gravel. At around this time, a culvert/tunnel underpass was installed. It is not large enough for normal vehicle traffic but is suitable for foot traffic, bicycles or cattle. It is thought the current Highway 97 route was built during this period.

This second route is **traversable** and we can reach it **now**, by pedaling or walking.



Railway trestle at 51 Mile as it appeared in 1937; it is now completely filled in.
This was done routinely as it was much cheaper than rebuilding aging trestles

IMPORTANT NOTE

Access permission ***has not been granted*** at this time to travel through DL 2634. ***Proposed*** route ***has not*** been ground-truthed at this end, though it has been done, via Big Bar Lake Road, at the other end.



An early motor vehicle bridge crossing 51 Mile Creek, 1928

Directions for ***proposed*** route:

km 79.7

- Cross to left/west side of highway. (Look over the bank for old bridge pilings here.)
- 150 m ahead, turn left into driveway.
- 40 m ahead, turn right into another driveway.
- 150 m ahead, driveway forks; take right fork around and uphill.
- 330 m ahead, road forks again; take right fork and continue uphill. (Elevation is 924 m here.)
- Near the top, road forks again; both forks end at old railway trestle (now filled in).

km 84.9

GPS: 51°07'52.73"N 121°31'31.51"W

Elevation: 995 m

Filled in railroad trestle. From highway pullout to this point is 1.4 km. Take left fork and make your way through, (or over) fence, then head to very large culvert.

km 85

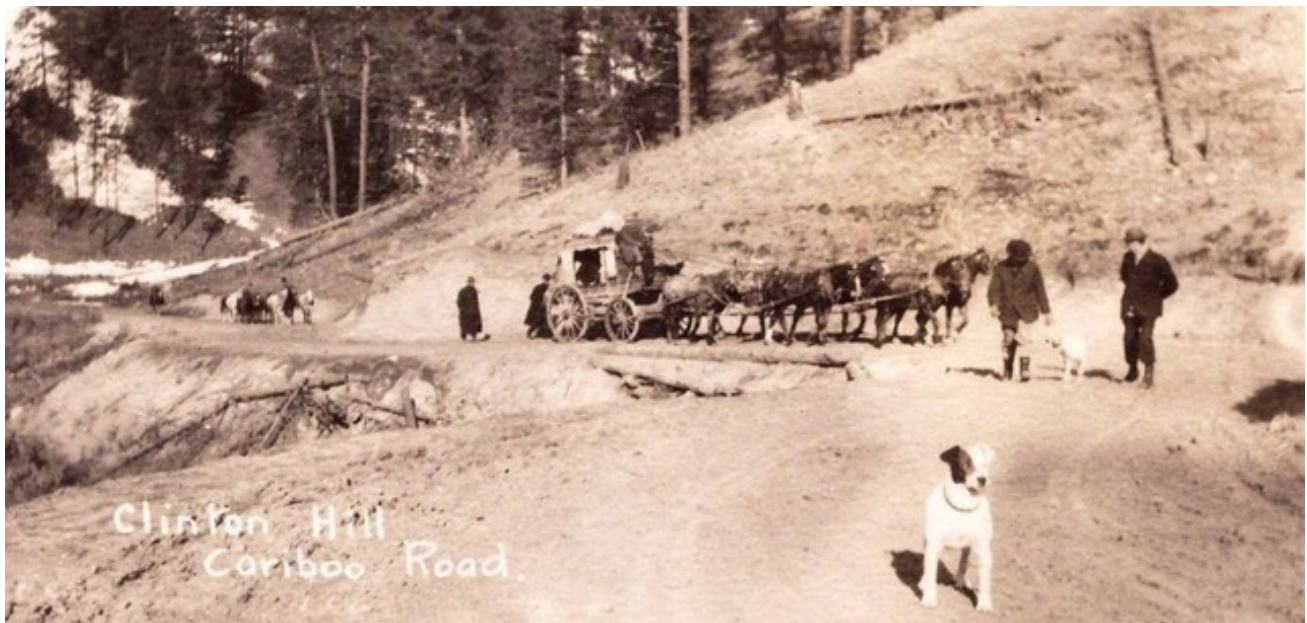
Very large culvert. Walk through it. We call it the Tunnel, as it is large enough for people (and cattle) to pass through. The Tunnel allows you to pass from one side of railroad to the other.



Large culvert: future plans include new fencing and a gate

- Out of culvert, follow road 300 m down short hill. (It opens out, good rest stop.)
- Follow road 150 m as it curves uphill. (Elevation gain 12 m; 1004 m at the top.)
- Pedal or walk 1.9 km to Big Bar Lake Road junction.

Road meets railroad, briefly runs alongside it, heads north away from tracks into trees, gaining elevation steadily as it heads to Big Bar Lake Road.



Stagecoach on 51 Mile hill, 1912
Photo courtesy of Mike Kennedy



51 Mile hill today

Motorists can drive to area of 51 Mile. Drive 3.9 km north of 51 Mile pullout. Turn left/west onto Big Bar Lake Road. Drive 1.6 km to junction with CWR. Park and explore area on foot; then retrace your steps and return to Highway 97.

km 87.3

GPS: 51°08'54.61" N 121°31'15.32" W

Elevation: 1147 m

Junction. Big Bar Lake Road. Continue straight through junction on CWR, heading north.

To the left/west notice a large open road like a runway. This was an emergency landing strip put in during WWII. It has been abandoned for some time.

km 90

Elevation: 1127 m

CWR continues through a heavily forested area.

km 92.1

Elevation: 1098 m

CWR enters private property. This is Chasm Junction, where the CWR crosses Highway 97 to Chasm Road. Open gates and pass through property. Close gates behind you. Cross Highway 97 and continue onto Chasm Road, a continuation of the CWR.

This gazetted, surveyed road from 51 Mile crosses private land through a designated right-of-way of the CWR, confirmed by Ministry of Highways and Infrastructure (MOTI) in 2020. Any fence blocking access is an illegal trespass. Fences may be crossed and gates opened to allow through traffic.



District Lot 4768 survey shows public access

km 92.6

GPS: 51°11'36.40" N 121°31'46.74" W

Elevation: 1094 m

Junction. Chasm Road. Continue on CWR to Chasm Provincial Park. Easy cycling on pavement.



The CWR as it crossed 57 Mile Creek at junction to Chasm.
Today the creek runs underneath the highway

km 93.4

Junction. Meadow Lake Road on left. This road heads through country settled by Mexican packer, Raphael Valenzuela (see page 25) and continues to Dog Creek.

km 94.2

Junction. West Fraser Chasm Mill road comes on right. Continue straight for CWR.

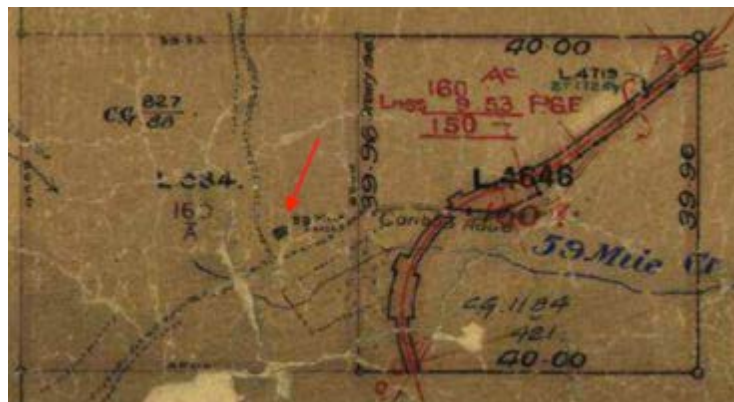
The mill was closed down permanently in 2019, thanks in large part to loss of supply, due to mountain pine beetle damage to the forests in the region. 176 local jobs were lost.

km 96.2

GPS: 51°12'48.32" N 121°29'50.69

Elevation: 1063 m

On left in open field is the original location of 59 Mile House. None of the old buildings remain, but large area of disturbed earth has proven the location of roadhouse, barns, and outbuildings.



DL 384 on the left (with arrow) indicates original location of 59 Mile House



59 Mile Roadhouse with wagon team, 1895



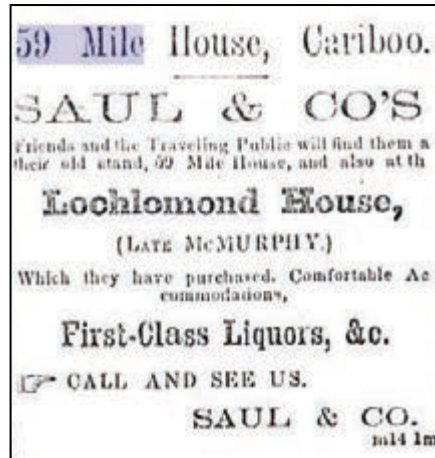
59 Mile House undated photograph – Kamloops City Archives

Sgt. McMurphy of the Royal Engineers kept a diary (1862) about his experiences planning and measuring (“chaining”) the route of the wagon road. His comments make for interesting reading today:

“Aug 31st – Sunday, one of our workmen took ill on Friday night and died this morning, was buried in the evening. I attended the funeral, he could not be kept longer as the smell from his body was so strong.

Sept 5th – Explored ahead about 9 Miles and found a good country to make a road through, good grazing for animals and plenty of Grouse.

Sept 10th – Fine. Chained from 57 Mile-post, 8 Miles, which makes 65 Miles completed. There are 5 Miles more in hand, will finish tomorrow which will make 70 Miles open for Wagons. Frost is pretty strong at night. Ice ½ inch thick on water buckets at my Tent Door.



Advertisement for 59 Mile House
British Colonist, April 9, 1866



59 Mile freight team in 1905

km 96.6

Railroad crossing. Continue along Chasm Road 2+ km to park.

km 98

GPS: 51°13'19.03"N 121°28'52.22" W

Elevation: 1082 m

Chasm Provincial Park. Explore area on foot before continuing your trip. The park has pit toilets.

Cyclists and trekkers, follow highway pavement (from first parking area). Railroad tracks on left. Continue about 100 m, veering right to dirt road. Road through park goes through lightly forested mix of deciduous and coniferous trees. Best ridden after a dry spell, so any mud holes are dry. The route would be very muddy, perhaps impassable, in wet weather.

Motorists, follow loop road across railway tracks 2.6 km. Turn right at Highway 97 junction.

The park was established in 1940; in 1995 it was enlarged from 141 hectares to 3067 hectares to protect more of the area's colourful geological formations and ponderosa pine forests. Wildlife inhabiting the region include: bighorn sheep, moose, mule deer, black bear, coyote, small mammals, songbirds and birds of prey. It's a gorgeous spot for a picnic or rest stop. For more information on this under explored park, visit: <http://www.env.gov.bc.ca/bcparks/explore/parkpgs/chasm/>.



"The Great Chasm", by Peter Taft, 1866-70

Watch for bighorn sheep in the park and throughout the Bonaparte Valley. There is a very small band of approximately 20 animals (the Chasm band), which are struggling to survive here. The adults have all been radio-collared. In the summer of 2020, we counted 16 ewes with four lambs, which is considered a strong reproductive rate for a band this small.

Along with its various lookouts and trails, Chasm Provincial Park also boasts another important gold rush route within its boundaries. This is the lesser-known Cariboo Trail along the eastern rim of the chasm, detailed as a recommended side trip below,



The most famous view of the Chasm
Gold seekers traveled this route on the way north

Noted photographer of the era, Frederick Dally, travelled the CWR in 1867. About the Chasm, he wrote: *"The Great Chasm is four and a half miles long by nine hundred feet deep and a thousand feet in width, and is supposed to have been caused by an earthquake. Its grand and solemn silence is very impressive."*

km 98.6

Cattle guard.

km 98.8

Dirt, two-track road on right. The Cariboo Trail. If side trip is not of interest, continue along CWR, which heads almost due east for a few km. Road is uneven, with deep mud and bone-dry sections.

SIDE TRIP TO THE CARIBOO TRAIL

The Cariboo Trail is strongly encouraged as a side trip off the CWR. Turn right and follow road as far as you wish. Eventually, it heads down one of the less precipitous slopes to the valley below.

The route follows fairly close to the hiking trail along the east side of the chasm and offers spectacular views if you leave the road and walk through the lightly forested hillside to join the hiking trail near the cliff edge. Unlike the more developed area on the west side, there are no fences or railings to protect you. Suggested time allowance for this side trip is one to three hours.

After your exploration of the Cariboo Trail, head back to junction at km 98.8. Turn right. Continue along the CWR, as it heads east few km. Note your odometer reading to make sense of mileages ahead.



Two extremes of the Cariboo Trail: sticky mud and hard clay

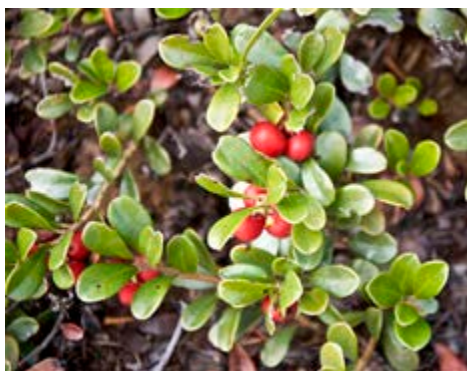
On our ground-truthing foray for this guide in 2020, we followed the Cariboo Trail about 4 km out, where it began heading away from the cliff. Further research indicates we were about half way to where the trail began heading down to the valley.

The Cariboo Trail is the earliest trail taken by prospectors and others to the Cariboo, *before* the road was built in the 1860s. The Cariboo Trail was used as early as 1858, and possibly earlier: it may have been used as part of the Hudson's Bay Brigade Trail, which branched off the Bonaparte Trail in the valley below. The land below is almost mystical in its beauty, being cut off as it is on all sides by the chasm.



The Chasm, looking south, including the verdant valley below
Photo by Richard Wright

Of this verdant valley, a land surveyor, Drewsey wrote in 1915: *"The only land of any value in this chasm is situated about a mile above the junction of Chasm Creek with the Bonaparte, and consists of a level, very narrow, wild hay meadow about three-quarters of a mile long, through which the creek winds slowly. This meadow is flanked on both sides by the perpendicular walls of the chasm. It is quite cut off from the surrounding country, as the chasm below the meadow narrows and the creek falls rapidly through an impassable canyon to the Bonaparte River, communication being made with the meadow by a trail which winds over a small bench on the east side of the chasm from the Bonaparte Trails."*



Kinnikinnick, aka bearberry, and juniper are common plants of this region
First Nations peoples made use of both

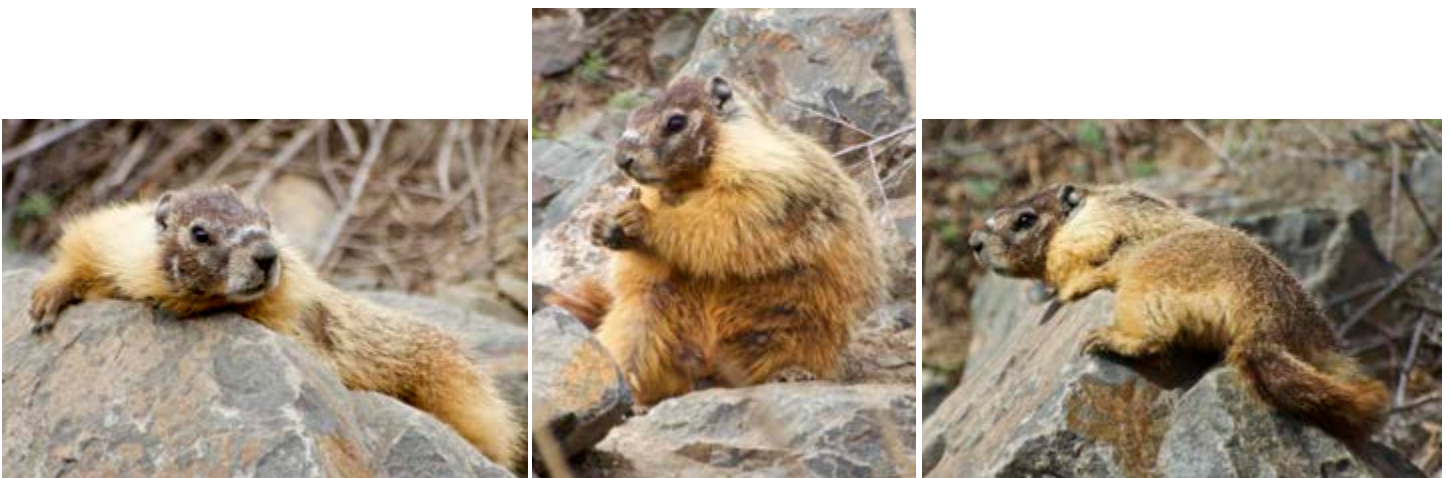
FIRST NATIONS INTEREST

Two of the common plants found here at Chasm were used in many ways by First Nations peoples. Wild juniper boughs could be boiled and used as a disinfectant and air freshener. The boughs were also used in sweat-houses and for smoking hides. Juniper berries could be eaten fresh (for their high vitamin C content) in small quantities or made into a tea for various stomach ailments.

Kinnikinnick, (First Nations for “smoking mixture”) has been used in many ways. Leaves could be dried and smoked as a tobacco substitute, or chewed to suppress thirst. Also used as a diuretic in kidney diseases or urinary tract infections, still used today by alternative medical practitioners. The berries were an important survival food, often eaten by mixing them with fat or boiling in soups. They are a favourite food of bears and birds, particularly grouse.



The Chasm, as seen from the Cariboo Trail on the east side
Photo by Richard Wright



A common small mammal of Chasm Provincial Park is the yellow-bellied marmot



The formations at Chasm are remarkable and highly photogenic

km 101.4

Dirt two-track road on right. Road gradually changes direction from due east to northeast.

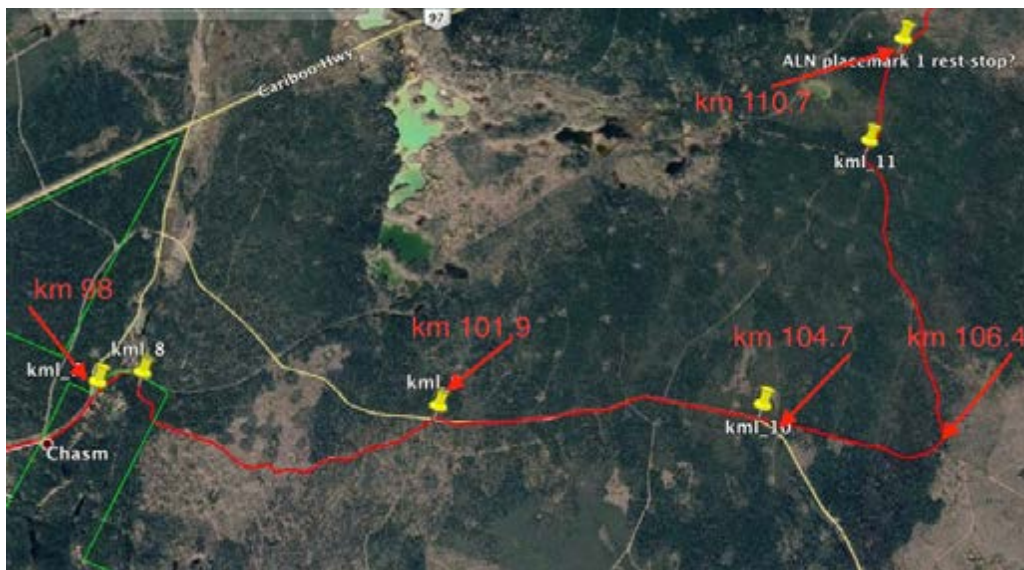
km 101.9

GPS: 51°13'46.20" N 121°26'31.23" W

Elevation: 1110 m

T-junction. Clinton–Loon Lake Forest Service Road, aka Chasm Forest Service Road. Turn right, heading northeast. Wide, gravel, logging road. Forestry sign reads, “Chasm 8”.

Private roads come in on right and left along this route, in addition to other logging roads. Gravel surface is bumpy, slippery – not a pleasant ride! But it’s not for long: 2.8 km. Watch for signed, wide, dirt road on left, after passing “Chasm 10” sign.



Aerial map of the CWR through Chasm Provincial Park

km 104.7

Y-junction. CWR and Clinton–Loon Lake Forest Service Road. CWR sign on tree at junction. Take left fork heading east again 1.3 km.

Road is comfortable and more pleasurable to ride than wide, unattractive, gravel logging road.

km 106.4

Elevation: 1110 m

Y-junction. CWR and forestry road. Take left fork. CWR takes pronounced turn northwest.



Richard Wright cycling the CWR north of Chasm

km 109.5

Elevation: 1118 m

Road begins to change direction as two more forestry roads come in from the left/west and south. Stay right. Head north as you cross a range fence.

km 110.7

GPS: 51°16'17.20"N 121°35'20.32" W

Elevation: 1109 m

Open area beside road suitable for meal break/rest stop.

km 111.5

CWR travels alongside railroad a short distance before veering off slightly to the northeast.

km 112.6

Elevation: 1093 m

Barnett Trail sign for Gold Rush Snowmobile Trail (GRST).

km 112.8

Two km from Highway 97 junction. On Bing Maps CWR has been shown as unmarked line since it left Chasm. Now labeled, "Old Cariboo Highway".

Picturesque small lake on right through trees. CWR has come through mix of conifers and aspen groves along with a few logged areas, which are gradually turning into attractive grasslands. Watch for fall colours if you travel route in September or October.



The CWR passes a small lake as it heads towards 70 Mile

km 113.5

GPS: 51°17'42.00"N 121°23'37.20" W

Elevation: 1086 m

Railroad crossing. About 1 km to 70 Mile House.

km 114

About .5 km from highway junction, CWR passes a couple properties on either side of road.

km 114.5

Junction. CWR meets Highway 97. Turn right 100 m. Cross North Bonaparte Road. Arrival at 70 Mile General Store. Good spot for a break.

km 114.7

Elevation: 1089 m

GPS: 51°18'09.75" N 121°23'49.86"W

70 Mile House. 70 Mile General Store is the modern day equivalent to the roadhouse that stood on this location 150 years ago. Today, there is also a gas bar and post office next door. Store boasts small deli and lunch counter, clearly popular with locals, serving homemade sandwiches, sausage roles, potato salad, and sweet treats, including excellent fruit muffins. Store provides toilets for customers.

Note: Mileage is taken at tourist map between store and post office.

Once you are fed and watered, cross highway. Backtrack about 150 m to Raphael Meason Road.

Turn right. Head northwest on CWR.

On Google Earth, it is labeled, "Old Cariboo Highway". Neither map gives current signed road name. Whatever the name, this is the route of the CWR.



Richard Wright with our e-bikes at the 70 Mile tourist map

From the website for 70 Mile House:

"During the summer, visitors can enjoy all the outdoor activities synonymous with the beautiful wilderness of British Columbia: camping, horseback riding, mountain biking, hiking, swimming, boating, canoeing, kayaking, as well as outstanding fishing. During the winter months, try sleigh rides, snowmobiling, dog-sledding, tobogganing, ice-fishing and skiing." For more information, visit: <https://70milehouse.ca>.

IMPORTANT NOTE

MAKE SURE TO FILL UP WITH WATER. YOU WILL NEED IT. Many of the lakes on the route ahead are alkali, so too salty and dangerous for drinking. There are also possible issues with parasites.

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 may have become infected with this parasite, visit:

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



70 Mile House with Boyd's General Store, 1884



Fields around 70 Mile House, 1920s

SIDE ROUTE – 70 MILE HOUSE TO GREEN LAKE PROVINCIAL PARK

Distance 20.3 km (return 40.6 km) via North Bonaparte Road and Green Lake South Road

From the BC Parks webpage: *“Green Lake Provincial Park was established in 1975; the park size is 346.9 hectares and is made up of 11 sites, six of which have developed facilities. Popular summer recreational activities include swimming, boating, fishing, waterskiing, and nature walks. As one of the largest water bodies in the southern part of the Cariboo Plateau, Green Lake is a valuable fish and waterfowl habitat area. The area is fairly abundant with moose and deer. Limited numbers of black bear, coyote, squirrels and marmots are also present. The west end of the lake attracts waterfowl as a nesting and migratory resting area. Owls and golden eagles can also be seen.”*

For more information, visit: https://bcparks.ca/explore/parkpgs/green_lk/.

The Canim Lake First Nations Band, shared a little of their knowledge about Green Lake. In Secwépemc (Shuswap) language, it was called, “Cqelqletkwe”, which translates in English to “Pretty Waters”. In their book “Secwépemc People, Land and Law”, Marianne and Donald Ignace give an alternate name for the lake: “Teltsinten”, meaning “place from where news is spread”.

The area was used as a gathering place, from all parts of the Secwépemc territory and beyond. Many bands came to the lake for the purpose of visiting, trading, gift exchanges and games. It was also a burial ground. Former First Nations fishing sites, utilized for thousands of years, are now restricted and limited by private property.

There is a story shared by a local woman from the Band in 1998: *“Green Lake is where, years ago when they used to have a stampede over there, we’d go, I remember once... years ago, Pyelskwenixen and his wife, Lily... they made us go with them, to work with them at Moore Ranch, then we were there, he was putting up hay and we were there, he had the contract then, then from there, he made us go with him to Green Lake, we had to go through trails there, old roads, to get over there, he had a race horse, Pyelskwenixen, I was telling you about, he had a mile derby horse, then a quarter horse, but then we came back with my dad and them, when they were over there too, all these places are changed back Green Lake, I was telling Ike about it, we don’t know where the stampede grounds used to be, but he says it’s way back this way, now it’s all cleared, places around in there, you know, when we were over there, when they were burying those remains...”*

The name, Raphael Meason Road, was created from the names of two pioneers, Raphael Valenzuela of Dog Creek and William Meason of Alkali Lake. Valenzuela is one of many Mexican immigrants who came to BC as a packer during the Gold Rush. His great, great granddaughter, Wendy Morton, filled us in on some details about his life:

"Raphael Valenzuela was born in 1837 in Sonora, Mexico and came to the Cariboo in the 1850s. I believe he built a log home around 1856 in the Dog Creek area as a stopping place on his packing route. It became a thriving packer's station in the mid-50s and he made a lot of money from the miners who were flooding the region in the early years of the Gold Rush.

"Raphael had a lady living with him [1881 census] named Maria Alvarez, from Chile. A few years later [1885], he married Jennie, aka Choosilnat-iko, from Lytton; she was 17 and he was 48, and they had three daughters. Records indicate she may have been purchased. Raphael had a few more children out of wedlock.

"While living in Yale, Raphael was assaulted by his friend and fellow packer, Angelo Guiterriez, who ended up serving two years in prison for the crime. The injuries were not life threatening, though leaving scars on Raphael's head, 'one on right side and one on right ear' [quote from Raphael].

"In 1881, Raphael bought lot 11 on Dog Creek, 320 acres of land with a store, which he operated until he sold the property in 1886. He died in 1897 of pneumonia on his ranch that he pre-empted near Meadow Lake. His death certificate says he was 63 years old and a farmer.



Raphael Valenzuela lived near a lake and creek that now bear his name

"The old time cowboys west of the Rockies differed in many ways from those on the Eastern slope. Their tack and methods of handling cattle and horse were acquired from the Vaqueros of California. The influence of the Vaquero is still evident throughout the ranch lands of the Pacific Northwest."

Motorists can park and explore the road on foot, then resume your trip on Highway 97.

km 115.1

Follow dirt road through rancher's/farmer's fields. Stay on road for .75 km as CWR passes through private property on both sides. Do not trespass. Road would be very muddy in wet weather.

km 115.5

Leaving private property. Crown land now on both sides. Continue heading north on Raphael Meason Road.



Raphael Meason Road, aka CWR, aka Old Cariboo Highway

km 116

Dirt tracks on left and right. Continue straight.

km 116.8

Elevation: 1093 m

We begin entering an area of fascinating landscape: alkali lakes, jack pine and the winding, original wagon road.

km 117.3

GPS: 51°19'18.47" N 121°24'28.87" W

Elevation: 1092 m

Picnic table and small alkali lake on left. Great spot for a rest stop/meal break. Ahead are ditches and a dam for a lake on the right. This is the first of many alkaline lakes as you travel through this country, known as the Green Timber Plateau. There were lots of aspens with fall colour in September 2020.

Report from Department of Mines in 1940 discussed "soda" lakes in BC with interesting details:

"The best-known sodium carbonate lakes in British Columbia are those of the Green Timber Plateau, north of Clinton. Several of these have yielded sal soda (aka soda ash) commercially for a number of years. The Green Timber Plateau is bounded by the Marble Mountains, the Fraser River, Lac La Hache valley, and the Bonaparte River. It is flat or gently rolling, with an average elevation of 3,700 feet [1128 m] mantled with glacial drift, and forested largely with jack pine.

"Shallow un-drained lakes abound in this region, ranging in size from pools a few yards in diameter, to fairly large bodies of water, such as Green Lake and Meadow Lake. Nearly all contain alkaline brines of various degrees of concentration in some, sodium carbonate is the only important constituent; in others, notably the larger lakes, minor amounts of different salts are present.

"Apart from a species of small red crustaceans, the lakes are apparently devoid of life. A most interesting feature, however, is the presence of swarms of black flies around the water line of the more concentrated lakes. A reddish-purple, spiky plant, commonly called the "salt plant," [aka "pickle weed", which is edible] grows in the mud surrounding the lakes.

"Sal soda/soda ash is used in making soap powders, though it is a powerful cleaner on its own. It's also used in making glass, paper, as an air cleaner and water softener."



Picnic table by a small alkali lake makes a pleasant rest stop

WARNING

Do not attempt to drink any water from alkaline lakes. It is tremendously high in salt content and is harmful to ingest. Do not drink it.

km 118.4

GPS: 51°19'50.45" N 121°24'37.70" W

Elevation: 1090 m

Dirt tracks come in on both sides. Do not take any turns off main route. Continue straight for CWR. Small alkali lake on right, about 200 m long and another very large lake on left, about 700 m long.

There are alternate paths of the CWR in this area. Getting mileage to match that of 150 years ago is virtually impossible today, as the road has moved, in some places quite dramatically, since 1862. Even the "original" road had several alternate paths, depending on rainfall, flooding or other factors.

km 119.2

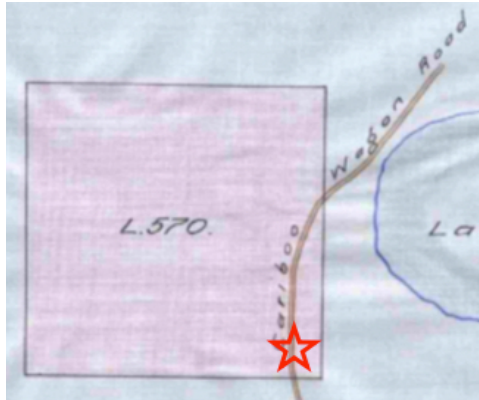
Intersection. 2-track dirt road. Stay right/straight on CWR.

km 120.3

74 Mile Ranch. Stay on the public road as you pass through private ranch property. Do not trespass. You are traveling through someone's front and backyard.

This was the original location of Loch Lomond House, operated by Sgt. McMurphy of the Royal Engineers, from 1863-1865. Properties are built around the original CWR, as they were 150 years ago.

Thanks to the owners of 74 Mile Ranch for allowing access to the CWR through their property.



District Lot 570, the original location of 74 Mile and Loch Lomond House



Sgt. McMurphy and his wife (name unknown) late in life

Sgt. McMurphy's tale is an interesting and sad one. He came over from the UK as a decorated soldier. As a Royal Engineer, he was put to work on the Lillooet – Fort Alexandra portion of the Cariboo Wagon Road in 1862. He pre-empted some land at this location on the CWR and with his wife and family, opened a roadhouse, which he called, "Loch Lomond House." His advertisement in the British Columbian newspaper stated, *"The bar will contain civility and the best liquors and cigars."*

Sadly, his reputation as a hotelier was short lived. When in Victoria on business in the fall of 1865, travelers passing through Loch Lomond House found it deserted and stripped everything of value from it, including all of the family's livestock. St. McMurphy, his wife and 11 children were destitute. They relocated to New Westminster, where his military service record eventually helped him to get work as a clerk and sheriff. His last profession noted on the Voters' List from 1898 was as a janitor. He died in 1901, at the age of 88, *"one of the Royal City's most beloved citizens"*.

For more information on this subject, look for a pre-owned copy of Beth Hill's history, "Sappers: The Royal Engineers in British Columbia". Or visit the website <http://www.royalengineers.ca/>

An advertisement from the British Colonist, dated 9th April, 1866 (see page 12) shows that new owners were already in position of McMurphy's roadhouse and running it, only a few months after the family's calamitous loss and abandonment of their property.

Sgt. McMurphy could not have foreseen the dramatic future in store for him and his family, when he made these diary entries in 1862, regarding this area:

Sept 18th – Fine. The work progressing satisfactorily. One of the workmen got his leg broken this morning, he was chopping a Tree and in the fall it swung around and caught him in the leg breaking it below the knee, an express has gone on to Lillooet for the Doctor.

Sept 22nd – Fine. 10 White men and 35 Chinamen left today for Bridge Creek [100 Mile House] with order to make their number to 100.

Sept 23rd – Shifted Camp to the Serjeants Lake 4 miles ahead. [This is the land Sgt. McMurphy would soon pre-empt at 74 Mile to build his roadhouse.]

Sept 25th – Snow, Hail & Rain. There are about 195 men employed on this end of the road. The Chinamens pay is [sic] rose to 46 Dollars as they work on Sundays. The White men is [sic] offered 54 Dollars to work on Sunday, They are considering about it. We have a great many Canadians with us working that came overland by way of Lake Winnipeg & Red River."

km 120.7

GPS: 51°20'46.40"N 121°24'21.70" W

Elevation: 1088 m

Junction. Cunningham Road on right. 2 km to Highway 97. Continue straight through junction for CWR. Leave private property and houses behind. Travel ahead into mostly uninhabited, crown land. Pass Loch Lomond on right, named by Sgt. McMurphy. In about 100 m, ford a small creek.



View of Loch Lomond from rocky outcropping off Highway 97

Motorists can travel to this area at 74 Mile. Turn left onto Cunningham Road, 4.3 km north of 70 Mile. Drive 2 km west; park near junction of Cunningham Road with CWR. Explore area on foot; then head back to Highway 97.

Motorists have an advantage over cyclists and trekkers here. There is a beautiful lookout over Loch Lomond, about .7 km north of Cunningham Road. Watch for pullout on left/west side of highway. Park and walk to small, rocky outcropping and view overlooking lake. Close all gates. Lots of mosquitoes here in summer!



Loch Lomond is perfect habitat for songbirds
Left: yellow warbler (male); right: yellow-rumped warbler (male with dinner)

km 123.9

Attractive picnic/rest stop on either side of road. This is beautiful country with aspens, spruce, pines and a small lake on the left.

km 124.6

Route continues through country filled with alkaline lakes of varying sizes.

km 125

Junction. Roads come in on right and left. Continue straight. Road now goes through small clear-cut area. It makes hard right turn, then hard left turn ahead.

km 127.2

Junction. Road on left. Continue straight for CWR. Road passes through very large clear-cut area with several spur roads coming in on left and right. Continue straight.

km 128.6

Creek crossing here. In the fall of 2020, the creek was completely flooded over the road, resulting in some wet feet as we pedaled our way through the mini-lake.

km 128.7

GPS: 51°24'03.90" N 121°22'54.18" W

Elevation: 1124 m

Junction. Stormy Road. Continue straight for CWR (aka 371 Road on Forestry sign).

There is a large parking lot and pit toilets at this junction, thanks to GRST, which is on the CWR here. Good spot for meal break/rest stop. A map and info board is also provided, with latitude and longitude bearings.

Latitude: 51.401118°

Longitude: -121.381589°

UTM: 10 U 612578.0 E 5695675.0 N

Motorists can explore this area. Turn left on Stormy Road, 6.4 km north of pullout at Loch Lomond. Drive .7 km west. Park in lot near junction of Stormy Road with CWR. Explore area on foot; then head back to Highway 97.



Lake at junction of Stormy Road and Highway 97.
Great spot for birding in spring and summer

km 129

Road comes in on left. Continue straight/stay right for CWR.

km 130

Gate ahead. CWR ends at Highway 97. At this writing, original route of the CWR is not accessible. **Proposed** route is dirt track on GRST. Walk or push bike up short, **steep** trail on left. Follow dirt track along fence line on left/west side of Highway 97.



Dirt track runs along fence line on west side of Highway 97 at km 130.2

km 130.2

Dirt 2-track turns to single track; becomes rough in sections. Shrubs, small trees blocking path. Clearing needed.

km 131.2

Swampy, muddy section, impassable in wet weather. Large logs blocking path. Clearing needed.



Swampy section of fence line trail with logs to be cleared

As research on the CWR continues, it is apparent there were various routes throughout the years. There were also seasonal routes, dependent on lakes freezing to make them viable. The Marble Canyon route was passable in winter once Pavilion Lake froze up. Other areas became too boggy after wet weather; so new paths would be tracked around the boggy spot creating a new route.

In 1915, land surveyor previously quoted, Drewey, wrote about the Green Timbers Plateau: *"On this section there are no large bridges nor heavy side-hill work, cribbing, etc and as being away from the large rivers it is out of danger of floods, and the road is not liable to be carried away, the worst feature being soft, boggy places, which make teaming very difficult in the fall of the year and after rainy weather. These are, however, being graveled over and the road made good. That part through the 'Green Timber,' from 70 mile to 80 mile post, requires the timber felled to a greater distance to admit sunlight, which will have the effect of drying the road."*



R.P. tractor hauling stone, Kamloops District.

Early road construction work in 1919

As new machinery and techniques were invented in the 20th century, routes that would not have been possible to build in the 1860s, were now much more feasible. In the early days, there were ground clearers, road builders, ditch, culvert, and bridge builders, whose tools at the time consisted of picks, shovels, mattocks, hammers of several weights, pronged forks, and black powder for blasting. The most mechanical tool was a wheelbarrow, or perhaps a Fresno scraper pulled by a horse. The 20th century inventions of steam shovels, dump trucks and graders changed road building forever.

- From 57 Mile to 70 Mile, Highway 97 was re-aligned and reconstructed in 1948.
- Highway 97 from 83 Mile to 94 Mile was re-constructed.
- The whole highway was paved from Clinton to Williams Lake in 1950.

In 1949, general maintenance on the new highway was completed. District Engineer, J.W. Miers wrote: *"On the Cariboo Highway, Dawson & Wade practically completed the project from Mile 57 to Mile 70. This is a diversion connecting 57 Mile Creek with the 70 Mile House, 10.25 miles replacing the old highway with its poor alignment and bad gradients, as well as shortening the distance by 2 miles."*



1950: Newly constructed and paved Highway 97

km 131.9

Elevation: 1140 m

GPS: 51°25'33.30" N 121°22'41.46" W

Trail ends at Forestry gate beside Highway 97. CWR heads up from gate. Cross over berm and continue straight along dirt road passing through clearcut area.

km 133.5

One of the most scenic pieces of CWR in this section of the route: the road runs downhill and passes closely between two very pretty lakes. With the stands of aspen and lush grass, this would make a lovely stopping place to enjoy the quiet tranquility of the landscape. The road curves and continues uphill.



The CWR at km 133.5 in summer



The CWR at km 133.5 in winter
Photo by Richard Wright

km 134.5

Elevation: 1131 m

Road passes again very closely between two lakes. This would be a fascinating stop for exploring the alkaline lake environment. If you need any salt for your cooking, you could probably grab some here.



CWR travels between two sets of two small lakes in Green Timber Plateau

km 135

Elevation: 1134 m

Junction. Bullock Lake Road. Less than 1 km to Highway 97. If side trip is not of interest, turn right. Follow Bullock Lake Road to Highway 97. The only option for continuing in direction of the CWR is to travel north on Highway 97 for the next few km.

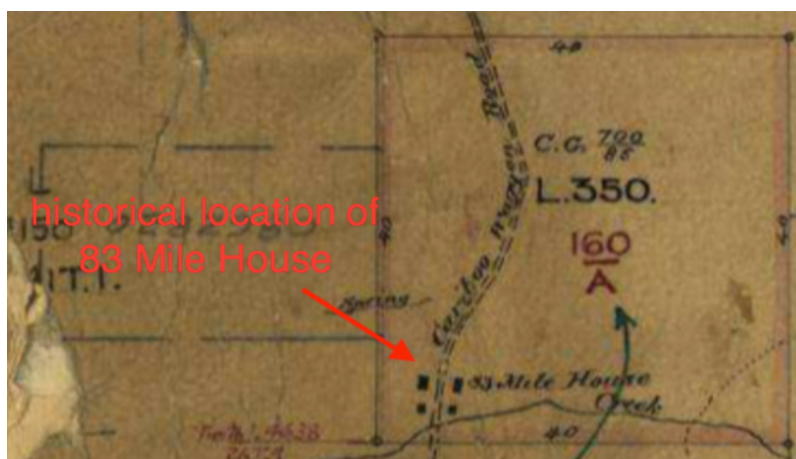
SIDE TRIP TO 83 MILE PRIVATE PROPERTY LINE (.7 km/1.4 km return)

If you wish to see the accessible section of CWR ahead, continue straight/north through junction .2 km. Road forks. GRST heads left/west. Stay right/north for CWR, which immediately becomes much narrower and overgrown. Last .5 km of road turns abruptly to right/east, then northeast. Follow to snake rail fence and sign: "Private Property; No Trespassing".

The CWR is not blocked by the fence. However, the route becomes impassable, due to deadfall across the road. The original location of this important staging stop, 83 Mile House is ahead, but not accessible. Head back to Bullock Lake Road junction at km 135. Turn left and travel .9 km to Highway 97. Note odometer reading to make sense of upcoming mileages.

It is the hope of this project that access issues such as 83 Mile can be addressed and resolved in the future, so travelers may experience as much of the historic, original route as possible.

Motorists can explore this area. Turn left on Bullock Lake Road, 6.1 km north of Stormy Road. Drive .9 km. Park at junction of CWR and Bullock Lake Road. Explore on foot, then return to Highway 97.



DL 350, 83 Mile House marked with its historical location



Left: Private Property No Trespassing sign at 83 Mile
 Right: The road ahead with deadfall makes it impassable



83 Mile House – view is looking east with 83 Mile Creek in foreground.
 Beyond farthest buildings is location of Highway 97 today
 City of Vancouver Archives

Notes from Sgt. McMurphy's diary, fall of 1862:

Oct 1st – Gave a certificate [of completion] for 50 miles from the 32nd to the 82nd milepost.

Oct 5th – Two large wagons come in from Lillooet today: 1 with 8 yoke of oxen drawing 10,200 [lbs]

Oct 9th – Two miners passed this morning each with \$12,000 from Williams Creek [today's value \$378,000].

In 1915, a surveyor's (H.H. Roberts) report to Ministry of Lands gave interesting details on land around 83 Mile. *"The country was apparently at one time covered with forest of large firs which have been mostly destroyed by successive fires, leaving few groves and scattered trees standing. These fires were evidently so severe the soil was burnt down to the clay; so that today, after the lapse of possibly a century, there is but a thin layer of humus on the clay loam of the uplands. The plant nutritive value of the soil is, however, proved by the variety and rankness of the vegetation of all description. Deep black loam is found in the spruce-swamps, alder and willow swales, and in the meadows. Along 83 Mile Creek, the surface carries many boulders, the character and variety of which indicate that they were ice-borne in the glacial days."*

IMPORTANT NOTE – 83 Mile to Wutke Road

At this writing (Feb 2021), there are challenges in traveling this section of the CWR; access issues are still to be resolved and there are no trails yet. There are 3 different routes you may take in order to travel in the general vicinity of the original road.

- Travel Highway 97;
- Travel a few portions of Highway 97, utilizing some sections of the original CWR;
- Travel along much of the original road, crossing Highway 97 at designated intersections

The **proposed route** travels as much of the old road as possible, looping back and forth across Highway 97 at designated intersections. The CWR goes through various name changes, from numbered loop roads to names of early settlers in the area. Please note this route is subject to change; check the Facebook page, *Friends of the Cariboo Waggon Road*, for the most up to date information on the route.

km 135.9

Elevation: 1123 m

Junction. Highway 97. Cross highway. Head left/north uphill to Mt. Begbie. This is a long pull for cyclists and trekkers, as it was for a wagon and horses 150 years ago.



Wagon on the hill up to Mt. Begbie, 1870

km 137.5

Elevation: 1190 m

GPS: 51°28'05.00" N 121°22'11.03" W

Watch on right for Lookout Road, one iteration of CWR, which became the new highway in 1948. You will likely have to scramble through a ditch and some brush to reach it. It is about 60-70 m on right/east and should be easy to see. Old pavement is not a problem to ride or walk on, though grown over and cracked in many places. Travel uphill on Lookout Road to Mt. Begbie parking lot, elevation 1220 m. Continue to intersection of Lookout Road and Highway 97, about 130 m ahead. Long downhill section.

This is a good place for meal break/rest stop. Outhouses are provided for visitors. Begbie Summit Trail leads to forestry lookout tower. The short walk up rewards you with stunning views. Summit elevation is 1272 m.

For trail information, visit: <http://explorenorth.com/wordpress/hiking-mount-begbie-lookout-trail/>.

Motorists can drive to Mt. Begbie very easily. Turn right at signed turnoff, 2.8 km north of Bullock Lake Road. Explore on foot; then continue north on Highway 97.

Sir Hector-Louis Langevin was a Quebec lawyer, politician and a major defender of Quebec and French-speaking Canadians during Confederation talks, and the federal Minister of Public Works in 1871. He traveled the CWR in 1871, keeping a diary of his travels, including impressions of Mt. Begbie.

"Ascended a knoll [Mt. Begbie] 15 miles before Bridge Creek, [100 Mile] where one can see from the Cascade Mountains to the Rockies. Terrain forms an immense plateau interspersed by lush green valleys."

"Prairie-land divided into tilled lands and land for the raising of cattle [grazing land]. Wheat grows at 2,500 feet above sea level, also barley, flour, potatoes."

"Oats and barley for use of horse/\$50 per year. Potatoes. Cattle outdoors all year – for 2 months they are fed straw, etc. The horses do not need to be fed; they can stay outdoors all year. Some winters, it is also the case with cattle. \$1 per acre."

On the road, Langevin met, *"20 trains of steers [oxen], 16 in each. 25 to 30 trains of horses or mules with 10 in each. About 400 horses and mules without carts, in a herd. Used on wagon road and the side roads. Sept 6th - Met muleteers on horseback with rifles on their backs. Saw white-bordered lakes [alkaline lakes]. Sept 8th - I was hit on right side of my head by rock as big as a fist. It had bounced off the back of a steer [ox].*

Then as now, travel was not always safe!



This section of the CWR is a *proposed route* at this time

km 138.9

Intersection. Lookout Road. You have two options:

- Cross to left/west side of highway. Follow Hill Road 200 m. Turn right/north at T-junction. Continue on Hill Road 1 km, until it ends at berm; cross back to right/east side Highway 97, where there is **no** designated crossing;
- Continue traveling along right/east side Highway 97, or through heavy vegetation to stay off highway 1 km.
- A trail is proposed along this section.

km 139.9

Elevation: 1173 m

GPS: 51°29'16.56" N 121°22'05.95" W

Pick up section of CWR, called Yale Road (unmarked), an abandoned section of old highway. Road comes in on right below modern highway. Follow old pavement straight/north 1 km.



Richard Wright ground-truthing the **proposed route** on the old highway

km 140.3

Grassy track on right. Gated, barbed wire fencing along property line. Old pavement peters out, becomes grassy gravel path; ends at berm. Cross over berm. Continue straight/north on Yale Road.

This is the original route of the CWR, but there is no access at this time.



Amy Newman with her e-bike in the grassy section of the old highway

Photo by Richard Wright

km 141.3

Elevation: 1173 m

GPS: 51°29'47.05" N 121°22'09.17" W

Intersection. Davis Lake Road. Yale Road continues as well-used frontage road along right/east side of highway. Continue straight/north.

There is a large sign here on nearby property, "Alpaca Story Ranch". The original CWR route runs through this private property. 300 m ahead, the CWR re-joins Yale Road. It's a farm driveway now.



Tiniest groundcover blueberry grows in this area
Berries are the size of a pea – and delicious

km 142.5

Elevation 1167 m

Intersection. Yale Road. Cross to left/west side of highway. Follow 87 Mile Loop Road north 2.6 km.

km 145.1

Elevation: 1189 m

Intersection. 87 Mile Loop Road. Cross to right/east side of highway. Follow 90 Mile Loop 2.7 km.



The CWR loops back and forth across Highway 97 today

km 147.8

Elevation 1200 m

Intersection. 90 Mile Loop Road. Cross to left/west side of highway. Follow 93 Mile Loop Road (with name changes) through next few intersections.

km 151.7

Elevation: 1192 m

Intersection. 93 Mile Loop Road. Continue on left/west side of highway. Community of 93 Mile. CWR now Stokes Road, aka 93 Mile Frontage Road.



An early (unidentified) cyclist at 93 Mile, along the CWR, 1947

km 152.7

Elevation

Intersection. Stokes Road. Continue on left/west side of highway. On opposite side of Highway 97 is Highway 97, which heads east to Little Fort.

km 154.7

Elevation: 1205 m

Intersection. Stokes Road. Continue on left/west side of highway. Another name change: now Keene Road.

km 155.3

Elevation

Pavement deteriorates: watch for large potholes.

km 155.5

Elevation

Junction. Keene Road. Continue on left/west side of highway.

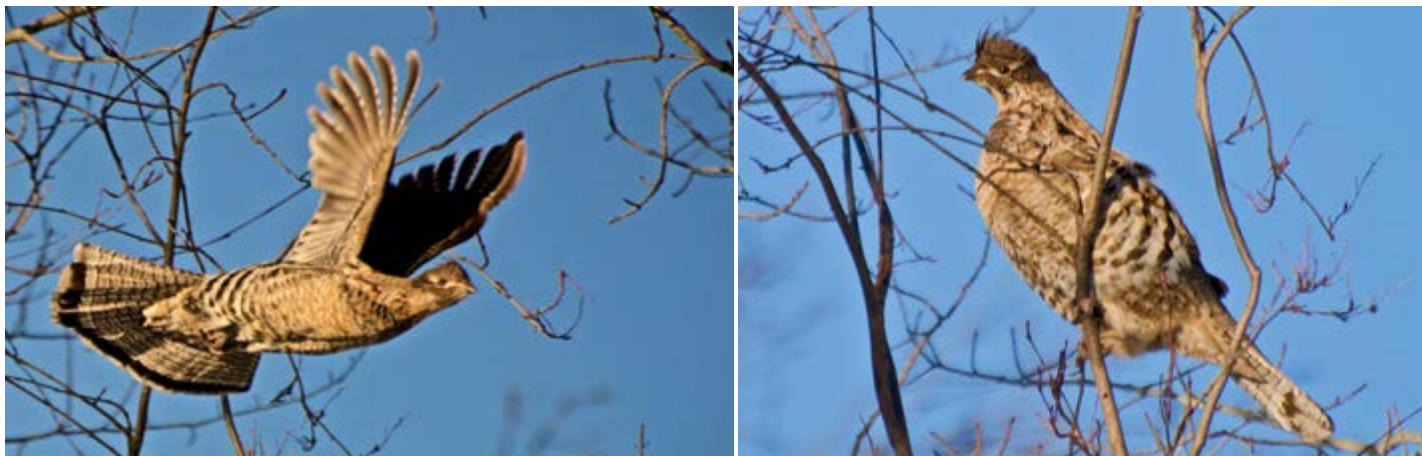
km 156.1

Elevation: 1180 m

GPS: 51°35'51.43" N 121°18'17.16" W

Junction. Keene Road ends here. Cross to right/east side of highway. CWR continues short loop as Reichelt Road.

On the day we cycled this route, a female ruffed grouse was standing in the road and flushed as we went past. Grouse were a popular and important food source for early travelers throughout this region.



As Sgt. McMurphy noted in 1862, "*There is good grazing for animals and plenty of Grouse.*"

km 156.5

GPS: 51°35'57.63" N 121°18'04.50" W

Elevation: 1166 m

Junction. Reichelt Road. Travel for brief distance straight/north on highway.

km 156.9

Elevation: 1158 m

Junction. Wutke Road. Turn left to continue on CWR, which loops around a number of houses.

km 157.5

Elevation: 1141 m

Junction. Wutke Road. CWR now continues on Highway 97 for next several kilometers gradually losing elevation. Cross to right/east side of highway. Head north 1.7 km.

Motorists can explore these loop roads very easily, as they all branch off to right and left of Highway 97.

IMPORTANT NOTE

From this point onwards to 100 Mile House and beyond, ***ground-truthing of route has not been completed.*** At this writing (Feb 2021), the route ahead is ***theoretical*** only. This area is quite problematic for the route of the CWR, due to lack of suitable alternate paths for bikes and people.

km 159.2

Elevation: 1059 m

GPS: 51°37'00.71" N 121°17'23.19" W

Junction. Ainsworth Road. If side trip is not of interest, continue north on Highway 97 to 100 Mile House. Last 2 km of highway is big downhill stretch, including potentially dangerous overpass. Mileage in 100 Mile ends at visitor centre on Highway 97.

SIDE TRIP TO CWR SECTION ON AINSWORTH ROAD (.9 km/1.8 km return)

District of 100 Mile House has an intact section of the CWR on Ainsworth Road. While route is not shown on 1912 Traverse Maps we have researched, it is certainly possible this piece of road is from 1st/original construction of the wagon road in 1862. Further research is needed to confirm this.

Motorists, cyclists and trekkers can all easily access section of old road. Turn left on Ainsworth Road. Travel .9 km. Park and explore area; then head back to Highway 97 at km 159.2 and turn left/north. Note odometer reading to make sense of upcoming mileages.

km 159.3

Approaching potentially dangerous overpass as highway heads downhill to 100 Mile House. Shoulder is only about 45 cm wide! Use extreme caution when cycling or walking across this viaduct.

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 motorist 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 overpass may wish to consider "taking the lane." 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>.



Overpass at south end of 100 Mile House, with **NO** shoulder for cyclists or trekkers

km 160.8

Elevation: 987 m

100 Mile House. Continue 300 m to Jens Street. Mileage is taken at base of hill, south edge of town, as forest gives way to commercial properties. Watch for traffic, pedestrians, stoplights, etc as you head into most populated section of CWR traveled so far.

The early name for this community was Bridge Creek. The name 100 Mile House did not come into use until well into the 1900s.

km 161.1

Intersection. Jens Street. Turn right 150 m. Turn left on Cariboo Trail. Continue 1.3 km, through intersection. Name changes to Birch Avenue. Turn left on 4th Street 70 m, to highway intersection. Cross highway. Backtrack 130 m, to Wrangler Way and arrive at visitor centre.

Km 163

South Cariboo Visitor Centre, 155 Wrangler Way, 100 Mile House. For more information, visit: <http://southcaribootourism.ca/communities/100-mile-house>



Bridge Creek, aka 100 Mile House, in the early days of its settlement

After exploring 100 Mile House, continue with Chapter Three and further adventures along the route of the Cariboo Waggon Road.

