

# BC Register of Historic Places: PDF Data Entry Template

For more information please refer to *Preparing and Submitting Records for the BC Register of Historic Places* guideline document.

☐ denotes a mandatory field

## COMMON NAME

Unique Provincial ID

Chemo RV

Other Name(s)

150 Mile Barns

## LOCATION

Street Address

3057 Hwy 97 C

Municipality

150 Mile House, BC

Locality

PID#

Lot 1 DL 12 Cariboo Dist

Location Description

Latitude

52.1086

Longitude

121.9278

## STATEMENT OF SIGNIFICANCE

Description

Chemo RV (150 Mile Barns) is a 1 1/2-storey building serving as the sales and service facility for a recreational vehicle dealership located above Highway 97 north of Borland Creek in 150 Mile House. The structure was built on the skeleton of the original storage barn, and the interior is finished with materials salvaged from the original stable at Davidson's Lake Valley Ranch. The beam on the front porch contains 50 local ranch brands. The building is located at Lot 1, District Lot 12 at 150 Mile House, BC. This historic place is limited to the building footprint.

## Heritage Value

Chemo RV (150 Mile Barns) is valued as one of the last remaining structures from Davidson's Lake Valley Ranch, which established 150 Mile House, in 1861, as a major stopping house and supply centre for the gold fields. The historic place is valued for its location overlooking the valley, and its proximity to the original Cariboo Waggon Road at the 150 Milepost and the views of the grassy meadows surrounding it. The building is valued for its structure, and materials from the original storage barn and stable. Chemo RV is valued today for the restoration work which showcases the original structure of the storage barn, which incorporates materials with historical significance into it as well as highlights of present local and regional community pride, and which ensures that the 150 Mile Barns will continue to serve the region long into the future.

## Character-defining Elements

Original location next to Highway 97, which closely follows the original Cariboo Waggon Road  
Location near the grassy meadows, which are still being harvested.  
Location at the 150 Milepost on the Cariboo Waggon Road  
Original lumber sizes and framing construction  
-Two 10" x 10" x 60 ft. hand-hewn beams (single length, no joints)  
-Two 8" x 8" x 60 ft. hand-hewn beams (single length, no joints)  
-Cross support beams (8" x 8", 10" x 10", are hand-hewn)  
-Framing and top rails in the main floor offices are rough cut lumber with original square nails.  
Interior finishing materials salvaged from the stable, including:  
-Interior panelling is rough-cut fir cladding, 1" x 6", 8", and 10".  
-Handcrafted original stair railings  
-Stair treads crafted from 3" thick stall boards  
-Reception counter crafted from stall posts and boards.  
-Unique colour resulting from years of animal sweat and urine is preserved with a clear varnish.  
Local ranch brands (50) burned into the porch beam at the front entrance to the building.

## Documentation Location

Cariboo Regional District Planning Department



Heritage Branch

## OTHER INFORMATION

## Function

## Type

Food Supply: Barn, Stable or Other Animal Housing

Food Supply: Farm or Ranch

Select

## Era

Select

Select

Select

## Contributing Resources

## #

## Type

Select

Select

Select

## Category of Property

Select

## Themes

Peopling the Land: Settlement

Select

Select

Select

## Architect/Builder

## Name

Thomas Davidson

## Type

Builder

Select

Select

## Associated Dates

## Type

Select

Select

Select

## From

## To

## FORMAL RECOGNITION

## Recognition Type

Community Heritage Register

Select

Select

## Reference #

13-08A-26

## Recognition Date

August 23, 2013

## IMAGES

## File Name

## Image Type

## Description

## Caption

## Date

Select

Select

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## LINKS

## Type

## URL

## Description

Select

Select

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## COMMENTS AND INFORMATION

NOTE: Information in this field is for use by the local government. It is not added to the BC or Canadian Registers of Historic Places

Author

Joan Sorley

Date Modified

October 28, 2013

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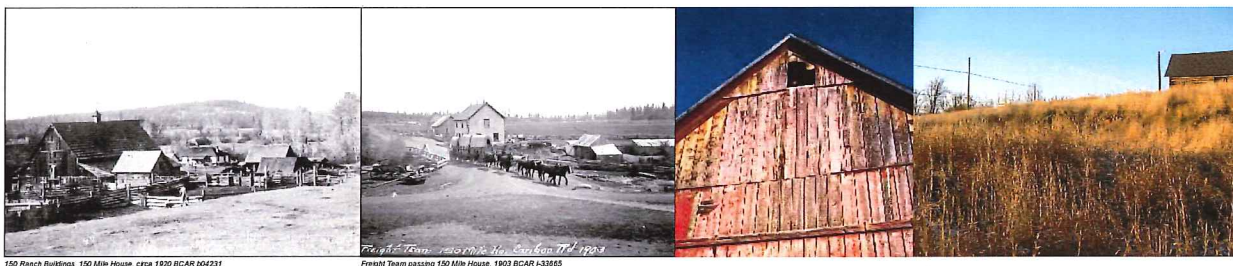


Heritage Branch

Draft for Review

## Heritage Assessment for Lot 1, D.L.12, at 150 Mile House, B.C.

### Report Draft



150 Ranch Buildings, 150 Mile House, circa 1920 BCAR 104231

Freight Team passing 150 Mile House, 1903 BCAR 133615

Denise Cook Design  
Birmingham & Wood Architects and Planners  
George Atamanenko  
Fred Wright

January 2007

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## 1.0 Historical Context

The barn buildings at 150 Mile House are part of a number of heritage features in this area; others include a lock-up, schoolhouse, cemeteries, the remains of the old Cariboo Wagon Road, and landscape features such as irrigation and drainage ditches. Like all unprotected historic sites, most of the resources at 150 Mile are threatened with decay and oblivion. Only the schoolhouse, building in 1890, has been restored and preserved as an historical site. The old barns and the lock-up are reminders of British Columbia's gold rush era, when 150 Mile House became a major transportation, supply, and administrative centre for the Cariboo Region. At present, the barns and the lock-up are deteriorating and require heritage designation and conservation.

### Land Acquisition at 150 Mile

The 150 Mile House started as a settlement in 1861, when the Davidson brothers pre-empted a homestead following the fertile flat land bottoms of the San Jose River. Thomas Davidson was a local farmer and roadhouse operator, and intended to farm the land. Through repeated pre-emptions, the brothers

acquired almost 2,000 acres of land by 1863. The Davidson's pre-emption fell under the Crown Colony land legislation put in place in 1860 by James Douglas. The pre-emption system was a way of encouraging settlement and improvements on Crown lands. Designed to prevent speculation in public lands and to offer every possible encouragement to the settler whose intentions were honest. The system essentially allowed settlers to acquire land free of charge, provided they developed it, otherwise it was forfeited to another who would put the land to beneficial use. In the vast open lands of the Cariboo, the system was key in the initial settlement of the area.

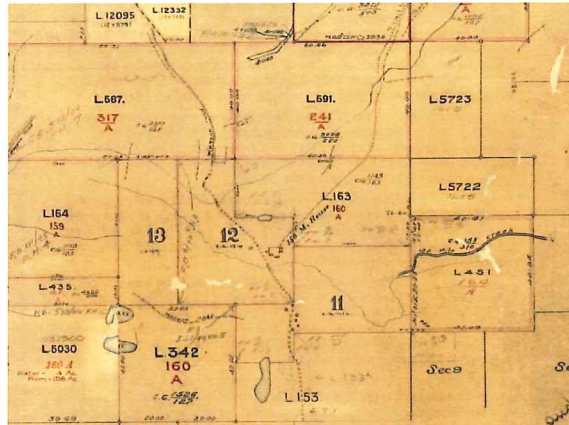
The land records show that the land encompassing what is today the ranch buildings at 150 Mile House was not owned outright until 1878, and that the land acquired by the Davidsons was not transferred as a single unit. Survey maps show that the buildings on the 150 Mile ranch site were located on Lot 12, Aschel Bates' Crown Grant.

The following is a chronology of land acquisition up to 1930:

- 1861 Thomas Davidson of the Davidson brothers pre-empted land at 150 Mile, and named it "Lake Valley Ranch".
- 1864 Edward Tierney acquired the pre-emption from the Davidson's, when Thomas Davidson reportedly faced problems due to involvement with the Cariboo Road.
- 1878 The first Crown Grant is acquired by Aschel S. Bates for District Lots 11 and 12. Bates had been successful in the early Fraser River gold rush.
- 1878 Gavin Hamilton, with his wife and family, acquired the Crown Grant for District Lot 13.
- 1899 George Vieth and Robert Borland jointly acquired the Crown Grant for District Lots 153 and 163. The Cariboo Trading Company, an English syndicate, bought a portion of the ranch and held it until 1928.
- 1925 DL 12 was acquired by Charles Edward Hoskins.
- 1930 DL 12 was acquired by Charles George Cowan.



View of 150 and Cariboo Road (date unknown). Museum of Cariboo-Chilcotin.



Survey of subject site by John Jane Esq. 1878.

### First Nations

Prior to 1871, the policy of the Dominion of Canada was to recognize Indian title and of the need to secure its cancellation in return for adequate compensation. In 1871, the colony of British Columbia became a province of the Dominion. Many governance issues required resolution, among them the rights and needs of aboriginal people whose traditional lands and lifestyles were disrupted by the massive influx of newcomers. The province persisted in maintaining that the at Confederation the Indians were perfectly satisfied with such reservations as had been assigned for their use and benefit. In fact, the Indians had been complaining for several years that the lands upon which they had settled and which they had cultivated had been taken from them without compensation and pre-empted by white settlers. With particular importance to the Cariboo, they also complained about white settlers taking advantage of grazing lease laws and driving cattle and horses belonging to the Indians from the open range and taking large pastoral leases for themselves. These issues lead to a serious threat of an Indian war.

Some relief measures were provided, and a military confrontation was avoided, but it took another two decades to organize the reserve lands. No mention of Indians appeared in the original union resolutions of the British Columbia legislature, leading to an unsatisfactory division of responsibility between the Dominion government and the provincial government. As a result, the setting aside of reserves by the officers of the Dominion government appointed for that purpose became a difficult and contentious matter, mostly due to provincial land policy which restricted reserve lands to 20 acres of land for each head of a family of five people (while white settlers were permitted to pre-empt 320 acres).

In 1879, Chief William of the Williams Lake Indian Band made a formal statement to government about the deprivation and hunger that his people were suffering. He feared that their desperate circumstances could lead to war as had happened in the Chilcotin in 1864. His statement of 1879 succinctly sums up the context of First Nations during this period:

*The white men have taken all the land and all the fish. A vast country was ours. It is all gone. The noise of the threshing machine and the wagon has frightened the deer and the beaver. We have nothing to eat. My people are sick. My young men are angry. All the Indians from Canoe Creek to the headwaters of the Fraser say "William is an old woman."*

*I am old and feeble and my authority diminishes every day. I am sorely puzzled. I do not know what I say next week when the chiefs are assembled in council. A war with the white man will end in our destruction, but death in war is not so bad as death by starvation. The lands on which my people lived for five hundred years was taken by a white man. He has crops of wheat and herds of cattle. We have nothing, not an acre.*

*Another white man has enclosed the graves in which the bones of our fathers rest and we may live to see their bodies turned over by his plough. Any white man can take three hundred and twenty acres of our land and the Indians cannot touch an acre. Her Majesty sent me a coat, two ploughs and some turnip seed. The coat will not keep away the hunger, the ploughs are idle and the seeds are useless because we have no land.*



Cariboo Road near 150 Mile BCA 133679.

*Our people are willing to work because they know they must work like the white man or die. They work for the white man. Mr. Haines was a good friend. He would not have a white man if he could get an Indian. My young men can plough and mow and cut corn with a cradle.*

*Now what I say is this: There will be trouble soon.*

*The whites have taken all the almon and all the land, and my people will not starve in peace. Good friends to the Indians say Her Majesty loves her Indian subjects and will do justice. Justice is no use to a dead Indian. They say "Mr. Sproat is coming to give you land." We hear he is a good man but he has no horse. He was at Hope last June and he has not arrived here. Her Majesty ought to give him a horse and let justice come fast for the starving Indians. Land, land, a little of our own land, that is all we ask from Her Majesty. If we had the deer and the salmon, we could live by hunting and fishing. We have nothing now, and here comes the cold and the snow. We can make fires to make people warm, that is all we can do. Wood will burn. We are not stones.*

### The Cariboo Gold Rush and the Cariboo Road

In 1859 a Shuswap guide led Peter Dunlevy to a gold prospecting site on the Horsefly River. After the discovery of gold on the Horsefly River, 150 House Mile became the point of junction between the Cariboo Road from Yale to the mine sites in the Cariboo mountains. Prospectors, traders and packers arrived in great numbers, searching for gold in the Cariboo mountains and the highlands, and working new finds. Heavily laden pack trains and stagecoaches slowly struggled up a difficult road. The Cariboo Road figures prominently in the history of British Columbia, and 150 Mile House was an important stopping place on this road.

Food, shelter and resting stops were needed every few miles, the exact distance depending on the difficulty of the road. A quiet farm was not sufficient to meet the needs of a changing economy and increased population. There was an urgent need for local food production for travellers and the animals they depended upon. Resting places had to be provided for both people and horses, as well as secure space for the storage and exchange of goods. The farm at 150 Mile changed to meet new demands.

The 150 Mile House was strategically located at the junction of early trails, which ran east and northeast to the gold fields; and west and southwest to the Chilcotin and the Alkali Lake, Dog Creek and Canoe Creek areas, where ranching was developing rapidly. Ranching expanded partly in response for the need for food production for the massive influx of population driven by the gold rush.

150 Mile house remained a prominent centre until the arrival of the railroad in 1919, when the transportation corridor was shifted and routed through nearby Williams Lake. Williams Lake grew to replace 150 Mile House as the regional centre, but ranching continued to prosper, and offered more stability than gold prospecting and placer mining. There is no need for the roadhouse any more, and stage coaches and pack trains have been replaced by cars, trucks and buses. Old habits die hard; as late as the 1960s, a public conveyance was still called a "stage."



150 Mile Barn, 1933. Museum of Cariboo-Chilcotin.



Garage at 150 Mile (no date). Museum of Cariboo-Chilcotin.

#### The Working Ranch and its Community

The original farm at the 150 Mile developed into a roadhouse and commercial centre, becoming one of the best known and most important places on the Cariboo Road since it was built. It was for many years the district centre for Chilcotin, Alkali Lake, Horsefly, Quesnel Forks and tributary country.

While the village was not large, it included a number of small enterprises such as a restaurant, store, bakery, bunkhouse, pool hall, blacksmith shop and a steam-powered flour mill which later became a lumber mill. Community services developed here also, including a post office, government office, police, lockup, school and a bank. Hay and grain were grown on site for livestock, and meat, vegetables and dairy products were produced for use at the roadhouse and for sale in the store. One traveller reported in 1863: "The stopping house has a billiard room, lots of geese, ducks and chickens, and all kinds of vegetables." A petition signed by 143 property owners was sent to Premier Robson requesting a physician to reside at or near the 150 Mile centre for the benefit of settlers in the community and the surrounding region; 150 Mile did get its physician.

During the gold rush era, the population of 150 Mile House varied with the seasons. In addition to the ranch, roadhouse and related services, a community grew up consisting of resident ranch workers, labourers, tradespeople, and families, as well as transient miners. The community had social events like dances and winter skating parties, as well as gambling in the roadhouse and pool hall. Many off-season miners built shacks along the nearby creek. At the peak of the gold rush, hundreds of mine workers lived at 150 Mile House throughout the winter, in order to escape the harsher conditions found in the eastern Cariboo's mountain country.

Chinese labourers came north to work in the mines. The Chinese men's cabins at 150 Mile House were in a section separate from the white miners and prospectors. Officially not welcomed to work in mines or stake their own claims, Chinese and Japanese men were in demand as experienced mine workers and labourers. After prospectors left an area, Chinese miners re-worked old claim sites, patiently finding more gold in them. At 150 Mile House, Chinese labourers were hired for tasks such as building drainage ditches to divert water away from the roads.

At the start of the 20th century, the 150 Mile ranch had up to 4,000 acres of land and 800 head of cattle. Some of the owners of the ranch had other commercial, trading and mining interests. Small businesses became established in the area east of 150 Mile that is now known as 150 Mile House. They were developed on land leased or bought from the main ranch.

The historic barns have served different purposes reflecting the needs of changing times. Built during the early years of the gold rush era, they offered food and warm shelter for horses tired from carrying heavy packs or hauling heavy stage coaches and freight wagons. The stable barn is reported to have had stalls for 66 horses and a loft that could hold up to 80 tons of hay. The

stable barn has the remains of chutes leading from the loft above down to individual stalls on the main floor, and efficient and orderly way of distributing food to horses. The construction of this barn is an indication of the importance of the 150 as a stopping place on the Cariboo Road. Ordinary ranch operations would not have required such individual accommodation in barns, and would not have the need for 66 working horses.

After freight wagons, pack trains and stage coaches were replaced by railway cars, trucks and buses, the barns were then used for storing hay and sheltering horses and cows during inclement weather.

#### Recent Evolution of 150 Mile

With changing ownerships and socio-economic changes during the gold rush period and afterwards, the original Lake Valley Ranch ceased to exist as one unit. Some of the land was sold to facilitate other business transactions and accommodate other uses. Some may have become part of the Sugar Cane Reserve holdings. When the 150 Mile ranch was no longer a major transportation and administration centre, large parts of the ranch were sold off to become parts of other ranches. The latest change at the 150 is the creation of large subdivision lots to accommodate an increasing urban population migrating to the interior of BC from the Lower Mainland and out of province.

## 2.0 Thematic Framework

Based on the Historical Context, the following key themes have been developed for the 150 Mile site. These themes form the starting point for the statements of significance in Section 4.0 and are the basis for the interpretive themes found in Section 9.0.

### Land in the Cariboo

This theme related to the land acquisition, the variable sized district lot survey system, the pattern of pre-emptions and crown grants in the Cariboo and near the site, and the characteristics and importance of the natural landscape in early settlement patterns.

### First Nations

This theme relates to the early First Nations in the area, their use of the land, the relationship of First Nations to land acquisition by settlers and miners, their role in the gold mining industry and the Cariboo gold rush, provisioning for settlers and miners, and the ethnobotany of the Cariboo region.

### Transportation

This theme relates to the development of transportation routes and corridors in the region. It includes the origins and important of the Cariboo Road in opening up the gold fields and the central interior of the province, the role of the government in constructing the road, other important trails, the impact of the railway on the 150 Mile site and the area generally, and the construction of Highway 97.

### Cariboo Gold Rush

This theme relates to the history of the Cariboo gold rush, the role of the 150 Mile in the gold industry, and the impacts on First Nations and the local landscape, as well as changes in mining legislation and the issuance of claims.

### Early Settlements

This theme relates to the patterns and types of settlements in the Cariboo and in the area surrounding the 150 Mile. It includes the location and form of road-houses and stopping places along the Cariboo Road, early ranches, population and demographics, and the workings of a ranch in the Cariboo as demonstrated by the heritage features found at 150 Mile House.

### 3.0 Site Analysis and Documentation



Aerial view of site, 2005.

The following section documents and analyses the site features that currently exist on the site. Aerial photographs from 1948 provide information on the site's original configuration. Field work and 2005 aerial photographs were used to understand current conditions and to compare them to the historic ones. 1948 is the earliest aerial photograph found to date.

The analysis is carried out through a review of individual landscape components and their contribution to the heritage value of the site.



Aerial view of site and context, 1948.

## Site Documentation



### Natural systems and features

#### Biogeoclimatic Zone

The 150 Mile site is located within the Interior Douglas Fir biogeoclimatic zone. Most of the zone occupies the southern part of the Interior Plateau. The Coast, Cascade, and Columbia mountains cast a rain-shadow over the IDF zone. Warm and dry in the short summer season and cool in winter, the climate is driest at lower elevations in the Cariboo-Chilcotin.

A diverse array of ecosystems occurs within the Interior Douglas-fir Zone. Forests dominated by Douglas-fir (*Pseudotsuga menziesii*) of all ages and sizes with an open grassy understorey in which pinegrass (*Calamagrostis rubescens*) is most common are typical in this zone. On hotter and drier sites, grassland and open ponderosa pine (*Pinus ponderosa*) forest predominate. Extensive grassland communities, commonly called the "upper grasslands," occur throughout drier parts of the zone. Bluebunch wheatgrass (*Agropyron spicatum*), Junegrass (*Koeleria macrantha*), timothy (*Phleum pratense*) and fescues (*Festuca* spp.) are prominent grasses in this area. The red stems of red-osier dogwood (*Cornus stolonifera*) and paper birch (*Betula papyrifera*) are found along stream banks. The climate and soils made the 150 Mile ranch an ideal location for grazing cattle and, where water was available, the production of hay.

#### Borland Creek

Originally named 100 Mile Creek, Borland Creek is the only major natural water feature on the site. Bisecting the site from east to west, the creek originates high in the Interior Plateau and flows west to eventually join the San Jose River near the Sugar Cane Indian Reserve. The creek would have been an important water supply for the 150 Mile ranching operation. Airphoto evidence may indicate that the creek was diverted at some time, after it crossed the Cariboo Road, possibly during the construction of Highway 97.



### Spatial organization

Oriented towards the Cariboo Road, the site's spatial character is created by the natural landscape of the ground plane, the buildings and structures on the site and vertical elements such as the trees and electrical poles. Site edges are created by Borland Creek to the south, Highway 97 to the west, and fence lines to the north and east. Spatial organization is also reflected in the proximity of the buildings to a water source and the orientation of the structures, the barns in particular, west to both the Cariboo Road and lower elevation topography.

The airphoto on page 7 shows the spatial organization of the site in its larger context, as a settlement and stopping place in a string of such places arranged at intervals along the Cariboo Road.



### Land use

The use of the 150 Mile site for roadhouse traditions and ranching practices has influenced its organization, form and shape. The initial construction of the ranch and roadhouse occurred prior to the implementation of the district lot survey system in 1878, so the organization of the ranch responded more to the Cariboo Road and Borland Creek than to a system of land division.

After the crown grants were obtained for the various parcels, individual ownership would have influenced the way in which each ranch was developed. The use of the site as part of the historic network of stopping houses along trails and roads in British Columbia, and which provided multiple services, influenced the location of the barns, blacksmith shop, roadhouse and other buildings for the efficient processing of wagon trains, horses and goods.

The ranch use created the pattern of building orientation to the road with fenced grazing fields behind. The use of the land for ranching and the availability of local materials influenced the gable and shed roofed form of the barns and the blacksmith's shop, and the use of wood planks and logs for building construction.



#### Cluster arrangement

The two major structures, the stable barn and the storage building, are set back on the site, grouped with the blacksmith shop. These buildings are the remains of the original cluster arrangement that existing on the site. These buildings would have been grouped according to their function, to deal with horses, wagons and freight during the roadhouse period, and later for similar uses when the site functioned as a cattle ranch. The log structure may not be in its original location, but contributes to the overall sense of how buildings were originally arranged on the site. The density of the site is much less than in its working days, when a number of outbuildings occupied the site. The newer workshop does not contribute to the original cluster organization of the site.

The original site of the roadhouse created the western edge of the building cluster. The buildings were also arranged relative to the internal circulation system, traces of which remain today.



#### Circulation patterns

The present circulation system on the site reflect the original internal circulation. Two entrances from Highway 97 are generally in the same locations as originally. They facilitated the movement of horses and wagons both into the site and to the stable barn and storage building, and to the original location of the roadhouse. Connected roadways created access to the fields to the east. There was an almost direct route through the site to connect to the Horsefly Road, which today leads up the slope to another ranch. All of the roadways on site are gravel.

The Cariboo Road, today Highway 97, connected the site to its larger context. It is significant in its reflection of the site as a roadhouse and stopping place during the gold rush era.



#### Topography

Configuration of the landscape surface characterized by features and orientation

The rolling topography of the site is the result of a widespread mantle of glacial drift on the plateau which has a rolling and ridged surface form due to the presence of numerous drumlin fields and eskers. The buildings are located on the top of a small rise above Highway 97. The site slopes westward toward the highway. Earlier photographs show the Cariboo road at a closer grade than the highway, which may have been cut into the slope during construction. The site slopes gently upward to the north and east, and more steeply downward to Borland Creek, where a stone retaining wall supports the grade for the southernmost entry road.

#### Vegetation

Vegetation on the site consists of three groups: the native grassland vegetation that dominates the site, the riparian vegetation found along Borland Creek and the ornamental planting that lines the entry drive. Due to the time of year of the site documentation, it was not possible to identify all of the plant materials on site. The following is a representative list of plant materials.

Riparian vegetation includes trembling aspen (*Populus tremuloides*), paper birch (*Betula papyrifera*), red-osier dogwood (*Cornus stolonifera*) and bluejoint grass (*Calamagrostis canadensis*).

Grasslands vegetation includes fescue grasses (*Fescue spp.*), timothy (*Phleum pratense*), yarrow (*Achillea millefolium*), pinegrass (*Calamagrostis rubescens*), saskatoon (*Amelanchier alnifolia*), aster (*Aster spp.*), soapallie (*Shepherdia canadensis*) and spiraea (*Spiraea spp.*).

Vegetation related to land use consists of the fields used for grazing.

#### Buildings and structures

There are five buildings on the site which are the subject of this report.

The most prominent buildings on the site are the stable barn and the storage building. These buildings appear on the 1878 survey plan, and both are of vertical plank construction, both used in relation to the site's function as a roadhouse and as a working ranch. The stable barn was used to house and feed the pack horses, while the storage building was likely used to store freight.

The blacksmith's shop is also of wood construction and is located near the two barns, again due to its function during the roadhouse and gold rush era. A log structure is also located on the site, possibly a dwelling. These buildings form the core cluster on the site. The jail, or lock-up has been moved onto the southern portion of the site from its original location. It's character is less related to the roadhouse or ranching functions.

Two more contemporary structures are located on the site, part of a school house and a workshop.

#### Views and vistas

There are significant views, both to and from the site. These include the view of the site from the south along Highway 97, where the buildings appear on a rise of land. There are also good views of the site from the west side of the highway. There is a view from the site to the west, as well as views out to the hills and fields to the east.



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#### Small-scale features

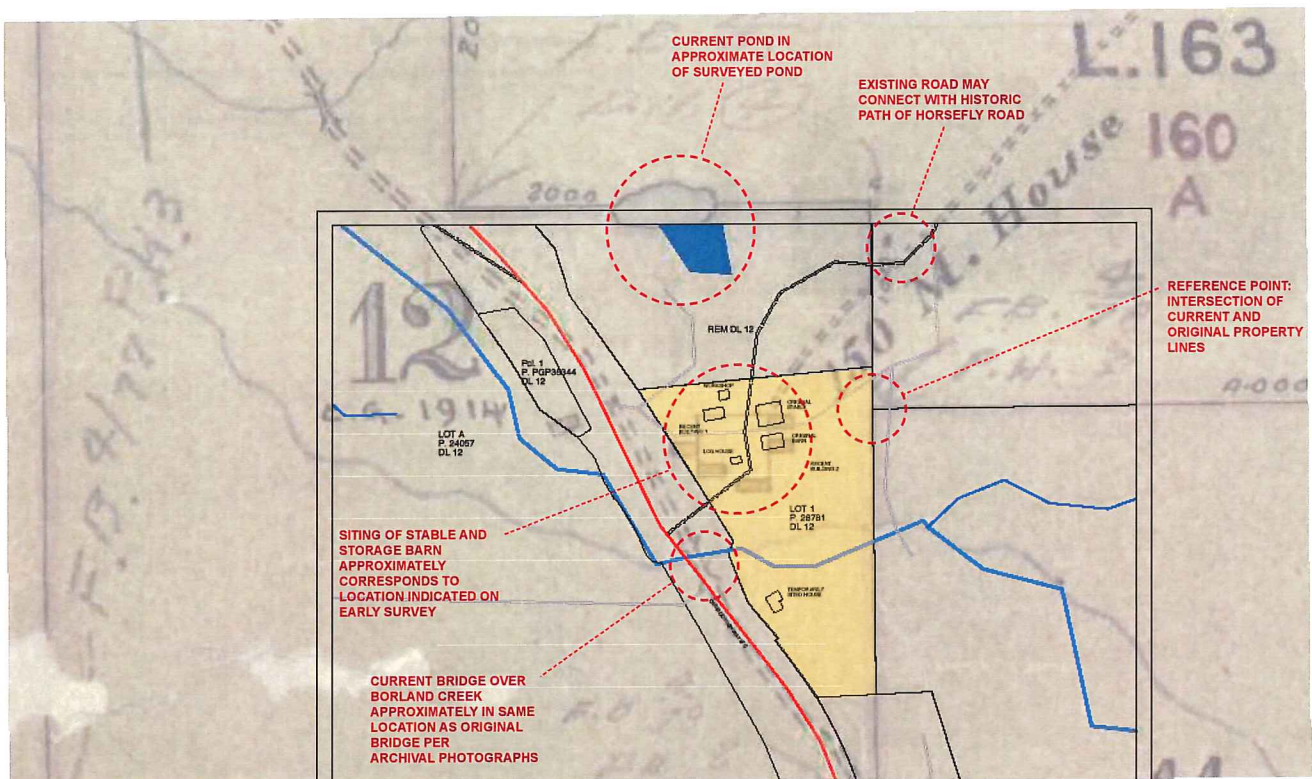
Small scale features on the site are related to building structure, the construction of roadways and boundary demarcations. The site is fenced on two sides with post and wire fencing, which identifies the current site boundaries. Wood fences are located along the edge of Borland Creek.

The rock wall on the southern portion of the site is a retaining wall used to maintain the grade of the southern entry. It appears in historical photographs (see page 11).

There is a contemporary, large wooden archway feature at the northernmost site entry and a line of telephone poles bisect the site.

#### Archaeological sites

At the present time, there are no known archaeological sites on the property.



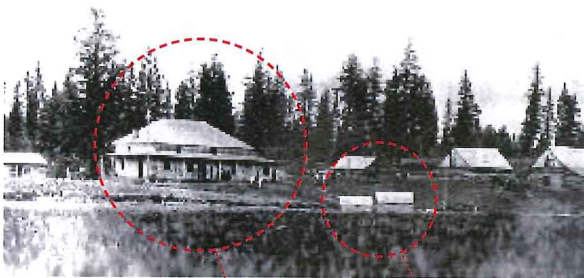
# Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

Draft for Review

## CURRENT SITE AND EARLY SURVEY

In order to relate the current conditions to the historic site, we have overlayed the current site plan over the 19th Century survey.

- reference point: intersection of legal lot lines drawn in the 19th Century
- rough alignment of Borland Creek at the point where it crosses under the Cariboo Highway



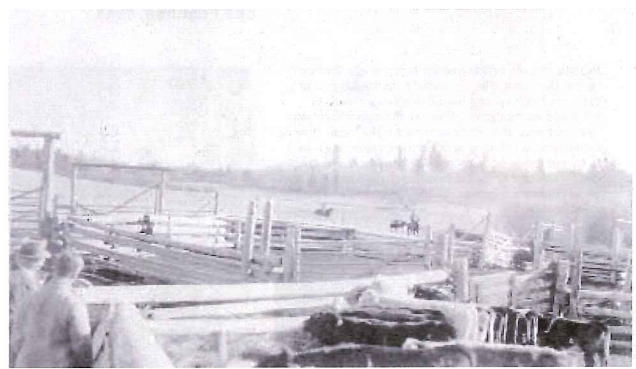
ORIGINAL 150 MILE HOUSE

WAGONS ON CARIBOO WAGON ROAD

ORIGINAL 150 MILE HOUSE  
(SHOWING SIGNS OF HAVING  
BEEN UPDATED WITH NEW  
VERAHDAAH ETC.)  
BEHIND BUILDING SOUTH OF  
BORLAND CREEK

STABLE  
BEHIND  
STORAGE BARN





## Site Features, 1948

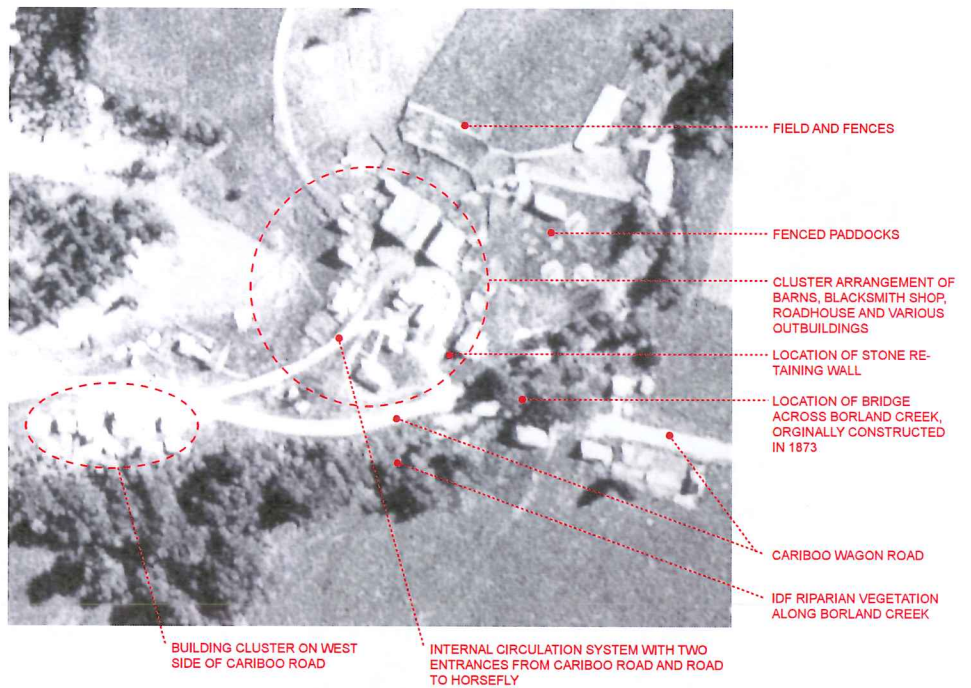
In 1948, the site maintained the features of a working ranch. The barns are surrounded by outbuildings and there are hayfields and fenced paddocks of various sizes and configurations. There is an internal circulation system, traces of which remain on the site today. Borland Creek is lined with natural riparian vegetation such as birch and red-osier dogwood. The site was located immediately adjacent to the Cariboo Road. 1948 is the earliest aerial photograph found.



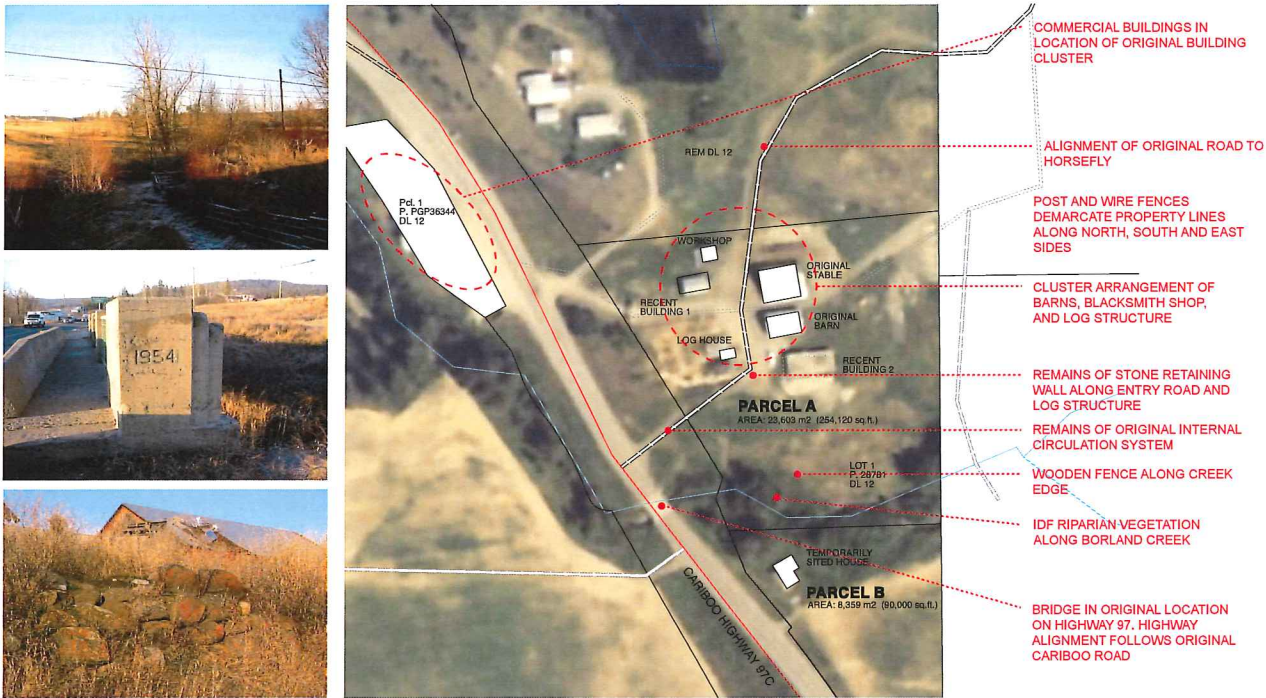
Pack train leaving 150 Mile for Skene River (undated). The Cariboo Road turns to the left after the bridge. The stone retaining wall appears on the right. Museum of the Cariboo-Chilcotin.



Garage at 150 Mile House (undated). Museum of the Cariboo-Chilcotin.



Current Site Features



## 4.0 Statements of Significance

At the core of any conservation strategy is the identification of the heritage values which are embodied in the site and buildings at 150 Mile Ranch. Significance may be of a physical, cultural, social, symbolic, educational or scientific nature. Identifying the key elements in the history of the area and understanding the role of the heritage resource in these events is the first step towards identifying the importance and role of the heritage resources on site that tell the story of the site and hold its unique character.

The following section contains Statements of Significance for the 150 Mile House site, and for five buildings on that site. Statements as follows:

1. 150 Mile House Site
2. Stable
3. Storage Barn
4. Log Structure
5. Blacksmith's Shop
6. 150 Mile House Lockup

**150 Mile House Site  
150 Mile House, B.C.**



**Description**

The historic place is located on the east side of the Cariboo Highway at the present highway bridge crossing Borland Creek. The site includes a portion of the flat grass land south of the creek, and grass-covered slope up from the creek and highway north of the creek.

- Heritage Values**
- historical
    - original location
    - site of original buildings and stone retaining walls
    - repository for endangered early buildings (log structure, blacksmith's shop, and the 150 Mile House Lockup)
    - illustration of the framework of a stopping place on the historic Cariboo Road
    - association with broad themes in the history of the Cariboo: early settlement and land division, Cariboo gold rush, transportation patterns, ranching
  - geographical
    - key junction of two trails to the gold fields (Cariboo Wagon Road and the Horsefly Road)
  - technical
    - location in grasslands for abundant supply of hay
    - location suited to wagon train intervals
    - proximity of water sources
  - aesthetic
    - prominent location in grasslands, able to be seen from a distance

**Character Defining Elements**

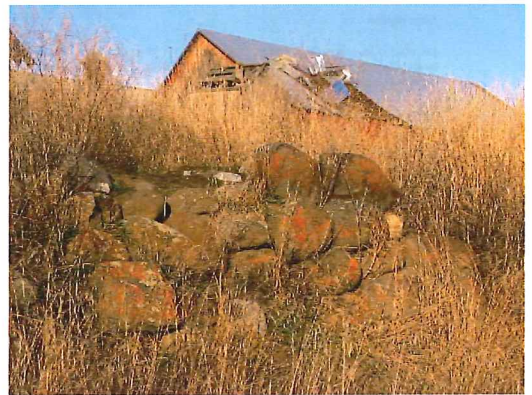
- siting adjacent to Cariboo Highway
- siting at Borland Creek
- array of buildings in their original location, or sited in conformance with original clustering of buildings
- collection of relocated buildings
- grassland landscape with open views in all directions
- undisturbed creekbed
- remains of original circulation system
- remains of rock retaining wall
- views into and out of the site

Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

Draft for Review



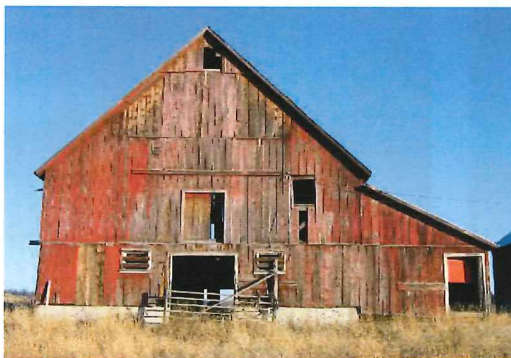
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January 2008



**Stable**  
150 Mile House, B.C.

**Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House**

Draft for Review



**Description**

Located in its original location, on the grassy rise above the present Cariboo Highway north of Borland Creek, the Stable is the most prominent building on the site, situated on the north side of the somewhat smaller Barn.

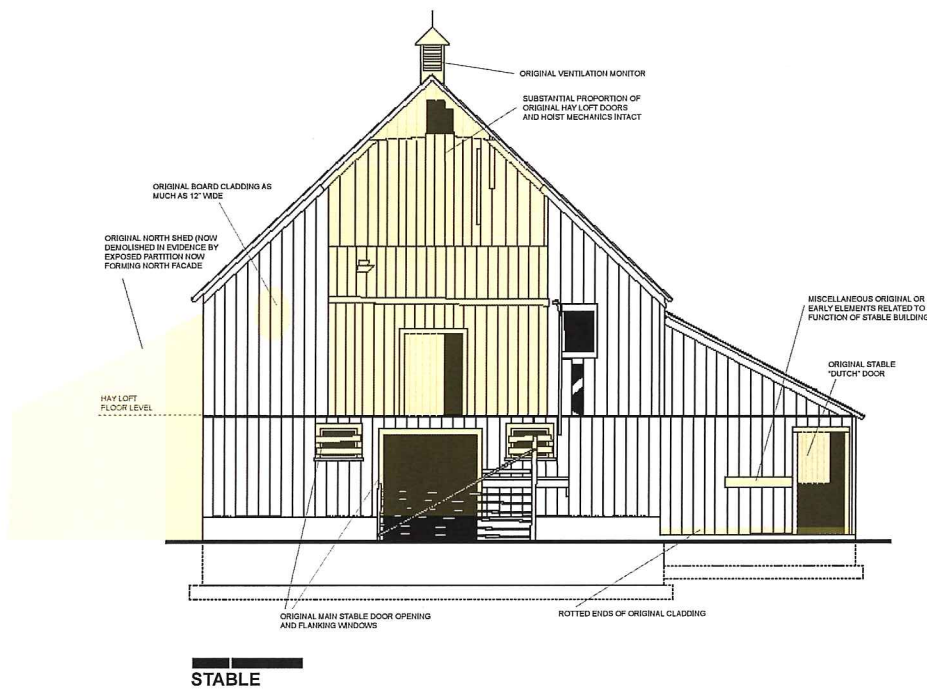
**Values**

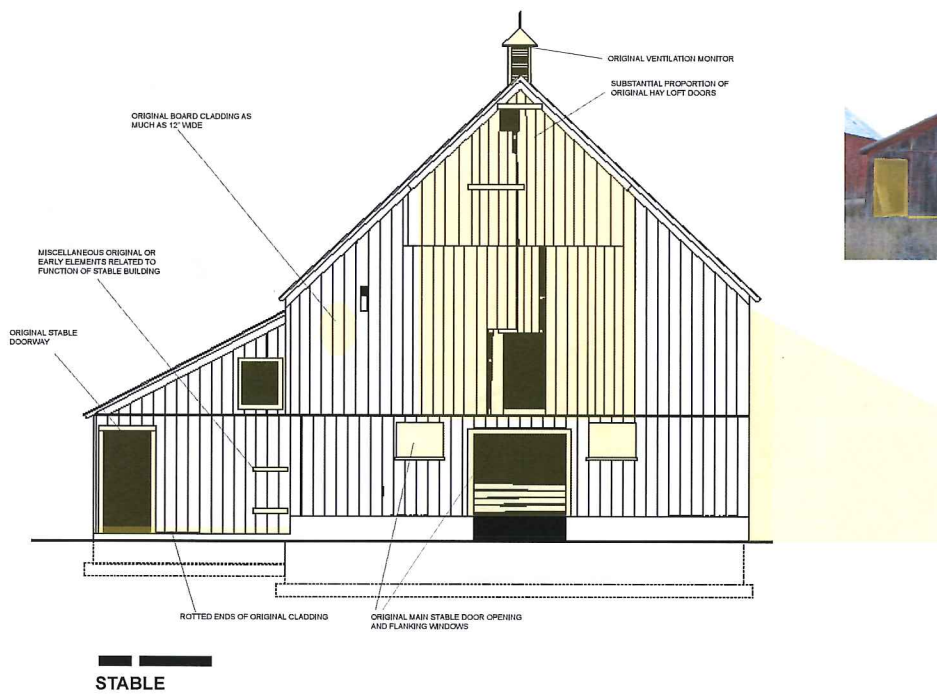
- historical
  - original location
  - featured in many early photographs, making a link with past usage
- geographical
  - high ground but near water
  - orientation to wagon road (now highway)
- technical
  - location in grasslands for abundant supply of hay
  - planning for wagon train stabling
  - planning and design for hay storage, delivery to stable troughs and stabling for up to 60 wagon train hauling horses
- aesthetic
  - size and prominence in grasslands
  - able to be seen from a distance
  - form, materials, and structure
  - dimensions and structural grid related to stabling of horses
- material
  - wood frame stable construction
  - traditionally coloured cladding

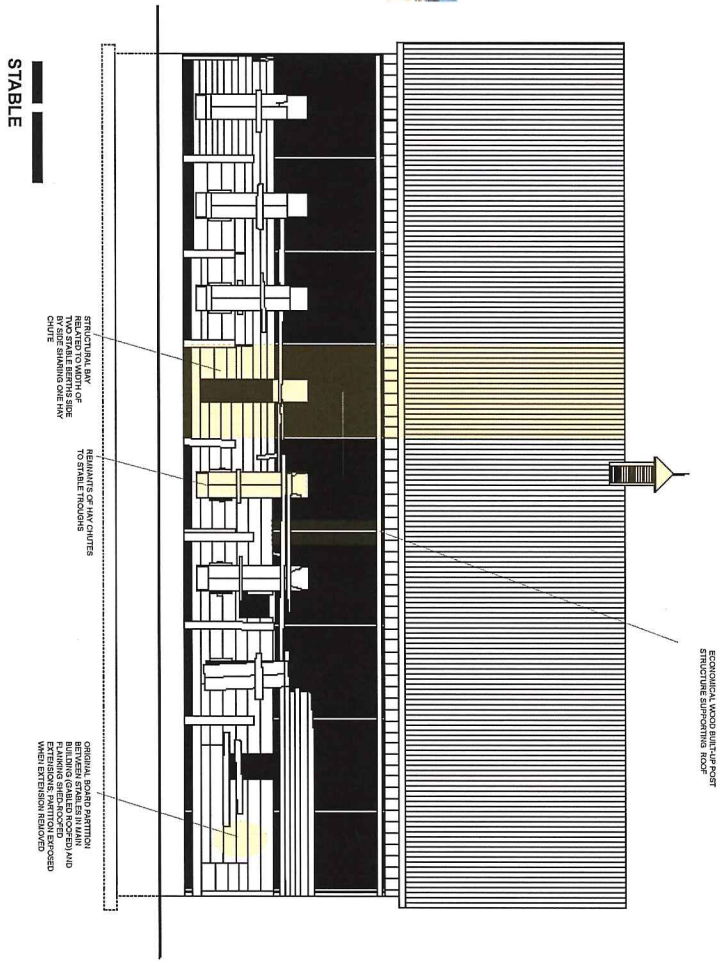
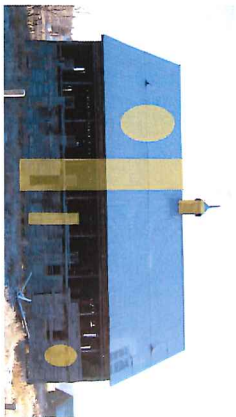
**Character Defining Elements**

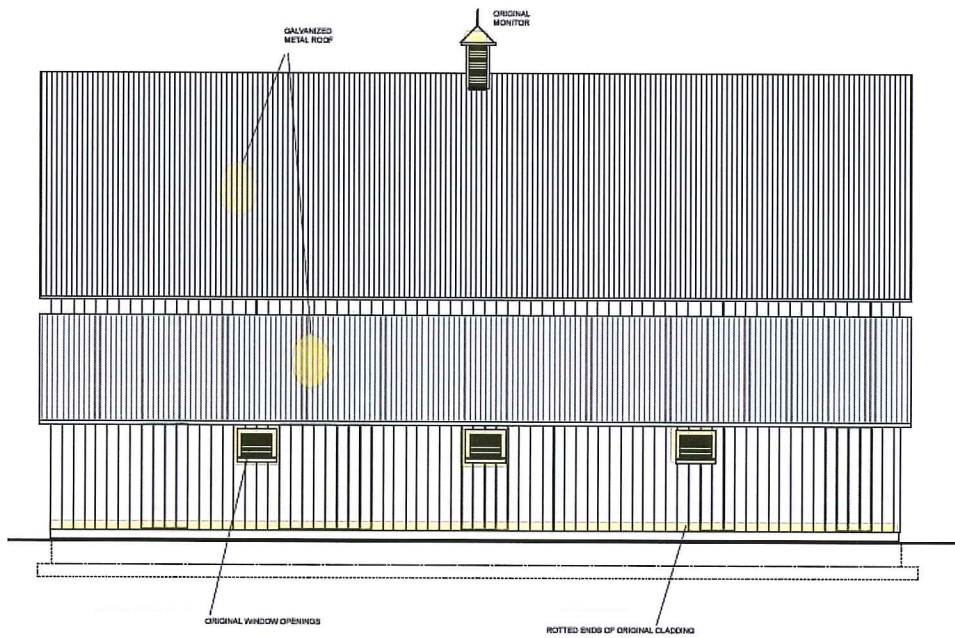
- siting by Cariboo Highway
- siting in grassland landscape with open views in all directions
- roof
  - simple main roof gable form
  - flanking south shed extension, and remnants of north shed extension
  - ventilation monitor
  - galvanized metal roofing
- overall dimension and grid
- lumber sizes and framing construction
  - roof framing incorporating lumber and shaped logs
  - diagonal bracing
  - hayloft floor joists and board and batten flooring
  - two stairs to hay loft at front wall
- cladding
  - open gaps between vertical siding for ventilation
  - rot at historical ground line
  - barn red colour
- hay-storing infrastructure
  - large vertically-opening door to hayloft (decommissioned)
  - traveling hoist on track at peak of hayloft
  - hay chutes to stable troughs below, including those exposed on north elevation
- stabling infrastructure
  - stable partitions
  - hay chute termination with indications of original trough configuration
  - doors
  - floor structure - floor boards and joists
  - miscellaneous hooks, hardware, ropes, pulleys etc. associated with the use as stables

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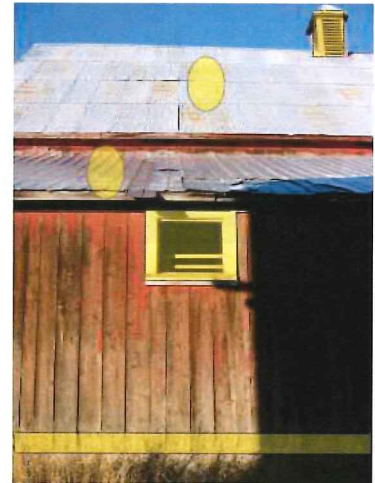




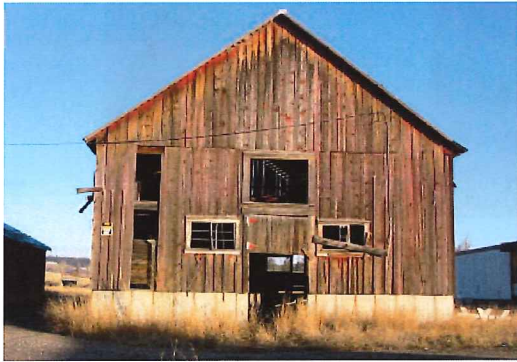




SOUTH ELEVATION  
STABLE



**Storage Barn**  
150 Mile House, B.C.



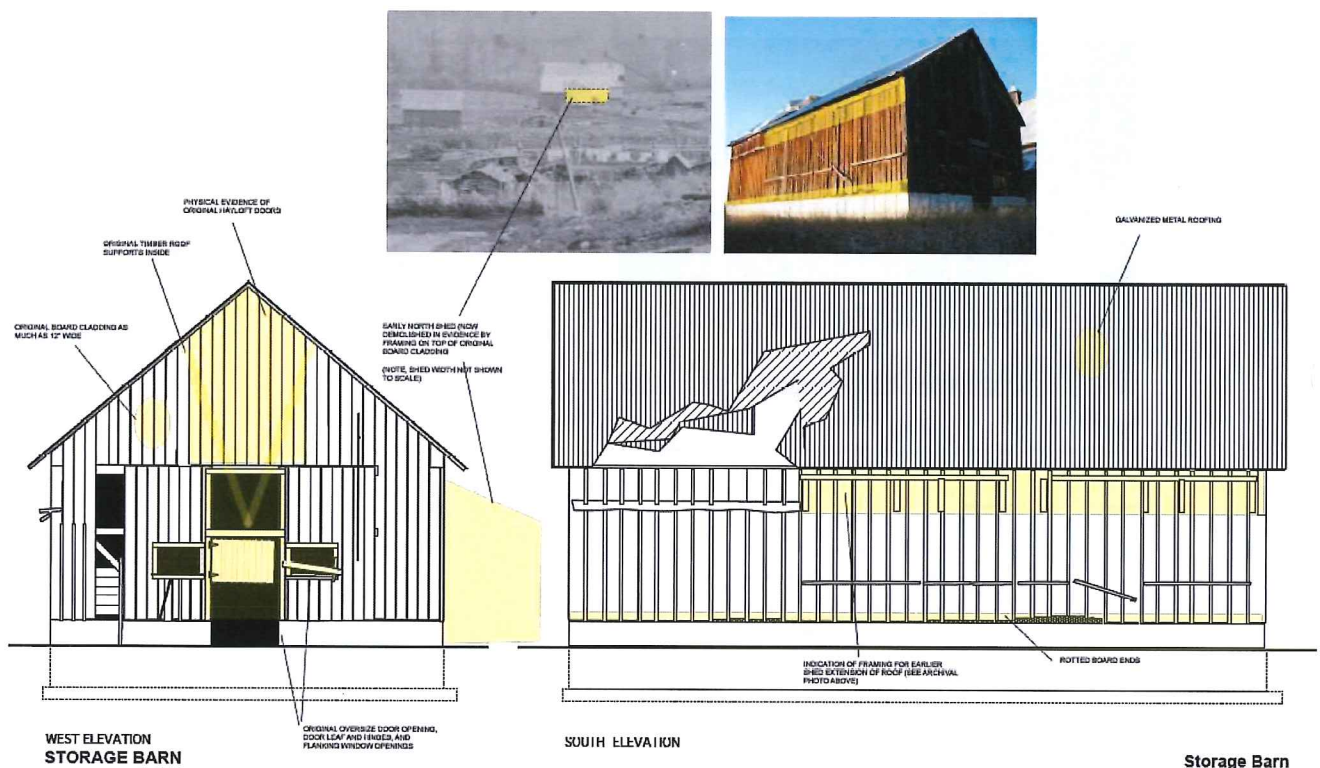
**Character Defining Elements**

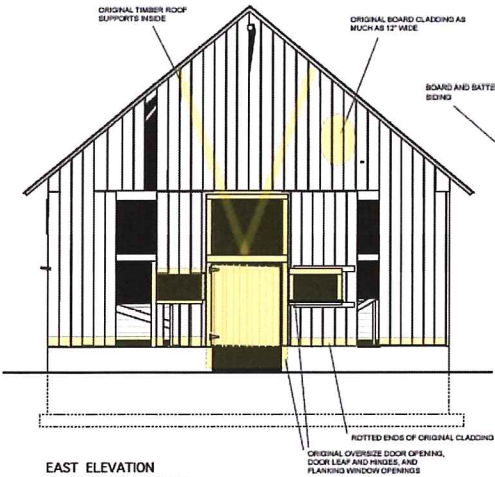
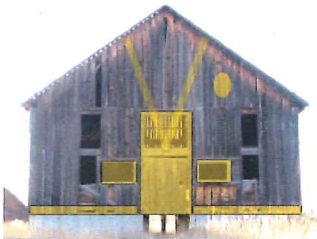
- siting by Cariboo Highway
- siting in grassland landscape with open views in all directions
- siting next to Stable
- roof
  - simple gable roof form
  - galvanized metal roofing
- overall dimension
- door openings to suit storage of hay (second floor) and passage of animals and wagons (ground floor)
- lumber sizes and framing construction
  - economical roof framing
  - diagonal bracing including heavy timber bracing in middle of plan
  - hayloft floor joists and board and batten flooring
- cladding
  - open gaps between vertical siding for ventilation
  - rotted board ends at historical ground line
  - barn red colour
- hay-storing infrastructure
  - large hayloft above ground floor spaces

**Description**

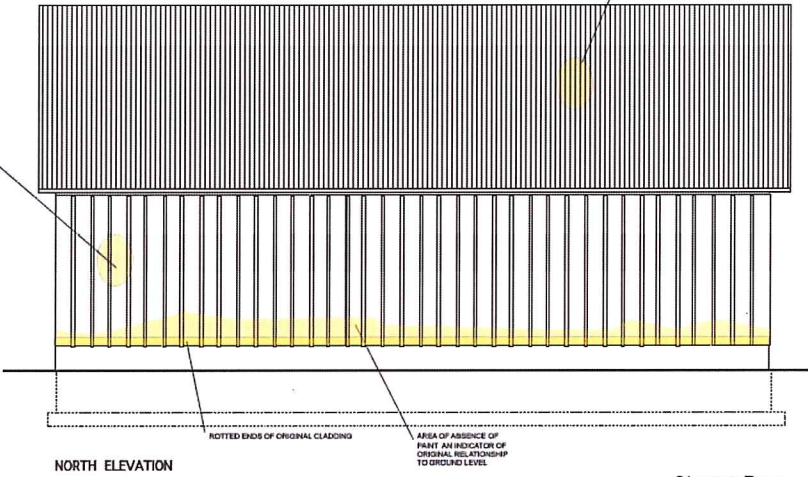
Likely located in its original location, on the grassy rise above the present Cariboo Highway north of Borland Creek, the barn is the second-most prominent building on the site, next to the most prominent Stable.

- Values**
- historical
    - original location
  - associative
    - location next to the stable building, serving its functions
  - geographical
    - orientation to wagon road (now highway right-of-way)
  - technical
    - location in grasslands for abundant supply of hay
    - planning for supply of wagon train stabling
    - planning and design for hay storage, and stable support activities
    - size of hayloft reflecting the size of the stabling operation
  - aesthetic
    - size and prominence in grasslands
    - able to be seen from a distance
    - characteristic for of main gable-roofed form with ancillary shed roof extension
    - materials, and structure including large diagonally-positioned heavy timber roof supports
    - traditionally coloured cladding





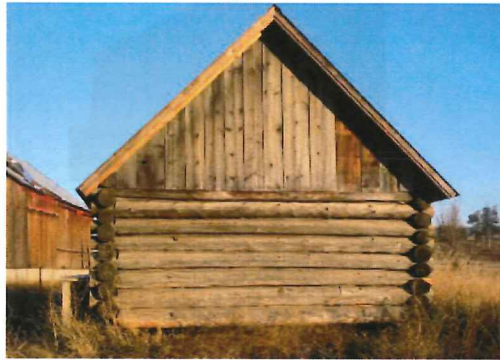
EAST ELEVATION  
STORAGE BARN



NORTH ELEVATION

Storage Barn  
150 Mile House

**Log Structure**  
150 Mile House, B.C.



**Character Defining Elements**

- siting in approximate location of historic buildings orthogonally related to Stables and Storage Barn.
- roof
  - simple main roof gable form
  - galvanized metal roofing
- framing and foundation
  - log wall construction
- cladding
  - substantial vertical board siding in gable ends above eave line
  - unpainted boards and logs
- shallow, small window opening in log structure

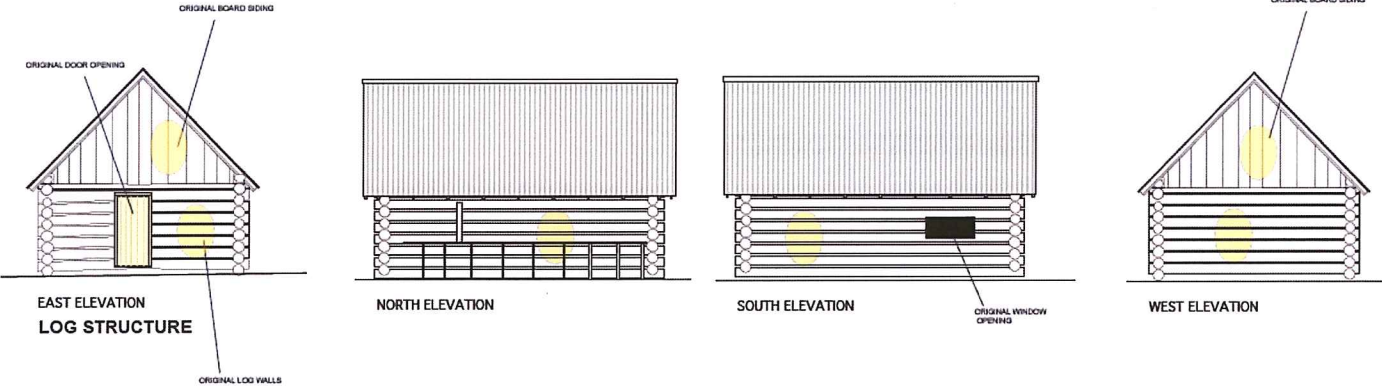
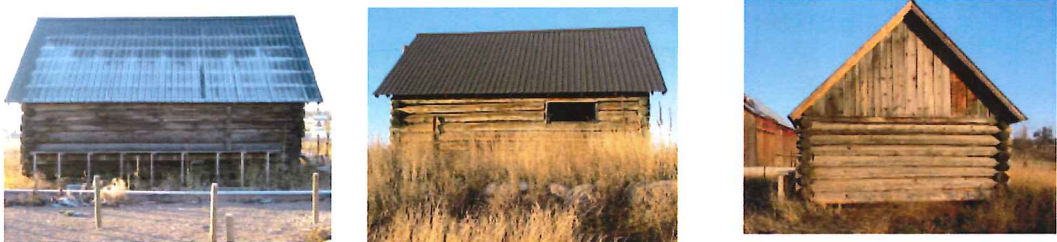
**Description**

Early log structure relocated to the grassy rise between the Cariboo Highway and the prominent Stables building and Storage Barn.

**Values**

- historical
  - example of early buildings on the site as seen in early photographs (though not known if this was always on the site)
  - perhaps featured in early photographs, making a link with historic site
- technical
  - rare accessible example of early dwelling and small building construction
- aesthetic
  - siting forming an orthogonally related compound of buildings with prominent Stables and Barn, recalling compound as seen in early survey
  - typical form, materials
  - corner detailing
  - vertical siding above eave line in gable ends
  - small window door and window openings
  - metal roofing representative of traditional - but not original - roofing
- construction and material
  - typical early wood log construction

**Log Structure**



**Blacksmith's Shop**  
150 Mile House, B.C.



**Character Defining Elements**

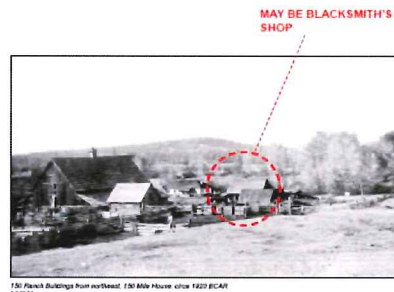
- siting by Cariboo Highway
- siting apart from main Stable and Barn buildings, but related orthogonally to those buildings
- roof
  - simple main roof gable form
  - flanking shed extension
  - galvanized metal roofing
- overall dimension and grid
- framing and foundation
  - lumber framing
  - foundation including timber beams supported on boulder foundations
- cladding
  - substantial vertical board siding
  - unpainted wood
- fenestration including boarded-up window openings
- miscellaneous interior details and pieces, which can give clues to past usage

**Description**

Located on the grassy rise perhaps in or near its original location above the present Cariboo Highway northwest of the Stables and Barn. The Shop consists of an enclosed room with an ancillary covered outdoor area.

**Values**

- historical
  - siting may be recent, but reminiscent of outbuildings located on north perimeter of fenced yard associated with Stable building and Storage Barn
  - perhaps featured in early photographs, making a link with historic site
- geographical
  - location near stabling function, but apart (fire hazard, if used as blacksmith shop)
- technical
  - fenestration to promote good working environment
- aesthetic
  - typical form, materials, and structure
- construction and material
  - typical early wood frame construction and foundation systems



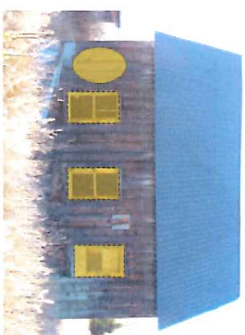
150 Ranch Buildings from northwest. 150 Mile House circa 1920 BCAR 304231

# Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

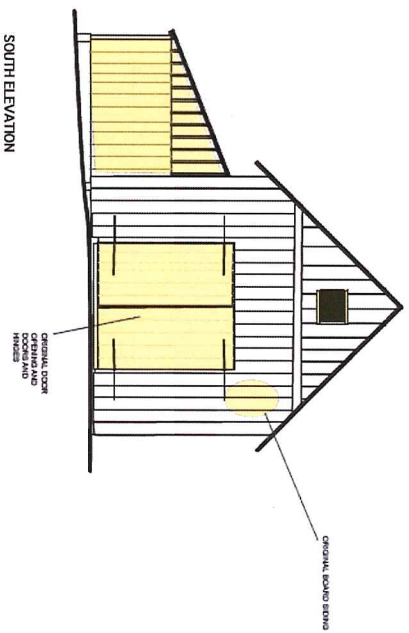
Draft for Review



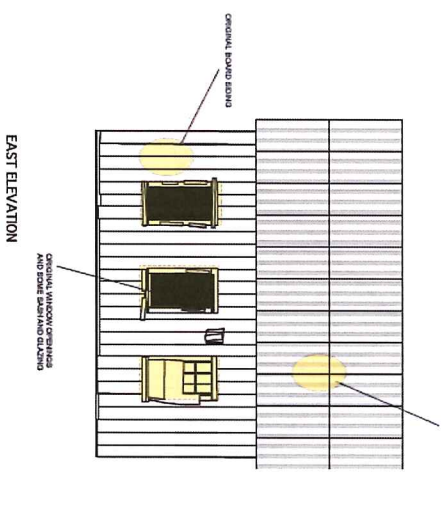
ROCKY FOUNDRY



DAMAGED METAL ROOFING

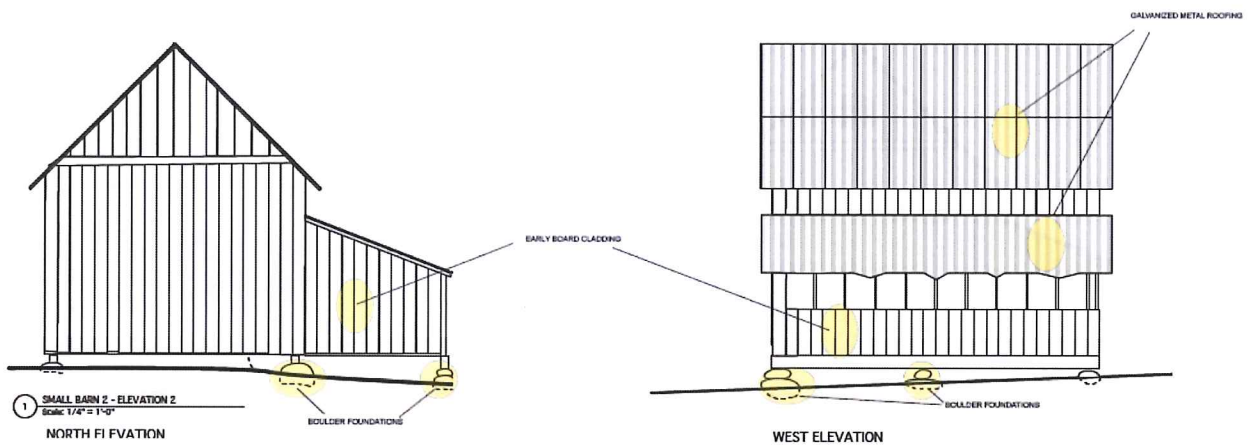


SOUTH ELEVATION



EAST ELEVATION

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January 2008



**150 Mile House Lockup**  
**150 Mile House, B.C.**



**Character Defining Elements**

- roof
  - simple main roof gable form
  - original wood (likely fir) shingles
  - shallow slope of compound-sloped roof over porch
- form
  - bungalow style
- cladding
  - drop-siding
  - decorative trim in gable ends
  - bargeboard with decorative finial at peak
  - double-hung windows
- miscellaneous details
  - signs of original heating systems and fireplaces
  - porch detailing

**Description**

Early 20th century wood frame house temporarily relocated to the grassy field just south of Boriand Creek near the Cariboo Highway.

**Values**

- historical
  - house reportedly included jail cell, associated with sheriff's role as sometime jailer
- aesthetic
  - good example of late Victorian bungalow style that projects a somewhat privileged social status for the resident
  - important for various original materials intact: roofing, cladding, fenestration interior finishes
- construction and material
  - unusual decorative early wood house construction

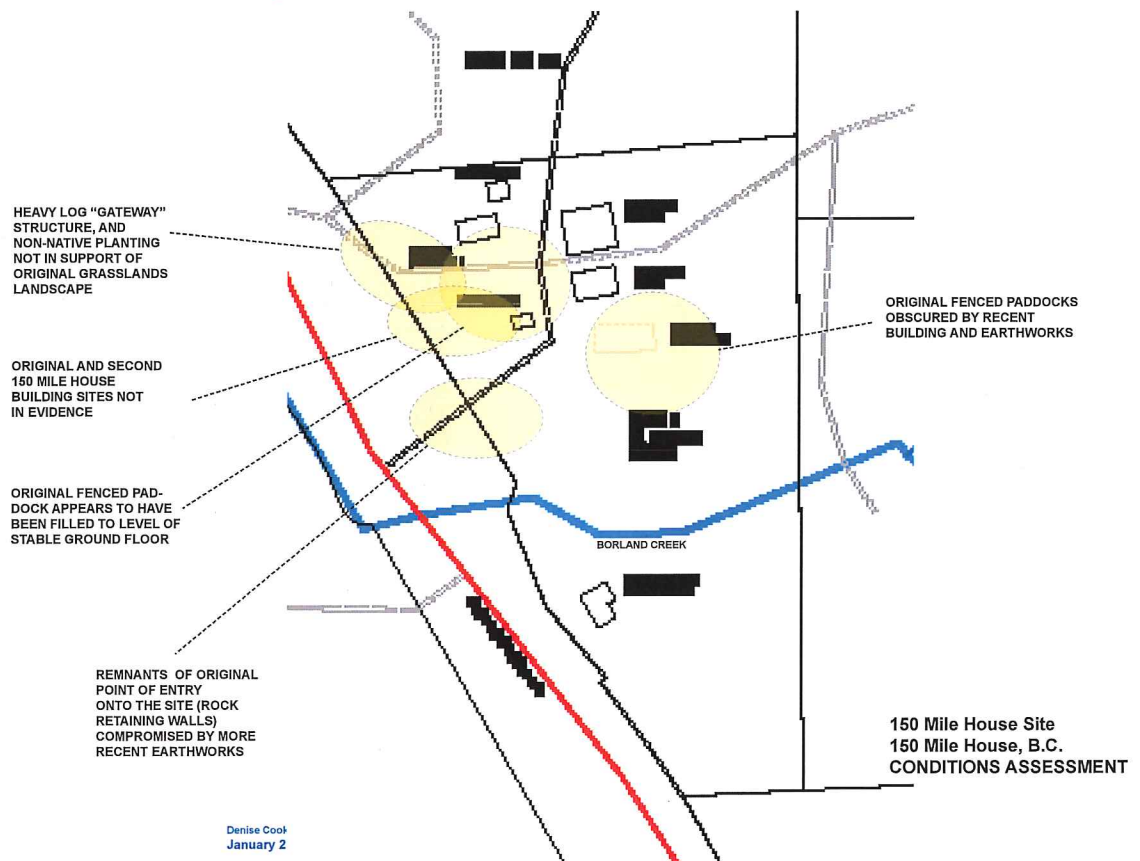
## 6.0 Condition Assessment

The following section contains Conditions Assessment for the 150 Mile House site, and for five buildings on that site. Assessments as follows:

1. 150 Mile House Site
2. Stable
3. Storage Barn
4. Log Structure
5. Blacksmith's Shop
6. 150 Mile House Lockup

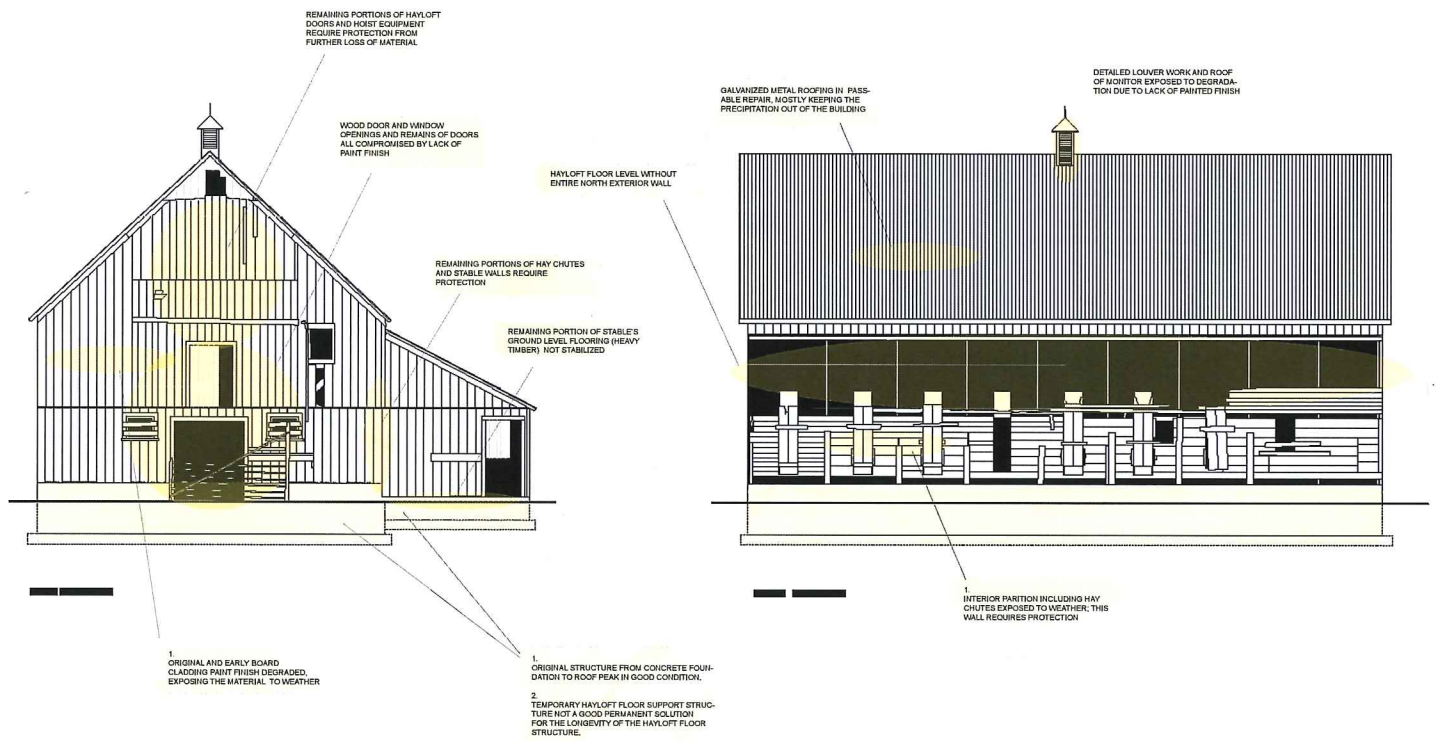
Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

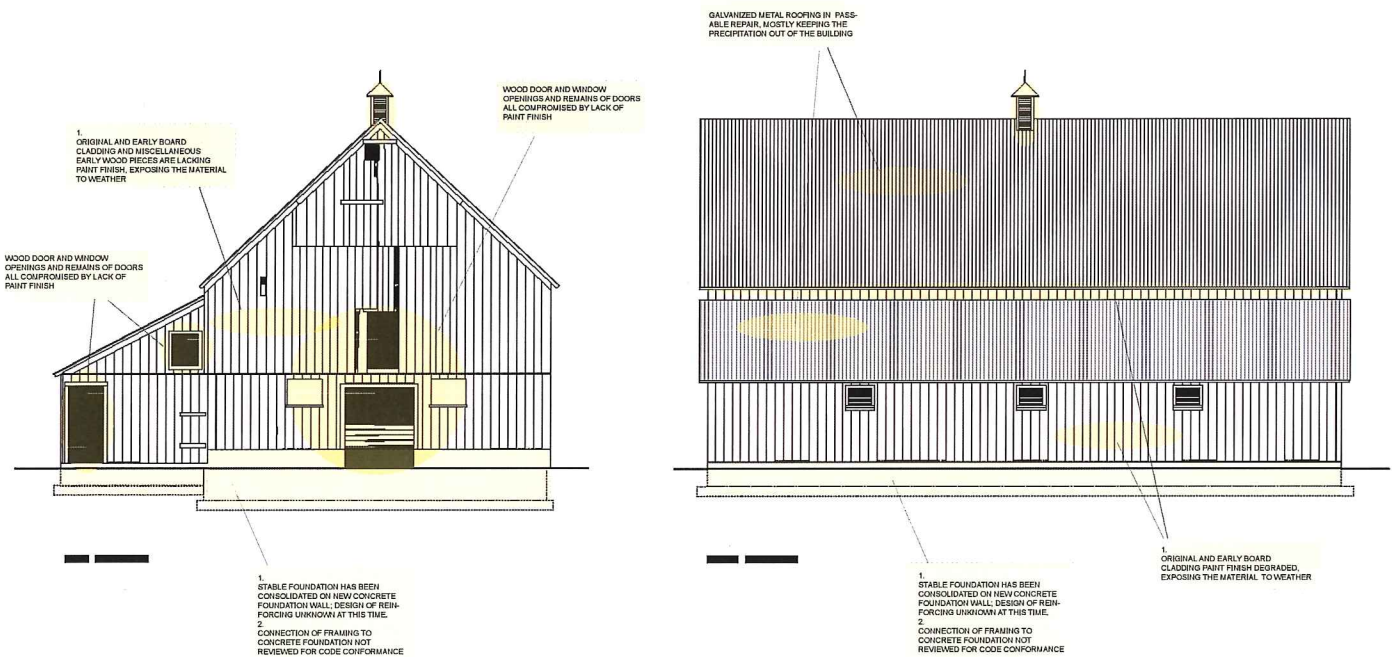
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# Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

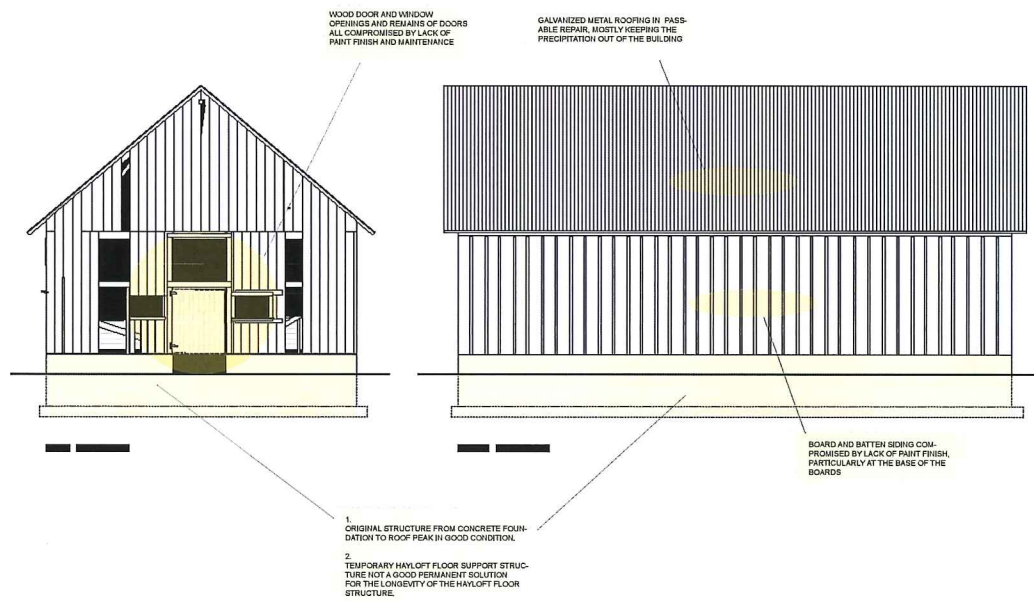
Draft for Review

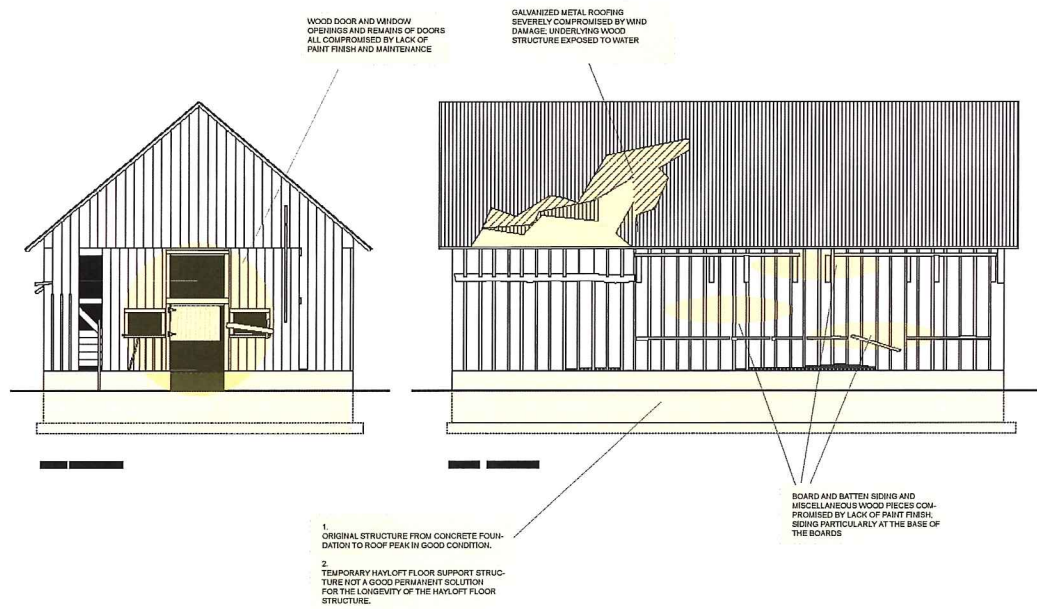




# Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

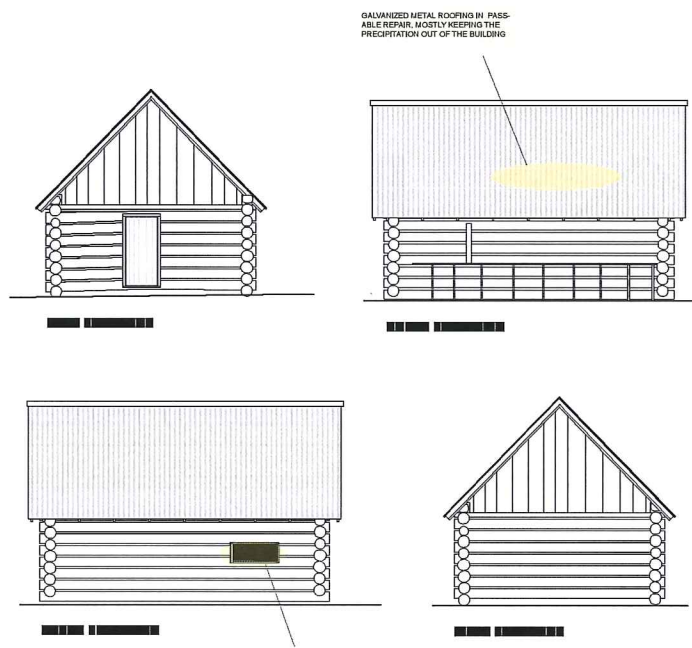
Draft for Review

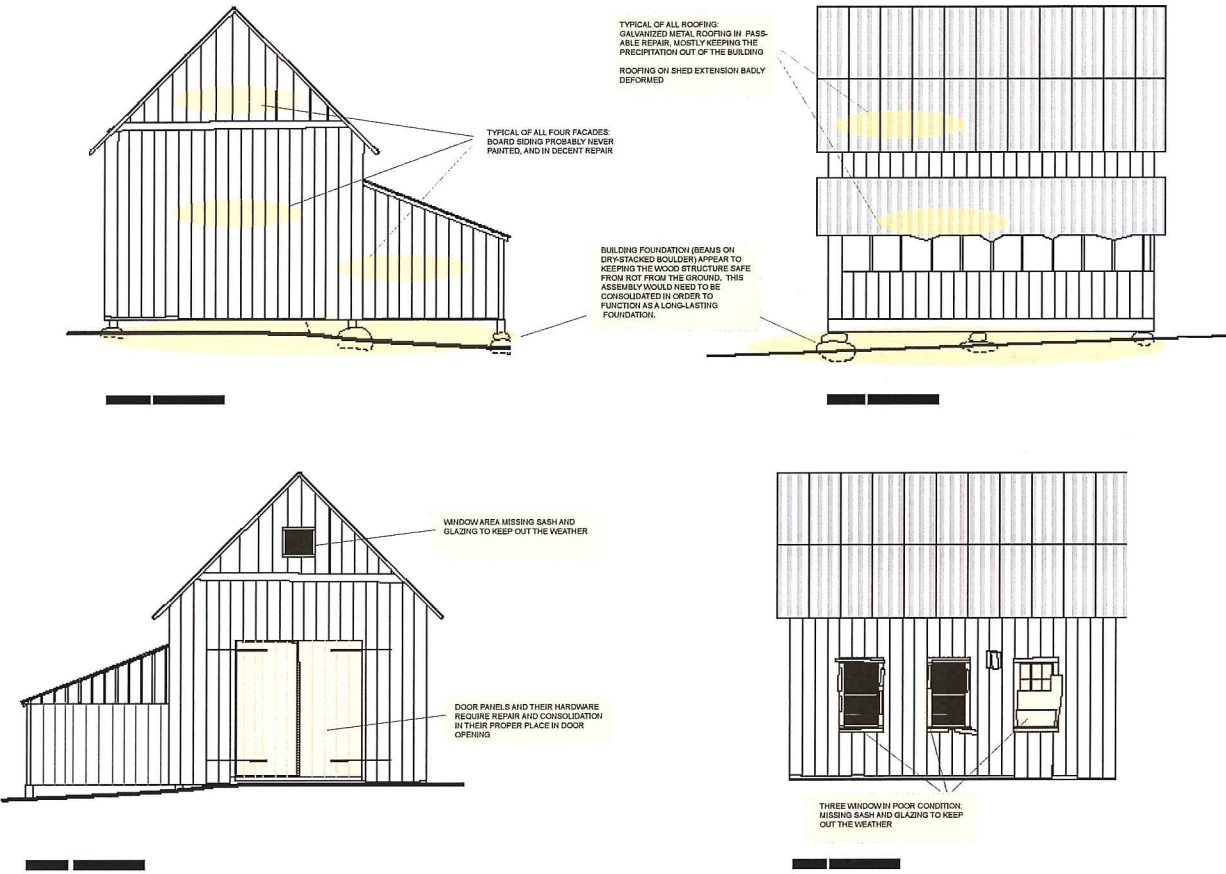




Heritage Assessment of Lot 1, District Lot 12 at 150 Mile House

Draft for Review



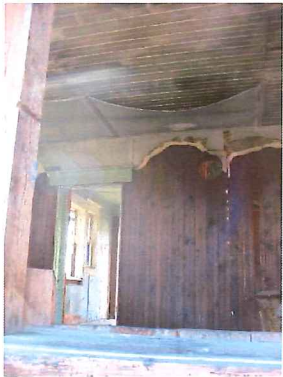




GENERAL NOTES:

THE 150 MILE HOUSE LOCK-UP BUILDING IS GENERALLY IN VERY PRECARIOUS CONDITION:

- NOT SITUATED ON A PERMANENT SOUND FOUNDATION
- NOT ORIENTED NECESSARILY IN ITS ORIGINAL ORIENTATION
- NOT NECESSARILY IN THE BEST LOCATION FOR ADAPTIVE RE-USE
- RARE ORIGINAL FIR SHINGLE ROOF IN DETERIORATED CONDITION
- DOORS AND WINDOWS IN VERY POOR CONDITION, OR NON-EXISTENT
- ORIGINAL EXTERIOR SIDING AND TRIM HAS LOST MOST OF ITS PROTECTIVE PAINT COATING, SPEEDING DETERIORATION OF THE WOOD FIBER
- INTERIOR FINISHES ARE THREATENED BY EXPOSURE TO WEATHER.



INTERIOR, LIVING ROOM



SOUTH ELEVATION



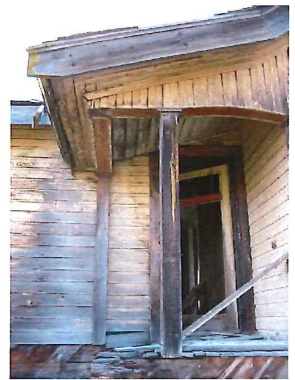
PEDIMENT DETAIL, EAST ELEVATION



NORTH ELEVATION



EAST ELEVATION



PORCH DETAIL, EAST ELEVATION

NOTE:  
VIRTUALLY ALL PHYSICAL ASPECTS OF THE EXISTING REMAINS  
OF THIS BUILDING ARE DETERIORATING DUE TO LACK OF  
PROTECTION FROM THE WEATHER

## 7.0 Conservation Strategies

Given the historical importance of the 150 Mile House site, it is imperative that some form of heritage conservation measures be implemented to protect and present the identified heritage values and character defining elements. The following excerpts from relevant documents are included here as support information when considering the conservation of 150 Mile.

### 150 Mile House Draft Vision

Goal 8 of the Draft Vision for the 150 Mile House is "To encourage the protection and preservation of the historical character of the plan area. The Vision also advocates new opportunities for highway commercial, such as garden centres and RV sales and promotes a building design strategy that uses heritage materials and/or design.

### 150 Mile House Official Community Plan

An objective of the Official Community Plan for 150 Mile House is "to encourage the preservation and enhancement of buildings and sites of historical and archaeological value".

### Development Permit Area

The 150 Ranch site is located within Development Permit Area #1, Highway 97 Corridor. Relevant guidelines: (vi) The industrial or commercial activity shall be carried out in a manner which is compatible with the character of the surrounding environment and land uses: small in size, aesthetic use of finishing materials, non-obstructive signage and lighting, etc.

### Zoning

The 150 Mile site is currently zoned Tourist Commercial (C2). In order for the the proposed RV use to proceed, the property must be rezoned to the Highway Commercial zone (C3).

### Natural Heritage Conservation Standards

Setbacks from Borland Creek should be respected and implemented according to the Province of British Columbia Riparian Implementation Guidebook.

### Site Subdivision

There is the potential for the proponent to be permitted to subdivide the property, selling off the portion that lies to the east of Borland Creek, in order to finance heritage conservation efforts on the 150 Mile site. The CRD would

consider rezoning this parcel to CD, Comprehensive Development, to allow for greater options as an incentive to the proponent. This opportunity can be applied to all of the conservation options listed below.

### Conservation Standards

The Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* have been used to develop conservation options for the site. Depending on the option, the conservation of the site and buildings may include aspects of each of preservation, restoration and rehabilitation.

**Preservation:** the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place or of an individual component, while protecting its heritage value. Preservation can include both short-term and interim measures to protect or stabilize the place, as well as long-term actions to retard deterioration or prevent damage so that the place can be kept servicable through routine maintenance and repair, rather than extensive replacement and new construction.

**Restoration:** the action or process of accurately revealing, recovering or representing the state of an historic place or of an individual component as it appeared at a particular period in its history, while protecting its heritage value. Restoration includes the removal of features from other periods in its history and the reconstruction of missing features from the restoration period. Restoration must be based on clear evidence and detailed knowledge of the earlier forms and materials being recovered.

**Rehabilitation:** the action or process of making possible a continuing or compatible contemporary use of an historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value. Rehabilitation can include replacing missing historic features. The replacement may be an accurate replica of the missing feature, or it may be a new design that is compatible with the style, era, and character of the historic place.

## General Conservation Approaches

### Site and setting

Setting is one of the primary factors contributing to the historic character of the 150 Mile site. Farmers built barns in order to help them work the land; barns should be seen in relation to the surrounding fields and other structures in the farm complex. Features such as outbuildings, lots, fences, hedges, walls, fields, woods, ponds, and other aspects of the setting identified in the site analysis are important to the character of the historic barns.

- Preserve the historic setting of the barns and other buildings as much as possible.
- Retain the buildings in their original locations if possible.

### Vegetation

The primary vegetation on site has been identified as the natural vegetation associated with interior rangelands, including the riparian vegetation along Borland Creek. While there is anecdotal evidence of vegetable production on the ranch, no traces of this land use were found on the site. Ornamental planting has been installed along the current entry drive.

- Remove the recently planted ornamental material.
- Any future planting implemented during conservation or new development, should consist of native trees, shrubs and groundcovers found in the Interior Douglas Fir biogeoclimate zone, or similar plants that are sympathetic to the natural vegetation.

### Views

Key views exist on this site, and are an important feature for maintaining its heritage character.

- Preserve the view into the site from the southeast along Highway 97.
- Preserve the views to the south, west and northwest from the site.

### Building form

The shape of barns is important in conveying their use and character. Often the form of a barn is visible as a landscape. The gable roofed barns with shed additions found on site are typical of the Cariboo.

- Preserve the building form and roof shape of the barns and other structures on site.
- Any new construction should be compatible with the building form.

### Wood cladding

The wood cladding of the barns, the lock up, and the blacksmith's shop, and the small log building are key elements of their historic character. Siding applied over the surface of a building can give it an entirely different appearance, obscure details, and mask ongoing deterioration of historic materials underneath. The resurfacing of historic farm buildings with any new material

that does not duplicate the historic material is not a recommended treatment.

- Preserve as much of the exterior wood cladding and wood features as possible.
- Retain sound exterior wood or deteriorated wood that can be repaired.
- Repair or replace in kind wood elements deteriorated beyond repair

### Paint

The traditional red paint on the barns has been identified as a character defining element. While it may be desirable to maintain the patina of the barns in their current condition, new paint may be necessary during the conservation process.

- Any repainting of the the wood siding of the barns should be done using a colour matching the original.

### Window openings

Avoid the insertion of new window openings. They can give a building a domestic appearance, radically altering a barn's character. However, if additional light is needed, add new windows carefully, respecting the size and scale of existing window openings.

- Repair rather than replace historic windows whenever possible, and avoid "blocking them down" or covering them up.

### Door openings

Increasing the height of door openings to accommodate a new use can dramatically alter the historic character of a barn. If larger doors are needed, minimize the visual change.

- Avoid changing the size of door openings whenever possible

### New additions

A new addition can damage or destroy historic features and materials and alter the overall form of the historic building. If an addition is required, it should be built in a way that minimizes damage to external walls and internal plan. It should also be compatible with the historic barn, but sufficiently differentiated from it so that the new work is not confused with what is genuinely part of the past.

Consider a new exterior addition only if it is essential to the continued use of the barns or other site structures.

### Interior spaces and materials

The internal volume of the barns has been identified as a major character-defining feature, and the insertion of new floors, partitions, and structures within the barn will impair the overall character of the space. It could also remove interior configurations and materials that have the potential to reveal information about the history and use of the buildings. For example, in the case of the larger stable barn, the upper floor hayloft is an important source of information about the mechanics of hay storage for a large number of horses.

- Retain interior spaces and features as much as possible.



**Internal structural systems**

Even in cases where it is impractical to keep all of the exposed structural system, it may be possible to keep sufficiently extensive portions of it to convey a strong sense of the interior character.

- Retain as much of the historic internal structural system as possible.

**Decorative features**

While historic barns were built for a particular use, they also have decorative elements to them. The red paint and roofed ventilation monitor are exterior details important to the character of the stable barn.

- Retain any exterior and interior decorative features of the barns and buildings.

**Conservation Options****Conservation Option 1: Construction of new facility leaving historical buildings in situ**

In this option, the construction of a new facility for the recreational vehicle storage, maintenance, etc. would be constructed to the east (behind) the existing barns. Access from the highway bring vehicles up into the facility from one end of the site, drive through and exit from a highway access at the other end of the site. Adaptive re-use of the two barn structures would provide space for office and parts.

This option gives the proponent the opportunity for a purpose built structure that suits his needs, with less invasive rehabilitation required for the barns. When the site is no longer used for RV sales, the new building could be removed, leaving most of the site intact.

**Site Conservation Recommendations:****Circulation:**

- Consider separating path to heritage structures from commercial enterprise.

**Topography:**

- Restore to original relationship of buildings to grade.

**Plant Material:**

- Native planting .

**Building Conservation Recommendations:****Foundations:**

- Consolidate existing buildings on existing concrete foundations, after checking on their structural integrity; provide new concrete foundations for building currently lacking proper foundations.

**Exterior cladding:**

- Paint where originally painted; add protective cladding to north wall of Stable in such as way as to still display the original partition.

**Building form:**

- All buildings can retain unchanged forms.

**Roof:**

- Repair where failing to keep out the weather, use galvanized metal finish.

**Window and door openings:**

- Repair doors and windows; replicate where repair is not possible.

**Interior features and materials:**

- Consolidate; do not change.

**Conservation Option 2: Construction of new facility with relocation of existing buildings**

In this option, there would be construction of a new facility, but, by moving the buildings to the east, the RV enterprise could be accommodated at the highway side of the site.

**Site Conservation Recommendations:****Circulation:**

- Consider separating path to heritage structures from commercial enterprise.

**Topography:**

- Restore to original relationship of buildings to grade.

**Plant Material:**

- Native planting.

**Building Conservation Recommendations:****Foundations:**

- Consolidate existing buildings on existing concrete foundations, after checking on their structural integrity; provide new concrete foundations for building currently lacking proper foundations.

**Exterior cladding:**

- Paint where originally painted; add protective cladding to north wall of Stable in such as way as to still display the original partition.

**Building form:**

- All buildings can retain unchanged forms.

**Roof:**

- Repair where failing to keep out the weather, use galvanized metal finish.

## Window and door openings:

- Repair doors and windows; replicate where repair is not possible.
- Interior features and materials:
- Consolidate; do not change.

**Conservation Option 3: Adaptive re-use of retained buildings**

This option is considered the most invasive treatment of the historic stable and barn structures. It will have an impact on the exterior openings, the intact interior details and potentially the overall form of the buildings. The overall approach to the alterations to these buildings' forms is to have the new use housed entirely under the second floor structures of the buildings, and lateral expansion to the east of the present perimeters. The buildings would be retained in their original locations.

**Site Conservation Recommendations**

## Circulation

- Circulation system for the new use should not impact, identified landscape features, including the stone wall, fence lines and creek.

## Topography:

- Around stable and storage barn, lower topography to accommodate new use under second floors with ceiling height as required for commercial use.

## Plant material:

- Native planting.

**Building Conservation Recommendations**

## Foundation:

- Utilize existing foundation, except where new commercial use requires expansion of floor area beyond perimeter of the existing foundation

## Exterior cladding:

- Paint where originally painted; add protective cladding to north wall of stable in such a way as to still display the original partition; remove carefully for re-use elsewhere cladding that is to be removed to make way for expanded floor plate at ground floor level.

## Building form:

- Stable and storage barn forms to be unaffected from the second floor framing up. Ground floor extensions to floor plate to be set back from the front facade of these buildings a minimum of 15'. All other building forms unaffected.

## Roof:

Repair where failing to keep out the weather, use galvanized metal finish.

## Window and door openings

- If historic doors are no longer needed, fix them shut instead of removing them and filling in the openings.
- New doors should be compatible with existing wood cladding.

**Conservation Option 4: Mothballing the Buildings**

If appropriate and compatible uses for the buildings cannot be found at the present time, consideration may be given to mothballing the buildings to protect them for a future compatible use. Regardless of the location and condition of the property or the funding available, the following steps are involved in properly mothballing a building.

**Conservation Recommendations:**

## Documentation:

- Document the architectural and historical significance of the building.
- Prepare a condition assessment of the building.

## Stabilization:

- Structurally stabilize the building, based on a professional condition assessment.
- Exterminate or control pests, including termites and rodents.
- Protect the exterior from moisture penetration.

## Mothballing:

- Secure the building and its component features to reduce vandalism or break-ins.
- Provide adequate ventilation to the interior.
- Secure or modify utilities and mechanical systems.
- Develop and implement a maintenance and monitoring plan for protection.

## 8.0 Potential Tools for Conservation

### Regulatory Tools

Official Community Plan

Development Permit Area

Rezoning

Building Permits

Building Code Alternative Solutions

Design Guidelines

Interpretation

Demolition Permits (withholding)

- Available once the 150 Mile site has been placed on the heritage register.

### Conservation Tools

Heritage Register

- The 150 Mile site should be placed on the Cariboo Regional District's heritage register.

Heritage Designation

Heritage Alteration Permit

Temporary Heritage Protection

## 9.0 On-site Interpretation

Because of the heritage significance of the 150 Mile Ranch site, it is recommended that its history be made available to the local community and visitors through on-site interpretation. An interpretive program should be designed and implemented whether or not the buildings are retained.

Interpretation can be used as a way of conserving an historic place through an understanding of the historic values. It is a way of commemorating heritage values and fostering community pride, tourism and business opportunities.

Interpretation can also present intangible heritage values, such as memories, associations, events and stories not covered in the treatment of the physical aspects of historic resources.

### Guiding Principles for Interpretation

- Promote a diverse approach to interpretation, exploring a number of different methods
- Interpretive programmin should respect the overall heritage character of the 150 Mile site and be compatible with proposed adaptive uses
- Interpretation should be both permanent and temporary in nature
- Methods should appeal to a broad range of people and appeal to senses other than visual

### Interpretive Themes

#### Land in the Cariboo

This theme related to the land acquisition, the variable sized district lot survey system, the pattern of pre-emptions and crown grants in the Cariboo and near the site, and the characteristics and importance of the natural landscape in early settlement patterns.

#### First Nations

This theme relates to the early First Nations in the area, their use of the land, the relationship of First Nations to land acquisition by settlers and miners, their role in the gold mining industry and the Cariboo gold rush, provisioning for settlers and miners, and the ethnobotany of the Cariboo region.

#### Transportation

This theme relates to the development of transportation routes and corridors in the region. It includes the origins and important of the Cariboo Road in opening up the gold fields and the central interior of the province, the role of the government in constructing the road, other important trails, the impact of the railway on the 150 Mile site and the area generally, and the construction of Highway 97.

#### Cariboo Gold Rush

This theme relates to the history of the Cariboo gold rush, the role of the 150 Mile in the gold industry, and the impacts on First Nations and the local land-

scape, as well as changes in mining legislation and the issuance of claims.

#### Early Settlements

This theme relates to the patterns and types of settlements in the Cariboo and in the area surrounding the 150 Mile. It includes the location and form of road-houses and stopping places along the Cariboo Road, early ranches, population and demographics, and the workings of a ranch in the Cariboo as demonstrated by the heritage features found at 150 Mile House.

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