

never be built, owing to the steep nature of the banks and the trouble every spring with thaws. It is a very difficult route to keep open in winter. At the present time it is not kept open because of the great expense and most people travel from the interior of British Columbia to the coast by United States roads.

An hon. MEMBER: It misses Kamloops.

Mr. HERRIDGE: Kamloops is on the central trans-provincial highway. It just so happens, Mr. Speaker, that those mountains taper out five or six miles in United States territory; and if we could get permission either to purchase 300 feet of right of way in the United States between the American towns of Laurier and Patterson, or possibly get a section—the distance would be some 25 miles long by five miles deep—and have that made into an international memorial park, with special arrangements for immigration and customs, the matter could be dealt with in that way. In any event, the people of my district are very much concerned that the Canadian government shall make some arrangements with the government at Washington to enable us to get around the tapered end of the Cascade mountains through United States territory instead of, for all time, climbing over two mountain slopes unnecessarily.

In this connection I may say that I have travelled over the whole of the road with officials of the United States government and engineers of the department of public works of British Columbia. It is practically level country, its highest floor being some 200 feet below the city of Rossland, and the cost of construction would be very moderate.

In that connection a brief has been prepared by the Rossland junior board of trade. They have done a great deal of excellent work on this subject. I do not want to take the time of the house to read the brief, but the information contained in its couple of pages would, I believe, interest all hon. members; it has to do with a quite unusual proposal, and with the unanimous consent of the house I should like to place it on *Hansard*.

Some hon. MEMBERS: Agreed.

Mr. HERRIDGE: The brief follows:

The Rossland Junior Board of Trade
Rossland, B.C.

The Victory Highway

Object

It is the purpose of this brief to submit preliminary information on a proposed alternative route for the new southern British Columbia trans-provincial highway between the city of Rossland and the city of Grand Forks. It is emphasized that the proposed project is intended as a post-war undertaking.

Present Route

The present highway—locally known as the Cascade highway—is a poor class gravel road at best. In the course of some 40 miles between Rossland and Christina lake—along north slopes practically all the way—it first rises to an elevation of 4,600 feet (Rossland summit), thence drops by a series of treacherous switchbacks to a valley floor, elevation 2,200 feet (Sheep creek), thence climbs a second summit to 5,000 feet elevation (Cascade summit), dropping again to the level of Christina lake, elevation 1,400 feet. Sixty per cent of the above highway is over 3,400 feet elevation, and snow conditions are such that keeping it open all winter is both costly and difficult, if not impossible. It is our contention that it would be an extremely costly undertaking to make this a first class route, and the snow clearance problems would still remain.

Alternative Routes

There exists between Rossland and Christina lake two north-south mountain ranges both extending from the international boundary to the Lower Arrow lake. The easterly range is over 5,000 feet in elevation except for two passes, the one at elevation 4,200 feet near Sheep lake, the other near the international boundary with an elevation of 4,600 feet and occupied by the present Cascade highway. Likewise, except for one 4,000-foot pass at Faron, the westerly range is over 5,000 feet elevation.

In addition to the present route, and the one which forms the subject of this brief, the following other routes have been proposed:

(a) Faron Route

This would involve costly rock work on the north shore of Lower Arrow lake, a ferry across that lake, and a narrow and precipitous 4,000-foot summit between Lower Arrow lake and Christina lake. This road would pass through relatively uninhabited country, by-passing both Trail and Rossland.

(b) Blueberry Creek Route

This route would traverse over 50 miles of entirely uninhabited country, cross over a 5,000-foot summit, and likewise by-pass both Trail and Rossland.

The Victory Highway

The salient feature of this route is that the two mountain ranges previously mentioned both taper off 5 to 6 miles south of the international boundary to elevations of 2,200 and 3,200 feet respectively.

The proposed route—mostly on southern slopes—would follow the present highway from Rossland to Patterson, from whence it would bear west following approximately the course of an existing United States road, for a distance of roughly 25 miles, thence reentering Canada at Laurier.

Construction would be mostly bull-dozer work, the only rock work being a half-mile stretch at the headwaters of Deep creek in Box canyon, a dry canyon.

The average maximum depth of snow along the whole route occurs at Rossland, B.C., where it averages 3 feet yearly. Elsewhere the average is between 1 and 2 feet. Under these conditions, winter maintenance should be relatively easy.

The over-all distance between Rossland and Grand Forks would be about 35 miles, a reduction of from 6 to 10 miles over the present cascade highway. Faster travelling time would be possible along the proposed highway, the grades being less extreme.