Ever seen this vehicle on the highway, the one with its boat on backwards? Well, don't look too closely, you could be on Candid Camera. No, relax. There's a camera there but the Planning Branch uses it to photograph roads not people. For the last five years this vehicle and its predecessor have travelled all the main highways in the Province, taking single-frame 16-mm. pictures at close intervals to provide a permanent inventory record of surface conditions and geometric features. The boat? To hide the camera from view so that drivers, particularly on freeways and other high-volume facilities, are not startled into some erratic driving manœuvres by the sight of it.

Road signs recovered from Okanagan Lake are handed to F. J. Evans, Road Maintenance Foreman 4, Kelowna District, by Floyd Kerth, of the Kelowna Aquanauts scuba-diving club. Signs were vandalized from various parts of the district and thrown into the lake. Some kind of mindless yahoo who shoots holes in them.

A tale for frisky young moose, being removed by Hiab operator Ron Graham, of the Prince George District, after it was killed by a car on the Yellowhead Highway.
A couple of years ago we noted that cars in British Columbia were multiplying much faster than people. The latest figures confirm this. In 1960 there were 1,602,000 people in the Province and 560,271 motor vehicles, a ratio of about three people per vehicle. By 1970 the population of British Columbia had reached 2,137,000 and the total number of vehicles registered, 1,020,000, a ratio of 2.1 persons per vehicle. Add to this the total number of vehicles visiting the Province each year (1,100,000 U.S. vehicles alone in 1970, compared to 394,081 in 1960) and it is apparent why our traffic counters are clicking off higher A.D.T. counts every year.

W. D. BLACK, Minister

One of the last King Truss bridges in Fort St. John District to remain in active service is the Quartz Rock Creek bridge. Located on Cassiar Access Road 10, it has carried heavy loads of asbestos from the Cassiar mine during the past 15 years.

The annual campaign in support of the British Columbia Employees Community Services Fund is under way. Government employees in the Victoria, Vancouver, New Westminster, Prince George, and Kamloops areas are being canvassed during the last two weeks of October and the first two weeks of November. Those who make donations are reminded that all administrative costs are borne by the Government, therefore, 100 cents out of every dollar goes to the Fund or to that particular agency which they designate.

FRONT AND BACK COVERS
One of our favourite early British Columbia scenes is the century-old front cover picture of the Cariboo Road in the Fraser Canyon near Yale, another in the series of remarkable photographs taken in 1868 by Dally. Our back page features a montage of road transportation spanning the last century, top left, a mule team on the Cariboo Road, 1868; top right, proud motorist on the Malahat Drive, Vancouver Island, in 1910; bottom left, still an adventure to drive the Fraser Canyon in 1930; and bottom right, in 1971, new highway, new cars pass through the same timeless rocks and hills.
T. R. JOHNSON was appointed head of the Headquarters Services Branch in April of this year. Formerly Electrical Engineer with the Traffic Branch, Tom first worked for the Department in 1957. Then a student at the University of British Columbia, he worked summers for the Paving Branch until graduation as an Electrical Engineer in 1960. With two years out spent teaching high school, Tom returned to the Paving Branch for one more year before joining the Traffic Branch in 1963. Tom is married and has one daughter.

MRS. VEDA POWELL recently won through competition a position as Clerk 4 in the Headquarters accounts payable section. Veda already has a long-standing association with the Department as she has worked in the Traffic Branch as Clerk-Receiptionist for the past 17 years. Veda's fellow-employees wish her well in her new field. In her spare time, Veda enjoys gardening, curling, and golf.

B. "BERT" DODDS has been reclassified from Draughtsman 3 to Technician 1. Bert has been with the Paving Branch since 1964 and has had a wide range of experience in Branch activities. His winter sport is snowmobiling; he is also a keen fisherman and water-skiier.

M. S. HACKMAN, of the Paving Branch, has been reclassified to an Engineering Assistant. Marvin, who is 24 years old, has worked during the summers for the Department since 1966, first with the Construction Branch and then with the Paving Branch in the spring of 1969. Since then, Marvin has completed a course in Surveying Technology at the British Columbia Institute of Technology. He is currently occupied with Project S-2171 at Clinton, where he is the Survey Crew Chief for Bob Pearson. His hobbies include a little fishing and skiing.

W. G. ANDERSON has won through competition the position of Machine Operator 4 at Winlaw. He has been with the Paving Branch since 1959, first as a summer student, then full time after obtaining his degree.

D. B. BUTLER, after nine years with the New Denver maintenance crew, has won through competition the position of Machine Operator 2 at Edgewood. A party was held for Dennis to wish him success. He moves with him his wife and two children.

W. R. WIDMARK was the successful candidate for the position of Road Maintenance Foreman, Thetis Island, replacing Lorne Slater, who went to North Vancouver.

LLOYD HICKS has won through competition the position of Sign Maintenance Man at Gibsons. Lloyd transferred from the Construction Branch, where he worked for 13 years, his last job on the Upper Levels Highway. Lloyd is married and enjoys camping, hunting, and fishing in his spare time.

DON FOWLER, of the Dock Design office in New Westminster, was recently reclassified from Draughtsman 3 to Technician 1. Don joined the Dock Design Branch in 1968 after retiring from the Canadian Armed Forces.

B. "BERT" DODDS has been reclassified from Draughtsman 3 to Technician 1. Bert has been with the Paving Branch since 1964 and has had a wide range of experience in Branch activities. His winter sport is snowmobiling; he is also a keen fisherman and water-skier.

PERCY GREENWOOD has won through competition the position of Road Foreman 1 at New Denver. He has been on the New Denver maintenance crew for the past 15 1/2 years.

R. L. "BOB" PEARSON, Paving Project Supervisor on Project S-2171 at Clinton, has been reclassified to Technician 1. Bob graduated from UBC with a B.A. in 1968. He has been with the Paving Branch since 1959, first as a summer student, then full time after obtaining his degree. Bob's hobbies are fishing and skiing, both of which he pursues ardently.

BRUCE McCAVITY, Engineering Aide 3 with the Construction Branch, has won through competition the position of Engineering Assistant with the Dock Design Branch.

Quarter Century Award

R. W. (BERT) LANGLEY, Utility Operator in the Quesnel District, started with the Department in May of 1941 as a Labourer. He was recently awarded the 25 years' continuous service certificate.
ABOUT PEOPLE

New Assistant Deputy Minister Appointed
R. G. HARVEY, P.Eng., is the Department's new Assistant Deputy Minister. He replaces Fraser A. MacLean, who has left the Department to take the position of Deputy Minister of Commercial Transport. Mr. Harvey began his employment with the Department in June 1948 as an Engineer-in-Training, was promoted to District Engineer, Nelson, in January 1950, and advanced through the various levels of our regional organizations to the position of Regional Highway Engineer, Prince George. He transferred to Victoria in May 1967. Mr. Harvey brings extensive experience to a very demanding job and takes with him the best wishes of his colleagues.

FRASER A. MACLEAN'S MANY friends in the Government Service have been unanimous in extending congratulations on his appointment to the position of Deputy Minister of Commercial Transport. At the same time, Department personnel in all areas of the Province and in every branch were sorry to see him leave. Mr. MacLean, P.Eng., commenced employment as an Engineer-in-Training (Mechanical) in 1947 and advanced through the various levels of the mechanical branch to the position of Services Engineer. He was promoted to Assistant Deputy Minister in October 1962. As Assistant Deputy Minister he has played a major role in the development of the present Departmental organization.

J. A. HOLMES, Personnel Officer, is leaving the Department to venture into a new field of personal work. He is expected to join the Civil Service Commission's classification section October 1, and takes with him a wealth of knowledge and experience. He will be missed by the Department but will be remaining in the Victoria area close to his former associates.

PAT HARKNESS, Technician with the Region 1 Location Branch, is a progressive and dedicated employee who has given yeoman service as Chief Draughtsman and Acting Project Supervisor. Pat was in charge of the Sayward office on the Vancouver Island Extension Survey and is now working on a job on the Sunshine Coast. He was born in Vancouver, where he worked for the Vancouver City Engineering Department before coming to the Location Branch. Pat is married and has two children.

ROY DYER, newly appointed Road Foreman Grade 2 at Fort St. James, Vanderhoof District, started with the Department in 1950. He moved to his present position from McLeese Lake in June. He is married and has three children.

IAN HAYNES was Head Draughtsman for the Woss Camp on the Vancouver Island Extension Survey. He has since moved to the Pentiction area with his wife and children to work on a survey along the Okanagan Lake. Ian was raised in the Victoria area and has been with the Location Branch since 1960. His hobbies, hiking and prospecting, are well suited to survey life.

CHARLIE WALTON, Draughtsman with the Location Branch in Region 1, is renowned for his ready smile and cheerful disposition. Charlie was raised and went to school in the Victoria area and started to work for the Location Branch in Prince George in 1956. Since that time he has worked on surveys in the Lower Mainland, the Cassiar-Stewart Highway, and the Vancouver Island Highway. Charlie is married and has one daughter.

GEORGE DICK, a long-time employee of the Department in the Location Branch as Powersaw-man and Axeman, has more recently served as Bullcook in Woss Camp and Nimpkish Camp for the Vancouver Island Extension Survey. George's good nature was a morale-builder and a real contribution to the survey. He is currently working in the Okanagan area.
"EXTRACURRICULAR" ACTIVITIES

Top bowlers in the Salmon Arm Mixed Bowling League are Herb Young, Engineering Aide, with Men's High Triple of 841, and Marg Crown, Timekeeper, who won the Ladies' High Single Trophy with a score of 346. Both are members of the "Bowling Stones" from the Salmon Arm Courthouse. Other Department members are Murray Ramsay, District Technician; Steve Sviarko, District Superintendent; and Cliff Brown, District Office Manager.

One big fella with one small trophy, Art O'Brian, Engineering Assistant for Regional Materials Testing Branch, was low-net winner in the Annual Region Golf Tournament. Organizers were R. M. McMillan, District Superintendent, New Denver District, and Bill Cooper, District Technician, and their wives. Approximately 50 attended at the New Denver Golf & Country Club, scene of the event, and 76 participated in the tournament including visitors from Region 2.

The Annual British Columbia Truck Rodeo was held in June at the Oakridge Shopping Centre parking-lot in Vancouver. The skill of the competing drivers was judged by traffic officers from various police departments. The Highways Department was represented — Patrolman Harry Thomas, top, judging the off-set alley obstacle course in the walk-in van class and Patrolman George Cooper, above, performing the same function in the tractor-trailer class.

The shop and maintenance crews at Gibsons, North Vancouver District, recently held a picnic to welcome several new employees and their families to the area. Among those attending are, left to right, Eric White, stockman; Bart Duteau, Engineering Assistant; Oscar Hogue, Road Foreman; Cec Chamberlin, Truck Driver; Lloyd Hicks, Sign Maintenance Man; Dave Miller, Mechanic; Mrs. Hicks; and George Flack, Mechanic.

Art Watson, Road Maintenance Foreman at Burns Lake, recently won a trophy for the best Centennial beard in the Burns Lake area. Art had to start clean shaven on January 1, 1971. He says he has grown about 10 beards in the last 12 years.
Stan Deans Retires

New Westminster Highways District held a smorgasbord dinner and dance recently to honour STANLEY FRASER DEANS, who retired after 43 years' service. Stan retired as a Road Foreman 4 from the Coquitlam Yard. Dudley D. Godfrey, Regional Highway Engineer from North Vancouver, read a letter from H. T. Miard, Deputy Minister, Victoria, expressing the Department's appreciation of Mr. Deans' service. Roy Gittins, former New Westminster District Engineer, made a presentation of a model by Miss Lynn Sawatsky, showing 20-foot snowbank-removal problems. Captain Denis Harvey, of the Albion Ferry; Glyn Bristcoe, Engineering Aide 2 of the New Westminster office; and Carl Seehuber, of the Cloverdale Yard, all made presentations.

Former District Engineer R. W. Gittins, left, makes presentation to Stan Deans.

MURNEY BENTON, Stockman 4 with Headquarters Stores, retired May 31, 1971, after 25 years' service. Mur­ney joined the Location and Construction Branch in Kamloops in 1948 and moved to Victoria the following year. He was presented with a purse and received the best wishes of his fellow workers shortly before his retirement. Murney's interests are gardening and lodge work as well as a yearly trip to Ontario to visit his son and daughter.

A large crowd gathered earlier this year to honour E. P. NELSON on his retirement. Pat started with the Department on a casual basis in November 1937. After serving with the Armed Forces from 1941 to 1946, he returned to the Department in New Denver on March 15, 1946, as Senior Road Foreman, the position he held for 23 years.

MISS MARTHA HYMERS, Secretary to the Deputy Minis­ter, recently retired after 25 years' service with the Department. Presentations on behalf of the Government, the Department, and fellow employees were made to Miss Hymers by the Honourable W. D. Black, Minister of Highways, and H. T. Miard, Deputy Minister. In addition to the gift from her fellow employees, she received a meritorious service scroll from the British Columbia Government. Miss Hyme­rs started work with the Department in 1946 and served in various offices of the Department until her appointment as Secretary to the Deputy Minister in 1962. She plans to remain in Victoria and enjoy both reading and the outdoors.

ROLLIE CARL THOMPSON, Bridge­man 3 on the Cranbrook District bridge crew, has retired after 13 years' service. G. K. Austin, District Superintendent, presented him with a gift on behalf of fellow employees. Rollie is married, with three sons, one daughter, and seven grandchildren living in Cranbrook.

EUGENE GOFFINET retired in July from the New Denver Highway District after working for three and one-half years as a Machine Operator with the Department.

FRED MAKORTOFF, Winlaw, has worked with the New Denver Highway District for 14 years as a Labourer and has recently been released from service on a disability pension.

WILFRED SCHULZ, Machine Operator 13 on the Salmon Arm maintenance crew, retired recently after 16 years' service with the Department. Wilfred and his wife will remain in Salmon Arm, where they have a small fruit-farm.

ROSS WORKMAN, Contract Docu­ments Engineer, recently retired after 36 years' service with the Department. Mr. Workman graduated in Mechanical Engineering in 1931 and started with the Department in October 1955. He has served as District Engineer, Divisional Engineer, and Regional Construction Engineer in various areas, including the Kootenays, the North, and the Lower Mainland. He transferred to Victoria in 1958 to take the position of Records and Estimates Engineer, later changing to Contract Documents Engineer. Presentations were made to Mr. and Mrs. Work­man by the Honourable W. D. Black, H. T. Miard, Deputy Minister; and Miss Jean Grant. An evening stag dinner in Mr. Workman's honour was held August 19, and this was attended by approximately 40 active and retired employees of the Department.

MRS. P. CUMBER­LAND, Clerk 3 in the New Westminster office, received a presentation made by B. A. L'Hirondelle, District Engineer, on behalf of the New Westminster office staff. Pat is retiring after nine years with the New Westminster office.

JOHN ARTHUR OLSON, Labourer on the Cranbrook maintenance crew, retired in May. John started with the Department in March 1964.
An album of memories from the not-too-distant past in the New Denver District, late 20's and early 30's. Top left, blacksmith shop located on bluffs south of Burton on Nakusp to Vernon section of Highway 6, September 1938. Above, launching of the old Needle's ferry (foreground), December 4, 1940, alongside the SS Bennington. Top right, slide along the Kaslo-New Denver Road, June 23, 1939. Left, log culvert along Bay Street in Nakusp, March 1940, and, right, Bay Street from top of the slope after completion of culvert and road, April 1940. Bottom left, attempt at screening gravel, 1929. Below, false piles at Walker bridge in the Edgewood area, 1929, and, bottom right, speeder truck, Sandon-Three Forks Road, 1929.
This Sawyer-Massey machine, a rare cross-breed of tractor and grader, was used in 1928 on Highway 97 in the Monte Lake area.

Provincial Government wharf, Prince Rupert, as it looked in 1934. This wharf is still in use and now leased to Northland Navigation and Babcock Fisheries.

OBITUARIES

DAVID WILLIAM FEHR, Mate Grade 2, Francois Lake ferry, died in Prince George Regional Hospital on June 17, 1971, leaving his wife and three children. He started with the Department in April 1958 on the Francois Lake ferry, and worked in all positions, including Acting Captain. Mr. Fehr was respected by his fellow workers and will be sorely missed by the people living in the Southbank area.

On August 8, 1971, the Headquarters office staff of the Location Branch were deeply distressed by the death of ALLAN RICKSON, 25, employed by the Department as a Draughtsman. He leaves his wife (Barbara), mother, father, and grandmother, of Victoria. Allan was continually furthering his education by night-school courses. He had just completed building his own house. He is sincerely missed by all who knew him.
ON THE JOB

Ten miles of new pavement in the Fort St. John District, 640 miles from the district office. This is a section of new pulvimix pavement on the Watson Lake-Cassiar-Stewart Highway 31. The Good Hope Lake maintenance crews built the section during the summer of 1969 and the pavement was placed by the regional pulvimix crew this year.

Les Wilmont, Road Foreman 1, “on the job” repairing a settlement in the pavement. The area was first levelled with coldmix patching material, then a 1-inch hotmix cover was placed. Les commenced service in 1953 and has worked on various aspects of the Fort St. John District maintenance operations.

Two members of the Rossland bridge crews viewing a job well done. Jake Gelez, left, has been with the Department seven years, and Joe Gach, 27 years.

Terrace District survey crew at work on the Zimpark River channel survey. Left to right, Terry Drake, Engineering Aide 2; Francis Basley, Engineering Assistant, Location Branch; Don Varner, Engineering Aide 3; and Carmen Gidney, Engineering Aide 2.

In June the Fort Nelson bridge was destroyed by record-breaking high water on the Fort Nelson River. Extremely heavy rains raised the level of the water about 5 feet over the bridge deck, causing a massive log jam which pushed the 780-foot Bailey bridge from its piers. Left, the tangled bridge after the water receded and, right, Fort Nelson area Foreman and crew rigging a ferry to provide access to the east side of the river.

Suitably clad in hip-waders, J. G. Gunn, Bridgeman, Prince George District, checks water flow from a culvert.
Last June a small portion of Lytton-Lillooet Highway 12 slid away. Left, the slide before repairs were started by the Merritt District. Right, "after" picture shows repairs completed three days later.

The Waneta bridge over the Pend-Oreille River while under construction. The bridge recently underwent complete renewal of the deck by the Rossland District crews. Inset, Con Rindler, Bridge Foreman 1, Rossland District, supervised the renewal of the deck system on the Waneta bridge. Con has been with the Department 21 years.

Project 2139—Mamette Lake Road, left, cleaning out culvert trench with Departmental backhoe, operated by W. Hunt. Right, construction completed on Mile 9.5.

Art Payne, Low-bed Operator, left, and Steve Screpnek, Shovel Operator, preparing to unload H-57 from low-bed in the Prince George District.

W. G. (George) McDougall, Road Foreman, left, and Walter Harris, Grader Operator, Bear Lake, Prince George District.
ON THE JOB...

**TRANSFERS**

New Westminster District Engineer B. A. L'HIRONDONDE has transferred to the North Vancouver District to replace R. W. GITTINS, who will become the Regional Construction Engineer after retirement of E. J. GARRETT. AL WALISER is the new District Engineer in New Westminster and he is replaced in the Vancouver Highway District by D. W. RANDELL, District Engineer in Prince George. District Superintendent R. W. VEITCH moves from Burns Lake to Prince George and NEVILLE HOPE from the Construction Branch to the office of District Engineer in Burns Lake.

**WEDDINGS**

ROSEMARIE FARQUHARSON, Stenographer 3 with the Materials Testing Branch, recently transferred from the Burnaby Testing Lab. to Kamloops, where her husband is employed with the British Columbia Forest Service. A graduate from the business school of Alberta College in Edmonton, she has worked with Social Welfare in Alberta and, upon moving to British Columbia, worked with Mental Health Department until joining Department of Highways in January 1970. Some of her hobbies include sewing, swimming, and flying with her husband.

MRS. CONNIE WALKER was recently appointed as Secretary to Mr. H. T. Miard, Deputy Minister. Connie started work with the Department in 1947 and worked in various stenographic and secretarial positions. As well as serving at one time in the general office, she has had experience earlier as Secretary to the Assistant Chief Engineer and, more recently, to the Assistant Deputy Minister.

DELMER ROBERTSON transferred to Gibsons as Machine Operator 4 from Texada Island, where he has worked for the past five years. Del is single and spends his spare time fishing and hiking.

W. E. WATSON transferred from Grand Forks in June after he won the position of Road Foreman 1 at Larder Lake. Bill is married and has two children.

EARL MARTINSEN, Road Foreman in Sicamous, has transferred to Salmon Arm as Road Maintenance Foreman 3.
Prince Rupert District road crew at Prince Rupert receiving a gold safety award from W. R. Ball, District Superintendent. They are, left to right, Dave Chaleur, Lloyd Rosell, William Pech, Jim Jack, Donato Grossi, Ken Murray, Robert Young, and Albert Bagshaw.

LILLOOET FIRE

The Lillooet Volunteer Fire Department, 60 per cent Department of Highways personnel, helped save the town from further serious damage in the recent major forest fire. The city was menaced by the fire blown up from Seton Lake and rapidly advancing into the south end of town, burning through and destroying a number of homes on the Indian Reserve and some private dwellings in Lillooet itself. It was touch and go whether the town would get the brunt of the fire. The volunteer fire department, led by Bill Balbirnie, Mechanical Foreman, prevented much worse damage. The local hospital was temporarily evacuated and all crews were kept busy the following day mopping up and suppressing the still-burning fires in town.

How fast are we losing our fingers, breaking our backs, damaging our eyesight? From January to July the Department had 83 accidents with fingers (21 per cent of total), 57 back injuries (14 per cent of total), and 40 mishaps involving the eyes (10 per cent of total).
EXTENSION OF VANCOUVER ISLAND HIGHWAY, KELSEY BAY TO PORT HARDY

Region 1 Location Branch has completed a 77-mile survey for the extension of the Vancouver Island Highway from Kelsey Bay to Port Hardy.

Three location crews were used for the survey, between April 1970 and July 1971, with bases at Sayward, Woss Camp, and Nimpkish Camp. The Project Supervisors were E. H. Cobey at Sayward, J. H. Makeiv at Woss Camp, and A. W. Kuzyk at Nimpkish Camp. Crews consisted of both permanent and summer student personnel.

Fortunately, the 1970/71 winter snowfall in the Nimpkish Valley and Sayward was unusually light and crews were able to work throughout the winter. Where logging-roads existed, survey crew access was no problem but along the Nimpkish Lake and between Nimpkish and Woss Camps it was necessary to use railway speeders to transport crews to and from work daily. In the inaccessible Eve Summit area, between Woss Camp and Kelsey Bay, a four-passenger helicopter was used for daily access to the survey. Here it was also necessary to cut some of the heliports out of heavily timbered areas.

The 77-mile route is in generally good highway construction terrain, but there are rough sections climbing out of the Sayward Valley and along Nimpkish Lake. About 19 miles of the 77 are now under construction and the remaining 58 miles are under design in the Victoria Location office and in the regional office in North Vancouver.

When complete, the highway will enable tourists and residents of northern Vancouver Island to drive from Campbell River to Port Hardy in three hours rather than the six hours now needed to travel the present logging-road route, or the Beaver Cove-Kelsey Bay ferry Island Princess.
Northern extension of Vancouver Island Highway 19 to connect with the present Port McNeill–Port Hardy road is under way. Some 18 miles of construction have started along Nimpkish Lake. Route is shown above with inset of its relative position on the Island. Below, present travel to northern part of the Island is by ferry between Kelsey Bay and Beaver Cove aboard newly catamaranized Island Princess (stern view), or restricted logging-road from Gold River.

RICH REWARDS FOR HARD WORK, DILIGENCE AND SKILL—1875 VERSION

In 1875 the Government wasn’t exactly tight-fisted, but it wasn’t throwing away money either when it came to road surveys.

The Department of Lands & Works offered a “reward” for locating about 40 miles of road on Vancouver Island. But, by gad, sir, they didn’t want any of your layabouts. The successful candidate would have to earn his $100. One hundred dollars?

Yes, that was the price. And, what is more, it wasn’t to take him any longer than three months. The losers presumably got nothing.

Here is the full text of a notice in The British Columbia Gazette, October 2, 1875:

$100 REWARD

WAGGON ROAD

from

Victoria to Cowichan

The Government of British Columbia offer a Reward of $100 to any person who will, within three months from date, measure, distinctly stake out, and blaze the best line for an Eighteen Foot Wagon Road, connecting Parson’s Bridge, Esquimalt District, with the trunk road at Richardson’s farm, on the Cowichan Flats, with gradients not exceeding one foot in ten, and furnish the Chief Commissioner of Lands and Works, to his satisfaction, with a sketch of the route and the necessary information for the preparation of specifications for the work required.

The information required is as follows, viz:—

1st. The total distance between the points above mentioned;

2nd. The lengths of the portions of the road that are soft or swampy, and require macadamizing;

3rd. The number, length, and height of bridges;

4th. Character of the ground passed over and class of timber passed through;

5th. Quantity of cribbing and walling, required on side hill cuttings;

6th. A schedule showing the number of the stakes and the class of work required between them, bridging, macadamizing, cribbing or walling as the case may be;

7th. The distance and positions of witness trees from stakes. Provided that the proposed line shall not be either one of the several lines which have already been explored and marked by Government employees.

ROBERT BEAVEN,

Chief Commissioner of Lands & Works,

Lands & Works Department,

Victoria, August 17th, 1875.

A full-scale location survey today through 40 miles of virgin British Columbia territory could easily run to $250,000.