

C O P Y.

JACK LOUTET & CO.

102-103 Bank of Hamilton Chambers,

North Vancouver, September 25th, 1913.

Department of Lands,

Victoria, B. C.

Dear Sirs,

In connection with Pre-emption Record No. 2350 which ^{s.22}
^{s.22} recently took to Victoria in order to allow your Department
to endorse on it a free right-of-way for the Pacific Great Eastern,
I should be glad if you would arrange that he has a right-of-way
across the railway in order that he may have connection with the two
sections of his pre-emption. In view of the fact that the Pember
ton Trail is now practically abandoned would it be possible for a
branch road to be built from the present railway road across the
railway to ^{s.22} house. Esteeming the favor of your
reply.

Yours faithfully,

"JACK LOUTET."

JL/JS

Copied by HRM.

FILE No. 2944

NOTE - ALL COMMUNICATIONS IN REFERENCE TO DEPARTMENTAL
MATTERS MUST BE ADDRESSED TO THE
DEPUTY MINISTER OF LANDS
ALL CHECKS AGOILL BE CERTIFIED AND MADE PAYABLE AT CAN
IS VICE



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF LANDS.

REFER TO
R. S. 10588/12.

VICTORIA, B. C., Oct. 2, 1913.

MEMORANDUM TO THE DEPUTY MINISTER OF PUBLIC WORKS:

I enclose herewith a copy of a letter received from
Messrs. Jack Loutet & Company, with regard to a roadway required
by s.22 through his Pre-emption No. 2350, 80 acres of land
near Alpha Lake, Pemberton Trail, as I judge from the contents of
same that this is a matter which comes under the jurisdiction of
your Department.

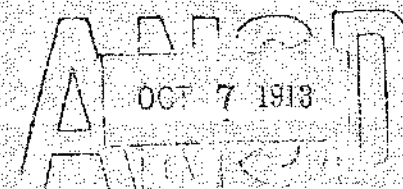
R. S. 10588/12

Deputy Minister of Lands.

JM/HM

Encl.

PUBLIC WORK ENGINEER



VICTORIA, B. C.

26209

2944.

May 1st, 1914.

Richmond District.

Sir:-

With reference to your letter of the 25th September last addressed to the Department of Lands which has been forwarded to this Department, I beg to state that I am informed s.22 had a cabin on the old Pemberton Trail and the Pacific Great Eastern Railway in building their road, went some distance from s.22 cabin. The road constructed by the Pacific Great Eastern Railway Company has not been taken over by the Provincial Government and therefore, the Department can not at the present time construct a connection from s.22 house to this new road.

Yours obediently,

Deputy Minister & Public Works Engineer.

Jack Loutet, Esq.,

102-103 Bank of Hamilton Chambers,

North Vancouver, B.C.

GPB/30.

BRANCH OFFICE AT
NORTH LONSDALE
COR. KING'S C'D & LONSDALE AVENUE

COMPLETE LIST OF PROPERTIES IN
DISTRICT LOTS 2026 745 786
787 788 784 801 817

JACK LOUTET & CO.

Real Estate & Insurance

TELEPHONES:

MAIN OFFICE 47
BRANCH OFFICE 87

RESIDENCE—JACK LOUTET 377
R. C. GRAY 412

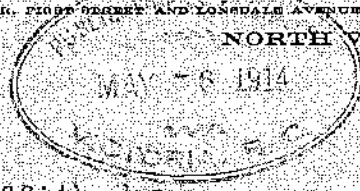
BUSINESS, SEMI-BUSINESS AND
RESIDENTIAL PROPERTIES

MORTGAGES ARRANGED ON
IMPROVED PROPERTIES

102-108 BANK OF HAMILTON CHAMBERS
(COR. FIRST STREET AND LONSDALE AVENUE)

NORTH VANCOUVER

May 5th 1914.



RICHMOND DIST.

J. 3. Griffith Esq.,
Deputy Minister & Public Works Engineer,
Victoria B.C.

Sir,

I beg to acknowledge receipt of your favour of 1st inst.
reference number 2944 and note contents.

I can understand that the government cannot connect to
the Pacific & Great Eastern Rly. Co. road if they have no
arrangement in regard to it with the company but if this is the
state of affairs the company should not have been allowed to
destroy the old Pemberton Trail. It is a great hardship on a
bona-fide settler to be unable to get in supplies except at
enormous expense and s.22 the settler in question has
greatly improved his land and is still improving it.

It has been s.22 intention in conjunction with me
to import a special breed of sheep from the Orkney Islands as
soon as the embargo has been removed but some means of access
would be necessary before we could attempt sheep raising and make
it pay. I trust you will be able to do something before long
and enable s.22 to develop his pre-emption.

I remain,

Your obedient servant,

Jack Loutet

Department File No. 2944.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

ROAD SUPERINTENDENT'S OFFICE,
Court House

Vancouver B.C., April 25th 1914

Richmond District.

Sir;-

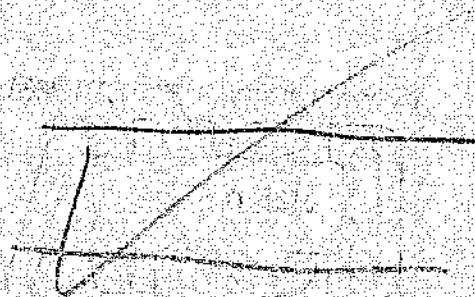
In reply to yours of October 8th 1913 re Jack Loutet's letter in connection with pre-emption record #2350, belonging to s.22, I may say that s.22 had a cabin on the old Pemberton Trail, and the Pacific Great Eastern, in building their road, went some distance from s.22 cabin, cutting him off from the main travelled road. On account of the small appropriation this year, I cannot see that we will be able to build him a road.

Yours obediently

E. M. McBride
Road Superintendent

Deputy Minister & Public Works Engineer

Victoria, B.C.



2944.

April 23, 1915.

Richmond District.

Sir:-

I have to acknowledge receipt of your memo. of the 30th instant, with which you enclose letter from s.22

s.22 re construction of wagon road running through his Pre-emption Record No. 2361 on Pemberton Trail, and beg to inform you that this matter has been enquired into from time to time.

However, as the new part of Pemberton trail was enlarged into a wagon road by the Contractors of the P.C. Railway Company, and as no arrangement has been come to with the Company with regard to the taking over of this road, it cannot at the present time be regarded as a public highway. It is necessary that this question with the Railway Company should be settled before s.22 wishes can be complied with.

Yours obediently,

Deputy Minister Willie Morris Engineer.

A.L. Bonnier, Esq.,

Deputy Minister of Lands,

Victoria, B.C.

GCN/42.

NOTE:--ALL COMMUNICATIONS IN REFERENCE TO DEPARTMENTAL
MATTERS MUST BE ADDRESSED TO THE

DEPUTY MINISTER OF LANDS.

ALL CHECKS SHOULD BE CERTIFIED AND PAID PAYABLE AT TAIL
IN VICTORIA.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF LANDS.

VICTORIA, 20th April 1915

RICHMOND DIST.

MEMORANDUM for the Deputy Minister of Public Works;--

I enclose herewith a letter from s.22 relative
to the construction of a wagon road running through his
Pre-emption Record No. 2350 located near Alpha Lake, Pemberton
Trail, New Westminster District.

I may say that I forwarded to you a similar letter in
respect to this matter under date of October 2nd, 1913.

A. Macdonald
Deputy Minister of Lands.

Enc.

JM/B

Divisional Engineer,
WILLIAM LAMB, D. C.

May 13, 1953.

Lillooet

4243

Old Lumbermen Cove through Lot 175, Lillooet
District.

Attached herewith is copy of letter
as received from the Glaspie Lumber
Co. Ltd. and my acknowledgment thereto.
Would you please reply direct to this
enquiry.

L. J. McCallum,
Chief Engineer.

By:

L. J. Moore,
Right-of-Way Agent.

LM:SM
encls.

ESG

FRAME SAWN LUMBER
EXACT SAWING & GRADING

GLASPIE LUMBER COMPANY LTD.

4848

REGISTERED OFFICE & MILL
NORTH VANCOUVER, B.C.

OFFICE OF THE PRESIDENT
1807 ROYAL BANK BUILDING
VANCOUVER, B.C.

RECEIVED
MAY 10 1953

MAY 10 1953

RECEIVED
MAY 10 1953

May 8, 1953.

Deputy Minister of Public Works,
Parliament Buildings,
Victoria, B. C.

Dear Sir:

Please advise the classification of the old
Pemberton Road proceeding through Lot 1754 in the Lillooet
Land District by Alpha Lake.

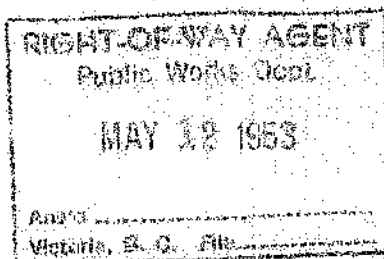
We would appreciate it, too, if you would advise
us if there is a survey for the road and, if not, how much
acreage has been allotted for it.

Yours very truly,

GLASPIE LUMBER COMPANY LTD.

J. P. O'Hagan
J. P. O'Hagan.

JPO'H/RS



62076

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B. C.

JUL 3 - 1959

R. D. McLeod

Asst. Deputy Minister
Department of Highways

ANSWERED
NOTED
DATE 10-7-59

630 Foul Bay Rd
Victoria, B.C.

Re. Alta Lake - Green Lake

Dear Ray,

Excuse the delay in replying to your letter
of the 11th ultimo.

s.22

s.22

made up a fair map of the situation
I would say. Road # 21 was a portion of the
old Pemberton-Squamish Trail, all of which existing
Trail is on the Register. Road # 21 also took in
the portion through Lots 2105 and ~~1757~~ 1757 to
the P. G. & E. Railway. The section ^{s.22} marked
in blue from the P. G. & E. to the Alta Lake - Lost Lake
Road, was an old logging road, being the above
mentioned roads a circular route was made use of
by the Philips at Rainbow for their Trail Riders.
Logger Bygaard gravelled the section marked in blue and
at a later date continued the section marked in yellow
down to the Lake. This ^{later} section never had any government
funds spent on it. The circular route did have a

In the late 1930's He was then interested in Places Pending.
Likely - Keithley is in the North Cariboo Dist. I was there prior
to moving to Lillooet Dist.

During the 1940's Lots 2105, 2106 and 1757 were
undeveloped lands. I do not remember any of them
being alienated from the Crown.

However, since the question of Garibaldi Park being
opened up, has been in the Public eye for the past
few years, some people appear to wish to capitalize
on a north approach, which may have some merit
from a road construction point of view!

Another way to look at the small strip of gravelled
road (marked in yellow) through Lot 1757

If the Public, being loggers or otherwise, have been using
it for 10 years, more or less, it could be entitled to be called
a Public Highway.

I don't think I can add any more to the foregoing,
I just hope it may be of some help to you.

Kind regards. Sincerely

s.22

Mr. D.R. McLeod.
Asst. Deputy Minister.
Dept. of Highways.
Victoria B.C.

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA B.C.

s.22

JUL 22 1959

4848

File 4848

July 20th 1959.

Re: Alta Lake - Green Lake.

NOTED Mr. McLeod (write Mr. Workman)
Aug. 3/59

Dear Sir:-

s.22

phoned your office on Friday 10th July 1959. Re/ the status of a portion of the private road on his property D.L.1757 situated in the Alta Lake- Green Lake area. You informed him at that time that there had evidently been a mistake made and that you did not know quite what to do about it, and that you were mailing him a letter with an explanation of the situation as it stands at present.

As s.22 was leaving Vancouver the next day and would not be back again in Vancouver until around the 28th or 29th of July, he phoned me up and explained the situation about the letter and said he had left word with his secretary to forward on your letter to me when it arrived at his office. He asked me to answer it for him as I know all the details concerning the area and the status of the road now under discussion, and that any further correspondence that any further correspondence on the area or road be referred to me at the above address and that I would answer it if necessary.

I have before me now your letter to s.22. also the letter you enclosed there in which you received from s.22, giving his explanation of the situation. I will now endeavour to answer both of them and give you the true facts of the whole matter as it developed.

In your letter of the 10th July.1959. you say Quote/--- It is very difficult to know what decision to make here. Actually, if public money was spent on any part of the road, it makes the whole road a public one. -----

The true answer to the above is--

The portion of road under dispute and running in a North direction across D.L.1757 towards Green Lake from a point on the P.G.Rly, never was a part of any public road, circular route or otherwise and never has had any connection with them, it has never had any public funds spent on it at any time and has never been used by the public. This road was originally made by the owner of D.L.1757 to enable him to bring out a small portion of his timber. South of this about 40 yards back along the Railwayline is the Government Road which runs across D.L.1757, and D.L.2105. in a West-Northerly direction from the point at the Railway, which was known in the old days as The Green Lake Farm Railway Station, on until it joins the Pemberton Trail at D.L.2105. (The Pemberton Trail, is now known and marked on the present Government Maps as the Highway No. 21.) This piece of trail from the Green Lake Farm-- Railway Station, to where it joins the Pemberton Trail, was made in the old-days to enable the old-time property owners along the Pemberton-Trail access to the Railway for the purpose of bringing in their supplies, which previous to the Railway being made they had brought in via the Pemberton Trail. Later on the road in s.22 letter which he terms the Circular Route made use of this portion of Government Road in which to complet the circular route back again to Alta Lake, via the Pemberton Trail. The portion of private Road marked in yellow, across D.L.1757. s.22 property and running in North direction towards Green Lake. was not made at the time the Government Road joining up the P.G.Rly. to the Pemberton Trail was made, if fact it was not made when the circular road was linked up with the said Government Road nor was it made while the circular road was in use. s.22 road has no connection with any other piece of road whatever or ~~never~~ ever had any.

I will now deal in a series of Quotes/ taken from s.22 Letter, of the 3rd of July. which he sent you at your office in Victoria, giving his version of the road business.

12344

ASSISTANT
DEPT. OF HIGHWAYS

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF HIGHWAYS

FROM District Superintendent Lillooet, BC	TO Highways Department Kamloops, BC.	DATE 2 Sep. 1959
		ELECTORAL DISTRICT Lillooet R2
		OUR FILE 18-20-21
		YOUR FILE R2-18-20-0
SUBJECT Swamp, north end Alta Lake		REFERENCE HME
		YOUR LETTER 27.8.59

In reply to your letter of August 27th regarding the roads at Alta Lake, the situation is as follows:

On the attached sketch: Parts of the road marked Original Pemberton Trail are acknowledged as a public road, 5 miles being the length shown on the Road Register. The bridge over 21 Mile Creek has disappeared, however, and there is thus no continuity between the small community around Alta Lake Station and Green Lake by this road.

The road marked "Horse Trail" is a public highway by virtue of Sec. 6 though its precise end at Lost Lake is not certain. This road commences at Rainbow Lodge and serves to connect Alta Lake and the area south of the 21 Mile Creek with Green Lake and the outside world via the miles of logging roads that run east of the P.G.E. and the B.C. Electric tote roads. The snag here is that the section north of Rainbow Lodge Station to Alta Creek is only passable during freeze up due to its being water logged.

At the end of June I went to Alta Lake and with Mr. Fairhurst, went over what public roads I could and found that the citizens presently drive along the P.G.E. tracks from Rainbow Lodge Station to the wye where the railway and the Horse Trail intersect. We talked over establishing a new road from the Horse Trail across the tracks and west to the Pemberton Trail (marked on sketch "possible new road"). This road would follow an old railway grade for the rest of the way and with the help of local equipment, just then made idle by the I.W.A. strike, was to cost in the region of \$2,000.00. I promised to consider this proposal further.

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

4848

TO: Mr. J. A. Dennison, Sr. Maintenance Engineer, Victoria, B.C.	SENDER'S ADDRESS: Regional Highway Engineer, 1690 Main St., N. Vancouver, B.C. DATE: October 28, 1966. ELECTORAL DISTRICT: N. Van-Howe Sound HEADQUARTERS FILE: 4848/33112 REGIONAL FILE: R1-18-20-0 DISTRICT FILE:
ATTENTION: <i>Fin. 2/66</i>	REFERENCE: DATED: October 26, 1966
SUBJECT: Public road and bridge status - Rainbow Lodge, Alta Lake	

I attach a map showing Mr. Greenwood's Lot 2110 and the two public roads Lineham Road and Old Pemberton Trail running through it. Mr. Greenwood has put a gate across Old Pemberton Trail near the S boundary of his property.

There is no doubt that these two roads have been public by Section 6 for many years. Lineham Road runs right through his buildings and had a small bridge across a creek beside the PGE. This bridge was in very poor shape and Mr. Greenwood apparently asked Mr. Steven to fix it or abandon it. Mr. Steven obliged by writing the letter 3 July 1962. I do not think he had any authority to do this as roads and bridges must be abandoned by gazette not by just wishing. No gazette was done. Mr. Steven is also in error in saying the road was abandoned "years ago" as an inspection of his file would reveal. In fact there is correspondence from Mr. Greenwood in Aug. 1955 asking us to fix the road and in August 1959 we authorized him to fix the bridge and bill us.

Now I am not really too concerned about this Lineham Road. It runs through a lot of swamp and is not the proper route to improve for the connection Alta Lake to Mons. The proper route is the Old Pemberton Trail. If Mr. Greenwood asks us to close Lineham Road I will recommend it in Lot 2110 (but not the balance because it would be cutting off legal access to other properties). I am firm however that old Pemberton Trail must remain public and there is local demand for it. It will do nicely for a route to hold for future improvement and at this time is passable to 4 wheel drive vehicles.

I must say, without being too uncharitable, that Mr. Greenwood has been strongly reminding us these last 3 years that the Old Pemberton Trail S of his boundary is public but it would appear he is not anxious to admit it is public in his own land.

SR. MAINTENANCE ENGR.

34639

MGE:fam

c.c. to Dist. Supt., N. Van.

H. G. Elston,
Regional Highway Engineer

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

4847

TO:

Mr. F. A. MacLean,
Asst. Deputy Minister,
Victoria, B.C.

SENDER'S ADDRESS: Regional Highway Engineer,
1690 Main St., N. Van., B.C.,
DATE: May 16, 1966.

ELECTORAL DISTRICT: Lillooet S.

HEADQUARTERS FILE:

REGIONAL FILE: RL-18-20-0

DISTRICT FILE:

ATTENTION:

MAY 23 1966

SUBJECT:

Access W. Side Alta Lake

REFERENCE:

DATED:

I attach a map of the area.

The residents can get in and out by vehicle but not by public road. They have to use a roadway owned by Van West Logging Co. They say they are concerned over insurance coverage etc. in the event of an MVA and are also concerned with winter access since Van West do not plow. While these are primary reasons I am of the opinion that there is also an unstated secondary reason in that they want the road improved as well.

It has been a long and difficult job for the District to assemble all the information necessary to investigate the status of the existing roadway. I will summarize it briefly. Please refer to the map.

A to B is private road owned by Van West and they have no desire to relinquish jurisdiction as they use unlicensed vehicles to haul logs from the hills to their dump at C.

B is a private railroad crossing but is of good standing and we are assured by PGE officials that they will offer no objection to public status.

B to D is on the alignment of the old public Pemberton Trail. It has been improved by Van West but they acknowledge its public status. It is of winding alignment with steep grades. Width averages 18-20'.

D to E is PGE owned road to the PGE station and the local elementary school.

E to F is on the alignment of the old public Pemberton Trail. The road is about 12' wide and passes through a subdivision of over 50 lots erected in the 1920's. This subdivision showed "road" but it was not included in the red outline. In many places the existing road is not in the "allowance" but is in the lots themselves. By not dedicating the road inside the lots it is my opinion that the Act of Subdivision cancelled those sections of public road within the lots. However I do not anticipate this point will be brought out by the residents and I suggest we assume the existing road is public. This section has many minor drainage problems especially with sidehill entrances.

F is the S boundary of Lot 2110 which is Rainbow Lodge whose owner Mr. Greenwood is one of the prime leaders of the local request to make

FOR DEPARTMENTAL CORRESPONDENCE ONLY.

2....

the road public. He does not wish it to go N of his S boundary but in fact the public status of the Pemberton Trail passes through and forks at G to provide two routes back to #99 Garibaldi, GHJ and GK. GK is swampy and GHJ follows sidehill. Neither is passable at this time.

At this time B to K and B to J are of public status. We have investigated several routes to connect #99 to the road somewhere between B and E but at no point could we get an acceptable grade crossing of the PGE. The best connection at the S end therefore appears to be the Van West Logging road L to B which is just passable to autos. Van West are agreeable to it becoming public. It would take \$18,000 approximately to bring to a standard comparable with the rest of the road.

To acknowledge the public status of this road will surely bring pressure to reconstruct to a standard a little below that of #99. We would soon be faced with demands for heavy expenditure as, based on observation estimate only, we expect costs of improvement would be \$235,000 for the 3.5 mi. from L to G and \$135,000 for the 2.6 mi. from G to K to connect the N end to #99 near the future business district in Lot 1757 at Mons. In effect to acknowledge public status will commit us to an immediate capital expenditure of \$18,000 and an ultimate capital expenditure of \$370,000 plus unknown R/W costs.

I recommend we acknowledge public status and I request a capital work order for \$18,000.


M. G. Elston,
Regional Highway Engineer

MGE:fam

c.c. to Sr. Maintenance Engineer

" " Mr. R. J. Baines

" " Dist. Supt., N. Van.

" " Reg'l. Highway Engineer



FORM 9, 118

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

41848

TO: Mr. F. A. MacLean, Asst. Deputy Minister, Victoria, B.C.		SENDER'S ADDRESS: Regional Highway Engineer, 1690 Main St., N. Van., B.C., DATE: May 16, 1966.
ATTENTION:		ELECTORAL DISTRICT: Lillooet S.
SUBJECT: Access W. Side Alta Lake		HEADQUARTERS FILE: REGIONAL FILE: RL-18-20-0 DISTRICT FILE: REFERENCE: DATED:

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B.C.

MAY 17 1966

FILED
JUN 1 1966
JUN 1 1966

FOR DEPARTMENTAL CORRESPONDENCE ONLY

I attach a map of the area.

The residents can get in and out by vehicle but not by public road. They have to use a roadway owned by Van West Logging Co. They say they are concerned over insurance coverage etc. in the event of an MVA and are also concerned with winter access since Van West do not plow. While these are primary reasons I am of the opinion that there is also an unstated secondary reason in that they want the road improved as well.

It has been a long and difficult job for the District to assemble all the information necessary to investigate the status of the existing roadway. I will summarize it briefly. Please refer to the map.

A to B is private road owned by Van West and they have no desire to relinquish jurisdiction as they use unlicensed vehicles to haul logs from the hills to their dump at G.

B is a private railroad crossing but is of good standing and we are assured by PGE officials that they will offer no objection to public status.

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16388

ASSISTANT
DEPUTY MIN. HIGHWAYS

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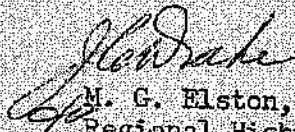
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At this time B to K and B to J are of public status. We have investigated several routes to connect #99 to the road somewhere between B and E but at no point could we get an acceptable grade crossing of the PGE. The best connection at the S end therefore appears to be the Van West Logging road I to B which is just passable to autos. Van West are agreeable to it becoming public. It would take \$18,000 approximately to bring to a standard comparable with the rest of the road.

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M. G. Elston,
Regional Highway Engineer

MCE:fam
c.c.to Sr.Maintenance Engineer
" " Mr. E. J. Baines
" " Dist.Supt.,N.Van.
" " Reg'l Highway Engineer

DEPARTMENT OF HIGHWAYS

TO: Mr. F. A. MacLean, Asst. Deputy Minister, Victoria, B.C.	SENDER'S ADDRESS: Regional Highway Engineer, 1690 Main St., N. Van., B.C., DATE: May 16, 1966. ELECTORAL DISTRICT: Lillooet, S. HEADQUARTERS FILE: REGIONAL FILE: RL-18-20-0 DISTRICT FILE:
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B to D is on the alignment of the old public Pemberton Trail. It has been improved by Van West but they acknowledge its public status. It is of winding alignment with steep grades. Width averages 18-20'.

D to E is PGE owned road to the PGE station and the local elementary school.

E to F is on the alignment of the old public Pemberton Trail. The road is about 12' wide and passes through a subdivision of over 50 lots erected in the 1920's. This subdivision showed "road" but it was not included in the red outline. In many places the existing road is not in the "allowance" but is in the lots themselves. By not dedicating the road inside the lots it is my opinion that the Act of Subdivision cancelled those sections of public road within the lots. However I do not anticipate this point will be brought out by the residents and I suggest we assume the existing road is public. This section has many minor drainage problems especially with sidehill entrances.

F is the S boundary of Lot 2110 which is Rainbow Lodge whose owner Mr. Greenwood is one of the prime leaders of the local request to make

FOR DEPARTMENTAL CORRESPONDENCE ONLY.

2....

the road public. He does not wish it to go N of his S boundary but in fact the public status of the Pemberton Trail passes through and forks at G to provide two routes back to #99 Garibaldi, GHJ and GK. GK is swampy and GHJ follows sidehill. Neither is passable at this time.

At this time B to K and B to J are of public status. We have investigated several routes to connect #99 to the road somewhere between B and E but at no point could we get an acceptable grade crossing of the FGE. The best connection at the S end therefore appears to be the Van West Logging road L to B which is just passable to autos. Van West are agreeable to it becoming public. It would take \$18,000 approximately to bring to a standard comparable with the rest of the road.

To acknowledge the public status of this road will surely bring pressure to reconstruct to a standard a little below that of #99. We would soon be faced with demands for heavy expenditure as, based on observation estimate only, we expect costs of improvement would be \$235,000 for the 3.5 mi. from L to G and \$135,000 for the 2.6 mi. from G to K to connect the N end to #99 near the future business district in Lot 1757 at Mons. In effect to acknowledge public status will commit us to an immediate capital expenditure of \$18,000 and an ultimate capital expenditure of \$370,000 plus unknown R/W costs.

I recommend we acknowledge public status and I request a capital work order for \$18,000.


M. G. Elston,
Regional Highway Engineer

MGE:fam

→ c.c.to Sr. Maintenance Engineer

" " Mr. R. J. Baines

" " Dist. Supt., N. Van.

" " Reg'l Highway Engineer

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

FROM	To	DATE
		ELECTORAL DISTRICT
		OUR FILE
		YOUR FILE
SUBJECT		REFERENCE
		YOUR LETTER

R.M.E.

Swamp - Alta Lake.....2

2.9.59

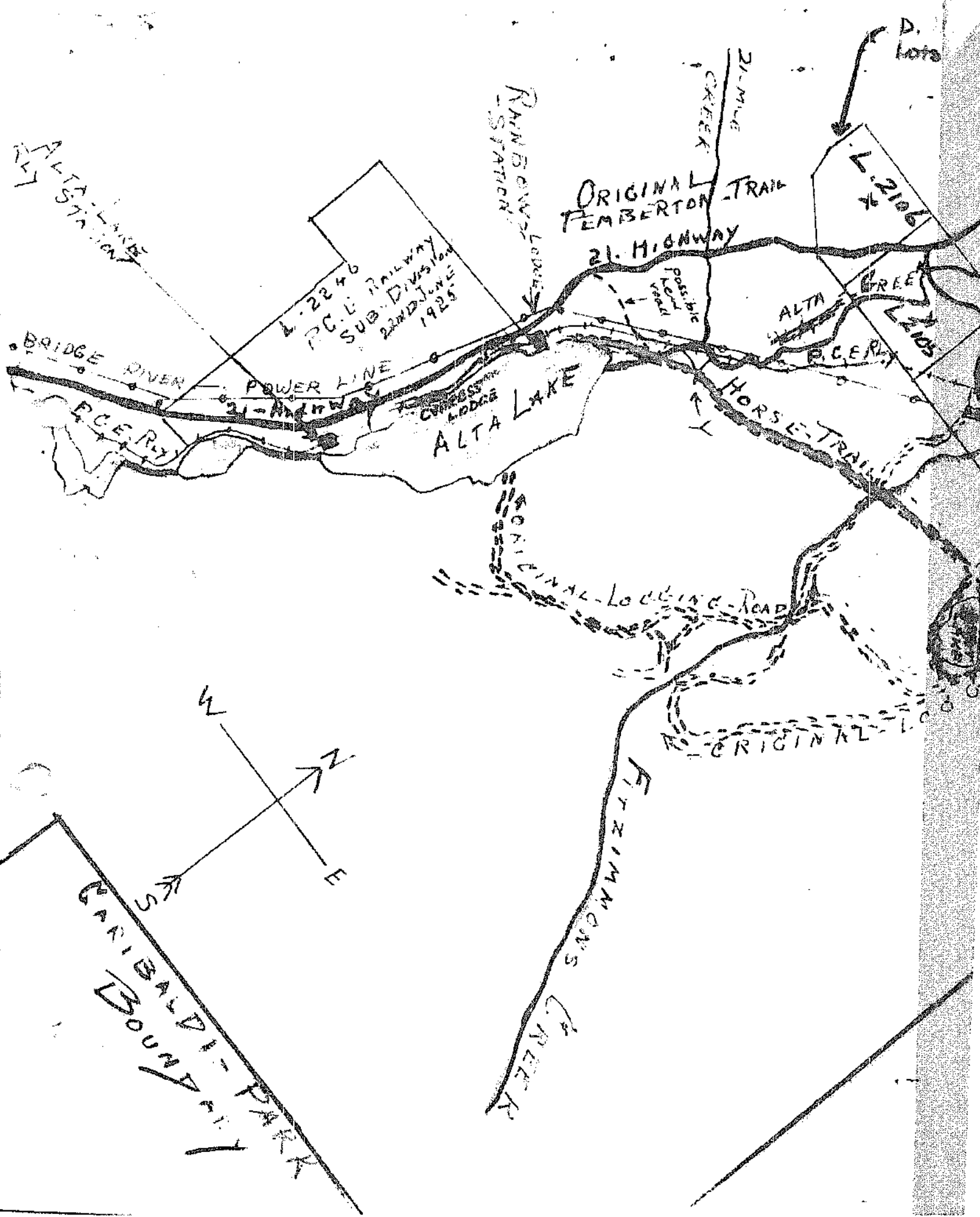
On July 13th, Mr. Fairhurst wrote that the Ra-Mar Logging Company was building a road parallel to the route we had walked over but north of 21 Mile Creek. The same effect would be obtained therefore, providing the 21 Mile Creek bridge were re-built and certain cleaning up done south of the bridge. A local contractor undertook to do this work for \$1000. and I was on the point of accepting this offer when the slide on the Lytton Road occurred, with the result that my maintenance vote cannot now afford even \$1000. for Alta Lake.

Mr. Fairhurst's remark concerning this road going through from Squamish to Pemberton presupposes, of course, the use of B.C. Electric roads, but the job would have been done but for the unforeseen expenditure on the slide.

I would appreciate the return on the sketch as I have no other plan showing such information.

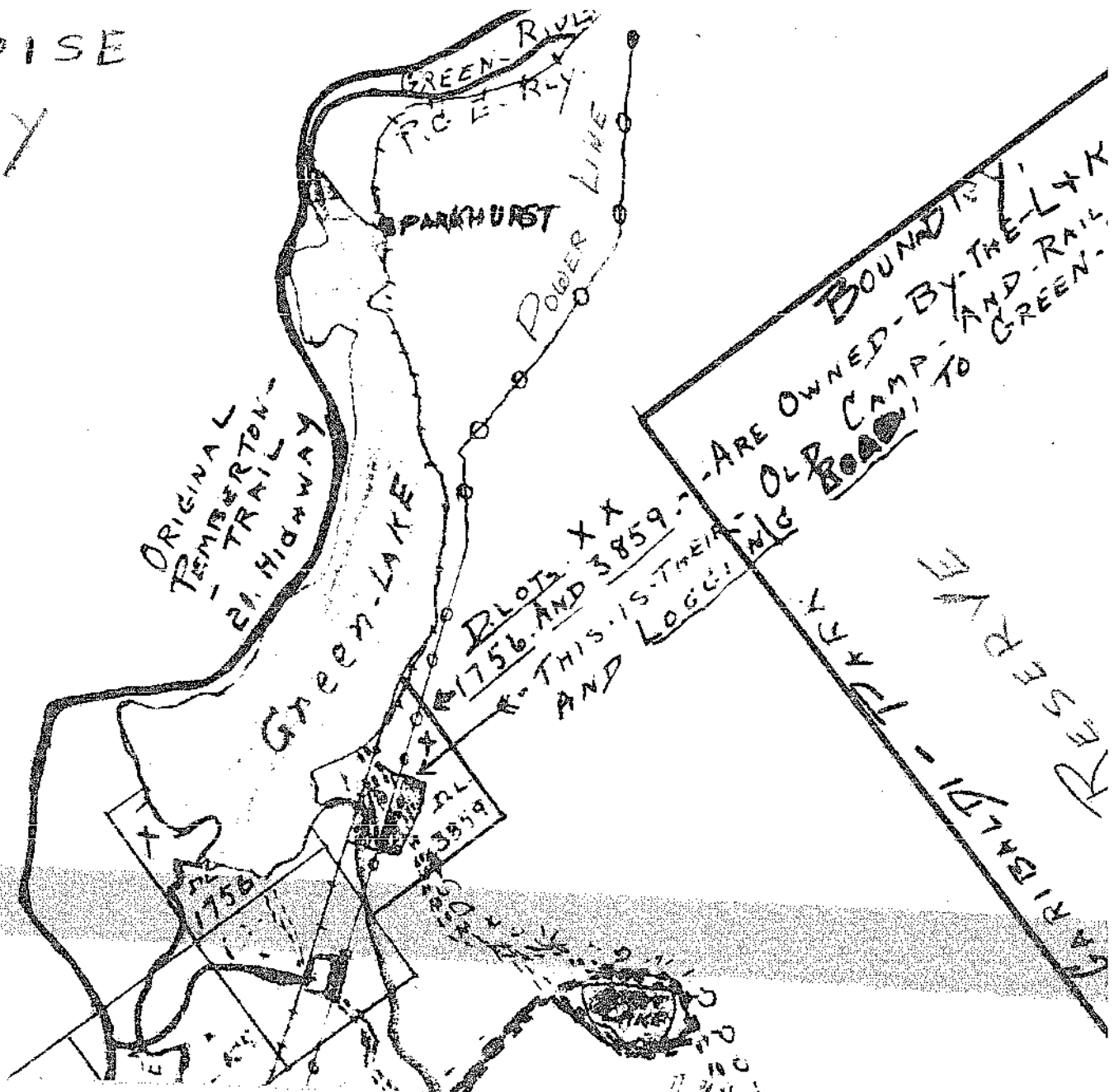
H. F. Blunden
District Superintendent

HFB:hh
Enc.



PARADISE Valley

4106 Ave. 1100
 1757 SUB-DIVISION
 1756 AND 3859
 1756 AND 3859
 1756 AND 3859



Quote taken from s.22 letter to you.

s.22 has made up a fair map of the situation. I would say road No 21. was a portion of the old Pemberton Trail, all of which existing trail is on the Register. Road No 21. also took in the portion through Lots 2105, and D.L.1757 to the P.C.E.Railway,-----

My answer to the above quote.

s.22 is correct in saying that the old Pemberton Trail is No 21.-Highway, it is shown as such on all the present Government Maps. He also states that the portion of road through 2105 and 1757. to where it links up with the P.C.E.Railway, at the point known as Green Lake--Farm Raily Station, is part of Road No 21. although this is not at present marked as part of Road No 21. on the Government Maps, that it could be made so as it is the portion that has had Government Funds spent on it.

Quote taken from s.22 letter

The section s.22 marked in Blue from the P.C.E. Rly, to Alta Lake--Lost Lake Road was an old logging road,-----

My Answer to the above quote.

This part of the road marked in Blue referred to as an old logging road, was made originally by the construction gang that built the P.C.E.Rly, to pack in their material for the building of the Railway line. it was later made use of by the old time residents to bring out firewood etc, laterly it was made use of s.22 who was a hard-logger to bring out cedar poles and also was used by Mrs Phillip,s of Rainbow-Lodge, as part of what is known as the circular route. The Alta Lake-Lost Lake road was a separte road made use of by Mrs. Phillips of Rainbow Lodge to pack her picnic and fishing partys in by Horse to Lost Lake, it had a very small amount of Government Funds spent on it, mostly we the old timers who used it cleaned it out in our own time for no payment.

Quote taken from s.22 letter.

Using the above mentioned roads a circular route was made use of by Mrs Phillip,s at Rainbow for their trail riders, Logger Mygaard graveled--ed the section marked in blue and at a later date continued the section marked in yellow down to Green Lake. The later section(marked in yellow) never had any Government Funds spent on it,-----

My answer to the above quote.

The circular route used by Mrs Phillip,s used the portion of the road from Green Lake Farm Raily Station, to where it joins the Pemberton--Trail, this portion along with the portion of the Lost Lake-Alta Lake--Trail, are the only portions of the circular route that had any Government Funds spent on them. The part marked in Blue from the junction where it joins the Lost Lake Horse trail to where it joins the P.C.E. Railway, at Mygaards present camp and which part in Blue Mygaard graveled did not have any Governments Funds spent on it. The portion marked in yellow was not at any time a part of this circular route at any time, in fact it did not exist at the time the circular route was being used and it did not exist at the time Mygaard made the road into his new camp which road is marked in BLUE, it is fully 40 yards North of where the circular road crosses the P.C.E.Rly, at the place known as the Green Lake Farm Rly Station.

The true history of the road marked in yellow and now under dispute is as follows,----- Mr. Mygaard who is a contracting logger and construction man with equipment for road building was sometime before this road in blue had been built contacted by the owners of the saw-mill situated at mile 42 P.C.E. Rly, Parkhurst, Green Lake. (This is now Mile 79 since the railway was put through to Vancouver) and was engaged to bring out the timber from the Lost Lake and the Fitzsimons areas he hauled it down the the one and only legal logging road that had ever been in use in that area, which road was via, D.L.4105 and D.L.3859. and thence into the Beoming ground situated on the corner of the above mentioned D.L.3859. at the point on the South East corner where Green Lake joins D.L.3859. There is a Railway siding on this lot for shipping logs, and all the logging camp buildings were situated there and on D.L.4105 which buildings Mygaard was using for his crew. One of the cabins Mygaard was using at that time on D.L.4105. beloned along with that D.L. property to an Englishman, this Englishman came up with a party of his friends to shoot bear and found he could not get possession of his cabin and

got in touch with the Saw-Mill at Green Lake and told them he would start legal proceedings against them unless he immediately got possession of his cabin. Mr. Nygaard, to save any further trouble got in touch with the owner of D.L.1757, and purchased from him 5 acres on D.L.1757, for his logging crew and equipment this 5 acres is situated along the East side of the P.C.R.Rly, at a point known at that time as the Green Lake Farm Railway Station. Mr Nygaard transferred his camp and crew to the new location out and gravelled a connecting road between his camp and the logging road he had been using and continued to take out the timber for the mill-owners by the same route he had all along been using, the only difference being the piece of new road connecting his camp to the legal logging road. Logging operations up there are always suspended owing to the snow in the winter months, one year when the mill came to open up and start logging operations they found they would have to spend time and money to put the logging road in good repair, so without getting in touch with the owner of D.L.1757, they gave Nygaard instructions to link up his present camp with Green Lake to a new booming ground he would open up there, via, the piece of piece of D.L.1757, property now marked in yellow on map. This Nygaard did by making and gravelling a road across it to the Lake in a North direction from his camp. The owner of D.L.1757, was away at this time up country with his horses doing a packing job for a period of years and did not know about this road being put through his property to a new booming ground, and had not given his sanction or received any compensation for it being done. Subsequently the then Saw-Mill owners sold their logging holdings to the L & K. Lumber, Ltd. (North Shore) Foot of Bowen Street, North Vancouver, B.C. The L & K. Lumber Ltd. got in touch with Mr. Nygaard, and rented his 5-acre logging camp for the use of their logging and equipment. At the time he rented the camp the L & K. Lumber, were that although he was renting them his camp which was his own property he did not have anything to do with the portion of road marked in yellow on the map which he had been using nor of the booming ground and the small piece of road beside it, and that they would have to get permission from the owners to use them, either that or take out their logs by the P.C.R.Railway to their own booming ground situated beside their own property on Burrard Inlet at their North Vancouver location, or repair their the legal logging road and dump their logs in the old booming ground at the South-East corner of Green Lake adjacent to D.L.3859. Instead of getting in touch with the owner of D.L.1757, and coming to some arrangement with him for the use of his road for which he now had a new addition made to his taxes for improvements because of its creation. They bought the property north of D.L.1757, this property had the new booming ground on it and a small piece of connecting road that connected with the road over D.L.1757. This property is known as D.L.1756. They then started logging and booming operations with their heavy logging trucks over the piece of road marked in yellow on map on D.L.1757 and completely ignored the owner. later on when the owner of D.L.1757 was preparing to warn them off his property they purchased D.L.3859, situated at the South-East corner of Green Lake, and which has on it the old booming ground and the original camp buildings and the legal logging road also a Railway siding for shipping logs to Vancouver.

s.22 the owner of D.L. 1757 now got in touch with the L & K. Lumber, LTD, and told them to either get off his property and repair and use their own logging road and booming ground or make some arrangements with his solicitor for using his part of the road. At the various meetings held in s.22 solicitors office between him and Mr. R.H. Fisher and Mr. A.L. Lyttel, at which I was present, these gentlemen who represented the L & K. Lumber, Ltd. stalled and made delays offering to pay a small sum of money, which was refused then they offered to pay the extra taxes that had been added to the owners taxes for improvements because of the building of the road and which had now been paid for a number of years, when s.22, refused this and told them he was developing and sub-dividing the property with the intention of helping the development of Garibaldi Park as a Ski-ing, winter and summer recreational Park for the benefit of the B.C. public. When they heard this they offered to give him for the use of the road over his property, the use of their bulldozers and other equipment when he needed if they could spare them at the time-- at a price. Considerable time had been spent on these various meetings which were leading nowhere and as it was what very obvious they were only stalling and wasting time. s.22 told them at the next meeting he would give them the three months they then asked for to put their own road in order and use it for taking out their logs, after waiting much longer than this for a reply s.22 called a meeting at which they told him that they found that it would cost them quite a bit to repair their own legal road and that they would

have to re-consider it, seeing he could make no headway with them
s.22 . left the matter there.
It was around about this that they the L.&K.LTD. got in touch with
s.22 . and shortly afterwards s.22 was informed that the road
under discussion was part of NO.21 Highway. and that they intended to
make use of it as it was a public road and they were entitled to do so .
s.22 had apparently just waved his magic wand and done the trick.
s.22 gave his own lawyer instructions to inform the L. & K. Lumber, s
lawyer that he had been given instructions to take out a court injunction
to stop the L. & K. Lumber, LTD. from making use of the road marked in
yellow and crossing D.L.1757. They must have got the wind up very badly.
as they called us to a meeting with their own lawyer who up till then
had no knowledge of the whole matter asking the injunction be held up in
the meantime. I was at this meeting with s.22 . as their lawyer
did not know anything about the matter and as their representative Mr. Fisher
and the foreman they had brought down from their camp to give evidence
did not know anything about the history of the road it was impossible to
make any headway, it was very obvious that they had only called the
meeting for the purpose of stopping the court injunction being made by
s.22 lawyer. s.22 at this point asked my advise as to what
he should do . I in my past experience, s of handling affairs of a much
similar nature in the area affected advised him that he go over to
Victoria and lay the whole matter before the various Dept, officials
there and get a full enquiry made into the circumstances that had so
providently for the L. & K. Lumber, Ltd, turned this piece of private road
on D.L.1757. into a part of NO.21. road, by simply conferring with a
minor official at Lillooet at the height of the dispute between himself
and the L. & K. Lumber, LTD. I told him to ignore the L. & K. Lumber, s
suggestion that he go to Lillooet and see the official there, I did this
because at a previous meeting that he had with the L. & K. Lumber, Ltd.
at his own lawyers office, Mr. R.B. Fisher, Of L & K. made the remark in my
hearing that they were having the road registered he was told to shut up
by his partner Mr. A.L. Lytle of the L. & K. LTD. I did not get the true
significance of this remark until s.22 was asked at this meeting
to go and see the official at Lillooet and then it dawned on me there was
a lot more to this turning that part of the road over D.L.1757 into part
of No21. road. and that a full enquiry was the only to clear the thing up.
s.22 is quite willing to have the public and the Government make
use of any roads that are at present built or will be built over all his
properties and if nessary be known as public highways, but he does want
the L. & K. Lumber, Ltd., warned to go off his property by the Forest Manag-
-ment Service, in Victoria. and to stay off and put their own legal
logging road in order, this logging road crosses their own property D.L.--
--3859 which they bought for their own protection and has the original
booming ground, Railway siding, and all the facilities they require
for the bringing out of their timber, and they have no excuse for crossing
s.22 property and holding up his development plans as they are
doing at present and have been doing this past two years.
Around August 1958 s.22 contacted Mr. J.S. Stokes. i/c of Forest Mana-
-gment, Forest Service, Victoria. about the matter of the status of the
road and he said at that time he would have the matter refered to the
Forest Service Branch, soliciter, This would be a good time for your Dept,
to get in touch with his office about this matter. -----

Quote taken from s.22 letter to you.
s.22 , to my knowledge was not in the area between 1942-and-1950.
I met him in the likeley-Keithley district in the 1930s, he was then
interested in placer mining. Likely-Keithley is in the North Cariboo Dis-
-trict. I was there prior to moving to the Lillooet District.-----

My answer to the above quote from s.22 letter.
The reason s.22 did not see me in 1942 was,

s.22

At
which time I returned to my long time home and Lodge on Green Lake
opposite Parkhurst, Mile 79. P.C.E. Railway. s.22
I pre-empted the 160 acres I was living on, and s.22 owned the 160,
acres North of me D.L.3363. My acreage is D.L.3627. s.22 and
myself have lived s.22 in this district and know
the country and the surrounding area well, the Pemberton Trail runs on

through D.L.3627. my property and then through D.L.3363, ^{s.22} prop-
 -erty. away back in the 1930s ^{s.22} granted the Government a new site
 for a bridge over the Green River and through his property to replace the
 old Pemberton Trail Bridge which was further down the river and had fallen
 down, in your records at Lillooet it is known as the Gorrie bridge. The
 only reason I am giving you all these details is that when reading ^{s.22}
 letter to you I get the impression he is trying to make you think I do not
 belong to this area and do not know anything about it at all.
 Now with regard to his statement that he met me in the Likely-Keithley Dist
 ; -I was never in all my life in the Likely-Keithley District, and I was
 never in all my life interested in placer mining in that district.
^{s.22} and myself have never met. -- and I cannot understand why or
 for what reasons he makes such flagrant mis-statements.-----

Quote from ^{s.22} letter to you

During the 1940s Lots-2105.- 2106.- and 1757, were undeveloped land. I do
 not remember any sign of them being alienated from the Crown.-----

My answer to the above statement (mis-Statement)

When I was in your branch office on the 2nd of May 1959. ^{s.22} with ^{s.22}
 looking over the records and giving Mr Blunden, the District engineer in
 charge the particulars of the dispute on the road, I left with him along
 with other things the original survey forms for D.L. 2105,-2106.and-1757.
 on these were written the applicants name the location of the survey posts
 the Pemberton Trail and other information. these were dated 1902. so
 t,s a very long time since these lots were alienated from the Crown, I
 have seen down through the years 50.and 60 head of cattle grazing on the
 meadows situated on these properties, not to mention the horses, pigs, hens,
 and the two \$50.000. milk farms operating there. I think should answer the
 statement about alienation from the Crown. ^{s.22}

Quote taken from ^{s.22} letter to you

However since the question of Garibaldi Park being opened up has been in
 the public eye for the past few years some people appear to wish to
capitalize on the North approach, which may have some merit from a road
 construction point of view.-----

My answer to the above statement.

Just what does ^{s.22} mean when he mentions some people and capitalize,
 I own property all my life in this area. Long, Long, ago I opened up
 Garibaldi Park from this area, I have cut trails into the Park from Mile 79
 on Green Lake at Parkhurst, and have made a base and sub-sidrey camps at
 from the base camp at 4,300.feet in Wedge Pass. to many points higher up
 and at different points in this the North-end of Garibaldi Park, I have
 stocked them with tools, stoves, etc, kept them the trails, and the bridges
 in good repair down through the years, all in my own time labour and exp-
 -ense, without any cost to the Government, I have packed and guided hundr-
 eds of Canadians and Americans in to this area on Ski-ing and Mountaineer-
 -ing trips during these past years, when I came back from ^{s.22}

^{s.22} I continued to do so and about the last person I packed in was
^{s.22} he clim-
 -bed Mount Wedge 9,448.feet with me guiding in 1948. Mt Wedge is the
 highest mountain peak in Garibaldi Park. I am the only person who has done
 any guiding and packing into this the North End of Garibaldi Park. I sold
 my Lodge and acreage in ^{s.22} to an American gentleman, I still own Lots.
 1.--2.-- and Lot 40. with lake frontage at the Railway Station beside
 Rainbow Lodge on Alta Lake. I have owned these lots since the P.G.E.Rly.
 came through in the 1920s and sub-divided the West side of Alta Lake
 alongside the railway. I also own a 1/3rd acre and cabin homestead lease
 on the West side of Alta Lake beside the railway. In all the years I have
 been associated with this area it has been my ambition to interest the
 right person, this area known as (Paradise Valley Alta Lake) and get them
 to help me to open it and the Garibaldi Park as a summer and winter play-
 ground and recreation Park for the use of the Public of British Columbia.
 At last I succeeded in getting ^{s.22} to do so. ^{s.22} is a

^{s.22} He has already at his own expense assisted
 the British Columbian Government, in opening to the public Seymour Mountain
 Park, and Manning Park Pinewood Lodge, and is the ideal person for the
 opening up of Garibaldi Park from this area. ^{s.22} has already spent
 a lot of his own money in an ariel survey of the area and has had D.Lots.
 2105.-2106.-and -1757 surveyed and sub-divided into suitable lots with the
 appropriate acreage marked off for a Lodge and Ariel Tramway leading into

that have been mentioned in the dispute. Mr Blunden has reported to Victoria his findings some time ago in this matter, and I know that report makes our contention about the road 99 per cent correct.-----

Therefore I am now asking that your Department have this matter of the status of the said road under dispute rectified immediately before we the long time owners of tax paying property in this Valley, again lose another good chance of opening up our whole Valley by another very much interested Swiss Syndicate under ^{s.22} supervision. This Valley which is within a $\frac{1}{2}$ miles distance from Garibaldi Park should be protected both by the Forest Management Service, in Victoria and also the Dept of Recreation, from the depredations of logging and logging Companies, before they ruin one of the most beautiful summer and winter recreation spots left in Canada and the United States of America.

I have two copies made of this letter to you, Both are in stamped and addressed envelopes and are ready to mail.

One to the
Hon, R.B. Bennett.
Prime Minister
Province of British Columbia.

and the other to

Mr. Bonar.
Attorney General.
Province of British Columbia,

I may say Mr Bennett, has already received some time ago from me ~~about~~ a letter concerning the opening up of Garibaldi Park. I have enclosed a covering note along with them asking that this whole matter be looked into at once. I will hold back these letters from posting until I receive your reply. and then if it is necessary I will drop them in the mail. I will await your reply until the 27th of July.

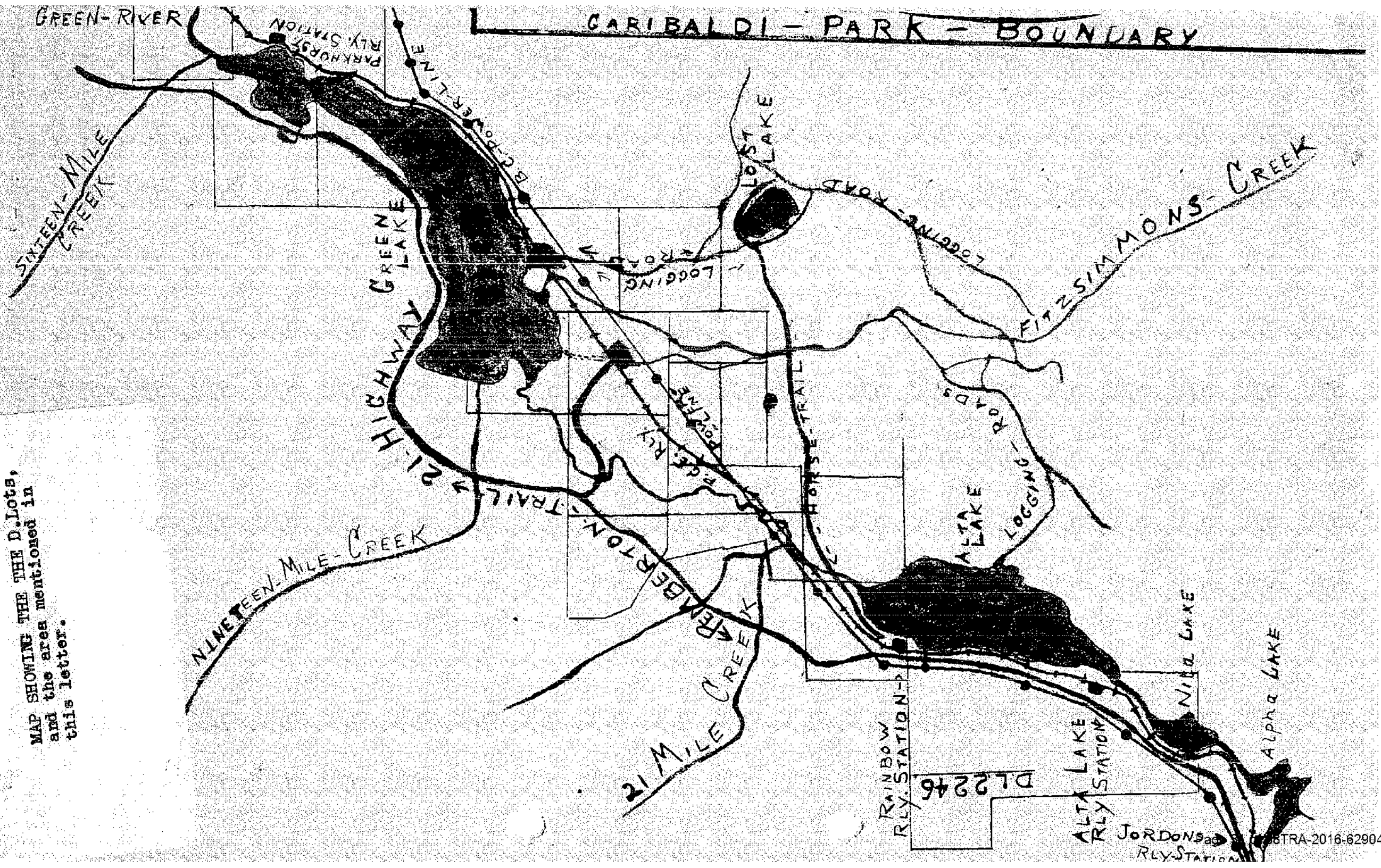
Yours truly

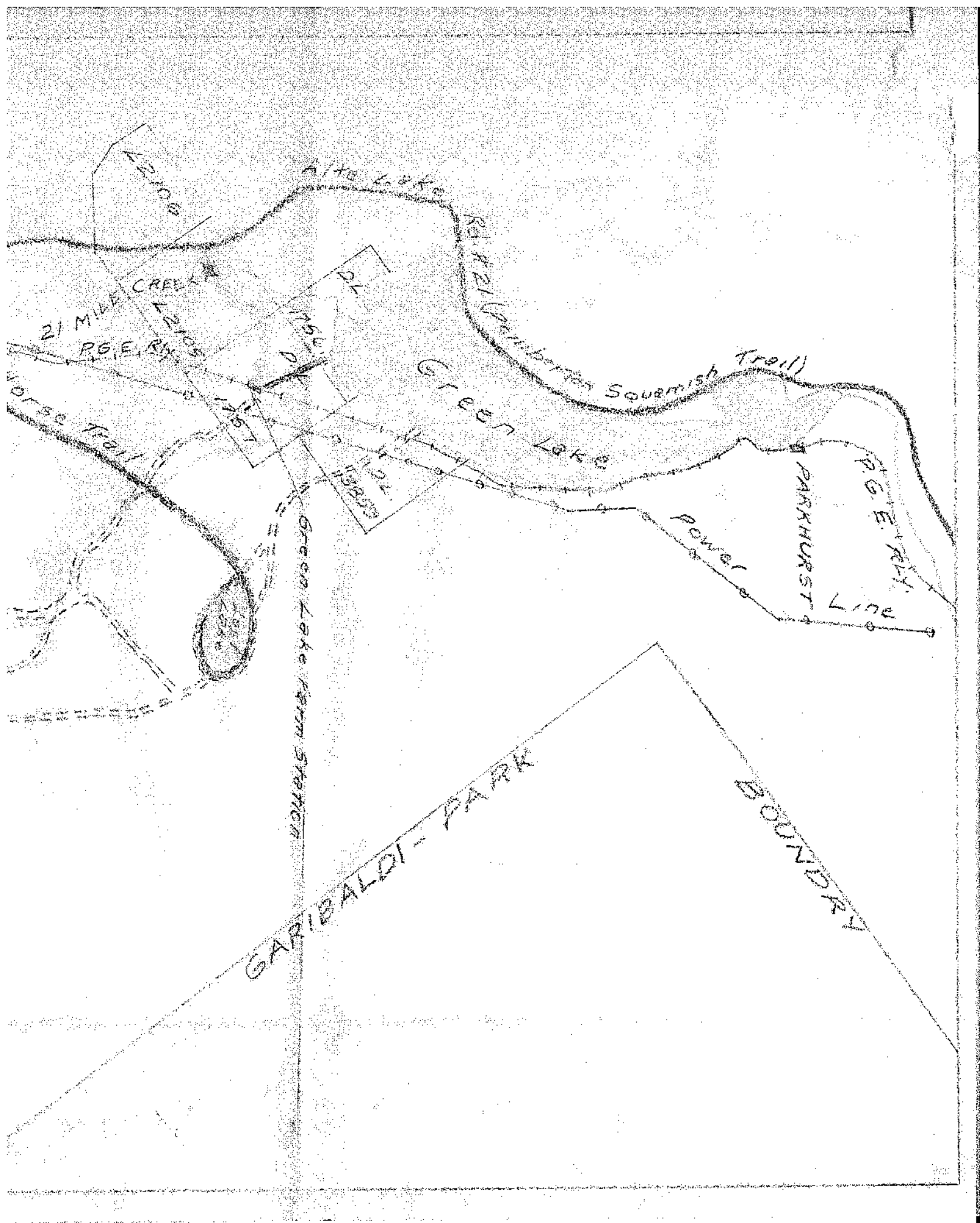
s.22

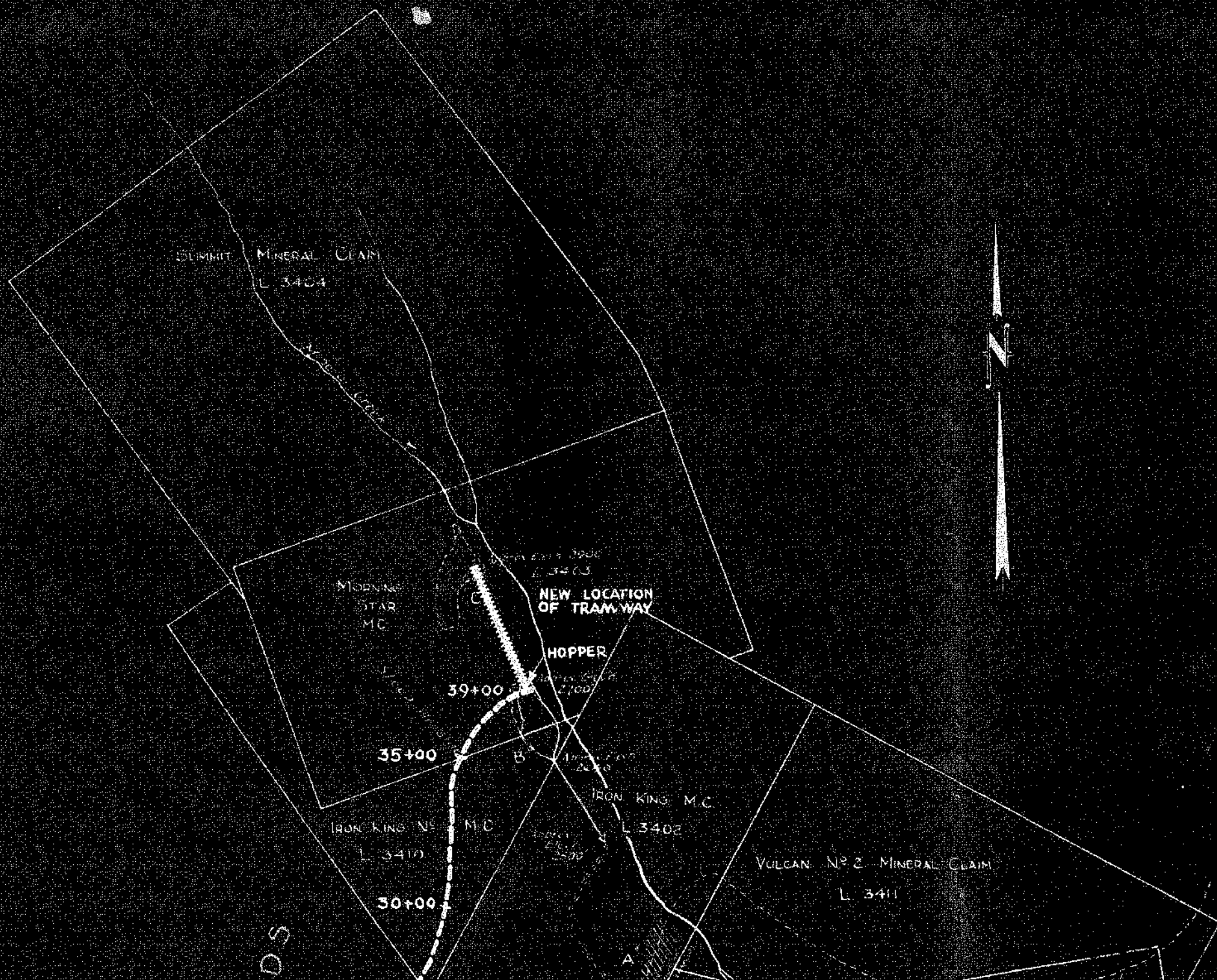
s.22

s.22

MAP SHOWING THE THE D.Lots,
and the area mentioned in
this letter.







19-28-1.

4848

RECEIVED
JUN 17 1925

Asst.

Lincolnton, 4th June

S.

Lincolnton District.
Re repairs to bridges - Alta Lake.

PUBLIC WORK ENGINEER

ANSWERED
JUN 18 1925

Dear Sir:-

Referring to Mr. Verner's letter of September 24th, 1924, a copy of which is attached.

I have made a thorough examination into the condition at Alta Lake, and report as follows:-

The community is largely dependent on tourist or holiday traffic, and in consequence trails are very necessary to their existence. So far they have kept the old Robertson road, or the 1910 road built by Foley, Welch and Stewart, open from Cheakamus River to Green River, a distance of about nine miles. Repairing the bridges and keeping the brush out. In addition to the Government trail around Alta Lake (Archibald Trail) they have also opened up two others, at their own expense, to connect the Indian & Grimmer roads with Lost Lake.

At Soda Creek, on the Robertson road, the bridge 36' long, 12' wide and 10' high has collapsed and can be replaced by a new structure 20' long, which would cost not more than \$75.00, as all the materials are handy for a bridge similar to the others on the road.

On the Archibald trail, a bridge is required over Alta Creek, which should be 40' long, 8' wide and 6' high. This could be erected for \$100.00, and would give the people staying at Rainbow, access to trail which they now can only get, by going practically all the way round the lake, a distance of about three miles.

OK PP
18/6/25
G. G. T. A.

(2)

Rainbow and Jones, are two of the most popular places on the lower end of the R.G.S.Rly. and it would be a distinct help to the railroad to have these bridges built for the use of the visitors at these two places.

The other bridges on the old Pemberton Road are quite able to take care of all the traffic they get at present.

I am sending this report in at the present time to get it cleared up, but should it meet with your approval, I will make the regular application for these two bridges at the end of the present month.

I am obediently,

Respectfully,
District Engineer.

M. T. Jones, Esq.
District Engineer,
152 Main House, S. C.

Respectfully,
District Engineer.

Respectfully submitted for your
consideration, Sir,

8/6/95

E. J. Jones
District Engineer

Sept. 19, 1934.

Lillooet District
Old Pemberton Road at Moss Station
Alta Lake

Sir:

With reference to General Foreman Wylie's letter to you of the 15th instant (his file 25-20-56), in connection with the above, please instruct Mr. Wylie to take this matter up with the lessee of the hotel at Alta Lake, and inform the latter that there is no objection to the road being moved back providing Mr. Jordan does the work and stands the expense himself; the work to be carried out to the entire satisfaction of Mr. Wylie.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

GHE:B

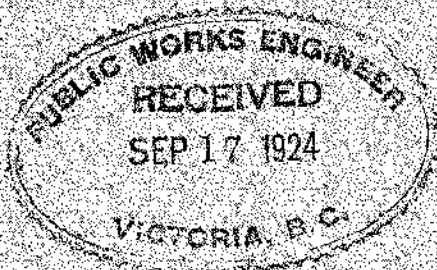
Dist. File RS-20-56
Dept. " 4948

General Foreman's Office,

18th Sept.

4

North Vancouver District
Old Pemberton Road at Mons
Station - Alta Lake -
Mile 37 - P.C.E. Rly.
(Squamish-Pemberton Road)



Sir:

Referring to the Public Works Engineer's letter of the 18th August, and the subsequent ones of the 2nd instant, I beg to report that Asst. Engineer Sharp has been over the district and reports to me that the matter in question is in connection with the Tennis Court of Mr. Jordan's hotel at Mons.

It would appear that the most feasible ground for the purpose of a tennis court lies where this road passes through, and Mr. Jordan expects that the road be placed farther back, which would cost considerable money, as the road is used very little.

I would further suggest that the tennis court be allowed to remain as it is now built on the roadway, but that the travelling public be allowed access through between the hotel and the above-mentioned tennis court. There are no objections to the road being moved back, providing Mr. Jordan does the work, and stands the expense, himself.

Enclosed you will find three copies of Mr. Sharp's report, for your perusal.

Yours obediently,

H. H. Verner, Esq.,
District Engineer,
NEW WESTMINSTER, B.C.

General Foreman.

PW:DC.
ENCLOS.

11th. Sept.

4

North Vancouver District
New Millicent Section.
Old Pemberton Road at Mona Station, Alta Lake, P.C.E.M.P.

P. Wylie Esq.

Sir:

Referring to P.C.E.M.P.'s letter of the 18th. ulto. re the above, I find that the road is not gazetted in the Land Registry Office.

The old road however has been in existence for at least 80 years and Government monies spent on same, so it is therefore a public highway.

I looked into the question on the ground and found that the tennis court had been built on the only available piece owing to the sloping nature of the ground. It obstructs the travelled trail and I understand that at least one resident has complained to Mr. Jordan (Lessee of the Alta Lake Hotel).

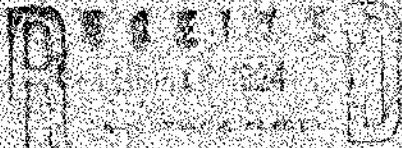
Mr. Jordan suggests that the trail be moved considerably west over the hill but in my opinion it should be moved east between the tennis court and the hotel.

By following the latter suggestion no expense would be incurred in construction as the land is cleared.

It could be held by Mr. Jordan that my suggestion would inconvenience him in his business, but the trail is used so little that the intrusion would be slight.

Yours obediently,

Frank R. Sharp
Temp. Asst. Dist. Eng.



Dist. File 25-20-55
Dept. " 4845

General Foreman's Office,

15th Sept. 4

North Vancouver District
Old Pemberton Road at Hens
Station - Alta Lake -
Mile 27 - P.C.E. Ry.
(Squamish-Pemberton Road)

Sir:

Referring to the Public Works
Engineer's letter of the 15th August, and
the subsequent memo of the 2nd instant,
I beg to report that Asst. Engineer Sharp
has been over the district and reports to
me that the matter in question is in con-
nection with the Tennis Court of Mr.
Jordan's Hotel at Hens.

It would appear that the most
feasible ground for the purpose of a tennis
court lies where this road passes through,
and Mr. Jordan expects that the road be
placed further back, which would cost con-
siderable money, as the road is used very little.

I would further suggest that the
tennis court be allowed to remain as it is now
built on the roadway, but that the travelling
public be allowed access through between the hotel
and the above-mentioned tennis court. There are
no objections to the road being moved back,
providing Mr. Jordan does the work, and stands the
expense, himself.

Enclosed you will find three copies
of Mr. Sharp's report, for your perusal.

Yours obediently,

H. L. Verner, Esq.,
District Engineer,
HRS. WASHINGTON, D.C.

General Foreman.

FW:DC.
ENCLOS.

Dist. File 28-21-5-3.
Sept. File 4040.

11th. Sept.

4

North Vancouver District
New Lillooet Section.
Old Pemberton Road at Horn Station, Alta Lake, B.C., B.M.R.

P. Wylie Esq.

Sir:

Referring to P.W.E.'s letter of the 13th. ulto, re the above, I find that the road is not permitted in the Land Registry Office.

The old road however has been in existence for at least 50 years and Government monies spent on same, so it is therefore a public highway.

I looked into the question on the ground and found that the tennis court had been built on the only available place owing to the sloping nature of the ground. It obstructs the travelled trail and I understand that at least one resident has complained to Mr. Jordan (licensee of the Alta Lake Hotel).

Mr. Jordan suggests that the trail be moved considerably west over the hill but in my opinion it should be moved east between the tennis court and the hotel.

By following the latter suggestion no expense would be incurred in construction as the land is cleared.

It could be held by Mr. Jordan that my suggestion would inconvenience him in his business, but the trail is used so little that the intrusion would be slight.

Yours obediently,

Frank K. Sharp
Temp. Asst. Dist. Eng.

4849
(712)

MEMORANDUM

TO

E. H. Verner, Esq.,
District Engineer
New Westminster

FROM

B. C.

Sept. 2nd 1924

Old Pemberton Road at Mons Station

The Engineer of Railways has been asking again for information regarding the above. Kindly let me have any early reply to my letter of Aug. 18th.

TB

Public Works Engineer.

Aug. 18th 1924

M. Vancouver Dist.

Old Pemberton Road at Moss
Station, Alta Lake
Mile 37 P.C.R. Hwy.

Sir,

← advise
The Engineer of Railways states that lessee of the hotel at Alta Lake is enquiring from him as to the standing of the shore road through L. 2246 New Westminster District, on Alta Lake.

It appears that this old road is overgrown and cuts through the tennis court of the hotel. The owners would like to close the road or divert it.

Kindly look into the matter and let me have your report and recommendation.

Yours obediently

Public Works Engineer

M. L. Verner, Esq.,
District Engineer
New Westminster, B. C.

TB

Temporary address "Mons".

Hon. Wm. Sloan,
Minister of Mines,
Victoria, B.C.

Sir:

Re application by J. G. Davidson, University of B. C. for assistance in construction of wagon road near Mons on line of P.G.E.Ry. to facilitate mining iron ore on the "Iron King" group of mineral claims, also for permission to cut and dispose of certain timber on the iron ore deposits--Blue print of claims attached hereto.

I have the honour to inform you that I have to-day in company with J.G. Davidson examined the development work on the "Iron King" and "Vulcan" Mineral Claims near the line of the P. G. E. Ry., about one and a half miles from Alta Lake or two and a half from Mons Station.

In carrying out the development work and shipping iron ore of the limonite or bog ore variety in 1918, it was found that a portion of the old Squamish Pemberton trail would have to be destroyed because the trail traversed the portions of the Vulcan and Iron King mineral Claims, where quarrying was being done to obtain iron ore for shipment. In place of about half a mile, the length of trail destroyed. Professor Davidson, who was engaged in shipping iron ore, constructed a good wagon road at a cost of approximately five thousand (\$5000.00) dollars. This portion is at present used as a wagon road between 21 Mile Creek and Mineral Creek for the accommodation of settlers near Green Lake, westerly from the bridge across Mineral Creek, who trade at Phillips store, Alta Lake P.O., also for hauling iron ore from the quarry to the spur track about a quarter of a mile south from 21 Mile Creek.

At the time this section of road was built, a part of it was constructed as a tram road on which ties and rails were laid. Although some assistance was applied for under the terms of the "Mines Development Act, 1916", such could not then be granted because tram and railroad construction was not included in the Act. Since then the ties and rails have been taken away and the road bed in future will be used for wagon or truck haulage and for transporting iron ore from the quarry to the freight cars on the spur track, which connects 21 Mile Creek with the main line of the P. G. E. Ry.

The present application made by J. A. Davidson is, that he be assisted to the extent of 50 per cent of the cost of the road bed from 21 Mile Creek to the bridge across Mineral Creek.

Taking all of the circumstances into consideration so far as past operations by Davidson and Thompson in shipping approximately 1,000 one thousand tons of limonite ore, as well as the fact that they say they have a contract to ship about 200 tons of the same ore to the VANCOUVER GAS WORKS, in the near future, also that the road bed between 21 Mile Creek and the quarry

where the ore is mined from, requires repairing. I am of the opinion that Messrs. DAVIDSON and THOMPSON are entitled under the provisions of the "Mines Development Act 1916" to assistance for constructing the road bed from the bridge across 21 Mile Creek to the bridge across Mineral Creek, now used as a part of the Squamish Pemberton highway, also for repairing said portion of the road to enable them to transport iron ore and supplies between the points named.

In this connection I have the honour to recommend that a sum not to exceed Fifteen hundred (\$1500.00) dollars be appropriated under the "Mines Development Act 1916" and paid to J.G. Davidson, as representative of Messrs. Davidson and Thompson, on condition that they make the repairs necessary to the road bed between the old camp on the northerly side of 21 mile creek, and the bridge across Mineral Creek, so that they may be able to haul and transport iron ore for shipment.

With regard to Davidson's further application for permission to cut and dispose of timber now covering about 30 acres of the Vulcan and Iron King mineral claims over which occurs outcroppings of limonite or bog iron ore, I beg to report as follows: The iron ore is mined by quarrying from the surface not by underground mining operations, as is the case in metalliferous mining; consequently as the boundaries of the quarry or open cut are advanced, all timber has to be removed in any event, to permit of mining operations, but in that case the timber is wasted as is shown by the work already done. Another consideration is the fact that the iron ore is so porous that much water, possibly 20 per cent of the entire weight, is held by the ore in place, and when mined and shipped, freight is paid on that proportion of water which causes an excessive cost for freight for waste.

If the timber that covers the outcroppings of iron ore is removed, an opportunity will be afforded for the water to be drained away from the iron ore, also for the sun to penetrate the surface and dry the ore.

It would appear to me that the request of Davidson in this regard is quite reasonable and that it would be good business to permit him to cut the timber, provided that Act will permit it, and dispose of the same, provided he pay a fair royalty to the Government out of the money he receives for the timber or logs. This, however, is the first application of the kind I have had my attention called to.

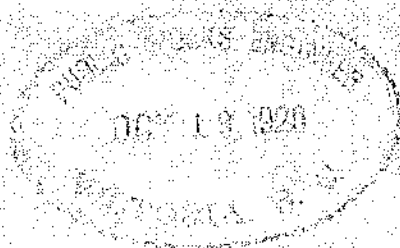
I have the honour to be,

Sir,

Your obedient servant,

"Wm. M. Brewer".

Resident Engineer, K. S. District No. 6.



4848

Alta Lake, B. C., Oct. 14, 1920.

Dear Sir:

Your letter of Oct. 4th, file no. 4848.

The road referred to in my letter is being built for s.22 who this spring bought the s.22 place on Green Lake, and will connect with s.22 on the old Pemberton road (now many years in disuse).

The remark about no expense being spared to make a good road was attributed to Mr. Todd, the Engineer, while in here overlooking the work.

This road can only serve one person while the one we are asking for will be of use to a great many. Of course we are glad to see good roads built around here for anyone but think that favors could be more evenly distributed.

Yours truly,

To:

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

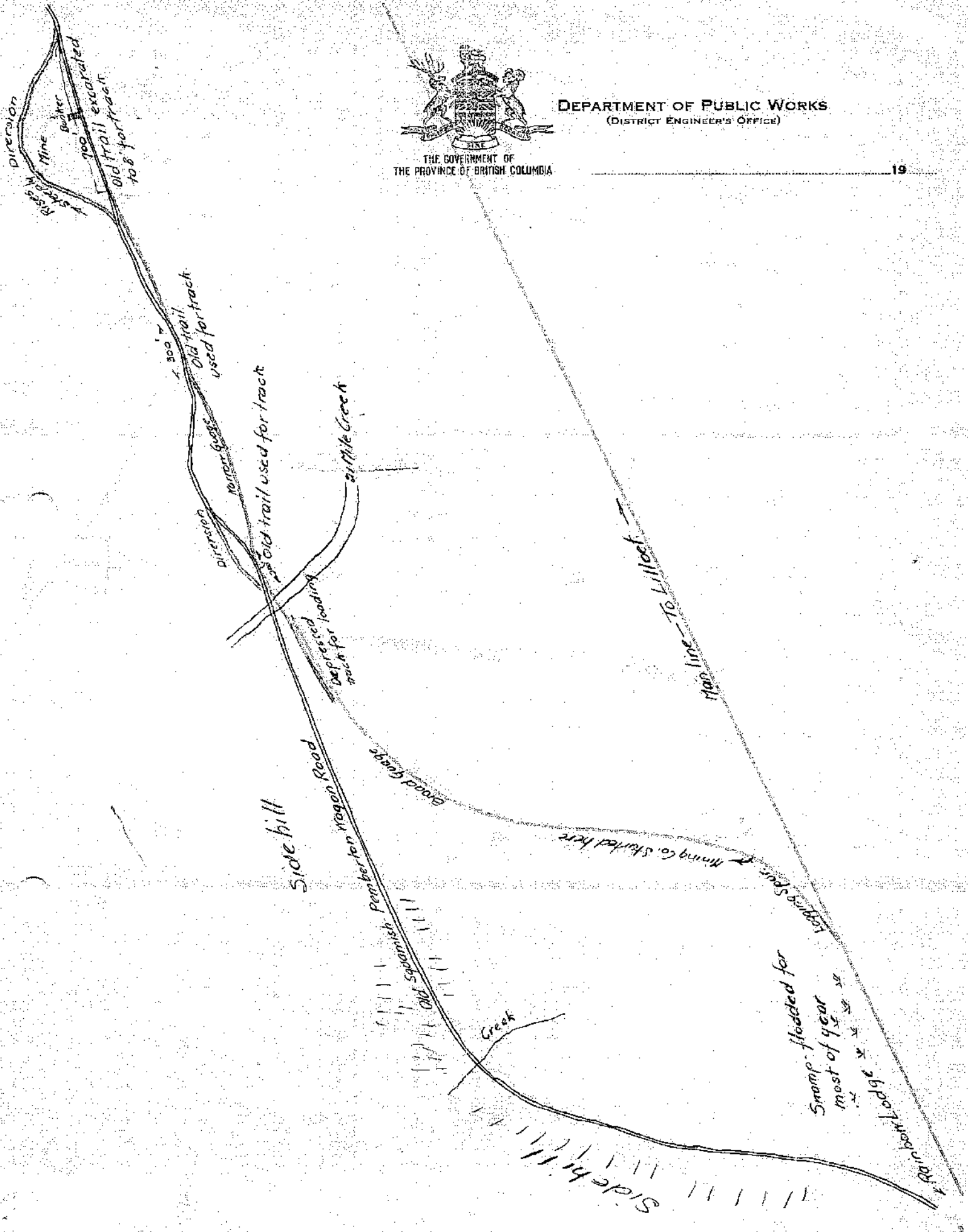
G. F. Archibald
ASSISTANT PUBLIC WORKS ENGINEER



DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

19



Nov. 24, 1919

North Vancouver District.

Alta Lake Iron Limonite Claims.

Sir:

After interviewing Mr. McGee on the above matter I was still at a loss to understand the wishes of the Minister of Mines. In view of the fact that haste was desired and that a fall of snow might at any time prevent inspection of the locality, I made the trip and obtained information for a general report on the matter and for a sketch of the existing roads, etc.

By referring to the attached sketch you will note that the Squamish Pemberton Trail connects the claims with the railroad at Rainbow Lodge. This trail was widened into a wagon road by the contractors for the P.C.E.Ry., and this widening was done at some expense to the Government. It was in fair condition when the mine owners started operation and I do not believe that they spent much, if any, in putting it in shape for their needs.

The mine owners built a spur track of standard gauge from the end of the log loading spur shown to the loading depression indicated, a distance of about 1600 feet. From this point a narrow gauge track was laid to the claims, a distance of about 3000'. In building this latter track the old road or trail was used in spots as shown on the sketch. This came up in correspondence in 1918 under the name Rainbow Bog Iron Mines.

As a result of this correspondence the Company put the Squamish Pemberton Road in temporary repair for the benefit of winter traffic. No steps have been taken to bring the road back into it's original condition. The two diversions shown are still in use and neither is as good a location as that followed by the old road, This applies particularly to the diversion at the claims where a steep incline climbing over a hogback was substituted for a practically level grade.

To bring the road back to the original location and to put these portions in as good condition as they were will cost about \$500.00

The railroad grade constructed by the company is of no use as a wagon road.

I have a good idea of conditions on the ground and can furnish any information the Department may require.

Yours obediently,

Edmund J. Dwyer
Assistant Engineer.

P. Philip, Esq.,

District Engineer

T

Vancouver.

ASSIGNMENT

DEPARTMENT OF HIGHWAYS

To Senior Maintenance Engineer

Date DEC 10 1970

File 712

Letter No. 191349

SUBJECT Pemberton Trail - West Side of Alta Lake

1 Please investigate and report to this office.

10 Please return with drafted reply.

2 Please investigate and take action as necessary.

11 Please prepare reply for my signature.

3 Comments, please.

12 If information is not readily available,
please prepare interim acknowledgment.

4 Recommendations, please.

13 Check, please.

5 Discuss, please.

14 Process, please.

6 Note and return, please.

15 For your approval, please.

7 Note and forward, please.

16 For your signature, please.

8 ☒ Note and forward to file, please.

17 For your information, please.

9 Please reply direct c.c. to this office.

REMARKS

From

H.T. Miard,
Deputy Minister.



DEPARTMENT OF HIGHWAYS

Regional Highway Engineer,
1690 Main Street,
North Vancouver,
British Columbia.
December 1, 1970.

Rainbow Country Estates Limited,
5781 Newton Wynd,
Vancouver 8,
British Columbia.

ATTENTION: Mrs. Saxton

Dear Mrs. Saxton:

RE: The Pemberton Trail on the West Side
of Alta Lake

With reference to your recent request to our Deputy Minister, Mr. H. T. Miard, we wish to advise that the Department will endeavour to snowplow the Pemberton Trail up to the entrance to Rainbow Lodge subject to the following:

- (1) We cannot guarantee any high level of priority, as such work will be undertaken only when we have attended to roads in the area that have a higher priority.
- (2) We are concerned about causing damage to the standpipes of the water system and also to buildings and other structures on private property which are very close to the edge of the travelled road. If the time arrives when we consider that it is not possible to dispose of the snow without causing damage to these installations, or if private residents concerned object to us pushing snow on to their property, we will have no alternative but to cease snowplowing operations for the balance of the winter.
- (3) As soon as there is a high ridge of snow on both sides of the trail, it will probably be impracticable to sand the road as if the sand truck were to get stuck, we would have great difficulty in removing it.

As has been previously indicated to you, we do not feel it is practicable to plow this trail throughout a winter with a normal or heavy snowfall. We will of course continue to plow the reconstructed portion of road which is known as the "West Side Alta Lake Road", leading from the Garibaldi Highway to its present terminal point near the Elementary School.

Yours very truly,

D.D. Godfrey, P. Eng.,

Regional Highway Engineer

DDG:fan

c.c. to Mr. H. T. Miard

191349

712

November 17, 1970.

Mr. H.P. Capozzi, M.L.A.,
595 Hornby Street,
VANCOUVER 1, British Columbia.

Dear Herb:

This will acknowledge receipt of your letter of November 3, 1970, in which you enquire as to the possibilities of extending the Pemberton Highway along the old Pemberton trail in the Alta Lake District.

Our present plans are to complete the road on the west side of Alta Lake as far as the property of Rainbow Lodge. Beyond that point we are looking into the feasibility of extending the road along the Hydro right-of-way in order that we do not bisect the property already traversed by power lines and a railway.

I cannot advise you at this time whether this will be feasible, but certainly if there is a possibility we will no doubt follow the power lines.

Yours very truly,



JAD/ms

MINISTER

REGIONAL HIGHWAY ENGINEER
NORTH VANCOUVER

HQ FILE 4848/200193

WEST SIDE ALTA LAKE ROAD - ACCESS TO RAINBOW LODGE - MRS SAXTON
ALATA LAKE (PEMBERTON TRAIL)

REF DATED URLETTER MARCH 11/71 YOUR LETTER TO CHIEF HWY ENGINEER
DEC 29/70

PLEASE FORWARD COPY OF PLAN REFERRED TO IN YOUR ABOVE NOEXX NOTED
LETTER SHOWING D POINTS A, B, C ETC.

SNR APPROVING OFFICER

M G ELSTONK

PER L J BAINES

Sr. Approving Officer,
Victoria

North Vancouver
March 23, 1971
RI-15-20-0

VICTORIA
MAR 23 1971
2:30 PM
MSGE RECD N VAN

Copy of plan attached.

/fam

D.D. Godfrey,
Reg'l Highway Engineer

c.c. to Mr. W. M. Underwood

6 OF THE HIGHWAY ACT.

FILE: RI-15-20-0

D. D. GODFREY
REGIONAL HIGHWAY ENGINEER
NORTH VANCOUVER
OCT 30/70

4848

REGIONAL HIGHWAY ENGINEER
NORTH VANCOUVER

HQ FILE 4848/200193

WEST SIDE ALTA LAKE ROAD - ACCESS TO RAINBOW LODGE - MRS SAXTON

ALATA LAKE (PEMBERTON TRAIL)

REF DATED URLETTER MARCH 11/71 YOUR LETTER TO CHIEF HWY ENGINEER
DEC 29/70

PLEASE FORWARD COPY OF PLAN REFERRED TO IN YOUR ABOVE NOEXX NOTED
LETTER SHOWING 4 POINTS A, B, C ETC.

SNR APPROVING OFFICER

M G ELSTON

PER L J BAINES

VICTORIA

MAR 23 1971

2:30 PM

MSGE RECD N VAN

MR. D. D. GODFREY,
REGIONAL HIGHWAY ENGINEER,
DEPARTMENT OF HIGHWAYS,
1690 MAIN STREET,
NORTH VANCOUVER, BRITISH COLUMBIA.

MARCH 22, 1971

XXXXXXXX

NORTH VANCOUVER

4848/2001.93

West side Alta Lake Road -- access to Rain-
bow Lodge - Mrs. Saxton, Alta Lake (Pember-
ton Trail).

YOUR LETTER, MARCH 11/71
YOUR LETTER TO CHIEF HIGH-
WAY ENGINEER, DECEMBER
29/70

X

PLEASE FORWARD COPY OF PLAN REFERRED TO IN YOUR
ABOVE-NOTED LETTER, SHOWING POINTS A, B, C, etc.

SENIOR APPROVING OFFICER,
M. G. ELSTON,

LJB:hg

PER: 

MEMORANDUM

TO Mr. R. G. Harvey,
Senior Design Engineer,
Department of Highways.

Department of Highways

FROM

Mr. M. G. Elston,
Senior Approving Officer,
Department of Highways,

VICTORIA, B. C.

March 17th, 1971.

SUBJECT West side Alta Lake Road - access to Rainbow
Lodge - Mrs. Saxton, Alta Lake (Pemberton Trail).

OUR FILE 4848/200193

YOUR FILE

The general office advise that a letter dated December 29, 1970, from the Regional Highway Engineer, North Vancouver, to the Chief Highway Engineer re the above, is currently assigned to the Location Branch.

May I please have a photocopy of same.

SENIOR APPROVING OFFICER,
M. G. Elston,

Per:

LJB:hg

D G
B

Copies attached

get plan
referred to
Carm by

DEPARTMENT OF HIGHWAYS

4848

TO: Chief Highway Engineer, Victoria, British Columbia.	SENDER'S ADDRESS: Regional Highway Engineer, 1690 Main St., N. Vancouver. DATE: December 29, 1970. DISTRICT: North Vancouver HEADQUARTERS FILE: REGIONAL FILE: R1-15-20-0; R1-15-21-74 DISTRICT FILE:
ATTENTION: SUBJECT: West Side Alta Lake Road	REFERENCE: DATED:

At a meeting with Mrs. Saxton of Rainbow Lodge, Alta Lake, several weeks ago, it was requested that the Department review the proposed route for the West Side Alta Lake Road. This was planned by the District to follow the route between Points A, B, C, D and E as shown on the attached print. This basically follows the original Pemberton Trail, and is on high sidehill country, fairly broken, and could be quite expensive to construct. The District decided to adopt this route because it would give access to a large number of Crown owned lots in the area.

Mrs. Saxton requests that we give consideration to constructing a road along one of the B.C. Hydro easements between Points A and F and thence possibly to Point D. Between Points A and F, it is swampy ground and this would require drilling to ascertain the depth of the swamp.

I recommend that the Location Branch be requested to undertake a survey next year to ascertain the difference in construction costs between the two routes before any decision is made. For the time being, there is no urgency to continue the road north to Rainbow Lodge, which is in the proximity of Point A.

I also recommend that contact be made to the Lands Department to see if they prefer the original route, as it does provide access to certain Crown lots.

193291

DDG:fam

 D. B. Godfrey,
 Regional Highway Engineer

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

4848

TO:

Sr. Planning Engineer,
VictoriaSENDER'S
ADDRESS:Regional Highway Engineer,
1690 Main St., N. Vancouver.

DATE:

March 11, 1971.

DISTRICT:

North Vancouver

HEADQUARTERS FILE:

5119

REGIONAL FILE:

R1-15-20-0

ATTENTION:

SUBJECT:

West Side Alta Lake Road - Access to
Rainbow Lodge
Mrs. Saxton, Alta Lake
(Pemberton Trail)

DISTRICT FILE:

REFERENCE:

DATED:


February 24, 1971

Please see my letter dated 29 December 1970 to the Chief Highway Engineer with plan.

We should also enquire from B.C. Hydro whether they would have no objections to us building a road through one of their easements.

DIG:fem

file
LSC
for
CM


D.D. Godfrey,
Regional Highway Engineer

200193

193271

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

4848

TO: Chief Highway Engineer, Victoria, British Columbia.	SENDER'S ADDRESS: Regional Highway Engineer, 1690 Main St., N. Vancouver. DATE: December 29, 1970. DISTRICT: North Vancouver HEADQUARTERS FILE: REGIONAL FILE: RL-15-20-0: RL-15-21-74 DISTRICT FILE:
ATTENTION: SUBJECT: West Side Alta Lake Road	REFERENCE: DATED:

FOR DEPARTMENTAL CORRESPONDENCE ONLY.

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BDG:fam

193291

[Signature]
 D. B. Godfrey,
 Regional Highway Engineer