



THE CARIBOO WAGON ROAD

The success of the Cariboo goldfields necessitated the further improvement of the roads to the Cariboo. In May 1862, Colonel Richard C. Moody advised Governor James Douglas that the Yale to Cariboo route through the Fraser Canyon was the best to adapt for the general development of the country and that it was imperative its construction start at once.

The governor concurred and it was decided that the road would be a full 18-feet wide in order to accommodate wagons going and coming from the goldfields and thus it came to be known as the Cariboo Wagon Road. The builders were to be paid large cash subsidies as work progressed and upon completion of their sections were to be granted permission to collect tolls from the travelers for the following 5 years.

Captain John Marshall Grant of the Royal Engineers, with a force of sappers, miners, and civilian labor, was to construct the first six miles out of Yale, while Thomas Spence was to extend the road the next seven miles to Chapman's Bar, at a cost of \$47,000. From here, Joseph William Trutch, Spence's partner, was to tackle the section to a point that would become Boston Bar, a distance of 12 miles, at a cost of \$75,000. From here, Spence would continue the road to Lytton. Walter Moberly, a successful engineer, with Charles Oppenheimer, a partner in the great mercantile firm of Oppenheimer Brothers, and Thomas B. Lewis accepted the challenge to build the section from Lytton until the road joined a junction with the wagon road to be built by Gustavus Blin Wright and John Colin Calbreath from Lillooet to Watson's stopping house. As well, Trutch was to build a bridge across the Fraser River at Chapman's Bar while Spence was to place one across the Thompson River at the site of Cook's ferry.

Wright, from Burlington, Vermont, had arrived in British Columbia on 28th February 1862 aboard the Brother Jonathan and almost immediately formed partnerships to operate a line of vessels between San Francisco and New Westminster. At Port Douglas, his associates began hauling freight by mule train to the goldfields. He saw great financial advantages in the construction of an improved wagon road into the Cariboo since this would enable him to profit not only on the building of the road but also in the future enterprises along the new highway.



ROYAL ENGINEER'S BUCKLE & BUTTONS.

COURTESY WERNER KASCHEL

JOHN MARSHALL GRANT (1822 - 1902)

As a Captain in the Royal Engineers, Grant took on the challenge of building the most difficult section of the Cariboo Wagon Road through the Fraser Canyon. His daughter Alice, a professional painter, did this study of her dignified looking father long after he had already left British Columbia.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #002885
TAKEN AROUND 1890



GUSTAVUS BLINN WRIGHT (1832 - 1898)

A Cariboo Wagon Road builder and promoter, Wright participated in both the Cariboo and Omineca Gold Rushes. Wright built the sternwheelers Enterprise and the Victoria to ferry passengers along parts of the Fraser River to the gold fields.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #028129
TAKEN AROUND 1870

Calbreath, born in New York in 1826, had left home in 1849 for the California goldfields. At some time he married Carolyn Smith, and a son James was born in 1857 in LaGrange, California. Shortly after the baby's birth, the young couple departed for the Cariboo to run a boarding house, trading post, and farm at Soda Creek. Shortly after Wright's arrival in British Columbia, Calbreath joined up with him in his ventures and became his partner in the building of the road.

The construction partners of Moberly, Oppenheimer, and Lewis ran into troubles even before the first shovel of dirt was turned on their section of the road. They had advertised for 1,000 men and were confident that their first 21 miles between Lytton and Cook's Ferry would be done in time to meet the government's deadline date of 15 July 1862. When Moberly and Oppenheimer arrived at Yale, they found their workforce stranded and unable to get beyond that point as they were without food, money, and proper clothing. By this time Moberly had already spent between \$2,000 and \$3,000 in boat fares to get the men from New Westminster to Yale. Now he was faced with the additional cost of advancing funds to these laborers so they could outfit themselves for the walk to Lytton.

Prior to leaving Victoria, David Oppenheimer had arranged to have large quantities of supplies and tools forwarded to his brother's mercantile firm in Yale. Now they faced more difficulties as the pack trail between Yale and Lytton was impassable, thus requiring all freight between those places to be conveyed partly by water through the dangerous canyons and partly by pack trains. There were not enough boats on the river to meet the demand and that resulted in long delays. They soon discovered that the mule packers were demanding tremendously high rates for the haul from Yale to Lytton. The firm wound up hiring Indians to pack supplies in on the backs of Indian ponies at a lower but still outrageous rate.

Moberly made his headquarters in the courthouse at Lytton before establishing his first road camp a short distance out of town. As the men arrived he set them to work and for several weeks the road building progressed at a great rate. By the terms of the government contract, large amounts of money were to be paid them from Victoria. The money did not arrive so Moberly and Oppenheimer began purchasing supplies on their personal credit from the Hudson's Bay Company.

During the first few months of road work many reports about the fabulously rich strikes taking place in the Cariboo reached their labour force without any apparent impact. This changed as soon

as the men received their first pay. A large number of them, entirely disregarding the terms of their contract to work for the entire season and all of them indebted for clothes and other necessities from when they were in destitute circumstances threw down their shovels and headed for the goldfields.

The situation was desperate when Oppenheimer left for Victoria for an audience with Governor Douglas and was told that the British Imperial Government had denied a request for monies to build the wagon road and that any forthcoming money would have to be obtained through taxation. Oppenheimer returned to Lytton and when he conveyed this news to partners Lewis and Moberly a heated discussion resulted in Moberly agreeing to purchase Lewis' interest in the company.

Oppenheimer agreed to leave for San Francisco to try and negotiate a loan of \$50,000 by mortgaging the revenue that they would soon be able to obtain from tolls. Unfortunately, rumours began to circulate among the labourers that Oppenheimer planned to pick up the money advanced by the government and skip the country and that caused much distress in the road camps. As a result Moberly decided to travel to New Westminster and request an interview with Moody and Douglas. Douglas had good news and told him that the government had negotiated a \$50,000 loan from the newly established Bank of British Columbia. The governor advanced Moberly \$6,000 from the banks' New Westminster and Yale treasuries to pay his men's wages. Upon his return to Yale, Moberly met a large



THE ONWARD AT EMORYS BAR 3 MILES BELOW YALE WITH THE CASCADE MOUNTAINS IN THE DISTANCE.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #000250 PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



YALE AT THE BEGINNING OF THE GOLD RUSH ERA

Originally called Fort Yale in 1848 by Ovid Allard, the manager of the new post, Yale honours James Murray Yale, the Hudson's Bay Company's Chief Factor of the Columbia District. In its heyday, Yale was the largest "city" north of San Francisco and west of Chicago. The town reputedly earned epithets such as "the wickedest little settlement in British Columbia" and "a veritable Sodom and Gomorrah" of vice, violence and lawlessness. As the head of navigation, Yale was the best location for the start of the Cariboo Wagon Road to the goldfields. In this photograph, taken in 1867 or 1868, a paddle-wheeler is tied up disembarking miners and cargo destined for the Cariboo goldfields. The buildings that are along the road running parallel to the river are on Front Street.

HISTORICAL PHOTO #001905 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



A 6-team of horses stand hitched to a barnard Express stage in front of Barnard's Express Line Stages office at Yale or Mile zero destined for the goldfields. Stephen Tingley holds the reins while James Newlands rides guard.

HISTORICAL PHOTO #003670 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868



A jerk-line of horses stand hitched to a loaded freight wagon in front of Barnard's Express Line Stages office at Yale or Mile 1 destined for the goldfields. A huge volume of cord wood is stacked at the river's edge for the steamers plying daily between New Westminster and Victoria to Yale.

HISTORICAL PHOTO #009776 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1868

number of his disgruntled work force that had stopped work after hearing that he too had skipped the country. These men were totally without funds and hungry. Moberly, after feeding them a hearty breakfast, explained the circumstances and persuaded them to return to work.

Shortly after his return to the camp, he discovered to his great consternation that smallpox had broken out in a nearby Indian village. Given this news, the only way to keep his labourers from leaving was to make immediate payment of their wages up to date. To do this he used the \$6,000 advanced money and the remainder of his own personal fortune placing himself in debt to his suppliers and personally destitute. The government announced that the contract time was up and since Oppenheimer and Moberly had failed to complete their section they were not entitled to any further payments. Oppenheimer, hearing this, ceased negotiation for his loan, and remained in San Francisco. One creditor, to whom they were indebted for supplies, issued a warrant for Moberly's arrest if he failed to pay in full. Fortunately, a friend came to his aid and loaned him enough money to keep from being imprisoned. Moberly signed over his contract to the government and they in turn offered him the job as supervisor until the completion of his section. William Hood, a contractor from Santa Clara, California, took the contract to complete their section from Spence's Bridge to Clinton. It took Moberly 7 years to pay off his debts.

Joseph W. Trutch and Thomas Spence experienced a few problems on their sections between Yale and Lytton but the situation changed dramatically for Spence on the Thompson River. In the summer of 1863, Spence began to build a bridge across the Thompson River at Cook's ferry. A capable foreman ensured that the bridge opened in the early part of 1864 and on schedule but unfortunately a spring freshet a short time later took out the entire bridge and Spence's only way to avert declaring bankruptcy was to rebuild. In the autumn of 1864, with the same foreman and work gang, Spence began work on the second bridge and it opened in the spring of 1865.

By the fall of 1863, Gustavus B. Wright and John C. Calbreath had completed the road from Lillooet to Clinton, the new name given by Douglas to the vital junction where Watson's stopping house was located. It was named in honor of Henry Pelham Fiennes Clinton, the 5th Earl of Newcastle and the colonial secretary from 1859 to 1864. The duke had visited Canada in 1860. Because of the efficiency



DAVID OPPENHEIMER (1834 - 1897)

One of five brothers who participated in early gold rushes in British Columbia. The brothers had warehouses in Fisherville, Yale and Barkerville. This 2" x 4" calling card was taken at the Imperial Gallery portrait studio in San Francisco. David in later life became the second Mayor of Vancouver.

HISTORICAL PHOTO #006759 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY IMPERIAL STUDIO, SAN FRANCISCO



FIRST NATIONS FISH CAMP AT 8 MILE CANYON FOUR MILES ABOVE YALE ON THE FRASER RIVER.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#010946 PHOTOGRAPHY BY FREDERICK DALLY AROUND 1867.

with which Wright and Calbreath had completed their sections, they were awarded the contract to extend the wagon road from Clinton northward to Alexandria at \$1,700 per mile.

While work was progressing out of Clinton, Wright contracted out the building of a steamboat named the Enterprise at Alexandria to run as an extension of his road up the Fraser to Quesnel Mouth. The lumber for its construction was cut on location while its boiler, engine and ironworks were packed in on mules over the Douglas Trail. The Enterprise's maiden run took place in 1864.

Wright and Calbreath also opened the 70 Mile House, 23 miles north of Clinton, to cater to the needs of the miners. Instead of taking the terminus of the road to Alexandria, the road builders convinced the government that it could end at Soda Creek, 20 miles shorter, since the Fraser River was navigable beyond that point. They also persuaded the government to allow them to bypass Williams Lake where Thomas Manifee had a stopping house, thereby eliminating the competition for Calbreath's stopping house at Soda Creek.

In 1863, Peter C. Dunlevey, enamored by a beautiful Dené maiden from Alexandria, left James Sellars in charge of the Beaver Lake stopping place while he built

the Colonial Hotel at Soda Creek. He settled with his lover on a farm to grow vegetables for the human traffic and hay and grain crops for the pack animals.

of the Cariboo goldfields necessitated the further improvement of the roads to the Cariboo. In May 1862, Colonel Richard C. Moody advised Governor James Douglas that the Yale to Cariboo route through the Fraser Canyon was the best to adapt for the general development of the country and that it was imperative its construction start at once.

The governor concurred and it was decided that the road

would be a full 18-feet wide in order to accommodate wagons going and coming from the goldfields and thus it came to be known as the Cariboo Wagon Road. The builders were to be paid large cash subsidies as work progressed and upon completion of their sections were to be granted permission to collect tolls from the travelers for the following 5 years.

Captain John Marshall Grant of the Royal Engineers, with a force of sappers, miners, and civilian labor, was to construct the first six miles out of Yale, while Thomas Spence was to extend the road the next seven miles to Chapman's Bar, at a cost of \$47,000. From



FIRST NATIONS CACHES ON THE FRASER RIVER ABOVE YALE FEATURING TWO OF THE POLE NETS FOR CATCHING SALMON.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#057595 PHOTOGRAPHY BY FREDERICK DALLY



Chapman's Bar Bluff was part of the first 6 mile section of the Cariboo Wagon Road north of Yale that was built by the Royal Engineers between May and November 1862. The road had to be blasted from rock or suspended over the many tributaries into the Fraser River on cribbing and bridges. Note photographer Dally's horse and buggy on the road.

HISTORIC PHOTO #041050 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.

here, Joseph William Trutch, Spence's partner, was to tackle the section to a point that would become Boston Bar, a distance of 12 miles, at a cost of \$75,000. From here, Spence would continue the road to Lytton. Walter Moberly, a successful engineer, with Charles Oppenheimer, a partner in the great mercantile firm of Oppenheimer Brothers, and Thomas B. Lewis accepted the challenge to build the section from Lytton until the road joined a junction with the wagon road to be built by Gustavus Blin Wright and John Colin Calbreath from Lillooet to Watson's stopping house. As well, Trutch was to build a bridge across the Fraser River at Chapman's Bar while Spence was to place one across the Thompson River at the site of Cook's ferry.

Wright, from Burlington, Vermont, had arrived in British Columbia on 28th February 1862 aboard the Brother Jonathan and almost immediately formed partnerships to operate a line of vessels between San Francisco and New Westminster. At Port Douglas,

his associates began hauling freight by mule train to the goldfields. He saw great financial advantages in the construction of an improved wagon road into the Cariboo since this would enable him to profit not only on the building of the road but also in the future enterprises along the new highway.

Calbreath, born in New York in 1826, had left home in 1849 for the California goldfields. At some time he married Carolyn Smith, and a son James was born in 1857 in LaGrange, California. Shortly after the baby's birth, the young couple departed for the Cariboo to run a boarding house, trading post, and farm at Soda Creek. Shortly after Wright's arrival in British Columbia, Calbreath joined up with him in his ventures and became his partner in the building of the road.

The construction partners of Moberly, Oppenheimer, and Lewis ran into troubles even before the first shovel of dirt was turned on their section of the road. They had advertised for 1,000 men and were confident that

their first 21 miles between Lytton and Cook's Ferry would be done in time to meet the government's deadline date of 15 July 1862.

When Moberly and Oppenheimer arrived at Yale, they found their workforce stranded and unable to get beyond that point as they were without food, money, and proper clothing. By this time Moberly had already spent between \$2,000 and \$3,000 in boat fares to get the men from New Westminster to Yale. Now he was faced with the additional cost of advancing funds to these laborers so they could outfit themselves for the walk to Lytton.

Prior to leaving Victoria, David Oppenheimer had arranged to have large quantities of supplies and tools forwarded to his brother's mercantile firm in Yale. Now they faced more difficulties as the pack trail between Yale and Lytton was impassable, thus requiring all freight between those places to be conveyed partly by water through the dangerous canyons and partly by pack trains. There were not enough boats on the river to meet the demand and that resulted in long delays. They soon discovered that the mule packers were demanding tremendously high rates for the haul from Yale to Lytton. The firm wound up hiring Indians to pack supplies in on the backs of Indian ponies at a lower but still outrageous rate.

Moberly made his headquarters in the courthouse at Lytton before establishing his first road camp a short distance out of town. As the men arrived he set them to work and for several weeks the road building progressed at a great rate. By the terms of the government contract, large amounts of money were to be paid them from Victoria. The money did not arrive so Moberly and Oppenheimer began purchasing supplies on their personal credit with the Hudson's Bay Company.

During the first few months of road work any reports about the fabulously rich strikes taking place in the Cariboo reached their labor force without any apparent impact. This changed as soon as the men received their first pay. A large number of them, entirely disregarding the terms of their contract to work for the entire season and all of them indebted for clothes and other necessities



CHARLES OPPENHEIMER (1834 - 1897)

He was one of 5 brothers that participated in all the major gold rushes in British Columbia. The brothers, David, Charles (Carl), Meyer, Isaac and Godfrey had earlier participated in the California Gold Rush.

HISTORIC PHOTO #006758 ROYAL BC MUSEUM & ARCHIVES

from when they were in destitute circumstances threw down their shovels and headed for the goldfields.

The situation was desperate when Oppenheimer left for Victoria for an audience with Governor Douglas and was told that the Imperial Government had denied a request for monies to build the wagon road and that any forthcoming money would have to be obtained through taxation. Oppenheimer returned to Lytton and when he conveyed this news to partners Lewis and Moberly a heated discussion resulted in Moberly agreeing to purchase Lewis' interest in the company. Oppenheimer agreed to leave for San Francisco to try and negotiate loan of \$50,00 by mortgaging the revenue that they would soon be able to obtain from tolls. Unfortunately, rumours began to circulate among the labourers that Oppenheimer planned to pick up the money advanced by the government and skip the country and that caused much distress in the road camps. As a result Moberly decided to travel to New Westminster and request an interview with Moody and Douglas. Douglas had good news and told him that the government had negotiated a \$50,000 loan from the newly established Bank of British Columbia. The governor advanced Moberly \$6,000 from the banks' New Westminster and Yale treasuries to pay his men's wages. Upon his return to Yale, Moberly met a large number of his disgruntled work force that had stopped work after hearing that he too had skipped the country. These men were totally without funds and hungry. Moberly, after feeding them a hearty breakfast, explained the circumstances and persuaded them to return to work.

Shortly after his return to the camp, he discovered to his great consternation that smallpox had broken out in a nearby Indian village. Given this news, the only way to keep his labourers from leaving was to make immediate payment of their wages up to date. To do this he used the \$6,000 advanced money and the remainder of his own personal fortune placing himself in debt to his suppliers and personally destitute. The government announced that the contract time was up and since Oppenheimer and Moberly had failed to complete their section they were not entitled to any further payments.

Oppenheimer, hearing this, ceased negotiation for his loan, and remained in San Francisco. One creditor, to whom they were indebted for supplies, issued a warrant for Moberly's arrest if he failed to pay in full. Fortunately, a friend came to his aid and loaned him enough money to keep from being imprisoned. Moberly signed over his contract to the government and they in turn offered him the job as supervisor until the completion of his section. William Hood, a contractor from Santa Clara, California, took the contract to complete their section from Spence's Bridge to Clinton. It took Moberly 7 years to pay off his debts.

Joseph W. Trutch and Thomas Spence experienced a few problems on their sections between Yale and Lytton but the situation changed dramatically for Spence on the Thompson River. In the summer of 1863, Spence began to build a bridge across the Thompson River at Cook's ferry. A capable foreman ensured that the bridge opened in the early part of 1864 and on schedule but unfortunately a spring freshet a short time later took out the entire bridge and Spence's only way to avert declaring bankruptcy was to rebuild. In the autumn of 1864, with the same foreman and work gang, Spence began work on the second bridge and it opened in the spring of 1865.

By the fall of 1863, Gustavus B. Wright and John C. Calbreath had completed the road from Lillooet to Clinton, the new name given by Douglas to the vital junction where Watson's stopping house was located. It was named in honor of Henry Pelham Fiennes Clinton, the 5th Earl of Newcastle and the colonial secretary from 1859 to 1864. The duke had visited Canada in 1860. Because of the efficiency with which Wright and Calbreath had completed their sections, they were awarded the contract to extend the wagon road from Clinton northward to Alexandria at \$1,700 per mile.

While work was progressing out of Clinton, Wright contracted out the building of a steamboat named the Enterprise at Alexandria to run as an extension of his road up the Fraser to Quesnel Mouth. The lumber for its construction was cut on location while its boiler, engine and ironworks were packed in on mules over the



ALEXANDRA SUSPENSION BRIDGE

Built in 1863 over the Fraser River 13 miles above Yale. Located between Spuzzum and Chapman's Bar, it was the first suspension bridge in British Columbia. Begun in June 1862 and completed in September 1863, it was constructed with a span of nearly 300 feet at a cost of \$45,000. Joseph Trutch contracted with the government to build it with the understanding that he could collect tolls for 7 years. The original bridge, subcontracted by Trutch to Andrew S. Halladdie of San Francisco, was an engineering feat for the time. This bridge was destroyed by the great flood of 1894 and was rebuilt on the same site in 1926. The present bridge, further downstream from the original location, was built in 1962.

HISTORIC PHOTO #010294 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPH TAKEN BY FREDERICK DALY, AROUND 1870.

Douglas Trail. The Enterprise's maiden run took place in 1864.

Wright and Calbreath also opened the 70 Mile House, 23 miles north of Clinton, to cater to the needs of the miners. Instead of taking the terminus of the road to Alexandria, the road builders convinced the government that it could end at Soda Creek, 20 miles shorter, since the Fraser River was navigable beyond that point. They also persuaded the government to allow them to bypass Williams Lake where Thomas

Manifee had a stopping house, thereby eliminating the competition for Calbreath's stopping house at Soda Creek.

In 1863, Peter C. Dunlevey, enamored by a beautiful Dené maiden from Alexandria, left James Sellars in charge of the Beaver Lake stopping place while he built the Colonial Hotel at Soda Creek. He settled with his lover on a farm to grow vegetables for the human traffic and hay and grain crops for the pack animals.

The task of maneuvering an especially built coach over

the canyon highway portion of the tour went to Stephen Tingley. The coach was shipped by boat from New Westminster and arrived at Yale on 6 September. The following day the coach with its Royal cargo departed for the Cariboo. The Dufferin coach was a great success on the Yale to Barkerville run and remained in service for the next 25-years.

Even before the road neared completion, speculators began arriving to commence business. In 1861 two enterprising brothers, William and George Boothroyd, left California bound for the Cariboo. Midway between Boston Bar and Lytton the two became sidetracked from their original mission and instead started farming. William and a son left Yale with a large wagonload of gunpowder to be used as blasting powder in the Cariboo wagon road. Sometime later searchers found a big hole in the road and surmised that there was a hole in one keg that allowed the powder to drip down onto the road. The powder kegs were out over the wheels of the wagon and a spark likely caused the powder to ignite blowing the father and son, horses and wagon to bits. Boothroyd was named in their honour. In time the Boothroyd Hostelry came to be known as Forrest House, after George's wife's maiden name. This stopping house became a welcome retreat to the many teamsters using the Cariboo Wagon Road over the years. In 1873 George sold his interests in the roadhouse and moved with his wife to New Westminster. He later took up property in Surrey Centre. Other roadhouses later came into being. Alexandra Lodge situated upriver from the Alexandra Bridge and below Hell's Gate, was the last remaining link with the original roadhouses.

The mule packers made good use of the road even while under construction. William T. Ballou was the first pioneer express man to use the highway to get to the goldfields. The wild waif of French descent had arrived on the Fraser in 1858 coming straight from the California rush. Using a canoe and mule teams to carry letters, newspapers, coin and gold dust to and from the interior, he entered into direct competition with Barnard. His Pioneer Fraser River Express held the supremacy on the mainland for about 3 years and his fame was such that Chartres Brew, Chief Inspector for Police for the Colony, writing from Yale to Victoria to Colonel Moody stated: "There are many complaints here of the irregularities and uncertainties of the mails. Merchants would rather send their letters by Bellors (Ballou's) Express at a cost of half a dollar than put it in the post at a cost of 5 cents and remain in the uncertainty



Chapman's Bar House, known as Alexandra Lodge, was located 14 miles above Yale.

HISTORIC PHOTO #010221 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.

when it would reach its destination."

By May 1862, Francis Jones Barnard had won the government mail contract and snuffed out Ballou. The pioneer express man retired from the road momentarily broken in health and finances. Barnard brought in mules and soon had a string tied head to tail making the trip with him trudging alongside. It was hard work requiring him to be up at the crack of dawn to load the pack animals and then get them moving.

Barnard did have competition with others besides Ballou.

In May 1864 Trutch surveyed a route for the extension of the Cariboo Wagon Road from Quesnel Mouth to Williams Creek. James Douglas, in one of his last acts as Governor, instructed that the road be built in sections under the supervision of Walter Moberly. Upon his retirement, Douglas took a trip to England to be knighted by Queen Victoria for his many achievements. Gus Wright was awarded the contract for the lower section from Quesnel Mouth to Cottonwood (a new settlement located where the road crossed the

Cottonwood River) for \$85,000. Wright hired a force of 300 Chinese and 240 white labourers to tackle the project. He later built a bridge across the Cottonwood River under a separate \$9,000 contract.

In April of 1865 Malcolm Munroe, the road builder from Victoria who built the road into Leechtown on Vancouver Island, secured the contract to complete the road from Cottonwood to Williams Creek. A stipulation in the agreement ruled that the undertaking had to be finished by October or the \$45,000 contract would be forfeited. Munroe reached Van Winkle before bad weather forced his workers to shut down operations. He wrote Trutch, now the Chief Commissioner of Lands and Works, requesting an advance to pay his creditors and men with the understanding he would complete the last portion of his section in the spring. Trutch refused and Munroe, having failed to meet the terms of the agreement, received no payment and was sent to debtor's prison in New Westminster. His portion of the road was completed in the spring at a total cost to the government of only \$500.

SEVERAL FREIGHT WAGONS ROLL THROUGH BOSTON BAR EN ROUTE TO THE CARIBOO

Located 12 miles above Yale, Boston Bar was named after American miners from Boston that took up the challenge to seek gold along the Fraser River's shoreline at the beginning of the Fraser River gold rush. In this early morning landscape, teams of oxen pull single and double wagons of goods destined for the goldfields. The five wagons are being pulled by oxen while in front of them pack mules are being loaded. These covered wagons were used to transport goods since they had no suspensions and the roads were rough. A teamster or drover usually walked at the left side of the team and directed the oxen with verbal commands and whipcracks. The term prairie schooner was a fanciful name sometimes applied to the covered wagon because the white canvas reminded some of sails of a ship at sea.

Instead of prospecting, Fraser Valley pioneer Edward Julius Muench packed freight the 800-mile return trip from Yale to Barkerville with oxen for several years. He made his West Langley farm his headquarters for his animals. The oxen were excellent for freighting because, unlike horses, they would feed out at night on twigs and grasses. Despite this, the beasts of burden were only capable of making one trip a year and would return to the farm each fall skin and bone to be fattened over the winter for the next year's trip.

The wires of The Russian-American Telegraph, also known as the Western Union Telegraph Expedition and the Collins overland Telegraph, are clearly visible in this landscape. The \$3,000,000 undertaking by the WUTE, intended to lay an electric telegraph line from San Francisco, California, to Moscow, Russia, was abandoned in 1867. Portions of the telegraph route became part of the Ashcroft Trail used by gold seekers during the Klondike gold rush. Of all the trails used by the stampedes the Ashcroft was among the harshest. Of the over fifteen hundred men and three thousand horses that left Ashcroft, British Columbia in the spring of 1898, only six men and no horses reached the goldfields.

HISTORIC PHOTO #010233 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPH TAKEN BY FREDERICK DALY AROUND 1867.



THE CARIBOO WAGON ROAD AT NICARAGUA BLUFF (17 MILE BLUFF) IN THE FRASER CANYON

Built through the Fraser Canyon by First Nations and miner labourers under the supervision of Joseph William Trutch, this section of the Cariboo Wagon Road was 17 miles above Yale. It was imperative that this first section of road be completed as quickly as possible to allow road builders to work on sections of the road further up the Fraser River.

This portion of the road had to be blasted from solid rock and then cribbing placed over tributary creeks that flowed into the Fraser River with added bridges. Despite the difficulty, the road builders were able to accomplish the first 25 miles out of Yale in a record 7 months in 1862. Trutch went on to become British Columbia's first Lieutenant Governor from 1871 - 1876. Some

contractors like Trutch were successful but others went bankrupt for want of men, materials and government funds. In 1863, Trutch had a home built in Yale that is still in use.

At points there was barely room for a wagon's wheels on twistings ledges; at others masses of sheer rock had to be moved with gunpowder blasts and human ingenuity. Chasms were bridged with cribbing filled with stone. When civilian workers defected to the lure of the nearby goldfields, Chinese labourers substituted successfully.

HISTORICAL PHOTO #010224 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





GEORGE SALTERS ROAD HOUSE 42 MILES ABOVE YALE WITH FREDDALLY'S BUGGY IN FRONT OF THE ENTRANCE INTO THE ESTABLISHMENT.

HISTORICAL PHOTO #010234 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY AROUND 1867.

In July of 1865, Robert T. Smith, under the supervision of Thomas Spence, took the contract to upgrade a sleigh trail that paralleled the Fraser River between Soda Creek and Quesnel Mouth. Before he could finish his road, heavy freight wagons, hauled by six and eight horse teams, began cutting it into deep ruts. Worse damage was done by 16-yoke spans of slow-plodding oxen that hauled two freight wagons in tandem. When Smith refused to keep the road in good repair for one year, he forfeited his contract, and Spence assumed the responsibility for carrying out the necessary repairs.

With the completion of the last section of the Cariboo Wagon Road, both Gus Wright's steamer Enterprise and the Deep Creek stopping house decreased in importance.

In 1875 Wright married Julia A. Sutton of Portland, Oregon, and moved to Nelson in the Kootenays. He died in 1898 at Ainsworth, near Nelson, but his body was brought down to New Westminster for burial.

Wright's partner, Calbreath, sold his holdings in the Cariboo in 1873 shortly after his wife left him

MAP ON FOLLOWING TWO SPREADS COMPILED BY JOHN ARROWSMITH, 1864

RARE BOOKS & SPECIAL COLLECTIONS 9_3510_1864_A7

for another man. That same year, he established a trading company that expanded by the turn of the century into general merchandizing, packing, forwarding and warehousing with offices throughout the Cassiar. In 1890 Calbreath raised money in Astoria to build the Astoria and Alaska Packing Company cannery at Point Ellice, Alaska. He superintended that company's operations until it burned down in 1892. The following year, he started Alaska's second salmon hatchery, which operated until 1905 at about the time he became blind from cataracts. Calbreath lived in Wrangell, Alaska, for several years but eventually moved to Seattle, Washington, where he died in 1916.

On February 28, 1871, the Legislative Council granted Barnard and Josiah Beedy the right to operate R.W. Thompson's newly patented road steamers between Yale and Williams Creek. Barnard, like Trutch, also had an in with the government (his son became Lieutenant Governor). Six of the English steam engines arrived complete with Scottish drivers and the first machine was quite a sight chugging along Grant's section of the highway out of Yale. Its wheels, although only 12 inches in diameter and although cushioned with a 5-inch thickness of India rubber padding, still managed to chew up the Royal Engineer's roadwork. Pulling 6 tons of freight, the steamer reached Spuzzum the first day and Boston Bar on the second, and Jackass Mountain the third. Here it just plain refused to climb the hill. To add further embarrassment investigation revealed that the horse drawn freight wagons were just as fast and far less trouble and expense. As a result 5 of the engines were shipped back to England while the one that remained was acquired by pioneer logger Jeremiah Rogers to be used to haul spars and logs from Vancouver's forests to the water's edge. Despite errors such as the steamers, the BX, as the Barnard Express with its brightly painted red and yellow stagecoaches came to be called, prospered. Barnard began hiring men like Stephen Tingley, soon to be known as the 'best whip on the road', to make the trips back and forth to the Cariboo. On one occasion Barnard sent Tingley to Mexico to negotiate the purchase of 250 unbroken horses for the Barnard line. Tingley drove the horses overland through the U S and up into British Columbia in order to keep costs down. Once these animals were broken Barnard was able to keep a team of fresh horses at every roadhouse so that changes could be made every 14-miles. On one occasion Tingley made the 380-mile trip from the Cariboo to Yale with a prisoner charged with murder in the record time of 30-hours. His run, although requiring changes

JACKASS MOUNTAIN

Located some 44 miles above Yale and nineteen miles north of Boston Bar, early freighters on the Cariboo Wagon Road sometimes referred to Jackass Mountain as "the hill of despair" because it was the steepest portion of the route and a difficult climb for both man and beast. Before the Cariboo Wagon Road was built, the best mode of transportation to the interior was the mule. Stronger and more sure-footed than the horse, a mule could pack from 250-400 pounds. The cost of shipping by mule was \$1 per pound and took a month to transport goods from Yale to Quesnel.

Legend has it that a jackass owned by packer Joseph Deroche, after whom Deroche was later named, had a stubborn animal that committed suicide by jumping off the trail with a full 250-pound load into the Fraser River.

Teams of oxen were also useful for pulling heavy loads. The slow plodding oxen were capable of only making two trips per year at the end of which they became skin and bone.

Sometimes as many as 12 horse teams hauled two loaded wagons in tandem up and down Jackass Mountain. On the heaviest loads, trees would be cut and attached to the rear wagon so that the branches could act as a crude braking system to prevent runaway loads.

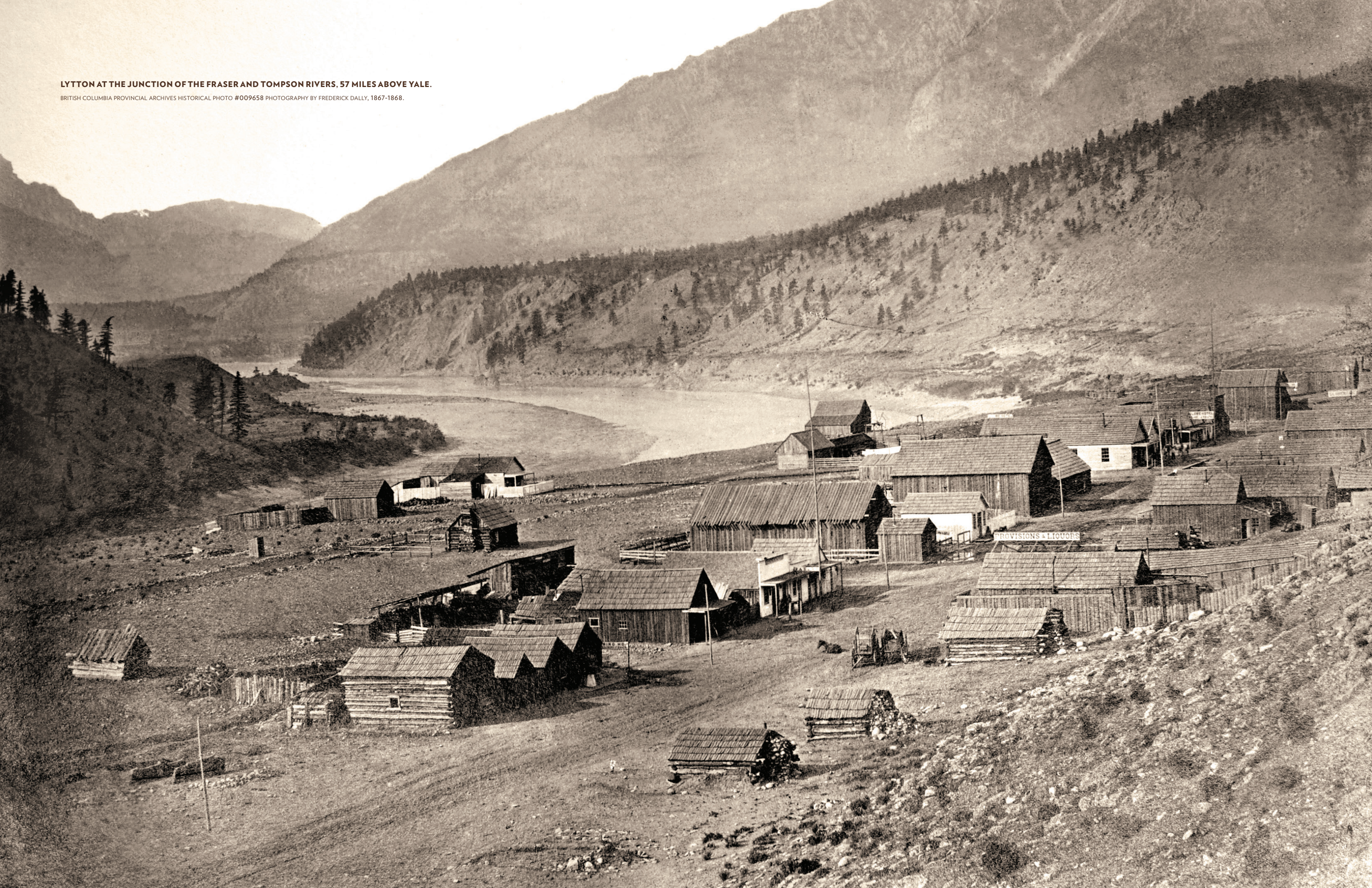
In 1871 six road steamers were imported from England to use on the Cariboo Wagon Road, but the grade of Jackass Mountain was impossible for the steam engines to overcome. Here, the Cariboo Wagon Road was 1,200 feet above the Fraser River.

HISTORICAL PHOTOS #010235 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.



LYTTON AT THE JUNCTION OF THE FRASER AND TOMPSON RIVERS, 57 MILES ABOVE YALE.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO #009658 PHOTOGRAPHY BY FREDERICK DALLY, 1867-1868.





FIRST NATIONS CHIEFS GRAVE AT LYTTON.

HISTORICAL PHOTO#057592 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY

at every roadhouse, still managed to average 16 miles per hour on the winding and twisting road.

When the Cariboo goldfields were at their height of productivity, it was Barnard's Express, complete with an armed guard that brought the yellow wealth to the coast. An early newspaper reported: "Mr. Barnard has fitted an iron burglar-proof safe into each of his wagons. He has the chests constructed with detonating powder in the interstices between the plates, and on any attempt being made to open them with a chisel they would inevitably explode with the force of a bombshell. The safes are also fitted with combination locks, known only to the principals at each terminus."

In 1876 Barnard commissioned N.H Black and Company of San Francisco to build the famous Dufferin Coach for the purpose of carrying Canada's first Governor General and his wife on a tour of the Dominion's newly acquired province. It was the intension of

England's ambassador of good will from Ottawa to arrange the trip to learn for himself the feeling of the people toward a trans-Canada railway. The task of maneuvering the especially built coach over the canyon highway portion of the tour went to Tingley. The coach was shipped by boat from New Westminster and arrived at Yale on 6 September. The following day the coach with its Royal cargo departed for the Cariboo. The Dufferin coach was a great success on the Yale to Barkerville run and remained in service for the next 25-years.

Storekeepers at Port Douglas, located at the head of Harrison Lake on the Douglas Trail, stared in disbelief when the sternwheeler The Flying Dutchman towed a barge wharf side and began unloading



THE THOMPSON RIVER A SHORT DISTANCE ABOVE LYTTON.

It was here that a First Nations brave first discovered gold while taking a drink.

HISTORICAL PHOTO#057592 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY



SPENCES BRIDGE CROSSES THE THOMPSON RIVER 88 MILES ABOVE YALE

HISTORICAL PHOTO #002885 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHER UNKNOWN

the humpbacked beasts of burden. Laumeister's troubles began when the first camel walked down the gangplank bit and then kicked a prospector's mule into oblivion. Laumeister soon learned that camel hooves, adapted for travel in sand, could not stand up to the rocky terrain, with the result that many soon went lame. He fitted them with rawhide boots, which solved that problem, only to discover that the camels' potent odours stampeded any horse or mule trains encountered along the trail. Their owners either sued for damages or signed a petition to have the 'Dromedary Express' removed from the road. In

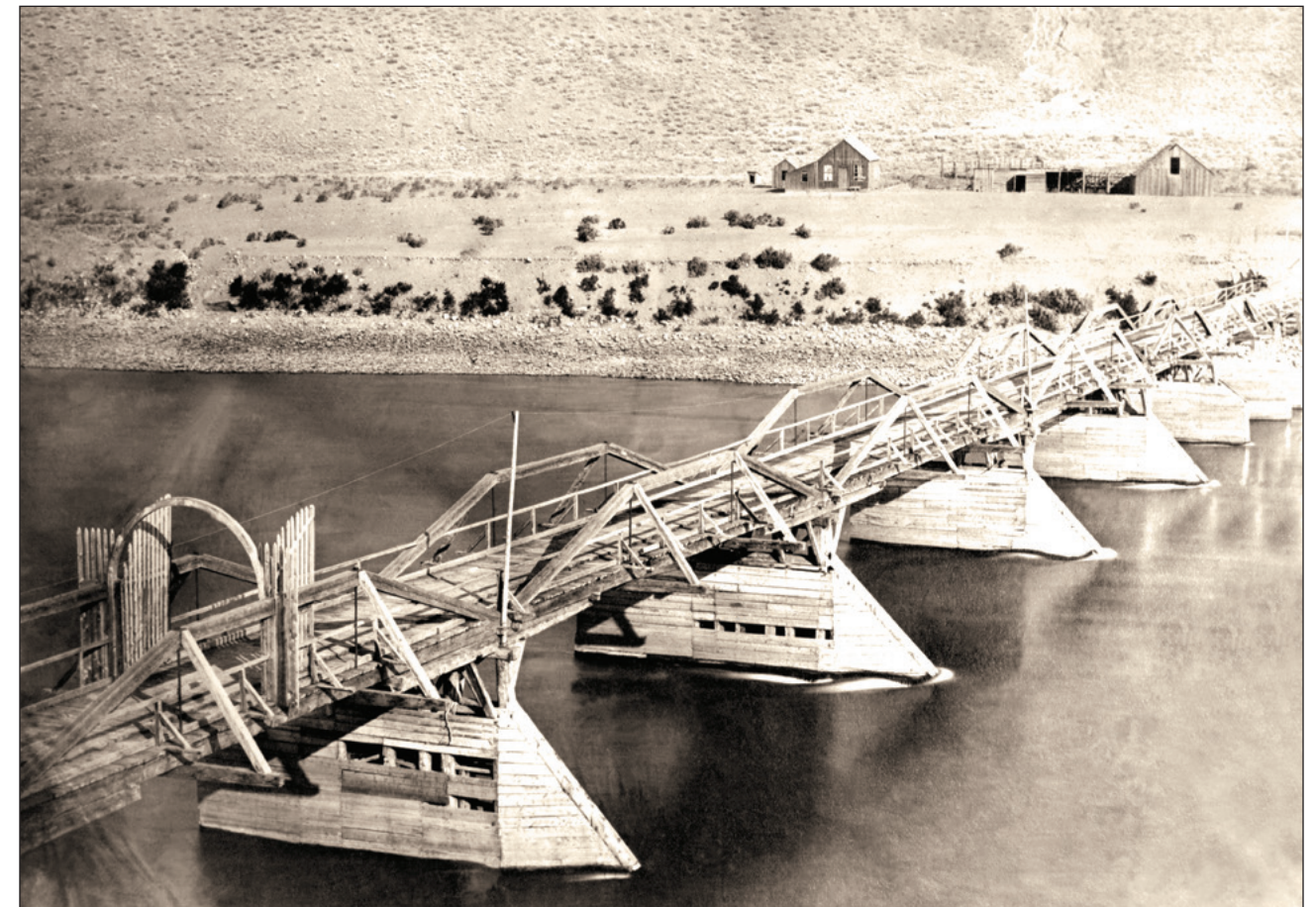
the end, the entrepreneurs turned the camels loose to fend for themselves and wrote the entire undertaking off to an expensive learning experience. Several were used for a short time at least on the Cariboo Road until the rocky terrain proved too much for their soft padded feet. Besides this handicap the camels' stench spooked the horse and mule teams which soon resulted in several civil suits against the owners. Before two years were out Laumeister was forced to admit that the entire venture had been a big mistake. A few of the camels were sold cheaply to U S circuses while the rest were turned loose to fend for themselves in the

Cariboo. The last one died near Grand Prairie (Now Westwold) in 1905.

In 1875 Wright married Julia A. Sutton of Portland, Oregon, and moved to Nelson in the Kootenays. He died in 1898 at Ainsworth, near Nelson, but his body was brought down to New Westminster for burial.

Wright's partner, Calbreath, sold his holdings in the Cariboo in 1873 shortly after his wife left him for another man. That same year, he established a trading company that expanded by the turn of the century into general merchandizing, packing, forwarding and warehousing with offices throughout the Cassiar.

In 1890 Calbreath raised money in Astoria to build the Astoria and Alaska Packing Company cannery at Point Ellice, Alaska. He superintended that company's operations until it burned down in 1892. The following year, he started Alaska's second salmon hatchery, which operated until 1905 at about the time he became blind from cataracts. Calbreath lived in Wrangell, Alaska, for several years but eventually moved to Seattle, Washington, where he died in 1916.



SPENCES BRIDGE

This elaborate truss bridge was built by Thomas Spence on the Thompson River 88 miles above Yale. The first bridge to be built by Spence was taken out by early spring freshets and had to be replaced. Spence was allowed to collect a toll on the bridge for 5 years after its completion.

HISTORICAL PHOTO #009711 ROYAL BC MUSEUM & ARCHIVES PHOTOGRAPHY BY FREDERICK DALLY, 1867.



THE GREAT BLUFF

Freight wagons ascend the the Great Bluff on the Thompson River eight miles above Spences Bridge. This photograph shows the poles and wires of the the Collins Overland Telegraph, an ambitious attempt to lay an electric telegraph line from San Francisco, California to Moscow, Russia. Although the project died on the vine, the telegraph did connect New Westminster with Barkerville. the bluff was 88 miles above yale.

HISTORICAL PHOTO #000763 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY FREDERICK DALLY, 1868.