

Hazelton Highway Essential

(Continued from Page One)

Little Salmon Rivers. It might be that this railway should go west from Whitehorse, passing along the foothills some distance south of Klunne Lake and the highway.

WOULD OPEN UP GROUNDHOG

"Laterals from the Hazelton route to Stewart-Hyder and the Panhandle cities are feasible from the Hazelton project only. It leads directly to the most densely populated areas of Yukon and Alaska. Land based planes, with which no carrier based planes can compete, stationed along this route could protect a great part of our western coast from attack by sea. With a railway from Hazelton with a branch tying in the Groundhog coal area, anthracite in unlimited quantities, could be delivered to the coast cities for about \$10 a ton. Geologists claim that there is every likelihood of oil bearing strata in the vicinity of the groundhog. The geological formation of

the eastern flanks of the Coast Range is the same as at the Premier Mine on the west flank. With access there is room for several Premiers. Many of the precious and base minerals have been found in quantity along this route. There are billions of feet of merchantable timber. There are half a million acres of good arable land in the Kisplo and Naas River Valleys, with a mild coast climate and quite unoccupied.

"The Alaska Highway must be kept open now from Dawson Creek to Fort Nelson as it gives water connection to Fort Norman, Aklavik and the Arctic Ocean and as a secondary highway for that matter, all the way. The distance from Edmonton to Whitehorse via the Yellowhead Pass, Prince George and Hazelton is less than via Dawson Creek and we have gas and other supplies all along the Canadian National Railway. It takes a little less time to travel by rail from Edmonton to Hazelton than it does from Edmonton to Dawson Creek.

It is essential that the Western States and this province have more direct highway communication with the Yukon and Alaska. Three routes have been suggested.

1. The "B" or Rocky Mountain Trench Route. Although condemned by General Eisenhower, the interests who dictated the location of the Alaska Highway are still pressing for the construction of this project. It lies in a deep trench between the Rockies to the east and the 100 mile deep Stikine Ranges, 4,000 to 10,000 feet high to the west. It receives only the noon day direct sunlight in winter and is subject to intense sub-zero temperatures, and winds funneling down the trench. It is not mineral bearing formation. It requires 22 major bridges and innumerable fills between Dawson Creek and the junction at Watson Lake. It has been surveyed for a railway—see par. 5. It closely parallels, comparatively, the Alaska Highway and would not develop northern central or western British Columbia as claimed.

2. The Prince George, Stuart Lake, Takla Lake, Bear Lake, Skeena River project was chosen by the International Highway Commission. These gentlemen were not allowed any say or hearing in the location of the Alaska Highway. There is much that can be said for this route. However, the first 200 miles, which could not be built for a song, closely parallels the Prince George-Prince Rupert highway. Its construction would mean the maintenance of two roads for ever where one will serve. This 200 miles cuts across existing roads and connecting waterways that furnish ample accommodation for that country. It would develop nothing new. It reaches the Skeena at about the 200 miles, attaining the same nothing as Hazelton but is still 75 miles east of Hazelton. It reaches the Groundhog coal area but nowhere throughout its entire length does it touch the Naas River Valley. The Skeena and the Naas flow west into the Pacific and these two both tap the Groundhog. That is the coal and other heavy industry that may develop, must go to the Pacific seaboard and not east. It has been said that the shortest way from Seattle to Alaska is by this route but this is not so. A shorter way would be to leave the Cariboo Highway at Williams Lake or even at Clinton and head northwest directly to Houston, Smithers where there is an excellent fog-free airport, and Hazelton thence to Whitehorse. Present highways to Hazelton from Prince George or Prince Rupert amply suffice however. This route, from the 200 mile point mentioned, continues northwest to join the Hazelton-Whitehorse project at the Klaskanine River.

3. The Hazelton-Whitehorse Highway Project. The original "A" route. The people of Central British Columbia have known the possibilities of all three routes for many years. In December 1943, a delegation representing about 30,000 people through Chambers, Boards and

Associations called and presented our project to our Premier and Minister of Public Works. These gentlemen were greatly impressed and Mr. Hart said to us: "You can tell your people of Central British Columbia that my government will not consent to the building of any highway connecting to the Alaska Highway until your Hazelton project has been surveyed and thoroughly investigated." (This excepted the Peace River Block connection at Dawson Creek of course). That was all we asked, a survey, confident that a highway survey would prove that ours was the best of all. A geodetic survey has been made to date of mountain peak areas; an aerial general survey of the entire area is to be made this year, and a government surveyor is making a ground reconnaissance at present. Much more along these lines has still to be done to complete the job of course. Supreme Court Judge Anthony J. Dimond, in a letter to me while he was Representative for Alaska said: It would be tragic if a second mistake should be made. A western highway is needed, one that will serve as a whole, the best interests of British Columbia, the Yukon and Alaska but the decision must be made on complete data. It should be noted that an aerial survey, taken from a great height, exaggerates the steepness of the mountains.

ONLY POSSIBILITY OF COAST CONNECTION

"As noted before, this is the only project where coast connecting laterals are at all feasible. The inside channel is tortuous and more or less dangerous and lateral connections might be worthwhile. A road connection to the great Groundhog anthracite and semi-anthracite coal fields would be a simple matter. There is coal on the Naas in quantity. Kaiser

William is said to have held 20 sections. There is an almost dead water grade to the Skeena coal found by following the Damdocha and Klankis rivers from near the famous 6th Telegraph Trail cabin. Lord Rhondda, a Welsh coal magnate, held a very large number of claims on the Skeena. He secured a charter to build a railway from the coast to the Groundhog and probably would have built it but the First World War intervened. 2100 claims in all are said to have been taken up and seams up to 20 feet thick were opened up. Winter snow conditions are generally better, most certainly no worse, than on either of the two other routes. Anything met on any of them could be handled with ease by the present day snow machinery. Winter in the Naas Valley is 4 to 6 weeks shorter than at Prince George.

"The Hazelton - Whitehorse project is a big undertaking in itself but it is a mere gateway to infinitely vaster possibilities.

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An Announcement of Interest

Miss Margaret McLeod, optometrist of Vancouver, announces the opening of her permanent office at Manson's Jewelers.



Miss McLeod graduated from the Ontario College of Optometry in 1943 and after an association with prominent Toronto optometrical group she returned to her home province. Miss McLeod has since been associated with Dr. Harry Perrin, optometrist in Vancouver.

She is well trained in the practise of Optometry and has had considerable experience. She is of a family prominent in optometry in B.C. many years. Her father, Mr. Murdoch McLeod, has an extensive practise throughout B.C. and her brother, Clyde, is a prominent optometrist in Penticton, B.C. Miss McLeod has installed the most modern equipment for the examination of eyes and a conscientious service will be given.

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