

**Old Enderby Road**  
**751 Highway 97B NE**  
**Salmon Arm, B.C.**  
**1893**

**Description**

The Old Enderby Road is a section of a “waggon road”<sup>1</sup> that connected early settlers to the community of Enderby. Once leading to Gardner’s Lake, the road is located within the buffering zone of the Helenita Harvey Nature Trail at R.J. Haney Heritage Village in Salmon Arm, British Columbia.

Old Enderby Road consists of a clearing of 49.8 metres of roadway nestled in a forested area. The road has fallen into disuse but can be viewed by walking on the south easterly portion of the Helenita Harvey Nature Trail. The roadway is approximately 4.6 metres wide. It is 319 metres from the centre of 10<sup>th</sup> Ave N.E. and corresponds to the survey notes obtained by BC Land Surveyor Joe Johnson.<sup>2</sup>

The historic place is an archaeological remnant related to the landmark commonly referred to as Larch Hill Corner.

**Values**

The Old Enderby Road is valued for its historic, cultural, and aesthetic significance.

Old Enderby Road is valued for its historic association particularly with settlers who voluntarily built and maintained the road from John A. Nelson’s property to Gardner’s Lake.<sup>3</sup> The list of participating settlers is not conclusive but included Fred A. and William McLeod, David S. Mitchell, Dan Stewart, John Lund, Dean Barrett, C. MacVicar, and John D. McGuire. The road is also valued for its association with the City of Enderby and the impressive five-storey Columbia Flouring Mill.<sup>4</sup>

Early settler J.D. McGuire recalled that to fetch flour from Enderby, he would start with a wagon and team at 4 a.m. and not get back until late at night.<sup>5</sup>

Old Enderby Road is culturally important as a transportation route, demonstrating how settlers travelled overland in place of water transportation. It is considered to be one of the few recognized, publicly accessible remnants of an early, non-gazetted road in Salmon Arm. The road fell into disuse when it was replaced by the Okanagan Highway.<sup>6</sup> A lone Douglas fir tree grows in the middle of the road. Retired Forestry Technician Keith Cox used an increment borer to core the tree. At chest height Cox counted 67 rings, indicating that the tree was at least chest height 67 years prior to 2024 (1957). Cox noted that the

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<sup>1</sup> Surveyors notes titled *Book B Tp 20-21 R 9 W6th Mn J.D.A. Fitzpatrick 1893*, numbered 5683 obtained by Joe Johnson. Spelling of waggon the Surveyor’s notes, page 11 December 4 & 5, 1893.

<sup>2</sup> Measured professionally August 15, 2024.

<sup>3</sup> John Albert Nelson completed his letters patent October 13, 1894. The J.A. Nelson property later became known as R.J. Haney Heritage Village & Museum when it became a park, named in memory of R.J. Haney, an enduring settler who arrived in the area in 1902.

<sup>4</sup> The Columbia Flouring Mill was established in 1886, purchased in 1888 by R.P. Rithet, and ceased production in 1913 according to Jackie Pearase, Administrator at the Enderby & District Museum & Archives

<sup>5</sup> Doe, Ernest. *Centennial History of Salmon Arm* page 14, c. 1971.

<sup>6</sup> Okanagan Highway is now known and as Highway 97B.

conditions for growth were good near Canoe Creek and could not estimate how long the tree took to grow to chest height. <sup>7</sup>

The Old Enderby Road is valued for its aesthetic as part of the Shuswap Trail Alliance's trail system throughout Salmon Arm.

The manmade corridor provides habitat to a variety of Indigenous plants and fauna. It is flanked by a relatively new forest. The road has been enveloped in a recreational trail that provides park visitors with a space to appreciate the forest that has grown since a fire swept the area prior to when it was surveyed by J.D.A. Fitzpatrick in 1893. <sup>8</sup>

### Character Defining Elements

Site:

- A remnant of an early transportation network
- Association with early agriculture in Salmon Arm
- Association with the Larch Hill Corner
- Association with Salmon Arm as a connection to the outlying community of Enderby
- Proximity to Highway 97B which replaced the "Waggon Road"
- Sense of enclosure provided by flora and trees along the road
- Natural setting

Dates:

1. Confirmed as the Old Enderby Road by John Pottie, son of settlers Michael and Nora Pottie, July 4<sup>th</sup>, 2024. The Potties were neighbours of the Haneys and John fished in Canoe Creek as a child in the 1940s when the waggon road was the route to Enderby.
2. Keith Cox cored tree in the middle of the waggon road July 4<sup>th</sup>, 2024, indicating the tree was chest height in 1957. Keith noted that the nearby cutbank was manmade, and likely a road bank.
3. The fence post hole was dug in the middle of the road to a depth of three feet by Len Lazzarotto July 17, 2024. No evidence of gravel was found. The test pit reached sand which is assumed to be culturally sterile soil.
4. Measured for distance from the NE corner of the original section of land (now the centre of 10<sup>th</sup> Ave NE) by Joe Johnson August 15, 2024.

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<sup>7</sup> In 1952 the Okanagan Highway was rebuilt at South Canoe to eliminate numerous sharp curves (*Salmon Arm Observer*, March 20, 1952). The *Salmon Arm Observer* reported that the Okanagan Highway was to be resurfaced June 11, 1952 and equipment arrived in the area to pave the road to Grindrod in the July 24, 1952 edition of the paper.

<sup>8</sup> According to J.D.A. Fitzpatrick's survey notes of 1893, the soil was burnt clay, an indication of fire. The timber was dry cedar (18 inches), fir (2 ft.), Tamarack (18 inches in diameter), willow and balsam. The alluvial soil was sand and clay. When the road was tested in 2024, staff and Len Lazzarotto, found it was on a sandy base and no gravel was present. A post hole was dug in the middle of the road, near the lone Douglas fir tree, to a depth of three feet.)