

(1) The international Pacific Highway now stretches along the Pacific Coast from British Columbia to Mexico. Similarly, notably at Montreal and Winnipeg, other international highways, in various stages of development, and many shorter roads, stretch south across the international boundary. The United States already have several passable transcontinental routes. While we are firm believers in the fullest reciprocity in tourists, yet we think it is a fact that if we do not connect together, upon the Canadian side of the line, our several North to South International Roads by an East to West Canadian Road, the international roads will each year take an increasing number of Canadian tourists out of Canada, attracted by the United States transcontinental roads. Likewise, the foreign tourists now coming into Canada are now only able to tour through a comparatively limited locality and time in Canada, whereas the completion of the Canadian Highway will change all this and render the international roads feeders of tourists, and also settlers, to the Canadian Highway and its already existing ramifications.

(2) The patriotic arguments in favor of the linking together of the Canadian Highway are many. That it would everywhere along its route cause an increase in farm settlement and production is obvious. Its greatest single patriotic feature is perhaps the fact that its construction through the Great Clay Belt of Northern Ontario would have the effect of widening and strengthening greatly what is at present, geographically and actually, the weakest link in the chain of Canadian Federation, namely, the unsettled and comparatively isolated region of the Great Clay Belt of Northern Ontario.

(3) In the United States thousands of settlers emigrate yearly to the backwoods districts in horse-drawn vehicles, "prairie-schooners," taking their stock and movable equipment with them just as was the case sixty years ago. The construction of the Canadian Highway would tend to produce a similar beneficial emigration of people and stock along the route of the Highway and its ramifications.

In attempting to instigate a Canada-wide demand for the connecting together of the Canadian Highway we do so with all due diffidence, and with a keen sense of the magnitude of the undertaking. We believe, however, that the putting into effect of a simple idea is all that is required to bring about the consummation of the Canadian Highway, namely, merely the independent co-operation of those to whom the project appeals, from locality to locality, across Canada from Glace Bay to Tofino (Clayoquot Sound).

In conclusion, we ask that this circular may be treated as if it were a personal letter to your organization or yourself. We will undertake, from time to time, to print some maps, and issue some circulars concerning the Canadian Highway, and also to particularly work for the completion of the Canadian Highway across British Columbia from Tofino (Clayoquot Sound) to Alberta, and to maintain Canadian Highway signs on the Vancouver Island portion of the highway.

Do what you can in your locality. Write us, with any general information you can give regarding road conditions along the Canadian Highway route in your vicinity. **How far East of your point can you motor, and how far West, and during how many months of the year?**

We beg to remain,

Respectfully yours,

**ISLAND AUTOMOBILE ASSOCIATION.**



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Please reply to this Circular, with any suggestions or information that you can give, and kindly address your reply to:

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Pemberton Building,  
Victoria, British Columbia.