

**HON. FRANK OLIVER REPLIES TO BOARD OF TRADE URGING B.C. UNITY FOR PEACE OUTLET**

(Continued from page one)

erate cost; while the same outlet would give the remainder of the region a substantial advantage over its present position as to a Pacific coast haul.

"No question of preference as between the Pacific ports of Vancouver and Prince Rupert came under consideration.

"In the nature of the case that could not be a matter of first concern to the producers of Peace River whose interests were the subject of the story in the Toronto Star.

**No Reasonable Grounds**

"It does not appear to me, however, so far as port preference is concerned, that Prince Rupert has any reasonable grounds of objection to the Monkman Pass route.

"From the suggested junction point of Hansard to Prince Rupert is 513 rail miles. From Hansard to Vancouver (after the present detour to Red Pass junction has been cut out by a direct connection from Tete Jaune Cache to Swift Creek) will be 610 miles, or nearly 100 miles further than to Prince Rupert. In writing the story it did not seem to me to be necessary to call attention to so obvious a fact.

"While it is true that a railroad through the Monkman Pass would not be the ideal outlet for the country north of the Peace its construction would stimulate development in greater or lesser degree as rates were reduced throughout the whole Peace River region and thereby help to create a condition that would render economically practicable a route more convenient for the country north of the Peace.

**Routes and Limits**

"I assume that the Prince Rupert Board of Trade "Map—British Columbia Alternative Routes, Peace River District to Prince Rupert," which accompanied your letter, indicates your preference as to railroad routes over that by way of the Monkman Pass.

"One route is by way of the Pine Pass to Fort Fraser on the National system and the other by way of the Peace Pass to Hazelton, also on the National system.

"The Pine Pass route would not help the region north of the Peace any more than would the Monkman Pass and would have a length of new construction of at least 300 miles as compared with 150 by the Monkman Pass.

"The route through the Peace Pass (which would give the region north of the Peace a direct outlet) from a point north of the river from Pouce Coupe to Hazelton, would have 450 miles of new construction and could not be of direct benefit to the region south of the Peace without at least 100 miles additional construction from Pouce Coupe to the head of the canyon above Hudson's Hope with a bridge across the Peace.

"So long as either of these routes is treated as a first objective the cost of construction over that by way of Monkman Pass gives the interests concerned in maintaining the long eastbound haul ample argument for at least indefinite delay in granting the relief so urgently needed if the Peace River region is to continue its present rate of development.

"While it is no part of the purpose of the writer to discuss the claims of the several seaports to Peace River trade it may fairly be pointed out that on its way to Hazelton the Peace River Pass route, as shown on the board of trade map, at a certain point is almost as near to Stewart, at the head of the Portland Canal, as it is to Hazelton, which latter is 175 miles from Prince Rupert.

**175 Miles Longer**

"That is, the rail haul through the Peace Pass to Rupert would be approximately 175 miles further than to Stewart, with an approximately equal length of new construction.

"Under such circumstances the people of Peace River would have no special reason for boosting for the line to Hazelton and Prince Rupert instead of to Stewart.

"While it is of course the business of Prince Rupert to secure all possible advantages from new railway construction, to the exclusion of rival ports, it is equally the business of the people of Peace River to secure rail access to as many Pacific seaports as possible under as favorable conditions as possible.

"One great advantage to them of the Monkman Pass route is that it would give them access both to Prince Rupert and Vancouver on fairly equal terms, as the routes suggested on the board of trade map would not."

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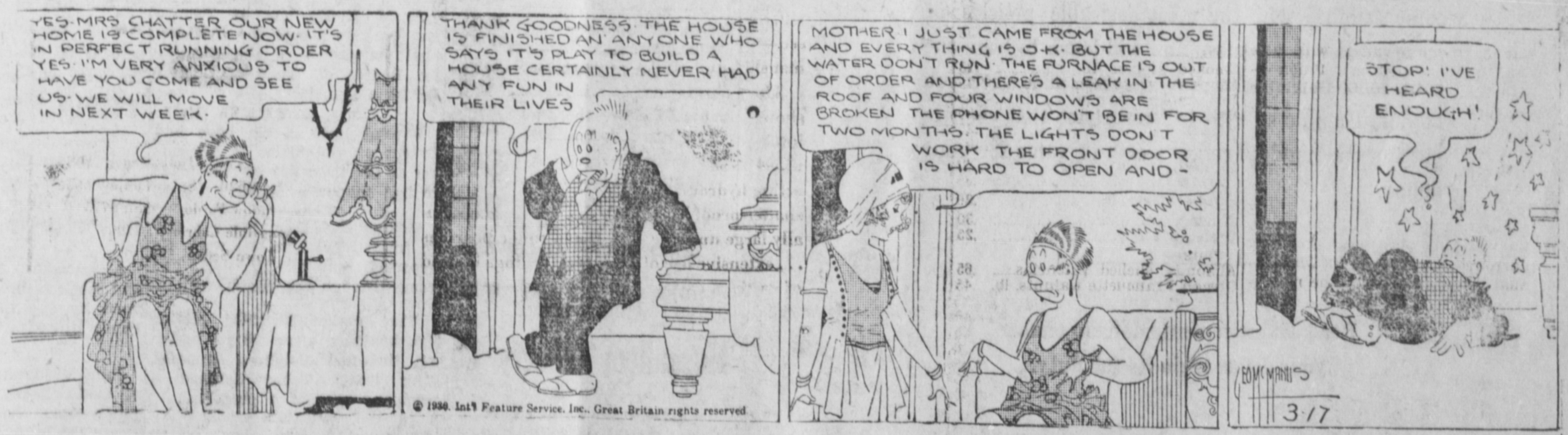
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