

September 8th, 1975.

Mr. D. F. McCrimmon,
Manager,
MacMillan Bloedel Properties Limited,
1075 West Georgia Street,
Vancouver, B.C. V6E 3R9

Dear Mr. McCrimmon:

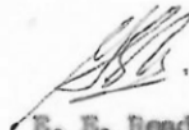
Re: Highway 101 to Halfmoon Bay

With reference to your letter of July 4th 1975 the Department is prepared to participate in the relocation and reclassification of the logging road on the above contract and I enclose a proposed agreement for signature by the authorized representative of MacMillan Bloedel Ltd.

If you agree with the terms would you please sign the agreement and return all copies to me. I will then present it for signature to the Hon. Minister of Highways.

If you have any amendments please let me know as soon as possible.

Yours very truly,



E. E. Readshaw,
Director of Highway
Design and Surveys.

HER:ddd
Encl.

c.c. Chief Highway Engineer
c.c. Comptroller of Expenditure
c.c. Director of Construction
c.c. Reg. Hvy. Design & Surveys Supt.,
North Vancouver.

AGREEMENT BETWEEN DEPARTMENT OF HIGHWAYS AND MacMILLAN BLOEDEL LTD.
COVERING THE RE-CONSTRUCTION OF A LOGGING ROAD ON PROJECT NO. 2604.

This Agreement made between MacMillan Bloedel Ltd. and the Department of Highways concerns the replacement of the existing logging roads between Trout Lake Road and Highway No. 101 in D.L. 1638 with a new public road between Trout Lake Road and a junction with the new section of Highway 101 at Station 483+96 being constructed by the Department of Highways under Project No. 2604, and as shown on Drawing No. RL-50-16.

In consideration of the following benefits to be realized by the Department of Highways:

- (1) Elimination of the proposed junction improvement at Trout Lake Road;
- (2) Elimination of the need to re-construct the junction of the existing logging road at chainage 481+15;
- (3) Improvement to operating characteristics of the road by the elimination of two potentially hazardous junctions and their replacement by one combined facility;

the Department agrees to pay MacMillan Bloedel Ltd. the sum of \$34,000.00 as a contribution to the cost of the reconstruction by MacMillan Bloedel Ltd. of their logging road to agreed standards as a public road subject to the following conditions:

- (1) MacMillan Bloedel Ltd. to construct a road to 24 feet wide running surface with 2 foot wide shoulders. These widths to be achieved after the application of a bituminous paved surface.
- (2) The road shall follow an alignment suitable for the safe passage of traffic at a speed of 30 miles per hour from the junction of the existing logging road with Trout Lake Road to a junction with the new alignment of Highway 101 at Station 483+96.

- (3) The road shall initially be constructed to the widths specified above to the stage of laying the base gravel, before the 31st March, 1976.
- (4) Three-quarter inch crushed gravel and 2 inches of asphalt pavement shall be laid to the final grades and widths by MacMillan Bloedel Ltd. to the satisfaction of the Department of Highways prior to the subdivision of D.L. 1638.
- (5) MacMillan Bloedel Ltd. will dedicate the right of way for the road before its construction is complete to the stage specified in clause (3) so that the public can use the road, and will restrict the operation of logging trucks to legal width and axle loads after that time.

The Department agrees to allow the continued use of the existing logging road and its connection with Highway 101 until MacMillan Bloedel Ltd. can complete the reconstruction of the new road.

AGREED:

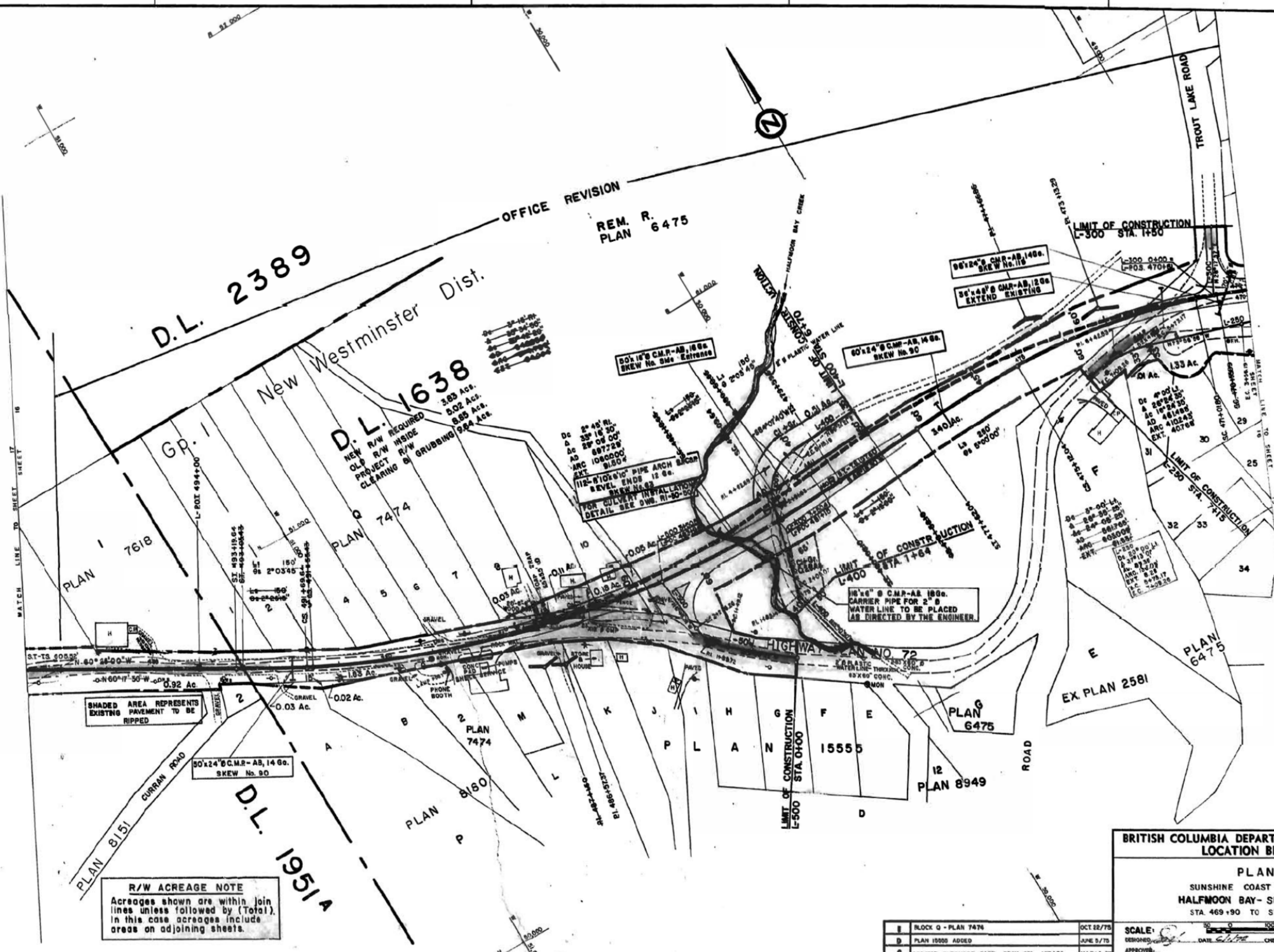
ON BEHALF OF
BRITISH COLUMBIA DEPARTMENT OF
HIGHWAYS

DATE: _____

AGREED:

ON BEHALF OF
MacMILLAN BLOEDEL LTD.

DATE: _____



SHADED AREA REPRESENTS
EXISTING PAVEMENT TO BE
RIPPED

R/W ACREAGE NOTE
Acreages shown are within join
lines unless followed by (Total).
In this case acreages include
areas on adjoining sheets.

OFFICE REVISION
REM. R.
PLAN 6475

BRITISH COLUMBIA DEPARTMENT OF HIGHWAYS LOCATION BRANCH	
PLAN SUNSHINE COAST HIGHWAY HALFMOON BAY- SECRET COVE STA. 469+90 TO STA. 497+73	
DESIGNED: [Signature]	SCALE: 1" = 100 FT.
APPROVED: [Signature]	DATE: [Date]
PROJECT No. 2604	
DRAWING No. RI-50-16	

1	BLOCK Q - PLAN 7474	OCT 22/73
2	PLAN 15555 ADDED	JUNE 9/73
3	PROJECT EXTENDED EAST FROM STA. 487+00	MAR 14/74
4	TITLE & PROJECT NO. CHANGED	MAR 15/74
5	R/W DELETED IN LOT 1, PLAN 7618, D.L. 881A	FEB 4/73
REVISIONS		



**BRITISH COLUMBIA DEPARTMENT OF HIGHWAYS
LOCATION BRANCH**

PLAN
SUNSHINE COAST HIGHWAY
HALFMOON BAY- SECRET COVE
STA. 469+90 TO STA 497+73

50 0 100 FT.

SCALE

DESIGNED

DATE

CHECKED

DATE

APPROVED

DIRECTOR OF LOCATION

DATE

CHIEF ENGINEER

DATE

E		
D	PLAN 1555A ADDED	JUNE 5/75
C	PROJECT EXTENDED EAST FROM STA 437+00	MAR 14 /75
B	TITLE & PROJECT NO. CHANGED	MAR 15 /74
A	R/W DELETED IN LOT 1, PLAN 7618, D.L. 1951 ^A	FEB 6, /73

REVISIONS

PROJECT No. 2604

DRAWING No. RI-50-16



*MTB
this letter July 1/75*





*Route proposed by M13
(Office)*

R 6475

HALFMOON BAY CREEK

SECTION

CONSTR 6+70

2" Ø PLASTIC WATER LINE

LIMIT OF STA L-400

96'x24" Ø CMP-AB, 146a
SKEW No. 119

36'x48" Ø CMP-AB, 12
EXTEND EXISTING

60'x24" Ø CMP-AB, 146a
SKEW No. 90

3" Ø CMP-AB, 16Ga.
No Side Entrance

E ARCH SPCSP
12Ga.

INSTALLATION
WG. RI-50-50

L-500 34505
L-POC 483196

150' Ls
θs 2°03'45"

150' Ls
θs 2°26'15"

150' Ls
θs 2°15'00"

150' Ls
θs 2°15'00"

0.51 Ac
L-400
CI + Gr.

340 Ac.

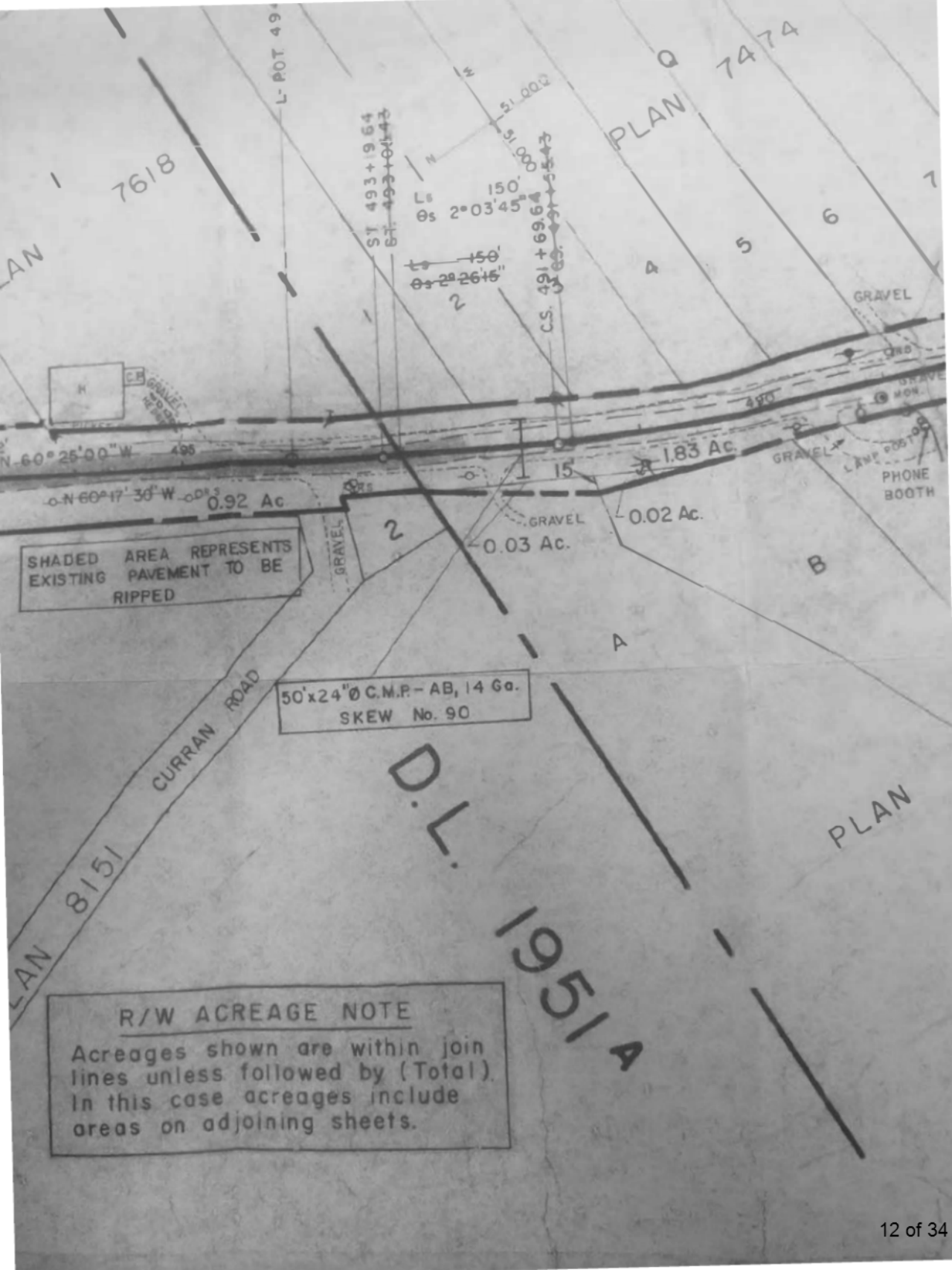
250' Ls
θs 5°00'00"

L-400 34504
L-POC 481115

CONSTR







R/W ACREAGE NOTE

Acreages shown are within join lines unless followed by (Total). In this case acreages include areas on adjoining sheets.

OFFICE REVISION

REM.
PLAN

6475



Dist.

38
76 Acs.
5.02 Acs.
8.78 Acs.
9.57 Acs.

Dc 3° 15' Rt
Δ 35° 34' 50"
Δc 30° 42' 20"
AD 640.856'
ARC 944.786'
EXT 89.094'

50'x18"Ø C.M.P.-AB, 16 Ga.
SKEW No. Side Entrance

Dc 2° 45' Rt
Δ 33° 16' 30"
Δc 29° 09' 00"
AD 697.729'
ARC 1060.000'
EXT 91.504'

112-8'10"x6'10" PIPE ARCH SEC6P
BEVEL ENDS 12 Ga.
SKEW No. 63

FOR CULVERT INSTALLATION
DETAIL SEE DWG. RI-50-50

HALFMOON BAY CREEK

SECTION

CONSTR
6+70

LIMIT OF STA 9+10

L-400 0.51 Ac.

L-400 186.512

L-400 3+50.4
LPDC 481+15

65'
CI+Gr
028A

13 of 34

D.L. 2389

New Westminster Dist.

D.L. 1638

NEW R/W REQUIRED 3.76 Acs.
OLD R/W INSIDE 5.02 Acs.
PROJECT R/W 8.78 Acs.
CLEARING & GRUBBING 9.57 Acs.

Gp.

L-POT 494+00

7618

SI 493+19.64
ST 493+05.43

Ls 150'
Os 2°03'45"
Ls 150'
Os 2°26'15"

2

CS 491+69.64
CS 491+55.43

PLAN Q 7474

GRAVEL

0°25'00"W

0-N 60°17'30"W

0.92 Ac

1.83 Ac

14 of 34

MATCH LINE TO SHEET 17
SHEET

PLAN 7618

L-POT 494+00

ST 493+19.64
ST 493+05.43

Ls 150'
Es 2°03'45"

491+69.64
491+55.43

ST-TS 60552'

N 60°25'00"W

N 60°17'30"W

0.92 Ac

SHADED AREA REPRESENTS
EXISTING PAVEMENT TO BE
RIPPED

GRAVEL

GRAVEL

0.03 Ac.

0.02 Ac.

1.83 Ac.

CURRAN ROAD

50'x24" O.C.M.P. - AB, 14 Ga.
SKEW No. 90

PLAN 8151

D.L.

1951A

R/W ACREAGE NOTE

Acreages shown are within join
lines unless followed by (Total).
In this case acreages include
areas on adjoining sheets.

NEW R/W
OLD PROJECT
CLEARING

PLAN 70

ST 032

23

D.L.

MATCH LINE TO SHEET 16

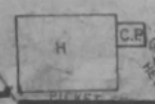
GP.

L-POT 494+00

7618

PLAN

ST 493+19.64
ST 493+05.43



ST-TS 60552

N 60° 25' 00" W 495

N 60° 17' 30" W 0.92 Ac

MacMillan Bloedel Properties Limited



RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B.C.

1075 West Georgia St.,
Vancouver, B.C. Canada V6E 3R9
Cable Address: "Harmac"
Telex No. 0451471

Telephone: 683-6711
Area Code: 604

JUL 8 1975

File: MBP 142

ANSWERED.....
NOTED.....
DATE.....

July 4th, 1975.

Department of Highways,
Parliament Buildings,
VICTORIA, B. C.

A t t e n t i o n: Mr. E. E. Readshaw
Director of Highway Design and Survey

Dear Sirs:

Re: Highway 101 - Halfmoon Bay

Further to our letter of May 27th, 1975, to Mr. Dennison,
our subsequent discussion in your office and yesterday's phone call.

A s s t a t e d, we would be prepared to perform the work as
described in our letter comprising 1800 feet of basic grade construction
from the school corner at Trout Lake Road, across Block R of D. L. 1638 on
the route we have flagged including 2 - 5' creek culverts and joining into
Lot 11 and following this to junction with new highway location, all being
a 24' wide running surface with 2' shoulders, with rough ballasting to be
compacted by logging traffic, if we were compensated for the sum of \$34,000.
This would eliminate the need to alter and improve the private road crossing
as presently planned and on our subsequently obtaining approval of subdivision
plan for adjacent lands we would apply gravel ballast and blacktop as part of
our subdivision expense. A t t h i s moment we would contemplate doing basic
construction in November/December and the finishing in 1976 following which
you could close off Trout Lake Road. One condition would be that the present
crossing remain usable for a 6 to 8 week logging production period to enable
removal of timber now being decked on a Timber Sale dependent on this road.
Following the end of usage period you could be permitted to bulldoze your
presently unburnable debris off the taken R/W for holding until fire conditions
permit burning.

*agree to principle
Format of agreement required.*

DFM/ebb
cc: Mr. A. G. Tranfield

Yours very truly,
MacMILLANBLOEDEL PROPERTIES LIMITED

[Signature]
D. F. McCrimmon
Manager

DIRECTOR
OF
LOCATION

315601

1057
ASSIGNMENT

DEPARTMENT OF HIGHWAYS

To E.E.R.Date June 4/75

File _____

Letter No. _____

SUBJECT _____

- | | |
|--|--|
| 1 Please investigate and report to this office. | 10 Please return with drafted reply. |
| 2 Please investigate and take action as necessary. | 11 Please prepare reply for my signature. |
| 3 Comments, please. | 12 If information is not readily available, please prepare interim acknowledgment. |
| 4 Recommendations, please. | 13 Check, please. |
| 5 Discuss, please. | 14 Process, please. |
| 6 Note and return, please. | 15 For your approval, please. |
| 7 Note and forward, please. | 16 For your signature, please. |
| 8 Note and forward to file, please. | 17 For your information, please. |
| 9 Please reply direct c.c. to this office. | |

REMARKS

*Have returned your letter
because this one was
just received
[written of steep bank at 1/2 way]
[at T. field.]*

From *[Signature]*



RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B.C.

1075 West Georgia St.,
Vancouver, B.C. Canada V6E 3R9
Cable Address: "Harmac"
Telex No. 0451471

Telephone: 683-6711
Area Code: 604

JUN 2 1975

File: MBP 142

ANSWERED.....
NOTED.....
DATE.....

May 27th, 1975.

Mr. J. A. Dennison,
Chief Highway Engineer,
Department of Highways,
Parliament Buildings,
VICTORIA, B. C.

Dear Sir:

We are in receipt of a letter of May 14th addressed to the Sunshine Coast Regional District concerning relocation of Highway 101 at Halfmoon Bay. It appears to me that the problem involved has not been comprehended if your conclusions are as suggested.

We have a private logging road traversing through our Lot 1638 at the present moment which crosses the highway north of the Trout Lake Road intersection and continues to the beach as a private road.

The Department desires to relocate the present highway through Lot 1638 and construction will not only affect the existing road improvement but will also necessitate a considerable modification at the point where it crosses the logging road and considering the alignment of the highway and the limited visibility at the proposed access points would constitute an unsafe condition. We deferred a plan to create a subdivision in D.L. 1638 in 1972 in order to convenience the Highways Department planning with respect to highway relocation. When plans were presented this year for your routing it was determined that we had three choices as follows.

1. To continue the private road in use subject to the Highways Department undertaking to pay compensation or bear the costs of such relocation as might be required as a result of their construction and to determine making of the necessary modifications at the crossing so that a safe operating condition was maintained. This procedure might have affected

314211

...2

CHIEF ENGR 19 of 34

May 27th, 1975.

1. continued

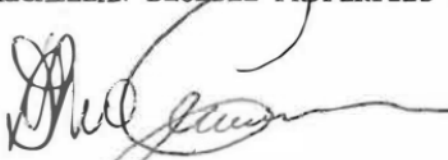
our subdivision plan to some degree but would have been penalizing so far as the B.C. Forest Service is concerned because it would have forced the local logger operating on Crown timber to highway haul and thus reduce their stumpage revenues. ?

2. Efforts were made through your Department to have the Commercial Transport Department approve the passage of off-highway type logging trucks over short sections of the present highway (which will become secondary with new construction). This, coupled with a relocation of the logging road and its establishment as a Forest Access Road, would have also served a part of the subdivision. This effort did not obtain any encouragement.
3. The last alternative, which was the one agreed upon at a recent meeting between ourselves, Departmental and Regional officials for submission to you involved the following. We agreed to forego the use of highway type trucks for hauling if the logging road were relocated so that it could serve continued logging use but also service an amended subdivision plan with considerably lesser development density. On May 13th we proposed that the Highways Department, to compensate for the damages to our improvements, should bear the cost of locating a road, for which the most economic and feasible route was established, preparing a right-of-way and providing the subgrade in a condition to receive gravel finish. We undertook to remove the timber from the said right-of-way, provide the right-of-way, provide the gravel surface and following a compaction period to hard surface such road from its intersection with Trout Lake Road to the present highway in the vicinity of Lot 11.

There is nothing unreasonable in these proposed conditions. The logger using our road will be suffering a severe imposition as a result of the restriction against off-highway trucks and cannot bear any part of the cost. So far as we are concerned present revenue improvement is being negated without compensation and our contribution as above on account of the benefit to subdivision is adequate in view of the overall public benefit and the limitations these changes have imposed upon the subdivision as a whole.

We trust that after reviewing this situation your Department will see fit to amend their position.

Yours very truly,
MacMILLAN BLOEDEL PROPERTIES LIMITED



D. F. McCrimmon
Manager

DFM/ebb

cc: Mr. E.E. Readshaw
Mr. A.G. Tranfield

Your file: RIL-101-184

Our file: MBP 142

May 13th, 1973.

Department of Highways,
1690 Main Street,
NORTH VANCOUVER, B. C.

Attention: Mr. A. G. Tranfield
Regional Superintendent
Design and Surveys

Dear Sir:

Further to our discussions with respect to the relocation of the highway through Block R of D.L. 1638 in the vicinity of Halfmoon Bay. The problems that this has created involve the necessity of moving the existing private logging road through our property. At the last meeting, which included representatives from the Regional District, it was agreed that, with our acquiescence, this road would be moved and acquire a public status. The location is projected to be more or less as per the drawing supplied to you which illustrated a routing which we have centre flagged. We understood that you would conduct an examination of this location and advise us with respect to any differences of opinion or modifications. It was understood that this would in fact become an extension of Trout Lake Road and the present intersection with the existing highway would be closed.

The question, following agreement on the route, becomes one of cost sharing. We propose that the Highways Department should undertake construction of the basic grade including the rock work and ditching and stream bridging or culverting, in conjunction with their present construction project. This grade should be to required highway standards and be surfaced with a light gravel lift which would permit its use for an interim period in order to achieve good compaction before finishing. We would build up the

....2

Mr. A. C. Tranfield
Department of Highways

2

May 13, 1975.

gravel to requisite depth and black top the surface after compaction between the entry from Trout Lake Road and the juncture with Lot 11. We will remove the standing timber from the right-of-way prior to construction.

Yours very truly,
MacMILLAN BLOEDEL PROPERTIES LIMITED

D. F. McCrimmon
Manager

DFM/ebb

5450-6

MacMillan Bloedel Properties Limited



RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B.C.
West Georgia St.,
Vancouver, B.C. Canada V6E 3R9
Cable Address: "Harmac"
Telex No. 0451471

Telephone: 683-6711
Area Code: 604

JUN 2 1975

File: MBP 142

ANSWERED.....
NOTED.....
DATE.....

May 27th, 1975.

Mr. J. A. Dennison,
Chief Highway Engineer,
Department of Highways,
Parliament Buildings,
VICTORIA, B. C.

Dear Sir:

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1. To continue the private road in use subject to the Highways Department undertaking to pay compensation or bear the costs of such relocation as might be required as a result of their construction and to determine making of the necessary modifications at the crossing so that a safe operating condition was maintained. This procedure might have affected

314251

DIRECTOR
OF

May 27th, 1975.

1. continued

our subdivision plan to some degree but would have been penalizing so far as the B.C. Forest Service is concerned because it would have forced the local logger operating on Crown timber to highway haul and thus reduce their stumpage revenues.

2. Efforts were made through your Department to have the Commercial Transport Department approve the passage of off-highway type logging trucks over short sections of the present highway (which will become secondary with new construction). This, coupled with a relocation of the logging road and its establishment as a Forest Access Road, would have also served a part of the subdivision. This effort did not obtain any encouragement.

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There is nothing unreasonable in these proposed conditions. The logger using our road will be suffering a severe imposition as a result of the restriction against off-highway trucks and cannot bear any part of the cost. So far as we are concerned present revenue improvement is being negated without compensation and our contribution as above on account of the benefit to subdivision is adequate in view of the overall public benefit and the limitations these changes have imposed upon the subdivision as a whole.

We trust that after reviewing this situation your Department will see fit to amend their position.

Yours very truly,
MacMILLAN BLOEDEL PROPERTIES LIMITED



D. F. McCrimmon
Manager

DFM/ebb

cc: Mr. E.E. Readshaw
Mr. A.G. Tranfield



DEPARTMENT OF HIGHWAYS

1057
VICTORIA

May 30th, 1975.

Mr. D. F. McCrimmon,
Manager,
MacMillan Bloedel Properties Limited,
1075 West Georgia Street,
Vancouver, B.C. V6E 3R9

Dear Sir:

Re: Half Moon Bay - Relocation of Highway 101
Block R of D.L. 1638

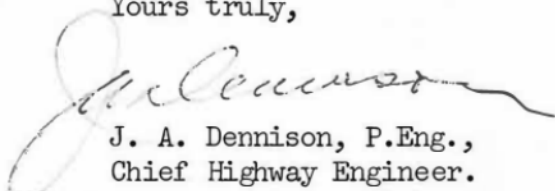
I refer to your letter of May 13th 1975 which was sent to Mr. Tranfield, the Regional Superintendent of Design and Surveys, with respect to the problem of the proposed relocation of the logging road at Half Moon Bay.

Your suggestion that the Department relocate the road to a gravel surface standard cannot be agreed to. It is expected to cost in the region of \$150,000 and as the normal method of dealing with roads on subdivided property is to have the subdivider pay for them, it would create an undesirable precedent if your proposal was accepted.

There are, however, some expenditures which will have to be incurred to relocate the existing crossing and the Trout Lake connection which, if your proposed relocation were put through, would not require to be made. The Department would be prepared to consider a contribution in the amount of these expenditures, provided you proceeded with the relocation before our contractor had done the above work. The cost of this is estimated at \$24,000.00.

In order to arrange this you would be required to submit a subdivision plan showing the road access to be provided (i.e., the relocated road) for approval by the Senior Approving Officer. Such a plan would also require to be approved by the Regional District and it is suggested that you discuss the contents of this letter with the Regional District Planner. It may facilitate the approval process in view of the time constraints involved with our contractor.

Yours truly,


J. A. Dennison, P.Eng.,
Chief Highway Engineer.

Box 188
Sechelt, B.C.
VON 3AO

"E" DIV

18 SEP 74

CO "E" DIVISION RCMP

Attention: O.I.C. Traffic

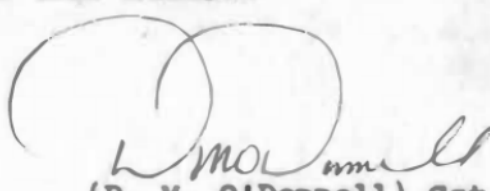
Re: Recommendations for Highway Improvements

The following is submitted in compliance with your request made in OPS-61 dated 29 AUG 74.

2. Construction on Highway 101, approximately four miles south of Sechelt, commenced at the end of June this year, just before the start of a peak traffic period. During this peak period long lines of traffic, consisting of between 100 and 200 vehicles, travel from the B.C. Ferry Terminal at Langdale north through Sechelt.

3. In the aforementioned construction zone the complete southbound lane of the highway from the centre to the shoulder of the road was removed, leaving a drop off from the north bound lane of about 8 feet. This drop off was marked only by posts with reflective tape; therefore, only the northbound lane and very narrow shoulder of the road was used for two-way traffic. The shoulder was dusty and at busy periods visibility in this zone was almost zero, creating a further hazard. Also, vehicles travelling in the north lane had a tendency to stay in the paved northbound lane rather than move over onto the gravelled shoulder. Night driving was particularly hazardous for any driver not familiar with the site.

4. I strongly suggest that one-way traffic control be utilized in future construction zones of this nature.


(D. M. O'Donnell) Cst.
i/c H.P. Sechelt Det.

(PHC) Cpl.
i/c Det.

See Helen re
this Thurs. a. m.

1057/326057 from.

S.C. Party Mackenzie
Constituency

transf. to J.A.D. June 2.

Rd Improvement & Align.
Hrs 101, for Jolly Loper Bus at

Stuart
Cove
Harbour
Come to Earl's

32657

1057

File not in
9/12
9/16 to RJB
9/20/77
nothing in file

BRITISH COLUMBIA SOCIAL CREDIT PARTY
MACKENZIE CONSTITUENCY

P.O. Box 268, Madeira Park, B.C. VON 2H0

PRIVATE & CONFIDENTIAL

The Honourable Alex Fraser,
Minister of Highways & Public Works,
Parliament Buildings, Victoria, B.C.

Dear Mr. Fraser,

RECEIVED
MINISTRY OF HIGHWAYS
& PUBLIC WORKS

June 28, 1977

JUL 5 1977

ANSWERED AVE/PBM

NOTED

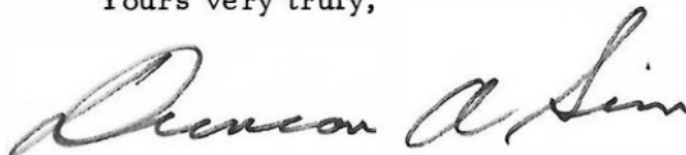
DATE 21/7/77

This letter is a follow up on our letter to you of May 18th, 1977 concerning ROAD IMPROVEMENT & ALIGNMENT of Highway 101 on the Sechelt Peninsula.

To date we have had no reply from you or even an acknowledgment of this letter. The Mackenzie Constituency Executive at their last Executing Meeting, held on June 26th, requested that I again bring this matter to your attention. This matter has top priority on the Sechelt Peninsula as far as the Constituency Executive is concerned.

Your reply is requested.

Yours very truly,



DUNCAN A. SIM
1st Vice President/Secretary

c.c. Premier W.R. Bennett (Private & Confidential)
Parliament Buildings
Victoria, B.C. V8V 1X4

Mr. A.W. Mesher
Director - Region 1
8569 Aldous Terrace
Sidney, B.C. V8L 1K9

Mr. Gerry Gray
President of Mackenzie Constituency
4059 Manitoba Avenue, Powell River V8A 2W9

326529



ASSIGNMENT

DEPARTMENT OF HIGHWAYS

To E.E. Roadsman Date 7-7-66-15

File _____

Letter No. _____

SUBJECT Turnstone Coast Highway 101

- | | |
|--|---|
| 1 _ _ Please investigate and report to this office. | 10 _ _ _ Please return with drafted reply. |
| 2 _ _ _ Please investigate and take action as necessary. | 11 _ _ _ Please prepare reply for my signature. |
| 3 _ _ _ Comments, please. | 12 _ _ _ If information is not readily available,
please prepare interim acknowledgment. |
| 4 _ _ _ Recommendations, please. | 13 _ _ _ Check, please. |
| 5 _ _ _ Discuss, please. | 14 _ _ _ Process, please. |
| 6 _ _ _ Note and return, please. | 15 _ _ _ For your approval, please. |
| 7 _ _ _ Note and forward, please. | 16 _ _ _ For your signature, please. |
| 8 _ _ _ Note and forward to file, please. | 17 _ _ _ For your information, please. |
| 9 _ _ _ Please reply direct _ _ _ c.c. to this office. | |

REMARKS Do we have any surveys
from Secret Cove to
Earls Cove



NOTE: Secret Cove to Maderia Park - preliminary survey
 with mapping and some location run.

North of Maderia Park to Earls Cove - nothing.

From Jas.

*Letter as
all. not
sent to EER.
Hacy*

OFFICE OF MINISTER OF
HIGHWAYS AND PUBLIC WORKS

Mr. Harvey

For reply, please.

H2Z-10M (50) 1076-2244 (3)

1057

*Reply to
Enquirer*

SOCIAL CREDIT PARTY

RECEIVED
MACKENZIE CONSTITUENCY
DEPT. OF HIGHWAYS
VICTORIA, B.C.

P.O. Box 268, Madeira Park, B.C. VON 2HO

MAY 30 1977

Private & Confidential

NOTED

RECEIVED
MINISTER OF HIGHWAYS

The Honourable ~~Aldo~~ Fraser,
Minister of Highways & Public Works,
Parliament Buildings, Victoria, B.C.

MAY 24 1977

May 18, 1977

VICTORIA, B. C.

Dear Mr. Fraser,

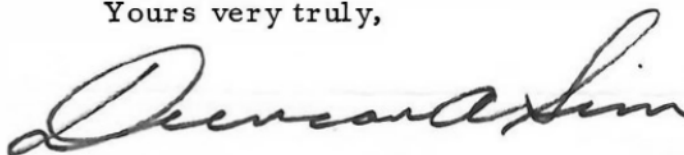
We enclose copy of a letter sent to the Honourable Bill Vander Zalm concerning a speaking tour he made to Powell River and the Sunshine Coast. A copy was also sent to Premier Bennett.

Last week, the President of our Mackenzie Constituency, Mr. Gerry Gray had a meeting with Premier Bennett at which time the contents of this letter were discussed.

With respect to Section 2, Page 2, concerning ROAD IMPROVEMENT & ALIGNMENT, the Premier advised Mr. Gray to take up the matter of this road improvement with you.

We ask that you give the matter of improvements involving the section of Highway 101 from the Jolly Roger Inn at Secret Cove through Pender Harbour to Earls Cove your most serious consideration. As the letter points out, this road situation is a burning issue on the Sunshine Coast. Also, any work done at this time would help in alleviating a high unemployment situation in the area.

Yours very truly,



DUNCAN A. SIM
1st Vice President/Secretary

c.c. Premier W.R. Bennett (Private & Confidential)
Parliament Buildings
Victoria, B.C.

Mr. A.W. Mesher
Director - Region 1
8569 Aldous Terrace
Sidney, B.C.

326057

SOCIAL CREDIT PARTY
MACKENZIE CONSTITUENCY
P.O. Box 268, Madeira Park, B.C. V0N 2H0

Private & Confidential

The Honourable Bill Vander Zalm,
Minister of Human Resources,
Parliament Buildings,
Victoria, B.C. V8V 1X4.

May 5, 1977

Dear Mr. Vander Zalm,

The Constituency Executive of the Mackenzie Riding Social Credit Party wish to thank you for the time and effort you expended in your recent speaking engagement at Powell River, Pender Harbour and Sechelt.

Your presence in Powell River and the Sunshine Coast, together with the various speeches you gave to well over 400 people, and your meeting so many of them personally has done much to bring Social Credit alive again in these communities.

The publicity engendered by your visit in the press, your easy and affable manner in meeting people and your openness and frankness in answering so many questions did much to regain for the Social Credit Government the ground lost through presently having an NDP Member in the Mackenzie Riding. Again, our sincere thanks for a great job. We look forward to having you visit us again in the not too distant future.

You are well aware of some of the gut issues that were brought out and discussed with you while you were here. We will enumerate them again in order that you may discuss them with the Premier and other Members of Cabinet. They are as follows:

1. B.C. FERRY CORPORATION

It is imperative that a Director from the Sunshine Coast be appointed to the Ferry Corporation Board in order to assist the Ferry Corporation in satisfying the needs of the area and also to point out the inefficiencies and inadequacy of the service. A local Director would also provide the necessary public relations buffer between the Board and the public, and also provide a channel of communication between both groups. It is important also that such an appointee be of the Social Credit persuasion and be qualified to carry out the above duties. Much of the public dissatisfaction with the ferry service has been caused by the irresponsible misstatements of our present NDP Member who takes great delight in running down the ferry service and the Government. A local Director could put many of these misstatements to rest. The Officers of the Constituency are prepared to submit to the Premier a list of five or six eligible candidates who would be qualified for such a position.

2. ROAD IMPROVEMENT & REALIGNMENT

These improvements involve the section of highway 101 from the Jolly Roger Inn at Secret Cove through Pender Harbour to Earls Cove, the Southern terminous of the ferry to Powell River.

A major realignment was completed in 1975 from Sechart to the Jolly Roger Inn at Secret Cove. The original work on this realignment was commenced by the previous Social Credit Government and entailed work all the way from Gibsons to Earls Cove. When the NDP Government was elected they cancelled any further work and the funds that had been allocated were used for other purposes. It is our understanding the realignment of highway 101 has been surveyed all the way to Earls Cove. It is also our understanding that the previous Social Credit Government had allocated the funds to complete the job.

Because highway 101 is the main traffic artery along the Sunshine Coast, and to the Powell River ferry at Earls Cove, it takes on greater importance year after year. Excepting that part which has been realigned, it is a narrow, winding and dangerous highway with more and more accidents and fatalities becoming prevalent.

The completion of the realignment of this highway is a burning issue all the way from Gibsons to Powell River. In view of the fact the improvement of this highway was started by a Social Credit Government, it should be completed by a Social Credit Government in accordance with the original plans. It would also provide much needed employment in a high unemployment area. We can not stress too strongly that this is one of the most urgent programmes for this area.

3. REGIONAL DISTRICTS

The Constituency Executive of the Social Credit Party of the Mackenzie Riding has already gone on record as being strongly opposed to the operation of Regional Districts in a brief addressed to the Honourable Hugh Curtis, with a copy to the Premier, on April 4th, 1977.

At all meetings addressed by you strong opposition was expressed to the operations of the Regional Boards both at Powell River and along the Sunshine Coast. Suffice it to say that enough evidence of public dissatisfaction with the operation of the Regional Boards in this Constituency is already in the hands of the Minister of Municipal Affairs and the Premier.

4. SENIOR CITIZEN HOME, PENDER HARBOUR

The establishment of a senior citizens home in Pender Harbour was discussed with you during your visit. It is known that the Senior Citizens Home in Sechart is planning an expansion. In view of the fact that a number of Pender Harbour senior citizens live in the Sechart Home, and also because a number of

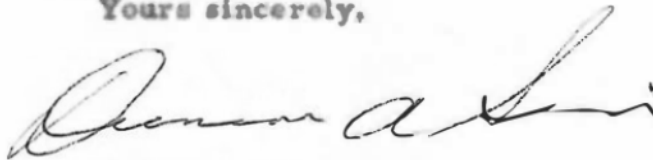
May 5, 1977

Pender Harbour senior citizens have applied for admission to the Sechelt Home, it would appear logical that further expansion in the area would be better carried out with an additional new facility at Pender Harbour to serve this area along with Egmont. We will be doing further study on the viability of building this home in the Pender Harbour area and will communicate our findings to you at a later date.

We are enclosing a number of press clippings pertaining to your recent visit.

Thank you again for your time and effort expended on your visit to the Southern portion of the Mackenzie Constituency.

Yours sincerely,



DUNCAN A. SIM
1st Vice President & Secretary

c.c. Premier W.R. Bennett (Private & Confidential)
Parliament Buildings
Victoria, B.C. V8V 1X4

Mr. A.W. Mesher
Director - Region 1
8569 Aldous Terrace
Sidney, B.C. V8L 1K9

bcc: Mr. Gerry Gray, President
Mackenzie Constituency
4059 Manitoba Avenue
Powell River, B.C. V8A 2W9

c.c. ✓ The Honourable Alex Fraser
Minister of Highways & Public Works
Parliament Buildings, Victoria.