



Stories of the Gold Rush Fort Langley to Fort George

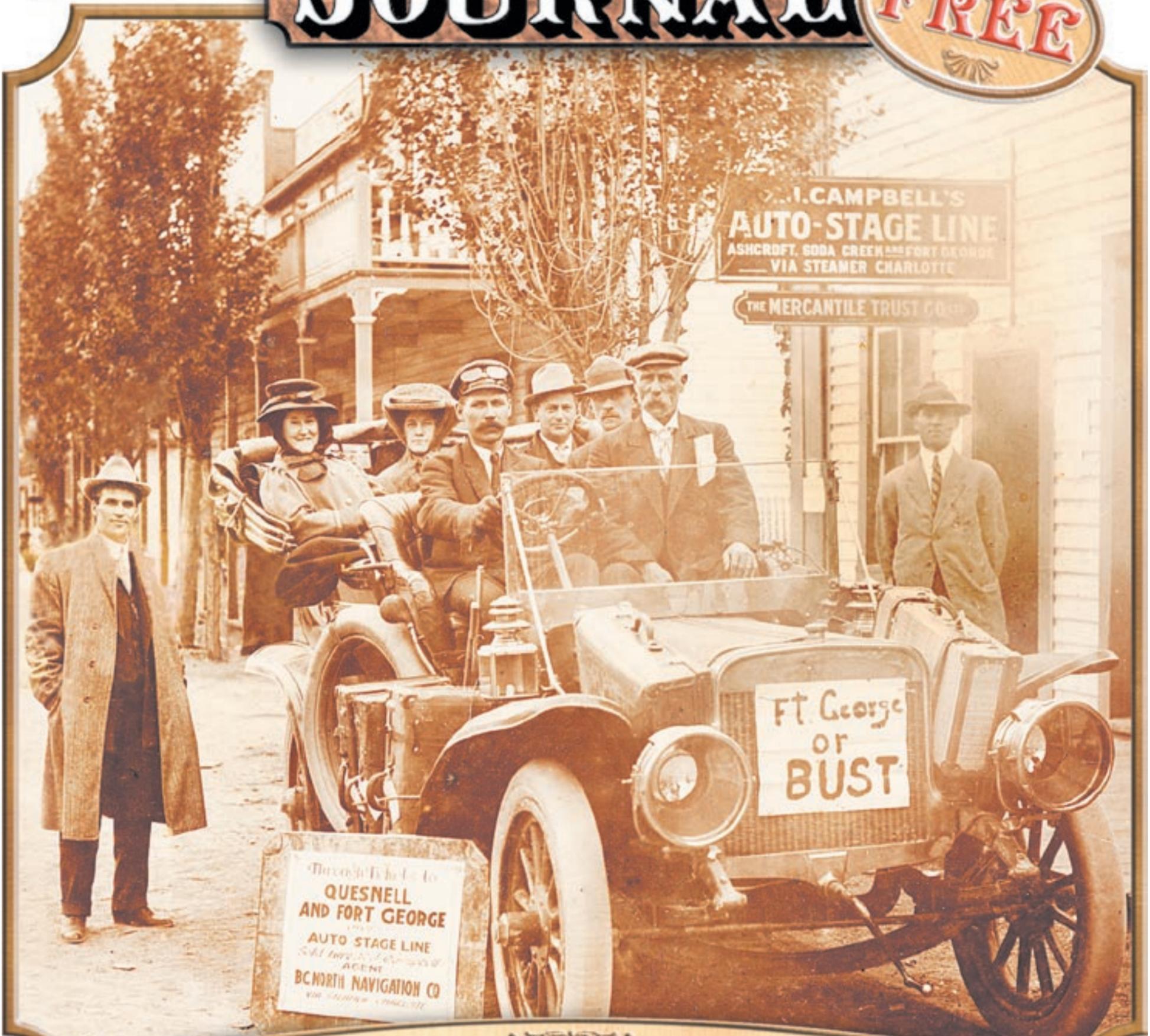
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Page 19
for details

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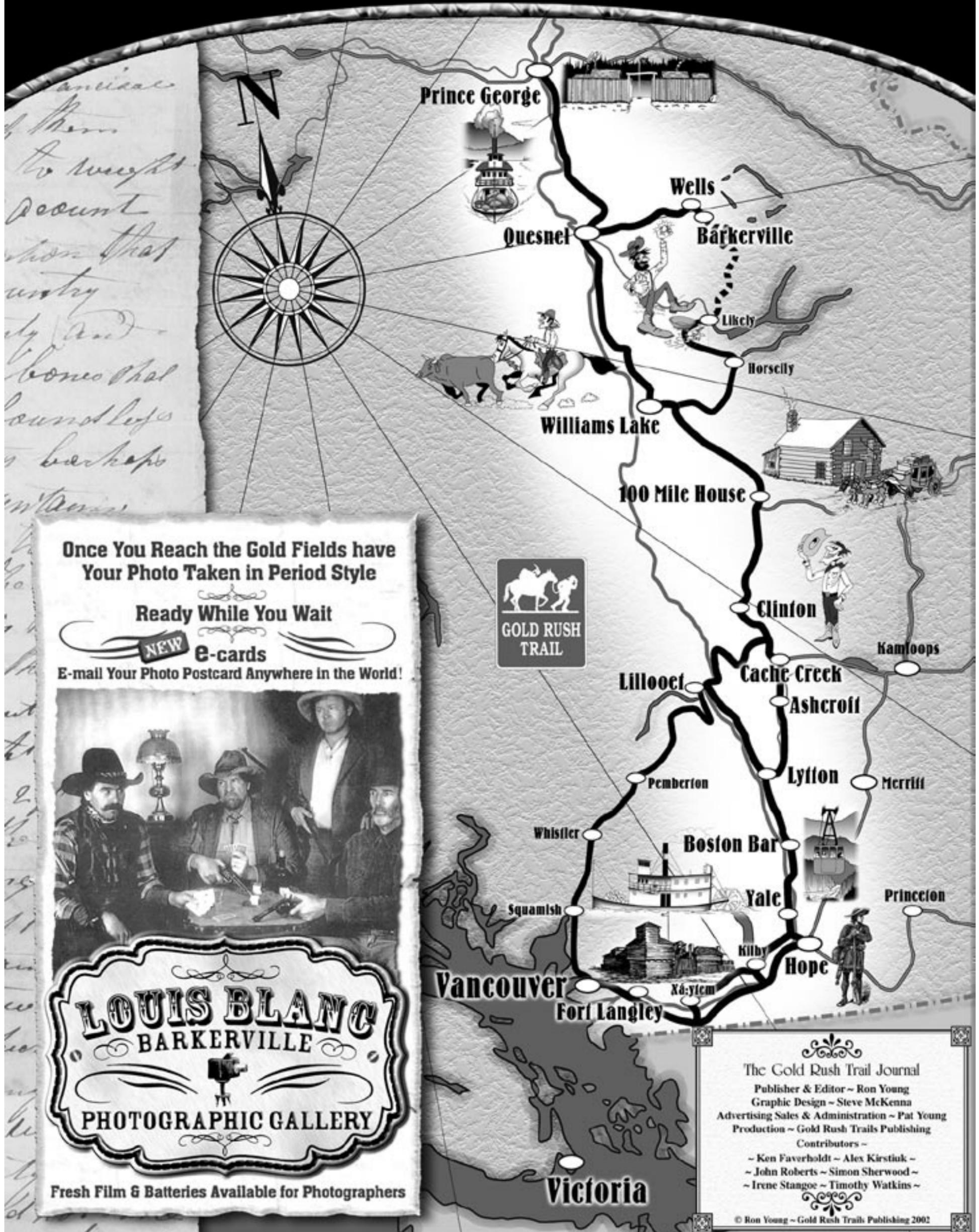
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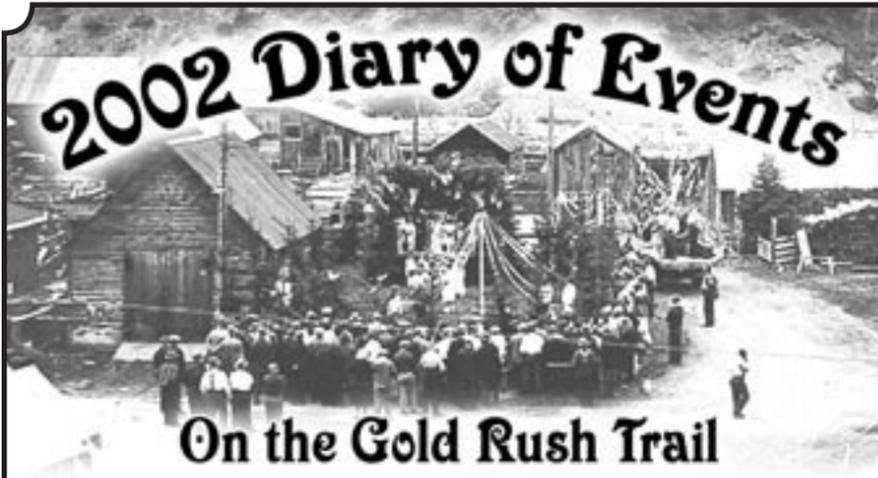


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- 21st National Aboriginal Day Celebrations 10am-4pm. Williams Lake, (250) 392-3918 or (250) 398 0158.
- 21st Jack O Clubs Casino & Music Hall grand opening in Wells, BC 1-866-994-3222.
- 22nd Morgan Owners Car Club Adventure arrives in Barkerville.
- 22nd-23rd Fort Langley Railway Days. Exhibits featuring: operating models, rail memorabilia and railroad photography. (604) 856-8908.
- 23rd Hike For Hospice, River Front Trail Park Quesnel, (250) 992-1218
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July

- 1st Dominion Day Celebrations. Celebrate Canada's birthday the way they did in 1870. Barkerville, (250) 994-3302
- 1st Outdoor Pool Party at Lytton & District Chamber of Commerce
- 1st Canada Day Celebration. 108 Mile Ranch. (250)395-2354
- 1st Canada Day in Fort George Park. Prince George (250) 563-8525
- 2nd Billy Barker Days Parade beginning at 10 am Downtown Quesnel, (250) 992-1234
- 3rd 24th Annual Gold Rush Fun Run . (250) 992-8200 @ Quesnel Rec Centre
- 5th-7th 4th Annual Sacred Whistle Memorial Powwow. Quesnel, (250) 747-2900.
- 6th & 7th "Williams Lake Rendevous" Black Powder Shoot @ W.L. Sportsman Club. (250) 392-3976 or (250) 989-5513
- 13th-14th Spanish Cowboy Music Weekend with Los Californianos in Barkerville. (250) 994-3302
- 18th-21st Billy Barker Days. Quesnel Family Festival. (250) 992-1234
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August

- 1st Wells Tinman Triathlon (250) 994-3498.
- 2nd-5th Barkerville Reunion (anyone who has worked here is invited).

- 3rd Barn Dance at Crystal Waters Guest Ranch. (250) 589 - 4252.
- 3rd-5th Brigade Days. Discover Canada's fur trade heritage at Fort Langley National Historic Site. 604 513-4777.
- 9th-11th 4-H Show and Sale @ Alex Fraser Park Quesnel, (250) 992-8335
- 10th Williams Lake "Art Walk" (250) 392-2533.
- 11th-12th Williams Creek Fire Brigade Picnic. Horse Carriage races, Fireman's games and more. Barkerville, (250) 994-3302.
- 15th Fireman's Ball. (250) 994-3240
- 15th-18th Prince George Fringe Festival. (250) 564- 8413
- 24th Mid-Autumn Festival. A traditional Chinese celebration honoring Barkerville's Chinese Heritage. (250) 994-3302
- 24th Sixth Annual Eldorado Gold Panning Championship. Barkerville.
- 24th-25th Prospectors Car Club. Gold Pan "Sneakout" & Car Show (250) 249-5858
- 25th Hose Carriage Races. Barkerville (250) 994-3332*29
- 30th-1st Quesnel Fall Fair @ Alex Fraser Park. (250) 747-1512

September

- 1st Williams Creek Fire Brigade Picnic. Games, races and contests for all to enjoy. Barkerville, (250) 994 -3302
- 2nd Barkerville Children's Sports Day.
- 7th Cariboo Country Nite @ Watch Lake Community Hall. 70 Mile House (250) 456 - 7668
- 7th-8th Cariboo Harvest Fair. Williams Lake, (250) 392-3938.
- 8th Outriders 11th Annual Fall Fair Horse Show @ the 100 Mile Fair Grounds. (250) 397 - 2897.
- 10th Wine Festival @ Williams Lake Complex. (250)398-7665.
- 13th Wells, Ducks Unlimited Dinner. (250) 994-3302*23/324
- 14th-15th Open Air Concert in Barkerville. (250) 994-3332.
- 27th-29th Heritage Learning Weekend. (250) 296-4432.
- 28th Annual Mennonite Fall Fair @ Civic Centre. Prince George. (250) 562-3711

October

- 5th "A Taste Of Quesnel" at Artisan Charity Auction & Diner Quesnel, (250) 992-1218
- 18th-20th Homes, Hobbies, and Horsepower @ the Multiplex. Prince George, (250) 562- 2454.
- 26th Celebrate Oktoberfest/Harvestfest at various locations throughout Aldergrove. (604) 856-6229.

Please note, all information correct at time of going to press.

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The Cariboo Sentinel Newspaper
Gold Rush Trail Journal

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The Brigade Trail

The Fur Trade Routes Before The Gold Rush

Well before the gold rush that brought thousands into the Cariboo a fur trade route connected Fort Langley on the lower Fraser River with Fort George (now Prince George) on the upper Fraser and other forts beyond. Between the 1820s and 1850s the Hudson's Bay Company used a well-defined travel route to send furs out of the interior of British Columbia to markets in Europe and Asia. The same route was used to supply the inland forts with trade goods. The trade was primarily an exchange of goods between two worlds -- the native and non-native -- although the Europeans were far outnumbered by the Aboriginal peoples who knew the land and how to move around it.

The fur trade routes in the interior of British Columbia were a combination of overland trails and waterways that connected far-flung fur trade posts with the rest of the world. Between 1806, when Simon Fraser of the North West Company established the first fur trade post west of the Rocky Mountains at Fort McLeod, and 1858, when the gold rush turned BC into a colony of Great Britain, the fur trade was the economic basis of European settlement west of the Rockies.

Along these ancient routes voyageurs of the fur trade companies carried supplies inbound and furs outbound. Annually these brigades collected the harvest of furs from New Caledonia, as central BC was called. Each year, on their return, they resupplied the forts with trade goods. In the early years of the trade, a long-established route followed the Okanagan Valley to the Columbia River and Fort Vancouver. Although Fort Langley was established by the Hudson's Bay Company in 1827 on the lower Fraser River, it was not until after 1846 when the boundary was established along the 49th parallel between British and American possessions Fort Langley became of greater importance.

After 1847, supplies from Great Britain were sent first to Fort Victoria on Vancouver Island, then by ship up the Fraser River to Fort Langley where they were transferred to batteaus that went farther upstream as far as Fort Hope (and briefly Fort Yale). From Fort Hope fur brigades using trains of horses carried the furs over the Cascade Mountains and then north to Fort Kamloops and northwest to Bridge Creek (now known as 100 Mile House). Present Highway 97 generally follows the brigade trail north as far as Alexandria where batteaux and canoes went on to Fort George and beyond to Fort St. James, the "capital" of New Caledonia.

Brigades consisted of several strings of horses and about a dozen men with each horse carrying two bales weighing 41 kg (90 lbs) each. A brigade from Fort Langley to Fort George would leave in the spring, travelling approximately twenty days one way, the return trip would take place in the fall. Many of the horses were raised at Kamloops and Alexandria where pasturage was good.

Now and then, there were accidents along the way, especially on the river portions. On Manson Mountain in the Cascades occurred the unfortunate death of Paul Fraser in 1855, Manson was not well-liked by the voyageurs who 'accidentally' felled a tree that on the tent where he was sleeping. David Douglas, the famous Scottish botanist, travelled through the interior of BC with stations among the Secwepemc (Shuswap) and Carrier peoples of the interior.

Place names along the route still conjure memories of the fur trade. The Thompson River was named by Simon Fraser at Lytton; Thompson, in return, named the Fraser after his friend. Cache Creek is so-named for the fact a fish cache was constructed there to permit the storage of salmon from the Fraser River for the needs of the employees at Kamloops. The brigade trail skirted Green Lake (so named by the fur traders Lac du Vert) near the famous Flying U Guest Ranch. Horse Lake farther north was named for an incident in the 1820s when several horses drowned crossing the outlet of the lake. Bridge Creek (100 Mile House) nearby was so-named for the logs thrown across the river to permit horses to cross without wading in the steep-banked creek. Lac la Hache was so named for an axe lost in that lake. Alexandria is named after explorer Alexander Mackenzie who was looking for the Pacific Ocean and in 1793 ventured down the Fraser River before heading west near this point to Bella Coola.

The fur trade declined after the Gold Rush and the brigade trail across the Cascades was superseded by the Cariboo Waggon Road up the Fraser Canyon in the 1860s. The Waggon Road straightened out and widened the trail here and there north of 100 Mile House. By 1864, the main fur brigade route between Fort Hope and Fort Alexandria was not important anymore and the forts themselves were catering to miners and settlers more and more.

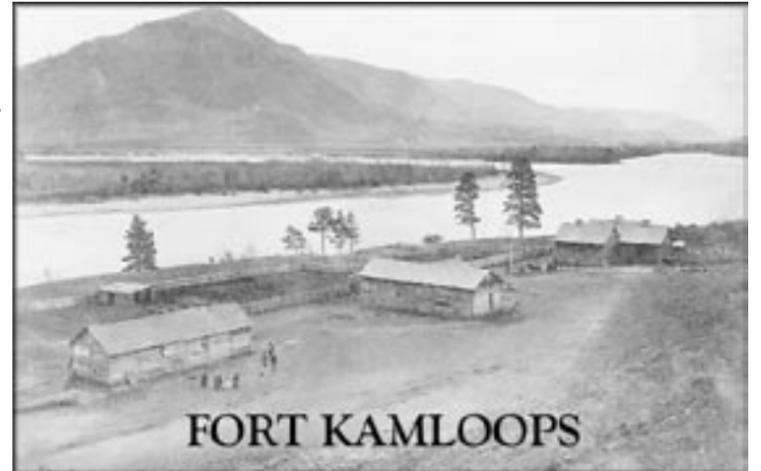
Today, the legacy of the brigade route is still to be seen (and imagined) here and there. Portions of the overland trail have been preserved in the Cascade Mountains and just west of Little Fort where it climbs to the Thompson Plateau.

Author Ken Favrholt is a historical geographer living in Kamloops and specializing in the history of the fur trade.

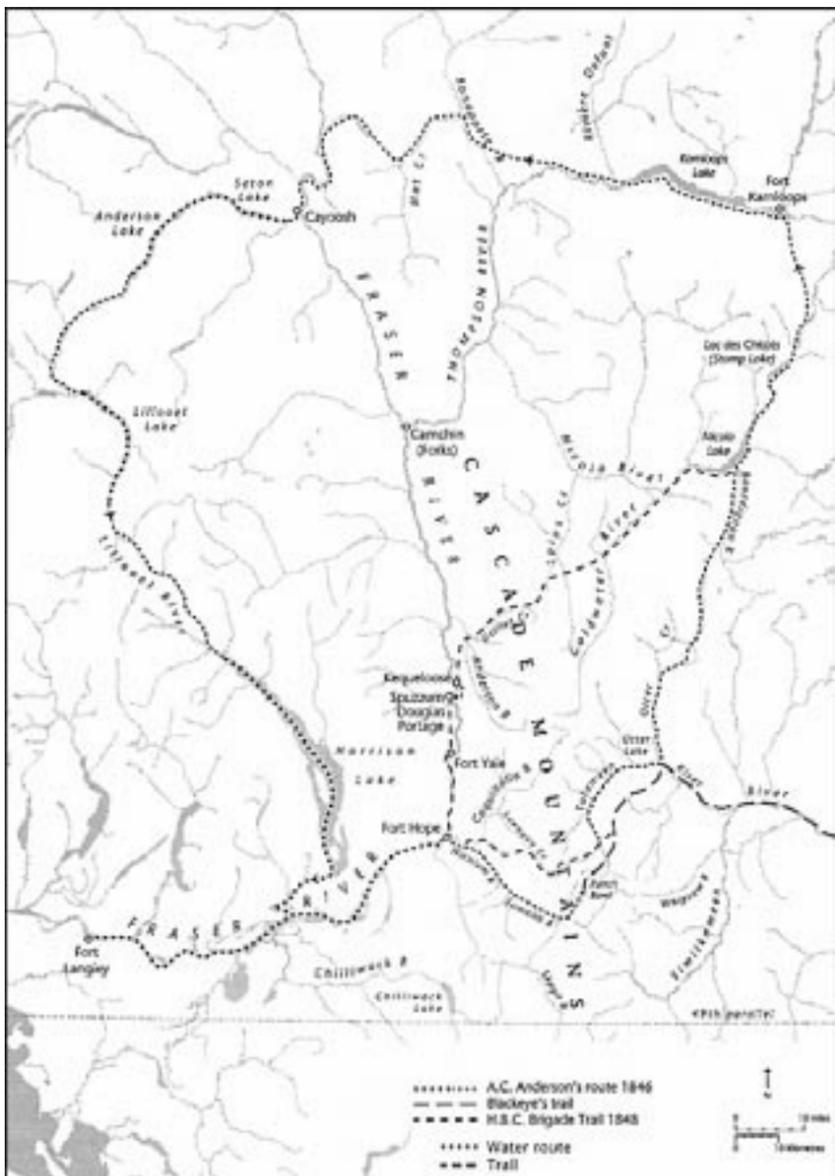
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The Fort Langley Heritage Walking Tour is a must on any visit to the fort, an informative tour brochure is available to guide you with descriptions of the lovingly restored buildings and attractions. Tour highlights include the Fort Langley Train Station, built in 1913, the beautifully restored Fort Langley Community Hall, with its Doric style columns and a most imposing pediment, and St. Andrews United Church, Langley's oldest surviving church, built in 1885.

Glover Road, Fort Langley's main street, features a variety of shops, antique stores and galleries, many of which are housed in well-maintained heritage buildings. Fort Langley is located 2km beyond the southern terminus of the Albion Ferry which enables motorists to make a direct connection between Highway 7 and Highway 1.



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..... A.C. Anderson's route 1846
 - - - - - Backley's trail
 - - - - - H.B.C. Brigade Trail 1848
 - - - - - Water route
 - - - - - Trail



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Jock McMurphy: from Crimea to Cariboo

by Timothy Watkins & Simon Sherwood

For Sgt. John McMurphy, the road to Cariboo began in 1840 when he enlisted in the Royal Engineers. It was the start of a 23-year career that would make him the most decorated soldier in the Columbian Detachment.

1841 found 'Jock' in South Africa under siege by the Boers. In his old age he could still describe vividly a night raid on enemy trenches, "bayonets fixed and faces blackened with candle grease." He also recalled with pride his feat of swimming with a line across a swollen river which had already drowned three unlucky soldiers.

The next decade saw McMurphy in the Crimean War, now laying siege to the Russians in Sebastopol. On the eve of battle he wrote home to his wife, urging her to raise their son Johnnie "to be an honour to his Maker and his Country." His letter came to the attention of Queen Victoria herself, who invited Mrs. McMurphy to tea and dandled young Johnnie on her royal knee.

McMurphy himself would win a medal for bravery dragging a wounded man to safety under the fire of Russian guns. He would also save the life of another young soldier, Sapper Charles Digby, who lay wounded in a hospital tent. Ordered to give Digby a poison draught to end his sufferings, McMurphy refused. Surgeons were amazed when the young man survived. Digby would also join the Columbian Detachment in 1859, and amazingly would marry Annie McMurphy, daughter of his saviour.

Once in B.C., McMurphy spent time in the Cariboo laying out the route for the wagon road. He loved this new country, remarking in his journal how abundant grouse and the streams swarming with trout "bring me back to my young days on the moors in Scotland."

Upon retirement, McMurphy opened an inn, christened Lochlond House, at the 74-mile post on the Wagon Road. His advertisement in the *British Columbian* newspaper stated proudly: "The Bar will contain civility and the best liquors and cigars." McMurphy's growing family of six boys and five girls helped run the hostelry. Sadly, in the fall of 1865 while McMurphy was in Victoria on business, miners found Lochlond House deserted and looted it of everything valuable.

The McMurphy family retreated to New Westminster, where Jock's service record helped him find work as a clerk and sheriff. The Detachment's senior soldier died one of the Royal City's most beloved citizens.



Sargent McMurphy

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Histories of British Columbia usually treat the deeds of the Royal Engineers with awe. And the accomplishments of these soldiers, both in engineering and in public service, were indeed remarkable. Yet often the Engineers themselves are portrayed as Victorian-era supermen, a "Noble band of British Heroes" transforming the wilderness.

The letters and journals of the Engineers put a human face on these heroes. Officers squabbled amongst themselves, enlisted men drank and deserted, and the work was plagued by accidents, often fatal. What follows is a glimpse into the daily lives of the soldiers and their families, the real people behind the legend.



In 1858, when the Columbia Detachment of Royal Engineers was created, each of the 160 members was handpicked from volunteers. There were several compelling reasons why these 'sappers' (as Engineer privates were known) opted for service on the far side of the world.

Each man would receive 30 acres of free Crown land in British Columbia, later increased to 150 acres in appreciation of the men's work. 30 acres, let alone 150, was an astronomical windfall, which no labourer could hope to attain at home in England.

The Columbia Detachment also allowed all its married men to bring their wives and children. The usual practice of the British army when sending a unit overseas was to allow only one soldier in six to bring his wife, the wives of others and all children being left behind. But no less than 36 women and 38 children left with the Detachment in 1858 on board the troop ship *Thames City*.

As in California in 1849 and Australia in 1851, the Fraser River gold rush of 1858 produced a worldwide "gold fever" which was undoubtedly a motivation for some. At least 11, and possibly as many as 15, soldiers of the Detachment deserted within six months of arriving in the Colony.

So our heroes were drawn to British Columbia by some very mundane motives, including ambition, familial attachment and even lust for gold.

The sappers were chiefly born in rural England, Scotland or Ireland, the children of miners and tenant farmers, the working class of Dickensian Britain. But what set these soldiers apart from the rank and file of other regiments was the Royal Engineers' expectation that each man know a trade - stonemason, carpenter, wheelwright or tailor, for instance. This made them an elite within the army; men used to independent thought and action. This would be of first importance in British Columbia, where much of the work of surveying and roadbuilding would be done by small groups of three or four, perhaps under a sergeant or corporal, days away from the nearest officer.

The progress of the voyage from England was recorded in a 'newspaper' read aloud each Saturday on board the *Thames City*. There were lighthearted moments, to be sure. Sergeant Lindsay would pass the time baiting loaves of bread with hooks in an attempt to catch an albatross. Amateur theatricals took place monthly, with the men playing women's roles to the delight of the assembled crew, wives and children. However, as the crossing dragged on, tempers frayed. One 'female' performer, Hospital Orderly Henry Hazel, was ridiculed in a string of increasingly cruel letters to the editor which questioned his masculinity. Hazel was



eventually arrested and court-martialed, perhaps for lashing back at his tormenters.

After six months when the *Thames City* finally reached Victoria, a large part of the Detachment immediately set out to get very drunk indeed, their senseless forms soon littering the roadsides. Their officers meanwhile contrived to get lost in the wilderness between Victoria and Esquimalt. Despite all this the *Colonist* newspaper was filled with praise for the new arrivals.

A large part of the Detachment immediately set out to get very drunk indeed, their senseless forms soon littering the roadsides.

The men were quickly put to work shifting cargo from the *Thames City* to smaller steamers for the trip across the Georgia Strait to the mainland. Many were still under arrest following their night on the town, and some like Sapper Dodd languished in irons. Lt. Lempriere had to post sentries on each steamer after noticing "a good many drunken men at the pier who threw bottles of grog to my men." Arriving on the shores of the Fraser River, a string of four courts-martial was needed to restore discipline.

The officers who commanded the Detachment had their own problems. For instance, a nasty antagonism had grown up between the detachment's commander, Colonel Richard Moody, and Captain Gosset who was to be the colony's treasurer. The feud extended to their families. In a letter home Moody's wife Mary noted, with Victorian restraint: "We are not on intimate terms with the Gossetts, I am sorry to say. We are not very thick with them. He is very trying and she is rather uppish, a fine lady, not fitted for roughing it."

Lt. Sam Anderson described the problem more bluntly:

"(Gosset) calls Moody a driveling idiot. He told me so the very first time I saw him, and that is rather a strong term for one officer to use towards another so much older. I could not help taking a dislike to Gosset from that very fact."

More seriously, Colonel Moody found he could not get along with the colony's governor, James Douglas. They argued for weeks over where the capital of the mainland colony should be and what it should be called. The name "New Westminster" was imposed by officials in England fed up with the bickering. To the men of the Detachment, though, the heavily forested site was simply "Stump City."

At first, the women and children were berthed aboard the HBC brigantine *Recovery* and the soldiers lived in tents while barracks were constructed. The Detachment's quarters, east of

CONTINUED ON PAGE 9



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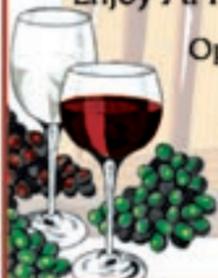
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CONTINUED ON FROM PAGE 7

Queen's Park in New Westminster, is still known as Sapperton in memory of the barracks there. During the summer of 1859 numerous buildings were completed, and work was begun on Colonel Moody's grand home.

But the season was not all pleasant camping by the river. It also brought the great nemesis of the Royal Engineers - mosquitoes. Mary Moody wrote to her mother that after ten days of irritation, she and her children had "surrendered" to the mosquitoes and fled to Victoria. Lt. Wilson, surveying the 49th Parallel near Sumas, wrote:

"I have a gauze bag over my head, and a short pipe puffing to try and keep the 'squitors off'. Washing is a perfect torture, they settle en masse upon you perfectly covering every portion of the body exposed. None of us have had any sleep for the last two nights and we can scarcely eat, exposing the face is such a painful operation. One's hands are literally covered with them when writing and even when wearing kid gloves, they bite through the needle holes in the seams."

"I have a gauze bag over my head, and a short pipe puffing to try and keep the 'squitors off'."

Worse, Wilson noted two of the mules had been blinded and six horses rendered unfit for work, their hides "one mass of sores."

If the mosquitoes were maddening, other hazards of the job could be deadly. Building the wagon roads needed to link the capital to the gold-fields of the interior was an especially risky undertaking. Three sappers drowned in the Harrison River when their boat capsized. Sapper James Duffy froze to death west of Lillooet on the route still known as the Duffy Lake Road. In all, fifteen of the men died during the Detachment's five years of service.



Chapmans Bar Bluff - Cariboo Waggon Road - 1867

Near Williams Lake, Corporal Woodcock took it into his head to leave his loaded revolver in a bag full of spare clothes. Not surprisingly, it went off and shot an unfortunate packer through the thigh. His sergeant commented that same summer on the need to bury dead labourers quickly, as they soon began to smell in the heat of the Cariboo summer.

Murder, gunplay and riot were also commonplace. "As you may imagine," wrote Lt. Wilson, "where there is so much young blood and no female population there are sometimes very fierce scenes enacted & the bowie knife & revolver which every man wears are in constant requisition." In Victoria, he commented casually, "the whiz of revolver bullets round you goes on all day & if anyone gets shot of course it's his own fault."

"Where there is so much young blood and no female population there are sometimes very fierce scenes enacted & the bowie knife & revolver ... are in constant requisition."

Other popular ways to court disaster included rockslides and tree-falling mishaps. A sapper working in the Fraser Canyon north of Yale survived an avalanche but lost part of his hand. Captain Grant reported a tree had fallen on a tent occupied by seven of his men, and that "2 or 3 of the men had been seriously injured getting their legs and arms broken." Another sapper crushed by a falling tree east of Hope had a unique problem - the pious soldier complained no one would read the Bible to him, his fellow soldiers being addicted to "trashing novels" instead.

Following one such shooting, the Engineers took charge of a native accused of murdering an Irishman. One evening the prisoner, wearing only a blanket, "watched his opportunity and darted away from his guard. They were armed with revolvers, and rushed after him firing. But the revolvers had been loaded for some time and hung fire." Sapper Meade tried to leap on the escaping figure, but "the Indian cleverly threw his blanket over Meade, and sped away down the bank towards the river." The naked man is presumed to have drowned trying to swim the half-frozen Fraser River.

Another adventure in law enforcement was recounted by Lt. Lempriere in October 1859. Three men had been found murdered downstream from New Westminster. A posse of sorts set off in search of the native suspects:

"I and Capt. Luard each went in command of a boat with armed men and started up the River. There was also a party of Yankees all armed, one man had no less than 3 revolvers on his waist belt. When we arrived at the Indian ranch we took 3 Indians whom we had some suspicion of. The Yankees wanted to hang one of them right off the bat and requested Captain Luard, the magistrate and myself to go away a short distance saying 'That it would be all over by the time we got back and that no one would be any wiser' - however Captain Luard told them that was not the way we did business. They then said they would put it to a vote, endeavouring to get our men to join them. We immediately made our men fall in, put the prisoners in my boat and returned to our Camp."



Lt. Charles Wilson - RE - of the Boundary Commission

The next day there followed a grisly sequel to this incident. Mrs. Croat, wife of one of the sappers, had lived in fear of Indians since her arrival from England. Hearing news of the murders downriver, she became convinced a native attack was imminent and "in a fit of temporary insanity cut the throats of 3 of her children and then her own." Two of the children fortunately survived. The incident however demonstrates just how real could be the emigrant's fear of the wild and unknown.

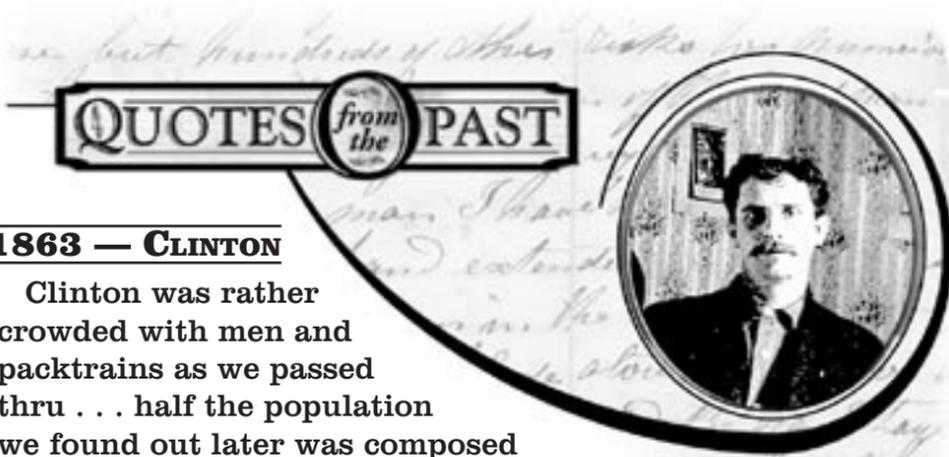
These few excerpts from B.C.'s archives may serve to give the reader some sense of the drama and turmoil which the Detachment endured. Yet despite it all, their work got done and done well, and the colony flourished. In the end, perhaps, a little awe may not be out of order.

by Timothy Watkins & Simon Sherwood



Royal Engineers on Parade in Barkerville

The Royal Engineers Living History Group is an informal group of history enthusiasts, dedicated to keeping alive the memory of the Royal Engineers and their times. Using period uniforms and equipment, they seek to interpret to the public daily life in the colony of British Columbia some 140 years ago. Each member has chosen an actual historical figure to research and portray, including officers, common soldiers and civilians. The group is privileged to attend as guests at sites including Barkerville Provincial Park, Fort Rodd Hill and Fort Langley National Historic Sites, and San Juan Island (U.S.) National Park. For more information, contact Capt. H.R. Luard, R.E., at (604) 254-4523 or online at sherwood@smartt.com.



1863 — CLINTON

Clinton was rather crowded with men and packtrains as we passed thru . . . half the population we found out later was composed of men on their way to the gold fields, and the other half on the way back. The majority had gone as far as Quesnelle before they lost courage . . . only a comparative small number continued on to Williams Creek . . . those that got there reported seeing plenty of gold, but claimed that all the rich ground was taken. We met hundreds of men between Clinton and Soda Creek . . . all advised us to turn back. Bridge Creek (now called 100 Mile House ed.) had many patches of wild strawberries. Further north we stayed the night in a big log house owned by a man named Eddy. A Chinaman had a sick horse . . . Sergeant John McMurphy at Loch Lomond diagnosed the ailment as poison weed . . . and prescribed worm fat.

Harry Jones, former MLA and pioneer of the Cariboo gold rush



Assiniboine, Lord Milton, Dr. Cheadle & party crossing a river ~ 1862

Rubaboo & Cariboo

THEIR LITTLE KNOWN SECRETS NOW REVEALED ...

You've certainly heard of Cariboo and you know it's a historic region in British Columbia, but what about rubaboo? Well, rubaboo is how many of the gold rush pioneers managed to get to Cariboo and although the origin of the name Cariboo is not well documented, we suspect the two words bear more than a passing similarity; in fact, they may be siblings. The earlier term, rubaboo was used by many native groups to describe a type of meal, or as it is described below:

Rubaboo is the name for a stew made of pemican and any wild vegetables at hand. Boiled in a pot of water, the chunks of pemican would fall apart. Additions - the likes of onion, turnip, asparagus, parsley, sage, bullrush root, cattail heads, dandelion root, wild parsnip, wild carrot, mushrooms, pine nuts, daylily roots, or wild rice, would turn it into an appetizing stew.

Or more simply, according to the book, "Cheadle's Journal ~ Trip Across Canada 1862-1863", rubaboo is defined as made by boiling a piece of pemican or dry meat the size of one's fist in a large quantity of water thickened with a single handful of flour.

Okay, you're thinking, now I know what rubaboo is but what on earth is pemican. Well, aside from being the essential ingredient of rubaboo it is an ingenious method invented by early aboriginals of compacting and storing protein and other essential nutrient. Pemican allowed long distance travel into unfamiliar territory where a food supply may be uncertain or non-existent. According to one source pemican is a native word meaning lean fat.

Consisting of a mix of buffalo fat, meat and berries there were two forms of pemican: "rubaboo", as described above, and "rowshow" (shredded pemican with flour, fried bannock, moosemeat, wild rice, fish). We won't delve further into rowshow as we're certain you've not yet, ...uh, digested, the full concept of rubaboo and pemmican.

In the book "The Great Fur Opera", a satire of the Hudson's Bay Company, author Kildare Dobbs offers this humorous recipe for those wishing to make pemmican at home:

MINER'S PHRASES

1862

"YOU BET"

"YOU BET YOUR GUMBOOTS!"

"YOUR BOTTOM DOLLAR"

"PUTTING ON FRILLS"

"PILING THE AGONIES"

"GETTING INTO THE MINES"

"CAVED IN"

"PLAYED OUT"



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John A. Roberts

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“Find some old, dried-out ends of meat and cut off the hard outside crusts. Pound these to dust in a mortar. Add mouldy raisins, buckshot, and a jug of melted, rancid animal fat. Sprinkle with long black hairs and poodle-clippings. Stir. Pour into an old shoe and refrigerate. After six months a greenish fur will have grown on the pemmican. Remove and keep this: it is pemmicillin.”

The above comments may give you some insight into the palette challenging qualities of rubaboo. May it suffice to say that you had to be tough (and pretty hungry) to eat rubaboo but for that matter, you had to be tough to travel in the wilderness of the early west.

Now as for Cariboo, it's a place you arrived at, having eaten all your rubaboo, polished off your horses and ended up carrying everything you owned on your back. Thus the name carryboo or as its become more popularly known - Cariboo! Now if anyone can dispute that this is the origin of the word, we'd like to hear from you.

Under the "Quotes from the Past" banner on this page are some excerpts from Cheadle's Journal as Dr. Cheadle and his party have reach a point of desperation, having utterly exhausted every source of food, and been desperately unlucky in hunting. They turn reluctantly to Blackie, one of their trusty steeds.

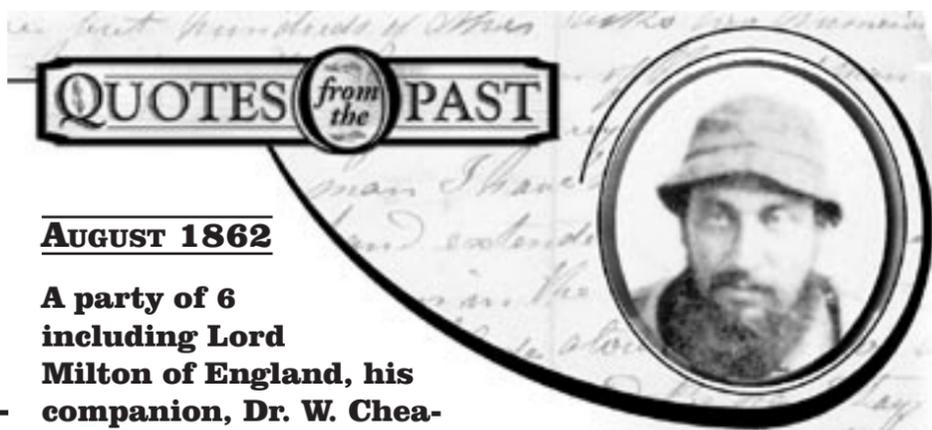
It bears mentioning that these men and woman, (there is a native woman in the party), are travelling in the wilderness, in the summer, when game should be plentiful. Several are experienced hunters and accustomed to living off the land, yet they are on the verge of starvation. It is not an easy matter to live off the land without a great deal of preparation and if you are travelling, carrying all your supplies with you, it becomes a matter of great skill and immense luck to survive. It is a tribute to the early inhabitants and pioneers of our country that they did perservere under these conditions and laid the foundation for future society.

By Ron Young

A Supply Pack

for a party leaving Fort Garry (Manitoba) to travel the overland route to Fort Edmonton

three hundredweight of flour per person, one hundredweight of pemmican, 20 lbs of tobacco, 22 lbs of gunpowder, 56 lbs of shot, 20 lbs of tea, 10 lbs of coffee, 14 lbs of salt, 3 lbs of pepper, a blanket, a buffalo robe, one pair of beaverteen trousers, a revolver, a hunting knife and 8 gallons of rum ...



AUGUST 1862

A party of 6 including Lord Milton of England, his companion, Dr. W. Cheadle (the author of this journal), travel between Fort Edmonton and Fort Kamloops. In their last few weeks of travel they are on the verge of starvation:

“We had no rest all day and no refreshment, starting at soon after sunrise & stopping only after sunset ... All this on a little watery rubaboo.”

“We found immense quantities of beautiful bilberries & stopped a short time to dine on them & gather a few for rubaboo...”

“Frightfully hungry, all of us at night but had only half a belly of rubaboo.”

“Discussion about killing horses very frequent, I wish to starve a little first ...”

“...we had eaten our last morsel of pemmican to breakfast, a piece the size of the fist in a thin rubaboo which served 6 persons, & for dinner only a marten in do (sic) which was very disgusting.”

“Milton vowing to kill a horse if he does not succeed in finding game.”

At this point the party made a grisly discovery.

“... the dead body of an Indian ... the head was entirely wanting, the rest of the body in a sitting posture, crouching with hands over knees over old fire; ... close by lay his axe, his knife & fire bag, a birch basket containing a net, Indian fishhooks & cedar bark, & another with a few onions. Just behind were a number of bones broken into very small pieces evidently to get all nutriment possible out of them ... he had probably killed his horse long ago”

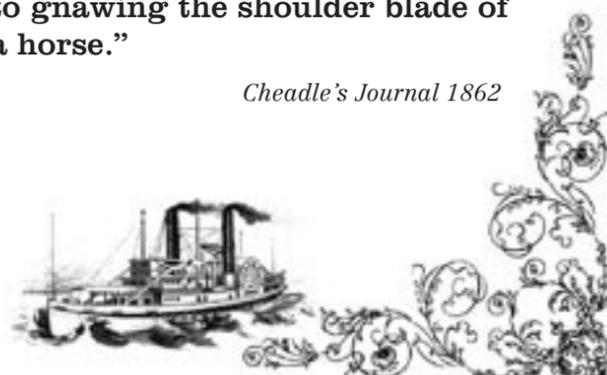
This seems to have set the party's resolve:

“... We agreed to sentence the little black horse to die tomorrow morning ... Soon had some meat in the kettle, & tasted it with anxiety. All found it very sweet & good although lean & a little hard ...”

They were to kill one more of their horses before reaching Kamloops. Their desperation is clear in this passage

“I think of home & its comforts, & the eatables & drinkables till we are quite wild with appetite for them. And then we have no tobacco! What would I give for 1lb shag & a yard of clay, a quart of beer! But I cannot stand this, I must change my thoughts, & resort to gnawing the shoulder blade of a horse.”

Cheadle's Journal 1862



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The Old Station House Gallery WILLIAMS LAKE

The coming of the railway and the construction of the P.G.E. passenger station in the winter of 1919-1920 marked the birth of Williams Lake. In 1982, the Station House Studio and Gallery Society was formed to preserve and restore the old railway building, providing gallery and studio space for artists.

On any given Saturday visitors to the Gallery Gift Shop will find Libby Abbot behind the counter. Libby knows what it's like to live in a railway station! Born Elizabeth Howard-Gibbons, Libby came with her family in 1929 from North Vancouver and moved into the living quarters above the Williams Lake depot, (only after indoor plumbing was installed)! Her father, Edward Howard-Gibbons was Station Master, whose duties in addition to railway business included sending out water bills, managing plots in the cemetery, and providing weather reports. Early memories for Libby were of painting the interior walls with peach calcimine, coal being dumped down a chute in front of the building and the greasy black smoke being emitted by the furnace in the basement. When the train arrived however, the depot became the social center of the town, and even school board meetings were held there!

"I've come full circle now," says Libby of the Saturday job in the place of her childhood that gives her (and her customers so much pleasure.

The Station House Gallery and Gift Shop is the oldest public building in Williams Lake and still functions as a B.C. Rail passenger depot. Exhibitions change monthly and the gallery and shop feature work by local and regional artists, craftspeople, and authors. It is open Monday to Saturday, 10 to 5 p.m. Admission is free.



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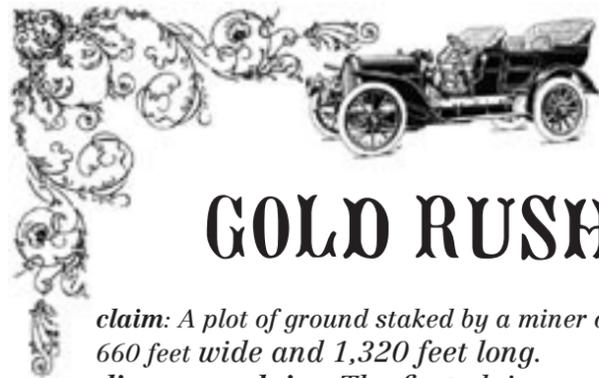
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GOLD RUSH TERMS

claim: A plot of ground staked by a miner on which he can mine, usually 660 feet wide and 1,320 feet long.

discovery claim: The first claim on a creek, staked to include the point of discovery of the gold or other material.

dredge: A large industrial machine that digs out gold or other minerals buried in the rock.

drift: The horizontal tunnel dug out to follow the vein of gold at the bottom of the mining shaft.

gold pan: A large, flat pan in which miners and prospectors wash gravel to look for gold.

hard rock claim: A hillside claim staked in a lode deposit.

hard rock gold or lode gold: Mineral deposits encased in surrounding rock in the hillside, must be crushed and refined to free the gold.

ore: A rock containing valuable minerals.

panning: The process of washing gravel or crushed rock in a pan to separate out gold flakes.

pay dirt: The vein or pocket of dirt containing gold.

paystreak: An underground channel with large amounts of gold, found by sinking a shaft or by drilling from the surface.

placer claims: The claims on a creek where loose gold dust and nuggets are found in buried gravel deposits.

placer gold: gold found in the gravels of streambeds.

poke: A small moosehide bag used to store gold dust.

potlatch: A Native celebration of dancing, feasting, and gift-giving to commemorate an important occasion.

recording a claim: After staking, the miner had to travel to the recorder's office where the recorder wrote down a legal description of the claim location and the miner filed a copy of the location notice.

riffles: Small sticks or boards nailed across the bottom of the sluice box to catch the heavy gold particles as the gravel is washed out of the box.

riverboat: A large sternwheel or paddlewheel vessel powered by steam.

rocker: A small semi-portable gold-washing device consisting of a screen and slanted wash box. The boxlike device is on rockers like a rocking chair. Water is scooped into the box and the box is rocked with a handle to shake the gravel and wash it away, leaving the gold.

scow: A large, flat, bargelike boat made out of sawed lumber.

shaft: A vertical hole dug down to bedrock on a placer or hard rock claim.

sluice box: A long, narrow wooden box about 16 inches wide, 12 inches deep, and 20 feet or more long, used to wash out the gold from the gravel on a placer claim.

smelter: A large factory where ore is reduced in a furnace to separate out metals from the rock.

sourdough: Naturally fermented yeast carried by pioneers to leaven bread and pancakes.

staking a claim: Marking the corners of a mining claim according to the rules of the mining district and filling out and posting a location notice.

trading post: An isolated frontier store where goods were traded, bartered, or sold.

tunnel: A horizontal hole dug into the bedrock of a hillside to look for minerals.

from the book "Children of the Gold Rush"
by Claire Rudolf Murphy & Jane G. Haigh

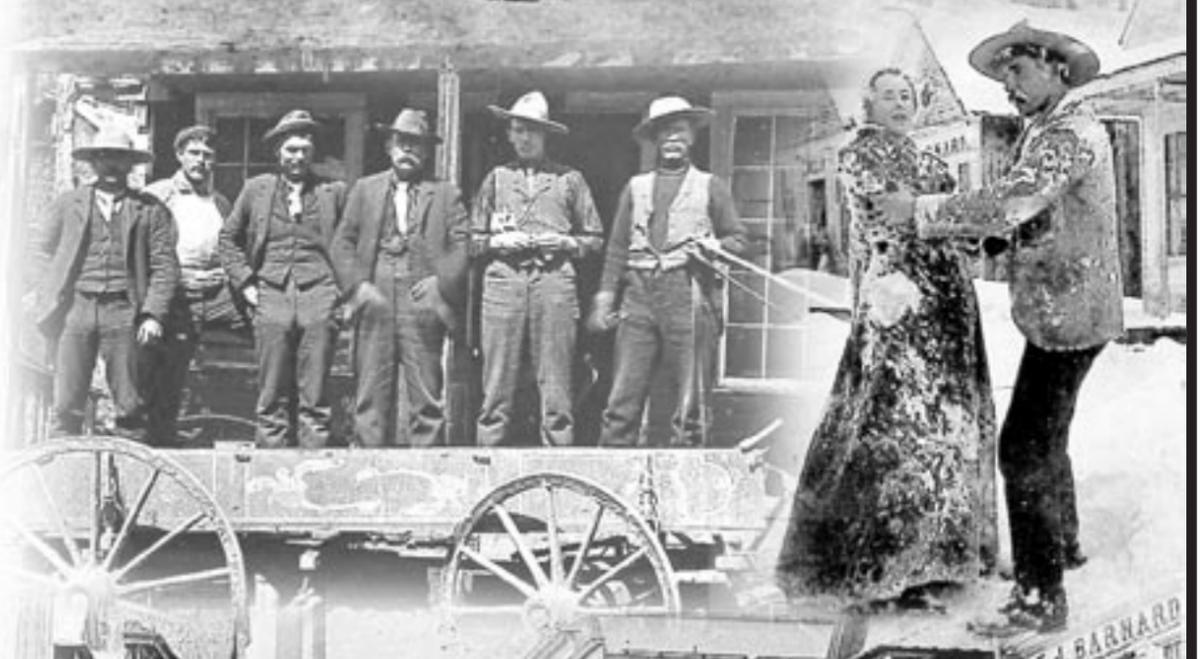




GOLD RUSH TRAIL

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PHOTOS FROM THE GOLD RUSH & BEYOND



Hauling Freight Over The Old Cariboo Road

It wasn't all up hill



About to embark on the eventful journey from Ashcroft to Fort George

One of the most amusing stories of early freighting days on the Cariboo Road is related in the memories of the late Arthur Haddock of Williams Lake who was a stagecoach driver from 1893 until the transition to automobiles.

It seems that teamster Jack Hamilton, along with two other outfits, was heading for Quesnel, having loaded up at Ashcroft.

They eventually got to the top of the old Clinton hill where they had to change over to sleighs pulled by four-horse teams (presumably because of the winter conditions).

Hamilton's wagon was loaded with 45-gallon barrels of liquor destined for the Hudson's Bay Co. at Quesnel, and while transferring the barrels over to the sleighs one dropped to the ground and cracked open.

It started to leak badly, but as luck would have it, one of the other teamsters had a nest of metal buckets aboard, so everyone rushed to fill them and save as much rum as they could.

Continuing on, each wagon carried four of the "rum buckets" and the temptation of all that "open" liquor was obviously too much for the teamsters.

They imbibed deeply and often, but "drunk as they were," they made it to 70 Mile House.

They imbibed deeply and often, but "drunk as they were," they made it to 70 Mile House.

Three other four-horse teams on their way down to Ashcroft came in that night, and they got in on the party.

"I was there," writes Arthur, "and everyone had a wonderful time."

He ends the anecdote with a cryptic little remark that "they drank rum all the way of Quesnel." No mention of how long it took, but one can presume there was little left of the 45 gallons by the time they go there.

Arthur also has some colourful stories to describe the awful conditions of the Cariboo Road in those early days.

He tells of how Tommy Harmon was crossing the 101 Mile flat one fall with three wagons when they sank down the mud up to their axles.

He work for two days trying to get them out and finally had to get a light wagon from 100 Mile house and bit by bit take off the 25'000 pounds of freight. Even then it took him two days to get three empty wagons out of the mud.

The stretch of Cariboo Road between the 150 Mile House and the Mountain House was particularly horrendous, and one day the stage coach was coming down the hill and met a bull team going up. The stagecoach driver pulled out to pass and got stuck in the mud.

Bull teamster Harry Strout better known as "Dirty Harry" (shades of Clint Eastwood!) had to use his four yoke of oxen to get the stagecoach back on the road, Arthur doesn't say how long it took.

The notorious 101 Mile flat took its toll even later on in the 1920s, writes

Arthur.

By this time the BX Express had purchased 12 new six passengers Winton cars, and one Monday morning they all left Ashcroft with full loads for Soda Creek.

Arthur and his father left later in a small Buick, not expecting to see the Wintons again - but when they got to the 101 Mile flat, there they were all 12 bogged down in the mud, axle-deep.

Because the Buick was lighter, the Haddocks managed to pull around them and continue on. A mile or two further on, they met a six-horse team coming down empty and informed them of the stranded Wintons.

One can just imagine the teamsters chortling as he pulled the embarrassed Winton drivers out one by one...

contributed by Irene Stangoe from her "Looking Back" series

Letters From The Cariboo

TREASURES FOUND IN VANCOUVER

Glenn Lario, fisheries officer at Williams Lake, is keenly interested in local history, so when he came across a clutch of old papers relating to the Cariboo at an auction in Vancouver some years ago, he quickly snapped it up.

And what a great buy. There were a few old stamps and photos, but mostly letters, dozens of them, dating from the late 1800s up to 1907 ordering goods from the Harvey Bailey & Co. at Ashcroft. The main supply firm for the north, its muletrains and freighting outfits were constantly on the road, carrying everything from mining machinery to silk petticoats. By reading between the lines, you get a revealing picture of life in the Cariboo in bygone days.

For instance, from Quesnelle Forks on November 8, 1898, a William Harris writes: "I expect my wife, Mrs. Harris, to arrive at Ashcroft between the 15th and 20th of this month. Please forward trunks by freight team, also one chamber, one slop bowl, one wash bowl, one pitcher, one soap dish." Can't you just imagine some miner in his rough little cabin trying to get the place spruced up for the coming of the little woman?

Also from Quesnelle Forks in 1897 comes a request from J.B. Hobson, manager of the Bullion Mine, for 1500 lbs. of well-ripened silver or yellow skinned onions (red onions not wanted) "Have the onions well-packed . . . and instruct teamster to protect onions against frost."

Goods didn't always arrive in very good conditions apparently. Robert Wintrip of Barkerville ordered oranges, dates, and figs for Christmas in 1898, with this P.S. "Send them by Express and be sure they don't leave them on the road which they do sometimes."

Send them by Express and be sure they don't leave them on the road ...

W.J. Anders at Alexandria was a mite upset that the seal on the North Carolina tobacco was always broken and the picture taken out. (This would be a 'collectable,' like today's baseball and hockey cards, I imagine.) "I do not mind paying for what I get but not for what I don't get," he wrote somewhat testily. Alex McInnes of Alexandria had just got back from Barkerville on Jan. 25, 1906 when he wrote "times are fearfully dull up there."

Necessities like buggy whips, spittoons, blacksmith coal, and a barrel-top trunk with two hat lids dot the orders and familiar names fill the pages.

H.J. Gardner, (former Williams Lake mayor Herb Gardner's father), who in 1906 was a butcher, grocer, provision and hardware merchant at the gold-mining town of Stanley, sent for 2000 pounds of Hungarian flour; Eagle and Hamilton at Beaver Lake ranch wanted 200 whiskey glasses; and Augustine Boitano (notice no extra 'i' in the spelling) at Alkali Lake ordered 400 pounds of barbed wire and a set of stretchers.

From Williams Lake in 1904, Bob Borland who was living in the Pinchbeck/Borland house (on present Stampede Grounds) ordered dark green trousers and a flour sifter; while the Comer Brothers at the old stopping house (in the Glendale area) wanted 500 grain sacks "the cheapest you have." The list goes on . . .

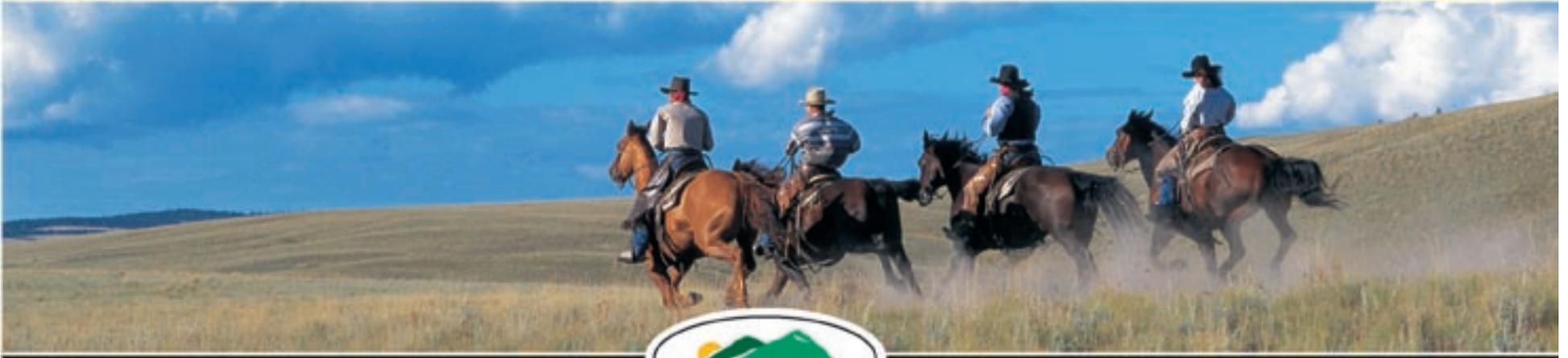
And you should see the handwriting. Some of the letters are like copperplate with sweeping flourishes, ending with such formal terms as "Yours very respectfully;" others are barely legible and you wonder how Harvey Bailey & Co. could manage to decipher them and send the correct items. Actually the company did a tremendous job in getting freight to their customers in the vast wilderness that was the Cariboo around the turn of the century.

Thanks, Glenn, for the peek at life as it used to be.

contributed by Irene Stangoe from her "Looking Back" series



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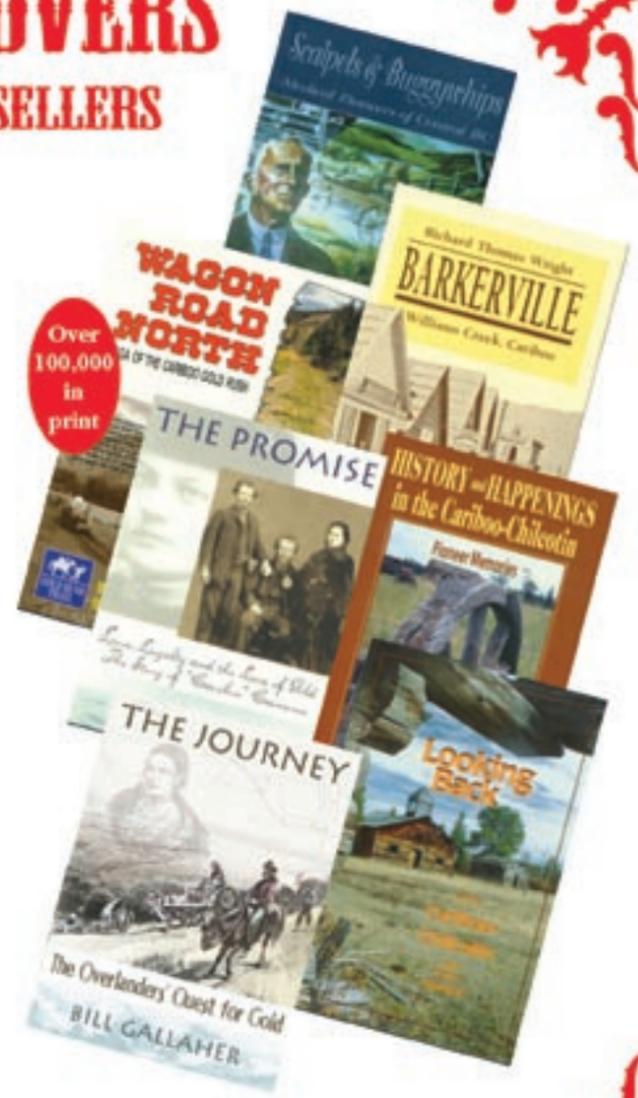
The Heritage House love affair with the Cariboo started over 40 years ago with Art Downs' classic book *Wagon Road North, Historic Photos from 1863 of the Cariboo Gold Rush* and, later, his *Cariboo Gold Rush*. The tradition continues with such recent bestsellers as Dr. Eldon Lee's *Scalpels & Buggywhips* and Dr. Al Holley's autobiography *Don't Shoot from the Saddle*.

Two great reads based on Cariboo history come from the pen of Bill Gallaher: *The Promise—Love, Loyalty and the Lure of Gold, The Story of "Cariboo" Cameron and The Journey, The Overlanders' Quest for Gold*. Other historic treatments include Branwen Patenaude's two-volume *Trails to Gold* and the pictorial history *Golden Nuggets, Roadhouse Portraits along the Cariboo's Gold-Rush Trail*. Richard Wright's *Barkerville* and Irene Stangoe's *Looking Back at the Cariboo-Chilcotin* and *History and Happenings in the Cariboo-Chilcotin* bring more history to life.

Find your own gold with the aid of Garnet Basque's *Gold Panner's Manual* and Jim Lewis's *Goldpanning in the Cariboo and Goldpanning, Fraser, Thompson, & Columbia River Systems*.



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~ Bannock ~

Bannock, a simple type of scone was cooked in pioneer days over open fires. Variations in flours and the additional of dried or fresh fruit make this bread the simple choice of campers even today. Oven baking has become an acceptable alternative to the cast iron frypan..

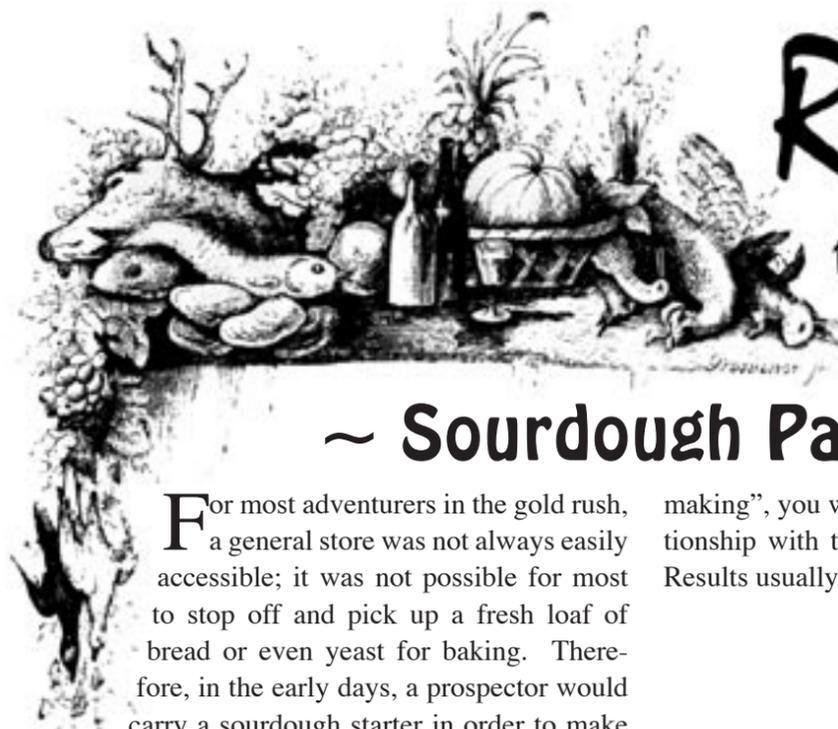


Plain Bannock:

4 cups flour
3 tsp. baking powder
1/4 cup lard
1/2 tsp. salt
1 cup warm water
sprinkle of sugar

variation:

1 c Whole wheat flour
1/2 ts -Salt
1/2 c All purpose flour
2 tb Butter, melted
1/2 c Rolled oats
1/3 c Raisins;
optional 2 tb Sugar, granulated
3/4 c - warm Water;
approx, 2 ts Baking powder



Recipes from the GOLD RUSH

~ Sourdough Pancakes ~

For most adventurers in the gold rush, a general store was not always easily accessible; it was not possible for most to stop off and pick up a fresh loaf of bread or even yeast for baking. Therefore, in the early days, a prospector would carry a sourdough starter in order to make fresh bread. Presently, sour dough bread is a delicacy enjoyed by those who appreciate its unique flavour. It is interesting to note that the name "sour dough" originates in the fact that the dough is actually created from spoiled milk.

In order to create a delicious loaf of sourdough bread, a "sourdough starter" must be used. Although the following method should yield a successful starter, it should be understood that cooking is more of an art than a science. No predictable results when creating a masterpiece! If your results do not work quite properly, try again! Once you have tasted a perfect batch of sourdough pancakes, you will realize that your efforts are well worth it!

In a wide mouth glass jar or a crock (anything that is not metal), pour a single cup of milk. After letting it sit for 24 hours at room temperature, stir in one cup of flour. In order to create a sour and bubbly starter, let this mixture sit in a warm place (approximately 25°C or 80°F) for two to five days. If it's warm outside you can cover the jar with cheesecloth and let it stand outside to capture wild yeasts in the air. You know you have reached the "perfection point" when your mixture has a strong sour aroma and is full of bubbles.

Replenishing equivalent amounts of milk and flour after using your starter will allow you to use it time and again. By letting it stand at room until it gets bubbly, covering and storing the refrigerator, this new starter can be stored for approximately a week. Mold can appear on the top of your jar when the starter dries out, just scrape the mold off.

A starter should ideally be used within the week. If you do not plan to use it for an extended period of time, freeze it so that it does not spoil too quickly. When you are ready to use it again, leave it at room temperature for a minimum of 36 hours.

Once you have mastered the art of "sourdough starter

making", you will be sure to develop an intimate relationship with this finicky mixture of milk and flour. Results usually improve with time.



Sourdough Pancakes Recipe:

1/2 cup	Sourdough Starter
1 cup	Undiluted Evaporated Milk
1 cup	Warm Water*
1 3/4 – 2 cups	Unsifted Flour
2	Eggs
2 TBS	Granulated Sugar
1/2 tsp	Salt
1 tsp	Baking Soda**

In a large bowl gently mix 1/2 cup starter, 1 cup of undiluted evaporated milk, and 1 cup lukewarm water (*OR 2 cups whole milk), and 1 3/4 – 2 cups of flour. The amount of flour is determined by the consistency you like. Leave overnight at room temperature. Be sure *not* to leave a metal spoon in the bowl.

Next morning add 2 eggs, 2 TBS granulated sugar, 1/2 tsp salt, and 1 tsp baking soda**. Mix well, but don't beat.

Variations:

Replace as much as half the flour with buckwheat flour, rolled oats, cornmeal or wheat germ.

For sourdough waffles – add 2 TBS melted shortening to batter just before baking.

***If your starter is uncommonly sour, you may wish to add more baking soda. Trial and error results in virtual perfection (but never go more than 50% above or below the suggested amount)!*



One of the earliest quick breads, bannock was as simple as flour, salt, a bit of fat (often bacon grease) and water. Native indians wrapped a similar dough around sticks driven into the ground beside their camp fire, baking it along with freshly caught fish. Today's native "Fried Bread" is like bannock and cooked in a skillet. "Toutons" are similar bits of dough deep fried.

1. Sift flour, baking powder, salt, and sugar
2. Melt lard; add to water
3. Add to dry ingredients; mix well.
4. Knead for a few minutes, adding more flour if

necessary

5. Roll out to a thickness of about 1/2 inch
6. Prick both sides numerously with fork
7. Bake on cookie sheet (400 degrees) until golden brown; about 20 minutes

Cranberries or blueberries are sometimes added. Enrich your bannock with butter, oatmeal, raisins, cornmeal and dried fruit. Cut into wedges. In place of raisins add chopped dried apricots or fresh berries. Top with butter, jam, cheese, jam or just about any combination you desire.

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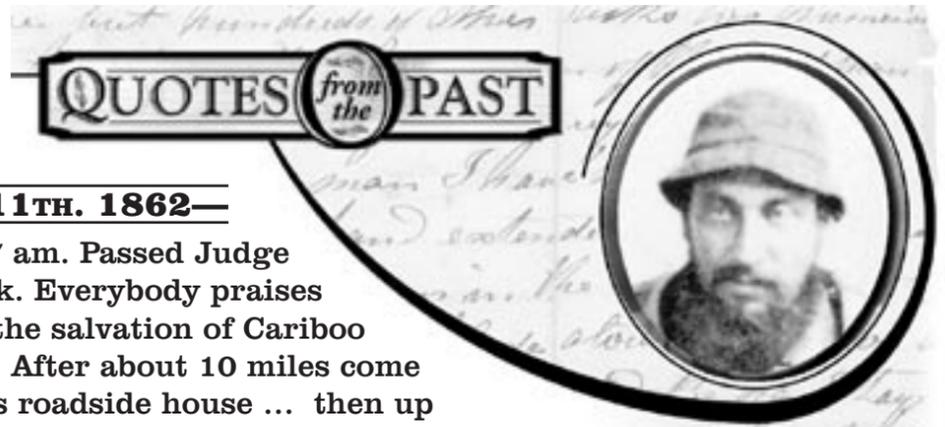


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grazing alongside of road; one of the two brought out, first tried in California & then here; failures in both countries.

Dr. Walter Cheadle - Cheadle's Journal of A Trip Across Canada 1862-1863

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The First Gold Strike in Cariboo

HORSEFLY

April 1859 Mining Records show the Cariboo's first gold discovery ten miles above the mouth of the Horsefly River, pre-dating the Barkerville gold rush. Many goldseekers flocked here, including the Chinese and a small village rose rapidly to meet their needs. Thaddeus Harper obtained leases in the area starting a second gold rush in 1887. He employed many men and operated the first hydraulic mine. At this time the town was known as Harpers Camp. Other hydraulic mines also operated including the Horsefly Gold Mining Co. (R.T. Ward), Miocene Gravel Mining Co. (R.H. Campbell) and the Discovery Co. (Dan McCallum).

Times were hard but many miners stayed on ranching or trapping. The first automobile arrived in 1910 and was owned by Alec Meiss, the local hotel operator, most famous for his peg leg and his pet bear!

With the closure of the mine at Horsefly and the eventual dwindling of the site, the residents of Harper's Camp voted in approximately 1920 to change their town site name to Horsefly.

The oldest existing building today is the Tommy Peterson cabin built in 1902, which has been moved to its present site at the local museum. Extensive photographic and archival records are stored there, along with an interesting variety of local artifacts.

Present day Horsefly is a diversified community with a Forestry, Tourism and Ranching based economy. Fisheries and Oceans operates a spawning channel in the village area where sockeye salmon return each August and September. The Horsefly River watershed is highly rated fish habitat and is very well suited for canoes and kayaks. There are many recreational possibilities in the area and accommodation available ranging from modern rooms at resorts, Bed and Breakfasts and a motel, as well as full service camping. Several of the local lodges offer back country adventure tours and full services are available in the community including general stores, service station with licenced mechanics, hardware and antique stores, cafe and bakeries, churches, a neighbourhood pub and a library. On your way along the gold rush trail consider a side trip into the beautiful pastoral countryside of Horsefly.

Bringing the Cariboo Camels Home

WELLS

A BC publisher, a Canadian author and an emerging casino are taking a gamble on BC History. Winter Quarters Press and historian Richard Thomas Wright have partnered with the new Jack O Clubs 1930s Casino in Wells to bring camels back to the Cariboo region of BC. Wright has written extensively about the history of BC and as a researcher, historical interpreter and river guide has always taken a direct approach to history in books such as "Overlanders" and "Barkerville."

"I believe historians have to get on the ground to not only do in depth primary document research, but to walk the trails and to some extent live the life of those they are writing about. The Cariboo camels are a reconstruction project of a significant historical event in British Columbia's goldrush history," he says.

"This project has been on the backburner for close to 10 years," says Wright. "We have finally found a corporate partner who will take this gamble on history, who will finance the start up of a three-year project."

Jim Savage, of the Jack o' Clubs Casino, says "We have always had in mind that when our casino opened we would not only be making an investment in the local economy but in the history of the area. The casino is based on the 1930s goldrush in the town of Wells, and our 1930s Music Hall ties in with that time period. By supporting the Cariboo Camels project we are tying in with the history of Barkerville, just a couple of miles up the road, and showing the links between the two."

Cathryn Wellner, a partner of Wright's in Winter Quarters Press says, "with its focus on and expertise in Cariboo and BC history Winter Quarters is enthusiastic about recreating this colorful slice of BC history as an educational project. We want more people to share our enthusiasm for BC's fascinating history."

Camels were used as pack animals during the early years of the Cariboo goldrush, from 1862 to 1864. Some then pack in the Kootenays and became ranch pets in the Okanagan. Folklore has it that they were unsuccessful. Wright is not so sure.

Cedar City Re Visited

LIKELY

Good recoveries of gold had been found on Cedar Creek as early as 1859 but the original discovery was credited to James Edwards in 1861.

Edwards had left the "digs" at Harper's Camp (Horsefly) to try his luck in the Quesnel Lake area and when news of his discovery became known, a great number of "hopefuls" arrived on the scene.

A town of sorts was soon built with several cabins being located amongst the magnificent stands of cedars. Neby a store was opened by "Ike" Lipsett, a butcher's shop by Tom Green and a hotel was being constructed by James Sellars who had been one of Dunlevey's partners at Harper's camp.

These commercial buildings were destroyed in the Great Fire of 1869, but "Cedar City" was untouched.

Most mining was carried out a few hundred feet upstream from the delta and yielded from \$2000 to \$6000 of gold each year, but in the fall of 1921 a discovery of major importance was made on Cedar Creek.

John Likely (who had been employed as a guard at the Fames Bullion Mine) suggested that since values had been recovered in the lower part of Cedar Creek, then the "Mother lode" might well be located near the headwaters.

Partners John Lyne and Albert Platt decided to check it out" and what they found led to one of the largest strikes ever made in the Cariboo.

Today, when you visit Cedar Point Provincial Park, you are in the heart of Cedar City.

Island Mountain Arts

WELLS

The Wells-Barkerville area is vibrant with culture, beginning with the Cariboo Gold Rush and continuing to the present day. During the 1860s, men and women from all over the world brought their music, art and culture to the rough frontier town of Barkerville, which boasted a library, a literary society and a theatre.

The mining town of Wells was born in the 1930s and the Cariboo Gold Quartz Mine tried to hire workers who were also musicians to help build community spirit with the company's dance band and orchestra.

Within this cultural tradition, Island Mountain Arts began in 1977 with an Annual School of the Arts for adults and children. Professional quality instruction in the visual, literary and performing arts has been the hallmark of IMA during the quarter century since then. In 2002, the Annual School of the Arts offers more than 30 courses for adults and children ranging from two to eight days in length. There are adult courses for beginner to professional students in painting, sculpture (clay or natural fibres), watercolour, art fundamentals, figure drawing, pine needle basketry, cloth construction, creative writing, fiddle, songwriting, and folk harp. There's also an artists' canoe retreat in Bowron Lake Park. Children's courses include creative arts, writing, storytelling, banner making, and Celtic dancing, music and art. In October, the Bridget Moran School of Art offers four workshops in stitching, mural making, theatre and singing.

The Cariboo's cultural tradition continues at Island Mountain Arts. For more information: 1-800-442-2787, info@imarts.com, www.imarts.com



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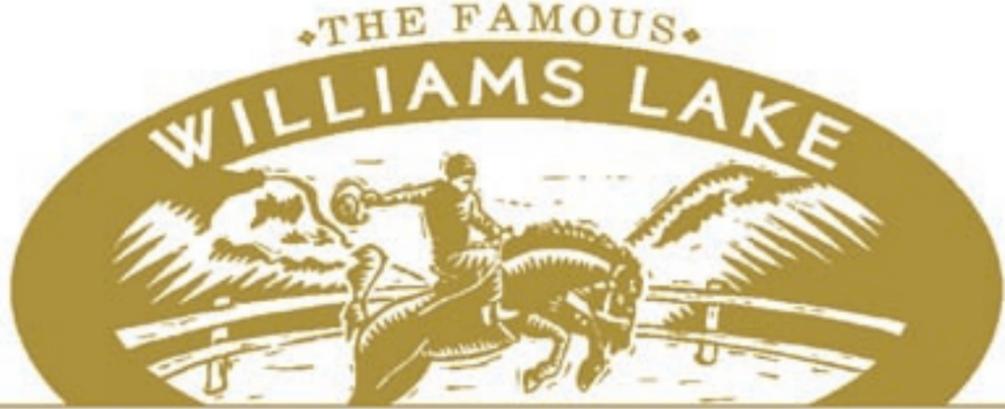
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