# 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.

TRANSPORTATION

We foresee increased prosperity

in North-Central British Columbia

through the Skeena River Highway.

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### First Car Reached Hazelton in 1911 GREETINGS... 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

SPECIAL SECTION

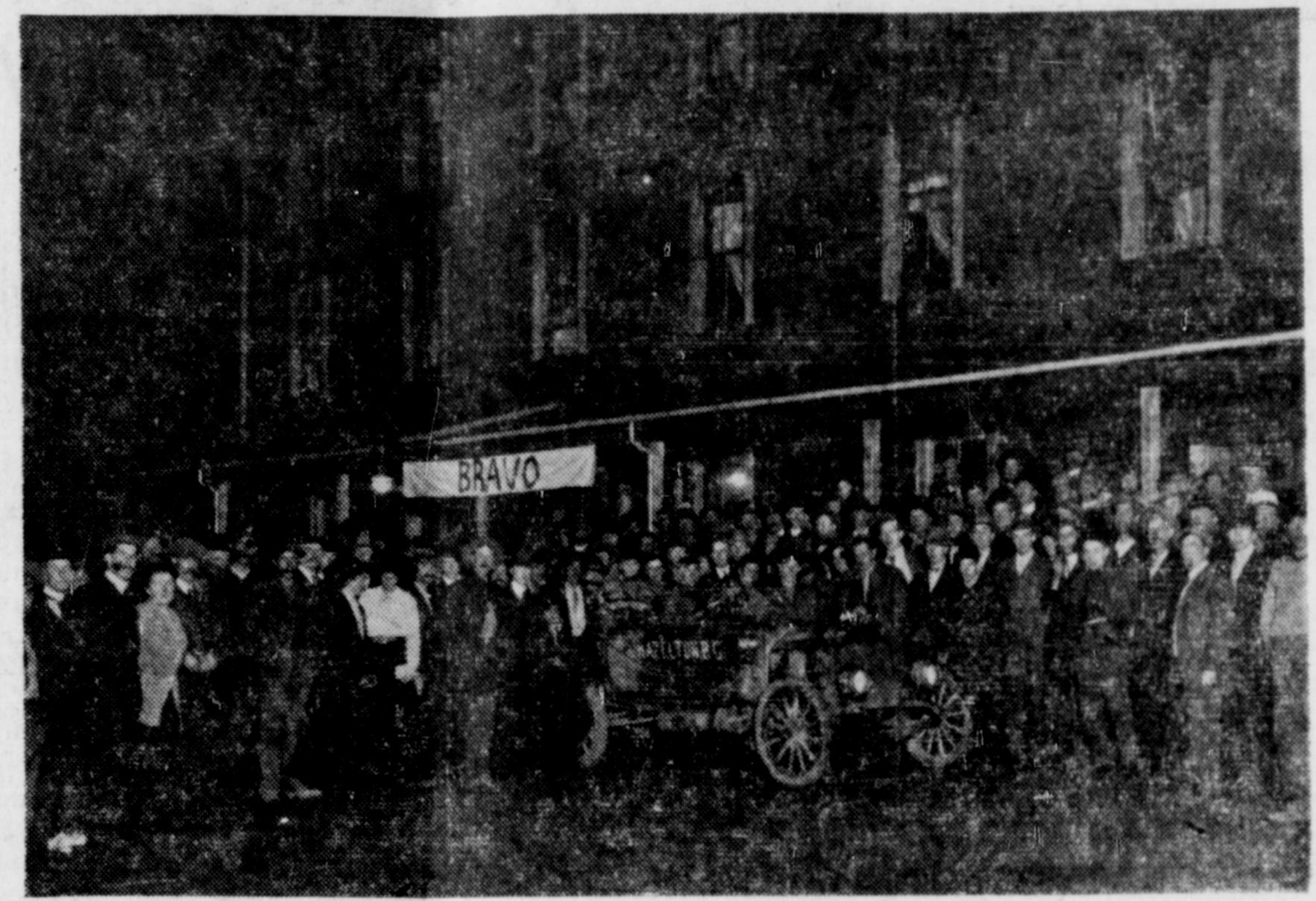
During the years 1906 and 1904. when Hazelton was the destination of the river boats plying the Skeena River, and the Grand Trunk Pacific Railroad was under construction, citizens looking into the future development of Central British Columbia predicted in those years that Hazelton would some day enjoy 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, blazing one of 1911! Welsh & Stewart for the Grand | With the completion of the Trunk Pacific as far as Rose highway to Prince Rupert, old Lake, west of Burns Lake, Se- timers who still remain in this attle papers reached Hazelton area can look back on the past bearing headlines in bold type 33 years as years of expectancy about P. J. Sands, who had left and fulfilment of a dream bene-Seattle—together with a mech- fincial in a major degree to the anic and a Mr. Webster, a Se- prosperity and development of attle photographer—in a little Central British Columbia. 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 Collumbia by roadways. Sands, with the able assistance of Jack Mc-Amus 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

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 28 dumpters. Most satisfactory piece of equipment was the dumpter.

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 broth 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 30degree curves.

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

#### 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 cooperation between them. Central British Columbia today moves an important step nearer its hard won destiny.

. Thirty years after the railway linked the two leads cities of Central and Northern British Columbia, a class union between Prince Rupert and Prince George has be achieved.

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

Accordingly, on behalf of the people of Prince Gen and district, I send greetings and congratulations to communities west of our city and to those persons made the great engineering feat of the Skeena River Ho way possible. MAYOR A. M. PATTERSON

City of Prince Geor

#### Congratulations!

All Central British Columbia

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

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

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

Watch Us Grow!

PRINCE GEORGE BOARD OF TRADE

#### BY LAND and SEA...

The Skeena River Highway

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

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fulfils the dreams of a generation of pioneers.

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#### At Last!

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

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

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

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

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