From our Centennial album comes this picture of the Fraser Canyon road in 1926 about 7 miles east of Yale. This was not an old section of the road at the time but a brand new one just completed.
AN ALBUM OF MEMORIES

Men don't change much in 40 years but the machines do. These pictures were taken in the Cranbrook region in 1926. Top left shows Mack Kirkland in a dashing pose with his Department of Public Works Federal Track. Showing off the latest in grading equipment and motive power is Claude McNeill, top right. Bitting into the Slaterville pit in Cranbrook this conveyer can almost keep up to the man with the pick, bottom left. On the right is a Byers Bear Cat shovel operated by Percy Addelard. The other man is not known.

Road construction in 1923 at Ootsa Lake in front of Harold Bennett's Lodge. Al Bannister is the grader operator and Harold Bennett the teamster.

This pull grader was purchased by the Vanderhoof District in 1929. It has been out to pasture for some time now, but came back into its own again in a Centennial parade in Vanderhoof Saturday, September 2, drawn by a team of horses. The rental for this machine at the time was $2.00 per hour, and the purchase price was $1,369.
Minister's Message

During Canada's Centennial year there is a great interest in its past. In keeping with this spirit the RR has this issue placed a little more emphasis on roads and road builders of the early days. The front cover shows what the motorist of the 20's had to settle for when he ventured up the Fraser Canyon. The back shows what it was like a century ago to struggle up the original Cariboo Road, which Judge Howay described as "the pride of British Columbia" and a "source of wonder and admiration to its visitors," because of the "daring conception and skillful execution of the work ...". Perhaps we might get a little more from this than a smile. I guess we get pretty blasé in a hundred years but maybe when we think things are a bit tough we should pull out some of these early photographs just to remind ourselves what the road users and the road builders of those days had to contend with and even regarded as a source of pride.

P. A. Gaglardi, Minister

A total of 179 years service is represented by the Revelstoke District employees in this picture. Left to right, they are Ed Rare (21 yrs.), Tom Koshman (20 yrs.), Bert Lenny (24 yrs.), Jack Korenko (24 yrs.), Tony Kulchyski (22 yrs.), and Joe Shura (23 yrs.). The oldest surviving unit on which they are posing has them all beat with a service record of 26 years, although it is not in as good shape as they are.
Contrast in winter maintenance is shown vividly in these two photos. Picture on the left was taken in 1932 just east of Golden, now part of the Trans Canada Highway. Right photo was taken this year west of Golden.

About as basic a design as you can get, this bridge was under construction 55 years ago on the Creston Flats to connect the West Creston Ferry. The horses supplied the lifting power for the old pile-driver in the background. The bridge was dismantled in 1936. Photo was taken in 1912.

This was taken in 1929 showing Department employees at work (unidentified) with a horse drawn scraper on a local road project in the Fernie area.

Early photo shows what is now Trans Canada Highway (then the Kicking Horse Trail) east of Golden in 1932. Note functional guardrail—no painting required and replacement parts easily obtainable locally.

1928 Ford Truck formerly Department of Highways unit. Now owned by H. Haigh of Fernie and unit is not quite mobile.

CONVALESCENT

DAVID LAKE, mechanic at the Langford Garage has been on the sick list for sometime and the Saanich District Highway personnel wish Dave a speedy recovery and hope to see him back on the job soon.
Peek Into The Past (And The Present?)

This picture, taken in 1953, illustrates some of the troubles faced by the crews of the former Kelowna-Westbank ferries. This type of passenger was not welcomed by the crew! The sheep were loaded on the Lloyd-Jones ferry for transport to the west side of Okanagan Lake. From there they were driven north along the Westside Road to a hillside pasture for the summer. A familiar sight for many years.

A private beard contest is underway between Pat O'Toole of Terrace and Fred Bradley of Prince George. Both contestants were prominent in contests of the 1958 Centennial Year when Fred was a prize winner.

District Superintendent Frank Blunden of Williams Lake sports his multicolored contribution to the Williams Lake Beard Championship of which Frank was Chairman.

Otto Beneke, Yardman at Smithers raised a nice centennial beard, a contender in any contest.

Terrace Location crew, Herb Walker, George Kuzma, and Rick Pringle are candidates for the Centennial Beard Contest, but... Charlie Lessard and Lou Garay are not to be outdone and plan to uphold the Construction Branch in the Terrace contest.

Not many Department offices are housed in such marble and stone elegance as the Revelstoke Court House where the Revelstoke District Office is located. The domed structure was built in 1912.
Miscellany

One of the North Okanagan's better bridges called the Grindrod Centennial was designed and built by the Boy Scout Patrol. It gives access across a flood channel of the Shuswap River. Structural type—10' beam pole truss span. Design loading unknown.

We got to wondering about names and occupations recently when we were looking someone up in the B.C. Association of Professional Engineers directory. Many Anglo-Saxon names were originally trades — the Smiths, Bakers, Taylors, Masons, Farmers, etc. But do family names influence people in their choice of occupations? There is a fellow in the engineers' directory named Bridge and another named Bridgeman. There's a Steele, a Boom, a Frame, a Lever and a Plumb. There's a building engineer named Moulder, a planning consultant named Fountain and a fellow named Dial who works, naturally, for the B.C. Telephone Co. There's an engineer named Pillar, one named Springate, one named Sprung and another named Street. And there is a fellow who could not have been anything else. His name is H. M. Engineer.

An unorthodox but effective way of removing a Bailey Bridge was employed by Bridge Foreman P. V. Lanzo and his crew in the Revelstoke District when lack of room made the normal method impractical. The bridge, located at Carness Creek on the Mica Access road, was taken out with two tractors, two cables, a little ingenuity and a measure of patience.

Fruit stand time produced the usual problems this summer. This one was designed at home and was built on Highway 57A at Grindrod. Needless to say it did not meet the Department's regulations and had to be taken down without a grand opening.

St Patrick's Roman Catholic Church of Stellako will be missed when it is moved to make way for a new highway. Although it is to be replaced by a modern church, it will be especially missed by those Indians who cut and hewed the first logs in 1910 — Chief Isadore, Billy Augusta, Charlie Casimel, Allen Kello, William Kello, Zaa Lugie, James Zakory, and Long Charlie.
General Road News

A torrential downpour June 3rd caused slides and washouts on the Trans Canada Highway between Sicamous and Revelstoke. At Griffin Lake, a creek ran over the highway due to culvert blockage. Machine operator, Ron Dyer is shown jubilantly leading the line-up of traffic through after single lane traffic had been restored.

Rising flood waters in the Fraser Valley in June this year caused concern to District personnel. Several sections were covered before waters receded. Photo shows Henderson Road in the District Municipality of Chilliwack.

OBITUARY

FRED GODDARD, Divisional Construction Engineer at Prince George died July 27th, 1967. He was in charge of construction projects on Highway 16 East of Prince George. Previously Fred had worked for many years on construction projects in the Stewart, Prince George, Cariboo and Fraser Canyon areas, having started with the department in 1944.

Road building in the North Peace River style, with elevating grader building farm access roads in the Golata Creek area. Operators are Walter Houle and Peter Sieben.

Prince George District crew preparing corduroy road in the McBride area for the West Twin Detour in May, 1967.

Wooden bridge over Spittal Creek in the Prince George District replaced by culverts by the Tete Jaune crew in May, 1967.

Cliff Thoveson, cat operator at new Babcock Bridge, Fort St. John District where he has just completed building approaches.

Winrow of road mix asphalt on Chilliwack Lake road.

Intersection McKenzie Street and Alaska Highway at Fort St John showing the new traffic islands.
Safety Awards, Rallies

A Silver Safety Award was presented to the Burnaby electrical crew, they are, left to right, back row, R. F. Kristoff, J. E. Hutchinson, R. C. Rhode, Barry Smith, Keith Young, J. Q. Methot, R. E. Barry, Egon Willig, Madan M. Kapahi, front row, L. E. Berkley, P. Vandriske, Carl Goodman, Menno Schmidt, John Furtak, Dennis Hall, Gunnar Merit, Fred Liden.

Burnaby Maintenance Crew of New Westminster District receiving its Gold Safety Award. Assistant Foreman Jim Edge is holding the award and is next to District Engineer R. W. Gittins.


A gold award of Merit was presented to Bert" Barnett, senior member of the Celista Maintenance Crew by Harry Francis, Regional Safety Officer. The award was earned by the crew for having had no accidents since October, 1961.

The Nanaimo District mechanical staff won a Silver Award of Merit and the Cowichan-Malahat road maintenance crew won a Bronze Award of Merit.

Silver Awards were presented recently by J. A. Dennison, Senior Maintenance Engineer from Victoria at a Safety Rally held in Burns Lake. The award represented 165,322 man-hours and working time from May 1966 without a time-loss accident for the whole District. Attending the presentation were R. Veitch, District Superintendent; G. Rolston, Senior Foreman; M. Tetreau, Southbank Foreman; H. Carnie, Houston Foreman; G. Corliss, Mechanic; and J. Reynolds, Chairman of the Safety Committee.

The Prince Rupert District Bridge crew have been awarded a Bronze Safety Award and the Prince Rupert District Garage crew a Silver Safety Award.

A Safety Rally was held in Port Clements, Queen Charlotte Islands, on July 26, 1967, Mr. Ben Pass, Co-ordinator of Accident Prevention for the Civil Service Commission and Mr. Mike Severn, Safety Inspector for the Workmen's Compensation Board addressed the 64 employees who attended.

A Silver Safety Award was presented by Resident Engineer Bill Baker of the North Vancouver District to Jack Guthrie, Chairman of the Safety Committee for the Squamish-Pemberton Road Maintenance crews.
A Gold Safety Award is presented to District Superintendent John Morris on behalf of the Nanaimo Highways District by M. G. Elston, Regional Highway Engineer recently at the Alberni Office. Seen with Mr. Elston, Mr. Morris and Mr. Bos is the Alberni Safety Committee.

District Engineer R. M. Boss presents a Silver Safety Award to the McBride Road Maintenance crew. Left to right, J. Walker, H. Bryant, J. Doerksen, C. Blackman, L. Jack, Foreman L. Crate, R. M. Boss.

Road Foreman W. Tinsley, Tete Jaune receives a Silver Safety Award from R. M. Boss, District Engineer.

FRANK PECK has been promoted to Road Maintenance Foreman 3 in the Prince George District. Frank previously worked as Construction Foreman on major day labour projects and has seen service in Cranbrook, Fort St. John and Prince George.

TREVOR EVANS who commenced work with the Department as heavy duty mechanic in 1959 at Revelstoke has been promoted to Regional Mechanical Superintendent at Kamloops. Trevor also worked in Boston Bar, 100 Mile House and most recently at Williams Lake as Mechanic Foreman 4.

Through competition, GARLAND STEVENS won the position of Road Maintenance Foreman 3 at Stewart, B.C. Garland is married and has one boy. He is very interested in hunting and fishing both of which are plentiful around Stewart. Garland was with the pulvi-mix crew for many years before transferring to the Revelstoke District as a graderman and subsequently a temporary foreman for winter maintenance on the Mica access road last winter.

Born at Hedley, T. J. LABOUNTY joined the Department in May, 1966 as Machine Operator 3 at Rock Creek. Through competition he received the position of Tractor Operator at Grand Forks, where he, his wife Linda and daughter Sherry now make their home. Tom enjoys hunting and fishing, and is an active member of the Rod and Gun club. He is also a member of the Elks (437).
GERMANY and started to work for the Department in 1956, retiring as a Machine Operator 4. He will continue to live in North Surrey.

A gathering was held in the Cloverdale Yard to mark the retirement July 31, 1967 of DON MCARDON after ten years with the Department, mostly in Cloverdale. Don started as a rough carpenter and retired as a Machine Operator 4. Mrs. McArdon received a set of table lamps and Don was given a set of tools.

FRANCIS RICHARDSON, graderman on the Port Clements crew, retired after 14 years service with the Department on the Queen Charlotte Islands. Mr. Richardson, left, receives a gift presented by Lionel Andrews, Construction Foreman.

Retiring early after more than 28 years service with the Department is Saanich Bridge Foreman, R. B. (BUD) HEDSTROM. Bud, who has over 20 years experience as a Bridge Foreman, has worked in numerous Districts throughout the province including, New Westminster, Penticton, Nelson, Lillooet, Cranbrook, Fernie and Smithers. District Superintendent A. F. Park made a presentation to Bud and Mrs. Hedstrom on behalf of the employees at a dance in July.

Retiring from the Saanich Bridge crew is MARTIN SMITH. Martin has worked for the Department since 1961 as a Bridgegeman. The Smiths are leaving shortly on a trip to the prairies. District Superintendent A. F. Park made a presentation to Martin and Mrs. Smith on behalf of the District employees.

At a gathering of the crews in the Courtenay yard this June, BILL McEACHREN, Bridge Foreman Courtenay was presented with a gift on his retirement from the bridge crew. Bill was born in Edmonton, Alberta and started work with the Government in 1927 for the Sumas Drainage, Dyking and Development District. He has worked with the Department of Highways in Courtenay since 1936, the last 21 years continuously.

CREWS and their wives met at the home of Mr. and Mrs. Alex Mercier, Quathlaski Cove last month for a surprise party for WILLIAM BARKER who retired as Chief Engineer on the Quadra Queen. Mr. Baker joined the service as Chief Engineer on the Agassiz-Resedale ferry in 1955, transferred to the Lardeau, Arrow Lakes in 1957 and then to the Quadra Queen in 1960. The crew presented him with a gift. He and Mrs. Baker will retire at their farm at Milnes Landing.

IDEA CORNER

Old grader blades driven into creek bed at mouth of culvert proved effective trash barriers. These are located in Higdon Creek south of Quesnel.
New Faces In New Places

S. J. DIXEY,
Regional Office Manager, North Vancouver has been transferred to Nelson in the same capacity. Steve began his service with the Department in Golden in 1947 as District Office Manager, In 1956 he moved to the North Vancouver District as Office Manager. Very shortly he was appointed the first Regional Office Manager of Region 1 when it commenced operation in July, 1956 in New Westminster. The Regional Office was moved to North Vancouver in 1958. A presentation of a portable transistor radio was made by the Regional Maintenance Engineer W. F. Mercer on behalf of the Regional and North Vancouver District personnel. Steve is married, has three children and is interested in gardening.

W. L. N. HIGGINS who has served with the Department of Highways, in Courtenay, Nanaimo and in Nelson on two different occasions has now taken over the responsibilities of Regional Office Manager, North Vancouver. He held this position in Nelson for the past eight years, while in Nanaimo he was District Office Manager for six years. At a beach party and barbeque at the home of Engineering Assistant Leo Jovesky, Bill was presented with a pair of fibre glass ski poles and a light metre by Regional Highways Engineer D. F. Martin who made the presentation on behalf of Bill's fellow employees in Nelson. He is married, has two sons and a daughter, his interests centre around skiing, hunting, fishing and work with the Boy Scouts.

JIM LAMBERTON, a temporary employee with the Department at Celista for part of the summer, has recently been transferred to the maintenance crew at Salmon Arm.

DON MacSWEEN, Right-of-Way Agent in the North Vancouver Regional Office has been transferred to Smithers.

Mrs. IRENE HILLEN, Office Manager at Fort St. John, recently transferred from Victoria where she was secretary to the Deputy Minister of Hospital Insurance. The northern winters hold no qualms for Irene as she is an old "sourdough" having spent four years in Alaska. Irene is originally from Kamloops where she worked for six years as District Office Manager for the Department of Public Works, in addition to previous service with the Department of Education, Labor and Lands.

VINCE FRANKLIN has transferred to the New Westminster District as Stockman for the Dock District. Vince joined the Department in 1961 at Mission and later became Sign Maintenance Man for the Chilliwack District.

Vince Scanlon, Right-of-Way Agent at Prince George has transferred to the Right-of-Way office in North Vancouver. Vince will be missed by all his friends in Prince George who wish him all the best in his new position.

Mrs. PEARL LOCKWOOD, née Douglas, opening a wedding gift from the Staff of New Westminster District Office. Pearl is a Clerk-Steno and was married on August 5th, 1967 to Del Lockwood and they are living in Surrey.

Elizabeth Helen Goertzen and Peter Neumann were married July 14, 1967. The candlelit ceremony took place in the Eden Mennonite Church, Chilliwack, performed by the Reverend Henry Wiens. Peter is a wrecker operator for the Department in the Deas Tunnel area. The young couple will reside in Vancouver.

Two new brides from New Westminster office are, left, Judy Sigsworth and Cheryl Gosling.

GEORGE RYLAND and DAWN ORM-BRAK were married in Prince Rupert July 12, 1967. George is a truck driver with the Port Clements crew on the Queen Charlotte Islands.
Dean Anderson, Draughtsman in the Nanaimo office and John Gillen Engineering Aide were both in the great bathtub race from Nanaimo to West Vancouver. Dean travelled in a power driven bathtub and encountered six foot waves which damaged his craft four miles from the finish point. His craft is shown following a shake down cruise. John travelled in a bathtub propelled by sail and paddle and gained considerable fame in being last to complete the trip with an elapsed time of 31 hours of non-stop sailing.

The Golden District has devised a novel “salt shaker” but not for the kitchen table. The calcium chloride spreader is shown in front of the garage, above, and in action in the Golden area, below.

Merritt District Office Manager Roy Walker who doubles as a local scoutmaster ready to leave Merritt to attend the 4th Alberta and McKenzie Jamboree, Camp Woods, Sylvan Lake, July 15-21 near Red Deer.

North Vancouver Regional Maintenance Engineer Walt Mercer makes presentation to Nelson Regional Office Manager Steve Dixie who has transferred to Nelson.

New auger drill, fabricated by the Langford Shop from designs and plans prepared by Glen Higgins of the Testing Branch, is being inspected by Auger Foreman Doug Erickson and Drilling Engineer John Austin prior to its departure to Prince George. The new drill is to be used for soil survey and gravel pit work.

Linda Wallace, Clerk in the Burns Lake Office, has been with the Department since 1963.
On The Job

David Morris and Jerry Polizer, kneeling and Denis Jones, laying asphalt tile on the new Barriere Forks Bridge recently constructed by the Kamloops District Bridge Crew.

Resident Engineer Ron Winbow at work at his office in the New Westminster District.

Engineering Aides Dave Sherman and Pete Janson, left to right, hard at work on the Chetwynd-Hudson Hope Highway supervised by Engineering Assistant Glen Rose, right. Like many other conscientious transitmen with the Department, Pete is using his own "walkie-talkie" to help on the job.

Ken Langford hard at work checking invoices at the Langford garage. Ken, who previously worked as an Engineering Aide for the Construction Branch at Revelstoke will be leaving the Department shortly to enroll at the University of Victoria.

Burns Lake District survey crew running a line on Project 1556, Topley Landing Road. Left to right, R. Harrison, D. Bossenberry and M. Bishop.

Heavy Duty Mechanic Conway Jones-performing a Hornectomy on one of the District units. At last report patient was progressing well, but still a little hoarse.

Cherryville patching crew on Number 6 Vernon-Slocan Highway. They are, left to right, Harley Holman, Clarence Sirr, Amiel Lukat and Keith Schafer.

Ed Stockand and Bob Tyrrell seal coating Uglow bridge on the West Coast Road on Vancouver Island.

McBride road crew painting a centreline on the McBride Arterial, left to right, A. Keim, J. Walker, H. Bryant and P. Callaghan.
About People

H. E. ‘HARVEY’ THORMOSET, Assistant Mechanical Foreman, in charge of the Athalmere Shop, Born in Saskatchewan, Harvey joined the Department at Princeton in 1956. Subsequently promoted he transferred to the shop in 1957. He transferred to Athalmere and was promoted to Heavy Duty Mechanic in 1959 and after several promotions Assistant Mechanic Foreman Grade 2 in 1965. Harvey is married and has three children.

K. P. ‘KARL’ STEVENSON, Automotive Mechanic, Athalmere Shop. Karl joined the Department in 1961. Following short terms of employment in New Westminster and Nelson, he was transferred to Cranbrook where he was employed as Assistant Mechanic. In 1962 he transferred to the Athalmere shop and was promoted to Automotive Mechanic in 1963. Karl is married with one son.

Boyd Kincaid, Sign Maintenance Man at Revelstoke explained it this way: “It’s very simple really, there are two exits which are also entrances. We only want to use one entrance for an exit, the other exit will be used as an entrance. Or, to put it another way, you can’t come out where you go in, but you can go in where you come out on the other end. Look, maybe you had better come and see when the signs have been installed.”

Oscar Purdy came to Fernie District as Engineering Aide in July, 1966. He is married and has three daughters.

Four employees of the Prince Rupert District obtained their Safety Fuse Blasting Certificates after passing the qualifying exam. They are J. Ontona, Road Maintenance Foreman at Port Clements; J. Edwards, Road Maintenance Foreman at Alice Arm; L. Andrews, Construction Foreman at Port Clements; and D. Lockman, Construction Foreman at Prince Rupert.

Don MacPhee, 64, off the Rosedale crew, Chilliwack District standing by sign for road named after him. Don has been with the Highways Department since February 1, 1946.

Some of the Athalmere road crew on the job are, left to right, Gus Osterlund, Dave Raven, and Art Golden, Machine Operators, Jack Coy and Hans Koenig, Labourers.

Two recent candidates in the 1967 Nelson Queen Contest are full time highways employees. They are Miss Jacquie Ludlow, left, Clerk-Stenographer in the Nelson Regional Office and Miss Linda Dodman, Clerk-Stenographer in the Nelson District Office.
George Gomerich, left, and Bob Williams at the screening plant at Cassidy.

John Krastel, Maintenance Foreman Gabriola Island road mixing asphalt.

John Morris, District Superintendent, Nanaimo and Len Fong, Centre Line Foreman, looking over a centre line revision.

The Lake Cowichan crew were caught by the camera on the job painting sign posts. They are George Holman, left, and Bob Scott.

Fred Bennett, Maintenance Foreman, Mayne Island standing beside the bulldozer operated by Robert Wilks. They are rebuilding Horton Road on Mayne Island.

Alec Brayden, Construction Foreman on the Alberni-Tofino road is in the middle of his construction programme at the present time.

W. G. Coughtry, Mechanical Foreman, Nanaimo standing by the Drott Yumbo.

John Stepaniak standing by his grader on Salt spring Island.
A century of progress is represented in this striking contrast. Above, a section of the original Cariboo Road through the Fraser Canyon near Boston Bar as it looked 100 years ago and, below, the Trans Canada Highway in the same area today. About 60 miles of the original road was built in 1862 for a gross cost of $210,000. Workers were paid $1.50 for a 10-hour day. In the 1960's and 1970's $210,000 would have built about a half mile of road in most of the Canyon and, in some sections less than 1,500 feet.