The first roads at Sayward in the Salmon River Valley led from the wharf at Kelsey Bay up to the Post Office at Sacht's Store and a short government road of about two miles to the school.

The Hastings Company which logged the Valley abandoned their railway right-of-way in the early 1900's. The settlers with the help of the government, took up the railway ties and used them for building houses, barns, etc., and smoothed over the old railway right-of-way.

During the war years, this road, plus abandoned portions of the old Rock Bay logging railroad, and the old Bloedel logging railroads, were linked together to join the section north of Campbellton. This provided a road connection not only for the Sayward residents but also vital at that time, ground connection to the Yorke Island Pacific Coast Defence Battery. Yorke Island lies just north of the top end of Hardywick Island.

Originally there were 52 bridges in this 50-mile stretch, many of them high trestles and many of them only the width of a railway tie. Gradually, as the Department of Highways improved the road, these bridges were eliminated by fill and culverts. In the late 40's it was a hard three-hour drive and in some instances sections of the road were literally creek beds flowing with several inches of water. The road today of course is a fine 60-miles-per-hour highway, one of the best sections on Vancouver Island.

Other than the three major bridges over the Salmon River and one over the White River, there are three other bridges left at Big Tree Creek, Roberts Creek and Trout Creek near Campbell River. The new link is of utmost importance economically and culturally and will help bring back agriculture in the Sayward Valley which declined badly through very difficult transportation problems. It is also rapidly turning into a major B.C. tourist attraction.

Originally there were 52 bridges in this 50-mile stretch, many of them high trestles and many of them only the width of a railway tie. Gradually, as the Department of Highways improved the road, these bridges were eliminated by fill and culverts. In the late 40's it was a hard three-hour drive and in some instances sections of the road were literally creek beds flowing with several inches of water. The road today of course is a fine 60-miles-per-hour highway, one of the best sections on Vancouver Island.

Other than the three major bridges over the Salmon River and one over the White River, there are three other bridges left at Big Tree Creek, Roberts Creek and Trout Creek near Campbell River. The new link is of utmost importance economically and culturally and will help bring back agriculture in the Sayward Valley which declined badly through very difficult transportation problems. It is also rapidly turning into a major B.C. tourist attraction.

Friends and employees were shocked at the news of the death of ART IRVING, Regional Mechanical Superintendent at Nelson. He suffered a heart attack at his home July 31, 1965. He was 57.

Born in Guelph, Ontario on July 2, 1908, Art moved west and worked for a number of years in the Alberta oil fields before joining the then Department of Public Works at Quesnel. He was transferred to Vernon in 1936 and was shop foreman there before transferring to Nelson as Regional Mechanical Superintendent in 1954.

Art was the Department Safety Officer for Region 3 for two years. He was a very active member of the Lion's Club for 20 years, and a past president. He was responsible for the formation of the Trail Lion's Club, and the Club activity of developing Cottonwood Park. He was also active in the Nelson Air Cadets.

Art is survived by his wife, Geraldine; a daughter, Mrs. Dean Carmen (Veronica); a son, Gerald; and a granddaughter, Kelly Carmen.

ARTHUR CHARLES BAILEY or "1-R-30" as we all knew him, died suddenly September 8th, 1965 at the age of 52. He was vacationing in the Queen Charlotte Islands.

Art was Electrical Foreman and worked out of the Burnaby Yard. He commenced with the Department in 1950. He was a very able and conscientious employee and one who took pride in doing a job well. He will be missed.

He is survived by his wife, Edith, one son, three daughters and four grandchildren.

Funeral services were held Monday, September 13th, at the Woodlawn Memorial Funeral Home, New Westminster.

JAMES McKAY, an Engineering Aide with the Location Branch died in an automobile accident near Salmo, B.C., on Friday, August 20th, 1965. Jim is survived by his wife, Sylvia, and a daughter, 13 months old.
Minister's Message

The first snows of the winter season have already fallen in some parts of the province. It seems that we no sooner get the dust settled and we're fighting winter again. The odds are against a winter as bad as last year's but the odds can be wrong. In any case all winter's are tough for highway crews; some are just tougher than others. But we have established a good reputation for winter maintenance and we're stuck with it. People expect no less than they have become accustomed to and usually more. Our crews have shown the kind of dedication, know-how and courtesy in other winters that have earned this reputation and I see no reason why these qualities won't show again this year.

P. A. Gaglardi, Minister

A Helping Hand

Loader operator Les Bagley helps a student through an underpass during construction of the Island Highways.
Idea Corner

When the decision was made to gunite some of the steepest banks at the Second Narrows Bridge approaches, it was felt that something should be done to relieve the harshness of the concrete. Under the supervision of Landscape Foreman Vic Booth and Construction Foreman Don Masson, forms were built on the banks before the gunite was applied. When the concrete had set, green and gold Juniper Pfitzerania were planted in the holes left by the forms.

Juniper Pfitzerania on gunite banks at the Second Narrows Bridge, Vancouver.

It Floats

Very steep banks comprise one sixth of the landscaped Right-of-Way at the Second Narrows Bridge, Vancouver, and have been cut by scythe men using spiked overshoes. After a period of trial and error a 20 inch rotary mower (called a "Fly-Mo" because in place of wheels it floats on a cushion of air) has been fitted with a harness and two 50 foot ropes in place of the original handle and two men have kept these banks trimmed with time to spare.

Road Maintenance Foreman Ed Turner and Shop Foreman Fred Schonwald, North Vancouver, combined their talents to design and build a brush spray machine for spot spraying shoulders, ditches and other troublesome spots.

Road foreman Ed Turner and brush spray machine.

Built from spare parts with the exception of the pump, which develops 250 pounds pressure, the machine is expected to make it possible to eliminate brush growth which is now being cut two and three times per year. It is also expected that overspray and drifting will be eliminated. The tank, with a capacity of 300 gallons can be refilled from any ditch, stream or wherever a water supply is available.

What do you do when beavers set up their headquarters in your culvert pipe? If the culvert is installed deep you install another culvert. The culvert installing crew are Jim Furlong, Harry Vigue, Enrico Ditomassi and Tony Kulchycki, Foreman; happy that maybe they have put one over on the beavers.

Left to right, Glen Ishii, Ivan Morris.

Very steep banks comprise one sixth of the landscaped Right-of-Way at the Second Narrows Bridge, Vancouver, and have been cut by scythe men using spiked overshoes. After a period of trial and error a 20 inch rotary mower (called a "Fly-Mo" because in place of wheels it floats on a cushion of air) has been fitted with a harness and two 50 foot ropes in place of the original handle and two men have kept these banks trimmed with time to spare.
WILLIAM McKay HAMILTON retired last month from the Delta West maintenance crew. Bill was born in Scotland (has never lost the taste for oatmeal) and started with the Department April 27, 1946. He and his wife, Mabel Agnes, will be residing at their present address—6417—144th Street, R.R. No. 15, North Surrey, B.C.

William Hamilton and some of his fellow employees in the background who made an extra parting presentation to their friend of Scottish origin.

HAROLD McLEAN, "Cat" Operator with the Nelson road crew for many years, recently retired. Harold started with the Department on December 17th, 1948.

WILLIAM PATTERSON has retired from the Burns Lake maintenance crew where he was employed as a Laborer since 1955.

GEOFFREY FENTON retired in August as Senior Captain on the Thetis Island Ferry, M. V. Ethel Hunter. He has been in charge of the M. V. Ethel Hunter since the service started in 1959. The Nanaimo staff presented Mr. Fenton with a set of cuff links on his retirement.

Members of the Smithers highways crew gathered at the Hudson Hotel to bid farewell and extend best wishes to CLIFF NOKLEBY, August 13. During the evening S. J. Sviatko, District Superintendent, presented "Cliff" with a suitably-engraved cigarette case, on behalf of fellow employees. He was also presented with a travel case from the Government Employees' Association. Cliff started with the Department in 1946 as a tractor operator and in recent years has been Road Foreman. Cliff is moving to Merritt to go into the hotel business.

HARLEY DAVIDSON, Kamloops District Storeman, retired late in August and is seen accepting some fishing equipment (a can of worms) and a "Rod of Correction" from Jake Krushnisky. The "rod" was intended for use when Harley returns to teaching school.

Mary Percival, who started with the Department of Highways, Victoria, in May 1963, has recently won by competition the position of secretary to R. A. Hadfield, Superintendent of Motor Vehicles. Before coming to Victoria, Mary had worked in the Attorney General's Department, Alberta, and the Federal Department of Citizenship and Immigration in Vancouver and Nelson.

She was born in Rossland, B.C., and her parents, Mr. and Mrs. A. J. Leeton, are still living in Nelson.
MR. P.J., CARR, was recently promoted from District Engineer, Courtenay, to Regional Maintenance Engineer, Prince George. He commenced with the Department as District Engineer at Pouce Coupe on July 27, 1959, and remained there until April, 1965 at which time he transferred to Courtenay as District Engineer. Mr. Carr is an ardent curler and enjoys fishing and hunting.

ARTHUR R. (ART) TOFTAGER culminates 15 years of bridge work by winning through competition, a promotion from Bridgeman 3 to Bridge Foreman 2 in the Prince Rupert District. Art's work will take him from Sandspit on Moresby Island to as far north as the Iskut River on the Stewart-Cassiar Highway — some 350 miles by air, land and water.

HARBY GREWAL has been re-classified from Engineering Aide 2 to Engineering Aide 3, in the Nanaimo Office.

TOM AARTS has been re-classified from Engineering Aide 1 to Engineering Aide 2 in the Nanaimo Office.

Mrs. MARIE GIDDINGS, Clerk Steno, recently won through competition, the position of Clerk 2 in the Smithers office.

Miss INA SONNENBERG was the successful applicant for the Clerk-Steno position in the Smithers office. *Ina* originally comes from New Norway, Alberta.

Many people, especially in the mechanical branch, will be pleased to hear that PETER ALLEN CHAPRUN recently earned promotion to Heavy Duty Mechanic in the Prince Rupert shop, having worked up during the past 11 years from Mechanic Helper. Peter enjoys boating and fishing in and around the many North Coast Islands and Inlets.

MAURICE CLULOW, Shift Captain on the Thetis Island Ferry, M.V. Ethel Hunter, was the successful applicant for the Senior Captain's position and has now taken over his new duties.

R.M. JONES won through competition, the position of Road Maintenance Foreman 2 with the Omineca West crew. Ron hails from Allison Pass where he operated various machines for the maintenance crew.

R.A. GLOVER won the position of Heavy Duty Mechanic at the Lillooet shop. Since taking the position he has married Miss Margaret Leepkey of Abbotsford. The District wishes him the best of luck in his new job.

ZENON A. BURECHAILO, former Clerk 2 at the Quesnel office has been promoted to Senior Clerk and transferred to Fort St. John. Zenon, who is active in baseball, will probably find many opportunities to utilize his talent in his new position.

Accident

Wes Huckle, grader operator on the Alberni-Tofino Highway, received quite a shaking up on June 9th, 1965, when the grader he was driving went over a steep bank.

The operator was proceeding along the road moving to a new section and towing his panel truck when he lost his steering on a corner.

The resultant damage to grader and truck was over $1,000.
Judith Margaret Hunter and Neil Richard McLeod were united in marriage at the Langley Pentecostal Church by the Reverend J. Erhart on July 10, 1965. Neil, who has worked for the Department for four years, is District Stockman in North Vancouver.

Miss L. A. Mould, Clerk from the Burns Lake office, was married to Mr. R. Wallace at Burns Lake on Saturday, September 4. The couple will reside in Burns Lake.

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

Kamloops Wins Softball Tournament

On August 26th the first Annual Regional Softball Tournament was held in Vernon. All Districts were invited but only Penticton, Kelowna, Revelstoke, and Kamloops were able to field teams.

Jake Krushinsky of Kamloops arranged for the Shield, donated by Jardine Hardware of Kamloops.

Kelowna and Penticton, unable to field teams, played as the Kelowna-Penticton Combines and made a very good showing. Kamloops played Vernon in the first game winning 10-2. The second game was a close battle between Revelstoke and the Penticton-Kelowna Combines with Revelstoke taking it in the last inning on a two run homer. This left Kamloops and Revelstoke to play the final game for the Shield and this was won by Kamloops 12-1.

After the games, all present drove out to the Kinsmen Beach on Okanagan Lake for a picnic supper prepared by a Mrs. Jack Anderson, Mrs. Dave Edwards, Mrs. Les York, Mrs. Rex Wiley and Mrs. Bill Helmsing.

Komloops Softball Team

Hobbies

Joe Gillen, Road Maintenance Foreman, Gabriola Island, is a sculptor. He has carved a number of heads from Gabriola Island Rock.

The Nanaimo Road Crew have recently reconstructed and paved Wakeish Avenue in Harewood area of Nanaimo and produced a wide paved street with paved shoulders. The project under the direction of Al Birchard, Road Maintenance Foreman, Nanaimo.

Weddings

Komloops Wins Softball Tournament

Kamloops Softball Team

On August 26th the first Annual Regional Softball Tournament was held in Vernon. All Districts were invited but only Penticton, Kelowna, Revelstoke, and Kamloops were able to field teams.

Jake Krushinsky of Kamloops arranged for the Shield, donated by Jardine Hardware of Kamloops.

Kelowna and Penticton, unable to field teams, played as the Kelowna-Penticton Combines and made a very good showing. Kamloops played Vernon in the first game winning 10-2. The second game was a close battle between Revelstoke and the Penticton-Kelowna Combines with Revelstoke taking it in the last inning on a two run homer. This left Kamloops and Revelstoke to play the final game for the Shield and this was won by Kamloops 12-1.

After the games, all present drove out to the Kinsmen Beach on Okanagan Lake for a picnic supper prepared by a Mrs. Jack Anderson, Mrs. Dave Edwards, Mrs. Les York, Mrs. Rex Wiley and Mrs. Bill Helmsing.

Weddings

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

Joe Gillen, Road Maintenance Foreman, Gabriola Island, is a sculptor. He has carved a number of heads from Gabriola Island Rock.

The Nanaimo Road Crew have recently reconstructed and paved Wakeish Avenue in Harewood area of Nanaimo and produced a wide paved street with paved shoulders. The project under the direction of Al Birchard, Road Maintenance Foreman, Nanaimo.

Weddings

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

Weddings

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

The Nanaimo Road Crew have recently reconstructed and paved Wakeish Avenue in Harewood area of Nanaimo and produced a wide paved street with paved shoulders. The project under the direction of Al Birchard, Road Maintenance Foreman, Nanaimo.

Weddings

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

The Nanaimo Road Crew have recently reconstructed and paved Wakeish Avenue in Harewood area of Nanaimo and produced a wide paved street with paved shoulders. The project under the direction of Al Birchard, Road Maintenance Foreman, Nanaimo.

Weddings

On May 22, 1965, at the Sacred Heart Church in Nelson, marriage took place between Shirley Podlosky and Joe Karasz. Shirley is Clerk-Steno in the Nelson District Office.

On September 3, 1965, Harvey Emerson and Beverly Graham were united in marriage at the Highlands United Church in North Vancouver. Harvey is employed as a wrecker operator and Beverly is a stenographer for the Department of Highways Bridge Maintenance Branch. The couple will reside in North Vancouver.

The Nanaimo Road Crew have recently reconstructed and paved Wakeish Avenue in Harewood area of Nanaimo and produced a wide paved street with paved shoulders. The project under the direction of Al Birchard, Road Maintenance Foreman, Nanaimo.
A tremendous response was received from safety conscious employees of the Department of Highways for a safety slogan. Selection was most difficult. As a result of a secret ballot conducted by the Headquarters Safety Committee, Mr. George Owen’s slogan, “Think, Act and Talk Safety,” was selected. District Superintendent W. M. Underwood (extreme left) and Regional Safety Officer A. Caldwell (extreme right) look on while Mr. M. G. Elston, Regional Highways Engineer, presents Mr. Owen with the prize, a pair of safety boots. Congratulations to George, and thanks to all who presented their ideas for the competition.

Bronze Award

The Regional Safety Officer A. Caldwell presenting a Bronze Award to Gordon Coughtry, Mechanical Foreman, Nanaimo. The award was won by the Nanaimo-Islands mechanical staff.

Awards

Chilliwack Road Crew: Bronze Certificate—71,976 hours without a lost time accident, Chilliwack Office Staff: Bronze Certificate—41,870 hours without a lost time accident, Chilliwack and Dewdney East Bridge Crew: Gold Certificate—41,367 hours without a lost time accident.

The Sidney Maintenance crew displaying their recently-awarded Bronze Award.

Left to right, Mel Sabey, Larry Stillings, Gordon Coughtry, Charlie Buckley, A. Caldwell, Mel Payne and Fred MacKinder.

Gibsons and Pender Road Crews
Receive Silver Safety Award

Left to right, rear row, Robert McQueen, Cecil Chamberlin, Bill Donley, Roy Lene, Jack Marrow, centre row, Bill Baker, W. M. Underwood, Dave Pollock, Frank Charlesworth, Len Pilling, Fred Neuman, Fred Donley, Roy Fenn, front row, A. Caldwell, Ernie Rietz, Oscar Hogue, George Weal, Doug Stewart, Don Hummel and Wiljo Wiren.

Victoria Office Manager Helps Nab Suspect

Turning private eye for a couple of hours early in August, Victoria Services Branch Office Manager Ray Chamberlain helped bring about the apprehension of a car-theft suspect.

Acting on the tip that a 1961 Chevrolet station wagon stolen August 12, from the Department of Highways yard in Kamloops, might be on the ferry to Victoria, Ray kept his eyes peeled during his lunch hour. Sure enough he spotted the vehicle in the line of ferry traffic on the Patricia Bay Highway heading for the city and tailed it to a shopping centre.

After the car was parked the driver went into a store and Ray phoned the police. The driver of the stolen vehicle actually spoke to Ray shortly after asking directions to the nearest phone. The police had told Ray to stand by until they arrived and "finger" the suspect when he re-entered the car.

This was done and the city police made the arrest on the spot. The man was from out of the province and was later turned over to the R.C.M.P. when it was discovered he was wanted in connection with certain other charges.

The vehicle was returned to Kamloops, the prisoner was handcuffed and taken into custody and Ray went back to work.

As they say on television — all in a day's work.

Watch for Rolling Rocks

This massive rock landed unexpectedly on the travelled portion of the Trans-Canada Highway at Three Valley Gap. The only damage it caused was to the highway.
ON THE JOB

Bridges

Queenel bridge crew complete large job. Left to right, Dave Glassford, Alvin Punt, Bob McLarry, Frank Swanson, Bruno Lilienweiss, Harold Dwinnell line up on the Spehar Bridge which they recently completed.

The Spehar Bridge is two 60-foot Queen Posts with a 10-inch steel ‘t” beam for the bottom chord.

Arnold Glover and John Shepherd, Nanaimo bridge crew preparing log stringers.

This unique suspension bridge, anchored to logs in gravel fills, was constructed by contractors as temporary access over the Bell Irving River 60 miles north of Steward on the Stewart-Cassiar Highway, presently under construction.

Construction of the Pimbury Bridge over the Cowichan River with Fred Loyer and John Shepherd busy on the job.

Halfway Creek?

The Halfway River Bridge during flood conditions which took out the supporting pier under the Bailey section. This bridge is an important link to the Peace River Dam Project. Last winter it was demolished by a truck hitting a main member, stopping all traffic for a week. During the latest episode, traffic was prevented from using this route to the dam for about a month as high water prevented repairs. When the water subsided, the bridge was strengthened with a double-triangle Bailey.

Dry Creek?

Wash-out at (not so) Dry Creek on the Watson-Lake Cassiar Highway. Old wooden culvert has been replaced with two new 36-inch metal culverts.
PREPARATION FOR Winter Conditions

"Pictured above is Melvin Commons, District Foreman, Fernie, and Doug Merrick, dozer operator about 2000 feet above the main highway.

"Picture above shows Anton Hemmelgarn, dozer operator, in process of constructing pyramids at another slide area which usually blocks the highway every year at Morisset.

Auto body painter Harold Crocett and auto body man Ralph Nicholson make certain that salt spreading machine is in operating condition for the coming winter.

John Ovans, skipper of the M.V. Westwood, Gabriola Island Ferry, is happy having his ship back on the run after a period in drydock.

Stikine River Ferry in operation. (Atlin North District) Operators are Raymond McPhee and Willie Williams. Crossing distance of this river at low water is 450 feet and at high water 560 feet. This ferry is in operation from the end of May to the middle of November each year.

Graders Good Hope Lake

Three Champion Graders with operators from Good Hope Lake Camp. Left to right, Alfred Ball, Ernest Marion, Ralph Beebe.

Watson Lake-Stewart Highway

Graders working the Watson Lake-Stewart Highway.

Telegraph Creek

Telegraph Creek maintenance equipment HD-5 A.C. and pull grader. Operators are Harold Blackburn and Donny McPhee.
Peek Into The Past

How many do you know? The above is a photo of those attending a conference of Department Officials at the summer cabin of the then Chief Engineer of the Public Works Department, H. C. (Harry) Anderson.

This conference was held in October 1944, some of those recognized are: Mr. Anderson, A. Dixon, Hon. Herbert Anscomb, A. L. Caruthers, W. Ramsay, H. W. Stevens, Ernest Smith, Jack Taylor, W. B. Johnstone, Jack McDonald, Ed Jameison, Ross Workman, M. C. Davies, Andy Pitkethly, E. Attree, J. Armstrong, Harry Payne, Jack Bowering, Herb Bourne and Harold Pope. Perhaps you recognize others?

TRUCK

Turn Table

1951 photo taken at Sicamous shows many men still working for the Department. They are left to right – Jack Hays (retired), Don Smith, levelman, George Austin, transitman, Andy Cook, rodman, Al Stewart, chairman and Joe Currie in front.

Perry Creek

Water Wheel

The picture shows the Perry Creek water wheel located at Perry Creek, 15 miles northwest of Cranbrook. It was designed and built by William Nystrom in 1933-34 to provide cheap power for pumping seepage out of a small underground placer mine, approximately 100 feet below the surface.

Eleven thousand board feet of lumber went into its construction. Its diameter is 32 feet, with a face (width) of seven feet. There are 73 built-in buckets each with a capacity of approximately 70 gallons of water. Its shaft (axle) is 6 15/16 inches thick and 14 feet long.

The wheel was fed by a flume into which Perry Creek was diverted at a point 1,840 upstream. The wheel made 6.9 revolutions per minute and delivered 68 horse power through a series of gears and belts to two pumps. A trial run took place in 1934 with some obstacles and it ceased operation in October 1935.

The wheel is to be dismantled by the Cranbrook bridge crew and moved to a new location at Fort Steele in the area where the Fort Steele Restoration Foundation is rebuilding the townsite.

Homer Good, Resident Engineer, takes a look at an old hand-operated turn-table used before the plank road between Tiel and Port Clements was replaced by gravel. The plank road traversed miles of muskeg and was in use up to the end of the Second World War.

A miser is not much fun to live with but he makes a very fine ancestor.
A party of Highways Department employees from Salmon Arm were recently the first guests to stay in the historic Ogden City Hotel since its closure 51 years ago.

Foreman, Roy Sweeten and his crew, K. Rolin, C. Hobbs, W. Schulz and H. Krebs, travelled by boat to the upper end of Seymour Arm on Shuswap Lake.

About 45 miles from Salmon Arm, the hotel is situated in the settlement of Seymour Arm, or, as it was known in its hey-day, Ogden City.

In the 1860's, and in particular in 1865, Ogden City was a booming gold rush town. It was here that prospectors from all over the world arrived in the final leg of the journey to the coveted riches of the famous Columbia gold fields. The paddle wheelers "Marten," of the Hudson Bay Co., and the steamer "Distributor," owned by the Colonial Government of British Columbia, plied the waters of the Shuswap Lake and of the Thompson River to bring the adventurers to Ogden City. In 1865 this outpost metropolis boasted a population of 500 permanent residents and had a well-established business section consisting of: 13 stores, five bakeries, three restaurants, two butcher shops, 11 shoe stores, two painters, one stationery, one livery stable; one coffee and doughnut stand, six doctors, one drug store, two tinsmiths, two barbers, eight wash-houses, one bathing house, two blacksmiths, extensive fisheries, six saloons and two breweries.

When the Columbia gold ran out, so did the miners. Gradually, Ogden City disappeared, leaving only a few moldering ribs of the vessel "Distributor" on an isolated docking beach and the depressions in the ground where the old buildings had stood. Only one survived, the Ogden City Hotel, which was rebuilt in 1910 and closed in 1914.

This fine old six-room hotel has now been re-opened by Elmer and Jo-Anne Coates and is ready for business. The pictures show the old hotel as it now stands and the Salmon Arm construction crew preparing to leave by boat for another week's work at the "Arm."

Convalescent News

FRED LAYER, Nanaimo Bridge Crew, has returned to work after a lengthy illness.

JIM GREENSIDES, Centerline Foreman, has been in the Boundary Hospital at Grand Forks as a result of complications following an appendectomy. His colleagues hope Jim will be well soon.

MISS MARY YOUNG, absent from her desk in the New Westminster Office for several weeks, is ill in the Royal Columbian Hospital. Mary has been with the New Westminster Office since 1942.

Enduring Reminder

Just a few steps from the Southern Trans Canada Highway at Midway, B.C. stand the Entwined Trees. The inscription on the plaque tells the story below:

'When the International Boundary line was being surveyed in 1857-61, the major portion of the large Indian Band then living in this area moved to the reservation at Colville, Washington. One of the Indians entwined two sapling pines, saying "Though divided we are united still - we are one." This tree symbolizes the spirit of friendship existing between Canada and the United States.'
VINCE SCANLON, with the Land Registry Office in New Westminster for 12 years, recently joined the staff of the Nelson Regional Office as Right-of-Way Agent. Vince arrived in the Queen City of the Kootenays in August. His wife Margaret and three children—a daughter and two sons—hope to join him soon.

Vince is pictured above (left) with Graham Fraser, Senior Regional Right-of-Way Agent.

New faces in the Nelson District, left to right: MIKE MAGLIO, replacing GEORGE CLAY; INA CLAIRE SWANSON, transferred from Rossland when the Rossland accounting was moved to Nelson; PAT WHITFORD, replacing Nancy Craigdale; CHUCK LIPINSKI, replacing Dennis Kraft.

MR. HOPE GEORGE, Regional Mechanical Superintendent for Region 4, with headquarters at Prince George, has been transferred to the Department at Nelson as Regional Mechanical Superintendent for Region 3.

A farewell party was held for Mr. George and his wife, Molly, on September 10th, 1965 with many friends and co-workers from the Region attending. During the evening Hope was presented with a pair of binoculars.

BRUNO PAVAN has joined the Bridge Crew, Grand Forks-Greenwood District as Bridge Laborer. Bruno is married and has a three year old daughter. Bruno enjoys fishing and hunting, and is a member of a softball team. He also enjoys woodworking and is at present busy putting finishing touches on his new home in Gran Forks.

H.R. WALKER, District Office Manager at Fort St. John, has been transferred to Merritt, after spending nine years in the Fort St. John Office. The staff presented him with a suitcase and an engraved desk set at a dinner held in his honor at the Frontier Hotel.

SAMUEL TURNER is shown stepping into the Department trailer which will be his home for some time at Alice Arm in the Atlin South District. Sam was recently appointed Road Maintenance Foreman in this rather isolated area and presently has his hands full repairing earlier storm damage to local roads.

MIKE POSTNIKOFF, well-known throughout the Region because of his service with the Q4 crusher crew, transferred to the Grand Forks Road Crew. Mike is married, and he and his wife, Doris, have one child.

JOHN S. HUTCHINSON has joined the Grand Forks Garage Crew as Assistant Mechanic. He worked in Penticton for five years before joining the Department at Grand Forks. He and his wife, Mabel, enjoy boating and fishing. John is also keenly interested in radio work and furniture building.

HAROLD LeSERGENT has joined the Greenwood Road Crew as Truck Driver. Harold enjoys hunting and fishing and does a little prospecting, hoping to “strike it rich” some day. He also has quite a gun collection. Both he and his wife, Mary, play the accordion.

The junior clerk finds that one who laughs at the Office Manager’s jokes may not have a sense of humour, but he surely has a sense of direction.
District Officials
Attend Alberni Fall Fair

Nanaimo Resident Engineer Hector McLeod and District Superintendent John Morris with Alberni Resident Engineer Bill Bos, right, at the Alberni Fall Fair.

A Department of Highways exhibit, highlighting the shape and color of the standard highway signs as an aid to safe driving, was featured at the Burnaby Safety Council Week in the Brentwood Shopping Centre, Burnaby, and at the Nanaimo Fall Fair and the Alberni Fall Fair. To complement the exhibit there were periodic showings of the various highways films and a film showing the proper technique for freeway driving. This film in particular drew a great deal of interest, possibly because the dangers of tailgating were so graphically portrayed. The model of the Livingston Interchange on Highway 401 was also on display to provide the onlookers with an example of the services which our highways offer. For the two Vancouver Island displays there was also a model of one of the B.C. Ferries and a large specially-marked map of the Fraser Valley located beneath a large sign which said, “By Freeway and Ferry Service to Vancouver Island.”

Transfer (cont.)

Vic Rupitz has moved to the Quesnel office as Clerk 2. He was previously a yardman when he began working for the Department in March 1960.

Shown with Vic is Miss Gladys Turner clerk-steno in Quesnel for the past three years. Miss Turner is leaving the Department to return to her native home in London, England.

Also pictured is Mrs. Craigdale, Clerk Stenographer in Nelson.

David L Jones, Clerk in the New Westminster Office since September, 1963, has won by competition, a promotion to the Attorney General’s, B.C. Correction Department Office, in Vancouver. David started with the Department in 1957 at Fort St John, then went to Prince George that same year. He was then transferred to the Yard at the Oak Street Bridge as Stockman in October, 1959 and moved to the New Westminster Office as Clerk 2, four years later. He was born in Winnipeg and received his education there. He is married and has two children.

After 24 years with the Department of Highways and Public Works, H. G. Pidcock has transferred to the Department of Education (Vocational School Branch). Mr. Pidcock first joined the Provincial Government in 1938 with the B.C. Forest Service in Campbell River. He served in various capacities as ranger assistant, time-keeper, and lookout man. For a short time he worked for the Department of Finance at the Courthouse, Cumberland. In July, 1941, he joined the Public Works Department in Courtenay and in 1943 transferred to Merritt as District Office Manager. Four years later he transferred to Penticton, where he stayed for a year, and then transferred to Kamloops as Divisional Office Manager and then to Victoria in 1952 as Office Inspector. In 1960 he became Office Manager for Headquarters Branches at Victoria.

At a farewell gathering of his fellow workers, he was presented with a camera by Mr. H. T. Miard, Deputy Minister.

Mr. Pidcock was born in Victoria and received his schooling at Oyster River and Tsolum High School. He is married and has two children.

Nancy Craigdale, Clerk Stenographer in the Nelson District Office is leaving to live with her parents, who recently moved to Comox, B.C. Nancy’s Dad is Skipper on the new ferry, Comox Queen, which plys between Comox and Powell River.

Nancy was presented with a parting gift from the Nelson District staff.
Road Mix

Jack Amies, Road Maintenance Foreman, Pender Island, during road mix operation.

Bill Ritchie and Dave Williams, Cassidy crew, road mixing asphalt on Carmichael Road.

John W. Morris, District Superintendent, Nanaimo, flying to the Gulf Islands projects.

Round Holes—Square Posts

Installing fence posts on the right-of-way at Sicamous are John Morrison and John Rhodes. Experts at fitting square posts into round holes, they distrust anyone with a camera. However, after the promise of a couple of square shovels they obliged.

Road Failure

A study of road failure on the Squilax-Anglemont Road. Tom McKenzie, Road Foreman, is explaining the situation with both word and sign language. Larry DeBoer, Regional Materials Engineer, kneeling, and Herb Coupe, District Engineer at Salmon Arm, are giving the matter serious thought.

Federal Tractor and low-bed hauling yard Lima Shovel on the Watson Lake-Cassiar Highway. The operator is Ken White of the Good Hope Lake Camp.

Pavement patching crew at work in Nanaimo, left to right, Earle Moore, Andrew Kaardal, C. Windle.

Pam McKenzie, assistant mechanic, at work in the Alberni shop.