

See
The Monkman Pass
in September

The Most Beautiful Month of the Year

**Weekly Transport Service
To Kinuseo Falls Lodges**

LEAVING BEAVER LODGE EVERY SATURDAY

At 9:00 A.M.

Special pack horse trips from Kinuseo Falls to Monkman Lake available.

Superb trout fishing. Cabins, horses, motorboats, store and restaurant at the Falls.

Through trips to Prince George via pack horse and boat.

Special Trips

For full complement of passengers arranged at any time.

By bus from Beaver Lodge to Kinuseo Falls and return, \$8.00.

Cabins, 50 cents per person. Meals, 50 cents each.

Horses for hire, also boats, fishing tackle and launches.

**Monkman Pass Transport
LIMITED**

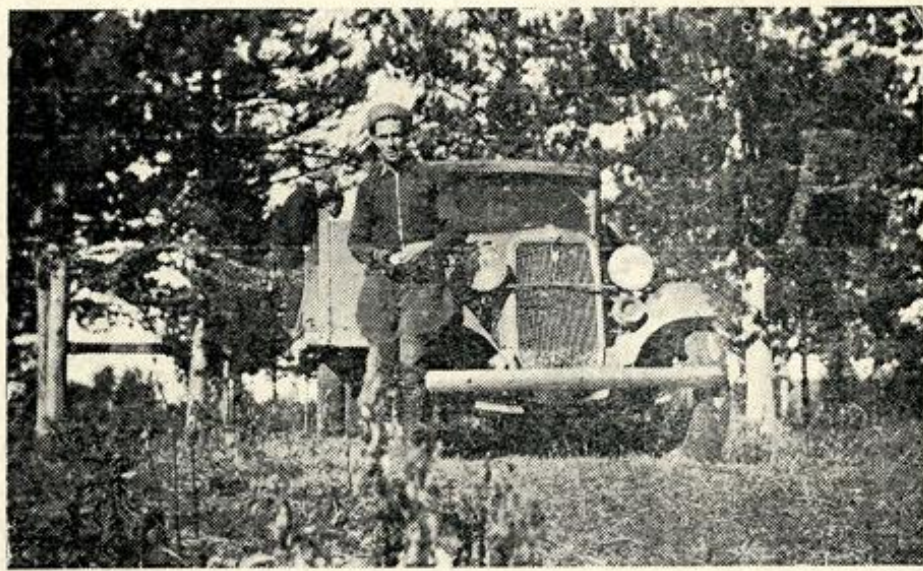
Beaver Lodge, Alberta

ALEX. WATT, President

BRUCE ALBRIGHT, Sec.-Treas.

The Monkman Pass Highway Association

PROMOTING THE NON-FERRY CONNECTING LINK ON THE COAST-TO-COAST HIGHWAY THROUGH THE GREAT PEACE RIVER COUNTRY



FIRST OBJECTIVE ACHIEVED—TRUCK REACHES STONY LAKE

As a result of successful cooperation by the people of the Peace River Country, for sixty miles a road has been cut through primeval bush and a motor truck, loaded with picnickers, driven over it. The work is part of the Monkman Pass Highway project and is being continued.

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- | | |
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Monkman Pass Highway Assn. of the B. C. Block

- | | |
|---------------------------|-----------------------------|
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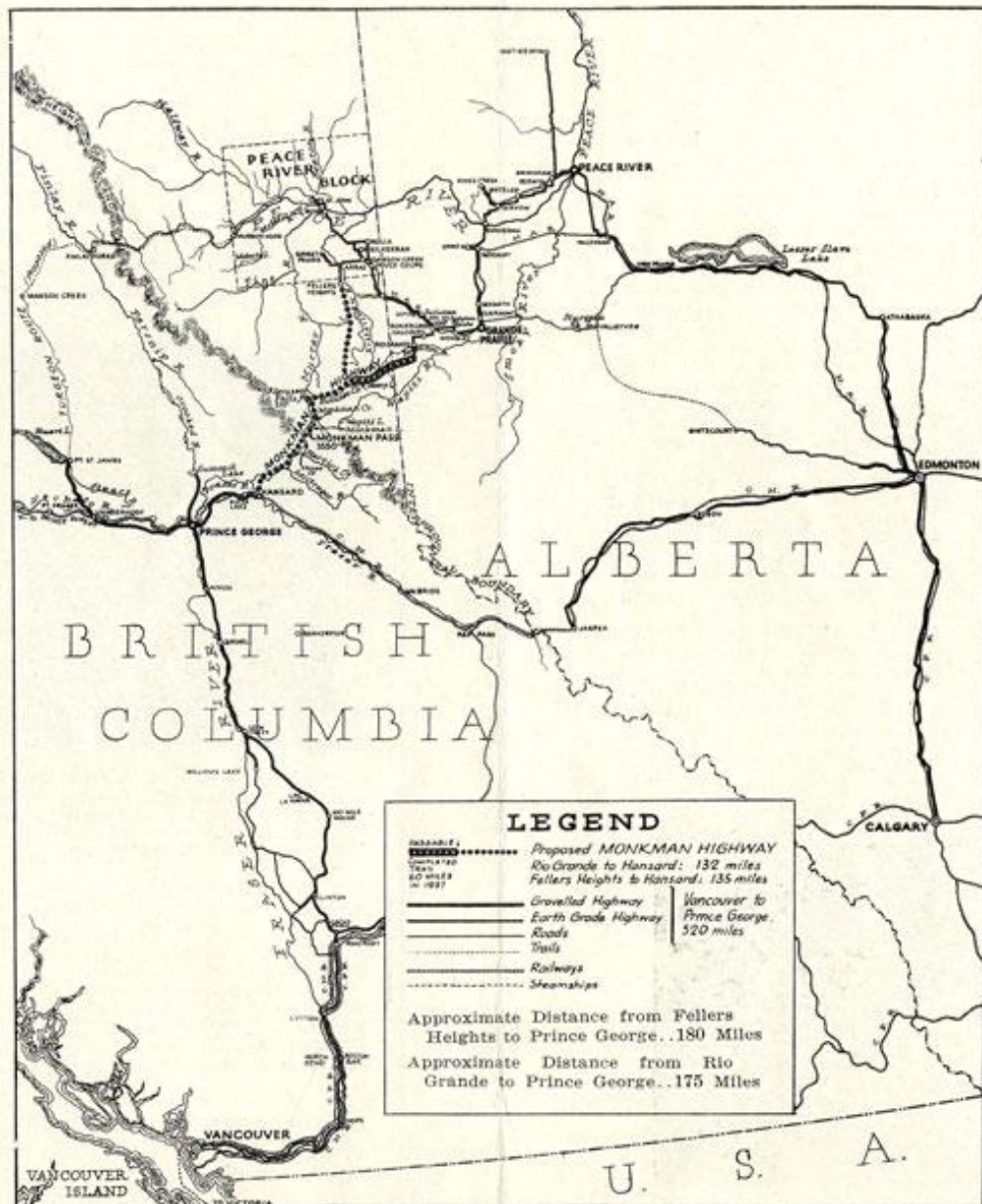
Facts About The Monkman Pass Highway Project

SINCE the opening up of the Peace River Country progress has gone steadily forward, retarded only by the lack of adequate transportation. Population was near the hundred thousand mark at the last census. There have been shipped out of the Peace River Country in a single year 20 million bushels of grain, besides sufficient seed and feed requirements. There have been shipped out on a single shipment 130 cars of livestock. The bulk of these shipments eventually leave Canada through western Canadian ports. All of these products have to travel to the port of Vancouver or Prince Rupert via Edmonton, and three-quarters of wholesale imports come from Vancouver. Realizing all these facts, the people of the Peace River have been urging the Monkman Pass project for the last decade. Four years ago a petition was circulated and largely signed. One year ago the residents of this area formed themselves into the Monkman Pass Highway Association to definitely urge the construction of a motor highway connecting the Peace River with southern British Columbia.

THE MONKMAN PASS HIGHWAY ASSOCIATION

1. This is an association of Peace River citizens whose objective is the securing of an outlet by this route.
2. Organized at Halcourt in the fall of 1936, it has continuously proceeded with its work of acquiring all possible information relative to this route, publishing this information and pressing for consideration of the rights and needs of the Peace in the matter of an outlet. It has a central executive and local organization in practically every district of the Peace River territory. Cooperative associations have also been formed in the B. C. portion of the Peace River and also at Prince George. Practically all residents of this entire area are whole-heartedly behind it and supporting it, as is evidenced by the generous contributions from every quarter. Almost without exception every board of trade and municipal body have endorsed it, many with financial assistance. Everywhere town and rural organizations are raising funds by every means possible in the interests of this project.

3. It has undertaken the construction of a wagon trail from Rio Grande



THE MONKMAN PASS HIGHWAY ASSOCIATION is promoting the connecting link on the coast-to-coast highway through the Peace River Country, of which 50 miles were opened up last year by the Association. This link is from Rio Grande in Alberta and from Fellers Heights in British Columbia, through the Monkman Pass, to connect with the B.C. gravel highway system at a point 40 miles east of Prince George. This link in the Trans-Canada Highway will give the people of Edmonton and tourists a much shorter route to the coast through the Peace River via the Monkman Pass-Cariboo road. The completion of the 132 miles through the Monkman Pass would make the most direct route from central British Columbia and Vancouver to all parts north of Peace River and the great waterways system of the Arctic and will also provide a marker for Vancouver, Prince George, Fort St. John and Whitehorse aeroplane service.

to Hansard by voluntary contributions of labor, supplies and cash. Due to the efforts of this association a passable trail has been made from Rio Grande in Alberta to Stony Lake in British Columbia, a distance of 60 miles. The first motor-driven vehicle reached the shores of Stony Lake September 19, 1937. A trail-blazing party made the trip through to Prince George early in August, blazing the route as they went and clearing a pack trail, proving the feasibility of this as a highway route. The party encountered no engineering difficulties in the whole way.

4. We have without question a united Peace River Country behind this demand. Its citizens feel that they must have this short route to the coast and are determined not to rest until unfulfilled promises have been made good.

IT IS URGED:

1. Without the assurance of a coast outlet the settlement of the Peace River territory would never have been accomplished. Construction on what was to be a through line of the C. N. R. through Whitecourt was already under way when settlers came over the 270 miles from Edson and the 500 miles by way of Slave Lake and Athabasca.

2. Repeated promises that this outlet would be constructed as soon as financially possible have supported all further settlement and development. Project after project of less real importance is being financed and this outlet is still denied.

3. At present the Peace River is considered the most remote from markets, and transportation the most costly of any district in Canada. With its proper outlet it would be one of the closest.

4. An outlet is essential to any further development. Any increase in population must be on the wooded or sub-marginal lands. This is impossible if to the cost of clearing and of building up the poorer soils must be added the existing handicap of transportation.

5. The tourist situation is unfair. To support what is becoming one of the greatest industries in Canada the government is spending greater sums each year. We are paying our share of this burden but are denied any possible chance of benefit. By the comparatively trifling expenditure on this connecting link of 150 miles enormous tourist opportunities would be offered of benefit not only to the Peace River Country but to the whole Dominion. (P.T.O.)

SOME FEATURES OF THE MONKMAN PASS ROUTE

1. It is the most direct. Peace River's desired outlet is to the sea and southern British Columbia. By this route ONLY natural valleys lead directly west and south from the Peace River area to the nearest point on both railway and highway.

2. No section of the Peace River territory can be served by any more direct route to Prince George or Vancouver. The agricultural section of the Peace River is oblong in shape. This route leaves the southwest corner and proceeds directly west and south.

3. Since 150 miles of new highway would connect the highways of British Columbia with the highways of Peace River, this route (the Monkman Pass route) provides the most easily completed trans-Canada highway.

4. With the shortening of the Edmonton-Peace River Highway by opening of the Whitecourt cut-off and the connection of the Monkman Pass Highway, the route between Edmonton and Vancouver would be less than 1,000 miles.

5. This route offers no difficult feature in the matter of construction. The grades are few and not steep, and only one fair-sized river has to be bridged. The Monkman Pass is open

and wide, and only 3,555 feet at the summit.

6. By the completion of this route the distance from Fellers Heights to Vancouver would be 680 miles. From Rio Grande to Vancouver 675 miles. At present it is 1,600 miles.

OF NATIONAL APPEAL

1. The real appeal of the Monkman Pass Highway should after all be neither local nor provincial but national. What highway expenditure could be more justified than on a direct, easily completed, trans-Canada route? It is a route that passes through more continuously settled and productive territory than any other feasible route. Its directness, low altitude and easy gradients make possible the development of one of the most commercial routes both from East to West and from North to South. It connects sections of the country at present isolated and does not parallel any existing thoroughfare. To the motorist it would provide what is all too rare in Canada—a real tourist circuit—one not duplicated anywhere in Canada, either in extent or in scenic possibilities.

2. According to the B. N. A. Act, canals and bridges lying between two provinces are subjects of Dominion control. If not literally, surely according to the intent of the Act this is a federal responsibility.



AT THE BOUNDARY

This picture shows the first motor truckload of picnickers ever to reach Stony Lake when they visited one of the monuments on the British Columbia-Alberta boundary.

"ON TO THE PACIFIC COAST"