

FILE NUMBER - DOSSIER N° 355-2	VOL. No. - VOL. N° 3
SUBJECT - SUJET (PROPOSED) B.C. - YUKON - ALASKA RAILROAD	TO - À 11/63 FROM - DE 8/68
IAND 60-134 (6-68) 7690-21-023-9348	

FOR DISPOSAL OF THIS VOLUME

IND

Insp JUL 31 1968 *ml*

DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT
MINISTÈRE DES AFFAIRES INDIENNES ET DU NORD CANADIEN

REFERRED TO DESTINATAIRE	PURPOSE - OBJET	DATE	INITIAL - INITIALES	P.A. DATE - DATE DE RANGEMENT	B.F. DATE - DATE DE RAPPEL	INITIAL - INITIA- LES	REGISTRY INSPECTION - EXAMEN DU SERVICE DES ARCHIVES
DORMANT							




PERSONAL INFORMATION DISCLOSURE AUTHORIZATION AUTORISATION DE RÉVÉLATION DE RENSEIGNEMENTS PERSONNELS

Pursuant to the Privacy Act, any personal information transferred to the National Archives by a government institution for archival or historical purposes, may be disclosed in accordance with the Privacy Act regulations.

To assist National Archives in considering the disclosure of such personal information, this form must be completed and returned as indicated, along with the attached form, Review of files prior to disposal.

En vertu de la Loi sur la protection des renseignements personnels, les renseignements personnels versés aux Archives Nationales pour des fins archivistiques ou historiques peuvent être communiqués conformément aux règlements sur la protection des renseignements personnels.

Afin d'aider les Archives Nationales dans la considération de la communication de ces renseignements personnels, veuillez remplir ce formulaire et le retourner tel qu'indiqué avec le formulaire ci-joint; Examen des dossiers en vue de leur disposition.

Return to - Retourner à	File no. - N° du dossier 355-2	Volume no. - N° du volume 3
Does the listed file(s) contain personal information Est-ce que le(s) dossier(s) mentionné(s) ci-dessus contient(nent) des renseignements personnels		► <input type="checkbox"/> Yes Oui <input checked="" type="checkbox"/> No Non
If so, could the release of personal information contained in the file(s) constitute unwarranted invasion of privacy Si oui, est-ce que la communication des renseignements personnels contenus dans le(s) dossier(s) constituerait(ent) une violation injustifiée de la vie privée		► <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non
If yes, identify correspondence and state disclosure restrictions Si oui, identifier la correspondance et les restrictions de divulgation		
Signature 		Date 9 Y/A 6 0 M 8 2 D/J 2

For further information concerning the disclosure of personal information, contact the ATIP Secretariat

Pour de plus amples renseignements sur la communication des renseignements personnels, communiquer avec le Secrétariat de l'AIPRP 000260

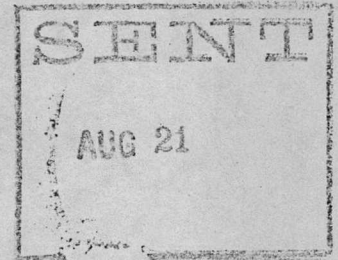
PA/K 355-2

Due date 27 Aug/67
Sent 20 Aug/67

Elliott Savage & Associates Ltd.,
Consulting Engineers,
595, Hornby Street,
VANCOUVER 1,
B.C.

Ottawa, 4.

20 August, 1968
300-9



CC 355-2

Dear Sirs:

The Minister has asked me to reply directly to your letter of 29th July, 1968, in which you offer your services in connection with the survey and feasibility study for a proposed rail link to the Yukon.

This survey is the responsibility of the Canadian National Railways and is under the charge of Mr. D. Purvie, Regional Director designate, Canadian National Railways, Edmonton, Alberta. I would suggest that you write to Mr. Purvie.

Yours sincerely,



W. Ryan Armstrong,
Director

K. W. Stairs/bj/d



Page

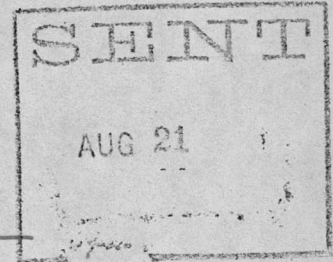
355-2

*the date
Aug 21/68
sent
Aug 21/68*

Golder, Bawner & Associates Ltd.,
Consulting Engineers,
1087, West Broadway,
VANCOUVER 9,
B.C.,

Ottawa, 4.

20 August, 1968
300-9



Dear Sirs:

The Minister has asked me to reply directly to your letter of August 6, 1968, in which you offer the services of your company in connection with a study of a potential rail connection to the Yukon.

This survey is the responsibility of the Canadian National Railways and is under the charge of Mr. D. Purvis, Regional Director designate, Canadian National Railways, Edmonton, Alberta. I would suggest that you write to Mr. Purvis.

Yours sincerely,


W. Evan Armstrong,
Director

ful

FILE No. 355-2

~~CLOSED~~

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

Vol. 3

SUBJECT:

(PROPOSED) B.C. - YUKON - ALASKA RAILROAD

~~B.F. ON / IND.~~

FOR INSTRUCTIONS RE USE OF FILE COVER SEE BACK COVER

~~FOR DISPOSAL~~

~~OF THIS VOLUME~~

REFERENCE

REFERRED TO	REMARKS	DATE	INITIALS	P.A. DATE OR T.	B.F. DATE	INITIALS	REGISTRY INSPECTION
K1	20/5/65 # 4906	28/5/65	M.D.	T		EH	JUN 14 1965
L.I.	# 4906	31/5/65	S.H.	T		B.K.	JUN 14 1965
REV	note B.F.	11/6	B.K.	156		DW	JUN 17 1965

000263

FROM NOV/63 TO

M.H. Smith, Esq.,
919 Vancouver Street,
Victoria, B.C.

Dear Mr. Smith:

Thank you for your letter of May 20th in which you propose several interesting suggestions for the development of transportation facilities throughout northern British Columbia. In the absence of our Minister, I am writing to let you know that your thoughts on this subject are very much appreciated and that we agree our objectives as Canadian's should be to utilize to the greatest extent possible facilities already available in Canada and build others in order to open up the country and increase economic activity.

The government participation in the Roads to Resources Program which, in British Columbia has resulted in a significant contribution toward the eventual completion of the Stewart-Cassiar road is, I think, evidence that we are interested in improving these transportation facilities within Canada.

There will be instances, however, where the output of a mine or some other resource development project may not be able to compete on world markets if a lengthy overland haul is involved. In these cases, the most direct route to Tidewater may have to be utilized if the project is to be developed on an economic basis. Thus, I think you will agree that we should study the problem to ensure that we do not invest the large sums needed to open up northern British Columbia and the Yukon only to find that the transportation cost to the nearest Canadian port is too high and thus run the risk of losing some of the benefits we had hoped to gain.

I do not think Mr. Laing intended to suggest that we should study the problem with the objective in mind of assisting Alaska to develop ports along the west coast but rather to determine which method of access to British Columbia and the Yukon would be in the best interests of those regions and the whole of Canada.

The suggestions contained in your letter have been forwarded to those undertaking the preliminary study on access through the Alaska Panhandle.

Yours sincerely,

A.D. Hunt

A.D. Hunt/pr
June 11, 1965

Gordon F. Gibson,
Executive Assistant

NORTHERN ADMINISTRATION BRANCH

To: *Mr J. A. Hunt*

Please:

☐ APPROVE
☐ SIGN
☐ NOTE AND FILE
☐ NOTE AND RETURN
☐ NOTE AND FORWARD TO:

☐ COMMENT
☐ SEE ME
☐ PHONE ME
☐ REPLY DIRECT
☐ REPLY DIRECT,
COPY TO ME

Please Prepare:

☒ FINAL REPLY
☐ DRAFT REPLY
☐ MEMO

☒ FOR SIG. OF *Min.*
☐ DUE BY *18-6-65*
☐ CONSULT WITH

REMARKS:

NORTHERN ADMINISTRATION BRANCH
OTTAWA, ONT.
MAY 28 1965
NO. 4906
FILE 355-2
REF TO K1

FROM *A. Chillion*

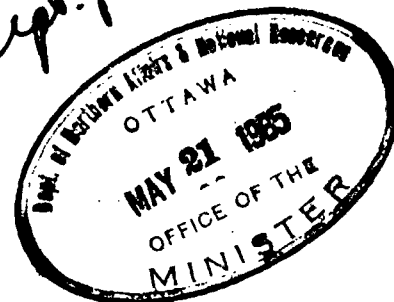
DATE *28/5/65*

000265

919 Vancouver St.,
Victoria, B. C.
May 20, 1965

Dept. for Northern Affairs & National Resources
Min. Laing

Hon. Arthur Laing,
Minister of Northern Affairs,
Dominion Government,
OTTAWA - Ontario.



Dear Mr. Laing:

Inasmuch as I have taken a keen interest in politics, both Provincial and Federal and keep abreast of its activities, I was somewhat surprised and confused to read in a recent edition of the Victoria Daily Times that a "preliminary study on access for Canada to the Pacific Ocean through the Alaska Panhandle" was being held.

To those outside of Canada, one would think we have no ports as yet on the Pacific Coast. With Vancouver, New Westminster and Prince Rupert ports, established many years ago, the only other logical port especially in the northern region and on Canadian territory would be at Stewart B.C. due to its geographical position and the natural outlet for the Peace River country.

This port, as you know, is at the head of Portland Canal. A 90 mile deepsea, waterway, separating the state of Alaska on the north, from British Columbia on the south and east. Portland Canal, being a land-locked waterway, affords an open port, free from ice the year round, at Stewart B.C. Having lived up in that country, both winter and summer, I am aware of the potential of sea transportation to both local and deep sea ships. Therefore I am at a loss to know why "Canada (for the Canadians)" should need a sea-port established in Alaska, when the facilities are already provided on Canadian territory. I might also point out here, that The Cassia Asbestos mine just east of Stewart, is looking forward to the completion of the Stewart-Cassiar highway, in order to get short transportation haul to tidewater at Stewart for their asbestos product, which, at present is forced to seek a round about route to Alaska for shipment. Likewise Granduc is hastily building facilities to avail themselves of a short haul at Stewart. And many of the mines which have been dormant in this immediate region, are now becoming active again- Bell-Irving being one property to take the lead.

It is regrettable there is no railway up in that region of B.C. not only to facilitate colonization of that northern region, but for the sake of those trying to bring properties into production and for the general economy for the province of British Columbia as a whole.

In 1912, Sir Donald Mann, an individual of great vision, as well as a railway builder, seeing the necessity of a road from the Peace River country to the head of Portland Canal, in order for the development of that region, laid 12 miles of steel from Stewart, eastward into the Bear River Valley, with his objective as the dormant wheat fields of the Peace. Unfortunately his activities were curtailed by the advent of war in 1914, and the road never reached the anticipated extension.

Hon. Arthur Laing.

May 20, 1965

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2.

This was most unfortunate. Had he realized his ambition, northern British Columbia would now be a thriving, prosperous empire, giving employment to every idle man in B. C.

It is not necessary for me to point out the fabulous wealth in resources in the region I have been speaking of. There are 60 million acres of land in the Peace River country of Alberta and B.C. suitable for not only general farming, and stock raising, but also growing some of the finest wheat in Canada. The growing season is short, but very rapid. Going westward from the Alberta boundary we have thousands of tons of coal at Hudson Hope and very hard anthracite at Groundhog. Timber, fish and minerals are encountered as one proceeds westward.

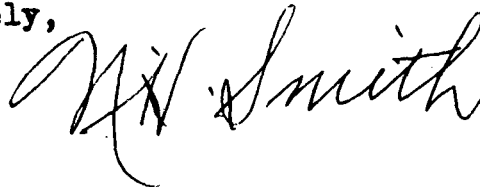
A railway of 400 miles from Fihlay Forks, or thereabouts, due west to the head of Portland Canal, would provide a short haul to tidewater, with low transportation costs. Until such a line is built, I can't see settlers coming in in very vast numbers to avail themselves of these farm lands awaiting the tilling of the soil.

Due to the fact that Stewart, B.C. is one day's nearer sail to the Orient than any other Pacific Coast port, means a great saving on wheat cargoes that could be shipped from northern B.C. and this in itself is a great saving. Besides wheat cargoes the Japanese are needing coal for their steel mills, and here again B.C. has the commodity to boost the economy of this province.

The enclosed "marked" map (in miniature) shows the short distance by rail through northern B.C.

Knowing you are conversant with the foregoing details, makes one wonder why Canada doesn't receive the preference over Alaska when the necessary potential is all ready and waiting for development, and which should obviate the necessity of building a Canadian port on the Pandandle of Alaska.

Sincerely,



Director, Northern Admin.

This replaces your draft of 19 Nov., copy attached

Mr. Yates

Ottawa, 28 November, 1963.

DEC 4 1963

Dear Mr. Phelps,

No. 355-2
FILE

I now wish to acknowledge your letter of July 19th, 1963, concerning transportation development of the Canadian north, and in particular the work done by the Battelle Institute. I have given the contents of your most interesting letter a closest scrutiny.

I am grateful to you for the proposals which you have forwarded. My own officials have studied your letter and have given me a report of the progress of our consideration of the Alaska Highway development project and of the other northern transportation studies which are of particular interest to yourself. It appears that at this time no additional feasibility programs will be contracted for but there is every likelihood that once serious discussions are got under way with the United States government and with the State of Alaska, that additional background materials will be necessary for our consideration. You can be certain that if outside consultants are to be employed your firm will be given every opportunity to be considered.

My thanks again for your letter.

Yours sincerely,

ORIGINAL SIGNED BY
ARTHUR LAING

Arthur Laing.

John L. Phelps, Esq.,
Stanley, Grimble, Roblin Ltd.,
Consulting Engineers,
P.O. Box 4095, Station D.
Vancouver, B.C.

Director, Northern Admin

K.W. STAIRS/C2

358-2

Ottawa, November 19, 1963.

Stanley, Grimble, Roblin Ltd.,
Consulting Engineers,
P.O. Box 4095, Station D,
Vancouver, B.C.

Attention: Mr. John L. Phelps

Dear Sirs:

I am sorry for the delay in replying to your letter of July 19th, 1963, outlining your Company's experience regarding a proposed study of "Transport Requirements for the Growth of Northwest North America".

We do not have any plans at the present time for carrying out a study of this type.

Should an occasion of this type arise in the future, we will consider your Company.

Yours very truly,

Arthur Laing.

B. J. H. H. H.

PA 15/11/63 E.P.A. m.D.
K.W. STAIRS/CE

355-2

Link K 12
18-11-63
Ottawa, November 19, 1963.

Stanley, Grimble, Roblin Ltd.,
Consulting Engineers,
P.O. Box 4095, Station D,
Vancouver, B.C.

Attention: Mr. John L. Phelps

Dear Sirs:

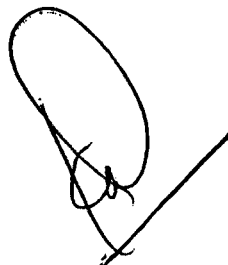
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We do not have any plans at the present time for carrying out a study of this type.

Should an occasion of this type arise in the future, we will consider your Company.

Yours very truly,

Arthur Laing.



NORTHERN ADMINISTRATION BRANCH

To:

Please:

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APPROVE
SIGN
NOTE AND FILE
NOTE AND RETURN
NOTE AND FORWARD TO:

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COMMENT
SEE ME
PHONE ME
REPLY DIRECT
REPLY DIRECT,
COPY TO ME

Please Prepare:

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FINAL REPLY
DRAFT REPLY
MEMO

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FOR SIG. OF Min
DUE BY Nov 20/63
CONSULT WITH _____

REMARKS:

NORTHERN ADMIN. BRANCH
OTTAWA, ONT.
NOV 14 1963
No. 7667
FILE 355-2
REFER TO K1

GRS. 350-1/2

FROM

H. Phillion

DATE

Nov. 17/63

000271

**Department of Northern Affairs and
National Resources**

OFFICE OF THE DEPUTY MINISTER

TO: *Director of NA* DATE *12 Nov 63*

For:

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Action

Comment

Approval

Direct Reply

As Requested

Note and File

Preparation of Reply by.....19.....

For Signature of.....*Minister*.....

<input type="checkbox"/>
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<input type="checkbox"/>

Information

Signature

Retention

Copy to this Office

May we Discuss

Note and Return

13.9.8.

000272

COPY

DEPARTMENT OF NORTHERN AFFAIRS AND NATIONAL RESOURCES

OFFICE OF THE DEPUTY MINISTER

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

DATE Nov. 11/63

TO: Mr. Sivertz

FROM: J.A.

REMARKS:

This letter has just shown up in the file retained by the Minister.

Please prepare a responsive reply and indicate to them that when work of this type is considered they will be kept in mind.

J.

000273

STANLEY, GRIMBLE, ROBLIN LTD.

CONSULTING ENGINEERS

MUNICIPAL - STRUCTURAL - INDUSTRIAL

EDMONTON - CALGARY - SASKATOON - PENTICTON - VANCOUVER

Handwritten:
See reply
15/11/63
66

D. R. STANLEY
B.Sc., S.M., B.D., P. Eng.

L. G. GRIMBLE
B.Sc., M.Sc., P. Eng.

H. L. ROBLIN
B.A.Sc., P. Eng.

P.O. BOX 4095
STATION D

VANCOUVER, B. C.

Telephone AMhurst 6-5055

July 19th, 1963

Handwritten:
X

Hon. Mr. Arthur Laing,
Minister of Northern Affairs
and ~~National~~ Resources,
House of Commons,
OTTAWA, Ontario.

Dear Mr. Laing:

For some time we have been very interested in the planning and development of the Canadian North, particularly with regard to transportation. We have examined the report, 'Transport Requirements for the Growth of Northwest North America', as prepared by the Battelle Memorial Institute.

It appears that in the not too distant future the Canadian Government will be discussing with the United States Government the possibilities of implementing some or all of the recommendations as ~~reported~~ to Congress by the Alaska International Rail and Highway Commission which were based on the Battelle study. In matters of such national importance, we feel that Canada should make studies of its own in order to assure the proper assessment of Canadian interests. The Battelle Report assumes substantial financial participation by the Canadian Government in the proposed program. If all the recommendations are implemented, this Canadian participation could involve the direct expenditure of over two hundred million dollars and probably large additional sums indirectly. No doubt you will agree that expenditures of this magnitude should not be incurred without first making certain that the projects have been justified by the most thorough technical and economic analyses possible. We also feel that a further study is now needed to up date the facts from 1960 when the Battelle Report was compiled.

Canada has traditionally entered into negotiations with United States largely dependent on technical studies which have been carried out either by experts in the American Government or by private American firms employed by their Government. It is rather naive to believe that such technical studies are entirely unbiased and correctly assess the interests of Canada. Obviously, what is needed is a completely independent report prepared from studies carried out by Canadians and paid for by the Canadian Government. Only in this way can Canada be assured that the recommendations and conclusions are not biased in favor of another country and that the investigations have thoroughly analysed the interests of Canada in a way that will provide the negotiators the information necessary to negotiate effectively.

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- 2 -

Hon. Mr. Arthur Laing,

July 19th, 1963

We would suggest that an independent study undertaken by a private firm would best meet the above requirements for several reasons. In the first place such a firm would have a different approach to the study than would a government department and it is of utmost importance that every possible approach to this problem be explored before the final conclusions are reached. No doubt many government departments will be vitally interested in this matter and will be making their own assessments of whatever studies are carried out by an independent Canadian firm. The Americans have used this approach and it is obvious that they have departments and facilities in their own Civil Service for doing such work. The second reason for utilizing a private organization is to provide an overall approach to the problem by utilizing all available information including such data as might be provided by several government departments. Thirdly, a private firm has the required flexibility to be able to draw in specialists from different fields when required. A fourth reason is that a private firm could work with various departments of the Federal Government as well as with the Provincial Governments without committing them to any specific policy. For these reasons we consider it essential that a private firm be commissioned to draw up a report similar to the one compiled by the Battelle Memorial Institute and respectfully submit that our firm has several unique qualifications for such a study.

Our firm maintains two offices in British Columbia and has performed engineering services in this province for the past eight years. A large staff of engineers is available in Alberta and a considerable amount of work has been done in the Canadian North. Some of the projects on which we have acted as consultants are outlined below:

The Yellowknife-Fort Rae Highway location and construction.

Location and construction of the bridges on the Hay River and Yellowknife Highways.

Member of the Peace River Bridge Re-construction Board

Demolition and re-construction of the Peace River Bridge

Water supply to the Army and Air Force at Whitehorse

Water fluoridation for the City of Whitehorse

Water and sewerage at Yellowknife, Fort Smith, Hay River and Inuvik

Planning and development of Hay River

Study of economic factors relating to construction of Pine Point Railway for the Edmonton Chamber of Commerce

The Principals and Senior Staff have been associated with the following:

...3/

- 3 -

Hon. Mr. Arthur Laing,

July 19th, 1963

The design and/or construction:

Nisultin Bay Bridge

Liard River Bridge

Highland River Bridge

Coal River Bridge

Kiskatinaw River Bridge

Sikanni Chief River Bridge

Muskwa River Bridge

Slims River Crossing

The operation and construction of diesel and hydro power plants at Whitehorse, Haines Junction and Watson Lake.

We wish to draw your attention to the fact that the first meeting of the Alaska International Rail and Highway Commission was held in 1957 and the final report was presented in 1961, a period ~~of~~ four years. It appears to us that public interest in northern transportation is rapidly increasing and that with the coastal ferries in operation there will be more pressure for an improved highway to Yukon and Alaska. To have sufficient data compiled in an orderly fashion so that it will be available for use in joint discussions will take a minimum of one year and perhaps longer. We therefore feel that this matter is urgent and would be pleased to be of service on this work.

Yours very truly,

STANLEY, GRIMBLE, ROBLIN LTD.



John L. Phelps, P. Eng.

JLP/sw

STANLEY GRIMBLE ROBLIN LTD.

CONSULTING ENGINEERS

MUNICIPAL STRUCTURAL INDUSTRIAL

EDMONTON - CALGARY - WASKATOON - PENTICTON - VANCOUVER

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B.Sc. M.S. P. Eng.
H. L. ROBLIN
B.A.S.T. P. Eng.

P.O. BOX 4095
STATION D

VANCOUVER, P. C.

Telephone AMhurs: 6-5055

EDMONTON JOURNAL - JULY 18, 1963

Edmonton Journal Alaska Road Conference Date Set

A conference on the paving of the Alaska Highway will be held Sept. 12 in Whitehorse as originally scheduled.

Bruce Mathew, Edmonton Chamber of Commerce and All Seeliger Alaska State Chamber of Commerce will co-chair the one-day conference.

Speakers and panel discussion members will include Senator Bob Bartlett, Alaska; J. Arthur Leing, minister, department of northern affairs; Gordon Taylor, Alberta minister of highways; P. A. Gagliardi, B.C. minister of highways; Gordon Cameron, commissioner for the Yukon.

L. G. Grumble, an Edmonton engineer, will present a technical paper, entitled - Factors to be Considered.

INDUSTRIAL CAMPS