

File Copy

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**FRASER  
CANYON  
NATIONAL  
HISTORIC  
PARK**

*A proposal and  
application to the  
Historic Sites and  
Monuments Board  
of Canada*

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**Regional District  
Of Fraser - Cheam**

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*Public  
Support*

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Back of previous page

LIST OF DOCUMENTS

1. Dec. 31, 1984 Letter from Henri Tetu, Director, National Historic Parks and Sites Branch, Parks Canada, to J.D. Orr, R.D.F.C.
2. Dec. 14, 1984 Letter from L. Friend, Asst. Sec., Historic Sites and Monuments Board of Canada to E. Pretty, Chairman, R.D.F.C.
3. Dec. 11, 1984 Letter from J.D. Orr, R.D.F.C. to H. Tetu, Director, National Historic Parks and Sites Branch, Parks Canada.
4. Dec. 11, 1984 Letter from J.D. Orr, R.D.F.C. to Dr. Charles Humphries, Historic Sites & Monuments Board of Canada.
5. Nov. 16, 1984 Letter from E. Pretty, Chairman, R.D.F.C., to Historic Sites and Monuments Board of Canada.
6. Oct. 26, 1984 Letter from Ross Belsher, M.P., to Mrs. Mary MacQueen, Director, R.D.F.C.
7. Oct. 16, 1984 Extract from R.D.F.C. Board Meeting Minutes, Oct. 16, 1984.
8. Oct. 10, 1984 Extract from R.D.F.C. Electoral Areas Committee Minutes, Oct. 10, 1984.
9. Sept. 10, 1984 Letter from H. Tetu, Director, National Historic Parks and Sites Branch, Parks Canada, to J.D. Orr, R.D.F.C.
10. Aug. 31, 1984 Letter from Hon. A.J. Brummet, B.C. Minister of Environment, to E. Pretty, Chairman, R.D.F.C.
11. Aug. 7, 1984 Letter from E. Pretty, Chairman, R.D.F.C. to Hon. A.J. Brummet, B.C. Minister of Environment.
12. July 26, 1984 Order-in-Council 1323 establishing Alexandra Bridge Park, Class "A" Provincial Park.
13. July 25, 1984 Extract from The Chilliwack Progress newspaper issue, July 25, 1984.
14. July 19, 1984 Letter from E. Pretty, Chairman, R.D.F.C., to Hon. A.J. Brummet, B.C. Minister of Environment.
15. July 17, 1984 Extract from R.D.F.C. Board Meeting Minutes, July 17, 1984.
16. July 5, 1984 Extract from R.D.F.C. Electoral Areas Committee Meeting Minutes, July 5, 1984.

17. June 4, 1984 Letter from Directors M. MacQueen and L. Forman to Hon. C. Caccia, Minister of Environment, Ottawa, and cover sheet of brief to Minister.

18. Nov. 8, 1982 Extract from The Vancouver Sun Newspaper, issue of Nov. 8, 1982.

19. Aug. 3, 1980 Letter from D.R. Bruce, Parks and Outdoor Recreation Division, B.C. Ministry of Lands, Parks and Housing, to R.D.F.C..

20. June 10, 1980 Extract from R.D.F.C. Special Meeting Minutes, June 10, 1980.

21. May 1, 1980 Extract from R.D.F.C. Minutes of a Public Meeting, May 1, 1980.

22. May 4, 1978 Extract from The Advance Newspaper, issue of May 4, 1978.

23. May 31, 1976 Extract from Minutes of Meeting of Historic Sites and Monuments Board of Canada and Ministerial Approval dated May 31, 1976.

24. June 27, 1974 Extract from B.C. Outdoors issue, June 27, 1984.

25. Undated Extract from Registry of Designated Heritage Sites and Objects in British Columbia: B.C. Ministry of Provincial Secretary and Government Services, Heritage Conservation Branch.

26. Aug. 12, 1985 Letter from Regional District Chairman, John Jansen, to the Honourable Suzanne Blais-Grenier.

27. Sept. 30, 1985 Letter from Regional District Chairman, John Jansen, to the Honourable Tom McMillan, Minister of Environment.

28. Oct. 18, 1985 Letter from R.D.F.C. to Hon. Tom McMillan, Minister of Environment

29. Oct. 24, 1985 Letter of support from Rainbow Country Visitors' Association to Hon. Tom McMillan, Minister of Environment

30. Nov. 1, 1985 Letter from Professor R.C. Harris, U.B.C., to Lawrence Friend, Assistant Secretary, Historic Sites and Monuments Board of Canada

31. Nov. 5, 1985 Letter of support from Mayor, Resort Municipality of Whistler, to Hon. Tom McMillan, Minister of Environment

32. Nov. 8, 1985 Letter of support from Yale and District Historical Society to Hon. Tom McMillan, Minister of Environment

33. Nov. 13, 1985 Letter of support from Corporation of the City of New Westminster to Hon. Tom McMillan, Minister of Environment

34. Nov. 25, 1985 Letter of support from Lower Mainland Municipal Association to Hon. Tom McMillan, Minister of Environment

35. Nov. 25, 1985 Letter of support from The Corporation of the District of Matsqui to Hon. Tom McMillan, Minister of Environment

36. Nov. 27, 1985 Letter of support from The Corporation of the City of Langley to Mrs. Ella Pretty, Director, Electoral Area "F", R.D.F.C.

37. Nov. 27, 1985 Letter of support from Mayor Michael Harcourt, City of Vancouver, to Hon. Tom McMillan, Minister of Environment

38. Nov. 27, 1985 Letter of support from The Corporation of the City of Langley to Hon. Tom McMillan, Minister of Environment

39. Dec. 3, 1985 Letter of support from Central Fraser Valley Regional District to Hon. Tom McMillan, Minister of Environment

40. Dec. 19, 1985 Letter of response to Mayor Michael Harcourt from the Hon. Tom McMillan, Minister of Environment

41. Dec. 23, 1985 Letter of support from Mayor John Agnew, District of Mission, to Hon. Tom McMillan, Minister of Environment

42. Jan. 6, 1986 Letter of support from The Corporation of the District of Kent to Hon. Tom McMillan, Minister of Environment

43. Feb. 11, 1986 Letter of support from Chairman, Greater Vancouver Regional District Board of Directors to John Jansen, Chairman, R.D.F.C.

44. Feb. 28, 1986 Letter of response from the Parliamentary Secretary to the Minister of the Environment to Directors MacQueen and Forman, R.D.F.C.

45. Mar. 3, 1986 Letter from the Hon. Tom McMillan, Minister of Environment, to John Jansen, Chairman, R.D.F.C.

46. Apr. 25, 1986 Letter from Ross Belsher, M.P., to John Jansen, Chairman, R.D.F.C.

47. May 2, 1986 Letter from Captain M.P. Pieters, The Military Engineers Museum Assn of Canada Inc., to the Yale and District Historical Society

48. May 17, 1986 Letter from Yale and District Historical Society to Captain Pieters, Canadian Forces School of Military Engineering, C.F.B., Chilliwack

49. May 22, 1986 Letter from John Jansen, Chairman, R.D.F.C., to the Hon. Tom McMillan, Minister of Environment

50. May 27, 1986 Letter from Director Mary MacQueen, R.D.F.C., to Mr. Bud Smith, The Military Engineers Museum, C.F.B., Chilliwack

51. May 27, 1986 Letter from Director Mary MacQueen, R.D.F.C., to Mr. Andy A. Craig, B.C. Pioneer Truckers, Gabriola, B.C.

52. June 2, 1986 Extract from "The Vancouver Sun" newspaper

53. June 3, 1986 Letter from Director Mary MacQueen, R.D.F.C., to the Hon. Tom McMillan, Minister of Environment

54. June 5, 1986 Copy of letter from the Hon. Tom Waterland, Minister of Agriculture & Food (B.C.), to the Hon. Tom McMillan, Minister of Environment

55. June 13, 1986 Letter of response from the Office of the Minister of the Environment to John Jansen, Chairman, R.D.F.C.

56. June 16, 1986 Letter of response from the Office of the Minister of the Environment to Director Mary MacQueen, R.D.F.C.

57. June 25, 1986 Copy of letter from Andy A. Craig of Gabriola, B.C., to the Hon. Tom McMillan, Minister of Environment

58. August 4, 1986 Letter from the Hon. Tom McMillan, Minister of the Environment, to John Jansen, Chairman, R.D.F.C.

59. August 26, 1986 Letter from the Hon. Tom McMillan, Minister of the Environment, to Mrs. Mary MacQueen, Vice-Chairman, R.D.F.C.

60. October 3, 1986 Letter from John Jansen, Chairman, R.D.F.C. to the Hon. Tom McMillan, Minister of the Environment

61. October 3, 1986 Letter from John Jansen, Chairman, R.D.F.C. to the Rt. Hon. Brian Mulroney, Prime Minister

62. October 21, 1986 Letter from the Office of the Minister of the Environment to John Jansen, Chairman, R.D.F.C.

63. Nov. 14, 1986 Letter from the Hon. Tom McMillan, Minister of the Environment, to John Jansen, Chairman, R.D.F.C.

64. Nov. 21, 1986 Letter from the Rt. Hon. Brian Mulroney, Prime Minister, to John Jansen, Chairman, R.D.F.C.

65. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to the Hon. W.N. Vander Zalm, Premier, B.C.

66. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to the Hon. C.S. Rogers, Minister of Environment and Parks

67. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to Ross Belsher, M.P. Fraser Valley East

68. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to James Rabbitt, M.L.A. Yale-Lillooet

69. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to the Hon. Tom McMillan, Minister of the Environment

70. Dec. 17, 1986 Letter from Lloyd Forman, Chairman, R.D.F.C. to the Rt. Hon. Brian Mulroney, Prime Minister

71. Dec. 30, 1986 Letter from J.T. Rabbitt, M.L.A. Yale-Lillooet to Lloyd Forman, Chairman, R.D.F.C.

72. January 15, 1987 Letter from Ross Belsher, M.P. Fraser Valley East, to Lloyd Forman, Chairman, R.D.F.C.

73. January 27, 1987 Letter from the Hon. William N. Vander Zalm, Premier, to Lloyd Forman, Chairman, R.D.F.C.

74. February 6, 1987 Letter from R.W. Watson, Secretary-Treasurer, Okanagan Mainline Municipal Association, to Lloyd Forman, Chairman, R.D.F.C.

75. Feb. 16, 1987 Letter from the Hon. Stephen Rogers, Minister of Environment and Parks, to Lloyd Forman, Chairman, R.D.F.C.

Back of previous page



Parks Canada Parcs Canada

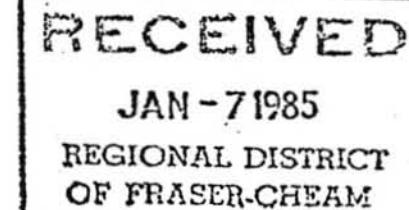
OTTAWA, Ontario K1A 1G2

DEC 31 1984

Our file Notre référence C-8400-4/B1

Your file Votre référence

Mr. J.D. Orr  
Administrator  
Regional District of Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, British Columbia  
V2P 7K4



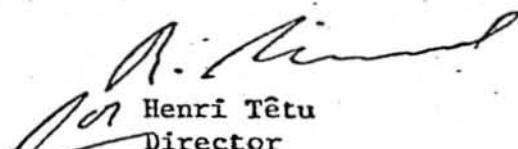
Dear Mr. Orr:

This is in reply to your letter of December 11 and enclosures concerning the Alexandra Bridge over the Fraser Canyon.

As you know, in mid November, Ms. Ella Pretty, Chairman of your Board of Directors wrote with respect to this matter to the Assistant Secretary, Historic Sites and Monuments Board of Canada. I enclose for your information a copy of Mr. Friend's reply to Ms. Pretty. I share his view that it would probably be better to bring the Bridge to the attention of the Board in the context of the study of Bridges in Canada, rather than to ask it to consider the structure without the comparative material available to it which such a broad study would provide. Nonetheless, the decision does rest with you and the other Directors of the Regional District of Fraser-Cheam.

Thank you for taking the time to write and for providing me with a copy of your proposal regarding the Alexandra Bridge.

Yours sincerely

  
Henri Tétu  
Director  
National Historic Parks  
and Sites Branch

Canada

National Parks  
Commission



Parcs nationaux  
parks natioanls

HISTORIC SITES AND  
MONUMENTS BOARD OF  
CANADACOMMISSION DES LIEUX ET  
MONUMENTS HISTORIQUES DU  
CANADAOTTAWA, Ontario K1A 1G2  
December 14, 1984

C-8400-4/BL

Ms. Ella Pretty, Chairman,  
Board of Directors,  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
Chilliwack, British Columbia  
V2P 7K4

RECEIVED  
JAN-7 1985  
REGIONAL DISTRICT  
OF FRASER-CHEAM

Dear Ms. Pretty:

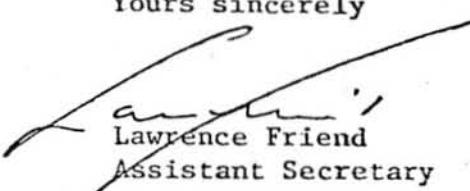
I read with interest your letter of November 16, and enclosures, proposing the 1926 Alexandra Bridge over the Fraser be the focal point of a new national historic park.

As you are aware, before Parks Canada could consider any form of involvement with the Bridge it must be declared to be of national significance by our Minister. Such declarations are made only on the recommendation of the Historic Sites and Monuments Board of Canada, which serves as her advisory body in historical matters. Thus, the first step is to bring the Bridge to the attention of the Board. Here, we have two options. I could place the Bridge on a Board agenda as soon as our resources permit the preparation of a background paper or the matter could be held over for consideration in the context of the major study on Bridges in Canada which will be getting underway this coming summer. As the Alexandra Bridge is but one of a number of moderate span suspension bridges in the interior of B.C., and as the Board is hesitant to deal with matters in isolation, I would suggest that it would be most appropriate to follow the second course. This feeling is reinforced by the fact that the resource is not under any threat and in fact has been established as a provincial park. I leave it in your hands, however. Please, drop me a short note advising me of your wishes in this regard.

As a matter of interest, I should mention that both Joseph William Trutch and the Cariboo Wagon Road have been declared to be of national significance and have been commemorated by plaques at Spuzzum Bridge and Barkerville, respectively.

In closing may I thank you for bringing the Alexandra Bridge to our attention. I am looking forward to hearing from you with respect to placing the Bridge before the Board for consideration.

Yours sincerely



Lawrence Friend  
Assistant Secretary



## REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

ADMINISTRATION

DEPT. \_\_\_\_\_

FILE No. \_\_\_\_\_

December 11, 1984

Mr. Henri Têtu,  
Director,  
National Historic Parks & Sites Branch,  
Parks Canada,  
Ottawa, Ontario  
K1A 1G2

Dear Mr. Têtu,

Enclosed please find a copy of the brief and covering letter pertaining to the preservation of the Alexandra Bridge as a national historic site, which was recently forwarded to Ottawa.

The Board of Directors of the Regional District of Fraser-Cheam requested that I forward this material to you in anticipation that you will have the opportunity of adding your support in securing Federal recognition of this very significant part of Canada's history.

Thank you for your interest and attention to this matter on behalf of the Regional District.

Yours truly,

J.D. Orr,  
Administrator

JDO/mej

Enclosure



# REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

December 11, 1984

DEPT. ADMINISTRATION

FILE No. \_\_\_\_\_

Dr. Charles Humphries,  
B.C. Member,  
Historic Sites & Monuments Board of Canada,  
Department of History,  
University of B.C.  
Vancouver, B.C.  
V6T 1W4

Dear Dr. Humphries,

Enclosed please find a copy of the brief and covering letter pertaining to the preservation of the Alexandra Bridge as a national historic site, which was recently forwarded to Ottawa.

The Board of Directors of the Regional District of Fraser-Cheam requested that I forward this material to you in anticipation that you will have the opportunity of adding your support in securing Federal recognition of this very significant part of Canada's history.

Thank you for your interest and attention to this matter on behalf of the Regional District.

Yours truly,

J.D. Orr,  
Administrator

JDO/mej

Enclosure



## REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE

November 16, 1984 CHILLIWACK, B.C. V2P 7K4

PHONE 792-0061

DEPT. \_\_\_\_\_

FILE NO. \_\_\_\_\_

The Assistant Secretary  
Historic Sites and Monuments Board of Canada  
Ottawa, Ontario  
K1A 1G2

Dear Sir/Madam:

**RE: ALEXANDRA BRIDGE: A PROPOSAL FOR A NEW PARK FACILITY**

Please find enclosed a short brief prepared in connection with this Region's attempts to obtain a new park facility at the Alexandra Bridge in the Fraser-Canyon.

As you may be aware the British Columbia Provincial Government has very recently elevated this reserve of Crown Provincial land to Class "A" Park status. We are extremely pleased that this area is finally receiving the recognition which this Regional Government believes that it deserves.

We feel that the preservation and dedication of the bridge facility as a national historic park is long overdue. We are in receipt of a small brochure which explains the work of the Historic Sites and Monuments Board of Canada and includes a summary of its terms of reference. The structure and surrounding area, which includes remnants of many trails and archaeological remains, has figured extremely significantly in the resource and transportation history, not only of this Province but also of this Nation. We feel that it can meet the criteria of the Board in a number of different categories.

I understand that Parks Canada has already discussed the possibility of commemorating the work of Joseph William Trutch, one of British Columbia's first civil engineers. The significance of the Bridge, however, is not limited to its architectural and engineering interest. A number of other themes present themselves and would allow for the development of what, in our view, could be one of the most interesting interpretative centres in the Parks system. The rail journey through the Fraser Canyon has to be one of the most remarkable travel experiences offered anywhere on the Continent. To our knowledge, although well treated in the

REGIONAL DISTRICT OF FRASER-CHEAM  
November 16, 1984

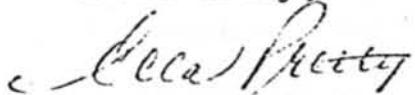
Page 2

media, there is no major interpretive centre in the Parks system which includes the building of the national railroads as one of its themes.

We would appreciate it if you would review the enclosed brief and instruct us further in the matter of a formal application. Should you choose to include this item on a future agenda of the Board we would be happy to prepare a more fully documented application package. We are a small region, however, with a very small staff and I would ask that you provide us with further instruction in this matter.

We look forward to a positive outcome to our initiative. Please do not hesitate to contact me should you require any further information or assistance.

Yours truly,



Ella Pretty  
Chairman  
Board of Directors

/kmg

c.c. Dr. Charles Humphries, B.C. Member, Historic Sites and Monuments Board of Canada

Mr. Ross Belcher, M.P.

Mr. Henri Têtu, Director, National Historic Parks and Sites Branch, Parks Canada

Mr. Kun, Director, Western Region, Parks Canada  
Regional Director, Parks Branch, Ministry of Lands  
Parks and Housing

Director Mary MacQueen, Electoral Area "B"

Director Lloyd Forman, Electoral Area "A"



HOUSE OF COMMONS  
CANADA

26th October, 1984

Mrs. Mary McQueen,  
32165 Trans-Canada Highway,  
Yale, B.C.  
V0K 2S0

Dear Mrs. McQueen,

This is just a short note to let you know I have reviewed the proposals for a designation of a new park facility at Alexandra Bridge.

I am pleased you sent me a copy of this and will be interested to see how it progresses.

Yours sincerely,

*Gillian James*

P.P. Ross Belsher, M.P.  
Fraser Valley East

:gj

EXTRACT FROM R.D.F.C. MINUTES OF REGIONAL  
BOARD MEETING OCT 16, 1984

BOARD 1984 OCT 16

IV. MINUTES OF THE ELECTORAL AREAS COMMITTEE

468(84) MacQUEEN ) That a letter and supporting documentation be forward  
NASH ( to Dr. Charles Humphries in support of declaring Old  
Alexandra Bridge a Federal Heritage Parksite.

CARRIED

EXTRACT FROM R.D.F.C. ELECTORAL AREAS

COMMITTEE MINUTES OCT. 10 1984

ELECTORAL 1984 OCT 10

16. Item E84/111: Alexandra Bridge

The Committee reviewed the documentation circulated with the Agenda and agreed that an additional emphasis should be placed upon the need for federal assistance for recognition and preservation of the site at Alexandra Bridge.

341(84) MacQUEEN ) That the Electoral Areas Committee recommends  
PRETTY ( that the Regional Board forward the documentation  
to Dr. Charles Humphries and that he be asked  
to provide assistance in securing federal  
recognition and support for the site at Alexandra  
Bridge.

CARRIED

OTTAWA, Ontario K1A 1G2

SFD 10 1984

Our No. Notre référence

Your No. Votre référence 10-12-13-00

Mr. J.D. Orr  
Administrator  
Regional District of Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, British Columbia  
V2P 7K4

Dear Mr. Orr:

Mr. Kun, Director Western Region, Parks Canada in Calgary has asked me to respond to your letter of August 9 concerning the brief "Alexandra Bridge: Proposal for Designation of a New Park Facility."

I am sorry but I have no knowledge about either the contents or the whereabouts of the brief delivered to Ottawa by Mr. Forman, Chairman of the Regional Economic Development Commission. Consequently I am not in the position to provide any information relating to the future of the Alexandra Bridge from the standpoint of what is contained in the brief.

I should point out that the National Historic Parks and Sites Branch of Parks Canada can only become involved with those persons, places or events which the Minister of the Environment has declared to be of national historic or architectural significance.

Such declarations are based on the recommendations of the Historic Sites and Monuments Board of Canada, the Minister's advisors in such matters. The Board has not received a request to consider the national significance of the Alexandra Bridge. I have enclosed a copy of the booklet Recognizing Canadian History which outlines the activities of the Board.

Yours sincerely

*Henri Tétu*  
Henri Tétu  
Director  
National Historic Parks  
and Sites Branch

Encl.

Canada



Province of  
British Columbia

OFFICE OF THE  
MINISTER

Ministry of Lands,  
Parks and Housing

Parliament Buildings  
Victoria  
British Columbia  
V8V 1X4

**RECEIVED**  
SEP - 51984  
REGIONAL DISTRICT  
OF FRAZER-CHEAM

File: 1-2-5-223

August 31, 1984

Chairman Ella Pretty and  
Members of the Board  
Regional District of  
Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, B.C.  
V2P 7K4

Dear Chairman Pretty and Members of the Board:

Thank you for your letter of August 7, 1984,  
regarding Alexandra Bridge Provincial Park.

I appreciate receiving the material which you  
enclose and can assure you that the concerns of the Board  
will be addressed when my Ministry prepares a master plan  
for the park.

In the meantime, my Regional staff will be  
meeting with that of the Ministry of Transportation and  
Highways, which currently is managing the site, with a  
view toward arranging an orderly transition to Parks and  
Outdoor Recreation Division control. You may be certain  
that the site will be adequately managed by staff of my  
Ministry both prior to and after any development that  
might take place.

Yours sincerely,

Anthony J. Brummet  
Minister



## REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

**COPY**

DEPT. Planning

FILE NO. \_\_\_\_\_

August 7, 1984

The Hon. A. J. Brummet  
Minister of Lands, Parks and Housing  
Parliament Buildings  
Victoria, B. C.  
V8V 1X4

Dear Mr. Minister:

RE: ALEXANDRA BRIDGE PROVINCIAL PARK

Please find enclosed a variety of materials relating to a recent item included in the Agenda for the Regional Board of Directors meeting of July 17th, 1984.

Since the passage of the resolution by the Board requesting that the Alexandra Bridge Park Reserve be elevated to Provincial Park status, we have learned that the Cabinet has already elected to undertake this step. We are delighted to learn of this development.

The newspaper announcement was lacking in detail. We would appreciate any further information which your staff may be able to convey to us. In the interim, we are forwarding a short brief and a covering letter, drafted a couple of weeks ago, for your perusal and further consideration.

Yours very truly,

Ella Pretty (Mrs.)  
Chairman of the Regional Board

/ci

Encls.

BRITISH



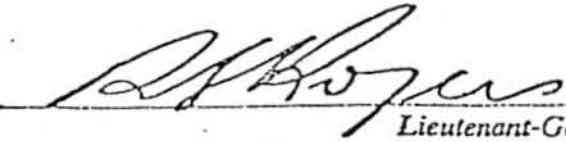
COLUMBIA

AUG 15 1984

REG. & ELE. REC'D.  
OF FRASER RIVER M.

1323

APPROVED AND ORDERED JUL 26 1984

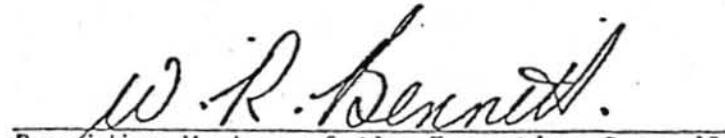
  
Lieutenant-Governor

EXECUTIVE COUNCIL CHAMBERS, VICTORIA JUL 25 1984

On the recommendation of the undersigned, the Lieutenant-Governor, by and with the advice and consent of the Executive Council, orders that

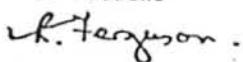
the Crown land described in the Schedule is established as a Class "A" Provincial Park and the name is declared to be Alexandra Bridge Park.

  
H.G. Braund  
Minister of Lands, Parks & Housing

  
W.R. Bennett  
Presiding Member of the Executive Council

copies to:

B. Neal  
B.C. Asses. Auth.  
V. Collins



JUL 31 1984

File: 2-7-5-223 *(This part is for administrative purposes and is not part of the Order.)*

Authority under which Order is made:

Act and section Park Act, Section 5(1)(a)

Other (specify) \_\_\_\_\_

Statutory authority checked by

*Blair Reilly (C. Reilly)*

(Signature and typed or printed name of Legal Officer)

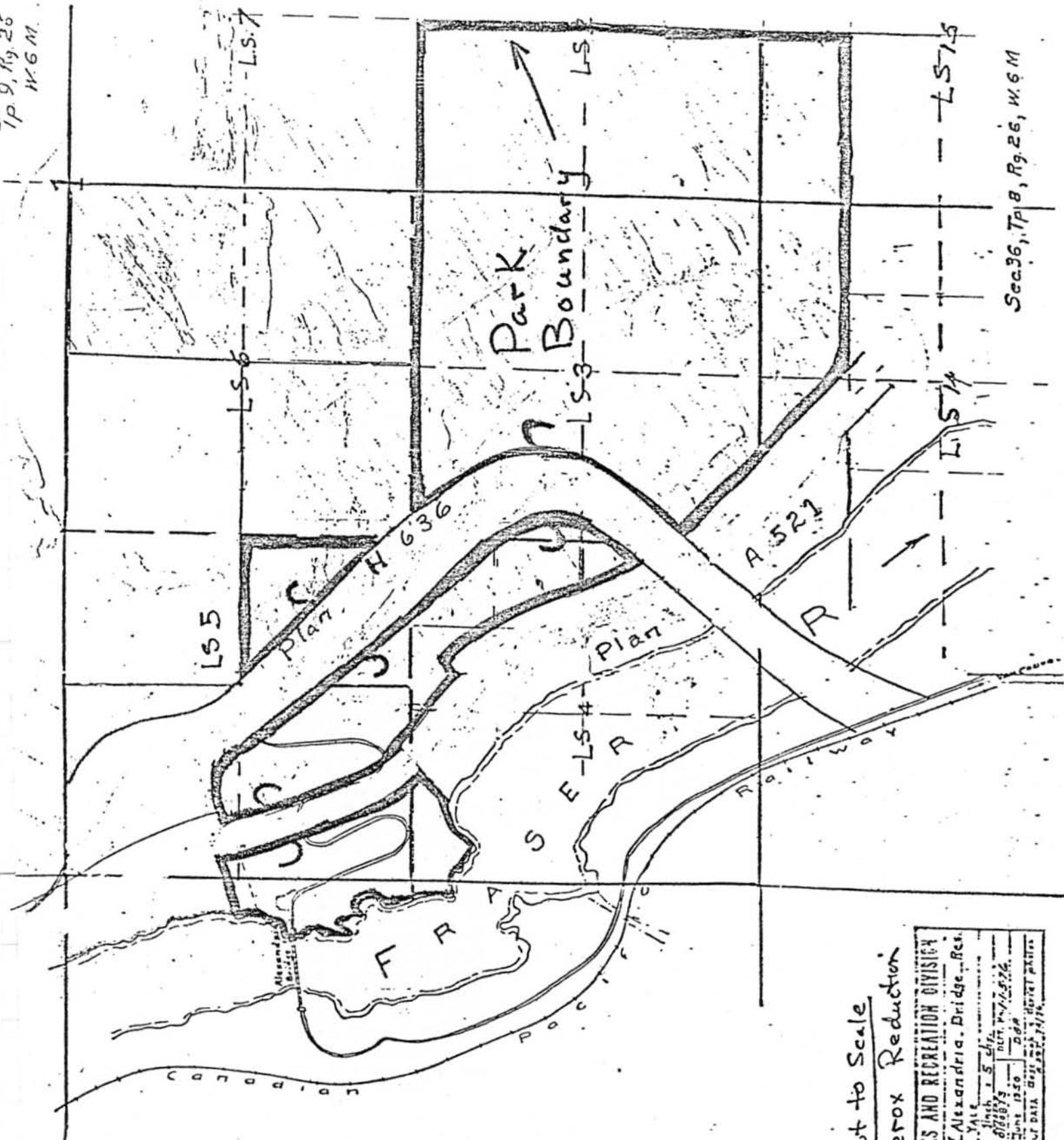
### Schedule

All Crown land in Kamloops Division of Yale District described as:

- 1) the  $\text{N}\frac{1}{2}$  of  $\text{NW}\frac{1}{4}$  of L.S. 15, Sec. 36, Tp. 8, Rge. 26, W6M;
- 2) the  $\text{N}\frac{1}{2}$  of  $\text{NE}\frac{1}{4}$  of L.S. 14, Sec. 36, Tp. 8, Rge. 26, W6M, except Plans A521, A1773 and CG896;
- 3) the  $\text{N}\frac{1}{2}$  of the  $\text{NW}\frac{1}{4}$  of L.S. 14, Sec. 36, Tp. 8, Rge. 26, W6M except Plans A521 and A1773;
- 4) the  $\text{W}\frac{1}{2}$  of L.S. 2, Sec. 1, Tp. 9, Rge. 26, W6M;
- 5) L.S. 3 of Sec. 1, Tp. 9, Rge. 26, W6M except Plans A521, A1773, H636 and Plan CG896;
- 6) that part of frac. L.S. 4, Sec. 1, Tp. 9, Rge. 26, W6M lying east of Fraser River except Plans A521 and A1773;
- 7) the  $\text{S}\frac{1}{2}$  of L.S. 5 of Sec. 1, Tp. 9, Rge. 26, W6M except Plans A521 and H636;
- 8) the  $\text{NW}\frac{1}{4}$  of L.S. 5 of Sec. 1, Tp. 9, Rge. 26, W6M except Plan A521, Plan H636 and that part of the  $\text{NW}\frac{1}{4}$  of L.S. 5 lying N.E. of Plan H636;
- 9) those parts of L.S. 1 and 8 of Sec. 2, Tp. 9, Rge. 26, W6M lying east of the Fraser River except Plan A521;

the whole containing 55 hectares, more or less.

7P. 9, Rg. 26  
W. 6 M.



Not to Scale  
Xerox Reduction

PARKS AND RECREATION DIVISION  
City of Alexandria, Bridge Run  
1. Scale: 1 mile = 1.5 inches  
2. Date: 1973  
3. Source: Data from 1973  
4. Date: 1973

Sec. 36, T.P. 8, Rg. 26, W. 6 M.

CHILLIWACK PROGRESS NEWSPAPER, July 25 '84

## Region wants canyon park

Fraser-Cham Regional Board is trying to revive the idea of a park and campground in the vicinity of Alexandra Bridge in the Fraser Canyon.

Electoral Area "A" director Lloyd Forman prepared a brief on the subject when he was a member of the recent inter-regional delegation to Ottawa.

Now regional chairman Ella Pretty is writing to Tony Brummet, provincial minister of lands, parks and housing, supporting the idea.

"As you may be aware, there has been interest shown in the past by local citizens and, we understand, by the provincial parks branch in creating a park facility in this area," says Pretty.

"We believe that land

was reserved some years ago for this purpose."

She suggests that, with Expo 86 approaching and a large influx of visitors expected to the lower mainland, this would be an appropriate time to review the status of this land.

She is urging the creation of a Class A park on lands now reserved east of the Trans-Canada Highway at the Alexandra bridge, as well as a campground of around 50 sites in the area.

Further suggested steps include:

- Federal funding for maintenance of the old Alexandra bridge as well as interpretation of the historic attractions of the site.
- A concession for a private campground.
- Some supervision by provincial parks branch staff.

"We believe that this project, which would be of enormous benefit to the tourist industry and to the economic development of the region, could be completed at minimal cost to the provincial agencies," Pretty writes.

A provincial campground existed in the area some years ago.



## REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

**COPY**

July 19, 1984

The Hon. A.J. Brummet,  
Minister of Lands, Parks and Housing,  
Parliament Buildings,  
Victoria, B.C.  
V8V 1X4

Dear Mr. Minister:

re: Alexandra Bridge - Proposal for  
a new park facility

We enclose for your attention a short brief prepared in connection with a recent delegation to Ottawa by Director Lloyd Forman. As you may be aware, there has been interest shown in the past by local citizens and, we understand, by the Provincial parks branch in creating a park facility in this area. We believe that land was reserved some years ago for this purpose.

The transportation theme for, and focus of, Expo '86, and the large influx of visitors to the Lower Mainland which this will bring, would suggest that this is an appropriate time to review the status of these lands. We would ask that your Ministry examine the possibility of establishing a Class A park on those lands now reserved east of the Trans Canada Highway at the Alexandra Bridge.

In the event that your Ministry concurs with this suggestion, we would further request that consideration be given to the construction of a small (fifty ± site) camp-ground facility.

We hope that you would agree with our proposal which would, if approved, call for:

- (i) federal funding for maintenance of the old Bridge and interpretation of the historic attractions of the site;
- (ii) a concession for the operation of (and possibly the construction of) a campground facility by the private sector;
- (iii) minimal supervision by staff of the Provincial parks branch.

We believe that this project, which would be of enormous benefit to the tourist industry and to the economic development of the Region, could be completed at minimal cost to the provincial agencies. We would hope that you could support it on this basis and look forward with anticipation to a positive outcome of your review.

Please do not hesitate to contact me, if I can be of further assistance.

Yours very truly,

(Mrs.) Ella Pretty  
Chairman of the Board

Encl.

c.c. the Hon. T. Waterland, M.L.A.  
the Hon. C. Richmond, Minister of Tourism  
Rainbow Country Visitors' Bureau

*Ella Pretty*  
EP:im

EXTRACT FROM R.D.C. BOARD MINUTES  
JULY 17, 1954

BOARD 1954 JUL 17

2. E84/111: Alexandra Bridge - Proposals for a new park facility

339(84) FORMAN ) That the letter to the Minister of Lands, Parks  
MacQUEEN ( and Housing, as drafted, be forwarded over the  
signature of the Chairman of the Board.

CARRIED

EXTRACT FROM RDPO ELECTORAL AREAS  
COMMITTEE MINUTES JULY 5, 1984

ELECTORAL 1984 JUL 5

19. Item E84/111 - Alexandra Bridge - Proposal for a New Park Facility

Jenny Cave reported that Director Forman, as part of his delegation to Ottawa, had delivered a brief, on behalf of himself and Director MacQueen, requesting that consideration be given to establishing a National Historic Park at the site of the old Alexandra Bridge. To this point no contact had been made with

Provincial authorities on the matter of the Park Reserve lands adjoining the area. She reminded members of the public meetings held in connection with the Official Regional Plan and of the requests, received at that time, that a publicly-owned campground be established in the Canyon area.

219(84) FORMAN ) That the Electoral Areas Committee recommends  
MACQUEEN ( that

- i) the brief prepared in connection with the proposal for a new park facility at the Alexandra Bridge be forwarded to Hon. Tony Brummet, Minister of Lands, Parks and Housing, and
- ii) the Provincial Cabinet be petitioned to elevate those lands currently reserved east of the Trans Canada Highway at the Alexandra Bridge to Class A Park status and
- iii) in the event of such designation, the Minister of Lands, Parks and Housing be requested either to develop, or to grant a concession to permit the development of, a 50-site overnight campground.

CARRIED



# REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

DEPT. \_\_\_\_\_

FILE No. \_\_\_\_\_

The Honourable Charles Caccia,  
Minister of Environment,  
House of Commons,  
Ottawa, Ontario

June 4, 1984

Dear Mr. Minister:

re: Alexandra Bridge, Fraser Canyon:  
A delegation.

We are writing to you in connection with the designation of the Old Alexandra Bridge as a Park facility. We understand that the Provincial Government has shown some interest in establishing a Class A park in the vicinity of the old Alexandra Lodge and of the new bridging area. However, we are of the view that the historic significance of the bridge warrants recognition at a national level and that national historic park status is long overdue. Local reports indicate that the Old Bridge is showing signs of deterioration and that the physical structures built in and around the area are now falling into disrepair. In addition, connecting routeways and historic trails which once crossed the area are being obliterated by time and alternative land use.

The unique character of the Fraser Canyon and the feats of engineering displayed in the construction of not just one but two national trans-continental rail routes and the major national road artery through the area are sufficient in our opinion to warrant appreciation by Canadians everywhere. There is currently no publicly owned interpretive stopping point in the Canyon which attests to the importance of this area as a centre of national transport and resource industry history.

A project of this nature has long been supported by local residents. Further, the location of the Bridge in a sparsely populated area of the Canyon makes it particularly attractive for the development of an appealing public facility.

It is our hope that you will afford this proposal serious consideration and the highest priority. In the interim, should you require further information please feel free to contact either of us, at your convenience.

Yours truly,

*Mary MacQueen*

Mary MacQueen  
Director, Electoral Area B

*Lloyd Forman*

Lloyd Forman  
Director, Electoral Area A

C.C. Mr. Alex B. Patterson, M.P.  
Regional Director, Parks Canada, B.C.  
Regional Director, Parks Branch, Ministry of  
Lands, Parks & Housing

40-12-13-000  
10-36-40-000  
10-35-54-111

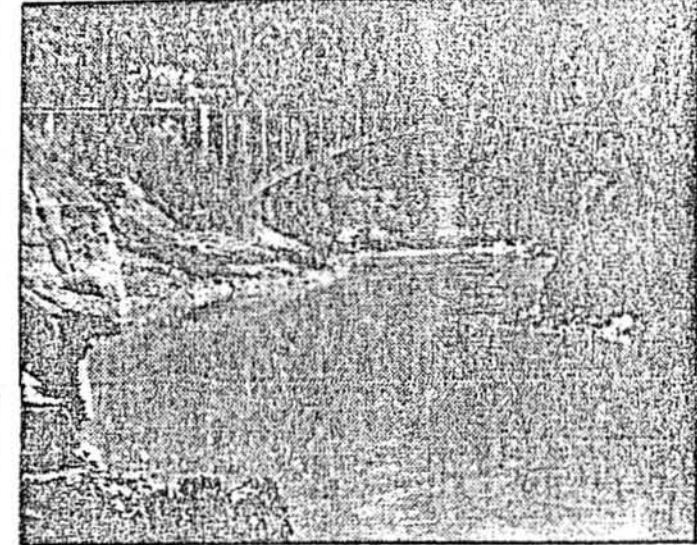
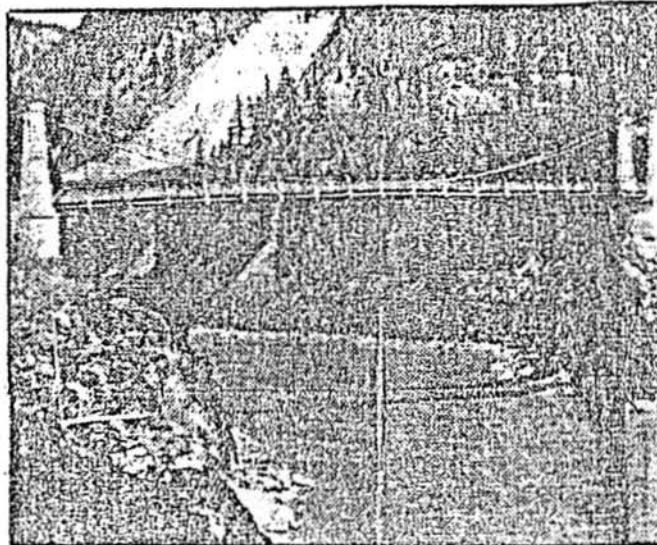
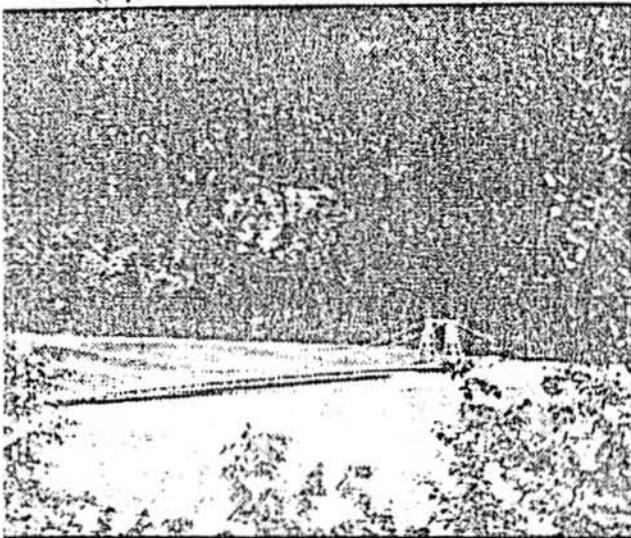
ALEXANDRA BRIDGE  
FRASER-CANYON  
B.C.

Proposals for designation of  
a new Park Facility

A delegation by  
Director Lloyd Forman,  
Ottawa, June, 1984.



REGIONAL DISTRICT OF FRASER-CHEAM



DAVE MARTIN PHOTO

LEFT to right: the first Alexandra bridge, built in 1863, its successor and the present-day version

## Bridges that span the generations

Part in a series about transportation in  
from cedar canoes of the last century to  
niced light rapid transit of the 1980s.

DAVE MARTIN

the autumn of 1860, the first major gold  
strike in the Cariboo was made at Keighly  
Creek. Within weeks, thousands of prospec-  
tours poured into the Interior.

On May 2, 1861, Governor Douglas reported  
in London, "The confirmed impression is . . .  
a gold field of extraordinary richness has  
been discovered." Five weeks later he  
wrote, "We are daily receiving the most ex-  
traordinary accounts of the almost fabulous  
riches of the Antler Creek and Cariboo dig-  
gings."

Miners knew the miners would soon need  
large amounts of food and equipment. He felt  
it was "natural to" "make a ne-  
cessity by . . .

Thomas Spence worked on the stretch from  
Boston Bar to Lytton. Spence also built a  
bridge across the Thompson river at Cook's  
Ferry, now Spences Bridge.

Walter Moberly and Charles Oppenheimer  
had the contract for the part along the  
Thompson River from Lytton to Spences  
Bridge.

From Yale the Cariboo Wagon Road fol-  
lowed the west bank of the Fraser to Spuzzum,  
an Indian word meaning "little flat." Here  
the engineers recommended the road  
cross to the east side of the river.

Joseph Trutch began work on a bridge  
across the canyon in 1863. Two-and-a-half  
months later, the first suspension bridge in  
B.C. was finished.

Two strong cables 153 metres long held the  
bridge up. Each of these cables contained  
1,200 wires carefully woven together. The  
cables were 13 centimetres in diameter,  
about the size of a large can of peanut butter.

How do you think Trutch got these enormous  
cables to Spuzzum? They were much too large to coil up. They were too heavy for  
men to carry along the narrow trail, and too  
long and awkward to transport by mule train.

Trutch solved the problem by using mules  
to bring in bales of wire. Then the wire was  
twisted into steel cable at the bridge site.

During the opening ceremony, a four horse  
team pulled a wagon loaded with 2,727 kilo-  
grams of freight out to the middle of the  
bridge. Even under this weight, the hand-  
built bridge sagged less than 63 millimetres,  
about the diameter of a pencil.

The bridge was named Alexandra Bridge  
after Princess Alexandra of Wales. The original  
bridge was badly damaged during the  
Fraser River flood of 1894. It was replaced in  
1926 when the Fraser Canyon Highway was  
rebuilt.

Today a modern highway bridge, opened in  
1962, spans the Fraser at Alexandra. As you  
cross this bridge, look "river" The second

Explaining an election

# Bridges that span the generations

Ninth in a series about transportation in C., from cedar canoes of the last century to advanced light rapid transit of the 1980s.

by DAVE MARTIN

In the autumn of 1860, the first major gold strike in the Cariboo was made at Keithly Creek. Within weeks, thousands of prospectors poured into the Interior.

On May 2, 1861, Governor Douglas reported to London, "The confirmed impression is... that a gold field of extraordinary richness has now been discovered." Five weeks later he wrote, "We are daily receiving the most extraordinary accounts of the almost fabulous wealth of the Antler Creek and Cariboo diggings."

Douglas knew the miners would soon need large amounts of food and equipment. He felt it was essential to find a new route by which supplies could be unloaded from sternwheelers at Yale and be taken by wagons to the Cariboo.

In 1861 he ordered the Royal Engineers to survey a wagon road through the Fraser Canyon. The following year work began on a 640-kilometre road from Fort Yale to Barkerville.

The Royal Engineers built the two most difficult parts of the road. These were the 10-kilometres immediately north of Yale and the 10-kilometres east from Spences Bridge along the Thompson River.

A crew of 53 engineers began working on the Yale section in May, 1862. Sheer rock walls were cut through or blasted away. Narrow ledges were widened by chipping away the solid rock. Trees were chopped down and used to build bridges or to support the road on its high above the swirling water.

The easier parts of the road were built by private contractors. Joseph Trutch, later C.'s first lieutenant-governor, built the sec-

Thomas Spence worked on the stretch from Boston Bar to Lytton. Spence also built a bridge across the Thompson river at Cook's Ferry, now Spences Bridge.

Walter Moberly and Charles Oppenheimer had the contract for the part along the Thompson River from Lytton to Spences Bridge.

From Yale the Cariboo Wagon Road followed the west bank of the Fraser to Spuzzum, an Indian word meaning "little flat." Here the engineers recommended the road cross to the east side of the river.

Joseph Trutch began work on a bridge across the canyon in 1863. Two-and-a-half months later, the first suspension bridge in B.C. was finished.

Two strong cables 153 metres long held the bridge up. Each of these cables contained 1,200 wires carefully woven together. The cables were 13 centimetres in diameter, about the size of a large can of peanut butter.

How do you think Trutch got these enormous cables to Spuzzum? They were much too large to coil up. They were too heavy for men to carry along the narrow trail, and too long and awkward to transport by mule train.

Trutch solved the problem by using mules to bring in bales of wire. Then the wire was twisted into steel cable at the bridge site.

During the opening ceremony, a four horse team pulled a wagon loaded with 2,727 kilograms of freight out to the middle of the bridge. Even under this weight, the hand-built bridge sagged less than 63 millimetres, about the diameter of a pencil.

The bridge was named Alexandra Bridge after Princess Alexandra of Wales. The original bridge was badly damaged during the Fraser River flood of 1894. It was replaced in 1926 when the Fraser Canyon Highway was rebuilt.

Today a modern highway bridge, opened in 1962, spans the Fraser at Alexandra. As you cross this bridge, look upriver. The second bridge, now almost 60 years old, still stands.

In return for building roads and bridges, the contractors were allowed to collect a toll or fee from travellers who used their section of the wagon road.

Freight wagons crossing Alexandra Bridge, for example, had to pay \$8.14 per 1,000 kilograms. A stage coach pulled by four or more horses paid \$2. Joseph Trutch had the right to collect these tolls for seven years.

In less than three years this amazing road was finished. Remarkably, the total cost of building the 640 kilometres was only \$1,250,000, an average cost of \$1,953 per kilometre.

During the 1950s the road through the canyon was rebuilt. New tunnels were drilled, the road was made wider, and many steep curves were eliminated. The cost, however, was much higher than in 1863. One stretch of roadway only 1.5 kilometres long cost \$823,149.

## Explaining an election

*On Nov. 20, British Columbians will be voting in the municipal elections to elect their representatives for local governments. During the next two weeks news stories will be keeping voters informed about the candidates and what they have to say.*

*What is an election? Charles Ungerleider explains.*

Whenever people live together, they need to make decisions about how they will meet their needs, carry out necessary jobs and resolve conflicts. People living in groups need government.

In some groups, the people govern themselves, making all of the decisions about the group. In most groups the people give their power to elected representatives who act for the people for a limited period of time.

The process of choosing a representative by voting is called an election. A vote

is basically a choice among those people (candidates) who have said they want to represent the people.

Candidates often belong to associations of people who work together to gain acceptance for the cause or opinion they hold in common. These associations are called political parties. Candidates not connected with any political party are called independents.

Before elections, candidates campaign to attract supporters. An important part of the campaign is the candidate's attempt to make his or her opinions about issues clear to the voters.

The promises which candidates make about what they will do if they are elected to the government are called a political platform.

*Follow the news about the campaign of the candidates in your area.*

AGV. Dave Martin is a teacher-consultant with the Vancouver school district.



Document 19.

Our File: ALEXANDRA BRIDGE

August 13, 1980

Secretary-Treasurer  
Fraser-Cheam Regional District  
46208 Airport Road  
Chilliwack, B. C.  
V2P 1A5

Dear Sir:

Re: Class 'A' Provincial Park Proposal  
- Alexandra Bridge

The attached pages summarize a study that will propose the establishment of a Provincial Park at Alexandra Bridge. Your comments would be appreciated at this time, in advance of the normal clearance procedure of Lands and Housing Regional Operations Division.

The intention here is for Provincial Parks to assume jurisdiction of the existing U.R.E.P. Reserve and two other small parcels currently under the wing of the Ministry of Highways (1928 bridge approach reserve and a gravel reserve west of Highway #1).

The Provincial Park would provide expanded roadside picnicking opportunities and focus on the outstanding interpretive potential of the historic site. In addition, a campground with 50 units is proposed for the east side of the highway. Access to and from both sides of the highway will be upgraded.

Except for service vehicles, pedestrian traffic only will be allowed down the old highway, over a new level crossing (CNR tracks) and to the bridge itself.

Please direct your comments to the undersigned by September 1, 1980. If you have any specific queries, do not hesitate to telephone me at 929-1291. Thank you.

Yours truly,  
D. R. Bruce

Regional Master Planner

EXTRACT FROM THE MINUTES OF A  
SPECIAL MEETING OF THE BOARD  
OF DIRECTORS OF THE REGIONAL  
DISTRICT OF FRASER CHEAM ON  
JUNE 10, 1980

FREEMAN )  
PRETTY (

Resolved that Provincial park management at Sasquatch and Chilliwack Lake Parks be improved; that when additional Provincial parks are opened in the Region that adequate funding is available to assure proper management; and that priority be given to the development of a campground in the Fraser Canyon area.

Carried

EXTRACT FROM THE MINUTES OF A  
PUBLIC MEETING HELD IN CONNECTION  
WITH THE UPDATE OF THE OFFICIAL  
REGIONAL PLAN IN BOSTON BAR ON  
MAY 1, 1980

7. Recreation Development:

The area has great recreational potential, and strong opinion was expressed that few incentives are provided at present for growth in this sector of the economy. Specific proposals included:

- (1) A major re-stocking program by Fisheries on the Nahatlach system which has very few fish at present.
- (2) Development of improved camping facilities in the Nahatlach Valley.
- (3) Release of Crown land and development of cottage sites in the Nahatlach Valley.
- (4) Development of a "rest area" for tourists along the Trans-Canada in the vicinity of Boston Bar.
- (5) Development of a Provincial Park with camping facilities in the area. This proposal was discussed in the context of competition with private enterprise, but the consensus was that little competition existed and that different markets were served by public and private campgrounds.

THE ADVANCE NEWSPAPER, MAY 4, 1978

## ROAM AT HOME

Beautiful  
BRITISH COLUMBIA

THE ADVANCE

THURSDAY, MAY 4,  
1978*Alexandra  
bridges the  
Fraser*

How many times have you crossed the graceful, curving span of the Alexandra Bridge in the Fraser Canyon?

Ever wondered about the history behind the old bridge a few hundred metres upstream?

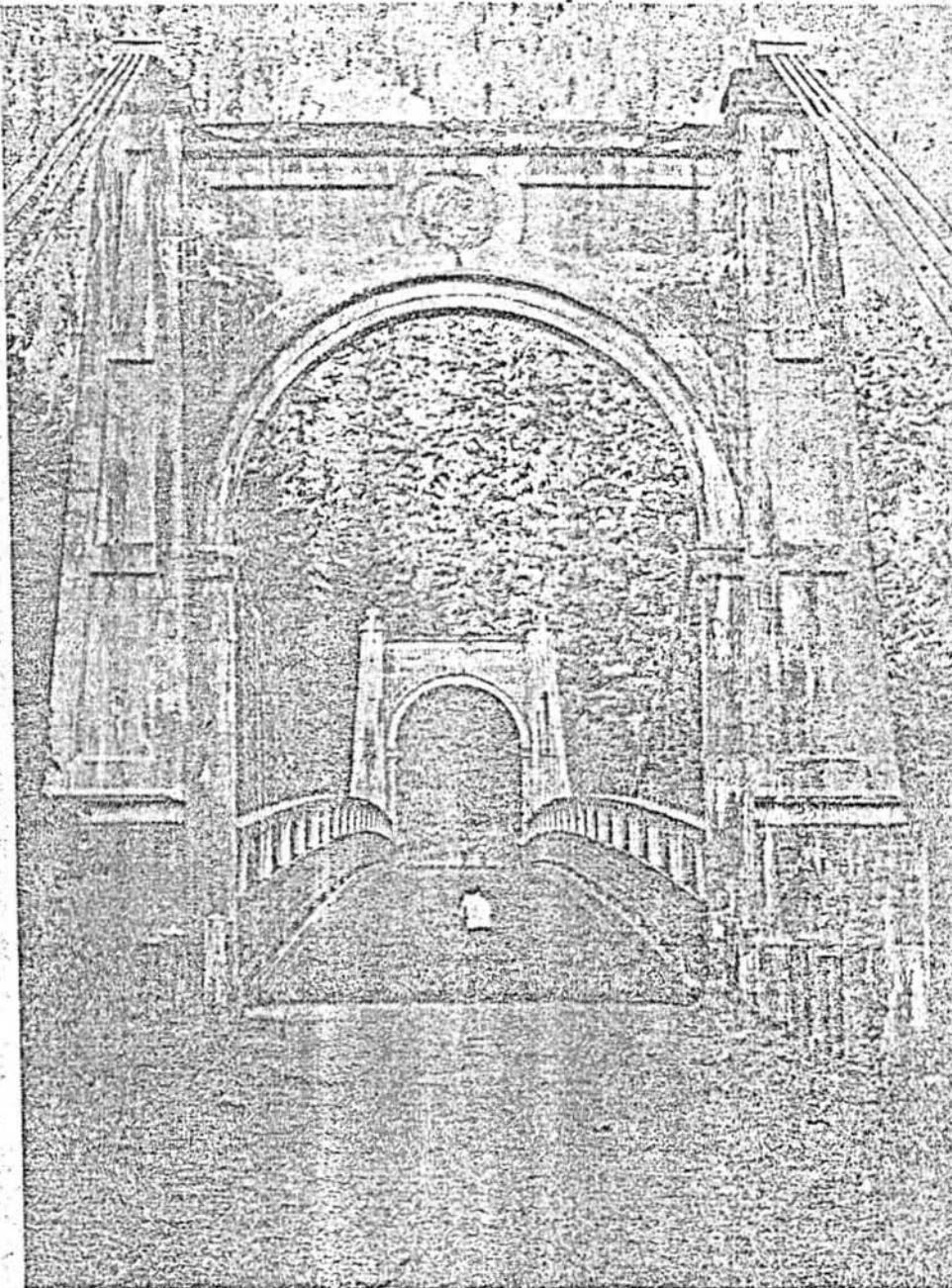
Well, wonder no more!

Some interesting tidbits of the history of this structure, located halfway between Yale and Boston Bar, are enough to tempt you to stop and walk down to view this important monument to our pioneers.

Actually, although it may not be readily visible, two bridges were built at the present old-bridge site. All three, including the structure currently in use, bore the name Alexandra.

The first bridge was built by Joseph W. Trutch as part of the contracts he held for the Cariboo Wagon Road.

Mr. Trutch received his contract early in 1863 and, not being one to waste time, hired San Francisco engineer A.S. Haledie and set to work. By September of that year, the bridge had been designed, constructed, load-tested and opened to traffic.



OLD BRIDGE is worth the short walk down from the present highway route

Mr. Trutch's bridge (officially named in honor of the Princess Alexandra, Princess of Wales) spanned 82 metres, bridging the entire width of the Fraser River at its narrowest point below Hell's Gate.

Despite the short construction timetable, it was no makeshift job.

The bridge stood up to the traffic of thousands of gold-seekers, mules, horses, cattle, and even a few camels before the completion of the Canadian Pacific Railway in 1885 made the canyon road impassable.

Though no longer maintained, the first bridge continued to carry local traffic until the 1894 great flood.

The closure of the canyon road and the bridge's final demise heightened interior dependence on the railway.

After considerable public pressure—probably brought on by CPR freight rates—the provincial government, in the early 1920s, decided to rebuild the road and the bridge.

The design and construction of the second Alexandra Bridge became the responsibility of A.L. Carruthers, bridge engineer for the provincial department public works.

Design work began in early 1925 and the bridge was completed and load-tested by August 1926.

Despite the canyon highway's inadequacy for the rapidly-improving automobile, the bridge remained in service until the early 1960s.

The third and present Alexandra Bridge took much longer to build

than either of its predecessors—strikes and steel shortages having been invented by this time.

It is also a much larger bridge, boasting a 245-metre span compared to 84 metres for Mr. Carruthers' bridge.

With the completion of the present crossing in 1963, Mr. Carruthers' structure, like Mr. Trutch's before it, became obsolete.

However, thanks to the presentations of a few interested individuals, the old bridge was not demolished. Through the efforts of the historic sites division, parks branch, recreation and conservation department, the bridge was designated an historic site in 1974.

A provincial picnic site on the highway's west side, just upstream from the new bridge, makes an ideal stopping place to break the monotony of a long trip.

A short walk down the old highway leads to Mr. Carruthers' bridge and a glimpse of the past.

If you are particularly observant, you may see the remains of Mr. Trutch's bridge and the old Cariboo road.

You may even catch a glimpse of an old fur brigade trail that once linked the interior to the coast via Anderson Creek and the Nicola Valley.

4T6

## HISTORIC SITES AND MONUMENTS BOARD OF CANADA

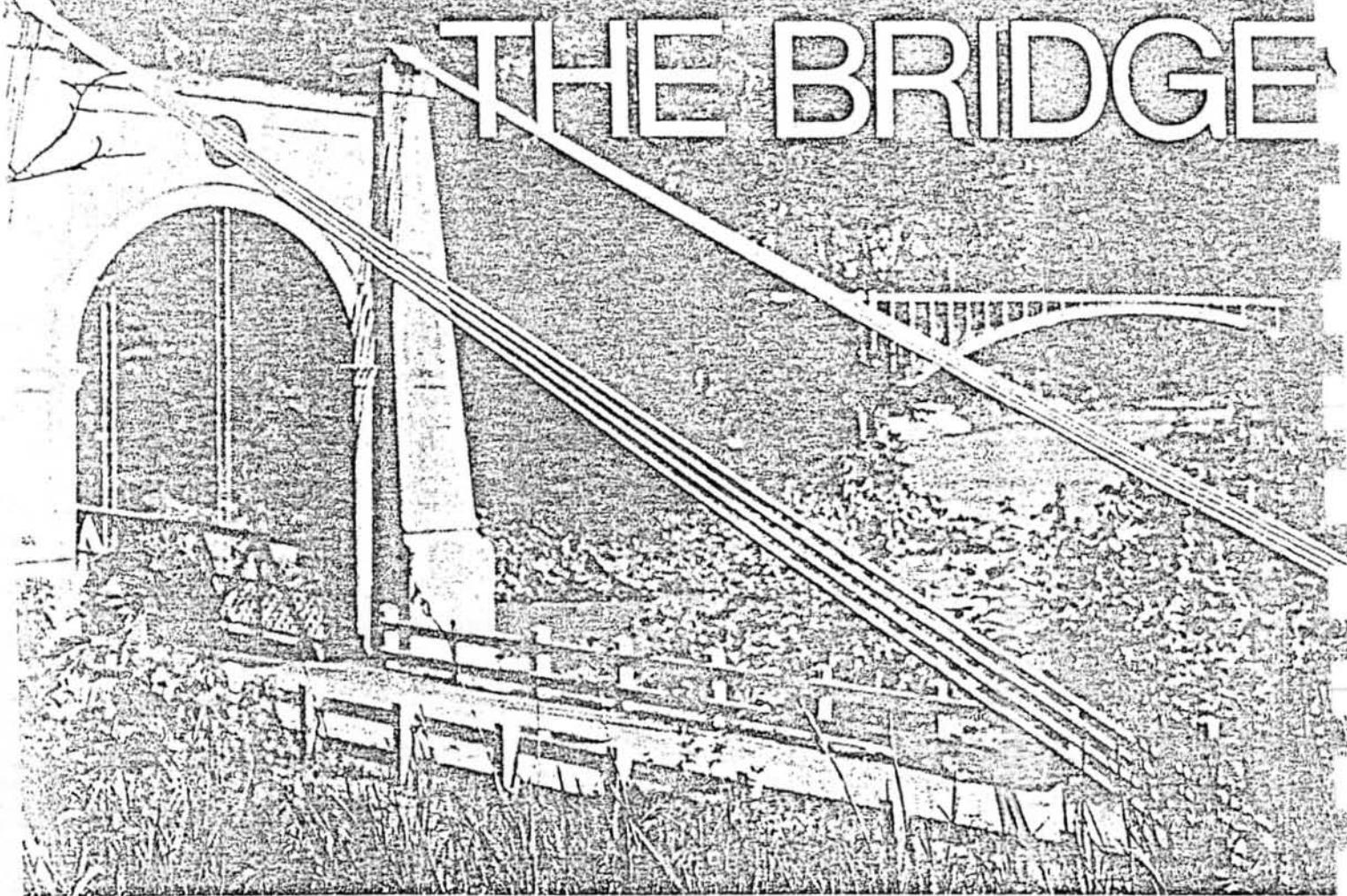
Extract from the Minutes of the  
Meeting of November 28, 29, and 30, 1976

Approved by the Minister  
May 31, 1976.

Joseph William Trutch

that Joseph William Trutch is of national  
historic significance and should be  
commemorated by a plaque on the Spuzzum  
Suspension Bridge on the Fraser Canyon  
in British Columbia.

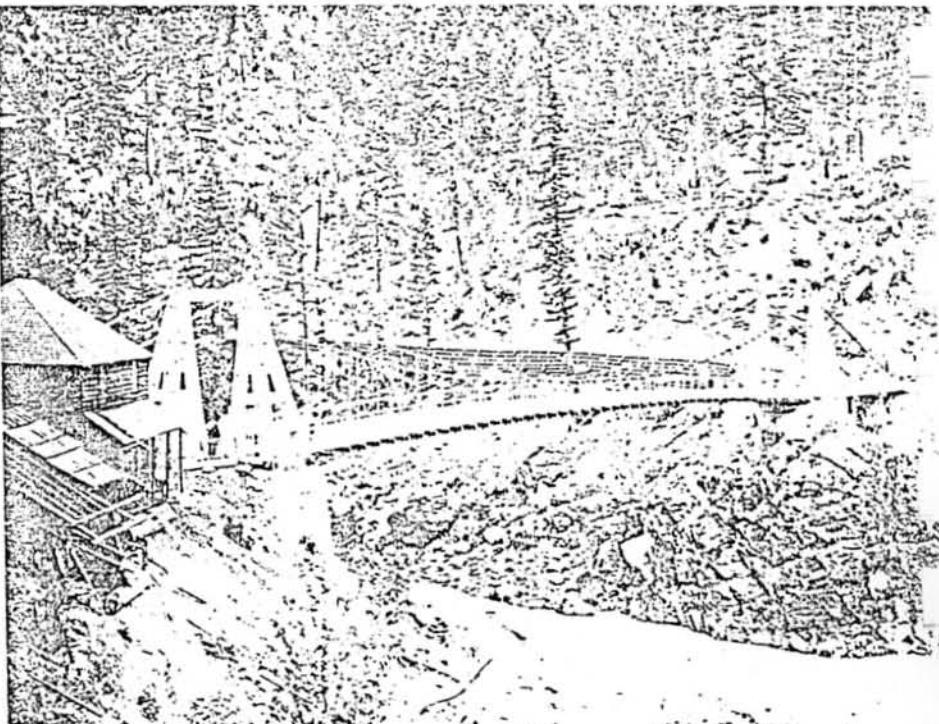
# THE BRIDGE



*Construction of the CPR destroyed much of the Cariboo Wagon Road in the Fraser Canyon and the route wasn't re-opened until 1926 with a new Alexandra suspension bridge. Shown above, its design is the same as the original. It was even built in the same location, although six feet higher above the river.*

*The present bridge is just upstream, with a close-up on the opposite page. Built at a cost of nearly \$5 million, it is one of the largest of its type in the world.*

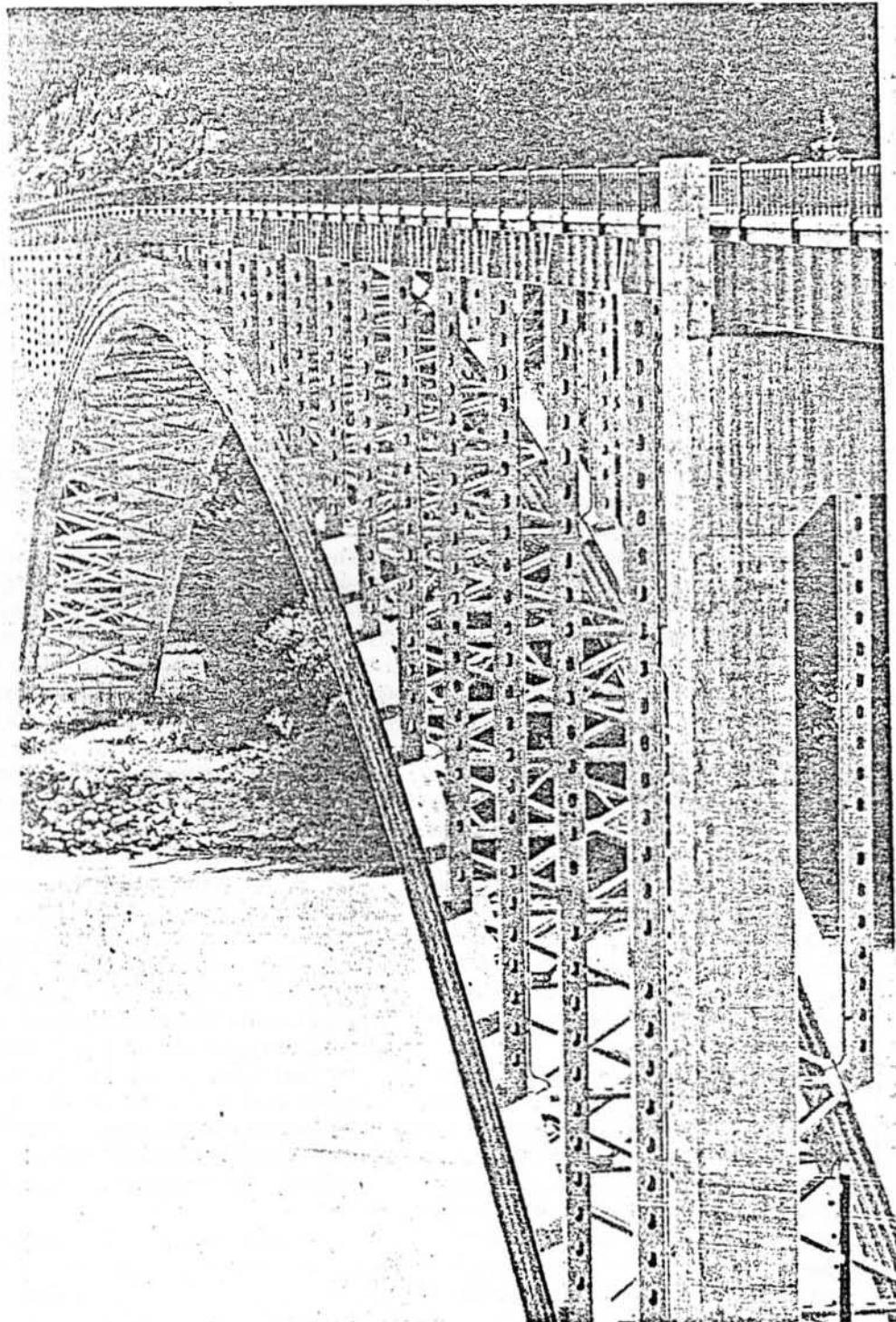
*The first bridge at Alexandra, opposite, was completed in 1853 at a cost of \$45,000. It was the first suspension bridge in the West and became a famous landmark on the Cariboo Wagon Road.*



B.C. Outdoors

# it ALEXANDRA

by GEORGE NEWELL



On the Trans-Canada Highway near the community of Spuzzum in the Fraser Canyon is Alexandra Bridge. Completed in 1962, the steel and concrete structure arches 130 feet above the Fraser River and spans over a quarter mile, the second largest bridge of its type in the world. In addition to this claim to international status, it maintains a tradition started over a century ago since it is the third bridge to span the river at Spuzzum. The original was completed as part of the Cariboo Wagon Road in 1863, the first suspension bridge in what is now Western Canada. Although the pioneer bridge cost only \$45,000 compared with \$5 million for its modern counterpart, it was no less a marvel of engineering achievement. Fortunately, a complete description of it still survives in the Public Archives at Victoria.

But before looking at the details of the pioneer structure and the first suspension bridge built in the west, here is some historical background to explain its location and reason for being built.

Spuzzum was recognized as a potential crossing place in the 1840's when the Hudson's Bay Company, searching for a convenient way to the upper reaches of the Fraser and to the Interior of the country, examined a number of routes. But the difficulties encountered in the Fraser Canyon discouraged the great fur company and trails were developed through other valleys. Then the 1858 gold rush to the Fraser which brought some twenty five thousand men to the region, changed the picture. Governor Douglas of the newly established colony of British Columbia asked his officials to make a re-examination of the Canyon. In the meantime, the restless miners moved upstream in search of gold, Franklin Way established a ferry near Spuzzum by stretching cable over the river and utilizing the power of the river to push his boat across.

It was some time, however, before government officials decided that the main road to the Interior would be through th-

# MOUNTAINER BOOT

An 8" oil tan upper boot with vibram lug sole and heel. The boot with grip—when you need it. Carried in stock sizes 6 through 12 "EE".

Each pair stitched, crafted and finally approved, under the personal supervision of Dayton's veteran bench foreman.



MODEL 6408

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AND CRAFTSMANSHIP,  
THAN ANY OTHER BOOT  
AT THIS PRICE

*Dayton  
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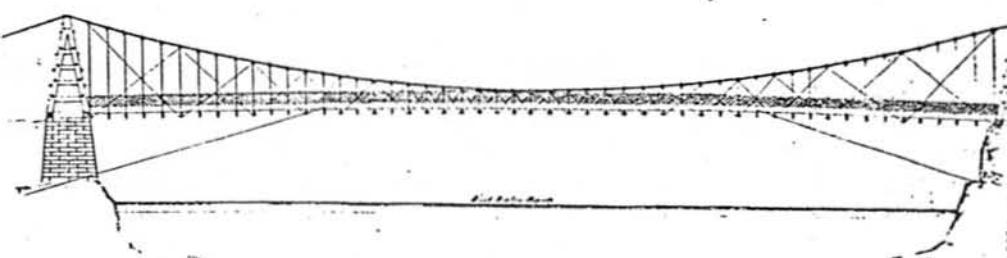
Co. Ltd.

2250 E. HASTINGS ST.,  
VANCOUVER, B.C.

## WIRE SUSPENSION BRIDGE

ACROSS FRASER RIVER NEAR CHAPMAN'S BAR, B.C. SPANNING 268 FEET

MAXIMUM DEFLECTION 10 FEET



*In August 1863, Second Corporal J.C. White of the Royal Engineers made the above tracing of the plan of the original suspension bridge at Alexandra.*

Fraser Canyon. Chief Justice Matthew Baillie Begbie examined the Canyon and reported to Governor Douglas in April 1859 that he doubted whether a satisfactory road could be built along the Fraser. Late in 1858 a trail had been slashed around the Canyon to Lillooet and in 1860 it was widened to a wagon road. But the Canyon was not abandoned. The Royal Engineers located a possible route on the west bank of the river between Fort Yale and Spuzzum and in the summer of 1860 work was undertaken on a new trail along this part. Then in 1861 Governor Douglas outlined a plan as bold as anything previously undertaken in North America. An 18-foot-wide wagon road was to be constructed through the Fraser Canyon from Fort Yale to end some four hundred miles north at the Cariboo goldfields.

This development, of course, brought the problem of bridging the river to the fore. Richard Hicks, government agent at Yale, realized the potential of the Spuzzum site and suggested to Douglas that "A good bridge could be erected at a very small cost at Spuzzum . . . and a small toll levied until the bridge was paid for." Then in October 1861, Sergeant McColl of the Royal Engineers reported that he had found a location at which a bridge could be built. The following year tenders were invited for construction.

Early in 1863, Joseph William Trutch, who later became B.C.'s first Lieutenant-governor, was awarded the contract. He chose as his designer and builder, A. S. Halladie of San Francisco, a man whose success as a builder of suspension bridges in California had won him widespread recognition, and who was to gain more lasting fame for his work in helping establish San Francisco's cable cars

which are still in operation and carry some 10 million people a year. Halladie quickly completed the structure. On September 12, 1863, the Victoria newspaper, the *British Colonist*, described the building of the bridge and the finished product in vivid detail:

"It is admirably situated, at a constriction of the river, where the bed-rock rises almost perpendicular on both sides, the towers springing up almost immediately over the water, and the bridge, having a clear span of 268 feet, gives to the structure a great appearance of magnificence and boldness. At low water the roadway of the bridge will be 90 feet above the stream, and the highest rise of this year's water was 26 feet below the lowest point of the bridge.

"The timber for this work was cut in the forests near the spot, and all sawing was done by hand. The tower timbers are each 20 inches square. Supporting the cables are 16 of these sticks, each 26 feet 6 inches long, 4 sticks being framed together by means of 14 girth timbers and 17, 1 1/4 inch wrought-iron bolts, spread at bottom, resting on heavy sills, and coming together at the top, forming a pyramid of massive timber. On the summit is fitted a heavy cast-iron saddle, covering the whole of the timbers, and keeping the cable which rests on it in position; this arrangement forms one of the towers, there being in all four of them, two at each end of the bridge. These towers are erected on massive granite piers of excellent masonry, the piers being 32 feet long by 12 feet wide on top. The stone was quarried out at the spot, and the lime employed was obtained six miles from the bridge, where an excellent quality of limestone had been discovered in grading the road.

"The cables, of which there are two, are each 4 1/2 inches in diameter, 528 feet long, and are composed of 1264 wires laid up in linseed oil, and protected exte-

nally by a coating of tar, pitch and oil boiled together, and payed on while hot; each of these cables weighs 12 tons. They were completely finished before being put over the towers; they were manufactured at a point half a mile from the bridge and transported to the bridge on 25 trucks built for that purpose.

"The current at this point when the river is high is extremely rapid and dangerous. A small line  $\frac{1}{8}$  inch thick was first taken across by means of a canoe going a long distance up the river and dropping down as it crossed; then a stronger line was taken across by means of the small one, and finally a wire cable  $1\frac{1}{8}$  inch in diameter, was placed in position and firmly anchored on both sides of the river; by means of this small cable the larger cables we now see and to which the entire bridge is attached, were taken over and put in position.

"These cables are secured on the west side by means of massive bolts,  $3\frac{1}{2}$  inches in diameter, each set four feet into the hard bed rock; and on the east side by means of granite masonry, built underground sixty feet in the hill from the roadway. The cables hang with a deflection of 20 feet. Attached to each cable, equi-distant and five feet apart are 52 suspension rods,  $1\frac{1}{8}$  inches in diameter, of various lengths, shortening towards the centre, in such a manner as to give the roadway below a curve of two feet raise in the span. Attached to the lower end of these rods and sustained by two nuts are 52 beams, each 17 feet long, 14 by 6 inches, set up edgewise; on these beams the platform is built, with 7 sets of stringers, 3 by 10, firmly bridged on the top of which is the planking, 4 inches thick; this is all bolted together by means of  $\frac{3}{8}$ -inch bolts, no nails or spikes being used in the platform.

"Attached to the cables and platform direct, and on each side of the bridge, is an arrangement of diagonal bracing, very light in appearance, forming an effective truss, and rendering the bridge perfectly rigid. From the platform four wire guys are fastened to the rock in each bank; thus by means of the truss and guys, all undulation or oscillation is entirely prevented.

"The distance between the cables is 14 feet, thus giving ample room for all the traffic likely to pass over it.

"The cables and ironwork are painted black, the timber and woodwork white."

The bridge, named Alexandra in honor of the Princess of Wales, was tested with a four-horse team pulling a wagon loaded with three tons. It sagged less than one-quarter of an inch. Until 1869 Trutch collected tolls in order to pay for his construction costs but then sold his interest. Shortly thereafter ownership passed to

the B.C. government which discontinued collecting tolls on September 21, 1870.

For over twenty years the bridge was a familiar landmark to the drivers of the stagecoaches and lumbering freight wagons, to miners, merchants and all others heading into Interior B.C. Then during the 1880's construction of the CPR destroyed much of the Wagon Road through the Canyon and the route was closed. The bridge fell into disuse and during the great flood of 1894, parts of the decking were carried away. In July 1912 the local road superintendent, Dan Sutherland, cut the cables because of the danger of accident to those pedestrians who

continued to use the bridge. Thereafter all that remained were the piers — and the memory of a noble structure.

Today, a cairn at the western approach to the modern Alexandra Bridge helps to keep this memory alive. Although it is dedicated to the Royal Engineers, its sentiment applies to all those who helped build the Cariboo Wagon Road over a century ago. It reads, in part: "... in commemoration of the work ... and in respectful admiration of the skill and energy displayed ... from 1859 to 1863 in the construction of the original Cariboo Highway through the Fraser Canyon, this tablet is erected and dedicated." ■

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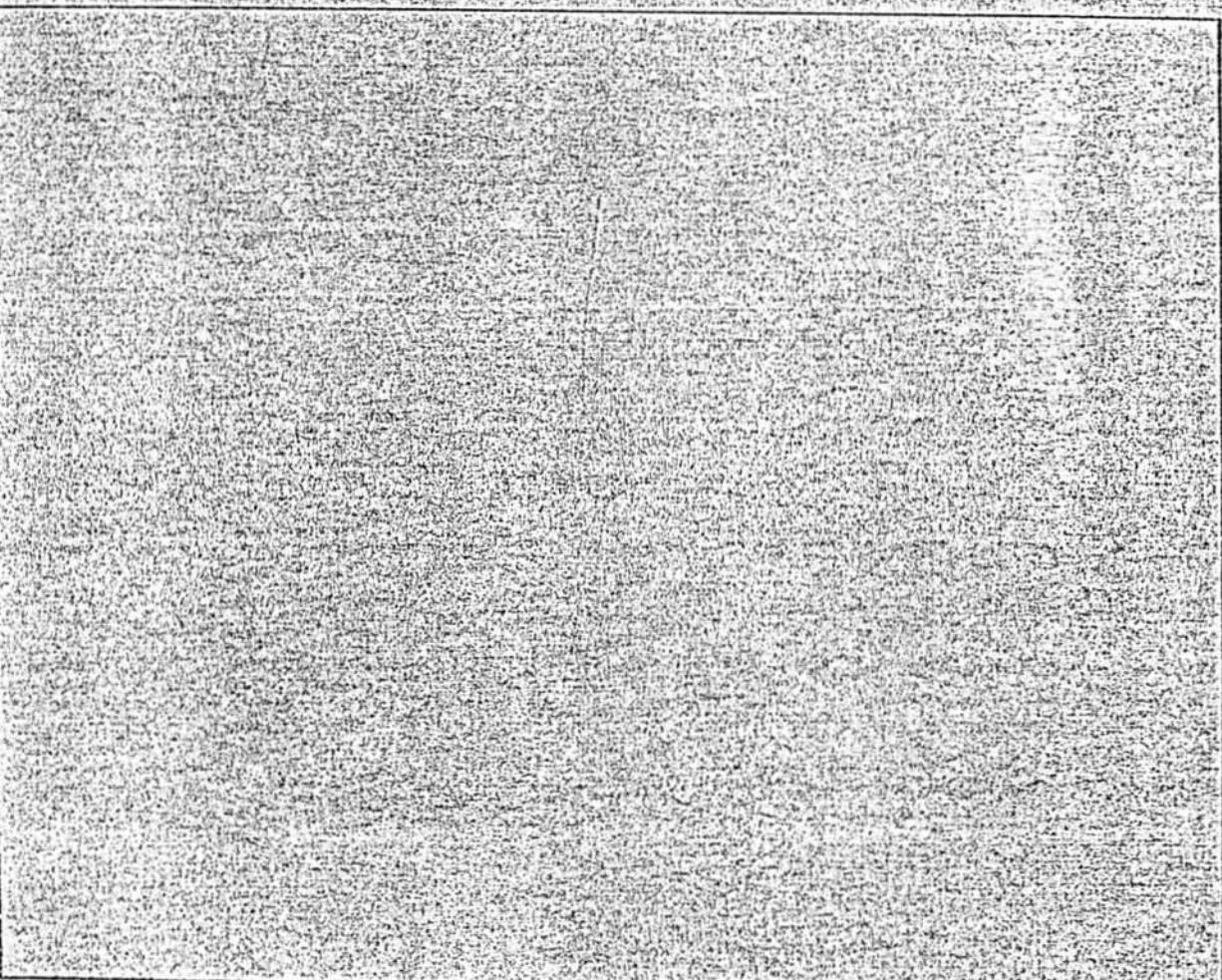
**Galaxie®**  
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MFG. LTD.

REGISTRY OF  
DESIGNATED  
HERITAGE  
SITES and  
OBJECTS in  
BRITISH  
COLUMBIA



Ministry of Provincial  
Secretary and  
Government Services

HERITAGE CONSERVATION BRANCH



The Registry of designated sites and objects is a compilation of all known heritage designations in the province of British Columbia.

It has been compiled for the convenience of easy reference and will be updated annually.

If a designation has been omitted please notify:

Resource Information Centre  
Heritage Conservation Branch  
Parliament Buildings  
Victoria, B.C.  
V8V 1X4

ABBREVIATIONS

<u>AHSPA</u>	Archaeological and Historic Sites Protection Act
<u>HCA</u>	Heritage Conservation Act
<u>HOPA</u>	Historic Objects Preservation Act
<u>MA</u>	Section 714A of the Municipal Act
<u>VC</u>	Vancouver Charter
m.d.	Ministerial designation
o/c	Order-in-Council

## 14. REGIONAL DISTRICT: FRASER-CHEAM

LOCATION	NAME	AUTHORITY
<u>Provincial</u>		
Hope Slide area	Dewdney Trail or Engineers' Road, the Royal Engineers' Grave and Memorial Cairn	<u>AHSPA</u> , m.d., April 18, 1974
Yale Indian Reserve #21 L.S.15, Section 24, Tp.7, R.26, W6M	Milliken	<u>AHSPA</u> , m.d., May 26, 1961
S.E..quarter of L.S.8, Section 2, Tp.9., R.26, W6M	Alexandra Bridge	<u>AHSPA</u> , m.d., March 13, 1974
Lot 1.B, Group 1, Y.D.Y.D.	Alexandra Lodge	<u>AHSPA</u> , m.d., February 1, 1974
<u>Municipal</u>		
Chilliwack		
44 Spadina Avenue	City Hall	<u>HCA</u> , by-law 99, January 26, 1981



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

August 12, 1985

The Hon. Suzanne Blais-Grenier,  
Minister of Environment,  
Ottawa, Ontario  
K1A 0H3

Dear Madam Minister:

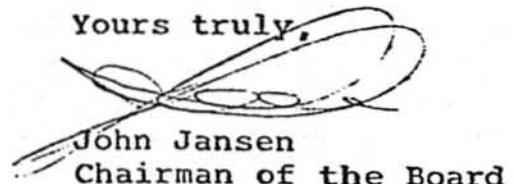
Thank you for your letter of June 6, 1985, concerning our proposal for the establishment of a "Fraser Canyon National Historic Park", which was received by the Regional District Board at its regular meeting on July 16th.

We were disappointed to read your second paragraph which implies a narrow and limited interpretation of our proposal. It is certainly true that we would welcome federal recognition of the bridge structure itself, of its engineer Mr. Trutch and of the Hudson's Bay Fur Brigade Trail, but our proposal is altogether more wide-ranging than this. It emphasizes the national significance, and the unique convergence at this site, of a range of interpretive themes focussed upon, but not limited to, the history of transportation engineering as it relates to stages of economic and political development. Not only is the site one of outstanding natural and heritage resource values, but it spans both major trans-continental railways, the Trans-Canada Highway and the Fraser River.

Please be assured that our Board is indeed convinced of the exceptional national significance of the Fraser Canyon and of the feats of transportation engineering which enabled Canadians to reach the Pacific coast through this route. The current extent of Federal recognition of the Historic Sites and Monuments Board of Canada in 1976 is documented in our brief (document 23), and we would urge your Ministry and Board to give serious consideration to our more ambitious proposal.

Thank you for your attention in this matter.

Yours truly,



John Jansen  
Chairman of the Board

c.c. Mr. Ross Belsher, M.P.

JJ:im



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

September 30, 1985

File # 10-35-85-111

Hon. Tom McMillan  
Minister of Environment  
House of Commons  
Ottawa, Ontario  
K1A OA6

Dear Mr. Minister;

RE: PROPOSED FRASER CANYON NATIONAL HISTORIC PARK

As you may know, the Regional Board approached your predecessors in an attempt to gain federal recognition for the historic site at Alexandra Bridge, in the Fraser Canyon.

I would like to take this opportunity to impress on you that the Regional District Board is convinced of the major national historic significance of transcontinental transportation linkages and of the Fraser Canyon corridor as a site. We have been disappointed in the past that our proposal for a Fraser Canyon National Historic Park has been interpreted too narrowly in the context of the historic significance of the extant artifacts and especially the suspension bridge. We certainly agree that the suspension bridge would form an ideal centrepiece for the proposed park. Our brief to your Ministry, however, pleads for recognition of the Canyon and it's transportation routes as a vital and historic component of national unity, confederation and access to the Pacific Coast. I would ask that you review our proposal in this broader context, and trust that you will award it the priority which we feel it deserves.

...2

Hon. Tom McMillan

-2-

September 30, 1985

I am enclosing an additional copy of our earlier brief on this matter for your personal attention. Regretably, this copy does not have the coloured photographs which were included in the original, but you may find it of interest.

I look forward to your early attention to this matter.

Yours truly,

ORIGINAL SIGNED

J. Jansen  
Chairman of the Regional Board

/pcp

cc; Mr. Ross Belsher, M.P.

Hon. Tom Waterland, M.L.A. Minister of Forests

Director Lloyd Forman, Electoral Area "A"

Director Mary MacQueen, Electoral Area "B"

Dr. Charles Humphries, Professor, University of B.C.

Mr. Russell Irvine, Heritage Conservation Branch, Victoria.

ADDITIONAL CORRESPONDENCE

OCTOBER 1985 - MARCH 1987



## REGIONAL DISTRICT OF FRASER-CHEAM

October 18, 1985

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

DEPT.

IN REPLY QUOTE

FILE NO. 10-35-85-111

Hon. Tom McMillan  
Minister of Environment  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Mr. Minister:

### RE: PROPOSED FRASER CANYON NATIONAL HISTORIC PARK

Further to the letter dated September 30th from the Chairman of the Regional Board we would like to express as elected officials representing the Fraser Canyon, our personal support for the proposed National Historic Park, and to convey to you the strong feelings of support which exist in the local communities. We are fortunate in this case that the project would be complementary, and in no way disruptive, to local enterprises, communities and private interests.

We believe also that the Fraser Canyon National Historic Park would quickly become one of the most visited parks in the entire system. Located, as it is, astride the Trans-Canada Highway in one of the most scenic stretches of its entire route, visitorship and revenues would be high.

Recent discussions with Dr. Charles Humphries, Acting Chairman of the Historic Sites and Monuments Board of Canada, emphasized the concern, which cannot be ignored, for frugal management of limited Federal funding and we are indeed sympathetic to your problems in this respect because we face similar dilemmas at a much smaller scale on our Regional Board. However, we know that the Provincial government has already expressed a willingness and intention to invest sufficient development and management funds at the Alexandra Bridge site to justify its status as a Class A Provincial Park and it seems likely that a cost-shared development could be undertaken with minimal strain on Federal resources.

We again urge your favourable review of our proposed National Historic Park.

Yours truly,

*Mary MacQueen*

Director Mary MacQueen  
Electoral Area "B"

*Lloyd Forman*

Director Lloyd Forman  
Electoral Area "A"

/kmg

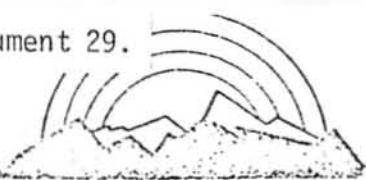
c.c. Mr. Ross Belsher, M.P.

Hon. Tom Waterland, M.L.A., Minister of Forests

Dr. Charles Humphries, Professor, University of B.C.

Mr. Russell Irvine, Heritage Conservation Branch, Victoria

10-35-85



# Rainbow Country Visitors' Association

499 HOT SPRINGS ROAD • P.O. BOX 418 • HARRISON HOT SPRINGS • BRITISH COLUMBIA • CANADA • V0M 1K0

October 24, 1985.

The Hon. Tom McMillan,  
Minister of Environment  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Mr. McMillan:

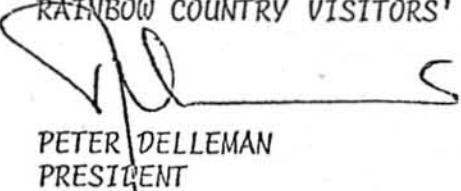
Re: Proposed Fraser Canyon National Historic Park

We would like to take this opportunity to impress on you that Rainbow Country Visitors' Association is convinced of the major national historic significance of trans-continental transportation linkages and of the Fraser Canyon corridor as a site.

We are the tourist association representing the Fraser-Cheam Regional District, and fully and wholeheartedly support the point of view taken by the Regional District.

Yours sincerely,

RAINBOW COUNTRY VISITORS' ASSOCIATION

  
PETER DELLEMAN  
PRESIDENT

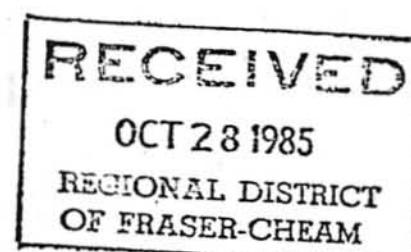
cc: Ross Belsher, M.P.

The Hon. Tom Waterland, Minister of Forests, Victoria, B.C.

Dr. P. Cave, Director of Planning, Regional District of Fraser-Cheam

Mr. Ron Hagen, Economic Development Officer

18jc



THE UNIVERSITY OF BRITISH COLUMBIA  
 #217 - 1984 WEST MALL  
 VANCOUVER, B.C., CANADA  
 V6T 1W5

DEPARTMENT OF GEOGRAPHY  
 TELEPHONE (604) 228-2663

November 1, 1985

Mr. Lawrence Friend  
 Assistant Secretary  
 Historic Sites and Monuments  
 Board of Canada  
 Ottawa, Ontario  
 K1A 1G2

RECEIVED  
 NOV 05 1985  
 REGIONAL DISTRICT  
 OF FRASER-CHEAM

Dear Mr. Friend:

I have read the proposal from the Regional District of Fraser-Cheam for a Fraser Canyon National Historic Park and write to support the suggestion and to offer a brief comment.

The site is dramatic beyond words, and its national significance overwhelming. Essentially, it is the funnel through which pass the transportation systems that have allowed first British Columbia and then a trans-continental Canada to exist. In 1862 Royal Engineers built the wagon road that gave the British Columbian interior a port in British territory and, in the turbulent conditions of gold rushes dominated by American miners, allowed a British territory to survive north of the 49th parallel. Twenty years later the C.P.R. was built through the same gorge, the promised railway that brought British Columbia into Confederation and on which, eventually, a trans-continental economy would depend. Later another railway (the Canadian Northern), then an automobile highway connecting the Lower Mainland to the B.C. interior and, finally, the Trans-Canada Highway all would pass through the same gorge. These are the links that have made a trans-continental Canada feasible; in a very direct sense the national enterprise is channelled into a few yards on either side of the Fraser River.

These layers of transportation are all represented in the proposed park, some, of course, still in use. From the existing Alexandra bridge, built in 1926, one sees the old wagon road, the C.P.R. tracks, the C.N. tracks, and the modern highway bridge -- arteries, past and present, of a nation. It is not any single feature of transportation but the assemblage in an overwhelmingly dramatic site that gives this short stretch of the Fraser River its poignancy and meaning. Nowhere else in Western Canada is so much that has been essential for this nation packed into so small a space.

The highway bridge of 1926 is the appropriate focus of the park, as it stands midway between the first and most modern transportation in the canyon; more incidentally, it reveals much about expectations for the automobile and the state of highway engineering early in the automobile age. Of course the theme of transportation, crucial to this country, is the theme around which this park would be planned. Harold Innis would have loved this place.

Mr. Lawrence Friend

- 2 -

November 1, 1985

The site should be developed cautiously, with full appreciation of its meaning and as little modification as possible. The costs would not be large; for a relatively modest expenditure and with sensitive hands at the helm, this could be one of the most original and telling of the national historic parks in Canada.

I will comment more fully if you wish.

Yours sincerely,

*R.C. Harris*

R.C. Harris  
Professor

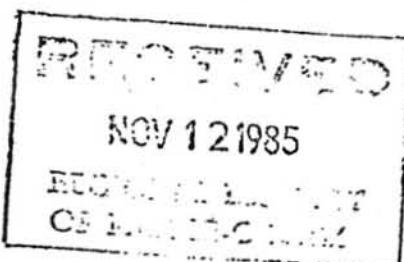
CH/sp

cc: The Honourable Tom McMillan  
Dr. Charles Humphries  
Dr. Peter Cave



Box 35, Whistler, B.C.  
V0N 1B0

W-35-85- Document 31.  
Whistler 932-5535  
Vancouver Direct 688-6018



November 5th, 1985.

Hon. Tom McMillan,  
Minister of Environment,  
House of Commons,  
Ottawa, Ontario  
K1A 0A6

Dear Mr. Minister:

Re: Proposed Fraser Canyon National Historic Park

Although I have no direct connection with Fraser-Cheam Regional District I would like to support its idea concerning a national park. I do this because I am concerned with developing the tourist potential of the Howe Sound-Fraser Canyon loop which passes through Whistler.

It does seem a worthy proposal about an historic site I would enjoy visiting. I don't see why many others should not feel the same.

Yours sincerely,

T. Rodgers,  
Mayor.

pm

c.c. Ella Pretty,  
Regional District of Fraser-Cheam



# Yale and District Historical Society

P.O. Box 74, Yale, B.C. V0K 2S0

November 8, 1985

Hon. Tom McMillan MP  
 Minister of Environment  
 Ottawa, Ontario.  
 K1A 0A6

Dear Sir:

At our November 4th, 1985 general meeting the vote was carried in favour of the proposal - that the Alexandra Bridge site be declared, Fraser Canyon National Heritage Park.

This is an ideal site to centre around the theme "transportation" in British Columbia and Canada - with additional interests such as salmon, the Cariboo Wagon Road, Indians, Fraser Canyon etc..

Please give this proposal your profound consideration.

Yours very truly,

*Verna Shilson*  
 Verna Shilson (Mrs.)  
 President

c.c. Hon. Tom Waterland MLA  
 Minister of Forests  
 Parliament Buildings  
 Victoria, B.C. V8V 1X4

Hon. Ross Belsher MP  
 Fraser Valley East  
 House of Commons  
 Ottawa, Ont. K1A 0A6

Mrs. Mary MacQueen Director Area "B"  
 Regional District of Fraser Cheam  
 Box 63, Yale, B.C.

enclosure:

Canopy Lodge Ltd.

Bob Manning Corp. 31164 Trans Canada Highway  
Yale B.C. V0K 2

Meeting House 570 Queen St. Hope B.C.

Bruce & Trish Barry 31238 Bridge St. Yale B.C.

Rich & Wilson Pizza Man 31235 Trans Canada Hwy  
The MacLennans Division 158340, Yale B.C.

Lee & Mary MacDerm 31257 Bridge St.

Rich & Bruce Lammie  
Re: Spaghetti Cafe & Esso Station 38330 T.C.H. 50224  
Yale

Bill Hartwick, Trans Canada Hwy, Spaghetti B.C.

Mr. David Hooper, Historic Alexander Lodge  
Yale B.C. Trans Canada Hwy. Chapman B.C.

Mr. Williams Boston Bar Chevron, Trans Canada

C. Hart Boston Bar Hotel Ltd. Boston Bar  
K. But Boston Bar PETCO CANADA STATION Trans Can.

W. Wallis Boston Bar Esso Trans Canada Box 178

Charles Clark Boston Bar B.C.

G. H. Raymond Boston B.C.

Kenji Hamada Boston Bar

Steve G. Clark Boston Bar

James Thompson 6911 Graybar Rd. Rich. B.C.

Mike R. Weston 6911 GRAYBAR Rd. Rich. B.C.

Refund (Post office) U U

W. Shadwell 30125 Main Can Hwy  
W. Shadwell 30125 Main Can Hwy  
R. Shiloh 64905 Allentown

L. Shrone 30950 Evans. Can Hwy Ude

L. Shrone 30950 " " " "

L. Brenner 30250 Mary Street Yale B.C.

F. Brenner 30250 Mary Street Yale B.C.

G. Brenner 30250 Mary Street Yale B.C.

## CORPORATION OF THE CITY OF NEW WESTMINSTER

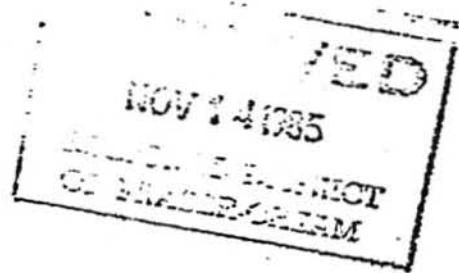
P. J. LARKIN  
City Clerk



CITY HALL  
511 Royal Avenue  
New Westminster, B.C. V3L 1H  
Telephone 521-3711

## OFFICE OF CITY CLERK

1985 November 13



The Honourable Tom McMillan  
Minister of Environment  
Parliament Buildings  
Victoria, BC  
V8V 1X4

Dear Mr. Minister:

At the 1985 November 12 meeting of the New Westminster City Council, the following resolution was passed:

THAT Council supports the proposal and application to the Historic Sites & Monuments Board of Canada by the Regional District of Fraser-Cheam for the establishment of a Fraser Canyon Historic Park at the Alexandra Bridge site, near Spuzzum BC.

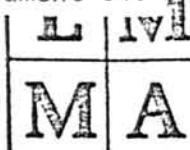
Yours truly,

ORIGINAL SIGNED BY  
P.J. LARKIN  
CITY CLERK

P.J. Larkin  
CITY CLERK

PJL:lcm

c\ Mrs. E. Pretty, Director  
Regional District of Fraser-Cheam



# LOWER MAINLAND MUNICIPAL ASSOCIATION

511 ROYAL AVENUE, NEW WESTMINSTER, B.C. V3L 1H9 TELEPHONE: 521-3711

1985 November 25

The Honourable Tom McMillan  
Minister of Environment  
Parliament Buildings  
Victoria, BC  
V8V 1X4

Dear Mr. Minister:

At the 1985 October 24 meeting of the Lower Mainland Municipal Association, the following resolution was passed.

THAT the LMMA supports the proposal and application to the Historic Sites and Monuments Board of Canada by the Regional District of Fraser-Cheam for the establishment of a Fraser Canyon Historic Park at the Alexandra Bridge site, near Spuzzum, BC.

Yours truly,



P.J. Larkin  
Secretary-Treasurer  
Lower Mainland Municipal Assoc.

c Ella Pretty  
✓Regional District of Fraser-Cheam



THE CORPORATION OF THE DISTRICT OF MATSQUI  
OFFICE OF THE MAYOR

222-23

1985 11 25

Honourable Tom McMillan  
Minister of Environment  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Mr. Minister:

The Council of the District of Matsqui recently received information on the proposal by the Regional District of Fraser-Cheam to establish a Fraser Canyon National Historic Park at the Alexandra Bridge site near Spuzzum, British Columbia.

One cannot travel through the Fraser Canyon without becoming awesomely aware of the feats of transportation engineering which enabled Canadians to gain passage through this impossible gorge to the Pacific coast. The outstanding natural and heritage resource values of the site at Alexandra Bridge, together with the fact that the bridge spans both major trans-continental railways, the Trans-Canada Highway and the Fraser River, are of national significance.

The Matsqui Council is fully supportive of this proposed National Historic Park, and we would encourage your favourable consideration.

Yours truly,

Henry Lefébvre

Harry De Jong  
Mayor

bcc: Ella Pretty, Director  
Electoral Area "F"



# THE CORPORATION OF THE CITY OF LANGLEY

5549 - 204TH STREET, LANGLEY, B.C., V3A 1Z4

PHONE 530-3131

FROM THE OFFICE OF City Clerk

PLEASE QUOTE FILE NUMBER

1985-11-27

Mrs. Ella Pretty  
 Director  
 Electoral Area "F"  
 Regional District of Fraser-Cheam  
 8430 Cessna Drive  
 Chilliwack, B.C.  
 V2P 7K4

Dear Mrs. Pretty:

### ALEXANDRA BRIDGE & PROPOSED NATIONAL HISTORIC PARK

Langley City Council, at their November 14, 1985 meeting, received your October 31 letter pertaining to the suggestion that the Alexandra Bridge and surrounding area be declared a National Historic Park in the Fraser Canyon. City Council enthusiastically supported that recommendation and attached is a copy of the letter that went forward to the Honourable Minister of Environment.

Yours very truly,  
 CITY OF LANGLEY

R. D. Wilson, CMC  
 City Clerk/Deputy Administrator

RDW/jmf  
 Enc.

*Mr. Petty and MacQueen*

11-1985



## OFFICE OF THE MAYOR

MICHAEL F. HARROURT  
MAYOR

COPY

CITY OF VANCOUVER  
BRITISH COLUMBIA  
V6Y 1V4

November 27th, 1985.

The Honourable Tom McMillan,  
Ministry of the Environment,  
House of Commons,  
OTTAWA, ONTARIO,  
K1A 0A6

14002865

Dear Mr. Minister:

At a meeting of the Lower Mainland Municipal Association at the beginning of November, the proposal by the Regional District of Fraser-Cheam for a national historic park to be established in the Fraser Canyon was discussed and the Association resolved to support this worthwhile national historic project.

You will know from correspondence with the Chairman of the Regional Board for the Fraser-Cheam District that the proposed Fraser Canyon national historic park has major national significance as a key-link in the transcontinental transportation routes as Canada was pushing from the Atlantic Ocean to the Pacific Ocean. The park is located adjacent to the Trans Canada Highway and would be accessible to all travelling Canadians as they tour along the Fraser Canyon corridor.

It is my sincere hope that you will give this project every consideration and that you will find it worthy of sponsorship and support by the Ministry of the Environment.

Yours truly,

A handwritten signature in black ink, appearing to read "Michael Harcourt".

Michael Harcourt,  
MAYOR.

b.c.c. Ella Pretty, Director,  
Electoral Area "F"  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
CHILLIWACK B.C.



# THE CORPORATION OF THE CITY OF LANGLEY

5549 - 204TH STREET, LANGLEY, B.C., V3A 1Z4

PHONE 530-3131

FROM THE OFFICE OF City Clerk

PLEASE QUOTE FILE NUMBER

1985-11-27

The Honourable Tom McMillan  
 Minister of Environment  
 House of Commons  
 Ottawa  
 Ontario  
 K1A 0A6

Dear Mr. Minister:

### PROPOSED FRASER CANYON NATIONAL HISTORIC PARK

At a recent meeting of Langley City Council, the Council went on record as unanimously endorsing the suggestion advanced by the Regional District of Fraser-Cheam that the Alexandra Bridge located on the Fraser Canyon be declared a 'National Historic Park' site. The old Alexandra Lodge itself does have a very colourful history and we urge your Ministry to at least have Parks Canada study the proposal.

Yours very truly,  
 CITY OF LANGLEY

R. D. Wilson, CMC  
 City Clerk/Deputy Administrator

RDW/jmf

c.c. Regional District of Fraser-Cheam  
 8430 Cessna Drive, Chilliwack, B.C. V2P 7K4

CENTRAL FRASER VALLEY  
REGIONAL DISTRICT

RECEIVED

26982 FRASER HIGHWAY  
P.O. BOX 490, ALDERGROVE, B.C. V4S 1AO  
TELEPHONE 658-7704/530-1510

RECEIVED  
RECEIVED  
OF FRASER-CHEAM

CENTRAL FRASER VALLEY  
REGIONAL HOSPITAL DISTRICT

December 3, 1985

File: 306-1985

The Honourable Tom McMillan  
Ministry of the Environment  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Mr. Minister:

Re: Proposed Fraser Canyon National Historic Park

The Board of Directors of the Central Fraser Valley Regional District at a meeting held on November 21, 1985 considered correspondence received from the Regional District of Fraser-Cheam, 8430 Cessna Drive, Chilliwack, B.C., V2P 7K4 under the signature of Ella Pretty, Director, Electoral Area "F", appertaining to the above referred to subject matter and referring to discussions and resolutions considered at a meeting of the Lower Mainland Municipal Association and providing an extract from the Fraser-Cheam proposal for a national park in the Fraser Canyon. The letter requested this Regional District support by forwarding a letter to yourself.

After a brief discussion, the following resolution was duly moved, seconded and adopted:

"RESOLVED:

THAT the Central Fraser Valley Regional District endorse the proposal submitted by the Regional District of Fraser-Cheam re Alexandra Bridge - proposed National Historic Park."

It is therefore very respectfully requested that you give utmost consideration to the request submitted by the Regional District of Fraser-Cheam for the establishment of a Fraser Canyon National Historic Park at the Alexandra Bridge Site near Spuzzum, B.C.

Yours very truly,  
H.V. Porter

H.V. Porter, C.A.M.,  
P. Admn., C.A.O.,  
Secretary-Treasurer

HVP/krt

cc: Ms Ella Pretty, Director - Electoral Area "F"  
Regional District of Fraser-Cheam, Chilliwack, B.C.

Minister of the Environment



Ministre de l'Environnement

**RECEIVED**

JAN 30 1986

REGIONAL DISTRICT  
OF FRASER-CHEAM

His Worship Mayor Michael Harcourt,  
Office of the Mayor,  
Vancouver, British Columbia.  
V5Y 1V4

19 December, 1985

**RECEIVED**

MAYOR'S OFFICE

JAN 2 1986

Ref'd to \_\_\_\_\_

Dear Mayor Harcourt,

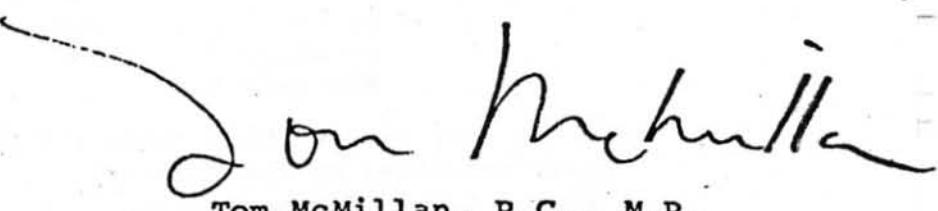
Thank you for your letter of 27 November supporting the proposal by the Regional District of Fraser-Cheam that a national historic park be established in the Fraser Canyon at the Alexandra Bridge site near Spuzzum.

At its meeting last November, the Historic Sites and Monuments Board of Canada, my advisers on historical matters, considered the national significance of the Alexandra Bridge and the submission regarding the establishment of a park in the area.

As soon as I have had an opportunity to review and approve the Board's recommendations regarding both the bridge and the proposed park, I will write to you again to inform you of my decision.

All good wishes,

Yours sincerely,


  
Tom McMillan, P.C., M.P.  
Hillsborough

Minister of the Environment



826-6271

December 23rd, 1985.

Box 20  
 8645 STAVE LAKE ST.  
 Municipal Hall  
 Mission, B.C. V2V 4L9

The Honourable Tom McMillan,  
 Minister of Environment,  
 House of Commons,  
 Ottawa, Ontario  
 K1A 0A6



Dear Mr. Minister:

Re: Alexandra Bridge - Proposed National  
 Historic Park

At the Regular Meeting of Council held December 16th, 1985 District of Mission by way of Resolution (attached) supported the establishment of a Fraser Canyon National Historic Park at the Alexandra Bridge Site in Electoral Area "A" of the Regional District of Fraser Cheam.

Yours truly,



John J. Agnew,  
 MAYOR,  
 DISTRICT OF MISSION

JJA/ks

Encl.

cc: Regional District  
 of Fraser Cheam

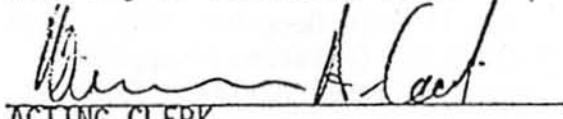
DISTRICT OF MISSION

CERTIFIED TRUE COPY OF A RESOLUTION ADOPTED BY THE COUNCIL OF  
THE DISTRICT OF MISSION

MOVED by Alderman McPherson, SECONDED by Alderman Cleven, and

RESOLVED: THAT THE DISTRICT OF MISSION FORWARD A LETTER TO THE  
HONOURABLE TOM MCMILLAN, MINISTER OF ENVIRONMENT,  
IN SUPPORT OF THE ESTABLISHMENT OF A FRASER CANYON  
NATIONAL HISTORIC PARK AT THE ALEXANDRA BRIDGE SITE  
IN ELECTORAL AREA "A" OF THE REGIONAL DISTRICT OF  
FRASER CHEAM.

I HEREBY CERTIFY the foregoing to  
be a true and correct copy of a  
resolution adopted by the Council  
of the District of Mission on the  
16th day of December, 1985.



ACTING CLERK



THE CORPORATION OF THE DISTRICT OF KENT

7170 CHEAM AVENUE, P.O. BOX 70, AGASSIZ, B.C. V0M 1A0. PHONE 796-2235

OFFICE OF THE

January 6, 1986

Honourable Tom McMillan  
 Minister of Environment  
 Environment Canada  
 House of Commons  
 Ottawa, Ontario  
 K1A 0Z6

Dear Mr. Minister:

RE: Alexandra Bridge - Proposed National  
 Historic Site

During 1985 the Regional District of Fraser Cheam submitted a proposal and application to the Historical Society and Monuments Branch of Canada for the establishment of a Fraser Canyon National Historic Park at the Alexandra Bridge site near Spuzzum, B. C. A copy of the proposal was forwarded to the then Minister of Environment, the Honourable Suzanna Blais Grenier.

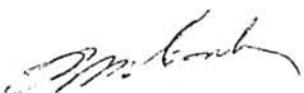
Subsequent to the submission correspondence had been directed to your office from the Regional District relating to their proposal.

This letter is to advise that at a regular meeting of Council of the District of Kent the matter for the establishment of a Fraser Canyon National Historical Park was received and discussed. We are pleased to advise that at that time Council gave full endorsement and support to the proposal of the Regional District of Fraser Cheam and the following motion is the motion of Council:

"That the Council of the District of Kent fully supports the proposal and the application submitted by the Regional District of Fraser Cheam to the Historical Sites and Monuments Board of Canada for the establishment of a Fraser Canyon National Historic Park by the Alexandra Bridge site near Spuzzum, B. C.".

Hon. Tom McMillan  
Minister of Environment  
January 6, 1985

Yours truly,



R. M. Conlin  
Municipal Clerk

RMC/lp

p.c. Mr. Ross Belsher, MP

Hon. Tom Waterland, M.L.A., Minister of Forests

Dr. Charles Humphries, Professor, University of B. C.

Mr. Russell Irvine, Heritage Conservation Branch, Victoria

Mr. Jim Orr, Administrator, Regional District Fraser Cheam



Greater Vancouver Regional District  
4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

10-35-85-111

Document 43.

Office of the Chairman  
Telephone (604) 432-6213

11 February 1986

Regional District of Fraser Cheam  
8430 Cessna Drive  
CHILLIWACK, B.C.  
V2P 7K4

Attention: John Jansen  
Chairman  
Board of Directors

Dear Sir:

Re: Fraser Canyon National Historic Park

Please be advised that the GVRD Board of Directors at its 29 January 1986 meeting unanimously approved submission of a letter of support for Fraser Cheam Regional District's request to the Honourable Tom McMillan, Federal Minister of Environment, for a detailed assessment of the Fraser Cheam National Historic Park proposal on the grounds that the Fraser River Canyon is a historic transportation corridor of national significance.

Yours truly,

Don A. Ross  
Mayor Ross  
Chairman  
GVRD Board of Directors

VV/cdp

1-2-7

Parliamentary Secretary  
to the Minister of the Environment



Secrétaire parlementaire  
du ministre de l'Environnement

10-22-

✓ 10-25-86 11

28 February, 1986

Mrs. Mary MacQueen,  
Mr. Lloyd Forman,  
Directors,  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
Chilliwack, British Columbia.  
V2P 7K4

Dear Mrs. MacQueen and Mr. Forman,

Thank you for your letter of 18 October, 1985, expressing your personal support of the proposal by the Regional District of Fraser-Cheam that a national historic park be established in the Fraser Canyon at the Alexandra Bridge site near Spuzzum.

At its meeting in November 1985, the Historic Sites and Monuments Board of Canada, the Minister's advisers on historical matters, considered the question of the possible national significance of the Alexandra Bridge, and the submission regarding the establishment of a park in the area.

As soon as the Minister has had an opportunity to review and approve the Board's recommendations regarding both the bridge and the proposed park, I will write to you again to tell you his decision.

Sincerely yours,

Gary Gurbin, M.P.  
Bruce-Grey

Parliamentary Secretary to  
the Minister of the  
Environment

RECEIVED  
MAR 1 9 1986  
REGIONAL DISTRICT  
OF FRASER-CHEAM

Minister of the Environment



Ministre de l'Environnement

3 March, 1986

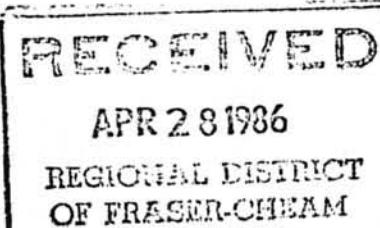
Mr. John Jansen,  
 Chairman of the Board,  
 Regional District of Fraser-Cheam,  
 8430 Cessna Drive,  
 Chilliwack, British Columbia.  
 V2P 7K4

Dear Mr. Jansen,

I am pleased to respond to your letter of 12 August, 1985, to my predecessor, the Honourable Suzanne Blais-Grenier, concerning your proposal for a national historic park at the site of the Alexandra Bridge in the Fraser Canyon. I have also received your letter and enclosure of 30 September. I regret the delay in replying.

Your proposal is ambitious and imaginative; clearly, you have put a lot of thought into it. National historic parks, however, are established only in the most exceptional of circumstances, where historic resources of national significance demand protection and interpretation by the federal government. At its meeting in November 1985, the Historic Sites and Monuments Board of Canada considered the possible national significance of the Alexandra Bridge, a resource associated with the theme of transportation. At present, your proposal can be examined only in that light, as we have not yet undertaken a major study of transportation in Canada and are unable to do so in the immediate future.

Your submission, and a background paper currently being prepared in-house, will be tabled before the Board. If the Board believes that the Bridge is of national architectural or historic significance, it will advise me on the level of involvement it feels would be appropriate for the Parks Service. The Board may recommend one of the following options: that the Bridge be commemorated with a plaque; that we consider some form of co-operative arrangement to preserve the resource; or that a national historic park be established at the site. While the Board's advice with respect to the appropriate form of commemoration is crucial, our policy requires us to examine a number of other factors, including our current priorities, before acting on its recommendation.



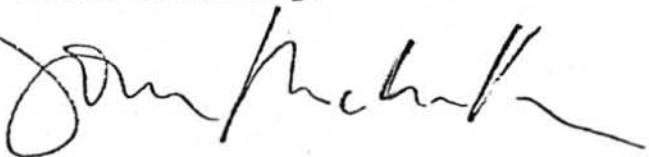
.../2

In light of the above, and while awaiting the outcome of the Board's deliberations, I urge you to explore the possibility of involving the Government of British Columbia in the interpretation of the Canyon and its history. The Province, which has recognized the importance of the Bridge site and has set aside lands there for a provincial park, may well be interested in acting on your proposal.

I hope the information I have provided clarifies the Parks Service's position on this matter. I will, of course, write to you again to advise you of the decision concerning the Alexandra Bridge site as soon as I have reviewed and approved the minutes of the Board's November meeting.

All good wishes,

Yours sincerely,



Tom McMillan, P.C., M.P.  
Hillsborough

Minister of the Environment



HOUSE OF COMMONS  
CANADA

Room 488 West Block  
House of Commons  
Ottawa, Ontario  
K1A 0A6  
(613) 992-2940

ROSS BELSHER, M.P.  
FRASER VALLEY EAST

33790 South Fraser Way  
Abbotsford, B.C.  
V2S 5M4  
(604) 859-4169  
Zenith 2769

April 25, 1986

Mr. John Jansen  
Chairman of the Board  
Regional District of Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, B.C.  
V2P 7K4

Dear Mr. Jansen:

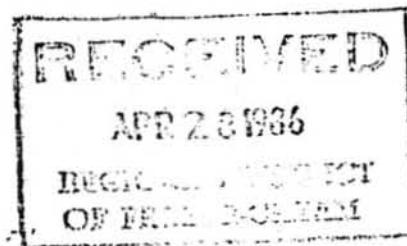
*[Handwritten signature of Ross Belsher over the text]*  
I have just received a copy of The Minister of Environment's reply to you regarding your proposal to establish a Fraser Canyon National Historic Park.

I am sorry that there is not a more definite answer to your proposal but I hope that when the Minister has reviewed the minutes of the Board's November meeting that you will receive a favourable reply. In the meantime, I would like to wish you all the best if you decide to act on the Minister's suggestion of involving the provincial government in this proposal.

Yours sincerely,

*[Handwritten signature of Ross Belsher]*

Ross Belsher, M.P.  
Fraser Valley East



RB:jm

## The Military Engineers Museum Assn of Canada Inc



Badge of First Permanent  
Force Engineers 1903

SECRETARY  
C/O CANADIAN FORCES SCHOOL OF MILITARY ENGINEERING  
CANADIAN FORCES BASE CHILLIWACK  
VEDDER CROSSING, B. C. VOX 120  
PHONE (604) 858-3311 - LOCAL 261

1328-1 (CETS)

02 May 86

Yale and District Historical Society  
P.O. Box 74  
Yale, B.C.  
V0K 2S0

Attention: Sec/Treas Beth Clare

Dear Beth:

Thank you for your kind letter of 19 April 1986. During your annual meeting, the subject of our support for the classification of the Alexandria Bridge as an historic site was discussed. We certainly support any endeavour which would honour the work of the Corps of Royal Engineers in Canada. That done by the Columbia Detachment during the construction of what is now generally referred to as the canyon highway, was extremely important to the development of the Province.

I would like to explain the alliance of the Corps of Royal Canadian Engineers and the Royal Engineers, which will help you understand our interest in this matter.

The Corps of Canadian Engineers was officially formed the 1st of July 1903, becoming the Corps of Royal Canadian Engineers the 1st of February 1904. His Majesty Edward VII, granted permission for the adoption as a badge, the Royal Cypher, surmounted by the Imperial Crown. The shape of the badge was similar to the Royal Engineers except for the addition of the word Canadian, and the substitution of the wreath of maple leaves for the laurel leaves of the Royal Engineers.

In February of 1926, with the gracious approval of his Majesty King George V, an alliance was formed between the Royal Canadian Engineers and the Royal Engineers. In 1931 the King approved the grant of the honour of bearing on Canadian Engineer badges and crests the mottoes "Ubique" and "Quo Fas et Gloria Ducunt", (Everywhere, Where Truth and Glory Lead) as used by the Royal Engineers. The single word "Ubique" is borne on the collar grenades.

This alliance between the Canadian Engineers and the Royal Engineers, was an important factor in the development of many of the customs and traditions still in existence in the Canadian Military Engineers.

It is hoped this very brief explanation of the ties between the Military Engineers of two countries will help explain our personal interest in the Alexandria Project.

We enclose a gift for your Museum in the form of two of the collar badges of the Royal Canadian Engineers showing the nine flame engineer grenade with the Ubique scroll. (as a matter of interest, the preferred pronunciation is OO-BEE-KAY)

We wish you success in your endeavours; if any further action by the Museum of the Canadian Military Engineers in support of this project would be helpful, please do not hesitate to ask.

Yours truly



M.P. Pieters

Captain

A/Museum Liaison Officer

Enclosure: 1



# Yale and District Historical Society

P.O. Box 74, Yale, B.C. V0K 2S0

May 17, 1986

M.P. Pieters, Captain  
A/Museum Liaison Officer  
c/o Canadian Forces School of Military Engineering  
Canadian Forces Base Chilliwack  
Vedder Crossing, B.C. V0X 1Z0

Dear Mr. Pieters,

Thank you on behalf of our Society, the two collar badges of the Royal Engineers, showing the nine flame engineer grenade with the unique scroll is appreciated. We will put this on display in the Historic Yale Museum.

At our Annual meeting of April 12, 1986, President Verna Shilson announced the support of our Society for Alexandra Bridge area as an Historic Site. Mary McQueen, member of our Society; plus Director Area B - Fraser Cheam Regional District, also brought up the subject. She informed the meeting, she would appreciate your support. No doubt you will be contacted by her in the near future.

Thank you for your interest.

Yours truly,

*Beth Clare*

Beth Clare  
Secretary/Treasurer

C.C. - M. McQueen, Director Area "B"



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

File No. 10-35-86-111

May 22, 1986

The Hon. Tom McMillan,  
Minister of the Environment,  
House of Commons,  
Ottawa, Ontario  
K1A 0H3

Dear Mr. McMillan:

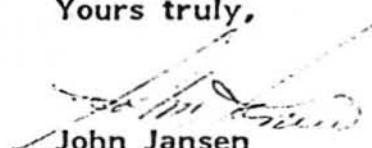
Thank you for your letter dated March 3, 1986. Naturally we are disappointed that we do not yet have a more positive response.

You will note that our brief requests the establishment of a "Fraser Canyon National Historic Park". In this park, the existing suspension bridge would be the most visible and perhaps the most interesting artifact. However, I must emphasize as strongly as possible that the value and merits of the park do not rest upon the national historic significance of the suspension bridge.

I must repeat that our Board considers the national historic significance of the Fraser Canyon to be self-evident and we are entirely persuaded that it warrants designation as a national historic park. I would draw to your attention the letter dated November 1, 1985, from Professor Cole Harris of U.B.C. - a man whose reputation in this field is beyond question. Professor Harris concurs with the Board that this site in the Canyon, above and beyond its individual artifacts, is of fundamental significance to an understanding of national unity.

We look forward to hearing more positively from you in the near future.

Yours truly,

  
John Jansen  
Chairman of the Board

c.c. Mr. Ross Belsher, M.P.  
The Hon. T. Waterland, Minister of Agriculture  
The Hon. J. Kemp, Minister of Lands, Parks and Housing

JJ:im



## REGIONAL DISTRICT OF FRASER-CHEAM

May 27, 1986

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

DEPT. 10-35-86-111  
IN REPLY QUOTE

FILE No. \_\_\_\_\_

Mr. Bud Smith, Director  
The Military Engineers Museum  
C.F.B. Chilliwack  
Vedder Crossing, B.C.  
V2X 2E0

Dear Bud:

### RE: ALEXANDRA BRIDGE PROPOSAL

Thank you, Bud, for your enthusiastic call in respect to the Regional District of Fraser-Cheam's proposal to have the Alexandra Bridge area declared a National Historic Park.

In the interim, I received a copy of a letter written by Captain M. P. Pieters A/Museum Liaison Officer, to the Yale and District Historical Society supporting our proposal.

I am enclosing four copies of the brief completed by the Regional District as per your request.

Thank you, Bud, and if there is further information that you require in this regard please advise. As mentioned previously I would appreciate copies of the letters of support so that we may update our brief on a continuous basis.

Best regards,

Mary MacQueen  
Director, Area "B"  
Regional District of Fraser-Cheam

/kmg

c.c. Dr. Peter Cave



## REGIONAL DISTRICT OF FRASER-CHEAM

May 27, 1986

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

Mr. Andy A. Craig  
B.C. Pioneer Truckers  
R.R. #2 South Road Site #21  
Gabriola, B.C.  
V0R 1X0

DEPT. 10 - 35 - 86 - 11  
IN REPLY QUOTE

FILE No. \_\_\_\_\_

Dear Andy:

It was a pleasure to meet you in Merritt during the opening ceremonies for the Coquihalla Highway. As promised I am enclosing a brief prepared by the Regional District of Fraser-Cheam to give you an idea of just what great potential the Alexandra Bridge site has as an interpretive centre. We are at the present time circulating this brief with a view to having the area declared a National Historic Park and to date the response has been encouraging.

As discussed I feel that you may be interested in this proposal and perhaps would care to write a letter of support on behalf of the B.C. Pioneer Truckers. It was my understanding that years ago there was a similar proposal by the Pioneer Trucking group and the Hon. Alex Fraser, Minister of Transportation and Highways. Comments in that regard would be much appreciated as the trucking industry played a very important part in the development of the East and the West.

Letters of support should be addressed to the Hon. Tom MacMillan, Minister of Environment, House of Commons, Ottawa, Ontario K1A 0Z6 with a copy to the Regional District of Fraser-Cheam, 8430 Cessna Drive, Chilliwack, B.C. V2P 7K4.

Thank you, Andy, for your comments and I look forward to seeing you again with more time to look through your collection of photos and information.

Please do not hesitate to advise if I can be of any assistance to you in this regard.

Best regards,

*Mary MacQueen*  
Mary MacQueen  
Director, Area "B"  
Regional District of Fraser-Cheam

/kmg

*c.c.* Dr. Peter Cave

JUNE 2 / 86

# Time called urgent in creation of parks

Canadian Press

TORONTO — Canada must find a way to create more national parks by the year 2000 or risk losing the opportunity altogether, the chairman of a new national task force on the issue says.

"It's clear that something has to be done; we're not moving quickly enough with national parks," John Theberge, professor of ecology and resource management at the University of Waterloo said.

His appointment as head of the eight-member task force was announced by federal Environment Minister Thomas McMillan last week, although the group began work in April.

Theberge said there is broad public support for protecting significant natural areas, as well as considerable evidence that parks make a significant contribution to the national and local economies.

There are 31 national parks in Canada, accounting for 1.5 per cent of the land base. By contrast, seven other countries have set aside more than 10 per cent of their land base in protected areas; about 15 countries, including the United States, have protected about five per cent.



McMILLAN



## REGIONAL DISTRICT OF FRASER-CHEAM

8430 CESSNA DRIVE  
CHILLIWACK, B.C. V2P 7K4  
PHONE 792-0061

June 3, 1986

The Honourable Tom McMillan,  
Minister of Environment  
Government of Canada  
House of Commons  
Ottawa, Ontario  
K1A 0A6

DEPT. IN REPLY QUOTE  
FILE No. 10-35-86-111

Dear Mr. Minister,

Re: Alexandra Bridge - Proposed  
National Historic Park

Further to my letter of May 29, 1986 regarding the above mentioned proposal, it was with great interest that I read the enclosed article contained in the June 2, 1986 issue of the "Vancouver Sun".

Needless to say, this article has acted as a stimulant towards our efforts to promote the Alexandra Bridge site as a National Historic Park. We firmly believe that we have a very viable proposal and that the proposal can indeed reach fruition with the co-operation of the Federal Government and the Provincial Government.

The Fraser Canyon transportation corridor is undergoing a trauma at the present time with the opening of the third route to the interior of British Columbia, and I feel that the development of a National Historic Park in this area would indeed be a real complement to the Federal Parks system.

If there is any further information that you feel would be of benefit, please advise.

Thank you for your anticipated interest in this very worthwhile proposal.

Yours truly,

*Mary MacQueen*  
Mary MacQueen,  
Vice-Chairman, R.D.F.C.  
Director, Area "B"  
R.D.F.C.

The Honourable Tom McMillan  
June 3, 1986  
page 2

MM/mej

- c.c. Ross Belsher, M.P., Fraser Valley East
- c.c. The Honourable Tom Waterland, M.L.A. Yale-Lillooet
- ✓ c.c. Dr. Peter Cave, Director of Planning, R.D.F.C.
- c.c. Mr. Ron Hagan, Economic Development Officer, R.D.F.C.

Province of  
British Columbia

OFFICE OF THE MINISTER

Ministry of  
Agriculture and Food

Parliament Buildings  
Victoria  
British Columbia  
V8V 1X4  
Telephone: (604) 387-1978

66

05 June 1986

Honourable Tom McMillan,  
Minister of Environment,  
House of Commons,  
Ottawa, Ontario,  
K1A 0A6

Dear Mr. McMillan:

Re: Establishment of a  
"Fraser Canyon National Historical Park"

On May 29th, 1986, I received a copy of a letter from Mr. John Jansen, Chairman of the Board for the Regional District of Fraser-Cheam, regarding the establishment of a National Park at the Alexandra Bridge site in the Fraser Canyon.

Please be advised that this proposal has my full support, as I feel a National Park designation would give that badly needed boost for the "Scenic Fraser Canyon Route". It is my hope that you will approve this request.

Thank you.

Yours truly,

ORIGINAL SIGNED BY MINISTER

Tom Waterland,  
M.L.A. Yale-Lillooet,  
Minister of Agriculture & Food.

Encl.

c.c. Mr. J. Jansen,  
Chairman of the Board,  
Regional District of Fraser-Cheam

Mrs. Mary MacQueen,  
Regional District of Fraser-Cheam.

Office of the Minister  
of the Environment

Cabinet du ministre  
de l'Environnement

13 June, 1986

Mr. John Jansen,  
Chairman of the Board,  
Regional District of  
Fraser-Cheam,  
Office of the Chairman,  
8430 Cessna Drive,  
Chilliwack, British Columbia.  
V2P 7K4

Dear Mr. Jansen,

On behalf of the Honourable Tom McMillan, I wish to acknowledge and thank you for your letter of 22 May concerning your request for the establishment of a Fraser Canyon national historic park..

Please be assured your correspondence has been brought to the Minister's attention and a reply is forthcoming.

Yours sincerely,

*Holly Martel*  
Holly Martel  
Special Assistant

Office of the Minister  
of the Environment

Cabinet du ministre  
de l'Environnement

16 June, 1986

Ms. Mary MacQueen,  
Director,  
Regional District of  
Fraser-Cheam,  
8430 Cessna Drive,  
Chilliwack, British Columbia.  
V2P 7K4

Dear Ms. MacQueen,

On behalf of the Honourable Tom McMillan, I acknowledge and thank you for your letter of 29 May requesting a meeting with him during your trip to Prince Edward Island, to discuss the proposed Alexandra Bridge national historic park.

Please be assured I have brought your correspondence to the Minister's attention as well as to the attention of staff members responsible for preparing his agenda.

Yours sincerely,

*Holly Martel*  
Holly Martel  
Special Assistant

Andrew A. Craig  
21 R.R.2 South Road,  
Gabriola, B.C. V0R 1X0  
June 25, 1986

Hon. Tom McMillan,  
Minister of Environment,  
House of Commons,  
Ottawa, Ontario

Dear Mr. Minister:

re: Proposed ALEXANDRA BRIDGE SITE, to be declared  
a NATIONAL HISTORIC PARK

I would like to add my information on to the application of  
P.W. Cave and Mary MacQueen of the District of Fraser-Cheam.

I have just returned from a week of our Transport display  
at EXPO 86 where we showed over a 100 Vintage of The B.C. Pioneer  
Truckers. A good portion of these were restored by big truck  
companies especially for Expo, so now we have a great big collection  
of Transportation History ready to display in a site in B.C.

10 years ago I had meetings with Hon. Alex Fraser, our  
Minister of Highways, and it was he that picked the Alexandra Bridge  
site then for a Transportation Museum to show from a man's pack to  
mule train, to oxen, then horse-drawn freight wagons, then on into  
the Model T, to the giant trucks of today, all on this Historic Site.

So, with the wish that you will give this brief your early  
attention and declare Alexandra Bridge a National Park -- in five more  
years it will be 100 years since my Dad hauled his first load of  
freight in B.C., and this year I drove my restored Indiana Freight  
Truck as the first one over the new Coquihalla Highway, my old freight  
route 50 years ago. So to me this site means a lot, and to the remaining  
Pioneer Truckers of B.C.

Best regards,

(sgd.) Andy A. Craig.

Minister of the Environment



Ministre de l'Environnement

Mr. John Jansen,  
 Chairman of the Board,  
 Regional District of Fraser-Cheam,  
 8430 Cessna Drive,  
 Chilliwack, British Columbia.  
 V2P 7K4

4 August, 1986

**RECEIVED**  
 SEP 22 1986  
**REGIONAL DISTRICT  
 OF FRASER-CHEAM**

Dear Mr. Jansen,

Thank you for your letter of 22 May concerning the proposal to establish a national historic park in the Fraser Canyon.

I recently approved the minutes arising from the November meeting of the Historic Sites and Monuments Board of Canada, and I am now able to inform you of my decision on your proposal. Following considerable discussion, the Board concluded that the 1926 Alexandra Suspension Bridge is not of national historic or architectural significance.

It also found that the Fraser Canyon Transportation Corridor is of national significance; however, as the Alexandra Bridge, which is seen as the focus for a national historic park in the proposal before the Board, is not itself deemed to be of national significance, and as the area in question has been designated a "Class A" provincial park by the Province of British Columbia, the Board concluded that Program involvement, at this time, should be limited to commemoration by means of a plaque - that plaque to be erected at an appropriate site within the provincial park.

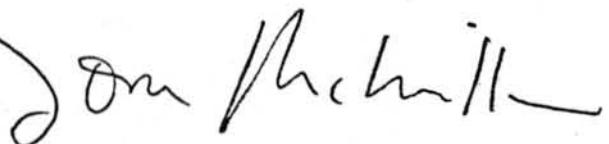
As I mentioned in my letter to you of 3 March, national historic parks can be established only in the most exceptional of circumstances, where historic resources of national significance demand protection and interpretation by the federal government.

In view of the specific nature of the Board's recommendations, Environment Canada cannot, unfortunately, consider establishing a national historic park in the Fraser Canyon.

I regret that my reply could not be more favourable.

All good wishes,

Yours sincerely,



Tom McMillan, P.C., M.P.  
Hillsborough

Minister of the Environment

Ministre de l'Environnement



Minister of the Environment

RECEIVED

OCT 20 1986

REGIONAL DISTRICT  
OF FRASER-CHEAM

26 August, 1986

Mrs. Mary MacQueen,  
 Vice-Chairman, R.D.F.C.,  
 Director, Area "B",  
 Regional District of Fraser-Cheam,  
 8430 Cessna Drive,  
 Chilliwack, British Columbia.  
 V2P 7K4

Dear Mrs. MacQueen,

Thank you for your letters of 29 May and 3 June concerning the proposal to establish a national historic park in the Fraser Canyon at the site of the Alexandra Bridge.

As you know, in November 1985, the Historic Sites and Monuments Board of Canada considered the proposal to establish a national historic park in the Fraser Canyon at the site of the Alexandra Bridge.

I recently approved the Minutes arising from that meeting, and I am writing to inform you of my decision with regard to the Alexandra Bridge proposal. Following considerable discussion, the Board recommended that,

the 1926 Alexandra Suspension Bridge is not of national historic or architectural significance,

and that,

the Fraser Canyon Transportation Corridor is of national significance; however, as the Alexandra Bridge, which is seen as the focus for a national historic park in the proposal before the Board, is not itself deemed to be of national significance, and, as the area in question has been designated a "Class A" provincial park by the Province of British Columbia, Program involvement, at this time, should be limited to commemoration by means of a plaque - that plaque to be erected at an appropriate site within the provincial park.

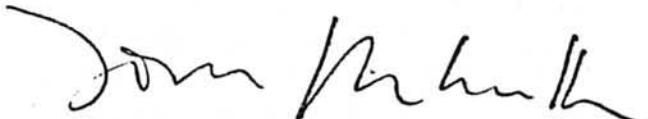
Given the specific nature of the Board's recommendations, Environment Canada, Parks, cannot consider establishing a national historic park in the Fraser Canyon at the site of the Alexandra Bridge.

With regard to your request that we meet to discuss the proposal, in view of the above explanation of the department's position on this issue, it would not be appropriate to meet at this time.

I regret that my reply could not be more favourable.

All good wishes,

Yours sincerely,



Tom McMillan, P.C., M.P.  
Hillsborough

Minister of the Environment



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

October 3, 1986

File: 10-35-86-111

The Hon. Tom McMillan,  
Minister of Environment,  
House of Commons,  
Ottawa, Ont  
K1A 0A6

Dear Mr. McMillan:

re: Proposed Fraser Canyon National Historic Park

This is to acknowledge receipt of your letter dated August 4, 1986. We are disappointed in its content.

I am enclosing a copy of our letter to the Prime Minister for your attention. I would ask again that you reconsider the merits of our proposal.

Thank you for your attention in this matter.

Yours truly,

John Jansen  
Chairman of the Board

c.c. Rt. Hon. Brian Mulroney  
Hon. W. Vander Zalm  
Hon. A. Pelton  
Ross Belsher, M.P.  
Director M. MacQueen  
Director L. Forman

JJ:im



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

October 3, 1986

File 10-35-86-111

The Rt. Hon. Brian Mulroney,  
House of Commons,  
Ottawa, Ont  
K1A 0A6

Dear Mr. Prime Minister:

re: Proposed Fraser Canyon National Historic Park

It was with great reluctance and disappointment that the Regional Board received the letter addressed to me from the Hon. Tom McMillan dated August 4. It recognizes, finally, that "the Fraser Canyon Transportation Corridor is of national significance", but it concludes that "Environment Canada cannot ... consider establishing a national historic park in the Fraser Canyon". The only reason given is that the 1926 Alexandra Suspension Bridge is not considered to be of national historic or architectural significance.

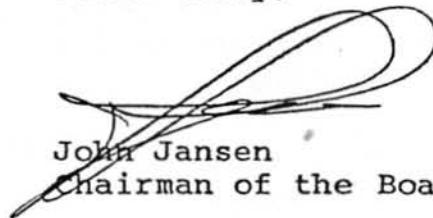
The proposal to establish a national historic park to recognize and interpret to visitors the national significance of this vital and historic route to the west, construction of which was a pre-condition of Confederation, has widespread support from the Government and people of the Province of British Columbia. We have documented in detail the justification, the plans and the support for the Fraser Canyon National Historic Park in our Brief to the National Historic Sites and Monuments Board of Canada and to the Minister. We are dismayed that it has been interpreted so narrowly, and only in the context of the engineering merits of the suspension bridge. The proposal deserves broader consideration than that.

..../2

We are sympathetic, of course, to your Government's concern for tight budgets and for the need to limit expenditures on new projects. Indeed, we have emphasized to the Hon. Tom McMillan and to Mr. Ross Belsher, M.P., that it is recognition, designation and approval of the future park which is needed today; construction, even with immediate designation, could not come sooner than one or two years in the future because of the need to design the Park. We believe, moreover, that the park would be virtually self-financing on a user-pay basis once developed. Visitorship should be at least 150,000 per year, and the park would soon become a major and high-profile component of the historic parks system.

We appeal to you to you, Mr. Prime Minister, to review the decision to refuse designation of the national historic park in the Fraser Canyon. The project is worthy of Federal support.

Yours truly,



John Jansen  
Chairman of the Board

c.c. Ross Belsher, M.P.  
Hon. Tom McMillan  
Hon. W. Vander Zalm  
Hon. Austin Pelton  
Director M. MacQueen  
Director L. Forman

Attachment: Brief to Historic Sites and Monuments Board of Canada, April 1985 [Updated June, 1986]

JJ:im

Office of the Minister  
of the Environment

Cabinet du ministre  
de l'Environnement

21 October, 1986

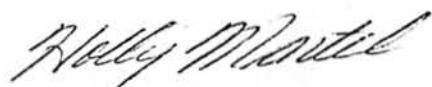
Mr. John Jansen,  
Chairman of the Board,  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
Chilliwack, British Columbia.  
V2P 7K4

Dear Mr. Jansen,

On behalf of the Honourable Tom McMillan, I wish to acknowledge and thank you for your letter of 3 October with which you enclosed a copy of your letter to the Prime Minister concerning the possibility of establishing a Fraser Canyon National Historic Park.

Please be assured that your correspondence will be brought to the Minister's attention and that a reply will be forthcoming.

Yours sincerely,



Holly Martel  
Special Assistant



Minister of the Environment



Ministre de l'Environnement

14 November, 1986

RECEIVED

DEC 12 1986

REGIONAL DISTRICT  
OF FRAZER-CHEAM

Mr. John Jansen,  
 Chairman of the Board,  
 Regional District of Fraser-Cheam,  
 8430 Cessna Drive,  
 Chilliwack, British Columbia.  
 V2P 7K4

Dear Mr. Jansen,

Thank you for your letter of 3 October, and for the copy of your letter of the same date to the Prime Minister, regarding your proposal that a national historic park be established in the Fraser Canyon near Spuzzum.

When the Historic Sites and Monuments Board of Canada made its recommendation on your proposal last November, it appended a statement to indicate that it would be pleased to consider possible additional commemoration of transportation in the Fraser Canyon when a study of transportation in Canada was submitted to the Board for review.

Researchers in Environment Canada, Parks, realized that such a study would be a massive undertaking, and decided that the theme could be treated on a regional basis. Consequently, a paper on transportation in the Western Cordillera was tabled with the Board when it met last June in Charlottetown. The paper clarified how the transportation development phases in the region related to the national scene and how various aspects of the theme had been addressed through the Board's recommendations over the years. After reviewing the document, the Board made the following recommendations, which I have approved.

The Board found that:

"the theme of transportation in the Western Cordillera to the 20th century has been adequately commemorated by means of plaques and no major study of this topic is called for."

.../2

It also recommended, however, that:

"the [Parks] Service should approach the Province of British Columbia to determine if it is planning to establish an interpretive facility to deal with Transportation in the Fraser Canyon, within its park near the Alexandra Bridge site; and, if it is, Parks should explore the possibility of co-operating with it in this regard to ensure that major developments in transportation in the Canyon and the Cordillera in this century are adequately treated in any such development."

These recommendations give Parks a mandate to discuss with the Province of British Columbia the possibility of becoming involved in interpreting the theme of transportation in the Western Cordillera at the Alexandra Bridge. I have asked Parks officials in the Western Regional Office to contact the Province regarding this matter without delay.

I will ensure that you are kept informed of any developments.

All good wishes,

Yours sincerely,



Tom McMillan, P.C., M.P.  
Hillsborough

Minister of the Environment



## PRIME MINISTER · PREMIER MINISTRE

**RECEIVED**  
NOV 28 1986  
REGIONAL DISTRICT  
OF FRASER-CHEAM

Ottawa, K1A 0A2  
November 21, 1986

Dear Mr. Jansen,

Thank you for your letter of October 3 and enclosed proposal regarding the establishment of a national historic park in the Fraser Canyon.

I have noted the copy of your correspondence to my colleague, The Honourable Tom McMillan, Minister of the Environment, requesting further consideration of this proposal. I appreciate your bringing the matter to my attention, and feel sure that you will hear from Mr. McMillan within the near future.

Again, thank you for writing.

With kindest regards,

Yours sincerely,

Mr. John Jansen,  
Chairman of the Board,  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
Chilliwack, British Columbia.  
V2P 7K4



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

The Hon. W.N. Vander Zalm,  
Premier,  
Parliament Buildings,  
Victoria, B.C.  
V8V 1X4

Dear Mr. Premier:

re: Proposed Fraser Canyon National Historic Park

Further to the copies of correspondence forwarded to you by my predecessor, John Jansen, MLA, I enclose for your attention copies of the letters of reply from the Rt. Hon. Brian Mulroney, Prime Minister, and the Hon. Tom McMillan, Minister of Environment.

You will note that Mr. McMillan indicates that the Federal Government is now willing to entertain the possibility of a cost-shared development at the proposed site. As our Board has stressed on many occasions over the past two years, we are most anxious to see this project undertaken, and I would urge you to use your best efforts to ensure that the project comes to fruition. The value of the proposed national historic park to the culture, heritage and economy of our Region cannot be over estimated.

We look forward to co-operating with you on this project.

Yours truly,

Lloyd Forman  
Chairman of the Board

c.c. Hon. C.S. Rogers  
Ross Belsher, M.P.  
James Rabbitt, MLA



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

The Hon. C.S. Rogers,  
Minister of Environment and Parks,  
Parliament Buildings,  
Victoria, B.C.  
V8V 1X4

Dear Mr. Minister:

re: Proposed Fraser Canyon National Historic Park

Enclosed is a copy of a letter to the Premier, the Honourable Bill Vander Zalm, together with copies of previous relevant correspondence. On behalf of the Board of the Regional District of Fraser-Cheam, I urge you to forward this project as rapidly as possible.

Yours truly,

Lloyd Forman  
Chairman of the Board

c.c. Ross Belsher, M.P.  
James Rabbitt, MLA



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

Mr. Ross Belsher, M.P.,  
33790 South Fraser Way,  
Abbotsford, B.C.  
V2S 5M4

*Ross*

Dear Mr. Belsher:

re: Proposed Fraser Canyon National Historic Park

Enclosed are copies of recent correspondence to update you on the progress on this project. It finally looks as though we are making some progress.

Yours truly,

*L. Forman*

Lloyd Forman  
Chairman of the Board

Encls.



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

Mr. James Rabbitt,  
MLA Yale-Lillooet,  
Box 850,  
Merritt, B.C.  
V0K 2B0

Dear Jim:

re: Proposed Fraser Canyon National Historic Park

I enclose copies of recent correspondence on the proposed National Historic Park. It looks as though we have finally persuaded the Honourable Tom McMillan of the merits of the case. If we could now secure vigorous and active Provincial support, I think the project could be brought to fruition quickly. I would urge you to use your energies in support of our efforts.

Thank you for your co-operation.

Yours truly

Lloyd Forman  
Chairman of the Board

Encls.



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

The Hon. Tom McMillan,  
Minister of Environment,  
House of Commons,  
Ottawa, Ontario  
K1A 0H3

Dear Mr. McMillan:

re: Proposed Fraser Canyon National Historic Park

As the newly-elected Chairman of the Regional Board, I am pleased to acknowledge receipt of your letter addressed to Mr. John Jansen and dated November 14, 1986.

The Board was very pleased to read your comments and we trust that the Provincial Government will respond favourably to the proposal.

Thank you again for your co-operation.

Yours truly,

A handwritten signature in black ink, appearing to read 'Lloyd Forman'.

Lloyd Forman  
Chairman of the Board

LF:im



REGIONAL DISTRICT OF FRASER-CHEAM  
OFFICE OF THE CHAIRMAN

December 17, 1986

File: 10-35-86-111

The Rt. Hon. Brian Mulroney,  
Prime Minister,  
House of Commons,  
Ottawa, Ontario  
K1A 0A2

Dear Mr. Prime Minister:

re: Proposed Fraser Canyon National Historic Park

As the newly-elected Chairman of the Regional Board, I am pleased to acknowledge your letter of November 21, 1986, addressed to Mr. John Jansen.

We have now received a letter from The Honourable Tom McMillan which is most encouraging. We appreciate your assistance in this matter.

Yours truly,

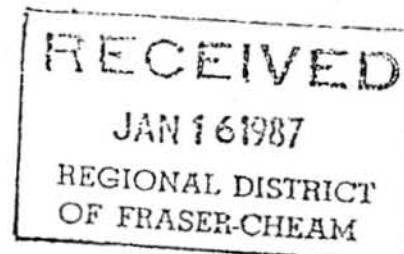
Lloyd Forman  
Chairman of the Board

LF:im

COPY



December 30, 1986.



Mr. Floyd Forman,  
Chairman of the Board,  
Regional District of Fraser-Cheam,  
8430 Cessna Drive,  
CHILLIWACK, British Columbia  
V2P 7K4

Dear Mr. Forman:

RE: PROPOSED FRASER CANYON NATIONAL HISTORIC PARK

Thank you for your letter regarding the possibility of a cost-shared development of the Fraser Canyon National Historic Park. I have discussed the matter with Mary McQueen and the Regional District has made the report available to me.

I can assure you that I totally support this development and will assist to see it become a reality. If I can be of any assistance in setting up meetings with the Minister, Hon. S. Rogers, please let me know.

I remain,

J.T. Rabbitt, M.L.A.  
Yale - Lillooet

JTR/ean



HOUSE OF COMMONS  
CANADA

Room 488 West Block  
House of Commons  
Ottawa, Ontario  
K1A 0A6  
(613) 992-2940

ROSS BELSHER, M.P.  
FRASER VALLEY EAST

33790 South Fraser Way  
Abbotsford, B.C.  
V2S 5M4  
(604) 859-4169  
Zenith 2769

**COPY**

January 15, 1987

Mr. Lloyd Forman,  
Chairman of the Board,  
Regional District of Fraser-Cheam  
8430 Cessna Drive,  
Chilliwack, B.C.  
V2P 7K4

Dear Lloyd:

Thank you for your recent letter and enclosed copies of correspondence to update me on the progress being made with the proposed Fraser Canyon National Historic Park.

It was good news to learn that at long last this project may be showing some sign of life, even if it just starts out as an interpretive facility to deal with transportation.

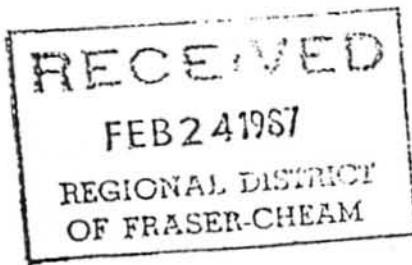
Please keep in touch so that I can follow the progress being made. I have also written to The Honourable C.S. Rogers, M.L.A., Minister of Environment and Parks to express my support for this project.

Yours sincerely,

*Ross*  
Ross Belsher, M.P.  
Fraser Valley East

RB:jm





COPY

Province of British Columbia  
OFFICE OF THE PREMIER

January 27, 1987

Mr. Lloyd Forman  
Chairman of the Board  
Regional District of Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, British Columbia  
V2P 7K4

Dear Mr. Forman:

Thank you very much for your letter of December 17th, on the subject of the proposed establishment of a national historic park in the Fraser Canyon. I also appreciate you providing me with copies of letters which you recently received from The Prime Minister, The Rt. Honourable Brian Mulroney, and The Honourable Tom McMillan, Federal Minister of Environment.

Please be assured I have read your letter and enclosures carefully, and appreciate that as the Chairman of the Regional District of Fraser-Cheam, you are deeply concerned with the impact such a national park could have on the culture, heritage and economy of the Region. For this reason, I am particularly pleased to note that a copy of your letter has been sent to my colleague, The Honourable Stephen Rogers, Minister of Environment and Parks, and I know he will be very pleased to respond to you on this matter.

Again, thank you for writing me so I may be aware of the Regional District's views. May I take this opportunity to extend to you, and all your members, my warmest wishes for 1987.

Sincerely yours,

William N. Vander Zalm

PREMIER

cc: The Honourable Stephen Rogers

## OMMA

## OKANAGAN MAINLINE MUNICIPAL ASSOCIATION

P.O. Box 610, Lillooet, B.C. V0K 1V0

'Phone: 256-4289

February 6, 1987

Regional District  
of Fraser Cheam  
8430 Cessna Drive  
Chilliwack, B.C.  
V2P 7K4

Attention: Lloyd Foreman,  
Chairman

Dear Sirs:

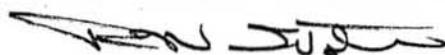
Re: Proposed Fraser Canyon National Historic Park

Notwithstanding the timing of receiving the material relating to the above proposal, it was the unanimous opinion of the O.M.M.A. Executive that full endorsement be given to this project.

It would give a new focus to tourism in the Fraser Canyon area and benefit both your and our areas.

It is to be noted that our Vice President, Mayor Anne Clarke of Vernon's grandfather was the designer of the bridge. Needless to say the Executive had a good discussion on its history.

Yours truly,



R.W. Watson,  
Secretary Treasurer

RWW/anw





Province of  
British Columbia

OFFICE OF THE MINISTER

Ministry of  
Environment  
and Parks

Parliament Buildings  
Victoria  
British Columbia  
V8V 1X4



Your File: 10-35-86-111

February 16, 1987

COPY

Chairman Lloyd Forman  
and Members of the Board  
Regional District of Fraser-Cheam  
8430 Cessna Drive  
Chilliwack, British Columbia  
V2P 7K4

Dear Chairman Forman and Members of the Board:

This will acknowledge your letter of December 17, 1986, regarding your proposal to convert the provincial park at Alexandra Bridge to a national historic park.

In order to fully understand your proposal I have asked my Regional Director, Mr. George Trachuk, in North Vancouver, to meet with you and your staff. As you may know, the visitor program for Alexandra Bridge Provincial Park includes highlighting the transportation theme. We would be most interested in suggestions for improving this information and contributing further towards the cultural heritage and economic values of the Fraser Canyon.

Thank you for consulting me on this matter.

Yours sincerely,

Stephen Rogers  
Minister of Environment  
and Parks

cc: Mr. James Rabbitt, M.L.A.  
Yale-Lillooet