

business between Victoria and Yale. Gold was being taken out of Williams creek in large quantities, and was entrusted by the miners for transport to Victoria to the well-known expressman, who several times during the season of 1862 made his trip of 760 miles walking and leading his horse, and who, only through courage, vigilance, unwonted pluck, perseverance and energy, accomplished the perilous journey and avoided being robbed. The Victoria wagon road from Yale to Cariboo, which the government commenced in 1862, being completed to Soda Creek, some 240 miles above Yale, Mr. Barnard, with the small capital he had accumulated, and backed by parties who realized the stuff he was composed of, established Barnard's Express and Stage Line, equipping the road with 14-passenger six-horse coaches, all driven by "crack whips." The rush to the mines was so great in this year that the enterprising and energetic proprietor, through the carriage of passengers, freight, letters, papers, and gold dust, met with excellent returns for his outlay, and in 1864 extended his business and increased his stock, securing the contract at a very remunerative price for carrying the mails. He also, having won the confidence of the banks, induced the government to disband the gold escort and entrust the carriage of all gold dust to him, employing an armed messenger to protect it. In 1866 Barnard bought out Dietz and Nelson, and extended his business to Victoria, thus doing the whole business between Victoria and Barkerville. He moved his family to Victoria from Yale in 1868, where he continued to reside to the date of his death. In 1870, with characteristic enterprise, Mr. Barnard, associated with Mr. J. C. Beedy, of VanWinkle, attempted to place road steamers on the Cariboo wagon road, and securing from the legislature an exclusive right to run them for one year, he went to Scotland, and, purchasing six, brought them, with engineers, to the country at an enormous cost. After several attempts and heavy pecuniary losses, the steamers were found not adapted to the roads of this colony, and Mr. Barnard met with his first set-back since his arrival on the Pacific coast. The road steamers, save two, were sent back to Scotland, as well as the engineers, except Mr. Andrew Gray, (now of Spratt & Gray), and Mr. J. McArthur, (now of the Albion Iron Works. Notwithstanding his very heavy losses Mr. Barnard continued to carry on his express and staging business, and in 1874 obtained, unfortunately for himself, the contract for building part