

**From:** Stewart, Garth TRAN:EX  
**Sent:** Wednesday, January 14, 2009 3:50 PM  
**To:** Decker, Willy TRAN:EX  
**Cc:** Bilek, Kenna D TRAN:EX  
**Subject:** Survey Request - Harris Road, Matsqui IR 2

**Attachments:** Matsqui IR2 - Harris Road 2.jpg; Matsqui - Matsqui Main IR 2 - Harris & Glenmore Road.jpg; Harris Road Survey Request.pdf

Hi Willy – I would like to request a legal survey of a portion of Harris Road west of Highway 11 within the City of Abbotsford. The portion in question lies along the southern boundary of Matsqui Main IR 2. It extends for a distance of approximately one quarter of a mile, from Glenmore Road west to the railway crossing. It includes the bridge over Gifford Slough.

The purpose of the survey is to define the location of the existing Harris Road within the 1882 gazetted right of way. The width of that right of way is forty feet, or twenty feet on either side of the section line. I need to know the distance from the north edge of the existing Harris Road to the south boundary of the reserve. In particular I need to know whether any portion of Harris Road encroaches on the reserve.

I have attached a couple of overview maps for your reference. I have also attached two pdf images that show the portion of Harris Road in question. One of the images is legal survey plan LTO 24186 (1960). Please note that this plan shows Glenmore Road marked Clearbrook Road.

Could we please discuss the process for securing a surveyor to undertake this work? Thanks



Matsqui IR2 - Harris Road 2.jp...



Matsqui - Matsqui Main IR 2 - ...



Harris Road Survey Request.pdf...

# Matsqui First Nation Matsqui Main IR 2 Harris Road and Glenmore Road

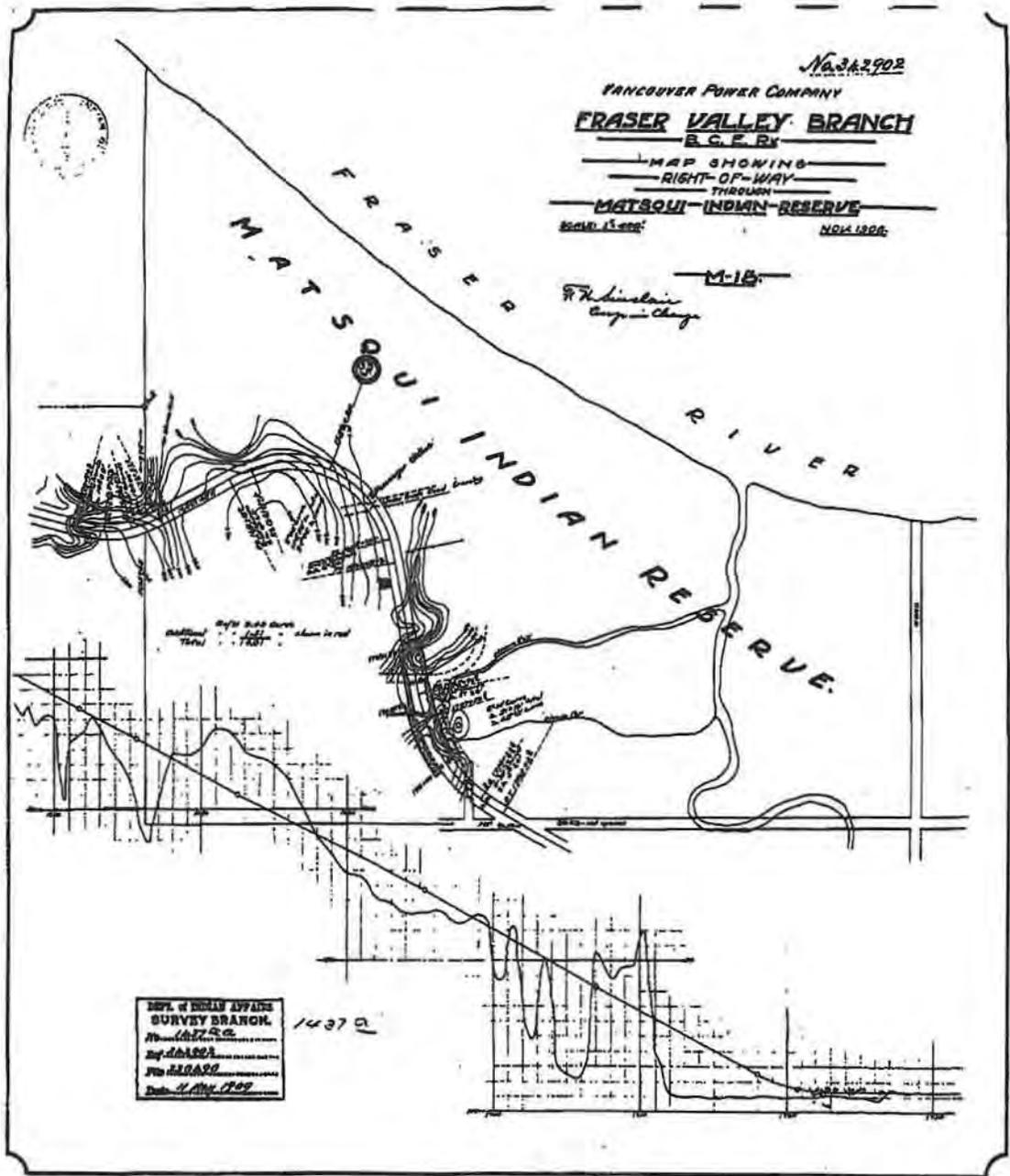


\*Information represented is not intended to be nor should be construed as a legal opinion. It presents an analysis of documents retrieved from selected provincial, federal and other sources at the time of research. The interpretations of the documents could be affected by additional information from a variety of sources. This map is a government record and as such is subject to the provisions of the Provincial FOI and Protection of Privacy Act. April 2007 MSK





HARRIS RD



RR 1437-A

RIGHT OF WAY PLAN OF PORTION OF  
 NORTH 1/2 OF LOT 1 OF  
 SECTION 6 TOWNSHIP 17  
 NEW WESTMINSTER DISTRICT  
 PLAN 649A

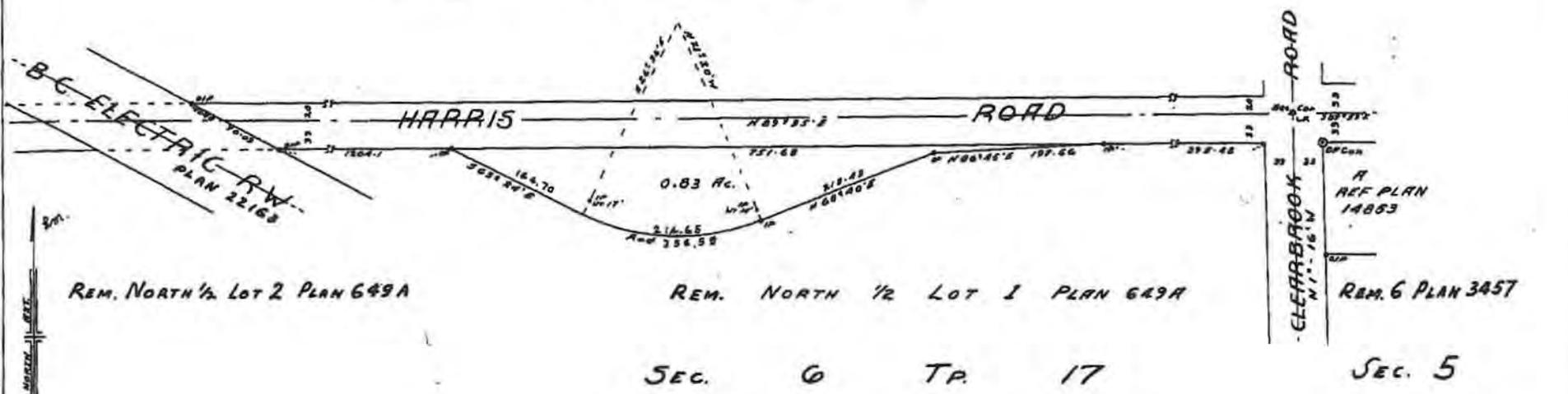
Scale 1 inch = 100 feet

24186

Deposited in the Land Registry Office  
 at New Westminster B.C.  
 this 16 day of April 1962

*J. Smith*  
 Registrar

MATSQUI I. R. No. 2



I, F. R. Bann of Abbotsford B.C.,  
 British Columbia Land Surveyor, make oath and say  
 that I was present at and did personally supervise  
 the survey represented by this plan and that the  
 survey and plan are correct. The said survey was  
 completed on the 21<sup>st</sup> day of November 1960  
 Sworn before me this 21<sup>st</sup> day of November 1960  
*F. R. Bann*  
 W. H. J. *W. H. J.*

**LEGEND**  
 Bearings are Astronomical  
 derived from REF. PLAN 14053  
 ⊙ O.P. Con. - Old Concrete Post  
 \* O.I.P. - Old Iron Post  
 \* I.P. - Iron Post  
 \* L.P. - Lead Plug

*Allin Riverson* Owner

*Wesley James* Witness

Approved under the 'Land Registry Act'  
 dated this 23<sup>rd</sup> day of April 1962  
*Alm*

*Alm*  
 Approving Officer  
 Corporation of the District of Matsqui

Oct. 23rd 1918

Re Harris Road.

Sir:

The sum of \$500.00 is authorized for expenditure on the above road, by the Municipality of Matsqui, the work to be carried out under Mr. Johnston's supervision.

Yours obediently,

Public Works Engineer.

J. Mahoney, Esq.

Gov. Agent, Court House,

Vancouver, B.C.

ASP/HR.

1279

October 23rd, 1918,

Philip Jackman, Esq.  
Dennison Station,  
B.C.,

Dear Sir,-

I beg to acknowledge your letter of October 8th, regarding the necessity for an expenditure on Harris Road and in reply would state that the sum of Five hundred (\$500.00) dollars is available from the road appropriation for this work, and instructions have been issued to the district engineer to undertake same at the earliest possible date.

Yours very truly,

Minister,

Dist. File 115



PUBLIC WORKS DEPARTMENT  
(DISTRICT ENGINEER'S OFFICE)

*Call.*  
File No. 1279.

Vancouver B.C., Oct. 5th 1918.



Chilliwack District

Harris Road.

CHILLIWACK DIST.

Sir:

On Sept. 7th, while in Chilliwack, the question of an appropriation for the above road was brought up by the Hon. Mr. Barrow. The Hon. Dr. King informed me that he had decided to allow a sum of \$500.00 out of our road appropriation to be given the Municipality of Matsqui and that the Municipality would be allowed to expend this sum upon such work as they deemed necessary. The Hon. Minister informed me that he would issue instructions when he reached Victoria regarding this, but up to the present time, I have received none.

Would you kindly take the question up with him and advise.

Yours obediently,

District Engineer.

A.E. Foreman, Esq.,  
Public Works Engineer  
Victoria, B.C.

HLJ/McD.

File No. 5073

October 2nd, 1957.

Mr. W. R. Flett,  
Superintendent,  
Canadian Pacific Railway Co.,  
Vancouver, B. C.

Your Files 49032 and 44032

Dear Sir:

With reference to your letter of September 19th regarding the renewal of crossing planks at Mile 2.46, Mission Subdivision on Harris Road, I am forwarding a copy of your letter to Mr. Godfrey, our Regional Engineer at New Westminster, and will ask him to advise you direct whether he wishes to supply the plank or have you carry out the work.

Yours very truly,

A. J. Bowering,  
Asst. Chief Engineer.

AJB/CW

5073



OFFICE OF THE SUPERINTENDENT

DEPT. OF HIGHWAYS

Vancouver, B.C. September 19, 1957.



SEP 20 1957

*[Handwritten signature]*

PLEASE REFER TO FILE NO. 49032 44032

DATE 2-10-57

Chief Engineer,  
Department of Highways,  
Province of B.C.,  
Victoria.

Dear Sir:

The planking in the crossing between Provincial Highway No. 11 and our Mission Subdivision at mileage 2.46 Mission Subdivision, commonly known as Harris Road, requires to be replaced and I would appreciate your advising if your Department would supply six planks, or their equivalent, 5" x 12" x 24'0" for installation by our forces at your expense, or if you would prefer us to supply the plank and bill you for the total cost incurred.

Yours truly,

*[Handwritten signature]*  
Superintendent.

1200153

A C E

The Corporation of the  
DISTRICT OF MATSQUI

TELEPHONE ABBOTSFORD 6141

RECEIVED

DEPT. OF HIGHWAYS  
VICTORIA, B. C.

NOV 21 1956

ANSWERED 21/11/56

NOTED .....

DATE Nov. 22, 1956

5073  
OFFICE OF THE Clerk.  
MUNICIPAL HALL  
R. R. 1  
ABBOTSFORD, B.C.

November 20, 1956.

Mr. E. S. Jones,  
Deputy Minister,  
Department of Highways,  
Parliament Buildings,  
Victoria, B. C.

Dear Sir:

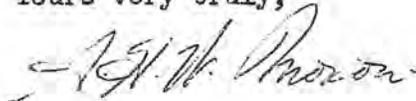
Re: Re-location of portion of Harris Road.  
Your File No. 5073.

I have been instructed by the Council to again refer to you the question of engineering assistance re the re-location of the Harris Road in our Municipality, between the Olund Road and Matsqui Prairie, as referred to in our letter of May 2nd and your reply of May 10th, under your file No. 5073.

I understand that at the time that this request was made, your Engineering Department was too busy to render us any assistance, but the Council felt that it might be possible at this time to give consideration to this matter, and thus I am again submitting this request for your consideration.

Reeve McDonald plans to be in Victoria in the very near future and will no doubt visit with you to discuss this personally.

Yours very truly,



A. H. W. Moxon,  
Clerk.

AHWM/hj

117702  
DEPUTY MIN.  
HIGHWAYS

File 5073

May 10th, 1956.

The Honourable W.K. Kiernan,  
Minister of Agriculture,  
Buildings.

Dear Mr. Kiernan:-

I attach hereto, for your information,  
copy of my letter of even date to our Regional Highway  
Engineer at New Westminster relative to the Harris  
Road in Matsqui Municipality, which is self-explanatory.

Yours truly,

E.S. Jones,  
Deputy Minister.

ESJ/mb  
Encls.

May 18th, 1956.

Mr. D.S. Godfrey,  
Regional Highway Engr.,  
New Westminster, B.C.

5073

Deputy Minister

Re: Harris Road - Municipality of  
Matsqui.

I enclose herewith copy of a letter  
received from the Clerk, District  
of Matsqui, which is self-explanatory.

I have advised Mr. Thompson that you  
will give them any assistance you  
possibly can in regard to bringing  
the matter of location to a final  
settlement.

G.S. Jones,  
Deputy Minister.

ESJ/mb  
cc. to  
Hon. Kiernan.

File 5073

May 10th, 1956.

Mr. J.M. Thompson,  
Clerk, Corporation of the  
District of Matsqui,  
Municipal Hall,  
R.A. 1, Abbotsford, B.C.

Dear Sir:-

I have for acknowledgment your letter of  
May 2nd relative to the location of the Harris Road  
through the Municipality of Matsqui.

In reply, I wish to advise that I am  
drawing this matter to the attention of our Regional  
Highway Engineer in New Westminster, requesting him  
to give you any assistance he can in regard to this  
matter.

Yours truly,

E.S. Jones,  
Deputy Minister.

EJJ/mb  
cc.to Hon. W.K.Kiernan.

5073

The Corporation of the  
**DISTRICT OF MATSQUI**  
TELEPHONE ABBOTSFORD 6141

**RECEIVED**  
DEPT. OF HIGHWAYS  
VICTORIA, B. C.

OFFICE OF THE Clerk.  
MUNICIPAL HALL  
R. R. 1  
ABBOTSFORD, B.C.  
May 2, 1956.

MAY 3 - 1956

ANSWERED \_\_\_\_\_  
NOTED \_\_\_\_\_  
DATE \_\_\_\_\_

Mr. E. S. Jones,  
Deputy Minister,  
Department of Highways,  
Parliament Buildings,  
Victoria, B. C.

Dear Sir:

Occasionally, during the past, controversy has arisen over the location of the Harris Road in this Municipality. It is felt by some that the road should be extended straight through - others feel that its present location is proper.

As joint builders of the Harris Road project, and as your Department has a financial interest in the road, I am directed to enquire if your engineers would give the Municipality an estimate of the cost of the relocation of the Harris Road.

Any assistance your Department can give the Municipality in this regard will be greatly appreciated.

Yours very truly,

*J. H. Thompson*  
Clerk.

c.c. The Honourable W. K. Kiernan,  
Minister of Agriculture,  
Parliament Buildings,  
Victoria, B. C.

hj

88.06.27

P. 50536

Rick

Stan Wong (former Employee in Region 1) is now property manager for the District of Matigui, # 200 - 32315 South Fraser Way, Clearbrook, B.C. V2T 1W7. 853-2281.

Apparently the road along the south boundary of Matigui Main Indian Reserve intrudes into the Reserve area and the Indian Band is trying to use this "trespass" to gain services from the District.

Stan was some surprised to learn of the 1875 gazette which you dug out in recent days for the Indian Band, and would like to receive a copy of your report. Kindly forward a copy asap.

LS

29/6/88 Phoned Stan Wong, confirmed that the rd. allowances mentioned as unbuilt in my ~~letter~~ of 27 June '88 to SIA are indeed, not built, as indicated on municipal mapping.

RH



Date: June 27, 1988  
Branch/Dist. Property Services  
Phone: 387-1838  
Our File: PS 50536  
Your File:

Indian and Northern Affairs Canada  
Vancouver District  
210 - 757 West Hastings Street  
Vancouver, B.C.  
V6C 3E3

Attention: Peter Humphrys  
Head of Land Management

Dear Sir:

Re: Glenmore and Harris Roads contiguous to  
Matsqui Main Indian Reserve No. 2  
Matsqui District Municipality

With reference to your letter of 24 May 1988, we have examined the status of the roads along I.R. 2's boundaries.

We find that I.R. 2 is affected by two B. C. Gazette notices which established public highways many years ago and which remain in effect (see copies):

1. Notice of 18 May 1875 - established highways 66 ft. wide along various township and section lines, 33 ft. either side of the lines, and including the eastern line of Township 14 which forms I.R. 2's westerly boundary. Hence, the notice establishes a road allowance 33 ft. wide on the I.R. side of I.R. 2's westerly boundary. This road allowance apparently remains unbuilt.
2. Notice of 4 March 1882 - established highways along various section lines including the lines forming I.R. 2's east and south boundaries. The highway along the east boundary is established 66 ft. wide, 33 ft. either side of the section line or 33 ft. within I.R. 2, and the road is built as part of Glenmore Road. Along the section line forming the reserve's south boundary the highway was established 40 ft. wide, 20 ft. either side or 20 ft. within I.R. 2. The road is constructed as part of Harris Road, generally along the section line but deviating substantially south of the line near I.R. 2's SW corner and somewhat where Gifford Slough crosses the road. However, the Gazette notice remains in effect along the section line in these unbuilt gaps where Harris Road, as physically constructed, deviates from the section line.

. . . . . 2

Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

We would suggest that if they so desire, the Band seek closure of that part of the unbuilt gazetted highway along I.R. 2's west boundary which forms a 33 ft. strip within the reserve, and also closure of the gazetted but unbuilt 20 ft. strip along the south boundary within I.R. 2 near the reserve's SW corner where Harris Road deviates south of the section line, by application to the Municipality of Matsqui. If closure were agreed upon, the municipality would then be in a position to recommend vesting of these unbuilt road allowances to Canada "in trust" for addition to I.R. 2 which we suggest be under the same terms and conditions as P. C. Order 208 of 3 February 1930.

We trust this provides the information needed.

D. I. F. MacSween  
Acting Director of Property Services

Per: R. Hadley  
Research Clerk

RH/im

copy to: Matsqui Indian Band  
P. O. Box 204  
MATSQUI, B.C.  
VOX 1S0  
Attn: Alice McKay



Energy, Mines and Resources Canada

Énergie, Mines et Ressources Canada

Surveys, Mapping and Remote Sensing

Levés, Cartographie et Télédétection

Canada Centre for Surveying

Centre canadien des levés

1988 June 23

Legal Surveys Division  
P.O. Box 1300,  
800 Burrard St.,  
Vancouver, B.C.  
V6Z 2J4

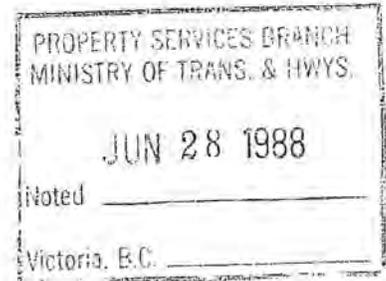
Your file / Votre référence

PS 507-5

Our file / Notre référence

2642-1

Attn: Rich Hadley  
Ministry of Transportation and Highways  
940 Blanshard St  
Victoria, B.C.  
V8W 3E6



Dear Mr. Hadley:

In accordance with:

- Your request by letter/telephone/in person on June 22nd.
- A request from .....
- Our quarterly distribution of updated Reference Plans.

I enclose copy(ies) of the following document(s) from the Canada Lands Information System (B.C. Region):

Matsqui Main I.R. #2, CLSR B.C. 245, 52505, 60077

Invoice enclosed     No charge

Yours truly,

D.K. Nielsen, CLS, BCLS  
Regional Surveyor, B.C.

per  
Roger Wong  
Records Technologist  
(604) 666-5329

/rb

Pages 20 through 23 redacted for the following reasons:

-----

s17



May 24, 1988

Ministry of Highways  
940 Blanshard Street  
Victoria, B. C.  
V8W 3E6

ATTENTION: Don MacSween

Dear Sir:

HISTORY OF GLENMORE AND HARRIS ROADS  
DISTRICT OF MATSQUI - MATSQUI MAIN I.R. #2

Harris and Glenmore Roads are contiguous to the south and east boundaries respectively of the Matsqui Main Indian Reserve No. 2 which is located in the District of Matsqui. The Matsqui Band have enquired whether or not at any time if the area occupied by these roads was part of their reserve. It would therefore be greatly appreciated if you could provide us with the history of that section of these two roads that is adjacent to the reserve.

Yours truly,

Peter Humphrys  
Head of Land Management  
VANCOUVER DISTRICT  
210-751 West Hastings Street  
Vancouver, B. C.  
V6C 3E3  
666-3153

c.c. Chief & Council  
Matsqui Band Office

*8/2/88 Alice Matsqui Band, phone (604-6145) not available copy in  
my file, I will send copy.*

*B.C. 101-204*

*Victoria 1-1-1988*

PROPERTY SERVICES BRANCH  
MINISTRY OF TRANS. & HWYS.  
MAY 30 1988  
Noted \_\_\_\_\_  
Victoria, B.C. *LS*

Your file / Votre référence

*515 50535*

Our file / Notre référence

E5670-565(RT8)

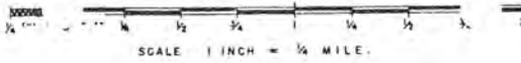
E5600-565

Hevan Rd. (22N)	B33	Dahistrom Rd. (28N)	B12	Clemence Rd. (104)	C31/32	Inter Provincial Hwy. (58)
Birch Rd. (319E)	B31	David St. (319E)	B31	Matsqui (48N)	F27	Industrial Av. (40N)
Bluejay Rd. (30RE)	B30	DeFahr Rd. (291E)	A29			
Hoult Av. (218)	B32	Downes Rd. (40N)	C27-33			
Boundary Line Rd (N.W.)	A29-31	Dueck Rd. (26N)	B31	H rt rd. (52)	D34	Jackson Rd. (331E)
Bourquin Rd. (4E)	B33			I rd. (307E)	A30	James St. (323E)
Bradner	129			I rd. (342E)	E28	Janzen Rd. (317E)
Bradner rd. (BRE)	C-528	Elsie Rd. (55N)	D28	Harvill Rd. (56N)	D29-32	Joan St. (331E)
Braun rd. (24N)	B33	Elizabeth St. Matsqui (327E)	B32	Haverman rd. (52N)	D29	
Buchanan rd. (60N)	D29	Emerson rd. (327E)	B32	Hawkins rd. (52N)	D30	
Burgess rd. (60N)	D30	Evergreen St. (317E)	B31	Hawthorne Av. (17N)	B33	Kelleher Rd. (348E)
				Hazelwood Rd. (40N)	C33	King Rd. (16X)
				Heimstra Rd. (36N)	C31	
				Hemlock St. (320E)	B32	
				Hill-Tout Rd. (317E)	B31	
				Hillcrest Av. (25N)	B32	
				Holland Av. (19N)	B33	
Cambridge Rd. (341E)	B34	Fairlane St. (131E)	133			Langdon St. (322E)
Cannon Rd. (24N)	B33	Fernwood St. (135E)	B32			Laxton Rd. (314E)
Ledar Av. (28N)	B34	Pir Av. (25N)	B32			
Cedar Lane Av. (25N)	B32					
Centennial St. (319E)	B31					

THIS MAP PROCURABLE AT FULL SCALE (2000' to 1") FROM DOMINION MAP LIMITED, 1577 W. GEORGIA ST., VANCOUVER 5, B. C.



MUNICIPALITY

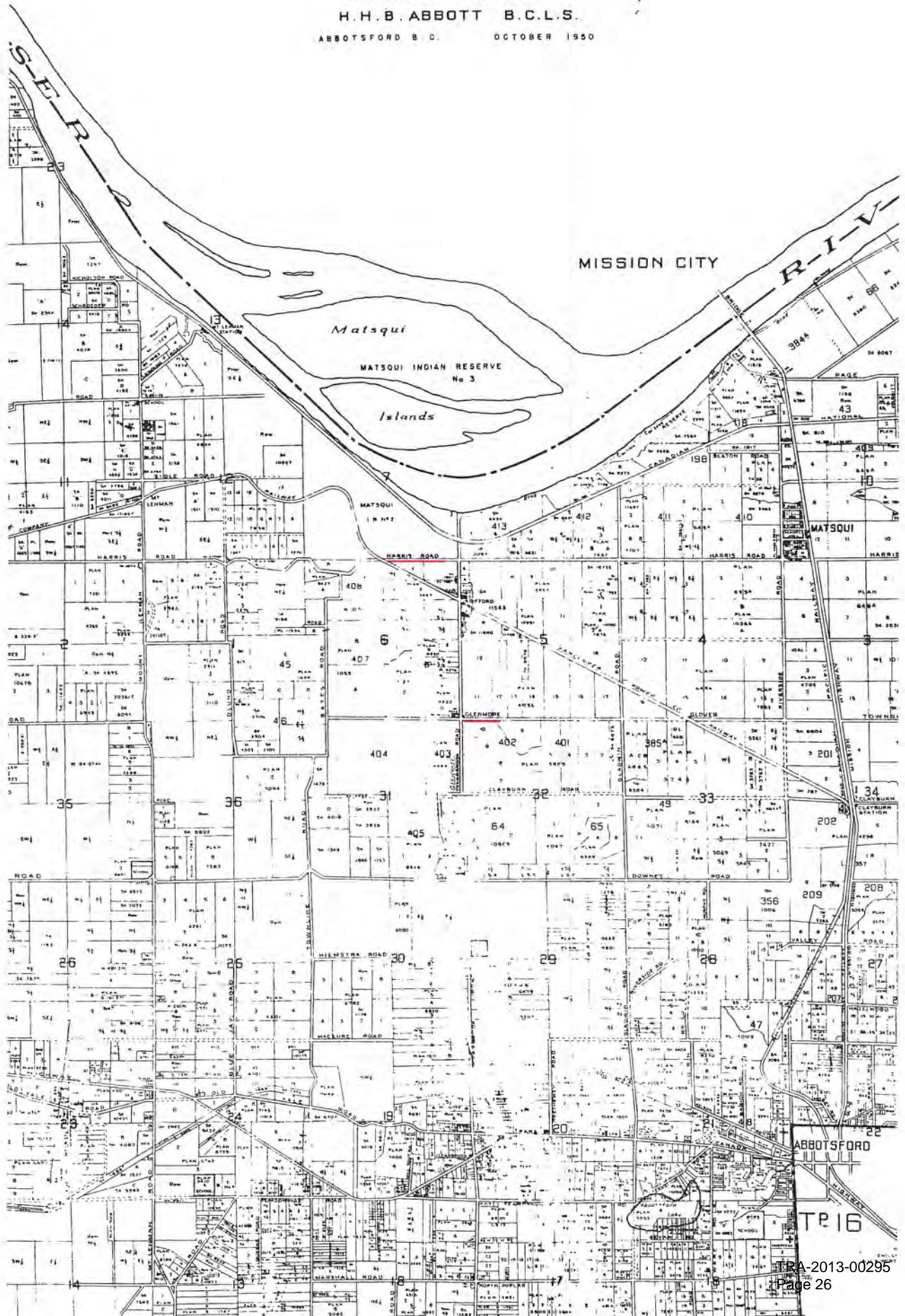


SCALE 1 INCH = 1/4 MILE.

ROADS NAMED BY MUNICIPAL COUNCIL  
OCTOBER 4TH 1950

COMPILED AND PUBLISHED BY:-  
H. H. B. ABBOTT B.C.L.S.  
ABBOTSFORD B.C. OCTOBER 1950

1927



INDIAN RESERVE INFORMATION

INDEX NO. \_\_\_\_\_

HIGHWAY DISTRICT Chilliwack

6

RESERVE LEGAL NAME Matsqui I.R. #2

RESERVE COMMON NAME (Matsqui Main)

LOCATION 2 1/2 miles S.W. of Mission City

UNORGANIZED TERRITORY  ORGANIZED TERRITORY  NAME Matsqui

NO. OF HOUSES: Native houses occupied Winter 6 / Summer 6

Others " " Winter 0 / Summer 0

NO. OF PERMANENT PERSONS: Winter 21 Summer 21

SCHOOLS ON THE RESERVE: Primary 0 Jr. Secondary 0 Sr. Secondary 0

SCHOOL BUSES SERVICING THE RESERVE:

Primary via Harris Road

Jr. Secondary via Harris Road

Sr. Secondary via Harris Road

BAND COUNCIL ADMINISTERING THE RESERVE ~~xxxxxx~~ No Chilliwack Area Indian Council

Address 31909 Harris Road

Matsqui, B.C.

Chief's Name Merle Julian

PRINCIPAL SOURCE OF INCOME FOR THE RESERVE INDIANS:

Fishing  Handicrafts \_\_\_\_\_

Trapping  Industrial Jobs \_\_\_\_\_

Logging  (Other) \_\_\_\_\_

Land Rental \_\_\_\_\_ None \_\_\_\_\_

COMMENT ON POSSIBLE FUTURE COMMUNITY DEVELOPMENTS \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER COMMENTS AND PERTINENT INFORMATION 327 acres. Partially cleared 1.6% road.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

MAPS - Attach a key map showing Reserve location and if available a larger scale map of the Reserve showing the roads. All maps to be folded according to Circular G14/66 to 8 1/2" x 14" size.

ROAD NAME AND NUMBER	MILES	R/W STATUS	EXISTING ROAD				UPGRADED ROAD (IF NEEDED)					Description of Upgrading Incl. Negotiation Difficulties if expected.	
			Width	Surface	MAINTAINED		Annual Maint. Cost	Miles	Width	Surface	Est. Annual Maint. Cost		Cost of Reconst. Incl. Surface
					Winter	Summer							
Glenmore Road	0.3	Legally Surveyed	20'	Gravel	X	X	Municipal						
Harris Road	1.0	Legally Surveyed	18'	Pavement	X	X	Municipal					NA	
TOTALS	1.3												

INDIAN RESERVE INFORMATION  
(EXISTING PUBLIC ROADS WITHIN THE RESERVE)

BRIDGES  
NAME                      COMMENTS  
52' x 18' Bridge, Gifford Slough

# ROAD RESEARCH REPORT

**VOLUME 1/1**

**Report**

**TABs 1 - 69**



**Matsqui Indian Band  
Matsqui Main IR 2  
Harris Road and Glenmore Road**



Ministry of  
Transportation



Ministry of Transportation

**ROAD  
RESEARCH  
REPORT  
(1 Volume)**

**May 2007**

**Matsqui First Nation**

**Matsqui Main IR 2  
Harris Road  
Glenmore Road**

**Prepared by:**  
*Adrian Clark*

**Prepared for:**  
*Properties and Business Management Branch  
Ministry of Transportation*

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REPORT

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## Matsqui Main IR 2 Harris Road & Glenmore Road

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### Contents

This Road Research Report has been prepared for the Properties and Business Management Branch (commonly referred to as the Properties Branch) of the Ministry of Transportation (MoT) and is made available to MoT Regions and Districts. The report consists of the following components:

- ↳ **1 Volume:**
  - Volume ①: Report**
  - Attachments (TABs 1-69)**

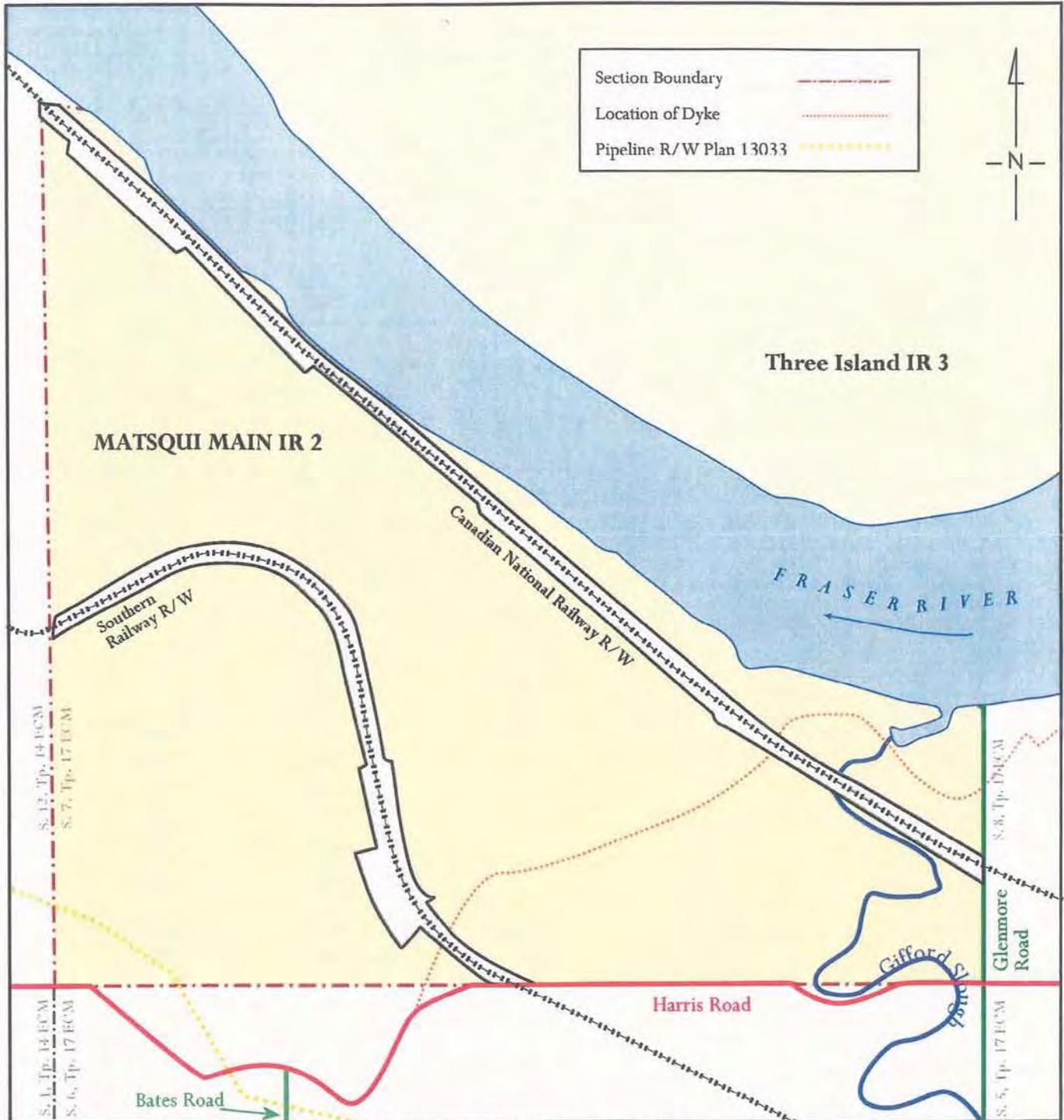
### Objectives

1. To research and analyze the historical record regarding the status of Harris Road and Glenmore Road and any corresponding rights-of-way through Matsqui Main IR 2.
2. To furnish evidence that will allow the reader to make an assessment of the portions of the roads and any corresponding rights-of-way passing through the Indian Reserve.
3. To confirm the original location of the roads and any corresponding rights-of-way.
4. To determine whether there have been any realignments to the original location of the roads and any corresponding rights-of-way and, if so, to report how and when these realignments were constructed and where they are now located.

### Scope of Work

Numerous historical sources of information were located, retrieved and reviewed and these sources are noted on page 28 *Section 3.0 Document Index/List of Attachments (TABs)*.

# Matsqui First Nation Matsqui Main IR 2 Harris Road and Glenmore Road



\*Information represented is not intended to be nor should be construed as a legal opinion. It presents an analysis of documents retrieved from selected provincial, federal and other sources at the time of research. The interpretations of the documents could be affected by additional information from a variety of sources. This map is a government record and as such is subject to the provisions of the Provincial FOI and Protection of Privacy Act. April 2007 MSK



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## Disclaimer

This report is not intended to be nor should it be construed as a legal opinion.

This report presents an analysis of documents retrieved from selected provincial, federal and other sources at the time of research. The interpretations of the historical documents stated in the report could be affected by additional information found in the future. Additional documents that may not be available to the researcher include:

- ↳ records held by Federal Indian Affairs, and Municipal and Regional governments; and
- ↳ First Nation(s) records and recollections from First Nation(s) elders.

This report is a government record and as such is subject to the provisions of the Provincial *Freedom of Information and Protection of Privacy Act*.

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## Executive Summary

- » This report analyzes the documentary record concerning the establishment of two roads on Matsqui Main IR 2. These roads are Harris Road and Glenmore Road.
- » Matsqui Main IR 2 is situated on the southern bank of the Fraser River in the former Railway Belt. The Fraser River is the northern boundary of the reserve.
- » Road allowances were established by gazette notices on either side of section lines forming the other exterior boundaries of the reserve. Harris Road is on the southern boundary of the reserve, and Glenmore Road is on the eastern boundary. There is an unbuilt road along the road allowance on the western boundary.
- » A ground survey would be required to determine where Harris and Glenmore roads exist within the road allowances established by gazette notices.

### Reserve Creation

- » Matsqui Main IR 2 was originally set aside as an Indian reserve in the colonial period and was first surveyed in 1868. At Union, in 1871, Matsqui Main IR 2 was listed on a schedule of surveyed reserves in the Province of British Columbia furnished to federal officials.
- » The colonial allotment of the reserve fixed the eastern boundary of Section 7, Township 17 East of the Coast Meridian ("ECM") as the eastern boundary of the reserve. The southern boundary of the reserve was established as lying seven chains north of a section line and the western boundary of the reserve was established as lying roughly 20 chains east of a section line.
- » In June 1879, reserve commissioner, G.M. Sproat, confirmed the reserve and extended its western and southern boundaries to conform with the section lines so that the reserve embraced the whole of the fractional Section 7, Township 17 ECM. By an 1881 survey, it was established as embracing 352.85 acres.
- » In December 1883 by Provincial statute (*SBC 1884, Ch.14*), the Railway Belt was transferred to Canada.
- » Matsqui Main IR 2 was transferred to Canada by legislation in 1930 (*SBC 1930, Ch. 60*).

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## Harris Road

- » By gazette notice dated March 4, 1882, a road allowance was established along the section line between Sections 6 & 7, Township 17 ECM having a width of 20 feet on either side of the section line. This section line formed the southern boundary of Matsqui Main IR 2.
- » Harris Road was first constructed between roughly 1910 and 1914. The road runs along the southern boundary of the reserve for roughly 1560m.
- » Department of Public Works records from as early as 1910 provide evidence of provincial expenditure on Harris Road. Additional evidence of public expenditure on the road has been compiled for the 1930s, 1950s and 1960s.
- » On the 1943 schedule of Indian reserves in the Dominion, no deduction from the reserve acreage was identified in connection with Harris Road.
- » Harris Road was reconstructed in the late 1950s and that part of the road running along the southern boundary of Matsqui Main IR 2 was probably paved for the first time.
- » Although intended as a road within the road allowance, Harris Road deviates from the section line along the southern boundary of Matsqui Main IR 2 in two places. In these places, Harris Road is wholly within Section 6, Township 17 ECM, which lies directly south of the reserve. Near the southwestern corner of the reserve, Harris Road deviates from the section line for roughly 500m, and near the southeastern corner of the reserve the road skirts Gifford Slough below the section line for approximately 100m.
- » As early as 1960 and for many years, the Corporation of the District of Matsqui sought re-classification of Harris Road as a road handling external traffic passing through the municipality.
- » MoT rejected re-classification of the road and has funded expenditure on the road as a local road within municipal limits.
- » On numerous Canada Land Survey Record ("CLSR") plans and the Registry Index Plan for Matsqui Main IR 2, the March 4, 1882 gazette notice is treated as being effective along the southern boundary of the reserve.
- » Harris Road has never been transferred to British Columbia by federal order in council for road purposes.

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- » Available MoT records indicate that Harris Road is 18 feet in width meaning that the road could possibly exist within the 20-foot wide road allowance on either side of the section line, or alternatively in parts of both 20-foot wide road allowances.
  - » A survey would be required to determine where Harris Road exists within the road allowance established by gazette notice.

### Glenmore Road

- » By gazette notice dated March 4, 1882, a road allowance was established along the section line between Sections 5 & 6, Township 17 ECM and its continuation to the Fraser River having a width of 33 feet on either side of the section line. This section line forms the eastern boundary of Matsqui Main IR 2.
- » Aerial photography shows that the road was in existence in 1930. However, no precise information was found to determine when the road was first constructed.
- » A search of government records has produced no specific evidence of provincial expenditure on Glenmore Road. However, these records do contain evidence of expenditure on unspecified local roads within the municipal limits of the District of Matsqui. Glenmore Road is a local road within the municipal limits of the former District of Matsqui (now City of Abbotsford).
- » On the 1943 schedule of Indian reserves in the Dominion, no deduction from the reserve acreage was identified in connection with Glenmore Road.
- » On numerous Canada Land Survey Record ("CLSR") plans and the Registry Index Plan for Matsqui Main IR 2, the March 4, 1882 gazette notice is treated as being effective along the eastern boundary of the reserve.
- » Glenmore Road has never been transferred to British Columbia by federal order in council for road purposes.
- » Available MoT records indicate that Glenmore Road is 20 feet in width meaning that the road could possibly exist within the 33-foot wide road allowance on either side of the section line, or alternatively in parts of both 33-foot wide road allowances.
- » A survey would be required to determine where Glenmore Road exists within the road allowance established by gazette notice.

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Unbuilt road on Matsqui Main IR 2's western boundary

- » By gazette notice dated May 18, 1875, a road allowance was established along the section line between Section 12, Township 14 ECM and Section 7, Township 17 ECM having a width of 33 feet on either side of the section line.
  
- » A road has never been built within this road allowance.

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## 1.0 Introduction/Background

Properties and Business Management Branch, Ministry of Transportation requested an historical report on Harris Road and Glenmore Road with particular reference to the reserve creation history of Matsqui Main IR 2.

The scope and purpose of the historical report is to provide an objective account of the establishment of Harris Road and Glenmore Road through Matsqui Main IR 2 and the status of the roads over time.

The following subjects are treated in this report:

- » The reserve creation history of Matsqui Main IR 2;
- » The establishment of Harris Road through the reserve and management of this road by the former municipality of the District of Matsqui; and
- » The establishment of Glenmore Road through the reserve.

## 2.0 Analysis and Conclusions

### 2.1 The reserve creation history of Matsqui Main IR 2

Matsqui Main IR 2 was originally set aside in the colonial period.

On December 3, 1868, E. Mohun reported to the Chief Commissioner of Lands and Works that pursuant to instructions he had surveyed reserves in the New Westminster District, including a reserve of about 80 acres at Matsqui (**TAB 1**).

A gazette notice dated December 18, 1868 over the signature of Joseph Trutch, Chief Commissioner of Lands and Works, proclaimed the establishment of the Matsqui Indian reserve (**TAB 2**). The reserve on the left bank of the Fraser River was described as comprising 96 acres.

In 1871, British Columbia submitted a schedule of surveyed reserves in the Province to Canada. This schedule included an entry for Matsqui Main IR 2, which was described on the schedule as being situated on the left bank of the Fraser River and embracing 96 acres (**TAB 3**).

In June 1879, Indian Reserve Commissioner G.M. Sproat confirmed Matsqui Main IR 2 and extended its western and southern boundaries to the section lines of Section 7, Township 17 ECM. In a Minute of Decision dated June 20, 1879, he described the reserve as follows:

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Also a reserve situate on the left bank of Fraser river in Township 17 and bounded as follows From a point on the left bank of Fraser River where the Township line between Townships 14 and 17 crosses the said river thence true south along said Township line to the north east corner of Section 1 Township 14 Thence true east 7770 links thence true north 2718 links to the north east corner of the old Indian reserve thence in a westerly direction along the bank of Fraser River to the [initial] point (TAB 6).

In September and October 1881, Surveyor W.S. Jemmett conducted a survey of Matsqui Main IR 2 (TAB 7), and subsequently prepared a plan showing the location of the Matsqui Indian Reserves as defined by survey (TAB 8). On Jemmett's plan, Matsqui Main IR 2 is shown as embracing 352.85 acres.<sup>1</sup> A road is shown cutting across the southeastern corner of Matsqui Main IR 2. Jemmett's field notes identify this road as a "Road across prairie to Mclure's [sic] etc. etc." (TAB 7).

In December 1883 by Provincial statute (1884, Ch.14), the Railway Belt was transferred to Canada. The Matsqui Indian reserves were within this forty-mile wide strip of land subsequently known as the Railway Belt lands. Until these lands were re-transferred to British Columbia in 1930, they were administered under Dominion Land regulations. By a series of federal Orders in Council, the numerous Indian reserves in the Railway Belt were "confirmed" and transferred to the Indian Affairs branch.

During the course of its administration of the Railway Belt, Canada prepared township plans of these lands, which were approved by the Surveyor General of Canada. Matsqui Main IR 2 is shown on a township plan dated March 28, 1907 (TAB 10). No roads through Matsqui Main IR 2 are shown on this plan.

By PCO 1913-205 dated January 25, 1913, Matsqui Main IR 2, among other scheduled Indian reserves, was removed from the operation of the regulations governing the administration and disposal of lands in the Railway Belt. On the schedule, Matsqui Main IR 2 was listed as embracing 353.85 acres (TAB 15).

By PCO 1930-208 dated February 3, 1930, Canada approved the McKenna McBride Agreement of 1912 (Schedule 1 of PCO 1930-208) and the Scott-Cathcart Agreement of 1929 regarding the transfer of Railway Belt and Peace River Block lands back to the Province (Schedule 2 of PCO 1930-208) (TAB 21). Scott-Cathcart addressed the

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<sup>1</sup> Despite the fact that the acreage was stated as 352.85 acres on the survey plan, many of the instruments relating to the creation of Matsqui Main IR 2 refer to the acreage at allotment as being 353.85 acres, e.g. PCO 1913-205 (TAB 15) and PCO 1930-208 (TAB 21). This anomaly is carried forward, in part, on the 1943 schedule of Indian reserves (TAB 23). On the schedule, Matsqui Main IR 2 is stated to have been 353.85 acres at the time of allotment and to have had 26.43 acres deducted for rights-of way. The acreage of the reserve is give as 326.42 acres after the deductions. This figure would be correct if the original acreage were 382.85 acres, but would be one acre too little if the original acreage were 383.85 acres.

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issue of Indian Reserves in the Railway Belt and recommended that they be excluded from the reconveyance of the Railway Belt and Peace River Block lands to the Province and be held in trust for the Bands by Canada.

To insure uniformity for purposes of administration, PCO 1930-208 established terms governing Canada's administration and control of Indian reserves within and outside the Railway Belt and Peace River Block. Among other stipulations, these terms included a provision allowing for the resumption of up to 1/20<sup>th</sup> of unimproved reserve lands for roads or other works of public utility. A separate provision excluded existing travelled streets, roads, trails and other highways from the reserves. The schedule of Railway Belt Indian reserves confirmed by the Order included an entry for Matsqui Main IR 2, which was listed as embracing 353.85 acres.

On the 1943 Schedule of Indian Reserves in the Dominion, the entry for Matsqui Main IR 2 noted deductions for three railway rights-of-way totaling 26.43 acres, and the reserve was listed as containing 326.42 acres after these deductions (**TAB 23**). The schedule did not contain any notations advertent to roads through the reserve established by gazette notice.

### **2.1.1 Summary**

Matsqui Main IR 2 was originally allotted in the colonial period. Post-Union, the reserve was confirmed and enlarged before the Railway Belt was transferred to Canada in 1883. The 1879 Minute of Decision for Matsqui Main IR 2 established the western, southern and eastern section lines of Section 7, Township 17 ECM as the external boundaries of the reserve. The bank of the Fraser River formed the reserve's northern boundary. Legislation in 1930 reconveyed the Railway Belt to British Columbia, but Indian reserves within the Railway Belt were excluded from the reconveyance. PCO 1930-208 excluded existing travelled roads from Indian reserves within the Railway Belt and provided for the resumption of lands required for the establishment of roads and works of public utility within Indian reserves.

## **2.2 Harris Road**

Harris Road is a rural road in the City of Abbotsford running east to west from the base of Sumas Mountain to Ross Road. The total length of the road is roughly 12km. Harris Road runs along the southern boundary of Matsqui Main IR 2 for about 1560m. Generally, the road appears to have been constructed within the limits of a 40-foot wide gazette allowance running along a section line, but there are two places on the reserve's southern boundary where the Harris Road veers southward away from the section line.

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### **2.2.1 Establishment and maintenance of Harris Road**

By gazette notice dated March 4, 1882, a road allowance was established along the section line between Sections 6 & 7, Township 17 ECM having a width of 20 feet on either side of the section line (**TAB 9**). This section line formed the southern boundary of Matsqui Main IR 2.

In 1892, the Matsqui district was incorporated, at which time gazetted roads within its limits fell under the jurisdiction of the municipality (**TAB 60**).

The federal township plan for Township 17 ECM was endorsed by the Surveyor General of Canada on March 28, 1907 (**TAB 10**). This plan showed the western boundary of Township 17 as forming the western boundary of Matsqui Main IR 2. In addition, the plan showed the reserve's southern boundary as sharing a boundary line with the northern boundary of L. 408 G.2 (a parcel in the northwest corner of Section 6, Township 17 ECM), and its eastern boundary sharing a boundary line with L.413 G.2 (a parcel in the southwestern corner of Section 8, Township 17 ECM). On the plan, Gifford Slough is shown as meandering through the southern boundary of the reserve. No roads are shown on the reserve.

A railway survey plan prepared in November 1908 in connection with a right-of-way through the reserve provides some of the first evidence as to the construction of Harris Road. This plan shows a road allowance along the southern boundary of the reserve and includes the notation "Road- not opened" (**TAB 11**). The unopened road is shown as embracing an area on both sides of the boundary line between

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Sections 6 and 7 of Township 17 ECM. The plan also shows how Gifford Slough crosses and re-crosses the unopened road.

Between the years 1910 and 1914, the Annual Reports of the Minister of Public Works document public expenditure on Harris Road. In the statement of expenditure for the Chilliwack District, the report for 1909-1910 includes an item for "Road-- Harris-Matsqui...\$737.21" (TAB 12). The report for 1910-1911 indicates an expenditure of \$1768.90 on Harris Road (TAB 13). The report for 1912-1913 breaks the expenditure down into payments related to Harris Road (east)- \$1,185.45 and Harris Road (west)- \$4,504.55 (TAB 14). For the fiscal year 1913-1914, there was an expenditure of \$1,999.25 on Harris Road (east) (TAB 16).

While these reports document expenditure on Harris Road, it cannot be said with certainty that these expenditures related to that portion of Harris Road bordering Matsqui Main IR 2. The 1882 gazette referred to a road commencing at the north-west corner of Section 6, Township 17 ECM and continuing east to the base of Sumas Mountain (TAB 9). Thus, the western limit of Harris Road, as gazetted, was the southwestern corner of Matsqui Main IR 2 and the road extended eastward roughly to the eastern boundary of Township 17 ECM, or 9.6km (6 miles).<sup>2</sup> The Public Works accounts do not specify which parts of the 6-mile road were constructed in 1910-1914. However, if any part of this expenditure were related to that part of Harris Road running along the southern boundary of Matsqui Main IR 2, then, it would most likely have been expenditure on "Harris Road (west)".

Correspondence from the Department of Public Works provides further evidence of expenditure on Harris Road. In October 1918, District Engineer, H.L. Johnston sought instructions regarding the allocation of "\$500.00 out of our road appropriation to be given the Municipality of Matsqui" (TAB 18). On October 23, 1918, the Public Works Engineer addressed Johnston as follows:

Re Harris Road. The sum of \$500.00 (Five hundred dollars) is authorized for expenditure on the above road by the Municipality of Matsqui, the work to be carried out under your supervision (TAB 19).

The Public Works annual report for 1930-1931 includes an entry for expenditure of \$630.87 on Harris Road (TAB 22).

The Public Works annual report for 1944-45 includes the following statement as to road works carried out that year:

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<sup>2</sup> Jemmett's 1881 survey plan appears to show the base of Sumas Mountain lying just east of the eastern boundary of Township 17 ECM (TAB 8). See also the 1966 NTS map (TAB 47).

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The ditches adjacent to the Vye Road and Harris Road, north of Huntington,<sup>3</sup> were cleaned out and deepened with a drag-line to improve the drainage in that townsite (TAB 24).

Following extensive flooding in the Fraser River valley in 1948, the annual report concerning public works carried out in the Chilliwack Electoral District stated:

Flood damage to municipal bridges and roads in Matsqui Municipality was heavy, and our district rebuilt fourteen bridges and replaced eight bridges with culvert and fill in this municipality, as well as contributing to repairs to municipal roads (TAB 26).

This statement does not refer specifically to work conducted on Harris Road; however, it is notable that on Harris Road there is a bridge over Gifford Slough (TAB 68).

Starting in 1954, a major reconstruction of Harris Road was undertaken. In successive years, the District of Matsqui applied to the Highways Department for special road grants to upgrade Harris Road. Correspondence from the municipality indicates that their intention was to create an alternative route to the Trans-Canada Highway for external traffic travelling through the municipality.

The Public Works annual report for 1954-1955 includes an entry under "Vote 301-Local Highways within Municipal Limits" for expenditure of \$11,316.60 on Harris Road (Graham Hill section), Matsqui Municipality (TAB 29).

On February 14, 1955, W.B. Wilding, Municipal Clerk, The Corporation of the District of Matsqui wrote to E.S. Jones, Deputy Minister of Public Works with reference to a special road grant for Harris Road and Graham Hill (TAB 30).<sup>4</sup> Wilding stated that the council intended to spend the remainder of the grant on Harris Road east of Mt. Lehman Road. This north-south road is located a short distance west of Matsqui Main IR 2 suggesting that at least some of the expenditure was intended for that part of Harris Road lying to the south of Matsqui Main IR 2.

On June 8, 1955, Public Works advised the District of Matsqui that the Department was prepared to match funding for the Harris Road project up to \$10,000.00 (TAB 31).

On October 26, 1955, J.H. Thompson for J.W. Reid, Reeve, The Corporation of the District of Matsqui wrote to Highways Deputy Minister E.S. Jones on this same

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<sup>3</sup> Huntington is located near the international border north of the town of Sumas in Washington State.

<sup>4</sup> Graham Hill is located near the Township of Langley and City of Abbotsford boundary between Marsh-McCormick and MacTavish roads. It is roughly seven kilometers west of Matsqui Main IR 2.

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subject (TAB 32). He sent a sketch (not on file) showing proposed construction on the remainder of Harris Road from Graham Hill to the Abbotsford-Mission Highway (Highway 11) and advised that construction was contingent on the municipality receiving the same consideration as in 1954 and 1955. He continued:

The road when finished will prove a vital link for traffic from the Municipality of Langley and the northern part of this Municipality to other parts of Matsqui, and also to the north side of the Fraser River without putting a burden on the present Trans-Canada Highway and any additional limited access highway.

Correspondence and the annual reports of the Department of Highways provide additional evidence of expenditure on Harris Road in the years: 1955 (TAB 33), 1956 (TABs 34 & 35) and 1957 (TAB 36).<sup>5</sup> The 1956 annual report described the expenditure as for "Harris Road reconstruction" (TAB 35).

In 1960 the District of Matsqui sought additional funding for Harris Road from the Department of Highways (TAB 37) and requested the re-classification of Harris Road (TAB 38). In a letter dated February 10, 1960, A.H.W. Moxon, Clerk, The Corporation of the District of Matsqui addressed H.T. Miard, Deputy Minister of Highways and requested re-classification of a number of roads in the municipality. Of particular note, Moxon sought to have Harris Road from Mt. Lehman Road to the Abbotsford-Mission Highway re-classified as a secondary highway. He wrote (TAB 38):

These roads in conjunction with roads in Langley Municipality constitute a very direct route from Mission, Abbotsford and Matsqui Prairie to Fort Langley and New Westminster. More and more through traffic is availing itself of this, and for this reason we request that consideration be given to its re-classification as a secondary highway.

This request prompted the Highways Department to investigate the standard of the roads sought for re-classification and also traffic patterns in the area. On March 1, 1960, R.B. Gilmour, Chilliwack District Superintendent wrote to the Regional Highways Engineer and provided a description of the roads mentioned by Moxon. Gilmour's description of Harris Road east of Mt. Lehman Road was as follows (TAB 39):

5. Harris Road east to Abbotsford-Mission Highway:-
  - Road mix, seal coat, width 16', length 0.50, Good.
  - Gravel Road, 18'-20' wide, winding. Fair.

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<sup>5</sup> The Ministry of Transportation (MoT) has been known by a variety of names since the early days of governmental authority in British Columbia. In 1955, the Department of Public Works became the Department of Highways. Several other permutations of the name have also existed, more recently the Ministry of Transportation and Highways. Typically, the abbreviation "MoT" is used in the report to refer to the Ministry.

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Road mix, 16' wide, 0.25 long. Good. Machine laid pavement, 18' width, length 2.25 miles, Good.

The total length of the roads in question was 12.15 miles. Gilmour reported that a manual count of cars on the road from 11:30 A.M. to 4:30 P.M. had recorded 9 cars westbound and 8 cars eastbound.

In a letter to Moxon dated April 26, 1960, D.R. McLeod, Assistant Deputy Minister of Highways advised that \$10,500.00 in Municipal Aid would be allowed in connection with the District's request for assistance for road works (TAB 40). And, in another dated June 30, 1960, he stated that the District's request for re-classification of roads was not justified (TAB 41).

In 1961, additional Municipal Aid related to Harris Road was authorized (TAB 42).

On January 30, 1962, in the District's annual letter seeking assistance for municipal road works, Moxon sought funding for work on that section of Harris Road lying south of Matsqui Main IR 2 (TAB 43). Moxon sought specific assistance relative to:

2. Paving of Harris Road (Olund to Bates Road). This will complete an alternative route from Mission and Matsqui Village to Fort Langley and from there to New Westminster.

Bates Road is a north-south road that connects to Harris Road south of Matsqui Main IR 2 (See, Key Plan). Olund Road is another north-south road to the west of Bates Road.

That year, the District's request for assistance on five projects, including on Harris Road, apparently amounted to \$95,685.00. The Department of Highways approved \$8,000.00 for Municipal Aid in 1962 (TAB 45).

In the 1980s, the District of Matsqui raised the issue of external traffic using Harris Road and again sought re-classification of the road. On December 18, 1984, E.H. Regts, Director of Public Works, Corporation of the District of Matsqui wrote to the District Highways Manager as follows (TAB 49):

Matsqui Council has expressed concern in regard to several municipal roads which are being utilized by large volumes of traffic from outside the Municipality. Harris Road, from Abbotsford-Mission Highway to Langley, appears to be used by Mission traffic as an alternate [sic] route to reach the freeway. At the present time, this road is not designed for high volumes of through traffic. Similarly, with the construction of the Abbotsford by-pass, we anticipate additional traffic on Immel, Elmwood and Hazelwood. With the proposed construction, this will be the only route available for a large volume of east-west traffic from the Ten Oaks area.

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From a municipal point of view, these roads do not carry enough local traffic to warrant upgrading. However, the additional outside traffic has necessitated additional and more frequent maintenance and upkeep. Under these conditions, is the Ministry of Highways prepared to accept or share either the maintenance responsibility or the upgrading costs of these facilities?

Your comments or suggestions on how the municipal costs for these roads could be reduced or shared would be much appreciated. At the present time, the roads are not considered shareable under the Revenue Sharing Act.

Regts' inquiry regarding revenue sharing was considered internally by MoT (TABs 51 & 52), and on May 17, 1985 P.S. Dunn, District Highways Manager per J.M. Hoffman, Engineering Assistant responded to the District's letter. He commented that (TAB 53):

It appears that while the existing classified routes may not quite match existing external traffic usage, the classified routes the Municipality does have represent fair assistance for accommodation of the external traffic passing through the Municipality. While the classifications could be revised, it seems preferable, in view of anticipated completion of the Beck-Immel Route, to make all classification changes at that time.

Further, he advised that, contrary to Regts' statement, Harris Road did qualify under the *Revenue Sharing Act* for assistance provided the proposed works met the program guidelines. In fact, the municipality's request (TAB 50) for financial assistance under the *Revenue Sharing Act* to improve the railway crossing on Harris Road was rejected by MoT because the application failed to meet the program guidelines (TAB 54). Of note, this railway crossing is on the southern boundary of Matsqui Main IR 2.

Unsatisfied with MoT's decision relative to re-classification of Harris Road, the District of Matsqui wrote again to MoT seeking to have traffic counts undertaken along Harris Road (TAB 55). MoT agreed to undertake an origin destination survey at an unspecified time after the new Beck-Immel route had been "open to traffic for awhile." (TAB 56) Eventually, this count was undertaken in 1987 and the results were communicated to the District at a meeting on May 13, 1988. In minutes of the meeting between municipal and MoT officers, it was recorded that (TAB 58):

Mr. Grant advised that the license plate trace survey of traffic on this road shows that overall volumes are low, particularly towards the Langley boundary and that the highest proportion of external traffic is only about 17%. This external component is too low to warrant classifying Harris Road as a Secondary Highway.

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In MoT files there is very little evidence of the Matsqui First Nation or Indian and Northern Affairs Canada's involvement in matters related to roads on the perimeters of Matsqui Main IR 2. However, on May 24, 1988, P. Humphrys, Head/Land Management INAC wrote to D.I.F. MacSween, Ministry of Highways inquiring about the status of Harris and Glenmore roads. He wrote (TAB 59):

Harris and Glenmore Roads are contiguous to the south and east boundaries respectively of the Matsqui Main Indian Reserve No. 2 which is located in the District of Matsqui. The Matsqui Band have enquired whether or not at any time if the area occupied by these roads was part of their reserve. It would therefore be greatly appreciated if you could provide us with the history of that section of these two roads that is adjacent to the reserve.

Having researched the issue, on June 27, 1988, MacSween per R. Hadley, Research Clerk replied to Humphrys' inquiry (TAB 60). He advised that a road allowance 33 feet wide on the reserve's westerly boundary road had been established by an 1875 gazette, but a road had never been built in this location. He stated further that an 1882 gazette established highways along the southern and eastern boundaries.

...2. Notice of 4 March 1882 – established highways along various section lines including the lines forming I.R. 2's east and south boundaries. The highway along the east boundary is established 66 ft. wide, 33 ft. either side of the section line or 33 ft. within I.R. 2, and the road is built as part of Glenmore Road. Along the section line forming the reserve's south boundary the highway was established 40 ft. wide, 20 ft. either side or 20 ft. within I.R. 2. The road is constructed as part of Harris Road, generally along the section line but deviating substantially south of the line near the I.R. 2's SW corner and somewhat where Gifford Slough crosses the road. However, the Gazette notice remains in effect along the section line in these unbuilt gaps where Harris Road, as physically constructed, deviates from the section line.

Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

We would suggest that if they so desire, the Band seek closure of that part of the unbuilt gazetted highway along I.R. 2's west boundary which forms a 33 ft. strip within the reserve, and also closure of the gazetted but unbuilt 20 ft. strip along the south boundary within I.R. 2 near the reserve's SW corner where Harris Road deviates south of the section line, by application to the Municipality of Matsqui. If closure were agreed upon, the municipality would then be in a position to recommend vesting of these unbuilt road allowances to Canada 'in trust' for addition to I.R. 2 which we suggest be under the same terms and conditions as P.C. Order 208 of 3 February 1930.

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A notation on the letter indicates that a copy was sent to the Matsqui First Nation. It is evident that a copy was also furnished to the District of Matsqui (TAB 61).

On January 1, 1995, the City of Abbotsford was incorporated pursuant to Letters Patent.<sup>6</sup> The newly created municipality absorbed the Corporation of the District of Matsqui and under Subsection 35(1)(a) of the *Community Charter (SBC 2003, Chapter 26)*, the City assumed ownership of highways in the municipality. Subsection 35(2) of the Act described exceptions to this section, which included highways in Indian reserves.

In response to an inquiry from the City of Abbotsford, on December 16, 1996, M. Kohl, Director, Aboriginal Relations Branch, MoT addressed H. Cochrane, City Manager, City of Abbotsford relative to Harris Road (TAB 64). She provided information as to how the City could transfer an unused portion of Harris Road to the Matsqui First Nation. She advised that the *Municipal Act*, s. 573 outlined the process by which a municipality abandons a right-of-way. And, she recommended that the City obtain a legal survey to establish the boundaries of the road allowance and to determine whether or not it had been part of the reserve at one time.

File review conducted for this report has not disclosed any additional information relative to the abandonment and transfer of unused portions of Harris Road to the Matsqui First Nation. The Registry Index Plan for the reserve (updated to 2006) shows the road allowance for Harris Road as being effective against the reserve (TAB 65). Thus, it would appear that the City of Abbotsford has not pursued abandonment of the unused portions of the road allowance.

### **2.2.2 Mapping and other evidence of Harris Road**

Maps from various years provide some evidence as to the status of Harris Road over time.

The 1881/1882 survey plan associated with the establishment of the reserve indicated that the southern boundary of Matsqui Main IR 2 was the section line between Sections 6 & 7, Township 17 ECM (TAB 8).

The allotment and survey of Matsqui Main IR 2 predated the March 4, 1882 gazette notice establishing a road allowance on either side of the section line between Sections 6 & 7, Township 17 ECM (TAB 9).

As noted above, a railway right-of-way map from 1908 indicates that the road had not yet been opened as of that date (TAB 11).

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<sup>6</sup> <http://www.abbotsford.ca/AssetFactory.aspx?did=1095>

A second plan associated with this railway right-of-way indicates that the railway right-of-way within the reserve terminates 20 feet north of the section line (TAB 17). Of note, the plan also refers to the March 4, 1882 gazette establishing the road allowance. The plan effectively treats the gazette as having been in force.

A 1947 subdivision plan associated with D.L. 408 Gp. 2 shows part of Harris Road where the road deviates from the section line near the southwestern corner of Matsqui Main IR 2 (TAB 25). This plan indicates that at least part of Harris Road has been surveyed. Further, the plan serves to show that for at least 978 feet Harris Road is not within the gazetted road allowance. The point where it commences to run outside of the road allowance is 176'6" from the southwestern corner of the reserve.<sup>7</sup>

A 1966 NTS map for the Chilliwack area shows roads in the vicinity of Matsqui Main IR 2 including Harris and Glenmore roads (TAB 47). On this plan, just as on the 1947 subdivision plan, Harris Road is shown to deviate off the section line near the southwestern corner of the reserve. This "jog" in the road is roughly 500m in length. In addition, another "jog" in Harris Road (southward away from the section line for about 100m) is visible where the road skirts Gifford Slough. In these two sections, Harris Road is outside the boundaries of Matsqui Main IR 2.

A 1987 subdivision plan associated with five lots situated on the southern boundary of Matsqui Main IR 2 indicates that the southern boundary of the lots was established 6.096m (20 feet) north of the section line (TAB 57). In Figure 1 below the distance from the section line to the southern boundary of the lots is circled in red. As with the railway plan referred to above, the subdivision plan treats the gazette as having been effective. Further, on this plan, the boundary between Sections 6 and 7, Township 17 ECM is shown as the centre line of Harris Road, and the March 4, 1882 gazette is referred to in connection with this road.

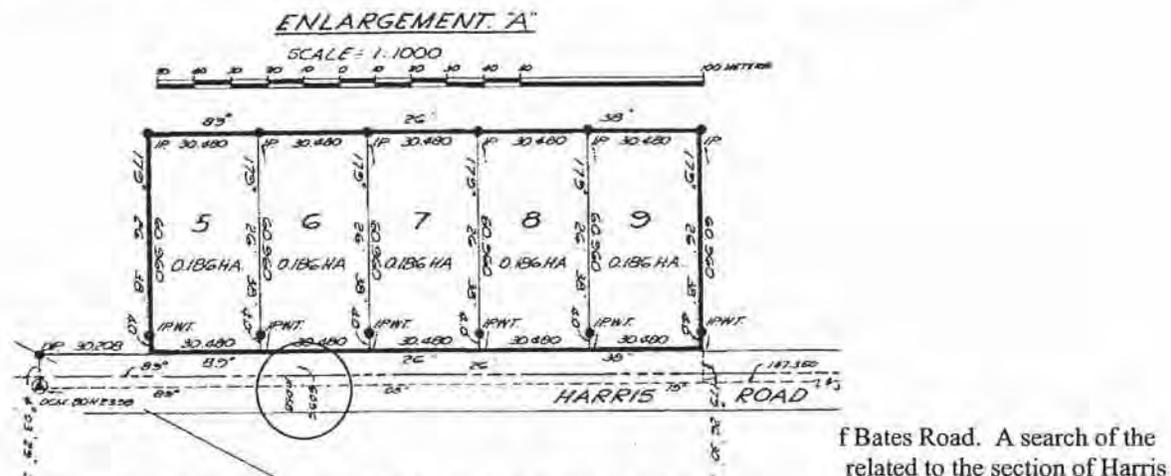


Figure 1: Subdivision plan of Matsqui Main IR 2 (TAB 57)

Another feature of this plan appears to relate to the “jog” in Harris Road around Gifford Slough. On the plan, below the section line between Matsqui Main IR 2 and Section 6, Township 17 ECM, a right-of-way plan is referred to for a parcel lying a short distance west of Glenmore Road. This parcel is referred to as “R.W. Plan 24186 L.T.O”. In or about this location, Harris Road skirts around Gifford Slough.<sup>8</sup>

A 1990 subdivision plan for Matsqui Main IR 2 depicts two lots bordering the southern boundary of the reserve, which are offset from the section line by 6.096m (20 feet) (TAB 63). Near the southwestern corner of the reserve, this plan also appears to show the points where Harris Road deviates southward away from the gazetted road allowance. In Figure 2 below, the points where Harris Road deviates from the road allowance are circled in red.

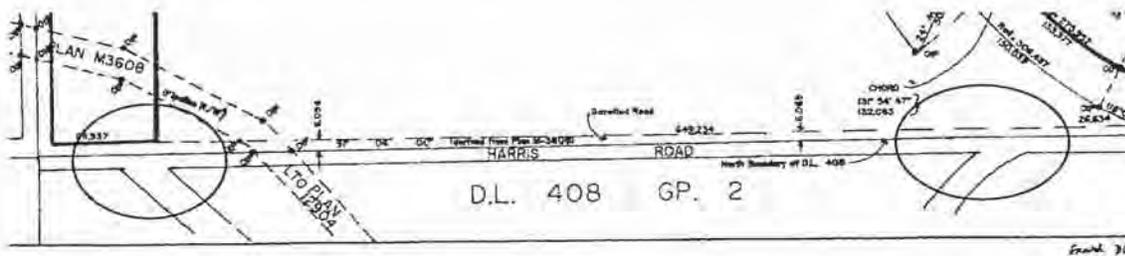


Figure 2: Harris Road below the section line (TAB 63)

NRCAN’s Registry Index Plan for Matsqui Main IR 2 (updated to February 1, 2006) shows road allowances on the western (not built), southern (Harris Road) and eastern (Glenmore Road) boundaries of the reserve and refers to gazette notices establishing road allowances along these lines (TAB 65). This survey record indicates that the gazetted road allowances have been treated as being effective against the reserve.

Finally, on the Property Services file for Matsqui Main IR 2, there is an undated information sheet for the reserve. This statement provides details for two roads as follows (TAB 68):

- Glenmore Road: 0.3 miles. Legally surveyed, 20 feet in width, gravel surface, maintained in winter and summer, Annual Maintenance Cost: Municipal.
- Harris Road: 1 mile. Legally surveyed, 18 feet in width, pavement, maintained in winter and summer, Annual Maintenance Cost: Municipal.

<sup>8</sup> A copy of plan 24186 is at TAB 44. The plan does not specify the purpose of the right-of-way. Of note, the map was prepared at the time parts of Harris Road were being paved (See TAB 43). It seems reasonable to assume that the plan established a road right-of-way for Harris Road around Gifford Slough.

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In addition, the information sheet describes a 52' X 18' bridge crossing Gifford Slough as forming part of Harris Road.

### **2.2.3 Encumbrances affecting the road allowance for Harris Road**

A railway line passing through Matsqui Main IR 2 crosses Harris Road where the railway enters the reserve. Research has not disclosed any instruments relative to the Harris Road crossing of the Southern Railway (formerly Vancouver Power Company) right-of-way.<sup>9</sup> The railway was built before the road (TAB 11).

In 1952, the Matsqui First Nation approved a permanent transmission line easement across the southwestern corner of Matsqui Main IR 2 (TAB 27). By PCO 1953-378, the Trans-Mountain Oil Pipe Line Company acquired this easement across Matsqui Main IR 2 (TAB 27). By a permit dated May 4, 1955, the Trans-Mountain Oil Pipe Line Company obtained permission to install and maintain a pipe line through Matsqui Main IR 2 (TAB 27).

The location of the pipeline is shown on the Key Plan and the Registry Index Plan (TAB 65). This pipeline crosses the road allowance for Harris Road near the southwestern corner of the reserve.

In 1953, the Matsqui First Nation surrendered the petroleum and natural gas and mining rights in connection therewith in Matsqui Main IR 2 (TAB 28). The surrender affects the whole reserve (326.42 acres), but not the railway rights-of-way through the reserve.

On December 1, 1980, British Columbia Hydro and Power Authority and British Columbia Telephone Company obtained a joint permit to construct and maintain works for the purpose of transmission and distribution of electric energy and telecommunications on any roads existing on the Reserve (TAB 48).

### **2.2.4 Summary**

A gazette notice dated March 4, 1882 established a road allowance of 20 feet on either side of the section line forming the southern boundary of Matsqui Main IR 2. The gazette notice post-dated the allotment and survey of the reserve, but pre-dated the transfer of the Railway Belt to Canada in December, 1883.

Harris Road was constructed starting in or about 1910 within the municipal limits of the Corporation of the District of Matsqui. For the most part, it was constructed within the road allowance established by the March 4, 1882 gazette notice. Public

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<sup>9</sup> MoT's Railway Crossing Information Database (November 2000) was searched for records associated with this railway crossing. No relevant records were found in the database.

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monies have been expended on Harris Road. The road was reconstructed in the 1950s and paved. Maintenance costs associated with Harris Road have been cost-shared between MoT and the District of Matsqui. In the 1950s and 1960s, the District of Matsqui sought funding to improve the road in order to bring the road up to a standard capable of handling external traffic passing through the municipality. In 1960 and again in 1985, the District of Matsqui sought to have Harris Road re-classified as a secondary road.

In 1960 and again in 1988, MoT rejected re-classification of Harris Road on the basis that it handled local traffic. The road has been treated administratively by MoT as a local road within municipal limits.

Mapping of the road through time reveals two facts. Firstly, the road deviates from the intended road allowance established by the gazette notice. Consequently, the road does not exist within the road allowance on Matsqui Main IR 2 in these two locations. RSBC 2150 shows the points where Harris Road is off the road allowance near the southwestern corner of the reserve, and the deviation around Gifford Slough would appear to be shown on R.W. Plan 24186 L.T.O. Secondly, various surveys of Matsqui Main IR 2 have treated the gazetted road allowance as being effective against the reserve.

Harris Road has never been transferred to British Columbia by federal order in council for road purposes.

## **2.3 Glenmore Road**

Glenmore Road is a rural road in the City of Abbotsford running south from the left bank of the Fraser River to Downes Road. The total length of the road is 4km. Glenmore Road runs about 600m along the eastern boundary of Matsqui Main IR 2. The road appears to have been constructed within the limits of a 66-foot wide gazette allowance running along a section line. In part, this section line forms the eastern boundary of the reserve. Records indicate that the portion of the road adjacent to Matsqui Main IR 2 is 20 feet in width, but it is unknown if any part of the road passes through Matsqui Main IR 2.

### **2.3.1 Establishment and maintenance of Glenmore Road**

By gazette notice dated March 4, 1882, a road was established along the section line between Sections 7 & 8, Township 17 ECM having a width of 33 feet on either side of the section line (TAB 9). This section line formed the eastern boundary of Matsqui Main IR 2.

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In 1892, the Matsqui district was incorporated, at which time gazetted roads within its limits fell under the jurisdiction of the municipality (TAB 60).

Aerial photography shows that the road was in existence in 1930 (TAB 20). However, no precise information was found to determine when the road was first constructed.

No specific evidence of public expenditure on Glenmore Road has been identified. However, some MoT records, such as the annual report for 1964-1965, do contain evidence of expenditure on unspecified local roads within the municipal limits of the District of Matsqui (TAB 46). Other expenditure, such as for snow removal in the District of Matsqui, is not broken down on a road-by-road basis (e.g. TABs 33, 36 & 46). Possibly, some of these generic expenditures may have related to Glenmore Road.

In MoT files there is very little evidence of involvement of the Matsqui First Nation or Indian and Northern Affairs Canada in matters related to roads on the perimeters of Matsqui Main IR 2. However, on May 24, 1988, P. Humphrys, Head/Land Management INAC wrote to D.I.F. MacSween, Ministry of Highways inquiring about the status of Harris and Glenmore roads (TAB 59).

Having researched the issue, on June 27, 1988, MacSween per R. Hadley, Research Clerk replied to Humphrys' inquiry (TAB 60). He advised that Matsqui Main IR 2 was affected by two gazette notices, which had established public highways and which remained in effect. He wrote:

2. Notice of 4 March 1882 – established highways along various section lines including the lines forming I.R. 2's east and south boundaries. The highway along the east boundary is established 66 ft. wide, 33 ft. either side of the section line or 33 ft. within I.R. 2, and the road is built as part of Glenmore Road. ...

Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

A notation on the letter indicates that a copy was sent to the Matsqui First Nation. It is evident that a copy was also furnished to the District of Matsqui (TAB 61).

On January 1, 1995, the City of Abbotsford was incorporated pursuant to Letters Patent. The newly created municipality absorbed the Corporation of the District of Matsqui and under Subsection 35(1)(a) of the *Community Charter* (SBC 2003, Chapter 26), the City assumed ownership of highways in the municipality. Subsection 35(2) of the Act described exceptions to this section, which included highways in Indian reserves.

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### **2.3.2 Mapping and other evidence of Glenmore Road**

Maps from various years provide some evidence as to the status of Glenmore Road over time.

The 1881/1882 survey plan associated with the establishment of the reserve indicated that the eastern boundary of Matsqui Main IR 2 was the section line between Sections 7 & 8, Township 17 ECM (TAB 8). Glenmore Road was not shown on this plan.

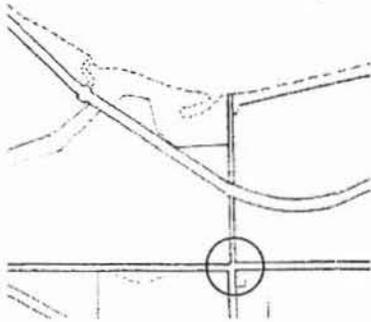
The allotment and survey of Matsqui Main IR 2 predated the March 4, 1882 gazette notice establishing a road allowance of 33 feet in width on either side of the section line between Sections 7 & 8, Township 17 ECM (TAB 9).

Glenmore Road is not shown on the federal township plan prepared in 1907 (TAB 10).

A 1966 NTS map for the Chilliwack area shows roads in the vicinity of Matsqui Main IR 2 including Harris and Glenmore roads (TAB 47).

Various CLSR plans show Glenmore Road as a gazetted road. For example, on CLSR 71003, the boundary between Sections 7 and 8, Township 17 ECM is shown as the centre line of Glenmore Road with 10.058m (33 feet) of width on each side of the line (TAB 57). Further, the March 4, 1882 gazette is referred to in connection with this road.

A 1989 map titled "Corporation of the District of Matsqui M-100 Base" is possibly an important piece of evidence respecting the location of Glenmore Road (TAB 62).



**Figure 3: Glenmore Road (TAB 62)**

The map shows Glenmore Road with a narrower width north of Harris Road than south of the road. The portion of Glenmore Road forming the eastern boundary of Matsqui Main IR 2 is the narrower of the two sections of the road. In Figure 3, to the left, this area is circled in red. This feature suggests the possibility that Glenmore Road was constructed in the road allowance in Section 8, Township 17 ECM and not within the road allowance forming part of Matsqui Main IR 2. A ground survey would be required to confirm this point.

NRCAN's Registry Index Plan for Matsqui Main IR 2 (updated to February 1, 2006) shows road allowances on the western (not built), southern (Harris Road) and eastern (Glenmore Road) boundaries of the reserve and refers to gazette notices establishing road allowances along these lines (TAB 65). This survey record indicates that the gazetted road allowances have been treated as being effective against the reserve.

Finally, on the Property Services file for Matsqui Main IR 2, there is an undated information sheet for the reserve. This statement provides details for two roads as follows (TAB 68):

- Glenmore Road: 0.3 miles. Legally surveyed, 20 feet in width, gravel surface, maintained in winter and summer, Annual Maintenance Cost: Municipal.
- Harris Road: 1 mile. Legally surveyed, 18 feet in width, pavement, maintained in winter and summer, Annual Maintenance Cost: Municipal.

### **2.3.3 Encumbrances affecting the road allowance for Glenmore Road**

A railway line crosses Glenmore Road. Research has not disclosed any instruments relative to the Glenmore Road crossing of the Canadian Northern Railway (Yale Division) right-of-way.<sup>10</sup> The railway line was constructed in or about 1910, and the first evidence of the road is a 1930 aerial photograph meaning that it is very likely that the railway line was built before the road.

In 1953, the Matsqui First Nation surrendered the petroleum and natural gas and mining rights in connection therewith in Matsqui Main IR 2 (TAB 28). The surrender affects the whole reserve (326.42 acres), but not the railway rights-of-way through the reserve.

<sup>10</sup> MoT's Railway Crossing Information Database (November 2000) was searched for records associated with this railway crossing. No relevant records were found in the database.

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On December 1, 1980, British Columbia Hydro and Power Authority and British Columbia Telephone Company obtained a joint permit to construct and maintain works for the purpose of transmission and distribution of electric energy and telecommunications on any roads existing on the Reserve (TAB 48).

### **2.3.4 Summary**

A gazette notice dated March 4, 1882 established a road allowance of 33 feet on either side of the section line forming the eastern boundary of Matsqui Main IR 2. The gazette notice post-dated the allotment and survey of the reserve, but pre-dated the transfer of the Railway Belt to Canada in December, 1883.

Aerial photography establishes that Glenmore Road was constructed before 1930.

There is no direct evidence of public expenditure by the Provincial government on Glenmore Road. Over the years, MoT has allocated funding to unspecified local roads in the municipality of Matsqui. The possibility exists that some of this expenditure funded work on Glenmore Road.

Mapping of the road through time reveals some points for consideration. Firstly, the survey of the CNR right-of-way through Matsqui Main IR 2 (as shown on CLSR 71003) treats the road allowance as being effective against the reserve and, as a result, the road allowance is excluded from the survey area of the right-of-way. Secondly, a 1989 map of Matsqui municipality depicts Glenmore Road as having a different width north Harris Road than south of this road. As represented, the road may exist solely in the road allowance in Section 8, Township 17 ECM.

Glenmore Road has never been transferred to British Columbia by federal order in council for road purposes.

## **2.4 Road allowance on the western boundary of Matsqui Main IR 2**

### **2.4.1 Establishment of the western boundary road allowance**

By gazette notice dated May 18, 1875, a road allowance was established along the section line between Section 12, Township 14 ECM and Section 7, Township 17 ECM having a width of 33 feet on either side of the section line (TAB 4).

When the reserve was enlarged in 1879, this section line was established as the western boundary of Matsqui Main IR 2 (TAB 6).

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In 1892, the Matsqui district was incorporated, at which time gazetted roads within its limits fell under the jurisdiction of the municipality (TAB 60).

This road has never been built.

On June 27, 1988, D.I.F. MacSween, Acting Director of Property Services, Ministry of Transportation and Highways per R. Hadley, Research Clerk furnished a report to INAC on the status of this road (TAB 60). He wrote:

1. Notice of 18 May 1875 – established highways 66 ft. wide along various township section lines, 33 ft. either side of the lines, and including the eastern line of Township 14 which forms I.R. 2's westerly boundary. Hence the notice establishes a road allowance 33 ft. wide on the I.R. side of I.R. 2's westerly boundary. This road allowance apparently remains unbuilt.

...Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

We would suggest that if they so desire, the Band seek closure of that part of the unbuilt gazetted highway along I.R. 2's west boundary which forms a 33 ft. strip within the reserve, and also closure of the gazetted but unbuilt 20 ft. strip along the south boundary within I.R. 2 near the reserve's SW corner where Harris Road deviates south of the section line, by application to the Municipality of Matsqui. If closure were agreed upon, the municipality would then be in a position to recommend vesting of these unbuilt road allowances to Canada 'in trust' for addition to I.R. 2 which we suggest be under the same terms and conditions as P.C. Order 208 of 3 February 1930.

A notation on the letter indicates that a copy was sent to the Matsqui First Nation. It is evident that a copy was also furnished to the District of Matsqui (TAB 61).

On January 1, 1995, the City of Abbotsford was incorporated pursuant to Letters Patent. The newly created municipality absorbed the Corporation of the District of Matsqui and under Subsection 35(1)(a) of the *Community Charter* (SBC 2003, Chapter 26), the City assumed ownership of highways in the municipality. Subsection 35(2) of the Act described exceptions to this section, which included highways in Indian reserves.

#### **2.4.2 Mapping and other evidence of the western boundary road allowance**

A 1990 subdivision plan for Matsqui Main IR 2 depicts, among other features, Lot 15, which borders on the unbuilt western boundary road (TAB 63). Lot 15's

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western boundary is offset from the section line by 10.058m (33 feet), which is the width of the gazetted road.

NRCAN's Registry Index Plan for Matsqui Main IR 2 (updated to February 1, 2006) shows road allowances on the western (not built), southern (Harris Road) and eastern (Glenmore Road) boundaries of the reserve and refers to gazette notices establishing road allowances along these lines (TAB 65). This survey record indicates that the gazetted road allowances have been treated as being effective against the reserve.

#### **2.4.3 Encumbrances affecting the western boundary road allowance**

Both the Canadian National Railway and the Southern Railway (B.C. Hydro and Power Authority railway right-of-way) lines cross the western boundary road allowance (TAB 65).

In 1952, the Matsqui First Nation approved a permanent transmission line easement across the southwestern corner of Matsqui Main IR 2 (TAB 27). By PCO 1953-378, the Trans-Mountain Oil Pipe Line Company acquired this easement across Matsqui Main IR 2 (TAB 27). By a permit dated May 4, 1955, the Trans-Mountain Oil Pipe Line Company obtained permission to install and maintain a pipe line through Matsqui Main IR 2 (TAB 27).

The location of the pipeline is shown on the Key Plan and the Registry Index Plan (TAB 65). The pipeline easement crosses the western boundary road allowance.

In 1953, the Matsqui First Nation surrendered the petroleum and natural gas and mining rights in connection therewith in Matsqui Main IR 2 (TAB 28). The surrender affects the whole reserve (326.42 acres,) but not the railway rights-of-way through the reserve.

#### **2.4.4 Summary**

The gazette notice dated May 18, 1875 established a road allowance of 33 feet on either side of the eastern line of Township 14 ECM. By Minute of Decision dated June 20, 1879, Matsqui Main IR 2 was extended westward to the eastern line of Township 14 ECM. The gazette notice pre-dated the allotment and survey of the reserve and the transfer of the Railway Belt to Canada in December, 1883. This unbuilt road in the City of Abbotsford has never been transferred to British Columbia by federal order in council.

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## 2.5 Conclusions

There are gazetted road allowances of varying widths on the western, southern and eastern boundaries of Matsqui Main IR 2. The western boundary road allowance was established before the section line was fixed as the reserve's western boundary. The southern and eastern road allowances were established after the section lines had been fixed as the reserve's southern and eastern boundaries. Both gazette notices pre-date the transfer of the Railway Belt to Canada.

A road has never been built along the reserve's western boundary.

Harris Road proceeds along the southern boundary, and Glenmore Road proceeds along the eastern boundary of Matsqui Main IR 2. These roads have never been transferred to British Columbia by federal orders in council.

Harris Road appears to have been constructed some time between 1910 and 1914. The road was reconstructed and paved in the late 1950s.

It is undetermined when Glenmore Road was first constructed. However, the part of the road running along the eastern boundary of the reserve was in existence as of 1930.

It is undetermined whether these roads were built within the road allowances. In two places, Harris Road veers away from the southern boundary of Matsqui Main IR 2 and it is clear that in these places, at least, Harris Road does not exist within the road allowance. Ambiguity exists with respect to Glenmore Road as well. A 1989 municipal plan shows Glenmore Road as having a narrower width north of Harris Road than south of the road. This feature could indicate that Glenmore Road is outside the road allowance through Matsqui Main IR 2. A ground survey would be required to determine what parts of Harris and Glenmore roads are built within the road allowances.

Railway lines cross the road allowances on the reserve's perimeters. The Southern Railway of B.C. (B.C. Hydro and Power Authority railway right-of-way) crosses the road allowance for Harris Road, and the CNR and the right-of-way crosses the road allowance for Glenmore Road. No instruments relating to these railway crossings have been found. Both railway lines cross the western boundary road allowance.

The road allowances for Harris Road and along the reserve's western boundary are also crossed by a pipeline right-of-way.

All three road allowances would appear to be encumbered by a 1953 surrender of gas and mining rights and also a joint BC Hydro and Telus permit.

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Since Harris Road was first constructed, MoT has treated the road as a local road within municipal limits. Public expenditure on the road has been funded on the basis that it is a municipal road. According to information from the municipality of the District of Matsqui (now part of the City of Abbotsford), external traffic uses Harris Road as a connection between Mission and Highway 1. For this reason, the municipality sought re-classification of the road as a secondary highway. Under this classification, the Province would be responsible for a greater share of maintenance costs. MoT rejected municipal requests for re-classification in 1960 and in 1988 on the basis that the road chiefly handles local traffic. On both occasions, MoT undertook traffic count surveys to assess external traffic volumes and found minimal evidence to substantiate the municipality's claim.

Since the Corporation of the District of Matsqui was subsumed by the City of Abbotsford, there is some evidence that the City has sought to transfer the unused part of the road allowance set aside for Harris Road to the Matsqui First Nation. Only minimal documentation on this subject was identified, but it appears that starting in 1996, the City took some preliminary steps to initiate this process.

NRCAN's Registry Index Plan for Matsqui Main IR 2 indicates that the two gazette notices are treated for survey purposes as being effective against the reserve.

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### 3.0 Document Index/List of Attachments (TABs)

1      **December 3, 1868**

E. Mohun to Chief Commissioner of Lands and Works:

...At Matsqui about 80 acres was laid out, which has caused great dissatisfaction. The chief says it is nearly all swamp; that it cuts off the burial ground and the potato patches, which are to the west on the higher ground; and he wishes his west boundary about 20 chains lower down the river.

I promised to lay his complaint before you, as what he stated is true, and he trusts that you will give directions to have his western boundary removed lower down. The reserve on the Matsqui Prairie contains 52 ½ acres, of which thirty are grass, the remainder being a rich maple bottom requiring but little clearing; with this they expressed themselves satisfied.

Source: Papers relating to the Indian Land Question (1875), p. 54.

2      **December 18, 1868**

Gazette notice: Describes 22 Indian reserves and includes an entry for "Matsqui Reserve No. 1, 96 acres, on left bank of Fraser River, about 2 miles below St. Mary's Mission."

Source: Papers relating to the Indian Land Question (1875), p. 166.

3      **November 3, 1871**

J.W. Trutch, Lieutenant Governor to Secretary of State for the Provinces: Forwards schedule of Indian reserves compiled by Assistant Surveyor General

**October 16, 1871 (attachment)**

B.W. Pearse, Chief Commissioner of Lands and Works to Colonial Secretary: Forwards tracings and schedule of surveyed Indian reserves in the colony at Confederation

**n.d. (attachment)**

Schedule of all Indian Reserves (surveyed) in the Province of British Columbia: Includes an entry as follows: Sheet I, New Westminster District. Left bank of Fraser River, 96 acres Matsqui & Left bank of Fraser River, 52 acres Matsqui

Source: Papers relating to the Indian Land Question (1875), pp. 101-106.

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4 **May 18, 1875** (date of notice in May 22, 1875 edition of the *B.C. Gazette*)

Gazette notice concerning Public Highways, New Westminster District.

Notice is hereby given, that the following Highways sixty-six feet in width, are established in the District of New Westminster, viz:-  
On the Township and Section lines, and thirty-three feet on each side thereof, in Townships No. 1, 2, 7, 8, 10, 11, 13, 14...

Source: *British Columbia Gazette*, p. 122

5 **1877**

Extract from survey field book (BC1118) by G. Turner: Field notes of survey of Sec. 7 of Township 17 ECM as part of a provincial township survey. According to his survey the reserve's southern boundary was 7 chains north of the section line between Sections 6 & 7.

This survey book also contains W. Jemmett's 1881 survey field notes, see TAB 7.

Source: Natural Resources Canada (NRCAN), Legal Surveys Division, BC1118.

6 **June 20, 1879**

*Matsqui Indians*. Minutes of Decision by G.M. Sproat, IRC: Minute confirms the colonial reserve and extends it south and west to the section lines

Also a reserve situate on the left bank of Fraser river in Township 17 and bounded as follows From a point on the left bank of Fraser River where the Township line between Townships 14 and 17 crosses the said river thence true south along said Township line to the north east corner of Section 1 Township 14 Thence true east 7770 links thence true north 2718 links to the north east corner of the old Indian reserve thence in a westerly direction along the bank of Fraser River to the [initial] point.

Source: Indian and Northern Affairs Canada (INAC) Reference Library, Federal Set of Minutes of Decision, Volume 18, pp. 254-255.

7 **September to October 1881**

Field notes by Surveyor W. Jemmett: Field notes include the description, "Survey of a piece of land situated on the left bank Fraser River in Sec. 7 Township 17 and is known as all that portion of land in Sec. 7 T.17 south of Fraser River and as the Matsqui Reserve."

Source: NRCAN, Legal Surveys Division, BC1118.

8      **1881 & 1882** (date surveyed and drawn)

*Plan of Matsqui Indian Reserves New Westminster District British Columbia.* Jemmett's survey is shown on the plan and the reserve is described as Main Res. No. 2. 352.85 Acres. This plan was endorsed by I.W. Powell, Indian Superintendent on May 30, 1882 and approved by F.G. Vernon, CCLW on March 19, 1892.

Source: NRCAN, Legal Surveys Division, TBC245.

9      **March 4, 1882**

Gazette notice concerning Public Highways, New Westminster District.

Notice is hereby given, that the following Highways are hereby established in New Westminster District, viz:-

Commencing at the South-west corner of Section 5, Township 17; thence due north, along the line between Sections 5 and 6 and its continuation, to the Fraser River, and having a width of 33 feet on each side thereof. [Glenmore Road]

Commencing at the North-west corner of Section 6, Township 17; thence due East, along the line between sections 6 and 7 and its continuation, to the base of Sumas Mountain and having a width of 20 feet on each side thereof. [Harris Road]

Source: British Columbia Gazette, p. 74

10     **March 28, 1907** (date of approval and confirmation by the Surveyor General)

*British Columbia Plan of Township 17 East of the Coast Meridian:* Shows Matsqui Main IR 2 sharing a boundary with L. 408 G.2, which lies directly south of the reserve. The southwest corner of the reserve is the section corner for the township. The south boundary of the reserve is shown as the section line.

Source: NRCAN, Legal Surveys Division, CLSR 52505.

11     **May 11, 1909** (date of registration)

*Vancouver Power Company Fraser Valley Branch B.C.E. Ry. Map showing right-of-way through Matsqui Indian Reserve:* The plan of a railway right-of-way through the reserve shows a road along the southern boundary of the reserve (section line) and includes the notation, "Road- not opened." On the east boundary of the reserve, a road is shown. The plan was prepared in November, 1908.

Source: NRCAN, Legal Surveys Division, CLSR 1437A

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12      **1910**

Report of the Minister of Public Works, 1909-1910: Statement of expenditure in the Chilliwack District includes item for "Road-- Harris-Matsqui...\$737.21".

Source: University of British Columbia ("UBC"), Main Library

13      **1911**

Report of the Minister of Public Works, 1910-1911: Statement of expenditure in the Chilliwack District includes item for "Road-- Harris...\$1768.90".

Source: UBC, Main Library

14      **1913**

Report of the Minister of Public Works, 1912-1913: Statement of expenditure in the Chilliwack District includes item for "Road—Harris (east)...\$1,185.45".  
"Road—Harris (west)...\$4,504.55".

Source: UBC, Main Library

15      **January 25, 1913**

PCO 1913-205: Removes Indian reserves listed on attached schedule from the operation of the *Dominion Lands Act* regulations governing lands in the Railway Belt so that the lands may be transferred to the Department of Indian Affairs.

Matsqui No. 2 (Matsqui Main Reserve) appears on the attached schedule and is listed as containing 353.85 acres.

Source: Indian Land Registry System (ILRS), Instrument 1016-1

16      **1914**

Report of the Minister of Public Works, 1913-1914: Statement of expenditure in the Chilliwack District includes item for "Road—Harris (east)...\$1,999.25".

Source: UBC, Main Library

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17 **October 24, 1914** (date of registration)

*Plan of a portion of Sec. 7 of Tp. 17 of New Westr. Dist.:* Survey of railway right-of-way through Matsqui Main IR. The plan refers a 40 foot wide road gazetted 4/3/1882 on the southern boundary of the reserve and 66 foot wide road gazetted 22/5/75 on the western boundary of the reserve. On the southern boundary (Harris Road) the railway right-of-way appears to terminate 20 feet north of the section line. Thus, the plan appears to treat the 20 foot road allowance as not being part of the reserve.

Source: NRCAN, Legal Surveys Division, CLSR 1437B

18 **October 5, 1918**

H.L. Johnston, District Engineer to A.E. Foreman, Public Works Engineer: Re: Harris Road. Requests instructions regarding expenditure on Harris Road.

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

19 **October 23, 1918**

Public Works Engineer to H.L. Johnston, District Engineer: "Re Harris Road. The sum of \$500.00 (Five hundred dollars) is authorized for expenditure on the above road by the Municipality of Matsqui, the work to be carried out under your supervision."

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

20 **1930**

Air Photo: Aerial photograph of the Fraser River valley showing the existence of roads on the southern (Harris Road) and eastern (Glenmore Road) boundaries of Matsqui Main IR 2.

Source: UBC, Geography Department, Geographic Information Centre (Dominion Government Air Photograph A-2237:60)

21 **February 3, 1930**

PCO 1930-208: Approves schedule of reserves in the Railway Belt and agreements with the Province of British Columbia with respect to the conveyance of lands for public works. Schedule 4 includes an entry for Matsqui Main No. 2 and it is listed as containing 353.85 acres.

Source: ILRS, Instrument 15203

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22      **1931**

Report of the Minister of Public Works, 1930-1931: Statement of expenditure in the Chilliwack District for "Local roads within organized territory." Includes an item for "Harris...\$680.87".

Source: UBC, Main Library

23      **1943**

Dominion Schedule of Indian Reserves: Matsqui Main IR 2 described as situated in Township 17, Section 7; ECM. Area stated as 353.85 acres at allotment. Right-of-way of Vancouver Power Co. of 12.43 acres deducted; rights-of-way of CNR of 13.91 & 0.09 acres deducted. Reserve acreage listed as 326.42 acres.

Source: INAC Reference Library

24      **1945**

Report of the Minister of Public Works, 1944-1945: Statement of Road Maintenance includes entry as follows: "The ditches adjacent to the Vye Road and Harris Road, north of Huntington, were cleaned out and deepened with a drag-line to improve the drainage in that townsite."

Source: UBC, Main Library

25      **June 13, 1947 (date of deposit in Land Registry Office)**

*Plan of Sub-Division of Lot 4, Map 649A District Lot 408 Group 2 New Westminster District:* The plan shows the survey of Lot 4 into three parcels as well as the location of Harris and Bates roads, which form parts of the boundaries of these parcels. The plan provides the distance from the SW corner of Matsqui Main IR 2 to the point eastward where Harris Road veers southward away from the road allowance established by gazette. Only the western part of this "jog" in Harris Road is shown on the plan.

The plan shows the gazetted road allowance as being 33 feet in width within DL 408. This is an error as the allowance was 20 feet in width.

Source: BC Online Land Title Internet Service, NWP9427

26      **1949**

Report of the Minister of Public Works, 1948-1949: Due to extensive flooding in the Fraser Valley, road and bridge reconstruction was required throughout the valley. For the Chilliwack Electoral District, the report indicates that:

Flood damage to municipal bridges and roads in Matsqui Municipality was heavy, and

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our district rebuilt fourteen bridges and replaced eight bridges with culvert and fill in this municipality, as well as contributing to repairs to municipal roads.

Source: UBC, Main Library

27 **May 29, 1952**

Band Council Resolution: Approves the grant of a permanent oil transmission line easement across the SW corner of Matsqui Main IR 2.

**March 19, 1953**

PCO 1953-378: Approves the grant of an easement to Trans-Mountain Oil Pipe Line Company across Matsqui Main IR 2 among other reserves.

**May 4, 1955**

Agreement between Her Majesty the Queen and Trans-Mountain Oil Pipe Line Company: Grants permission to install and maintain a pipe line through Indian reserves described in an attached schedule. On the schedule, Matsqui Main IR 2 is listed ninth and the right-of-way is described as shown on M3608.

Source: ILRS Instruments 15050, L10972 & R10848

28 **April 30, 1953**

PCO 1953-656: Assents to surrender of petroleum and natural gas and mining rights in connection with the Matsqui reserves including Matsqui Main IR 2. The acreage of Matsqui Main IR 2 given as 326.42 acres.

Source: ILRS, Instrument 12162

29 **1955**

Report of the Minister of Public Works, 1954-1955: In the Chilliwack District, a statement of expenditure for "Local Highways within Municipal Limits" includes an entry for expenditure on: "Harris Road (Graham Hill section), Matsqui Municipality...\$11,316.60".

Source: UBC, Main Library

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30      **February 14, 1955**

W.B. Wilding, Municipal Clerk, The Corporation of the District of Matsqui to Evan Jones, Deputy Minister of Public Works: With reference to the special road grant for Harris Road and Graham Hill, states that the council intends to spend the remainder of the grant on Harris Road east of Mt. Lehman Road.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

31      **June 8, 1955**

E.S. Jones, Deputy Minister of Public Works to Reeve J.W. Reid: Advises that Highways is prepared to contribute up to \$10,000 for the Harris Road project provided the Municipality expends an equivalent amount.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

32      **October 26, 1955**

J.H. Thompson for J.W. Reid, Reeve, The Corporation of the District of Matsqui to E.S. Jones, Deputy Minister of Highways: Encloses sketch (not on file) showing proposed construction project for remainder of Harris Road from Graham Hill to the Abbotsford-Mission Highway and advises that construction is contingent on the municipality receiving the same consideration as in 1954 and 1955.

The road when finished will prove a vital link for traffic from the Municipality of Langley and the northern part of this Municipality to other parts of Matsqui, and also to the north side of the Fraser River without putting a burden on the present Trans-Canada Highway and any additional limited access highway.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

33      **1956**

Report of the Minister of Public Works, 1955-1956: In the Chilliwack District, a statement of expenditure for "Local Highways within Municipal Limits" includes an entry for expenditure on: "Harris Road, Matsqui Municipality...\$10,000.00".

Source: UBC, Main Library

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34 **March 26, 1956**

E.S. Jones, Deputy Minister of Highways to Reeve McDonald, Corporation of the District of Matsqui: Advises that Highways is prepared to contribute up to \$10,000 for reconstruction of the Graham Hill section of Harris Road.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

35 **1957**

Report of the Minister of Highways, 1956-1957: In the Chilliwack District, a statement of expenditure for "Local Highways within Municipal Limits" includes an entry for expenditure on: "Harris Road reconstruction, Matsqui Municipality...\$10,000.00".

Source: UBC, Main Library

36 **1958**

Report of the Minister of Highways, 1957-1958: In the Chilliwack District, a statement of expenditure for "Local Highways within Municipal Limits" includes an entry for expenditure on: "Harris Road, Matsqui Municipality...\$9,000.00".

Source: UBC, Main Library

37 **February 10, 1960**

A.H.W. Moxon, Clerk, The Corporation of the District of Matsqui to H.T. Miard, Deputy Minister of Highways: Requests financial assistance of \$11,000 towards a portion of Harris Road between Mt. Lehman Road and Matsqui Prairie and describes this project as "a continuation of work with which your department has assisted in past years in order to provide an alternative route from Fort Langley to Matsqui Prairie, Mission and Abbotsford."

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

38 **February 10, 1960**

A.H.W. Moxon, Clerk, The Corporation of the District of Matsqui to H.T. Miard, Deputy Minister of Highways: Requests re-classification to a secondary highway for among other roads Harris Road from Mt. Lehman Road to the Abbotsford-Mission Highway. States that these roads constitute a direct east-west route, which is being used more and more heavily.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

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39      **March 1, 1960**

R.B. Gilmour, Chilliwack District Superintendent to Regional Highways Engineer: Provides a description of the roads, which Matsqui wants re-classified.

...5. Harris Road east to Abbotsford-Mission Highway:- Road mix, seal coat, width 16', length 0.50, Good. Gravel Road, 18'-20' wide, winding. Fair. Road mix, 16' wide, 0.25 long. Good. Machine laid pavement, 18' width, length 2.25 miles, Good...

Indicates that a manual count of cars from 11:30 to 4:30 found 9 cars westbound and 8 cars eastbound.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

40      **April 26, 1960**

D.R. McLeod, Asst. Deputy Minister of Highways to A.H.W. Moxon, Clerk, Corporation of the District of Matsqui: Advises that \$10,500 will be allowed for Municipal Aid in relation to projects detailed in the District's letter dated February 10, 1960 requesting assistance for work on Harris Road among others.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

41      **June 30, 1960**

D.R. McLeod, Asst. Deputy Minister of Highways to A.H.W. Moxon, Clerk, Corporation of the District of Matsqui: Refers to letter dated February 10<sup>th</sup> concerning re-classification of roads and advises that re-classification is not justified.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

42      **April 25, 1961**

D.R. McLeod, Asst. Deputy Minister of Highways to A.H.W. Moxon, Clerk, Corporation of the District of Matsqui: Advises that \$12,000 will be allowed for Municipal Aid in relation to projects detailed in the District's letter dated January 17, 1962 requesting assistance for work on Harris Road among others.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

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43      **January 30, 1962**

A.H.W. Moxon, Clerk, The Corporation of the District of Matsqui to H.T. Miard, Deputy Minister of Highways: Requests assistance for projects listed in letter including for:

...2. Paving of Harris Road (Olund to Bates Road). This will complete an alternative route from Mission and Matsqui Village to Fort Langley and from there to New Westminster.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

44      **April 16, 1962 (date of deposit in Land Registry Office)**

*Right of Way Plan of Portion of North ½ of Lot 1 of Section 6 Township 17 New Westminster District Plan 649A:* The plan shows the survey of a 0.83 acre parcel of land on the south side of Harris Road near the intersection of Harris and Glenmore roads. The plan refers to Clearbrook Road instead of Glenmore Road. This may be an obsolete name for Glenmore Road or an error. To the south of Sec. 6, Twp. 17 ECM on the continuation of the section line, there is a road called Clearbrook Road. All other maps indicate that the northerly part of this road has always been known as Glenmore Road.

Source: BC Online Land Title Internet Service, R.W. 24186

45      **April 30, 1962**

D.R. McLeod, Asst. Deputy Minister of Highways to A.H.W. Moxon, Clerk, Corporation of the District of Matsqui: Advises that \$8,000 will be allowed for Municipal Aid in relation to projects detailed in the District's letter dated January 30, 1962.

Source: Royal BC Museum, File 5448-4(1), Acc. 88-1122-18

46      **1965**

Report of the Minister of Highways, 1964-1965: In the Chilliwack District, a statement of expenditure for "Highways within municipal limits (local highways)" includes an entry for expenditure on: "Corporation of the District of Matsqui...\$6,000.00".

Source: UBC, Main Library

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47      **1966**

*Chilliwack Area British Columbia:* Extract from NTS map showing the Matsqui District Municipality. The map shows roads in the vicinity of Matsqui Main IR 2 including Harris and Glenmore roads. Harris Road is shown to deviate from the section line between the reserve and the quarter section south of the reserve near the southwestern corner of the reserve. In addition, another "jog" in Harris Road is visible where the road crosses Gifford Slough.

Source: UBC, Koerner Library, NTS 92 G/1

48      **December 1, 1980**

Agreement between Her Majesty the Queen and British Columbia Hydro and Power Authority and British Columbia Telephone Company: Grants Section 28(2) permit to construct and maintain works for the purpose of transmission and distribution of electric energy and telecommunications on parts of the Reserve shown on the plan annexed as Schedule "A" as well as on any roads existing on the Reserve for as long as the permittees maintain the works.

The sketch appears to show one of the lines crossing Glenmore Road on the reserve's eastern boundary.

Source: ILRS Instrument 78525

49      **December 18, 1984**

E.H. Regts, Director of Public Works, Corporation of the District of Matsqui to District Highways Manager:

Matsqui Council has expressed concern in regard to several municipal roads which are being utilized by large volumes of traffic from outside the Municipality. Harris Road, from Abbotsford-Mission Highway to Langley, appears to be used by Mission traffic as an alternate [sic] route to reach the freeway. At the present time, this road is not designed for high volumes of through traffic. Similarly, with the construction of the Abbotsford bypass, we anticipate additional traffic on Immel, Elmwood and Hazelwood. With the proposed construction, this will be the only route available for a large volume of east-west traffic from the Ten Oaks area.

From a municipal point of view, these roads do not carry enough local traffic to warrant upgrading. However, the additional outside traffic has necessitated additional and more frequent maintenance and upkeep. Under these conditions, is the Ministry of Highways prepared to accept or share either the maintenance responsibility or the upgrading costs of these facilities?

Your comments or suggestions on how the municipal costs for these roads could be reduced or shared would be much appreciated. At the present time, the roads are not considered shareable under the Revenue Sharing Act.

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Source: MoT, Information Privacy and Records Branch (IPR), HQ File 5448 (1), Acc. 91-2060-34

50      **December 18, 1984**

E.H. Regts, Director of Public Works, Corporation of the District of Matsqui to District Highways Manager: Forwards three construction estimates for cost-sharing grants under the *Revenue Sharing Act*. The third project is for improvements to the railroad crossing of Harris Road. States that:

This project was also presented last year but was rejected as not meeting your eligibility limitations. However, all the functional requirements are met and the road forms part of the network in the Official Community Plan and the Transportation Network developed in conjunction with the Ministry of Highways.

n.d. (attachment)

*Major Municipal Highway Right-of-Way and Construction Estimates Re Revenue Sharing Act Regulations, Part V - Fiscal Year 1985/1986*: Application from District of Matsqui for grant in connection with improvements to the B.C. Hydro Railway (Southern Railway of B.C.) crossing. Grant request is \$39,918.25.

Source: MoT, South Coast Region ("SCR")- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-29

51      **January 28, 1985**

M.D. Szalay, Director of Highway Planning and Traffic to R.A. James, (Acting) Supervising Highway Planning Engineer: Refers to Regts' letter and indicates that as: "Harris Road is an element of the Major Road Network" that it is eligible under the *Revenue Sharing Act*. States that this was noted in minutes of the last meeting with the municipality.

Source: MoT, IPR, HQ File 5448 (1), Acc. 91-2060-34

52      **May 9, 1985**

J.A. Stewart, Municipal Programs Engineer to P.S. Dunn, District Highways Manager: Refers to request for assistance with municipal roads including Harris Road and indicates he has looked at the Harris Road route.

The Municipal Engineer is saying that there is some external traffic (i.e., having both an origin and a destination outside the District of Matsqui) which is using unclassified roads in Matsqui. This may well be true, however, whatever the extent of this external traffic it has been removed from classified routes, i.e. South Fraser Way Secondary Highway, McCallum Road Arterial Highway and Highway 11.

While the existing classified routes may not quite match existing external traffic usage, I

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think it can be said that the classified routes of the Municipality does have represent fair assistance for accommodation of the external traffic which passes through the Municipality.

States that Harris Road qualifies for assistance under the *Revenue Sharing Act* provided the proposed works meet the program guidelines.

Source: MoT, IPR, HQ File 5448 (1), Acc. 91-2060-34

53 **May 17, 1985**

P.S. Dunn, District Highways Manager per J.M. Hoffman, Engineering Assistant to E.H. Reghts [sic], Director of Public Works, Corporation of the District of Matsqui: Advises that Harris Road is considered shareable under the *Revenue Sharing Act*. Further states that if the existing classified routes do not match usage that the classifications could be revised upon completion of the Beck-Immel Route.

Source: MoT, IPR, HQ File 5448 (1), Acc. 91-2060-34

54 **June 20, 1985**

J.P. Taylor, Deputy Minister of Municipal Affairs to B. McIntyre, Treasurer, District of Matsqui: Advises that the District's application for a grant under the *Revenue Sharing Act* Regulations for work in connection with Harris Road has not been approved. The project does not provide additional traffic lanes and provides only limited compliance with Section 7(2d)(i) and (ii).

Source: MoT, SCR- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-10

55 **September 4, 1985**

D.G. Riecken, Design Engineer, Corporation of the District of Matsqui to J.A. Stewart, Municipal Programs Engineer, MoTH: Refers to correspondence regarding re-classification of Harris Road and requests that traffic counts be taken to determine the volume of external traffic using this route.

Source: MoT, SCR- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-10

56 **January 23, 1986**

J.A. Stewart, Municipal Programs Engineer, MoTH to D.G. Riecken, Design Engineer, Corporation of the District of Matsqui: Advises that an origin destination survey will be undertaken "after the Beck-Immel route has been open for awhile."

Source: MoT, SCR- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-10

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57 **August 11, 1987** (date of registration)

*Plan and field notes of survey of Lots 5 to 9 in Matsqui Main Indian Reserve No. 2. New Westminster District. British Columbia.*: Survey of subdivision situated on Harris Road. The plan shows the section line between IR 2 and Section 6, Tp. 17 and the location of Harris Road. The section line is shown as the centre line of the road and the March 4, 1882 gazette is referred to in connection with Harris Road. Lots 5 to 9 are offset from the section line by 6.096m (20 feet). The BC Hydro & PA Railway right-of-way (formerly Vancouver Power Co.), which crosses Harris Road, is shown as surveyed areas on either side of the gazetted road, i.e. the area of the gazetted road is not included on the railway right-of-way plans. The plan also shows Glenmore Road, which is described as a gazetted road. The road is indicated as being 10.058m (33 feet) on either side of the centre line. The centre line of Glenmore Road is the section line. The CNR right-of-way, which crosses Glenmore Road, is shown as surveyed areas on either side of the gazetted road, i.e. the area of the gazetted road is not included on the railway right-of-way plans.

On this plan, below the section line between IR 2 and Section 6, Tp. 17, a right-of-way plan is referred to for a parcel lying just west of Glenmore Road. This parcel is R.W. Plan 24186 L.T.O. In this location, there is a "jog" in Harris Road and for this small section of the road, it would not appear to exist within the 20 foot gazetted area.

Source: NRCAN, Legal Surveys Division, CLSR 71003

58 **[May 13, 1988]** (date of meeting)

Memo to file by S.S. Maynes, Regional Traffic Engineer: Records minutes of meeting with officials from the District of Matsqui. Regarding item 3, Harris Road the minutes record that:

Mr. Grant advised that the license plate trace survey of traffic on this road shows that overall volumes are low, particularly towards the Langley boundary and that the highest proportion of external traffic is only about 17%. This external component is too low to warrant classifying Harris Road as a Secondary Highway.

Source: MoT, SCR- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-13

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59      **May 24, 1988**

P. Humphrys, Head/Land Management INAC to D. MacSween, Ministry of Highways:

Harris and Glenmore Roads are contiguous to the south and east boundaries respectively of the Matsqui Main Indian Reserve No. 2 which is located in the District of Matsqui. The Matsqui Band have enquired whether or not at any time if the area occupied by these roads was part of their reserve. It would therefore be greatly appreciated if you could provide us with the history of that section of these two roads that is adjacent to the reserve.

Marginalia: "8/6/88 Alice, Matsqui Band, phoned (826-6145) and requested copy of my [R. Hadley] report on this, I will send copy."

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

60      **June 27, 1988**

D. I.F. MacSween, Acting Director of Property Services, Ministry of Transportation and Highways per R. Hadley, Research Clerk to P. Humphrys, Head/Land Management INAC: Regarding letter dated May 24, 1988 advises that western boundary road was established by an 1875 gazette but was never built. Further states that an 1882 gazette established highways along the southern and eastern boundaries.

2. Notice of 4 March 1882 – established highways along various section lines including the lines forming I.R. 2's east and south boundaries. The highway along the east boundary is established 66 ft. wide, 33 ft. either side of the section line or 33 ft. within I.R. 2, and the road built as part of Glenmore Road. Along the section line forming the reserve's south boundary the highway was established 40 ft. wide, 20 ft. either side or 20 ft. within I.R. 2. The road is constructed as part of Harris Road, generally along the section line but deviating substantially south of the line near the I.R. 2's SW corner and somewhat where Gifford Slough crosses the road. However, the Gazette notice remains in effect along the section line in these unbuilt gaps where Harris Road, as physically constructed, deviates from the section line.

Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

We would suggest that if they so desire, the Band seek closure of that part of the unbuilt gazetted highway along I.R. 2's west boundary which forms a 33 ft. strip within the reserve, and also closure of the gazetted but unbuilt 20 ft. strip along the south boundary within I.R. 2 near the reserve's SW corner where Harris Road deviates south of the section line, by application to the Municipality of Matsqui. If closure were agreed upon, the municipality would then be in a position to recommend vesting of these unbuilt road allowances to Canada 'in trust' for addition to I.R. 2 which we suggest be under the same terms and conditions as P.C. Order 208 of 3 February 1930.

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

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61 **June 30, 1988**

D.I.F. MacSween, Acting Director of Property Services, Ministry of Transportation and Highways per R. Hadley, Research Clerk to S. Wong, District of Matsqui: Forwards a copy of letter to INAC dated June 27, 1988.

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

62 **1989**

"Corporation of the District of Matsqui M-100 Base": Extract from map showing Matsqui Main IR 2 and roads in the vicinity. Harris Road is shown to deviate from the section line between the reserve and the quarter section south of the reserve near the southwestern corner of the reserve.

Glenmore Road is shown as having a greater width south of Harris Road than north of the road. The map possibly shows Glenmore Road having been built to the east of the section line separating Matsqui Main IR 2 and the adjoining section to the east (Section 8, Township 17 ECM).

The map also shows the CNR right-of-way and the BC Hydro and Power Authority (formerly Vancouver Power Company) railway right-of-way through the reserve. The former railway right-of-way crosses Glenmore Road and the latter railway right-of-way crosses Harris Road.

Source: UBC, Koerner Library

63 **February 16, 1990** (date of approval and recording)

*Plan of Lot 15 & road Matsqui Main Indian Reserve Number 2 New Westminster District British Columbia.*: Survey of parcel lying on Harris and reserve road with a connection to Harris Road. The plan shows the section line between IR 2 and Section 6, Tp. 17 and the location of Harris Road. The section line is shown as the centre line of the road. Lots 15 and the reserve road are offset from the section line by 6.096m (20 feet).

This plan appears to show the part of Harris Road lying near the southwestern corner of the reserve where the road takes a "jog" away from the southern boundary of the reserve.

Source: NRCAN, Legal Surveys Division, RSBC 2150

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64 **December 16, 1996**

M. Kohl, Director, Aboriginal Relations Branch, MoTH to H. Cochrane, City Manager, City of Abbotsford: Provides information concerning how the City can transfer an unused portion of Harris Road to the Matsqui First Nation. Advises that the Municipal Act, s. 573 outlines the process by which a municipality abandons a right-of-way. Recommends that the City obtain a legal survey to establish the boundaries of the road allowance and whether or not it was part of the reserve at one time.

Source: MoT, SCR- Area Office (Chilliwack), File 50500-53, Acc. 94-1257-42

65 **February 1, 2006** (date of revision to cadastral overlay)

*Registry Index Plan of Matsqui Main Indian Reserve No. 2, New Westminster Land District Province of British Columbia: Roads on three boundaries of the reserve (west, south & east) shown as gazetted roads.*

Source: NRCAN, Legal Surveys Division

66 **October 27, 2006**

Reserve General Register for Matsqui Main IR 2

Source: ILRS

67 **April 25, 2007**

Report of Canada Land Survey Records for Matsqui Main IR 2

Source: NRCAN

68 **n.d.**

Indian Reserve Information: Details for two roads provided.

Glenmore Road: 0.3 miles. Legally surveyed, 20 feet in width, gravel surface, maintained in winter and summer, Annual Maint. Cost: Municipal.

Harris Road: 1 mile. Legally surveyed, 18 feet in width, pavement, maintained in winter and summer, Annual Maint. Cost: Municipal.

Lastly, a 52' X 18' bridge recorded over Gifford Slough.

Source: MoT, PBMB, File PS 50536, Acc. 94-6023-054

69 **April 2007**

Road Research Report Checklist



*Mr. Mohun to the Chief Commissioner of Lands and Works.*

Victoria, December 3rd, 1868.

SIR,—I have the honour to inform you that in accordance with your instructions, I left Victoria on the 20th November.

In addition to the reserves mentioned in my orders by Mr. Pearse, Captain Ball desired me to lay off one on the south bank of the river at Katzie.

I left New Westminster November 23rd, and stopped at Katzie, where I laid off about 40 acres. On the map furnished me by Captain Ball, the reserve is shown to have a frontage of about 20 chains; the chief claims 40 chains. By the new survey he has a frontage of about 20 chains, which includes all the potato patches, house, &c.

At Whannock I laid off about 100 acres, with which the Indians appear perfectly satisfied.

At Matsqui about 80 acres was laid out, which has caused great dissatisfaction. The chief says it is nearly all swamp; that it cuts off the burial ground and the potato patches, which are to the west on the higher ground; and he wishes his west boundary about 20 chains lower down the river.

I promised to lay his complaint before you, as what he stated is true, and he trusts that you will give directions to have his western boundary removed lower down. The reserve on the Matsqui Prairie contains 52½ acres, of which thirty are grass, the remainder being a rich maple bottom requiring but little clearing; with this they expressed themselves satisfied.

I returned to New Westminster on the 30th November.

I have, &c.,

(Signed)

EDWARD MOHUN.

*Mr. J. B. Lauanders to the Chief Commissioner of Lands and Works.*

Victoria, 18th December, 1868.

SIR,—I have the honor to report that having travelled over all the Chilliwack Indian Reserves with Mr. Pearse, at the same time receiving instructions from him, I was left by him on the 3rd October, and commenced surveying the reserves according to his instructions and diagrams. I shall now write of them as numbered and named on the plans, remarking briefly on the nature of the land, description of timber, and the satisfaction evinced by the Indians.

## No. 1, SQUAY-YA A.

This Indian Reserve, commencing at Kipp's Landing, Fraser River, runs S. W. down stream 25 chains; thence up the Ko-qua-pilt Slough about 60 chains; thence due East 68 chains; thence North 40 chains; thence East 20 chains; thence North 8 chains, closing on Squay-ya Slough about 1 mile above Kipp's Landing on Fraser River. The land on this reserve is of excellent quality; timber, maple, cotton-wood, pine and alder, some cedar and willow.

## No. 2, SQUAY-YA B.

This reserve commences about 30 chains up Squay-ya Slough from Kipp's



## IN NEW WESTMINSTER DISTRICT.

1. 390 acres. } Squay-ya Reserves, on the Squay-ya Slough and Fraser
2. 300 acres. } River, at the mouth of Squay-ya Slough.
3. 80 acres. }
4. Schu-ye Reserve, 490 acres, an Island in Fraser River, between the mouths of the Chilliwack River and Ko-qua-pilt Slough.
5. Ko-qua-pilt Reserve, 175 acres, between the Ko-qua-pilt Slough and the Telegraph Road.
6. Is-qua-ahla Reserve, 160 acres, on the right bank of Chilliwack River, adjoining and to the south of the Ko-qua-pilt Reserve.
7. Assy-litch Reserve, 45 acres, on the left bank of Chilliwack River, opposite the Is-qua-ahla Reserve.
8. 128 acres, } Scokale Reserves, on both sides of Chilliwack River, about
9. 30 acres, } 9 miles from its junction with Fraser River.
10. Yuk-yuk-y-yoose Reserve, 42 acres, on right bank of Chilliwack River, south of and near to the Scokale River.
11. So-why-lee Reserve, 690 acres, on left bank of Chilliwack River, above Cultus Creek, which bounds it on the west.
12. Scowlitz Reserve, 330 acres, on the left bank of Harrison River, at its junction with Fraser River.
13. Nicomin Reserve, 109 acres, on the right bank of the Nicomin or Harris' Slough, about 7 miles from its junction with Fraser River.
14. S'que-aam Reserve, 73 acres, on the left bank of Nicomin Slough, nearly opposite the Nicomin Reserve.
15. Klat-waas Reserve, 86 acres, on right bank of Nicomin Slough, about 1½ miles from its junction with Fraser River.
16. Sumass Reserve, No. 1, 82 acres, on right bank of Fraser River, just above the mouth of Nicomin Slough.
17. Sumass Reserve, No. 2, 43 acres, on right bank of Sumass River, just above the mouth of Chadsey's Slough.
18. Upper Sumass Reserve, 440 acres, on left bank of Sumass River, about 2 miles above Sumass Lake.
19. Matsqui Reserve, No. 1, 96 acres, on left bank of Fraser River, about 2 miles below St. Mary's Mission.
20. Matsqui Reserve, No. 2, 52 acres, on Matsqui Prairie, near the Telegraph Station, about one mile south of the left bank of Fraser River.
21. Wha-nock Reserve, 92 acres, on right bank of Fraser River, about four miles above Fort Langley.
22. Katzie Reserve, 58 acres, on left bank of Fraser River, opposite Katzie village.

Plans of the above Reserves may be seen at the Lands and Works Office, Victoria, and at the Office of the Assistant Commissioner of Lands and Works of the District in which the Reserves are respectively situated.

The land hitherto supposed to be included in these Reserves will be open for pre-emption on and after the 1st March, next ensuing.

By Command,

JOSEPH W. TRUTCH.

Lands and Works Office, Victoria,  
18th December, 1868.



of our striving by every means in our power, to advance the material and moral condition of our Indian population. By such influences may we hope so to change their habit of mind, that in a following generation they may become susceptible of appreciating the truths of revealed religion; although, and I state it most regretfully, in my twenty years' experience among the Aborigines of this Coast, I have not yet met with a single Indian of pure blood whom I consider to have attained to even the most glimmering perception of the christian creed. In fact the idiosyncrasy of the Indians of this country appears to incapacitate them from appreciating any abstract idea, nor do their languages contain words by which such a conception could be expressed.

9. But I contend that the policy which has prevailed in British Columbia since its settlement by Europeans, has been essentially benevolent towards the Indians; that the degree of civilization which we have introduced into their country has in fact conferred infinite benefits upon them, although bringing with it all the evils incidental to its vices; and that this system needs not change or reform, but only increased means to bring out its real merits and capabilities. And chiefly I urge that the grave responsibility which the Government of the Dominion has undertaken towards these Indians and to the people of the Province in general respecting them, should not be devolved on others from any consideration whatever.

I have, &c.,

(Signed)

JOSEPH W. TRUTCH.

*The Lieutenant-Governor to the Secretary of State for the Provinces.*

Government House,  
5th October, 1871.

SIR,—Acknowledging the receipt of your Despatch of the 19th August, asking to be supplied with certain statistics on Indian matters in this Province, and with maps of the various tracts of land held under reserve by Government for the use and benefit of the Indians, I have the honour to acquaint you that the information you desire is now being prepared in the Lands and Works Office, under the direction of the Chief Commissioner, as far as it is practicable to furnish it from the office records, and will be transmitted to you as soon as completed, which however will not be for some considerable time yet, as the copying of the maps of Indian Reserves is a lengthy undertaking.

I have, &c.,

(Signed)

JOSEPH W. TRUTCH.

*The Lieutenant-Governor to the Secretary of State for the Provinces.*

Government House,  
3rd November, 1871.

SIR,—I have now the honour to transmit herewith a copy of a letter, and accompanying tracings, from the Chief Commissioner of Lands and Works to the Colonial Secretary, conveying, as far as it can be furnished from the Lands and Works records, the information applied for in your Despatch of the 19th August, the receipt whereof was acknowledged by me on the 5th ultimo.

2. I am not aware that any expenses have been incurred by the Lands and Works Department in complying with your request in this matter, but should any such expenses be charged in connection with the copying of the maps of Indian Reserves I will defray any such reasonable charges from Dominion funds and acquaint you thereof, in order that you may obtain the vouchers for the same, which will be forwarded from the Bank of British Columbia, and bring the amount to account in whatever manner you may deem fit.

As to the title by which the various Indian Reservations in this Province are held, I may add to Mr. Pearse's letter that all these lands have been severally set apart at various times for the use and benefit of the Indians resident thereon, or who, being members of the particular tribe for which any such reservation was created are entitled to participate therein, by order of the Governor, publicly notified in the Government Gazette, or in such manner as was held to be sufficient advertisement of such notice previous to the establishment of the Government Gazette.

4. The authority of the Governor for creating such reservations was based up to 1865, on the mainland portion of British Columbia, and up to 1870, in Vancouver Island, on the power conferred on him, to this effect, by his Commission and the Royal instructions, and since those dates on the provisions of the Land Ordinances, 1865 and 1870, respectively.

5. As I have already in my despatch to you, No. 20, of 26th September, treated of Indian affairs at some length I will not at present enter into any further remarks on this subject.

I have, &c.,  
(Signed) JOSEPH W. TRUTCH.

ENCLOSURES.

*The Chief Commissioner of Lands and Works to the Colonial Secretary.*

Lands and Works Office,  
Victoria, 16th October, 1871.

SIR,—I have the honour to acknowledge the receipt of your Instructions under date of 5th September, to prepare tracings of the Indian Reserves existing in this Province, together with statistics of the Natives generally.

I have now to transmit herewith a series of tracings lettered A to Q inclusive, showing all the Indian Reserves which have been surveyed, together with a Schedule showing the locality, number of section, general description, acreage, name of tribe in whose favour each reserve has been made, also an Appendix one, (1) showing what portions of any particular reserve have been leased to white men, together with the terms of lease. Parts of the Songish Indian Reserve, opposite to Victoria, have been so leased by Commissioners appointed by Sir James Douglas. These leases have all expired or been cancelled.

A certain sum of money, Nineteen hundred and eighty-four dollars and eighty-two cents, is now lying in the Treasury to the credit of this Reserve, and is constantly increasing.

The leases shown in the Appendix were executed by me, in virtue of the authority of the late Governor, and are only binding so far as the Government may have the power. The rents shown in the Appendix are due from the date of each respective lease. I have no statistics as to the number of Indians in each tribe, and have no means of obtaining them. It would cost a great deal of time and money, and would involve a visit to each Indian Village throughout the Province. There are, especially in Vancouver Island, a great many tribes which have no Reserves marked out either on plan or on the ground.

The "Land Ordinance, 1870," under which alone lands can be acquired by intending settlers, especially exempts all Indian lands and settlements from its operation. It has generally been the practice to lay out on the ground the Indian Reserves synchronously with the settlement of the district by the whites. This system has been found effectual and far less costly than that of surveying the reserve all together, as they are naturally scattered and often at great distances apart. In the latter case the posts and marks on the ground might be obliterated before the white men advanced, as the Indians, though numerous of their

right post

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as tl not the

liab the

Indi any

none the c

28,41

rights in the lands when once surveyed, will not take the trouble to perpetuate these posts and marks, or to preserve them in any way.

Appendix two (2) shows the position of land included in the Quamichan District (sheet B) which have been promised to certain settlers in the District with the consent of the Natives.

There are various Missions established in different parts of the Province, but as they are chiefly located on lands taken up under the Pre-emption Laws, I have not reported them as existing, inasmuch as the Indians have no direct interest in the land.

The Metlakahtlah Mission on the North-west Coast of the Province, is established on land specially reserved by the Government for the purposes and uses of the Mission.

Other reserves can be made from time to time as may be found necessary.

No titles to lands held by the Indians have been issued.

The Executive has always exercised a general control and supervision over the Indians and their lands, and has always prevented them from alienating in any way any portion of their reserves.

No Indian Reserves have been laid out on Vancouver Island on the west side, and one beyond Comox on the east side. No Indian Reserves have been laid out on the coast of the Mainland beyond Burrard Inlet.

The total area of land laid out on the ground for the use of the Natives is 3,487 acres.

I have, &c.,  
(Signed) B. W. PEARSE.

SCHEDULE of all INDIAN RESERVES (surveyed) in the PROVINCE of BRITISH COLUMBIA.

Sheet.	Locality and short description of Reserve.	Range.	Section.	Acreage.	Tribe to which Natives belong.	Remarks.
<i>Vancouver Island Districts.</i>						
A.	Esquimalt District (Esquimalt Harbour).....		XXV.	47		
	Do. (Victoria Harbour).....		CXIX.	112	Songish	Part of this Reserve has been leased to white men. See Appendix 1.
	Sooke District (Mouth of Sooke River, left bank)		VIII.	60	Sooke.	
	North Saanich District.....	I. W.	15 N.	69	Tsaiikum.	
	Do. ....	I. & II. W.	4 & 5 N.	315.02		
	South Saanich District.....	I. & II. W.	7, 8, & 9 S.	494	Chawilp.	
	Do. ....	IV., V., & VI. E.	6, 7, & 8 S.	727	Tetahit.	
B.	Cowichan District.....	I.	11 to 17 inclusive		Quamichan.	Fide Appendix 2.
	Do. ....	II.	12 to 16 inclusive		Clemclemaluts	
	Do. ....	III.	14, 15, & 16, excluding 20 ac. P. Brennan		Comiakon & Karmutsen.	
	Quamichan District.....	V.	15 & 16	2675	Somenos.	
	Do. ....	VI.	15 & 16		Quamichan, (part of).	
	Do. ....	VII.	N. E. portion of 10, E. portion of 11, & sec. 14		Kokesailab.]	
	Do. ....	VIII.	N. 1/2 Sec. 10, 11 & 13 to 17 inclusive		Belalts.	
	Chemainis District.....	VII.	5	100	Penalabuts.	
	Do. (large Island lying off mouth of Chemainis River)	VIII.	E. part of 6	30		
	Nanaimo District (Reserve W. side of Harbour)			139		
	Do. (mouth of Nanaimo R., W. side)			40		
	Do. (do. do. E. side)			131	Nanaimo.	
	Do. (do. do. E. side)			273		
	Cranberry District.....	VII.	1			
		VII.	19 and 20, East of River			
<i>New Westminster District.</i>						
C.	Burrard Inlet, Junction of 1st Narrows and Kapilans Creek.....			165		
	Do. ....			112.46		
D.	Do. ....			27.45		
	Do. ....			37		
E.	North side of Fraser River, near mouth of Coquitlam River			1		
	Next Reserve, further up Coquitlam River.....			18.40		
F.	Coquitlam River, 200 yards from Fraser River.....			6.50		
G.	North Arm of Fraser River.....			342	Musqueam.	
	West bank of Harrison River.....			626	Chehalis.	
H.	Left bank of Fraser River, 1 1/2 miles from Harrison River.....			658		
I.	Right bank of Fraser River.....			92	Whanock.	
	Left bank do. ....			96	Matsqui.	
I.	Left bank of Fraser River.....			52	Matsqui.	
	Do. do. ....			108	Katsie.	
	Sumass River, near Chadsey's Slough.....			43		} Sumass.
	Upper Sumass River.....			440		
	Right bank of Fraser River, near junction with Nicosamen Slough.....			32		
	Nicosamen Slough.....			86	Clatwass.	
	Junction of Harrison and Fraser Rivers.....			330	Scowlitt.	
	Right bank of Nicosamen Slough.....			109	Nicoamen.	
	Left bank of do. at junction with Small Slough.....			73	Squeam.	
<i>Yale District.</i>						
J.	Left bank of Fraser River, about 10 miles below Hope.....			488.50	Ohanil.	
	Do. do. 20 do. ....			375	Cheam.	
	Do. do. 18 do. ....			369	Popkum.	
	Do. do. 13 do. ....			380	Squatits.	
K.	Greenwood Island, opposite Hope.....			10		
L.	Left bank of Thompson River, at junction with Fraser, just outside of Lytton.....			14		
	South-east of Lytton.....			13		
	Left bank of Fraser River, 2 miles north of Lytton.....			18		
M.	Right bank do. 20 miles above Lytton.....			111	Nickelpalm.	
	Do. do. 5 do. ....			297	Sryuen.	
	Between 35 and 36 mile-post, on Waggon Road (Boothroyd's Flat)			204.50	Shoo-ok.	
	Left bank of Fraser River, between 42 and 43 mile-post, on Waggon Road.....			40	Sta-ja-hamig.	
	Right bank do. 1 1/2 miles below Lytton.....			100	Macaia.	
	Do. do. 1 1/2 " above "			30	Nohomeen.	
	Left bank do. Waggon Road.....			58	Skopab.	
	Right bank do. Yankee Flat, 2 1/2 miles above Boston Bar.....			205	Kopachicken.	
	Left bank do. Junction of Anderson River, 24 mile-post.....			82		
	Do. do. between 16 and 17 mile-post, Waggon Road.....			81		
	Do. do. about 1/2 mile below Alexandra Bridge, and same distance inland.....			19		
	Right bank do. between 9 and 10 mile post, Waggon Road.....			110	Spussem.	
	Left bank do. 2 miles below Alexandra Bridge, about 1 mile inland.....			51		
N.	Right bank of Similkameen River, Vermillion Forks.....			31		
	Left bank do. do. ....			342		
O.	Do. do. about half-way between Princeton and Keremeos.....			1028		
	Right bank of Fraser River, 4 miles below Yale (Albert Flat).....			163.50		
	Do. do. 7 " Hope.....			135	Skowall.	
	Small valley, about 1 mile from Spellumcheen River.....			200		} Spellumcheen.
	Left bank of Spellumcheen River.....			18.50		
	Junction of Nicola and Thompson Rivers.....			30.50	Nicola.	
	Left bank of Fraser River, between 67 and 68 mile-post, Waggon Road.....			61	Nicoamen.	
P.	Deadman's Creek.....			676		
	Nicola River, junction of Trail from Cook's Ferry to Savona's Ferry.....			918		
	Bonaparte River, between 113 and 114 mile-post, Waggon Road.....			471	Bonaparte.	
	Nicola Lake, east bank.....			670		
	Do. Lagoon, east side.....			60		
Q.	Right bank of Thompson River, extending back to Lake.....			3112		
	North-west side of Little Lake, on trail to Adam's Lake.....			abt. 1900	Shuswap.	
	East side of Adam's Lake, mouth of Adam's River.....			1000	Adam's Lake }	These Indians have also 15 chns. sq. on W. side of lake.
	Junction of North and South Branch of Thompson River.....			6000	Kamloops }	

Papers relating to Indian Land Question.

1875

89 Vic.

Papers relating to Indian Land Question.

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Delta 14  
Chillwack 1

Page 122,

B. C. Gazette,

May 22nd, 1875.

Highways - New Westminster Dist

NOTICE IS HEREBY GIVEN, that the following Highways  
Sixty-six feet in width, are established in the District  
of New Westminster, viz:-

On the Township and Section lines, and thirty-  
three feet on each side thereof, in Townships No. 1, 2, 7,  
8, 10, 11, 13, 14; and the following Section lines in  
Township No. 4, viz:

Between Sections 1 and 2, 2 and 3, 3 and 4,  
4 and 5, and 5 and 6.

ROBERT BEAVEN,

Chief Commissioner of Lands & Works.

Lands & Works Department,

Victoria 18th May 1875.

Amended June 24th, 1970  
File 2070-1/176696

- W. bdy IR 2  
(E. bdy Sec 12, Tp. 14 ECM)
- 33ft each side ~~substant~~ of Tp. & sect lines

10/3/87 D Gay will send letter with formal request re  
Gazs



BC 1118

From page 17 Survey 1874

- 0.00 End of road from 200 ft to 6
- Between 200 ft S and E
- 10.20 left bank of slough
- 10.70 Right bank of slough: cut timber ridge
- 20.00 One small stump 20 timber ridge
- 22.00 Low timber ridge: cut timber ridge
- cut grass
- 24.00 Leave grass: cut timber ridge
- 33.00 Leave timber ridge: cut grass
- 35.00 Leave grass: cut ridge
- 40.00 Set a post for quarter section  
from which
- 6 dead cottonwood, 10 ft in dia  
leave 100 ft dist. 20 timber
- 41.70 Right bank of slough
- 42.20 Left bank of slough
- 44.20 Dead cottonwood 10 ft in dia
- 46.40 Left bank of slough
- 46.50 Right bank of slough
- 70.00 Dead cottonwood, 10 ft in dia
- 75.00 Set a post for corner to 200 ft  
50 ft  
from which
- a cottonwood, 10 ft in dia leaves opposite

From page 18 Survey 1874

- End of garden line
- Between 200 ft S and E
- 390 Right bank of slough
- 500 left bank of slough
- Run along slough
- 40.70 Leave slough: cut timber ridge
- 42.70 Dead cottonwood 10 ft in dia
- 44.70 Set a temporary post for corner to section
- 49.00 Leave low land: cut high timber ridge
- 62.00 Set a post 10 ft in dia
- 77.70 Intersect corners to 200 ft land of Township  
of and 200 ft land to Township 20  
First 1/4 chance low land toward  
with young willow 20.  
Remained high rocky land timber ridge with  
first cedar height 20.  
Set post 100 ft

From page 32

Remains of Indian mounds  
Set a post on line between  
lat 7 and 8. 7 chains north  
of corner to east 50 ft  
for west end corner of  
Indian mound

from which  
a dead cottonwood stands on line

chain

- 5:10 East West for 25' 55"
- 11:10 Corner slough 40 links north
- 12:10 Right bank of slough
- 13:10 Left bank of slough
- 14:10 Cross stream 50 links north
- 15:10 Across stream
- 16:10 SW corner 10 post out

Line North (not accurate)  
to lower road

From pages 1 & 2 Survey 1855  
Lat 19<sup>th</sup> 1899 and 25<sup>th</sup> 1814 1817  
5 January 1855

Survey of lat 19<sup>th</sup> Group 2  
Big clearing purchased from  
begin survey from old corner post  
of lat 11<sup>th</sup> and 12<sup>th</sup>. Corner of lat 10  
Group 2

Replaced post old one being rotten  
Line North for 25' 55"

All Survey  
page 19  
1855

Chain  
1:50  
19:20  
20:10

- Line Cottonwood ridge under pines
- Right bank of slough
- Old corner of lat 19<sup>th</sup>. The corner  
being a slough could not set post  
set a post 1 chain north from  
true corner. Raised mound

Line West for 25' 55"

21:00  
21:50  
24:10  
27:20  
28:26  
30:00

- Corner center of slough
- Keene slough and running left bank
- Across slough
- End without bank
- A crab apple 3' in diam
- A maple 14" in diam.
- Set a post for old corner of lat 19<sup>th</sup>  
Group 2 from which  
A willow 9" in diam <sup>Magnum</sup> 1877 1878  
do 8" " " 1876 1877  
do 9" " " 1876 1877

Line North for 25' 55"

31:30

- Left bank French Road
- Set a post on bank of road for NW corner  
of lat 19<sup>th</sup> Group 2 from which  
A dead willow 7" in diam 1876 1877





254

## Matsqui Indians

A reserve situate in Township 16  
 bounded as follows - On the south  
 by lot 208 Group 2. on the west by  
 lot 209 Group 2. on the north by lot 202  
 Group 2. and on the east by lot 357  
 Group 2. also a reserve situate  
 on the left bank of Fraser River in Township  
 17 and bounded as follows. From a point  
 on the left bank of Fraser River where the  
 Township line between Townships 14 and 17  
 crosses the said River thence true South  
 along said Township line to the north  
 east corner of Section 1. Township  
 14. Thence true east 4440 links thence  
 true north 2718 links to the north  
 east corner of the old Indian Reserve

 June  
 1879

thence in a westerly direction along  
 the bank of Fraser River to the  
 point. also a reserve situated in  
 Townships 14 and 17 consisting of  
 3 Islands in Fraser river opposite  
 the main Matigwi reserve. also  
 portion not exceeding 40 ac.  
 of the south east quarter of Sec  
 6 Township 13, to include the  
 Indian houses and cultivated  
 enclosures.

(Signed) G. G.

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See page 132  
 of this book

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S. 1000  
 10000  
 10000  
 10000

one side only	6000	
fully wooded with	5000	
	4910	
	4800	Sharon
	4700	
	4600	
	4500	
	4400	Bank of river
	4300	river
Down hill	4200	
	4100	
	4000	
	3900	
	3800	
	3700	
	3600	
	3500	
	3400	
	3300	
	3200	
	3100	
	3000	
	2900	
	2800	
	2700	
	2600	
	2500	
	2400	
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	1200	
	1100	
	1000	
	900	
	800	
	700	
	600	
	500	
	400	
	300	
	200	
	100	
	0	

10000  
 10000  
 10000

10000	10000	10000	10000
9000	9000	9000	9000
8000	8000	8000	8000
7000	7000	7000	7000
6000	6000	6000	6000
5000	5000	5000	5000
4000	4000	4000	4000
3000	3000	3000	3000
2000	2000	2000	2000
1000	1000	1000	1000
0	0	0	0





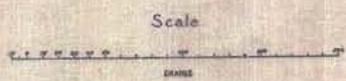




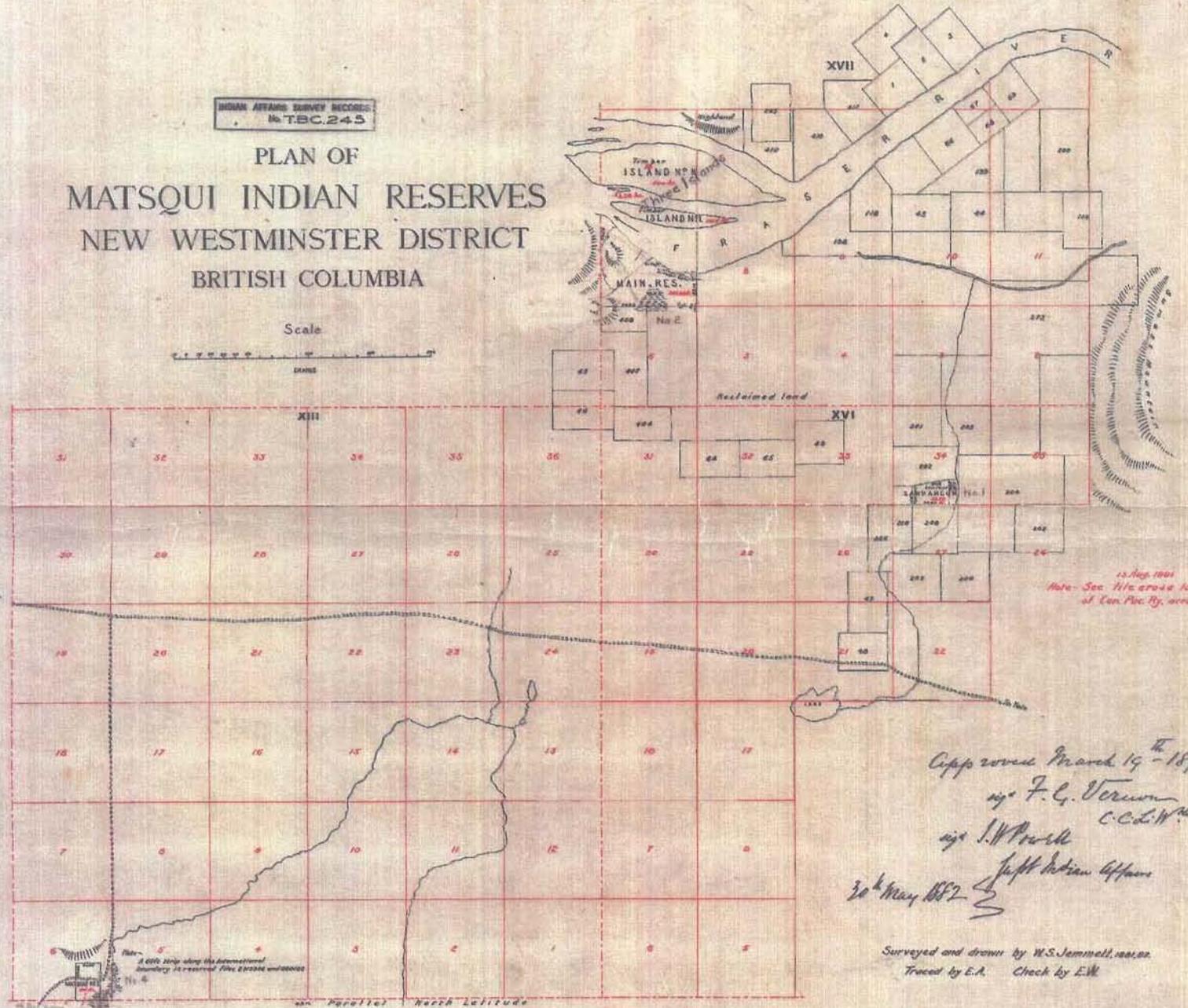


INDIAN AFFAIRS SURVEY RECORDS  
No. TBC.245

# PLAN OF MATSQUI INDIAN RESERVES NEW WESTMINSTER DISTRICT BRITISH COLUMBIA



INDIAN AFFAIRS SURVEY RECORDS  
No. TBC.245



15. Aug. 1891  
Note - Sec. 11 1/2 cross for R. of Way  
of Can. Pac. Ry. across Substratum Res.

Approved March 19<sup>th</sup> 1892  
sig<sup>d</sup> F. C. Vernon  
C. C. W. H.  
sig<sup>d</sup> J. W. Powell  
Chief Indian Affairs  
30<sup>th</sup> May 1892

Surveyed and drawn by W.S. Jemmill, 1891, 92.  
Traced by E.A. Check by E.W.

245

245



Copy.

Page 74.

B. C. Gazette,

March 4th, 1862.

Post-it™ Fax Note	7671E	Date	Oct 27/06	# of pages	1
To	Adrian Clark	From	Deb Hoy		
Co./Dept.		Co.	MOT		
Phone #		Phone #	356-2438		
Fax #	604 739-6163	Fax #	356-5013		

## PUBLIC HIGHWAYS.

## New Westminster District.

NOTICE IS HEREBY GIVEN, that the following Highways are hereby established in New Westminster District, viz:-

23 Commencing at the South-west corner of Section 5, Township 17; thence due north, along the line between Sections 5 and 6 and its continuation, to the Fraser River, and having a width of 33 feet on each side thereof.

24 Commencing at the North-west corner of Section 6, Township 17; thence due East, along the line between sections 6 and 7 and its continuation, to the base of Sumas Mountain and having a width of 20 feet on each side thereof.

25 Commencing at the South-east corner of Section 33, Township 16; thence due North, along the line between Sections 33 and 34 and its continuation, to a point one chain due south of the North-east corner of Section 9, Township 17; thence on a line bearing N. 48° W. (magnetic), through Lot 118, Group 2, to the Fraser River, and having a width of 33 feet on each side of said lines.

GEO. A. WALKER.

Chief Commissioner of Lands &amp; Works.

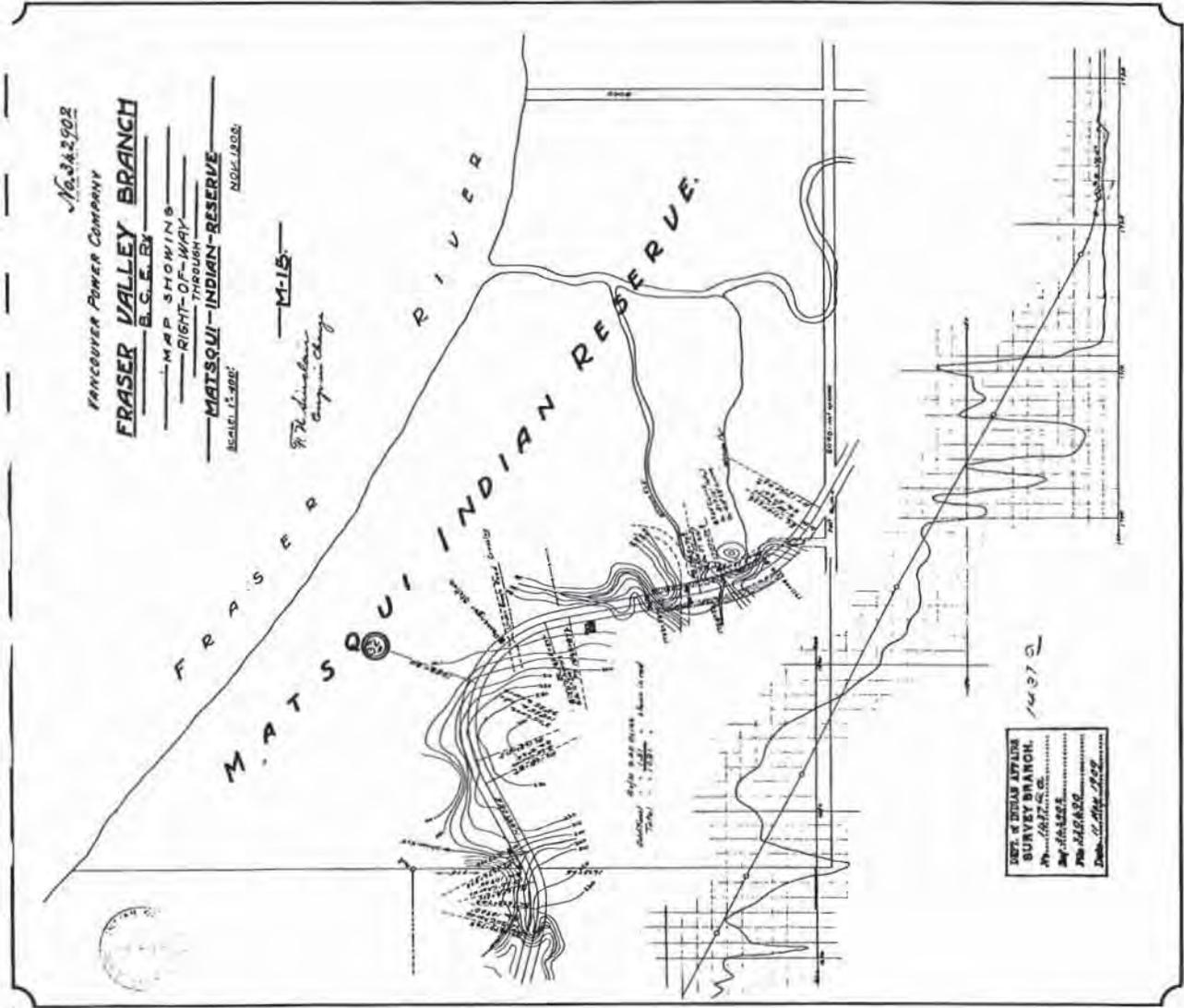
Lands &amp; Works Department,

Victoria, B. C., March 4th, 1862.









R.R. 1437-A



<i>Brought forward</i> .....	\$ 27,049 68
<b>CARIBOO DISTRICT. (Vote 132—\$53,000.)—Concluded.</b>	
Road—Quesnel-Alexandria Sleigh .....	1,303 57
" Van Winkle .....	423 75
" Wormald Creek .....	250 00
Trail—Sugar Creek .....	15 75
Ferry—Nehaco River .....	946 83
" Quesnel-Fraser River .....	823 46
Stable—Quesnel .....	184 43
General supplies, etc. ....	635 50
Road Superintendent .....	1,410 08
<i>Southern Division.</i>	
Road—Alexandria-Beaver Lake .....	59 00
" Beaver Lake Bridge .....	50
" Chilcotin Main .....	2,464 14
" Chilcotin Branch .....	49 50
" Harper's Camp-Beaver Lake Valley .....	481 75
" Little Lake-Seven-mile .....	99 50
" Main Trunk .....	9,919 47
" Meldrum-Creek Hill .....	296 00
" 150-mile-Alkali Lake .....	28 00
" 150-mile-Horsefly .....	968 50
" Quesnel Forks-158-mile House .....	1,950 38
" Quesnel Forks-Keithley Creek Sleigh .....	429 50
" Quesnel Forks-Quesnel Lake .....	196 50
" Soda Creek Ferry .....	36 00
" Soda Creek-Springfield Ranch .....	53 00
Trail—Horsefly (upper) .....	613 00
" Keithley Creek-Harvey Creek .....	12 00
" Soda Creek, west of Fraser River .....	220 00
Bridge—Chimney Creek .....	192 75
" Quesnel Forks protection .....	810 25
Ferry—Soda Creek .....	32 50
General supplies, etc. ....	130 40
Road Superintendent .....	912 00
<b>Total</b> .....	<b>\$52,997 69</b>
<b>CHILLIWACK DISTRICT. (Vote 133—\$27,800.)</b>	
Road—Abbotsford-Huntingdon .....	\$ 2,918 18
" Abbotsford Townsite .....	1,140 05
" Cultus Lake-Columbia Valley .....	213 95
" Columbia Valley .....	1,237 65
" Harris-Matsqui .....	737 21
" Huntingdon Townsite .....	1,335 00
" Matsqui Hygienic Dairy .....	252 50
" Matsqui-Abbotsford .....	2,266 57
" Mount Lehman Trunk .....	2,236 35
" Mount Baker .....	133 80
" New, north of Vedder Bridge .....	35 75
" New, south of Vedder Bridge .....	153 25
" Parson's Hill .....	100 40
" Popcum .....	860 85
" Tipella-Gibraltar .....	91 40
" Vye .....	1,913 23
<i>Carried forward</i> .....	\$ 15,626 14



Brought forward ..... \$ 96,269 56

CARIBOO DISTRICT. (Vote 133—\$137,500.)—Concluded.

Road—	Hillside Ranch .....	42 00
"	Kersley-Dale .....	104 00
"	Kersley-Dubois .....	7,258 31
"	Main Trunk .....	19,692 15
"	Murray (west side of river) .....	453 50
"	Peters Creek .....	346 00
"	Quesnel River .....	1,315 50
"	Quesnel River-Alexandria .....	1,515 88
"	Quesnel River and Nasco Sleigh .....	297 50
"	Slough Creek .....	14 00
"	Van Winkle-Swift River .....	1,251 65
"	Webster's (east side of river) .....	165 00
Trail—	Bear Lake-Indian Point .....	52 50
"	Grouse Creek .....	68 25
"	Quesnel River-Beaver Lake .....	78 75
"	Russian Creek .....	8 75
"	Stoney Lake .....	193 25
"	Sugar Creek .....	318 50
"	Willow River .....	35 87
Ferry—	Nehaco .....	343 55
"	Quesnel .....	611 29
Stable—	Quesnel .....	8 75
Cribbing,	Quesnel River .....	821 68
Breakwater,	Quesnel River .....	18 75
Government shed and warehouse,	Quesnel .....	837 69
General supplies .....		365 25
Road Superintendent .....		1,940 00
District generally (horse-feed) .....		3,064 08
Total .....		\$137,491 96

CHILLIWACK DISTRICT. (Vote 134—\$56,500.)

Road—	Abbotsford-Matsqui .....	\$ 7,543 05
"	Bench .....	493 00
"	Clayburn .....	1,229 61
"	Columbia Valley-Cultus Lake .....	2,296 55
"	Harris .....	1,768 90
"	Huntingdon-Abbotsford .....	317 00
"	Huntingdon .....	201 00
"	Matsqui-Riverside .....	767 30
"	Mount Baker .....	4,672 93
"	Mount Lehman Trunk .....	2,629 38
"	New, north of Vedder Bridge .....	270 90
"	Peardonville .....	1,508 00
"	Promontory .....	584 75
"	Riverside Trunk .....	386 00
"	Ross .....	14 65
"	Sumas Mountain .....	1,668 90
"	Via Road-Upper Sumas .....	1,962 00
"	Vedder Mountain .....	50 00
"	Yale-Chilliwack-Rosedale .....	2,872 70
"	Yale, east of Abbotsford .....	1,580 68
"	Yale, west of Abbotsford .....	1,958 64
Carried forward .....		\$ 34,775 94

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<i>Brought forward</i> .....		\$ 34,280 98
CARIBOO DISTRICT. (Vote 112—\$231,000)— <i>Concluded</i> .		
<i>Southern Division.—Concluded.</i>		
Road—	158-Mile House-Quesnel Forks.....	5,976 18
"	150-Mile House-Harper's Camp.....	3,917 57
"	170-Mile House-Beaver Lake.....	583 10
"	Quesnel Forks-Quesnel Lake.....	162 99
"	Soda Creek-Springfield.....	69 00
"	Upper Horsefly.....	111 12
Trail—	Horsefly to Fraser Creek.....	414 00
"	Keithley-Barkerville.....	664 60
"	Keithley-Harvey Creek.....	81 50
"	Quesnel Forks-Keithley.....	685 93
Bridge—	Harper's Camp.....	14 75
Ferry—	Launching Soda Creek Ferry.....	114 55
General, supplies, etc.....		833 78
Supervision.....		1,591 00
<i>Central Division.</i>		
Road—	Alexandria-Quesnel.....	3,542 50
"	Antler-Cunningham.....	1,486 72
"	Barkerville-Cottonwood (winter).....	2,370 32
"	Barkerville-Fraser River.....	11,687 82
"	Big Prairie.....	1,497 05
"	Cariboo Coal-mine.....	273 50
"	Castle Rock Landing.....	339 00
"	Darrels.....	226 00
"	Deacon.....	42 00
"	Dibbs-Cottonwood Canyon.....	1,254 15
"	Dragon Creek.....	17 50
"	Dragon Lake.....	496 00
"	Hickson's Creek.....	14 00
"	Hodds.....	100 00
"	Jack of Clubs Creek.....	120 00
"	Johnson, Warden, and Dog Prairie.....	100 00
"	Main Trunk.....	16,226 41
"	Quesnel-Quesnel Forks.....	11,000 50
"	Quesnel-Nargo.....	1,627 18
"	Stewart's Creek.....	160 62
"	Van Winkle-Perkins Gulch.....	1,089 97
"	Van Winkle-Swift River.....	376 37
"	Willow River-Sugar Creek.....	2,221 30
"	Yargeau.....	198 00
Trail—	Antler-McKenna.....	1,164 95
"	Barkerville-Bulkhead.....	2,321 14
"	Bear River.....	1,700 85
"	Cottonwood-Hydraulic.....	487 75
"	Cottonwood-Willow River.....	523 35
"	Goat River.....	1,230 90
"	Rachow Creek.....	36 75
"	Saurmill Flat.....	42 00
"	Stoney Lake.....	471 99
Street—	Quesnel.....	2,780 22
Ferry—	Quesnel.....	2,201 01
General, supplies, etc.....		1,654 67
Supervision.....		3,082 25
<i>Carried forward</i> .....		\$123,565 79

<i>Brought forward</i> .....		\$ 123,565 79
<b>CARIBOO DISTRICT. (Vote 112—\$231,000)—Concluded.</b>		
<i>Northern Division.</i>		
Road —	Blackwater-Fort George .....	11,674 75
"	Cullerton .....	995 59
"	Eagle Lake .....	2,990 40
"	Fort George-Chief Lake .....	4,972 20
"	Fort George-Giscombe .....	999 05
"	Fort George-Nechako .....	2,000 00
"	Fort George-Pinker-Willow River.....	3,000 00
"	Fort George-Stony Creek .....	21,852 82
"	Fraser-Francois Lake.....	11,969 09
"	Mafoes-Stony Creek .....	2,452 50
"	Milne's Landing (east).....	1,887 80
"	Milne's Landing (west).....	1,748 30
"	Milne-Noonla Lake.....	150 00
"	Mud River Valley.....	2,995 21
"	Noonla Lake .....	1,158 20
"	Quesnel-Fraser Lake .....	14,917 56
"	Shaefer Branch.....	999 49
"	Tachie Lake.....	5,046 97
"	Tsinkut-Stewart Lake.....	4,832 20
"	White's Landing.....	4,984 21
Trail —	Stewart-Fraser Lake.....	380 50
"	Stewart-McLeod .....	998 34
Ferry —	Fraser River.....	248 60
"	Fraser River at South Fort George.....	311 75
"	Nechako River .....	519 76
General, supplies, etc.....		1,495 90
Supervision .....		3,645 45
Total .....		\$232,791 43

**CHILLIWACK DISTRICT. (Vote 113—\$90,000.)**

Road —	Abbotsford-Huntingdon .....	\$ 5,891 90
"	Abbotsford-Matsqui .....	125 40
"	Abbotsford-East Yale.....	2,538 75
"	Abbotsford-West Yale.....	3,150 82
"	Aberdeen.....	1,248 90
"	Barker.....	496 65
"	Bench-East Chilliwack .....	40 00
"	Bobey.....	3,942 16
"	Clayburn .....	584 85
"	Columbia Valley-Cultus Lake .....	1,794 15
"	Delaie.....	1,760 35
"	Dennison-East of Ross-B.C.E.R.....	55 40
"	Harris (east).....	1,185 45
"	Harris (west).....	4,504 55
"	Lefevre.....	1,279 15
"	Marsh.....	779 95
"	Mount Baker .....	3,178 98
"	McLehman Trunk.....	1,491 80
"	O'Hearn.....	1,763 00
"	Parson.....	1,200 55
<i>Carried forward</i> .....		\$ 37,012 76



AT THE GOVERNMENT HOUSE AT OTTAWA.

Saturday the 25<sup>th</sup> day of January 1913.

PRESENT :

HIS ROYAL HIGHNESS  
THE GOVERNOR GENERAL

IN COUNCIL :

Whereas it is provided by paragraph (a) of section 38 of The Regulations for the administration and disposal of lands within the Forty Mile Railway Belt, in the Province of British Columbia, established by Order-in-Council of the 17th September, 1879, that the Governor in Council may withdraw from the operation of the regulations, subject to existing rights as defined or created thereunder, such lands as have been or may be reserved for Indians;

And whereas the reserves on the attached list, marked "A", have been surveyed and are shown on the official plans of the respective townships:

Therefore His Royal Highness the Governor General in Council is pleased to withdraw from the operation of the above mentioned regulations, the lands, amounting to 125,81.5 acres, which are comprised within the said reserves respectively, subject to existing rights as defined or created under the said regulations.

*A. B. Baden*

*to be done in 30 days 1913  
13-10-1913  
1/2 (by 10/10/1913)  
1/2 (by 10/10/1913)*

Pl 200-127

INDIAN RESERVE.	OFFICIAL PLAN ON WHICH SHOWN	DATE OF CONFIRMATION.	ACRES
Sunass No. 5 (Aylechoolook)	TP. 20, East of Coast Meridian	7th Jan., 1906.	4.9
Sunass No. 4 (Epekwatchin)	N.E. $\frac{1}{4}$ " 20, " " " "	8th Dec., 1909.	235
Matsqui No. 1 (Matsqui)	" 16, " " " "	1st Dec., 1902.	52.5
Matsqui No. 2 (Matsqui Main Reserve)	" 17, " " " "	28th March, 1907.	353.85
Matsqui No. 3 (Three Islands)	" 17, " " " " " 14, " " " "	25th March, 1907. 30th Jan., 1904.	608.5
Matsqui No. 4 (Matsqui)	" 13, " " " "	1st Dec., 1902.	60
Langley No. 3 (Lots 444 & 445 G.1)	S.E. $\frac{1}{4}$ " 14, " " " " " 15, " " " "	30th Jan., 1904. 7th March, 1907.	122
Langley No. 1 (Whonock)	TP. 14, " " " " S.W. $\frac{1}{4}$ " 15, " " " "	30th Jan., 1904. 27th March, 1911.	92
Langley No. 4	S.E. $\frac{1}{4}$ " 15, " " " "	7th March, 1907.	239
Langley No. 2	S.E. $\frac{1}{4}$ " 15, " " " "	7th March, 1907.	127
Langley No. 6 (Allan's Island)	" 11, " " " " " 12, " " " "	2nd May, 1907. 12th July, 1911.	447
Langley No. 5	" 11, " " " " " 12, " " " "	2nd May, 1907. 12th July, 1911.	360.5
Bonshaw	" 1, West " " " "	27th July, 1903.	392
Langley No. 7	" 38, " " " "	11th Oct., 1905.	40
Coquitlam No. 2	" 38, " " " "	11th Oct., 1905.	202.5
Squamish No. 4 (Inlilawatah)	" 6, R. 7, West of 7th "	25th Oct., 1908.	33
Cooks Ferry No. 4	S.E. $\frac{1}{4}$ " 17, " 25, " " 6th "	27th Oct., 1909.	35
Oregon Jack No. 4 (Hopa)	" 19, " 24, " " " "	2nd March, 1908.	322

Total area of Reserves in this Schedule "A" = 125186.5 acres.

DEPARTMENT OF INDIAN AFFAIRS & NORTHERN DEVELOPMENT

REGISTRATION NO. 1016-1

00 P. 0. 205

I certify that the within instrument is duly entered and registered in the Indian Land Registry, Department of Indian Affairs and Northern Development, at Ottawa:

AT 12:43 O'CLOCK P M OF THE  
..... DAY OF April  
AD 1970 NUMBER 1016-1  
FOR Amund Research, I.R. NO.  
IN THE PROVINCE OF B.C.

Amund  
REGISTRAR

Land Registry

MEMORANDA AND ENDORSEMENTS

K-1-101



Brought forward .....	\$ 91,957 70
CARIBOO DISTRICT. (Vote 134—\$265,000.)—Concluded.	
Central Division.—Concluded.	
Trail—Harvey Creek .....	120 00
" Red Bluff Hill .....	42 00
" Stoney Lake .....	510 59
Ferry—Alexandria .....	1,527 65
" Quesnel .....	2,329 73
Streets and sidewalks—Quesnel-Main Trunk .....	4,946 18
General supplies .....	4,663 38
Supervision .....	4,125 85
Total .....	\$110,223 08

## CHILLIWACK DISTRICT. (Vote 135—\$99,000.)

Road—Abbotsford-Huntingdon .....	\$ 1,393 99
" Abbotsford-Riverside .....	1,500 75
" Abbotsford-East Yale .....	1,012 25
" Abbotsford-West Yale .....	2,757 86
" Abbotsford Townsite .....	897 23
" Boley .....	182 35
" Chilliwack River .....	2,250 25
" Claybourn-Straiton .....	403 05
" Columbia Valley Lake .....	1,891 80
" Delair .....	968 48
" Gifford .....	106 28
" Gwynne .....	648 50
" Harris (east) .....	1,999 25
" Huntingdon Townsite .....	1,632 04
" Hygienic .....	253 30
" Lefeuve .....	712 18
" Marsh .....	998 60
" Matsqui-Mount Lehman .....	7,806 70
" Mount Baker .....	961 90
" Mount Lehman Trunk .....	1,114 80
" Nixon .....	296 20
" O'Hearn .....	4,436 70
" Page .....	467 20
" Parson's .....	122 00
" Peardonville Trunk .....	2,086 30
" Riverside .....	463 80
" Ruddick .....	275 90
" Silicia Creek .....	5 00
" Sumas Mountain-Waale's Landing .....	4,720 24
" Vye .....	1,462 05
" Wade's Landing (settlers) .....	147 95
" Yale-Chilliwack-Rosedale .....	11,950 31
" Yale-Chilliwack-Vedder .....	4,851 85
" Yale-East Rosedale .....	992 00
" Yale-Vedder-Prairie .....	16,724 34
" Yale-Vedder-Vye .....	1,208 74
" Yale Mountain Rock Quarry .....	4,242 02
Street—Huntingdon-C Street .....	776 25
Tool-shed .....	2,500 00
General supplies .....	582 49
Supervision .....	3,384 60
Total .....	\$ 91,187 50



# PLAN OF A PORTION OF SEC. 7 OF TP. 17 OF NEW WEST<sup>R</sup>. DIST.

— SCALE 400' = 1" —

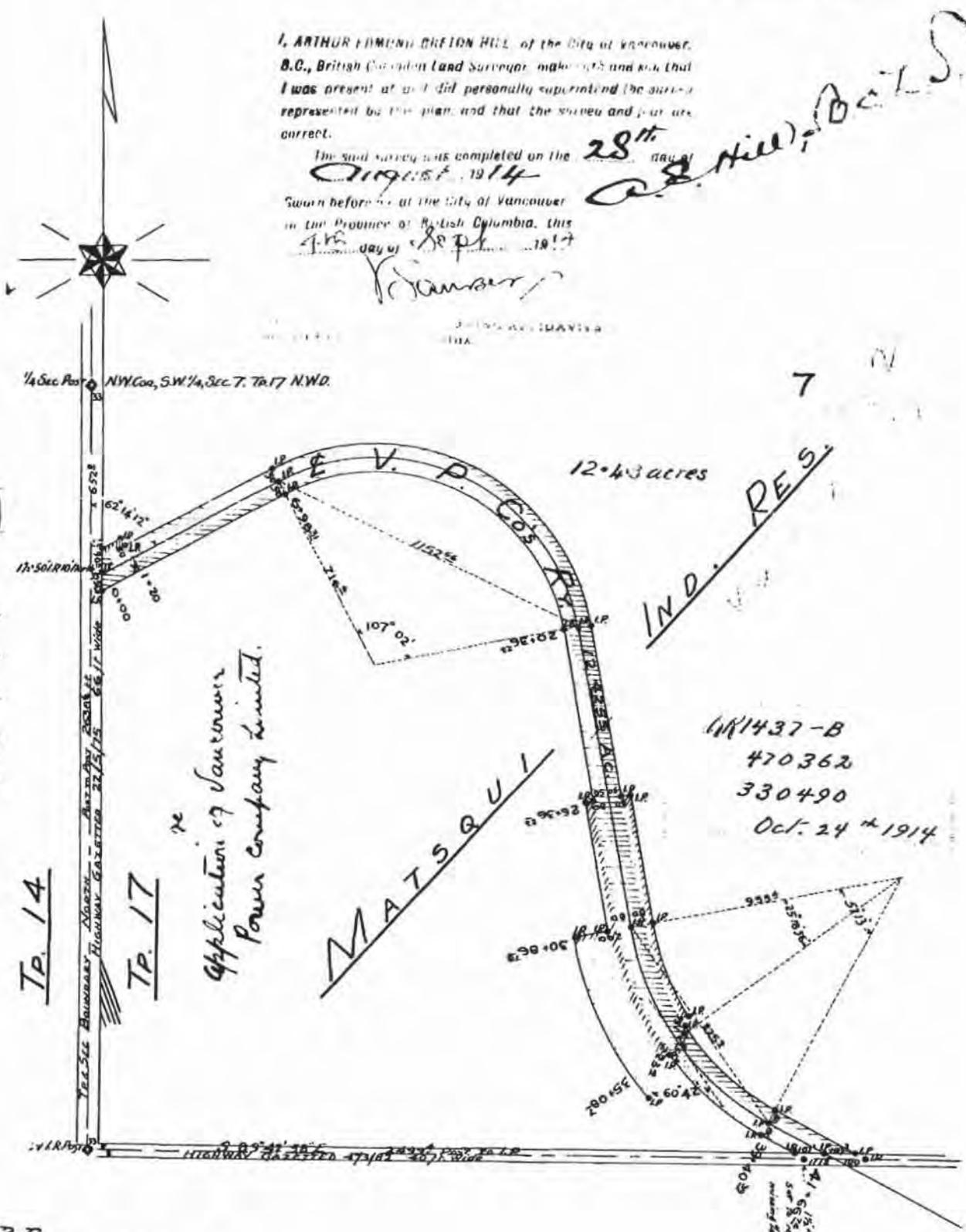
I, **ARTHUR EDWARD DUTTON HILL**, of the City of Vancouver,  
B.C., British Columbia Land Surveyor, make oath and say that  
I was present at and did personally superintend the survey  
represented by this plan, and that the same and plan are  
correct.

The said survey was completed on the 28<sup>th</sup> day of  
August, 1914

Sworn before me at the City of Vancouver  
in the Province of British Columbia, this  
4<sup>th</sup> day of Sept, 1914

*[Signature]*

*A. S. Hill (Dutton)*



*Application of Vancouver  
Power Company Limited.*

11437-B  
470362  
330490  
Oct. 24 1914

R.R.  
1437-B



Dist. File 115



PUBLIC WORKS DEPARTMENT  
(DISTRICT ENGINEER'S OFFICE)

FILE No. 1279.

Vancouver B.C., Oct. 5th 1918.



Chilliwack District  
Harris Road.

CHILLIWACK DIST.

Sir:

On Sept. 7th, while in Chilliwack, the question of an appropriation for the above road was brought up by the Hon. Mr. Barrow. The Hon. Dr. King informed me that he had decided to allow a sum of \$500.00 out of our road appropriation to be given the Municipality of Matsqui and that the Municipality would be allowed to expend this sum upon such work as they deemed necessary. The Hon. Minister informed me that he would issue instructions when he reached Victoria regarding this, but up to the present time, I have received none.

Would you kindly take the question up with him and advise.

Yours obediently,

*H. Johnston*  
District Engineer.

A.E. Foreman, Esq.,  
Public Works Engineer  
Victoria, B.C.

HLJ/McD.

84904

*Ans 2/2/18*





1879

Oct. 23rd 1918.

Re Harris Road.

Sir:

The sum of \$500.00 (Five hundred dollars) is authorized for expenditure on the above road by the Municipality of Matsqui, the work to be carried out under your supervision.

Yours obediently,

Public Works Engineer.

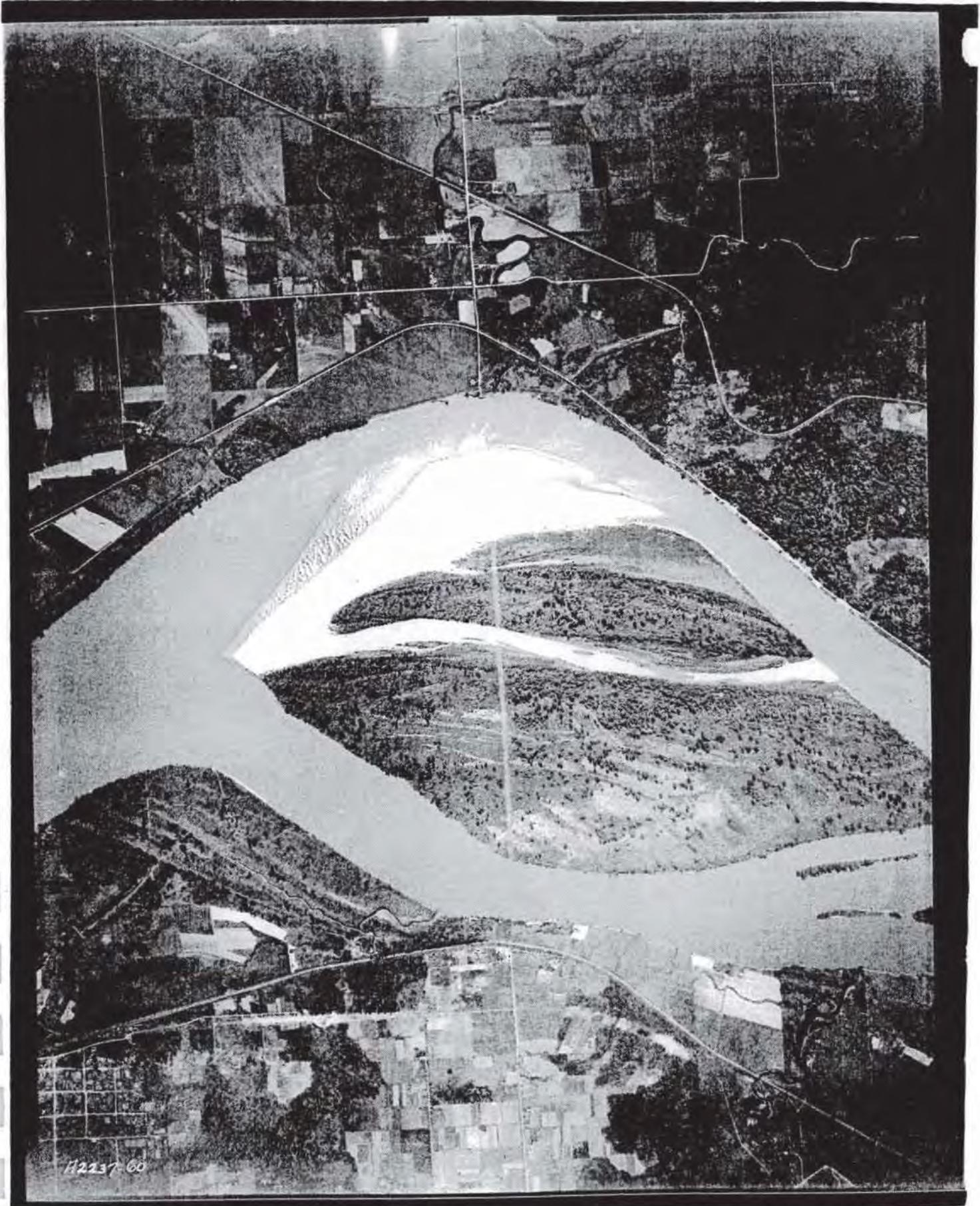
H. I. Johnston, Esq.

District Engineer,

Vancouver B.C.

ABP/HR.





H2237-60



*in dup. Suppl General Indian Affairs 4 July 30*

The Committee of the Privy Council have had before them a Report, dated 24th January, 1930, from the Superintendent General of Indian Affairs, submitting that, pursuant to certain Statutes of Canada and of the Province of British Columbia (Ca. 1920, Chapter 51, B.C. 1919, Ch. 32) Your Excellency in Council and His Honour the Lieutenant-Governor of British Columbia in Council were respectively authorized to take such action as might be necessary to carry out a certain agreement made on the 24th day of September, 1912, with respect to the administration of Indian lands in the said Province, a copy of which said agreement is attached as schedule One hereto.

The Minister states that in pursuance of the said agreement a Royal Commission was constituted to report on the matters aforesaid, and duly reported on the 30th of June, 1916, whereupon the Lieutenant-Governor in Council, on the 26th day of July, 1923, made an Order (No. 911) approving of the said report, and Your Excellency in Council, on the 19th day of July, 1924, (P.C. 1265) made an Order approving thereof except as to cut-offs in the Railway Belt.

The Minister further states that on the 22nd day of March, 1929, a further agreement with respect to Indian lands in the Province of British Columbia

B. 208

was entered into between representatives of the Governments of Canada and of the Province of British Columbia respectively, a copy of which said agreement with schedules containing a list of the reserves in the Railway Belt and Peace River Block and a draft of the form of conveyance in the said agreement referred to are hereto attached as schedules Two, Three and Four.

The Minister accordingly recommends that the said last mentioned agreement and the schedules aforesaid be approved and the agreement directed to be carried out according to its terms upon the approval thereof by the Lieutenant-Governor of British Columbia in Council.

The Minister further recommends that the Superintendent General of Indian Affairs be authorized, pursuant to Section 48 of the Indian Act (R.S.C. 1927, Ch. 98), to agree to the taking for any such public work as is mentioned in the draft form of conveyance attached hereto as schedule Four an area in excess of the one-twentieth therein provided for on payment by the Province of British Columbia for the benefit of the Indians of such sum by way of compensation for the land so taken as the Superintendent General of Indian Affairs may determine.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

*W. Macleay Kuff*

*Approved*

*Willingdon*

*3. 2. 30.*

NET WESTMINSTER AGENCY.

Page #5.

TRIBE OR BAND	RESERVE	NUMBER	DESCRIPTION	ACREAGE	DATE OF CONFIRMATION.
Langley Tribe		4	New Westminster District, in Sec. 2, Tp. 15, E.C.M., on left bank of the Stave River.	239.00	O.C. 25th January, 1913.
Do		5	New Westminster District, in Tps. 11 and 12, E.C.M., on right bank of Fraser River.	360.50	O.C. 25th January, 1913.
Do	McMillan's Island	6	New Westminster District, in Tps. 11 and 12, E.C.M., in Fraser River, near Langley.	447.00	O.C. 25th January, 1913.
Do		7	New Westminster District, part of Sec. 21, Elk. 5 N., Range 2 W.	40.00	O.C. 25th January, 1913.
Do		8	New Westminster District, part of Lot 1, G. 2, on left bank of the Fraser River, opposite New Westminster.	4.68	O.C. 16th May, 1899, 1.31 Ac.
Matsqui Tribe	Sahhacum	1	New Westminster District, part of Sec. 34, Tp. 16, E.C.M.	52.59	O.C. 25th January, 1913.
Do	Matsqui Main	2	New Westminster District, part of Sec. 7, Tp. 17, E.C.M.	353.85	O.C. 25th January, 1913.
Do	Three Islands	3	New Westminster District, in Fraser River, N. of Reserve No. 2.	608.50	O.C. 25th January, 1913.
Do	Matsqui	4	New Westminster District, part of Sec. 6, Tp. 13, E.C.M.	60.00	O.C. 25th January, 1913.
Musqueam		1	New Westminster District, part of Lots 1 & 2, G. 2., on left bank of Fraser River, opposite New Westminster	5.16	O.C. 16th May, 1899, 1.05 Ac. Purchased 17th June, 1897. 1.13/Ac.

31 208-C



## CARIBOO DISTRICT (SOUTH)—Continued.

## VOTE 169—BRIDGES: MAINTENANCE—Continued.

	<i>Brought forward</i> .....	\$7,918.04	\$150,028.37
Res. No.			
431.	Hillman .....	146.04	
432.	10-Mile Creek .....	85.09	
	Total, Vote 169—Bridges: Maintenance .....		8,149.77

## VOTE 169—FERRIES.

6.	Woodjam (Horsefly) .....	\$48.00	
	Total, Vote 169—Ferries .....		48.00

## VOTE 169—TRAFFIC OPERATION (INCLUDING SNOW-REMOVAL SERVICE).

4.	Chilcotin Main .....	\$100.00	
5.	Cariboo Main .....	805.84	
15.	Horsefly Main .....	294.22	
18.	Keithley Main .....	1,225.60	
72.	Clinton-Williams Lake .....	44.05	
131.	Canim Lake .....	15.00	
141.	Lone Butte-Bridge Lake .....	286.55	
	Snow-plough equipment .....	153.06	
	Total, Vote 169—Traffic Operation (including Snow-removal Service) .....		2,924.91

## VOTE 169—SURVEYS.

	General surveys .....	\$999.50	
	Total, Vote 169—Surveys .....		999.50

## VOTE 140—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

18.	Keithley Main Road .....	\$1,498.00	
90.	Likely-Cedar Creek Road .....	500.00	
111.	Antoine Creek Road .....	500.00	
202.	Cedar Creek-Spanish Mountain Trail .....	50.00	
213.	Jane Group Trail .....	200.00	
214.	Black Creek Trail .....	300.00	
232.	Rose Lake Trail .....	150.00	
	Total, Vote 140—"Mines Development Act," Supplementary .....		3,198.00

Total expenditure, Cariboo District (South) .....

\$165,348.55

Total expenditure, Cariboo District .....

\$281,489.72

## CHILLIWACK DISTRICT.

## CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (a): ROADS.

10A.	Trans-Provincial, Yale Road Revision .....	\$8,798.11
10A.	Trans-Provincial, Yale Road Revision (gravelling) .....	18,815.85
46A.	New Sumas Highway .....	8,210.95
4R.	Trans-Provincial, Yale Road Revision .....	2,809.85
6R.	New Sumas Highway .....	6,026.88
		\$40,261.64

## CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (a): ROADS.

10A.	Trans-Provincial, Yale Road Revision (Section 4) .....	\$69,730.88
11A.	Trans-Provincial, Yale Road Revision (Abbotsford East) .....	5,419.86
5B.	11R. Village of Abbotsford (paving) .....	45,768.71
4R.	Trans-Provincial, Yale Road Revision (Section 4) .....	10,081.69
6R.	New Sumas Highway .....	76,905.39
12R.	Abbotsford-Mission (drain at Matsqui) .....	4,675.22
12R.	Abbotsford-Mission (Riverside Road Revision) .....	1,692.03

Carried forward.....

\$214,273.58

## CHILLIWACK DISTRICT—Continued.

## CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (a) : ROADS—Continued.

	<i>Brought forward</i> .....	\$214,273.58
REG. No.		
8r.	Trans-Provincial (culvert at Elk Creek) .....	1,303.22
7r.	Abbotsford-Huntingdon .....	1,059.70
8r.	Trans-Provincial (surfacing) .....	2,854.40
9r.	Rosedale Ferry (surfacing) .....	858.15
12r.	Abbotsford-Mission (surfacing) .....	228.00
61r.	Yale (surfacing) .....	117.38
8.	Columbia Valley .....	3,961.03
		<u>\$224,745.46</u>

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (a) : LOCAL  
ROADS WITHIN ORGANIZED TERRITORY.

Ryder Lake .....	\$2,000.60
Gladys .....	714.58
Clearbrook-Marshall .....	439.85
Mount Lehman .....	594.06
King .....	129.40
Lefevre .....	308.20
Townline .....	349.00
Sim .....	330.36
Page .....	249.74
Harris-Brown .....	962.40
Harris .....	630.57
Ford .....	102.85
Clayburn .....	332.60
Township Line .....	319.20
Aberdeen .....	380.55
	<u>\$7,844.26</u>

Total, Capital Account—Roads ..... \$272,851.36

## CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (a) : BRIDGES.

11A.	Bridge at Sumas Municipal Hall .....	\$6,577.78
12r.	Matsqui Slough .....	2,441.70
9r.	Hope Slough .....	2,718.33

Total, Capital Account—Bridges ..... 11,737.81

## CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (a) : FERRIES.

Agassiz-Rosedale Ferry Landings .....	\$75,709.90
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Total, Capital Account—Ferries ..... 75,709.90

VOTE 169—MAINTENANCE AND MINOR BETTERMENTS: ROADS,  
TRAILS, AND STREETS.

6.	Huntingdon Townsite .....	\$1,359.49
8.	Columbia Valley .....	4,050.84
9.	Chilliwack River .....	838.76
13.	Clayburn-Straiton .....	518.73
16.	Rosedale Ferry .....	435.07
4r.	Trans-Provincial .....	5,470.98
5r.	Trans-Provincial .....	350.00
6r.	Trans-Provincial .....	924.39
7r.	Abbotsford-Huntingdon .....	917.27
8r.	Trans-Provincial .....	733.75
9r.	Rosedale Ferry .....	230.80
11r.	Abbotsford-Mission .....	185.10
12r.	Abbotsford-Mission .....	3,040.53
61r.	Yale .....	5,854.99
10A.	Trans-Provincial .....	5,216.55
37A.	Abbotsford-Riverside .....	2,538.66

*Carried forward*..... \$32,265.91 \$360,299.07



2/1923					
2/1923	<p>386.42</p> <p>Allocated by Commissioner Sproot, 20th June, 1879. Original Survey 1861, Plan No. 245. In Railway Belt, Dominion Order in Council P.C. 204, 25th January, 1913. To Vancouver Power Co. Plan RR. 1437B, Dominion Order in Council, P.C. 14/1351, 1st July, 1919. Dominion Patent Reference 18926. To C.W. Ry Right of Way, Plan RR. 1011A, Dominion Order in Council, P.C. 126, 24th January, 1913. To C.W. Ry Right of Way, Plan RR. 1011B, Dominion Order in Council P.C. 149, 5th July, 1911.</p>	<p>386.42</p>	<p>✓ New Westminster District. In Township 17, Section 8, east of Coast Meridian. On the left bank of Fraser River. (Ref. Map 5D, Topographical Map 92 G/1)</p>	<p>Metsqui Tribe</p>	<p>Metsqui Main..... (.255)</p>
2/1923	<p>608.50</p> <p>Allocated by Commissioner Sproot, 20th June, 1879. Original Survey 1861, Plan No. 245. In Railway Belt, Dominion Order in Council, P.C. 205, 25th January, 1913.</p>	<p>608.50</p>	<p>✓ New Westminster District. In Township 14, Section 13, and Township 17, Sections 7, 8, 17 and 18, east of coast Meridian. Three Islands in Fraser River, southeast of Mission City. (Ref. Map 5D, Topographical Map 92 G/1)</p>	<p>Metsqui Tribe</p>	<p>3 - Three Islands.....</p>
2/1923	<p>-60.00- 58.50</p> <p>Allocated by Commissioner Sproot, 20th June, 1879. Original Survey 1861, Plan No. 245. In Railway Belt, Dominion Order in Council P.C. 205, 25th January, 1913. NOTE: A strip 60 feet wide along International Boundary is reserved.</p>	<p>-60.00- 58.50</p>	<p>✓ New Westminster District. In Township 13, Section 6, east of Coast Meridian. Adjoining the International Boundary. (Ref. Map 5D, Topographical Map 92 G/1)</p>	<p>Metsqui Tribe</p>	<p>(ii) Metsqui.....</p>
2/1923	<p>-27.20</p> <p>Allocated by Commissioner Sproot, 30th June, 1879. Original Survey 1860, 1861, Plan No. L.252. Title, Provincial Order in Council #1036, 23rd July, 1938.</p>	<p>-27.20</p>	<p>New Westminster District. The entire island in north arm of Fraser River, near its entrance from the main stream, within the limits of the City of New Westminster. (Ref. Map 5D, Topographical Map 92 G/2)</p>	<p>New Westminster District Nations or Groups</p>	<p>(iii) Poplar Island.....</p>
2/1923	<p>40.409</p> <p>Allocated by Commissioner Sproot, 30th June, 1879, as special reserve to be managed by the Department as is found expedient. Original Survey 1860, 1861, Plan No. L.252. Provincial Crown Grant 41235 issued to City of New Westminster for all their interest reversionary or otherwise and absolute title #218817, dated 4th May, 1910. Shown as "Cut Off" by Royal Commission, 12th May, 1916. The Commissioner for British Columbia maintained the Commission had no right to deal with these lots, since the Province had already transferred their interest. The Indian interest has been leased to the City of New Westminster for some years. No Transfer of title has ever been made as from Crown Provincial to Crown Dominion. (Reference page 685, Royal Commission Report, Report 1939 by C.H. Taggart D.L.S.).</p>	<p>40.409</p>	<p>✓ New Westminster District. Three blocks numbers 1, 2 and 3, designated District Lots 145, 146 and 154. Within the city of New Westminster. (Ref. Map 5D, Topographical Map 92 G/2)</p>	<p>New Westminster District Nations or Groups</p>	<p>(iv) New Westminster...</p>

continued next page.....



The park area between London Street and Ninth Avenue was graded and many surface rocks removed.

During the very heavy rains of December it was noted that our storm sewers were about taxed to their capacity.

Shallow surface breaks in the concrete deck of the Pattullo Bridge were repaired with ferrogout, which makes a very satisfactory and quick-setting patch. The use of salt for removing ice and packed snow from the deck was thought to be the primary cause of these breaks and its use was, therefore, discontinued. Despite this, a few small breaks have recently occurred and it would, therefore, seem that the cause of these breaks does not lie altogether with the use of salt.

#### DELTA ELECTORAL DISTRICT.

*Road Maintenance.*—Not only have roads been called upon to carry, during the last few years, more and heavier loads than before, but, owing to the scarcity of asphalt, they have not received the attention and treatment necessary, with the result that year-round patching is a major operation.

A start was made on levelling the boulevards so that power-mowers can operate on them. Work of this nature was undertaken on the Aldergrove-Bellingham Highway 77R and on the Trans-Canada Highway 3R, both east and west of Aldergrove. Very favourable comments were heard from the public concerning this work.

Work was also started on the raising and widening of the dyke on the north side of Barnston Island for the purpose of building an extension of the present road to serve the settlers in that area.

Traffic lines were repainted on all main roads.

The subdividing of lands adjacent to our main roads in the Lower Fraser Valley continues and we have had to install no fewer than sixty-four private crossings during the year to provide access to these subdivisions.

Assistance was given to municipalities towards improving the following roads: River Road (Delta), Glover Road (Langley), and Hjorth Road (Surrey).

*Bituminous Surfacing.*—A mulch recap was placed on 1.5 miles of the southerly end of Scott Road 69A in Delta.

A single respray was applied to the following: Three miles of Scott Road 61A, Surrey; 0.75 mile of Woodward's Highway 50B, Richmond; and 1.75 miles of Steveston Highway 84B, Richmond.

*Bridges.*—Bridges Nos. 19 and 20 on Ladner Ferry Road were redecked, while Clayton Bridge No. 23 was partially redecked.

Lumber was procured for redecking Haldi Island Bridge No. 26, but the work was not put in hand and the material is now stored at Pattullo Bridge.

Eburne Bridges Nos. 4 and 5, which carry very heavy and at times dense traffic, now require continual patching by two men and are due for a complete deck renewal. The protection dolphins and rest piers at No. 4 Bridge continue to be battered by tugs and scows, and this will no doubt continue, and may very well increase, as river traffic increases.

At Fraser Avenue Bridge the down-stream half of the draw rest pier was so badly damaged by impact of a scow that it had to be completely renewed.

*Ferries.*—The service of the Ladner-Woodward Ferry was interrupted on two occasions during the year—three and one-half days in April while the counter-weight towers at Ladner Landing were being renewed, and four and one-half days at New Year when, during an extreme low tide, the landing pontoon at Woodward Landing was holed by a large snag.

Barnston Island Ferry operated without interruption throughout the year. The Hjorth Road landing was practically all renewed.

*Snow-removal.*—Snow-fences were erected, but for the second consecutive year no snow of any consequence fell in the district.

#### CHILLIWACK ELECTORAL DISTRICT.

*Road Maintenance.*—The general maintenance of all roads was carried out in the usual manner. Special attention was given to the removing of brush from the Sumas Prairie section of the Trans-Canada Highway and also the Hope-Rosedale section.

About 1,000 feet of the road-bed of the Trans-Canada Highway 6R, 3 miles east of Abbotsford, were dug up, and the unsatisfactory sub-grade material removed to a depth of about 2 feet and replaced with a good grade of pit-run gravel. This was later resurfaced with a road-mix asphaltic mulch, which came through the winter in good shape.

The ditches adjacent to the Vye Road and Harris Road, north of Huntingdon, were cleaned out and deepened with a drag-line to improve the drainage in that townsite.

One-quarter mile of new road was built in the Ryder Lake area to give access to new settlers.

*Bituminous Surfacing.*—In addition to resurfacing mentioned above (0.18 mile on Trans-Canada Highway 6R), a single spray was applied to a 2-mile section of Sardis Road 62B, to the cost of which the Department contributed 40 per cent.

*Bridges.*—Overhead Crossing Bridge No. 1, Sumas River No. 10, Matsqui Slough No. 26, and Hope Slough No. 52 were redecked. The deck of Bridge No. 1 was flush-coated immediately after the work was finished and before it was opened to traffic.

Piling and caps are on hand and steel I-beams are on order for the building of a new bridge to replace Ferry Slough Bridge No. 55. This work is to be undertaken, as part of their training, by the engineers at the Chilliwack Military Camp.

*Ferries.*—The Agassiz-Rosedale Ferry operated, with only minor interruptions, throughout the year. The work of renewing part of the inside protection-wall was continued, a total of 150 feet having been reconstructed. The Rosedale summer landing was repaired. New caps and stringers were installed where necessary, with new floor, wheel-guards, and handrails throughout.

*River-bank Protection (Fraser River).*—The work of protecting the river-banks in the neighbourhood of Minto Landing with hand-placed rock was continued, the actual work being done by municipal forces.

The straightening of the river-channel near the north bank east of Harrison River was also continued. A 10-cubic-yard carry-all was used for this work, and it is estimated that 38,000 cubic yards were moved by this unit between March 5th and April 2nd. It is hoped that the high water of next summer may so deepen and widen the channel thus made as to materially relieve the pressure on the river-banks at Ballam Slough and Minto Landing.

#### ENGINEERING DISTRICT No. 4 (YALE, KAMLOOPS, SALMON ARM, REVEL-STOKE, NORTH AND SOUTH OKANAGAN, AND SIMILKAMEEN ELECTORAL DISTRICTS).

DISTRICT ENGINEER, W. RAMSAY, KAMLOOPS.

#### KAMLOOPS ELECTORAL DISTRICT.

*Construction and Reconstruction.*—Many very much needed and appreciated minor improvements were carried out from supplementary funds provided from Revenue Surplus. Widening was done on dangerous points and side-hill sections; and miles of major gravel surfacing were renewed. Broken sections of mulch paving were recapped.



PLAN OF SUB-DIVISION OF LOT 4, MAP 649A  
**DISTRICT LOT 408 GROUP 2**  
 NEW WESTMINSTER DISTRICT

Ref. 217623E

9427

Deposited under Section 79  
 of the Land Registry Act  
 the day of 1947

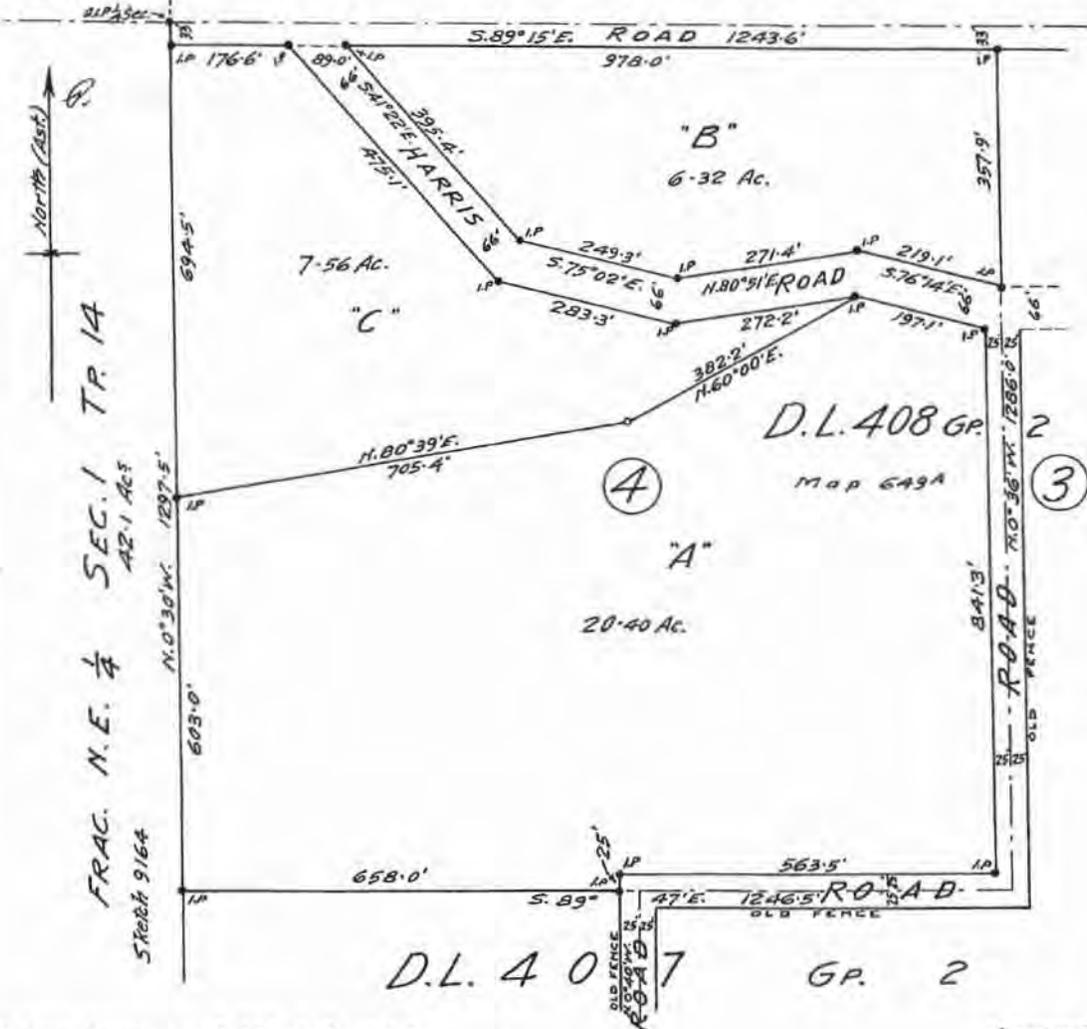
Scale: 1 inch = 200 feet.

Deposited in the Land Registry  
 Office of New Westminster B.C.  
 on the 13th day of June 1947.

S.E. 1/4 SEC. 12  
 TR. 14

MATSQUI INDIAN RES.

*[Signature]*  
 Registrar



North (East)

FRAC. N.E. 1/4 SEC. 1 TR. 14  
 Sketch 9164

D.L. 407 GP. 2

I, H.M.B. ABBOTT, of Abbotsford, B.C.,  
 British Columbia Land Surveyor, make oath and say  
 that I was present and did personally superintend  
 the survey represented by this plan, and that the  
 survey and plan are correct. The said survey was  
 completed on the 28th day of May, 1947.

*[Signature]*

SWORN before me this 5th day of June, 1947.

*[Signature]*  
 G.P.

**LEGEND**  
 Bearings are Astronomic derived  
 from Sketch 9164.  
 ● I.P. denotes Iron Pin found in situ.  
 ● I.P. denotes Iron Pin set.  
 ○ denotes Wooden Post set.

Approved under the "Land Registry Act"  
 dated the 6th day of June 1947.

*[Signature]*  
 Approving Officer

Corporation of the District of Matsqui.

*[Signature]*  
 G.E. Baynes  
 Clerk



Major repairs to Nicomekl Bridge, near Langley, were also carried out. School-house Bridge, Barnston Island, was also replaced by culvert and fill.

#### MACKENZIE ELECTORAL DISTRICT.

*Maintenance.*—General maintenance-work was carried out in a satisfactory manner by our crews; ditching, culvert repairs, and roads and trails were brushed out. Regular grading was done throughout the year.

Four major projects completed, involving widening, straightening, and realignment of some 12 miles of road.

*Bridges.*—Many bridges were maintained and three structures were renewed.

*Snow-removal.*—The winter was exceedingly severe, with continued cold and snow-fall in some parts of the district, which entailed continuous work on the part of our crew for three months.

#### DEWDNEY ELECTORAL DISTRICT.

*Flood Damage.*—All forces and equipment for the first six months of the fiscal year were employed on flood work. During the flood a 10-mile detour around the Hatzic break was reconstructed to take the through traffic. After the water receded, breaks in the arterial highway such as the Hatzic Gap (which alone took 80,000 cubic yards of fill material), two breaks on Nicomen Island, and the dam on the north side of the Agassiz ferry-landing were replaced. Five major bridges were completely replaced, as well as forty smaller ones. Six miles of secondary roads on Hatzic Prairie and 13 miles on Nicomen Island were rebuilt.

*Roads.*—General maintenance-work was carried out on all roads in the district not in the flood area.

Clarke Road, from the Hastings-Barnet Road in Port Moody to the North Road in Coquitlam Municipality, was reconstructed.

Work on the reconstruction of the road from Hatzic to Mission was interrupted by the flood, but was resumed when the emergency work permitted.

*Bituminous Surfacing.*—The Lougheed Highway from Harris Road in Pitt Meadows and east through the Village of Mission was recapped.

The Lougheed Highway in Coquitlam Municipality from the North Road to Brunette Street in Maillardville was surfaced.

*Snow-removal.*—The snowfall was exceptionally high for this district. Day and night snow-removal crews were required for a period of three months.

Extensive repairs to the older stretches of the road had to be carried out when the winter conditions were over. Considerable trouble was occasioned by snowslides at Floods, and clearing of these slides was slow and costly due to proximity of Canadian National Railway tracks. Most of the snow had to be loaded in trucks and hauled in order not to interfere with train operation.

*Bridges.*—Katie, McKay, Whonnock, Pallot No. 1, and Miami Bridges were replaced with culvert and fill. Major repairs were made on the Stave River Bridge so that it would serve during the construction of a permanent bridge.

Brunette Bridge in Maillardville was replaced with a timber structure.

Necessary maintenance was done on the older wooden bridges.

#### CHILLIWACK ELECTORAL DISTRICT.

*Flood Damage.*—Considerable damage to roads and bridges was caused by this year's floods, and all forces and equipment were thrown into flood work for several weeks. Trans-Canada Highway from Vedder Canal to Cottonwood Corner was flooded. This is concrete roadway, and outside of one or two washouts no permanent damage was done. McGillivray Creek Bridge floated off its abutments, but was brought back in place after the water began to subside. This was an older-type structure due for replacement and continued to give service until a permanent culvert was installed. Considerable work was required to keep debris clear of other bridges in this district. Abbotsford-Mission Road was also under water when a section of the dyke leading to

the Mission Bridge gave way, but no permanent damage resulted. A temporary trestle was built to carry highway traffic to the Mission Bridge, which previously used the dyke. The dyke was replaced and the trestle removed during the year. Flood damage to municipal bridges and roads in Matsqui Municipality was heavy, and our district rebuilt fourteen bridges and replaced eight bridges with culvert and fill in this municipality, as well as contributing to repairs to municipal roads. Expenditures totalled slightly more than \$58,000. Repairs to municipal roads and bridges in Chilliwack Municipality totalled close to \$2,000.

*Roads.*—New Construction: A start was made on the construction of a 1.01-mile of new highway through Abbotsford.

Reconstruction: A section of Trans-Canada Highway 8R, just east of Chilliwack City, was widened, new ditch-line established, poles moved back, and alignment improved. Distance involved was 3,650 lineal feet.

Maintenance: Centre-line marking and patching was carried out on all arterial highways in the district, also brushing and clearing of ditches and other forms of maintenance. Considerable improvement to roads in the Columbia Valley and other unorganized sections of the district was carried out.

*Snow-removal.*—Maintenance crews worked considerable extra hours ploughing snow in this district.

*Bridges.*—McGillivray Creek Bridge was replaced by culvert and fill, as was Matsqui Slough No. 2. A new bridge was constructed over Vedder River at Sardis Crossing on a fifty-fifty basis with the municipality. This latter bridge was rushed to completion, however, to serve as a detour route when danger of flooding on the Trans-Canada Highway became imminent, and extra costs over and above the original estimate occasioned by the rush construction were paid in full by the Government. The Vedder Canal Bridge was reinforced by false bents to hold it until a new bridge could be constructed. Smaller bridges were inspected and repaired where necessary.

*Ferries.*—The Agassiz landing was destroyed in the floods. A temporary landing has been installed by using a floating raft which is raised or lowered on a ramped gradient to suit water heights. A fin boom was constructed and serves to protect the landing. The ferry has been inspected, and all repairs suggested in the inspection report carried out.

#### NEW WESTMINSTER ELECTORAL DISTRICT.

*Bituminous Surfacing.*—Three-quarters of a mile of streets in District Lot 172 were given a bituminous surface, so that practically all streets in this district lot are now paved to a 20-foot width.

*Maintenance.*—Several open ditches were eliminated by installation of underground drains. Catch-basins were kept clean, and brush and weeds cut. Signs were maintained.

*Snow-removal.*—Streets were snow-ploughed on several occasions.

ENGINEERING DISTRICT No. 4 (YALE, KAMLOOPS, SALMON ARM, REVELSTOKE, NORTH AND SOUTH OKANAGAN, COLUMBIA, AND SIMILKAMEEN ELECTORAL DISTRICTS).

(W. Ramsay, District Engineer, Kamloops.)

#### KAMLOOPS ELECTORAL DISTRICT.

*Maintenance.*—Extraordinary repairs were required on many roads due to flood damage. A rainy season in late 1947 was followed by deep snow during the winter, then a wet, cold, late spring in 1948 brought about a very unusual condition. Continued hot weather in late May and early June caused a flooding of all creeks and rivers similar only to that which occurred in 1894.

Road traffic was interrupted at many points until temporary repairs could be carried out. The road crews then were generally kept employed during most of the





May 29th, 19 52.

We, the undersigned, Chief and Councillors of the

MATSQUI Band of Indians owning the Reserve situated

at Matsqui, in the New Westminster

Indian Agency, in the Province of British Columbia

at a council summoned for the purpose, according to the rules of the

Band, and held on the said Reserve, this Twenty-ninth day

of May, absence of May, A.D. 19 52, in the presence of the Indian

Agent for the said Reserve, representing thereat the Minister of Citizenship and Immigration for the Dominion of Canada;

Do hereby for ourselves, and on behalf of the Indian owners of the said Reserve, request that a Permanent Oil Transmission Pipe Line Easement be granted to Trans-Mountain Oil Pipe Line Company through their agents Canadian Bechtel Limited of Vancouver, B.C., for an oil transmission line Right-of-Way, sixty feet in width, to cross the South-West corner of Matsqui I. R. No. 2, as will later be determined by an official survey. Compensation for this Easement is to be based on similar rates as accepted by adjoining property owners, with the understanding that the Company will be responsible for any damages caused during the installation period or at any future date, and that we will have full rights to continue to make use of the land, excepting that no structures may be built on the right-of-way. It is to be understood that this Easement is for a single pipe only and that future development of a similar nature on the same right-of-way can be made on the basis of not less than a similar rate of compensation.

RECOMMENDED: [Signature] Indian Agent; [Signature] Chief; [Signature] H. M.; [Signature] Mark; [Signature] H. M.; [Signature] H. M.; [Signature] H. M.

070828

X015050

RECEIVED FOR REGISTRATION  
IN THE SUPPLEMENTED  
LAND REGISTER

MAR 26 1 47 PM '73

*Matyui Shani*

INDIAN RESERVE

NO.

*4*

*B.C.*

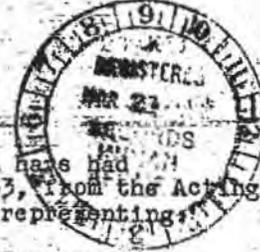
*David Linnell*

NUMBER OF PIECES

*1*



Certified to be a true copy of a Minute of a Meeting of the Committee  
of the Privy Council, approved by His Excellency the Governor  
General on the 19th March 1953.



The Committee of the Privy Council has had before them a report dated 18th March 1953, from the Acting Minister of Citizenship and Immigration, representing:

That Trans-Mountain Oil Pipe Line Company, incorporated by special Act of Parliament and empowered to take or use land or any interest therein without the consent of the owner, has applied for the use of certain lands situate within the several Indian Reserves hereinafter named in the Province of British Columbia for pipe line purposes;

That the Director, Indian Affairs, reports that the respective Band Councils of the several Bands of Indians hereinafter named, for whose use and benefit the said Reserves have been set apart, have each agreed with the said Corporation on the amount of compensation to be paid for the use of the said lands so required.

The Committee, therefore, on the recommendation of the Acting Minister of Citizenship and Immigration, advise that Your Excellency may be pleased, pursuant to section 35 of The Indian Act, to consent to the said Corporation exercising its aforesaid statutory powers in relation to the lands required in the said Indian Reserves, and to authorize the grant to Trans-Mountain Oil Pipe Line Company,

(a) on production of a plan or plans of survey showing the lands required in the said Reserves, satisfactory to the Surveyor General of Canada, and

(b) on payment of the compensation agreed upon with the respective Band Councils, including payment for all damages suffered by individual Indians,

of an easement or easements over, on, or under the said lands for pipe line purposes for so long as the same are required for that purpose, upon such terms, conditions, and provisions as the Minister of Citizenship and Immigration may deem necessary and advisable.

List of Indian Bands and their Reserves

Coldwater Band	N/3650	- Coldwater Reserve No. 1
Kamloops Band		- Gilead Reserve No. 4
Union Bar Band		- Kawakawa Lake Reserve No. 16
Matsqui Band		- Matsqui Main Reserve No. 2
Peters' Band	N/3651	- Peters' Reserve No. 1
Ohemil Band		- Ohemil Reserve No. 1
Chilliwack Band	N/3635	- Grass Reserve No. 15
Tzeachten Band	N/3634	- Tzeachten Reserve No. 13
Popkum Band		- Popkum Reserve No. 1
Lower Nicola Band		- Zoht Reserve No. 1
		- Zoht Reserve No. 2
		- Joeyaska Reserve No. 2

*Ant. Clerk of the Privy Council*

Department of Indian Affairs & Northern Development

INSTRUMENT NO. L10972

Order in Council

I CERTIFY THAT THE WITHIN INSTRUMENT IS DULY ENTERED AND REGISTERED IN THE LAND REGISTRY, INDIAN AFFAIRS BRANCH, DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT, AT OTTAWA.

AT 10:30 O'CLOCK 7 M OF THE

27 DAY OF June

NO 16 OF NUMBER L10972

FOR Colquhoun IN NO 1

IN THE PROVINCE OF Ontario  
[Signature]  
AUTHORIZED OFFICIAL

RESERVES :

- Gilead # 1
- KAWAKAWA Lake # 16
- Matsqui Main # 2
- Peters # 1
- Onam # 1
- Gross # 15
- Tzeachten # 13
- Popkum # 1
- Zoh # 1 & 2
- ~~Joseph~~ Jospaska # 2

THIS INDENTURE made in quadruplicate this fourth day of May,  
in the year of Our Lord, one thousand, nine hundred and fifty-five,

BETWEEN:

Her Majesty Queen Elizabeth the Second, in right of  
Canada, hereinafter called "Her Majesty", represented  
by the Minister of Citizenship and Immigration, here-  
inafter called the "Minister",

OF THE FIRST PART,

AND -

TRANS-MOUNTAIN OIL PIPE LINE COMPANY, incorporated  
by special Act of Parliament, with Head Office in the  
City of Vancouver, in the Province of British Columbia,  
hereinafter called the "Grantee",

OF THE SECOND PART.

*9/6 Vancouver*  
*372*  
WHEREAS the lands described in the SCHEDULE hereto are Reserve  
lands within the meaning of the Indian Act, Chapter 149, Revised Statutes  
of Canada, 1952, and are referred to herein as "the said lands";

AND WHEREAS, the Grantee has applied for certain rights in  
the said lands for the laying down, construction, operation and maintenance  
of a pipe line, and the Governor in Council has authorized a grant of  
such rights to the Grantee upon the terms and conditions herein contained;

AND WHEREAS the Grantee has paid for all timber destroyed or  
removed from the said lands and for all damages caused in laying down  
the said pipe line;

NOW THEREFORE this Indenture witnesseth that in consideration  
of the sum of three thousand, five hundred and fifty-four dollars,  
(\$3,554.00) paid to the Minister by the Grantee, the receipt whereof is  
hereby acknowledged, the Minister grants, conveys, releases, assigns  
and confirms to the Grantee, its successors and assigns, the right to  
lay down, construct, operate, and maintain a pipe line on, over, under  
and/or through the said lands, being portions of the several Indian  
Reserves in the Province of British Columbia named in the said SCHEDULE.

*Montreal Trust Company*  
*Oct 2nd, 1956*

TO HAVE AND TO HOLD unto the Grantee, its successors and assigns, for such period as the said lands are required for the purpose of a pipe line right of way;

PROVIDED ALWAYS the rights hereby granted are subject to the following stipulations, provisos and conditions, that is to say:

1. That the Grantee shall pay all charges, taxes, rates and assessments whatsoever which shall during the continuance of this right be charged upon or be payable in respect of the lands herein described.
2. That the Grantee shall not assign the right hereby granted without the written consent of the Minister.
3. That it shall be lawful for the Minister or any person thereunto authorized by him at all reasonable times to enter upon the said lands for the purpose of examining the condition thereof.
4. That the said lands shall be used for the purpose aforesaid and for no other purpose.
5. That the Grantee, its servants, employees, workmen, agents, contractors and sub-contractors shall have and enjoy the right to unload and store material on the said lands for the laying down, operating, removing, repairing, reconstructing, replacing, maintaining, and inspecting the said pipe line, and without restricting the generality of the foregoing, this shall include the installation and maintenance (as well as removal and replacement) of pumps, pumping stations, drips, valves, fittings, meters and other equipment and appurtenances necessary or convenient in connection therewith.
6. That the Grantee will at all times hereafter indemnify and keep Her Majesty indemnified against all actions, claims and demands that may be lawfully brought or made against Her Majesty by reason of anything done by the Grantee in the exercise or purported exercise of the rights hereby granted.
7. That the Grantee will not fence the said lands or any part thereof, and Her Majesty is to be allowed free access to and use of the said lands except only insofar as it may be necessary for the Grantee to use the same for the purpose of laying down, operating, maintaining and inspecting the said pipe line.

8. Notwithstanding the provisions contained in the next preceding paragraph numbered "7", the Minister agrees not to use the said lands in any way which will, or is likely to interfere with the said pipe line, and particularly agrees not to dig pits, drill wells, construct foundations or pave the surface without first having obtained permission so to do from the Grantee.
9. That the Grantee shall lay all pipe underground so as not to interfere with the ordinary use of the said lands or drainage thereof, and shall restore the ground to its original level so near as this is practicable so to do; and likewise restore the ground level whenever the surface is disturbed in the course of maintenance, repair, reconstruction or removal of the pipe.
10. It is agreed that all pipe, fittings and equipment brought on the said lands by the Grantee of whatsoever nature or kind, shall at all times remain the property of the Grantee, notwithstanding that the same may be annexed or affixed to the freehold, and shall at any time and from time to time be removable in whole or in part by the Grantee.
11. That the Grantee will pay the Minister for all damages to personal property, including improvements of every kind and nature on the said lands caused during subsequent repair or removal of the said pipe.
12. It is agreed and understood that the two portions of the said pipe line right of way described under SIXTHLY and EIGHTHLY in the SCHEDULE hereto, encroach upon and are subject to existing power line rights of way easements granted British Columbia Electric Company Limited, as such power line rights of way are respectively shown on plans M. 3607 and M. 3643 in the Indian Affairs survey records at Ottawa.



SEVENTHLY:-

All that portion of Qhamil Indian Reserve number one in Township four, Range twenty-seven, west of the Sixth Meridian, in the district of Yale, in the province of British Columbia, containing by admeasurement five acres and three hundred and three thousandths of an acre, more or less, as said portion is shown bordered in red on a plan of right of way through said Reserve, of record number M three thousand six hundred and eleven, in Indian Affairs survey records at Ottawa.

EIGHTHLY:-

All those portions of Peters Indian Reserves numbers one and one A in Township four, Range twenty-eight, west of the Sixth Meridian, in the District of Yale, in the province of British Columbia, containing together by admeasurement six acres and nine hundred and sixty-five thousandths of an acre, more or less, as said portions are shown bordered in red on a plan of right of way through said Reserves, of record number M three thousand six hundred and fifty-one in Indian Affairs survey records at Ottawa.

NINTHLY:-

All that portion of Matsqui Indian Reserve number two in Section seven, Township seventeen, east of the Coast meridian, in the District of New Westminster, in the province of British Columbia, containing by admeasurement eighty hundredths of an acre, more or less, as said portion is shown bordered in red on a plan of right of way through said Reserve, of record number M three thousand six hundred and eight in Indian Affairs survey records at Ottawa.

TENTHLY:-

All that portion of Tzeachten Indian Reserve number thirteen in Township twenty-six, east of the Coast Meridian, in the District of New Westminster, in the province of British Columbia, containing by admeasurement two acres and eight hundred and forty-eight thousandths of an acre, more or less, as said portion is shown bordered in red on a plan of right of way through said Reserve, of record number M three thousand six hundred and thirty-four in Indian Affairs survey records at Ottawa.

ELEVENTHLY:-

All that portion of Grass Indian Reserve number fifteen in Section twenty-two, Township twenty-six, east of the Coast Meridian, in the District of New Westminster, in the province of British Columbia, containing by admeasurement two acres and ninety-two thousandths of an acre, more or less, as said portion is shown bordered in red on a plan of right of way through said Reserve, of record number M three thousand six hundred and thirty-five in Indian Affairs survey records at Ottawa.

TWELFTHLY:-

All that portion of Kawkawa Indian Reserve number sixteen, in Township five, Range twenty-six, west of the Sixth Meridian, in the District of Yale, in the province of British Columbia, containing by admeasurement one hundredth of an acre, more or less, as said portion is shown bordered in red on a plan of right of way through said Reserve, of record number M three thousand six hundred and forty-six in Indian Affairs survey records at Ottawa.







AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 30th day of APRIL, 1953.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

His Excellency the Governor General in Council, on the recommendation of the Minister of Citizenship and Immigration and pursuant to section 40 of The Indian Act, is pleased, hereby, to accept the attached Surrender dated the 26th day of March, 1953 of Petroleum and Natural Gas and mining rights in connection therewith in Sahhacum Indian Reserve No. 1, Matsqui Main Indian Reserve No. 2, Three Islands Indian Reserve No. 3 and Matsqui Indian Reserve No. 4, in British Columbia, duly assented to by a majority of the electors of the Matsqui Indian Band, in order that the same may be leased for the benefit of the Indian Band.

*[Signature]*  
Clerk of the Privy Council.

The Minister of Citizenship and Immigration.

DEPARTMENT OF CITIZENSHIP AND IMMIGRATIONINDIAN AFFAIRS BRANCH

KNOW ALL MEN BY THESE PRESENTS THAT WE, the undersigned Chief and Principal men of the Matsqui Indian Band, in the Province of British Columbia, for and acting on behalf of the whole people of our said Band in Council assembled, do hereby surrender release and quit claim unto Her Majesty Queen Elizabeth II, her Heirs and Successors, the Petroleum and Natural Gas and the mining rights in connection therewith, in certain parcels or tracts of land and premises, situate, lying and being in the Indian Reserves in the Province of British Columbia, containing by admeasurement 1,038.69 acres, be the same more or less, and being composed of -

Sahhacum Indian Reserve No. 1	45.77 acres
Matsqui Main Indian Reserve No. 2	326.42 acres
Three Islands Indian Reserve No. 3	608.50 acres
Matsqui Indian Reserve No. 4	60. acres
	<hr/>
	1,038.69 acres

TO HAVE AND TO HOLD the same unto Her said Majesty, her heirs and successors, in trust to lease the same to such person or persons, and upon such terms as the Government of Canada may deem most conducive to our welfare and that of our people.

AND upon the further condition that all moneys received from the leasing of the petroleum and natural gas mining rights thereon shall be placed to our credit and the interest thereon paid to us in the usual way.

AND WE, the said Chief and Principal men of the said Matsqui Indian Band do on behalf of our people and for ourselves, hereby ratify and confirm, and promise to ratify and confirm, whatever the said Government may do, or cause to be lawfully done, in connection with the leasing thereof.

IN WITNESS WHEREOF, we have hereunto set our hands and affixed our seals this 26<sup>th</sup> day of MARCH in the year of Our Lord One thousand nine hundred and fifty-three.

SIGNED, SEALED and DELIVERED  
in the presence of

..... <i>D. M. P. P. P.</i> .....	)	..... <i>Deer-Jarlesin</i> .....
..... <i>Hitcher</i> .....	)	..... <i>Helan M. McKay</i> .....
	)	..... <i>Peter McKay</i> .....
	)	..... <i>M. J. Julia</i> .....
	)	
	)	

**Dominion of Canada**

PERSONALLY APPEARED BEFORE ME

Province of British Columbia

A. M. Appleby  
(Name of Agent)

County of Westminster

of the City of New Westminster

To Wit:

in the Province of British Columbia

and Peter McKay, Mrs. Alice Julian, Wilfred Ivan Julian, Helen McKay  
(Names of Indians)

Members  
Chiefs of the Matsqui Band of Indians New Westminster Agency

And the said A. M. Appleby, Agency Assistant  
(Name of Agent)

for himself saith:—

**electors**

That the annexed release or surrender was assented to by a majority of the ~~male members~~  
of the said band of Indians of the full age of twenty-one years entitled to vote, all of whom  
were present at the meeting or council.

That such assent was given at the meeting or council of the said Band summoned for that  
purpose and according to its rules or the rules of the Department.

That the terms of the said surrender were interpreted to the Indians by an interpreter  
qualified to interpret from the English language to the language of the Indians.

That he was present at such meeting or council and heard such assent given.

That he was duly authorized to attend such council or meeting by the Deputy Superin-  
tendent General of Indian Affairs.

That no Indian was present or voted at said council or meeting who was not a member of  
the band or interested in the land mentioned in the said release or surrender.

And the said Peter McKay, Mrs. Alice Julian and Wilfred Julian  
and Helen McKay  
(Names of Indians)

say:—

**electors**

That the annexed release or surrender was assented to by them and a majority of the ~~male~~  
~~members~~ of the said band of Indians of the full age of twenty-one years.

That such assent was given at a meeting or council of the said band of Indians summoned  
for that purpose as hereinbefore stated, and held in the presence of the said

A. H. Appleby

(Name of Agent)

That no Indian was present or voted at such council or meeting who was not a habitual  
resident on the reserve of the said band of Indians and interested in the land mentioned in the  
said release or surrender.

That the terms of the said surrender were interpreted to the Indians by an interpreter  
qualified to interpret from the English language to the language of the Indians.

That they are Principal Electors

(Chiefs or Principal Men)

of the said band of Indians and entitled to vote at the said meeting or council.

Sworn before me by the deponents

at the Indian Res. Matsqui

in the County of Westminster

this 26th day of March

A.D. 19 53

Hitcher  
Superintendent,  
New Westminster Indian Agency.

Alice Julian  
Helen McKay  
Peter McKay  
Wilfred Julian  
A. M. Appleby

Form No. 314  
R. 5547

# COMPLETE LIST OF VOTERS

**MATSQUI**

Band, Province of **BRITISH COLUMBIA**

Surrender submitted..... March 26th..... 1953

File No. 153/20-6-3-4  
(R.31)

NAME	PRESENT	ABSENT	FOR	AGAINST
No. 1 ✓ Chief Louis Julian	X		X	
1 ✓ Alice Julian	X		X	
2 ✓ Martin Julian		X		
2 ✓ Flora Julian		X		
3 ✓ Elizabeth Thomas	X		X	
5 ✓ Paul McKay		X		
5 ✓ Mary Louise McKay #		X		
6 ✓ Agnes James ##		X		
7 ✓ Peter McKay	X		X	
7 ✓ Helen McKay	X		X	
8 ✓ Florence Vera Julian		X		
11 ✓ Wilfred Ivan Julian	X		X	
<p>Note:</p> <p style="margin-left: 20px;"># Has lived off the Reserve for several years.</p> <p style="margin-left: 20px;">## Permanently residing in U.S.A.</p>				
Use additional sheets when necessary	Summary	6	6	6
				NIL

7/11/53

Certified Correct *P. W. D. [Signature]* Indian Agent  
Agency Assistant

March 26th 1953

**IMPORTANT NOTICE**

This form must be carefully filled in and certified by Agent and attached to surrender document. Failure to do so will render surrender null and void. Procedure to be followed in taking surrenders is explained fully in circular of instructions attached. These instructions MUST in every detail be followed carefully.

DEPARTMENT OF MINES AND RESOURCES  
INDIAN AFFAIRS BRANCH

Ottawa.....19.....

Department Of Indian Affairs & Northern Development

INSTRUMENT NO. R12162

00 1953-656  
Pet & N. Co. Surrender

I CERTIFY THAT THE WITHIN INSTRUMENT  
IS DULY ENTERED AND REGISTERED IN THE  
LAND REGISTRY, INDIAN AFFAIRS BRANCH,  
DEPARTMENT OF INDIAN AFFAIRS AND  
NORTHERN DEVELOPMENT, AT OTTAWA.

AT 13<sup>50</sup> O'CLOCK P M OF THE

13 DAY OF aug

AD 19 69 NUMBER R12162

FOR \_\_\_\_\_ I.R. NO. \_\_\_\_\_ →

IN THE PROVINCE OF B.C.

[Signature]  
AUTHORIZED OFFICER

✓  
SAHHACUM \* 1 ✓  
MATSQUI \* 1 and 4 ✓  
3 ISLAND \* 3.

Land Registry



## STATEMENT OF EXPENDITURES

K 117

## CHILLIWACK DISTRICT—Continued

Brought forward ..... \$330,845.48

## VOTE 301—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS

Harris Road (Graham Hill section), Matsqui Municipality.....	\$11,316.60	
No. 1 and No. 2 Roads, Sumas Municipality.....	4,634.50	
Vedder Mountain Road, Chilliwack Municipality.....	15,000.00	
Sundry roads used for British Empire Games, Chilliwack Municipality.....	7,500.00	
Total, Vote 301—Local Highways within Municipal Limits.....		38,451.10
Total expenditure, Chilliwack District.....		<u>\$369,296.58</u>

## SUMMARY OF EXPENDITURES, CHILLIWACK DISTRICT

District expenditures as detailed.....	\$369,296.58
Expenditures as per Location Engineer's report (see page 189).....	21,565.76
Expenditures as per Construction Engineer's report (see page 195).....	8,726.00
Expenditures as per Surfacing Engineer's report (see page 205).....	95,995.82
Grand total, Chilliwack District.....	<u>\$495,584.16</u>

## COLUMBIA DISTRICT

## CAPITAL EXPENDITURES: VOTE 320 (b)—GENERAL HIGHWAYS, ROADS

REG. No.

1. Kootenay-Columbia Highway (Project No. 509).....	\$174,632.49	
2. Westside (Project No. 509).....	16,000.00	
280. Trans-Canada Highway, Big Bend section (Project No. 456).....	40,000.00	
Total, Vote 320 (b)—General Highways, Roads.....		\$230,632.49

## CAPITAL EXPENDITURES: VOTE 320 (c)—BRIDGES

1. Kootenay-Columbia Highway, Dutch Creek Bridge approaches (Project No. 139).....	\$28,416.97	
Total, Vote 320 (c)—Bridges.....		28,416.97

VOTE 298—MAINTENANCE AND MINOR BETTERMENTS:  
ROADS, TRAILS, AND STREETS

Bridge elimination—Galena No. 13, South Vermilion No. 18, North Vermilion No. 17, Sinclair No. 22.....	\$13,021.64	
7. Campbell.....	4,606.66	
Canal Flats, river-bank protection, Kootenay River.....	2,220.99	
Canal Flats streets.....	468.66	
13. Canyon Creek.....	409.32	
Edgewater streets.....	1,447.68	
19. Giant Mine.....	1,109.69	
Golden streets.....	3,365.82	
39. Hartley.....	1,397.45	
36. Holmes Deacon.....	715.14	
Kicking Horse, river-bank protection.....	5,172.39	
1. Kootenay-Columbia Highway.....	54,934.79	
38. Moberly Branch.....	2,570.96	
34. Oberg and Johnson.....	1,173.56	
58. Sanborn.....	696.90	
280. Trans-Canada Highway, Big Bend section.....	10,477.91	
87. Trans-Canada Highway, Kicking Horse section.....	3,049.30	
4. Toby.....	2,886.19	
2. Westside.....	16,514.64	
11. Wilmer Pontoon.....	403.35	
255. Windermere Loop.....	793.29	
Windermere streets.....	495.09	
Carried forward.....	\$127,931.42	\$259,049.46



The Corporation of the

# DISTRICT OF MATSQUI

TELEPHONE ABBOTSFORD 6141

RECEIVED  
PROV. PUBLIC WORKS DEPT.  
VICTORIA, B.C.

FEB 18 1955

ANSWERED

NOTED

DATE

MUNICIPAL HALL  
R. R. 1,  
ABBOTSFORD, B.C.

February 14, 1955.

Mr. Evan Jones,  
Deputy Minister,  
Department of Public Works,  
Victoria, B.C.

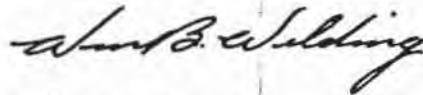
Dear Sir:

Re: Special Road Grant - Harris Road and  
Graham Hill.

With reference to your recent conversation with Reeve Reid, I have been directed to advise that the Council plans on spending the remainder of the grant east of the Mt. Lehman Road on the Harris Road.

The Municipal Road Foreman intends to commence this work as soon as weather conditions are suitable.

Yours very truly,



Wm. B. Wilding,  
Municipal Clerk.

WBW:hj

1043942

DEPUTY MIN.



File: 5448-1

June 8th, 1955

Reeve J.W. Reid,  
Municipal Hall,  
R.R. 1,  
Abbotsford, B.C.

Dear Mr. Reeve,

I am pleased to advise that the Honourable the Minister has approved assistance to the amount of \$10,000.00 towards the cost of the Harris Road project. This is on the understanding that the Municipality will expend a similar amount.

Yours very truly,

E.S. Jones,  
Deputy Minister

PW 52794 ✓  
\$ 10,000.00 ✓  
Date Nov. 15/55  
Par C. H. Godfrey

ESJ:MH

Dept'l Comptroller:

Please issue Work Order for \$10,000.00, Vote 312; local *stamp within municipal limits*  
Matsqui Municipality, Harris Road; 50% of Estimated Cost.

*Chilliwack Dist.*

*E.S. Jones*  
E.S. Jones,  
Deputy Minister

*W.O. # 41913  
June 9/55  
J.D.*



The Corporation of the

# DISTRICT OF MATSQUI

TELEPHONE ABBOTSFORD 6141

5-448-4

**RECEIVED**  
**DEPT. OF HIGHWAYS**  
**VICTORIA, B. C.**

OFFICE OF THE **Reeve.**  
MUNICIPAL HALL  
R. R. 1,  
ABBOTSFORD, B.C.

October 26, 1955.

NOV 1 - 1955

ANSWERED \_\_\_\_\_  
NOTED \_\_\_\_\_  
DATE \_\_\_\_\_

E. S. Jones, Esq.,  
Deputy Minister,  
Department of Highways,  
Victoria, B. C.

Dear Sir:

I have for acknowledgment your enquiry of the 11th instant.

Enclosed please find Sketch which I trust is self explanatory, and is what Mr. Price requires.

It is indeed hoped that during the year 1956 the Municipality will be able to construct the remainder of the road from the Graham Hill to the Abbotsford - Mission Highway.

The construction of the road is of course contingent on the Municipality receiving the same consideration from your department that they have during the years 1954 and 1955.

The road when finished will prove a vital link for traffic from the Municipality of Langley and the northern part of this Municipality to other parts of Matsqui, and also to the north side of the Fraser River without putting a burden on the present Trans-Canada Highway and any additional limited access highway.

Yours very truly,

*J. W. Reid*  
J. W. Reid,  
Reeve.

*get file*

**DEPUTY MIN.**  
**HIGHWAYS**

1083604

Encl.



## CHILLIWACK DISTRICT

## CAPITAL EXPENDITURE: VOTE 341 (b)—GENERAL HIGHWAYS, ROADS

REG. NO.

32.	Huntingdon Townsite (Project No. 580)	\$14,000.00
Total, Vote 341 (b)—General Highways, Roads		\$14,000.00

VOTE 309—MAINTENANCE AND MINOR BETTERMENTS:  
ROADS, TRAILS, AND STREETS

41.	Boundary	\$508.94
4.	Chilliwack River	1,200.54
6.	Columbia Valley	6,889.29
12.	Gray	761.47
13.	Hope-Rosedale (Trans-Canada Highway)	13,047.09
32.	Huntingdon Townsite	8,427.46
26.	Popkum	375.61
28.	Rosedale Ferry	578.83
31.	Sumas Mountain	4,743.18
11R.	Abbotsford-Mission	491.39
12R.	Abbotsford-Mission	4,290.52
149R.	Abbotsford By-pass (Trans-Canada Highway)	696.58
150R.	Abbotsford By-pass (Trans-Canada Highway)	368.91
111R.	"C" Street	1,188.13
9R.	Rosedale Ferry	2,057.88
4R.	Trans-Canada Highway	11,145.23
5R.	Trans-Canada Highway	1,723.21
6R.	Trans-Canada Highway	8,155.71
8R.	Trans-Canada Highway	10,111.41
	Sundry roads (units under \$350)	1,504.09
	Village of Abbotsford drainage	2,329.65
	Outside Parties Account (Credit)	86.40
	Plant and tools	6,908.57
	River-bank protection (Vedder River)	6,576.15
	River-bank protection (Fraser River, Chilliwack)	3,076.84
Total, Vote 309—Roads, Trails, and Streets		97,070.28

## VOTE 309—CLASSIFIED HIGHWAYS

106B.	Cultus Lake Road (Chilliwack Municipality)	\$545.29
	Sundry roads (units under \$350)	19.34
Total, Vote 309—Classified Highways		564.63

## VOTE 309—BRIDGES: MAINTENANCE

78.	Anderson Creek	\$1,691.16
31.	Cultus Creek	597.73
9.	Starr	1,950.68
	Sundry bridges (units under \$350)	328.42
Total, Vote 309—Bridges: Maintenance		4,567.99

## VOTE 309—FERRIES

7.	Agassiz	\$109,611.44
7.	Agassiz (Agassiz Landing)	1,870.76
7.	Agassiz (Rosedale Landing)	6,315.51
9.	Herrling Island	20.92
Total, Vote 309—Ferries		117,818.63

## VOTE 311—SNOW-REMOVAL

6.	Columbia Valley	\$793.77
13.	Hope-Rosedale (Trans-Canada Highway)	5,361.98
12R.	Abbotsford-Mission	2,160.44
111R.	"C" Street	443.02
9R.	Rosedale Ferry	443.02

## STATEMENT OF EXPENDITURES

N 107

## CHILLIWACK DISTRICT—Continued

## VOTE 311—SNOW-REMOVAL—Continued

REG. No.	Brought forward.....	\$9,261.39	\$234,021.53
4R.	Trans-Canada Highway .....	3,488.54	
6R.	Trans-Canada Highway .....	2,225.37	
8R.	Trans-Canada Highway .....	3,617.00	
	Sundry roads (units under \$350).....	959.19	
	Total, Vote 311—Snow-removal.....		19,551.49

## VOTE 312—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS

Harris Road, Matsqui Municipality.....	\$10,000.00	
Ryder Lake Area, Chilliwack Municipality.....	1,000.00	
Sumas Mountain Road, Sumas Municipality.....	10,791.00	
Vedder Mountain Road, Chilliwack Municipality.....	19,235.17	
Sundry roads used for British Empire Games, Chilliwack Municipality.....	6,725.55	
Total, Vote 312—Local Highways within Municipal Limits.....		47,751.72
Total expenditure, Chilliwack District.....		\$301,324.74

## SUMMARY OF EXPENDITURES, CHILLIWACK DISTRICT

District expenditures as detailed.....	\$301,324.74
Expenditures as per Location Engineer's report (see page 182).....	44,102.02
Expenditures as per Construction Engineer's report (see page 190).....	34,951.13
Expenditures as per Surfacing Engineer's report (see page 202).....	67,565.21
Grand total, Chilliwack District.....	\$447,943.10

## COLUMBIA DISTRICT

## CAPITAL EXPENDITURE: VOTE 341 (b)—GENERAL HIGHWAYS, ROADS

1.	Kootenay-Columbia Highway—gravel surfacing, Mile 18 to Mile 47 (Project No. 593).....	\$14,467.11	
1.	Kootenay-Columbia Highway—reconstruct Mile 72.2 to Mile 75.6 (Project No. 593).....	123,576.44	
189R.	Waterway Drive—reconstruct (Invermere) (Project No. 593).....	4,000.00	
280.	Trans-Canada Highway, Big Bend section—calcium chloride and gravelling (Project No. 593).....	25,000.00	
	School routes—improve 14 miles (Project No. 593).....	9,000.00	
	Total, Vote 341 (b)—General Highways, Roads.....		\$176,043.55

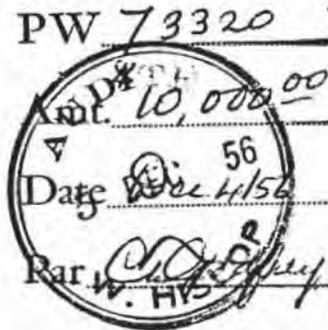
VOTE 309—MAINTENANCE AND MINOR BETTERMENTS:  
ROADS, TRAILS, AND STREETS

6.	Athalmer .....	\$484.86	
	Athalmer streets .....	545.87	
	Bridge elimination (No. 18, South Vermilion) .....	839.30	
7.	Campbell .....	495.17	
	Canal Flats dykes, gravel .....	1,000.00	
	Edgewater streets .....	1,606.91	
19.	Giant Mine .....	818.34	
	Golden streets .....	2,739.22	
42.	Golden-Donald (upper) .....	606.67	
36.	Holmes-Deacon .....	2,863.29	
	Kicking Horse, river-bank protection .....	834.36	
1.	Kootenay-Columbia Highway .....	105,922.41	
280.	Trans-Canada Highway, Big Bend section .....	11,855.40	
87.	Trans-Canada Highway, Kicking Horse section .....	5,346.98	
4.	Toby .....	2,945.87	
2.	Westside .....	8,808.16	
	Carried forward.....	\$147,712.81	\$176,043.55



March 26th, 1956.

Reeve McDonald,  
Corporation of the  
District of Matsqui,  
Municipal Hall,  
R.R. 1, Abbotsford, B.C.



Dear Mr. Reeve:-

Reconstruction Program 1956-57

I am pleased to advise that the Honourable the Minister is prepared to contribute 50% of the cost of reconstruction of the Graham Hill section of the Harris Road to an amount not exceeding \$10,000.00. Work will be undertaken during the forthcoming fiscal year.

Upon completion of the work, will you kindly submit to the Divisional Engineer at New Westminster certified accounts covering the total expenditure in order that the Government's share can be passed for payment.

Yours truly,

E.S. Jones,  
Deputy Minister.

ESJ/MB

cc. to Div. Engr.  
Departmental Compt.,  
A.C.E.



## REGION No. 1—CHILLIWACK DISTRICT—Continued

## VOTE 209—SNOW-REMOVAL—Continued

Reg. No.		
5R.	Trans-Canada Highway .....	\$482.07
6R.	Trans-Canada Highway .....	3,723.10
8R.	Trans-Canada Highway .....	5,232.28
	Sundry roads (units under \$350) .....	2,561.35
	<b>Total, Vote 209—Snow-removal .....</b>	<b>\$29,907.89</b>

## VOTE 210—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS

	Central Road construction, Chilliwack Municipality .....	\$13,878.39
	Harris Road reconstruction, Matsqui Municipality .....	10,000.00
	Ryder Lake, Chilliwack Municipality .....	1,000.00
	Ware Road, Matsqui Municipality .....	3,000.00
	Old Interprovincial Highways, Sumas Municipality .....	13,000.00
	<b>Total, Vote 210—Local Highways within Municipal Limits .....</b>	<b>40,878.39</b>
	<b>Total expenditure, Chilliwack District .....</b>	<b>\$393,015.22</b>

## SUMMARY OF EXPENDITURES, CHILLIWACK DISTRICT

	District expenditures as detailed .....	\$393,015.22
	Expenditures as per Location Engineer's report (see page 200) .....	13,920.56
	Expenditures as per Right-of-way Agent's report (see page 208) .....	549,042.06
	Expenditures as per Bridge Engineer's report (see page 215) .....	123,221.40
	Expenditures as per Construction Engineer's report (see page 221) .....	1,117,323.53
	Expenditures as per Surfacing Engineer's report (see page 230) .....	159,742.34
	<b>Grand total, Chilliwack District .....</b>	<b>\$2,356,265.11</b>

## COMOX DISTRICT

CAPITAL EXPENDITURE: VOTE 343 (b)—GENERAL HIGHWAYS,  
ROADS

162.	Sayward Road—widen and gravel 7 miles (Project No. 700) .....	\$66,108.78
490.	Errington Road—reconstruct and road-mix surface 3.8 miles (Project No. 700) .....	16,990.18
188.	Heriot Bay, Quadra Island—reconstruct cribbing on Quathiaski Cove Wharf Hill (Project No. 700) .....	4,198.72
	Sundry roads—reconstruct and asphalt road-mix surface 12.0 miles (Project No. 700)—	
3.	Back Road .....	8,124.50
12.	Bevan Road .....	2,990.99
468.	Biggs Road .....	4,580.85
18.	Condensery Road .....	4,969.76
479.	Coombs Station Road .....	7,287.95
716.	Dogwood Street .....	3,296.81
62.	Fraser Road .....	5,846.51
516.	Hammond Bay Road .....	15,476.73
10.	Headquarters Road .....	11,323.65
348.	Lee Road .....	846.62
108.	Left Road .....	1,206.69
121.	Marsden Road .....	1,096.84
119.	Minto Road .....	2,959.62
94.	Power-house Road .....	7,628.01
27.	Rennison Road .....	615.00
666.	Wellington Avenue .....	849.42
294.	Whitaker Road .....	470.92
	Sundry roads—seal-coat 10.0 miles (Project No. 700)—	
3.	Back Road .....	1,191.21
107.	Coleman Road .....	822.25
105.	Dove Creek Road .....	1,056.00



## HIGHWAYS REPORT, 1957/58

## REGION No. 1—ATLIN DISTRICT (SOUTH)—Continued

VOTE 196—MAINTENANCE AND MINOR BETTERMENTS:  
ROADS, TRAILS, AND STREETS

Total, sundry roads	\$32,483.50
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## VOTE 196—BRIDGES: MAINTENANCE

Total, sundry bridges	18,516.50
-----------------------	-----------

## VOTE 196—FERRIES

Total, sundry ferries	2,293.74
-----------------------	----------

## VOTE 197—SNOW-REMOVAL

Total, sundry snow-removal	21,741.11
----------------------------	-----------

Total expenditure, Atlin District (South)	<u>\$78,434.85</u>
---	--------------------

## SUMMARY OF EXPENDITURES, ATLIN DISTRICT (SOUTH)

District expenditures as detailed	\$78,434.85
Expenditures as per Location Engineer's report (see page 122)	4,822.60
Expenditures as per Right-of-way Agent's report	Nil
Expenditures as per Bridge Engineer's report	Nil
Expenditures as per Construction Engineer's report	Nil
Expenditures as per Surfacing Engineer's report	Nil

Grand total, Atlin District (South)	<u>\$83,257.45</u>
-------------------------------------	--------------------

## BURNABY DISTRICT

## CAPITAL EXPENDITURE: VOTE 340 (b)—GENERAL HIGHWAYS, ROADS

Rsd. No.

14R. Hastings-Barnet (Project No. 759)	\$54,001.45
135R. Grandview-Douglas-third lane, Burriss to Formby Street (Project No. 832)	54,490.23
135R. Grandview-Douglas-third lane, Schou Hill (Project No. 832)	10,509.77

Total	<u>\$119,001.45</u>
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VOTE 196—MAINTENANCE AND MINOR BETTERMENTS:  
ROADS, TRAILS, AND STREETS

Total, sundry roads	41,029.44
---------------------	-----------

## VOTE 196—CLASSIFIED HIGHWAYS

14B. North Road	\$31.97
22B. Marine Drive	4,514.63

Total	4,546.60
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## VOTE 197—SNOW-REMOVAL

Total, sundry snow-removal	239.12
----------------------------	--------

Total expenditure, Burnaby District	<u>\$164,816.61</u>
-------------------------------------	---------------------

## SUMMARY OF EXPENDITURES, BURNABY DISTRICT

District expenditures as detailed	\$164,816.61
Expenditures as per Location Engineer's report (see page 122)	6,541.50
Expenditures as per Right-of-way Agent's report (see page 130)	34,693.28
Expenditures as per Bridge Engineer's report	Nil
Expenditures as per Construction Engineer's report (see page 137)	1,043,239.92
Expenditures as per Surfacing Engineer's report (see page 150)	281,160.53

Grand total, Burnaby District	<u>\$1,530,451.84</u>
-------------------------------	-----------------------

## STATEMENT OF EXPENDITURES

G 89

## REGION No. 1—Continued

## CHILLIWACK DISTRICT

## CAPITAL EXPENDITURE: VOTE 340 (b)—GENERAL HIGHWAYS, ROADS

REG. No.		
6.	Columbia Valley Road—reconstruct (Project No. 830)	\$54,000.00
31.	Sumas Mountain Road (Project No. 830)	5,000.00
	<b>Total</b>	<b>\$59,000.00</b>
	<b>VOTE 196—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS</b>	
	Total, sundry roads	148,348.42
	<b>VOTE 196—CLASSIFIED HIGHWAYS</b>	
62B.	Sardis Road (Chilliwack Municipality)	\$3,880.54
	<b>Total</b>	<b>3,880.54</b>
	<b>VOTE 196—BRIDGES: MAINTENANCE</b>	
	Total, sundry bridges	5,942.48
	<b>VOTE 196—BRIDGES: CLASSIFIED</b>	
20.	Vedder Canal (Chilliwack Municipality)	\$161.83
	<b>Total</b>	<b>161.83</b>
	<b>VOTE 196—FERRIES</b>	
	Total, sundry ferries	465.90
	<b>VOTE 197—SNOW-REMOVAL</b>	
	Total, sundry snow-removal	2,088.73
	<b>VOTE 198—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS</b>	
	Harris Road, Matsqui Municipality	\$9,000.00
	Old 61R and No. 3 Highway, District of Sumas	8,000.00
	Vye Road drainage, District of Sumas	661.88
	<b>Total</b>	<b>17,661.88</b>
	<b>Total expenditure, Chilliwack District</b>	<b>\$237,549.78</b>

## SUMMARY OF EXPENDITURES, CHILLIWACK DISTRICT

District expenditures as detailed	\$237,549.78
Expenditures as per Location Engineer's report (see page 123)	95,372.12
Expenditures as per Right-of-way Agent's report (see page 130)	443,639.91
Expenditures as per Bridge Engineer's report	Nil
Expenditures as per Construction Engineer's report (see page 138)	4,573,766.52
Expenditures as per Surfacing Engineer's report (see page 151)	454,973.25
<b>Grand total, Chilliwack District</b>	<b>\$5,805,301.58</b>

## COMOX DISTRICT

## CAPITAL EXPENDITURE: VOTE 340 (b)—GENERAL HIGHWAYS, ROADS

162.	Sayward Road—general improvements (Project No. 828)	\$8,016.59
196.	Inland Highway, Courtenay south—general improvements, 4.50 miles (Project No. 828)	54,358.61
	Sundry roads, Courtenay—reconstruct 5.32 miles (Project No. 828)	
705.	Astra Road	1,145.85



The Corporation of the  
**DISTRICT OF MATSQUI**

TELEPHONE UL 4-2811

5-48-4

**RECEIVED**  
DEPT. OF HIGHWAYS  
VICTORIA, B. C.

OFFICE OF THE Clerk.  
MUNICIPAL HALL  
R. R. 1  
ABBOTSFORD, B.C.

February 10, 1960.

FEB 11 1960

ANSWERED.....*DBM*  
NOTED *W.M. S.S. Regional*  
DATE.....*12-2-60* = *Apr. 26/60*

*Abbotsford*

H. T. Miard, Esq.,  
Deputy Minister,  
Department of Highways,  
Parliament Buildings,  
Victoria, B. C.

Dear Sir:

Re: Municipal Aid Grant.

I have been instructed by the Municipal Council to request assistance from your department under the Municipal Aid Programme, to reconstruct one mile on the Downes Road between the Mt. Lehman Road and the Ross Road, and a portion of the Harris Road between the Mt. Lehman Road and Matsqui Prairie.

The estimated cost of these two projects is \$24,323.00 for the Downes Road, and \$11,000.00 for the Harris Road.

The first project is made necessary because the new Trans-Canada Highway will prevent traffic on the Ross Road from reaching the existing highway, and thus it will have to be diverted along the Downes Road to the Mt. Lehman Road. The second project is a continuation of work with which your department has assisted in past years in order to provide an alternative route from Fort Langley to Matsqui Prairie, Mission and Abbotsford.

We trust that in preparing your department estimates this request will be given your serious consideration.

PW 73674  
NOV 18 1960  
\$ 10,500.00  
Date *Apr 17/60*

Yours very truly, Amt.

*A. H. W. Moxon*

1324179

A. H. W. Moxon,  
Clerk.

Par *C. Godfrey*

DEPUTY MIN.  
HIGHWAYS

AHWM:hj



The Corporation of the  
**DISTRICT OF MATSQUI**

TELEPHONE UL 4-2811

5248-4

**RECEIVED**  
DEPT. OF HIGHWAYS  
VICTORIA, B. C.

FEB 11 1960

ANSWERED *DK Mich.*  
NOTED *W.M. cc Regional*

DATE *18-2-60*  
H. T. Miard, Esq.,  
Deputy Minister,  
Department of Highways,  
Parliament Buildings,  
Victoria, B.C.

*DK Mich. further letter  
cc Regional  
30-6-60*

OFFICE OF THE Clerk.  
MUNICIPAL HALL  
R. R. 1  
ABBOTSFORD, B.C.

February 10, 1960.

Dear Sir:

I have been instructed by the Municipal Council to request re-classification to a secondary highway the following roads in our Municipality:-

- (1) Marsh-McCormick Road from the Langley boundary east one mile.
- (2) Graham Hill from the Marsh-McCormick Road to the McTavish Road.
- (3) McTavish Road east to the Satchell Road.
- (4) Satchell Road south to Taylor Road.
- (5) Taylor Road east to Mt. Lehman Road.
- (6) Mt. Lehman Road south to Harris Road.
- (7) Harris Road east to Abbotsford-Mission Highway.

These roads in conjunction with roads in Langley Municipality constitute a very direct route from Mission, Abbotsford and Matsqui Prairie to Fort Langley and New Westminster. More and more through traffic is availing itself of this, and for this reason we request that consideration be given to its re-classification as a secondary highway.

I trust that you will give this your earnest consideration, and if there is any further information which you require I would be pleased to supply it.

Yours very truly,

*A. H. W. Moxon*

A. H. W. Moxon,  
Clerk.

1324181

DEPUTY MIN.  
HIGHWAYS

AHWM:hj



Plans

JW 48-4

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

FORM H. 118A

FROM  
Dist. Superintendent,  
Chilliwack, B.C.

TO  
Regional Highway Engineer,

DATE March 1, 1960.

ELECTORAL DISTRICT Chilliwack

OUR FILE 5-21-32

YOUR FILE RL/21-32

RECEIVED  
REGIONAL HIGHWAYS ENGINEER  
NORTH VANCOUVER, B. C.

MAR 4 - 1960

SUBJECT Proposed Secondary Highway, District of Matsqui.

REFERENCE Asst. Deputy Minister letter  
YOUR LETTER Feb. 18/60

ANSWERED

NOTED

DATE

RECEIVED  
PT. OF HIGHWAYS  
VICTORIA, B. C.

MAR 15 1960

ANSWERED

NOTED

DATE

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

*Mt. Dist of Matsqui Regional*  
*30-6-60*

The following is a description of type, width, length, etc. of the various roads which the Matsqui Municipality has requested to be classified as secondary.

1. Marsh - McCormick (River Road) from Langley boundary:-  
Double flush coat, 12 feet wide length 1.65 miles;  
gravel 14 feet wide, length 0.65 miles; to bottom of Graham Hill; gravel 16' - 18' wide, length 0.40 mile to top of Graham Hill total distance 2.7 miles.  
Fair to poor, hill approximately 10% grade.
2. Graham Hill to MacTavish Roads:- Machine laid pavement, 16' width, 1.2 miles long. Good.
3. MacTavish Road - Sachell:- Machine laid pavement, 16' width, 0.5 miles long. Good.
4. Sachell Road, Taylor Road and Mt. Lehman Road to Harris Road Intersections:-  
Road mix pavement, 16' width, 3.60 miles, Good.
5. Harris Road east to Abbotsford-Mission Highway:-  
Road mix, seal coat, width 16', length 0.50, Good.  
Gravel road, 18' - 20' wide, winding. Fair.  
Road mix, 16' wide, 0.25 long. Good. Machine laid pavement, 18' width, length 2.25 miles, Good.  
Total length 12.15 miles.

1329241

ADM

PROVINCE OF BRITISH COLUMBIA  
DEPARTMENT OF HIGHWAYS

RECEIVED REGIONAL HIGHWAYS ENGINEER NORTH VANCOUVER, B. C.  MAR 4 - 1960	FROM	TO	DATE
	Dist. Superintendent	Regional Highways Engineer	March 1, 1960
	SUBJECT		ELECTORAL DISTRICT
	Proposed Secondary Highway, Dist. of Matsqui.		OUR FILE 5-21-32
			YOUR FILE
ANSWERED _____			REFERENCE Head Office File
NOTED _____			YOUR LETTER 5448-4, A.D.M.'s
DATE _____			letter 18 Feb/60

- 2 -

Manual traffic count taken from 11:30 A.M.  
to 4:30 P.M.

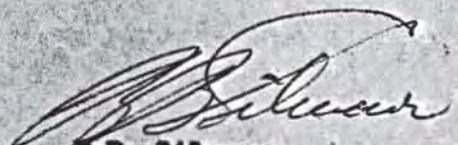
West Bound

East Bound

9

8

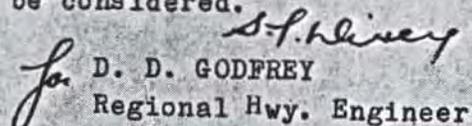
Enclosed please find a municipal plan in duplicate showing the proposed secondary classification.

  
H.B. Gilmour,  
District Superintendent.

RBG/eb  
Encl.

→ Assistant Deputy Minister R1/21-10 B 10 March 1960  
Victoria.

You will recall that we navigated the Bradner Hill on March 4th, It would be almost impossible to improve the alignment and grade on this hill. I consider that this road handles entirely Municipal traffic and that classification as Secondary should not be considered.

  
D. D. GODFREY  
Regional Hwy. Engineer



CORRECTED COPY

5448-4

(ref.2nd paragraph of first letter)

File: 5448-4

April 26th, 1960

Mr. A.H.W. Moxon,  
Clerk,  
Corporation of the District of Matsqui,  
Municipal Hall,  
R.R. 1, Abbotsford, B.C.

Re: Municipal Aid 1960-61

Dear Sir,

I am pleased to advise you that we can allow you \$10,500.00 for Municipal Aid for the fiscal year 1960-61. This is in reference to your letter dated February 10th in which you request assistance for reconstruction work on Downes Road and Harris Road amounting to \$35,323.00. I am sorry that we cannot authorize the full amount of \$35,323.00, but our requests for Municipal Aid greatly exceed the money available.

Upon completion of this year's work, would you please submit certified copies of the accounts, covering the total expenditure, to our office in Chilliwack so that the work may be inspected. I would request you to have this work completed by March 31st, 1961.

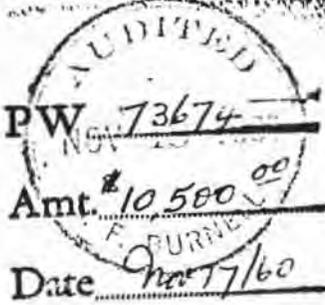
Please be advised that requests for Municipal Aid in the next fiscal year 1961-62 must be sent in writing to our Department before the end of February 1961.

Yours very truly,

D.R. McLeod,  
Assistant Deputy Minister

DRMcL:MH

cc: The Hon. W.E. Kiernan, Victoria.  
cc: Regional Highway Engineer, North Vancouver, B.C. ;


  
 PW 73674  
 Amt. 10500.00  
 Date Nov 17/60  
 Par [Signature]

When these accounts have been received and the work checked, please contact the Departmental Comptroller and he will forward a Work Order for \$10,500.00.

"D.R. McLeod"

Dept'l Comptroller:

To note, please.



File No. 5448-4

5448-4

June 30th, 1960.

Mr. A. H. W. Moxon,  
Clerk,  
Corporation of the District of Matsqui,  
Municipal Hall,  
R. R. 1,  
Abbotsford, B. C.

Dear Sir:

Further to my letter of February 18th, 1960, we had a meeting on June 28th and discussed the reclassification of the roads in your Municipality as you have requested in your letter of February 10th, 1960, addressed to the Deputy Minister.

We have gone into all aspects of this request and we still feel that there is not justification for classification at the present time.

I am sorry that I have taken so long to reply to your letter, but it was some time before we could get our Field Engineers in to discuss your request.

Yours very truly,

D. R. McLeod,  
Asst. Deputy Minister.

DRMcL/CW  
E.c. Regional Engineer,  
North Vancouver, B. C.

---

For your information please. This has reference to your letter dated March 18th, your file No. R1/21-10 B, on the bottom of Mr. Gilmour's letter dated March 1st, his file No. 5-21-32.

D. R. McLeod,  
Asst. Deputy Minister.



Victoria, B. C.,  
April 25, 1961.

PW-72713  
NOV 21  
Amt. 12,000.00  
Date Nov-20/61  
Per R.M. Keur.

Mr. A. H. W. Moxon,  
Clerk,  
Corporation of the District of Matsqui,  
Municipal Hall,  
R. R. 1,  
Abbotsford, B. C.

Dear Sir,

Re: Grant-in-Aid, 1961-62:

We are pleased to advise you that we can allow you \$12,000.00 for Municipal Aid for the fiscal year 1961-62. This is in reference to your letter of January 17th, 1961, in which you request assistance for work on Harris Road, Downes Road and Townshipline Road, amounting to \$40,000.00. I am sorry that we cannot authorize the full amount you request, but our requests for Municipal Aid greatly exceed the money available.

Upon completion of this year's work, would you please submit certified copies of the accounts, covering the total expenditure, to our District Office, so that the work may be inspected by our District Official. We would request that you have this work completed and all invoices forwarded to the District Engineer by not later than March 10th of next year.

Please be advised that all requests for Municipal Aid for the next fiscal year 1962-63 must be sent in writing to this Department before the end of February 1962.

Yours very truly,

*J.R.M.L.*  
CRE:om

D. R. McLeod,  
Asst. Deputy Minister.

CC - D.D. Godfrey, N. Vancouver, B.C.  
Comptroller of Expenditure, Victoria, B.C.

When these accounts have been received and the work checked, please contact the Comptroller of Expenditure at Victoria, and he will forward a Work Order for \$12,000.00.

D. R. McLeod.



The Corporation of the  
**DISTRICT OF MATSQUI**

TELEPHONE UL 4-2811

~~5073~~  
5448-4

**RECEIVED**  
DEPT. OF HIGHWAYS  
VICTORIA, B. C.

JAN 31 1962

ANSWERED *BRD - cc - Region #1*  
NOTED *2/1/62 DRD Feb. 9/62*  
DATE *30 April 1962*

Office of the Clerk,  
MUNICIPAL HALL  
R. R. 1,  
ABBOTSFORD, B.C.

January 30th, 1962.

H. T. Miard, Esq.,  
Deputy Minister of Highways,  
Parliament Buildings,  
Victoria, B.C.

Dear Sir:

Further to Reeve Murphy's visit to your office on Wednesday, January 17th, I have been instructed to request assistance from your Department for the following road projects:-

1. Reconstruction of the Clearbrook Road from Peardonville Road to King Road. This is to allow for the increase traffic which we expect on this road when the new freeway is open.
2. Paving of Harris Road (Olund Road to Bates Road). This will complete an alternative route from Mission and Matsqui Village to Fort Langley and from there to New Westminster.
3. Paving Townshipline Road (Bradner Road to Langley boundary). This road was reconstructed last year in preparation for paving to allow any increased traffic due to the LeFeuvre Road being closed by the new freeway.
4. The reconstruction of the Old Yale Road west of the Clearbrook Road.
5. Reconstruction of Downes Road (Bradner Road to Ross Road). These latter are required due to an anticipated increase in east-west traffic because of the construction of the new freeway.

I trust that you will give this request your earnest consideration, and that we will be notified in due course of your decision.

Yours very truly,

A. H. W. Moxon,  
Clerk.

1421792

AHWM:hj

**DEPUTY MIN.  
HIGHWAYS**

*incl aid file.*

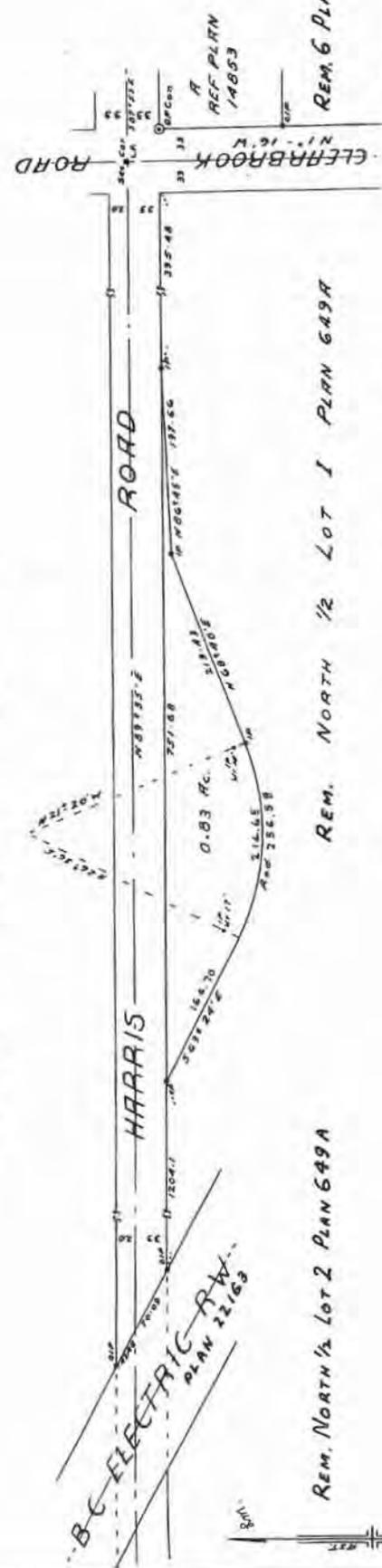


RIGHT OF WAY PLAN OF PORTION OF  
 NORTH 1/2 OF LOT 1 OF  
 SECTION 6 TOWNSHIP 17  
 NEW WESTMINSTER DISTRICT  
 PLAN 649A

Scale 1 inch = 100 feet

24186  
 Deposited in the Land Registry Office  
 at Victoria B.C. on the 15th day of  
 November 1960  
*[Signature]*

MATSQUI I.R. No. 2



REM. NORTH 1/2 LOT 2 PLAN 649A

REM. NORTH 1/2 LOT 1 PLAN 649A

REM. 6 PLAN 3457

SEC. 5

SEC. 6 TP. 17

I, F. Bunn of Abbotsford B.C.  
 British Columbia Land Surveyor, make oath and say  
 that I was present at and did personally supervise and  
 the survey represented by this plan and that the  
 survey and plan are correct. The said survey was  
 completed on the 21<sup>st</sup> day of November, 1960  
 Sworn before me this 21<sup>st</sup>  
 day of November 1960  
*[Signature]*

LEGEND  
 Bearings are Astronomical  
 derived from REF PLAN 14053  
 O.A.M. Con. - Old Concreth Post  
 O.M. - Old Iron Post  
 I.P. - Iron Post  
 L.P. - Lead Plug

*Allen A. Riverson* - Surveyor  
*Misses George* - Witness  
 Approved under the Land Registry Act  
 dated this 23<sup>rd</sup> day of *Nov* 1960  
*John McPherson*  
 Approving Officer  
 Corporation of the District of Matsqui



5448-4

File 5073/1421792

April 30th, 1962.

PW 90 144  
 Amt. \$8,000.00  
 Date Jan 3/63  
 Par R.M. - Kern

Mr. A.H.W. Maxon,  
 Clerk,  
 The Corporation of The District of Matsqui,  
 R.R. #1,  
 Abbotsford, B.C.

Dear Sir:

Re: Grant-in-Aid 1962-63

We are pleased to advise you that we can allow you \$8,000.00 for Municipal Aid for the fiscal year 1962-63. This is in reference to your letter of January 30th, 1962, in which you request assistance for several road projects as detailed, amounting to \$95,685.00. I am sorry that we cannot authorize the full amount you request, but our requests for Municipal Aid greatly exceed the money available.

Upon completion of this year's work, would you please submit certified copies of the accounts, covering the total expenditure, to our District Office, so that the work may be inspected by our District Official. We would request that you have this work completed and all invoices forwarded to the District Engineer by not later than March 10th of next year.

Please be advised that all requests for Municipal Aid for the next fiscal year 1963-64 must be sent in writing to this Department before the end of February, 1963.

Yours very truly,

*JAD*  
 JAD/ajm

D.R. McLEOD  
 Asst. Deputy Minister.

Regional Highway Engineer,  
 North Vancouver, B.C.

When these accounts have been received and the work checked, please contact the Comptroller of Expenditure at Victoria, and he will forward a Work Order for \$8,000.00.

Comptroller of Expenditure,  
 Victoria, B.C.  
 For your information.

D.R. McLEOD



CARIBOO (SOUTH) DISTRICT—Continued

Day labour—roads (Project No. 1407)—Continued		
100 Mile House streets (No. 204), reconstruction of Birch Avenue and Second Avenue in preparation for paving	\$3,332.08	
Chilcotin-Bella Coola (No. 20), Mile 21.4 to Mile 29.5, reconstruction (8.1 miles), and Mile 139.8 to Mile 162.2, reconstruction (3.8 miles)	162,568.49	\$294,882.41
Maintenance of roads		326,511.38
Maintenance of bridges		28,000.00
Snow removal		142,205.86
Highways within municipal limits (local highways)—Village of Williams Lake		4,000.00
Surveys (general)—Chilcotin Bridge-Meldrum Creek Road (Project No. 1446)		4,278.00
Construction—bridges (general)—P.G.E. Overhead Crossing at 100 Mile House (Project No. 446)		3,434.25
Surfacing (general)—		
Cariboo Highway, Mile 49.3 to Mile 68.63 (Project No. S-2363)	\$661,637.78	
Cariboo Highway, Mile 69.66 to Mile 70.94, north end of approach to 100 Mile Overhead to Airport Road at 100 Mile House (Project No. S-2364)	57,820.42	
Cariboo Highway, Mile 70.94 to Mile 71.56, Airport Road through 100 Mile House to Exeter Road (Project No. S-2364)	243,435.41	
Cariboo Highway, Mile 71.56 to Mile 73.59, Exeter Road to 1.4 miles north of junction with Highway No. 97 and road to Forest Grove (Project No. S-2364)	12,431.89	
Williams Lake sand seal—Main Street, Glendale Road, Chilcotin Road, Cariboo Highway—Mission Road, base processing	4,373.35	
100 Mile House—Exeter Road, base processing	2,137.66	
		981,836.51
Total, Cariboo (South) District		<u>\$1,785,148.41</u>

CHILLIWACK DISTRICT

Day labour—roads (Project No. 1395)—		
Chilliwack Lake Road (No. 4), construction, erosion control	\$13,799.07	
Columbia Valley Road (No. 6), reconstruction	2,016.08	
Frost Road (No. 48), reconstruction	17,599.20	
Trans-Canada Highway (5-1), paved off-ramp Agassiz-Rosedale Intersection	3,140.63	
Clearbrook Interchange No. (356R), construction of frontage road	402.44	
Trans-Canada Highway (No. 344R), extend frontage road, Sardis Interchange	1,321.24	
Old Yale and Lickman Road (No. 8R), construction and paving	13,265.21	
McLure Road (Yale Road extension), minor improvements	1,056.13	
		\$52,600.00
Day labour—bridges—Agassiz-Rosedale Bridge, painting (Project No. 493)		10,656.12
Maintenance of roads		200,919.52
Maintenance of bridges		7,499.14
Maintenance and operation of ferries		50.86
Snow removal		102,899.98
Highways within municipal limits (local highways)—		
Corporation of the District of Sumas, Dawson Road paving	\$1,000.00	
Corporation of the District of Sumas, sundry roads	5,000.00	
Corporation of the District of Matsqui, Bradner Road	7,500.00	
Corporation of the District of Matsqui	6,000.00	
		19,500.00
Surveys (general)—		
McCallum Road, from McCallum Road Interchange to Old Trans-Canada Highway (Project No. 1446)	\$301.45	
Sardis Interchange to Knight Road (Project No. 1446)	2,131.19	
Access road, Hack Brown Road East (Project No. 1446)	1,653.79	
		4,086.43

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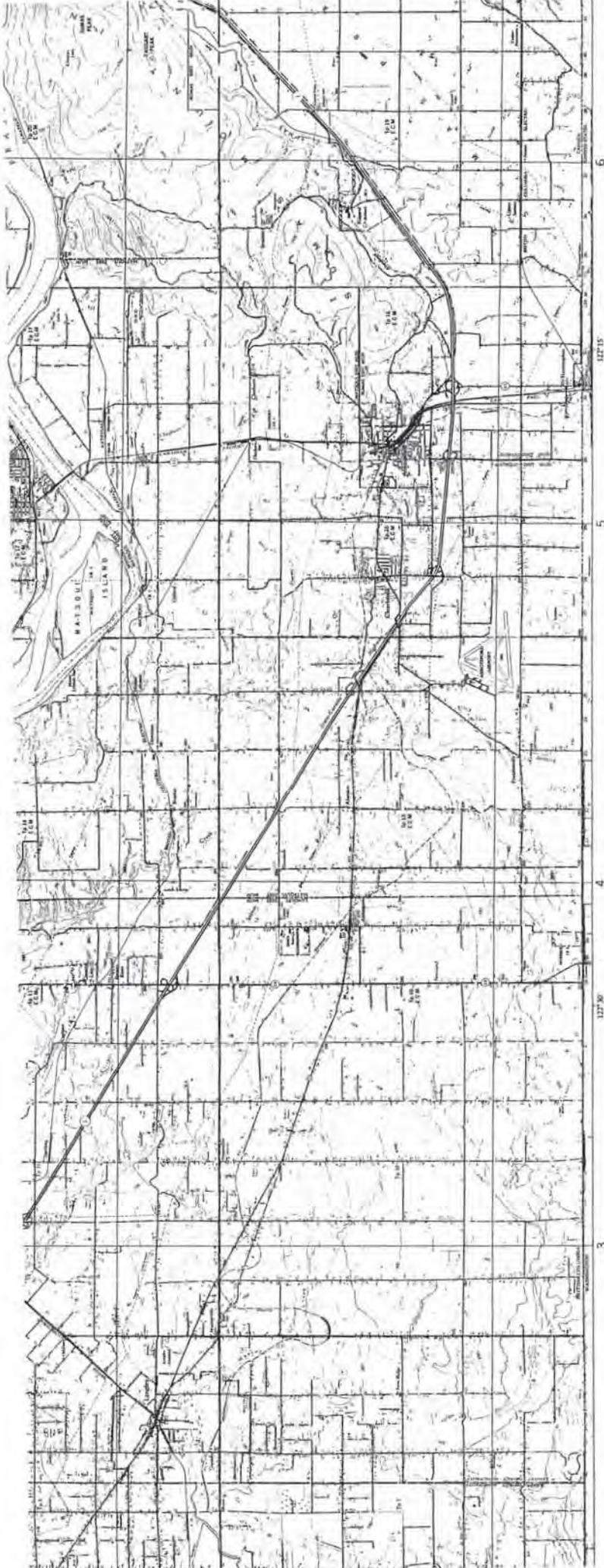
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Highways wi  
Maintenance





# CHILLIWACK AREA BRITISH COLUMBIA

TRANSVERSE MERCATOR PROJECTION

CONTOUR INTERVAL

BELOW 500 FEET - 50 FEET

ABOVE 500 FEET - 100 FEET

ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL.

SCALE 1:100,000



- Roads:
  - hard surface, all weather
  - hard surface, all weather
  - loose or stabilized surface, all weather
  - loose surface, dry weather
  - cart track
  - trail or portage
  - Railway, normal gauge, single track
  - horizontal control point, with elevation
  - Bench mark, with elevation
  - Spot elevation, precise, approximate

- Building
- School
- Cemetery
- Mine or open cut
- Lighthouse
- Power transmission line
- River with bridge
- Stream, intermittent or dry
- Large intermittent, indiffinite
- Marsh or Swamp
- Depression Contours
- Church
- Post Office



CANADA

DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT

THIS AGREEMENT made in quintuplicate as of the 1st day of  
December, 1980.

BETWEEN: HER MAJESTY THE QUEEN,  
in right of Canada,  
(hereinafter called "Her Majesty")

OF THE FIRST PART

BRITISH COLUMBIA HYDRO AND POWER  
AUTHORITY of 970 Burrard Street,  
in the City of Vancouver, Province  
of British Columbia,

and

BRITISH COLUMBIA TELEPHONE COMPANY  
a Company duly incorporated by a  
Special Act of the Parliament of Canada,  
and having its head office at 3777  
Kingsway, in the District of Burnaby,  
in the Province of British Columbia,  
"JOINT AND SEVERAL"  
(hereinafter together called "the  
Permittees")

OF THE SECOND PART

- A. WHEREAS Matsqui Main Indian Reserve Number 2, (hereafter  
called the "Reserve"), is Reserve Land within the  
meaning of the Indian Act, Chapter I-6, Revised  
Statutes of Canada, 1970;
- B. AND WHEREAS British Columbia Hydro and Power Authority  
has applied for permission:

- (i) To construct, erect, string, or otherwise install, operate, maintain, extend, remove and replace poles with anchors, guy wires, brackets, cross-arms, insulators, transformers and their several attachments and one or more lines of wire; and,
- (ii) To excavate for, install, operate, maintain, extend, remove and replace (with conduits or cables of the initial or any other size) one or more underground conduits, whether or not-encased by concrete or other protective material, cables with all necessary attachments and fittings, and aboveground or underground transformers and their several attachments;

upon and within the Reserve for the transmission and distribution of electric energy directly to customers.

- C. AND WHEREAS British Columbia Telephone Company has applied for permission to string, operate, maintain and extend lines of wire on British Columbia Hydro and Power Authority poles and bury underground cable for telecommunication purposes directly to customers.
- D. AND WHEREAS the Council of the Matsqui Band of Indians for whose use and benefit the Reserve has been set apart has, by Resolution dated the 1st day of December, 1980, approved the applications;
- E. NOW THEREFORE THIS INDENTURE WITNESSETH that in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration paid to the Minister of Indian Affairs and Northern Development (hereinafter called the "Minister") by the Permittees on or before the execution hereof as a fee, the receipt and suffi-

ciency of which is hereby acknowledged by the Minister, and the covenants of the Permittees herein contained, the Minister under authority of Section 28(2) of the Indian Act, as amended, hereby grants unto the Permittees, and their successors full and free right and liberty for the Permittees, their successors and their servants, agents and all others the licensees of the Permittees, from time to time:

- (a) (i) To construct, erect, string, or otherwise install, operate, maintain, remove and replace poles with anchors, guy wires, brackets, crossarms, insulators, transformers and their several attachments and one or more lines of wire; and,
  
- (ii) To excavate for, install, operate, maintain, remove and replace (with conduits or cables of the initial or any other size) one or more underground conduits, whether or not encased by concrete or other protective material, cables with all necessary attachments and fittings, and aboveground or underground transformers and their several attachments,

for the purpose of transmission and distribution of electric energy ~~directly~~ and telecommunications ✓ directly to customers (all of which are hereafter collectively called the "works") on, over, under and across those parts of the Reserve shown outlined in red on the plan annexed as Schedule "A" hereto; and,

*EBH*  
*B.R.*  
*SK*

(b) For so long as the Permittees maintain the works referred to in paragraph (a) hereof or any substitute therefor and are not in default hereunder to construct, erect, string, excavate for, install, operate, maintain, remove and replace one or more extensions of the works to the boundaries of the Reserve:

(i) along the sides of any roads from time to time existing on the Reserve; and,

(ii) on, over, under and across such other parts of the Reserve as from time to time agreed upon pursuant to paragraph 8 hereof.

IT IS AGREED AND UNDERSTOOD that the aforesaid permission is granted subject to the following stipulations, provisos and conditions, that is to say:

1. That the rights and liberties hereby granted may be exercised by the Permittees for such period of time as the works are required for any of the purposes aforesaid.
2. That in the event of relocation of any road along the side of which any extension of the works is constructed, pursuant to paragraph (b) above, the Permittees, on being given written notice by the Minister requiring it to do so, will at their own expense move such extension to a position along the side of the road as relocated.
3. That the Permittees shall pay and discharge all rates, taxes, duties and assessments which the Permittees or any occupiers of the Reserve are now or shall hereafter be liable to pay and which are now or shall hereafter be charged upon or in respect of the works during the continuance of the rights hereby granted.

4. That it shall be lawful for the Minister or any person thereunto authorized by him at all reasonable times to enter upon the land occupied by the works for the purpose of examining the condition thereof.
5. That the land occupied by the works shall be used for the purpose aforesaid and for no other purpose.
6. That the Permittees, their servants, employees, agents and licensees shall have and enjoy the right to unload and store material on the Reserve for the construction, erection, stringing, excavation for, installation, operation, maintenance, removal, replacement and extension of the works and to roll and unroll wire thereon and to do all such other acts and things as may be necessary or requisite for the purpose of properly constructing, erecting, stringing, excavating for, installing, operating, maintaining, removing, replacing, extending and patrolling the works.
7. That the Permittees shall not fence or enclose the lands upon which the works are situate or any part thereof and Her Majesty, Her officers, servants, or agents subject to the right of the Permittees may have free access to and use of the land occupied by the works except that Her Majesty, Her officers, servants or agents will not:
  - (i) make, place, erect, operate, use or maintain any building, structure, foundation, pavement (excluding asphalt), excavation, thing or inflammable substance or plant any growth upon any of those portions of the land lying within three (3) metres of any line formed by dropping or raising perpendiculars to the surface of the ground from the

outermost points of any aboveground or underground part of the works (hereinafter called "the adjacent portions") which might, in the reasonable opinion of the Permittees;

- (a) interfere with or endanger the installation, operation, maintenance, removal or replacement of the works or any part thereof; or,
- (b) obstruct access by the Permittees, its and their servants, agents or licensees to the works or any part thereof; or,
- (c) by its operation, use, maintenance or existence on any of the adjacent portions create or increase any hazard to persons, vehicles or equipment.
  - (ii) carry out blasting on or near any of the adjacent portions unless permission in writing from the Permittees has first been received, which permission shall not be unreasonably withheld;
  - (iii) diminish or substantially to add to the ground cover over such of the works as may be from time to time installed, operated or maintained below the surface of the Reserve and, in particular, without in any way limiting the generality of the foregoing, not to construct open drains or ditches along or across any underground conduit or cable which may at any time be installed on the Reserve;

(iv) do or knowingly permit to be done any act or thing which might, in the reasonable opinion of the Permittees, in any way whatsoever interfere with or injure the works or any part thereof or impair the operating efficiency thereof or create or increase any hazard to persons.

8. The rights granted in paragraph E(b)(ii) hereof are subject to the following terms and conditions:

- (1) The Permittees shall not commence construction or installation of the proposed extension until the Permittees have given written notice to Her Majesty and Council of the Band of the proposed extension accompanied by a sketch of the route thereof, and the written consent of Her Majesty and the Council of the Band have been obtained;
- (2) Her Majesty agrees that within six (6) months of the receipt by Her Department of Indian Affairs and Northern Development of the notice and sketch of the Permittees referred to in subparagraph (1) above, She will in writing advise whether consent is granted or withheld. Such consent will not be withheld unless the proposed location of the extension prejudices the operation or proposed development of the Reserve. The operation or proposed development of the Reserve shall be deemed to be prejudiced where there would result from the construction, installation or maintenance of the extension any serious reduction in the economic, functional, or aesthetic value of the Reserve or in the benefits which may accrue to Her Majesty, the Band, or a Lessee or Lessees of

the Reserve either at the time the extension is constructed or installed or at some foreseeable time in the future. Where consent is withheld, Her Majesty shall either:

- (a) deliver to the Permittees a written statement, (hereinafter called "the statement") setting out the amount of money which would compensate for the prejudice occasioned by or likely to be occasioned by the construction, installation and maintenance of such extension; or,
  - (b) provide the Permittees with a sketch of an alternative route for the extension satisfactory to Her Majesty and the Council of the Band.
- (3) On receipt by the Permittees of the statement referred to in sub-paragraph (2) above, the Permittees may:
- (a) accept said statement and pay to Her Majesty the monies stipulated in the statement, and payment of the same shall be sufficient consent of Her Majesty and Council to such extension; or,
  - (b) if the Permittees do not agree to the amount of damages set out in the statement, submit a new sketch, in which case the procedures outlined in sub-paragraph (2) above shall again apply; or,

(c) if the Permittees do not agree to the amount of damages set out in the statement, the Permittees may within sixty (60) days of the receipt of such statement apply to the Federal Court (hereinafter called "Court"), pursuant to Section 17 of the Federal Court Act for a determination of the amount of damages (if any) suffered by Her Majesty, the Band and any Lessee or Lessees of the Reserve by reason of the construction, installation and maintenance of the extension on the route set out in the sketch submitted by the Permittees. Damage shall be deemed to have been suffered where there would result from the construction, installation or maintenance of such extension any serious reduction in the economic, functional or aesthetic value of the Reserve or in the benefits which may accrue to Her Majesty, the Band or Lessee or Lessees of such Reserve, either at the time the extension is constructed and installed or at some foreseeable time in the future. In determining the amount of damages (if any) the Court shall take into consideration the increased value attaching to any Reserve land and all benefits accruing to occupants of the Reserve by reason of the construction and installation of the extension in question and shall decrease the amount of damages accordingly. The determination of the Court shall be final. If, pending the determination of the Court, the Permittees pay to Her Majesty the sums of money referred

to in the statement, the Permittees may commence the construction and installation of the extension and any excess or deficiency in the amount of the damages shall be paid by the parties in accordance with such determination. The costs of such application to the Court shall be in the discretion of the Court.

(4) On receipt by the Permittees of the alternative sketch referred to in sub-paragraph 2(b) above, the Permittees may:

(a) accept such alternative sketch, in which case the Permittees may commence construction and installation of the proposed extension as described in the alternative sketch; or,

(b) if such alternative sketch is not satisfactory to the Permittees, submit a further sketch, in which case the procedures described in sub-paragraph (2) above shall again apply; or,

(c) if such alternative sketch is not satisfactory to the Permittees, request Her Majesty to give a statement of the amount of money which would compensate for the prejudice occasioned by or likely to be occasioned by the construction, installation and maintenance of such extension and Her Majesty shall within three (3) months of such notice give such statement to the Permittees. Upon receipt of such statement by the Permittees, the procedure outlined in sub-paragraph (3) above shall again apply.

9. That the Permittees may cut down any trees on the Reserve which in their opinion might in falling or otherwise endanger the works, and shall leave those trees so cut down neatly stacked for the benefit of the said Band.
  
10. That the Permittees shall at all times hereafter indemnify and hold harmless Her Majesty of and from any and all claims, damages, awards and costs that may be brought, instituted, claimed or made against Her Majesty by reason of any act or omission by the Permittees, their agents, servants, employees, or contractors, in the exercise of any of the rights hereby granted; AND the Permittees shall pay compensation to Her Majesty for any damage to buildings and improvements, elsewhere than on any of the adjacent portions, caused by the Permittees, their agents, servants, or contractors in the exercise of any of their rights thereunder.
  
11. On the expiration or sooner termination of this permit:
  - (a) Her Majesty shall have the right within sixty (60) days after such expiration or sooner termination to declare the works to be the property of Her Majesty, and upon such declaration the works shall vest in Her Majesty absolutely without any claim of compensation by the Permittees;

(b) if such declaration under sub-paragraph (a) is not made, the Permittees shall remove the works at their own expense and without damage to the lands of Her Majesty. In the event the Permittees do not remove the works within one hundred eighty (180) days of the receipt of notice to do so, Her Majesty may take such steps and do such acts as in Her Majesty's opinion are necessary to remove the works, and all costs, expenses, damages incurred by Her Majesty with respect thereto shall be forthwith paid to Her Majesty by the Permittees.

12. That no member of the House of Commons shall be entitled to any share or part of the within Permit or to any benefit arising therefrom.

13. That no waiver on behalf of Her Majesty or Her Successors of any breach shall take place or be binding unless the same be expressed in writing over the signature of the Minister, or the signature of his Deputy and any waiver shall specifically relate and shall not be deemed to be a general waiver, or to limit or affect the rights of Her Majesty or successors with respect to any or other future breach.

14. The Permittees and the Minister mutually covenant and agree that this permit is given under Section 28(2) of the Indian Act, R.S.C. 1970, Chapter I-6, and the rights hereby given shall be construed as a license only and shall not be deemed to grant, convey or confer on the Permittees any right in rem or any estate or interest in the title to that portion of Matsqui Main Indian Reserve No. 2, comprising those parts of the Reserve shown outlined in red on the plan annexed as Schedule "A" hereto.

15. Notwithstanding anything in this Permit contained, each of the Permittees on behalf of itself, its officers, servants, agents, tenants, licensees and invitees acknowledges and agrees that this Permit does not confer or give rise to any greater right or rights upon the Permittees, their officers, servants, agents, tenants, licensees and invitees than the Minister is authorized to confer by Sub-section (2) of Section 28 of the Indian Act.
16. Notwithstanding paragraphs 14 and 15 hereof, the Minister on behalf of Her Majesty hereby acknowledges and agrees with each of the Permittees that the rights and liberties hereby granted to the Permittees shall not be revoked as long as the works installed hereunder are required by the Permittees for the transmission and distribution of electric energy and for telecommunication purposes in accordance with paragraph 1 hereof.
17. That it is further agreed that any notice required to be given under or in respect of any of the terms of this Agreement may be given by mailing it in a prepaid registered envelope addressed to the party to whom it is to be given as follows:

If given to the Minister:

Department of Indian Affairs  
and Northern Development,  
400 Laurier Avenue W.  
Ottawa, Ontario  
K1A 0A6

If given to the Council of the  
Matsqui Band of Indians:

31727 Harris Road  
R.R. #1,  
Matsqui, B.C.  
V0X 1S0

If given to the Permittees:

British Columbia Hydro and Power Authority Properties Division 900 - 1045 Howe Street Vancouver, B.C. V6Z 2B1	/	British Columbia Telephone Company Real Estate Department 3777 Kingsway Burnaby, B.C. V5H 3Z7
--	---	--

18. Time shall be of the essence.

IN WITNESS WHEREOF F. J. Singleton, Director, on behalf of Her Majesty has hereunto set his hand and the Permittees have caused these presents to be executed and their seals to be affixed hereto by their proper officers duly authorized in that behalf.

SIGNED, SEALED AND DELIVERED

4799

Approved as to Substance

REGIONAL DIVISION MANAGER APPROVAL

APPROVED AS TO CONTENT P.D. SWOBODA

APPROVED COUNSEL

APPROVED REAL ESTATE MANAGER

Loisaine A. Normand As to the signature of F. J. Singleton, Director Lands Branch

The COMMON Seal of BRITISH COLUMBIA HYDRO AND POWER AUTHORITY was hereunto affixed in the presence of:

Chairman AUTHORIZED SIGNATORY

Associate Secretary AUTHORIZED SIGNATORY

The Common Seal of BRITISH COLUMBIA TELEPHONE COMPANY was hereunto affixed in the presence of:

Vice-President Authorized Signatory

Assistant Secretary Authorized Signatory

F. J. Singleton

F. J. Singleton, Director, Lands Branch.



SEAL

DOCUMENTATION	
CONTENT	<i>[Signature]</i>
BAND	
CONSENT	
Dec. 1, 1980	
FOI:CI	
APPROVED AS TO FORM	<i>[Signature]</i>
RECOMMENDED	<i>[Signature]</i>

PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the *14<sup>th</sup>* day of *July*, 19*81*,  
at the City of Vancouver, in British Columbia,  
ELIZABETH BEATRICE FULWELL, who is personally known to me, appeared  
before me and acknowledged to me that she is the authorized signatory  
of BRITISH COLUMBIA HYDRO AND POWER AUTHORITY and that she is the person  
who subscribed her name and affixed the seal of the corporation to the  
instrument, that she was authorized to subscribe her name and affix the  
seal to it, and that the corporation existed at the date the instrument  
was executed by the corporation.

IN TESTIMONY OF WHICH I set my hand at the City of Vancouver,  
in British Columbia, this *14<sup>th</sup>* day of *July*, 19*81*.

*R. D. B. Strilive*

A Commissioner for Taking Affidavits  
for British Columbia.

CL/136

D79-407(79/11)

R. D. B. STRILIVE

DATED as of the 1st day of December, 1980

HER MAJESTY THE QUEEN IN RIGHT OF CANADA

AND

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

AND

BRITISH COLUMBIA TELEPHONE COMPANY

---

DISTRIBUTION LINE PERMIT

---

CANADA )  
PROVINCE OF QUEBEC )  
City of HULL )  
TO WIT: )

I, *L. Normand* of the City of Hull,  
in the Province of Quebec,  
Public Servant

MAKE OATH AND SAY:

1. I was personally present and did see the within instrument  
duly executed by *F.J. Singleton*  
of the Department of Indian Affairs and Northern Development.

2. I know the said *F.J. Singleton* and that  
he is in my belief of the full age of eighteen years.

3. I am the subscribing witness thereto and I am of the full  
age of eighteen years.

SWORN before me in the )  
City of HULL in the )  
Province of QUEBEC, )  
this *29<sup>th</sup>* day of )  
*September* 1981 )

*Lorraine A. Normand*

*Juanita P. Pollock*  
Juanita P. Pollock

Commissioner pursuant to section 108 (a)  
Indian Act - as of August 15, 1974

**BAND COUNCIL RESOLUTION  
RÉSOLUTION DE CONSEIL DE BANDE**

Chronological No. - Numéro consécutif
80-81/565-25
File Reference - No de réf. du dossier
987/31-3-565-2

NOTE: The words "From our Band Funds" "Capital" or "Revenue", which ever is the case, must appear in all resolutions requesting expenditures from Band Funds  
 NOTA: Les mots "des fonds de notre bande" "Capital" ou "revenu" selon le cas doivent paraître dans toutes les résolutions portant sur des dépenses à même les fonds des bandes

THE COUNCIL OF THE LE CONSEIL DE LA BANDE INDIENNE <b>MATSQUI BAND</b>	Current Capital Balance Soldo de capital	\$ _____
AGENCY	Committed - Engagé	\$ _____
DISTRICT <b>VANCOUVER DISTRICT</b>	Current Revenue balance Soldo de revenu	\$ _____
PROVINCE <b>BRITISH COLUMBIA</b>	Committed - Engagé	\$ _____
PLACE NOM DE L'ENDROIT <b>MATSQUI</b>		
DATE <u>1</u> <u>December</u> AD 19 <u>80</u> DAY - JOUR MONTH - MOIS YEAR - ANNÉE		

30 Dec 12 A 8:37

DO HEREBY RESOLVE;  
 DÉCIDE, PAR LES PRÉSENTES:

WHERE AS: That we the members of the Matsqui Indian Band approve granting, in the form attached, a permit to B.C. Hydro for the distribution of electrical energy and to British Columbia Telephone Company for telecommunication purposes, and for these purposes, to place a distribution line on our Matsqui Main Indian Reserve No.2. as shown in B.C. Hydro Drawing Number D470-D08-B115 for as long a period as required for these purposes, and to extend the distribution line as stated in the said Permit, all for a fee of \$1.00.

WHERE AS: The Matsqui Indian Band will not be held responsible for installation or future maintenance costs.

BE IT RESOLVED THAT:  
 B.C. Hydro and British Columbia Telephone Company, or persons ordered by these companies, have the permission of the Matsqui Band Council to free access to the power line for maintenance purposes.

A quorum for this Band  
 Pour cette bande le quorum est  
 consists of 2  
 fixé à  
 Council Members  
 Membres du Conseil

..... (Councillor - conseiller)	<i>Louis Julian</i> (Chief - Chef)	..... (Councillor - conseiller)
..... (Councillor - conseiller)	<i>Louis Julian</i> (Councillor - conseiller)	..... (Councillor - conseiller)
..... (Councillor - conseiller)	<i>Beverly Julian</i> (Councillor - conseiller)	..... (Councillor - conseiller)
..... (Councillor - conseiller)	..... (Councillor - conseiller)	..... (Councillor - conseiller)
..... (Councillor - conseiller)	..... (Councillor - conseiller)	..... (Councillor - conseiller)

FOR DEPARTMENTAL USE ONLY - RÉSERVÉ AU MINISTÈRE					
1. Band Fund Code Code du compte de bande	2. COMPUTER BALANCES - SOLDES D'ORDINATEUR		3. Expenditure Dépenses	4. Authority - Autorité Indian Act Sec Art. de la Loi sur les Indiens	5. Source of Funds Source des fonds <input type="checkbox"/> Capital <input type="checkbox"/> Revenue
	A. Capital	B. Revenue - Revenu			
\$ _____	\$ _____	\$ _____			
6. Recommended - Recommandé			Approved - Approuvé		
MAR 11 2/81 Date <i>[Signature]</i> Recommending Officer - Recommandé par			Date Approving Officer - Approuvé par		

987/31-3-585-2

INDIAN LANDS

The undersigned hereby requests that the document, the particulars of which are set out below, be entered, pursuant to the Indian Act, either in the Reserve Land Register or in the Surrendered Lands Register as the case may be.

PARTICULARS

NAME OF PARTIES:.....

TYPE OF INSTRUMENT:..... *Permit*

DATE OF INSTRUMENT:..... *December 1, 1980*

LAND DESCRIPTION: Province:..... *British Columbia*

Reserve & No:..... *Matsqui Main I.R. No. 2*

Parcel:..... ~~.....~~

..... *as shown on*

..... *Schedule A attached.*

.....

TYPE OF INTEREST OR CHARGE:.....

SUPPORTING DOCUMENTS:..... *B.C.R. dated Dec. 1, 1980*

.....

*Sept. 29, 1981*  
DATE

*Diela Murphy*  
APPLICANT AND ADDRESS

Acceptance

This application for registration has been accepted and the instrument has been entered in the appropriate Register. This instrument has been registered under number \_\_\_\_\_ on \_\_\_\_\_ 19\_\_ at \_\_\_\_\_

REGISTRAR

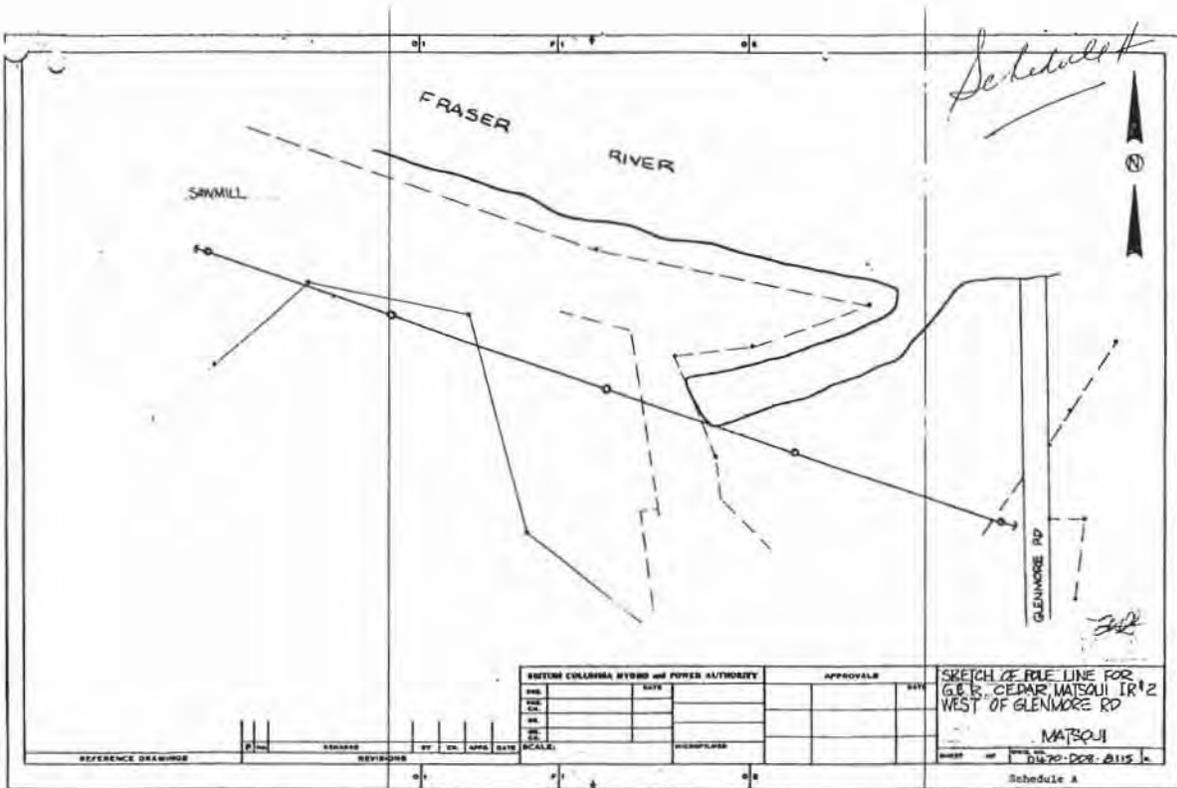
Rejection

This application for registration has been rejected for the following reasons: .....

SEP 29 1981

DATE

REGISTRAR



078525

OCT 30 10 33 AM '81

MATSOUL HAIN

INDIAN RESERVE NO. 2

BRITISH COLUMBIA

PERMIT

NUMBER OF PIECES 22

I CERTIFY THAT THE WITHIN INSTRUMENT IS DULY ENTERED INTO THE REGISTER'S OF INDIAN LANDS AT OTTAWA, IN ACCORDANCE WITH SECTIONS 21 & 55 OF THE INDIAN ACT.

M. Skowronski  
for REGISTRAR

LAND TITLE ACT

FORM 6

PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the 14th day of August,  
1981, at BURNABY, in British Columbia,  
BETTY J. RUMFORD

who is personally known to me, appeared before me and acknowledged to me that she is Assistant Secretary, and the authorized signatory of BRITISH COLUMBIA TELEPHONE COMPANY and that she is the person who subscribed her name and affixed the seal of the corporation to the instrument, that she was authorized to subscribe her name and affix the seal to it, and that the corporation existed at the date the instrument was executed by the corporation.

In testimony of which I set my hand and seal of office at \_\_\_\_\_  
3777 Kingsway, Burnaby, B. C., this 14th day of  
August, 1981.

Robert K. Little  
A COMMISSIONER FOR TAKING AFFIDAVITS  
FOR BRITISH COLUMBIA





CORPORATION OF THE DISTRICT OF MATSQUI  
 200 - 32315 South Fraser Way, Clearbrook, B.C. V2T 1W7 Telephone 853-2281

Mayor Harry DeJong

Municipal Clerk Mrs. H. Cochran

1984 12 18  
 File No. T-10-17

Ministry of Highways  
 9369 Mill Street  
 Chilliwack, B.C.  
 V2P 4N3

Attention: District Highways Manager

Dear Sirs:

Re: Roads - Cost Sharing

Matsqui Council has expressed concern in regard to several municipal roads which are being utilized by large volumes of traffic from outside the Municipality. Harris Road, from Abbotsford-Mission Highway to Langley, appears to be used by Mission traffic as an alternate route to reach the freeway. At the present time, this road is not designed for high volumes of through traffic. Similarly, with the construction of the Abbotsford by-pass, we anticipate additional traffic on Immel, Elmwood and Hazelwood. With the proposed construction, this will be the only route available for a large volume of east-west traffic from the Ten Oaks area.

*the Dist of*

From a municipal point of view, these roads do not carry enough local traffic to warrant upgrading. However, the additional outside traffic has necessitated additional and more frequent maintenance and upkeep. Under these conditions, is the Ministry of Highways prepared to accept or share either the maintenance responsibility or the upgrading costs of these facilities?

*no upgrade  
 (Immel)  
 Elmwood  
 Hazelwood*

Your comments or suggestions on how the municipal costs for these roads could be reduced or shared would be much appreciated. At the present time, the roads are not considered shareable under the Revenue Sharing Act.

*Why? Harris Rd is a national also we  
 Yours truly, and we recommend  
 upgrading.*

E.H. Regts, P.Eng.  
 Director of Public Works





CORPORATION OF THE DISTRICT OF MATSQUI  
200 - 32315 South Fraser Way, Clearbrook, B.C. V2T 1W7 Telephone 853-2281

Mayor Harry DeJong

Municipal Clerk Mrs. H. Cochran

1984 12 18  
File No. T-10-17

Ministry of Highways  
9369 Mill Street  
Chilliwack, B.C.  
V2P 4N3

Attention: District Highways Manager

Dear Sirs:

Re: Major Municipal Highways Grants

Enclosed are three construction estimates for cost-sharing grants under the Revenue Sharing Act for the year 1985-1986. The projects are listed in decreasing priority.

1. Marshall Road - Ware to Gladwin

Part of this road, from Ware to McCallum, was completed in 1984. The proposed construction will complete four lanes of this major east-west route from McCallum to the Marshall Road diversion.

2. Livingstone - Townline to Blue Jay

This road has previously been rejected by Highways as being of no regional significance. However, Livingstone is included in the Regional Plan and will be of vital importance if the Mt. Lehman Interchange is upgraded in the near future.

3. Harris Road at Railroad Crossing

This project was also presented last year but was rejected as not meeting your eligibility limitations. However, all the functional requirements are met and the road forms part of the network in the Official Community Plan and the Transportation Network developed in conjunction with the Ministry of Highways.

If you have any questions relating to the enclosed estimates, please contact Mr. Dave Laxton of this office at 853-2281, local 265.

Yours truly,

A handwritten signature in dark ink, appearing to read "E.H. Regts".

E.H. Regts, P.Eng. TRA-2013-00295  
Director of Public Works Page 238

MAJOR MUNICIPAL HIGHWAY RIGHT-OF-WAY AND CONSTRUCTION ESTIMATES  
 RE REVENUE SHARING ACT REGULATIONS, PART V - FISCAL YEAR 1985/1986

Corporation of the            District            of Matsqui  
 Road Name: Harris Road ~~XXXXXX~~ B.C. Hydro ~~XXXX~~ Railway Crossing 0.278 km

Please attach municipal street map showing the extent of the project described above. Please describe briefly how the project forms part of a planned land use or transportation pattern:

If more than one application is submitted, please indicate desired priority: # 3

SHAREABLE COST FEATURES (Please attach R/W plans and/or engineering drawings)				AMOUNT
(1)	ROAD RIGHT-OF-WAY			
(2)	CONSTRUCTION WORKS: (Please check) <input type="checkbox"/> Bridge, including sidewalks; <input type="checkbox"/> Pedestrian grade separation; <input type="checkbox"/> Railway grade separation (Road Authority's share only); <input checked="" type="checkbox"/> Road construction or improvement			
	WORKS DETAIL (See Guidelines # 7 Detail)	QUANTITY	UNIT	UNIT COST
	Excavation Type 'A' (Solid Rock)		m <sup>3</sup>	
	Excavation Type 'D' (Other Material)	509	m <sup>3</sup>	\$ 5.50
	Granular Sub-base: Depth .1200 .mm/Width .14.63 .m	6058	t	6.00
	Granular Base: Depth .100 .mm/Width .12.5 .m	427	t	7.00
	Compaction	--	--	--
	Watering		kL	2,000.00
	Primer		L	
	Pavement: Depth .50 .mm/Width .11 .m	278	t	42.00
	Existing paved width is .6 .m	--	--	--
	Shouldering	--	--	--
	Culvert: Type .CMP . . . . . Size .600 . . . . . mm	100	m	90.00
	<del>XXXXXX</del> CMP 400	33	m	70.00
	Utility Relocation (Road Authority's Share)		--	
	Catch Basins		--	
	Manholes		--	
	Curb & Gutter on minimum road width 14m (two way)		m	
	Gutter on minimum road width 11m (one way)		m	
	Sidewalks		m <sup>2</sup>	
	Bicycle Paths		m	
	Pavement Marking and Signs		--	
	Intersection Lighting		--	
	Traffic/Pedestrian Signals and Duct Works		--	
	Retaining Walls			
	Guardrail		m	
	Rlwy. Xing Signals (Road Authority's Share)		--	
	Rlwy Xing Guard Rails			2,000.00
	Engineering Design and Supervision		5%	3,456.13
	Contingencies		10%	7,257.86
			TOTAL	\$79,836.49

NOTE: CONTRIBUTION BY A DEVELOPER OR OTHER AGENCY MUST BE DEDUCTED  
 ROAD AUTHORITY'S TOTAL  
 MUNICIPAL 50% SHARE \$39,918.25  
 PROVINCIAL 50% SHARE \$39,918.25

I hereby make application as shown and certify that as of this date in accordance with Guidelines Section 4.1 none of the above property has been acquired nor of the above work carried out:

Municipal Official [Signature] Title Dir. of P.O. Date 84.12.17

NOTE: This estimate is required under Part V, Section 15 of the Regulations pursuant to the Revenue Sharing Act. It should be completed and forwarded together with all pertinent plans to the District Highways Manager (Ministry of Transportation and Highways) located in your area not later than January 2, 1985. Please complete a separate application form for each project. For guidance, please refer to the Eligibility Guidelines (revised edition dated November 3, 1980) for Major Municipal Highway Grants under Part V of the Revenue Sharing Act Regulations.

THIS SPACE FOR MINISTRY OF TRANSPORTATION AND HIGHWAYS USE:  
 Comments: Recommend approval  
[Signature]  
 District Highways Manager

Regional Director, Highways





To: Mr. Richard A. James  
(Acting) Supervising  
Highway Planning Engineer

Date: January 28, 1985  
Branch/Dist:  
Address:

Phone: 387-5251  
Hdqtrs. File:  
Region File:  
District File:

Re: Mr. Regts' letter dated December 12, 1984 - Roads/  
Revenue Sharing

Mr. Regts' statement in the first paragraph is reasonable. However, his statement in the third paragraph, that the Revenue Sharing Act is not applicable, is incorrect. Harris Road is an element of the Major Road Network. See item #1 on the minutes of the last meeting with the Municipality.

With respect to Immel, Elmwood and Hazelwood, it is possible that the traffic volume may slightly increase with the completion of the first phase of Highway #11 relocation project. However, when the second phase between Old Clayburn and Highway #11 is completed, the traffic volume will likely decrease from its present volume. For these reasons regarding the upgrading of the facilities, I would recommend:

1. Do nothing on Immel, Elmwood and Hazelwood
2. Inform the Municipality that the Revenue Sharing Act applies to Harris Road

In addition, regarding Mr. Regts' question, "is the Ministry of Transportation and Highways prepared to accept or share the maintenance responsibility?", I would assume no, but I think this should be addressed by Mr. A. Stewart.

Director of Highway  
Planning and Traffic

*Maria D. Szalay*  
Maria D. Szalay  
Highway Planning Engineer

MDS/orb



Mr. P. S. Dunn  
District Highways Manager  
Chilliwack, B. C.

May 9, 1985  
Municipal Programs Section

387-3262  
15-01-48  
15-20-0

Re: Request from District of Matsqui for  
Assistance in Maintaining and Upgrading:  
(a) Harris Road  
(b) Immel Street, Elmwood Drive and Hazelwood Avenue

Your memo of January 21, 1985 to Maria Szalay was forwarded to me for reply. I regret the delay in doing so but I wished to determine whether the balance of Beck-Immel would be proceeding and I also wanted to have a look at the Harris Road-Mount Lehman Route, which I have now done.

The Municipal Engineer is saying that there is some external traffic (i.e., having both an origin and a destination outside the District of Matsqui) which is using unclassified roads in Matsqui. This may well be true, however, whatever the extent of this external traffic it has been removed from classified routes, i.e., South Fraser Way Secondary Highway, McCallum Road Arterial Highway and Highway 11.

While the existing classified routes may not quite match existing external traffic usage, I think it can be said that the classified routes the Municipality does have represent fair assistance for accommodation of the external traffic which passes through the Municipality. While the classifications could be revised at this time it would seem preferable, in view of anticipated early completion of the Beck-Immel Route, to hold off and make all the classification changes at that time.

I have presumed that when Mr. Regts asks for assistance on Harris Road he also means to include Mount Lehman Road from Harris Road to Highway 1.

Mr. P. S. Dunn  
District Highways Manager  
Chilliwack, B. C.

- 2 -

May 9, 1985  
File: 15-01-48

Re: Request from District of Matsqui for  
Assistance in Maintaining and Upgrading:  
(a) Harris Road  
(b) Immel Street, Elmwood Drive and Hazelwood Avenue

Mr. Regts states the roads are not shareable under the Revenue Sharing Act. This is correct regarding the roads in (b) above which are not designated as major municipal streets but the roads in (a) above qualify provided the proposed works meet the program guidelines. What he may have meant was that reconstruction of any part of this paved two lane street to the original number of lanes does not qualify under the program.

I hope the above will assist you in replying to Matsqui. Please give me a call if I can be of further assistance.

Director of Highway  
Planning and Traffic

ORIGINAL SIGNED BY-

J. A. Stewart  
Municipal Programs Engineer

JAS/micb

c.c. Mr. R. A. James, (Acting) Supervising Highway Planning Engineer  
Regional Director, Highways - Burnaby +





Province of  
British Columbia

Ministry of  
Transportation  
and Highways

DISTRICT OFFICE  
9389 MILL STREET  
CHILLIWACK, B.C. V2P 4N3  
795-7256

YOUR FILE T-10-17  
OUR FILE 15-20-0

15-01-48

May 17, 1985

Corporation of the District of Matsqui  
200 -32315 South Fraser Way  
Cleabrook, B.C.  
V2T 1W7

**RECEIVED**  
MINISTRY OF TRANSPORTATION & HIGHWAYS  
VICTORIA, B.C.

**MAY 21 1985**

Attn: E. H. Rights, P. Eng.  
Director of Public Works

ANSWERED .....  
NOTED .....  
DATE .....

Dear Sirs:

Re: Cost Sharing - (a) Harris Road  
(b) Immel Street, Elwood Drive and Hazelwood Avenue

In response to your letter of December 18, 1984, firstly I must apologize for the delay. It had to be determined what the timing of the Beck-Immel proposal was, which has now been done.

It appears that while the existing classified routes may not quite match existing external traffic usage, the classified routes the Municipality does have represent fair assistance for accommodation of the external traffic passing through the Municipality. While the classifications could be revised, it seems preferable, in view of anticipated completion of the Beck-Immel Route, to make all classification changes at that time.

It is presumed that the request for assistance on Harris Road also means the inclusion of Mount Lehman Road from Harris Road to the Trans Canada Highway #1. You stated that the roads are not considered shareable under the Revenue Sharing Act, and this is correct regarding the roads in (b) above, which are not designated as major municipal streets. However, the roads in (a) above qualify provided the proposed works meet the program guidelines.

Yours truly,

Ministry of Transportation & Highways  
MUNICIPAL PROGRAMS  
940 Blanshard Street

P. S. Dunn  
District Highways Manager

*J. M. Hoffman*

Per: J. M. Hoffman  
Engineering Assistant

**MAY 22 1985**

ANS: \_\_\_\_\_  
NOTED: *(initials)*  
DATE: \_\_\_\_\_

340966

JMH/ctm

cc: Planning Branch, Victoria, Attn: J. A. James, P. Eng.  
J. A. Stewart, Municipal Programs Engineer, Victoria

THIS COPY FOR  
TRA 2013-00295  
Page 246





June 20, 1985

Mr. B. McIntyre  
Treasurer  
District of Matsqui  
200-32315 S. Fraser Way  
Clearbrook, B.C.  
V2T 1W7

Dear Mr. McIntyre:

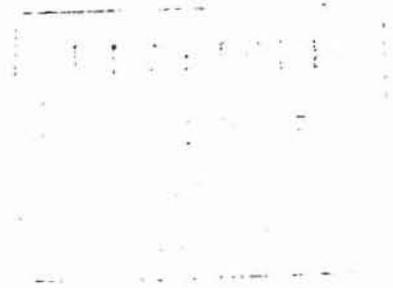
The review of applications received under Part V of the Revenue Sharing Act Regulations has now been completed and I must advise that the following projects cannot be approved for funding as they do not comply with the ministerial guidelines; Section 2, the first project is not part of an approved network; Section 7(2d)(i) and (ii), the second project does not provide additional traffic lanes and provides only limited compliance with this section.

Livingstone Ave. - Townline to Bluejay	\$145,829.00
Harris Rd./B.C. Hydro Railway Crossing	39,918.00

Yours truly,

John P. Taylor  
Deputy Minister

cc: Honourable Alex Fraser  
Minister of Transportation and Highways







CORPORATION OF THE DISTRICT OF MATSQUI

200 - 32315 South Fraser Way, Clearbrook, B.C. V2T 1W7 Telephone 853-2281

Mayor Harry DeJong

Municipal Clerk Hedda Cochran

1985 09 04  
File No. T-10-17

Ministry of Transportation and Highways  
940 Blanshard Street  
Victoria, B.C.  
V8W 3E6

Attention: Mr. J.A. Stewart, P. Eng.  
Municipal Programs Engineer

Dear Sirs:

Re: Request for Classification - Harris Road  
Your File: 15-01-48

RECEIVED  
MINISTRY OF TRANSPORTATION AND HIGHWAYS  
VICTORIA B.C.

SEP 13 1985

ANSWERED \_\_\_\_\_  
NOTED \_\_\_\_\_  
DATE \_\_\_\_\_

Your letter of August 14, 1985 regarding the above was discussed at the Council meeting of August 26, 1985. Council disagrees that the completion of the Beck-Immel By-pass will have any measurable impact on the traffic patterns along Harris Road, and can see the merit in waiting until the former route is completed to review the classification of the latter, only if some traffic counts are taken now to establish what the current traffic patterns are for comparison purposes. To that end they have suggested that simultaneous volume counts be taken at the following locations:

1. Riverside Road north of Matsqui Village
2. Riverside Road south of Harris Road
3. Harris Road east of Riverside Road
4. Harris Road west of Riverside Road
5. Harris Road west of Gladwin Road

We hereby request the Ministry's assistance in carrying out the above counts, or alternatively, such other counts or studies which your staff would recommend to establish what the current traffic patterns are. We have three traffic counters which could be utilized for this purpose in conjunction with your equipment.

We await your early reply.

Yours truly,

Ministry of Transportation & Highways  
MUNICIPAL PROGRAMS  
940 Blanshard Street

*D. G. Riecken*  
D.G. Riecken, P. Eng.  
Design Engineer

DGR:en

SEP 13 1985

ANS: \_\_\_\_\_  
NOTED: \_\_\_\_\_  
DATE: \_\_\_\_\_

342445





15-21-51B

Date: January 23, 1986  
Branch Dist.: Municipal Programs Section  
Phone: 387-3262/5466  
Our File: 15-01-48  
Your File: T-10-17

Corporation of the  
District of Matsqui  
200 - 32315 South Fraser Way  
Clearbrook, B.C.  
V2T 1W7



Attention: Mr. D. G. Riecken, P. Eng.  
Design Engineer

Dear Mr. Riecken:

Re: Request for Secondary Highway Classification -  
Harris Road, Ross Road and Interprovincial Highway  
from Highway 11 to Langley District Boundary

Further to your letter of 85-12-20, the Ministry will carry out an origin destination survey after the Beck - Immel route has been open to traffic for awhile. A supervisor for this type of survey is available year round but a crew is only available during the summer months and generally has a heavy schedule. Your indication of willingness to provide assistance in carrying out the survey is appreciated and should facilitate the undertaking.

The Ministry has the tape recorders, watches, computer software, etc. to carry out license plate matching surveys and to process the data. It would not be efficient for an agency to undertake this type of survey unless they are required frequently.

We will be in contact with you after the Beck - Immel route is completed.

Yours truly,

Director of Highway  
Planning and Traffic

ORIGINAL SIGNED BY-

J. A. Stewart  
Municipal Programs Engineer

JAS:jmc

cc: Mr. M. G. McMillan, Traffic Studies Supervisor  
Mr. P. S. Dunn, District Highways Manager - CHILLIWACK



1 Cont. of the plan as attached  
 2 The plan as shown on this title  
 3 The plan as shown on the original plan (1970)

CANADA LANDS SURVEYS RECORD  
 DATE 11 0 0  
 AUG. 1987

**PLAN AND FIELD NOTES  
 OF SURVEY OF LOTS 5 TO 9  
 IN MATSQUI MAIN INDIAN  
 RESERVE NO. 2  
 NEW WESTMINSTER  
 DISTRICT  
 BRITISH COLUMBIA.**

THIS SURVEY WAS EXECUTED ON  
 MARCH 10, 1981, BY J.F. DE BAAT, B.C.L.S.  
 THIS PLAN LIES WITHIN THE CENTRAL  
 FRASER VALLEY REGIONAL DISTRICT.

**LEGEND:**  
 THIS PLAN LIES WITHIN HYDRO-ELECTRIC AREA NO. 12  
 AND IS SUBJECT TO THE REGULATIONS OF THE B.C. HYDRO  
 BOARD. ANY WORK DONE UNDER THIS PLAN MUST BE  
 APPROVED BY THE B.C. HYDRO BOARD.

1 0 0 1  
 2 0 0 1  
 3 0 0 1

CONTRACT NO.	DATE	DESCRIPTION	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS
7240001	1981	CONTRACT NO. 7240001	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS
7240002	1981	CONTRACT NO. 7240002	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS
7240003	1981	CONTRACT NO. 7240003	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS
7240004	1981	CONTRACT NO. 7240004	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS
7240005	1981	CONTRACT NO. 7240005	TO CONTRACTOR	LOG SHEET	STATION	BEARING	DISTANCE	COORDINATE	REMARKS

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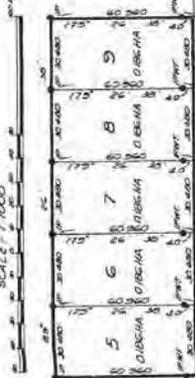
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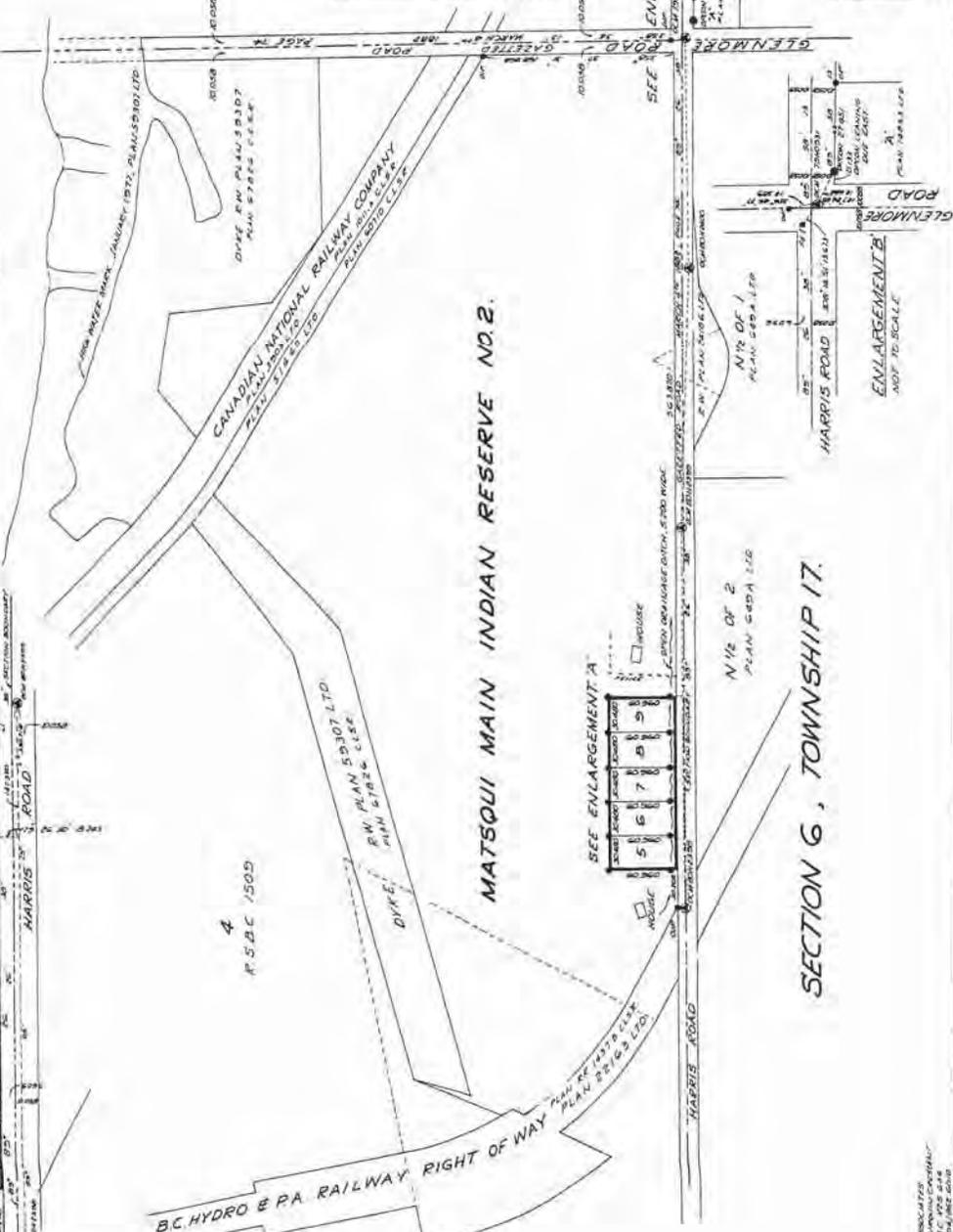
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 BOARD. ANY WORK DONE UNDER THIS PLAN MUST BE  
 APPROVED BY THE B.C. HYDRO BOARD.

ENLARGEMENT 'A'  
 SCALE: 1:1000



FRASER RIVER  
 UNDEVELOPED CROWN LAND



**MATSQUI MAIN INDIAN RESERVE NO. 2.**

SECTION 6, TOWNSHIP 17.

Department of Indian Affairs and Northern Development  
 Vancouver  
 Mr. Stanley G. Canada Lands Survey Act  
 The Survey and Mapping Branch  
 Mr. J. F. de Baat  
 Surveyor General

Department of Indian Affairs and Northern Development  
 Vancouver  
 Mr. Stanley G. Canada Lands Survey Act  
 The Survey and Mapping Branch  
 Mr. J. F. de Baat  
 Surveyor General

THIS PLAN LIES WITHIN HYDRO-ELECTRIC AREA NO. 12  
 AND IS SUBJECT TO THE REGULATIONS OF THE B.C. HYDRO  
 BOARD. ANY WORK DONE UNDER THIS PLAN MUST BE  
 APPROVED BY THE B.C. HYDRO BOARD.



MEMO TO FILE

Re: Meeting with Officials from  
District of Matsqui - May 13, 1988

Attending for Matsqui:

Mr. P. Moritz,  
Director of Planning

Mr. E. Regts, P. Eng.,  
Director of Public Works

Mr. F. Gledhill,  
Traffic Technician

Attending for Ministry:

Mr. S. Maynes, P. Eng.,  
Regional Traffic Engineer

Mr. R. Grant, P. Eng.,  
Municipal Programs Administrator

Ms. M. Swan, P. Eng.,  
Highway Planning Engineer

Ms. J. Hoffman,  
Senior District Development Technician

1) Townline Road Alignment

Ms. Swan reviewed the Ministry proposal that Townline Road be connected in future to Queen Street via a new overpass of Route 1. The existing Townline Road alignment would not be suitable because an overpass would cut off too many private accesses. A Mason Street alignment would not provide major intersection spacing on Peardonville Road as good as Queens Street and the latter already connects south to the airport.

Ms. Swan asked that Municipal staff look at the proposed overpass alignment again and consider how to protect the required right-of-way, and how best to develop the local streets system in this area.

.../2

2) Route 11 between Abbotsford Bypass and Clayburn Road

Appropriate intersection spacing for future signalization on Route 11 was discussed. Mr. Regts and Mr. Moritz advised that the main intersections should be at the Abbotsford Bypass, at the McCallum/Maclure Bypass (with future extension east connecting to Elmwood St.) and at Clayburn Road. Mr. Regt advised that he feels that Valley Drive will not need a traffic signal in future to accommodate anticipated truck traffic, and that alternate access from Valley Drive to Route 11 via McCallum/Maclure could be provided if access via a signal became necessary.

Ms. Swan and I suggested that other intersections in this area be de-emphasized. I agreed to take traffic counts and review the warrants for signals on Route 11 at the Abbotsford Bypass and at the McCallum/Maclure Bypass. (Recent data shows that signals are not warranted at Old Clayburn Road, but the Ministry is proposing to construct left turn bays on the highway at this intersection this summer providing that funding is forthcoming).

3) Harris Road

Mr. Grant advised that the license plate trace survey of traffic on this road shows that overall volumes are low, particularly towards the Langley boundary and that the highest proportion of external traffic is only about 17%. This external component is too low to warrant classifying Harris Road as a Secondary Highway. Mr. Moritz suggested that this should be reviewed in future if the proposed Glouster industrial development in Langley goes ahead because that could generate considerable additional external traffic.

Mr. Grant advised that the Ministry is also considering declassifying South Fraser Way and McCallum Road, as part of a Province wide rationalization of classified highways. The Municipal representatives concurred that these roads are not functioning as inter-regional carriers, but suggested that some trade-off might be appropriate if these classifications are to be taken away.

4) Old Clayburn Road and Mt. Lehman Road Overpasses

Mr. Regts brought up the subject of restricted sightlines at intersections of the highway interchange ramps with the above roads. I advised that staff in our Bridge Branch have been asked again to review ways to modify the overpass parapet/railings to improve sightlines. However, I pointed out that these intersections are properly signed, and the physical improvements which have been considered in the past are all either of dubious value or require expenditures out of proportion to the degree of the problem.



S.S. Maynes, P. Eng.,  
Regional Traffic Engineer





Indian and Northern  
Affairs Canada

res indiennes  
et du Nord Canada

May 24, 1988

Ministry of Highways  
940 Blanshard Street  
Victoria, B. C.  
V8W 3E6

ATTENTION: Don MacSween

Dear Sir:

HISTORY OF GLENMORE AND HARRIS ROADS  
DISTRICT OF MATSQUI - MATSQUI MAIN I.R. #2

Harris and Glenmore Roads are contiguous to the south and east boundaries respectively of the Matsqui Main Indian Reserve No. 2 which is located in the District of Matsqui. The Matsqui Band have enquired whether or not at any time if the area occupied by these roads was part of their reserve. It would therefore be greatly appreciated if you could provide us with the history of that section of these two roads that is adjacent to the reserve.

Yours truly,

Peter Humphrys  
Head of Land Management  
VANCOUVER DISTRICT  
210-757 West Hastings Street  
Vancouver, B. C.  
V6C 3E3  
666-3153

c.c. Chief & Council  
Matsqui Band Office

8/6/88 Alice, Matsqui Band, phone (826-8145) and requested copy of my report as file, I will send copy.

P.O. Box 204  
Matsqui V8R 1S0

PROPERTY SERVICES BRANCH  
MINISTRY OF TRANS. & HWYS.  
MAY 30 1988  
Noted \_\_\_\_\_  
Victoria, B.C. *KS*

You file / Votre référence  
*550535*  
Our file / Notre référence  
E5670-565(RT8)  
E5600-565

*2/6/88*





Date: June 27, 1988  
Branch/Dist. Property Services  
Phone: 387-1838  
Our File: PS 50536  
Your File:

Indian and Northern Affairs Canada  
Vancouver District  
210 - 757 West Hastings Street  
Vancouver, B.C.  
V6C 3E3

Attention: Peter Humphrys  
Head of Land Management

Dear Sir:

Re: Glenmore and Harris Roads contiguous to  
Matsqui Main Indian Reserve No. 2  
Matsqui District Municipality

With reference to your letter of 24 May 1988, we have examined the status of the roads along I.R. 2's boundaries.

We find that I.R. 2 is affected by two B. C. Gazette notices which established public highways many years ago and which remain in effect (see copies):

1. Notice of 18 May 1875 - established highways 66 ft. wide along various township and section lines, 33 ft. either side of the lines, and including the eastern line of Township 14 which forms I.R. 2's westerly boundary. Hence, the notice establishes a road allowance 33 ft. wide on the I.R. side of I.R. 2's westerly boundary. This road allowance apparently remains unbuilt.
2. Notice of 4 March 1882 - established highways along various section lines including the lines forming I.R. 2's east and south boundaries. The highway along the east boundary is established 66 ft. wide, 33 ft. either side of the section line or 33 ft. within I.R. 2, and the road is built as part of Glenmore Road. Along the section line forming the reserve's south boundary the highway was established 40 ft. wide, 20 ft. either side or 20 ft. within I.R. 2. The road is constructed as part of Harris Road, generally along the section line but deviating substantially south of the line near I.R. 2's SW corner and somewhat where Gifford Slough crosses the road. However, the Gazette notice remains in effect along the section line in these unbuilt gaps where Harris Road, as physically constructed, deviates from the section line.

. . . . 2

Since the incorporation of Matsqui District Municipality in 1892 the gazetted roads described above have fallen under the jurisdiction of that municipality, and are the only public highways affecting I.R. 2 of which we have a record.

We would suggest that if they so desire, the Band seek closure of that part of the unbuilt gazetted highway along I.R. 2's west boundary which forms a 33 ft. strip within the reserve, and also closure of the gazetted but unbuilt 20 ft. strip along the south boundary within I.R. 2 near the reserve's SW corner where Harris Road deviates south of the section line, by application to the Municipality of Matsqui. If closure were agreed upon, the municipality would then be in a position to recommend vesting of these unbuilt road allowances to Canada "in trust" for addition to I.R. 2 which we suggest be under the same terms and conditions as P. C. Order 208 of 3 February 1930.

We trust this provides the information needed.

D. I. F. MacSween  
Acting Director of Property Services

Per: R. Hadley  
Research Clerk

RH/im

copy to: Matsqui Indian Band  
P. O. Box 204  
MATSQUI, B.C.  
VOX 1S0  
Attn: Alice McKay





Province of  
British Columbia

Ministry of  
Transportation  
and Highways

940 Blanshard Street  
Victoria  
British Columbia  
V8W 3E6

---

Date: June 30, 1988  
Branch/Dist: Property Services  
Phone: 387-1838  
Our File: PS 50536  
Your File:

District of Matsqui  
#200 - 32315 South Fraser Way  
CLEARBROOK, British Columbia  
V2T 1W7

Attention: Mr. Stan Wong

Enclosed for your information is a copy of our letter of 27 June 1988 to Indian and Northern Affairs Canada.

D. I. F. MacSween  
Acting Director of Property Services

Per: R. Hadley  
Research Clerk

RH/im  
Enc.









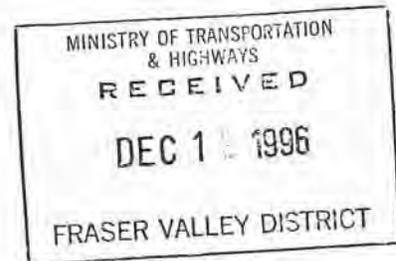




December 16, 1996

Telephone: 387-5925  
Facsimile: 356-8767  
File: 13400-20/MATS  
X 15-21-43

Ms. Hedda Cochran  
City Manager  
City of Abbotsford  
32315 South Fraser Way  
Abbotsford, British Columbia  
V2T 1W7



Dear Ms. Cochran:

**Re: Proposed Transfer of an Unused Road Allowance**

Further to my letter of November 14, 1996, I now have an update with respect to the process by which the City of Abbotsford can transfer an unused portion of Harris Road to the Matsqui First Nation.

Ministry staff have reviewed this matter with staff from the Ministry of Municipal Affairs and Housing and advise as follows. The Municipal Act, s. 573, outlines the usual process by which a municipality abandons a right-of-way.

I understand that there are number of steps involved including the municipality making a formal request to the Minister of Municipal Affairs and Housing. Details of this process can be obtained from Dave Morris, Executive Director, Local Government Services, Ministry of Municipal Affairs and Housing. Mr. Morris can be reached at 356-7377.

Please note that my staff have advised staff of the Ministry of Municipal Affairs and Housing of your inquiry to this ministry, and to be aware of your possible transfer request to them. For your information, the Province does have some interests when potential land transfers to reserve land status are

.../2

undertaken. MoTH will be in close contact with Municipal Affairs and Housing to ensure that matters involving the provisos respecting Order-in-Council 1036/PCO 208 are dealt with at the appropriate time in the transfer process, if required. I recommend that the City of Abbotsford undertake to do a legal survey to establish the boundaries of the road allowance and whether or not it was part of the reserve at one time.

I suggest that you might want to follow up with the Ministry of Municipal Affairs to discuss this matter in more detail. Thank you for writing and bringing this matter to my attention.

Yours sincerely,

Mary Koyl  
Director

- cc: Dave Morris, Executive Director, Local Government Services
- Ministry of Municipal Affairs and Housing
- Howard Hunter, Provincial Approving Officer, South Coast Region
- Tony Gazdik, Property Agent (Native Land Coord.), South Coast Region
- Barry Eastman, District Highway Manager, Fraser Valley District
- Bud Fenny, Aboriginal Law Group, Ministry of Attorney General

	READ	ACTION
DIST. HWY. MGR.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MGR. ADMIN. SERVCS.	<input type="checkbox"/>	<input type="checkbox"/>
DISTRICT TECH.	<input type="checkbox"/>	<input type="checkbox"/>
AREA MANAGERS	<input type="checkbox"/>	<input type="checkbox"/>
DEVELOPMENT/PLANNING	<input type="checkbox"/>	<input type="checkbox"/>
OPERATIONS ASST.	<input type="checkbox"/>	<input type="checkbox"/>
HOPE	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS		





THIS MAP IS NOT TO BE USED FOR DEFINING BOUNDARIES AND LAND STATUS. Cadastral resources should be based on title documents and legal survey plans.

# REGISTRY INDEX PLAN

OF  
**MATSQUI MAIN**  
**INDIAN RESERVE No. 2**  
 NEW WESTMINSTER LAND DISTRICT  
 PROVINCE OF BRITISH COLUMBIA



Cadastral Overlay Revised to February 1, 2009  
 Indian Land Registry Information Revised to November 24, 2005.

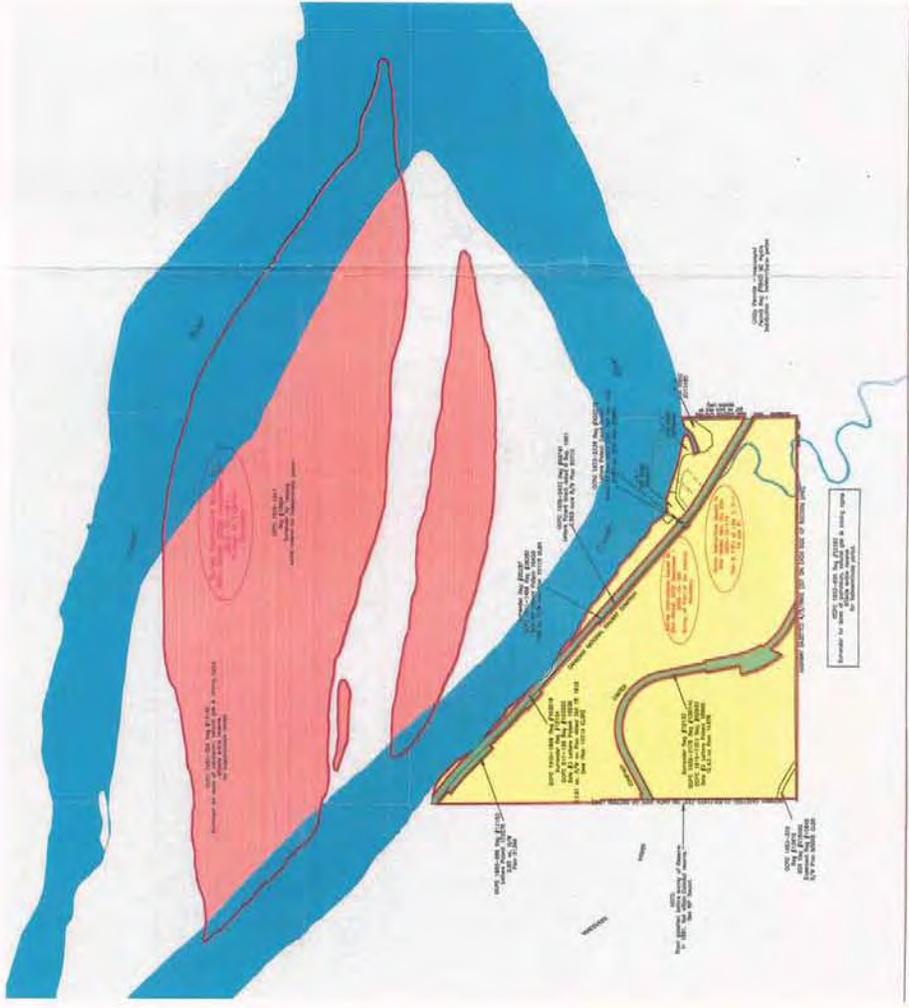
- Legend**
- Leased Possession & Leases Land
  - Provincial (State) Land (not subject for lease) Land
  - State Unknown
  - Band Land
  - Crown Land
  - Indian Reserve/Parcels not Reserve Interest Registered in Band Name Section (B2)
  - Natural features, i.e. lake or river
  - Boundary of reserve and provincial land
  - Boundary of Indian Land Registry interest
  - Boundary of non-survey parcel (state reserves with Provincial Interest)
  - Approximate location of unsurveyed parcel

Parcel Boundary	—
Parcel Identification Number (PIN)	422222-0000000

This map is compiled from the following sources:  
 1. Historical resources (cadastral maps and survey records documents and  
 2. B.C. High Land Registry database.



This plan created as a joint venture between:





Registration #	Instrument Type	Instrument Date	Effective/ Expired	Land Affected	Reserve Code	Pin/ Reserve General/ Crown Land
<u>*****</u>	RS PLAN	2002/OCT/04		LOT 2-1 RSBC 3574R	08036	<u>902006462</u>
<u>260025</u>	LETTER	1998/JAN/26		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>260026</u>	LETTER	1998/JAN/26		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>230986</u>	PERMIT	1994/SEP/07	Expired	PORTION OF LOT 1 AS SHOWN ON SKETCH ATTACHED	08036	<u>902006461</u>
<u>230986</u>	PERMIT	1994/SEP/07	Expired	PORTION OF LOT 2 AS SHOWN ON SKETCH ATTACHED	08036	<u>902006462</u>
<u>214995</u>	PERMIT	1993/JUN/30	Expired	PORTION OUTLINED IN RED ON PHOTOMAP 00709 AS PER ATTACHED SCHEDULE B	08036	<u>08036</u>
<u>130300</u>	PERMIT	1990/APR/23	Expired	RIPARIAN RIGHTS ALONG THE SHORELINE OF RESERVE A DISTANCE OF 800 FEET SHOWN IN BLACK ON SCHEDULE A ATTACHED	08036	<u>08036</u>
<u>128125</u>	PERMIT	1989/NOV/20	Expired	RIPARIAN RIGHTS ALONG THE SHORELINE OF RESERVE APPROXIMATELY 900 FEET AS INDICATED IN BOLD BLACK ON SCHEDULE A ATTACHED	08036	<u>08036</u>
<u>127104</u>	ADDENDUM	1989/SEP/01	Expired	LOT 1 RSBC 266	08036	<u>902006461</u>
<u>117259</u>	MORTGAGE	1988/MAR/31		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>115880</u>	PERMIT	1987/DEC/01	Expired	RIPARIAN RIGHTS ALONG THE SHORELINE OF RESERVE A DISTANCE OF APPROXIMATELY 900 FEET SHOWN OUTLINED IN RED ON SCHEDULE A ATTACHED	08036	<u>08036</u>
<u>116682</u>	ADDENDUM	1987/NOV/27		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>117258</u>	MORTGAGE	1987/NOV/27		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>116681</u>	ADDENDUM	1987/SEP/01		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>115879</u>	PERMIT	1987/SEP/01	Expired	RIPARIAN RIGHTS ALONG THE SHORELINE OF RESERVE A DISTANCE OF 900 FEET SHOWN OUTLINED IN RED ON SCHEDULE A ATTACHED	08036	<u>08036</u>
<u>117033</u>	DEBENTURE	1987/MAR/10		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>109726</u>	DISCHARGE	1985/NOV/26		LOT 2 RSBC 303	08036	<u>902006462</u>
<u>108660</u>	ADDENDUM	1985/SEP/01		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>108660</u>	ADDENDUM	1985/SEP/01		LOT 2 RSBC 303	08036	<u>902006462</u>
<u>108730</u>	PERMIT	1985/SEP/01	Expired	RIPARIAN RIGHTS ALONG THE SHORELINE OF RESERVE A DISTANCE OF APPROXIMATELY 900 FEET SHOWN OUTLINED IN RED ON SCHEDULE A ATTACHED	08036	<u>08036</u>
<u>97003</u>	MORTGAGE	1984/JUN/08		LOT 1 RSBC 266	08036	<u>902006461</u>
<u>97003</u>	MORTGAGE	1984/JUN/08		LOT 2 RSBC 303	08036	<u>902006462</u>
<u>87589</u>	CANCELLATION	1983/MAR/01		LOT 3 RSBC 304	08036	<u>902013488</u>

<a href="#">78791</a>	LETTERS PATENT	1981/SEP/08		EXTRA RIGHT OF WAY CLSR PLAN 60710 IN SEC 7 TWP 17 EAST OF COAST MERIDIAN	08036	<a href="#">08036</a>
<a href="#">78117</a>	LEASE	1981/SEP/01	Expired	LOT 1 RSBC 266	08036	<a href="#">902006461</a>
<a href="#">78117</a>	LEASE	1981/SEP/01	Expired	LOT 2 RSBC 303	08036	<a href="#">902006462</a>
<a href="#">79832</a>	PERMIT	1981/SEP/01	Expired	APPROXIMATELY 900 FEET ALONG SHORELINE AS INDICATED IN RED ON SCHEDULE A ATTACHED	08036	<a href="#">08036</a>
<a href="#">80188</a>	LEASE	1981/AUG/01	Expired	LOT 3 RSBC 304	08036	<a href="#">902013488</a>
<a href="#">73407</a>	OCPC	1981/FEB/05		LOT 1 RSBC 266	08036	<a href="#">902006461</a>
<a href="#">73407</a>	OCPC	1981/FEB/05		LOT 1 RSBC 266 LOT 2 RSBC 303 & LOT 3 RSBC 304	08036	<a href="#">08036</a>
<a href="#">73407</a>	OCPC	1981/FEB/05		LOT 2 RSBC 303	08036	<a href="#">902006462</a>
<a href="#">73407</a>	OCPC	1981/FEB/05		LOT 3 RSBC 304	08036	<a href="#">902013488</a>
<a href="#">78525</a>	PERMIT	1980/DEC/01	Effective	PORTION OF RESERVE SHOWN OUTLINED IN RED ON SCHEDULE A ATTACHED	08036	<a href="#">08036</a>
<a href="#">73407</a>	SURRENDER	1980/JUL/24	Expired	LOT 1 RSBC 266	08036	<a href="#">902006461</a>
<a href="#">73407</a>	SURRENDER	1980/JUL/24	Expired	LOT 1 RSBC 266 LOT 2 RSBC 303 & LOT 3 RSBC 304	08036	<a href="#">08036</a>
<a href="#">73407</a>	SURRENDER	1980/JUL/24	Expired	LOT 2 RSBC 303	08036	<a href="#">902006462</a>
<a href="#">73407</a>	SURRENDER	1980/JUL/24	Expired	LOT 3 RSBC 304	08036	<a href="#">902013488</a>
<a href="#">67229</a>	PERMIT	1979/AUG/23	Expired	SHORE LINE OF RESERVE AS INDICATED IN RED ON SCHEDULE A ATTACHED	08036	<a href="#">08036</a>
<a href="#">71478</a>	PERMIT	1978/SEP/01	Expired	LOT 1 RSBC 266	08036	<a href="#">902006461</a>
<a href="#">59741</a>	OCPC	1978/AUG/09		EXTRA RIGHT OF WAY CLSR 60710	08036	<a href="#">08036</a>
<a href="#">55854</a>	PERMIT	1976/DEC/20	Expired	A STRIP OF LAND 25 FEET IN LENGTH ALONG THE SHORELINE AS SHOWN IN RED ON SKETCH ATTACHED	08036	<a href="#">08036</a>
<a href="#">43661</a>	PERMIT	1974/NOV/01	Expired	A STRIP OF LAND 25 FEET IN LENGTH ALONG SHORELINE AS SHOWN IN RED ON SKETCH ATTACHED	08036	<a href="#">08036</a>
<a href="#">X20272</a>	OCPC	1973/SEP/18		RIGHT OF WAY CLSR 57980	08036	<a href="#">08036</a>
<a href="#">X13477</a>	DISCHARGE	1972/APR/05			08036	<a href="#">08036</a>
<a href="#">2435</a>	PERMIT	1968/APR/09	Expired	FORESHORE RIGHT OF WAY FOR DOCKING FACILITIES	08036	<a href="#">08036</a>
<a href="#">12153</a>	OCPC	1963/APR/12		RAILWAY RIGHT OF WAY CLSR 51346	08036	<a href="#">08036</a>
<a href="#">12153</a>	BCR	1962/MAY/23		RAILWAY RIGHT OF WAY	08036	<a href="#">08036</a>
<a href="#">3112-80</a>	MORTGAGE	1960/JUN/06		PIPELINE RIGHT OF WAY	08036	<a href="#">08036</a>
<a href="#">3113-80</a>	MORTGAGE	1959/JUN/30		PIPELINE RIGHT OF WAY	08036	<a href="#">08036</a>
<a href="#">10848</a>	EASEMENT	1955/MAY/04		LAND AS DESCRIBED IN DOCUMENT PLAN M3608	08036	<a href="#">08036</a>
<a href="#">12162</a>	OCPC	1953/APR/30		WHOLE OF RESERVE	08036	<a href="#">08036</a>

<a href="#">12162</a>	SURRENDER	1953/MAR/26		WHOLE RESERVE	08036	<a href="#">08036</a>
<a href="#">10972</a>	OCPC	1953/MAR/19	Effective	PIPELINE RIGHT OF WAY CLSR M3608	08036	<a href="#">08036</a>
<a href="#">X15050</a>	BCR	1952/MAY/29		RIGHT OF WAY 60 FEET WIDE TO CROSS THE SOUTH WEST CORNER OF RESERVE	08036	<a href="#">08036</a>
<a href="#">3237-85</a>	MORTGAGE	1951/DEC/01		PIPELINE RIGHT OF WAY	08036	<a href="#">08036</a>
<a href="#">15203</a>	OCPC	1930/FEB/03		NEW WESTMINSTER DISTRICT, PART OF SEC 7 TWP 17 EAST OF COAST MERIDIAN CLSR BC245	08036	<a href="#">08036</a>
<a href="#">12073</a>	OCPC	1924/JUL/19		NEW WESTMINSTER DISTRICT, PART OF SEC 7 TWP 17 EAST OF COAST MERIDIAN CLSR BC245	08036	<a href="#">08036</a>
<a href="#">92925</a>	PROV OC	1923/JUL/26		NEW WESTMINSTER DISTRICT, PART OF SEC 7 TWP 17 EAST OF COAST MERIDIAN CLSR BC245	08036	<a href="#">08036</a>
<a href="#">62833</a>	TREASURY BOARD MINUTE	1919/JUL/07		R/W THROUGH RESERVE CLSR PLAN 1437B	08036	<a href="#">08036</a>
<a href="#">112954</a>	MINUTES OF DECISION	1916/APR/11		NEW WESTMINSTER DISTRICT, PART OF SEC 7 TWP 17 EAST OF COAST MERIDIAN CLSR BC245	08036	<a href="#">08036</a>
<a href="#">1016-1</a>	OCPC	1913/JAN/25		PART SEC 7 TWP 17 EAST OF COAST MERIDIAN NEW WESTMINSTER DISTRICT CLSR BC245	08036	<a href="#">08036</a>
<a href="#">38287</a>	OCPC	1911/JUL/05		A STRIP OF LAND 200 FEET LONG & 20 FEET WIDE AS SHOWN ON PLAN 1011B ATTACHED	08036	<a href="#">08036</a>
<a href="#">38287</a>	SURRENDER	1911/JUN/08		A STRIP OF LAND 200 FEET LONG & 20 FEET WIDE AS SHOWN ON PLAN 1011B ATTACHED	08036	<a href="#">08036</a>
<a href="#">103220</a>	OCPC	1911/JAN/24		LAND AS DESCRIBED IN DOCUMENT	08036	<a href="#">08036</a>
<a href="#">12154</a>	SURRENDER	1911/JAN/05		RIGHT OF WAY FOR CANADIAN NORTHERN PACIFIC RAILWAY	08036	<a href="#">08036</a>
<a href="#">103219</a>	OCPC	1910/NOV/03		PORTION OF RESERVE AS DESCRIBED IN DOCUMENT	08036	<a href="#">08036</a>
<a href="#">139140</a>	OCPC	1909/OCT/28		LANDS AS DESCRIBED IN SURRENDER REG #12152	08036	<a href="#">08036</a>
<a href="#">12152</a>	SURRENDER	1909/OCT/07		RIGHT OF WAY FOR FRASER VALLEY BRANCH RAILWAY	08036	<a href="#">08036</a>
<a href="#">7470-244</a>	MINUTES OF DECISION	1879/JUN/20		RESERVE SITUATED ON THE LEFT BANK OF FRASER RIVER IN TOWNSHIP 17	08036	<a href="#">08036</a>

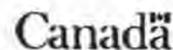
69 Record(s) found.





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**Canada Lands Surveys Records**

Plan:	Canada Land:	Description:	Surveyed:	Surveyor:
FBBC7 CLSR BC	MATSQUI 4 MATSQUI MAIN 2 SAHHACUM 1 THREE ISLANDS 3	FN's OF BDYs MATSQUI IR's 1-4 FOR BC245	1/1/1881	JEMMETT, W.S.
BTBC55 CLSR BC	MATSQUI MAIN 2	RR R/W SKETCHED IN & BDYs IR 2		VARIOUS
	AITCHELITCH 9 ALBERT FLAT 5 BONAPARTE 3 BURRARD INLET 3 CHEAM 1 CHEHALIS 5 CHUCHUWAYHA 2 ENDERBY 2 HAMILTON CREEK 2 KATZIE 2 KITSILANO 6 KOPCHITCHIN 2 KUMCHEEN 1 KWAWKWAWAPILT 6 LACKAWAY 2 LAKAHAHMEN 11 MATSQUI MAIN 2 MISSION 1 MUSQUEAM 2 NICKEL PALM 4 NICKEYEAH 25 NICOLA LAKE 1 NICOMEN 1 NOHOMEEN 23 OHAMIL 1 PAPSILQUA 2 PETERS 1 POPKUM 1 SAHHACUM 1 SALMON RIVER 1 (SPALLUMCHEEN) SCOWLITZ 1 SEYMOUR CREEK 2 SHO-OOK 5 SKAWAHLOOK 1 SKEETCHESTN SKOWKALE 10 SKOWKALE 11 SKUPPAH 1 SKWAH 4 SKWAHLA 2 SKWALI 3 SKWAY 5 SKWEAHM 10 SOOWAHLIE 14 SPUZZUM 1 STAIYAHANNY 8			
FBBC162 CLSR BC		ROUGH FN's ON MANY IR's ALONG FRASER R.	1/1/1869	LAUNDERS, J.B.

	STRYEN 9 TEEQUALOOSE 3 TSAWWASSEN TUCKKWIOWHUM 1 UPPER HAT CREEK 1 UPPER SUMAS 6 WHONNOCK 1 YAKWEAKWIOOSE 12 YELAKIN 4				
BC245 CLSR BC	MATSQUI 4 MATSQUI MAIN 2 SAHHACUM 1 THREE ISLANDS 3	NAT/RECT BDYs MATSQUI IR's 1-4; CANVAS	1/1/1881	JEMMETT, W.S.	
TBC245 CLSR BC	MATSQUI 4 MATSQUI MAIN 2 SAHHACUM 1 THREE ISLANDS 3	COPY BC245, ALL BDYs MATSQUI IR's 1-4	1/1/1881	JEMMETT, W.S.	
266 RSBC BC	MATSQUI MAIN 2	L.1	1/1/1980	NIELSEN, D.K.	
303 RSBC BC	MATSQUI MAIN 2	L.2	1/1/1980	PHARAND, J.P.	
304 RSBC BC	MATSQUI MAIN 2	L.3	1/1/1980	PHARAND, J.P.	
FBBC309 CLSR BC	CHEAM 1 KATZIE 1 KWAUKWAWAPILT 6 MATSQUI MAIN 2 SKWAH 4 SKWAHLA 2	SKETCH P & FN's OF LANDS REQ FOR DYKE	1/1/1907	UNKNOWN	
1011 CLSR BC	MATSQUI MAIN 2	CNR R/W THRU IR 2 WITH PROFILE	1/1/1910	VAUGHAN, J.W.	
1011A CLSR BC	MATSQUI MAIN 2	RESUR OF CNR R/W WITH PROFILE	1/1/1910	HILL, A.J.	
1011B CLSR BC	MATSQUI MAIN 2	ADDITIONAL LAND FOR CNR R/W	1/1/1911	HILL, A.J.	
FBBC1118 CLSR BC	MATSQUI MAIN 2 THREE ISLANDS 3	FN's ON Tp.17, ECM, PART FN's FOR 52505		VARIOUS	
FBBC1152 CLSR BC	MATSQUI MAIN 2 THREE ISLANDS 3	NAT BDYs OF ISLANDS 1 TO 7 NORTH OF IR 2 IN FRASER R.	1/1/1915	GIBBON, J.T.	
1437 CLSR BC	MATSQUI MAIN 2	BC HYDRO RR R/W THRU IR 2	1/1/1908	SINCLAIR, F.N.	
RR1437A CLSR BC	MATSQUI MAIN 2	BC HYDRO RR R/W WITH CONOURS & PROFILE	1/1/1908	SINCLAIR, F.N.	
RR1437B CLSR BC	MATSQUI MAIN 2	RESURV OF BC HYDRO RR R/W THRU IR 2	1/1/1914	HILL, A.E.B.	
1509 RSBC BC	MATSQUI MAIN 2	L.4	1/1/1985	GRIFFITH, W.M.	
2150 RSBC BC	MATSQUI MAIN 2	L.15 & ROAD	1/1/1989	WADE, J.M.C.	
3574R RSBC BC	MATSQUI MAIN 2	REG PL OF LTS 2-1 & 19	7/24/2002	NICKEL, S.L.	
M3608 CLSR BC	MATSQUI MAIN 2	OIL PIPELINE R/W	6/7/1952	ABBOTT, H.H.B.	
7514 CLSR BC	MATSQUI 4 MATSQUI MAIN 2 SAHHACUM 1 THREE ISLANDS 3	COPY BC245, ALL BDYs MATSQUI IR's 1-4		JEMMETT, W.S.	
FB30201 CLSR BC	MATSQUI MAIN 2	SUP 51346, CNR THRU IR 2 & ADJ SECTs	1/1/1913	UNKNOWN	
FB32277 CLSR BC	MATSQUI MAIN 2	SUP FOR 67826, DYKE R/W EXTENSIONS	1/1/1950	MCGUGAN, D.J.	
51346 CLSR BC	MATSQUI MAIN 2	ADD'L LAND REQUIRED FOR CNR R/W	1/1/1962	PARNELL, J.M.	
52505 CLSR BC	MATSQUI MAIN 2	TP.17 ECM		VARIOUS	

[http://lsd.nrcan.gc.ca/english/srisdocs\\_e.asp](http://lsd.nrcan.gc.ca/english/srisdocs_e.asp)

4/25/2007

## THREE ISLANDS 3

57980 CLSR BC	MATSQUI MAIN 2	ADD LAND(2 PCLs) REQUIRED FOR CNR	1/1/1972	EMERSON, G.E.
60077L CLSR BC	MATSQUI MAIN 2	REFERENCE PLAN - SUPERSEDED		DRAFTING
60710 CLSR BC	MATSQUI MAIN 2	ADDITIONAL LAND FOR CNR R/W THRU IR 2	1/1/1976	BAXTER, R.A.
67826 CLSR BC	MATSQUI MAIN 2	DYKE R/W WITHIN IR 2	1/1/1977	KERR, W.
71003 CLSR BC	MATSQUI MAIN 2	L's 5 TO 9	1/1/1987	DE BAAT, J.F.
73308 CLSR BC	MATSQUI MAIN 2	L's 10 TO 13	5/5/1987	DE BAAT, J.F.
80090 CLSR BC	MATSQUI MAIN 2	L's 'A', 'B' & 'C'	4/29/1991	MILLER, G.B.
80091 CLSR BC	MATSQUI MAIN 2	L's 10-1, 10-2 & 11-1 TO 11-11	12/1/1990	MILLER, G.B.
80092 CLSR BC	MATSQUI MAIN 2	L'S 12-1 TO 12-5, TOT LT & RD	7/10/1992	MILLER, G.B.
80093 CLSR BC	MATSQUI MAIN 2	FN OF SURVEY OF PROPOSED SUBDIV IN SW CORNER OF IR	12/1/1990	MILLER, G.B.

## Alternate Plan Numbers

Alternate Plan Numbers:	Plan:	Description:	Surveyed:	Surveyor:
11398 LTONW BC	FB32277 CLSR BC	SUP FOR 67826, DYKE R/W EXTENSIONS	1/1/1950	MCGUGAN, D.J.
25117 LTONW BC	51346 CLSR BC	ADD'L LAND REQUIRED FOR CNR R/W	1/1/1962	PARNELL, J.M.
43715 LTONW BC	57980 CLSR BC	ADD LAND(2 PCLs) REQUIRED FOR CNR	1/1/1972	EMERSON, G.E.
51440 LTONW BC	60710 CLSR BC	ADDITIONAL LAND FOR CNR R/W THRU IR 2	1/1/1976	BAXTER, R.A.
59307 LTONW BC	67826 CLSR BC	DYKE R/W WITHIN IR 2	1/1/1977	KERR, W.
75701 LTONW BC	71003 CLSR BC	L's 5 TO 9	1/1/1987	DE BAAT, J.F.
87243 LTONW BC	73308 CLSR BC	L's 10 TO 13	5/5/1987	DE BAAT, J.F.

Contact the [Webmaster](#) if you experience difficulties accessing information.

Last Updated:2006-09-27

Important Notices

Canada Centre for Cadastral Management  
(formerly known as Legal Surveys Division)



INDIAN RESERVE INFORMATION

INDEX NO. \_\_\_\_\_

HIGHWAY DISTRICT Chilliwack

6

RESERVE LEGAL NAME Matsqui I.R. #2

RESERVE COMMON NAME (Matsqui Main)

LOCATION 2 1/2 miles S.W. of Mission City

UNORGANIZED TERRITORY  ORGANIZED TERRITORY  NAME Matsqui

NO. OF HOUSES: Native houses occupied Winter 6 / Summer 6

Others " " Winter 0 / Summer 0

NO. OF PERMANENT PERSONS: Winter 21 Summer 21

SCHOOLS ON THE RESERVE: Primary 0 Jr. Secondary 0 Sr. Secondary 0

SCHOOL BUSES SERVICING THE RESERVE:

Primary via Harris Road

Jr. Secondary via Harris Road

Sr. Secondary via Harris Road

BAND COUNCIL ADMINISTERING THE RESERVE ~~XXXXXX~~ No Chilliwack Area Indian Council

Address 31909 Harris Road

Matsqui, B.C.

Chief's Name Merle Julian

PRINCIPAL SOURCE OF INCOME FOR THE RESERVE INDIANS:

Fishing  Handicrafts \_\_\_\_\_

Trapping  Industrial Jobs \_\_\_\_\_

Logging  (Other) \_\_\_\_\_

Land Rental \_\_\_\_\_ None \_\_\_\_\_

COMMENT ON POSSIBLE FUTURE COMMUNITY DEVELOPMENTS : \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER COMMENTS AND PERTINENT INFORMATION 327 acres. Partially cleared 1.6% road.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

MAPS - Attach a key map showing Reserve location and if available a larger scale map of the Reserve showing the roads. All maps to be folded according to Circular G14/66 to 8 1/2" x 14" size.

ROAD NAME AND NUMBER	MILES	R/W STATUS	EXISTING ROAD					UPGRADED ROAD (IF NEEDED)					
			Width	Surface	MAINTAINED		Annual Maint. Cost	Miles	Width	Surface	Est. Annual Maint. Cost	Cost of Reconst. Incl. Surface	Description of Upgrading Incl. Negotiation Difficulties if expected,
					Winter	Summer							
Blenmore Road	0.3	Legally Surveyed	20'	Gravel	X	X	Municipal						
Harris Road	1.0	Legally Surveyed	18'	Pavement	X	X	Municipal				NA		
<b>TOTALS</b>	<b>1.3</b>												

EDGES

ME                      COMMENTS

52' x 18' Bridge, Gifford Slough

(PRIVATE ROADS)

ROAD NAME (IF ANY)	Indian Residential Accesses MILES	Access to Undeveloped I.R. Lands MILES	Access to Roads Leased to Industry and Others		EXISTING ROAD			UPGRADED ROAD (IF NEEDED)			Annual Cost to Maintain	
			Access to Leased Lands MILES	Access to Industry and Others MILES	Width Surface	Minor or Feeder	Maintainable Sum. Wint.	Width Surface	Cost to Upgrade			
N I L				114								
TOTALS												

COMMENTS

TOTALS

INDIAN RESERVE INFORMATION

ACCESS ROADS

ROAD NAMES     N I L      
 \_\_\_\_\_  
 \_\_\_\_\_

INITIAL POINT ON PUBLIC ROAD SYSTEM \_\_\_\_\_  
 \_\_\_\_\_

DOES ACCESS ROAD TERMINATE AT OR WITHIN THE INDIAN RESERVE? \_\_\_\_\_

DOES THE ACCESS ROAD SERVE LANDS BEYOND? \_\_\_\_\_

IF SO, WHAT INDUSTRY? HOW MANY PEOPLE? PRIVATE PROPERTY? ETC.  
 \_\_\_\_\_  
 \_\_\_\_\_

SECTION	MILE	to	MILE	OWNER OR DEPARTMENT	WIDTH	SURFACE	R/W STATUS
A							
B							
C							
D							
E							

SECTION	MAINTAINED NOW		BY WHOM	COST TO MAINTAIN		COST TO UPGRADE TO BE MAINTAINABLE	PROPOSED	
	Sum.	Wint.		Sum.	Wint.		Width	Surface
A								
B								
C								
D								
E								

COMMENTS: (A) ROADS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(B) BRIDGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_





# MINISTRY OF TRANSPORTATION (MoT)

## PROPERTIES AND BUSINESS MANAGEMENT BRANCH (PBMB)

[http://www.th.gov.bc.ca/mot\\_org/arb/properties.htm](http://www.th.gov.bc.ca/mot_org/arb/properties.htm)  
<http://gww.th.gov.bc.ca/gwwpbm/Content/Home/Home.asp> (intranet)

### ROAD RESEARCH REPORT CHECKLIST

#### Matsqui First Nation

Matsqui Main IR 2  
Harris Road & Glenmore Road

May 2007

Please **COMPLETE** the Road Research Report Checklist ("the Checklist") with a "X" mark for the source(s) consulted and if applicable specify the records found at that source. **SUBMIT THE COMPLETED CHECKLIST WITH YOUR FINAL REPORT AS AN ATTACHMENT (TAB).**

For convenience, the Checklist is divided into 9 categories:	page
1. RESEARCH SOURCES LOCATED AT HEADQUARTERS, <i>MoT</i> _____	1
2. RESEARCH SOURCES OBTAINED FROM REGIONS AND DISTRICTS, <i>MoT</i> _____	5
3. CROWN LAND REGISTRY SERVICES, <i>MINISTRY OF SUSTAINABLE RESOURCE MANAGEMENT (MSRM)</i> _____	7
4. British Columbia ARCHIVES (BCA) _____	11
5. AIR PHOTOS _____	16
6. FEDERAL RECORDS _____	17
7. INDIAN RESERVE SCHEDULES (Available at PBMB) _____	18
8. MISCELLANEOUS _____	20
9. NOTES PAGE _____	22

**\*Note:** This is not an exhaustive listing of all sources nor is research intended to be limited to the following sources. These listed sources are standard and do not encompass individual, unique or possibly obscure references that a researcher may access. Such additional sources should be noted in the "Miscellaneous" section of the Checklist.

## 1. RESEARCH SOURCES LOCATED AT HEADQUARTERS

### *MoT*

- NTS Reference Maps: 1:50 000, 1:100 000, 1:125 000 and 1:200 000 scales**  
**PBMB**

- M-Stick collection**

**PBMB**

PBMB has a wide assortment of Federal, Provincial and miscellaneous plans. The indexes to M-Sticks 1-2320 are located in the old 8 volume set of blue binders (closed as of September 2000) and in an updated Microsoft Excel spreadsheet.

The M-Stick database was searched and M-Sticks M-165 and M-2394 were examined. Neither map showed definitive evidence of Glenmore Road although M-165 may be evidence of the road as early as 1914.

- Road Survey (RS) Plans**

**Finance and Administration Section, Highways Department**

Computer and manual quadrant indexes. Of the approximately 14,000 road survey plans about 2,000 are stored on 105 mm aperture cards. Also check PBMB M-Stick collection.

RS 844 Harris Road completed by C.W. Murray on April 18, 1912

RS 845 Harris and Ford completed by A.E. Humphrey for Henderson and Taylor on October 26, 1913

- Davenport Maps (M-Stick collection)**

**PBMB**

Covers the area of Vancouver Island.

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- Old "CB" (Cardboard Mounted) Maps (+/- 1910-1960) showing Gazetted Roads plotted on the Maps  
*PBMB (obtained from the Systems Planning and Policy Branch)*

- Municipal Maps  
*Systems Planning and Policy Branch*  
May be helpful if the Indian Reserve is located within/near a municipal boundary.

- Bridge Plans  
*Engineering Branch, Bridge Engineering Section*  
May be helpful if a specific bridge is located within or near an Indian Reserve. Consult the index to view the plans on microfiche.

- PS Files  
*PBMB*

- Headquarters Files ("Greenback" Files)  
*PBMB/FOI*

The index is located in PBMB and the files are ordered through FOI.

File 700-1 Harris Hill-Mt. Lehman Road, Feb. 10, 1954 (Acc. 88-1308-296, sec. 12)  
File 1436 Chilliwack District (Acc. 88-1308-29, Sec. 1)  
File 1727-1 Chilliwack Dist. Paving (Acc. 88-1308-46 Secs. 1 to 5)  
File 3011 Region Number 1 Road Register (Acc.88-1308-114, Secs. 1 to 6)  
File 3949 Chilliwack District (Acc. 88-1308-174 & 175 Secs. 1 & 2)  
File 4945 Chilliwack District Misc. Matters (Acc.88-1308-213)  
File 5073 Chilliwack District Matsqui Municipal Roads (88-1308-230, Secs. 1 & 2)  
File 5448-4 Matsqui Municipality Classified Hwys (Acc. 88-1122-18 & 19, Secs. 1 to 7)  
File 5783-1 Chilliwack District (Acc. 88-1308-281)

- 4767 series of Headquarters Files  
*PBMB (STORED OFFSITE)*

MoT HQ file 4767 contains correspondence between the Lands Branch and the Department of Public Works regarding roads through some Indian Reserves.

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- Indian Reserve Cut-Off Folders**  
**PBMB**

- Ministry of Transportation Annual Reports**  
**PBMB**

Most reports between 1873 and present are held by PBMB. Missing reports may be available in the Finance and Administration Section, Highways Department.

Searched Annual Reports for years 1900 to 1971.

- Ministry of Energy and Mines Annual Reports**  
**PBMB**

Check the Ministry of Energy and Mines library for reports not available in PBMB. Indexes and reports are also available at the British Columbia Archives (BCA) and the Geographical Names Unit, MSRM.

- Federal Minutes of Decision**  
**PBMB**

Located on cd.

Volume 18, pp. 254-255

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**Gazette Notices**

***PBMB, Finance and Administration Section, Highways Department***

PBMB holds an old binder that records gazette notices from 1873-1953. Gazettes and indexes for the Colonial period through to 1980 are available at BCA; more recent notices at the Legislative Library. The Finance and Administration Section, Highways Department maintains the GRS (Gazette and Road Survey) database and index and also holds copies of all Gazette notices in binders and books.

**Indian Reserve Information Sheets**

***PBMB***

**Other Sources**

31000-20 GENERAL - GREEN FOLDER Not specific to an IR Aboriginal relations case files  
Band: Matsqui Band 15-Jun-03 ON-SITE 4C File Room

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## **2. RESEARCH SOURCES OBTAINED FROM REGIONS AND DISTRICTS**

**MoT**

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**Regional Files**

Matsqui Regulatory By Laws (Acc.91-4493 box 16)  
File 10-29 Indian Reserves (Acc. 93-2655 box 14)  
21-50 Municipal Roads- Not Classified as Highway (Acc. 93-2655 box 15)  
CM01 Abbotsford Roads (Acc. 93-3871 box 22)  
File 529 project #07473-0006 Harris Road to Dewdney Trunk Road (Acc. 93-7864-5)  
File 53120-35 Cable Line install- Harris Road (Acc. 94-0411 box 1)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 10)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 13)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 16)  
File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 18)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 20)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 22)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 23)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 25)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 29)  
File 50530-20 Local Government Trans grants (Municipal roads) & File 50500-53 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 32)  
File 11000-33 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 38)  
File 11000-33 Local Government Trans grants (Matsqui) (Acc. 92-1257 box 42)  
File 50500-53 City of Abbotsford (Acc. 95-2579 box 9)

**District Files**

File 5-21-50 Municipal roads general (Acc. 94-3135 box 3)  
File 21-50 Municipal roads & File 21-51C Matsqui (Acc. 94-3135 box 4)  
File 21-51C Matsqui (Acc. 94-3135 box 8)  
File 16-21-51 municipal grants in aid (Acc. 94-3135 box 10)  
File 21-51C Matsqui & File 16-21-51 municipal grants in aid (Acc.94-3135 box 14)  
File 16-21-50 municipal roads (Acc. 94-3135 box 15)  
File 16-21-50 municipal roads (Acc. 94-3135 box 74)  
File 16-21-50 municipal roads (Acc. 94-3135 box 75)  
File 16-21-51C matsqui roads (Acc. 94-3135 box 76)  
File 16-21-51C matsqui roads (Acc. 94-3135 box 82)

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File 21-51 municipal roads (Acc. 94-3135 box 93)  
File 15-21-51C matsqui roads (Acc. 94-3135 box 98)  
File 15-21-51 municipal roads (Acc. 94-3135 box 99)  
File 21-51C matsqui roads (Acc. 94-3135 box 107)  
File 21-51 municipal roads (Acc. 94-3135 box 108)

**Region and/or District Maps and Plans**

**Other Sources**

**Road Register Sheets**

Obtained from the Districts and the old Road Register binder at HQ.

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### 3. CROWN LAND REGISTRY SERVICES

#### ***MSRM***

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The collections of materials here are filed in rooms (vaults). Maps, plans, and survey filed books are usually kept in the Plans Vault; correspondence and other written materials are normally kept in the Files Vault; township and district lot registers are kept in the Registers Vault; and copies of the Crown Grants and associated plans are kept in the Crown Grants Vault.

#### **PLANS VAULT**

##### **INDICES/CATALOGUES**

- Indian Reserve Lot Register (vol. 28)
- District Lot Registers
- Index cards for any other clues to Maps/Plans

##### **THINGS TO ACQUIRE**

- Official Indian Reserve Plan**  
**(Approved by the Chief Commissioner of Lands and Works (CCLW))**  
Note: check cross references to Lands Branch records - files, survey plans and reference maps.
- Surveyor's field notes and attached Legal Survey Plan**  
From the original survey of the Indian Reserve and any subsequent surveys.
- Official Survey Plan for District Lots adjacent to Indian Reserve**
- Surveyor's Field Notes and attached Legal Survey Plan for adjacent District Lots**

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**Obsolete Reference Maps**

**Railway Plans**

**FILES VAULT**

**INDICES/CATALOGUES**

**Lands Branch "Correspondence In"**

Indexes to early "Correspondences In" to the Chief Commissioner of Lands and Works (CCLW). Copies of correspondence held on microfilm in GR 1440 at British Columbia Archives (BCA). They are especially useful for District Lots adjacent to Indian Reserves.

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**THINGS TO ACQUIRE**

- Any files cross-referenced on official Indian Reserve Plan
- Lands files dealing with adjacent District Lots
- Provincial Minutes of Decision

- Lands Branch File 026076**

This is the Lands Branch file containing 26 volumes of Provincial records on Indian Reserves, from about 1912 to the 1970's.

**REGISTERS VAULT**

- Obsolete District Lot Registers for District Lots adjacent to Indian Reserve
- Legal District Lot Registers for District Lots adjacent to Indian Reserve
- Township Lot Land Registers
- Township Site Land Registers
- Old Township Plans (file numbers are often plotted on plans)
- Railway Belt Lot Land Registers

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- Crown Grants on microfiche for District Lots adjacent to Indian Reserve  
(plans typically attached)

**MAIN OFFICE**

- Lands Reference Maps  
 Railway Belt and Peace River Block Township Plans

**CROWN GRANTS VAULT**

- When deemed necessary to check the original document for colours or  
other clarification

- Other Sources

#### 4. British Columbia ARCHIVES (BCA)

This listing of British Columbia Archives material is not exhaustive and highlights a small portion of sources that may be pertinent. The **BCA web site** is an excellent research starting point but note that not all cataloged records, photos or publications are listed at the website. The old manuscript catalog, map catalogs and the library catalog for pre 1985 publications must be searched manually. Also note that no new entries are being added to the hardcopy catalogs.

Consult the reference staff for searches (ARIS database and list of pre ARIS accessions) for information concerning uncatalogued records. Access to uncatalogued records will be through the FOI section of the Archives.

**Inventories of many government records are held in the blue binders on top of the catalogs in the Archives' Reference Room**

**Binder 15**

(British Columbia Lands and the predecessor Lands and Works) may prove particularly useful. Consult binder 15c (Herald Street Inventory) for miscellaneous records dating back to the nineteenth century.

**Binder 25**

There are many federal records at BCA, but for researching roads through Indian Reserves, your scope needs to be focused. Consult Terry Young's research guide for assistance.

**The BCA Internet home page has earned a reputation for its excellence. Much preliminary investigation can be done using your computer. Remember though, not all catalogued records, maps, photos, or publications are listed at the website.**

**Provincial Minutes of Decision - GR 2982**

GR 2982 is "searchable" on the BCA website. PBMB has an index to the Minutes of Decision.

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**Colonial Correspondence - GR 1372**

**Records of the Department of Public Works**

See binder or search "Public Works" finding aids in the textual records section of the BCA website.

File 5448-4 Matsqui Municipality Classified Hwys. (Acc. 88-1122-18 & 19, Secs. 1 to 7)

**Records of the Department of Lands**

See binder or search "Lands" finding aids in the textual records section of the BCA website.

**Add. Mss. 2728**

Pritchard's index to aboriginal related correspondence in GR 1440.

**Historic Maps/Cartographic Records of the area**

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**Photographs/Visual Records**

**Records of the Department of Indian Affairs Record Group (RG) 10**

The Central Registry files are divided into two series: the Black Series (Western Canada) and the Red Series (Eastern Canada but some administration files relating to British Columbia can be found in the Red Series). Microfilm copies of many of the files in the Black Series are held in the British Columbia Archives in GR 1751.

**THE CENTRAL REGISTRY INDEX**

This is available on line at the **National Archives of Canada (NAC) web site** or on the indexes below which it replaces:

**Microfiche BF 40**

**Microfilm Reel B1394**

Index to the Black Series is on microfilm.

**The original pre computerized index to GR 1751**

This index is available in hardcopy from the Reference Desk. If you decide to use this, it should be used in conjunction with the finding aid to GR 1751. Ask the reference staff for assistance.

**Records Found**

None identified in public sources.

**"Not Filmed" files**

If you locate a file number pertaining to the Indian Reserve you are researching, but it is marked "not filmed," you may not find it at the British Columbia Archives. If that's the case, you can borrow it (and reels not held by the Archives) from the National Archives (NAC) in Ottawa through inter-library loan (ILL). As the loan process can be lengthy, identify and request the files you need as soon as possible. Also, limits apply on the number of reels sent per ILL request.

**FURTHER SUGGESTIONS**

**Public Accounts**

Detailed records of expenditures arranged by Ministry and vote. Not catalogued. Request by title and year at the Retrieval Desk.

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**Local histories may contain information on roads**

Search for these in the manuscripts and library catalogs.

**Ministry Records Officer (MRO)**

For assistance in locating government records not held by the Archives contact the MRO for the ministry in question. A list of MROs can be found at the British Columbia Archives web site. See instructions on **page 46** of the PBMB's *Guide for Researching Roads through Indian Reserves in British Columbia*.

**Research reports not located in BCA may be held in Ministry Libraries**

E.g.: archaeological reports and studies in the Heritage Resource Center Library of MSRM.

**Other Sources**

**NOTES**

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## 6. FEDERAL RECORDS

**Indian Reserve CLSR Plans**

***Natural Resources Canada (NRC), Legal Surveys Division***

This index lists ALL plans available to date for any registered projects on Indian Reserve, including roads. **Do not overlook these records.** These updated indexes can be ordered from the NRC Vancouver office and sent via e-mail. Also check PBMB's M-Stick collection and pertinent PBMB Road Research Reports. Note, PBMB holds the older six volume blue binder index to the Indian Reserve CLSR Plans.

Online search of NRCAN's website conducted and copied of relevant plans collected from NRCAN in Vancouver.

**Reserve General Registers**

The old manual registers are currently being updated by a computerized Indian Lands Registry System (ILRS). The ILRS printout will provide the most recent information, but the old manual registers provide details omitted from the ILRS. Order the RGRs from the INAC regional office in Vancouver. You will be sent the ILRS printout unless you specify the old register. Any of the documents (instruments) listed on the RGR can be subsequently ordered from the same office.

**Other Sources**

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## 7. INDIAN RESERVE SCHEDULES (Available at PBMB)

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**PCO 1913/205**

For Indian Reserves located inside the Railway Belt and Peace River Block.

**OIC 911/1923 (Provincial)**

**PCO 1924/1265**

**PCO 1930/208**

**OIC 1036/1938 (Provincial)**

**1916 Report of the Royal Commission**

Transcripts of evidence presented to the Commission can be researched at the British Columbia Archives: MS 1056.

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**1943 Schedule of Indian Reserves in the Dominion of Canada**

Extract collected from PS file.

**Schedule of Canada Lands in the Province of British Columbia**

**PBMB**

Published September 1, 2000 by Natural Resources Canada, this catalog contains an alphabetical listing of Indian Reserves and Bands and the Bands alternate name(s). Other useful information listed includes: the area (ha.), latitude/longitude, NTS sheet and a brief description of the Indian Reserves. It may also be useful to check earlier versions of the listings, available at PBMB, including: 1996, 1992, 1990, 1972.

**Other Sources**

**NOTES**

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## 8. MISCELLANEOUS

**Web sites**

The following web sites contain information on aboriginal and non-aboriginal issues. Researchers are encouraged to use the Internet as a source of information while conducting road and Indian reserve research. The brief list below may provide a starting point. Researchers may also wish to conduct Internet searches for specific local governments, museums and libraries. Key word searches to find specific **web sites** have been provided in **blue text**. Addresses have not been listed, as they tend to change frequently.

- British Columbia Archives**
- National Archives of Canada**
- Natural Resources Canada**
- British Columbia Superior Courts**
- British Columbia Treaty Commission**
- Ministry of Sustainable Resource Management**
- Ministry of Sustainable Resource Management, Archaeology Branch**
- Geographic Data British Columbia**
- Geographic Data British Columbia, British Columbia Geographical Names**
- Early Canadiana Online**
- National Library of Canada**
- Indian and Northern Affairs Canada (INAC)**
- Union of British Columbia Indian Chiefs (UBCIC)**
- British Columbia Treaty Commission**
- Miscellaneous "Links to Aboriginal Resources" (Bloorstreet)**

BC Online Land Title Internet Service

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- Ministry of Forests (MOF) file vault for Forest Service roads**

- Orders in Council (OICs)**

OICs may be searched and copies obtained at Order in Council Administration (Ministry of Attorney General). Indexes and microfilmed Orders in Council are also available at the British Columbia Archives.

- Senior Manager**

**PBMB**

Discuss with PBMB regarding questions/answers involving Treaty Negotiations.

- Key Contacts**

- Other Sources**

University of British Columbia Map collection for Fraser Valley and Matsqui Municipal maps.

