

The Fraser River

Tacoutche Tesse – The Mighty One

“I HAVE NEVER SEEN ANY THING EQUAL TO THIS COUNTRY.”

SIMON FRASER, JOURNAL – JUNE 28, 1808

“WE HAD TO PASS WHERE NO HUMAN BEING SHOULD VENTURE (ON) STEPS WHICH ARE FORMED LIKE . . . THE SHROUDS OF A SHIP . . . SUSPENDED FROM . . . IMMENSE PRECIPICES AND FASTENED AT BOTH EXTREMITIES TO STONES AND TREES.”

SIMON FRASER, JUNE 26, 1808 – JOURNAL



Simon Fraser in the Fraser Canyon on His Journey to the Sea AD 1808
John Innes, 1925 Simon Fraser University Collection

“IN THIS LASH AND SPILL OF WATER, IN THE SLOW GRINDING OF ROCK AND CLIFF, IN THE PERPETUAL SLIDE OF MOUNTAIN AND FOREST, IN THE EROSION OF MOUNTAIN AND GUMBO RANGELAND, IN THE IMPACT OF WHIRLPOOL AND WINTER ICE, THE RIVER IS FOREVER MAD, RAVENOUS AND LONELY.”

BRUCE HUTCHINSON, THE FRASER

IN 1670, THE BRITISH CROWN GRANTED HUDSON’S BAY COMPANY CONTROL OVER FUR TRADE IN THE CANADIAN SHIELD. TO SIDESTEP THIS MONOPOLY, INDEPENDENT TRADERS IN MONTREAL FOUNDED THE NORTH WEST COMPANY A CENTURY LATER. THEIR MISSION: TO SEEK FRESH TERRITORY WESTWARD AND FIND A NAVIGABLE RIVER ROUTE FROM THE ROCKY MOUNTAINS TO THE PACIFIC OCEAN.

IN 1805, NOR’WESTER SIMON FRASER & HIS CREW CROSSED THE ROCKIES AND BUILT FOUR NWC TRADING POSTS AS FAR SOUTH AS FORT GEORGE AT THE CONFLUENCE OF THE NECHAKO RIVER & TACOUTCHE TESSE – THE MIGHTY ONE – A RIVER THEY THOUGHT WAS THE COLUMBIA. IN THE SPRING OF 1808, FRASER SET OUT FROM HERE IN FOUR CANOES WITH TWO SCOTS CLERKS, TWO DAKELH NATIVE GUIDES AND NINETEEN FRENCH CANADIAN VOYAGEURS TO FOLLOW IT TO ITS MOUTH.

THE FIRST DAY WAS HARROWING AND DIFFICULTIES NAVIGATING THE RIVER ONLY INCREASED. WHEN WARNED BY THEIR GUIDES THAT THE IMPASSABLE BRIDGE RIVER RAPIDS WERE AHEAD, THEY LEFT THEIR CANOES AT LEON CREEK AND PORTAGED “ON A REGULAR PATH” THROUGH COUNTRY FRASER CALLED “THE MOST SAVAGE THAT CAN BE IMAGINED” BUT THE GUIDES WOULD NOT ENTER ST’ÁT’IMC TERRITORY.

THE EXPEDITION WAS SOON MET BY SEVEN ST’ÁT’IMC WARRIORS “IN READINESS FOR ATTACK” BUT THEY WERE ABLE TO NEGOTIATE FOR PROVISIONS INCLUDING “EXCELLENT DRIED SALMON” AND WILD ONION SYRUP.

THEY CAMPED BELOW THE PRESENT TOWN OF LILLOOET NORTH OF THE CLEAR WATERS OF CAYOOSH CREEK. ACROSS THE CREEK, STOOD A FORTIFIED VILLAGE OF THE ST’ÁT’IMC WHO CALLED THEM “THE DRIFTERS” AND SAID THEIR LEADER HAD A TATTOO OF THE SUN ON HIS FOREHEAD AND THE MOON ON HIS CHEST. IT WAS AN UNEASY NIGHT - SOME ST’ÁT’IMC WANTED TO RAID THEM BUT A CHIEF RESTRAINED THEM SAYING, “THEY MIGHT BE ABLE TO HELP US ONE DAY.”

OVER A HUNDRED ST’ÁT’IMC MEN ROWED OVER TO SHAKE HANDS WITH FRASER AND TRADED FOR MORE DRIED SALMON & A CANOE FOR A FILE AND A KETTLE INSTEAD.

SOUTH OF LILLOOET, THE RIVER SEETHES AND ROARS, ITS CANYON WALLS “WHERE NO HUMAN BEING SHOULD VENTURE.” AIDED BY FIRST NATIONS ALL THE WAY DOWN THE RIVER, FRASER NOTICED IT BEGAN TO RISE AND FALL WITH THE TIDE. THEY HAD ALMOST REACHED THE SALT CHUCK BUT WERE DRIVEN AWAY BY MUSQUEAM WARRIORS WHEN THEY TRIED TO LAND.

FRASER’S READINGS CONFIRMED TACOUTCHE TESSE WAS NOT THE COLUMBIA RIVER. IF HE’D KNOWN THAT AT LEON CREEK, HE WROTE, “I WOULD HAVE CERTAINLY RETURNED” BUT FILTHY, STARVING AND IN RAGS, THEY ALL MADE IT BACK TO FORT GEORGE SEVENTY-ONE DAYS AFTER THEY SET OUT.

IN 1971, FOUR SCOTS LED BY SIR RANULPH FIENNES NAVIGATED THE FRASER FROM PRINCE GEORGE TO THE SALISH SEA WITHOUT PORTAGING, ALBEIT IN STURDY INFLAT-ABLE BOATS WITH POWERFUL OUTBOARD MOTORS, NOT BIRCHBARK CANOES AND PAD- DLES. AS FAR AS IT IS KNOWN, THEY WERE THE FIRST TO DO SO.

AS THEY HAVE DONE FOR MANY THOUSANDS OF YEARS, THE ST’ÁT’IMC STILL FISH THE FRASER IN THE TRADITIONAL MANNER WITH DIP NETS AND, IN THE HEAT OF THE SUMMER, MAKE EXCELLENT WIND-DRIED SALMON ON RACKS ALONG THE RIVER.

Sir Ranulph Fiennes and Corporal Joseph Skibinski of the Royal Scots Greys running the Bridge River Rapids.



Photo by Bryn Campbell, July 1971

“ALL THESE BARS HAD GOLD LAYING ON TOP OF THEM . . .”

A.W.A. “ARTIE” PHAIR, 1964, LILLOOET B.C.

THE GOLD DRUSH



First Nations “rocking for gold” in the Fraser watershed circa. 1890
Indians rocking for gold on the Fraser River (Hand-tinted postcard) Image dated ca. 1890 by BC Archives, Photographer undetermined. Credit: Carrico Collection

“THERE ARE ALL KINDS OF PEOPLE ON EARTH THAT YOU WILL MEET SOMEDAY . . . THEY WILL BE LOOKING FOR A CERTAIN STONE . . . THEY WILL BE PEOPLE WHO DO NOT GET TIRED BUT WHO WILL KEEP PUSHING FORWARD, GOING, GOING ALL THE TIME . . . THEY WILL TRAVEL EVERYWHERE LOOKING FOR THIS STONE WHICH OUR GREAT-GRANDFATHER PUT ON THE EARTH IN MANY PLACES.”
SWEET MEDICINE, CHEYENNE PROPHET

IN 1846, HUDSON’S BAY CHIEF FACTOR JAMES DOUGLAS SENT ALEXANDER C. ANDERSON TO FIND AN ALL-BRITISH ROUTE FOR FUR BRIGADES FROM NEW CALEDONIA TO THE PACIFIC COAST. ANDERSON EXPLORED THE SERIES OF RIVERS, LAKES AND FIRST NATIONS TRAILS BETWEEN HARRISON LAKE AND LILLOOET BUT CONCLUDED THAT A SHORT SEASON OF UNLOADING & PORTAGING GOODS MADE THE ROUTE AS IMPRACTICAL AS THE FRASER RIVER.

TEN YEARS LATER, DOUGLAS BEGAN SUPPLYING FIRST NATIONS WITH HAND TOOLS TO COLLECT PLACER GOLD FOR TRADE IN THE FRASER RIVER WATERSHED WHILE AMERICAN MINERS TRICKLED IN FROM OREGON TERRITORY. DOUGLAS SENT A SHIPMENT OF GOLD TO THE SAN FRANCISCO MINT IN 1857, WORD GOT OUT AND THE STAMPEDE WAS ON.

BY 1858, THERE WERE 30,000 OR MORE MINERS ALONG THE FRASER RIVER AND THEY FACED A WINTER WITHOUT RE-SUPPLY.

DOUGLAS CONTRACTED OTIS PARSONS TO BUILD A PACK TRAIL ALONG THE ROUTE ANDERSON EXPLORED WITH LABOUR SUPPLIED BY THE MINERS THEMSELVES. TWO YEARS LATER, THE ROYAL ENGINEERS UPGRADED THE TRAIL INTO A WAGON ROAD AND THREE NEW STEAMBOATS WERE BUILT TO OPERATE ON THE LAKES BETWEEN HARRISON LAKE AND LILLOOET.

LILLOOET BECAME AN IMPORTANT MINING CENTRE & TRANSPORTATION HUB WITH A CABLE FERRY ACROSS THE FRASER OPERATED BY PARSONS.

WITHOUT ANY FORMAL AUTHORITY OVER THE VAST INLAND TERRITORIES OF NEW CALEDONIA AND ITS MULTITUDE OF FIRST NATIONS, DOUGLAS WAS DETERMINED IT WOULD NOT BECOME PART OF THE U.S. HE FORCED THE MINERS TO SUBMIT TO BRITISH AUTHORITY BY CHARGING THEM FOR PERMITS. CALIFORNIA NEWSPAPERS ENCOURAGED MINERS TO TRAVEL VIA WASHINGTON TERRITORY SAYING THAT WITHIN A YEAR NEW CALEDONIA WOULD BE PART OF THE U.S.

OPEN WARFARE RAGED BETWEEN FIRST NATIONS AND THE US CALVARY SOUTH OF THE BORDER. THE MAJORITY CAME VIA VICTORIA AND PAID THEIR DUES INSTEAD.

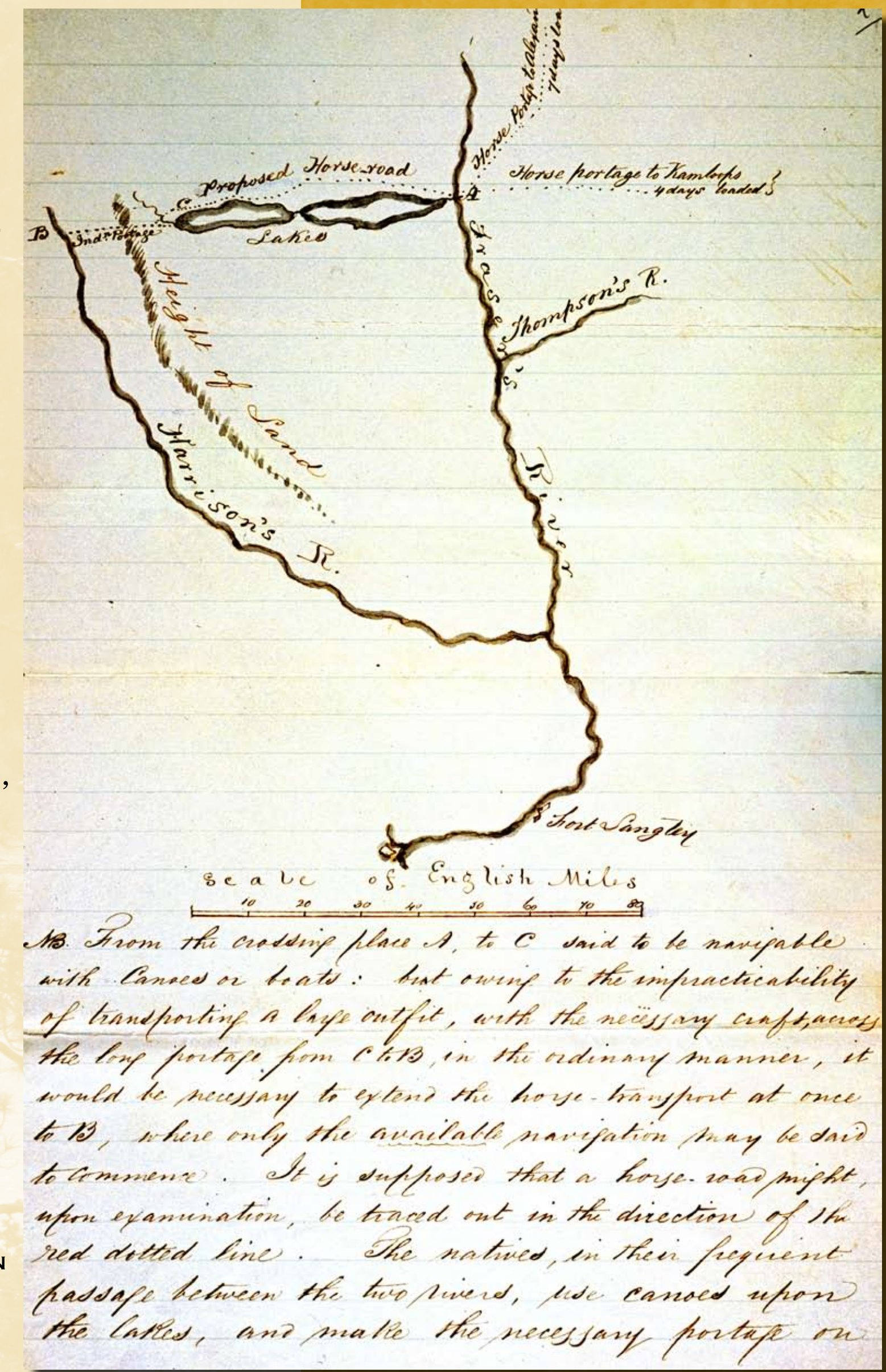
DOUGLAS TRAVELLED TO THE FRASER CANYON WITH A SMALL ESCORT OF BRITISH MARINES TO MAINTAIN ORDER BETWEEN THE MINERS AND FIRST NATIONS WITH DIPLOMACY RATHER THAN FORCE.

ST’ÁT’IMC ASSEMBLED AT LILLOOET RIGHTFULLY SAYING THAT SINCE THE GOLD WAS IN THEIR TERRITORY, THE MINERS SHOULD PAY THEM TO MINE IT. THEY ALSO EXPRESSED THEIR FEAR THE MINING WOULD IMPACT SALMON RUNS BUT THE BOSTON MEN WERE MANY AND THE KING GEORGE MEN FEW. DOUGLAS COULD ONLY ASSURE THE ST’ÁT’IMC THEY WOULD BE “TREATED IN ALL RESPECTS AS HER MAJESTY’S OTHER SUBJECTS . . . MAGISTRATES WOULD TEND TO THEIR COMPLAINTS (AND) THEY MIGHT HOLD MINING CLAIMS ON THE SAME TERMS . . . AS OTHER MINERS.”

QUEEN VICTORIA APPROVED OF THE MEASURES DOUGLAS TOOK, PROCLAIMED THE COLONY OF BRITISH COLUMBIA AND THE NEWLY ARRIVED JUDGE MATTHEW BEGBIE SWORE HIM IN AS ITS GOVERNOR IN NOVEMBER OF 1858.

WHEN THE MINERS PUSHED INTO THE GOLDFIELDS FURTHER NORTH, DOUGLAS SENT THE ROYAL ENGINEERS TO BUILD A ROAD FOR THEM. LILLOOET BECAME MILE ZERO OF THE CARIBOO ROAD AND BLOSSOMED INTO THE LARGEST SETTLEMENT NORTH OF SAN FRANCISCO WITH A POPULATION OF 16,000 AT ITS PEAK.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET’S GOLDEN MILES OF HISTORY TOUR AT THE LILLOOET MUSEUM & VISITOR CENTRE OR AT PARTICIPATING MERCHANTS.



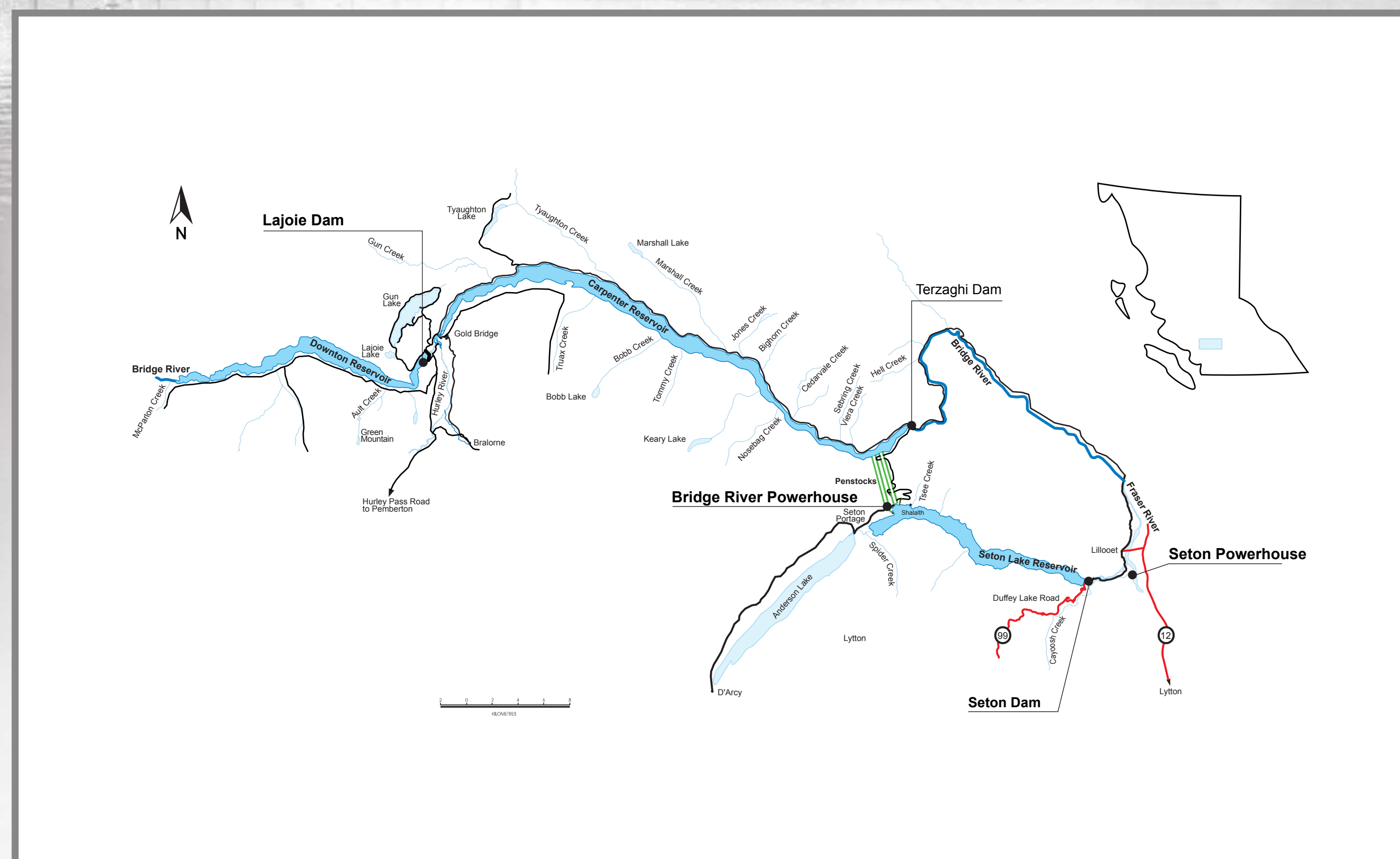
Map of Anderson's Route Courtesy: HBC Archives

The Bridge River Hydro System

THE BRIDGE RIVER IS APPROXIMATELY 120 KM LONG AND FLOWS SOUTHEAST FROM THE SNOW FIELDS OF MONMOUTH MOUNTAIN TO CONNECT WITH THE FRASER RIVER NEAR LILLOOET.

HYDRO-ELECTRIC DEVELOPMENT OF THE BRIDGE RIVER SYSTEM BEGAN IN 1927 AND WAS COMPLETED IN 1960. THE BRIDGE RIVER HYDRO SYSTEM CONSISTS OF THREE RESERVOIRS, THREE DAMS AND FOUR GENERATING STATIONS. WHEN CONSTRUCTED, BC HYDRO ENGINEERS DESIGNED THE SYSTEM TO USE THE WATER THREE TIMES BEFORE RELEASING IT TO THE FRASER RIVER.

WATERS FROM THE DOWNTON RESERVOIR INITIALLY PASS THROUGH THE LAJOIE DAM AND POWERHOUSE BEFORE ENTERING THE CARPENTER RESERVOIR. FROM THERE, WATER IS DIVERTED THROUGH TUNNELS AND PENSTOCKS FROM CARPENTER RESERVOIR TO THE TWO POWERHOUSES ON SETON LAKE RESERVOIR. FINALLY, THE WATER PASSES THROUGH THE SETON POWERHOUSE BEFORE JOINING THE FRASER RIVER.



DECLARATION OF THE LILLOOET TRIBE (MAY 10, 1911)

TO WHOM IT MAY CONCERN:

Swátas ku akmintáli ts7a

WE THE UNDERWRITTEN CHIEFS OF THE LILLOOET TRIBE (BEING ALL THE CHIEFS OF SAID TRIBE) DECLARE AS FOLLOWS: -
Wisnimulh i kukúkwpí7a plan tu7 ku qw'ezúxwcal tsútkałh s7aw'ts lbel ts7a:

WE SPEAK THE TRUTH, AND WE SPEAK FOR OUR WHOLE TRIBE, NUMBERING ABOUT 1400 PEOPLE AT THE PRESENT TIME.
Stexw t'u wenácw lhet wa7 qwalútcitem, tákem i St'at'imca, q'em'p wi xw7útsin sxetspqiqenst i wa7a sxek lbkúnsa.

WE CLAIM THAT WE ARE THE RIGHTFUL OWNERS OF OUR TRIBAL TERRITORY, AND EVERYTHING PERTAINING THERETO.
Tsúwalhkałh ta tmicwa múta7 tákem i wa lak láti.

WE HAVE ALWAYS LIVED IN OUR COUNTRY; AT NO TIME HAVE WE EVER DESERTED IT, OR LEFT IT TO OTHERS.
Tákem smawal'lhkálha kwelkálh wa lta tmicwálha; cw7aoz t'u kwes lhwalnem múta7 lhwal cítem ku swat ta tmicwálha.

WE HAVE RETAINED IT FROM THE INVASION OF OTHER TRIBES AT THE COST OF OUR BLOOD.
Cw7aoz t'u kwes gi7i7el'mínem ta tmicwłhálha lhas q'eltwacwmintúmulitas úwa cman'mintúmulhas, wa7 t'u7 pekw i ptéla7lhkałha.

OUR ANCESTORS WERE IN POSSESSION OF OUR COUNTRY CENTURIES BEFORE THE WHITES EVER CAME.
Skel7ás kw st'iqs i sám7a, plan wa tsúwa7s i skelkeklá7lhkałha ta tmicwłhálha. K'wínas k'a sxetspqiqenkst máqa7.

IT IS THE SAME AS YESTERDAY WHEN THE LATTER CAME, AND LIKE THE DAY BEFORE WHEN THE FIRST FUR TRADER CAME.
Tsíla t'u kw s7inátcwas i kel7ás t'iq i sám7a, múta7 na k'el7a sq'it úwa st'iq's i wa n7a7zemcal ku sip'áz'.

WE ARE AWARE THE B.C. GOVERNMENT CLAIMS OUR COUNTRY, LIKE ALL OTHER INDIAN TERRITORIES IN B.C.; BUT WE DENY THEIR RIGHT TO IT.
Wa zwátenem kwes tsuwamínitas ta tmicwłhálha, tsíla ki núkwa úcwalmicw tmicw; cw7aoz kwes ncw7án'citanemwit kwas tsúwa7mínitas ta BC-ha kwpmen.

WE NEVER GAVE IT NOR SOLD IT TO THEM.
Cw7aoz t'u kwes tawmínem múta7 umnay'lhminem.

THEY CERTAINLY NEVER GOT THE TITLE TO THE COUNTRY FROM US, NEITHER BY AGREEMENT NOR CONQUEST, AND NONE OTHER THAN US COULD HAVE ANY RIGHT TO GIVE THEM TITLE.
Cw7aoz t'u kwes kwanenstwítas qwalútmínitas múta7 cw7aoz kwes t'cuntúmulitas lhel ku q'eltwácw. Tsukew t'u snimulh wa ka-tsút-a kwas uminaylh-mínem ta smétsa ta tmicwálha. Cw7aoz t'u skenkał kwes nascítanemwit ku smets kwes tsúwa7i ta tmicwálha.

IN EARLY DAYS WE CONSIDERED THE WHITE CHIEFS LIKE A SUPERIOR RACE THAT NEVER LIED NOR STOLE, AND ALWAYS ACTED WISELY, AND HONOURABLY.
Icínas i kélas t'iq i sám7a kukúkwpí7 tsutánwaskalł pináni kwes s7ád7xa7wit múta7 céca7wit lhel wisnimulh, kwes cw7aoys t'u kwas kákeza7wit, náq'wwit múta7 papt t'u kwes léxlex-wit.

WE EXPECTED THEY WOULD LAY CLAIM TO WHAT BELONGED TO THEMSELVES ONLY.
Tsutánwaskalł t'u7 kws cuz', kwánitas múta7 tsuwa7mínitas i wa steqstwítas t'u7 .

IN THESE CONSIDERATIONS WE HAVE BEEN MISTAKEN AND GRADUALLY HAVE LEARNED HOW CUNNING, CRUEL, UNTRUTHFUL, AND THIEVING SOME OF THEM CAN BE.
Lta spínusemłhkałha n7ícw7cwezłhkałh nilh ta smets'usentumulitas. T'ak ka t'iq ka kelł zwatetsím kwes legulegwstwítas i szayteniha, kakeza7ú7łhwit, mets'úsemwit, cw7aoz kwes ts'á7cwit, neq'wnaq'w'úłh i núkwa7 lhel wisnilh.

WE HAVE FELT KEENLY THE STEALING OF OUR LANDS BY THE B.C. GOVERNMENT, BUT WE COULD NEVER LEARN HOW TO GET REDRESS.
Stexw t'u7 xat'strúm i kel7ás alánem lbes naq'wcutumúlitás ti BC kwpmena ta tmicwálha. Cw7aoz kwas ka-uts'zánema-a ts'íla ta swa7lhkałha i kel7ás tu7.

WE FELT HELPLESS AND DEJECTED; BUT LATELY WE BEGIN TO HOPE.
Wáytkalł t'u cúz'łhkałh nem' t'u7 ka p'án't-a.

WE THINK THAT PERHAPS AFTER ALL WE MAY GET REDRESS FROM THE GREATER WHITE CHIEFS AWAY IN THE KING'S COUNTRY, OR IN OTTAWA.
Lhel ki xzíma sám7a kukúkwpí7 lta kekáw'a tmicw x'ílłtsa ta xzíma qú7, elbs "Ottawa", tsutánwaskalł láti kwes cuz' uts'zánitas ta sxilbtumúlitasa, múta7 szayteniha lta tmicwłh-kálha.

IT SEEMED TO US ALL WHITE CHIEFS AND GOVERNMENTS WERE AGAINST US, BUT NOW WE COMMENCE TO THINK WE MAY GET A MEASURE OF JUSTICE.
Tsíla t'u7 tsutánwaskalł láti kwes qłmíntumúlitás tákem i sám7a kukúkwpí múta7 i kwpmena. Plánlhkałh ayłł ptínúsem sxek kelł ayłł kwánenstum ku ti7texw száyten.

WE HAVE BEEN INFORMED OF THE STAND TAKEN BY THE THOMPSON RIVER, SHUSWAP, AND OKANAGAN TRIBES, AS PER THEIR DECLARATION OF JULY 16TH, 1910.

Sqwal'entumúlem i stálblecsa lhláku ku Nłhkápamux nSut'átqwa7, Secwápemca múta7 Ts'wánemca, smetscalsa nelhs kelkékla7íba lta Pípha (July 16, 1910).

WE HAVE LEARNED OF THE INDIAN RIGHTS ASSOCIATION OF B.C., AND HAVE ALSO HEARD THE GLAD NEWS THAT THE OTTAWA GOVERNMENT WILL HELP US TO OBTAIN OUR RIGHTS.
Qanımlhkałh kwes wa7 láti ku "Indian Rights Association of BC," múta7 qanıménstum t'it ta ámba sqwal' kwes cuz' nukwantúmulhas ta Ottawa kwpmen kwes kwanénstum ta tsuwalhkałh nt'ákmen múta7 tmicwłhkałha.

AS WE ARE IN THE SAME POSITION IN REGARD TO OUR LANDS, ETC., AND LABOR UNDER THE SAME DISADVANTAGES AS THE OTHER TRIBES OF B.C., WE RESOLVED TO JOIN THEM IN THEIR MOVEMENT FOR OUR MUTUAL RIGHTS.
Ullusilemintánemwit t'u i núkwa Ec7úcwalmicw t'síla t'u7 spínusmínema ta tmicwálha xat' t'u ta szaytenłhkałha lbkúnsa nilh t'u scuz's nuk'w7antwal.lhkałh tákem i tsuwa7úł.lhkałha wa steqstrúm.

WITH THIS OBJECT, SEVERAL OF OUR CHIEFS ATTENDED THE INDIAN MEETING AT LYTTON ON FEB. 13TH, 1910, AND AGAIN THE MEETING AT KAMLOOPS ON THE 6TH OF FEB. LAST. THEREAFTER WE HELD A MEETING OURSELVES AT LILLOO-ET ON THE 24TH OF FEB. LAST, WHEN THE CHIEFS OF ALL LILLOOET BANDS RESOLVED AS FOLLOWS:
Lbel ts7a ku száyten nilhs, úłlu7síles i kukúkwpí7łhkałha tsicw.wit áta7 T'eqemtsína nilh sgaw'pmínitas úcwalmicwa Feb. 13, 1910, tsicw.wit múta7 áku Kamłupsa gaw'p lta 6th Feb, 1911. Nilh sgaw'plhkałh wisnimulh lts7a Sár'a Feb. 24, 1911 nilh tsuts i St'at'imca kukúkwpí7 texwpsstwítas i szayteniha nilh smetsnítas ts7a ku cuz' qwezenítas:

FIRST – THAT WE JOIN THE OTHER INTERIOR TRIBES AFFILIATED WITH THE INDIAN RIGHTS ASSOCIATION OF THE COAST.
Kelá7s – kws ullusileminem i núkwa wa slha7 Ecucwálmicw lta Indian Rights Association slba7s ta k'út'a7.

SECOND – THAT WE STAND WITH THEM IN THE DEMAND FOR THEIR RIGHTS, AND THE SETTLEMENT OF THE INDIAN LAND QUESTION.
Ku nukw – Cuy'łhkałh stalblecmintánemwit lhtsunitás stamas ku stexw xsat' kalł tsílas i tmicwálha.

THIRD – THAT WE AGREE UNANIMOUSLY WITH THEM IN ALL THE EIGHT ARTICLES OF THEIR DECLARATION, AS MADE AT SPENCES BRIDGE, JULY, 1910.
Múta ta kalłlása – Takemłhkałł t'u ámastum i pelú7psta smets nilh q'zuxxcali i kukúkwpí7a, lta Spences Bridgea July 1910.

IN CONCLUSION, WE WISH TO PROTEST AGAINST THE RECENT SEIZING OF CERTAIN OF OUR LANDS AT "THE SHORT POR-TAGE," BY WHITE SETTLERS ON AUTHORITY OF THE B.C. GOVERNMENT.
Stsem'psáta wa lhkałh kenst'alantanemwit, i wa kwansutenítas i tmicwłhkałha lta n7i7zeksa ta Lh7usa múta7 Nq'ayta, ncw7ántanemwit ta BC kwpmena i sám7a qwezntas ta tmicwa múta7 maysáłtswit.

THESE LANDS HAVE BEEN CONTINUALLY OCCUPIED BY US FROM THE TIME OUT OF MIND, AND HAVE BEEN CULTIVATED BY US UNMOLESTED FOR OVER THIRTY YEARS.

Lbel nscín7sa kws tsúwa7lhkałh ta tmicwa ts7a wa qweznem cin'úl nelł cw7aoz kwes wa lexlaxstum' akmintumulitas p'a7cw ku kálhas q'em'ps máqa7.

WE ALSO WISH TO PROTEST AGAINST THE BUILDING OF RAILWAY DEPOTS AND SIDINGS ON ANY OF OUR RESERVATIONS, AS WE HEAR IS PROJECTED.
Wa7łhkałł t'it kens t'álanem kws maysáłtsnítas i kal'emálłcwa tsíticw múta7 i síwleca nkaoháows lhel ta nkaoháowsa, lki tmicwkałha wa7 ku cuz' k'ulúnitas.

WE AGREE THAT A COPY OF THIS DECLARATION BE SENT EACH TO THE HON. MR. OLIVER, THE SUPERINTENDENT OF INDIAN AFFAIRS, THE SECRE-TARY OF THE INDIAN RIGHTS ASSOCIATION, MR. CLARK, K.C., AND MR. McDONALD, INSPECTOR OF INDIAN AGENCIES.
WA XAT'MÍNEM KWES T'AKCÍTEM TS7A TA PÍPHA KWES HON. MR. OLIVER, THE SUPERINTENDENT OF INDIAN AFFAIRS, THE SECRETARY OF THE IN-DIAN RIGHTS ASSOCIATION, MR. CLARK, K.C., AND MR. McDONALD, INSPECTOR OF INDIAN AGENCIES.

(SIGNED)

JAMES NRAITESKEL, CHIEF LILLOOET BAND
JAMES STAGER, CHIEF PEMBERTON BAND
PETER CHALAL, CHIEF MISSION BAND
JAMES JAMES, CHIEF SEATON LAKE BAND
JOHN KOIUSTGHEN, CHIEF PASULKO BAND
DAVID EKSIEPALUS, CHIEF No. 2 LILLOOET BAND
CHARLES NEKAULA, CHIEF NKEMPTS BAND
JAMES SMITH, CHIEF TENAS LAKE BAND
HARRY NKASUSA, CHIEF SAMAKWA BAND

PAUL KOITELAMUGH, CHIEF SKOOKUM CHUCK BAND
AUGUST AKSTONKAIL, CHIEF PORT DOUGLAS BAND
JEAN BAPTISTE, CHIEF No. 1 CAYUSE CREEK BAND
DAVID SKWINSTWAUGH, CHIEF BRIDGE RIVER BAND
THOMAS BULL, CHIEF SLAHOOS BAND
THOMAS JACK, CHIEF ANDERSON LAKE BAND
CHIEF FRANSOIS
THOMAS ADOLPH, FOR LA FOUNTAIN INDIANS

SPENCES BRIDGE, B.C. MAY 10TH, 1911

St. Mary the Virgin Anglican Church

The History of the Lillooet Museum

FOLLOWING THE COMPLETION OF THE DOUGLAS TRAIL BETWEEN HARRISON LAKE AND LILLOOET, ST. MARY THE VIRGIN WAS ONE OF THREE ANGLICAN CHURCHES BUILT UNDER THE SUPERVISION OF THE ROYAL ENGINEERS FOR THE NEW COLONY OF BRITISH COLUMBIA. THEY CUT AND NUMBERED THE LUMBER PIECE BY PIECE AND PACKED IT IN FOR ASSEMBLY ON THIS SITE.

LADY ANGELA BURDETT-COUTTS, A WEALTHY ENGLISH PHILANTHROPIST, SENT A SILVER LITURGICAL SERVICE, A BELL AND A MELODEON AROUND CAPE HORN FOR THE NEW CHURCH. FOR A COLONIAL OUTPOST THESE WERE LAVISH APPOINTMENTS BUT DURING ITS ONE HUNDRED YEAR HISTORY, ST. MARY'S WAS NEVER LOCKED. MINERS AND TRAVELLERS SLEPT ON ITS FLOOR AND COOKED MEALS ON THE CHURCH'S WOOD STOVE WHEN THERE WEREN'T ANY OTHER FACILITIES FOR THEM.

BY 1945, ST. MARY'S HAD DETERIORATED TO THE POINT THAT SUPPORTS WERE NEEDED TO SHORE UP ITS CORNERS AND FIFTEEN YEARS LATER THE RESIDENT PRIEST PROPOSED A NEW BUILDING. MOST OF THE CONGREGATION, SENTIMENTAL IN THEIR ATTACHMENT TO THE HISTORIC BUILDING, WERE IN OPPOSITION BUT IN 1961, THE OLD CHURCH WAS TAKEN APART PIECE BY PIECE AND A BEAUTIFUL NEW ST. MARY'S ROSE IN ITS PLACE.

THE ORIGINAL CHANCEL AND RAFTERS WERE INCORPORATED INTO THE NEW CHURCH BUT IT WAS NEVER POPULAR WITH THE CONGREGATION. IN 1969, THE DIOCESE CLOSED IT DOWN AND ST. ANDREW'S UNITED CHURCH FURTHER DOWN MAIN STREET HAS SERVED A COMBINED CONGREGATION EVER SINCE.

IN THE 1960S, SOME RESIDENTS RECOGNIZED THE NEED TO PRESERVE THE TOWN'S HISTORY, FORMED THE LILLOOET DISTRICT HISTORICAL SOCIETY AND MAYOR GLEN BRYSON PROPOSED THEY ESTABLISH A MUSEUM THAT OPENED IN A FORMER GOVERNMENT AGENT'S HOUSE ON MAIN STREET. AFTER THREE YEARS IN THIS LOCATION, THE VILLAGE OF LILLOOET PURCHASED THE ANGLICAN CHURCH BUILDING. IN THE SUMMER OF 1972, THE LILLOOET MUSEUM OPENED TO THE PUBLIC AND SINCE 1986 IT HAS ALSO SERVED AS LILLOOET'S OFFICIAL VISITOR INFORMATION CENTRE.

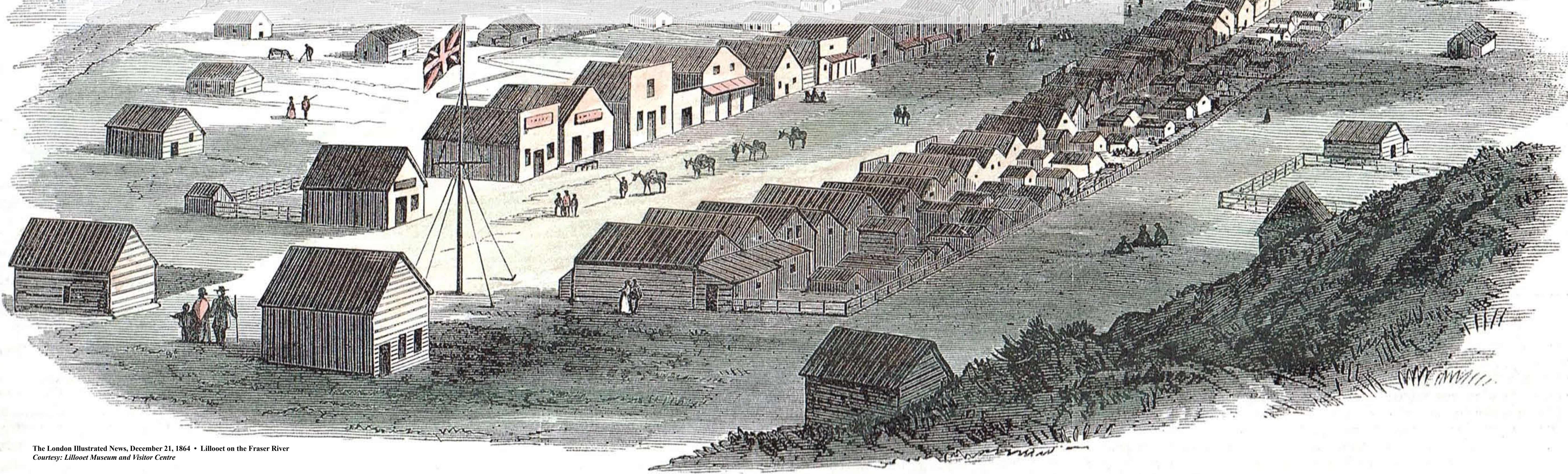
ALONG WITH THE ORIGINAL SERVICE, BELL AND MELODEON FROM ST. MARY THE VIRGIN, THE MUSEUM HOUSES A COLLECTION OF ARTIFACTS DONATED BY LOCAL HISTORIAN AUSTIN GREENWAY, FIRST NATIONS ARTIFACTS AND GOLD MINING RELICS DISPLAYED SIDE BY SIDE WITH INGENUOUS MACHINERY AND FASCINATING OBJECTS FROM LILLOOET'S PIONEER DAYS.

DOWNSTAIRS, THE OLD NEWSPAPER OFFICE OF FIERY BRIDGE RIVER LILLOOET NEWS EDITOR MARGARET "MA" MURRAY WAS RECREATED. AFTER AN ARTICLE ABOUT HER APPEARED IN CHATELAINE MAGAZINE, MA'S FAME SPREAD ACROSS THE COUNTRY AND SHE WAS QUOTED IN TIME AND MACLEAN'S MAGAZINES. IN 1971, HER OUTSPOKEN JOURNALISM EARNED HER INDUCTION INTO THE ORDER OF CANADA AND, DESPITE HER POOR SPELLING AND GRAMMAR, AN HONORARY DOCTORATE FROM SIMON FRASER UNIVERSITY.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET'S GOLDEN MILES OF HISTORY TOUR AT THE LILLOOET MUSEUM & VISITOR CENTRE OR AT PARTICIPATING MERCHANTS.



A-04823 Lillooet - St. Mary the Virgin Anglican Church
Courtesy: B.C. Archives



“ . . . OUR CONVERSATIONS ALL THE WAY UP [THE FRASER RIVER] WERE WITH ENGLISHMEN (STAUNCH ROYALISTS), AMERICANS (REPUBLICANS), FRENCHMEN, VERY NUMEROUS, GERMANS IN ABUNDANCE, ITALIANS, SEVERAL HUNGARIANS, POLES, DANES, SWEDES, SPANIARDS, MEXICANS, AND CHINESE . . . ”
COLONEL RICHARD MOODY, JOURNAL, JANUARY 1859

Multicultural Lillooet



Bar in Mining Camp, B. C. 1865 *Courtesy: McCord Museum M605*

IN AUGUST OF 1858, QUEEN VICTORIA PROCLAIMED THE COLONY OF BRITISH COLUMBIA AND APPOINTED JAMES DOUGLAS AS ITS GOVERNOR. HIS FIRST PRIORITY WAS TO PUT AN END TO OPEN WARFARE BETWEEN AMERICAN GOLD MINERS AND FIRST NATIONS IN THE FRASER CANYON.

LACKING FIREPOWER, DOUGLAS HAD TO RELY ON DIPLOMACY AND SENT “THREE ENGLISH GENTLEMEN” INCLUDING JUDGE MATTHEW BEGBIE TO RESTORE LAW AND ORDER INSTEAD.

BEGBIE LECTURED THE AMERICAN MINERS ON WHAT WAS EXPECTED OF THEM UNDER BRITISH LAW. WHILE THEY MIGHT CHOOSE TO GOVERN THEIR OWN COUNTRY WITH “THE BOWIE KNIFE AND COLT’S REVOLVER,” THERE WASN’T ANY NEED TO CARRY OR USE WEAPONS IN LANDS WHERE THE UNION JACK FLEW.

FOLLOWING THE OFFICIAL PARTITION BETWEEN BRITISH AND AMERICAN PACIFIC TERRITORIES IN 1846, ETHNICALLY DIVERSE FUR TRAPPERS, TRADERS AND PACKERS – BRITISH, FRENCH CANADIANS, MÉTIS, EASTERN FIRST NATIONS, MEXICAN MULETEERS AND KANAKAS OR HAWAIIANS – FOUND REFUGE FROM US RACE LAWS NORTH OF THE BORDER.

WANTING TO ATTRACT POTENTIAL CITIZENS WHO WOULD RESIST AMERICAN EXPANSION AND SEEKING PROTECTION FOR HIS OWN MIXED RACE FAMILY, DOUGLAS PROMISED EQUAL RIGHTS UNDER THE LAW FOR ALL RACES AND WELCOMED “HALF CASTES OF ALL COMPLEXIONS (AND) ASIATICS” AS MINERS AND SETTLERS.

LATER, RACIALLY DISCRIMINATORY AND EXCLUSIONARY LEGAL RULINGS OVERTURNED THIS EARLY PROMISE BUT THE ORIGINAL VISION FOR BRITISH COLUMBIA WAS FOR ALL RACES AND ETHNICITIES TO SHARE EQUAL PROTECTIONS, RIGHTS AND OPPORTUNITIES.

CAYOOSH FLAT WAS THE FRASER RIVER TERMINUS OF THE DOUGLAS TRAIL, THE FIRST ROAD BUILT INTO THE COLONY OF BRITISH COLUMBIA, BUT THAT NAME WAS NEVER POPULAR. AFTER CONSULTATION WITH ST’AT’IMC CHIEFS, THE TOWN WAS RENAMED LILLOOET.

SURVEYED BY THE ROYAL ENGINEERS, LILLOOET’S MAIN STREET BECAME KNOWN AS THE GOLDEN MILE FOR ALL OF THE GOLD THAT WAS MINED ALONG IT. BY 1859, LILLOOET WAS THRIVING AND THE NEW COLONY’S MOST STRATEGIC SETTLEMENT. BETWEEN 1860-63 IT WAS KNOWN AS A LUSTY AND BRAWLING GOLDRUSH TOWN WITH THIRTEEN SALOONS, TWENTY-FIVE LICENSED PREMISES AND A POPULATION OF 16,000.

BUILT WIDE ENOUGH TO TURN AROUND A TWELVE OXEN TEAM, CLOUDS OF DUST ROSE FROM LILLOOET’S MAIN STREET AS THOUSANDS OF PEOPLE AND PACK ANIMALS MADE THEIR WAY NORTH TO THE CARIBOO GOLDFIELDS. SOME STAYED TO FARM AND OPEN SHOPS TO SUPPLY THEM AND THE HUNDREDS OF MINERS WHO WINTERED IN THE TOWN.

THE BOOM DIDN’T LAST. WITH THE CONSTRUCTION OF A NEW ROAD BETWEEN YALE AND CLINTON IN 1863, LILLOOET BECAME A GHOST TOWN. TWENTY YEARS LATER, UNEMPLOYED CHINESE RAIL WORKERS STARTED MINING TAILINGS TO SURVIVE ALONG THE FRASER. THEY DISCOVERED GOLD IN CAYOOSH CREEK AND THE TOWN BOOMED AGAIN.

THE BOOM AND BUST ECONOMY OF LILLOOET CONTINUED IN SUCCESSIVE WAVES BROUGHT ABOUT BY BIG GAME HUNTING, THE CONSTRUCTION OF THE PACIFIC GREAT EASTERN RAILWAY, GOLD MINING IN BRALORNE, THE DEVELOPMENT OF THE BRIDGE RIVER POWER PROJECT, THE INTERNMENT OF JAPANESE CANADIANS DURING WWII AND FORESTRY WITH VALUE-ADDED AGRICULTURE A NEW BOOM ON THE HORIZON.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET’S GOLDEN MILES OF HISTORY TOUR AT THE LILLOOET MUSEUM & VISITOR CENTRE OR AT PARTICIPATING MERCHANTS.

The Chinese in Lillooet 利洛厄特(Lillooet)的中国人

THE CHINESE BECAME PART OF THE RECORDED HISTORY OF BRITISH COLUMBIA DURING THE EARLIEST DAYS OF THE SEA OTTER TRADE WHEN THEY HELPED INDEPENDENT MERCHANT JOHN MEARES BUILD THE FIRST TRADING POST ON VANCOUVER ISLAND IN 1788. WITH THE MARKET FOR THE VALUABLE PELTS IN CHINA, BRITISH COLUMBIA WAS PART OF THE PACIFIC RIM LONG BEFORE IT BECAME PART OF CANADA.

1788年自中国人帮助独立商人约翰·米尔斯建立在温哥华岛的第一个贸易站起，他们就成为了最初海陆贸易史的一部分。因有着中国的宝贝皮毛市，英属哥伦比亚省在加入加拿大之前很久就已属于太平洋地区的一部分。

THOUSANDS OF CHINESE NATIONALS FLOODED INTO CALIFORNIA WHEN GOLD WAS DISCOVERED THERE IN 1848 BUT WHEN STRINGENT LAWS WERE PASSED AGAINST THEM MANY OF THEM HEADED NORTH TO THE NEW COLONY OF BRITISH COLUMBIA WHERE THEIR RIGHTS WERE PROTECTED BY BRITISH COLONIAL LAW.

1848年在加州发现黄金，成千上万的中国人在那里的涌入加州。但是当严格的法律都反对他们通过，所以许多人北上到不列颠哥伦比亚省的新殖民地，在那里他们的权利受到英国殖民法律的保障。

AS WELL AS BEING MINERS, THEY BUILT ROADS & WOODEN FLUMES, GREW VEGETABLES AND OPENED SHOPS, RESTAURANTS & LAUNDRIES. MANY WERE ALSO EMPLOYED AS COOKS AND HOUSEKEEPERS INCLUDING BY THE PROMINENT PHAIR FAMILY HERE IN LILLOOET.

不仅作为工人，他们还建造了道路和木制水槽，播蔬菜，商店，餐馆和洗衣店。许多人被受聘为厨师和管家。这些雇主中包括了当时Lillooet著名的菲尔家族。

WHILE THEY WERE CRITICIZED FOR ACCEPTING LOW WAGES, SENDING THEIR EARNINGS BACK TO CHINA AND IMPORTING THEIR OWN SPECIALIZED SUPPLIES, THE CHINESE WERE ALSO RESPECTED FOR THEIR HARD WORK AND MASSIVE CONTRIBUTION TO THE DEVELOPMENT OF THIS PROVINCE.

尽管他们被批评接受低工资，送他们的收入回到中国并买入自己的特殊用品等，但是中国人仍因他们的辛勤工作和对全省发展做出的大贡献而得到尊重。



Chinese Gold Washers on the Fraser River, BC, ca. 1864 Courtesy: McCord Museum M609

WHEN B.C. BECAME PART OF CANADA IN 1871, ONE OF THE CONDITIONS WAS THAT THE FEDERAL GOVERNMENT WOULD CONNECT IT TO THE REST OF THE COUNTRY WITH A NEW CROSS CONTINENTAL RAILROAD. WORK STARTED ON THE RAILROAD IN 1881 WITH MOST OF THE TENS OF THOUSANDS OF WORKERS NEEDED TO PUSH IT THROUGH THE RUGGED B.C. LANDSCAPE RECRUITED IN CHINA BY CHINESE LABOUR CONTRACTORS.

1871年在英属哥伦比亚省成为加拿大的一部分，其中的一个条件是联邦政府必须修建一条跨国铁路把它与加国其他的大国连接起来。工作始于1881年，铁路穿越崎岖的英属哥伦比亚省山路所需的千万工人大多是中国包工人在中国招募的工人

ONCE THE CANADIAN PACIFIC RAILWAY WAS COMPLETED IN 1884, MANY OF THE CHINESE WORKERS CAME TO THE LILLOOET AREA TO RE-WORK TAILINGS LEFT BEHIND BY MINERS WHO WENT NORTH TO RICHER STRIKES IN THE CARIBOO. THE CHINESE MINERS PATIENTLY SIFTED THE SAND & GRAVEL AND WASHED BOULDERS SEEKING ANY REMAINING FLAKES OF GOLD. RIDGES OF THE PILED ROCKS THEY LEFT BEHIND CAN STILL BE SEEN THROUGHOUT THE DISTRICT OF LILLOOET.

加拿大太平洋铁路于1884年建成，许多中国工人随后便来到Lillooet区域，在已被洗去卡里布地区的工人采矿的地区重新采矿。中国的工人耐心地仔细筛砂石，用水冲洗砂石来寻求黄金碎片。他们留下的堆石岩脊依然可以在整个的Lillooet区中看到。

IN 1884, CHINESE MINERS DISCOVERED THAT LILLOOET'S CAYOOSH CREEK HAD BEEN OVERLOOKED. OVER THE NEXT THREE YEARS THEY MINED IT TO A DEPTH OF FOURTEEN FEET BENEATH ITS SURFACE TAKING OUT MILLIONS OF DOLLARS' WORTH OF PLACER GOLD. 1884年，中国工人在Lillooet的Cayoosh溪一直被忽略了。在接下来的三年中，他们采到了地表以下十四英尺的深度，并取了价值数百万美元的砂金。

AN ESTIMATED SIX HUNDRED CHINESE MINERS WORKED THE CAYOOSH WHILE LIVING IN RUSTIC CABINS ALONG THE CREEK LEAVING BEHIND THE RUINS OF TRADITIONAL CHINESE COOKING STOVE IN THE SETON LAKE CAMPGROUND.

据估计，600中国工人曾住在沿着Cayoosh溪的小屋里。他们在Seton Lake野外留下了中国式的炉灶。

WO HING WAS A PROMINENT CHINESE CITIZEN OF LILLOOET WHO OWNED THE LARGEST STORE ON MAIN STREET AND RAISED PORK AT HIS RANCH ON WEST PAVILION ROAD. A CHINATOWN SPRANG UP IN LILLOOET BEHIND HIS STORE AT THE ENTRANCE TO FRASERVUE STREET OPPOSITE THIS PARK. BY THE 1930s, MOST OF THE MERCHANTS ON MAIN STREET WERE CHINESE BUT THE BOOM AND BUST ECONOMY OF LILLOOET DID NOT TRANSLATE INTO A CONTINUOUS PRESENCE HERE.

Wo Hing是Lillooet的一个突出的中国人。他拥有在Main街最大的商店，并在他的西亭(West Pavillion Road)路牧猪。Lillooet唐人街就从商店后面开始，其入口在Fraserview街街口，也是Lillooet公园的面。到了1930年代，大多数Main街的商店都是中国人，但Lillooet的繁荣和随之而来的他不能成为持久的存在。

IT DIDN'T HAVE ANY MONETARY VALUE TO THE OTHER NATIONALITIES, BUT THERE WAS ANOTHER TREASURE FOUND IN THE LILLOOET AREA BY THE CHINESE MINERS – B.C. NEPHRITE JADE AND THEY SHIPPED MANY TONS OF IT BACK TO CHINA. CUT AND POLISHED TO PERFECTION, LILLOOET'S JADE WALK DISPLAYS THE BEAUTY AND VARIETY OF SOME OF THE BOULDERS THEY LEFT BEHIND.

虽然此物对其他民族来说没有任何价值，但中国工人在Lillooet地区发现了另一个宝藏：英属哥伦比亚的玉石。中国工人出口了大量玉石回中国。Lillooet的玉石走道(Jade Walk)显示一些他们留下的各品种的石头和其打磨的精致。



Wo Hing General Store Courtesy: Lillooet Museum and Visitor Centre



リルエットの日系カナダ人

「日系の先駆者たちが半世紀以上の間に血と汗とによって築きあげた基盤が破壊されてしまった。2万2千の同胞が長年の懸命な努力によって取得した土地、家屋、ビジネスが奪われ、私たちは州内陸部へと追放されたのだ。」

1942年、カオル池田の日記より

B C 州へ日本移民の定着は1877年に始まった。そして、カナダが日本帝国に対して宣戦布告した1941年当時、日系人コミュニティは2万人以上からなり、その大部分は二世のように出生によってカナダ人であるか、あるいは、帰化によって市民権を取得した人々だった。

アジア太平洋地域で大戦が開始したとき、B C 州の政治家たちはカナダ首相、マッケンジー・キングを説得し、その結果、B C 沿岸から160キロの「安全保障地域」が設定されることになった。当時、国防省や連邦警察は日系カナダ人を国の安全にとって危険な存在とは認めていなかったにもかかわらず、この「敵性外国人」呼ばれた人々は強制的に西部沿岸地域から退去させられたが、この自国民の強制移動はジュネーブ協定に違反する処置であった。

そして数種類の収容所が設立された。その一つは「労働キャンプ」と呼ばれるもので、そこには成年の男性が家族から切り離されて送られた。もう一つの種類の収容施設は、「自活移動プロジェクト」と呼ばれた収容所で、自己資金のある人々が移動の費用を自己負担することにより、家族単位での移動を認められるというものであった。しかし、当局は収容の経費調達のためという冷酷で一方的な理由により、日系人が後に残した家屋やビジネス、漁船、農場、所持品などを競売してしまった。従って、すべての日系人が収容の費用を自己負担させられたのである。

リルエット地域には収容所が4か所に設立された。すなわち、ブリッジ・リバー、ミント、マクギリプレイ・フォールズ、リルエット東部で、これらすべてが「自活移動」の施設であり、1000人近くの男女や子供からなる家族を収容していた。リルエット東部の収容所は断熱材なしのタール紙で覆われ、屋内に水道配管がない小屋61戸。加えて、物置小屋、学校兼集会所と共用の菜園からなる施設であった。このような施設の建設

が済むと、収容された人々は販売用の作物を栽培するために菜園に取り組んだ。土地を数か所借り入れ、地域の先住民から馬を借りて耕し、トマトを栽培した。日系人は農業の経験が豊かで、テント張りの温室や洗練された灌漑施設を使って利益をあげ、缶詰工場を誘致するほどであった。

「敵性外国人」300人がリルエットからフレーザー河を渡って到着した当初、地元住民は疑いの念や敵意を抱いていたが、やがて、商売の繁盛につながることが分かり、さらに地元住民との野球の試合も行われるようになって、関係は改善された。

もう一つの転機となる出来事は、1945年に好人物の宮崎政次郎医師がブリッジ・リバーから転居して来て、リルエットの立派な邸宅に診療所を開設したことである。このすばらしい人物について詳しく知りたい方はメイン・ストリートの郵便局のすぐ裏手にある「宮崎ヘリテージ・ハウス」を訪れていただきたい。

1945年に大戦が終結した後も日系カナダ人に対する制限の処置は継続された。すなわち、1949年まで沿岸地域へ帰ることが許されず、さらに多数の人々が「帰国」させられて、未知の国、日本で敗戦後の苦境を体験することになった。

他の人々はリルエットに留まり、大戦後の繁栄期に、地域社会の重要なメンバーとなった。その子孫たちの中には現在に至るまでこの地域に在住している人もいる。

1988年にカナダ政府はかつての日系カナダ人の取り扱いについて陳謝した。すなわち、カナダに対する忠誠な市民であったことを認め、象徴的なリドレス、すなわち個人およびコミュニティに対する金銭的な補償を認めたのである。

このように波瀾に満ちたB C 州の歴史についてさらに知りたい方は、リルエット博物館兼来訪者センター、あるいは、加盟店でリルエット金鉱街道歴史ツアーの地図を入手していただきたい。



East Lillooet girls in Kimonos 1947
Courtesy: Lillooet Museum and Archives

Japanese Canadians in Lillooet

“THE FOUNDATION OF OUR COMMUNITY CREATED BY MORE THAN HALF A CENTURY OF OUR PIONEERS’ SWEAT AND BLOOD WAS DESTROYED. THE LANDS, PROPERTY AND BUSINESSES THAT WE, 22,000 COMPATRIOTS, HAD ACHIEVED WITH MANY YEARS OF HARD WORK, WERE TAKEN FROM US AND WE WERE HERDED TO THE INTERIOR OF THE PROVINCE.”
KAORU IKEDA, DIARY, 1942

JAPANESE SETTLEMENT IN BRITISH COLUMBIA BEGAN IN 1877 AND WHEN CANADA DECLARED WAR AGAINST IMPERIAL JAPAN IN 1941, THE COMMUNITY NUMBERED WELL OVER TWENTY THOUSAND. THE MAJORITY WERE BORN AND RAISED (NISEI) OR NATURALIZED CANADIAN CITIZENS.

FOLLOWING THE DECLARATION OF WAR, A GROUP OF B.C. POLITICIANS PERSUADED CANADA’S PRIME MINISTER, MACKENZIE KING, TO CREATE A ONE HUNDRED MILE “SECURITY ZONE” ON THE WEST COAST OF BRITISH COLUMBIA. THE DEPARTMENT OF NATIONAL DEFENSE AND THE RCMP, DID NOT REGARD JAPANESE CANADIANS AS A SECURITY RISK BUT THEY WERE FORCIBLY AND, UNDER THE GENEVA CONVENTION, ILLEGALLY REMOVED FROM THIS AREA.

DIFFERENT KINDS OF SETTLEMENTS WERE CREATED. THE MAJORITY OF JAPANESE CANADIANS WERE MOVED TO CAMPS CALLED INTERIOR HOUSING PROJECTS WHERE WOMEN, CHILDREN AND THE AGED WERE SENT. WORK CAMPS THAT DIVIDED FAMILIES WERE CREATED FOR ADULT MEN, AS WELL AS “SELF-SUPPORTING” CAMPS WHERE FAMILIES OF SOME MEANS PAID FOR THEIR RELOCATION AND COULD STAY TOGETHER ALTHOUGH ALL JAPANESE CANADIANS WERE MADE TO PAY FOR THEIR INTERNMENT, A CRUEL JUSTIFICATION FOR THE AUCTION OF HOMES, BUSINESSES, FISHING BOATS, FARMS AND BELONGINGS THEY HAD TO LEAVE BEHIND.

THE FOUR INTERNMENT CAMPS IN THE LILLOOET AREA – BRIDGE RIVER, MINTO, MCGILLIVRAY FALLS AND EAST LILLOOET – WERE SELF-SUPPORTING AND HELD ALMOST A THOUSAND MEN, WOMEN AND CHILDREN.

THE EAST LILLOOET INTERNMENT CAMP CONSISTED OF SIXTY-ONE UNINSULATED TARPAPER SHACKS WITHOUT INDOOR PLUMBING, A GARAGE, A SCHOOLHOUSE/COMMUNITY HALL AND A COMMUNITY GARDEN. ONCE THEY HAD CONSTRUCTED THESE FACILITIES, THE INTERNEES TURNED THEIR ATTENTION TO MARKET GARDENING. THEY LEASED SEVERAL PIECES OF LAND THEY PLOWED WITH HORSES BORROWED FROM LOCAL FIRST NATIONS AND PLANTED TOMATOES. AS THEY WERE EXPERIENCED FARMERS WHO USED HOT TENTS AND SOPHISTICATED IRRIGATION SYSTEMS IT BECAME QUITE LUCRATIVE FOR THEM AND EVEN ATTRACTED A CANNERY.

INITIALLY, THE ARRIVAL OF THREE HUNDRED “ENEMY ALIENS” DIRECTLY ACROSS THE FRASER RIVER FROM LILLOOET WAS GREETED WITH SUSPICION AND HOSTILITY IN THE TOWN BUT RELATIONS IMPROVED ONCE CASH REGISTERS STARTED RINGING AND THE TWO COMMUNITIES BEGAN PLAYING BASEBALL TOGETHER.

THE ARRIVAL OF THE PERSONABLE DR. MASAJIRO MIYAZAKI FROM BRIDGE RIVER TO MOVE INTO AND SET UP A MEDICAL OFFICE IN LILLOOET’S FINEST HOME IN FEBRUARY OF 1945 WAS ANOTHER TURNING POINT. TO LEARN MORE ABOUT THIS WONDERFUL MAN, VISIT THE MIYAZAKI HERITAGE HOUSE DIRECTLY BEHIND THE POST OFFICE ON MAIN STREET.

WHEN THE WAR ENDED IN 1945, RESTRICTIONS CONTINUED FOR JAPANESE CANADIANS. THEY WERE NOT ALLOWED TO MOVE BACK TO THE COAST UNTIL 1949 AND MANY WERE “REPATRIATED” BACK TO A JAPAN THEY HAD NEVER KNOWN WHERE THEY FACED HARSH POST-WAR CONDITIONS.

OTHERS STAYED IN LILLOOET AND BECAME PROMINENT MEMBERS OF THE COMMUNITY DURING THE POST-WAR BOOM YEARS THAT FOLLOWED. SOME OF THEIR DESCENDANTS LIVE IN THE AREA TO THIS DAY.

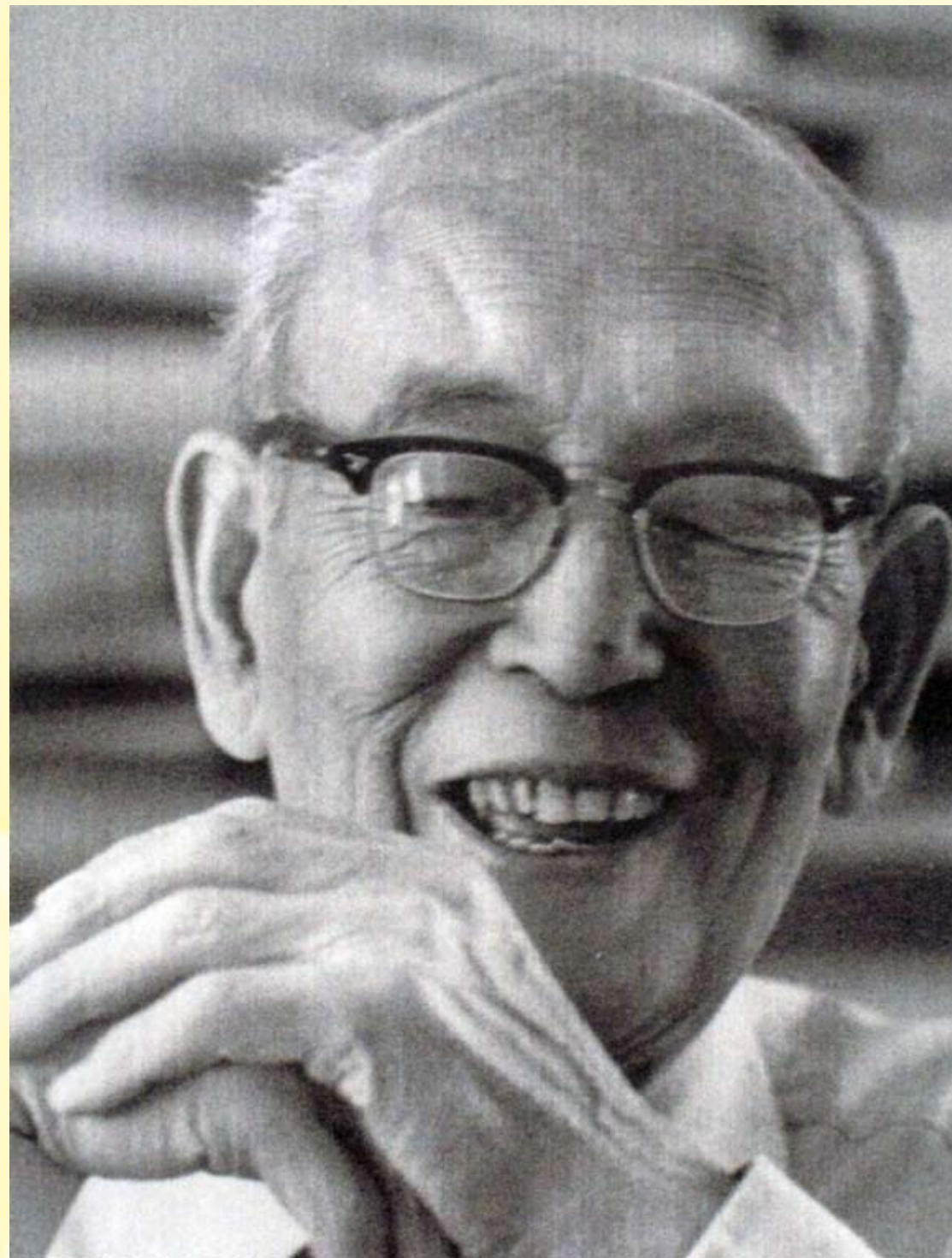
IN 1988, THE CANADIAN GOVERNMENT OFFICIALLY APOLOGIZED FOR THEIR TREATMENT OF JAPANESE CANADIANS, RECOGNIZED THEIR LOYALTY TO CANADA AND PROVIDED SYMBOLIC REDRESS TO THEM IN THE FORM OF INDIVIDUAL AND COMMUNITY FINANCIAL COMPENSATION.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET’S GOLDEN MILES OF HISTORY TOUR AT LILLOOET’S VISITOR INFORMATION CENTRE OR AT PARTICIPATING MERCHANTS.

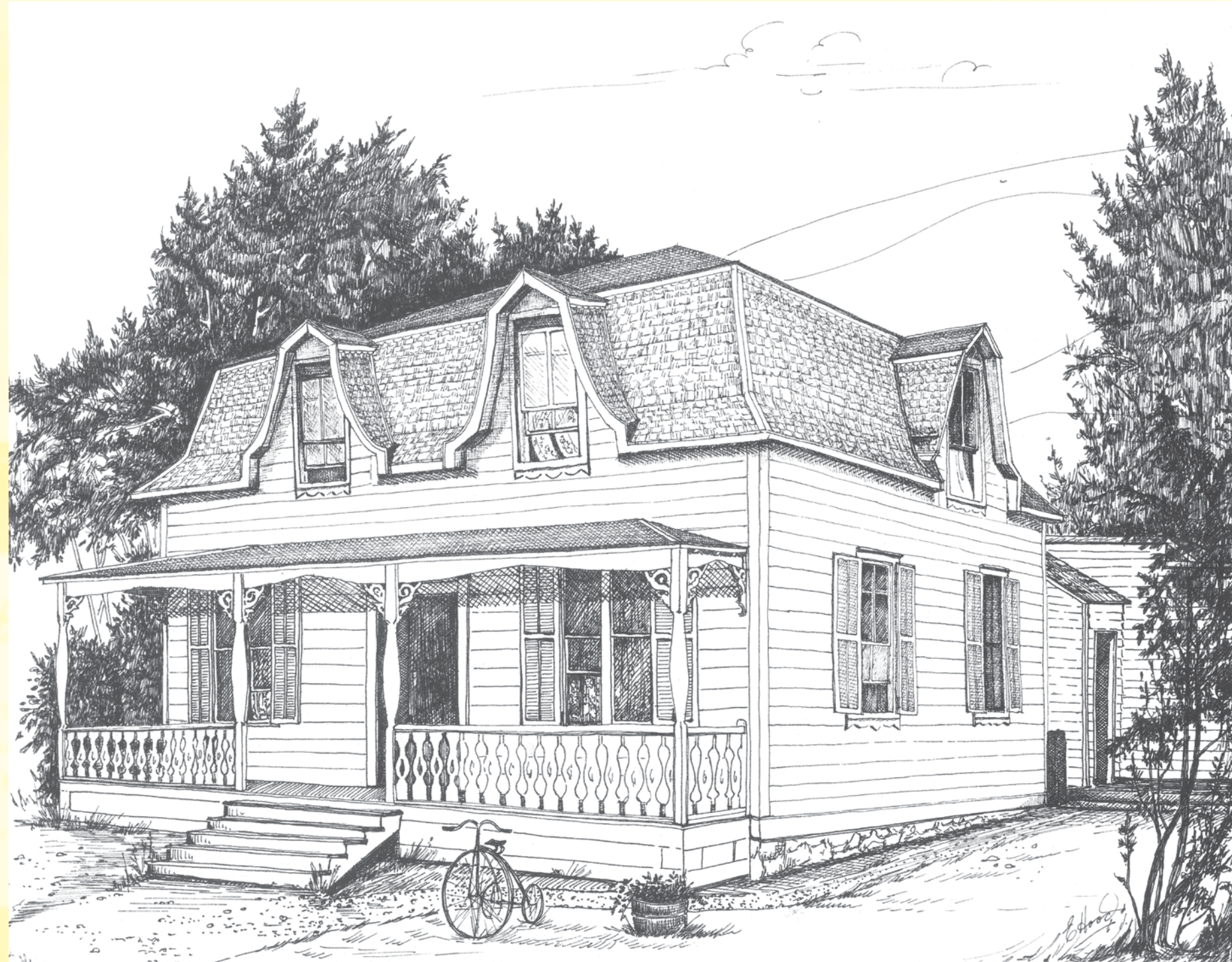


Former Japanese Internment Camp
Courtesy: BC Archives Item C-09837

The Story of Miyazaki Heritage House



Dr. Masajiro Miyazaki *Courtesy: Laurie McEwen*



Sketch of Miyazaki House *Courtesy: Elaine Hood*



Phair's General Store *Courtesy: Lillooet Museum and Visitor Centre*



Lillooet, B.C. 1896. Longford House, residence of Casper Phair Esq. Born Castleren, Roscommon, Ireland, Feb. 22, 1846; died St. Paul's Hospital, Vancouver, Mar. 23, 1933. Formerly employed in Post Office, London, Eng., immigrated to Kansas, California, and took up ranch at Chilliwack about 1877. Taught school at Lillooet, 1879. Later, Government Agent, Gold Commissioner, Sheriff, Magistrate and Tax Collector at Lillooet. Married, Cerise Armit Eyre, daughter of John Eyre, of Eyrescourt, Castle, Ireland. (See father, Captain (bailiff) at St. Martin's Church, Lillooet, 1899. Children: A.W.A. Phair, first child born on Main Street of Lillooet, on May 1, 1880; Herbert, Lewis Phair, born in June 1884, served with 100th Battalion, North British Columbian, C.E.F., wounded at Battle of Arras. Died on Dec. 1918. In photo. "In" + "in" Phair, and their sons, "Arty" on steps, "Berly" on verandah. Chinese servant in rear. Observe old style toy bicycles, and shutters on windows. Photo by Cumming Bros, photographers, Lillooet, presented 1935 by A.W.A. Phair, Lillooet. Longford House was also the name of his father's Irish home. City Archives.

Casper and Cerise Phair at Longford House circa 1900 with sons Artie on the stairs and Bertie on the porch. Their Chinese housekeeper stands at the rear of the house. *Courtesy: Lillooet Museum and Visitor Centre*

IN 1877, IRISH IMMIGRANT CASPAR PHAIR HIKE THE CARIBOO ROAD FROM YALE TO ACCEPT THE POSITION OF SCHOOLTEACHER IN LILLOOET. THE SAME YEAR, CERISE ARMIT EYRE GRADUATED FROM FINISHING SCHOOL IN ENGLAND AND ARRIVED TO JOIN HER MOTHER & STEPFATHER ON A FARM NEAR PAVILION LAKE THAT IS STILL A WORKING CATTLE RANCH TODAY.

CASPAR & CERISE WERE MARRIED IN 1879 AND THE FOLLOWING YEAR, THE FIRST OF THEIR TWO SONS, ARTHUR WILLIAM ARMIT "ARTIE" PHAIR, WAS BORN. CASPAR CAME TO HOLD ALMOST EVERY OFFICIAL POSITION IN THE AREA INCLUDING GOVERNMENT AGENT, GOLD COMMISSIONER, MAGISTRATE, CHIEF CONSTABLE, CORONER, FIRE CHIEF AND GAME WARDEN.

CASPAR HIRED MASTER BUILDER WILLIAM DUGUID TO BUILD HIS FAMILY A FINE HOME IN THE SECOND EMPIRE STYLE FEATURING A MANSARD ROOF, BELL-CAST EAVES AND FOUR UNIQUE MANSARD-ROOFED DORMER WINDOWS. THEY NAMED THEIR HOME LONGFORD HOUSE. IN 1887, CERISE BOUGHT A GENERAL STORE ON MAIN STREET AND THE PHAIRS SETTLED INTO A PROSPEROUS AND REFINED LIFESTYLE IN THE HEART OF A WILD, FRONTIER TOWN.

BY AGE EIGHTEEN, ARTIE WAS RUNNING THE FAMILY STORE BUT THE PHAIR FAMILY FORTUNES ROSE AND FELL WITH THE BOOM AND BUST ECONOMY OF LILLOOET.

CASPAR & CERISE PASSED THREE MONTHS APART IN 1933. LIKE HIS FATHER, ARTIE CAME TO FILL MANY OF THE TOWN'S OFFICIAL POSITIONS INCLUDING CORONER BUT SCANDALIZED THE TOWNSFOLK BY LETTING THE MANICURED GARDENS OF LONGFORD HOUSE BECOME OVERGROWN AND UNKEMPT WHILE HE ROAMED THE RUGGED MOUNTAINS SURROUNDING LILLOOET TAKING PHOTOGRAPHS AND COLLECTING BUTTERFLIES AND CURIOS. WITHOUT HIM, MUCH OF THE AREA'S HISTORY WOULD NOT HAVE BEEN RECORDED.

IN 1944, ARTIE WAS TAKING PICTURES IN BRIDGE RIVER WHEN HE MET DR. MASAJIRO MIYAZAKI WHO WAS INTERNED THERE WITH HIS FAMILY AS THE RESULT OF WWII POLICIES THAT REMOVED JAPANESE CANADIANS FROM THE WEST COAST. THE TOWN WAS WITHOUT A DOCTOR AT THE TIME SO ARTIE DRAFTED A PETITION SIGNED BY MANY OF THE TOWN'S LEADING CITIZENS THAT ALLOWED THEM TO MOVE INTO LILLOOET.

ARTIE MOVED UPSTAIRS SO THE MIYAZAKIS COULD MOVE INTO THE GROUND FLOOR OF LONGFORD HOUSE AND SET UP A MEDICAL OFFICE IN ONE OF THE FRONT ROOMS. AFTER THE WAR, ARTIE MOVED TO LIVING QUARTERS BEHIND THE FAMILY STORE AND DR. MIYAZAKI BECAME THE LEGAL OWNER OF LONGFORD HOUSE IN 1947.

WITH A PRACTICE COVERING OVER 4000 SQUARE MILES OF SOME OF THE MOST RUGGED COUNTRY ON EARTH, DR. MIYAZAKI WAS KNOWN FOR HIS OPTIMISM AND SUNNY PERSONALITY. HE WAS A TRUE COUNTRY DOCTOR WHO ALSO ACTED AS A DENTIST, VETERINARIAN & MORTICIAN.

TO REACH ACCIDENT SCENES, ATTEND ILLNESSES AND DELIVER BABIES HE WADED THROUGH SNOWDRIFTS, TRAVELLED ON HORSEBACK, BY TRAIN AND SPEEDBOAT, DUG HIS WAY THROUGH SLIDES, CHOPPED FALLEN TREES, ATTACHED ICE HOOKS TO HIS VEHICLE TO CRAWL UP WINTERY HILLS AND CROSSED THE FRASER IN A CABLE CAR. HIS EFFORTS TO GET TO REMOTE RESERVES TO ATTEND FIRST NATIONS PATIENTS WERE OFTEN HEROIC AND HE IS CREDITED WITH SAVING MANY LIVES.

AS POLICE DOCTOR AND CORONER, HE AND ARTIE PHAIR OFTEN TRAVELLED BY TRAIN AND MIYAZAKI RECORDED THEIR ADVENTURES TOGETHER IN HIS AUTOBIOGRAPHY, MY SIXTY YEARS IN CANADA.

DURING HIS TIME IN LILLOOET, DR. MIYAZAKI CONTRIBUTED GREATLY TO THE COMMUNITY INCLUDING GARAGING AND DISPATCHING ITS FIRST AMBULANCE SERVICE, SERVING THREE TERMS ON THE TOWN COUNCIL (THE FIRST JAPANESE CANADIAN TO DO SO), FOUNDING AND BEING AN ACTIVE MEMBER OF THE VOLUNTEER FIRE DEPARTMENT, KEEPING THE TOWN'S METEOROLOGICAL RECORDS, SERVING AS PRESIDENT OF THE HISTORICAL SOCIETY AND BEING A CHARTER MEMBER OF THE LILLOOET ELKS. HE WAS A DEVOUT MEMBER OF THE UNITED CHURCH AND ACTIVE WITH THE BOY SCOUTS WHO MET IN HIS HOME, USED HIS GARAGE FOR BOTTLE DRIVES AND SOLD CHRISTMAS TREES IN THE YARD.

FOR HIS PUBLIC SERVICE, DR. MIYAZAKI WAS MADE FREEMAN OF THE VILLAGE AND AWARDED THE ORDER OF CANADA.

IN 1983, RECURRENT HEALTH PROBLEMS FORCED DR. MIYAZAKI TO MOVE TO KAMLOOPS TO LIVE WITH HIS DAUGHTER. BEFORE HE LEFT, HE DONATED HIS HOME TO THE VILLAGE OF LILLOOET AND HIS OFFICE REMAINS AS HE LEFT IT.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET'S GOLDEN MILES OF HISTORY TOUR AT THE LILLOOET MUSEUM & VISITOR CENTRE OR AT PARTICIPATING MERCHANTS.



SIR MATTHEW BAILLIE BEGBIE

“HE WAS ONE OF THOSE GREAT MEN, RAISED UP BY PROVIDENCE, AT A CRITICAL PERIOD IN OUR HISTORY, TO BREAK IN A NEW AND WILD COUNTRY TO ORDER, LAW AND CIVILIZATION.”

ELEGY FOR SIR MATTHEW BEGBIE BY JUDGE HENRY CREASE, VICTORIA B.C., 1894

IN 1858, A LONDON TIMES CORRESPONDENT ACCOMPANIED JAMES DOUGLAS INTO THE FRASER CANYON TO INVESTIGATE REPORTS THAT THOUSANDS OF “INTRUSIVE, IMPERTINENT AND LAWLESS” AMERICAN MINERS WERE WARRING WITH FIRST NATIONS. THE REPORTER ESTIMATED IT WOULD TAKE 750 POLICEMEN AND FOUR OR FIVE GUNBOATS TO ENFORCE LAW AND ORDER BUT BRITAIN SENT ONLY ONE MAN – MATTHEW BAILLIE BEGBIE.

AN EXPERIENCE LAWYER WITH A STERLING REPUTATION, BEGBIE WAS FLUENT IN FOUR LANGUAGES, AN ALL-AROUND ATHLETE AND A STUDENT OF MATHEMATICS & SCIENCE. HE HAD AN APPETITE FOR ADVENTURE, THE PHYSICAL ENDURANCE TO FACE ARDUOUS CONDITIONS IN A FRONTIER LAND AND THE UNSHAKEABLE CONFIDENCE OF A CAMBRIDGE MAN TO FACE ANY SITUATION WITH GREAT PRESENCE OF MIND.

A 6’5” GIANT OF A MAN WITH PIERCING BLUE EYES, PREMATURELY WHITE HAIR AND AN IMPECCABLE VICTORIAN WARDROBE, BEGBIE TRAVELLED ON HORSEBACK OR ON FOOT OVER “GOAT TRACKS” AND BY CANOE ON “FOAMING TORRENTS” TO SET UP LOCAL JUDICIARIES & POLICE FORCES IN LAWLESS MINING SETTLEMENTS. HE PRESIDED OVER GOLDFIELD COURTS IN TENTS, SHACKS OR THE OPEN AIR. HIS ELOQUENCE AND THEATRICALS ALWAYS GUARANTEED AN APPRECIATIVE AUDIENCE.

BEGBIE ASSISTED GOVERNOR DOUGLAS IN COMPILING LAWS AND MADE NOTES FOR HIM ABOUT THE COUNTRY’S TOPOGRAPHY, WEATHER CONDITIONS AND AGRICULTURAL POTENTIAL WHILE SKETCHING MAPS WITH SUGGESTIONS FOR POTENTIAL ROADS, BRIDGES AND TOWNS.

ON THE TRAIL, HIS CLERK PRAISED BEGBIE WHO “CHOPPED WOOD, BAKED BREAD, CUT TENT PEGS, SHOT GAME, CAUGHT FISH (AND) COULD STEER OR PADDLE A CANOE DOWN A SWIFT RIVER AS WELL AS ANYONE.” IN THE EVENING AROUND THE CAMPFIRE HE AMAZED HIS TRAVELLING COMPANIONS “AT THE CONTRAST BETWEEN HIS INTELLECTUAL ATTAINMENTS AND THE RIGOROUS BACKDROP AGAINST WHICH THEY WERE SO EFFORTLESSLY DISPLAYED.”



IN THE WIG AND SCARLET ROBES OF ENGLISH COURT TRADITION, HE PRONOUNCED JUDGMENTS WITH SUCH SEVERITY THAT RATHER THAN FACE HIM IN COURT, SOME FLED THE COUNTRY. WHEN ONE CONVICTED MINER COMPLAINED ABOUT HIS LEGAL DEFENSE, BEGBIE AGREED TO SET HIM UP WITH ANOTHER TRIAL “BY YOUR MAKER” THEREBY EARNING THE EPITHET – THE HANGING JUDGE.

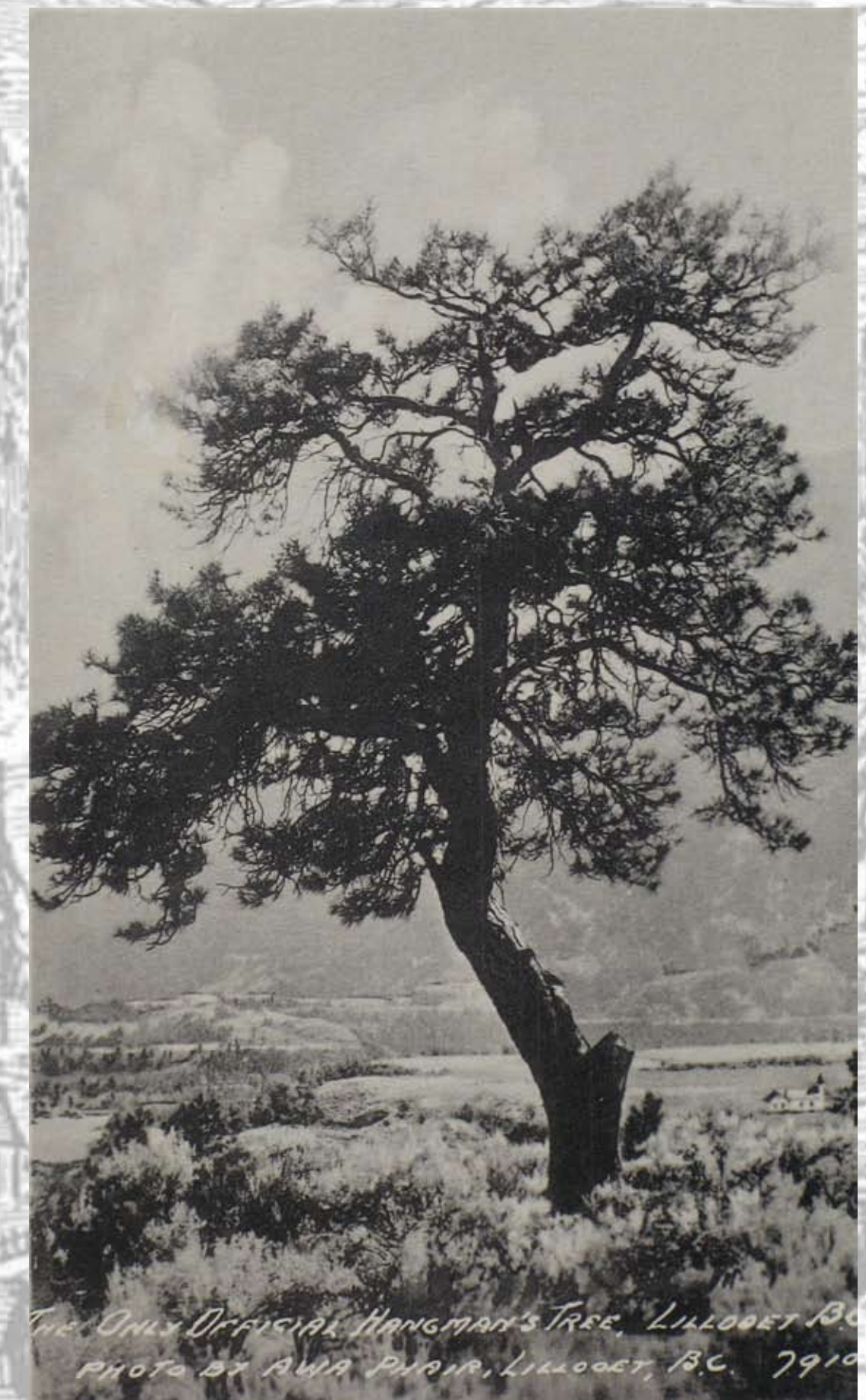
YET BEGBIE WAS A COMPASSIONATE MAN WHO SOUGHT EXTENUATING CIRCUMSTANCES WHEN A JURY PRONOUNCED A DEATH SENTENCE AND DEFENDED THE RIGHTS OF CHINESE MINERS AND FIRST NATIONS AGAINST DISCRIMINATION.

BEGBIE RECEIVED DEPUTATIONS FROM FIRST NATIONS CHIEFS, WAS FLUENT IN THE CHINOOK TRADING LANGUAGE THAT DUBBED HIM “THE ROPE TYEE” AND COULD COMMUNICATE IN FIRST NATIONS DIALECTS WITHOUT A TRANSLATOR.

IN 1860, AMERICAN MINERS WERE SHOCKED WHEN A CALIFORNIAN WAS CONVICTED OF ASSAULTING A FIRST NATIONS MAN AT YALE SOLELY ON EVIDENCE GIVEN BY FIRST NATIONS. IT WAS THE FIRST TIME THIS HAD HAPPENED ON THE WEST COAST.

AFTER CONFEDERATION WITH CANADA IN 1871, MATTHEW BAILLIE BEGBIE WAS KNIGHTED BY QUEEN VICTORIA AND SERVED AS CHIEF JUSTICE OF BRITISH COLUMBIA UNTIL THE END OF HIS LIFE.

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Hangman's Tree • AWA Phair photographer
Courtesy: Carrico Collection

The History of Agriculture in Lillooet

“CAST YOUR BREAD UPON THE WATERS IN LILLOOET AND IT’LL COME BACK STUDDED WITH FRUIT AND NUTS.”
MARGARET “Ma” MURRAY, LILLOOET B.C.

Credit: Lillooet Museum and Visitor Centre

“WE GROW THE BEST CANTALOUPEs, GRAPES, PEACHES AND APPLES THAT BRITISH COLUMBIA HAS EVER SEEN. OUR ALFALFA SEED IS SECOND TO NONE. OUR BEEF HAS THE BEST FLAVOR AND TEXTURE OF ANY IN THE INTERIOR.”
DAN HURLEY 1936, LILLOOET B.C.

WHEN FUR TRADERS ARRIVED IN THE LILLOOET AREA, THE ST’ÁT’IMC ENJOYED A THRIVING ECONOMY BASED ON TRADING TS’WAN OR WIND-DRIED SALMON. THE HUDSON’S BAY COMPANY COULDN’T CONVINCE THEM TO ABANDON IT IN FAVOUR OF TRAPPING FOR FURS BUT MAINTAINED AN OUTPOST HERE FOR THE PURPOSE OF TRADING FOR TS’WAN TO SUPPLY THEIR AGENCIES.

WHEN THE FIRST ROAD BUILT INTO THE COLONY OF BRITISH COLUMBIA TERMINATED AT LILLOOET IN 1858, MANY WHO TRAVELLED IT SAW BETTER OPPORTUNITIES FARMING & RANCH-ING IN THE AREA THAN IN MINING.

THE TOWN BECAME MILE 0 OF THE CARIBOO ROAD IN 1862 AND LILLOOET GROWN BEANS BECAME MUCH IN DEMAND IN THE CARIBOO GOLDFIELDS. ALFALFA SEED BROUGHT FROM MEXICO ALSO FLOURISHED HERE, PROVIDING FODDER FOR THE HUNDREDS OF PACK ANIMALS CARRYING SUPPLIES NORTHWARD.

AN AMERICAN SETTLER GREW OATS, BARLEY, TURNIPS AND POTATOES ON A FLAT NEAR PAVILION LAKE THAT THE MARTLEY FAMILY TOOK OVER IN 1861. THEY NAMED IT THE GRANGE AND SHIPPED LARGE QUANTITIES OF BEEF, MUTTON, POULTRY AND VEGETABLES TO THE CARIBOO. COMBINED WITH THE HISTORIC CARSON RANCH ON PAVILION PLATEAU, THE GRANGE IS NOW OWNED BY ONE OF CANADA’S LARGEST SUPPLIERS OF ORGANIC BEEF.

JONATHAN SCOTT, A PLANTER FROM KENTUCKY, FARMED THE UPPER BENCH OF THE MAGNIFICENT TABLELANDS ACROSS THE FRASER AFTER A NINE-MILE LONG FLUME/IRRIGATION DITCH FROM FOUNTAIN LAKE WAS BUILT IN 1861. MINERS WERE MISSING TOBACCO EVEN MORE THAN THEIR WIVES AND FOR THE NEXT TWENTY YEARS HE SOLD PLUGS AND CUT TOBACCO STRAIGHT OFF HIS PRESSES.

BY 1864, FLOUR FROM OREGON COST \$100 A SACK IN LILLOOET SO FOUR INVESTORS BUILT A MILL. SUPPLIED WITH GRISTS FROM RANCHES SURROUNDING LILLOOET, IT PRODUCED HIGH QUALITY FLOUR UNTIL 1908.

THE FIRST ATTEMPT TO GROW HOPS ON THE BENCH ABOVE THE NORTH END OF TOWN ENDED IN FAILURE BUT IN 2009 TWO ENTERPRISING BIOLOGISTS SUCCEED-ED AND THEIR VERTICAL ROWS OF EIGHTEEN FOOT HIGH TRELLISES CAN BE SEEN ACROSS THE RIVER FROM HERE. THEIR AMBITION IS TO MAKE LILLOOET THE ORGANIC HOPS CAPITAL OF CANADA.

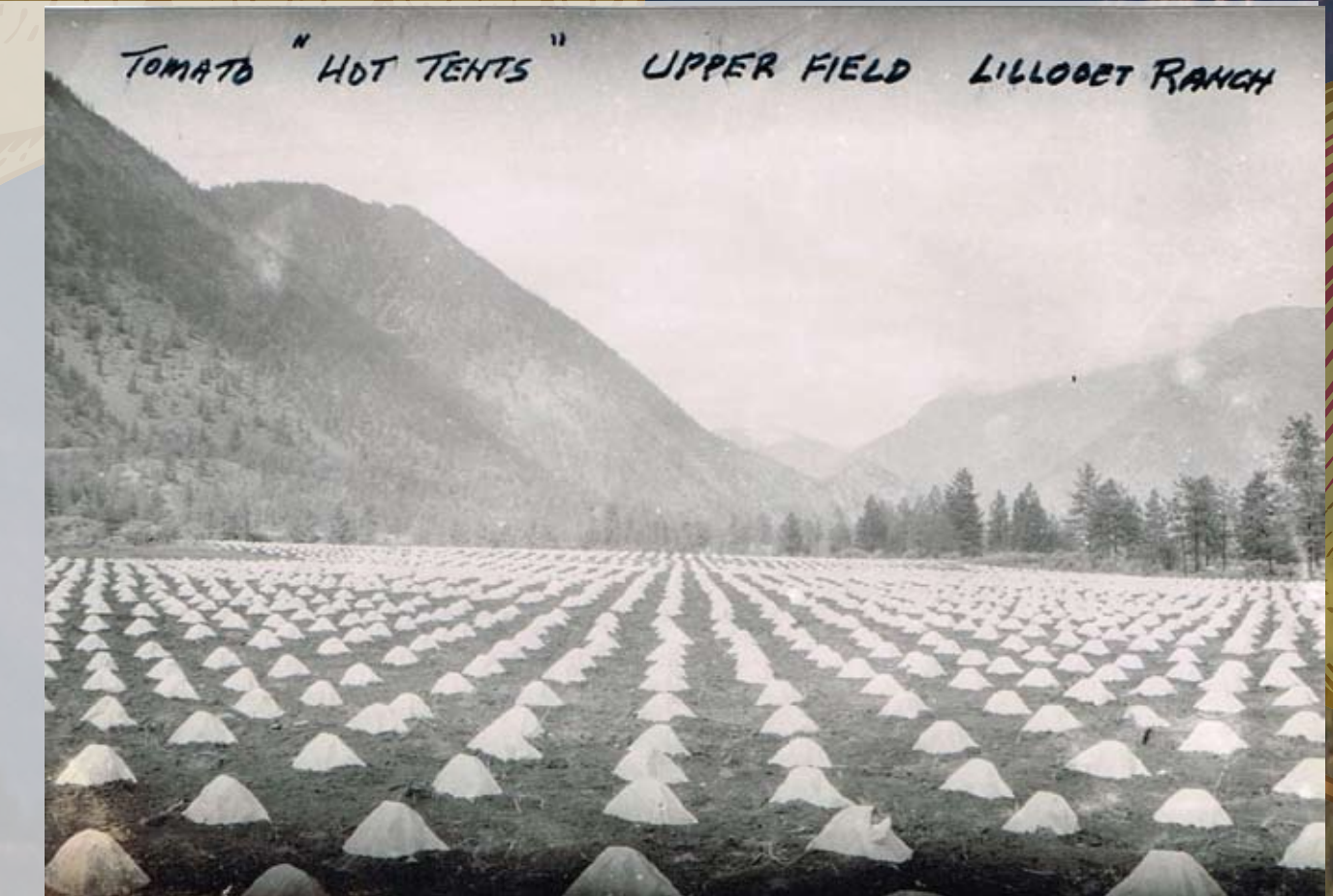
THE FIRST GRAPES IN THE LILLOOET AREA WERE GROWN AT FOUNTAIN FROM CUTTINGS SENT FROM ITALY IN 1863. AFTER EXPERIMENTAL TRIALS VERIFIED THE SUPERIOR TERROIR OF LILLOOET SOILS, OUR FIRST COMMERCIAL WINERY WAS ESTABLISHED IN 2009. SINCE THEN, FORT BERENS HAS WON MANY AWARDS AND MEDALS.

LILLOOET BOASTS B.C.’S BEST TOMATOES. WHEN JAPANESE CANADIANS WERE INTERNED IN EAST LILLOOET DURING WWII, THEY SHIPPED MANY TRAIN CARLOADS OF LUSCIOUS SUN-RIPENED LILLOOET TOMATOES TO VANCOUVER. CONNOISSEURS OF FINE FOODS NOW COME HERE EVERY YEAR AND BUY HUNDREDS OF KILOS OF TOMATOES AT THE OLD AIRPORT GARDENS FOR SALSAS, SAUCES AND HOME CANNING.

STONE FRUITS, ESPECIALLY APRICOTS, THRIVE IN LILLOOET. TREES DRIPPING WITH FRUIT IN THE MIDSUMMER HEAT SEEM TO BE IN EVERY YARD. LILLOOET’S ANNUAL APRICOT TSAQWEM FESTIVAL ALSO HONOURS NATIVE SASKATOON BERRIES, EQUALLY PROLIFIC AND WIDELY USED BY FIRST NATIONS, EATEN FRESH OR DRIED FOR STORAGE.

THROUGHOUT THE LILLOOET AREA, HISTORIC WEST PAVILION, BRIDGE RIVER, YALAKOM, FOUNTAIN & TEXAS CREEK FARMS AND RANCHES ARE RISING TO MEET A GROWING DEMAND FOR HEALTHY FOOD. LOCAL ORGANIC VEGETABLES, FRUITS, GARLIC, HONEY, EGGS AND POULTRY ARE AVAILABLE IN LOCAL SHOPS OR AT THE LILLOOET FARMER’S MARKET EVERY FRIDAY ON MAIN STREET FROM MAY THROUGH TO OCTOBER.

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Credit: Lillooet Museum and Visitor Centre

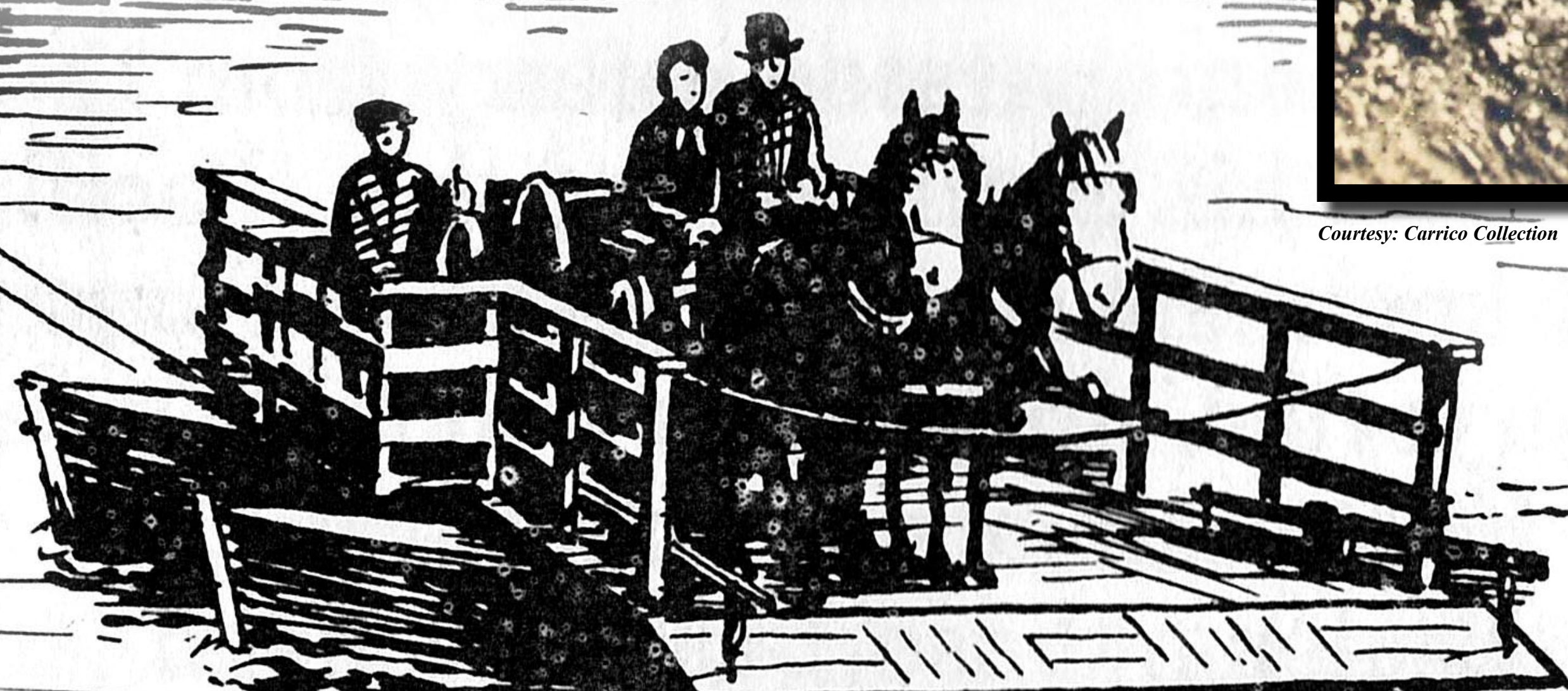


Credit: Lillooet Museum and Visitor Centre

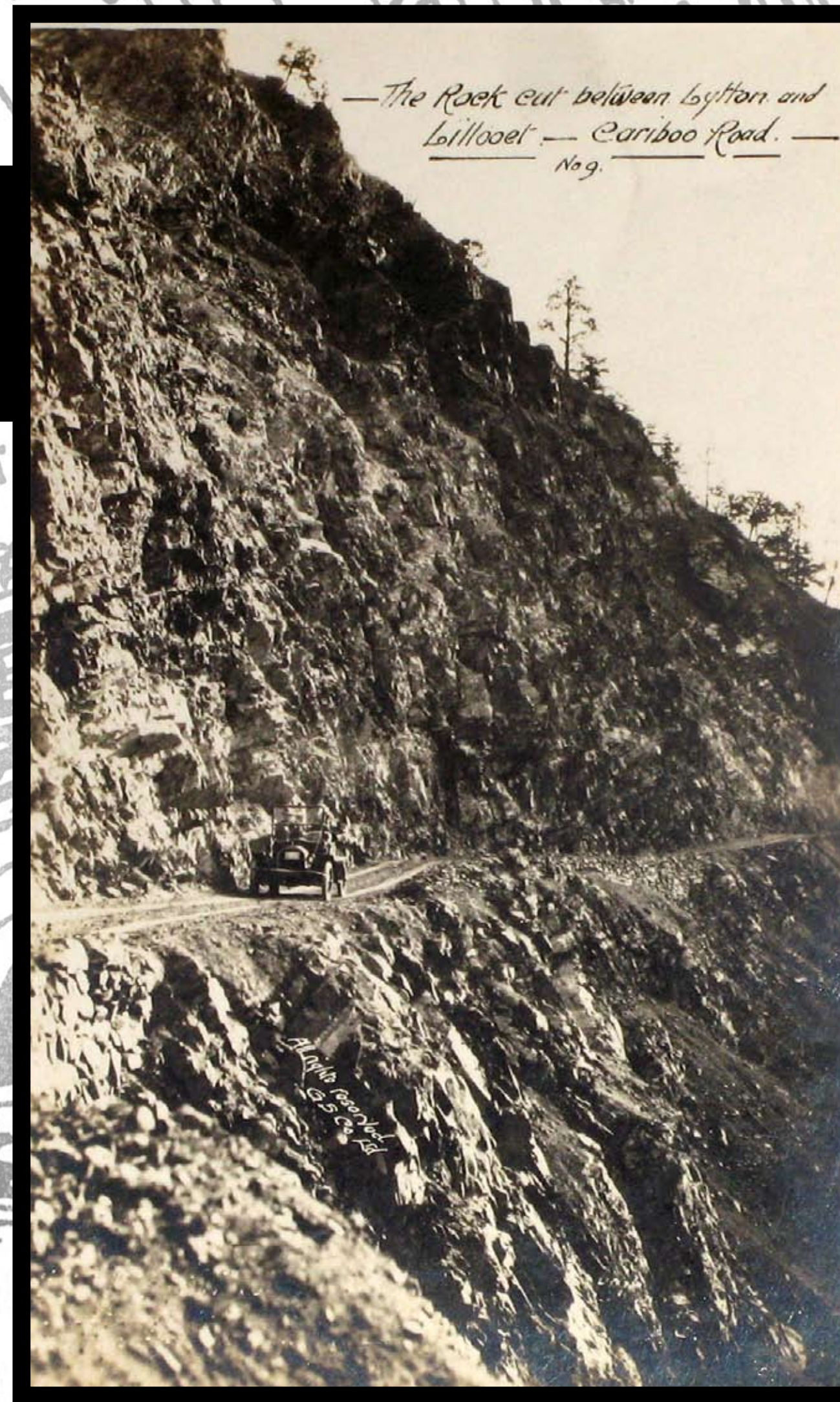
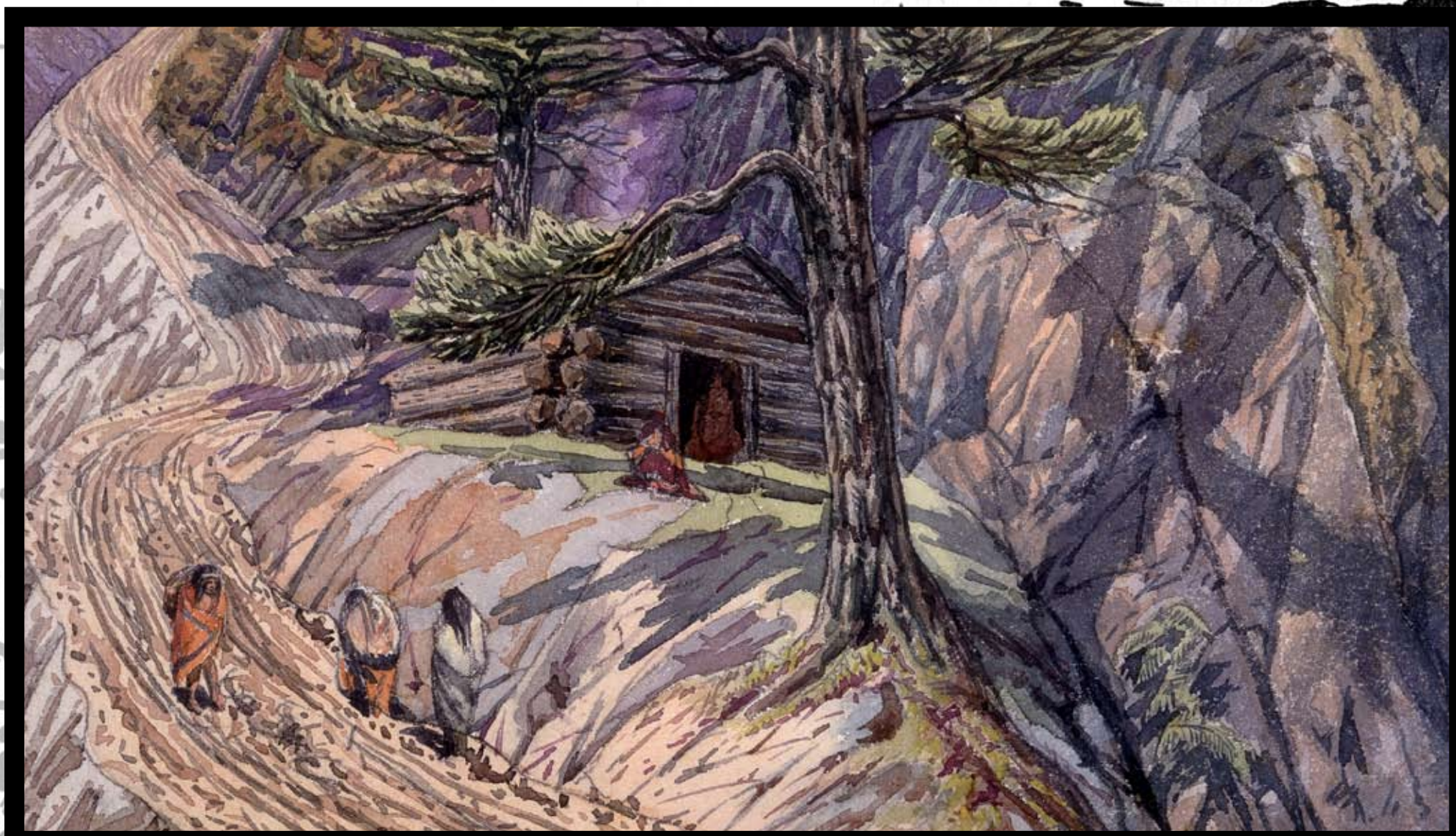
Background image of vineyards at Fort Berens Estate Winery
courtesy: Brad Kasselmann

Reaction Ferry - from the book "Short Portage to Lillooet"
Courtesy: Lillooet Public Library

HIGHWAYS AND BYWAYS OF LILLOOET



New Government Road, Lillooet, B.C. 1862-63 Courtesy: McCord Museum M615



Courtesy: Carrico Collection

“SOLIDLY AND SUBSTANTIALLY CONSTRUCTED BY OUR INFANT COLONY IN LESS THAN THREE YEARS, (THE CARIBOO) ROAD WAS THE PRIDE OF BRITISH COLUMBIA, AND A SOURCE OF WONDER AND ADMIRATION TO ITS VISITORS.”

JUDGE F.W. HOWAY, BRITISH COLUMBIA FROM EARLIEST TIMES TO PRESENT, 1914

IN THE LILLOOET AREA, ANCIENT ST'AT'IMC FIRST NATION TRAILS FORMED A SOPHISTICATED TRADING NETWORK LATER USED BY FUR TRADERS.

DURING THE GOLD RUSH OF 1858, GOVERNOR JAMES DOUGLAS CONCLUDED THAT THE VAST TERRITORY OF NEW CALEDONIA WOULD REMAIN UNDER THE BRITISH FLAG ONLY IF A TRANSPORTATION SYSTEM PROVIDED BETTER ACCESS TO THE GOLDFIELDS THAN AMERICAN ROUTES. HE APPEALED TO ENGLAND FOR ASSISTANCE AND A CORPS OF ROYAL ENGINEERS ARRIVED IN RESPONSE.

BY MAY OF 1858, THE ROYAL ENGINEERS HAD COMPLETED A WAGON ROAD FROM HARRISON LAKE AS FAR AS PEMBERTON THEN CONTRACTED OUT THE REST OF IT TO ITS TERMINUS AT LILLOOET. THE SECTION OF THE HARRISON/LILLOOET ROAD THROUGH “THE SHORT PORTAGE” BETWEEN ANDERSON & SETON LAKES WAS THE SITE OF B.C.'S FIRST RAILWAY WITH TRAMCARS PULLED BY MULES. UNTIL STEAM-BOATS WERE BUILT FOR THE LAKES, MINERS AND SUPPLIES WERE TRANSPORTED IN FIRST NATIONS CANOES.

IN 1862, AS GOLD MINERS PUSHED NORTH, PARSONVILLE, DIRECTLY ACROSS THE FRASER FROM THE TOWN OF LILLOOET, BECAME MILE ZERO OF THE CARIBOO ROAD WITH THE ROYAL ENGINEERS AGAIN IN CHARGE OF ITS CONSTRUCTION.

LILLOOET IS ALSO THE GATEWAY TO THE LEGENDARY SKUMAKUM OR LAND OF PLENTY AS IT WAS KNOWN TO ITS ST'AT'IMC FIRST NATIONS PEOPLE. IN THE SUMMER, THEY WOULD FISH AND WIND DRY SALMON ALONG THE FRASER RIVER. IN THE FALL, THEY WOULD HUNT IN SKUMAKUM.

IN 1827, A HUDSON'S BAY SKETCH MAP OF THE LILLOOET AREA SHOWED A FIRST NATIONS BRIDGE ACCESSING SKUMAKUM AND FROM THEN ON, THE WATERWAY IT CROSSED BECAME KNOWN AS THE BRIDGE RIVER.

BY 1896, MINERS HAD DISCOVERED THE UPPER BRIDGE RIVER AND WITHIN A YEAR, THERE WERE OVER TWO HUNDRED CLAIMS ON IT WITH EXTENSIVE HYDRAULIC MINING CARRIED ON AT HORSESHOE BEND. DURING THIS TIME, ST'AT'IMC CHIEF HUNTER JACK RULED THE BRIDGE RIVER COUNTRY AND DROVE FOREIGN MINERS FROM MARSHALL AND TYAUGHTON CREEKS. CHIEF JACK WAS FAMOUS FOR DISTRIBUTING GOLD NUGGETS TO HIS GUESTS AT HIS POTLATCHES. AFTER HE DIED THERE WERE ATTEMPTS TO FIND HIS MINE BUT, TO THIS DAY, NO ONE HAS.

UNLIKE THE PLACER GOLD OF THE FRASER RIVER, MOST OF THE BRIDGE RIVER GOLD WAS IN QUARTZ VEINS DEEP IN THE UNDERGROUND. FROM 1928 TO 1971, THE COMMUNITY OF BRALORNE WAS ONE OF CANADA'S MOST PRODUCTIVE GOLD MINING TOWNS.

BEFORE THE MISSION MOUNTAIN ROAD WAS BUILT IN THE 1930S, ACCESS TO THE AREA WAS BY FOOT ON THE BRIDGE RIVER CANYON TRAIL AND THEN BY TRAIN FROM LILLOOET. ACCESS IS EASIER NOW WITH HIGHWAY 40 CONNECTING LILLOOET'S MAIN STREET TO THE HURLEY FOREST SERVICE ROAD AT GOLD BRIDGE AND THEN BACK TO THE PEMBERTON VALLEY.

ACCESS TO THE ANDERSON LAKE HIGHLINE STARTS AT TERZAGHI DAM OFF OF HIGHWAY 40 GOING UP AND OVER MISSION MOUNTAIN TO THE COMMUNITY OF SETON PORTAGE AND FOLLOWS ANDERSON LAKE TO D'ARCY BUT BE WARNED, DESPITE BEING ONE OF THE OLDEST GAZETTED ROADS IN BRITISH COLUMBIA, IT'S BEEN DESCRIBED AS MORE OF AN ADVENTURE THAN A ROAD.

SET IN THE BREATHTAKING SCENERY OF THE LILLOOET AREA, ALL OF THESE ROADS REMAIN A SOURCE OF WONDER AND ADMIRATION FOR THOSE WHO ARE FORTUNATE TO TRAVEL THEM.

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THE PACIFIC GREAT EASTERN RAILWAY

“THERE WAS A TIME IN THIS FAIR LAND WHEN THE RAILROADS DID NOT RUN.
WHEN THE WILD MAJESTIC MOUNTAINS STOOD ALONE AGAINST THE SUN.”

GORDON LIGHTFOOT, CANADIAN RAILROAD TRILOGY

CONSTRUCTION OF THE HISTORIC PACIFIC GREAT EASTERN RAILWAY WAS AN EPIC UNDERTAKING VITAL TO THE DEVELOPMENT OF 20TH CENTURY BRITISH COLUMBIA. PROMISES IT WOULD TRANSPORT ENDLESS STANDS OF TIMBER NORTH OF SQUAMISH TO HOWE SOUND, OPEN UP VAST CARIBOO RANCHLANDS AND JOIN THE CROSS CANADA RAILWAY SYSTEM IN PRINCE GEORGE FUELED A LANDSLIDE VICTORY IN THE PROVINCIAL ELECTION OF 1912.

PRIVATE INVESTORS PLANNED THE PGE WOULD CROSS THE FRASER RIVER AT LILLOOET AND BEGAN CONSTRUCTION IN TWO SECTIONS – A COMMUTER LINE SERVING NORTH & WEST VANCOUVER AND FROM THE STEAMSHIP DOCKS AT SQUAMISH NORTHWARD TO CLINTON. BY 1915, THE TRACKS REACHED LILLOOET BUT BYPASSED THE TOWN BY CROSSING THE FRASER ON A WOODEN TRESTLE SOUTH OF THE SETON RIVER.

THE WILD, REMOTE AND RUGGED COAST RANGE TERRAIN PROVED TO BE “NO CHILD’S PLAY” TO CROSS AND VERY EXPENSIVE. DESPITE FISCAL MANAGEMENT THAT COULD “SQUEEZE A NICKEL ‘TIL THE BEAVER SCREAMED” AND A \$10 MILLION LOAN FROM THE BC GOVERNMENT IN 1916, THE INVESTORS DEFAULTED. BY 1918, THE GOVERNMENT OWNED THE PGE. THEY PUSHED THE RAIL BED NORTH TO QUESNEL BY 1921 BUT THE DREAM TO REACH PRINCE GEORGE BECAME SIDETRACKED.

IN 1928, SOME OF THE BRIDGES OF THE NORTH SHORE LINE WERE CONDEMNED AND IT WAS ABANDONED. THE PGE INFAMOUSLY BECAME “THE RAILWAY FROM NOWHERE TO NOWHERE” BUT IMAGES OF THE SUPERLATIVE SCENERY IT TRAVERSED IN THE SATURDAY EVENING POST DREW TOURISTS FROM ACROSS THE CONTINENT.

IN 1931, A STEEL BRIDGE WITH A 600-FOOT CONTINUOUS DECK TRUSS SPAN 200 FEET ABOVE THE FRASER RIVER REPLACED THE OLD WOODEN TRESTLE. THE RAILBED WAS RE-ROUTED THROUGH LILLOOET AND A TWO-STORY TRAIN STATION BUILT TO SERVE THE TOWN.

THE OPENING OF GOLD MINES IN THE BRIDGE RIVER AREA IN 1933 BROUGHT A LOCAL BOOM TO THE PGE. TO BRIDGE THE ROAD SYSTEM GAP BETWEEN LILLOOET AND SHALALTH, GAS-ELECTRIC CARS SIDELINED BY THE CLOSURE OF THE NORTH SHORE LINE WERE PUT BACK INTO SERVICE TO TOW FLAT DECKS LOADED WITH AUTOMOBILES.

THE GOVERNMENT EARMARKED \$20 MILLION FOR PGE DEVELOPMENT IN 1949 AND, FORTY YEARS AFTER IT WAS FIRST PLANNED, THE PGE PULLED INTO PRINCE GEORGE IN SEPTEMBER OF 1952.

THE MISSING LINK BETWEEN NORTH VANCOUVER AND SQUAMISH WAS FINALLY BLASTED ALONG HOWE SOUND AND IN THE SUMMER OF 1956, THE FIRST TRAIN TO TRAVEL THE WHOLE OF THE ORIGINAL PROPOSED ROUTE PASSED THROUGH LILLOOET. THE SAME YEAR,

THE FIRST OF TWELVE BUDD CARS ARRIVED AND THE PGE BEGAN DEDICATED PASSENGER SERVICE. BARRING ROCK FALL, LANDSLIDES, FLOODS, SNOWSTORMS AND FOREST FIRES, VANCOUVER WAS NOW ONLY FIVE AND A HALF HOURS FROM LILLOOET.

THE NEXT THREE DECADES SAW THE CONSTRUCTION OF SPUR LINES TO SEVERAL NORTHERN TOWNS AND THE MAIN LINE PUSHED NORTHWARD AS FAR AS FORT NELSON. B.C. NOW HAD A RAILWAY THAT TRAVERSED THE PROVINCE FROM CORNER TO CORNER.

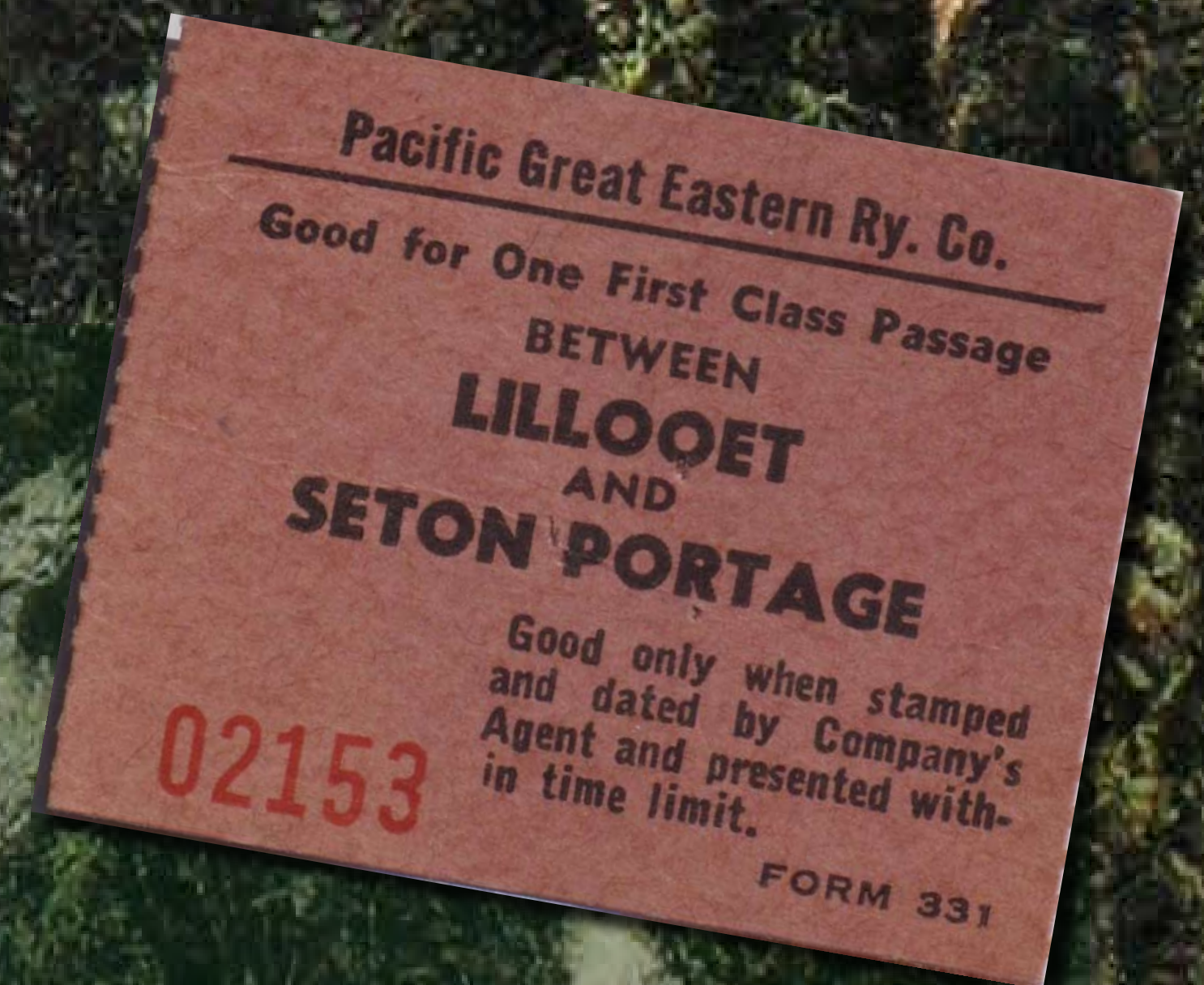
IN 1972, THE PGE WAS RENAMED THE BRITISH COLUMBIA RAILWAY.

A NEW TRAIN STATION WAS BUILT IN 1986 TO SERVE THE PUBLIC INCLUDING STUDENTS FROM SETON PORTAGE & SHALALTH WHO COMMUTED TO SCHOOL IN LILLOOET IN A DEDICATED PASSENGER CAR.

FOLLOWING THE 2001 PROVINCIAL ELECTION, THE BUDD CARS WERE SOLD AND THEIR PLACE TAKEN BY AN EXCURSION TRAIN AND, BETWEEN SETON PORTAGE & LILLOOET, THE KAOHAM SHUTTLE. AS THE TOWN’S ONLY CONNECTING PUBLIC TRANSIT, THE BUDD CARS ARE FONDLY REMEMBERED AND KEENLY MISSED IN LILLOOET.

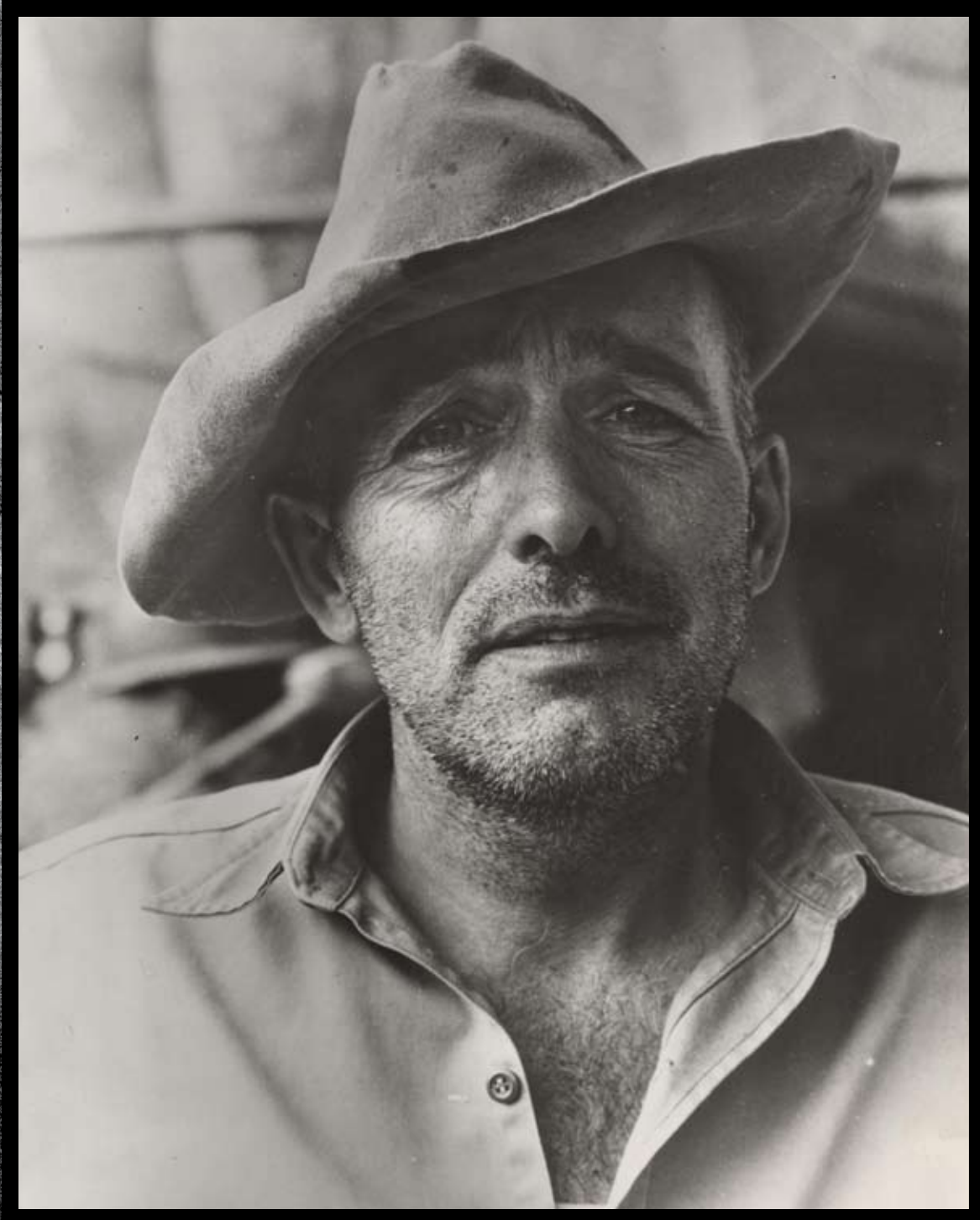
THE PROVINCIAL GOVERNMENT SOLD BCR TO CANADIAN NATIONAL RAILWAY IN 2004.

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Background: Postcard of Seton Lake before the railway
Bottom left: PGE Schedule 1951
Upper Right: PGE ticket
All images credit: Carrioco Collection

VERNON PICK AND WALDEN NORTH



Vernon Pick self-portrait taken shortly before his 1952 “yellowcake” uranium discovery in Utah.
Credits: Courtesy of Vernon James Pick Foundation



Funicular accessed main house in the Walden North compound.



Walden North in its heyday.



Credits: Courtesy of W. Moffatt Collection

“(VERNON PICK WAS) THE GREATEST PROSPECTOR, PHILOSOPHER, MENTOR, EMPLOYER, PILOT AND LIFETIME BUDDY I EVER KNEW.”

JACK LANGDON,
THE PROSPECTOR AND HIS PROTÉGÉ, 2009

VERNON PICK WAS ONE OF LILLOOET’S MOST FASCINATING RESIDENTS. BORN IN RURAL WISCONSIN IN 1903, HE LEFT HOME AT AGE SIXTEEN AND A YEAR LATER JOINED THE US MARINES. AFTER WORKING AS A MINER IN MANITOBA, PICK RAN AN ELECTRICAL COMPANY IN MINNEAPOLIS FOR SEVENTEEN YEARS BEFORE MOVING BACK TO WISCONSIN TO BUILD A HYDROELECTRIC GENERATOR TO POWER A DERELICT FLOURMILL HE CONVERTED INTO AN ELECTRICAL WORKSHOP.

PICK HAD VERY LITTLE FORMAL EDUCATION – ONE YEAR OF HIGH SCHOOL AND SOME ELECTRICAL COURSES – BUT HE HAD AN APPETITE FOR KNOWLEDGE AND SPENT HIS SPARE TIME STUDYING PHILOSOPHY, LITERATURE, SCIENCE AND RELIGION. HE WAS A MULTI-TALENTED RENAISSANCE MAN WITH UTOPIAN IDEALS AND A THIRST FOR TECHNOLOGICAL INNOVATION BUT THE QUIET, SELF-SUSTAINING LIFESTYLE PICK AND HIS WIFE ENJOYED IN WISCONSIN ENDED IN 1951 WHEN A FIRE DESTROYED HIS WORKSHOP. THE INSURANCE SETTLEMENT DID NOT COVER THE COST OF ITS REPLACEMENT SO THE PICKS DECIDED TO BUY AN AIRSTREAM AND GO WEST.

THEY GOT AS FAR AS GRAND JUNCTION, COLORADO WHERE PICK CAUGHT URANIUM FEVER. AT AGE FORTY-EIGHT, HE HAD SPENT A GRUELING NINE MONTHS PROSPECTING IN THE RUGGED UTAH CANYONLANDS WHEN HE MADE THE LUCKY STRIKE THAT CATAPULTED HIM INTO WEALTH AND FAME AS THE URANIUM KING OF AMERICA.

PICK WANTED TO USE HIS FORTUNE TO MAKE A LASTING CONTRIBUTION TO THE FUTURE OF HUMANITY AND CONVERTED AN ESTATE IN CALIFORNIA INTO A RESEARCH FACILITY STAFFED WITH TWENTY SCIENTISTS. HE RENAMED IT WALDEN WEST IN HONOUR OF HIS HERO, HENRY DAVID THOREAU, AUTHOR OF WALDEN; OR LIFE IN THE WOODS, BUT HIS DREAMS OF A NUCLEAR-POWERED FUTURE GRADUALLY FADED.

IN 1965, CAUGHT UP IN THE COLD WAR PARANOIA AND BOMB SHELTER BOOM OF THAT ERA, PICK DECIDED TO ABANDON WALDEN WEST AND BUILD A LONG-TERM SURVIVAL RETREAT.

AFTER SCOUTING VARIOUS LOCATIONS, AT THE AGE OF SIXTY-TWO, PICK CHOSE CAYOOSH CANYON HERE IN LILLOOET AND PROCEEDED TO SPEND MUCH OF HIS FORTUNE FULFILLING THIS VISION.

PICK WAS SECRETIVE ABOUT WALDEN NORTH’S TRUE PURPOSE. HE TOLD LOCALS WHO HELPED BUILD ITS TWO-FOOT-THICK WALLS AND INSTALL BULLETPROOF WINDOWS THAT HE WAS CONCERNED ABOUT FOREST FIRES.

VERNON PICK DIED IN 1986 AND IS STILL FONDLY REMEMBERED IN LILLOOET FOR CREATING MANY JOBS IN THE CONSTRUCTION OF WALDEN NORTH AND THEN BY PRODUCING PHOTOCOPIER DRUMS, MICROCHIP COMPONENTS AND FINE FURNITURE IN HIS STATE-OF-THE-ART WORKSHOPS.

BY ALL ACCOUNTS HE WAS A GENTLE AND MAGNANIMOUS MAN WHO EMBODIED THE AMERICAN SPIRIT OF RUGGED INDIVIDUALISM AND DO-IT-YOURSELF YANKEE KNOW-HOW.

AFTER HIS DEATH, MOST OF HIS EQUIPMENT AND POSSESSIONS WERE AUCTIONED OFF. IN 1992, FORTIS BC PURCHASED WALDEN NORTH TO RUN AS AN INDEPENDENT POWER PROJECT.

IN 2016, WALDEN NORTH WAS SOLD TO A PARTNERSHIP BETWEEN INNERGEX AND THE CAYOOSE CREEK DEVELOPMENT CORPORATION, THE ECONOMIC ARM OF CAYOOSE CREEK SEKW’EL’WAS.

WALDEN NORTH IS NOT OPEN TO THE PUBLIC.

WANT TO LEARN MORE OF THE EPIC HISTORY OF BRITISH COLUMBIA? PICK UP A MAP OF LILLOOET’S GOLDEN MILES OF HISTORY TOUR AT THE LILLOOET MUSEUM & VISITOR CENTRE OR AT PARTICIPATING MERCHANTS.

NTQWIXW

NTQWIXW REFERS TO THE AREA IN THE VICINITY OF THE OLD BRIDGE WHERE ST'ÁT'IMC CATCH SALMON.

"FOR EVERY FAMILY IN THE COUNTRY – THAT'S ALL THEY
USE...THE SALMON...FINANCIALLY, THERE'S NO PRICE YOU
CAN PUT ON IT FOR YOU AND YOUR FAMILY"
ELDER EDWARD NAPOLEON.

"FISHING BRINGS YOU BACK IN CONTACT WITH WHO YOU
ARE....GET BACK IN TOUCH WITH YOUR IDENTITY...YOUR
ROOTS....WHERE YOU COME FROM"
ELDER ROSE WHITLEY, 1990

"THE ST'ÁT'IMC WAY OF LIFE IS INSEPARABLY CONNECTED TO THE LAND. OUR PEOPLE USE DIFFERENT LOCATIONS
THROUGHOUT THE TERRITORY OF RIVERS, MOUNTAINS AND LAKES, PLANNING OUR TRIPS WITH THE BEST TIMES TO
HUNT AND FISH, HARVEST FOOD AND GATHER MEDICINES. THE LESSONS OF LIVING ON THE LAND ARE A LARGE PART
OF THE INHERITANCE PASSED ON FROM ST'ÁT'IMC ELDERS TO OUR CHILDREN.
AS HOLDERS OF ONE OF THE RICHEST FISHERIES ALONG THE FRASER RIVER, THE ST'ÁT'IMC DEFEND AND CONTROL A
RICH RESOURCE THAT FEEDS OUR PEOPLE THROUGHOUT THE WINTER AND SERVES AS A VALUED STAPLE FOR TRADE
WITH OUR NEIGHBOURING NATIONS. THE ST'ÁT'IMC CAN THINK OF NO BETTER PLACE TO LIVE."
(NXEKMENLHKÁLHA LTI TMÍCWA, ST'ÁT'IMC LAND USE PLAN)

FOR THE ST'ÁT'IMC, THE LATE SUMMER INTO THE EARLY FALL IS THE TIME OF THE BEST SALMON RUNS.
THE NORTHERN ST'ÁT'IMC MOVE TO THEIR TRADITIONAL FISHING GROUNDS ALONG THE RIVERS AND LAKES TO CATCH SALMON.
THE FISHING GROUNDS HAVE ÚCWALMICW NAMES. THE SALMON WAS AND REMAINS ONE OF OUR PEOPLES' MAIN SOURCE OF FOOD.
THIS AREA IS KNOWN AS "NTQWIXW"; IT IS ONE OF THE PLACES ALONG THE FRASER RIVER (SAT'ÁQWA7) WHERE ST'ÁT'IMC CATCH
SALMON. IT IS THE RESPONSIBILITY OF T'ÍT'QET, ONE OF ELEVEN ST'ÁT'IMC COMMUNITIES, TO MANAGE AND TAKE CARE OF THE
SITE. ALL WHO FISH HERE RESPECT ST'ÁT'IMC TRADITIONAL LAWS INCLUDING: KEEPING YOUR AREA CLEAN, FISHING FOR FOOD
AND CEREMONIAL PURPOSES ONLY, TAKING ONLY ENOUGH FISH REQUIRED TO FEED YOUR FAMILY, AND SHARING THE FISHING
STATIONS WITH OTHERS WHO FOLLOW THE TRADITIONAL FISHING LAWS.
PLEASE BE RESPECTFUL OF OUR ST'ÁT'IMC FISHER PEOPLE. IT IS EVERY PERSON'S OBLIGATION TO KEEP THE LANDS HEALTHY FOR
FUTURE GENERATIONS.



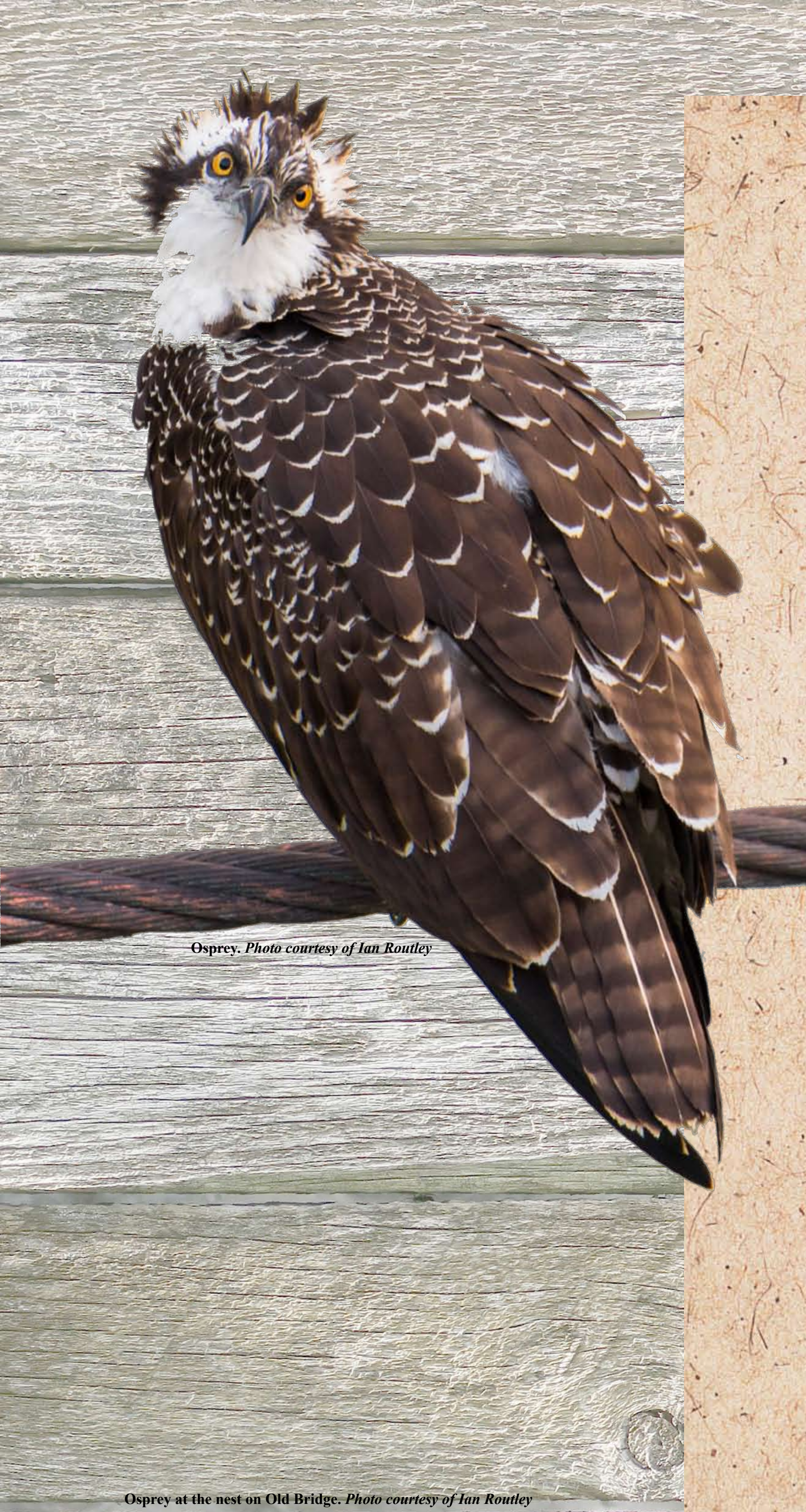
Nancy Scotchman. Photo courtesy of Diana Adolph



Background image: Left to right, Annie Napoleon nee Bonaparte, Beverley Frank, Susan Taylor nee Napoleon, Ralph Narcisse" approximately 1957.
Photo courtesy of Marilyn Napoleon.



Unknown man, Nancy Scotchman, Doreen Hurley. Nancy Scotchman fished for salmon and set up her fish drying rack by the Old Bridge. approx. 1934 Photo courtesy of Diana Adolph



Osprey. Photo courtesy of Ian Routley



Osprey at the nest on Old Bridge. Photo courtesy of Ian Routley

FRASER RIVER WHITE STURGEON – A PROVINCIAL HERITAGE

WHITE STURGEON ARE THE LARGEST FRESHWATER FISH IN NORTH AMERICA, ATTAINING LENGTHS IN EXCESS OF 6 METRES AND WEIGHTS OF OVER 600 KILOGRAMS. AN ANCIENT RELIC OF THE JURASSIC, THEY CAN LIVE FOR OVER 150 YEARS.

THE POPULATION OF WHITE STURGEON IN THE LOWER FRASER RIVER PLUMMETED TO NEAR-EXTINCTION LEVELS IN THE EARLY 1900'S AS A RESULT OF INTENSIVE, DIRECTED COMMERCIAL FISHERIES. IN 1994, THE PROVINCE OF BC IMPOSED CATCH-AND-RELEASE SPORT FISHING REGULATIONS, COMMERCIAL HARVEST OF STURGEON WAS RESTRICTED TO ZERO AND LOCAL ABORIGINAL FISHERIES AUTHORITIES ELECTED VOLUNTARY RETENTION MORATORIUMS.

STURGEON ARE SLOW TO REPRODUCE; THEY DO NOT REACH SEXUAL MATURITY UNTIL 24-30 YEARS OF AGE AND FEMALES MAY ONLY SPAWN ONCE EVERY 6 – 11 YEARS.

WHITE STURGEON REQUIRE LARGE RIVERS WITH INTACT ECOSYSTEMS THAT CAN PROVIDE THE REQUIRED HABITATS AND FOOD ABUNDANCE FOR SURVIVAL.

OF THE 3 MAJOR REMAINING WORLD POPULATIONS OF WHITE STURGEON (THESE BEING THE SACRAMENTO, COLUMBIA AND FRASER POPULATIONS) THE FRASER RIVER STOCK IS THE ONLY REMAINING WILD POPULATION (NOT ENHANCED BY HATCHERY ACTIVITIES AND NOT EXPOSED TO EXTENSIVE HYDRO ELECTRIC DAMS, HABITAT ALTERATIONS AND HYDROGRAPH ALTERATIONS). FRASER RIVER STURGEON CONSERVATION SOCIETY



Bat boxes under Old Bridge. Photo courtesy of Ian Routley



LILLOOET IS BAT FRIENDLY

BATS BELONG TO A SUCCESSFUL GROUP OF MAMMALS. THERE ARE OVER 1,000 DIFFERENT SPECIES OF BATS WORLD WIDE. UNLIKE OTHER MAMMALS, BATS ARE UNIQUE IN THEIR ABILITY FOR SUSTAINED, FLAPPING FLIGHT. OUR BATS NAVIGATE AND PURSUE THEIR FOOD, WHICH IS ENTIRELY COMPOSED OF INSECTS IN BRITISH COLUMBIA, BY USING AN ADVANCED SONAR SYSTEM (ECHOLOCATION).

CONTRARY TO POPULAR BELIEF BATS ARE NOT BLIND. IN FACT, MOST BATS HAVE EXCELLENT VISION.

LESS THAN 1% OF BC BATS CARRY RABIES BUT IT IS A CONCERN IF ONE HAS BEEN IN DIRECT CONTACT WITH A BAT. ON THE OTHER HAND, BATS ARE OUR PUBLIC HEALTH ALLIES IN THE FIGHT AGAINST INSECT PESTS. ONE LITTLE BROWN MYOTIS, OUR MOST COMMON BAT, CAN CONSUME UP TO 650 MOSQUITOES PER HOUR. THIS EFFICIENCY AT CAPTURING INSECT PREY ALLOWS SOME BATS TO OBTAIN UP TO HALF THEIR BODY WEIGHT IN A SINGLE NIGHT'S FEEDING. THERE ARE SIXTEEN SPECIES OF BATS IN BC, THIRTEEN OF WHICH ARE FOUND IN THE LILLOOET AREA. OUR HIGH DIVERSITY IS PARTLY ATTRIBUTABLE TO THE WEALTH OF HABITS DUE TO LILLOOET'S POSITION AT THE COAST-INTERIOR TRANSITION ZONE.

BATS ARE IMPORTANT TO US FOR SEVERAL REASONS INCLUDING REGULATING INSECTS THAT ARE DAMAGING TO CROPS, AND KEEPING MOSQUITO NUMBERS DOWN (AN ENVIRONMENTALLY FRIENDLY PESTICIDE). FURTHERMORE, BATS MAKE UP A SIGNIFICANT COMPONENT OF OUR LOCAL BIODIVERSITY AND ARE INTEGRAL TO FOREST HEALTH. WORLDWIDE, BATS ARE THE MOST IMPORTANT PREDATOR OF NOCTURNAL FLYING INSECTS.

IN 2003 THE DISTRICT OF LILLOOET WITH THE LILLOOET NATURALIST SOCIETY DECIDED TO MAKE THE OLD BRIDGE "BAT FRIENDLY". BAT HOUSES WERE INSTALLED AS PART OF THE RESTORATION PROJECT. FUNDING ASSISTANCE WAS PROVIDED BY BAT CONSERVATION INTERNATIONAL AND THE FEDERATION OF BC NATURALISTS. THE LILLOOET LIONS VOLUNTEERED THEIR TIME AND ENERGY BUILDING AND INSTALLING THE HOUSES. IF YOU ARE WATCHING CLOSELY AT DUSK, BY WATER IN THE LILLOOET AREA, YOU MAY SEE SOME OF OUR BATS PERFORMING THEIR AMAZING AERIAL STUNTS.

OLD BRIDGE OSPREY NEST

IN 2013 VOLUNTEERS FROM THE LILLOOET NATURALIST SOCIETY INSTALLED A WEB-CAM TO VIEW THE ACTIVITY IN THE OSPREY NEST THAT IS ON THE OLD BRIDGE. WE HAVE ENJOYED WATCHING SUCCESSFUL NESTING AND YOUNG FLEDGING EACH SEASON SINCE. GO TO LILLOOETNATURALISTSOCIETY.ORG TO ACCESS THE WEBSITE. OSPREY, ALSO KNOWN AS FISH EAGLES, ARE TERRIFIC AT HUNTING AND DIVING FOR FISH FOR THEMSELVES AND THEIR YOUNG.



Spotted Bat. Photo courtesy of Ian Routley

LILLOOETNATURALISTSOCIETY.ORG

WELCOME TO ST'ÁT'IMC TERRITORY

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WE, THE ST'ÁT'IMC, VIEW OUR TERRITORY AS THE BASIS FOR OUR SURVIVAL. WE ACKNOWLEDGE THE CREATOR AND OUR RESPONSIBILITY AS CARETAKERS OF OUR TERRITORY. WE ARE INSEPARABLY CONNECTED TO OUR LAND, ITS WATER, AIR, WILDLIFE AND PLANTS. WHAT HAPPENS TO ONE PART IMPACTS THE OTHER PARTS.

OUR PEOPLE USE DIFFERENT LOCATIONS THROUGHOUT OUR TERRITORY OF RIVERS, MOUNTAINS AND LAKES, PLANNING OUR TRIPS WITH THE BEST TIMES TO HUNT AND FISH, HARVEST FOOD AND GATHER MEDICINES. THE LESSONS OF LIVING ON THE LAND ARE A LARGE PART OF THE INHERITANCE PASSED ON FROM ST'ÁT'IMC ELDERS TO OUR CHILDREN. TO ALL VISITORS TO THE AREA, PLEASE BE RESPECTFUL OF THE LANDS, WATER, VEGETATION, WILDLIFE, CUSTOMS AND TRADITIONS.



Lillooet's GOLDEN MILES OF HISTORY

WELCOME TO THE SPECTACULAR DISTRICT OF LILLOOET LOCATED IN THE TRADITIONAL TERRITORY OF THE ST'ÁT'IMC NATION!

AS ONE OF THE OLDEST TOWNS IN THE PROVINCE, LILLOOET'S HISTORY IS THE HISTORY OF BRITISH COLUMBIA.

ONCE THE LARGEST SETTLEMENT WEST OF CHICAGO AND NORTH OF SAN FRANCISCO AS WELL AS THE TERMINUS OF THE FIRST ROAD BUILT INTO THE INTERIOR OF B.C., LILLOOET'S GOLDEN MILES OF HISTORY TOUR IS NAMED FOR THE WEALTH OF GOLD DUST MINED FROM THE DOWNTOWN SECTION OF MAIN STREET THAT ALSO BECAME THE SUPPLY HUB FOR THE CARIBOO GOLDFIELDS.

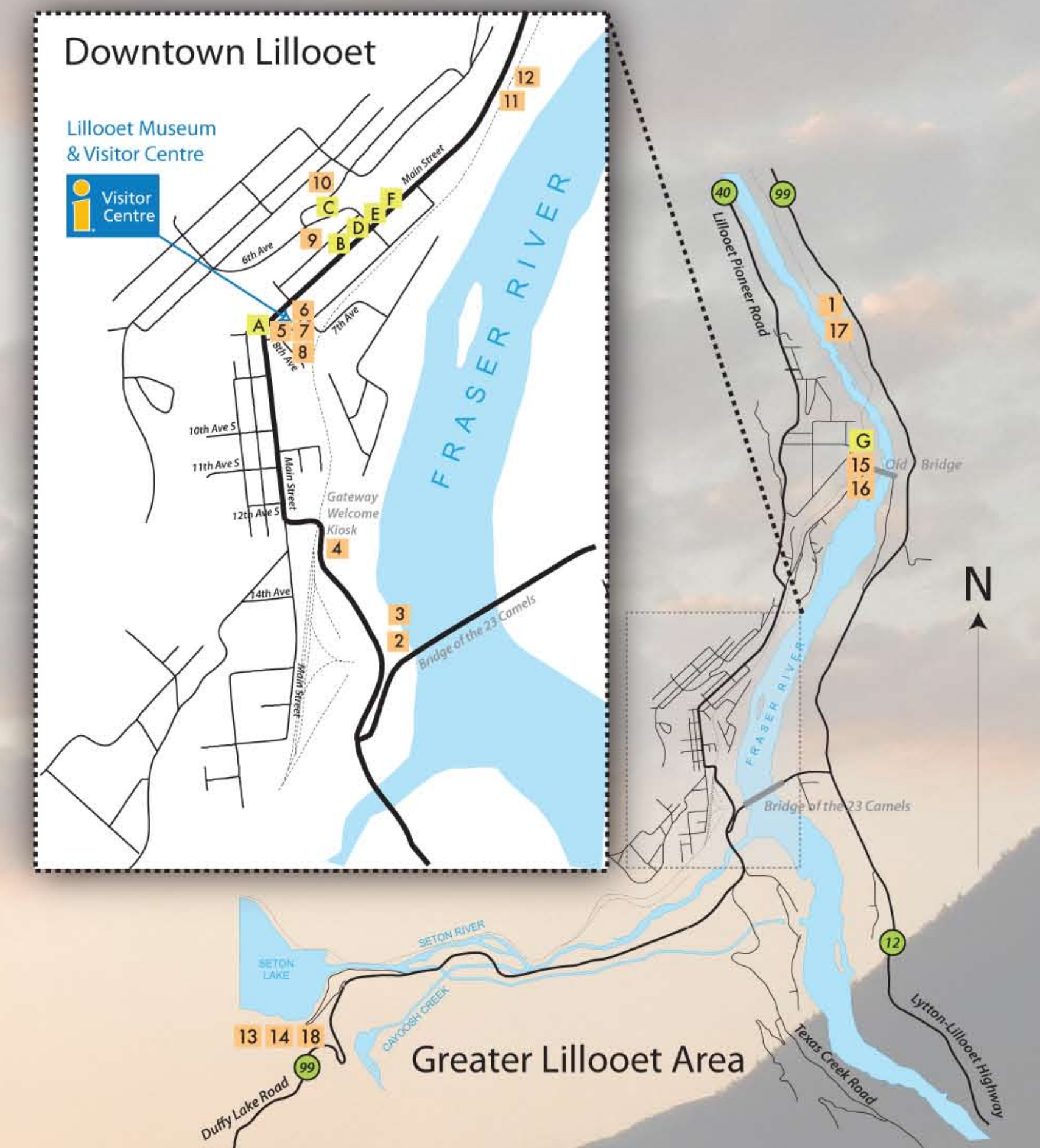
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2. The Gold Rush
3. The Bridge River Hydro System
4. The Declaration of the Lillooet Tribe
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The History of the Lillooet Museum
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8. Japanese Canadians in Lillooet
9. The Story of Miyazaki Heritage House
10. Sir Matthew Baillie Begbie
11. The History of Agriculture in Lillooet
12. Highways and Byways of Lillooet
13. The Pacific Great Eastern Railway
14. Vernon Pick and Walden North
15. Nitqwxw
Nitqwxw refers to the area in the vicinity of the Old Bridge where St'át'imc catch salmon
16. White Sturgeon, Bats & Osprey
17. Welcome Highway 99 North
18. Welcome Highway 99 South

Historical Plaques

- A. Mile Zero Cairn
- B. Lillooet Post Office
- C. Chinese Rock Piles
- D. District of Lillooet Office
- E. Old Camel Barn
- F. Old Newspaper Office
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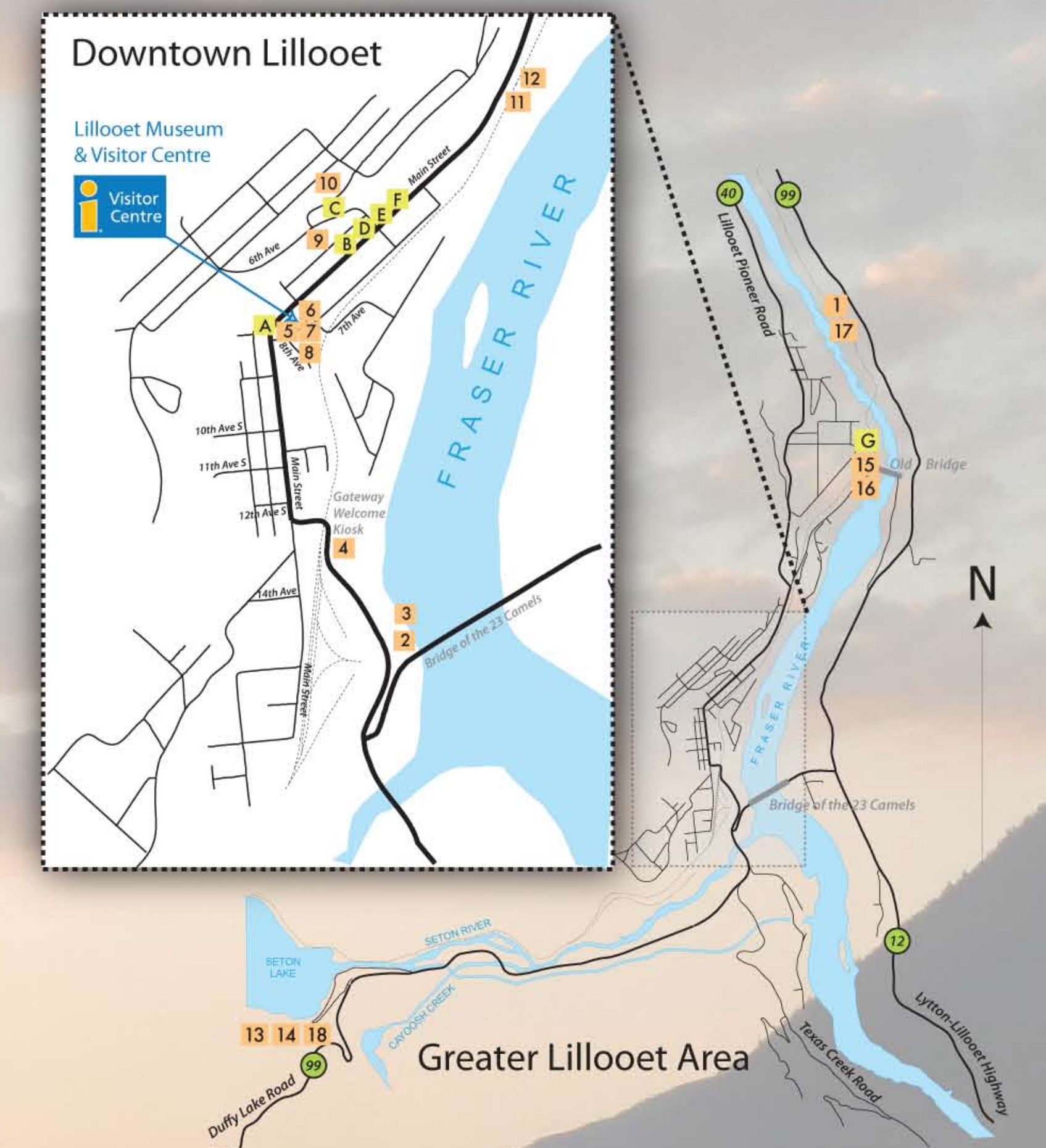
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