

108 Resort Golf and Outdoor Adventures

An on-site golf course and canoeing are featured at this 108 Mile Ranch, British Columbia resort. Free Wi-Fi and mountain views are offered in all rooms. 108 Mile Airport is 2 or 3 minute walk away.

Cable TV is offered in each air-conditioned room at 108 Resort Golf and Outdoor Adventures. Coffee-making facilities are provided. An en suite bathroom is included.

Horseback riding, fishing, and skiing activities are offered at Golf and Outdoor Adventures 108 Resort. Guests' can relax in the sauna or in the garden after a day exploring the 546 acre site. A children's playground is featured.

108 Mile Lake is 3 minutes' walk away. Highway 97 is 2km away from this resort.

Rates: Golf \$60 (18 holes) includes cart. Pro shop 3 minute walk from 108 Regional airport.

Rooms: \$108 (single), \$118 (King, Queen). Rooms held under COPA until May 26th ..Room reservations must be confirmed 30 days prior to June 26

Please note, the seasonal restaurant is open from 1st May, 2014.

Resort Amenities

- Pets Allowed
- Tennis Court
- Golf Course (within 3 Km)
- Canoeing
- Hiking
- Cycling
- Horse Riding
- Free WiFi
- Restaurant (à La Carte)
- Vending Machine (drinks)
- Sauna
- Outdoor Pool (seasonal)
- Bicycle Rental
- Tour Desk
- Garden
- Children's Playground
- Laundry
- Daily Maid Service
- Fax/photocopying
- Non-smoking Rooms
- Family Rooms
- Heating
- Non-smoking Throughout
- Air Conditioning
- Designated Smoking Area
- Swimming Pool





THE CARIBOO
GOLD RUSH

OVERVIEW



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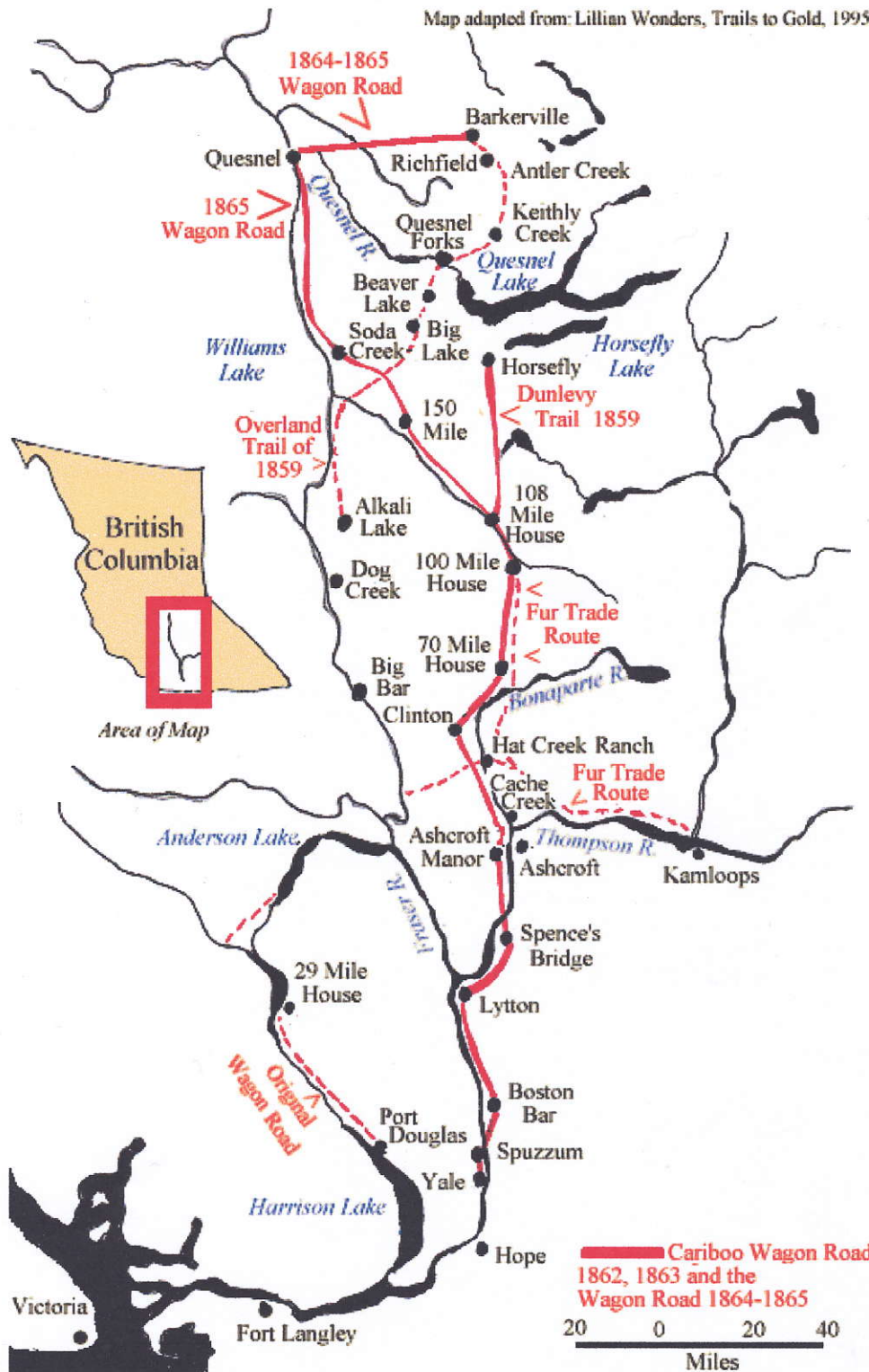
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Map adapted from: Lillian Wonders, Trails to Gold, 1995.



Cariboo Gold Rush



Barkerville (1865), shown rebuilt after the Great Fire, with its new, straightened and wider, Main Street. The creek in the foreground is Williams Creek, which is paralleled by Main Street throughout.

The **Cariboo Gold Rush** was a [gold rush](#) in the [Colony of British Columbia](#), which later became part of the [Canadian province of British Columbia](#). Although the first gold discovery was made at [Hills Bar](#) in 1858, followed by more strikes in 1859 on the [Horsefly River](#), and on [Keithley Creek](#) and [Antler Creek](#) in 1860, the actual rush did not begin until 1861, when these discoveries were widely publicized. By 1865, following the strikes along [Williams Creek](#), the rush was in full swing.

Several towns grew up, the most famous of these being [Barkerville](#), now preserved as a heritage site and tourist attraction. Other important towns of the Cariboo gold rush era were [Keithley Creek](#), [Quesnel Forks](#) or simply "the Forks", Antler, [Richfield](#), Quesnellemouthe (which would later be shortened to [Quesnel](#)), [Horsefly](#) and, around the site of the [Hudson's Bay Company's](#) fort of the same name, [Alexandria](#).

Williams Creek

Richfield

Richfield was the first strike on Williams Creek, and became the seat of government in the region, particularly of the courts. Connected to Barkerville via the canyon of Williams Creek, Richfield became part of "Greater Barkerville" along with Cameron Town.

Differences between the Cariboo and Fraser Canyon Rushes

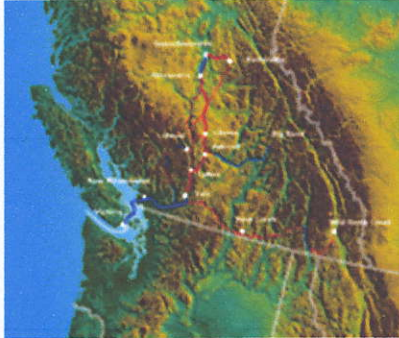
The Cariboo Gold Rush is the most famous of the [gold rushes in British Columbia](#), so much so that it is sometimes erroneously cited^[1] as the reason for the creation of the [Colony of British Columbia](#). The Colony's creation had been prompted by an influx of [American](#) prospectors to the Fraser Canyon Gold Rush three years earlier in 1858, which had its locus in the area from [Lillooet](#) to [Yale](#).

Unlike its southern counterpart, the population of the Cariboo Gold Rush was largely [British](#) and [Canadian](#), although the first wave of the rush was largely American. By the time the Cariboo rush broke out there was more active interest in the Gold Colony (as British Columbia was often referred to) in the [United Kingdom](#) and Canada and there had also been time required for more British and Canadians to get there. The [electorate](#) of the [Cariboo riding](#) were among the most pro-Confederation in the colony, and this was in no small part because of the strong Canadian element in the local populace.

One reason the Cariboo rush attracted fewer Americans than the original Fraser rush may have been the [American Civil War](#), with many who had been around after the Fraser Gold Rush going home to take sides, or to the [Fort Colville Gold Rush](#) which was largely manned by men who had been on the Fraser or to other BC rushes such as those at [Rock Creek](#) and [Big Bend](#).

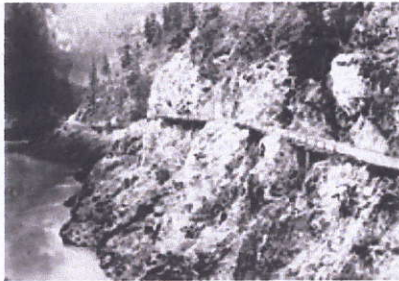
While some of the population that came for the Cariboo rush stayed on as permanent settlers, taking up land in various parts of the [Interior](#) in the 1860s and after, that wasn't the general rule for those involved in the Fraser rush. Many veterans of the Cariboo would spread out to explore the rest of the province, in particular triggering the [Omineca](#) and [Cassiar Gold Rushes](#), just as the Cariboo itself had been found by miners seeking out in search of new finds from the Fraser rush.

The Cariboo Wagon Road



The boom in the Cariboo goldfields was the impetus for the construction of the [Cariboo Wagon Road](#) by the [Royal Engineers](#), which bypassed the older routes via the [Fraser Canyon](#) and the [Lakes Route](#) (Douglas Road) via Lillooet by using the canyon of the [Thompson River](#) to [Ashcroft](#) and from there via the valley of the [Bonaparte River](#) to join the older route from Lillooet at [Clinton](#).

Towns along the Cariboo Road include Clinton, [100 Mile House](#) and [Williams Lake](#), although most had their beginnings before the Cariboo rush began. During the rush, the largest and most important town lay at the road's end at Barkerville, which had grown up around the most profitable and famous of the many Cariboo mining camps.



The [Cariboo Road](#) in the [Fraser Canyon](#), 1867

The Cariboo Wagon Road was an immense infrastructure burden for the colony but needed to be built to enable access and bring governmental authority to the Cariboo goldfields, which was necessary in order to maintain and assert control of the wealth, which might more easily have passed through the Interior to the United States.

The wagon road's most important freight was the Gold Escort, which brought government bullion to Yale for shipment to the colonial treasury. Despite the wealth of the Cariboo goldfields, the expense of colonizing the Cariboo contributed to the Mainland Colony's virtual bankruptcy and its forced union with the Island Colony, and similarly into Confederation.