The Department is many things to many people. On the coast it not only builds and maintains roads but numerous ferry docks through the Dock Design office. This gallery of facilities, together with the COVER PHOTO of the Kelsey Bay terminal for the Queen of Prince Rupert, is a sample. Top left is the newly modified Texada Island dock at Blubber Bay with the equally new Texada Queen loading. A waiting-shelter, washrooms, and a parking area were also provided. Top right is the Campbell River end of the Quadra Island ferry run recently modified to take the new Quadra Queen II and, middle left, the other end at Quathiaski Cove. Right is the Powell River landing for Comox Queen and, bottom left, the Little River terminal at the Comox side, both modified recently to handle the larger Queen of the Islands during the summer. Bottom right is the new Heriot Bay terminal on Quadra Island for the new Cortes Island service where the Quadra Queen I will be used. Two new ferries, Texada Queen and Quadra Queen II went into service this year.
With Christmas near I would like again to extend to all employees of the Department, particularly those who run the ferries and operate maintenance equipment during the holidays, my personal wish for a Merry Christmas and Happy New Year. The end of the year this time brings us to the end of the Sixties. There is a greater solemnity about a change of decades because we tend to think of our lives and our careers in multiples of ten. As well as these usual seasonal greetings, therefore, may I wish everyone in the Department the best of everything for the new decade.

WESLEY D. BLACK, Minister.

H. T. Miard, Deputy Minister, left, made a presentation on behalf of Headquarters staff to D. D. (Dudley) Godfrey prior to his departure from Victoria to assume the position of Regional Highway Engineer in North Vancouver. Mr. Godfrey who, in his limited leisure time is active in many outdoor activities such as skiing and mountain climbing, has held the position of Chief Engineer in the Department since 1963. He has served in various parts of the Province as District Engineer, Divisional Engineer, and Regional Highway Engineer. Also a bird watcher, he was presented with a set of binoculars by Headquarters staff.
ROD MORRISON, Headquarters Bridge Foreman 3, Vancouver, retired October 1st. He joined the Department in 1955, and has worked on such bridges as the Brilliant Bridge, the Mica Creek bridges, the North Thompson bridges, and more recently completed West Twin Creek and McBride Bridges. Before 1955, Rod worked as a structural steelworker, beginning his trade on the Pattullo and Lions Gate Bridges, back in the '30s. He is married and is "Grandpa" to two girls. His immediate plans are to take a trip back to Scotland.

JOHN M. BOTTERTILL, Clinton Foreman, retires at the end of December after 40 years with the Department. A farewell gathering was held November 14th, including both District and Regional Highway staff along with many others from the Clinton area. Gifts were presented to both John and his wife.

CHARLES HENRY SLATER retired from the Department of Highways, Merritt Maintenance Branch, on September 30, 1969, after more than 21 years of service. He was presented with a wallet containing money and a service scroll signed by the Minister.

JAMES SMITH-McGREGOR retired from his duties as Engineering Assistant recently after nine years' service. Born in Scotland, Jim worked 14 years in coal mines before emigrating to Canada in 1934 and to Denet Lake, British Columbia, in 1935. There he made his living trapping and mining until 1960. He then joined the Construction Branch at work on the Stewart-Cassiar Road and remained there during his service, except for three years "down south" in Chetwynd. Jim plans to take a trip to Australia during the winter and return to the Cassiar country next summer, where he may look for some gold caches hidden in the early days.

ED AKENSTON, a long-time employee in the Mechanical Branch and Shop Foreman in the Fort St. John District, resigned this year so that he can become a full-time farmer. Friends and associates bid farewell with gifts of tools and garden furniture.

W. JACK WHIBLEY retired after 10 years with the Department. Jack was one of the few old-timers who stuck it labouring. A gathering was held for him and Mrs. Whibley, with many best wishes from everyone.

September 30th marked the end of 24 years' service with the Department for L. RAY HITTLE, of the Grand Forks road crew. During this time he worked as Labourer, temporary Bridge Elimination Foreman, and Maintenance Foreman. He plans to make a trip to Saskatchewan to visit his twin sister. After that he is not likely to find time hanging heavy on his hands as he is an active member of the Masonic Lodge, a grandfather to four lively youngsters, and he has many interesting hobbies. Upon his retirement, Ray received the meritorious service award for 24 years of service.

ANDY DAVIS, Ferryman on the Cedarvale ferry, retired April 18, 1969, after 14 years' service with the Department. Andy will make South Hazelton his retirement home.

CHRIS PEDERSEN, Labourer on the Telkwa road crew, retired after 13 years with the Department. Chris was presented with a gift by Road Maintenance Foreman Vern Flockhart.
NEW FACES
IN NEW PLACES

KEN R. WILKINS has recently transferred from Victoria to Cranbrook as Property Negotiator 2. Ken started with the Department in September, 1968, and has also served in Prince George. His hobbies are skiing (water and snow), trapshooting, and he is looking forward to the long winter and snowy ski slopes in the Cranbrook area.

STANLEY E. ISBERG, Road Foreman 3, has been transferred recently to the Penticton Highway District. He was employed in the Fort St. John District from April, 1954, to January, 1969, after which he was in the Princeton area until August, 1969. Stan is married and has three children.

T. E. ASHE, Captain of Francois Lake ferry, recently transferred from Nanaimo District. At Nanaimo, Mr. Ashe was Shift Captain on the Ethel Hunter, operating between Chemainus and Thetis Island.

DON HILL transferred to the Smithers Highway District on October 1st from the Paving Branch. Don is an Engineering Aide 3.

H. D. DOWNER, formerly of the Revelstoke District, has taken duties as Road Foreman 2 at Celista in the Salmon Arm District.

HERB YOUNG commenced on the Salmon Arm District survey crew on October 1st.

WEDDINGS

Harmon Delyea and Beverley Archibald were married on August 15th in the United Church at Nelson. Harmon is a Machine Operator 2 in the Fernie District.

A wedding of interest took place September 20, 1969, in the Bridge Lake-Roe Lake Area when Linda Ann Reed and Michael David King were married. Mike has been a grader operator with the Department of Highways at Bridge Lake for the past three years.

JOANNE NIELSON and JIM HAWES were married in Lakeview United Church, Vancouver, on September 4th. Jim is an Engineering Aide 3 with the Dock Design office in New Westminster. Joanne is a dietician's assistant at Vancouver General Hospital, and is a former resident of Seattle, Washington. The couple spent their honeymoon at Mount Rainier.

PROMOTIONS

R. N. (RICH) ISLES recently won through competition the position of Clerk 4 in the Kamloops District Office. Previously he was with the British Columbia Forest Service Engineering Division in Victoria. Rich is single and his outside interests include ferroquinology, jazz, and non-fiction.

W. N. (WALLY) SMITH recently won through competition the position of Roadside Development Engineering Assistant for Region 2 in Kamloops. Wally spent the last two years working out of the Landscape Supervisor's office in Victoria. He is single and enjoys sports-car racing and skiing.

J. D. (JACK) SUTHERLAND recently won through competition the position of Regional Office Manager in Kamloops. He has been District Office Manager there.

BEAR TRAP?

Getting caught in the bear trap was bad enough, but Ken Brookbank, Fort St. John District Stockman, thought they went too far when no one was allowed to feed him. Ken was checking the trap, fabricated for the Fish and Game Branch by the district blacksmith, when someone dropped the gate. He found that showing his teeth didn't help much, either.
MRS. D. BATKE, Prince George District Voucher Clerk. A newcomer, Mrs. Batke has been employed by the Department since August, 1969.

K. W. Ferguson has joined the Nanaimo District crew on Gabriola Island as Graderman. Ken spent several years in the Fort St. John country before joining our forces in Nanaimo.

L. G. MURRAY has had many years' experience with the Department since he joined in January, 1946. He is at present Road Foreman 4 at Allison Pass Maintenance Camp, Hope-Princeton Highway, in the Penticton District.

MRS. C. PUGA, Senior Stenographer in the Prince George Regional Office, came to the Department from the Forest Service in Prince George, where she had worked for over three years. Married for six years, Cecelia and her husband Nick have a four-year-old daughter, Theresa. She is interested in sewing, baking, and sports.

CAROL S. JOHN-SON, Clerk-Stenographer 2 in the Smithers Office, has transferred to the Department of Agriculture Office in Smithers. Carol was presented with a gift by Smithers District Office Manager Cliff Brown on behalf of her co-workers.

GLENYS HOGAN, newest arrival in the Prince George Regional Office, is originally from Liverpool, England, having come to Canada three years ago. She was previously employed as a secretary-receptionist at a ski resort in Alta Lake and, consequently, she and her husband David are avid skiers. Her other hobbies are tennis and reading.

MRS. L. WAL-LACE, Clerk 3, Prince George District Office. Mrs. Wallace is timekeeper for hired equipment during the summer months. Before coming to Prince George she worked for four and a half years in the Burns Lake Office.

J. K. (KEN) SUL-LIVAN recently started work in the Regional Office of the Property Negotiations Branch at Prince George. Ken has had wide experience in appraisals and land buying in the United States and Canada. His hobby is fishing.

TERRY BURGESS, recently appointed Landscape Supervisor for Region 4, has been with the Highways Department 11 years, most of this time with the Materials Branch. Terry and his wife Joy have two children, Jeff, five, and Helen, eight. Terry is active in air cadets, where he holds the rank of lieutenant. He is also interested in target-shooting.

JACK R. FRED- RICKSON, District Technician, Prince George District. Jack has been employed by the Department since 1952. He was with the Location Branch until October, 1968, when he was loaned to the Burns Lake Office before moving to Prince George. He is married with three children.

Mrs. W. Wallace, Clerk 3, Prince George District Office. Mrs. Wallace is timekeeper for hired equipment during the summer months. Before coming to Prince George she worked for four and a half years in theBurns Lake Office.

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G. R. WOODMAN, Shift Captain of Francois Lake ferry, recently came to Burns Lake from Vancouver. Prior to this he was a tugboat master on the Coast.

TERRY BURGESS, recently appointed Landscape Supervisor for Region 4, has been with the Highways Department 11 years, most of this time with the Materials Branch. Terry and his wife Joy have two children, Jeff, five, and Helen, eight. Terry is active in air cadets, where he holds the rank of lieutenant. He is also interested in target-shooting.

LARRY BERKEY, Electrician, is charged with the responsibility of keeping highway traffic lights functioning on Vancouver Island.

NIELS EDELMANN, Engineering Aide 3-6, Prince George District. Niels has been employed with the Department since March, 1967. He is married with two children.

MRS. C. PUGA, Senior Stenographer in the Prince George Regional Office, came to the Department from the Forest Service in Prince George, where she had worked for over three years. Married for six years, Cecelia and her husband Nick have a four-year-old daughter, Theresa. She is interested in sewing, baking, and sports.

CAROL S. JOHN-SON, Clerk-Stenographer 2 in the Smithers Office, has transferred to the Department of Agriculture Office in Smithers. Carol was presented with a gift by Smithers District Office Manager Cliff Brown on behalf of her co-workers.

SALLY MARKO commenced work in the Smithers District Office on August 11th as Clerk-Stenographer 2.
After nine years' service in the Victoria office, Materials Testing Branch, MRS. D. LAPP has decided to venture into business for herself as owner and manager of a small apartment block. A presentation was held November 13th when Mrs. Lapp received parting gifts and good wishes from her many friends and co-workers.

**Convalescents**

KIRBY RIMER, Draughtsman, Materials Testing Branch, has been at Victoria Headquarters since June, 1968. Kirby has a diploma in mapping and draughting from British Columbia Vocational School. He is married and has one son.

A presentation was made recently to MRS. MARGARET MULLENS by H. T. Miard, Deputy Minister, on behalf of the staff at Headquarters. Margaret commenced with the Department in 1961 and has served as Secretary to a number of Departmental officials, including the Chief Engineer and the Design and Planning Engineer. Margaret is leaving the Department to resume household duties.

FRED W. HOLZWORTH, Machine Operator 11 with the Prince George District, has been on sick leave since July 2, 1969. He is in Shaughnessy Hospital and is expected to be away for at least another two months. Mr. Holzworth has been with the Department since 1946.

Gary Stacey, Transport Operator in the Smithers District, returned to work this year after a seven-month absence resulting from a broken leg.

T. R. G. "BOB" BENNETT started as a Clerk in the Equipment Branch in June, 1961, after 15 months in the general office. Bob is Chairman of the Benevolent Committee of the Victoria Branch, B.C.G.E. Union, an active member of the Public Services Branch 127, Royal Canadian Legion, and is one of their representatives to the local United Nations Association. He and his wife Margaret are enthusiastic square dancers and enjoy a good game of bridge. They have three married daughters.

MILO HAVLASEK, Supervising Bridge Design Engineer, was born in Czechoslovakia. He studied at Karlsruhe and Dresden Universities in Germany and graduated from Brno University in Czechoslovakia. He practised engineering in his native country and France. Arriving in Canada in March, 1955, he worked for a consulting firm in Montreal for a year and joined the Department in May, 1956. Milo was involved in the design of some of the Department's first prestressed-concrete bridges. His hobbies are mountaineering, skiing, and painting, and he is married with one son.

R. C. COOPER, Chief Records Clerk, started with the Public Works Department May 10, 1930. He has served continuously with the Department, except for leave of absence to serve in the Second World War. Married with one son, Reg was active with the Victoria Symphony Orchestra for 25 years as a cellist. His hobbies are gardening, photography, and stamp collecting.

HEDLEY "HED" WILTON commenced employment with the Equipment Branch in March, 1969, and is presently carrying out a programme to standardize stock-room procedures. He and his wife Joanna spend much of their leisure time boating and encouraging water skiing at Shawnigan Lake (no matter what the weather). They have a married son and daughter and one son at home.

Two of the Highways Accounts sections at Headquarters in Victoria. Left picture is the section under George Wagg dealing with accounts receivable, property register, and Federal claims; left to right, Mrs. Barbara Morrison, Mrs. Lois James, Miss Diane Grundy, Mrs. Lillian MacLeod, and George. The other picture shows the section dealing with contracts, insurance, signal and street lighting, leases of Government buildings and property and agreement under T. A. (Gus) Jacklin, left. Others are Mrs. Dianne Van Tassel, Mrs. Hilda Dewar (seated), and Mrs. Carol Shaw.
Highways crew, under the direction of Bridge Foreman Ed Kingsley, replacing the original Powers Creek Bridge near Kelowna in 1942. Picture taken by Ray Woods, who was then and still is with the Department of Highways.

Back in the days when roads were not only narrow but low. This is between Okanagan Falls and Oliver at Vaseaux Lake in the early 30's.
Riverbank protection work in the Hagensborg-Bella Coola area, undertaken in the past two or three years, was also going on 25 years ago. Picture at top shows 75-horsepower tractor working on river mattress in 1935 and above, oxen, believe it or not, were used to haul brush for the same job.
**EXTRACURRICULAR** ACTIVITIES ON THE JOB

First Annual Dance Held in Victoria.—The Hon. and Mrs. Wesley D. Black were guests of honour at a dance held for Department of Highways employees October 10, 1969, at Craigdarroch College, University of Victoria.

The dance, organized by a committee under the chairmanship of Bert Davies, Senior Personnel Officer, was well attended. About 300 people, some from Courtenay, Nanaimo, and New Westminster, enjoyed themselves dancing to Dave Pepper's 10-piece orchestra, the "Ill Winds."

The decorations by the Sign Shop, the place mats with their clever, amusing and timely cartoons, the flowers and coloured candles, all helped to provide a cheerful, relaxed atmosphere for the first such event.

**MRS. M. ENDERS,** who took care of the Nanaimo District Office in Port Alberni, has left the Department to take up duties as a housewife. A farewell party, with the presentation of gifts, was held for Maureen in the Nanaimo Office.

**W. (BILL) BALL,** Technician 2, was recently transferred to Prince Rupert where he will be District Superintendent. A farewell party was given him by the Prince George road crew and a presentation made by Senior Foreman Frank Peck.

The annual British Columbia Government Employees' Union banquet for the Salmon Arm District was held on October 24, 1968, with approximately 100 guests attending. A skit was staged by members of the Salmon Arm crew and bridge crew and the entertainment was followed by dancing.

R. M. Galloway, Cassidy Road Maintenance Foreman, Nanaimo District, inspects a concrete-pipe installation under the new highway to Harmac pulp-mill. The new road will be a great improvement in the district and will speed up industrial flow on Vancouver Island.

Butch Taylor, left, and Hector Gerow testing a brush-chipping machine on Saltspring Island. This machine will shorten the time required to take care of brush that seems to grow faster each year.

A roadmix paving operation on Gabriola Island, Nanaimo District. Nearly all of the paving done on the Island is handled this way, by far the most economical means of paving in these areas.
The Fort St. John District bridge crew is repairing the Fort Nelson Bridge, an important link to surrounding oilfields, after vandals had set off a dynamite blast on the deck of the one-lane structure and put it out of action for a time.

Widening of the George S. Pearson Bridge at Nanaimo was completed recently. Deputy Minister H. T. Miard assisted Indian Queen Miss Coal Tyee at the official opening November 5th, left. Above left shows the bridge construction early in the project and, above right, is the finished product showing the new approaches. Structure has greatly eased heavy traffic bottleneck at the site on the Trans-Canada Highway at the northern side of the City of Nanaimo.

Shown during a break in the Fourth Foreman Training Programme group at Allison Pass, in session October 20th-24th. Front row, Bruce Casemore (Fruitvale), Ted Arnoldus (Terrace), George Rose (Quadra Island), John Gerhardt (Crawford Bay), Al Huolt (Cranbrook), Cam Wilson (Falkland). Second row, Vern Bedell (Dawson Creek), Bernie Bergstrom (Jafray), George Watkins (Ucluelet), Vince Adamski (Boston Bar), George Swanton (Wintlaw). Third row, Jim Edge (Burnaby), Art Spencer (Quesnel), Cliff Thaveson (Fort St. John), Bill Taylor (Pemberton), Vern Flockhart (Smithers). Back row, Sam Isberg (Penticton), Arnold Cormsky (Cherryville), Merv Campbell (Kamloops), Don Richier (Abbotsford), Norm McRae (Beaverdell), Glen Wiley (Fraser Lake), Hugh Hollins (Queen Charlotte Islands).
Four crews in the Revelstoke District recently received awards for safety. The Revelstoke road maintenance crew's achievement of 314,841 hours without a time-loss accident earned them a silver-on-gold certificate, displayed by F. Praill, Road Foreman 4, left. The Revelstoke bridge crew received a gold certificate for 55,340 hours of accident-free operation, shown here by N. C. Beckley, right, member of the crew. Revelstoke District ferries received a gold certificate for 181,937 hours of accident-free operation, and the Trout Lake maintenance crew received a bronze certificate for 41,930 hours without a time-loss accident.

Presentation of a bronze-on-gold safety award was recently made to A. G. (Gordon) Jones, Regional Construction Superintendent, centre, representing Region 2 Construction Branch, by J. W. (Bill) Nelson, Regional Highway Engineer, left. D. C. (Dove) MacVicar, Regional Maintenance Engineer, looks on.

**BATTERY TIPS . . .**

**DID YOU KNOW THAT . . .?**

"There is always danger that an automotive battery may explode when using booster cables around it if the hookup is not made correctly." Hydrogen is emitted through the vents in the cell caps. Any electric spark can set off a powerful explosion, and electric sparks easily occur when making a connection to a battery. For safety: Remove the cell caps from both batteries, then attach the booster cables to the live battery. Next, connect the appropriate cable to the positive (+) post of the dead battery. Then, connect the second cable to a good ground spot, such as the engine block, rather than to the negative (-) battery post, so that any spark that occurs will not be near the battery.—National Safety Council.

"A frozen car battery can be as dangerous as a bomb." A battery that has been weakened to one-quarter of its normal charge will freeze at zero, and a dead battery at 5 degrees above. When ice prevents gases from escaping, a dangerous explosive mixture results, and it needs only a touch of outside electrical current to burst, blasting off frozen chunks of battery solution that carry enough acid to burn skin and clothing. For safety: Disconnect the frozen battery and let it thaw in a warm place. Pushing or towing the car, or using a jumper cable from another battery may cause the battery to explode.—Ontario Safety League.

The Salmon Arm District Office staff received a bronze-on-gold award for their accident-free record from January 1, 1957, to August 31, 1969. The Salmon Arm District bridge crew received a bronze-on-gold award for their accident-free record from November 23, 1964, to March 31, 1969.
Four Portraits—Widely varied conditions of topography, soils, and growth are illustrated in these aerial views of four different parts of British Columbia's highway system, one for each of the four regions and all with distinctive engineering problems. Top left is the Columbia River Bridge at Kinnaird on Highway No. 3. Winter scene shows confluence of Columbia and Kootenay Rivers with Castlegar in the background. Top right is a portion of Highway 499, from the Massey Tunnel to the United States border near the Nicomekl River. Flat delta land presented few alignment problems, but it did present soil problems. Bottom left is precipitous section of the Trans-Canada Highway near Hells Gate in the Fraser Canyon, typical of another kind of highway problem encountered in British Columbia. Bottom right is the Peace River Bridge at Hudson Hope in Region 4 on the Chetwynd-Hudson Hope Road. View is north and the Village of Hudson Hope is to the right.
The (A Watch) crew of the Queen of Prince Rupert attended a fire on the Sea Breeze III. The vessel later sank, with no loss of life. The incident occurred in Johnstone Strait, May 8, 1969, at 6:35 a.m. Seen on the ferry, left to right, Ted R. Hamilton, on hose, assisted by Bev Meyer; on second hose, D. Baker, assisted by Dave Hamill.

Prime Minister W. A. C. Bennett took time recently to pose for pictures with crew members of B Watch, Horseshoe Bay Terminal. Left to right are Don Moss, Bertha Petersen, Andy Mar, Jean Powis, David Kalidin, Mr. Bennett, Manley Cramer, John Martinec, and Ken Telfer.

Crew of Queen of Prince Rupert on constant watch during voyage through inside passage to Prince Rupert. On the bridge are, left to right, Capt. G. G. Reedick, Third Officer Gordon Cockcroft, and Chief Officer E. R. Coombes.
MISS SHERRY VIVIAN relieving
as Switchboard Operator at British Columbia Ferries head office. Sherry is a third-year education student at the University of Victoria, who worked for the Traffic Department during the past summer.
Which one of the British Columbia ferries is the oldest? In a recent edition of the "Road Runner" the claim was made for the M.V. Pender Queen, former Motor Princess of 1923. However, in the present fleet there is a much older hull, the Langdale Queen. Completed in 1903 in Philadelphia as Asbury Park, she came to the West Coast to be rechristened three more times. For service in San Francisco Bay she became the City of Sacramento. In 1953 the old girl received another new name and a new superstructure when she was completely rebuilt by the Black Ball Line in her present form as the car ferry Kahloke. She was used on Black Ball's new Nanaimo to Horseshoe Bay service until the British Columbia Government's purchase of the company. She now plies the Sunshine Coast route from Horseshoe Bay to Langdale as the M.V. Langdale Queen. (Pen and ink sketch by Seaman Dave Thorne.).