uvenir Supplement for Opening of Skeena River Highway

LABOR DAY on., Sept. 4, 1944 The Daily Mews SECTION

road Highroad To a New Prosperity

IE MAN ENGINEER

ng the construction tain highway is not lities of many men, the Department of Resources wanted a ake charge of field he Skeena River Highrtment heads chose G. ald for the job.

e man, Mr. Archibald Prince Rupert from to make his headefore construction beine, 1942.

nclined to get lyrical have had a part in it.' beauties and prosthe country surroundroad, and the many ho investigate them ars to come will find



Where the road parallels the railway along the Skeena it diverts around all tunnels.

pes not exaggerate in highway were prefabricated in ged canyon country of all Can-Vancouver.

NOTABLE

CHIEVEMENT

The completion of the Skeena

River Highway marks a distinct

advance in the transportation

facilities of Northern and Cen-

tral British Columbia. In supply-

ing Petroleum Products to the

various contracting companies

who have done such excellent

work, Imperial Oil Limited are

proud to have shared in the con-

struction of this strategic high-

Imperial dealers at Prince Rupert,

Terrace, Hazelton and intermediate

LIMITED

way.

points.

MPERIAL

part of the rail line picked its tination at Prince Rupert. It

Traffic on this line became so congested in the first few months of the 1942 emergency that the need for some secondary type of land transport ceased to be merely desirable, and became a definite necessity. The federal government's answer was the completion of the partlyfinished Skeena River highway.

And thereby began a construction project whose literally mountainous difficulties now culminate in the opening of the highway.

Enterprise of

Great Magnitude

Yet actually the project was a rock-moving enterprise of tions at a point opposite the Guided from Ottawa by J. M. such magnitude it required nine village of Pacific. construction companies working from a year to two years road survey extended from that Mills, chief engineer, the work under limited contracts, to fin- point to a point opposite Cedar- was supervised by field enginish. Over \$2,000,000 worth of vale, 33 miles eastward. There eer G. D. Archibald, city enequipment was used to over- the provincial road took over gineer of Saskatoon, on loan to come construction difficulties to Hazelton, 195 miles east of the Department. His base of some of which were said to be Prince Rupert.

Heading south for seven miles it touched the north bank of the Skeena River at the station

War Emergency Brings Into Being a Great Project That Will Help Unite All the Communities of Central British Columbia Conquest of Mountainous Difficulties Culminates in mate of the rock yardage moved bulldozers, cranes, trucks and

Opening of Important Land Outlet for This District

(By J. K. McLeod, Daily News Staff)

When Canada made her bold answer to the Japan- western stretch was from 40 to Very Stubborn ese challenge of Pearl Harbor the transportation picture for the principal shipping port of northern British Columbia consisted of a tenuous railway line stretched across the province, and by the churning wakes of vulnerable coastwise shipping. The western

way down the rock-girt Skeena and the railway line to the in-River Valley, west of Prince terior centre of Terrace, a total George and Hazelton, to its des- distance of 78 miles. All 45 bridges on the new traversed some of the most rugvincial-built road takes over. Dufferin, of Toronto, and Genvincial-built road takes over. Dufferin, of All feet

That is took a first class emergency to bring about the completion of the road may seem surprising. On a map the job would not look like muchmerely to join two unfinished links in the provincial goveernment highway, the combined lengths of which totalled only 111 miles.

Following a line determined eral government in turning the the contracts knew that they some years ago by the provin- enterprise over to the Engin would have to deal Nature of cial government's chief locating eering Construction Service of direct body punches to put the engineer, H. L. Hayne, of Kam- its Department of Mines and road through. Many of them loops, the new road began (from Natural Resources was confirm- figured that the job would take the coastal point of view) at ed by the vast amount of hara a year, and it is likely that they Prudhomme Lake, 11 miles east rock work involved. No esti- would have been right had their of Prince Rupert.

of Tyee, then paralled the river

tains 90 per cent solid rock. late. The remainder of the 78 mile Terrain Was 85 percent of the same substance. Rarely do construction mei.

Construction, Standard Paving, final barrier.

is yet available, but the west shovels in action all the time. ernmost seven miles between Orders in this line often ar-Prudhomme Lake and Tyee, con- rived as much as six months

Five Toronto and four Van- have to face so stubborn a couver construction companies stretch of terrain as that conworked on the road. The west- tained in the seven-mile stretch ern part, divided into seven sec- between Prudhomme Lake and tions of slightly more than 11 Tyee. A three-mile long, 600miles each, was blasted through foot-high corrugated rock sumby Northern Construction and mit, whose wrinkles are filled J. W. Stewart, of Vancouver, with muskeg in some places to Rayner Construction, Tomlinson a depth of 25 feet, remained the

Crossing the river on a steel eral Construction, of Vancouver. these corrugations, shovelled muskeg out of the intervening depressions until they reach bedrock, then poured in shattered rock to roadbed level. Power shovels, their treads supported by plank pads, moved across the muskeg, gouging out a trough which trucks and dumpters filled with stone. So timeconsuming was this procedure that the contractors found it ad visable to turn over four miles of their original contract to the adjacent Rayner firm.

> The Tyee-Terrace section was a tight squeeze in many spots Often the Canadian National line had already taken up the narrow margin between the mountains and the river. Where the survey ran close between the two the builders were forced to pour rock into the stream to



Northern Construction and J. W. Stewart, of Vancouver, had to skirt many mountain crests similar to this in the extremely difficult Prudhomme Lake-Tyee section of the new road.

build a shelf for the road. These and "borrow pits." The latter From Terrace an earlier pro McNarmara Construction, and Northern Construction and fills extended for miles, and rocal were deposits of loose rock and

Rock was obtained from cuts

(Continued on Page 4) See BROAD HIGHWAY

Greetings...

The Commissioners of the Village Corporation of Terrace take this opportunity of welcoming visitors to Terrace on the occasion of the opening of the Skeena Highway and hope that this will be but the beginning of a new era of friendly co-operation between the various communities now connected by this great road.

> E. HAUGLAND, (Chairman of Commissioners)



Power shovel dropping boulders into a dumpter. The dumpter was found a highly satisfactory carrying unit.

abruptly at a series of rock bas- Limited, of Vancouver.

unparelled on this continent. The logic displayed by the fed. Construction men who took

bridge just east of the town it The Pacific-Cedelvale stretch proceeds along the south bank was built by Highway Construcfor 25 miles, where it ends tion and Campbell Contractors

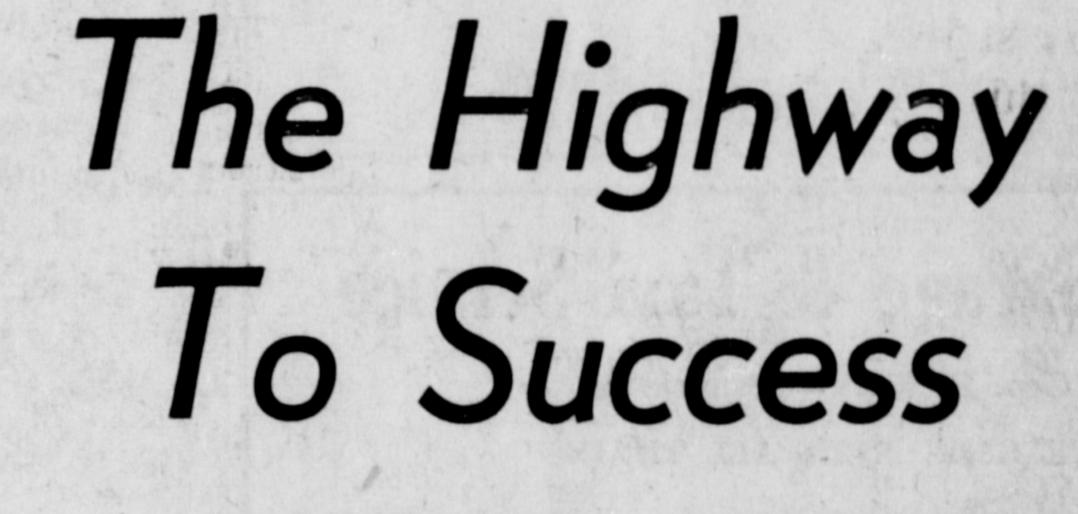
Wardle, Director of Engineering The eastern section of the new Construction Service, and T. S. operations was Prince Rupert.

difficulties been presented by nature alone. But wartime conditions created shortages of manpower and equipment replacements which doubled the esti-

mated time. In spite of high wages and good living conditions it was difficult to hold men. Mr. Archibald revealed that the average time workmen stayed on their jobs was 60 days. The cold, wet ummer of 1943, when constructtion work was at its height, was argely responsible.

"There were too many other bs with good wages available," Mr. Archibald explained.

The endless bruising that quipment received necessitated constant flow of spare parts. These were not forthcoming loading a and not even miracles of improvisation and repair by constractors' field maintainance units could keep the myriad of



In tendering this message of hearty congratulation to the people of Prince Rupert and the country through which the new Skeena River Highway runs, we would like to add a sincere wish that this splendid new road may lead to success and happiness for all who travel thereon.

> You'll find a friendly welcome and good service at the Union Oil Minute Man Station at --RAINBOW LAKE

UNION OIL COMPANY

OF CANADA LIMITED

J. E. MORRIS Local Manager



UNION OIL Minute Man SERVICE

DRTHERN CONSTRUCTION CO. --- and ---

J. W. STEWART LIMITED

Engineers and Contractors

RINCE RUPERT VANCOUVER

lerrace-Cedarvale Highway Section 1.

Greetings...

from the Skeena

River.

On behalf of the City Council and Citizens of Prince Rupert I extend to all visitors participating in the celebration of the completion of the Prince Rupert-Hazelton Highway a hearty welcome to our city and district and trust that they will carry away with them pleasant memories of their visit here.

> H. M. DAGGETT, Mayor of Prince Rupert