

ways provided by or for the use of the mining population of old days. Most worthy of mention among these is the world famous "Cariboo road" built by the Royal Engineers with the assistance of the miners themselves under the direction of Governor Douglas during the early sixties. This excellent highway is the main artery of commerce for the interior. Commencing at Ashcroft, a town on the Canadian Pacific railway in the Thompson valley, now also served by the Canadian National railway, it runs northerly 220 miles to Quesnel and thence easterly an additional 60 miles to Barkerville, the centre of the Cariboo gold-fields. Climbing from an altitude of 1,000 feet at Ashcroft it reaches Clinton by way of the picturesque Bonaparte valley. The distance is about 34 miles and the grade very steep.

From Clinton the road, now closely paralleled by the P. G. E. railroad grade climbs onto the high plateaus of the interior and runs by way of Lac la Hache and 150-Mile House to reach the east bank of the Fraser at Soda Creek. It closely follows this bank through Macalister, Alexandria and Kersley to Quesnel.

This road is still in a remarkable state of preservation and is subjected to heavy traffic. The completion of the Pacific Great Eastern railway will witness the passing of the long through stage service but it will always remain a main trunk road of this part of the Fraser valley. Auto stages make regular trips between Ashcroft and Quesnel, covering the 220 miles as a rule in one day. They also ply between Quesnel and Barkerville. This section is good but has very heavy grades.

From this main trunk highway roads and trails branch off east and west to serve Horsefly, Quesnel lake, Chilcotin and Blackwater districts. A trail from the Barkerville district leads easterly to the valley of the south fork of the Fraser and meets the Grand Trunk Pacific railway at Rooney while one from the Chilcotin crosses to the Bella Coola valley and follows it to the end of a road leading to the coast.

A wagon road with stage service operating on it runs from Vanderhoof to Fort St. James and trails lead from that point to Manson Creek and Fort McLeod. Another good wagon road with stage service runs from Burns lake south to Francois and Ootsa lakes.

Along the old Ashcroft-Yukon telegraph line a road follows from Quesnel to Fort Fraser, with a branch leaving at the Blackwater crossing to run into Prince George. From Fort Fraser the road traverses the Endako and Bulkley valleys to Hazelton and for some 45 miles up the Skeena river above this point.

A road, now in rough condition, leads from Giseome on the Fraser river, some 7 miles across the "Giseome portage" to Summit lake. A road leading north from Prince George joined this road about half a mile north of the Fraser river but now a short-cut has been built giving a direct line from Prince George to Summit lake and cutting out the old road. A great amount of traffic follows this route.

The Cariboo, Upper Fraser, Neelaho and Bulkley districts have a fair asset of roads and trails for a new district and they are being added to and improved from year to year. The Terrace district has good local roads, also the lower parts of many coast valleys.

Better transportation facilities are required for the Nass district. A trunk road giving an outlet from the Bulkley and Kispox valleys and following down the Skeena valley to serve this territory locally and connect with Prince Rupert would also be a great advantage. The road from Quesnel to Prince George requires improvement.