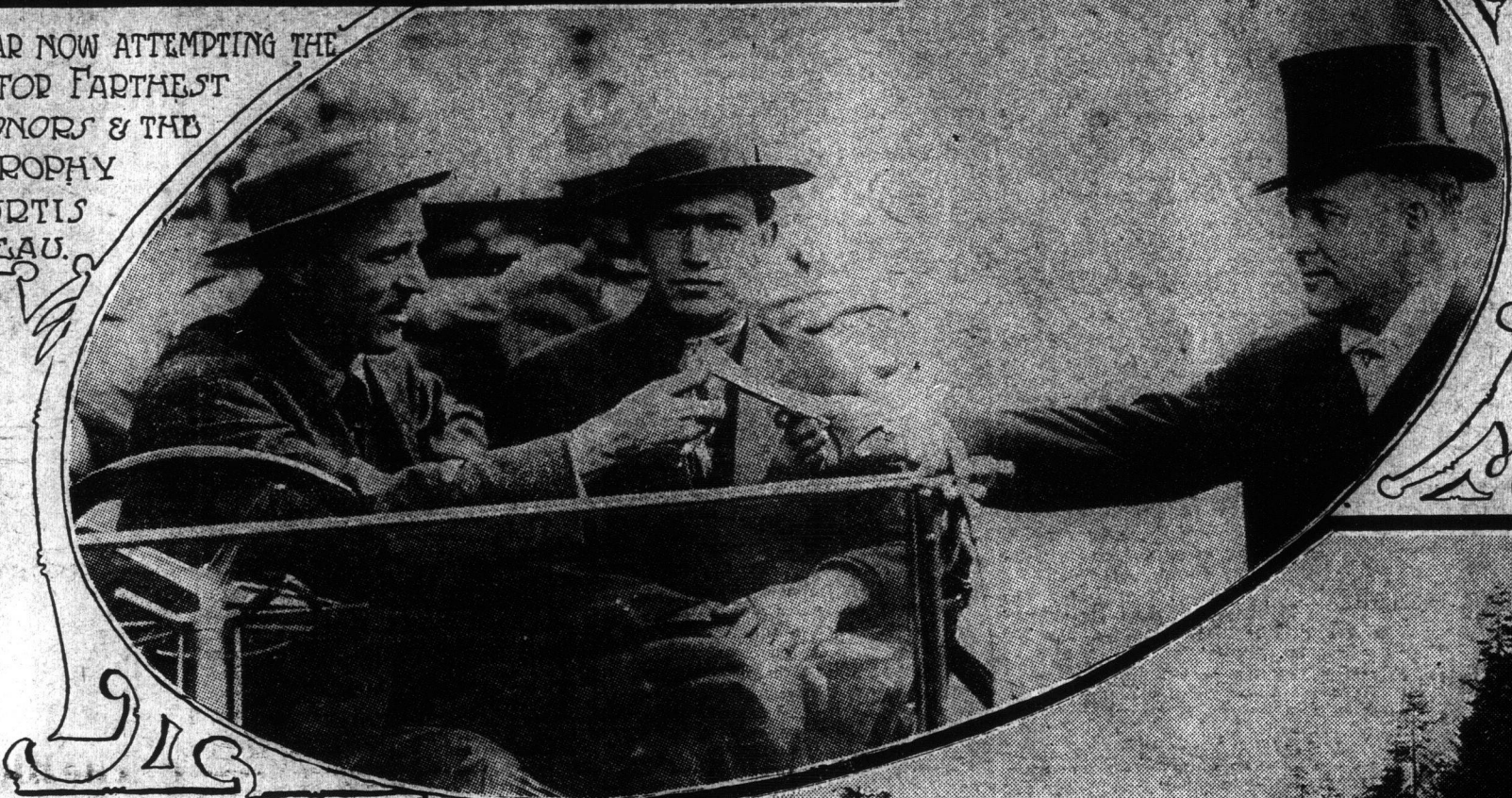
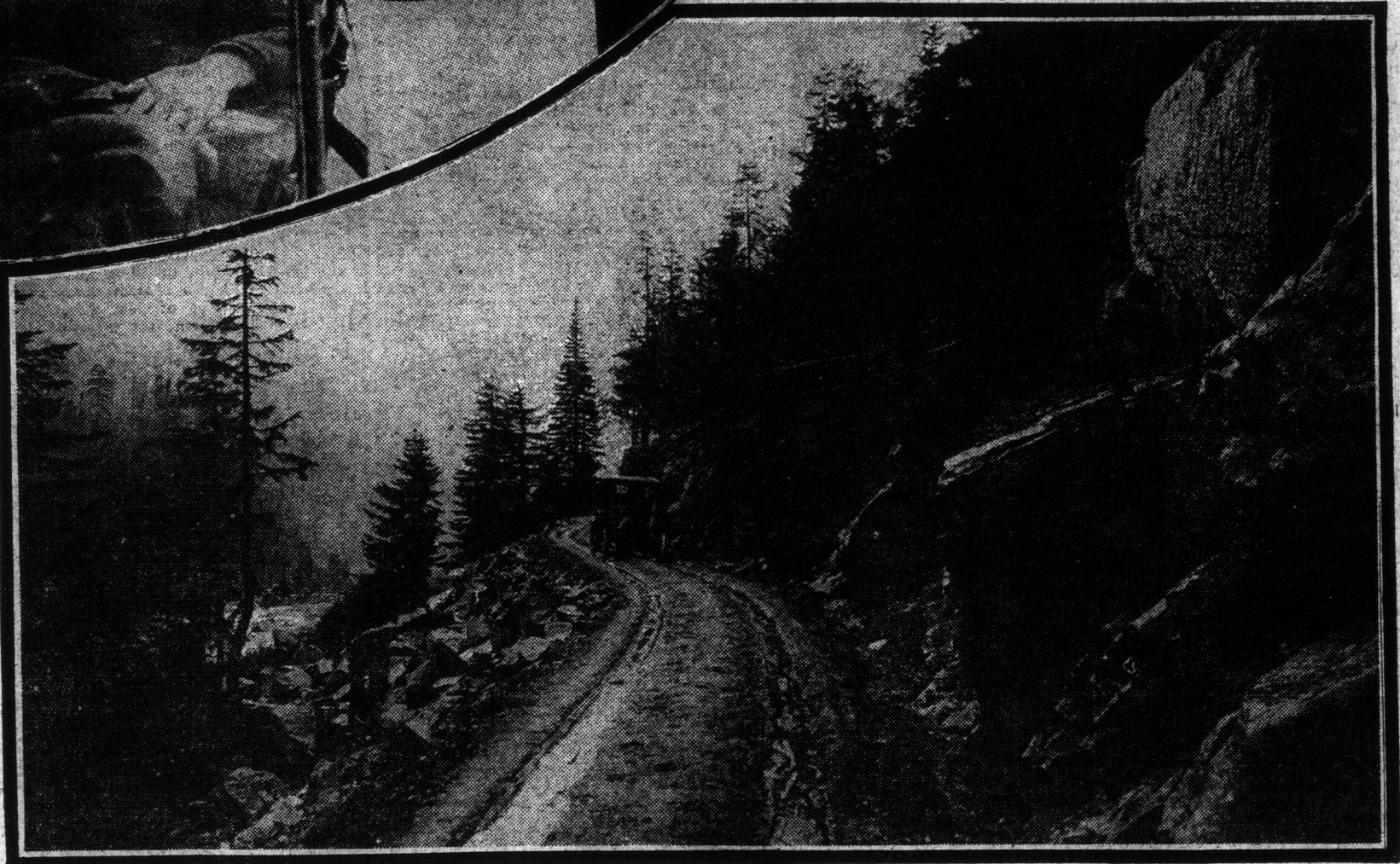




THE "FLANDERS 20" PATHFINDER CAR NOW ATTEMPTING THE RUN TO HAZELTON OVERLAND, FOR FARTHEST NORTH AUTOMOBILING HONORS & THE CHALLONER & MITCHELL TROPHY. PILOT SANDS IN FRONT. J. CURTIS PHOTOGRAPHER IN TONNEAU.



MAYOR DILLING OF SEATTLE HANDS HIS MESSAGE TO PILOT SANDS FOR DELIVERY TO THE GOVT AGENT AT HAZELTON.



A SAMPLE OF "BEST ROAD" IN SNOQUALMIE PASS, THE FIRST HARD TEST IN THE OVERLAND TO HAZELTON DASH FOR THE CHALLONER & MITCHELL TROPHY.

# PIONEER MOTORIST

FROM SEATTLE TO HAZELTON

An international industrial romance of almost half a century ago, the complete history of which has never been written and is virtually unknown to the present generation, is to play an important part in the pathfinding tour of the three Seattle motorists who are now en route to Hazelton in an attempt to capture the Challoner & Mitchell trophy, which is to be the reward of the first car to reach Hazelton overland—this being a point farther north than any motor car has ever yet penetrated under its own power. The challengers for "First-to-Hazelton" distinction have already successfully negotiated the dreaded Snoqualmie Pass—believed to be the most difficult point on the long journey until the end of the Stoney Creek road from Fort George is reached, and the true "cross-country" work begins—and at last reports were making excellent progress in the vicinity of Midway. Traveling in a "Flanders 20" fully equipped to slash their way through the forest of that portion of inland British Columbia between the terminus of the Stoney Creek road and the Bulkley valley, the party expect to find material aid in their enterprise in what is known as the old Telegraph Trail, cut northward to Hazelton in the years of 1865-6 and '7, in an endeavor to place the capitals of Europe and of North America in telegraphic communication by the way of Alaska and the Behring Strait. This line was decided upon, it is a matter of history, because many scientists and business men were convinced that a telegraphic cable underneath the Atlantic was an impossibility. The work of constructing the overland telegraph proceeded until one day the men at the wire-end in the desolate north received a message that the cable had been completed and was working successfully.

Hazelton, a town today of probably 800 inhabitants, is within sixty miles of the Alaskan border. It is surrounded by mountains and dense forests, its sole communication with the outside world as yet being by the river route. For some time the Government of the Province has been engaged in the development of a road construction programme which will ultimately link up the northern areas of which Hazelton is one of the important centres by means of a highway traversing the Bulkley valley and connecting with the main Cariboo road at or near Fort George. Messrs. Challoner & Mitchell, through the Pacific Highway Association, about a year ago offered a handsome gold medal trophy to the owner or pilot of the first automobile to reach Hazelton by the overland route, and although several have essayed the trip, none as yet has succeeded in winning through. For this reason the attempt of the Seattle car is being watched with peculiar interest, not only by the motorists of America, but by the Government officials of the Works Department.

For many miles, between Fraser Lake and Hazelton, it is believed that the old Telegraph Trail will be found the advisable route. This landmark of forty-six years ago, the relic of a fiasco in which the world of that day was intensely interested and in which hundreds of thousands of dollars were invested, may provide at least a pack-horse road, and with some work upon it by the Government may in years to come form a link in the great overland highway to Alaska. In 1865 a corporation independent of the Western Union Telegraph Co., but comprised principally of the heavy stockholders of that concern, was formed and capital stock subscribed for the construction of a telegraph line that should reach from the cities of the East across the American continent to Alaska and across that territory to the Behring Sea, crossing Behring Straits at their narrowest point and passing thence through Siberia and into Russia and the capitals of Europe. At first an effort was made to secure the support of the Western Telegraph Union, but a few of the stockholders regarded it as a visionary scheme, impractical-

able if not impossible. The reason for desiring the line was that a strong syndicate was at the time engaged with more or less prospect of success in laying the first Atlantic cable, and many of the members of the company feared that upon completion of the cable—if it were a success—the Western Union would lose its large share of the world's telegraph business.

The cable was being laid by the Great Eastern, at that time the largest ship afloat. Much trouble was experienced and some of the Western Union's shareholders and trustees argued that the cable would never "make good"; and that in case it failed, an effort to string wires overland to Europe would be unnecessary. The independent company was, however, formed, and the project pushed forward. Telegraph lines already were in operation to San Francisco and up the Pacific Coast to the Puget Sound country. These were extended by contractors to the Canadian boundary, where Col. William Bulkley was placed in sole charge of the enterprise through Canada to Behring Straits. With an army of more than one thousand men all told, he took up the work, extending the line to New Westminster, thence east and north through the town of Hope and over the Hope mountains, and thence along what is now known as the old Cariboo road. From Quesnel the line took a northerly direction past Fraser Lake, through the famous Bulkley valley and on to the village of Hazelton.

The struggles of the rugged pioneers of the construction force, their wars with savage nature, with the elements and with the Indians, the tragedies of death and burials in unknown graves in these primeval portions of the Pacific Northwest might fittingly form the theme for countless frontier romances of today, although the difficulty of collecting data grows with each year, for the survivors, now scattered far and wide, are constantly growing fewer. Although supplies then could be carried into the interior only by men or packhorse, great stores (worth many thousand dollars) were collected by Col. Bulkley in the valley that bears his name, and there headquarters were established for the campaign that was to carry the line on through Alaska.

This work required about three years. In 1867, with vast quantities of wire ready to be moved northward out of Bulkley valley, and with his army of stalwart men thoroughly trained to their work and inured to hardships, on the eve of starting forward from Hazelton, word was flashed over the wire which kept the force in touch with civilization that the Great Eastern had arrived at her Atlantic port, completing her laying of the line of sub-Atlantic cable bringing the Old and New Worlds into almost instant touch with one another. First

messages had been flashed under the ocean and the enterprise was admitted by all, reluctantly by many, successful.

Col. Bulkley was thereupon instructed to drop the entire work of the overland telegraph. His men were at once discharged; the great stores of provisions were deserted—abandoned to the plundering Indians and the bands of elk, antelope and deer that at that time roamed the country in bands of many thousands. Hundreds of tons of hay and grain had been piled up for packhorse supplies. These furnished nourishment for the wild herds the following winter. The thousands of tons of wire were left as they were piled, and with it the Indians later built many weird, unique traps and dwellings. They used wire freely in the construction of their homes, and with it also they built strange suspension bridges over the northern gorges, some of which endure to this day.

This same trail bears further historical interest, for it was the route taken by misguided hundreds during the Klondike rush of 1897-8. Scores of lives were lost at that time, the trail being marked by the bones of forgotten men and beasts. Up to date no one has been known to travel as far as Hazelton even by wagon.

And yet Manager Sands of the E-M-F Northwest Co. of Seattle, who is piloting the "Flanders 20" on its present expedition, started out with the expectation of reporting "O.K." from Hazelton in less than three weeks' time. On the day of his departure he received a message from Mayor Dilling of Seattle to be delivered to the Government Agent at Hazelton, and thereby has been given the impression that the completion of his journey by

motor car is obligatory. The distance to be traversed is practically 1,000 miles. The first severe test of both car and men began with the second day's journey, when they entered Snoqualmie Pass, a rugged slit in the Cascade mountains through which no other machine has traveled this year. Two days of strenuous toil were required to get the car through to Gold Creek, only three-fourths of the way through the Pass. The balance of the journey was negotiated with less difficulty, and the car reported from Easton, on the east side of the gorge, on Thursday last.

### TEACHERS FOR CANADA

The great objection often raised to the emigration of educated people to Canada is that they will be unable to find employment other than agricultural or manual labor. "There is no opening for the city dweller," says the opponent to emigration. This is entirely wrong. The result of the recent examination for certificates of qualification to teach in the public schools of British Columbia, as announced by the Department of Education of that province, shows that a number of English and Scottish university graduates have been granted this certificate, which will enable them to earn a decent livelihood in healthy surroundings. The successful English candidates are: Arthur Anstie, University of London; Henry Armitstead, University of Manchester; Mrs. Mary Ashmore, Royal University of Ireland; Thomas Bell, University of Durham; Reginald Collin, Oxford University; Arthur Cowper, University of London; William Crawford, Edinburgh University; Thomas Dalton, Cambridge University; Newham Davis, Univer-

sity of Durham; Nicholas Geddes, University of Durham; Reginald Gibbs, Cambridge University; Charles Gordon, Oxford University; A. George Grieve, Edinburgh University; William Alfred Kinch, University of Dublin; Edward Lester, Oxford University; George Murray, Glasgow University; Jean Ross, Edinburgh University; Archibald Smith, Glasgow University; Robert Stephen, Glasgow University; Duncan Stewart, University of Aberdeen; Arnold Thorp, Cambridge University; and Arnold Thorp, Cambridge University. This list is a striking proof of the bond of Empire. British Columbia is, of all the Canadian provinces, perhaps the most faithful to English traditions.—London Standard.

### ALMOST AN ANGEL

George Ade was talking at a June wedding in Chicago about matrimony. "Matrimony is perhaps a little too much idealized," he said. "These June brides, radiant under the white veils in a glitter of June sunshine, seem capable of changing earth into heaven, but as a matter of fact they are not capable of anything of the sort. 'I am in hearty sympathy with Old Brown, to whom young Black said at a wedding: 'A good wife can make a veritable angel of a man.' 'Yes, that's so,' old Brown agreed. 'My wife came near making one of me with her first batch of doughnuts.' 'Tommy,' said his big sister, 'you're a regular glutton. How can you eat so much?' 'Don't know. I suppose it's just good luck.'"

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