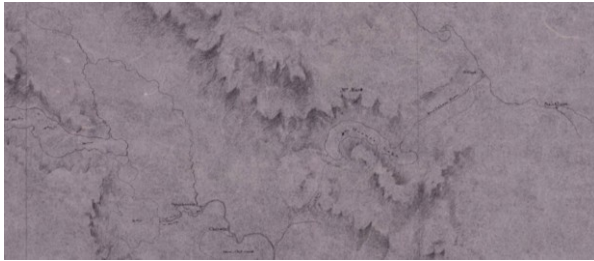




HORNE LAKE DISCOVERIES

Current at December 2016



- 2012: 1872 wagon road survey map
- 2016: 1856 survey of mid-coast of Vancouver Island not known by local stakeholders including First Nations
- 2016: 1856 tracing of the trail on the 1856 survey
- 2016: Entirely different trail to the east coast lost to memory
- 2016: Portrait of coastal surveyor Captain Richards, RN
- Sequencing of network from Port Alberni to the east coast
- 1856 survey published in [Cancouver's on-line magazine](#)

SPIN-OFF STRATEGIES

2017 - Enoksasant National Park - idea sketch

- Enoksasant is the pre-colonial name of the Lake
- 150th Anniversary of Confederation - announcement of project to finance planning using Infrastructure Funding
- Reconciliation theme as the trail physically represents overlapping relationship of multiple stakeholders
- First Nations' guided archaeological investigation at & under lake

2017-2021 - Planning & Build

- Negotiations, planning, and layout using federal Infrastructure Funding
- National Park Site & Heritage Trail designation to protect the trail routes
- Parks Canada operates National Park with First Nations Corporation as operating contractor
- Province purchases/donates adjacent lands as a protective "buffer" around National Park and adjacent Horne Lake PP.
- Horne Lake Strata obtains easement for tax credit + retains Mt. Mark cut-block logging rights
- Re-zoning to correct previous 1911 route zoning for Regional District of Nanaimo's planned Horne Lake Heritage Trail:
 - RDN partners included DFO and Qualicum First Nation (QFN)
 - Zoning agreement includes acknowledgement of QFN's right to "historic passage"
 - 1856 map (jiving with other clues) shows that passage does not go around Horne Lake *but is Horne Lake*, and as such this new may result in transfer of ownership and/or lease payment rights to QFN

2021 - National Event

- Invitation to Royal Family to open National Park via Governor-General's office
- Greetings by all 3 First Nations = welcome to Royal Family member, Governor-General, elected representatives
- Opening by member of Royal Family and Trail Re-zoning Treaty signing event with invitation to stakeholder signatories¹
- Elevated walkway tours of on-going site investigations if first archaeological survey indicates this is warranted
- First "Oolichan Trek" - An annual Alberni-Horne Lake-Qualicum race or trek
- Historical Re-enactor event - with related stories about 1856 BC (ex: Franklin rescue party expeditions to the Arctic)
- Gathering event - Pacific Coast Hydrographic Survey Vessels [RCN, RN, USN representing Sandwich Islands (now Hawai'i) and Oregon Territory, Chilean Navy, other Pacific Navies, etc.]?
- Sailing race from Qualicum to Port Alberni?

2021-2031 - Park Phase One

- Parks Canada & First Nations' guided archaeological investigation at & under lake
- Technical assistance and partner marketing (ex. Parks Canada, MDA Geospatial? ROV manufacturer?)
- Hiking/Walking and Canoe Trail - ties into the new Vancouver Island Spine Trail <http://www.vispine.ca/>
- Vancouver Island Spine Trail Association coordinator is excited by the discovery
- Ties to associated caving tourism at adjacent Horne Lake Provincial Park
- A friend in Ontario is already planning a family trip to region, simply from hearing about discovery



Annual / Regular Events

- BC Heritage Fair for children
- Historical Re-enactor event
- "Oolichan Trail International Challenge" - annual national/international high school orienteering & racing competition
- "Oolichan Ironman" (with tumpline/pack as marketable test of endurance)
- Horne Lake could be 3rd leg of a Circle Tour of National Parks, alongside Pacific Rim and Gulf Islands
- Pacific Station Navy Race (Esquimalt-Hawai'i-Chile):
 - with start/finish cycling between Esquimalt, Oahu, and Valparaiso.
 - For BC, sailing & overland race from Qualicum to Port Alberni as part of competition?
 - parallel event: Hydrographic Survey Naval Cup Challenge

Economic spin-offs - National

- Increasing Pacific Coast tourism visits via national park system marketing
- Increasing day-trips and overnight trips to mid-coast region of Vancouver Island
- Longer duration grows visibility of Vancouver Island's attractiveness to national/international tour operators

Economic spin-offs - Provincial/Local

- Lodging, campgrounds & resorts
- Outdoor recreation & float-plane services
- Circle Route & Tours (see attached Google Earth image)
- Increasing day-trips and overnight trips to mid-coast region of Vancouver Island
- Longer visit duration grow purchase of food, lodging, outfitting, attractions, visits to other parts of Vancouver Island
- Longer duration grows visibility of Vancouver Island's attractiveness to Lower Mainland tour operators

Economic spin-offs - National/Provincial/Local

- Incentivizes assistance for planned Highway #4 bypass section from Qualicum to Port Alberni
- Upgrade depressurizes stress to world-famous Cathedral Grove ecology at McMillan PP
- Incentivizing an upgrade of 134 km transport connection from Qualicum to Tofino, such as:
 - the dangerous Highway #4 switchback sections between Great Central Lake and Kennedy Lake? and/or
 - Creating an ecologically visionary/less harmful electric tourist rail system using Bombardier technologies?

Background

As a caver, I save time searching by doing a digital survey before going into the bush. One of my projects has been tracing the lost trail and road network running from Port Alberni to the east coast. The Crown, local government, some landowners and all three First Nations have searched for the first trail map (1856), successor wagon road map (1872) and associated reports for over 100 years. My rare gift is the ability to look at all sides of a problem from the same time, and using this, independently found the maps. The 1872 took a few months. The 1856 took 4 years of thinking, searching, and then ~3 months of backstory research. There is another year or two at the minimum to sort out the pre-contact and colonial era trail and road network, and then decades of historical study that could be accomplished by Parks Canada staff.

The first trail was roughly surveyed during a trip from Nanaimo to Port San Juan in 1856 by HBC Surveyor & Engineer J.D. Pemberton (also Surveyor-General of the Crown Colony of Vancouver Island and its Dependencies) and thence accompanied a report to HBC headquarters in England, but locally the belief has been that it was missing. My investigations suggest Governor (and HBC Chief Factor Douglas) sought to keep the trail report away from the Crown for two years. Ruggles (A Country Most Interesting, 1991) reports on the survey, but again, no one in Vancouver Island's mid-coast region knew about or reported the trail tracing on the larger survey, or its significance to the region, province and nation. There is a digital version at UVic but the reproduction is not catalogued to reference the trail.

The marvelous aspect is that the original trail got used for centuries by foot and pack animal (First Nations' traders, HBC fur traders, colonial era Crown employees and settlers) but never by wagons or industrial era transport, and lost to memory sometime during the 1880s; such that there may be artifacts waiting to be protected. There is some urgency here now that the trail survey has become known.