TIMES

HOW IT WAS CONSTRUCTED AND ITS PLACE

IN THE RECORDS OF BRITISH COLUMBIA.

## SMART SKIRTS



NEMO RSETS

## r, on time

an make money with tle of your time-time pations. Your wife, ired-and the profits

ney-making branches poultry right.

of the big raising

a Chatham Incubato of it before you have

## IR USHES

en are a specialty nt of first-class goods stles and highly polacks, among which we

KENT'S **ENGLISH** BRUSHES

their unrivalled wear-

US H. BOWES

CHEMIST OVERNMENT ST. Near Yates.

progress, especially when with the falling birth-rate in estern countries. They also where there has been objecapanese immigration it has on the ground that they irable citizens because of beow type or addicted to objecbits. On the contrary, they objected to because of their and simplicity of life accused," says the Asahi, "of There is not the stification for such an epihave beaten back the agother powers, but no agon their own account can be eir charge."

## History of Cariboo Wagon Road:

the westerly section of the transconti- struction of a wagon road over the dif-

Westminster, I explored from the head over it, and was not at all likely to be

mbers of the Canadian Club of Vancouver on the subject of "Early Path-finding in the Mountains of British Col-

ears 1355-6-7 the original promoter of

amish and Jeackamins rivers, etc.

terribly fatiguing journey over hot

rocks along the precipitous mountain side I reached Chapman's bar in the

evening. I was very tired and dreadfully thirsty. When I entered a little

store which was a log hut about  $15 \times 25$  feet in size and spied some Dublin stout

porter, with which I at once regaled myself and then had a good meal of slap-

ing without door, windows or flooring,

and seeing a stretcher made out of gunny sacks, etc., I threw myself on it

boots near my bedside. The unusual

I also made exten-

crown colony was discovered to be sit-

uated in that part of it now generally

country and owing to the circumstances

tions for a transcontinental railway and

devote myself to the undertaking of

constructing a great arterial highway

through the central portion of the col-

ony that would open up and develop its

made through the different sections of

the colony I had visited now convinced

me that the best route to adopt for the

great wagon road I projected was by

the valleys of the Fraser and Thompson

ivers, although the formidable canons

ented natural obstructions that, for a country having a very small revenue

ere most uninviting and appeared to

e almost insurmountable. From care-

ul observations I also felt confident the

ould be in the belt immediately west

sfied it was by the valleys of the

untain section of Canada's first and

ould reach the coast and have its

cious and magnificent harbor that

s of the inlet, and also on the shores

ninercial city, for its drainage would

althy to reside in; its supply of the

best quality of water, by gravitation,

plentiful; and the scenery in its imme-liate neighborhood both grand and

autiful, which together with its fine

ea bathing beaches would be inestim-

refect, which would make it very

west terminus on the mainland at the

railway

great mineral region of the country

of the Rocky Mountains. I was also

Fraser and Thompson rivers that the

greatest transcontinental

along the valleys of those rivers pre-

ources in the most effective and sub-

different explorations heretofore

of the late Major-General Richard Clement Moody, sent out by the Imperial government in the year 1858 to maintain law and order, and to generally supervise and control all such measures and works needed to establish the colony on a firm and lasting basis. I had been advances of male the major of the different sum of the works (which had to not return to Victors and endeavor to get some more to the should at once return to Victors and endeavor to get some more to the different sums of food, clothing and boots, and as they had to Lytton along mon-payment of the different sums of food, clothing and boots, and as they had endeavor to get some more to the government, and that I had great difficulty in preventing a personal encounter between them advances of all those articles. I had brought, and they were without money, that he should at once return to Victors and endeavor to get some more who talked in such forcible language to "Scotty," that I had great difficulty in preventing a personal encounter between them. We left this miserable that brought, and they were without money, the whole talked in such forcible language to "Scotty," that I had great difficulty in preventing a personal encounter between them. We left this miserable that brought, and they were without money, the whole talked in such forcible language to "Scotty," that I had great difficulty in preventing a personal encounter between them. We left this miserable that brought, and then be government, and that is should put matters in as satisfactory the government of the works (whoth had in such forcible language to "Scotty," that I had great difficulty in preventing a personal encounter between them. We left this miserable that be worked in such forcible language to "Scotty," that I had great difficulty in preventing a personal encounter between them. We left this miserable that the should at once return to Vic
"Scotty," that I had great difficulty in more than the store of the works (whole) and encounter the source of the works (whole) and the such of the late Major-General Richard Cle- point, and they were without money, lmbia; or, The Discovery of the North West Passage by Land," I gave a general outline of how I became, in the Canada's first great trans-continental ailway, and how, for a series of years on a firm and lasting basis, I had been number of men from New Westminster cumstances as to my future proceed- vowing that he would get even with I saw Governor Douglas and made a active steps I took by making ex- on the most intimate terms with Colonel to Yale, which cost me between \$2,000 lngs. In the address alluded to I described tions with the late Sir James Douglas, how I first explored, during the winter who was the first governor of the malu-of 1858-1859, the route by way of Harrison lake and the different portages be-tween that lake and via the present dies presented by the canons of the Fratown of Lillooet; as far as Pavillion ser and Thompson rivers of too formid-mountain. As I found this route was able a nature, and for that reason he not favorable for the construction of had caused to be undertaken the con-

Squamish and Jeackamins rivers, etc.
I may here mention a rather amusing clal demands of the country. camp where a few Chinese were mining, leys of the Fraser and Thompson riv-It was situated on a narrow shelf of ers, etc. I saw Colonel Moody and we

were looking forward to the spring run las. The discoveries of gold mentioned in-duced prominent citizens of Victoria to of salmon which were then on their way up the river. I left my kind friends early the following morning and after combine in the endeavor to get roads very sore. constructed from the heads of Bute Inlet and Bentinck Arm direct to Quesnelle mouth, in order to draw the trade
of the Cariboo districts away from the
Fraser river route and centre it in Vic-Fraser river route and centre it in Vicfraser river route and centre it in Victoria. These projects I opposed and then commenced the long struggles between the people of Victoria and those of the mainland to capture the trade of the Cariboo districts; the seat of govrather and the carbon districts of the district, very kindly placed at my disposal.

I now established my first road camp a short distance out from Lytton, and as the men arrived I set them at work. A few days afterwards I established another camp another camp.

jacks, bacon and coffee. I then went into a partly constructed new log build-When I arrived in Victoria in the early part of the year 1862 I found that Colonel Moody had preceded me, and that the the real of the year 1862 I found that few miles above Cook's ferry, which was a short distance below where and at once fell fast asleep, leaving my sound of pig's grunting awoke me at daylight. This pig continued to make his researches around me until he came, close to my bedside where I lay half asleep. I sprang up to drive him off, but only in time to see him making off with one of my boots. I made chase, but the pig with the boot got away in

abandon their projects and all of us, combine and get a charter for a toll road to be constructed over the Yalesive explorations during these years of the country between Hope and Osyoos lake, and made a second and very care-Cariboo route. They were too sanguine ful examination of the canons of the of their prospects to entertain my pro-Traser and Thompson rivers to Kamposed undertaking of getting a wagon pops lake, to satisfy myself on all road built through the canons of the Fraser river, etc., which they thought cints regarding the construction of a was impracticable, and they therefore wagon road along those rugged valleys. was in the year 1860-61 that the

decided my proposition. existence of a very extensive and ex-fremely rich auriferous portion of the After Colonel Moody and myself had several interviews with Governor Douglas we managed to convince him that the Yale-Cariboo route was the best known as the Cariboo section of the to adopt for the general development of the country, and that it was impera-I mentioned in my former address to the Canadian Club, I decided, for the tive that its construction should be undertaken at once. time being, to defer my further explora-

At this time I met Mr. Charles Op-

heimer, who was at that time at the head of the great mercantile firm of Oppenheimer Bros., having their establishments at Yale and Lytton, where hey carried on a very large and lucrative business. Mr. Oppenheimer and a friend of his, Mr. T. B. Lewis, proposed to join with me in obtaining a charter for the building of this wagon road, providing we could obtain the right to collect very remunerative tolls for a series of years and a large money subseries of years and a large money star and a large money of the government to assist in from Cook's ferry to Lytton I stopped at the large Chinese camp, when they last time I saw him was some years Oppenheimer, Moberley & Lewis, and Mr. Oppenheimer withdrew from the firm in order to devote his whole attention to the work we proposed to undertake, and shortly afterwards, on the governor's granting us the charter, which empowered us to collect very renunerative tolls and also to be paid a large cash subsidy as the work of construction progressed, we proceeded to the mainland to commence the work. vernor Douglas at this time fully exrected to obtain a large loan from the Imperial government, for which he had

urrard Inlet would afford to the larg-The manner in which the different class of sea-going vessels, and sections of this road was to be conhere the sites for future cities on both structed was as follows: English bay, could hardly be excelled Captain G. M. Grant, with a force sappers and miners, together with ey presented in their topographical nd other features all the requisites to a large force of civilian labor, was to ure everything needed for a great

construct the section extending from Yale to Chapman's Bar. The late Mr. Thomas Spence was to

The firm of Oppenheimer, Moberly & Lewis was to construct the section from Lytton until the road formed a junc tion with the wagon road to be built able to its inhabitants and prove a very by Mr. G. B. Wright from Lytton to continued to be done, when at last Mr. attractive feature to bring people from Fort Alexandria.

Oppenheimer returned. He had suc-

We now began to experience our first difficulties, as the pack trail between Yale and Lytton was only partially completed, which necessitated all freight between these places being conveyed partly by water through the dangerous canons and partly by pack trains, which caused very heavy transportation charges and losses of supnental railway, I projected in the early part of the year 1859 I explored the formidable canons of the Fraser river bepiles. Some idea may be formed of the cost of transportation in those days when in many instances it cost us as much as fifty-five cents a pound to convey our supplies from Yale to Lytton. There were not enough boats on the ween Yale and Lytton, and later in land and water one that necessitated the year, after founding the city of New much handling of the freight passing vey our supplies from Yale to Lytton. There were not enough boats on the There were not enough boats on the river to meet the demands for transportation, and the number of pack animals was altogether inadequate as the greater number of those engaged in packing were employed in the very lucrative business of conveying freight through the second time at that point.

I proceeded from Clinton by way of a small stream that falls into the Bonaparte and thence passing along the foot on the responsible creature had ages into the interior of the colony. A few days before I left my camp at Nipher the second time at that point.

I proceeded from Clinton by way of a small stream that falls into the Bonaparte and thence passing along the foot on the manual parternal pox swept away great numbers of the coast Indians and had been, during the summer, gradually extending its rayand some irresponsible creature had circulated a report that I had left the country. My return rather astonished these men. They were desperately hundred the second crossing of the second time at that point.

I proceeded from Clinton by way of a small stream that falls into the Bonaparte and thence passing along the foot on the manual parternal pox swept away great numbers of the coast Indians and had been, during the summer, gradually extending its rayand some irresponsible creature had circulated a report that I had left the country. My return rather astonished these men. They were desperately hundred the second crossing of the moth. of Howe Sound up the valleys of the able to accommodate and meet the river to meet the demands for transpor-I may here mention a rather amusing circumstance that happened to me when exploring the great canon of the boo afforded me the opportunity of were employed in the very lucrative Fraser river. On my way down from Boston Bar the first night I reached a the great arterial highway by the valleys of the Fraser and Thompson riv- so profitable to convey it for us over It was situated on a narrow shelf of rock about six feet in width and twenty proceeded together to make a careful examination of the canons, and before the length. The Chinamen received me kind; and made me some tea and we parted he was as convinced as my their backs, and the high prices they said that it was the route to adont for mixed some flour and water and made self that it was the route to adopt for thin cakes of dough which they cut in the great highway. We arranged to Lewis and myself travelled from Yale strips about an inch in width and boil- meet the following winter in Victoria to Lytton we were compelled to walk, and sleeping, or rather trying to sleep, ed. They had no other provisions, but and press our views on Governor Doug- as we were unable to get saddle ani-

of the Cariboo districts; the seat of gov- another camp at Nicomin, a small stream about twelve miles from Lytton, was a short distance below where that the whole people of that place.
were much excited about the gold fields of Carlboo, and the projected roads at a great rate, as I could not get a

of Cariboo, and the projected roads at a great rate, as I could not get a sufficient number of white men I was obliged to let a contract for the confavor of subsidizing a wagon road, projected by the late Mr. Alfred Wadding-struction of the road from a "slide" a short distance above Nicomin to Cook's short distance above Nicomin to Cook's ferry to a body of Chinese, with the exception of that portion around a rock bluff below Cook's ferry.

Short distance above Nicomin to Cook's ferry to a body of Chinese, with the exception of that portion around a rock bluff below Cook's ferry.

Having my exploration of the cook's ferry.

but the pig with the bot got away in the woods and I never saw anything of either of them again. The loss of my self-order of them again. The loss of my bot was a serious calamity. I still had about 25 miles to walk over a very cough and rocky trail before reaching rough and rocky trail before reaching tool of an impression of the connection on the sovernment, from the government, from the government, from the government about 25 miles to walk over a very small and but a very small sum had been the first the confidence of the first through the woods and I never saw anything of either of them again. The loss of my support of the mountain about 25 miles to walk over a very small and produced to find the worn out foot of a miner's discarded boot, which I appropriated, but as it was much too dis I naked may be a serious calamity. I still had acted in good faith, had been the first had produced to return by the trail over the Loon lake mountain and but a very small sum had been for proceed to continue the connection on to Quesnelle mouth by means of a siert had produced to found the worn out. For Alexandra, from where Mt. Wright to continue the connection on the terms of our charter their was an abundance of some time of the first through the was an author of the mountain. I therefore ascended to return by the trail over the Loon lake mountain and but a very small sum had been for proceed to continue the connection on the foundance of some proceed to continue the connection on the foundance of some proposed to continue the connection on the foundance of some proceed to my suppose the terms of our charter their was a natural over the Loon lake mountain and but a very small sum had been for the first the charter out of which I could easily a the first through the work some time, the first had procured the steam of the foundance of some proposed to continue the connection of the mountain and that the government, from the store of the first had procured the steam of the foundance of some proposed to continue the connect y disregarding the terms of their contract with me to work for the whole to unsaddle my horse to let him have season, and nearly all of them indebted a good feed, I espied a column of smoke for clothes and other necessaries I had at the far end of the prairie, and soon furnished them with, when they were n destitute condition, left the work and animals and packers were encamped I lost the value of what I had ad- there. I instantly remounted and canvanced to them. The contemptible tered joyfully for the fire, and on proceeding on the part of these men, which was brought about by the reports of fabulously rich deposits of gold having been discovered in Antler and other when the swered: "Yes, Mac, have you got anycreeks in Cariboo, reduced the force of thing to eat in your camp. men needed to ensure the prosecution the answer was: "Yes, and plenty to of the work in accordance with our drink, too; come on old man and regale contract with the government and compelled me to employ, much against my wishes, a large force of Chinese laborers. It will thus be seen that the bad of one of the former pro faith and unscrupulous conduct of the white laborers was the cause of the employment of Chinese labor in constructing the Cariboo wagon road. All the other contractors on this road experi-

> white laborers that befel me. I found all the Chinese employed worked most industriously and faithfully, and gave no trouble. I may here mention an amazing incident that occurred in connection with these Chisome festival, and asked me to try and get them some live pigs when I was in Lytton. I found that the only pigs agent of that district, he reside that had been brought so far into the correctly it was \$22 each, so I did not buy them, and on my return to the Chinese camp told them the reason trout, upon which we feasted why. They were bound to have the The following day I resumed

On the day they had the celebration rrounded by the Chinamen, who proand would take no refusal. Time passed on and unpaid for work

held all around and pressed upon me, tion of the road along the valley of the Bonaparte, etc.

"Scotty" some day.

In one of Sir James Douglas' trips in the following is the day.

In one of Sir James Douglas' trips in the following is the colony should be the extensive prairie region east of the following is the following is the following is the following is the following and as it was imperative that it should be decided where the Yale-Cariboo road.

In the address alluded to I described decided where the Yale-Cariboo road related regarding Maiden creek, should be located in order to obtain the through the valley of which I had dewagon road then in course of construction from Lilloet over Pavilion mounting in all to six there amounting in all to six they would be reight to the search of the search best line to form a junction with the cided the wagon road should go.

the mosquitoes and horsefiles in swarms and sleeping, or rather trying to sleep, on the wet ground made matters explored to the wet ground made after crossing the stream was evidently intending to camp about fifty feet from my tent. I walked over to the Indians, and being suspicious that something was wrong, lifted he well from the face of the Indians, and being a good meal of bacon and beans and some hot coffee and possibly bread. I was weefully disappointed, for when I dian wearing it, and saw that the poor into the read of the word which they was half-srown on fors in what had been a garden, I devoured them, and then building a good fire I dozed through a miserable night, very much pestered to my store tent and filled a large-sack with provisions, which I gave them, to make the mount of the walley of Maiden creek, and that the junction of the Yale-Carl-bow was on road would be the valley of Maiden creek, and that the junction of the Yale-Carl-bow was on road with the road being to make the place there was not indicated to the well of the well over the partial was well as the mountain should be where it is, at had procured a number of Indians with

green grass, when just as I was about made out that a large train of pack known voice in these words: themselves to the river to assuage their yourself. What the devil brings you here?" My friend was the late Captain Allan Macdonald. He was the son burning thirst or to plunge into the river. All the Indians in that encamp-ment had been dead several days. of the Hon. Hudson's Bay Company,

and was born at Fort Colville I had a very sumptuous meal of the staple food of the country-bacon and beans-and an unlimited supply of the enced the same treatment from their grand old creamy Hudson's Bay rum. I had made Mr. Macdonald's acquaintance on the steamer Panama, in 1858, when I was on my way from San Francisco to Victoria. The next time I met Captain Macdonald was many years afterwards when he was stationed at

I remained over the day at this place, interior were two small animals owned by a man who was mining on the opposite side of the Fraser river. He asked of Loon lake abounded with brook trout an exorbitant price, and if I remember so we improvised a sort of drag net out

The following day I resumed my jourpigs at any cost. I gave them an order to get the pigs, and as I was so pleased steep descent, on the southwesterly side with the way they did their work, at of the mountain, to the First crossing the same time I gave them an order of the Bonaparte river. At this point to get, at my expense, two kegs of the there was a small log hut very extento get, at my expense, two kegs of the flery whisky they drink, which cost me sively known through the colony at that period as "Scotty's," the owner of it being a rather quaint Orkneyman, who I went to their camp and was at once kept a few cows and was supposed to furnish meals to travellers. I here met vided me with a meal in which roast one of my packers, whom I had in- ernor Dopglas had applied for and the ern boundary into the United States? pork was the principal dish, which I structed to be at this point in order construct the section from Boston Bar enjoyed, but on the other hand, I had that I could tell him where I proposed the amounts that any certificates if been the promoter of the Yale-Cariboo to take many drinks of the abominable to establish another large camp of granted would call for, whisky with which, in tin cups, they workmen to push forward the construction of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending March 14th, show a decimal of the abominable work, ending the above the a

THE FOLLOWING LECTURE was delivered on Tuesday night at the Aberdeen School, Burrard street, Vancouver, by Walter Moberly, civil engineer:

Mr. President: When I had the honor of March 13th, 1907, of addressing the members of the Caradian Club of Van
Mr. Deside in delowed by nature; and that the books and accounts, and Mr. Opits construction. Mr. Lewis was to locate the road and supervise thing like what should have been paid.

Mr. Lewis got discouraged and disgustinches in diameter and half an inch in thickness. Having demolished as many of the opinion that we could not depend upon the government, and was of the opinion that we pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis got discouraged and disgustthe books and accounts, and Mr. Opwhere its citizens or others can have pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis got discouraged and disgustthe books and accounts, and Mr. Opwhere its citizens or others can have pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis got discouraged and disgustthe books and accounts, and Mr. Opwhere its citizens or others can have pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis got discouraged and disgustthe books and accounts, and Mr. Opwhere its citizens or others can have pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis got discouraged and disgustthe books and accounts, and mr. Opwhere its citizens or others can have pricturesque dwellings outside the turnout of for which I had been arreston Mr. Lewis was to look after the purcould not depend upon the government, and was of the opinion that we could not depend upon the government, and was of the opinion that we where I was a first of the count of the dollars from a friend and pald the inches in diameter and half an inch in thickness. Having demolished as many of the unsavory cakes as were necessary to When we arrived at Yale a large of the corps of number of men seeking employment on our work could not get beyond that of the late Major-General Richard Cle
When we arrived at Yale a large of the charter. It was arranged fifty cents for each cake and fifty to the same of the corps of number of men seeking employment on our work could not get beyond that of the late Major-General Richard Cle
When we arrived at Yale a large of the charter. It was arranged fifty cents for each cake and fifty to the same of the corps of number of men seeking employment on our work could not get beyond that between Mr. Oppenheimer and myself the surrender of all my charter rights, and also cents for each cake and fifty to the surrender of all my charter rights, and also cents for each cake and fifty to the surrender of all my charter rights, and also cents for each cake and fifty to the corps of the charter. It was arranged to the charter. It was arranged to the corps of the charter. It was arranged to the charter in the charter in the charter in the charter. It was arranged to the charter in the charter in the charter in the charter in the charter. It was arranged to the charter in the cha

blanket and what provisions I could lover living at Cache creek, to whom

The next day I proceeded on my way to Nicomin, and as I rode along the nountain side I saw several Indian horses grazing on the "bunch grass" that then grew in profusion in the valleys of the Thompson river, and in the ittle bay below me the tents of the Indians, but I saw no signs of human life about the tents. I therefore disnounted and went to the tents, where covered the horrible sight of the putrefying bodies of the Indians, some n the tents and others among the rocks that lined the river bank, through which they had evidently tried to drag

I now proceeded to the ferry and went to the Indian village at the mouth of the Nicola river, where the same lelancholy and disgusting sight was net that a few hours before I had seen at the little bay on the Thompson river. for all the Indians were dead. I hurried on to my camp at Nicomin fearing that the smallpox had broken out among

find such was not the case. During my absence very good progress had been made in the work of ment, but he said nothing nor did I. construction, but as I received no news crous for their wages, demanded certifin my pressing him for them to enable the colony to get this road comple

any certificates until further orders. This peculiar order appeared to me part of the government to force me forfeited, and enable them to take im-

of government about financial matters. overcome." Being very hungry I requested I therefore started on horseback for I was now hourly expecting the arriperiod last year. Grand Tr "Scotty" to provide us with a meal, Yale, leaving Lytton in the afternoon val of Captain Grant, whom I knew ings for the same period decorated to th attractive feature to bring people from Fort Alexandria.

Oppenheimer returned. He had sucall quarters of the globe to visit a city

Oppenheimer returned. He had sucbeing and arriving the following morning at would be sent up by the government to \$86,597, the figures being all quarters of the globe to visit a city

My department in this undertaking ceeded in getting a considerable sum of yale, where I only stopped long enough act in the matter, and immediately up
1908 and \$767,700 for 1907.

new arrangement by which the sum of creek, knowing how important it was that I had de-should be back at my work as soon as possible, I got the governor to let me the government for the rest of the seaoram into my saddle bags, and started alone to explore through Maiden Creek lover proved false and married another valley to where the town of Clinton is now built, and also the valley of the lover proved false and married another woman, which so distracted the poor now built, and also the valley of the lover proved false and married another woman, which so distracted the poor girl that she died of a broken heart, of the fifty thousand dollars.

I finally reached the second crossing of the Bonaparte, where I fully expected to recruit for a day at the wayside to recruit for a day at to recruit for a day at the wayside high that little stream to where the large camp of my employees was situated, and who were just on the full time for which they had en-The weather for the last few days during my journey had been very rainy, the mosquitoes and horsefiles in swarms and sleeping, or rather trying to sleep,

due for some supplies furnished by a party in Victoria, and that a writ had

tended when I gave it to him.

This unscrupulous act on the part of the government 7 afterwards found out was owing to the refusal of the Imperial address I related how I managed, durgovernment to grant a large loan to the relied to meet the liabilities incurred the extension of the Harrison-Lillooet road northerly from Lillooet, and as I was the one to whom the largest mount would have to be paid it was decided to sacrifice me and carry the other contracts through, especially as the government would gain a large and very expensive portion of the construct ed road I had built without paying anything for it, which was a very convenient and profitable thing for them but it was a disgraceful and dishones transaction on their part.

in Lytton would be a Sunday. I therefore knew it could not be served upon me until the following morning. Sunday morning I had breakfast with Captain Ball, the sheriff, and as we sa my men, but was greatly relieved to at that meal his mail arrived and I saw him open a letter which I felt co vinced contained the ominous

I was now thoroughly disgusted with rom either Victoria or New Westmin- the bad faith I had met with from the ster, and as my men were getting clam- government, and the duplicity of the are trying to discover the identity of attorney-general, and felt certain I the person or persons responsible for cates from the government official who could not struggle any longer against two attempts to wreck the eastbound was in charge of the supervision of the such adverse circumstances; but as I C. P. R. express No. 4, which goes work, which he declined to give, and knew what vast importance it was to through at 4 o'clock in the morning. me to draw the money now overdue, as soon as possible, I decided to take a and telling him if he would not grant course that would prevent the stoppage iron bar. The chain skidded before course that would prevent the stoppage them I should be compelled to stop the of the work and let my personal in- the wheels, and the bar was knocked works, he showed me a written order terest be sacrificed and the general inhe had received from headquarters in- terests of the country be protected, parstructing him on no account to grant ticularly as I had been the principal cause of leading Governor Douglas to undertake the great work which had to be tantamount to an effort on the placed him in a very serious dilemma. The following morning I went down into such a position that the governto breakfast with the sheriff when he
ment could claim that the charter was

to breakfast with the sheriff when he
caused by running a needle into he
served me with the writ, and was rather surprised when I read the letter I mained in the arm despite efforts to mediate possession of the road. I after- had received the previous Saturday by remove it. McBride was taken to the wards found out that it was owing to private express advising me about the hospital, but too late, blood poisoning the Imperial government refusing to capias. He said: "Why did you not having developed. grant the loan to the colony that Gov- get on your horse and cross the southgovernment had not any money to pay My answer to him was; "That I had wagon road and I intended to stick to

cordially assented and afterwards compelled the government, much against

from that time they would be paid their wages by the government and that I was in full charge of the works, and furthermore, that he would do his ut-most to get their back wages paid, but

When the business was closed up at. the end of the year, the country had gained a large and most expensive portion of the Cariboo wagon road ready built, which cost them nothing, but it left me a ruined man, with heavy personal liabilities which took all the money I could make during eight subsequent years to finally pay off.

As soon as Mr. Charles Oppenheimer heard of my arrest he left the country to avoid a similar fate and did not re turn for some years. He had to settle all the then outstanding liabilities of our old firm before he came back, which cost him a large sum of money. William Hood, from Santa Clara, California, undertook the contract to complete the unfinished portion of the road between the big rock bluff above Cook's ferry and Clinton, and he employed me o superintend that work for him.

This same year Captain Grant, Mr. Trutch and Mr. Spence finished the section of the road between Yale and Lytton, and Mr. Trutch built the suspension bridge across the Fraser river. In 1864 I was employed by the colonial government as their engineer to go to Cariboo and locate the northerly portion of the wagon road from Fort Alexandria (to which latter point Mr. G. B. Wright had built the road the previous year) to Richfield, and to look after its construction between Quesnelli was then built by Mr. G. B. Wright. constructed a temporary sleigh road from Fort Alexandria to Quesnelle mouth, and another from Cottonwood river to Richfield via Lightning creek. I also located a line for a wagon road from Cottonwood river via Willow river as far as Richfield, and I supervised the construction of a branch road into the valley of the Horsefly river, then known as "Captain Mitchell's road." I also explored a line for branch wagon road into the valley of William's lake.

At the end of the year 1864, having been requested by the people of Cariboo to represent them in the legislative council about to meet at New minster, I resigned my position as government engineer and was duly elected had given the attorney-general, by a to represent the above-mentioned con-

On the 18th of March, 1907, I had the of Vancouver on the subject of "Early Pathfinding in the Mountains of Brit-ish Columbia; or, The Discovery of the Northwest Passage by Land." ing the session above-mentioned, to get ony upon which Governor Douglas the money granted that enabled me to ied to meet the liabilities incurred complete by the end of the year 1865, for building the Yale-Cariboo road and discoveries that in connection with extensive explorations I made from the year 1855 between Lake Simcoe and then made of the extensive central portion of Canada by the expedition under the command of Captain Palletier, insured a practicable route for a great Canadian transcontinental railway, terminating in the city of Vancouver, and as I have now given yuo a brief history of the Cariboo wagon road you will be eabled to form an idea of the great difficulties that had to be overcome to bring about the development and pres-The day when the capias would arrive ent prosperous condition of British Col-

WALTER MOBERLY. Civil Engin Vancouver, B. C., March 5th, 1908.

ONTARIO TRAIN WRECKERS. Two Dastardly Attempts to Derail C.

P. R. Express London, Ont., March 19 .- The police ed In the first a chain was tied across

off the track by a slow freight. BLOOD POISON VICTIM.

Toronto, March 19 .- James McBride 22 years old, driver for the Naismith

RAILWAY EARNINGS.

Montreal, March 19.-The Canadian Pacific railway earnings for the week something seriously wrong at the seat no matter what obstacles had to be of \$149,000, the figures being \$1,220,000, sompared with \$1,369,000 for the same period last year. Grand Trunk earn-