

Road Highway To a New Prosperity

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 Opening of Important Land Outlet for This District

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

When Canada made her bold answer to the Japanese 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

part of the rail line picked its way down the rock-girt Skeena River Valley, west of Prince George and Hazelton, to its destination at Prince Rupert. It traversed some of the most rugged canyon country of all Canada.

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 partly-finished Skeena River highway.

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

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 much—merely to join two unfinished links in the provincial government highway, the combined lengths of which totalled only 111 miles.

Enterprise of Great Magnitude

Yet actually the project was a rock-moving enterprise of such magnitude it required nine construction companies working from a year to two years under limited contracts, to finish. Over \$2,000,000 worth of equipment was used to overcome construction difficulties some of which were said to be unparalleled on this continent.

Following a line determined some years ago by the provincial government's chief locating engineer, H. L. Hayne, of Kamloops, the new road began (from the coastal point of view) at Prudhomme Lake, 11 miles east of Prince Rupert.

Heading south for seven miles it touched the north bank of the Skeena River at the station of Tyee, then paralleled the river

and the railway line to the interior centre of Terrace, a total distance of 78 miles.

From Terrace an earlier provincial-built road takes over. Crossing the river on a steel

mate of the rock yardage moved is yet available, but the westernmost seven miles between Prudhomme Lake and Tyee, contains 90 per cent solid rock. The remainder of the 78 mile western stretch was from 40 to 85 percent of the same substance.

Five Toronto and four Vancouver construction companies worked on the road. The western part, divided into seven sections of slightly more than 11 miles each, was blasted through by Northern Construction and J. W. Stewart, of Vancouver, Rayner Construction, Tomlinson Construction, Standard Paving, McNamara Construction, and Dufferin, of Toronto, and General Construction, of Vancouver.

bulldozers, cranes, trucks and shovels in action all the time. Orders in this line often arrived as much as six months late.

Terrain Was Very Stubborn

Rarely do construction men have to face so stubborn a stretch of terrain as that contained in the seven-mile stretch between Prudhomme Lake and Tyee. A three-mile long, 600-foot-high corrugated rock summit, whose wrinkles are filled with muskeg in some places to a depth of 25 feet, remained the final barrier.

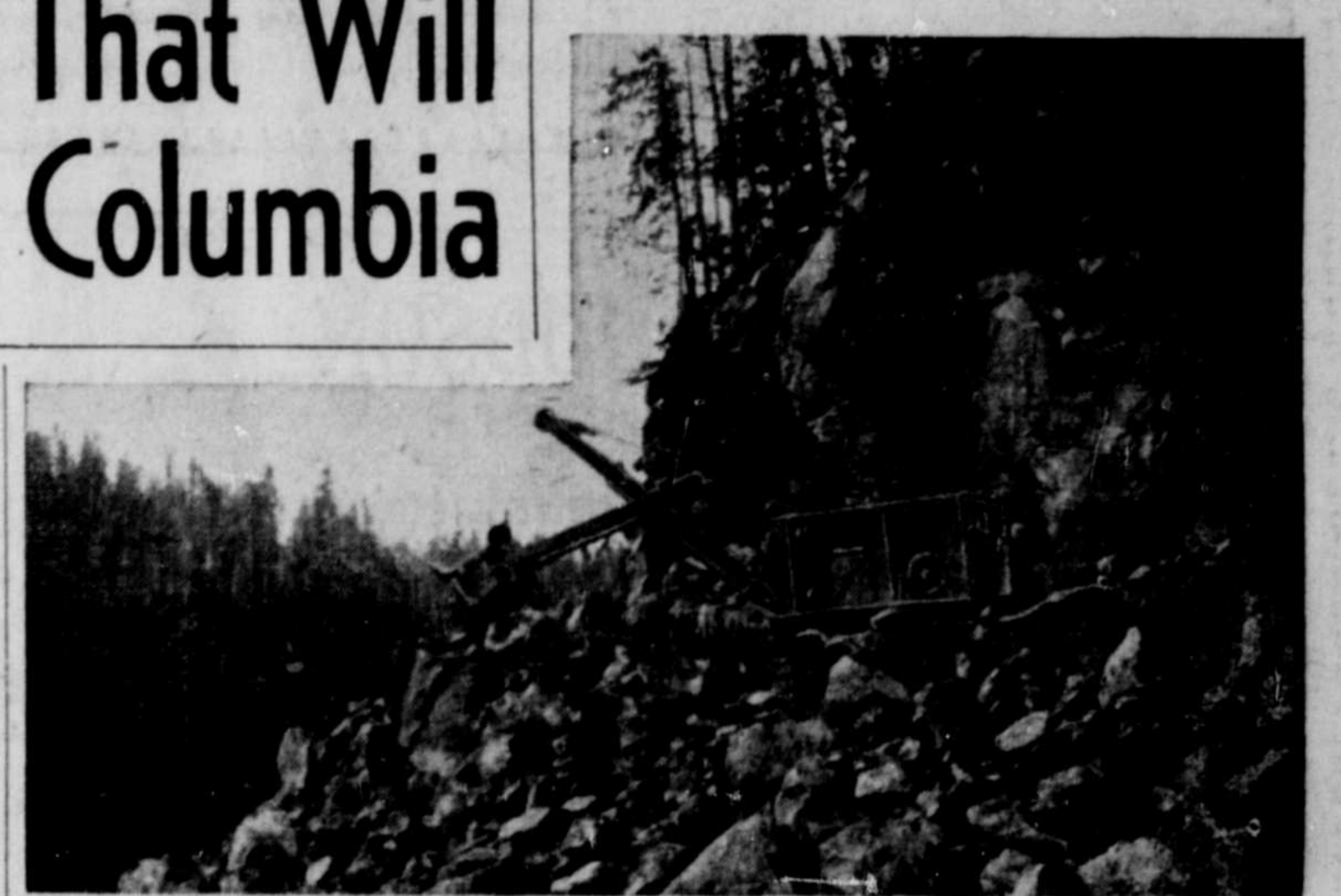
Northern Construction and J. W. Stewart, blasting through these corrugations, shovelled muskeg out of the intervening depressions until they reach bedrock, then poured in shattered rock to roadbed level. Power shovels, their treads supported by plank pads, moved across the muskeg, gouging out a trough which trucks and dump-trucks filled with stone. So time-consuming was this procedure that the contractors found it advisable 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



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

All 45 bridges on the new highway were prefabricated in Vancouver.



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 fills extended for miles, and rock was poured into holes to a depth of 40 feet.

and "borrow pits." The latter were deposits of loose rock and clay, some of which contained (Continued on Page 4) See BROAD HIGHWAY

RIE MAN ENGINEER
...ing the construction ...tain highway is not ...ilities of many men. ... the Department of ... Resources wanted a ...ke charge of field ...he Skeena River High- ...rtment heads chose G. ...aid for the job. ...e man, Mr. Archibald ...Prince Rupert from ...to make his head- ...before construction be- ...me, 1942. ...inclined to get lyrical ...have had a part in it." ...the beauties and pros- ...of the country surround- ...the road, and the many ...who investigate them ...ears to come will find ...does not exaggerate in ...ptions.

A NOTABLE ACHIEVEMENT

The completion of the Skeena River Highway marks a distinct advance in the transportation facilities of Northern and Central British Columbia. In supplying Petroleum Products to the various contracting companies who have done such excellent work, Imperial Oil Limited are proud to have shared in the construction of this strategic highway.

Imperial dealers at Prince Rupert, Terrace, Hazelton and intermediate points.

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NORTHERN CONSTRUCTION CO.

--- and ---

J. W. STEWART LIMITED

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Engineers and Contractors

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PRINCE RUPERT VANCOUVER

Terrace-Cedarvale Highway
Section 1.



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

bridge just east of the town it proceeds along the south bank for 25 miles, where it ends abruptly at a series of rock bastions at a point opposite the village of Pacific.

The eastern section of the new road survey extended from that point to a point opposite Cedarvale, 33 miles eastward. There the provincial road took over to Hazelton, 195 miles east of Prince Rupert.

The logic displayed by the federal government in turning the enterprise over to the Engineering Construction Service of its Department of Mines and Natural Resources was confirmed by the vast amount of hard rock work involved. No esti-



Dragline shovel loading a dumper with gravel for cushion from the Skeena River.

The Pacific-Cedarvale stretch was built by Highway Construction and Campbell Contractors Limited, of Vancouver.

Guided from Ottawa by J. M. Wardie, Director of Engineering Construction Service, and T. S. Mills, chief engineer, the work was supervised by field engineer G. D. Archibald, city engineer of Saskatoon, on loan to the Department. His base of operations was Prince Rupert.

Construction men who took the contracts knew that they would have to deal Nature of direct body punches to put the road through. Many of them figured that the job would take a year, and it is likely that they would have been right had their difficulties been presented by nature alone. But wartime conditions created shortages of manpower and equipment replacements which doubled the estimated 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 summer of 1943, when construction work was at its height, was largely responsible.

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

The endless bruising that equipment received necessitated a constant flow of spare parts. These were not forthcoming, and not even miracles of improvisation and repair by contractors' field maintenance units could keep the myriad of

Greetings...

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

The Highway To Success

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 —
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UNION OIL COMPANY
OF CANADA LIMITED

J. E. MORRIS
Local Manager



UNION OIL "Minute Man" SERVICE

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M. Peterson — Mgr.

Telkwa - - B.C.

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Smithers - - B.C.

TELKWA HOTEL

General Store in Connection

C. P. Bussinger — Prop.

FOR A QUIET REST TRY THE TELKWA HOTEL
ONE DAY'S DRIVE FROM PRINCE RUPERT
OVER THE NEW HIGHWAY

A MESSAGE

The residents and business men of the Bulkley Valley extend warmest greetings to the people of Prince Rupert and Terrace on the occasion of the opening of the Skeena Highway. We invite you to visit us at your convenience.

The way is now open for more personal and closer relations between the people of the Coast and the Interior, and we hope that the day is not far off when the opportunities offered by these districts are fully realized.

The opening of the Skeena Highway is one more step towards the development of the forgotten "Empire of the North."

Greetings

The Commissioners of the Village of Smithers extend greetings to the residents of the City of Prince Rupert and the Village of Terrace and those living west of Hazelton on the occasion of the opening of the Skeena Highway. The realization of this long-sought after connection between the Coast and the Interior will bring the residents of these two districts closer together and will result in greater co-operation in the development of this vast Empire.

When the war is finally won, we hope to see Prince Rupert attain its rightful prominence as a leading world seaport, and gain its full share in the post-war shipping trade with the Orient. The development of the Interior depends on that of Prince Rupert, and forward looking business men of the hinterland are working for a common prosperity in the future.

L. M. GREENE
G. H. GAZELEY
O. H. HOSKINS
—Commissioners

Greetings

The Smithers and District Chamber of Commerce extends felicitations to the people of Prince Rupert and Terrace on the opening of the Skeena Highway, which event now offers easier commuting between the Coast and the Interior. We hope that this will be the beginning of a closer bond of friendship and of greater co-operation in boosting the benefits of our two districts.

The Chamber of Commerce invites our friends to the west to take advantage of the many wonderful holiday attractions in the Bulkley Valley and surrounding district. The opportunities for swimming, hiking, fishing and hunting are unlimited and the ever-changing beauties of our mountain scenery are unsurpassed.

The residents of the Interior welcome the opening of the Highway as an opportunity to spend the occasional week-end with their friends in Terrace and Prince Rupert.

THE DAILY NEWS

PRINCE RUPERT, B.C.

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E. A. Day, Proprietor

SMITHERS, B.C.

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SMITHERS, B.C.

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O. Hoskins — Proprietor

"Authorized Ford Dealer"

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"IRISH" — Prop.

SMITHERS, B.C.

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Fred Rosberg, Prop.

TELKWA, B.C.

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Producers of BULKLEY VALLEY COAL

F. M. Dockrill — Prop.

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Telkwa - - B.C.

SMITHERS CASH & CARRY

W. H. "Herb" Leach — Prop.

Groceries : Fruits : Vegetables

Main Street - - Smithers

R. S. SARGENT Ltd.

H. A. Phillips, Mgr., Telkwa Store

TELKWA and HAZELTON

GOODACRE'S GROCERY

"Clary" Goodacre — Proprietor

GROCERIES : FRESH MEAT

Main Street - - Smithers

M. Warner & Company

Margaret Warner — Marjorie Silver
Proprietors

DEPARTMENT STORE

Smithers - - B.C.

Watson's Store Ltd.

(Established in 1921)

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Smithers - - B.C.

BULKLEY HOTEL

Harvey Davies — Proprietor

3rd and Main Street

Smithers - - B.C.

THORP & HOOPS

REAL ESTATE AND INSURANCE

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Telkwa - - B.C.

Empress Pool Room

N. P. Moran — Proprietor

Cor. Main Street and Alfred Avenue

Smithers - - B.C.

R. W. CALDERWOOD

Real Estate and Insurance

MAIN STREET - - SMITHERS

The Interior News

A WEEKLY RECORD OF DOINGS IN THE

GREAT BULKLEY VALLEY

A HOME PAPER BOOSTING FOR THE DEVELOPMENT
OF THE CENTRAL INTERIOR

LINKING TERRACE AND PRINCE RUPERT CLOSER SKEENA HIGHWAY OPENS UP TWO DISTRICTS

Quickening of Relations Between Communities To Follow New Link

(By Nigel Sherwood)

Now that the highway is finished there will be a quickening of life in the social and business relations between Prince Rupert and Terrace. People who in the past would have hesitated before embarking on a visit to Terrace which involved travelling by railway may take a run out to the interior town on the spur of the moment. A fine morning and not too much going at the office may decide this sort of thing henceforth, whereas in the past such a trip always meant some amount of making of extra plans. A similar speeding up of intercommunication will happen in business. It will be easier to run up to Terrace to talk over impending business, and easier to make a trip to Prince Rupert.

The distance between the two places is but 92 miles and with an up-to-date road such as the highway is it means only around three hours driving.

Scenery Is Wonderful

A few travellers who have already tried the new road all express their amazement at the wonderful scenery of mountain, forest and river. Although these scenes had been viewed from the train on many previous occasions, they had not been seen in their fullness.

The section of country between the coast and Hazelton is equally scenic grandeur and beauty to anything on the continent.

Two miles before reaching Terrace can be seen a well appointed farm a little way off on the right hand side. This is the dairy farm operated by the Frank Brothers. Henry Frank, father of these young men, came to the district with his wife in the year 1908, at the same time as the Rev. T. J. Marsh; Mr. and Mrs. Frank built the house and barn which became the nucleus of the present farm and set to work clearing the heavy growth of forest trees which covered all the land in those days. Jack, Frank of Prince Rupert was the first white child born in the new settlement, called at that time Kitsumyallum. The steamboat used to put off passengers and freight nearby. The actual landing place and buildings have

since been demolished by the river. Rev. Mr. Marsh had been ministering to the men on the work of building the railway and, when he came to Kitsumyallum, he set up the little church and school house. Both these buildings are still standing in the landscape garden of Mr. and Mrs. R. L. MacIntosh.

The Village of Terrace was incorporated in 1928 and the present population is estimated at about 1500. There are several restaurants, two hotels, half a dozen stores, two garages and last but not least four church communities. There is a park and part of this has been left wooded which adds much to the pleasantness of the local scene. The park is the gift of George Little, founder of Terrace, and well known operator of the local sawmill. Mr. Little came here in 1908 and before long had set up his mill which was the predecessor of the present mill which has a capacity of thirty or forty thousand feet. There are other mills nearby. C. L. M. Giggey has mills both in Terrace and at Remo of about the same capacity and three miles away give to the town its character as a centre of the forest products industry.

Besides sawmills Terrace does considerable business in supplying ties and bridge timbers to the railway and there is a large pole yard where thousands of cedar telegraph poles are loaded on freight cars.

Terrace District Beautiful Scene

But it would be a mistake to suppose that Terrace has the appearance of an industrial town. It hasn't. The prevailing impression is of small orchards and farms and here and there a well kept flower garden. There

are pleasing-looking residences in and about the Village.

When the pioneers came to the district there were no roads; they came by boat, which used to navigate the Skeena as far as Hazelton. Now the district is well equipped with roads one can drive 25 miles to the north, taking in Kitsumyallum Lake and to Lakelse Lake, which is fourteen miles by road but which is only about eight in a direct line. Lakelse Lake is well known to Prince Rupert as a favorite camping site and its fishing has the best of reputations.

It is of course no secret that a considerable military camp has been built in the vicinity of the Village. What used to be a golf course is now covered with substantial buildings. Also that there is an airport not far off, to which an excellent road is even now in course of completion. The airport is near Lakelse Lake. Visitors to the lake are always interested in the hot springs, which are said to be the largest mineral hot springs in the North American continent. The biggest of these springs is over 100 feet across and maintains a temperature of 190 degrees Fahrenheit.

Leaving Terrace those who continue their journey along the new highway will after a quarter mile, cross over the Skeena on the fine steel bridge. It is worth while to pause on this bridge to take in the fine panorama of river and forested mountain that comes into view. If the day is clear one can see from this point the seven peaks of Meanskinisht, or "Seven Sisters," a fine range of sharp peaks some forty miles away to the east.

Besides the benefits that will accrue from road connections with Prince Rupert, there is the overwhelming fact that Terrace and the Pacific coast now in connection with the continental system of roads and it is reasonable to expect visitors from both east and west to come along the new highway in increasing numbers as the years go by.

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Terrace

REAL ESTATE, NOTARY PUBLIC
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Western Hemlock
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J. H. SMITH

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Cedar Poles, Piling, Posts, Spruce Boom Logs,
Hemlock Piling

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Agent: Home Oil Distributors

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TERRACE

IT IS NOT A DREAM ANYMORE . . .

It is at last a reality! With the completion of the Skeena Highway our section of the great North Country will at last be liberated. The development of enormous wealth in mining, timber, farm homes and other natural resources are sure to develop. The gorgeous scenery is superb of mountains and beautiful lakes, and our outstanding Lakelse Lake and Hotsprings are sure to attract thousands.

Our company, the Skeena Motor Transport, sincerely hopes to serve you well in the years to come as it has the thirty-five thousand passengers in the past year.

I am sure there is a feeling of gratitude in all our hearts to those who have made this road possible.

Skeena Motor Transport

G. L. Brookes, Manager

BUS : TAXI : TRUCKING

Terrace, B.C.

Smart's

GARAGE

TERRACE

- Cylinder Oil
- Battery Charging
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We will be glad to service you while at Terrace

"A JUNIOR DEPARTMENT STORE"



A Woman's Style Shop — Men's Wear Department
A Children's Wear Section — Boys' Clothing
Dry Goods — Notions and Draperies
Plus—A Modern Pure Food Market

THE SKEENA MERCANTILE

GEORGE McADAMS, Proprietor, TERRACE, B.C.

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We Specialize in . . .

LIGHT LUNCHES AND HOME BAKING

Which we invite you to enjoy either on or off the premises

Bright, Clean and Attractive

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Fresh Fruit : : : Vegetables
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(Under New Management)

Enjoy a meal here
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DAY AND NIGHT TAXI SERVICE

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Service to all points in the District

Use the waiting room when in town.
It is for your convenience and comfort.

Welcome to Terrace . . .

TERRACE HOTEL

Leading Hostelry

We do our best to accommodate you

E. WILLIE, Proprietor.

WELCOME . . .

To Highway Opening Visitors and the others who will follow them

TERRACE DRUG STORE

(R. W. Riley — Phone B)

Headquarters for Souvenirs and Local Pictures

Greetings to Terrace

Terrace BARBER SHOP

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Terrace Bakery

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High Quality our Specialty

Try our Bread, Cakes, Pies Buns, etc. Outside Orders given prompt and careful attention.

Box 206 Terrace, B.C.

CALL AT—

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CIGARS TOBACCOS
SOFT DRINKS

Spend a couple of pleasant hours at

TERRACE THEATRE

While in Terrace

Terrace Theatre open every week night at 7:30. Show starts at 8 o'clock sharp. Saturday afternoon matinee at 2:30.

Welcome to Terrace

and the

SEVEN COME ELEVEN CAFE

Joe Poquette, Prop.

Bright and Airy : Quality Meals and Lunches

Quick Service

Lakelse Avenue, Terrace

Final Link In Long Cherished Dream

Village of VANDERHOOF

400 Miles East of Prince Rupert on the new Highway is the Village of Vanderhoof.

It is the centre of the largest area of good agricultural land in British Columbia, with the possible exception of the Peace River district.

A good highway is built north for 175 miles into a district abounding in minerals, and where there are several proven mines.

It is the point of access to splendid fishing and big game hunting.

The district needs and welcomes settlers.

Come and investigate the opportunities today for the settler, the miner and the sportsman.

Make your night's stop at Vanderhoof, where the hotel accommodation is not excelled anywhere in Central British Columbia, and where all conveniences await the traveller.

The Commissioners of the Village of Vanderhoof.

First Car Reached Hazelton in 1911

By H. F. Glassey

Completion of the Skeena River Highway connecting Prince Rupert with the highways of this province brings to Prince Rupert the final link in a long cherished dream. Many factors delayed progress of the development of Central British Columbia, but today we have direct road connection with the outside world.

During the years 1906 and 1907, when Hazelton was the destination of the river boats plying the Skeena River, and the Grand Trunk Pacific Railroad was under construction, citizens looking into the future development of Central British Columbia predicted in those years that Hazelton would some day enjoy a wagon road from Quesnel situated in the Cariboo, a distance of some 500 miles, to replace the pack trail which was the only means of inland travel.

Pessimism prevailed among many who said even if a wagon road was constructed it could only be used for a few months during the summer and early fall, and that the snowfall would be so great that horsedrawn sleighs would not be able to use such a road during the winter months. As progress continued in the construction of the railroad, tote roads were made so equipment and materials could be delivered by horsedrawn vehicles to contractors working at railroad construction.

Hazelton citizens saw the curtain of reality rise as early as the summer of 1907 when Carl Wakefield, who had taken up land in the Bulkley Valley, announced that he had arriving by river boat a wagon which he intended to take into the Bulkley Valley. At that time only a trail and narrow pack bridges led from Hazelton to Aldermere, the centre of Bulkley Valley. But Carl, by use of rope and tackle and by dismantling the wagon to cross bridges, landed the first wagon to be used in the valley.

During the early summer of 1911, when only stretches of tote road were constructed by Foley, Welsh & Stewart for the Grand Trunk Pacific as far as Rose Lake, west of Burns Lake, Seattle papers reached Hazelton bearing headlines in bold type about P. J. Sands, who had left Seattle—together with a mechanic and a Mr. Webster, a Seattle photographer—in a little Flanders 20 automobile to establish a record of driving an automobile to the most northerly point from Seattle, and that their destination was Hazelton, British Columbia.

This was the era of the opening up of Central British Columbia by roadways. Sands, with the able assistance of Jack McAmus of Hazelton who met the Sands party at Burns Lake, reached Hazelton on the afternoon of September 17, 1911, driving his Flanders 20, thus con-



MADE HISTORY—Central object in this night photograph is a Flanders 20 automobile which arrived in Hazelton on Sept. 17, 1911, under its own power from Seattle. Driver of the car was P. J. Sands, of Seattle, who with a mechanic and photographer, set out for Hazelton to prove that the use of automobiles in the North was practicable. The photograph was taken in front of the Hazelton Hotel. Perhaps some old timers may recognize faces in the group.

cluding a long, tedious but momentous journey.

He delivered to William Allison, then Provincial Government Agent at Hazelton, a letter from the mayor of Seattle, thereby establishing two factors: the first, that automobiles could be driven in the North, and second, that in arriving at Hazelton he made a record of having driven a car to the most northerly point from Seattle.

After the completion of the Fraser River section of the Cariboo Highway in 1931, when the late Premier Simon F. Tolmie came north from Vancouver to Hazelton by motor road, it was interesting to note that P. J. Sands, with the same little Flanders 20 automobile had the honor and privilege of heading the premier's caravan—a trip no doubt more pleasant and much less hazardous than the trail blazing one of 1911!

With the completion of the highway to Prince Rupert, old timers who still remain in this area can look back on the past 33 years as years of expectancy and fulfilment of a dream beneficial in a major degree to the prosperity and development of Central British Columbia.

BROAD HIGHWAY (Continued from page 1)

a million cubic yards of material. Huge boulders which strained hoisting and moving equipment were shuffled into useful positions. Rock faces were "humped" with dynamite and carted up the line to make fill. None was wasted.

The equipment used in these operations included 78 trucks, 25 bulldozers, 21 power shovels, 32 dump cars, nine graders, and 26 dumpsters. Most satisfactory piece of equipment was the dumper.

This self-powered heavy unit could move a load of six cubic yards of rock at a fair turn of speed, and could take terrific punishment. Its ruggedness kept it on the job when trucks of a smaller capacity gave way under the strain. In appearance it is a steel-framed big broom to the old-fashioned horse-drawn dump wagon, with horse-power under the hood of a tractor-like power unit.

Shovels powered by diesel, and gas-air hoisted millions of yards of material. The gas-air combination, long used but not very well known, employs a principle whereby certain cycles of movement are powered by direct drive from a gasoline engine and part from an engine operated by air which is compressed by the gasoline engine. Seemingly involved, this system is effective, although the type is no longer built.

The result of all this burrowing and blasting is an excellent mountain highway. Its 20-foot wide crushed rock surface is not darkened by any tunnel. In spite of the tortuous course of the Skeena River there are only one or two places where there are eight per cent grades and 30-degree curves.

Forty-five bridges vary the rock-gray of the highway. Ten of them are major spans of the wooden Howe truss type.

GREETINGS...

Thirty years after the railway linked the two leading cities of Central and Northern British Columbia, a connection between Prince Rupert and Prince George has been achieved.

The Skeena River Highway will permit easier and quicker travel between these two cities and the intermediate towns, fostering a new prosperity and new unity.

Accordingly, on behalf of the people of Prince George and district, I send greetings and congratulations to all communities west of our city and to those persons who made the great engineering feat of the Skeena River Highway possible.

MAYOR A. M. PATTERSON
City of Prince George

Congratulations!

All Central British Columbia

With opening of the Skeena Highway are on the advent of many more developments and are really now just beginning to march in time with the rest of the Province.

Not alone to us but to our brother City of Prince Rupert and to the towns and communities in between, this new road link is a boon and a source of great satisfaction.

In a short time cars from both cities will be exchanging visits and, by bringing Prince Rupert and communities much closer to Prince George, we can really get acquainted. Opening of the Skeena Highway will surely make for greater friendships.

Watch Us Grow!

PRINCE GEORGE BOARD OF TRADE

Greetings from VANDERHOOF

The people of Vanderhoof and district send greetings and rejoice with the people of Prince Rupert, Terrace, and other points, so long without highway communication. The opening of the road cannot fail to promote not only increased business, but a new spirit of friendliness and co-operation between them. Central British Columbia today moves an important step nearer its hard won destiny.

BY LAND and SEA...

The Skeena River Highway

Is a further avenue to prosperity in the North. We congratulate its builders...

★ ★ ★

PACIFIC STEVEDORING AND CONTRACTING LTD.

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SALUTES A GREAT ACHIEVEMENT

... The Completion of the Skeena River Highway

Distributors of Chrysler Products
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We foresee increased prosperity in North-Central British Columbia through the Skeena River Highway.

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The New Skeena River Highway

fulfils the dreams of a generation of pioneers.

Among them are the Proprietors of...

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Who were happy to be able to help supply the road contractors with automobile and truck parts.

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DEALERS IN ALL GENERAL MOTORS PRODUCTS

At Last!

WE JOIN WITH ALL CITIZENS AND RESIDENTS OF THE DISTRICT IN CELEBRATING THE COMPLETION OF THE HIGHWAY LINKING PRINCE RUPERT WITH THE INTERIOR.

OUR CONGRATULATIONS TO THE OFFICIALS, ENGINEERS, CONSTRUCTION COMPANIES AND THEIR MEN THROUGH WHOSE EFFORTS A SPLENDID JOB HAS BEEN DONE UNDER STRENUOUS CONDITIONS AND RECORD TIME.

WE ARE LOOKING FORWARD TO SELLING YOU A PLEASANT FORD CARS IN THE COMING POST-WAR YEARS—FORD CARS IN WHICH YOU MAY DRIVE ALONG THIS HIGHWAY AND ENJOY ITS SCENIC BEAUTY AND YOUR LEISURE.

WITH THE RETURN OF PEACE OUR REPAIR SHOP WILL AGAIN BE FULLY STAFFED, AND IT WILL BE OUR AIM TO ADVERTISE AND LIVE UP TO OUR SLOGAN: "THE HOME OF FRIENDLY SERVICE."

S. E. PARKER LIMITED

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