

SPAM 16327

# FRASER RIVER HIGHWAY



THE ONLY ROUTE FOR  
PROVINCIAL  
HIGHWAY



FURTHER INFORMATION CHEERFULLY SUPPLIED BY

**B. C. TRANS-PROVINCIAL  
HIGHWAY ASSOCIATION**

P.O. BOX 249

KAMLOOPS, B.C.

A FEW REASONS why the Provincial Highway should be built via the FRASER RIVER ROUTE:—

1. It was the route chosen and built by the Royal Engineers in 1862, and long stretches of this old road are still in existence.

2. It travels historic ground.

3. It is Nature's own route and provides a water grade.

4. It is "THE SCENIC HIGHWAY."

5. It is the only route practicable for auto traffic the year round.

6. It serves the largest population. It opens directly into the settled farming and cattle raising communities of the interior.

7. It will connect with every highway in the interior.

8. It will connect with all trans-continental railroads.

9. American tourists proclaim this route the equal of the great American scenic highways of Yellowstone National Park and Grand Canyon of the Colorado.

10. The highest elevation at any point is under 1250 feet.

11. The Hope-Princeton Route shows elevations as high as 5800 feet.

12. The proposed Hope-Princeton Route skirts the International boundary and therefore serves only the Southern fringe of the Province. The Fraser Route takes the tourist through the heart of the Province.

13. What purpose would be served by building the Hope-Princeton Route which is practically snowbound eight months out of twelve. Hon. Dr. W. H. Sutherland, Provincial Minister of Public Works, in the official report of proceedings of sixth annual convention, Good Roads League of B. C., 1922, is quoted thus:—

**“His predecessor in office, Hon. Dr. King, had announced, following an engineering report, the selection of the Dewdney Trail Route from Hope to Princeton. Dr. Sutherland thought that the building of this more or less makeshift road might not be good business. Another road would be probably demanded in a short time. Knowing that the project involved the expenditure of \$1,000,000 and the traffic it would be called upon to carry, he decided upon further investigation. After discussion he sent a good engineer over the route last spring, and it was found that the snow did not leave until June 15. There was also the certainty of slides and when these were cleaned out after the snow left there would be but a short season for motor traffic.”**

14. It connects at Lytton with the famous road to Lillooet, Seaton Lake and Clinton over Pavilion Mountain.

15. It gives direct access to the beautiful Marble Canyon, a scenic wonder of B. C.

16. It gives direct access to the Chilcoten country.

17. At Spences Bridge it connects with the Nicola Valley highway to Merritt, Princeton, Hedley and Keremeos, through to the state of Washington.

