

#	Title	Regional District	Last Documented Location	Text	Year
1.	B.C. Paper Manufacturing Co.	Alberni-Clayoquot	In front of pulp mill at Alberni, BC.	The first paper mill in BC was built on the Somass River in 1894. The small water-powered plant was able to produce 50 tons of paper a day using rags, rope and ferns as raw material. Inadequate equipment for handling wood, and a lack of rags forced the mill to close in 1896. Only the grinding stones in this monument remain to mark a pioneer industrial venture.	1967
2.	Grand Trunk Pacific	Bulkley-Nechako	23 miles west of Vanderhoof, 1 mile east of Fort Fraser	The last spike in Canada's second trans-continental railroad was driven near this site on April 7, 1914. The Grand Trunk Pacific became the most important factor in the development of Central British Columbia. However, financial problems plagued the company, forcing it in 1923 to amalgamate with the expanding Canadian National Railways system.	1966
3.	Overland Telegraph	Bulkley-Nechako	3 miles east of Burns Lake	Perry Collins, an American, envisioned a land route to link America and Asia by telegraph. All attempts to lay a cable across the Atlantic had failed. Western Union had completed 800 miles northerly from New Westminster in 1865-66, when the ocean cable was successful. The overland project was abandoned but the line to Cariboo remained.	
4.	Moricetown Canyon	Bulkley-Nechako	20 miles west of Smithers	This site, once the largest village of the Bulkley Valley Indians, later was named after the pioneer missionary, Father Morice. Salmon, staple food of the Indian, concentrated in the canyon and were caught with basketry traps, dipnets, and harpoons. Indians still catch salmon with long gaff hooks and smoke them at this historic native fishery.	
5.	Craigflower Manor	Capital	Victoria, at Craigflower Manor, Island Highway and Admirals Road	The original building of a pioneer farm. Its rock foundations were laid in 1853 by Kenneth McKenzie, farm bailiff for the Puget Sound Agricultural Co., a Hudson's Bay Company subsidiary. The bricks and hardware came around the Horn from England, but the lumber was sawn on the property. The unique shutters and massive door were protection against Indians.	1969

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6.	From Fort to Capital	Capital	Summit of Mount Douglas Park, Victoria	Before you lies Victoria, first settlement on Vancouver Island. The Hudson's Bay Co., seeking a new western depot, built Fort Victoria in 1843. In the 1860's it prospered as a stepping-stone to mainland gold strikes. Protected by naval ships at Esquimalt, the fort grew from a distant outpost of empire to Canada's westernmost capital.	
7.	The Gulf Islands	Capital	On Malahat Highway directly above Bamberton	Beyond the rolling farmlands of the Saanich Peninsula lies the Straits of Georgia. Among its myriad Gulf Island sailed such 18th century Spanish and British explorers as Galiano and Vancouver. In 1858 sail and steamships ferried thousands to the Fraser River gold strike. It is a peaceful scene with peaceful history.	
8.	Dr. J.S. Helmcken, 1825-1920	Capital	Victoria, beside Helmcken House adjacent to the RBCM	Helmcken, a pioneer Hudson's Bay Company doctor, played a leading role from 1856-71 in the colonial politics of Vancouver Island and British Columbia. A spokesman for those who thought Canada was too distant to make a union practical, he served on the 1870 Confederation delegation to Ottawa. A train trip across the U.S. showed him that the railway to the Pacific promised by Canada could indeed bind the union.	1971
9.	Metchosin Schoolhouse	Capital	At Metchosin Schoolhouse, about 15 miles west of Victoria on Happy Valley Road	In spring, 1872, classes began in Metchosin Schoolhouse with Mrs. Elizabeth Fisher teaching 7 girls and 3 boys. On land donated by John Witty and with its \$300 cost shared equally by local settlers and the colonial government it was the first new school building opened in British Columbia after Confederation. In regular use to 1914 and reopened in 1942, it finally closed its doors in 1949.	1971 or 1974
10.	A Pioneer Railway	Capital	In a small park opposite Anacortes Ferry Terminal, Sidney	For a quarter of a century, the wood-burning steam 'locies' of the 'Cordwood Limited' hauled trains throughout the Saanich Peninsula. From 1894 to 1919, the Victoria and Sidney Railway was vital to the growth of sawmilling and agricultural communities in Saanich. Today, much of the line's abandoned grade has disappeared into an expanding highway system.	1969

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11.	Point Ellice House	Capital	On Pleasant Street near Bay Street Bridge	This historic residence, built in 1861, was the home of the Honourable Peter O'Reilly. As Gold Commissioner, County Court Judge and member of the first Legislative Council of British Columbia, he was prominent during the formative years of our province. This graceful house was the O'Reilly home for more than a century, and remains as an oasis of mid-Victorian charm.	1969
12.	Wharf Street	Capital	Wharf Street below Bastion Square	From a muddy trail fronting Fort Victoria's palisades, this street changed with the maturing city. In the 1850's, Hudson's Bay Co. ships loaded furs while moored to the shore. In the 1860's, gold seekers, lured by "Cariboo", landed here. In the 1890's, the street pulsated with crews of sealing fleet schooners and miners bound for the Klondyke. Now only quiet buildings recall the hectic days.	1967
13.	Dr. R.W.W. Carrall, 1839-79	Cariboo	At Barkerville	Of Ontario Loyalist stock, Carrall settled at Williams Creek in 1867, practising medicine and encouraging the depressed mining industry. He became the Cariboo representative on the colonial Legislative council in 1868. On the 1870 Confederation delegation to Ottawa, he was the Canadian Government's great ally. When British Columbia joined Canada in 1871, he was appointed one of the new province's new senators.	1971
14.	The Chilcotin War	Cariboo	At the Dean River Crossing, known as the Fishtrap, 200 miles West of Williams Lake.	In 1864 Alfred Waddington's crew constructing a road from the Bute Inlet to 'Cariboo' was almost wiped out by resentful natives about 65 miles to the south. The war party then killed members of a pack train here and spread terror across the whole interior. Government Seymour's patrols captured the suspects who were convicted and hanged at Quesnel.	1966
15.	Bridging the Cottonwood	Cariboo	Cottonwood River Bridge, 10 miles north of Quesnel	Plans to complete the Pacific Great Eastern Railroad to Prince George in 1921 failed because instable ground prevented use of the proposed bridge site on the Cottonwood River. Thus construction stopped at Quesnel. As northern expansion continued, the need for this rail link increased and a successful upstream crossing was completed in 1952.	1966

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16.	Cottonwood House	Cariboo	18 miles east of Quesnel on Barkerville Road. Located in a field close to the historic Cariboo Wagon Road.	For over half a century the Boyd family operated this haven for man and beast. Here, weary travellers found lodging, food, and drink. Here, fresh horses were hitched to stagecoaches and miners brought supplies. This historic road house, built in 1864, stood as an oasis of civilization on the frontier of a rich new land.	
17.	To the Goldfields!	Cariboo	97.3 miles north of Clinton near 134 Mile House	in the 1860's the fabulous Cariboo goldfields were a lure to thousands. Miners, traders, and adventurers, many afoot with wheelbarrows, shared the pioneer route with mule trains, plodding oxen, freight wagons, and swaying stagecoaches. Havens for man and beast were the road-houses and stables every 12-24 miles along the way.	
18.	Paddlewheels North	Cariboo	10 Miles north of Soda creek, being 32 miles north of Williams Lake	Down river lay the perilous and unnavigable canyon. Up-river the Fraser was swift and strong, but sternwheelers could travel for 400 miles from Soda Creek. Men and supplies embarked here in the 1860's for the fabulous Cariboo goldfields. Later, and the G.T.P. Railway was forged across the Province, nine paddlewheelers formed a life-line to the north.	
19.	Yukon Cattle Drive	Cariboo	Viewpoint 57 miles west of Williams Lake	Norman Lee left his ranch in this valley in 1898 with 200 head on a 1500-mile 'beef' drive to the Klondyke gold camps. Five months later, winter forced him to butcher the herd. He loaded the meat on scows which were lost on Teslin Lake, 500 miles short of Dawson City. Lee returned, undaunted, to help in the development of the cattle industry on Chilcotin's productive grasslands.	1967
20.	Mount Baker	Central Fraser Valley	On Abbotsford-Sumas Highway, south of Highway 401	The 10,778' cone on the Washington skyline is a recent volcano. The name honours Lieut. Baker who first sighted it with Capt. Vancouver in 1792. In 1868 E.T. Coleman recorded the first ascent. Eruptions, occurring as late as 1881, left fissures from which sulphur fumes still rise. Once a mysterious, remote peak, its slopes now host skiers of the northwest.	

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21.	Sumas Lake Reclamation	Central Fraser Valley	Two miles east of Abbotsford at information centre on 401	In 1924, by a system of stream diversions, dams, dykes, canals and pumps, 33,000 acres of fertile land were reclaimed from Sumas Lake. Few areas in B.C. have such rich soil with transportation and markets in close proximity. Produce of the mixed farming on this deep lake-bottom land is an important factor in the economy of our mountainous province. (Attached to this large plaque is a smaller bronze plaque with the text: "The 100th Stop-of-Interest plaque placed since 1958. Unveiled by L.J. Wallace, General Chairman, British Columbia Centennial Committee. October 29, 1967.)	1967
22.	A Dream Fulfilled	Central Kootenay	Viewpoint over Creston Fields, 5 miles north of Creston	It was the dream, in the 1880's of W.A. Baillie-Grohman, British sportsman and financier to reclaim these fertile flats from the annual river floods. His canal at Canal flats diverted part of the Kootenay into the Columbia but was abandoned. The first successful reclamation was in 1893. Now 25,110 acres lie secure beyond 53 miles of dykes.	
23.	Blue Bell Mine	Central Kootenay	One mile from ferry terminal, Kootenay Bay on Kootenay Lake	The orebody known to Indians as a source of lead for musket balls, was staked in 1882 by Bob Sproule, later restaked by Tom Hamill. The resulting lawsuit cost Sproule the property, and in revenge he murdered his rival; was convicted and hanged. Development included a smelter and townsite. This mine has the longest history in the province.	1967
24.	Prospector to Premier	Central Kootenay	At Robson, across Columbia River from Castlegar	Lured from Canada to the Fraser goldfields in 1859, John Robson started a radical newspaper in 1861 at New Westminster and was elected to the legislature in 1867. A fiery critic of colonial rule, he fought for its end by urging Confederation with Canada. Provincial Premier from 1889 to 1892, he died in office, the last of the colonial political leaders.	1970
25.	West Kootenay Power	Central Kootenay	On Highway 3A, and Bonnington Falls, 12 miles west of Nelson	When hydro-electric power was first delivered from No. 1 plan to Rossland's mines in 1898, the 32 mile transmission lines were the longest on the continent. Utilizing the 360-foot drop from Kootenay Lake to the Columbia River, later construction of the 5	1966

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				dams and generating plants made possible the growth of Cominco operations at Trail and Kimberley.	
26.	The Slocan Mines	Central Kootenay	Near New Denver	Silver was the key that opened the Slocan. Discovery in 1891 of the rich outcrops of the "Slocan Star" and "Payne" touched off the wildest lode excitement in our history. The silver-lead ore was easily and cheaply mined, speeding development and the area boomed. Roads, town and railways remain, linking the present with an era when silver was king.	1969
27.	Father Pandosy O.M.I.	Central Okanagan	At original Okanagan Mission, southeast outskirts of Kelowna	Father Pandosy, and Oblate priest, ministered to natives and whites in widely separated parts of British Columbia for over 30 years, until his death in 1891. His mission with its church, school, and farm established in 1869-70 on this site, formed the first white settlement in the Okanagan Valley.	1966
28.	Historic Lake Crossing	Central Okanagan	Viewpoint across from Kelowna	Here at Siwash Point, Okanagan Lake was crossed by canoes, dug-outs and rafts, with the horses swimming behind. In 1860 this was the encampment of the Tsin-stik-op-tin led by Chief Pantherhead. Under the white cross to the left lie the chief and his wife Hummingbird.	
29.	Kelowna - Orchard City	Central Okanagan	Viewpoint across from Kelowna	Early fur-traders called the ancient Indian camp L'Anse au Sable, or Sandy Cove. Near this in 1859, Father Pandosy established the first permanent Catholic mission on the mainland of British Columbia. Here he built the first school and planted the first fruit trees in the southern Interior. The Kelowna townsite was laid out by Bernard Leguime in 1892.	
30.	Eagle Pass	Columbia Shuswap	10 miles west of Revelstoke	In 1865 Walter Moberly, government engineer, was searching for a railway route through these rugged Monashee Mountains. He shot at an eagle's nest, and observed the birds fly into a river valley. Following them he discovered this low pass which now carries the main line of the Canadian Pacific Railway.	

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31.	Lake of the Shuswap	Columbia Shuswap	9 miles east of Salmon Arm, towards Sicamous	This beautiful lake takes its name from the Shuswap Indians, northernmost of the great Salish family and the largest tribe in Interior B.C. Once numbering over 5,000 these people were fishermen and hunters. They roamed in bands through a vast land of lakes and forest stretching 150 miles to the west, north and east.	
32.	The Last Spike	Columbia Shuswap	At Craigellachie, northeast of Sicamous (16 miles)	A nebulous dream was a reality: an iron ribbon across Canada from sea to sea. Often following the footsteps of early explorers, nearly 3,000 miles of steel rail pushed across vast prairies, cleft lofty mountain passes, twisted through canyons, and bridged a thousand streams. Here on November 7, 1885, a plain iron spike welded East to West.	
33.	Railway Surveyor	Columbia Shuswap	Overlooking Moberly Marsh, about 8 miles north of Golden	In 1871, Walter Moberly, in charge of surveys for the mountain division of the projected Canadian trans-continental railway, built log cabins east of here for survey party "S". The preliminary surveys through Howse Pass were abandoned in 1872 in favour of the Yellowhead route, but in the end the railway used Kicking Horse Pass. Moberly Marsh and Moberly Peak honour this early surveyor in British Columbia.	1970
34.	River of the West	Columbia Shuswap	On the Columbia River at Revelstoke (east end of the Bridge)	For 1200 miles, in two countries, the Columbia carves its way to the Pacific Ocean. Named after Robert Gray's ship the 'Columbia', it was first mapped in 1811 by David Thompson. This 'highway' for traders, missionaries and gold miners later became a route for sternwheelers. Dammed for flood control and hydro-electric power the river continues to serve the Pacific Northwest.	1966
35.	Campbell River Fire	Comox-Strathcona	Junction of Buttle Lake Road & John Hard Dam Road, 4 miles west of Campbell River	On a hot day in July 1938, an ominous smoke pillar near Gosling Lake signalled a forest fire which was to ravage 115 square miles of logged and timbered land. Over 1500 firefighters battled grimly for weeks to save timber and communities. Costs and damages were enormous. Reforestation intensified by the Forest Service, helped to heal the black scar.	1966

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36.	Passage by Sail	Comox-Strathcona	On Island Highway about 4 miles south of Campbell River BC	On July 13, 1792, the sloop 'Discovery' commanded by Captain George Vancouver, R.N., skirted Cape Mudge and entered the narrow, tide-ripped channels leading northward to the open Pacific. This perilous voyage through Discovery Passage and Johnstone Strait proved beyond dispute that Vancouver Island was not part of the Mainland.	
37.	Seymour Narrows	Comox-Strathcona	At viewpoint 8 miles north of Campbell River	Treacherous currents, swirling eddies, and turbulent tide-rips still harass vessels despite the blasting away in 1958 of the twin peaks of Ripple Rock. Charted in 1792 by Captain George Vancouver, the Narrows has claimed numerous ships and lives and is considered by many seamen the worst hazard to marine navigation on the British Columbia coast.	1966
38.	Incredible Forests	Cowichan Valley	In grounds of the Cowichan Valley Forest Museum, 1 mile north of Duncan	Spars cut for Capt. Cook's ships in 1778; logs skidded by oxen in 1860; whistles blown on 'steam-pots' and 'locies' in 1900; countless products made by complex machines; all recall the continued use of B.C.'s forests and growth of the industry. Today, scientific forestry ensures, for centuries to come, the lusty cry 'Timber!' - echoing in our forests.	1966
39.	Apostle in the Rockies	East Kootenay	Kootenay River Bridge 40 miles north of Fort Steele	In September 1845 Father Jean de Smet, the first missionary to reach the Kootenay Indians, placed a large 'Cross of Peace' in a pass north of here as he struggled on foot through the Rockies seeking the Blackfoot tribe. Born in Belgium in 1801, this Jesuit priest laboured for 35 years among Indians from the Missouri River to the Pacific.	1966
40.	Canal Flat	East Kootenay	36 miles south of Radium Junction, near Canal Flat	in 1808 David Thompson named this flat 'McGillivray's Portage' as he crossed from Columbia Lake to the Kootenay River. In 1889 W.A. Baillie-Grohman joined the two waterways by a canal with a single lock. Regulations aimed at preventing Columbia River flooding so restricted the operation of the canal that only two steamboats passed through - the Gwendoline in 1894 and the North Star in 1902.	1966



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41.	Crowsnest Pass	East Kootenay	In Crowsnest Pass	Rivers born in Canada's Rockies carved passes eastward to Hudson Bay or westward to the Pacific. This one was long used by Indians, but not shown on maps until the Palliser Expedition of 1860, and then only from hearsay. Michael Phillipps blazed a trail in 1873. He was the first white man to cross the Canadian Rockies from west to east through an unexplored pass.	1969
42.	Fernie Coal	East Kootenay	East of Fernie	Discovered by Michael Phillipps in 1873, the 230 square mile coal basin was not actively mined until reached by the Crowsnest Pass line of the Canadian Pacific Railway in 1898. The town itself was named after William Fernie who initially developed part of the basin in 1887. The coal is noted for its superior coking qualities and is much in demand for smelting.	1966
43.	Galbraith's Ferry	East Kootenay	At Fort Steele	This was the focal point in the mid-1860's for thousands of miners en route to rich placer ground on Wild Horse Creek. They came over the long Dewdney Trail across B.C., the Walla Walla Trail from Washington and the Missoula Trail from Montana. Indian trouble brought the North West Mounted Police here in 1887 to establish Fort Steele.	
44.	Gold at Rock Creek	Kootenay Boundary	At Rock Creek, 23 miles east of Osoyoos	It was a big rush to a small creek, but it made history in B.C. When hundreds of miners gathered here in 1860, Governor Douglas, fearing that both gold and trade would be lost to the United States, ordered the famed Dewdney Trail built from the Coast. Richer strikes in Cariboo soon lured the miners north, but a vital travel route remained.	
45.	Kootenay Steamboats	East Kootenay	6 Miles north of Wardner	A colorful steamboat era preceded the railways. During mining boom days of 1893-98 a fleet of sternwheelers ran north from the railway at Jennings, Mont., to Fort Steele and vicinity. Carrying prospectors, freight and ore they battled treacherous currents, shoals, and canyons to provide a vital transportation link. The Kootenays owe them much!	

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46.	James Sinclair	East Kootenay	2 miles south of Radium Junction	In 1841, Sinclair guided 200 Red River settlers from Fort Garry through the Rockies to Oregon in an attempt to hold the territory for Great Britain. By 1854 he had recrossed the mountains several times by routes with later were followed by trails and highways... a tribute to this great pathfinder, traveller, free trader and colonizer.	1966
47.	St. Eugene Mine	East Kootenay	At Moyie, 22 miles south of Cranbrook	In 1893 a Kootenay Indian, Pierre, found a rich galena outcrop in the hills nearby. Father Coccola of St. Eugene Mission arranged sale of the claims, and with the proceeds built a new home for Pierre and a new mission church. Development of the lead-silver mine influenced the expansion of Cominco and the construction of the Crowsnest Pass Railway.	1967
48.	The Map Maker	East Kootenay	On Moyie Lake, 16 miles south of Cranbrook	It was May, 1808, when David Thomson, the 'greatest land geographer', sought a fur-trade route along the opposite shore. Thompson's route became the busy Walla Walla Trail when gold was discovered in the Kootenays in 1865-65. Over it moved long pack trains from southern Washington to the goldfields. The course Thompson mapped serves us today.	
49.	Cariboo Waggon Road	Fraser-Cheam	Four Miles North of Yale	It was one of the most difficult construction jobs in the British Empire, but the colony needed this road to the Cariboo goldfields. From 1861 to 1863 the small body of Royal Engineers sent from England surveyed and supervised the construction of this 400-mile road. Their motto: Whither Right and Glory Lead.	
50.	The Dewdney Trail	Fraser-Cheam	22 Miles east of Hope	A bold venture, this trail crossed the mountains of southern B.C. and kept the wealth of a new land from flowing to the U.S.A. Planned by the Royal Engineers, and built in 1860-61 by Edgar Dewdney, it led over the mountains to Princeton. After completion to the Rockies in 1865 it served for 25 years as a vital route to the Coast.	

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51.	Early Chinese	Fraser-Cheam	At Emory Creek picnic site, 10 miles north of Hope.	With the first wave of impetuous gold seekers in 1858, the Chinese came to B.C. Following the roving white miners, these industrious and patient people gleaned the fold gold that others failed to mine. With baskets and hand tools they helped to build the Cariboo Road, then later our railroads. They remained, becoming honoured and valuable citizens.	1967
52.	Engineers' Road	Fraser-Cheam	16 miles east of Hope	A wagon road across B.C. - this was the ambitious scheme of the Royal Engineers in 1860 as miners clamored for better access to the Southern Interior. Sent from England, these military engineers replaced the first 25 miles of the Dewdney Trail with a wagon road. Their work halted when attention shifted to the gold rich Cariboo.	
53.	The Mighty Fraser	Fraser-Cheam	At viewpoint 87 miles east of Vancouver near Laidlaw on the Trans-Canada Provincial Highway	Our past, present, and future are linked with the Fraser. The past saw fur-traders, the gold rush of 1858, and early settlers. The present sees water teeming with migrating salmon and highway and railway confined to the gorge carved by the river. The Fraser, beautiful, bountiful and powerful, must always flow in the pattern of our future.	
54.	Fraser Canyon	Fraser-Cheam	At the Hell's Gate Fishways view point, 17 miles north of Yale	This awesome gorge was always been an obstacle to transportation. Indians used ladders and road builders hung 'shelves' to skirt its cliffs. Canoes rarely dared its whirlpool; only one sternwheeler fought it successfully. Railroads and highways challenged it with tunnels and bridges, but today men and nature still battle here for supremacy.	1966
55.	The Fraser Delta	Fraser-Cheam	On Agassiz Mt., 5 miles south of Agassiz	About a mile beneath the river in front of you lies the old rock floor of this valley. For over 50 million years the Fraser, interrupted by periods of glaciation and mountain building, has carried soil from the Interior. Once through the mountains, it slowed and built this broad fertile delta for 60 miles to the sea.	

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56.	Fraser's River	Fraser-Cheam	Six miles south of Boston Bar	... we could scarcely make our way even with our guns. We had to pass where no human being should venture; yet in those places there is a regular footpath -- indented upon the very rocks. So wrote Simon Fraser, explorer and fur trader in 1808, the first white man to descend the river which bears his name.	
57.	J.W. Trutch, 1926-1904	Fraser-Cheam	At the Alexandra Bridge on the Fraser, north of Spuzzum	Construction of the Alexandra suspension bridge was the greatest achievement of one of British Columbia's first civil engineers, Joseph Trutch, Chief Commissioner of Lands and Works after 1864, he sat on the colony's Legislative Council. He led the delegation in 1870 which negotiated the terms of union with Canada and from 1871-76 served as the province's first lieutenant-governor.	
58.	Historic Yale	Fraser-Cheam	At pull-out and viewpoint 1 mile south of Yale.	This was the head of navigation on the Fraser River. Founded in 1848, as a Hudson's Bay Company fur post, Fort Yale later became a roaring gold-rush town and for 20 years was the starting point of the famous Cariboo Wagon Road. Yale faded with the gold-rush but boomed again in C.P.R. construction days as a wide-open western town.	
59.	The Yale Convention	Fraser-Cheam	At Yale	By 1868, the gold rushes that had founded British Columbia were over, the public debt was soaring and many were dissatisfied with the colonial government. On September 14, 1868, 26 delegates from all over the colony met at Yale for a convention of the Confederate League. This convention did much to stimulate popular support for the idea of union with Canada as a solution to the colony's problems.	1970
60.	Arctic Divide	Fraser-Fort George	At Summit Lake, 30 miles north of Prince George	On this height of land, stretching from east to west, the waters of the continent divide. Streams from north to the distant Arctic, and south to the Pacific and Atlantic Oceans. Indians, explorers and fur traders portaged their canoes over this low summit for centuries, using the waterways as natural travel routes.	1966

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61.	Pine Pass - 2,868 Ft.	Fraser-Fort George	Viewpoint 126 miles north of Prince George; 68 miles south of Dawson Creek	Here the great barrier of the Rocky Mountains is breached by the lowest highway pass. Once the remote route of the trapper, it now links the commerce of the north and markets of the south. The John Hart Highway was completed in 1952 and followed the P.G.E. in 1958. Gas and oil lines take advantage of this convenient natural feature.	
62.	Spruce Capital	Fraser-Fort George	View point on the old highway leading to the airport, one-half mile south of the Fraser River Railroad Bridge	Simon Fraser's men cut the first spruce logs near the junction of the Nechako and Fraser Rivers in 1807 to construct Fort George. Starting near the original fort a century later, Prince George became in the 1940's the centre of the white spruce industry in Central British Columbia. The vast output of its many mills earned for Prince George the title "Spruce Capital of the World".	1966
63.	Yellowhead Pass	Fraser-Fort George	In Mt. Robson Park at the B.C. - Alberta Boundary	Name after 'Tete Jaune', blond fur trader at Jasper House, this low pass was favoured by Sanford Fleming in his railway surveys of the 1870's. Rejected by the C.P.R., the route was later used by the Grand Trunk Pacific and the Canadian Northern Pacific; the union of these helped form the CN. Today's highway traces the route of this historic pathway through the Rockies.	1967
64.	Britannia Mines	Greater Vancouver	Near the Mining Museum, Britannia Beach	From 1930-35, these mines were the British Empire's largest producers of copper. Originally prospected by Dr. A.A. Forbes in 1888, the ores of the Britannia Range were first staked in 1897 by trapper Oliver Furry. Since their opening in 1899, the Britannia operations have survived landslide, flood, fire and economic slumps to become the oldest continually working copper mines in British Columbia.	1971
65.	Government House	Greater Vancouver	Near main gate, B.C. penitentiary grounds, New Westminster	The official residence of Colonel R.C. Moody, R.E., was built near this site in 1859. In 1864 it was altered to become the Government House of the Mainland Colony of British Columbia and was used by Governors James Douglas and Frederick Seymour. After New Westminster ceased to be the capital in 1868, the building fell into disrepair and was ultimately	1966

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66.	Pacific Great Eastern	Greater Vancouver	Ten miles north of Horseshoe Bay Ferry Terminal, Highway 99	destroyed. The P.G.E. derived its name from England's Great Eastern Railway. Begun by private interests in 1912, it was acquired by the province in 1918 when the builders ran into financial difficulties. Operating between Squamish and Quesnel from 1921, it was extended to Prince George in 1952, to North Vancouver in 1956, and to Dawson Creek and Fort St. John in 1958.	1966
67.	Pioneer Navigators	Greater Vancouver	At viewpoint above Fisherman's Cove, a mile east of Horseshoe Bay Ferry Terminal	Before you lies one of the most intricate coastlines in the world. Into this sheltered strain, ageless domain of the Indian, sailed Jose Narvaez in the year 1791. Other Spaniards and George Vancouver followed. Fighting wind and tide, they charted this remote maze of water ways - milestone in the mapping of the world.	
68.	Port Moody	Greater Vancouver	Viewpoint 1 mile west of Port Moody on the Barnet Highway	Colonel R.C. Moody, R.C., recognized the potential value of Burrard Inlet for military defence. Named in his honour, Port Moody became the western terminus of the Canadian Pacific Railway. Although a branch line was built in 1887 to the growing city of Vancouver, Port Moody's docks continue to serve ships of the world.	1966
69.	Salmon!	Greater Vancouver	At Anniesville, on South arm of Fraser River, south of Vancouver	This site, on the world's greatest salmon river, lured many pioneer cannery in the late 1860's and early 1870's. Pre-eminent was Alexander Ewen, a founder and first president of B.C. Packers, who established a cannery here in 1871. The new salmon canning industry thrived on exports to foreign markets until by 1900 it was among the most important in the province.	
70.	Seat of Government	Greater Vancouver	In grounds of New Westminster City Hall	New Westminster, named by Queen Victoria in 1859, became the seat of government on the mainland colony of British Columbia which was created in 1858. Following union with the Colony of Vancouver Island on November 19, 1866, the government remained on the mainland until 1868 when Victoria was selected as teh capital of the united Colony of British Columbia.	1966

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71.	Vancouver	Greater Vancouver	At the 3,200' viewpoint on Mt. Seymour Park Road in North Vancouver	It was a forest, dense and silent, when Capt. George Vancouver came in 1792. Bypassed in the gold rush in 1858, men of vision saw it as a British gateway to the Pacific. In 1886 came the railway and Vancouver flourished. Through Canada's third largest city now move the products of a nation, and from its fine harbour sail ships of the world.	1970
72.	Totem Poles	Kitimat-Stikine	At Kitwancool Village, 40 miles north of Hazelton	These stately monuments in cedar proclaim the owner's clan status and inherited family traditions, but were never associated with religion. Clan crests portrayed mythical creatures, sometimes in human form, from the legendary history of the clan. As a unique primitive art form, the poles are fitting examples of the artistic talents of these native people.	1967
73.	The Dewdney Trail	Kootenay Boundary	5.5 miles south of Rossland on Highway to Patterson	'A travel route north of the boundary line', was the cry in the 1860's when gold was found in the Kootenays. Edgar Dewdney built such a route - a trail 360 miles long from Coast to Rockies. For over two decades it carried miners, settlers, gold and supplies - rugged and tortuous route, but Canadian all the way.	
74.	Greenwood Smelter	Kootenay Boundary	1.7 miles west of Greenwood	In this wilderness of rugged mountains, ore was first found in the late 1880's. Further prospects led to the building of a large smelter by the B.C. Copper Co. From 1901, copper, gold and silver poured from its furnaces. Fed by the great Motherlode Mine, it employed 400 men. The collapse of inflated war-time copper prices forced closure in 1918.	
75.	Kettle Valley Railroad	Kootenay Boundary	On Highway #3 at the CPR Station, Midway.	When the Midway to Hope section of the 'K.V.' was completed in 1916 and joined with existing short lines, it formed a direct southern railroad from Alberta to the Pacific Coast. An important factor in advancing the economy of southern B.C., it has carried products of the Kootenay, Boundary and Similkameen Districts over this all-Canadian route.	1966

#	Title	Regional District	Last Documented Location	Text	Year
76.	The Rossland Mines	Kootenay Boundary	At the west edge of Rossland	You have entered the crater of an ancient volcano rich in minerals. The waste dumps are the remains of famous Rossland mines staked in 1890 by prospectors passing on the nearby Dewdney Trail. From these fabulously rich workings came 6,000,000 tons of ore worth \$125,000,000. The City of Rossland and the huge smelter at Trail were born of these mines.	
77.	Fort Rupert	Mount Waddington	In Port Hardy Centennial Park	The first discovery of coal on Vancouver Island near here in 1835 prompted the Hudson's Bay Company to build a fort in 1849, and to bring in Scottish miners, Vancouver Island's first immigrants. Native hostility, labour difficulties, and poor quality coal forced closer of the mines. Fort Rupert continued as a trading post until 1873.	1966
78.	No. 1 Mine	Nanaimo	In downtown Nanaimo near Pyper Park and boat basin	Nanaimo was founded as a coal-mining settlement in 1852. Its most productive mine, No. 1, opened in 1881. From the bottom of the main shaft, one-half mile south of here, a labyrinth of workings extended for miles under the sea. These operations were served also by a shaft on Protection Island at the harbour's entrance. Until No. 1 closed in 1838, it was the oldest operating mine in the province.	1966
79.	Wellington	Nanaimo	On Highway 19, 4.5 miles north of Nanaimo at Long Lake	In 1869 Robert Dunsmuir discovered coal in this area. The settlement of Wellington developed after 1871 when coal was transported first by wagon and later by rail to the wharves at Departure Bay. When the mines closed in 1900, many of Wellington's buildings were moved to Ladysmith, which had been developed by the Dunsmuir interests as a shipping point.	1966
80.	Coldstream Valley	North Okanagan	At view point overlooking Kalamalka Lake	The valley's potential was seen by Forbes and Charles Vernon in 1863, when travelling to silver claim staking 40 miles to the east. In 1864, the brothers pre-empted across the lake 1000 fertile acres which became Coldstream Ranch. Its products ranged from stage coach horses to vegetables and hops. At one time the ranch was Canada's largest orchard.	1969



#	Title	Regional District	Last Documented Location	Text	Year
81.	O'Keefe Ranch	North Okanagan	9 miles north of Vernon on Highway 97	One of the earliest cattle empires in the Okanagan began in 1867 when Cornelius O'Keefe and Thomas Greenhow drove cattle from Oregon to the north end of Okanagan Lake. In 1868 O'Keefe homesteaded 162 acres nearby, and within 40 years his cattle were grazing over 15,000 acres. The ranch became the site of Okanagan Post Office in 1872.	1966
82.	Spallumcheen Valley	North Okanagan	7 miles north of Vernon on the Sicamous Highway	And our eyes feasted on the long stretch of prairies...' wrote A.L. Fortune, first settler in this fertile valley, in June, 1866. The natural meadows rippling in tall grasses, were ideal pasture for cattle and sheep. Later, grain replaced livestock. Despite many decades of use, "Spil-a-mi'chine' of the Indians remains ever bountiful, ever beautiful.	
83.	Vernon Military Camp	North Okanagan	At the military camp, a mile south of Vernon	Trumpets first sounded here in 1908 calling the Okanagan's cavalry to muster. Joined by infantry battalions, thousands of militiamen and cadets from all over the province came to know Mission Hill as British Columbia's largest military camp. Soldiers who were trained here fought around the globe in two world wars.	1966
84.	A Beaver Pond	Okanagan-Similkameen	41 miles east of Hope, 1 mile east of Park H.Q.	Here beaver made a home for themselves and created an oasis of life for other creatures. They have dammed a stream, logged a forest, dredged canals and built a house. Their pond, with its clear water, lush grasses and dead trees, provides an attractive habitat for many insects, birds, and mammals. Beaver usually work and feed at dawn and dusk.	
85.	American Railroad	Okanagan-Similkameen	Highway #3, three miles west of Keremeos	This old bridge and the sections of abandoned grade are mute reminders of the Vancouver, Victoria and Eastern Railway & Navigation Co. A Great Northern subsidiary it was pushed into the promising Hedley-Princeton mining area in 1907-14. In 1916 by agreement with the Kettle Valley Railroad, its operations were stopped west of Princeton.	1966

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86.	Copper Mountain	Okanagan-Similkameen	12 miles west of Princeton	From 1920 to 1957, the big Copper Mountain mine shipped 35 million tons of ore containing 600 million pounds of copper to the concentrator at Allenby. The tortuous railroad grade still clings precariously to the wall of the Similkameen River Canyon. Exhaustion of the known orebody forced closure of the mine, but exploration continues in search of other ore in this region.	1967
87.	Fairview	Okanagan-Similkameen	At Fairview Townsite, 2 mi west of corner of 1st Avenue and 2nd Street, Oliver	The 1890's held high hopes for the lode gold of mines such as Stemwinder, Morning Star and Rattler. By 1902, when the Fairview Hotel or 'Big Teepee' burned, the golden years were over. Fairview's population dwindled as miners left for more promising prospects. But some settlers, lured by the natural attractions of the Okanagan Valley, remained to profit from the lasting wealth of its abundant resources.	
88.	Gold in Nickel Plate	Okanagan-Similkameen	On westerly edge of Hedley	From the heart of this mountain, men took over \$45,000,000 in gold. It started in 1904 when Hedley boomed with the opening of the mill in town and the Nickel Plate Mine on the mountain-top. The nearby Hedley Mascot Mine, on a claim of less than an acre, mined a fortune. Finally, in 1955 the great orebody of gold, silver and copper was exhausted.	
89.	Irrigation	Okanagan-Similkameen	At viewpoint in Richter Pass, 3 miles west of Osoyoos	Irrigation has been the key to development of the Okanagan. So often taken for granted elsewhere, water has magically unlocked the wealth in this dry valley, giving life and industry to 45,000 acres below the ditch. Fed with water from high plateau lakes, the grey hillsides of sagebrush, cactus and sand have literally blossomed into Canada's finest fruit basket.	1966
90.	Ogopogo's Home	Okanagan-Similkameen	19 miles north of Penticton	Before the unimaginative, practical white man came, the fearsome lake monster, N'ha-a-itk, was well known to the primitive, superstitious Indians, His home was believed to be a cave at Squally Point, and small animals were carried in the canoes to appease the serpent. Ogopogo is still seen each year- but now by white man!	

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91.	Penticton	Okanagan-Similkameen	On Skaha Lake viewpoint, 4.5 miles south of Penticton	To the nomadic Salish Indians, Pen-Tak-Tin was a 'a place to stay forever.' Tom Ellis in 1866, gazing upon this natural bounty, agree. He built a great cattle empire and planted a few fruit trees. Fifty years later the orchards had spread across the ranchlands. Today, with orchards and lakes combining charms, Penticton is truly a place to live forever.	
92.	Ponderosa Pine (Western Yellow Pine)	Okanagan-Similkameen	Near Whipsaw Creek, 9 miles west of Princeton	The Ponderosa Pine occurs in Canada only in British Columbia where it has adapted to a zone of low summer rainfall through the southern interior of the province. The mature tree can be recognized readily by its distinctive orange bark. The aromatic soft lumber of the pines was used for years to construct crates and boxes for fruit from the Okanagan Valley.	1966
93.	J.M. Robinson	Okanagan-Similkameen	Approximately 2 miles north of Summerland on Highway 3	When John M. Robinson, a former Manitoba legislator and newspaper editor, came to the South Okanagan in 1898, he found only dry grazing land. Seeing its potential, he introduced irrigation and led in the establishment of peach, pear, apricot, and cherry orchards. His promotion and capital built the communities of Peachland, Naramata and Summerland and founded the area's great tree fruit industry.	1970
94.	Southern Crossroads	Okanagan-Similkameen	On Anarchist Mountain, 4 miles east of Osoyoos	A valley north and south, a sandspit east and west - this was the crossroad of the centuries. Down the valley of Indian trails the laden horse of the fur-brigade from 1824 to 1848. Later miners and settlers streamed northward. Across the sandspit ran the busy Dewdney Trail to the eastern goldfields. Routes of the past are highways of today.	
95.	Dawson Creek	Peace River-Liard	Hilltop viewpoint, 1.5 miles west of Dawson Creek	Once called 'The Beaver Plains', this townsite was named in honour of Dr. G.M. Dawson, outstanding Canadian geologist and scientist, whose expeditions in B.C. covered almost every field of natural history. His geodetic surveys of 1879 reported the fertility of this prairie, aided its settlement, and prompted later exploration of its gas and oil fields.	1966

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96.	The First Highway	Peace River-Liard	Viewpoint over Peace River, 32 miles north of Dawson Creek on Alaska Highway	in 1793 Alexander Mackenzie and North West Company adventurers discovered this route through the Rocky Mountains. During 1805-08 Simon Fraser built forts and trading posts west of the mountains. Furs of the Pacific watershed began moving eastward. Thus the Peace, the only river to breach the Rockies became the 'First Highway' through them.	
97.	Alexander Mackenzie	Peace River-Liard	At Bennett Damsite (Portage Mountain), 56 miles west of Chetwynd	Seeking a route to the Pacific Ocean, this resolute fur trader and explorer, with is party of 9 men and a frail bark canoe, portaged nearby in May 1793 to avoid the awesome Peace River Canyon. On July 20 he reached tidewater. By this unrivalled achievement he became the first man to cross the Rockies and continental North America.	1966
98.	Pouce Coupe Prairie	Peace River-Liard	2.6 miles east of Pouce Coupe	This natural prairie once was beaver country, the trapping area of the Beaver Indian, Pooscapee. The park-like beauty and rich soils appealed to the first settler in the early 1900's. Since 1930 railroad and highway access has resulted in an era of heavy settlement. Now this pleasant prairie forms the core of a vast farming industry.	
99.	Yukon Trail	Peace River-Liard	At Lower Post, 575 miles north of Fort St. John	In 1898 a North West Mounted Police party laboured northward past here blazing an overland route from Edmonton to Dawson City and the goldfields of the Klondike. Its plan was to prove the feasibility of an alternate route to the Skagway Trail. More than a year later the trip was completed, but the scheme proved impractical and was abandoned.	1966
100.	Powell River	Powell River	One mile south of Westview on Highway 101, Vancouver Island	Israel W. Powell, M.D., 1836-1915, whose name is honoured here, was a consistent supporter of the movement which led B.C. into Confederation with Canada in 1871. The plant, Western Canada's pioneer producer of wood pulp newsprint, started in Powell River in 1912, and has expanded into the world's largest single newsprint mill.	1966

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101.	Queen Charlotte Islands	Skeena-Queen Charlotte	At Sandspit airport, Queen Charlotte Islands	Captain George Dixon, whilst seeking sea-otter pelts from the native Haidas, named these islands in 1787. Because of an expected influx of prospectors following local gold discoveries, James Douglas in 1852 was appointed Lieutenant Governor of the Queen Charlotte Islands. This separate British dependency became part of the mainland Colony of British Columbia in 1858. The Skeena 'river of mists', makes a major cleft through the Coast Mountains. To Coastal Tsimshian Indians and Interior tribes it was vital to trade and travel. In later years Port Essington, near the river's mouth, became the main port on this swift treacherous waterway - a route serving pioneers from the 1860's to 1914 when the railway was built.	1966
102.	K-Shian' - The Skeena	Skeena-Queen Charlotte	42 miles east of Prince Rupert	The famed Bralorne and Pioneer mines constitute British Columbia's leading gold camp. In the 1860's prospectors from the Fraser River and Cariboo region found gold in the gravel of Bridge River. Hardrock claims were staked in the 1890's. More than \$100,000,000 in gold has come from the rich ore of these mines since 1932.	
103.	Bridge River Gold	Squamish-Lillooet	At B.X. Bluffs, 4 miles from Bralorne	Here was the gateway to gold! Yellow gold lined bars of the Fraser and beyond was the lure of the Cariboo. Like a magnet it drew thousands of miners on the long Harrison trail through the Coast Mountains. From this focal point the first Cariboo Wagon Road started northward in 1858. The trail-end at Lillooet became Mile 0 of the new road to riches.	
104.	Lillooet	Squamish-Lillooet	Across the Fraser River, one mile from town	The Yukon Trail, which crossed British Columbia, was the shortest route to the Klondike. Thousands of gold-crazed stampeders in '97 and '98 fought their way over the Chilkoot Pass to Lake Bennett. From here, at the headwaters of the Yukon River, they left by raft and boat for Dawson City. Their worn trails remain: milestones in the history of our province.	
105.	Trail of '98	Stikine	View point near Lake Beenett on the White Pass and Yukon Railway		1969

#	Title	Regional District	Last Documented Location	Text	Year
106.	Ashcroft Manor	Thompson-Nicola	At Ashcroft Manor, 6 miles south of Cache Creek	in 1862 C.F. and H.P. Cornwall settled here and developed Ashcroft Manor. The ranch with its grist and saw mills supplied Cariboo miners. The manor house was destroyed by fire in 1943, but the road house survives. Clement Cornwall became one of British Columbia's first senators after confederation with Canada in 1871, and Lieutenant-Governor of British Columbia in 1881.	
107.	"B.X."	Thompson-Nicola	Six miles north of Cache Creek	Connecting Barkerville with the outside world, the 'B.X.' stage coaches served 'Cariboo' for over 50 years. The terminus was moved from Yale to Ashcroft after the C.P.R. construction destroyed the wagon road through the Fraser Canyon. The red and yellow coaches left Ashcroft at 4:00 A.M., and 4 days and 280 miles later reached the end of the road at Barkerville.	
108.	Canadian Northern Pacific's Last Spike	Thompson-Nicola	10 miles north of Spences Bridge	Canada's third trans-continental rail link was completed near Basque on January 23, 1915. In a simple ceremony the last spike was driven, witnessed by a small group of engineers and workmen. The line later became part of the Federal Government's consolidated Canadian National Railway system.	
109.	The Chasm	Thompson-Nicola	10 miles north of Clinton, leave highway 7 miles north of Clinton	At the close of the Ice Age about 10,000 years ago, a stream fed by melting ice cascaded over a falls forming this chasm by cutting into some of the lava flows that helped to build the Fraser Plateau. Individual lava flows are shown here by the horizontal layering. When the glacial ice finally disappeared the flow of meltwater stopped.	
110.	Douglas Lake Ranch - or "III"	Thompson-Nicola	At turn-off to Douglas Lake Ranch, east end of Nicola Lake	Canada's largest cattle 'empire', the Douglas Lake Cattle Co., uses this simple 'Three Bar' brand. Homesteaded by John Douglas in 1872, the 'spread' grew while supplying meat in the 1880's to C.P.R construction crews. Since then, hundreds of train loads of 'beef' and thousands of head of horses, all bearing this noted brand, have been shipped from the famous ranch's half-million acres.	

#	Title	Regional District	Last Documented Location	Text	Year
111.	Empire of Grass	Thompson-Nicola	About 24 miles south of Kamloops on the Kamloops-Merritt Highway	Back in the 1870's the bunchgrass hereabouts came up to a horse's belly. Some of the transient miners saw wealth in these broad rolling grasslands and swapped gold pan for saddle. In time several 'spreads' in the Nicola Valley grew to rank among the world's largest cattle ranches. 'Cow country' it remains - its fortunes rooted in grass.	
112.	Fur, Gold and Cattle	Thompson-Nicola	Viewpoint on the western edge of the city of Kamloops	Founded in 1812, Fort Kamloops stood at a natural crossroads. For 50 years it remained the focus of an inland fur empire the roaring mining boom of the 1880's. Ranchers with cattle and horses replaced the miners. They settled, and stayed to see two railways bring prosperity anew to this land of sagebrush, sun and great rivers.	
113.	Great Train Robbery	Thompson-Nicola	12 miles east of Kamloops	Bill Miner, notorious American stagecoach and train robber, stole \$7,000 in British Columbia's first train holdup, near Mission in 1904. For two years, unsuspected, he lived quietly near Princetown, well-liked by all. In 1906 he stopped the wrong C.P.R. train here and found only \$15! After a 50-mile horse chase he was caught and sent to the B.C. Penitentiary for life, but escaped to the U.S. in 1907.	
114.	Jackass Mountain	Thompson-Nicola	19 miles north of Boston Bar	Jackass Mountain - a memorial to a mule. Wearied by its struggle over the steep, twisting Cariboo Road, one loaded mule reared, bucked, and fell to its death in the canyon. The long stream of freight animals closed their ranks and plodded onward to the distant Cariboo goldfields.	
115.	A Great Landslide	Thompson-Nicola	1 mile south of Spences Bridge	Suddenly on the afternoon of August 13, 1905, the lower side of the mountain slid away. Rumbling across the valley in seconds, the slide buried alive five Indians and dammed the Thompson River for over four hours. The trapped waters swept over the nearby Indian village drowning thirteen persons.	

#	Title	Regional District	Last Documented Location	Text	Year
116.	Nicola valley	Thompson-Nicola	At viewpoint at top of Merritt Hill, Nicola Valley	The name commemorates N-kua-la, a local Indian chief. Settlers in this valley in 1867 named their own village 'The Forks'. When coal mining and ranching brought the railway in 1906, the settlement was renamed Merritt to honour one of the rail promoters. The collieries are closed, but mining, ranching and lumbering continue to maintain the development of the 'country of N-kua-la'.	
117.	Our First Tourists	Thompson-Nicola	Near Blue River	Un July 1863, Lord Milton and Dr. Cheadle laboured through this rugged mountain pass on a trans-continental tour. The Englishman, travelling 'for pleasure' with an Indian guide and his family, completed the arduous trek from Yellowhead Pass to Kamloops in 42 days. The doctor's journal of the trip is now a classic in the province's historical records.	
118.	The Crimson Sockeye	Thompson-Nicola	8.8 miles east of Chase	The Adams River contains the most productive spawning beds in B.C. Each fall the river teems with crimson sockeye salmon. To the Indian, fur-trader, and the first settlers, the advent of the 'run' could mean life itself. The continuance of this age-old spawning cycle will bring millions of dollars each year to the people of the Pacific Northwest.	
119.	Overlanders of 1862	Thompson-Nicola	One mile south of Louis Creek, 32 miles north of Kamloops	It has been an epic struggle against the wilderness for the gold-seekers from Eastern Canada. They had crossed the Rockies, trekked through pathless forests and won the swift rapids of the North Thompson River. The open country now offered hope and safe passage. Ragged and starved, they reached Kamloops where many became pioneer farmers.	
120.	Steamboat Saga	Thompson-Nicola	14 miles east of Kamloops	Smooth rivers and great lakes once were the highways of travel. On them plied stately paddle-wheelers, helping exploration and settlement of the Interior. They speeded goldseekers bound for the 'Big Bend' rush of 1864-65. They freighted grain from the Okanagan. They were vital in building the C.P.R. - and doomed by the railway they helped to build.	



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121.	Thompson Canyon	Thompson-Nicola	In Skihist Campsite, 5 miles east of Lytton	Water, cutting deeply into the pre-glacial floor of this valley over countless centuries, has gradually eroded the almost vertical dykes of the mountain of solid rock. The awesome display of crags and cliffs is vivid evidence of the might of the river and the ceaseless power of water at work. In places like this, man sees his true size.	
122.	Ghost of the Walhachin	Thompson-Nicola	Eleven miles east of Cache Creek	Here bloomed a 'Garden of Eden'. The sagebrush desert changed to orchards through the imagination and industry of English settlers during 1907-14. Then the men left to fight - and die - for King and country. A storm ripped out the vital irrigation flume. Now only ghost of flumes, tress, and homes remain to mock this once thriving settlement.	
123.	Beacon Hill	Vancouver Island	In Beacon Hill Park near the waterfront	Death, life and happiness are in the story of Beacon Hill. On these headlands, where an ancient race once buried their dead, early settlers erected beacons to guide mariners past dangerous Brotchie Ledge. Here, too, ever since Victoria was founded in 1843, people have gathered to enjoy sports and a vista of timeless appeal.	
124.	The Birdcages	Vancouver Island	On the rear lawn of the Legislative Buildings	The Legislative Buildings for the Colony of Vancouver Island were built on these grounds in 1859. Nicknamed 'The Birdcages' because of their quaint style, they were replaced in 1898 by the present buildings. The original Legislative Hall, meeting place of the first House of Assembly west of the Great Lakes, was preserved until 1857 when it was destroyed by fire.	
125.	Skeena River Boats	Skeena-Queen Charlotte	At viewpoint 15 miles east of Terrace - Highway 16	From 1889, sternwheelers and smaller craft fought their way through the coast Mountains, churning past such awesome places as 'The Devil's Elbow' and 'The Hornet's Nest'. Men and supplies were freighted upstream, furs and gold downstream. A quarter century of colour and excitement began to fade in 1912, as the Grand Trunk Pacific neared completion.	

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126.	Ladysmith	Vancouver Island	At Ladysmith, beside Crown Zellerbach offices	An 'instant' town of the past. In 1898 James Dunsmuir, the coal baron, moved buildings by rail from Wellington to establish this coal shipping port. Nearby copper mines added a smelter in 1902, but only pilings mark that site. Railroad logging aided the town's growth, and logging continues to support the transplanted town that coal built on Oyster Harbour.	
127.	A Versatile Pioneer	Vancouver Island	Beside Highway 4 at Sproat Lake	Sproat Lake is named for Gilbert Malcolm Sproat, scholar, author, anthropologist, businessman, and avid British Columbian from his arrival in 1860. He co-founded Port Alberni's first sawmill in 1861, was British Columbia's first agent-general in London from 1872 to 1876, served on the Indian Land Commission until 1880, and held several offices in the Kootenays until his retirement in 1889.	
128.	The First Premier	Vancouver Island	At McCreight Lake, 2.5 miles east of Kelsey Bay Highway, 20 miles north of Campbell River	Irish-born Victoria lawyer John Foster McCreight was selected by Lieutenant-Governor Trutch to be British Columbia's first premier. Entering the Executive Council in July 1871, he laid the legislative base for the new province from November 1871 until defeated on a confidence vote in December 1872. Leaving politics in 1875, he was appointed to the Provincial Supreme Court in 1880 and retired in 1897.	
129.	Irving House	Greater Vancouver	At the New Westminster Historic Centre and Museum	Arriving in British Columbia from the United States in 1859, Scottish-born Capt. William Irving pioneered the riverboat trade of the lower Fraser River. In 1862-64, Royal Engineers built his fine home of California redwood in the Popular San Francisco Goth Revival style. It stands almost unchanged, an expression of the prosperity and tastes of the 19th century commercial classes.	
130.	Golden	Columbia Shuswap	View point near Golden on Highway 1	This was once the loading point for Upper Columbia sternwheelers. Completion of the C.P.R. in 1886 heralded the steamboat era when colourful little craft like the 'Duchess' freighted to the Columbia Lake and waypoints. Smelters built in 1904-05 were never 'blown-in'. Camps, steamers and smelters have gone, but Golden thrives because of its strategic location on the nation's major travel routes.	

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131.	Inverness Cannery	Skeena-Queen Charlotte	At Port Edward, on the site of the Inverness Cannery	The developing Provincial salmon-fishing industry spread northward when the Inverness Cannery opened here in 1867. The first cannery in northern British Columbia, it took advantage of the abundant sockeye runs up the Skeena River to challenge the dominance of the canneries along the lower Fraser. Closed finally in 1950, the plant was destroyed by fire in 1973.	
132.	Metlakatla	Skeena-Queen Charlotte	Near wharf at Metlakatla	On this ancient Tsimshian site, Anglican missionary William Duncan sought to create in 1862 a self-sustaining community. New homes arose, education flourished, native crafts expanded and new trades developed. Here was built in 1874 the largest church north of San Francisco. In 1887 Duncan and many of the band moved to Alaska. Fire destroyed the church and much of the village in 1901.	
133.	Atlin Cemetery	Skeena-Queen Charlotte	At Atlin Cemetery in Atlin	IN 1898, Fritz Miller and Kenny McLaren found gold on nearby Pine Creek, triggering British Columbia's last placer gold rush. The boom subsided by 1908, but gold has kept Atlin alive. Now Miller and McLaren lie here among hard bitten prospectors, young miners, northern aviators, brave women, and newborn infants, all part of Atlin's pioneer heritage. R.I.P.	
134.	The Marriage of East and West	Kootenay Boundary	Kootenay Pass Summit on Highway 3 at Stag Leap Park	The completion of the Kootenay Skyway portion of Highway #3 on August 15, 1964 was commemorated during the Commonwealth's first outdoor Cabinet meeting that also featured the naming of Bridal Lake (formerly Summit Lake) to symbolize the 'marriage' of the East and West Kootenays, now joined together by the highest section of maintained paved all-use highway (summit elevation 1774 metres) in Canada.	2008
135.	Park Bridge	Columbia Shuswap	Kicking Horse Canyon - 12.5 km east of Golden	This graceful structure, measuring 405 metres in length and soaring 90 metres high, was a joint BC- Canada project completed in August 2007. The Park Bridge serves as a tribute to those who built it and as a significant transportation link that follows the same challenging route through this historic canyon previously traversed by the Palliser Expedition, the Canadian Pacific Railway	2008

#	Title	Regional District	Last Documented Location	Text	Year
				and the original highway.	
136.	Okanagan Mountain Fire 2003	Okanagan-Similkameen	Antler's Beach, south of Peachland	Directly across Lake Okanagan, on August 16, 2003, lightning struck a tree at Squally Point. The ensuing blaze consumed over 25,000 hectares as it spread to Kelowna, Myra Canyon, and Naramata. More than 33,000 people were evacuated and 238 homes were destroyed or damaged. The Myra Canyon section of the Trans Canada Trail saw 12 historic wooden railway trestles destroyed and 2 steel ones damaged.	2008
137.	Tske-tem-stu-weekh-tin	Okanagan-Similkameen	The William R. Bennett Bridge, Kelowna	This is an important heritage site of the Okanagan (Syilx) people who have used this area as a village and lake crossing for thousands of years. During low water, a natural peninsula extended from this point to within several hundred feet of the Kelowna shoreline, providing a vital link between Syilx communities on both sides of the lake.	2008
138.	Ootsa Lake - Nechako Reservoir	Bulkley-Nechako	Ootsa-Nadine and Ootsa Lake Hill Roads	in 1952, the Kenney Dam was constructed on the Nechako River to service the new Alcan aluminum smelter at Kitimat, resulting in the creation of the Nechako Reservoir and the relocation of over 75 families. The damming also linked the rivers and lakes of Ootsa, Intata, Whitesail, Chelaslie, Tetachuk, Tahtsa and Natalkuz into the reservoir with a surface area of over 90,000 hectares.	2008
139.	Fisherville - The Town that Sat on a Gold Mine	East Kootenay	At Wildhorse Creek near Fort Steele	The 1864 gold rush at Wild Horse Creek created the town of Fisherville, named after Jack Fisher, prospector. Located approximately 6 kms up Ft. Steele-Wildhorse Road, it briefly flourished as a home for hundreds of gold-hungry miners. When gold was discovered underneath the town, it was dismantled and moved uphill to a new site later called Wild Horse. Little remains of Fisherville except ghostly memories and faded dreams.	2008