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***FRASER
CANYON
NATIONAL
HISTORIC
PARK***

***A proposal and
application to the
Historic Sites and
Monuments Board
of Canada***

**Regional District
Of Fraser - Cheam**

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FRASER CANYON
NATIONAL HISTORIC PARK

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Historic Sites and Monuments Board
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April 1987

REGIONAL DISTRICT OF FRASER-CHEAM
P. W. CAVE - DIRECTOR OF PLANNING

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SITE OF PROPOSED
FRASER CANYON NATIONAL HISTORIC PARK

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SUMMARY

This brief has been prepared by the Regional District of Fraser-Cheam in support of an application for the establishment of a Fraser Canyon National Historic Park at the Alexandra Bridge site near Spuzzum, B.C.

The brief illustrates:

- the outstanding natural and heritage resource values of the Fraser Canyon, worthy of Canadian heritage river status and National Park designation.
- the significant heritage resources of the Alexandra Bridge site, the need for preservation and the unique opportunity for historic park development within the Fraser Canyon.
- the national significance of historical themes associated with the Fraser Canyon, their unique convergence at this site and their association with the lives of individuals of recognized national significance.
- the high potential for visitor use at the Alexandra Bridge site and the opportunity for heritage conservation and tourism development adjacent to the Fraser River.
- the extensive public support for a Fraser Canyon National Historic Park, dating from Provincial heritage designation in 1974 and Federal recognition in 1976.

The brief proposes the establishment of a national historic park in two phases, the first phase involving designation of the site and delineation of park boundaries and the second phase being long term park development and interpretation. A national historic park in the Fraser Canyon will serve to protect and conserve the heritage resources at the Alexandra Bridge site and to provide for interpretation of the dramatic history of the Fraser Canyon.

The Fraser Canyon played an important role in the early settlement and development of British Columbia. The fur brigades, the Fraser River Gold Rush and Cariboo Gold Rush, and the construction of the Canadian Pacific Railway and Canadian National Railway were confronted by the physical barriers of the Canyon.

"... The road itself had been an engineering miracle in its day -- a crazy, unbelievable highway cut into the cliffs, the only link between the coast and the interior plateau of British Columbia. In some spots in the Fraser Canyon the road had to be carried around the precipice on trestle-work, like the balcony of a house, so that passengers on the Cariboo stage were travelling directly over the boiling waters three hundred feet below."

Pierre Berton, *The Last Spike*, 1971

This section of the Fraser River from Hope to Lytton has a rich and wild history associated with the first colonial settlers in British Columbia: the influx of rowdy gold miners and their relations with an Indian culture some 10,000 years old, the introduction of British rule in the face of American expansion, the work of the Royal Engineers and their impressive construction projects, and the dramatic history of the CPR, are all reflected in the Fraser Canyon.

The proposed park is an ideal location for presenting these historical themes. The Alexandra Bridge is more than a suspension bridge across a great river, and its spectacular site at the heart of the Fraser Canyon abyss, deep in the shade of towering cliffs, is more than a crossing point for a routeway. It embodies the fundamental themes of Canadian pioneering and political and economic history.

The great salmon runs are here and the traditional Indian culture which relied on its rhythm; the precipitous foot trails of explorers and fur-traders are here; and the earliest wagon road is here, carved in the bare canyon walls, perched on rock ledges or suspended on log cribs above the torrent, access for Cariboo gold-seekers; the great trans-continental CPR, lynch-pin of Confederation, is here and the CNR on the opposite bank twisting its even more impossible route to the sea.

The landscape, too, reflects the human struggle and spirit of early British Columbia; of the Royal Engineers, the first with the vision that human passage might indeed be feasible in the Canyon itself; of Andrew Onderdonk, who not only built a railway through this impossible gorge but who also, in the process, manufactured the "Skuzzy", a sternwheel steamer, and determined to ascend the foaming rapids from Spuzzum to Boston Bar. Onderdonk's titanic struggle is legendary, and his ultimate victory epitomizes the spirit of the place; the spirit of Joseph Trutch, bridge-builder and lieutenant governor of the new Province, who constructed the first suspension bridge at the site; the spirit of the gold miners; of the Chinese labourers, of the railwaymen and of the countless unnamed others who all had their private struggles, their fears, and their triumphs in the Canyon.

"For nearly sixty miles from Yale to Lytton, the river has cut through this lofty range, thousands of feet below the summits. Mountainspurs of granite rock, with the perpendicular faces hundreds of feet in height, project at short intervals along the entire passage. Between them are deep lateral gorges, canyons and plunging cataracts. On this sixty miles of tunnels rock work and bridges, the greater portion of Mr. Onderdonk's construction army of 7,000 men have been engaged since 1880."

N. H. Chittenden, 1882

The Fraser Canyon is historic and important to Canada's history. It has seen the human struggle for passage, survival, profit and fame and it has a message for all Canadians. To visit the site is to encounter all that is essential in the mountainous West; and to understand the place is to experience the West.

"The Alexandra Suspension Bridge over the Fraser was built by the late Sir Joseph W. Trutch in 1863....Some step, it seems to me, should be taken, while there is still time, to preserve this historic bridge -- one of the few remaining public works which link our present with our past."

Judge F. W. Howay, 1909

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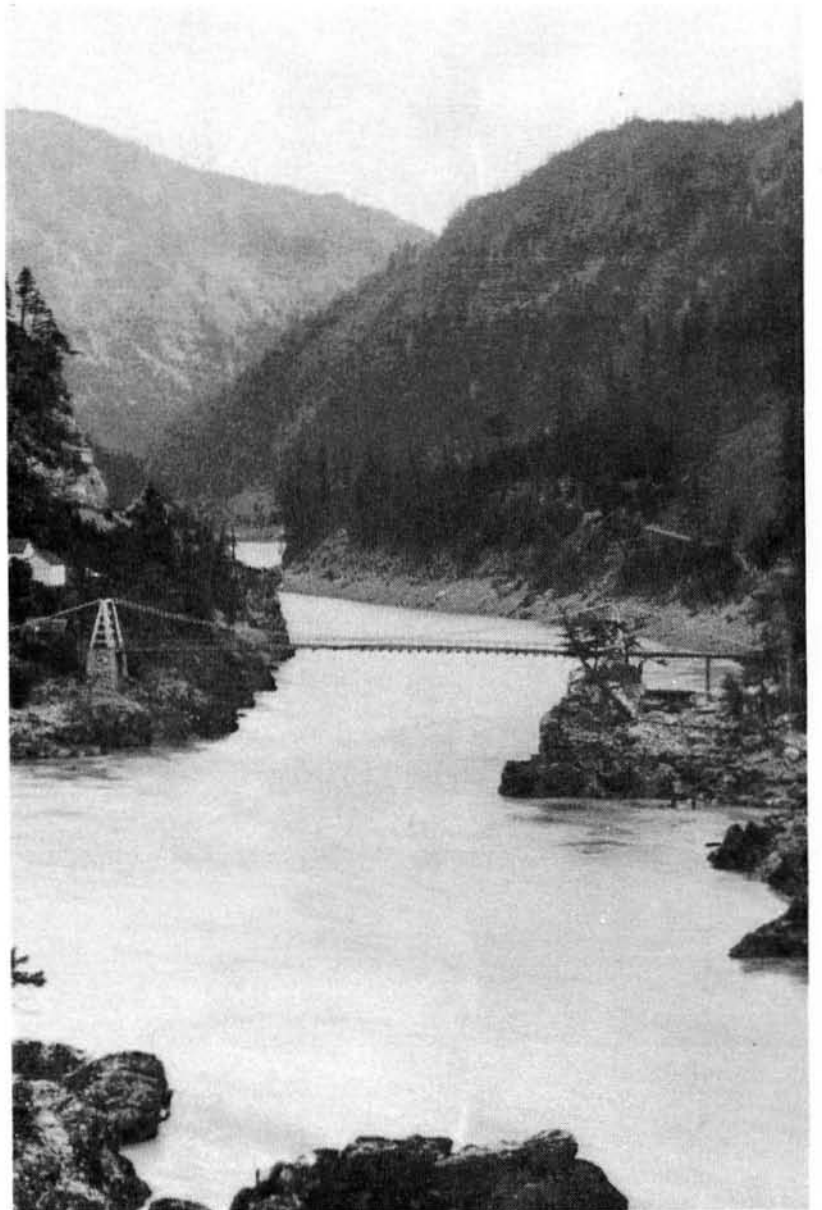
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ACKNOWLEDGEMENTS

The assistance of the Provincial Archives of B.C., the City of Vancouver Public Library, the Yale and District Historical Society, the Royal Engineers Military Museum and the B.C. Heritage Conservation Branch in providing historical material is gratefully acknowledged. Historical photographs for the divider pages are from the collection of the Vancouver Public Library.

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Introduction



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1. INTRODUCTION

The site of the proposed Fraser Canyon National Historic Park lies about 210 km east of Vancouver, in the heart of the Fraser Canyon midway between Boston Bar and Yale (see Figure 1). The Regional Board of the Regional District of Fraser-Cheam is applying to the National Historic Parks and Sites Board for the designation of a national historic park and establishment of park boundaries.

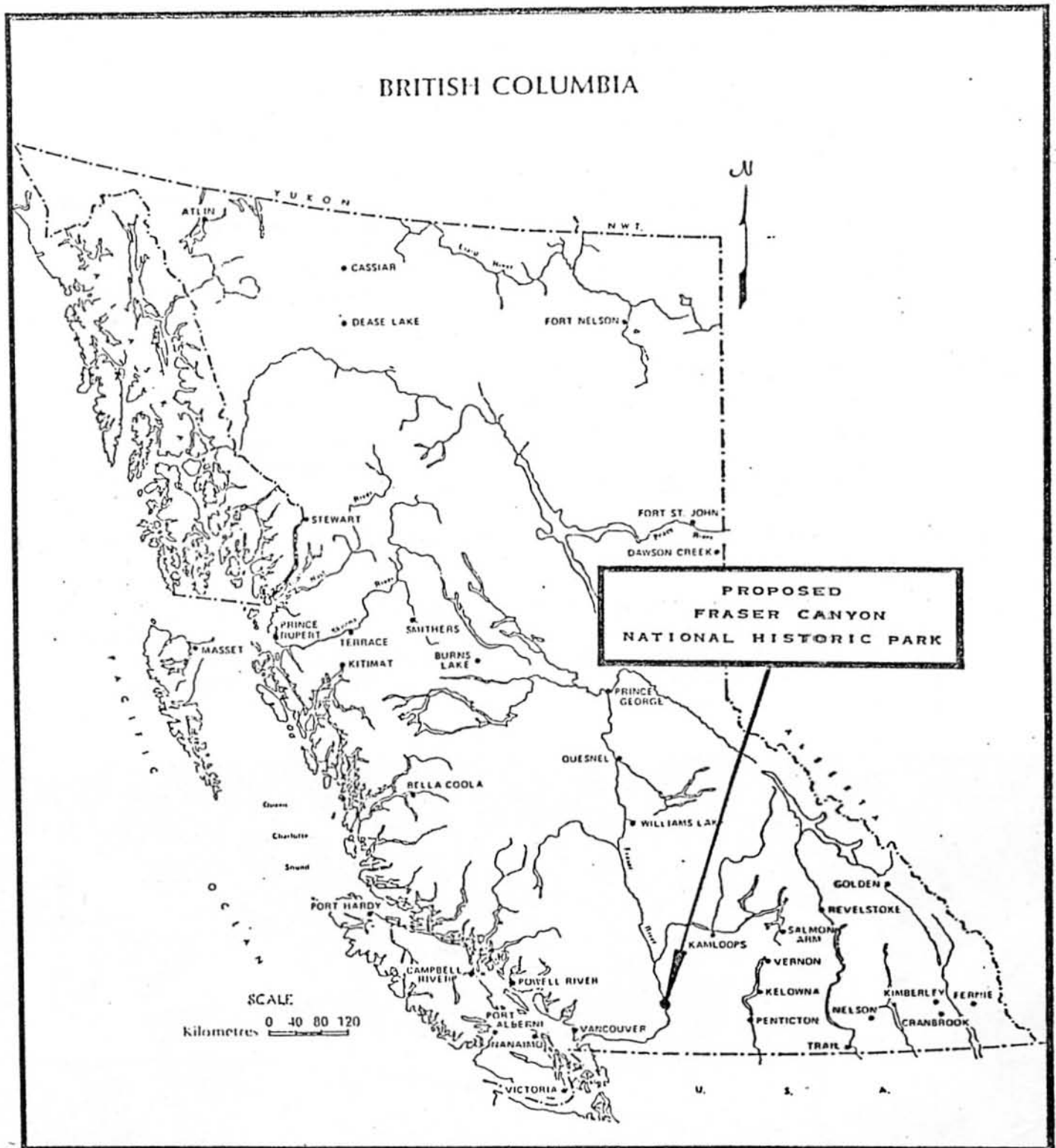
The immediate objective of this proposal is to designate a National Historic Park in the Fraser Canyon, followed by park development in the future. Some arrangement may be possible for Federal park status surrounding the Fraser River and Alexandra Bridge heritage resources and Provincial park development adjacent to the highway for campground and picnic use. Over the long-term, interpretive facilities and other visitor services and capital development could occur in appropriate phases in accordance with a development plan.

The Alexandra Bridge site offers an unparalleled convergence of historical features, natural assets and biographical associations of national significance. The site is largely under Provincial Crown ownership. A Class A Provincial Park was established in 1984 covering much of the Alexandra Bridge area (see Figure 2).

The bridge itself however, is outside of the Provincial Park and owned by the Ministry of Transportation and Highways. The bridge is designated as a Provincial heritage site, but without the jurisdiction of the Heritage Conservation Branch or the ownership of the B.C. Heritage Trust, there is little incentive toward conservation of the structure. Moreover, the western end of the bridge is located within a portion of Teequaloose Indian Reserve 3A and the Canadian Pacific Railway right-of-way. The boundaries of the proposed National Historic Park therefore need to be reviewed and established in consultation with these groups.

The site is also located on the Trans Canada Highway, where the highways rest stop is presently heavily used during the summer months. In 1985, there were 61,380 day use parties at the site, although this dropped substantially to 34,118 day use parties in 1986, as a result of the opening of the new Coquihalla highway. With National Park designation, however, the site has the opportunity to attract substantial numbers of visitors.

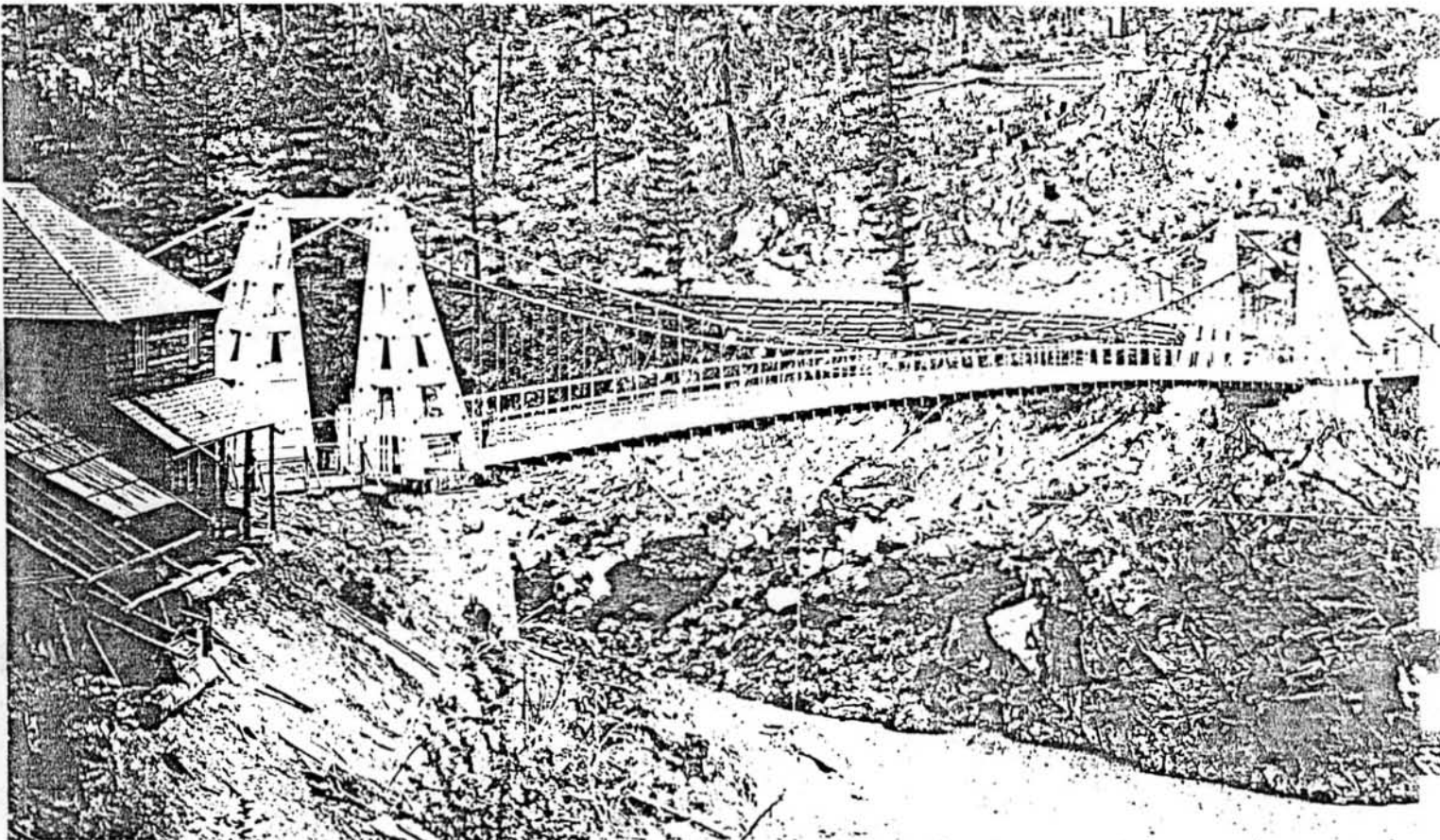
FIGURE 1



The benefits of a Fraser Canyon National Historic Park, described in detail in this report, include:

- (a) protection and conservation of significant heritage resources in the Fraser Canyon;
- (b) protection and conservation of recreational, scenic and natural features associated with the Fraser Canyon;
- (c) presentation of national historic themes related to early transportation and the establishment of British Columbia;
- (d) presentation and enrichment of the cultural values associated with the Fraser River and Fraser Canyon;
- (e) development of a unique, highly visible and high use heritage conservation project involving natural, cultural and historic resources;
- (f) development of tourism potential of the Canyon, within close proximity of the Vancouver market.

The following sections describe the history of the Canyon, the heritage resources, their significance within a National Park system, the preliminary concept plan, the potential number of visitors and their economic benefits, and the extensive public support for the project.



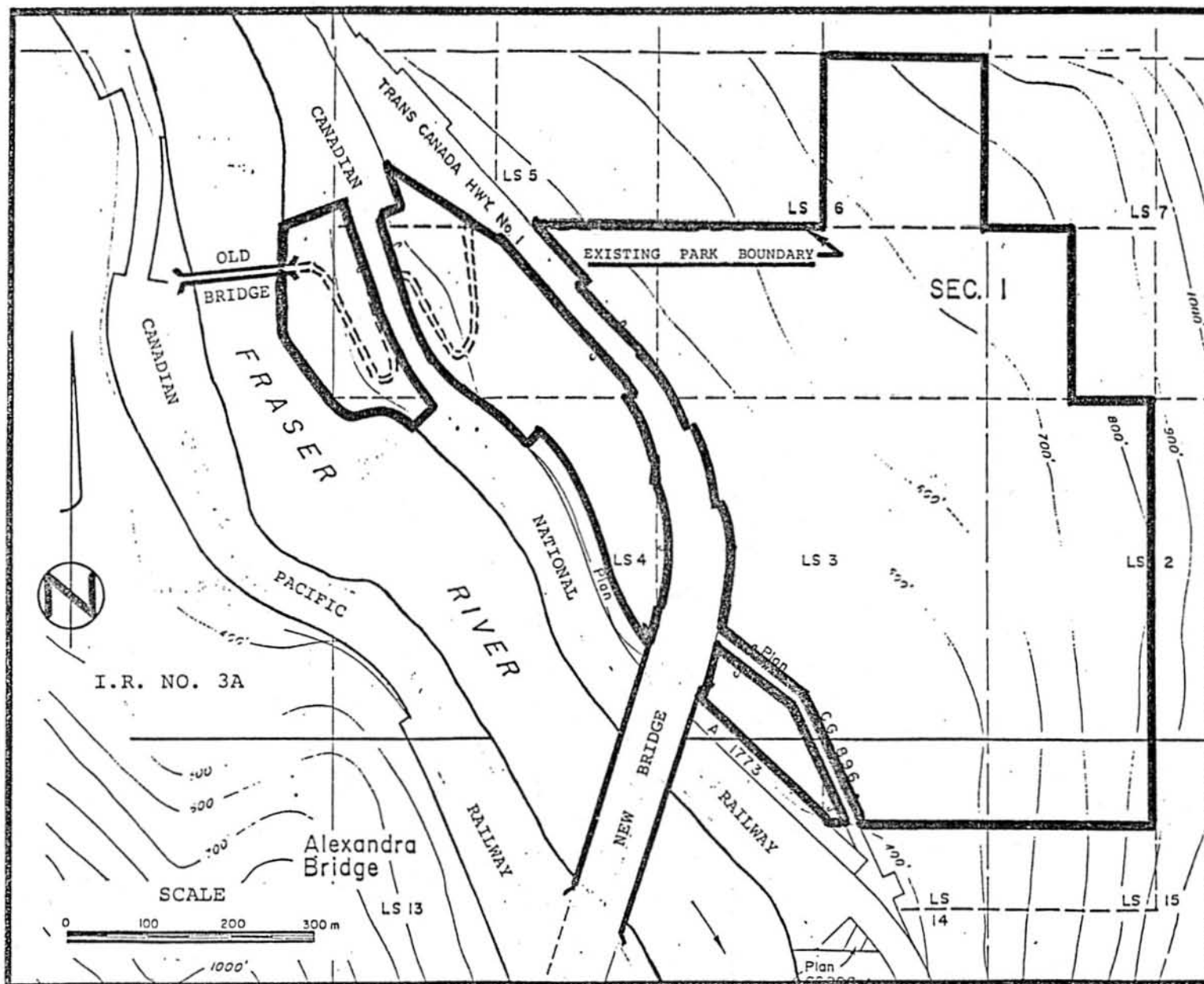
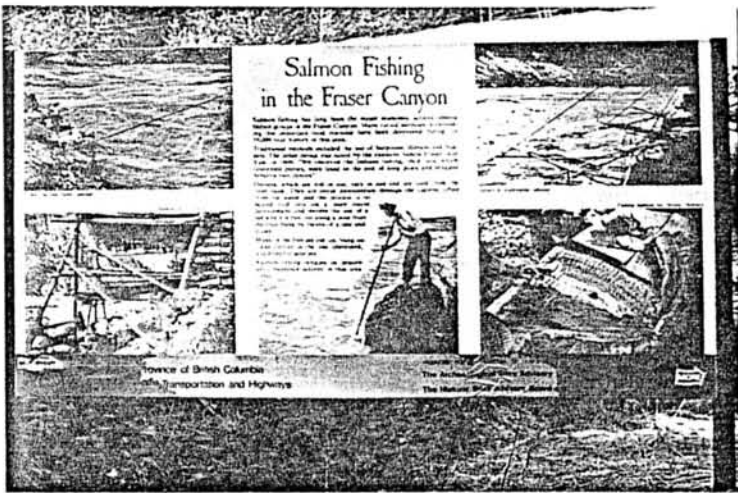


FIGURE 2 VICINITY OF PROPOSED FRASER CANYON NATIONAL HISTORIC PARK

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Sign Board at Rest Stop



Remnant of Cariboo Wagon Road on west bank



Park access from Hwy 1 looking south

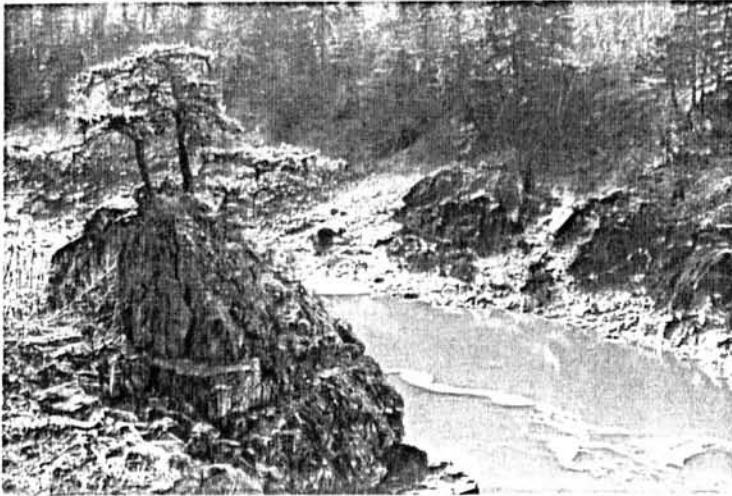


Alexandra Lodge



Cariboo Wagon Road inside Park

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Fraser Canyon from suspension bridge



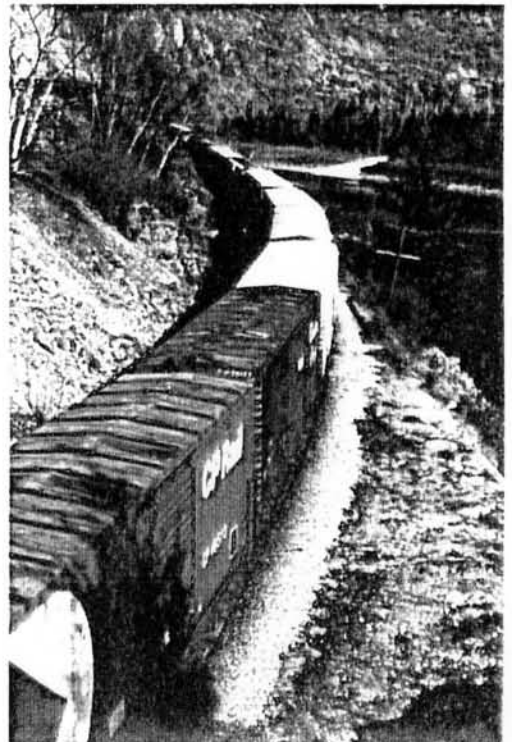
Fraser Canyon at low water



New Alexandra Bridge from viewpoint

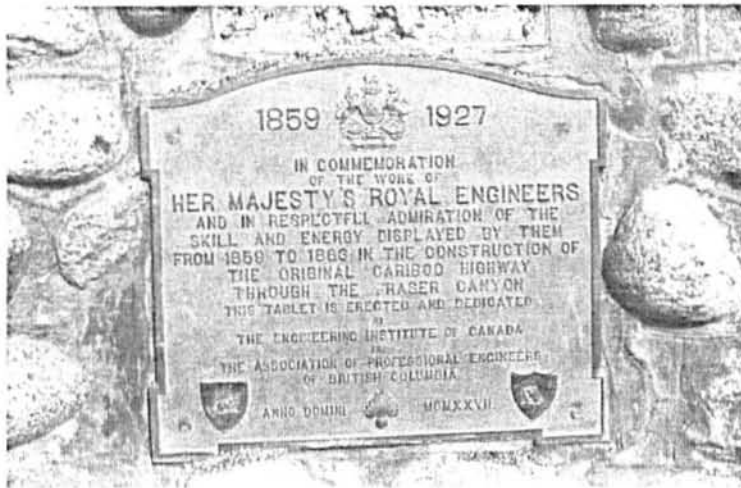


Fraser Canyon logging

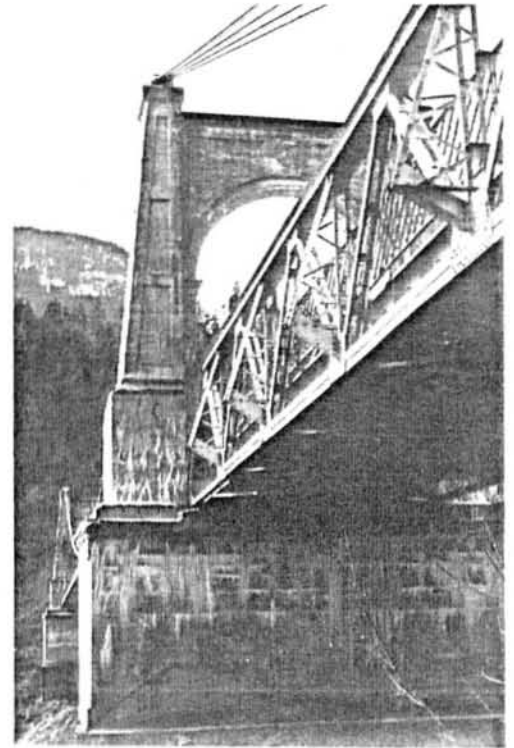


CP Rail line on West Bank

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Plaque beside new bridge



Abutments for suspension bridge



Alexandra Suspension Bridge



CPR in Fraser Canyon



Suspension bridge from east bank

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History of the Canyon



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2. HISTORY OF THE CANYON

Indian History

The Fraser Canyon has been inhabited for about ten thousand years. The Stalo (Tait) people of the Coast Salish occupied the lower areas of the Fraser Canyon around Yale, while the Lower Thompson group of the Interior Salish occupied the central and upper parts of the Canyon. The historic village sites of the Tait and the Lower Thompson peoples are listed on Tables 1 and 2.

The population of the Thompson people in 1835, between Spuzzum and Lillooet, has been estimated to be about 2,500 people. The villages of the Lower Thompson Indians appear to have been relatively stationary and tied to fishing activities on the Fraser River. The annual movement of the Thompson is described in the Lillooet-Fraser Heritage Resource Study, (Heritage Conservation Branch, 1980):

"The subsistence-settlement pattern of the Thompson was determined by the annual round of resource exploitation. In generalized form, the twelve moons (months) of the year were grouped into seasons as follows:

- (1) In the summer months (July-September), people moved to encampments located near localities favourable for exploiting the various species of salmon (particularly sockeye and coho). Temporary structures (e.g. mat lodges) were used as shelter and fish drying-racks were erected for fish processing.
- (2) Fall months (October-November) were devoted to hunting deer in the surrounding hills. Settlement was still generally confined to small temporary camps with impermanent or natural shelters.
- (3) With the onset of winter (December-February) the Thompson people moved to localities favourable for construction of pithouse villages. Although some hunting continued, preserved foods (such as fish, berries, roots and meat) provided the bulk of sustenance.

- (4) The spring (March-June) saw people move out of the winter villages to camps where trout and spring plants (greens and roots) could be exploited. Again, temporary shelters were utilized."

The Fraser Canyon remains an important area for traditional Indian fishing activities. The food fishing sites at Alexandra Bridge are presently used by local Indian bands.



TABLE 1
HISTORIC VILLAGE SITES OF THE TAIT

<u>Name</u>	<u>Location</u>
1. c'awk ^w e'm (skunk-cabbage place)	West bank of Fraser, at Five-Mile (Sawmill) Creek.
2. i'yəm (lucky place)	West bank of Fraser, opposite Siwash Creek.
3. esiléw	East bank of Fraser, at mouth of Siwash Creek.
4. ke'lcliktəl	East bank of Fraser, about 1 mile south of 3.
5. xə'lel	East bank of Fraser, near Lady Franklin Rock.
6. ^v silq ^w el	West bank of Fraser, in vicinity of Yale.
7. ^v sa'wk ^w ac ^v	West bank of Fraser, at mouth of Gordon Creek.
8. sx ^w a'tlakəm	West bank of Fraser, mouth of Emory Creek.
9. sta'lx ^w at	East side of Fraser, near mouth of Suka Creek.
10. [˘] xi'k ^w ələm (red kinnickinnick berries)	West bank of Fraser, at mouth of Stulkawhits Creek.
11. name unknown	Strawberry Island, about 1 mile south of 10.
12. ka'təxəm	West bank of Fraser, at mouth of American Creek.
13. iwa'wəs	East bank of Fraser, 2 miles above Hope.
14. [˘] xiləl ^t e'li ^v c	East bank of Fraser, on a small island just below 13.
15. c'kals	East bank of Fraser, near mouth of Coquihalla River.
16. wilkəmi'x	Greenwood Island, in the Fraser at Hope.
17. sx ^w a'x ^{wi} əbəl	North bank of Fraser, at Katz (I.R. 4).
18. sk'awe'lx ^w	North bank of Fraser, across from mouth of Hunter Creek.
19. spa'patis (big flat)	North bank of Fraser, at mouth of Ruby Creek.
20. uheməl	South bank of Fraser, at Laidlaw.
21. sk ^w a'tac	East bank of Fraser, opposite the north end of Seabird Island.
22. sk'a'wk'əl (making a turn)	Seabird Island, at the north end.
23. pa'pkam	East bank of Fraser, a mile below Seabird Island.

Source: Heritage Conservation Branch, op. cit., 1980

TABLE 2

HISTORIC VILLAGE SITES OF THE LOWER THOMPSON

<u>Name</u>	<u>Location</u>
1. Spô'zêm ("little flat"), Spuzzum	West side of Fraser River about 9 miles above Yale.
2. Ti'kwalus, Chapman's Bar	East side of Fraser River about 13 miles above Yale.
3. Skoxwâ'k	West side of Fraser River about 15 miles above Yale.
4. Tcê'tawe	East side of Fraser River about 16½ miles above Yale.
5. Noiê'Itse ("burnt body")	West side of Fraser River about 23 miles above Yale.
6. Kalulā'7Ex ("Small body of owl")	East side of Fraser River about 24 miles above Yale.
7. Koia'um ("to pick berries") Boston Bar	East side of Fraser River about 25 miles above Yale.
8. Ntsuwi'ēk	West side of Fraser River about 27 miles above Yale.
9. Kapatci'tcin ("sandy shore"), North Bend	West side of Fraser River about 28 miles above Yale.
10. Npîktî'm or S'înpûktîm ("white hollow")	East side of Fraser River about 30 miles above Yale.
11. Tsa'umāk	East side of Fraser River.
12. Sînta'kL ("reached the bottom")	West side of Fraser River.
13. Sap'im ("flat land")	East side of Fraser River.
14. Skwa'uyix	West side of Fraser River.
15. Kîmu's ("brow" or "edge")	East side of Fraser River.
16. S'ūk ("valley" or "depression")	East side of Fraser River.
17. Nkattsî'm	East side of Fraser River about 38 miles above Yale.
18. Staxēha'ni ("this side of the ear or cliff")	East side of Fraser River.
19. LîqLa'qEtîn ("ferry" or "crossing place")	East side of Fraser River about 3 miles below Siska.

Source: Heritage Conservation Branch, op. cit., 1980

FUR TRADE

In the late spring of 1808 Simon Fraser led a North West Company expedition through the Fraser Canyon. He wrote in his diary: "I cannot find words to describe our situation at times. We had to pass where no human being should venture."¹ The Fraser River canyons were too difficult to allow safe transport of furs and goods, and thus trade remained focused on the Columbia River for some years to come. Fort Langley, founded on the river's delta in 1829, served only the coastal trade.

Development first occurred in the lower Fraser Canyon areas in the late 1840's. The 1846 Oregon Treaty, which established the 49th parallel as the boundary between British and American territory, and the imposition of duties on British goods landing at Ft. Vancouver for shipment via the Columbia River to the interior of New Caledonia, determined the Hudson's Bay Company to divert all their commerce through an all-British route from the coast to the interior. Such a route became a necessity as a result of the November 1847 Whitman massacre near Walla Walla and the subsequent Cayuse Indian War of 1848 which closed the Columbia River to peaceful trade.² Fortunately the 1846-47 explorations of A. C. Anderson revealed one or two possible routes from Fort Kamloops through the Fraser-Harrison drainage to Fort Langley.

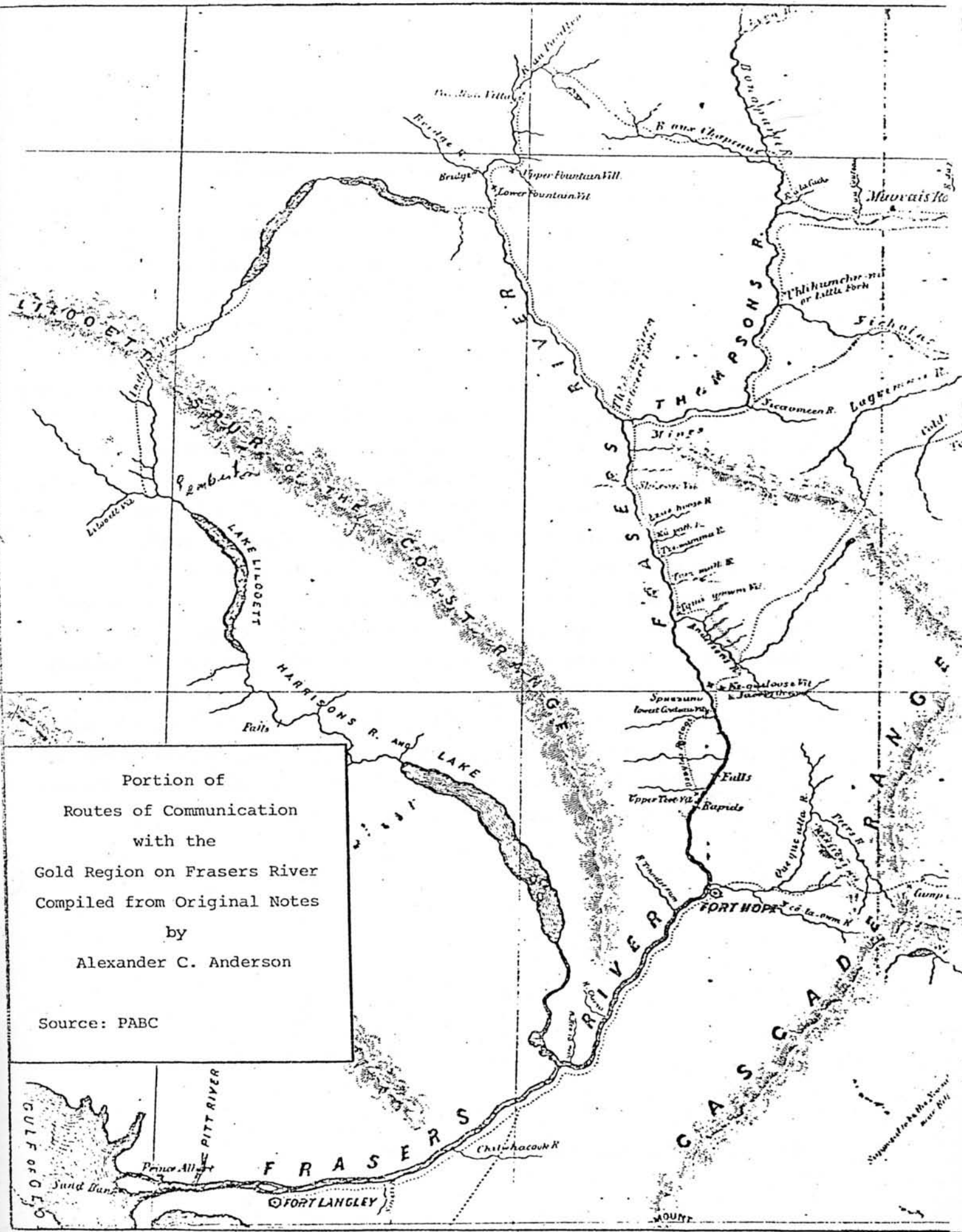
In the spring of 1848, on the order of James Murray Yale, Chief Factor of Ft. Langley, Ovid Allard built a stockaded post which he named Ft. Yale at the lower entrance to the Fraser Canyon. Allard also constructed a structure called Simon's House, at Spuzzum,³ and Lake House between Spuzzum and Boston Bar on the east side of the Fraser River, during this period.

In June of that same year (1848), fur brigades from Fort St. James, Ft. Colville, and Ft. Kamloops made the first trip to Ft. Langley. Their route took them through the Nicola Meadows, over the Cascade Mountains, down to Spuzzum where they crossed the Fraser, then along the new 13-mile trail called the Douglas Portage to Ft. Yale, and from there via the Fraser to Ft. Langley. Both this trip and the return journey were difficult and a considerable amount of goods as well as many horses were lost.⁴ "This one trial trip," according to F. W. Howay, "satisfied Douglas that such a road with its requirements of ferrying and its danger not only

of the route itself, but also of the natives, was quite impracticable." 5 Accordingly, Ft. Yale was abandoned and Allard was ordered to build a new fort at the mouth of the Coquihalla River to service the projected Coquihalla-Tulameen-Coldwater rivers route from Ft. Kamloops. Built in the fall of 1848, Allard named this new post Ft. Esperance (Hope) in the hope that it would prove an easier and safer location for the brigades to reach. Ft. Hope succeeded where Ft. Yale failed and for the next decade it continued to serve as the linchpin between Ft. Kamloops in the central interior and Ft. Langley at the coast.⁶

1858 GOLD RUSH

The 1858 gold rush abruptly redirected the history of British Columbia. The initial focus of the gold rush was along the Fraser River between Hope and Yale, where approximately 9,000 men, most of them American, were working. As a result Hope's population reached 400 and the Hudson's Bay Company rebuilt and reopened its post at Yale.⁷ On June 1, 1858, during his first trip to the goldfields, Douglas wrote in his diary: "Ft. Yale a great site for a town, yields large sums of money, probably a million before six months are over."⁸ The most famous location was Hill's Bar just south of Yale. Discovered in March, 1858, by Edward Hill, it reportedly yielded \$400 worth of gold a day throughout 1858, and according to the October 1895 B.C. Mining Record, "was estimated to have produced in all (to 1875) not less than \$2,000,000 worth of gold from a total area of less than half a square mile."⁹ The lumber required for flumes and sluice boxes led to the construction of John Coe's Hope sawmill in 1859.¹⁰ In response to the problems of transportation and supply, and in the hope of preventing trade from taking the Columbia River route, Douglas decided to allow American steamships on the Fraser River. The Surprise, on June 6, 1858, became the first steamboat to make the trip from Ft. Langley to Ft. Hope. It made fifteen such trips before the end of the season, sometimes carrying as many as 500 passengers. On July 21, 1858, the stern-wheeler Umatilla became the first boat to reach Ft. Yale, which then became the head of navigation. During the latter part of the year Douglas directed that the townsites of Ft. Hope and Ft. Yale be laid out.¹¹



A CANYON TRAIL

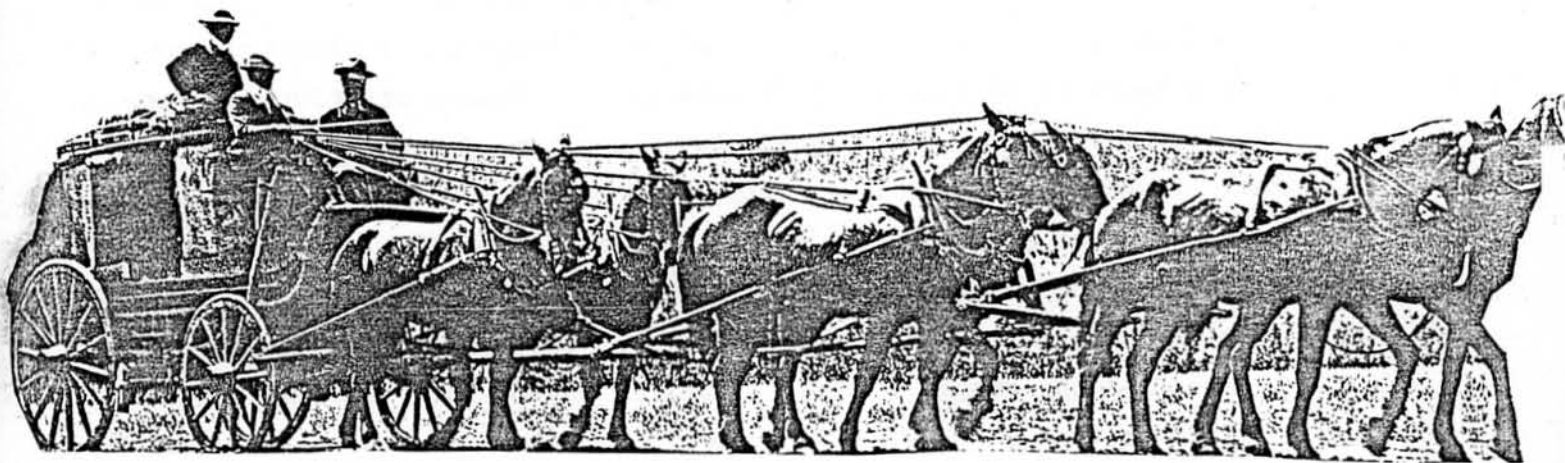
In August, 1858, Douglas called for proposals to build a trail from Yale to the ferry at Spuzzum and then from a point across the river to Boston Bar and Lytton. That same month a group of miners volunteered to build such a trail when they heard the Columbia River route was in poor condition and being jeopardized by hostile Indians. The miners built the trail as far as Spuzzum, then the government took over construction. The trail followed the old Brigade trail from Yale to the crossing of Anderson River, then continued along that river to Boston Bar, then joined up with an Indian trail over Jackass Mountain to Lytton. Despite the hazardous roughness of much of the trail, 500 mules were packing over it by early September.¹⁹ In reference to the trail itself, Mayne explained:

there were three trails, though they were not entirely separate. The first of these, the Mule-trail, was completely blocked up by snow; it is hardly ever open till June. The others were known as the 'Lower' and 'Upper' Cañon trails. The lower trail could only be passed when the water was low, at which time there is a ledge of boulders along the bottom of the cliff, over which a rough path was carried. The upper trail passed along from ledge to ledge, at a height ranging from 50 to 800 feet above the river."²⁰

Begbie wrote that these trails were "utterly impassable for any animal but a man, a goat, or a dog . . . the traveller depends almost as much on his hands as on his feet."²¹ Similarly, the Bishop of Columbia wrote in his journal: " . . . our pathway lay along the edge of a perpendicular fall of such a height . . . a slip would either precipitate to the abyss below, or cast you among the rocks . . . it seemed like the crawling of a fly upon the perpendicular wall."²²

The improvised trail of 1858 was superseded by a new one constructed in the summer of 1860. Franklin Way of Yale and Josiah C. Beedy of Spuzzum were responsible for the Yale to Spuzzum section, while Messrs. Powers and McRoberts were responsible for the Spuzzum to Boston Bar section. In October a toll of 25 cents for every 50 pounds was put into effect; the property of Indians and miners' packs weighing less than 30 pounds were exempt. The trail was an immediate success despite the tolls. Mule

trains of 16 to 48 animals, each animal carrying 250 pounds and sometimes as much as 400 pounds, accompanied by a superintendent (or Cargodore), a cook, and a crew of approximately one man to every eight animals, were soon making the seven to eight week trip from Yale to Quesnel Forks and back three times a season. As a result, freight rates dropped \$1 a pound in early 1861 to 40 cents a pound by that summer. The packing business was very lucrative, and in July, 1861, alone, 408 pack animals left Yale for the Cariboo.²³ Also in 1861 the large mercantile firm of Charles and David Oppenheimer opened offices in Yale and Lytton, and the Carlifornians, William and George Boothroyd, established the roadhouse of their name which became a popular stopping-place between Boston Bar and Lytton.²⁴



The Royal Engineers

In the spring of 1858, the lure of gold drew into B.C. hordes of reckless fortune-hunters from all corners of the world but especially from the U.S.A. Reporting this event, Governor Douglas wrote: "They are represented as being, with some exceptions, a specimen of the worst of the population of San Francisco - the very dregs in fact of society." By July 1858, there were 30,000 people newly arrived in Victoria. He was afraid this sudden inrush of gold-seekers, many of whom were decidedly anti-British, would clamor for annexation to the United States. He sent a report to Queen Victoria and requested a military force to represent Britain's claim to mainland British Columbia (then called New Caledonia) and to impose law and order "over the fierce passions which spring from the hunger of gold."

Sir E. B. Lytton brought before the British House of Commons in 1858 the necessary legislation to create military representation in British Columbia. He then wrote to Governor Douglas explaining his reason for choosing the Royal Engineers.

"The superior discipline and intelligence of this force, which afford ground for expecting that they will be far less likely than ordinary soldiers of the line to yield to the temptation to desertion offered by the goldfields, and their capacity at once to provide for themselves in a country without habitation appears to me to render them especially suited for this duty; whilst by their services as pioneers in the work of civilization, in the opening up the resources of the country, by the construction of roads and bridges, in laying the foundations of a future city or seaport, and in carrying out the numerous engineering works which in the earlier stages of colonization are so essential to the progress and welfare of the community, they will probably not only be preserved from the idleness which might corrupt the discipline of ordinary soldiers but establish themselves in the popular goodwill of the immigrants."

One hundred and sixty-five hand-picked volunteer Royal Engineers, many with wives and children, faced the hardship and dangers of the long sea voyage from Britain under the command of Colonel Moody.

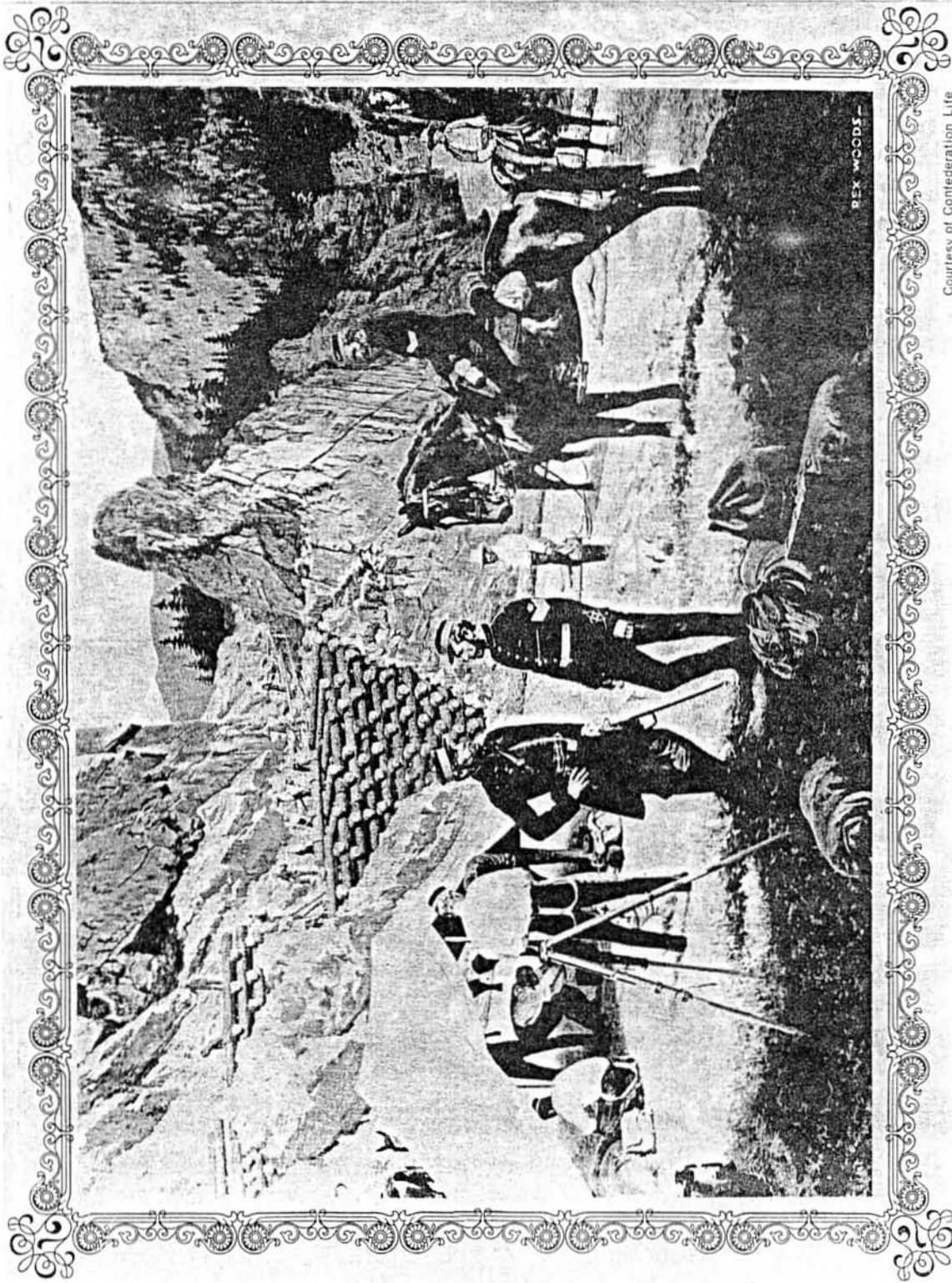
During the period of 1858-1863, the Royal Engineers were engaged in road surveys, laying out townsites, for example, Fort Langley, New Westminster, Yale, Hope, Douglas and Chilliwack, exploration and road building into the Cariboo and much more.¹

¹Source: Canadian Military Engineers Museum, Chilliwack, B.C.

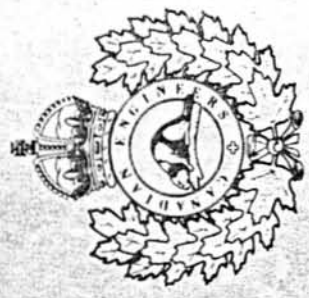
Summarizing the work of the Engineers it may be said that they made all the important explorations of the country from the time they came there. They surveyed practically all the towns and the country land; they located and superintended all the trails. They built the North Road, which was originally a trail. They built the Douglas-Lillooet road. They built the Hope-Similkameen road for 25 miles; and portions of the Cariboo road. All the maps of that time they drew, lithographed and printed in Sapperton. They formed the Lands and Works Department; they established the Government Printing Office and printed the first British Columbia Gazette. They inaugurated the first building society on the mainland; the first social club on the mainland, the first theatre and theatrical society on the mainland. They designed the first schoolhouse. They designed and built the first Protestant church on the mainland—the church of St. John the Divine—originally at Langley and now at Maple Ridge and they designed other churches—the original Holy Trinity, New Westminster, St. Mary's, Sapperton and probably those at Yale, Hope and Douglas. They designed the first coat of arms of the Colony. They designed the first postage stamp. They established the first observatory where they kept continuous scientific meteorological observations. Of course, Captain Cook and Captain Vancouver had earlier temporary observatories, but the first permanent one was built by the Engineers with its position fixed as 49° 12' 47" North latitude and 122° 53' 19" West longitude. They had the first private hospital and the first private library, both of which were later to benefit the citizens of New Westminster. And indirectly they built the first Parliament buildings, for on 21st January, 1864, the first session of the first Legislative Council of the Colony of British Columbia opened in the then vacant barracks of the Royal Engineers at Sapperton, New Westminster.

These are the material things. But, apart from that, from the Colonel down, these were selected men. They were not an ordinary detachment of the Royal Engineers; they were selected men and always took their share in every good work. In everything that went to the building of the community, as well as in performing their regular duty, Colonel Moody at the head, followed by his officers and men, fully lived up to the mottoes of the Corps "Ubique" and "Quo fas et gloria ducunt".

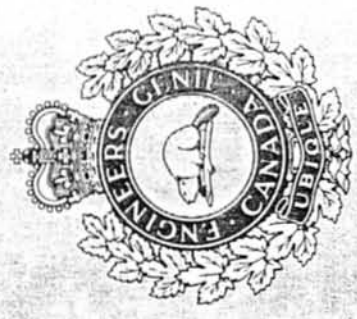
Source: "The Royal Engineers and British Columbia", Major D. Veitch



Courtesy of Confederation Life



First Permanent Force Engineers
1903



Present Canadian Military Engineers

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WAGON ROAD

In October of 1861 Douglas issued orders to start the surveying work for the construction of a wagon road from Yale to Cook's Ferry on the Thompson River.²⁹ Work began in earnest during the first half of 1862. Captain Grant and a party of Royal Engineers were responsible for the first six miles out of Yale, while private contractors Thomas Spence, Joseph W. Trutch, and the Walter Moberly-Charles and Oppenheimer-Thomas B. Lewis consortium went to work on various other sections of the road.³⁰ By June, 1863, the wagon road was complete from Yale to Cook's ferry, except for a section between Chapman's Bar and Boston Bar and a bridge at Spuzzum. The outstanding section was completed a few months later and by May, 1864, the cost of packing had been reduced to between 15 cents and 18 cents per pound. As a result, Indians, who had enjoyed lucrative employment as packers and were known to carry 100 pounds on their backs, could no longer compete with the mules.³¹ The Alexandra Suspension Bridge, contracted to Trutch and built by the well-known San Francisco bridge designer A. S. Hallidie, was finally completed that September. In 1864 F. J. Barnard's bright red and yellow stage coaches began a regular service between Yale and Soda Creek. Barnard had previously started an express service popularly known as the "BX" in 1860, which, when it was awarded the government contract to convey the mails to and from the interior in 1862, drove Ballou's pioneer Fraser River Express out of business.³²

Settlement continued to grow. Of Yale, the 1863 British Columbian and Victoria Directory said:

The great Government works which have been carried on in the valley of the Fraser above Yale, during the past summer, have had a very beneficial effect on the prosperity of the place, and caused a considerable rise in the value of lots in the town." ³³

In September, 1868, a colony-wide conference was held in Yale to discuss and promote the entry of British Columbia into Confederation.³⁴

HISTORICAL NOTE: SIMON'S HOUSE

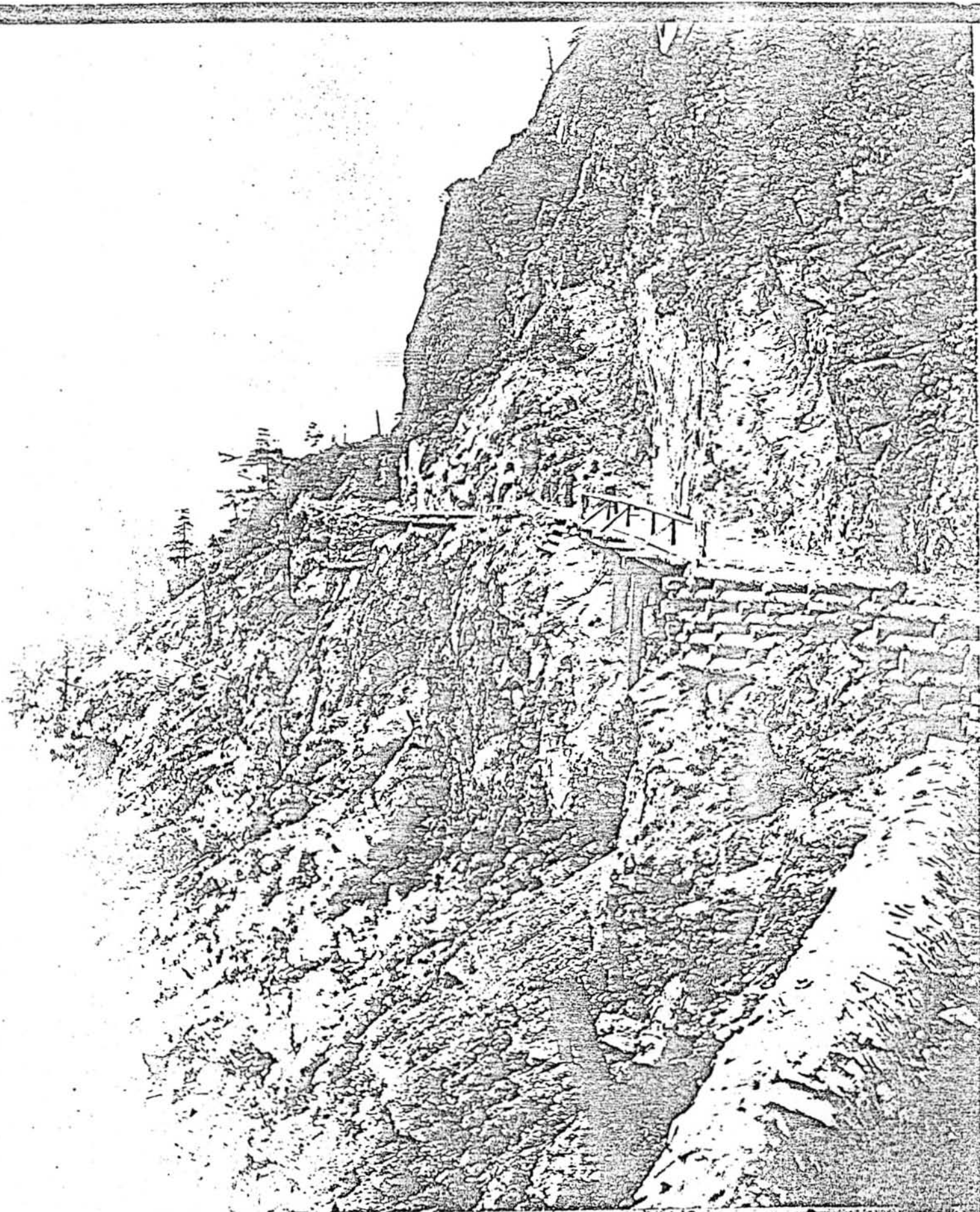
Simon's House was built by Ovid Allard in the Spuzzum area in the early part of 1848. In a letter of December 28, 1847, Chief Trader James Murray Yale informed Sir George Simpson:

I on the 19th Novr sent off a party of six men with the Interpreter, Ovid Allard, to the Falls to commence immediately making the necessary arrangements for opening the route by Douglas's Portage. They are to build a House and a store at the foot of the falls [Ft. Yale], and a store at the crossing place above the falls [Simon's House] . . . 71

A decade later at the start of the Gold Rush, the name Spuzzum was used rather than Simon's House. In mid-1960, Bishop George Hill noted "a road-side hut" there, as well as "an out-house called the bakery."⁷² The latter was used to sleep a number of people when there was an overflow of travellers spending the night. The owner, according to Hill, was "a most respectable American, Mr. H. Way" (perhaps a relative of Franklin Way of Yale who shared responsibility for building the Yale to Spuzzum section of the 1860 trail from Yale to Boston Bar, if not the same person). With regard to the Spuzzum ferry, Hill provides the following information:

The Fraser is about 250 yards broad at this point. The current is strong. A rope is suspended from bank to bank. From this rope is tackle, which works the large punt-shaped ferryboat. A most ingenious method; the current acting as the wind acts upon a sail, the side of the boat being the sail, and kept by the tackle in an inclined position to the stream; the stronger the current the less inclined need be the boat. Without the slightest difficulty, the ferry is thus quickly crossed.

An archaeological examination might reveal the site of Simon's House.



Cariboo Road, Hill 19, 1863

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ONDERDONK AND THE CPR

The 1870's were generally a period of economic decline in British Columbia. It was hoped that construction of a railway link to eastern Canada would revive the economy, but between 1871 and 1877 surveys for the projected Canadian Pacific Railway amounted to an expenditure of only \$1.3 million in British Columbia which was considerably less than had been hoped for.⁴² Things changed, however, when Andrew Onderdonk, an American engineer, was hired to build the Fraser Canyon section of the C.P.R. in 1879. Responding to Onderdonk's wires requesting labourers, men, mostly from San Francisco, poured into Emory and Yale. Emory soon boasted two hotels, nine saloons, and a brewery. Yale again became a frontier boom-town:

By 1881, Yale, what was left of it, was a den of iniquity. One in every three buildings was a saloon. On August 18 fire broke out which destroyed half of the town entailing a loss of \$70,000.00. It was the town's second fire. In July the previous year a fire had destroyed 1/3 of the town (1,500 inhabitants) before being brought under control. Both fires were started by drunks.⁴³

Provincial policeman John Kirkup worked diligently in an effort to maintain a semblance of order. In 1880 the Yale Inland Sentinel started publishing and about the same time larger and more luxurious sternwheelers like the William Irving and the R. P. Rithet started delivering railway supplies to Yale and Emory. 1880 also saw the construction of St. Joseph's Catholic Mission on the Yale Indian Reserve; an Anglican church was erected in Spuzzum shortly thereafter.

Initial C.P.R. buildings included a large house in Yale for Onderdonk's family, a sawmill at Texas Lake below Emory, and engine and repair shops capable of producing railway cars above Yale. Later building included a blasting powder factory at Yale and roundhouses at Yale and North Bend where engines could be repaired and/or redirected. C.P.R.

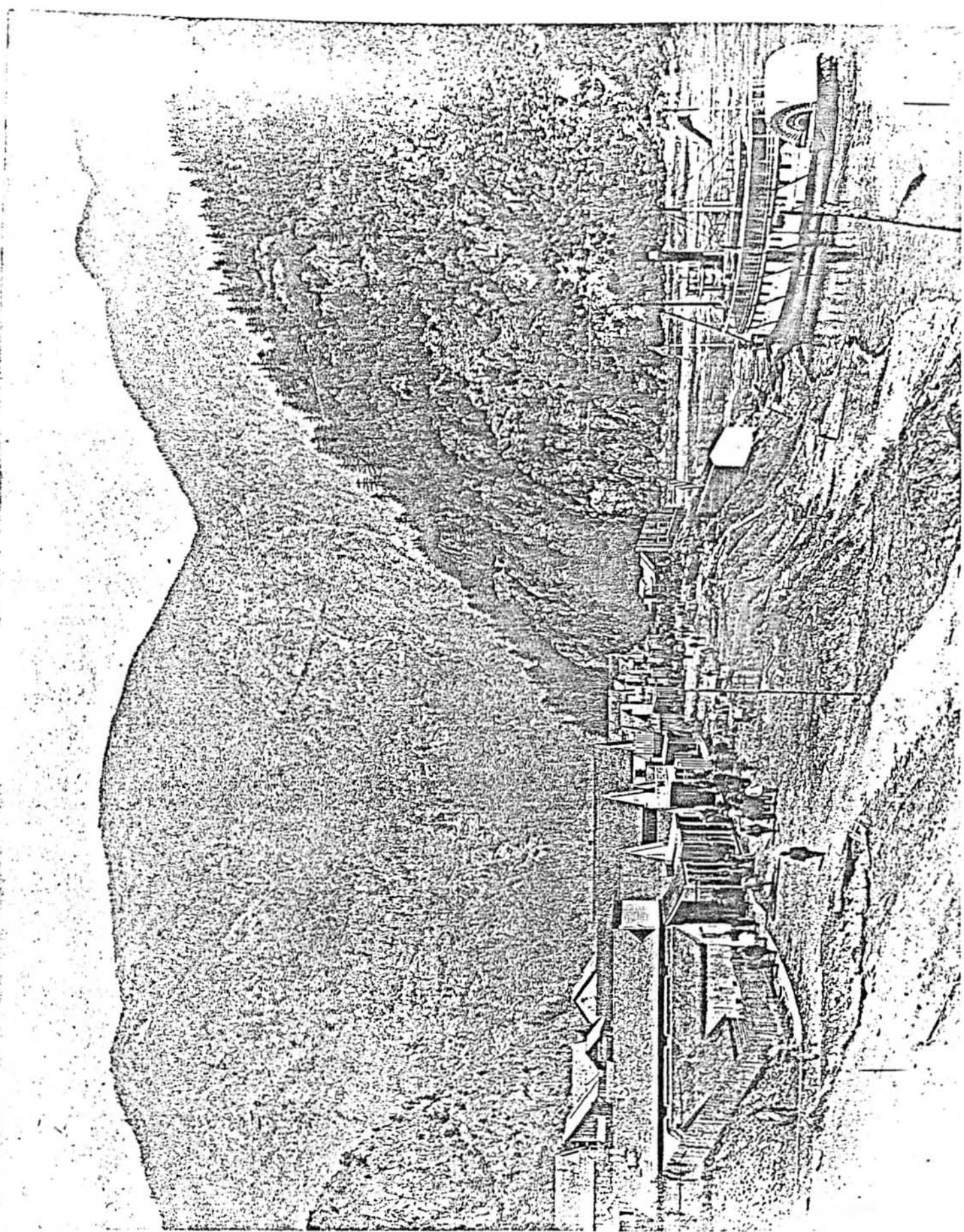
construction also stimulated sawmilling activity in Hope.⁴⁴ North Bend, called Yankee City or Yankee Flat prior to the days of the C.P.R., was designated as the main stop between Yale and Lytton; in 1888 the Fraser Canyon Hotel opened there. Onderdonk was also responsible for the construction of the steamer Skuzzy, the only boat in history to negotiate Hell's Gate, and the \$300,000 cantilever bridge across the Fraser just below Lytton, which was designed by C. C. Schneider of New York and was the first of its kind in North America.⁴⁵

Labour was one of Onderdonk's key problems. He required 10,000 workers and British Columbia at the time had a total population of only 35,000 whites. As a result he imported vast numbers of Chinese. A great many died during construction; from scurvy during the first winter, beriberi and smallpox in 1883, and from blasting and other accidents.⁴⁶

The human and material costs were high. Waite writes:

The first 20 miles out of Yale was very heavy, some portions costing nearly \$200,000 to the mile and the whole averaging \$90,000. In that first 20 miles 13 tunnels were bored, four within a mile of Yale, and half a mile further a series of six.⁴⁷

Thus the Fraser Canyon was conquered once more. Construction was such, however, that much of the old Cariboo wagon road was destroyed in the process. Moreover, the cessation of construction led to a sharp economic downturn. Another result of the completion of the C.P.R. was the shift of the Barnard's Express headquarters from Yale to Ashcroft.



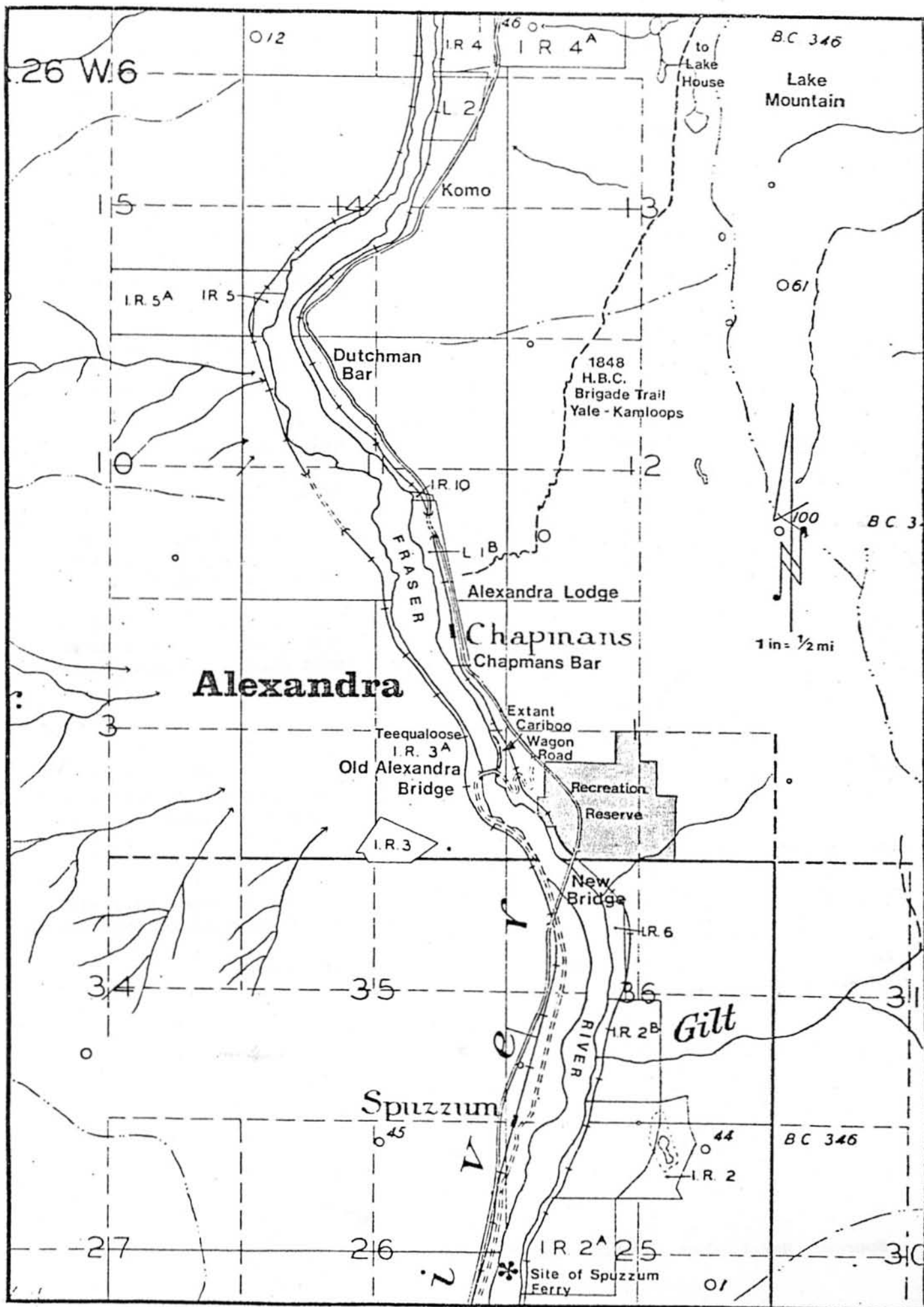
YALE

1894 FLOOD AND AFTER

The lower Fraser Canyon had its revenge against its conquerors when the great flood of 1894 washed away part of the decking of the Alexandra Suspension Bridge and so damaged parts of the remaining Cariboo wagon road that it was abandoned.⁴⁹ Most of what was left of the bridge was removed in 1913. During that same year the Old Yale Road from New Westminster to Hope was improved, but it was decided not to extend the road north through the canyon because of excessive cost. Instead a road that would completely bypass the Fraser Canyon was planned between Hope and Princeton, where it would form a connection with the steadily spreading network of motor roads of the interior.⁵⁰ World War I, however, disrupted the economy sufficiently to cause the project to be abandoned.

In 1912 the construction of the Canadian Northern Railway through the Canyon, and in 1916 the extension of the C.P.R.'s Kettle Valley line to Hope, created another economic stimulus. Improved rail transportation led to a flurry of lumbering and mining activities.

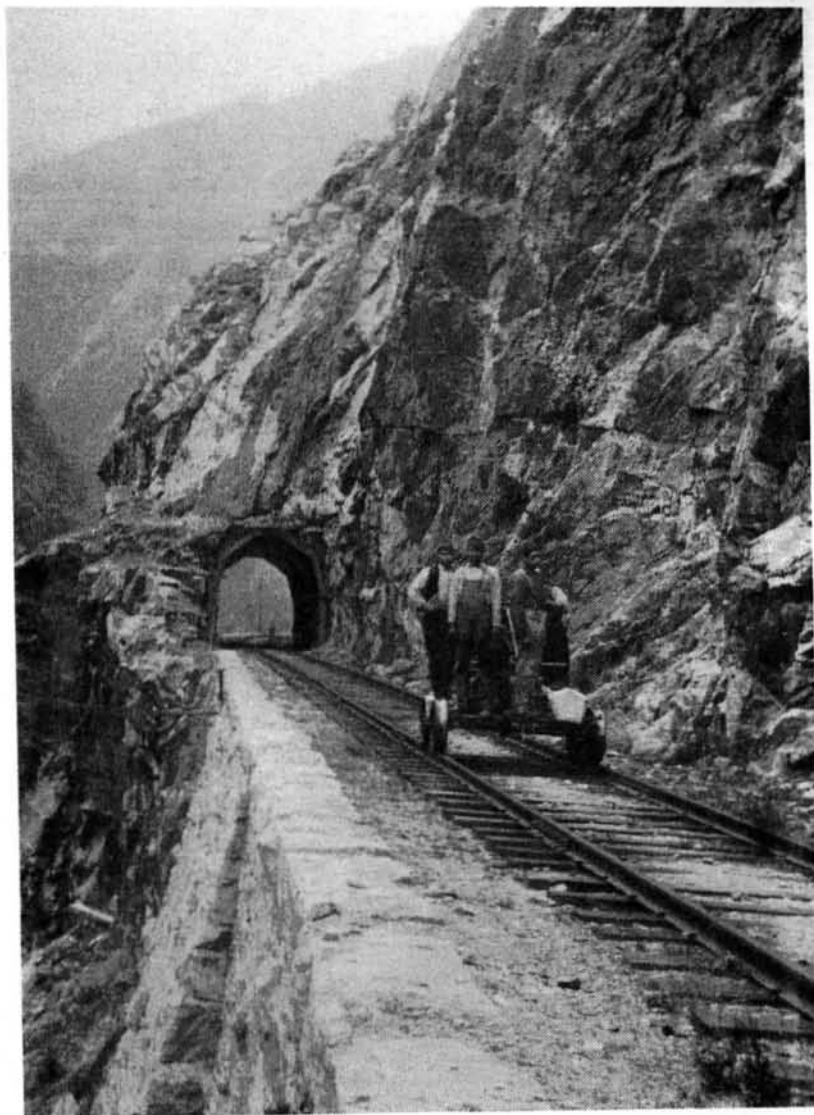
Recent development in the lower Fraser Canyon has had neither the colour nor the comparative importance of the events that took place in earlier years. Surveying for the Fraser Canyon Road started in 1920 and by 1926 the road was complete as far as Lytton. In 1926, A. L. Carruthers, later Deputy Minister of Public Works, supervised the construction of a new Alexandra Suspension Bridge.



COMPREHENSIVE INVENTORY OF HISTORIC SITES AND STRUCTURES

<u>Name</u>	<u>Location</u>	<u>Type</u>	<u>Remarks</u>
<u>Alexandra Bridge</u>	Chapmans Bar	H3	dr--built 1926; si--fair though deteriorating
<u>DL 1B G1</u>	Chapmans Bar	R2, H1	dr--wagon rd., 14 Mile Post, si--northern part C.P.R. access, southern part under highway
Alexandra Lodge	Chapmans Bar	H3	c.1930, additive vernacular, irregular roof lines, diverse window and wall treatments
<u>Spuzzum Ferry</u>	Spuzzum		si--foundation of 12 Mile House, road to ferry landing
DL 4 G1	Spuzzum	R2, R3, H1	dr--survey 1865, wagon rd., house, fence, trail; si--rd. near old highway
Old Roadhouse & Post Office	Spuzzum	H3	c.1900, vernacular with classical influence, prominent gable, 2 storey verandah
IR 2 A <u>Papsilqua</u>	Spuzzum		
IR 2 <u>Papsilqua</u>	Spuzzum	R2	dr--survey 1882, H.B. Trail (from Spuzzum Ferry); si--now logging road
IR 2 B Papsilqua	Spuzzum		
IR 6 Skuet	Spuzzum	R2	dr--trail, wagon rd.; si--trail widening to logging rd.
IR 3 Teequaloose	Chapmans Bar	R4	dr--trail

Heritage Resources



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3. HERITAGE RESOURCES

The Historic Canyon

The Fraser Canyon is one of the outstanding natural features and amongst the most important transportation corridors in Canada. The Fraser River is one of the nation's premier rivers culturally as well as physically, and the Canyon is its most dramatic reach.

The recreational and historic qualities of the Canyon were recognized in a joint Federal Provincial report in 1982:

"This section of the Trans-Canada Highway from Lytton to Hope passes through an impressive landscape that was significant in British Columbia's historic development. At first it was a barrier to travel but with engineering and determination it became a major travel route as first the Cariboo Wagon Road, then the two trans-continental rail lines and finally the Trans Canada Highway were constructed. The river is also the major migratory route for Pacific salmon, one of the province's most famous resources. The route is also part of the Nugget Loop. In recognition of the economic and historic importance, an increased level of interpretation is required."²

Environmental studies in 1984 also described these special qualities:

"The Fraser corridor south of Hell's Gate has the highest concentration of Class 3 recreation capability within the entire study area. It is difficult to distinguish specific sites worthy of critical status due to the high visual sensitivity, high recreation capability, high heritage interpretation capability, and generally high tourism values. Concentrations of features occur in the vicinity of Spuzzum, Yale, Emory Creek, and Hope, thus allowing a critical area designation for these sites."³

²The Southwestern British Columbia Tourism Region - A TIDSA Regional Tourism Study, Province of B.C. 1982 p. 198 ³Long Term Environmental Implications to the Fraser and Thompson River Corridor due to Transportation Related Activities, TERA Environmental Consultants Ltd., 1984, p. 3-94/95

The proposed park site particularly offers access to the Fraser River in an area where there are few such opportunities. A recent tourism development strategy comments:

"The importance of the development of the Alexandra Bridge site to the objective of establishing a scenic heritage corridor cannot be overstated. The historical and natural resources of the site are considerable and unique in that this is the only site in the corridor at which so many different historical and natural features converge. The development is also vital because of its location. The park will, due to its eventual scale of development, be a key attraction drawing traffic north on the Trans Canada Highway from Hope."⁴

The natural assets of this spectacular site include:

- Fraser Canyon geological phenomenon
- Fraser River, with its remarkable seasonal regime
- Salmon run, one of the largest on the west coast
- Overlooks and viewpoints
- Woodland shade and park-like setting with gentle pedestrian grades

The historical assets of the site include:

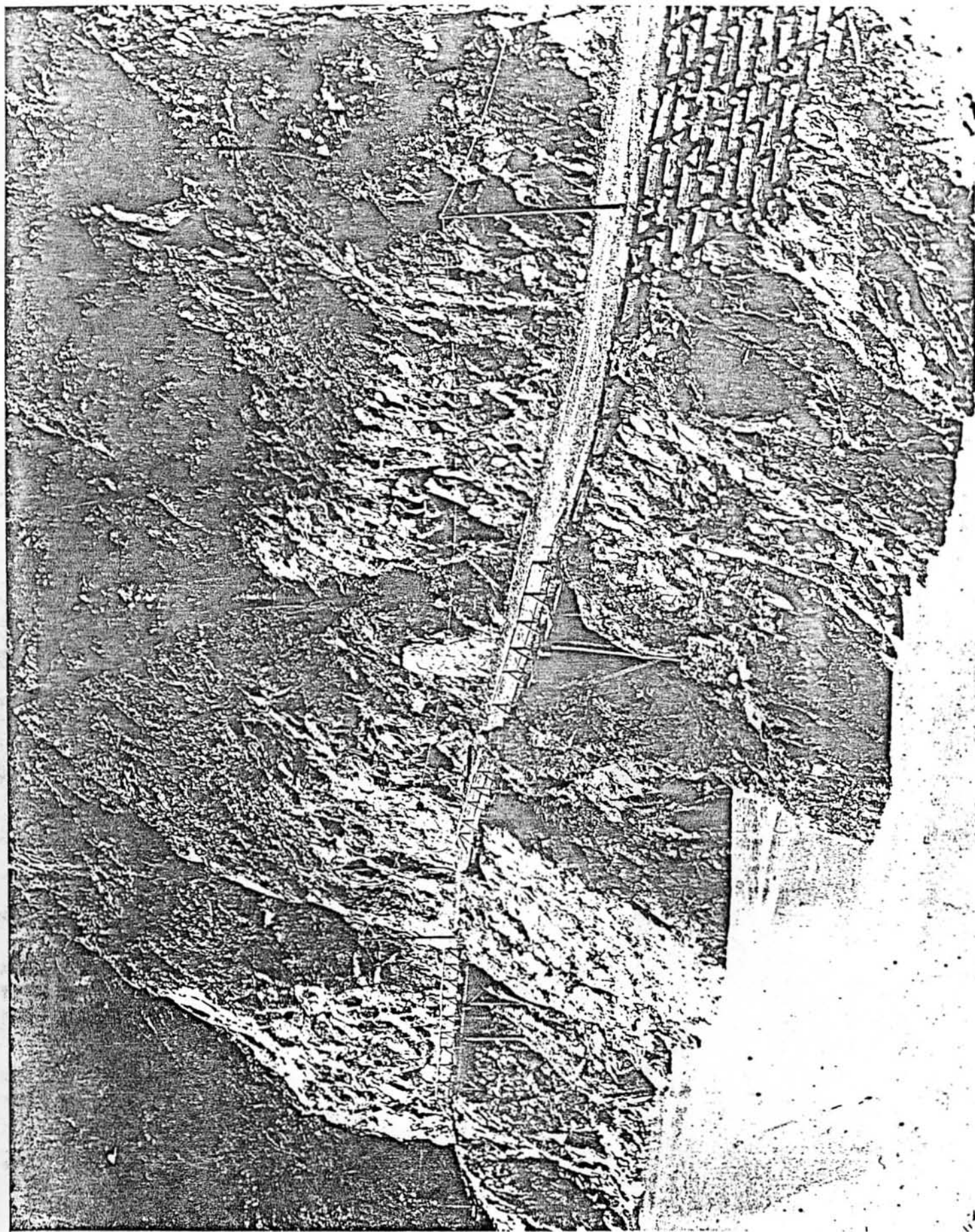
- large and ancient Indian camp in vicinity
- remains of Hudson Bay Co. brigade trail in vicinity
- site of early Spuzzum Ferry immediately downstream
- remains of Cariboo Wagon road, portions within site and portions of wooden road remains on opposite bank (destroyed by CPR)
- remains of original Alexandra suspension bridge, built by Joseph Trutch, 1863
- site of Onderdonk's construction of sternwheeler "Skuzzy" at Spuzzum

⁴Fraser-Thompson Corridor Tourism Development Strategy, B.C., Ministry of Tourism and Urban Systems Ltd., 1986, p. 68

- construction of CPR Trans-continental railway by Onderdonk (1880's)
- partial destruction of bridge by great flood of 1894 (major event in Fraser Valley settlement history) and subsequent closure of Canyon road route
- construction of CN trans-continental railway
- re-opening of Fraser Canyon road in 1926 after 29 years of closure, with construction of existing Alexandra suspension bridge (A. L. Carruthers, engineer) designated Provincial Heritage Site 1974
- surviving Alexandra Lodge north of site with remains of original log structures on site (designated Provincial Heritage site)
- construction of new Trans-Canada highway and new Alexandra Bridge with 245 m span in 1963



ANDREW ONDERDONK



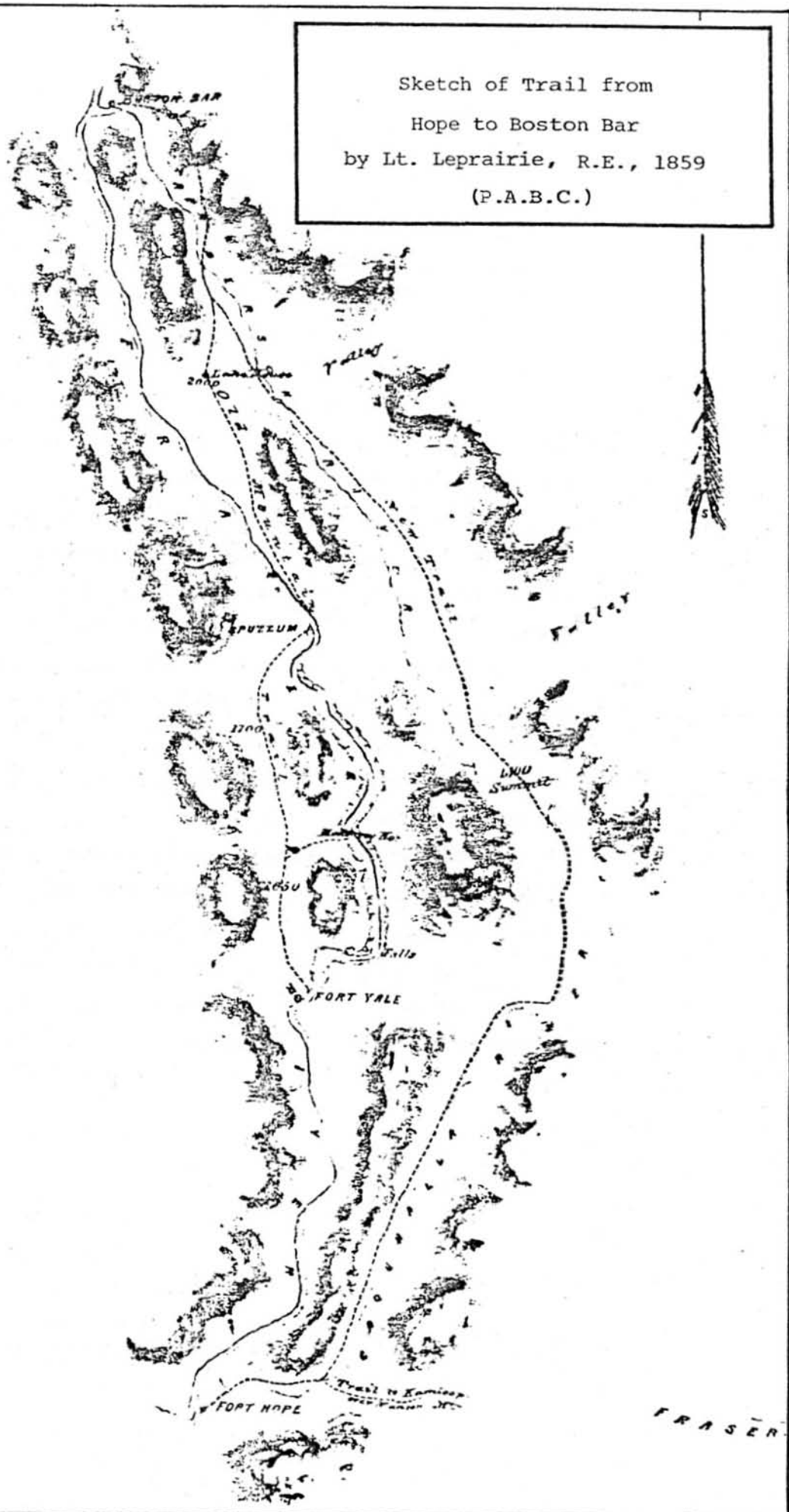
Hudson's Bay Company Brigade Trails

Portions of the Brigade Trail explored and opened up by A. C. Anderson in 1847 can still be found today. The best preserved section of Anderson's Brigade Trail is located between the site of Alexandra Lodge and the summit of Lake Mountain three miles to the northeast. The trail starts in thick bush just north of the present Alexandra Lodge and switchbacks steeply up to the top of the ridge about 3,000 feet above the Fraser River. The ridge top is fairly flat and open, containing a number of small lakes and ponds. No traces of the old Lake House once located in that vicinity have been discovered.

Associated with Anderson's Brigade Trail are several minor trails which gave access to the Fraser River for the mining activity that occurred about 1858. The main trunk trail that led to this area at that time was the Boston Bar Trail. It went from Hope via the Coquihalla River, Boston Bar Creek and the South Anderson River to intersect the Brigade Trail east of Lake Mountain. The most noteworthy of the lesser trails associated with the Gold Rush is the one up 17-Mile Creek. It is still in fair condition and intersects the Trans-Canada Highway three miles north of the Alexandra Lodge.

The original Brigade Trail crossed the Fraser River at Spuzzum, and south from there followed a secondary valley system to Yale, thus avoiding the canyon proper. All that is left of this section, also known as the Douglas Portage, is a mile or so of trail that follows the steep ridge west of Mary Ann Creek at Yale. Logging roads and power lines have obliterated the rest of the route.

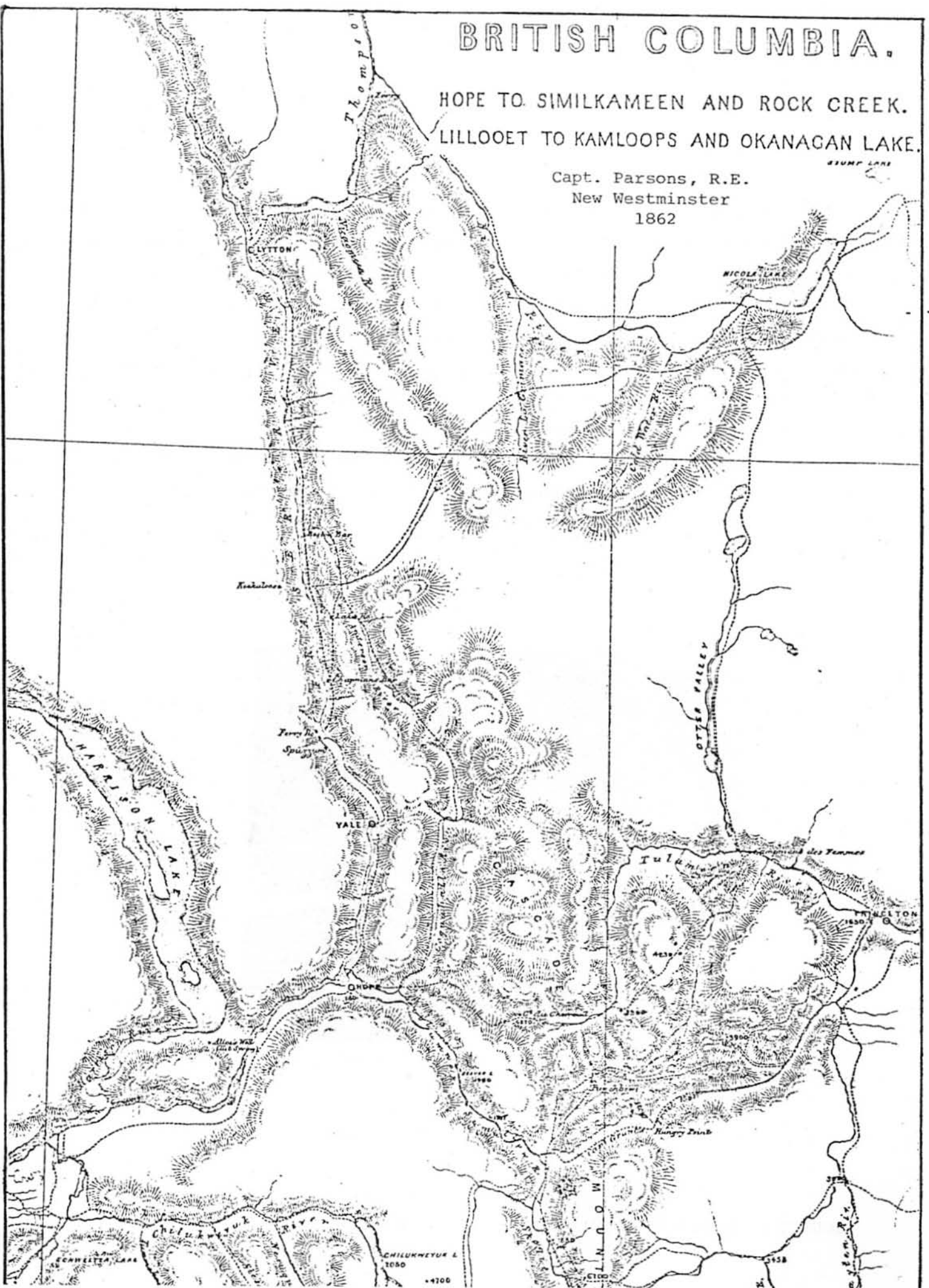
Sketch of Trail from
Hope to Boston Bar
by Lt. Leprairie, R.E., 1859
(P.A.B.C.)



BRITISH COLUMBIA.

HOPE TO SIMILKAMEEN AND ROCK CREEK.
LILLOOET TO KAMLOOPS AND OKANAGAN LAKE.

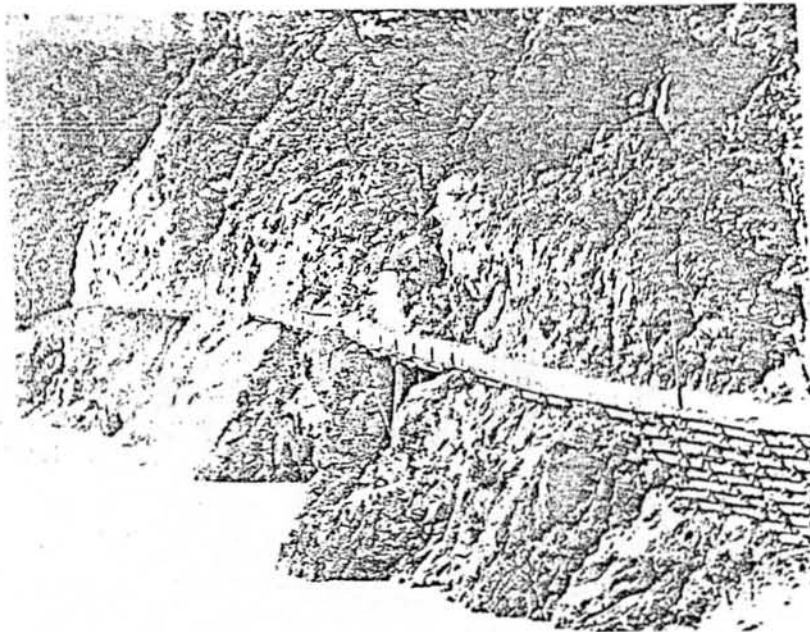
Capt. Parsons, R.E.
New Westminster
1862



Cariboo Wagon Road

According to the 1977 site survey, very little of the original Cariboo Wagon Road of 1863 is still to be found in the Hope-Lytton section of the Fraser Canyon. For the most part it has been destroyed by railway construction. Those sections that were not obliterated, formed part of the roadbed for the Old Fraser Canyon Highway built in the 1920s. The only noteworthy sections of extant Wagon Road are located at the east end of Alexandra Bridge and on the Yelakin Indian Reserve, south of Hell's Gate.

The Old Fraser Canyon Highway is largely intact between Yale and Alexandra Bridge as it was by-passed by the present highway. Sections of the highway may also be found at China Bar and Kanaka Bar.



(PABC)

Cariboo Wagon Road at 17 Mile Bluff

River

Red line

Sketch of Line of Waggon Road
from Boston Bar to Yale
March, 1862

China Bar

n 30° E

Rock

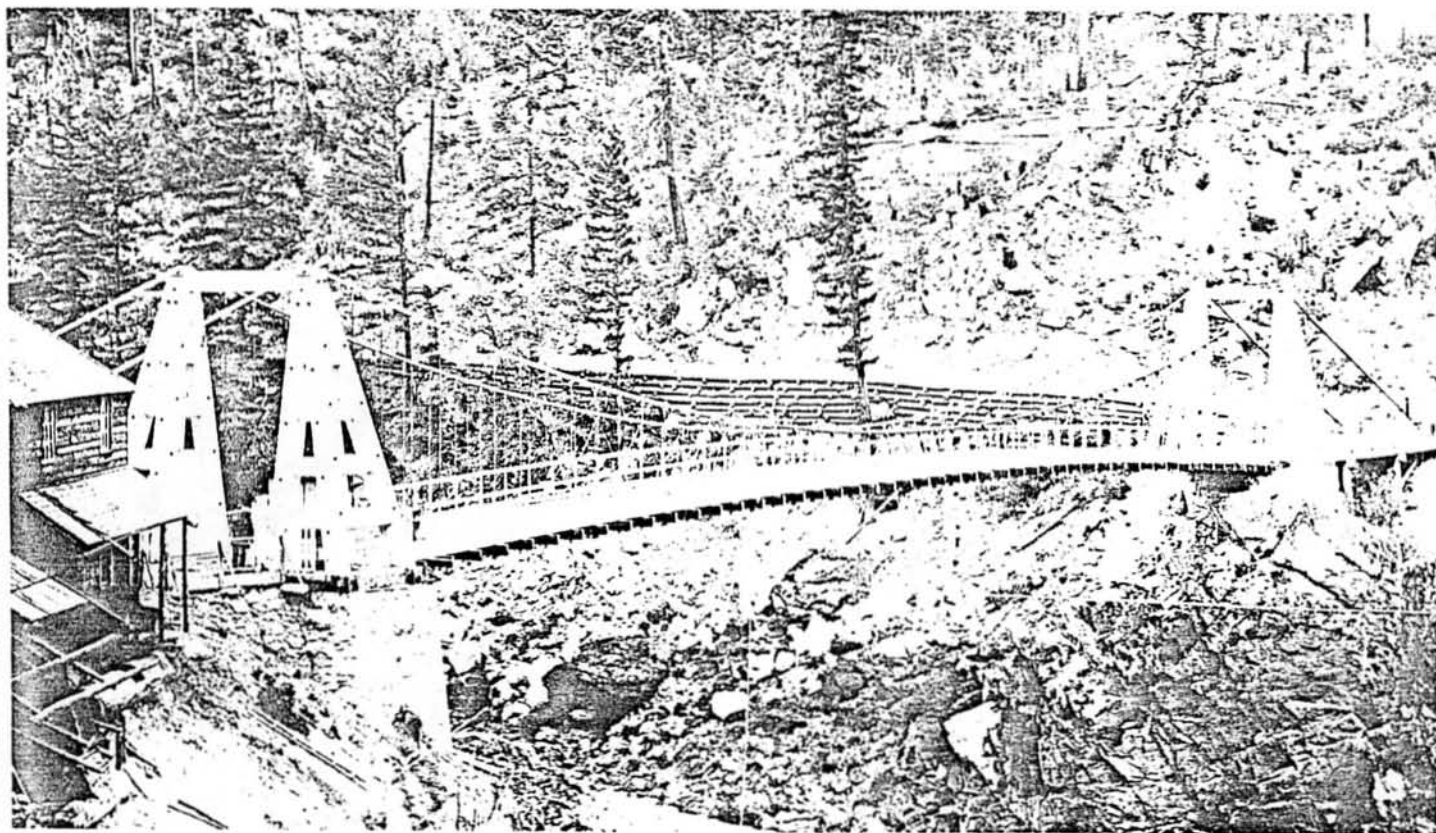
Gravelly Creek

Royal Engineers Survey
near Alexandra Bridge Crossing
(16T1 Roads and Trails)

HISTORICAL NOTE: ALEXANDRA SUSPENSION BRIDGE

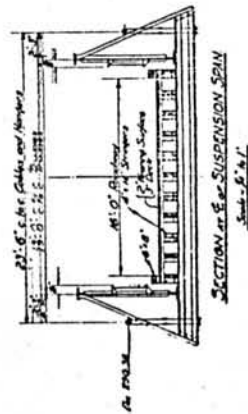
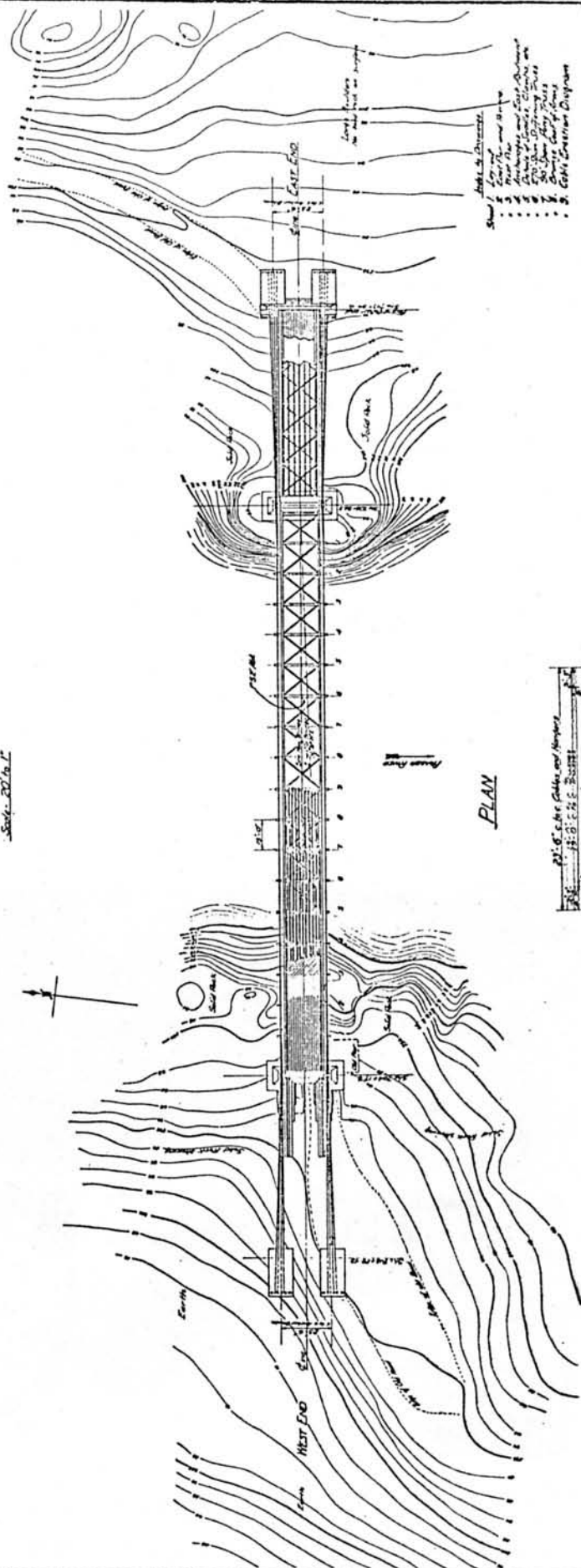
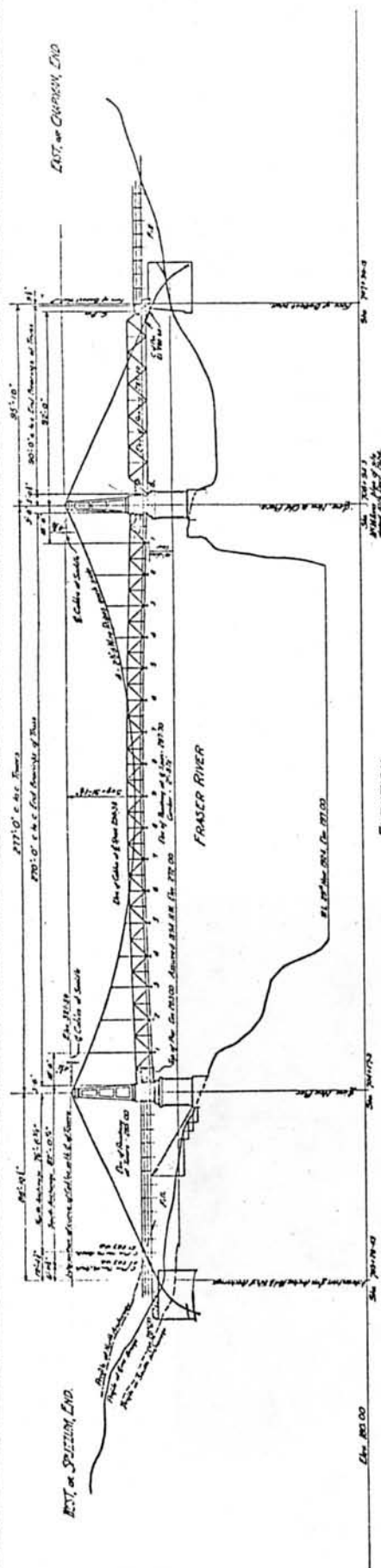
The Alexandra Suspension Bridge was built in 1926 under the direction of A. L. Carruthers, the Provincial Bridge Engineer. It replaced the original bridge that was built by Joseph Trutch in 1863. The original bridge fell into commercial disuse in 1885 with the completion of the C.P.R., but it remained functional for local people until it was damaged by the flood of 1894. By 1912 it was in such a state of disrepair that the cables were cut. When work finally got under way in the early 1920s for construction of a motor road from the coast to the interior, the existing suspension bridge was erected.

The present suspension bridge was in use until 1963, when the new highway bridge was built. Although the new highway bridge spans the river at a wider point, its design permits travel across it at modern highway speeds and avoids crossing the railway tracks.



(PABC)

Original Alexandra Suspension Bridge built in 1863.
Toll House can be seen on left.



ALEXANDRA BRIDGE
OVER THE FRASER RIVER
AT SPUZZUM, B.C.
LAY-OUT

Scales - 203 & 216 to 100
 GOVERNMENT OF NORTH CAROLINA
 DEPARTMENT OF PUBLIC SAFETY
 DIVISION OF INVESTIGATION
 ALBANY, N. C. Date: 1-24-44
 Subject: ALBANY, N. C.
 Cause: ALBANY, N. C.
 Charge: ALBANY, N. C.
 Checked by: ALBANY, N. C.
 Approved: ALBANY, N. C.
 Special Agent in Charge: ALBANY, N. C.

SECTION 46 SUSPENSION SPIN

Engineering Plans for the 1926 Alexandra Bridge

Old Alexandra Bridge (1926)

The old Alexandra Bridge is located about one-half mile upstream from the present highway bridge. It may be reached by following the old road down from the present highway on the east side of the river. The old road is drivable as far as the C.N.R. tracks where a foot path leads directly to the bridge. The bridge is still in fair condition, though showing signs of deteriorating since its abandonment in 1963. It provides an excellent view of the Fraser River. A short section of the original Cariboo Road of 1863 can be seen near the bridge on the east side of the river.



View of Alexandra Suspension Bridge from
West Bank of Fraser River

Yale D.L. 1B G.1 (14 Mile House: Alexandra Lodge)

The 1865 survey of D.L. 1B G.1 shows a wagon road running parallel to the Fraser River and an old trail, possibly the trail from Lake Mountain, crossing the north boundary. Three groups of buildings, one of which was the 14-Mile House establishment, are also shown.

The Brigade Trail of 1847 is easily traceable from the lodge to the site of Lake House on the ridge above.



Present-Day Building known as Alexandra Lodge

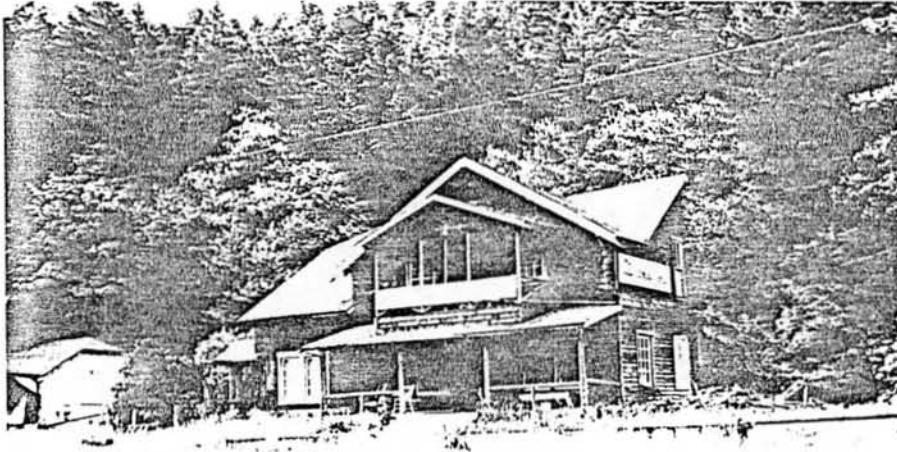
Original Alexander's House



Alexandra Lodge

Date: c. 1930

This vernacular structure can best be described as "additive architecture." The hipped gable of the south section, the triangulated brackets under the main front gable, and the projecting extremities of the vergeboards are all details that were popular in the 1920's, but the unusual massing of the building and the diversity of window and wall treatments indicate that the building has undergone many alterations. Window



Alexandra
Lodge

The product
of many
alterations.

types include double hung two light over two light, double hung six over six, and twelve light single sashes. Wall materials include shingle and clapboard on the north section and vertical split pole on the remainder. The intent or cause that brought about the strange roof formation to the north is difficult to imagine. The end result is a building of somewhat picturesque confusion.

The first mention of the Alexandra Lodge in the British Columbia Directory occurs for 1874—"W L Alexander, hotel and store, Chapman's Bar, 14 Miles." In 1929, the Directory lists "Alexander Hotel" under Spuzzum. From Frederick Dally's photograph of the Alexandra Lodge it appears to be an expression of the New England style of architecture with the addition of a covered verandah, a popular mid-Victorian modification. However, photographs of the Alexandra Lodge as it now exists indicate either that the original Alexandra Lodge was destroyed sometime after 1878 or that it was extensively altered around 1929. Even the site of the present structure is different from that of the old Alexandra Lodge.

Significance: local.

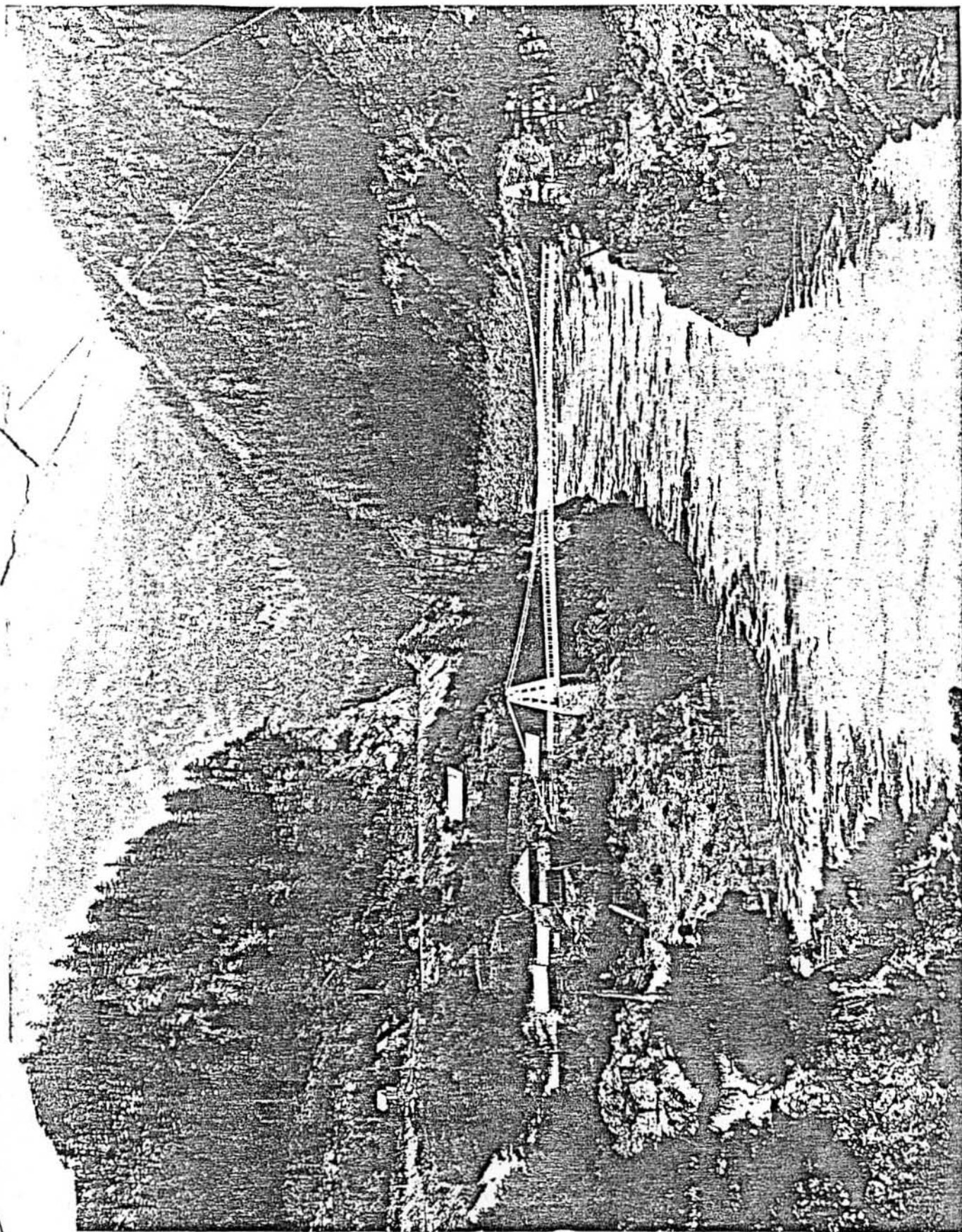
Indian Archaeological Sites

At the Alexandra Bridge site, some inventory data is available on archaeological features. A terrace remnant occurs on the west bank of the river, probably associated with a fishing encampment (Heritage Conservation Branch, site inventory). A 1977 report describes 9 recorded sites (DkRi), 3 of which are habitation sites. Within the central Canyon area, 34 sites are recorded, about half of which are disturbed or destroyed. The report notes:

"The majority of the sites exhibit only general activity features, such as lithic scatters or storage facilities. The habitation sites usually contain only one to four house structures, but two notable exceptions are: DkRi-2 at the confluence of Spuzzum Creek and the Fraser with 15 house pits, some of which appear to be rectangular; and EaRj-4 near the confluence of Kwoiek Creek and the Fraser with 30 house pits. Another site located this year (EaRj-T1), is unique because it is a village site located at a very high elevation (1,200 - 1,300 feet a.s.l.) above the river on a ridge rather than a river terrace."⁵

Many of these sites are still actively used by local Indian Bands, especially as food fishing sites.

⁵Heritage Conservation Branch, op. cit., 1980, p.299



CARIBOO BRIDGE AND FRASER CANYON

#14474

Heritage Significance



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4. HERITAGE SIGNIFICANCE

National Parks System

The proposal for a new national historic park must be considered within the context of a national systems plan which provides a guide for representation of the major themes of Canada's human history. A thematic framework has been developed by Parks Canada to assist the evaluation of a national historic parks and sites system.⁶ A broad series of historic themes has been identified. The Fraser Canyon National Historic Park proposal involves at least 10 themes and 20 sub-themes from this framework. These are shown on Table 3.

⁶Systems Planning Section, National Historic Parks and Sites Branch, Systems Planning for National Historic Parks and Sites , An Explanation of its Development and a Manual for its Implementation, Parks Canada, April 1985.



Table 3 : Representation of
National Historic Themes at
Fraser Canyon National Historic Park

<u>Thematic Code</u>	<u>Theme</u>
I. <u>Social History</u>	
A.1.b.i.	Population Movement
ix	- Indigenous, pre-contact
x	- Confederation 1860-1896
A.2.a.i	- Turn of Century 1896-1914
	Settlement Patterns
	- Extractive
A.2.b.i	Settlement Policies
ii	- Imperial Territorial Expansion
iii	- Resource Development
iv	- Guaranteeing the Border
	- Nation - building
II. <u>Economic History</u>	
A.1.b.iii	Fishing
	- Pacific
d.iii	Gathering
	- Food and Medicinal
A.2.b.iv	Construction
	- Transportation and Communication
B.2.b.i	Engineering
	- Civil
C.1.a.i	Transport Land
ii	- Trail
iii	- Road
b.v	- Railway
	Transport Water
	- Rivers
III. <u>Institutions of Government</u>	
A.3.a.i	Judicial Judiciary
	- Colonial Judges
A.4.b.ii	Constitutional Colonial
	- British
B.2.a.i	Economic - Public Works
ii	- Regional Stimulus
	- Extraordinary Physical Enterprises
v	- Works of Military Necessity

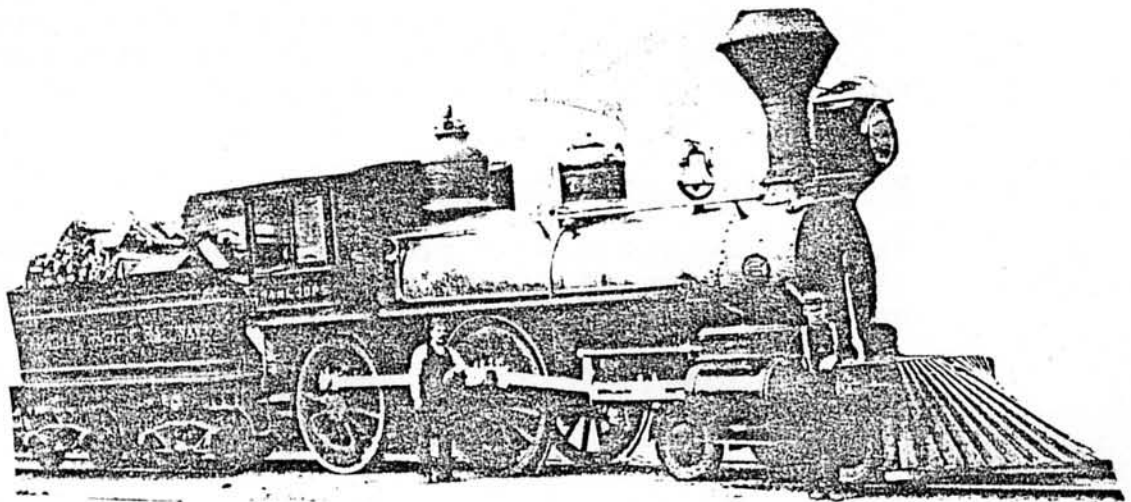
Of the above themes and sub-themes represented at the Fraser Canyon site, five have been determined to be high priority themes and sub-themes for representation by in-situ resources.⁷ These include: Population movement, settlement patterns, settlement policies, public works, engineering and land transport. The Fraser River, the Alexandra Bridge, the Cariboo Road, the railways and the Indian cultural sites provide representative in-situ resources for presenting these themes.

The Fraser Canyon proposal also meets the criteria of geographic and temporal integrity and historical representation. The Canyon is a distinct geographic unit, the historical period 1859-1926 is clearly identifiable and the works, events and individuals associated with this period of early British Columbia are directly represented within the Canyon.

The interpretive themes proposed for the historic park are not duplicated elsewhere in the Federal Park system. Of the eleven themes listed on Table only two are treated in one or other of the existing 69 national historic parks. An analysis of these existing parks reveals a heavy concentration upon a limited number of themes.

The following themes are presently represented in the National Historic Park system. It is apparent that there is substantial representation of military history and the fur trade era. The engineering and transportation history of the Canadian west is inadequately reflected in the park system.

⁷op. cit., 1985, p. 36.



<u>Interpretive Themes in Existing Parks</u>	<u>Number of Parks</u>
Fortresses and fortifications - British/ French/American wars	22
Battlegrounds	6
Fur trading forts, and early police posts	10
Navigation (salt water)	3
Early European settlement	6
Individual Canadians (biographical)	9
Canal construction	5
Pre-European Indian culture	2
Others, various (gold rush settlement; stern- wheeler; urban history of Halifax; Confederation signing; early industry; natural history)	6
	<u>69</u>

The themes of the proposed Fraser Canyon national historic park, therefore, would add variety and depth to the park system.

Provincial studies also support recognition of the Fraser Canyon heritage resources. Table 4 taken from the Fraser-Lillooet Heritage Resource Study (Heritage Conservation Branch, 1980) summarizes the major features according to the criteria of significance, quality and suitability.

The combination of system planning theme representation, in-situ resources and park site development potential provide a substantial basis for establishment of a Fraser Canyon National Historic Park.

Primary Interpretive Themes

The following themes provide a major focus for the interpretation of Fraser Canyon history from a national and regional perspective.

- Natural history of the Fraser Canyon and Fraser River

TABLE 4

Fraser Canyon: Summary of Major Features

Significance

- Traditional Indian fishing activities along Fraser River
- Early Stalo and Thompson Indian settlement
- Associated with Fraser, Anderson, Allard, Douglas, Begbie
- Royal Engineers construction of trails and Cariboo Wagon Road
- Hudson's Bay Company fur brigades
- Cariboo Wagon Road and settlement of Interior
- Gold Rush on Fraser River (1858-63)
- Steamboat travel to Fort Hope and Fort Yale
- Construction of C.P.R. (1879)
- Oldest churches in Province at Yale and Hope (1861)
- Yale, first incorporated town in B.C.

Quality

- Large and ancient Indian sites in lower canyon, heavily disturbed
- Relatively well-preserved archaeological sites at Stein River
- Significant extant Hudson's Bay Company brigade trails
- Little extant Cariboo Wagon Road
- 1926 suspension bridge at Alexandra
- Kettle Valley Railway bed and tunnels
- Buildings at Hope: Christ Church (1861), 296 Hudson (c.1910), C.N.R. Station (c.1915).
- Buildings at Yale: St. John the Divine (1861), Shilson House (1860s) St. Joseph's (1880), On Lee (1885), Deegan House (1880).
- Buildings at North Bend: hotel (1929), C.P.R. residences (1896), Roundhouse (1904).
- Buildings at Lytton: St. Mary & Paul (1900), 6th and Main store (1905), St. Georges Chapel (1906), St. Annes (1913).

Suitability

- Natural attraction of canyon and river
- Highway 1 tourist traffic
- Campground attendance at Emory Creek and Skihist
- Extensively developed and populated corridor
- Local community heritage projects

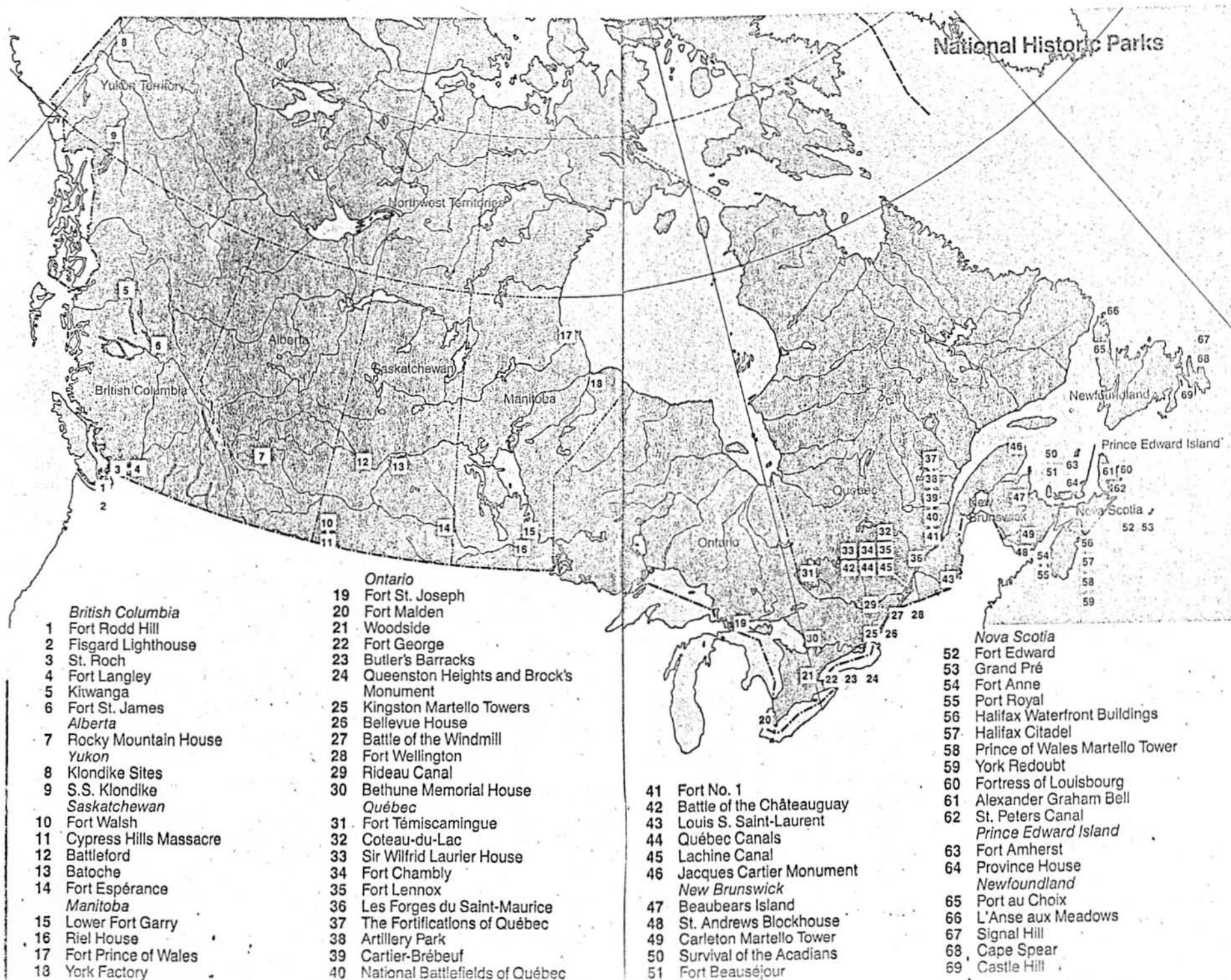
- Fraser River Gold Rush, early immigration, settlement and British Colonial government
- Cariboo Wagon Road and the Royal Engineers, marking the opening of transportation through the Canyon for the Cariboo Gold Rush
- Joseph Trutch, builder and future Lieutenant Governor, and the construction of the first Alexandra Suspension Bridge
- Andrew Onderdonk and the construction of the Trans-continental CP Railway, Chinese labour, and Confederation for B.C.

Secondary Interpretive Themes

- Exploration, fur-trading and the Hudson Bay Co. brigade trails.
- The salmon run, traditional Indian culture dependent upon it, and International, Federal and Provincial conservation and enhancement programs.
- The construction of the 1926 suspension bridge and the Cariboo Highway marking the re-opening of road transportation through the canyon.
- The Trans-Canada Highway, the new bridge, modern transportation, the utility corridor, freight volumes and the national significance of the canyon routed (the "route to the coast").

Minor Interpretive Themes

- Prehistoric Indian encampments
- River transportation and the unique story of the Skuzzy sternwheeler and the Spuzzum ferry
- CNR construction
- Logging history and practices visible from the Canyon, the effect on the natural landscape and the value to the B.C. and Canadian economy.

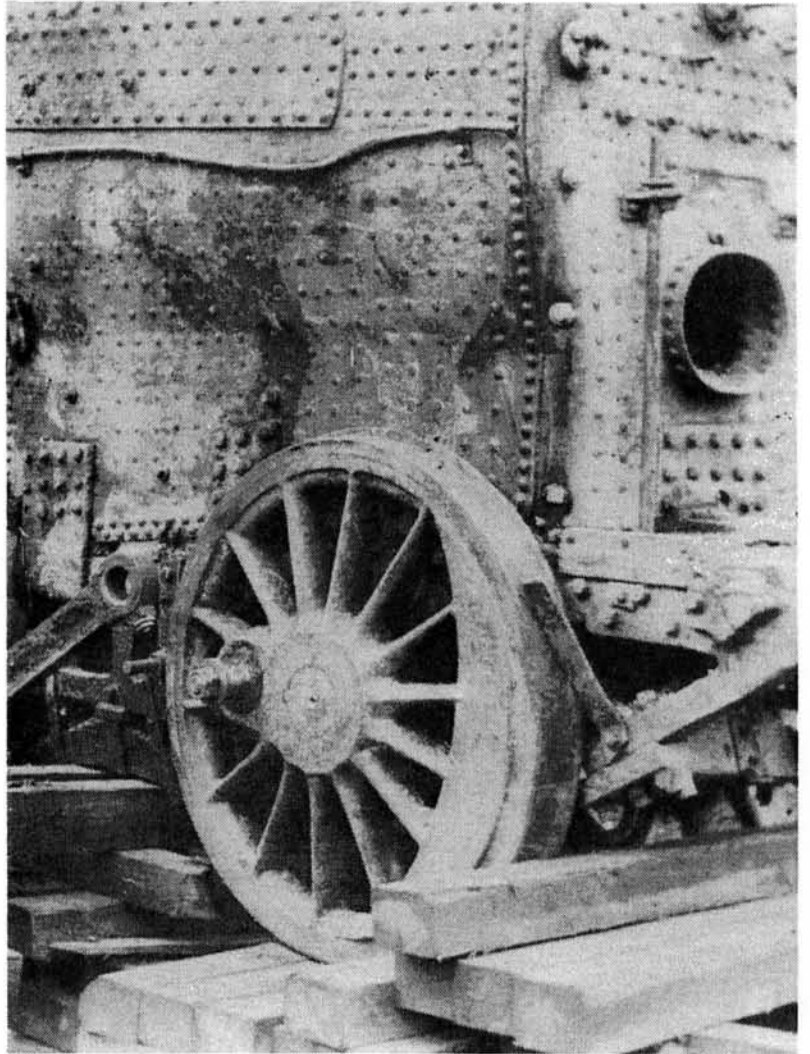


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Conceptual Plan



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A CONCEPTUAL PLAN

A conceptual development plan for the proposed Fraser Canyon national historic park is shown in Fig. 3. Its principal features are described as follows:

ACCESS AND SERVICE AREAS

- Trans-Canada Highway egress and access by right-on/right-off slip ramps only (no left turns);
- Parking both east and west of highway; west side parking limited by topography but adequate spaces would be available through construction of low density parking loops.
- Footbridge across highway as at Hell's Gate; properly located to utilize natural topographic bridge abutments and minimize height of staircase or ramp access.
- Service area west of Hwy. 1, north of old paved Cariboo Highway - an access road already exists; site is good topographically, but limited, and may require minor extension of park boundary into Ministry of Highways R/W, beyond present Class "A" park boundary.
- CN Railway crossing to be re-opened for service vehicles only; gated and fenced as shown on plan to eliminate pedestrian tourist traffic; crossing may have to accommodate native pedestrian traffic to the Indian Reserve on the west bank (no permanent residents) from which salmon fishing is undertaken.

TRAFFIC CIRCULATION TO EXHIBITS

- Pedestrian traffic from the parking areas, picnic areas, campground and rest stop is channelled along a series of pathways converging on the main administration building and fee station at the east end of the CNR footbridge overpass.
- Protective fencing is provided along sections of the railway R/W, the level crossing and around the service area to reinforce the channelization.
- Inside the fee area, west of the CNR R/W, visitors are led to the main indoor interpretive exhibit area, and thence to the viewpoint exhibit which gives views of the canyon, the river and both bridges; safety fencing is required at the overlook.

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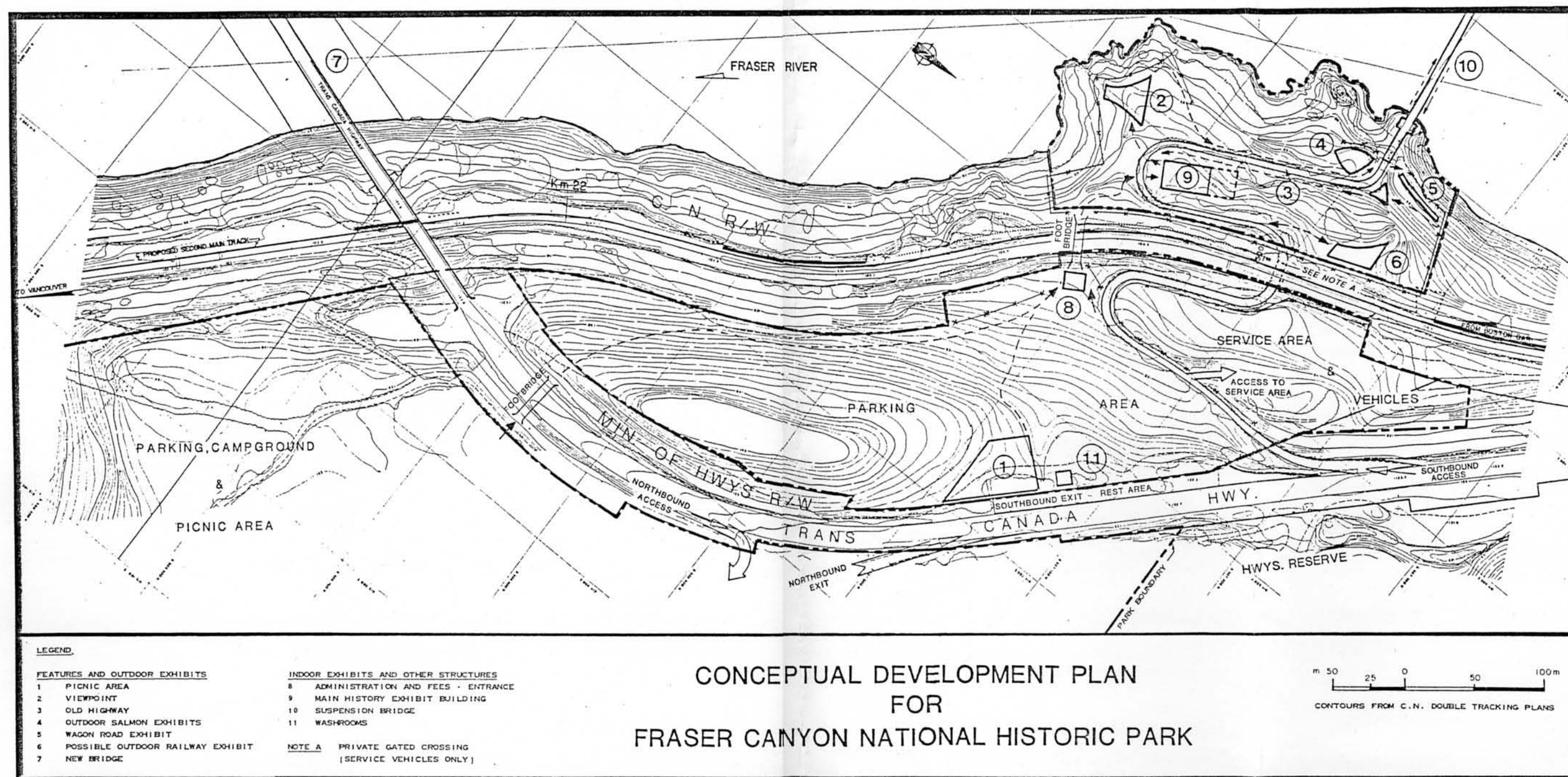


FIGURE 3

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- The Old Cariboo Highway (paved) then leads to the salmon, suspension bridge and old wagon road exhibits with return pathways to the main museum/indoor exhibit; a small outdoor railway exhibit is provided for on the plan.

ADDITIONAL PARK USES EAST OF THE CNR R/W

- The existing rest-stop and picnic grounds on the west side of Hwy. 1 is included in the plan; the picnic area should be expanded and enhanced.
- East of Hwy. #1 an extensive tract of land has already been included under Class "A" Provincial Park dedication; here, an overnight campground for tents and R.V.'s should be developed to allow visitors adequate time to stop and enjoy the attractions of the park and the canyon.

PARK BOUNDARIES EXTENSIONS AND ADMINISTRATION

- Consideration should be given to the feasibility of acquiring a small portion of riverfront land on the west bank of the Fraser, immediately below and south of the bridge abutment of the suspension bridge. This site forms part of the CPR R/W, but is not integral to railway operations or plans, and it would afford a potential location for an exhibit on native salmon fishing, an alternative viewpoint for photography in late afternoon, and a natural turn-around and destination point for the walking tour of the park.
- Consideration should be given to the possibility of incorporating the Alexandra Lodge, approximately 1 km north of the park on the east side of the highway into the Park plan. The lodge is designated an historic site by the Provincial Government, and the site includes original log structures. Ideally, one or more of the buildings could be purchased and moved to the new park, where they could serve as the administration building or as an exhibit along the Cariboo Highway.
- As mentioned in the previous section (exhibit 5), a hiking trail through Provincial Forest lands could be cut from the site of the proposed campground to provide access to the surviving portions of the Hudson Bay Co. Brigade Trail on the east side of the canyon.

- The detailed park plan should assess the site requirements for service buildings, vehicular parking and accommodation with a view to extending the northern boundary of the park somewhat into the present area of the Highway R/W between the Highway and the CNR R/W.
- The Provincial and Federal Governments should discuss the feasibility of, and desirability of, a joint development plan under which the lands and facilities west of the railway would become a national historic park, and the lands and facilities, including the campground, east of the railway, would be developed as a Class "A" Provincial Park. Cost-sharing of the Provincial Park development would be necessary in so far as several facilities would be shared (e.g. parking lot).

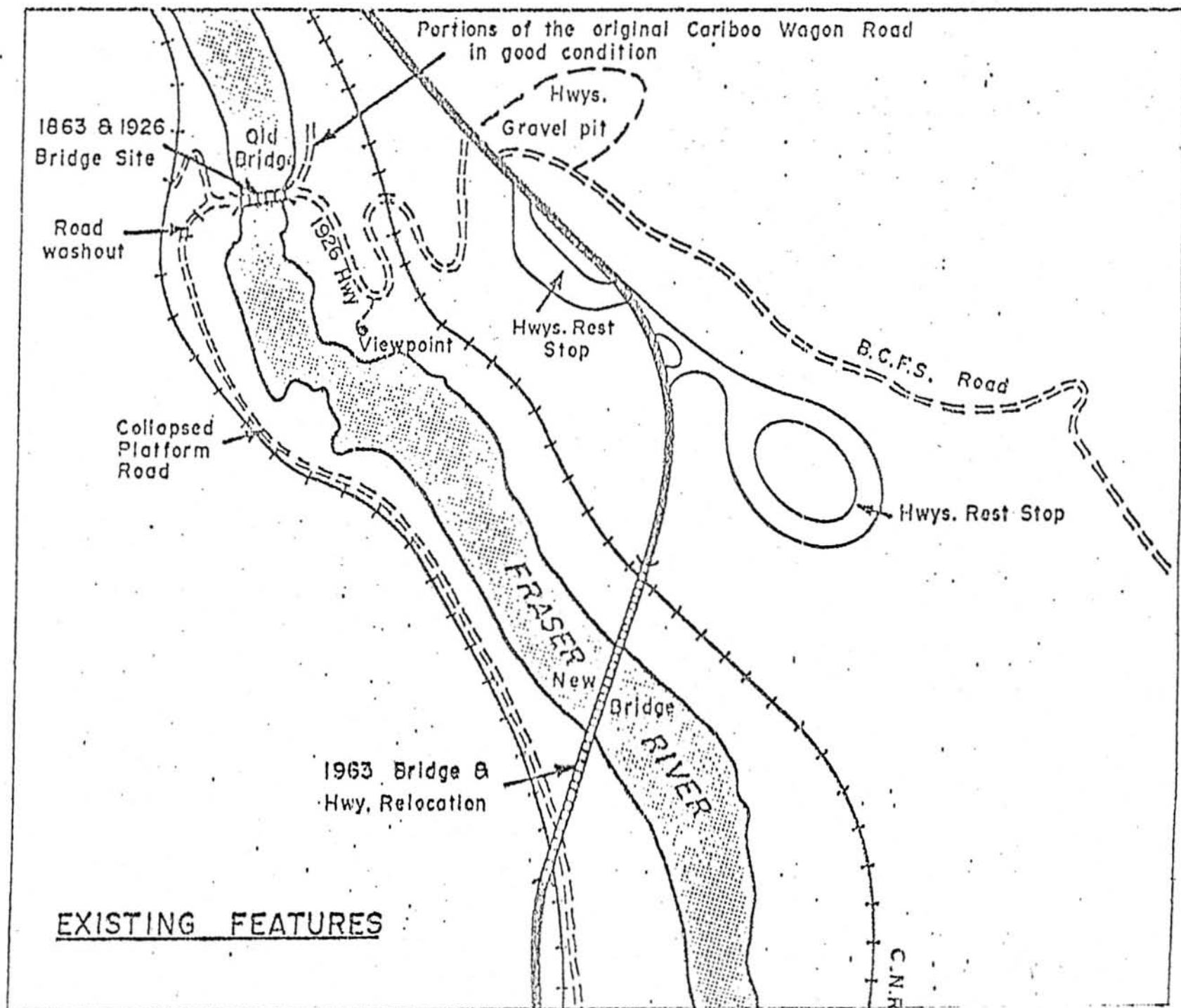
This concept plan is intended to portray possible site development and does not replace the preparation of a more formal and detailed master plan for the park.

TABLE 5

SUMMARY LIST OF EXHIBITS AND FEATURES

EXHIBIT	LOCATION AND DEVELOPMENT
1. <u>Natural history of Fraser Canyon and Fraser River</u> , including its gold "bars" - a geological, geomorphological, hydrological and ecological explanation - emphasis upon how the canyon formed, rock types, river regime, sand bars and gold deposits, natural hazards (slides) and natural vegetation - mining and gold panning.	i) Indoor exhibits in main exhibition building; ii) Development of viewpoint site (some tree pruning and protective fence); iii) "Nature trail" exhibit for vegetation types and slide hazards; iv) Indoor exhibit of gold panning.
2. <u>Cariboo Wagon Road and the Royal Engineers</u> , marking the opening of road transportation through the Canyon for the Cariboo Gold Rush - emphasis upon abandonment of Harrison Lake/Lillooet route, opening the interior for resource development, difficulties of construction, types of wagons used, road houses ("lodges").	i) Indoor exhibits in main exhibition building - photographs, documents, instruments, etc. ii) Outdoor development of remains of old wagon road - elevation below 1926 suspension bridge, shows 1894 flood height - excellent walking trail - antique wagon and appropriate costume.
3. <u>Joseph Trutch and the construction of the 1863 suspension bridge</u> - the life of Joseph Trutch and his rise to Lieutenant Governor of the new Province of B.C. - the engineering and construction of the bridge, the damage from the 1894 flood and its eventual removal.	i) Indoor museum exhibit of biography, engineering and bridge history. ii) Outdoor exhibit at bridge site with plaque, explanation of surviving abutments and illustration of height of bridge.
4. <u>Andrew Onderdonk and the CPR construction</u> - importance of CPR to confederation for B.C. and difficulty of construction - Chinese labour - effect of CPR on closure of Cariboo Wagon Road.	i) Indoor museum exhibit. ii) Outdoor exhibit, possibly housed in old caboose or freight car - tools and costume.
5. <u>Exploration, fur-trade and the Hudson Bay Co. brigade trail</u> - significance of the Alexandra/Spuzzum crossing point from the earliest days of settlement.	i) Small museum exhibit. ii) Possible future outdoor exhibit by trail from campground through crown land to surviving portions of old Brigade Trail.

EXHIBIT	LOCATION AND DEVELOPMENT
6. <u>Salmon Run, traditional Indian culture, Salmon enhancement programs</u> - emphasis upon seasonal regime, dependence of traditional native culture, environmental problems associated with transportation, corridor development and International/Federal and Provincial conservation and enhancement programs.	i) Indoor displays in main exhibit building; ii) Outdoor displays and sign boards near bridge site; iii) Parks employee near bridge site to answer questions and elaborate on information in displays.
7. <u>1926 Suspension bridge and the Cariboo Highway</u> - construction of existing bridge and re-opening of road through the canyon - early motor traffic - the hazards and the preference for night driving.	i) Indoor displays in main exhibit building; ii) Outdoor displays along old Cariboo Highway - antique cars, trucks and appropriate costume.
8. <u>Trans-Canada Highway, the new bridge and the transportation/utility corridor</u> - road, rail and freight volumes and their national significance.	i) Indoor exhibits and statistics; ii) Viewpoint exhibit with statistics and engineering of 1963 bridge.
9. <u>Prehistoric Indian encampments</u> - possible elaboration of Exhibit 6 above - Alexandra Bridge area has numerous historic sites.	- Possible development of special outdoor exhibit east of CNR R/W in conjunction with Dept. of Indian Affairs
10. <u>Spuzzum ferry and Skuzzy sternwheeler</u> - unique and exciting human interest and "engineering challenge" story, as a special exhibit within exhibit 4 above.	i) Special indoor exhibit associated with Onderdonk and CPR (see above); ii) Outdoor reference from viewpoint with plaque.
11. <u>CNR construction</u> - a second national railroad, to serve other portions of the West, but here within 500 m of the CPR because of the narrow canyon define.	i) Indoor exhibit associated with exhibit 4 above. ii) Additional outdoor exhibit beside outdoor exhibit 4.
12. <u>Logging history and practices</u> and its value to the provincial and national economy - environmental effects of difficult logging systems visible in the Canyon.	i) Indoor exhibit and statistics. ii) Outdoor exhibit at viewpoint with interpretive plaques.



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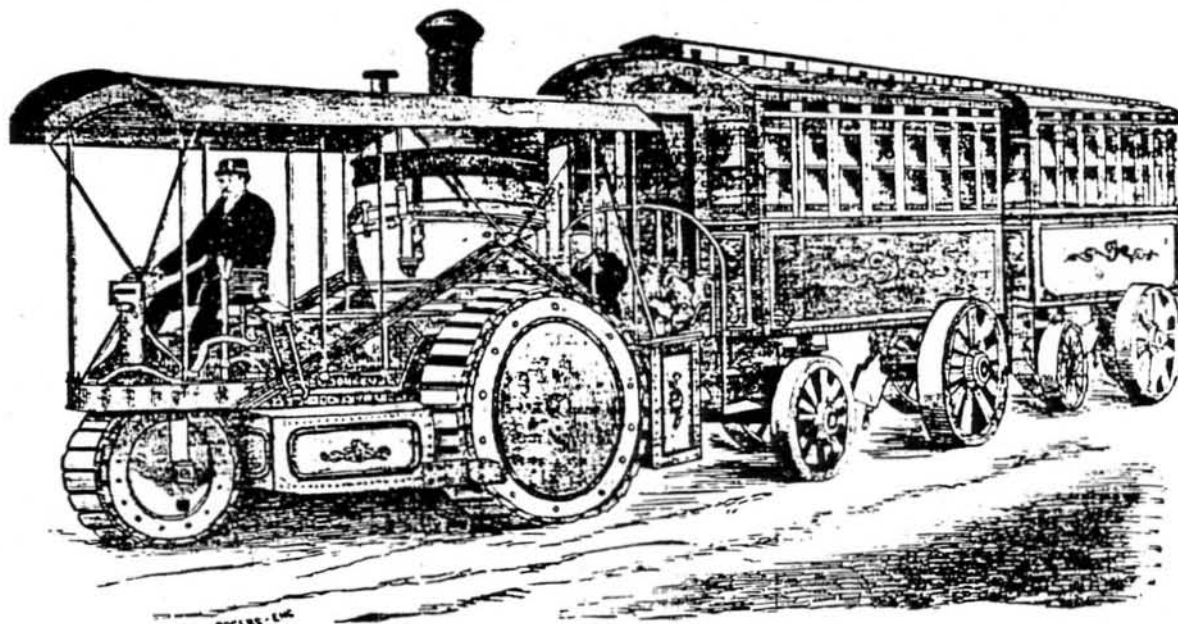
Visitor Potential

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6. VISITOR POTENTIAL

Introduction

Historic parks and sites are extremely popular attractions in Canada. Surveys have shown that some 30-40 percent of residents visit a historic site annually.⁸ The economic impact of such sites is also substantial. Heritage conservation projects and historic sites generate significant tourism benefits by contributing to distinctive communities and site attractions. According to the 1971 Canadian Travel Survey, for example, 29% of Canadian tourist spending is attributable to tourists whose main activity is visiting historical and cultural sites.⁹ The success of Fort Langley National Historic Park, Barkerville Provincial Park and Fort Steele Provincial Park attests to the demand for parks which display and present Canadian history.

The proposed Fraser Canyon National Historic Park has major potential for high visitor attendance, due to its location on Highway 1, it's proximity to Vancouver and its identifiable features.

While it is not possible to estimate the costs of park development, the extensive Crown land and the existing roads and rest area assist in minimizing the potential development costs. It is also possible that construction of the overpass and viewpoint could be undertaken with the assistance of the engineers training program at the Canadian Forces Base, Chilliwack.

⁸Parks Canada, "Trends in Participation in Outdoor Recreation Activities", CORD Technical Paper No. 22, 1973; T. Usher, "Historical Resource Recreation Demand and Use Surveys in Canada: An Overview", Historical Sites Branch, Ontario, 1974. ⁹Parks Canada, "Trends in Participation in Outdoor Recreation Activities", CORD Technical Paper No. 22, 1973; T. Usher, "Historical Resource Recreation Demand and Use Surveys in Canada: An Overview", Historical Sites Branch, Ontario, 1974

The benefits of the proposed park are also difficult to estimate since they include an array of unquantifiable values associated with the preservation, conservation and interpretation of heritage resources. However, it is possible to present reasonable forecasts of potential numbers of visitors and to derive measures of the national economic benefits associated with park use. These benefits are in addition to the direct economic impact of park development on the local economy.

Estimates are also provided of potential revenues which could be generated from entrance fees. This economic and financial data provides a basis for assessing the potential benefits and for comparing such benefits with park development costs and with similar park investments at other sites.

Visitor Forecasts

Three sources of data have been used to estimate the potential number of visitors to the proposed Fraser Canyon National Historic Park. These include the B.C. Parks Data Handbook - 1985 and 1986, the reported attendance figures from private tourist facilities, and the Visitors '79 study of tourism along the Fraser Canyon route.

Table 6 presents data on the total number of visitors to various park and recreational attractions in the Chilliwack-Lytton area and at other historic parks. It is apparent that traffic along the Fraser Canyon route declined in 1986 due to the opening of the Coquihalla highway, although this is expected to recede with promotion of the Gold Rush route and other tourism marketing programs. A 1979 survey showed that the Fraser Canyon route served 24 percent of the Provincial visitor traffic, involving 399,000 visitor parties annually ('Visitors' 79", B.C. Research, 1980). The average monthly traffic volumes during the summer months are approximately 9000 vehicles (1982-1985 summer traffic volumes, Ministry of Transportation and Highways). A good proportion of the tourist traffic is by tour bus.

The data on Table 6 indicates the potential number of visitors to the proposed Fraser Canyon National Historic Park would be in the order of 200,000 visitors annually.

TABLE 6 : PARK AND RECREATION VISITOR DATA

	<u>Annual Number of Visitors</u>	
	<u>1985</u>	<u>1986</u>
<u>Chilliwack-Lytton Area</u>		
Alexandra Bridge Provincial Park	214,830	119,413
Skihist Provincial Park	183,904	129,122
Bridal Veil Falls Provincial Park	115,000	134,099
Hell's Gate Tramway		150-175,000
Minter Gardens	---	approx. 115,000
Bridal Falls Waterslide	---	approx. 100,000
<u>Other Parks</u>		
Kilby Museum Provincial Park	92,435	89,558
Ft. Langley National Historic Park	68,957	78,211 (to Nov. '86)
Barkerville Provincial Park	150,357	156,153
Ft. Steele Provincial Park	256,109	271,653
<u>Tourist Visitors</u>		
	<u>1979</u>	
Visitor '79 Study		
- Fraser Canyon route	399,000	visitor parties

National Economic Benefits

While the value of historic parks and sites cannot be adequately expressed in monetary terms, it is possible to estimate the approximate economic benefits for the purposes of comparing against the costs of park development. Over and above the substantial existence and option values of preserving heritage sites, the gross economic benefits can be calculated in an approximate manner to assist in decision making regarding future investment in national parks. The benefits of Fraser Canyon National Historic Park are estimated from a national perspective, firstly by determining the potential consumer surplus derived by Canadian park visitors, based on willingness to pay values from similar types of recreational activities, and secondly, through an estimate of the expenditures by foreign visitors which can be directly attributable to a historic park designation in the Canyon. These can be considered minimum estimates of the economic value of the proposed park.

Economic surveys of Provincial historic parks and museums, recreation sites and non-hunting wildlife recreation activities provide an approximation of the contingent values associated with a park visitor day. The following studies have been used to derive such values:

<u>Sponsor</u>	<u>Subject</u>	<u>Est. Value</u>	<u>1987 Value</u>
Heritage Conservation Branch, 1982 ¹⁰	historic sites	\$10-15/day	\$13-19.50/day
Parks and Outdoor Recreation Div., 1981 ¹¹	recreation sites	\$14.34/day	\$20.36/day
Ministry of Environment, 1984 ¹²	direct non-hunting recreation	\$13.20/day	\$15.78/day

¹⁰J. Kidder and Associates., 1982, "B.C. Hydro Site C Proposal, Heritage Considerations, Evaluation of Heritage Resources", Heritage Conservation Branch. ¹¹Research and Planning Branch, 1981, "The Proposed Site C Dam: The Economic Value of General Recreation", Parks and Outdoor Recreation Division. ¹²Ministry of Environment, 1986, "Report on the British Columbia Survey of Non-Hunting and other Wildlife Activities for 1983", Wildlife Branch

The above estimates conservatively assume a real growth rate of 0% and an inflation rate of 6% annually since the original user surveys were undertaken.

From these data, it is reasonable to assume that a visitor day to Fraser Canyon National Historic Park can be valued at approximately \$18.00. Since the principal focus is on the social benefits to Canadians from the Park, values are calculated for resident users only. On the basis of the Visitors '79 survey (B.C. Research, 1980), it is probable that 50% of the potential visitors would be foreign tourists. Thus, applying a range of visitor forecasts of 75,000-100,000 visitors, the annual value of the Park is estimated at \$1.35-1.8 million. Note that this is an estimate of the economic values related to park users only and does not reflect the present and future benefits derived by all Canadians from preservation of this heritage site.

Expenditures by foreign tourists can be considered an additional benefit where a portion or extension of a visitor's trip can be attributed to the Park. Given the importance of heritage sites and sightseeing to tourist activities, the Fraser Canyon National Historic Park could enhance the Southwest B.C. and B.C. Washington circle tours and extend the length of stay of foreign visitors. It is possible therefore, to attribute 0.5 day expenditures of the estimated foreign visitors as a potential contribution from promotion of the Fraser Canyon through national historic park designation.

About one-half of the visitors to the Park would be foreign tourists (75,000-100,000). Average daily expenditures from the Visitors' '79 survey, adjusted at 6% annual inflation, are estimated at \$42.71 per visitor. Assuming that one-half day per visitor would be generated by park development in the Fraser Canyon, the estimated foreign expenditures from tourists are in the order of \$1.6-2.1 million annually.

There are therefore, substantial national economic benefits from the proposed park, primarily due to the high number of potential visitors. The total economic benefits are conservatively estimated at \$2.95-3.9 million annually, depending upon the number of visitors.

Potential Revenues

The Park could also operate on a sound financial basis by applying a small entrance fee and by imaginative use of park concessions. Sensitive development of tourist facilities based on the original Cariboo Road roadhouse at Alexandra Bridge could also provide revenues to offset park operation costs. The success of Ascroft Manor

and other heritage and recreation facilities along the route reflect the commercial viability of park development in the Fraser Canyon.

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