

Page 01 to/à Page 02

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**References Transcribed and Compiled by Ralph Drew, Belcarra, BC:**

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Page 04 to/à Page 07

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Lillooet-Burrard Inlet Trail, south of Mount Garibaldi, 1952. A.H. Cameron, in "Early Vancouver," Matthews, Vol. 4, p. 106 states that in the summer of 1875 he worked on the building of this trail at a point 20 miles up Seymour Creek. It was twelve feet wide, graded three feet in the centre and the centre covered with "mallox" to walk on. Cameron relates "but only four bands of cattle about three hundred to a band ever came out that way". This photo was taken after the B.C. Electric power line was built from Bridge River and improved it. This photo is south of Garibaldi, and was taken in August 1952, by Captain H. J. Castieux, 1048 Esquimalt St. West Vancouver, and by him presented to the (see companion photo) City Archives, 457m.

Source: City of Vancouver Archives, Early Vancouver, Vol. 7, Item 0046.

#### Lillooet-Burrard Inlet Cattle Trail — South of Mount Garibaldi in 1952

## Report on the "Lillooet-Burrard Inlet Cattle Trail" —

Sessional Papers of the British Columbia Parliament, 2<sup>nd</sup> Parliament, 1<sup>st</sup> Session, 1876, pages 430-431.

*To the Honourable the Chief Commissioner of Lands and Works: —*

SIR, — I have the honour to inform you that according to your instructions I proceeded with party to Burrard Inlet, to commence opening a trail from that place to Lillooet. After exploring for some miles around, we commenced at the mouth of a creek one mile from *Moodyville*. We found the country very heavily timbered, with very thick underbrush, and boggy for the first mile, which caused considerable corduroying and bridging; the ground got better as we proceeded. We got a very good grade for a road for about eight miles, with a gradual ascent. We kept on a ridge between two creeks; as the ridge fell-off suddenly we were obliged to make a descent rather steep to strike Seymour Creek. This is the worst grade in the road as far as we have made, but it could be improved easily. We had here to cross some soft ground, which we had to corduroy for one hundred and thirty yards. We then struck the creek; the banks here are low and very densely covered with berry bushes; the soil is composed of fine granite sand and vegetable matter deposited by the river, which overflows at times; these flats in some places are from fifty yards to three hundred wide, and extend along the river from one to three miles, but greatly cut-up by small creeks from the mountains, which caused a great number of bridges. The greatest difficulty here was caused by spurs of the mountains running into the river and causing what we call slides, which caused a great deal of labour to pass some of those composed of boulders of several tons; we had to corduroy and bridge these places. Some places we had to strike-off from the river to avoid these, and cross side hills; we had to explore the ground well, to find the best and least expensive way of making headway. We sent a man named Hall through to explore the country. When he returned he reported the distance from Burrard Inlet to the summit or water shed, to be about thirty-two miles, and from there it took him two days' travel to strike the line from Howe Sound to Lillooet. We built a hut about sixteen miles from the Inlet, for the purpose of stopping when packing horses, as there was a small beaver meadow there, and it would be about half-way to the divide, which would take two days to reach. Our greatest difficulty was the want of horse feed; there is not an acre of open ground as far as we have gone, except small beaver swamps of sedge grass. We had to send the horses back to the Inlet when we were not packing them. When we were using them in moving (which we did about every four days) we had to cut grass out of these swamps, and pack it some places two miles. We managed to get along very well as long as the dry weather lasted, but about the middle of September the rain set in, and then our difficulty commenced. We had then about twenty-six miles of trail completed; we had struck a beaver swamp which would have supplied us with horse feed for some time in dry weather. I tied the horses there one night on what was dry ground, and in the morning we found them standing in water up to their bellies in a lake. We had to wade up to the knees to get them out; we had to send them off to the coast to save their lives. We pushed the trail on for a few days by the men taking lunch along, and coming back to camp at night, sometimes with the water running out of their clothes. The trail that was made in the wet weather would not bear the horses. We had them swamped on the trail where in dry weather it would be a good road; the brush is so dense here, that once the rains set in it will not dry for the season, and it is almost an impossibility for men to work there in the rainy season. The men got discouraged and discontented, some of them left — some would have left before, but we induced them to stop by giving them an advance of wages and promising them full time whether they could work or not. We were very anxious to make the divide, if possible; we got the horses up once more, and took them over the trail to try if we could move camp, but they would bog to the belly without any pack. We worked on in the rain for about twelve days, and finding that we were making no headway, we came to the conclusion that it would be better to stop for the season. We made more road in one week in good weather than we could in three when raining. I considered it was throwing money away to stop any longer; we then built another hut to store the tools in, which we did, and left. We had left a piece of trail unfinished at the Inlet between *Moodyville* and the mouth of Lynn Creek, which we finished, and also improved part of the trail where we commenced. We stored the remainder of the provisions and tools at Moody's mills, which I give a list of accompanying this report.

I have, etc.,

(Signed)

GEO. JENKINSON.

*Victoria, British Columbia, October 8<sup>th</sup>, 1875.*

**Lillooet Electoral District**  
**ROADS AND BRIDGES – HOWE SOUND TRAIL**

A. J. McLellan, Foreman.  
 Trails, 126 miles, 3 feet wide.  
 Forest clearing, 1431 miles, 12 feet wide.  
 Grading, 74 miles, 4 feet wide.  
 Cribbing, 1,038 feet, 6 feet high.  
 Blasting, 1,377 feet, 6 feet wide, 7 feet deep.  
 Stone wall, 356 feet, 7 feet high.  
 Corduroy, 556 feet, 8 feet wide.  
 Brushed and gravelled, 300 yards.  
 400 yards of heavy slide removed.  
 2 bridges, each 100 feet long, 12 feet wide, 9 feet high.

2	"	"	40	"	"	12	"	"	5	"	"
14	"	average	23	"	"	12	"	"	5	"	"
1	"		269	"	"	7	"	"	16	"	"
1	"		61	"	"	6	"	"	12	"	"
8	"	average	19	"	"	6	"	"	10	"	"
1	"		96	"	"	8	"	"	5	"	"
3	"	average	22	"	"	7	"	"	4	"	"
1	"		120	"	"	9	"	"	11	"	"
2	"	average	41	"	"	9	"	"	4	"	"
1	"		100	"	"	10	"	"	12	"	"
1	"		175	"	"	10	"	"	11	"	"
1	"		80	"	"	9	"	"	10	"	"
6	"	average	26	"	"	8	"	"	5	"	"
1	"		58	"	"	9	"	"	8	"	"
1	"		60	"	"	9	"	"	10	"	"
1	"		110	"	"	9	"	"	12	"	"
1	"		65	"	"	7	"	"	6	"	"
1	"		75	"	"	9	"	"	14	"	"
32	"	average	27	"	"	7	"	"	7	"	"
2	"		20	"	"	8	"	"	7	"	"
1	"		125	"	"	10	"	"	10	"	"
1	"		40	"	"	10	"	"	6	"	"

Mr. McLellan's report on the above work is herewith submitted:

Victoria, December 17<sup>th</sup>, 1877.

**To the Honourable the Chief Commissioner of Lands and Works: —**

"Sir, — According to instructions I proceeded to Lillooet and commenced work on the *Howe Sound Trail* on the 3<sup>rd</sup> of May, at two mile bluff. While working at this point I found from observation that, on account of the great depth of water and the steep incline of rock, crib work was impracticable. I, therefore, removed to five mile bluff, in order to push forward the heavy work at that point, and give me an opportunity to make soundings and plans for a bridge, the extreme length being 264 feet. At five mile bluff I had many difficulties to encounter. The men had to be taken to different points along the bluff in canoes, as it was impossible to travel along the steep wall of rock. A large quantity of the timber used in crib work was taken from the opposite side of the lake. The crib work is composed of heavy timber, saddled and well fastened together with two-inch trenails [wooden pegs]. Brush was placed in the bottom of the crib work to prevent the action of the water dashing up among the rocks and gravel at high water. In order to fill this large amount of crib work, measuring 1039 feet in length, I constructed cars and laid a track from both sides, hewn of small timber, which saved a large amount of labour and enabled me to push on the work

to completion. The amount of blasting in place of crib work would require more means than were placed at my disposal for the whole section."

"In addition to the 1039 feet of crib work, I constructed 100 feet of bridging, bolted to the rock, and this, together with the large amount of blasting, and the removing of heavy slides, kept a number of men employed at this point about two months and a half. In the meantime I went over the trail along the lake, in order to ascertain the amount of work required, and on my return I sent a party of men, including a foreman, to erect bridges, clear-out fallen timber, slides and brush, as the trail was in a bad condition."

"Shortly afterwards I went over the trail the second time to inspect the bridges and work being done, and found the bridges substantially built; laid out more bridges and work, and returned to five mile bluff, where the heavy work was under construction."

"The third time I went over the trail I found a large amount of work done in bridging, forest clearing, making new trail over rock slides and heavy timber, and that part of the trail nearly completed. I then returned to commence the construction of the large bridge at two mile bluff. I did this at high water, in order to avail myself of the opportunity of raising the stringers by hand from a large float constructed for the purpose. This bridge is substantially built of square timber, framed together, and well trenailed with 2-inch trenails [wooden pegs], size of cap, 12x14, stringers, 12x26, braces, 8x8, covering, 6 inches, securely bolted to the rock with 13-inch 20-inch bolts. This completed the section of the trail from Lillooet to Pemberton Meadows."

"I then received further instructions to continue my labours from Pemberton Meadows to Burrard Inlet, with a view to opening the trail if possible to the sea coast this fall, and further to improve it next year. The specifications called for the following work to make it passable as far as Cache Creek, the distance being 45 miles; all fallen timber to be removed, and almost the entire trail to be cleared of brush; slides and boulders to be removed; 35 bridges to be built, aggregating 920 feet in length, with 9 loaded piers of stone 20x10, averaging 10 feet in height, also 400 feet of corduroy. In addition to this I had specifications to build 34 miles of new trail, including 47 bridges, aggregating in length 1949 feet, over a mile of corduroy, and 38 culverts, together with a large amount of blasting; all of which was to be accomplished for the small sum of \$4,000, the whole distance being over one hundred miles, including twenty miles already built by a former Government, commencing at Burrard Inlet."

"I came to the conclusion to push the work through, making a first-class trail to Howe Sound, as the country is level and grade easy, with the exception of a slide of boulders. I overcame this by bridging, in some cases, from rock to rock, removing the large boulders with levers, placing small rocks in their stead, and then packed decayed wood on hand-barrows to protect the stock while passing over it. We overcame this slide in about a week, the distance being about 1,000 feet. From this to Howe Sound is level, and there is an abundance of feed for stock. Let me here remark that, in my opinion, this is the proper terminus for the *Howe Sound Trail*. Stock can recruit here while the owner seeks for a market, and with very little expense a suitable place can be made at the mouth of Squamish River for shipping, from which place, in a very few hours, stock could be transported to Nanaimo and Burrard Inlet markets."

"The distance from here to Burrard Inlet is 42 miles, without any feed, and heavy grades with soft and miry places, which would require a large amount of labour to make it substantial and keep it in repair, and as there is no accommodation for shipping at Burrard Inlet, the owners of stock would consequently suffer both inconvenience and loss at this point. From personal observation I am of the opinion that nothing but a large outlay of money can make Burrard Inlet a suitable shipping point. In the latter part of September and October I can safely say there is very little or no feed along the whole route, with the exception of Pemberton Meadows, Howe Sound, and a small portion at Big Slide, but through the summer months there are large quantities of weeds and green foliage that stock can live well on."

"The forty-five miles of old trail previously alluded to were completed on the first day of September. On this portion were several heavy bridges, across wide and rapid rivers, which I overcame by putting in loaded piers and piers in the centre, all substantially built with a view to remaining in their positions for years. The number of bridges constructed on the old trail from Lillooet to Cache Creek is 39, measuring, in total length, 1839 feet, all of which are substantially built, with 4-inch covering and good approaches, in addition to which are 735 feet of corduroy."

"After leaving Howe Sound I experienced many difficulties from high water. Heavy rains set-in, and the country being very low and sandy to the foot of the mountains, was nearly all overflowed. We camped on the bank of a river, nearly a mile from the foot of the mountain, and the water raised in six hours nearly



seven feet and cut-off all communication with our work for nearly a quarter of a mile. The water on this flat was one to three feet deep, and the men had to fell trees along the trail to get to their work, which was very disagreeable. This state of things lasted for three days, when the water partly subsided. I then loaded the horses and tried to drive them across this flood, but it was a failure; they sank through the sand, and to save the provisions from getting wet unpacked the horses, and the men packed the provisions over on the fallen trees. When the horses were unloaded they made their way across this flood with ease. So once more on high land we moved forward as fast as possible to get over the summit before a heavy fall of snow should occur. In a few days after the flood subsided, a canoe arrived at Howe Sound with beef and provisions from Burrard Inlet. I went back with all the horses and three or four men, and found that the water had disappeared entirely and the quicksands were hard. After putting in brush for 100 feet and covering it with sand, made a good road and drove the horses over it, heavy laden, without any trouble. I went back this time purposely to gain more knowledge of this low land, and found it all sand and hard on top, when the water is off it, but full of water underneath. This half mile was specified to be corduroyed, but with water from one to three feet deep to lay corduroy on the ground would be a waste of public money, and there was no timber available on that part of the flat but small alder. Consequently the most of the timber would have to be taken from the mountains, and in order, to make this part of the trail practicable it would require to lay cross-ties of round timber, 12 feet long, 18 inches through, and stringers 18 inches through, and to be covered with 6-inch covering. To throw-up an embankment across this flat would be of no value, as the force of water is so great that it would carry away the sand and the whole road-bed at one freshet."

"From this point of low land the trail ascends a steep grade for ten miles, some parts being one foot in two, and a large portion of this part of the trail was at an angle of 45°, and required heavy grading. I had many difficulties to overcome before reaching the summit. The Lillooet Indians, whom I had engaged to pack, when about five miles from the summit, went ahead on the plea to look for feed for their stock. They went as far as the summit and found no feed, but reported plenty snow, and informed me they would pack no more, that their horses would die, &c., &c. I told them in a few words that I would not pay them for the work they had already done unless they would fulfill their agreement to pack through to Burrard Inlet. They saddled their horses and left for Howe Sound, where there was plenty of feed for stock, and thence proceeded to New Westminster."

"In the meantime I had to get Indians from the Squamish River to help the men pack up the steep grade to the summit. Subsequently, the Indians who deserted their work returned with their horses, and said they would pack all the way through in order to fulfill their agreement and get their pay. From the summit to that part of the trail made by the former Government, the descent is very steep for the first few miles, with heavy timber and slides, and steep side-hill. This part of the trail is graded wherever required through the level part of the country, and all the side-hill graded from two feet six inches to three feet wide. We had no trouble with our pack animals, heavily laden as they were, nor met with accident of any kind; the horses returned to Pemberton Meadows, and we connected with the old trail on the 19<sup>th</sup> October, having completed the 34 miles in 42 days, building 39 bridges and 231 feet of corduroy. I concluded that with no feed for the animals and the season drawing to a close, I would push my way through to Burrard Inlet, as the amount of money allowed had already been overdrawn, and it would be utterly impossible for me to replace all the bridges and otherwise repair the old trail this fall."

I have, etc.

(Signed)

A. J. MCLELLAN





*Photo courtesy of Mike Mayers, Greater Vancouver Water District.*

**Lillooet–Burrard Inlet Cattle Trail — Seymour River Valley in 1925**

Page 14 to/à Page 21

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## Exploration of the Lillooet Cattle Trail from Howe Sound to Indian Arm

Researched and written by Ralph Drew, Belcarra, BC, October 2011.

In October 1873 William Sampson, a contractor working on the *Lillooet-Burrard Inlet Cattle Trail*, became the first European to explore the overland route from Howe Sound up the Mamquam River valley, across the Mamquam Pass and down the Indian River valley to the North Arm [Indian Arm] of Burrard Inlet. [Source: *British Colonist*, October 31<sup>st</sup>, 1873.] The following is the report received from William Sampson who was dispatched to explore the route from Pemberton Meadows through to Burrard Inlet:

"On the 16<sup>th</sup> [October 1873], I left the 'Meadows' [Pemberton Meadows], reaching the north end of Green Lake, a distance of about 14½ miles, where I camped. The country consists of rolling hills, with some heavy timber. Two creeks will have to be bridged in this section, measuring respectively 100 feet, and 120 feet, wide. Feed abounds hereabouts, with good timber on the creeks for bridging purposes. The 17<sup>th</sup>, I made 6 miles, over rolling hills, intersected by flats, and covered with heavy timber. This brought me to the south end of Green Lake, where I camped. On the 18<sup>th</sup>, I travelled 12 miles, to Daisy Lake, where I camped. The country is here more level, but very heavily timbered. The east branch of the Tchiarkemish [Cheakamus River] will require about 100 feet of bridging. On the 19<sup>th</sup>, I made the mouth of the Tchiarkemish [Cheakamus River], the distance being 13 miles. The first five miles of this section are very rough, passing mostly over rocky slides, or bluffs of solid rock; there will also be two streams to bridge, wide, respectively, 60 and 120 feet each. On the 20<sup>th</sup>, I made 10 miles, and reached the mouth of the Squamish River, at Howe Sound. This section is for the most part level; heavily timbered; covered with underbrush; and considerably cut-up with sloughs. The 21<sup>st</sup>, I laid-over for the purpose of obtaining Indian guides to take me to [the North Arm of] Burrard Inlet, which I failed to accomplish. The 22<sup>nd</sup>, I retraced my steps for about two miles, when I branched-off in a south-easterly direction, following upstream the Mauquiem River [Mamquam River] for about 8 miles. The country, through which I travelled, is heavily timbered; covered with dense underbrush; and offering steep side-hill grading, but through excellent ground for road making. On the 23<sup>rd</sup>, I left the Mauquiem [Mamquam River], and went through a low mountain pass [Mamquam Pass], reaching the head of a creek [Chief George Creek], which flows [via Indian River] into the North Arm [Indian Arm] of Burrard Inlet. This stream I followed for six miles, and camped. The country, for the first 2 miles, is almost level to the sources of the creek, and covered with underbrush and plenty of feed. The remainder of the distance is cut-up by steep side-hills. The direction is east by south-east. The 24<sup>th</sup>, I camped at the head of the North Arm [Indian Arm]. Side-hills here alternated with flats, covered with timber and thick underbrush. A big rock slide bars the way at the rapids, three miles from the mouth of the creek [Indian River], and is about half a mile long. The 26<sup>th</sup>, I reached Messrs. Moody, Dietz and Nelson's Mill [Moodyville on the North Shore] at the Inlet [Burrard Inlet], per canoe, whence I came on to Victoria."

"I may here state that, from information obtained at the Mills [Moodyville Mill], I learned that a better route exists by leaving the pass I crossed on the left, and keeping up the Mauquiem River [Mamquam River] to its sources; when by going through another mountain pass, equally low, the head of Seymour Creek [Seymour River] is reached, by following which latter stream, an easy grade is obtained the whole way through to the Inlet." [Source: Report of the Chief Commissioner of Lands and Works [Robert Beaven] to the [Honourable Joseph William Trutch, Lieutenant-Governor of the] Province of British Columbia, Dominion of Canada, Victoria, BC, from the 1<sup>st</sup> day of January until the 30<sup>th</sup> day of November, 1873.]

In June of 1875 the steamship *Beaver*, famous in British Columbia's history, steamed into Burrard Inlet from Victoria with a work party of fifteen men, which she landed on the north shore. These men were sent by the Provincial Government to make a trail up Seymour Creek as part of a projected trail between Burrard Inlet and Lillooet, via Squamish and Pemberton Meadows. The largest settlement was on the North Shore located around the Moody, Dietz and Nelson's Mill and was known as *Moodyville*. The workmen for the trail landed at the mouth of Lynn Creek where Royal Engineer John Linn had his Crown Land preemption and lived with his family. [Source: "Working on the Old Lillooet Trail", *Vancouver Province*, May 23<sup>rd</sup>, 1936, Magazine Section, page 5.]

The work party was led Ahster Havelock Cameron, and for part of the way up Seymour Creek he was assisted in the trail-blazing by John Hall. However, Hall cut himself so badly that he had to be taken to the hospital in New Westminster, and Mr. Cameron went on alone. — "John Hall, while cutting brush on the trail between Burrard Inlet and Lillooet, received a severe wound from his brush knife, which severed the main artery in his wrist. He was about three or four miles from the Inlet, and alone. He attempted to reach aid, and he travelled two or three miles towards *Moodyville*. Dr. McInnes was telegraphed for and was soon beside the sufferer, whose wound he dressed. The patient is very low from loss of blood." [Source: *Mainland Guardian*, August 28<sup>th</sup>, 1875, page 3.]

### 3. The Burrard Inlet Gaitle Trail words

neighbourhood of Lillooet that (??and ??) once in the vicinity of Ferns on Meadows, that a good trail from Lillooet to the head of Howe Sound either Howe Sound or Burrard Inlet (more particularly the latter on account of the greater facilities it affords for chartering steamers for the conveyance of stock to the Victoria market) would be a great benefit to themselves as a means of egress for their herds of cattle." It's suggested that efforts of Jewell Prescott Moody of firm of Moody, Lietz & Nelson (mill operators) to have trail built & so provide meat for his employees & their families had most to do with Govt. decision to build. Mr. Sampson engaged at \$100 a month. Spring of 1873 he "rebuilt or re-opened the old trail of 1858 for 32 miles along the southern side of Seton Lake, over the Birkenhead portage and along the southern <sup>eastern</sup> side of Anderson Lake." (What does "Portage" refer to? M.F.) "During the same summer of 1873 he was commissioned to explore the possibilities of a trail from Fernberton Meadows to the seaboard." Report, taken from the Sessional Papers of 1874 & 5 page 13: "On the 16th (of July) I left the meadows, reaching the north end of Green Lake, a distance of 14 miles, where I camped. The country consisted of rolling hills with some heavy timber." "On the 17th I made 6 miles over rolling hills... to the south end of Green Lake. On the 18th I travelled 12 miles to Daisy Lake, where I camped. The east branch of the Tchiarkemish will require about 100 feet of bridging. On the 19th I made the north end of the Tchiarkemish, the distance being 13 miles." "On the 20th I made 10 miles, and reached the mouth of the Squamish River at Howe Sound. On the 21st I laid over for the purpose of obtaining Indian guides to take me to Burrard Inlet, which I failed to accomplish. On the 22nd I retraced my steps for about 2 miles, when I branched off in a south-easterly direction following the Squamish River upstream for about 3 miles. On the 23rd I left the meadows and went through a low mountain pass, reaching a creek at it flows into the north end of Burrard Inlet. (This was Indian River.) "On the 24th I camped at the head of the North Arm... On the 26th I reached Messrs Moody, Lietz and Nelson's sawmill by canoe... "He then speaks of a better route up the Squamish to the head of Seymour Creek, "I believe that a good cattle trail can be made constructed the whole distance from the Fernberton Meadows to Burrard Inlet for the sum of \$6,000." Follows information re distances between points on route: From Fern Meadows to Green L. 14 1/2 m.; N. end Gr. L. to S. end Gr. L. 6 m.; S. end Gr. L. to Daisy L.; Daisy L. to mouth of Tchiarkemish R. 12 m.; Mouth of Tchiark. to mouth of Squamish R. 10 m.; Mouth of Squamish to mouth of Burrard 23 m.; -total 76 1/2 m.

Information also on forest on route: At Seton & And. Lakes, bunch grass; at Fern M. "abundance of meadow grass"; at Green L. Plenty of meadow grass; at Big Slide 3 m. below Daisy L. grass & rushes, etc etc. as far as "On the divide, 10 miles from Howe Sound, plenty of mountain grass." "The work done (??? "LOWE" ??? M.F.) consists principally of side-hill grading, cutting and clearing, building stone cribbing, etc., for a trail from 3 to 5 feet wide."

"William Sampson carried on the work up to Dec. 1874. He opened up 69 miles of trail from 3 to 5 feet wide, presumably from Fern Meadows to Squamish. He cleared 60 miles 12 feet wide; graded 60 mi. 3 to 5 feet wide; built 300 feet of corduroy 4 feet wide; built 8 bridges the shortest one 40 feet long and the longest 150 feet long. He constructed 340 feet of cribbing, and a stone wall 420 feet long, averaging 6 feet high. In the month of April 30 men were employed, and in Dec. one man only, presumably Sampson himself. Men-hours: 32,220."

"In 1875 Samuel May is in charge of work from Lillooet toward Burrard I. Alexander Jack worked n. from the Inlet; grading 20 mi. 4 ft. wide, clearing 20 m. of forest & bldg. 3 bridges 10 ft. wide.

April, 1872.

The Burrard Inlet Cattle Trail from Lillooet by  
M. Proby, from "Museum Art Notes" of Art, Historical and Sci-  
entific Association, Vol. 2 Second Series No. 2

Between 1870 and 1877 the B.C. Government tried to build a cattle trail between the village of Lillooet & Burrard Inlet. Story a series of disappointments.

On at least 3 previous occasions that section of the route between the village of Lillooet & the Lillooet R. had been traversed previously by white men.

1. Archibald Macdonald, Hudson's Bay Factor at K. Looe, at attempt to join the Fort Langley builders in 1827, travelled via Pavilion? Lillooet; the then unnamed lakes (Seton & Anderson), reached the Lillooet River & turned back.

2. By Treaty of Washington, 1846, equal rights to Columbia to its north to be enjoyed by Br. & Americans. It became evident that U.S. intended to charge trail duties of British who travelled S. of 49th parallel on Columbia. Chief Factor Douglas asked H.C. Anderson, known to be well acquainted with Indians & with their existing trails "to explore the possibilities of a practical route along the two lakes then unnamed, and continuing southwards throughout the unknown country in the direction of Fort Langley." Trip took from May 15 to May 24.

## 2. The Burrard Inlet Cattle Trail--M. Proby

The Indians "had a well worn trail from Lillooet Village on the Fraser, along the two lakes and over the necessary portages connecting them."

On May 3, 1853 Anderson published "Headbook and Map of the Gold Region of the Fraser and Thompson Rivers." About this time removed from Wash. Terr. to Victoria on suggestion of Douglas.

3rd occasion 1853 when Douglas made agreement with miner trail builders that each should deposit \$25 as guarantee he'd stay on job until the way was open to Lillooet village. 500 miners deposited \$12,500. Anderson asked by Douglas "to act as guide and supervisor of the work and its location." 250 men left Victoria on day of "better" life no. followed. About this time Douglas suggested And. name some features of country after self & relatives. Strait connecting Lakes And. & Seton given name Birkenness concentrating ship which sank while Col Seton, Wisconsin, with troops stood at attention.

Road-making miners arrival followed shortly by renaming Little Harrison "Douglas Lake." Trail open to Lillooet by end Sept.

Museum Notes of Mar. 1850 deals fully with use of camels on Merr.-Lil. Route.

"There appears to have been no further work done to improve & extend the trail until 1873, when although an agitation for a trail to Burrard Inlet was kept up both the cattle ranchers of the Interior & by the sawmill men of Burrard Inlet." "EX A direct result of this agitation seen in following letter of Chantres Brew, Reg. of New West., which city then capital of the Col. of B.C., who was asked to explore the possibility of a trail up Seymour Creek.

New West.,

Oct. 9, 1865.

Dear Sir:

Consideration follows: he had walked up stream some distance-trail the worst he'd seen constructed "in this country".

"It has been constantly & earnestly claimed by the settle



Archives of the 1940s film collection: Hsu, Charles Axel, 1940-. Vancouver, S.

## Reference code MS-0460

How often? Apr. 1942  
(Creator)

Hou, Charles Axel. 1940-

254 303, 1972

**Physical description**      Typescript, 0.5 cm

**Biographical history:** School teacher, Vancouver, Burnaby.

<b>Scope and content</b>	"The Harrison-Lillooet gold rush trail: a Canadian studies programme project. McPherson Park Junior Secondary School" [booklet composed of maps, paintings, photographs and extracts from books].
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Presented by Mr. Hou, Vancouver, 1976.

General note      Accession number(s): 76-095


**Name access points** [How: Charles Axel 1946 \(Creator\)](#)

# File GR-0868.2.13.16 - Report of work done on Burrard Inlet - Lillooet trail (includes 3769/75)

Commissioner's correspondence - Report of work done on Burrard Inlet - LI...

## Title and statement of responsibility area

<b>Title proper</b>	Report of work done on Burrard Inlet - Lillooet trail (includes 3769/75)
<b>General material designation</b>	textual material microform
<b>Level of description</b>	File
<b>Reference code</b>	GR-0868.2.13.16

 Reports

Export

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Physical storage

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1-250-806-1152

[access@bcarchives.ca](mailto:access@bcarchives.ca)

## Archival description area

**Name of creator** British Columbia Dept. of Lands and Works (1871-1908)

## Notes area

**Availability of other formats** Retrieve records using microfilm number B16902

**General note** Accession number(s): GR-0868

**General note** File location: Box 2, Reel B16902, File 13.

**Alpha-numeric designations** 3334/75



# File GR-0087.26.7 - Project : Returns of road work performed, Burrard Inlet and Lillooet trail

Public Access contacts, Links and more... > New Accession: District including Burr... > Project : Returns of road work performed...

## Title and statement of responsibility area

<b>Title proper</b>	Project : Returns of road work performed, Burrard Inlet and Lillooet trail
<b>General material designation</b>	textual material
<b>Level of description</b>	File
<b>Reference code</b>	GR-0087.26.7

 Reports

Export:

 Dublin Core 1.1 XML

 EAD 2002 XML

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1000-267-1-42

[access@royalbcmuseum.bc.ca](mailto:access@royalbcmuseum.bc.ca)

## Dates of creation area

<b>Date(s)</b>	1875 (Creation)
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## Archival description area

<b>Name of creator</b>	British Columbia, Dept. of Public Works (1908-1975)
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## Notes area

<b>General note</b>	Accession number(s): 88-0340
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<b>General note</b>	File location: Box 26, File 7.
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# Series GR-1180 - Chief Commissioner of Lands and Works correspondence inward

## Title and statement of responsibility area

<b>Title proper</b>	Chief Commissioner of Lands and Works correspondence inward
<b>General material designation</b>	textual material
<b>Level of description</b>	Series
<b>Reference code</b>	GR-1180

## Dates of creation area

<b>Date(s)</b>	1859 (Creation)
	1871-1908 British Columbia. Dept. of Lands and Works

## Physical description area

<b>Physical description</b>	Originals, 6 cm
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## Archival description area

<b>Name of creator</b>	British Columbia. Dept. of Lands and Works (1871-1908)
	<b>Biographical history:</b> The Dept. of Lands and Works was established in 1871 under the Constitution Act (SBC 1871, c. 147). Prior to that, the origins of the department were in the offices of the Surveyor General for the Colony of Vancouver Island (1859-1866) and the Chief ... >

<b>Scope and content</b>	Correspondence inward to the Chief Commissioner of Lands and Works, Colonel R.C. Moody. Consists largely of letters from Governor James Douglas and the Colonial Secretary pertaining to town lots, other lands, trails and roads, and other public works in ... >
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## Notes area

<b>Restrictions on access</b>	There are no access restrictions
<b>Finding aids</b>	Finding aid, file list. <a href="http://search.barchives.royalbcmuseum.bc.ca/Document/Finding_Aids_Adonis/GR-1180-gr-1180-gr-1180.pdf">http://search.barchives.royalbcmuseum.bc.ca/Document/Finding_Aids_Adonis/GR-1180-gr-1180-gr-1180.pdf</a>
<b>General note</b>	Accession number(s) 74A-008

Reports

**Export**

Dublin Core 1.1 XML

EAD 2002 XML

**Related subjects**

Land settlement--British Columbia--Fraser Valley  
Land subdiv. work--British Columbia--Fraser Valley  
Westminster

New Westminster (B.C.)--Land subdiv. work

New Westminster (B.C.)--Public works

Roads--British Columbia--Fraser Valley

New Westminster (B.C.)--Streets

**Related people and organizations**

British Columbia. Dept. of Lands and Works (Creator)

British Columbia. Colonial Secretary (Subject)

Douglas, James SP 1803-1877 (Subject)

Moody, Richard Glenven 1913-1997 (Subject)

British Columbia (Colony of Governor) 1866-1867 (Subject)

Douglas (Subject)

**Related places**

Fraser Valley (District (B.C.))

**Physical storage**

Box: GR1180-0001

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1 250-387-1952

[access@royalbcmuseum.bc.ca](mailto:access@royalbcmuseum.bc.ca)

## Access points

<b>Subject access points</b>	Land settlement--British Columbia--Fraser Valley
	Land subdivision--British Columbia--New Westminster
	New Westminster (B.C.)--Land subdivision
	New Westminster (B.C.)--Public works
	Roads--British Columbia--Fraser Valley
	New Westminster (B.C.)--Streets
<b>Place access points</b>	Fraser Valley district (B.C.)
<b>Name access points</b>	British Columbia. Dept. of Lands and Works (Creator)
	British Columbia. Colonial Secretary (Subject)
	Douglas, James Sir, 1803-1877 (Subject)
	Mundy, Richard Clement, 1813-1887 (Subject)
	British Columbia (Colony). Governor (1858-1864 : Douglas) (Subject)

## File GR-0868.1.6.16 - Proposed trail from Seton Lake to Burrard Inlet

*Seton Lake's correspondence* - Proposed trail from Seton Lake to Burrar...

### Title and statement of responsibility area

<b>Title proper</b>	Proposed trail from Seton Lake to Burrard Inlet
<b>General material designation</b>	textual material microform
<b>Level of description</b>	File
<b>Reference code</b>	GR-0868.1.6.16

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**Export**

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**Physical storage**

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1-250-567-1852

[access@bcarchives.ca](mailto:access@bcarchives.ca)

### Archival description area

**Name of creator** British Columbia, Dept. of Lands and Works (1871-1908)

### Notes area

<b>Availability of other formats</b>	Retrieve records using microfilm number B16901
<b>General note</b>	Accession number(s): GR-0868
<b>General note</b>	File location: Box 1, Reel B16901, File 6.
<b>Alpha-numeric designations</b>	1036/73

## File GR-0868.2.10.15 - Cost of Howe Sound - Lillooet trail

Identifying and/or as-researched Cost of Howe Sound - Lillooet trail

### Title and statement of responsibility area

<b>Title proper</b>	Cost of Howe Sound - Lillooet trail
<b>General material designation</b>	textual material microform
<b>Level of description</b>	File
<b>Reference code</b>	GR-0868.2.10.15

[Reports](#)

[Export](#)

[Audio Data 1.1 XML](#)

[EAD 2002 XML](#)

**Physical storage**

Box B16901

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1967-1971, 1

[Accession number\(s\) B16901](#)

### Archival description area

**Name of creator** British Columbia, Dept. of Lands and Works (1871-1908)

### Notes area

<b>Availability of other formats</b>	Retrieve records using microfilm number B16901
<b>General note</b>	Accession number(s): GR-0868
<b>General note</b>	File location: Box 2, Reel B16901, File 10.
<b>Alpha-numeric designations</b>	3158/74

## File GR-0868.3.22.13 - Building Howe Sound trail from Lillooet

Identifying and/or as-researched Building Howe Sound trail from Lillooet

### Title and statement of responsibility area

<b>Title proper</b>	Building Howe Sound trail from Lillooet
<b>General material designation</b>	textual material microform
<b>Level of description</b>	File
<b>Reference code</b>	GR-0868.3.22.13

[Reports](#)

[Export](#)

[Audio Data 1.1 XML](#)

[EAD 2002 XML](#)

**Physical storage**

Box B16902

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1960-1967, 1962

[Accession number\(s\) B16902](#)

### Archival description area

**Name of creator** British Columbia, Dept. of Lands and Works (1871-1908)

### Notes area

<b>Availability of other formats</b>	Retrieve records using microfilm number B16902
<b>General note</b>	Accession number(s): GR-0868
<b>General note</b>	File location: Box 3, Reel B16902, File 22.
<b>Alpha-numeric designations</b>	3064/77