REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE PROVINCE OF

BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1916-1917

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

VICTORIA, B.C.:
Printed by WILLIAM H. CULLIN, Printer to the King's Most Excellent Majesty.
1918.

To His Honour Sir FRANK STILLMAN BARNARD, K.C.M.G.

Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ending 31st March, 1917, in compliance with the provisions of the "Public Works Act."

J. H. KING,

Minister of Public Works.

Works Department,

Victoria, B.C., January, 1918.

PUBLIC WORKS REPORT.

ROAD MACHINERY AND PLANT, 1916-17.

District.	Tents.	Steel Rope.	Pile-drivers.	Pile-driver Hammers.	Forges.	Winches.	Horses.	Wagons.	Carts.	Ploughs.	Scrapers.	Graders.	Rock-crushers.	Rock-elevators.	Horse Road-rollers.	Steam Road-rollers.	Gasolene Road-rollers.	Motor-trucks.	Motors.	Steam-engines.	Gasolene-engines.	Traction-engines.	Motor-cars (R.S.).	Donkey Gasolene-hoists.	Donkey Steam-hoists.	Sprinklers.	Water-wagons.	Water-tanks.	Pumps.	Anvils.
		Feet.																												
Alberni	39	1,700	...	...	7	2	4	4	4	10	21	4	...	...	2	...	...	...	...	...	...	...	1	...	1	...	...	...	...	9
Atlin	14	200	1	...	2	...	...	1	1	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	3
Cariboo, North	26	4,400	2	...	4	...	14	4	...	7	14	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
" Central and South	82	400 & 2 cables	...	...	7	...	16	18	2	22	24	11	...	...	1	...	...	1	...	...	...	1	...	...	...	...	...	...	...	7
Chilliwack	2	600	1	1	4	1	...	10	...	2	2	3	1	1	...	...	...	...	2	...	...	...	1	...	1	...	...	...	...	2
Columbia	56	...	2	...	8	...	2	11	6	32	61	9	...	...	2	...	...	...	...	...	...	...	1	...	...	...	...	...	...	11
Comox (Strathcona Park)	19	...	...	...	1	...	...	2	6	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
" North	15	1,300	2	1	5	2	...	1	...	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	2
" South	5	310	1	...	2	1	...	...	1	4	4	3	...	...	1	...	...	1	...	...	...	...	1	...	1	...	...	...	...	1
Cowichan	11	1,000	2	2	2	2	...	7	2	9	14	2	...	...	1	...	1	...	...	...	...	...	1	...	...	...	...	...	...	5
Cranbrook	22	800	4	...	9	3	...	3	1	14	33	8	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	11
Delta	14	700	1	1	...	...	5	4	3	13	28	5	...	...	...	...	1	...	...	...	...	...	1	...	1	...	...	1	1	1
Dewdney	36	4,100	2	3*	5	...	7†	...	12	13	31	3	1	1	1	1	...	...	...	2	1	...	1	...	1	1	...	...	...	5
Esquimalt	34	300	...	...	10	...	...	12	...	13	6	6	1	1	...	...	1	...	...	...	1	1	2	...	...	...	1	...	...	8
Fernie	31	300	2	...	3	1	...	...	...	5	8	5	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	4
Grand Forks	7	450	1	2	2	...	...	2	...	5	11	2	1	1	1	...	1	...	...	1	1‡	...	1	...	1	...	...	...	1	1
Greenwood	33	...	...	...	4	...	...	1	8§	17	45	3	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Islands	3	300	1	1	2	...	...	...	...	7	19	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	3
Kamloops	20	100 & 1 piece	2	1	10	...	17	11	...	9	19	8	1	...	...	...	1	...	...	1	1	...	1	...	...	...	...	...	...	8
Kaslo	11	300 & 1 piece	2	...	3	...	...	...	3	10	35	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	10
Lillooet, East	45	several hun. ft.	...	...	6	1	13	...	...	...	...	...	1	1	...	1	...	1	...	3	1	...	1	...	1	...	...	...	...	sev.
" West	3	200 *et al.*	1	...	3	...	3	5	2	6	7	3	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nanaimo City	4	40	1	...	2	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Newcastle	8	...	...	...	2	...	...	...	...	4	5	2	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	2
Okanagan	24	1,845	4	...	14	6	...	6	...	61	61	21	1	1	1	1	...	...	...	1	1	1	1	1	2	...	...	2	1	12
Revelstoke	32	...	1	...	4	...	.	3	...	10	30	3	...	...	1	...	1	...	...	...	...	...	1	1	1	...	...	...	...	8
Richmond	18	2,575	1	...	8	...	1	5	...	9	17	4	...	...	...	1	1	1‖	...	...	1	1	1	...	2	...	...	...	...	6
Similkameen	31	1,738	1	...	16	...	...	...	9	32	111	14	...	...	2	...	...	1	...	...	...	...	1	...	...	...	...	...	...	23
Skeena, Bella Coola (no report).																														
" Upper	9	300	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
" Lower	16	900	...	...	5	...	3	...	.	2	4	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
" Portland Canal	12	540	1	1	6	...	...	...	1	1	9	...	...	...	...	...	...	...	...	...	...	...	...	.	1	...	...	...	...	3
" Interior, North	12	520	1	...	...	1	12	6	1	8	10	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
" " South	18	200 & 3 pieces	...	...	2	...	12	6	1	3	12	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
" Queen Charlotte	22	850	...	...	5	...	2	2	...	3	5	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Slocan	11	9 pieces	1	...	4	...	...	...	1	5	20	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
Yale	30	300	...	3	10	...	15	16	2	20	18	12	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	13
Ymir	36	1,300	1	1	11	...	...	2	10	15	38	3	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	10

* Pile-driver and 3 hammers at Essondale. † Seven horses were loaned to Provincial Mental Hospital, Essondale. ‡ Compressor. § Four old carts. ‖ Foden steam-wagon.

BRIDGES.

ALBERNI DISTRICT.

Brennan Creek (Lake Shore) Bridge: Redecked and new handrail.
Best's-Kitsuksus Creek Bridge: Redecked and new handrail.
Cape Scott (Nebraska Road) No. 1: New bridge.
Cape Scott (Nebraska Road) No. 2: New bridge.
China Creek: New bridge.
Clarke's Road Bridge: Renewed deckings and handrails.
Coleman: New bridge.
Comodor (Texada) Bridge: Sundry repairs.
McLeod Lake (Texada) Bridge: Sundry repairs.
Upper Englishman's River: New bridge.
French Creek (Grafton): New bridge.
Four-mile Creek No. 2 Bridge: New bridge.
Four-mile Creek No. 1 Bridge: New bridge.
Four-mile Creek No. 3 Bridge: New bridge; not finished.
McCoy Creek Bridge: Redecked; 3 new stringers and new handrail.
McLeod Lake (Texada) Bridge: Sundry repairs.
Sundry buildings (Texada): Sundry repairs.
San Josef Valley, Nos. 103, 104, 105, 106, and 107: New bridges.

ATLIN DISTRICT.

Big Horn River Bridge: Repairs.
Indian River Bridge: Repairs.
Klehini: 2 new bridges.
Little Lake Outlet Bridge: Repairs.
Miner's Ditch Bridge: Repairs.
Moose Arm Portage Bridge: Repairs.
Nakina Bridge: Repairs.
Slate Creek Bridge: Repairs.
Spruce Creek Nos. 1, 2, 3, and 4 Bridges: Repairs.

CARIBOO DISTRICT.

Nechako: New bridge.
Vanderhoof (Nechako River): New bridge.
Salmon River: New bridge.
Necoslie: New bridge.
Stellako: New bridge.
Dore River: New bridge.
Nos. 1, 2, 3, and 4, Quesnel-Fraser Lake Road Bridges: Re-covered.
Curve Creek: New bridge.
McLennan: New bridge.

Peace River Division.

Rolla: New bridge.
Dawson Creek (4 Miles from Mouth): New bridge.
Dawson Creek (at Tremblay's): New bridge.
Morris Creek: New bridge.
No. 2 (8 Miles from Hudson Hope): New bridge.
No. 1, Dewar's Landing:
No. 2, Fort St. John:

Chilliwack District.

Chilliwack River Road Bridge: Repairs.
Columbia Valley Road Bridge: New stringers, mud-sills, and re-covered.
Matsqui Bridge: Re-covered.
Mount Lehman: New bridge.
Vedder Bridge: Repairs.
White: New bridge.
Yale Road (West): New bridge.

Columbia District.

No. 3 Creek (3 bridges): Repaired; 3 new bridges.
McDonald Creek: New bridges, 16 feet; 2, 33 feet.
Tetley Creek: New bridge.
Spring Creek: New bridge.
Clearwater Creek: New bridge.
Banff-Windermere: New bridge.
Pinehurst Bridge: Repaired, new stringers, and re-covered.
De Grozie Bridge: Repaired.
McKeeman Bridge: Cribbed and general repairs.
North Vermilion Bridge: Filled with rock and approaches gravelled.
South Vermilion Bridge: Repaired.
Dutch Creek Trail (North Fork): New bridge.
Boulder Creek: New bridge.
Dutch Creek: Building dam and mattress and bridge repaired.
Spillimacheen (North Fork) Bridge: New main span and new covering.
Larimer Creek Bridge: Generally repaired.
Heffner's Landing Bridge: Repairs.
Bugaboo Bridge: Repairs.
Kootenay Bridge: Approach repairs.
Beard Creek: New bridge.
Spillimacheen Bridge: Repairs.
Sinclair Bridge: Repairs.
Horse Creek: New bridge.
Canal Flat: New bridge.
Fifty-two-mile Post: New bridge.

A considerable amount was expended in repairing approaches, etc., to several bridges, due to damage done by high water. A large amount was expended in protecting Horse Creek Bridge, Washout Creek Bridge, Toby Creek Bridge, Moberly Bridge, and Kicking Horse Bridge.

Comox District.

Brooklyn Bridge: Repairs.
Calhoun's Bridge: Repairs.
China Creek Bridge: Renewed stringers, re-covered, and new handrail.
Crescent Bay Bridge: Repairs.
Curran's Bridge: Repairs.
Fridlay Creek Bridge: Repairs.
Ford's (Hornby Island): New bridge.
Garven Creek Bridge: Repairs.
Hart's Creek: New bridge.
Hodgson Cross Road Bridge: Repairs.
Howe's (Hornby Island): New bridge.
Kelland Bridge Repairs.
Little River Bridge: Repairs.
Lund-Powell River Road: New bridge.

Nahwitte River Bridge: New piles; cribbed centre pier with 2 x 12 planking; boom to protect pier from floating timber; 195 with slide made of ¾-inch iron 3 feet long to allow for rise and fall of water.

Powell River Bridge: Repairs and filling rock around middle piers.
Power-house Bridge: Repairs.
Puntledge River No. 1 Bridge: Renewing planking and stringers; new handrail.
Puntledge River No. 2 Bridge: Repairs.
Rennison's Bridge: Replanking, new stringers, and new handrail.
Salmon River: Widening and renewing 8 bridges.
Sandhills Bridge: Repairs.
Shelter Point Bridge: Repairs.
Shushartie River: New bridge.
Smith's Bridge: Raising and blocking up south end and filling in; renewing stringers and planking.
Stewart's Bridge: Repairs.
Swansky Bridge: Repairs.
Thames River: New bridge.
Trent Rivers Bridge: Repairs.
Tsolum River Bridge: Repairs.
Victoria-Campbell River No. 79A Bridge: Repairs.
Victoria-Campbell River No. 79F Bridge: Repairs.

COWICHAN DISTRICT.

Glenora Bridge: Raised; crib repaired.
Duncan Wagon Bridge: Braced and lined up; 2 new abutments; bridge moved 28 feet north and lowered 20 inches; handrailing.
Twin Bridges: Raised and cribbed ends and gravelled approaches.
Cowichan Station Bridge: Reconstruction.
Evans Bridge: New flooring.
Barkley Bridge: New flooring and fence.
Riverside Bridge: New construction.
Cheewat-Clo-oose Bridge: New piers and two new spans.

CRANBROOK DISTRICT.

Mission: New bridge (under construction).
Westport (Large), Bridge: Protected during high water; piers refilled with rock.
St. Mary Lake Bridge: Repaired and protected during high water.
Wycliffe Bridge: Built breakwater 4 feet 6 inches higher; filled with 188 loads of rock.
St. Mary River Bridge (between Mission and Wycliffe): Protected during high water.
Old Tower Bridge: Put in 4 new stringers from bridge over wash-out to bank; hewed flooring.
Yahk Bridge: Repaired and protected during high water.
Fort Steele Bridge: Protected during high water; centre pier refilled with rock.
Wasa Bridge: Protected during high water.
Newgate Bridge: Protected during high water; piers refilled with rock.
Kimberley Bridge: Rebuilt; put in 62-foot trestle in place of 25-foot one washed out.
Marysville Bridge: Repaired.
Matthew Creek Bridge: Removed 50-foot A span up-stream; used old timber and flooring; built approach 90 feet.
Skookumchuck Bridge: 1 span from Mission Bridge erected; pier and crib loaded with rock.
Sawmill Bridge: Built 2 A spans 35 feet each to replace 30-foot span washed away.
Manchester Bridge: Put in 5 new stringers, 20 feet each, and hewed covering.
Wardner Bridge: Protected during high water.
Kelly Slough Bridge: Protected during high water.

DELTA DISTRICT.

Anderson Creek: New bridge.
Canoe Pass Bridge: Repairs.
Coughlan Bridge: Repairs.
Dry Gulch: New bridge.

Hope Bridge: Repairs.
Jenkins Bridge: Repairs.
Livingstone: New bridge.
Nos. 2, 3, 4, 5, and 6 Bridges: Planked and repaired.
Pacific Highway Bridge: Repairs.
Town Line No. 4 Bridge: New work.
Warwhoop Trail Bridge: New work.

Dewdney District.

Carter's Bridge: Repairs.
Conley Bridge: Repairs.
Dewdney Slough Bridge: Repairs.
Dewdney Trunk Road: 2 new bridges.
Gifford No. 1 Bridge: Replaced.
Gifford No. 2 Bridge: Replaced.
Gifford No. 3 Bridge: Filled in.
Hazelwood Street: New bridge.
Henderson Bridge: Repairs.
Morrison: New bridge (half-cost charged to dyke maintenance).
McDonald (Pitt Meadows): 3 new bridges.
Sproule Bridge: Repairs.
Stave Falls Bridge: New stringers, planking, handrail, etc.
Thompson's Bridge: Repairs.
Upper Pitt River Bridge:
Yennadon Bridge: Repairs to bridge approach.

Esquimalt District.

No. 3, Finlayson Arm Bridge: Bridge burnt out, renewed; filling at east end, 16 x 4 x 5 feet; filling at west end, 10 x 14 x 8 feet.
Parson's Bridge: Redecked.
No. 1, Sooke Road Bridge: 1 new stringer and 8 new planks.
Fitzgerald: New bridge built.
Helmcken Bridge: Repaired deck and spiked loose planks.
Sooke River Road Bridge: Moved bridge 12 feet; raised same 2 feet; new railing.
Otter Point Bridge: Filled in and culvert built 12 x 18 feet long; raised the road 1 foot.
No. 3, Sooke Road Bridge: Removed old bridge; replaced same by culvert 8 x 16 x 3 feet; road raised 1½ feet and filled.
Phillips Road Bridge: Sill deepened; jacked up bridge and fitted longer piles; bolted on sway-braces.
Happy Valley Road Bridge: 26 new planks in deck.
Luxton Road: New bridge.
Hughes Road: New bridge.
Gordon River Bridge: Cut and trimmed 4,000 feet of piles; hauled same from woods with donkey-engine.
Coal Creek Bridge (Renfrew District): 1 new bent and repairs.

Fernie District.

Coal Creek Bridge: Repairs.
Elkmouth No. 9 Bridge: Filling in rock round piers.
Elko Bridge: Repairs.
Elk River No. 4 Bridge: Repairs.
Gateway Ferry Bridge: Repairs.
Hosmer No. 2: New bridge.
McDougall's No. 3 Bridge: Driving piles and levelling up bridge.
Sand Creek Bridge: Repairs.
Waldo Bridge: New cable, sinking anchors, brazing bents, planking, and fixing railings.
West Fernie No. 5 Bridge: Driving piles and levelling bridge.

GRAND FORKS DISTRICT.

Carson Bridge: Redecked.
Cascade Bridge: Removed logs and driftwood.
East Fork Bridge: Temporary bent to support bridge.
Gilpin Bridge: 1 40-foot king span.

GREENWOOD DISTRICT.

Blythe Bridge: Repairs; 2 extra sets of braces.
White Cabin Bridge: Construction; 100-foot span and 64 feet of graded approach to each side.
Repairs to sundry other bridges.

ISLANDS DISTRICT.

Deep Bay Bridge: Repairs.
Gabriola Bridge: Repairs.
Horton Bay Bridge (Mayne Island): Repairs.
Mount Newton Bridge (North Saanich): Repairs.
New Road: New bridge.
North Saanich: Repairs to sundry bridges.
South End Bridge (South Gabriola): Repairs.
Walker's Hook: New bridge.

KAMLOOPS DISTRICT.

Barriere Bridge: Filled 3 piers with rock; riprapped outside of centre pier; amount of rock used, 1,803 yards angular rock.
Barriere Bridge: Centre pier, 11 feet high, filled with rock.
Boulder Bridge: Replanked in 1914.
Cedar Gulch Bridge: Requires painting.
Eackens Bridge: 1 pier, 30 x 16 x 8 feet, filled with rock, also sheer-cribbed.
Edmonds Bridge: Cribbed 53 feet high, double bents.
Kamloops (East) Bridge: To be replanked.
Kinnear Bridge: Being rebuilt.
Mad River Bridge: Ends cribbed and necessary guard and handrail.
Manson Creek Bridge: Cribbed both ends of bridge 5 feet high.
Rattlesnake Bridge: Covered with round timbers, adzed for wheel-tracks.
Rose Hill No. 1 Bridge: Double bents.
Sorrento Bridge: 3 sets of fir stringers.
Unnamed Bridge: Cribbed 8 feet on each end, 8 feet high.

KASLO DISTRICT.

Woodbury Creek Bridge: General repairs; placing supports under bridge.
Tenderfoot Creek Bridge: Placing supports.
Cascade Creek Bridge: Stringers 56 feet; crib-work 10 feet high; front and back wings 6-18 feet long; height of bridge 12 feet from bottom; iron and freight.
Creston-Porthill Road Bridge: Replacing bridge.
Reclamation Slough Bridge: Removing driftwood; general repairs.
Lynchville Bridge: Clearing channels, building foot-bridge, supplying material, excavating, and getting out timber; constructing 54-foot bridge, hewn stringers on piles, 1 abutment 4 feet high; length over all 150 feet.
Slide Bridge: General repairs.
Whitewater Bridges: 33 feet of R.L.S., guard-rail, cedar covering, 12-foot abutments; filling approaches.
Goat River Bridge: General repairs; material; removing jams.
Summit Creek Bridge: Repairs and protection-work.
Grey Creek Bridge: Span 30 feet R.L.S.; south approach 49 x 17 x 4, north approach 36 x 17 x 4; rock-filled.

Cariboo Creek Bridge: Building bridge 180 x 14 R.L.S., 8-foot abutments; material.

Lake Creek Bridge: 78 feet R.L.S., cedar puncheon; abutments 16 x 8, 16 x 4; 1 pier 16 x 10, 15 feet high.

Unnamed Bridge: 20 x 14 R.L.S., cedar puncheon; cribbing at both ends 4 feet high.

Canning Bridge: Removing jams.

Hammil Creek: Material; repairing abutments; building 56-foot bridge, hewn stringers; north abutment 24 x 16.

Wakefield Bridge: Rods and casting; freight on rods and castings; repairing rods.

Montezuma Bridge: Shovelling snow.

Duck Creek Bridge: Building bridge 42 feet long and 4 feet high; replacing deck and bent; putting on cover and rail; material.

Grady Bridge: Jacking up; repairing deck and rail.

Lizard Bridge: Fixing rail; material.

School Bridge: Jacking up bents and fixing rails.

Bridges generally: General repairs; placing supports; material; shovelling snow.

Lillooet District.

Eastern Division.

Campbell's Bridge: Removing log-jam and guarding.

School-house Bridge: Removing log-jam and guarding.

Fifty-nine-mile Creek Bridge: Repairing covering.

Canim Lake Bridge: Bridge, 64 x 18 x 14 feet, repaired; new stringers; new approaches; new railing; new covering of heavy hewn timber 5 inches thick, hewn on 4 sides; built a rock and brush mattress around north abutment; hauled 30 cubic yards rock.

Nine-mile-Fisset's Bridge: Put in new stringers, some new planks, and new railing.

Nine-mile-Willowdale Bridge: Put in new stringers and part new covering; new railing.

Sawmill Bridge: Put in new stringers; some new covering and railing.

Upper Dog Creek Bridge: Repairing bridge.

Mound-Loon Lake Bridge: Bridge over Bonaparte at old sawmill-site repaired.

Canoe Creek Bridge: 4 new stringers and new abutments; 158 feet of round peeled timber.

Big Bar Creek Bridge: Re-covering with hewn covering; 33 pieces 14 inches x 23 feet.

Sixty-one-mile Creek Bridge: Repaired covering; 2 new planks.

Clinton Creek Bridge: Cutting out ice; raising covering and fencing.

Government Creek Bridge: Cutting out ice.

Clinton Creek Bridge: Built 22 x 18 x 8 feet, rock approaches.

Eagle Creek Bridge: Built bridge 31 x 16 x 8 feet, 3 miles from Canim Lake Road.

Bridge over Unnamed Creek, Canim Lake Road: Built bridge 34 x 16 x 12 feet; two new abutments 14 x 5 feet.

Bridge over Gulch, Canim Lake Road: 31 x 14 x 7 feet; covered with peeled logs.

Bridge over Dry Gulch, Big Bar-Big Bar Mountain Road: 18 x 18 x 13 feet high; 2 abutments 5 logs high, 18 feet wide, tied into bank with 12-foot logs; 4 stringers; flooring 18 x 18 x 6 inches peeled logs.

Western Division.

Bridge River (Mouth of) Bridge: Guarding bridge from logs at extreme high water.

Big Creek Bridge: Repaired covering.

Bridge River Forks Bridge: Guarding and removing logs.

Gun Creek Bridge: Guarding and removing logs.

Hanceville Bridge: Guarding and removing logs.

Lillooet Suspension Bridge: Guarding and cleaning.

Seton Creek No. 1 Bridge: Guarding and removing logs.

Seton Creek No. 2 Bridge: Guarding and removing logs.

South Fork Bridge: Guarding and removing logs.

Station Bridge: Guarding and removing logs.

Tyaxon Bridge: Guarding and removing logs.

Upper Bridge River Bridge: Guarding and removing logs.

Vedan or Lower Chilcotin Bridge: Guarding and repairing covering.

Ward's Ferry Bridge: Guarding and removing logs.

Riley Creek Bridge: Repairing abutments; renewing stringers and covering.

Bridges on Watson Bar Creek: No. 1, 2 new abutments and covering; No. 2, new stringers 30 feet x 14 inches; No. 3, new covering.

Bridge over Creek at China Ranch: Put in new stringers and repaired covering.

Alexandria Creek Bridge: Rebuilt; old bridge buried 12 feet deep through bursting of dam and high water; old bridge 40-foot span; now reduced to about 30 x 16 feet.

Cedar Creek Bridge: Repaired and rebuilt after big wash-out; 1 span 25 x 16 feet.

Bridge over Dry Gulch, Churn Creek-Hanceville Road: Built 45 x 14 x 17 feet. Timber used, 34 pieces 1 x 1 x 12 feet—408 feet; 23 pieces 1 x 1 x 14 feet—322 feet; 5 pieces 1½ x 1 x 26 feet—195 feet. Government lumber used from mill-site, Hanceville, 1,400 feet x 2 inches. This bridge is on Hanceville Hill diversion.

Hell Creek: Built new bridge 32 x 22 x 5 feet wide; this bridge is 22 feet high; timber used in bridge 960 feet peeled logs, and 925 feet peeled logs for cribs.

Spider Creek: Built new bridge; 1 bent 35 x 12 x 10 feet peeled logs; 3 stringers.

NANAIMO DISTRICT.

Chase River Bridge: Replanking.

Nanaimo River Bridge: Trussing up.

NEWCASTLE DISTRICT.

Bush Creek Bridge: Replanking and repairing railing.

Davis Bridge: 5 new bents and tarring sills and posts.

First Creek Bridge: Repairs (planking and handrail).

Morrison's No. 2 Bridge: 2 new abutments, 2 mud-sills, and 2 new posts.

Morrison's No. 3 Bridge: Jacked up and put in mud-sills under each bent.

Old South Wellington Bridge: Repairs.

OKANAGAN DISTRICT.

Kaiser's Bridge: Re-covered and general repairs.

Miller's Bridge: Protection during flood.

Grindrod Bridge: Protection during high water.

Enderby Bridge: Protection during high water.

Fortune Bridge: General repairs.

Fortune Bridge (proposed new location): Piles purchased.

Kingfisher Bridge: Keeping bridge clear during high water and general repairs.

Finlaison's Bridge: Building additions to piers for protection.

Warner's Bridge: General repairs.

Lawrence Bridge: General repairs.

Sigalet Bridge: General repairs.

Unnamed Bridge: General repairs.

Thomkinson's Bridge: General repairs.

No. 3, Naramata Section Bridge: General repairs.

Naramata Road Bridge: General repairs.

No. 5, Deep Creek Bridge: Renewed.

No. 5, Belgo-Canadian Bridge: General repairs.

Dry Creek No. 24 Bridge: General repairs.

K.L.O. Nos. 1, 2, 3, and 5 Bridges: General repairs.

Westbank No. 12 Bridge: General repairs.

REVELSTOKE DISTRICT.

Beaton Bridge: General repairs and filling in approaches.

Beatrice Trail Bridge: Rebuilt.

Big Mouth Bridge: Repairs.

Bowie-Solsqua Trestle Bridge: Trestle built and approaches filled in.
Camborne Canyon Bridge: Repairs.
Camp Creek Bridge: Repairs.
Carnes Creek Bridge: Repairs.
Clanwilliam-Sicamous Bridge: Repairs.
Columbia River Bridge: Taking soundings; watching bridge in month of January; clearing log-jams.
Columbia River (North) Bridge: Building brush mattress and loading same with rock.
Columbia River (South): New bridges over sloughs.
Columbia River (West) Bridge: Repairs.
Craigellachie Bridge: Planking.
Craigellachie-Taft Bridge: Building trestle and filling in approach.
Cranberry Creek Bridge: Repairs; removing driftwood.
Crawford Creek Bridge: Repairs.
Crazy Creek: New bridge.
Death Rapids: New bridge.
Deep Creek Bridge: Repairs.
Downie Creek Bridge: Repairs.
Eagle River Bridge: Repairs.
Eight-mile Creek Bridge: Repairs.
Fish River Trail: New bridge.
Fish River (at Camborne) Bridge: Repairs.
Fish River (at Mammoth) Bridge: Repairs.
Five-mile Branch Roads: New bridge.
Galena Bay Bridge: Repairs.
Goldfields Bridge: Repairs.
Goldstream Bridge: Repairs.
Greely Creek Bridge: Repairs.
Illecillewaet River (Lower) Bridge: Repairs.
Illecillewaet River (Upper) Bridge: Building crib and protection-work.
Illecillewaet (East) Bridge: Repairs.
Laforme Creek: New bridge.
Landslide Trestle Bridge: Repairs.
Laurie Bridge: Repairs.
Lonzo Bridge: Repairs.
Mammoth Bridge: Repairs.
Menhinick Creek Bridge: Repairs.
Mica Bridge: Repairs.
Montana Slough Bridge: Repairs.
North Fork Bridge: Repairs.
Old Gaol and Power-house Bridge: Repairs.
Pool Creek: New bridge.
Power-house Bridge: Repairs.
Revelstoke Roads (East): 2 new trestle bridges.
Table Creek Bridge: Repairs.
Salmon River Bridge: Repairs.
Six-mile Branch Road: New bridge.
Solsqua-Bowie Bridge: Building trestle.
Taft Bridge: Repairs.

Richmond District.

Evans Creek Bridge: Redecked 380 x 14 feet; guard-rail and fence 760 feet.
Judd's Bridge: Replaced handrail.
Upper Squamish Bridge: Scored and hewed 9,216 feet B.M. of 12 x 12 timber; cribbed 52 feet around No. 1 pier 8 feet high, 1 foot wide; put in 4 cross-timbers 12 x 12 x 14 feet; drilled, blasted, and filled in 137 cubic yards rock.
Bridge on Road at Half Moon Bay: 80 feet long.

Bridge over Wakefield Creek: 50 x 14 feet.

Bridge on Cemetery Road: 1 bent, 4 stringers; total length 70 feet.

Bridge on Cemetery Road: 1 bent, 4 stringers; total length 64 feet.

Marine Drive Bridge: Redecked bridge 170 x 24 feet; 24 new stringers 8 x 12 feet, 22 feet long; 140-foot handrail.

Sea Island Bridge: Replanked 70 feet with 3-inch plank; repaired draw; repaired 1 abutment with 10 new planks; rebuilt and hung gates; repaired handrail; put on cables.

Lulu Island Bridge: Replanked 175 feet with 4-inch plank; rebuilt and hung gates; repaired handrail; put on cables.

NORTH VANCOUVER DISTRICT.

Snug Cove Wharf: Put in 4 braces, piles; drove fender-piles; drove piles through top of wharf; put in chocks; pulled out old piles, towed same away from wharf; repaired deck with 1,000 feet 4-inch plank.

SIMILKAMEEN DISTRICT.

Ashnola Bridge: Repairs.

Copper Mountain Bridge: Repairs.

Osoyoos Bridge: Repairs.

Fourteen Small Bridges: Repairs.

Lake Shore Bridge: General repairs.

Ward Creek Bridge: New work.

Chopaka Bridge: Repairs.

SKEENA DISTRICT.

Atlin (South) Division.

Bear River No. 1 Bridge: Repairs.

Bitter Creek Bridge: Repairs.

Nass River Main Bridge: Repairs.

Kitsault Ferry Bridge: New construction.

Bug Creek Bridge: New construction.

Canyon Creek Bridge: New construction.

Bush Creek Bridge: New construction.

Interior (South) Division.

Buck River Bridge: Getting out logs and clearing bridge-site.

Endako Bridge: Built abutments on each side, log stringers; plank decking; 2 piers 16 feet high, 46-foot span; heavy wired log for guard-rail.

Endako Bridge: 116 feet long; 2 piers 15 feet high, 48-foot span; plank decking with heavy wired log guard-rail.

Bulkley River Bridge: 158 feet long; plank deck and heavy wired guard-rail.

Houston Station No. 1 Bridge: 2 spans 58 feet long, with 5-foot pier in centre; plank decking.

Houston Station No. 2 Bridge: 62 feet long; 2 spans, 4-foot pier in centre; pole deck with wheel-track adzed.

Burns Lake Bridge: Pile bridge; redecked and braced; piling put in; new stringers.

Interior (North) Division.

Canyon Creek Bridge: Framed and erected 60-foot king-truss span and 90 feet of approach; 2 piers filled with rock and 4-foot fill at north end of bridge.

Canyon Creek Bridge: Bridge rebuilt; 20 feet of new covering; 1 new pier; 1 pier repaired; approaches repaired.

Bulkley River Bridge: Taking up main cables; adjusting hangers; straightening bracing of north tower; framed and erected truss on span; put in 2 extra runs of joists; replanked span; put on handrail and guard-rail.

Bulkley River Bridge: Removing ferry towers and cable 80 feet up-stream to be clear of bridge-site; framing and erecting 4-span Howe-truss bridge; constructing 3 piers and 2 crib piers.

Kitsequekla Bridge: Old bridge burnt out by forest fire; new bridge put in.

Kuldo Bridge: Putting on new bracing.

Mission Creek: Constructing bridges; 1 pier 12 feet high; 2 abutments 6 feet high each.

Moricetown Bridge: Raising new floor-beams; full set of new blocks; 1 new strut; new decking and railing.

Main Fork, Telkwa River Bridge: Complete construction of span and piers and 80 feet of approach.

Pine Creek Bridge: Complete construction of span and approach of 55 feet and excavation of 80 cubic yards of rock.

Skeena River Bridge: Jacking up north tower; taking up main cable; adjusting floor-beam hangers; changing 2 guy-lines; framing and erecting stiffening-truss.

Smithers Bridge: Tightening up main rods, lateral rods, and chord-bolts; also main braces, lateral braces, and intersection-bolts.

Bella Coola Division.

Bella Coola First Crossing Bridge: 1-span Howe truss 120 feet and 1-span king truss.

Sangstad No. 1 Bridge: Rebuilt 135 feet of trestle; putting in a 45-foot span.

Thorsen No. 1 Bridge: General repairs.

Canoe Crossing Bridge: Rebuilt.

Queen Charlotte Islands Division.

Kumdis River: New bridge.

Miller Creek: New bridge.

Queen Charlotte City: New bridge.

Lawn Hill: New bridge.

Lower Skeena Division.

East Spring Creek Bridge: Repairs.

Braun's Bridge: Repairs.

Deep Creek Bridge: Repairs.

Mud Creek Bridge: Repairs.

Alwyn Creek No. 1: New bridge.

Alwyn Creek No. 2 Bridge: Repairs.

McLeod's Road Nos. 4, 5, and 6 Bridges: Destroyed by fire and not rebuilt; road diverted.

Snowshoe Creek Bridge: Repairs.

Terrace Slough: New bridge.

Zimacord Siding: New bridge.

Hughes Road Nos. 1 and 2: New bridges.

Corlette Road Nos. 1, 2, and 3: New bridges.

Thornhill Creek Bridge: Renewed.

Smith Island: New bridge.

Green River No. 1 Bridge: Built by Land Company and repaired by Department.

Green River No. 2: New bridge.

Spring Creek Bridge: Repairs.

Lean-to Creek Bridge: Repairs.

Canyon Bridge: Renewed.

Bridges: Repairs.

Upper Skeena Division.

Kitwanga River Bridge: New construction.

Price Creek Bridge: New construction.

Phillips Creek Bridge: New construction.

Meanskinisht Bridge: New construction.

Copper City Bridge: Reconstruction.

Slocan District.

Appledale: Constructing new timber bridge.

Carpenter Creek (North Fork) Nos. 2 and 3 Bridges: Shovelling snow.

Cariboo Creek Bridge: General repairs.

Carpenter Creek Bridge: Blowing out log-jams; rebuilding portion of bridge; general repairs.

Carpenter Creek Protection Bridge: Blowing out log-jams.

Cedar Bridge: Material and spikes for railing; planks.

Kooskanax Bridge: Erecting handrails.

Lemon Creek Bridge: Taking out and replacing old cribbing and pier.

Mosquito Creek: Constructing new bridge 255 feet long.

McCormack Bridge: Removing obstructions from river.

Miscellaneous Bridges: Material for repairs; bridge foreman's expenses.

Mineral City Bridge: Removing obstructions.

Nakusp No. 2 Bridge: General repairs.

Perry Siding Bridge: Repairs to decking.

Passmore Bridge: Constructing 150-foot truss and general repairs.

Silverton-Four-mile Nos. 1, 2, and 3 Bridges: Repairing log bridges.

Silverton-Four-mile Nos. 4 and 5 Bridges: Replacing log bridges.

Silverton-Four-mile No. 6 Bridge: New log bridge 42 feet long.

Silverton-Four-mile No. 7: New log bridge 47 feet long.

Ten-mile Creek No. 1: 38-foot span new bridge.

Ten-mile Creek No. 2: 40-foot span new bridge.

YALE DISTRICT.

Ashcroft Bridge: Replaced after wash-out.

Canyon Bridge: Filling in abutments with rock and repairs.

Carrington Bridge: Repairs.

Colletville Bridge: Mattress round piers and covered with rock.

Cottonwood Island Bridge: Repairs.

Emory Bridge: Repairs.

Floodville: New bridge.

Harper's Mill Bridge: Repairs.

Harrison Wharf Bridge: Repairs.

Hope Bridge: Repairs.

Iron Mountain Bridge: Repairs.

Lake Bridge: Repairs.

Manion: New bridge.

Maria Slough Bridge: Repairs.

Nahomeen Creek Bridge: Repairs.

Silver Creek: 2 new bridges.

Spences Bridge: Repairs.

Hyene: Part cost of new bridge.

Ten-mile Creek Bridge: Re-covered.

Tingley Bridge: Repairs.

Voight Bridge: Crib around pier filled with rock; raised ends and adjusted tension.

Walhachin Bridge: Repairs.

Yale Creek Bridge: Repairs.

YMIR DISTRICT.

Pend d'Orielle River Bridge: Preliminary work.

Crescent Valley Bridge: Riprapping south pier.

Yellowstone No. 1 Bridge: New planking and stringers.

Goatee Bridge: Extension 400 feet.

Goat Falls: New bridge; length 433 feet.

Cottonwood Canyon Bridge: Replacing.

Nick's: New bridge; 180 feet long.

Pass Creek Bridge: New decks, stringers, etc.

Syringa Bridge: Weighting with rock.

King Creek Bridge: Riprapping.
Trail-Columbia Bridge: Riprapping and repairing fire-hydrant pipes.
Silver King No. 3: New bridge; 51 feet long.
Taghum Bridge: Cribbing.
Castlegar-West Robson: New bridges; 33 feet and 61 feet respectively.
Cement Creek Bridge: Rebuilding.
Pack: New bridge 67 feet long.
Anderson Creek: New bridge 50 feet long.
Nelson-Balfour Road: 3 new bridges; 16, 18, and 24 feet.

WORKS AND BUILDINGS.

COURT-HOUSE, PRINCE RUPERT. (Vote 122—$10,000.)

Expenditure	$ 238 70

FURNITURE, GOVERNMENT OFFICES THROUGHOUT THE PROVINCE. (Vote 123—$20,000.)

Expenditure, $10,837.84, in the following Districts:—

Alberni	$ 36 70
Atlin	27 16
Clinton	9 25
Cranbrook	2 25
Cumberland	62 00
Fairview	9 75
Fernie	1 35
Field	18 00
Fort Fraser	14 80
Greenwood	22 25
Golden	389 94
Hazelton	49 92
Kamloops Court-house	167 26
Kamloops Provincial Home	290 00
Kaslo	12 35
Nanaimo	111 65
Nelson	108 25
New Westminster	85 25
Prince Rupert	387 30
Princeton	25
Quesnel	22 75
Revelstoke	3 50
Trail	43 00
Vancouver Court-house	98 75
Vanderhoof	4 00
Vernon	15 85
Victoria Court-house	332 45
Victoria Parliament Buildings	8,502 96
Wilmer	8 90

GAOLS AND LOCK-UPS THROUGHOUT THE PROVINCE. (Vote 124—$20,000.)

Expenditure, $4,305.65, in the following districts:—

Alberni—Vananda		$ 10 10
Atlin—Atlin		79 00
Cariboo—		
Clinton	$ 144 65	
Endako	6 50	
Fort Fraser	6 00	
Fort George	106 60	
Fort George (South)	3 30	
Fort St. John	176 43	
Lucerne	37 20	
150-Mile House	80	
Peace River Crossing	3 25	
Prince George	104 15	
Quesnel	12 25	
Tete Jaune Cache	4 75	
Vanderhoof	21 05	
		626 93

Gaols and Lock-ups throughout the Province—*Continued.*

Columbia—		
Field	$ 13 30	
Golden	29 90	
		$ 43 20
Comox—		
Alert Bay	72 53	
Cumberland	14 50	
Powell River	27 94	
St. John	4 75	
		119 72
Cranbrook—		
Cranbrook	$ 5 00	
Fort Steele	11 65	
Natal	1 00	
Waldo	33 00	
Wardner	80	
		51 45
Dewdney—Mission		54 27
Fernie—		
Bull River	$ 1 40	
Fernie	8 00	
Fort Steele	8 25	
Michel	2 70	
Natal	1 50	
		21 85
Grand Forks—		
Corbin	$ 1 25	
Phoenix	5 25	
		6 50
Greenwood—		
Greenwood	$ 6 70	
Midway	42 90	
		49 60
Islands—Sidney		14 85
Kamloops—		
Blue River	$ 39 15	
Chase	9 10	
Kamloops	275 56	
Mount Olie	13 75	
Notch Hill	1 00	
		338 56
Lillooet—Clinton		12 25
Nanaimo—Nanaimo		34 95
Okanagan—Kelowna		42 75
Revelstoke—		
Arrowhead	$ 5 30	
Sicamous	41 00	
		46 30
Richmond—		
Girls' Industrial School	$ 208 40	
McBride	4 15	
Squamish	23 90	
		236 45

GAOLS AND LOCK-UPS THROUGHOUT THE PROVINCE—*Concluded.*

Skeena—		
Alice Arm	$ 184 77	
Hazelton	139 85	
Jedway	63 00	
Masset	43 20	
Port Essington	146 81	
Port Simpson	2 20	
Smithers	74 70	
Telkwa	38 00	
Terrace	11 00	
		$ 703 53
Slocan—		
New Denver	$ 1 00	
Silverton	28 54	
		29 54
Yale—		
Ashcroft	$ 29 90	
Lytton	9 25	
Merritt	1 00	
Nicola	3 25	
North Bend	1 00	
Princeton	2 30	
Spences Bridge	1 00	
Wasa	15 00	
		62 70
Ymir—		
Creston	$ 7 50	
Nelson	231 53	
Salmo	9 75	
		248 78
New Westminster		1,000 09
General		472 28

PRISON FARM, OKALLA. (Vote 125—$15,000.)

Expenditure ..... $ 6,390 84

PRISON FARM, SAANICH. (Vote 126—$15,000.)

Expenditure ..... $ 11,870 48

IMPROVEMENT OF GOVERNMENT GROUNDS, VICTORIA. (Vote 127—$15,000.)

Expenditure ..... $ 8,540 64

IMPROVEMENT OF GOVERNMENT RESERVES. (Vote 128—$10,000.)

Expenditure ..... $ 4,098 51

IMPROVEMENT OF GOVERNMENT RESERVE, BURNABY. (Vote 129—$10,000.)

Expenditure ..... *Nil*

KING EDWARD SANATORIUM, TRANQUILLE. (Vote 130—$10,000.)

Expenditure ..... $ 10,000 00

MENTAL HOSPITAL, ESSONDALE. (Vote 131—$17,900.)

Expenditure ..... $ 15,905 55

NURSERY, ESSONDALE. (Vote 132—$13,000.)

Expenditure ..... $ 8,673 05

Colony Farm, Essondale.
(Vote 133—$4,000; Sup., $2,000 = $6,000.)

Expenditure ..... $ 5,047 00

Mental Hospital, New Westminster. (Vote 134—$10,000.)

Expenditure ..... $ 8,956 30

Provincial Government Buildings, London, England. (Vote 135—$175,000.)

Expenditure $153,883 05

Provincial Normal School, Vancouver (Maintenance).
(Vote 136—$2,500; S.W., $500; Sup., $500 = $3,500.)

Expenditure ..... $ 3,379 39

Provincial Normal School, Victoria (Maintenance). (Vote 137—$8,000.)

Expenditure ..... $ 3,037 38

Public Schools throughout the Province. (Vote 138—$200,000.)

Expenditure on grants, buildings, school-desks, etc., $126,283.46. By credit, deposit cheque *re* Smithers School contract, $1,536. Total, expenditure, $124,747.46.

Grants were made to the following School Boards: Anderson Creek, Atlin, Barriere, Barriere Valley, Begbie, Big Bar, Blueberry, Blue River, Boston Bar, Bridesville, Brisco, Burns Lake, Canford, Canim Lake, Cape Scott, Castledale, Clo-oose, Coltern, Cranbrook, Deer Park, Dunster, Extension, Fish Lake, Fort George, Fruitlands, Gillis Bay, Greenwood, Half Moon, Hall's Landing, Hilborn, Kitimat, Lac du Bois, Lower Chase Creek, Lower Squamish, Meadowbrook, Meadow Valley, Mountain, McMurdo, Nakusp, Nechako, Nelson, Nine-mile Creek, North Star, Okanagan Landing, Okeover Arm, Olsen, Parson, Pinantan, Round Top, Rossland, Saanich, Sandwick, Sisters Creek, Silverton, Soda Creek, Sooke, Sooke Harbour, South Fort George, Squirrel Cove, Squam Bay, Swift Creek, Tower House, Trail, Turtle Valley, Upper Trout Creek, Vananda, Wanklyn, Wapta, Watmore, Westview, Whaleton, and White Lake.

The following school buildings were erected: Colony Farm, Corbin, County Line, Dumach, Essondale, Extension, Ladysmith, Maple Ridge, Mara, Merritt, McBride, Nicomen, Oyama, Sidney, Silverdale, Silverton, Sooke, South Okanagan, and Trout Creek.

Government House, Victoria. (Vote 139—$17,000.)

Expenditure, $16,907.94. Less credit, $1,850. Total expenditure, $16,889.44.

Repairs to Government Buildings throughout the Province. (Vote 140—$20,000.)

Expenditure, $18,161.53, in the following districts:—

Alberni—Alberni		$ 257 89
Atlin—		
Atlin	$ 241 35	
Telegraph Creek	31 13	
		272 48
Cariboo—Cariboo		487 90
Chilliwack—Chilliwack		91 15
Columbia—Golden		65 95
Cranbrook—Cranbrook		69 78
Fernie—Fernie		88 25
Grand Forks—Grand Forks		20 75
Greenwood—Greenwood		793 10
Kamloops—Kamloops		4,205 15
Kaslo—Kaslo		185 23
Lillooet—Clinton		379 68

REPAIRS TO GOVERNMENT BUILDINGS—*Concluded.*

Nanaimo—		
Nanaimo	$2,803 18	
Mine-rescue Station	48 65	
		$ 2,851 83
Okanagan—Vernon		383 17
Revelstoke—Revelstoke		290 30
Similkameen—		
Fairview	$ 7 50	
Princeton	8 00	
		15 50
Skeena—		
Hazelton	$ 114 73	
Prince Rupert	967 35	
		1,082 08
Slocan—New Denver		16 25
Yale—Nicola		77 69
Ymir—Nelson		2,120 74
Court-houses—		
New Westminster	$1,755 68	
Vancouver	1,758 19	
Victoria	815 29	
		4,329 16

REPAIRS TO PARLIAMENT BUILDINGS. (Vote 141—$14,500.)

Expenditure	$ 14,102 63

STATEMENT OF EXPENDITURE.

Roads, Streets, Bridges, and Wharves.

Fiscal Year ending 31st March, 1917.

ALBERNI DISTRICT. (Vote 142—$53,500.)

Eastern Division.

Road—Alberni (gravelled and general repairs)	$	2,973 15
„ Beaver Creek Wharf (general repairs)		91 75
„ Biggs and Crossan (general repairs)		253 50
„ Biological Station (general repairs)		63 50
„ Bourmane (general repairs)		73 00
„ Buck's (general repairs)		105 00
„ Cache Creek Ferry (general repairs)		25 75
„ Church (general repairs)		121 75
„ Clark and Robson (general repairs)		75 00
„ Claudet *et al.* (general repairs)		45 00
„ Coombs and Jones (general repairs)		28 00
„ Corfield Bros. (general repairs)		19 25
„ Departure Bay (general repairs)		320 50
„ Dumont and Donner's (general repairs)		44 00
„ Errington Cross (general repairs)		158 50
„ Fisher's (general repairs)		25 00
„ Giant Powder Co. (general repairs)		258 25
„ Grafton (corduroy and general repairs)		517 65
„ Guellette and Wallace (general repairs)		110 00
„ Hellier and Jones (general repairs)		502 25
„ Jenkins (general repairs)		79 00
„ Knight's (general repairs)		13 00
„ Lagoon (general repairs)		138 50
„ Lasqueti Island (brushing out and general repairs)		904 30
„ Leffler's (general repairs)		250 00
„ Lot 79, Nanoose (general repairs)		60 00
„ Lot 98, Nanoose (general repairs)		400 00
„ Lowery and Craig (general repairs)		86 50
„ Martindale Bros. (general repairs)		16 00
„ Matterson *et al.* (general repairs)		20 00
„ Morrell's (general repairs)		9 00
„ Morrison's (general repairs)		125 00
„ McKercher's (general repairs)		161 75
„ McKibben (general repairs)		25 00
„ McNeil and Williams (general repairs)		13 00
„ North-west Bay (general repairs)		159 80
„ Page's (gravelled and general repairs)		25 00
„ Parker *et al.* (gravelled and general repairs)		36 00
„ Parkville Cross (gravelled and general repairs)		96 00
„ Pillars (gravelled and general repairs)		62 00
„ Pyms *et al.* (gravelled and general repairs)		82 00
Carried forward	$	8,572 65

Brought forward	$ 8,572 65

ALBERNI DISTRICT—*Continued.* ....

Eastern Division—Concluded.

Road—Rath's (gravelled and general repairs)	17 50
„ School-house (gravelled and general repairs)	109 50
„ Stanhope and Scott (gravelled and general repairs)	26 00
„ Starkey and Stewart (gravelled and general repairs)	80 50
„ Stewart and Hamil (gravelled and general repairs)	45 00
„ Swayne's (gravelled and general repairs)	76 25
„ Taylor's (general repairs)	21 00
„ Temple and Reid (gravelled and general repairs)	51 00
„ Texada Island (brushing out and general repairs)	3,572 50
„ Turner and Rutherford (gravelled and general repairs)	53 00
„ Victoria-Campbell River (gravelled and general repairs)	6,024 28
„ Ward's (gravelled and general repairs)	157 50
„ Weigle and Jones (gravelled and general repairs)	685 50
„ Wellington (old town) (gravelled and general repairs)	369 00
„ Wright and Bowley (gravelled and general repairs)	25 00
„ Young, Baird, and Benson (gravelled and general repairs)	26 00
Trail—Banfield (general repairs)	274 50
„ Big Interior (clearing windfalls and general repairs)	431 65
„ Colony Lake (clearing windfalls and general repairs)	50 00
„ Flores Island (cleared and grubbed)	148 50
„ Green and Ilstad (general repairs)	80 25
„ Holberg-Winber Harbour (general repairs)	101 00
„ Koprino-Winber Harbour (brushed out and repairs)	55 00
„ Limestone Island (repairs and brushed out)	79 75
„ Mud Bay-Long Beach (general repairs)	35 00
„ Noot and Bland (general repairs)	15 00
„ Pachena (general repairs)	75 00
„ Peninsula-Ucluelet (general repairs)	1,549 16
„ Quatsino (sundry) (general repairs)	100 50
„ Sea Otter Cove (general repairs)	228 00
„ Taylor River (bucking log off trail and brushing out)	100 00
„ Ucluelet-Kennedy Lake (brushing out and repairs)	108 00
General supplies	120 65
Total	$ 23,464 14

Western Division.

Road—Beaver Creek (building culvert, cleaning ditches, and general repairs)	$ 493 50
„ Beaver Creek-Loop (general repairs)	283 93
„ Bland's (gravelling and general repairs)	20 00
„ Best's (gravelling and general repairs)	139 00
„ Cameron (cleaning ditches and general repairs)	10 00
„ Cape Scott (general repairs and gravelling)	2,256 70
„ Central Lake (general repairs and gravelling)	359 20
„ Cherry Creek (general repairs and gravelling)	365 50
„ China Creek (general repairs and cleaning ditches)	508 00
„ Clayoquot-Ucluelet (converting trail into wagon-road and general repairs)	1,940 36
„ Colman's (logged, dragged, and general repairs)	70 00
„ Commerford's (general repairs)	2 00
„ Comox (general repairs)	20 00
Carried forward	$ 6,468 10

Brought forward	$ 6,468 10

Alberni District—*Concluded.*

Western Division—Concluded.

Road—Compton's (general repairs)	45 00
„ Cowley's (general repairs)	120 50
„ De Beaux (brushed out)	20 00
„ Drinkwater's (cleaning out windfalls and general repairs)	74 00
„ Faber's (general repairs)	176 75
„ Fisherman Bay (general repairs)	6 00
„ Grandview (general repairs)	23 00
„ Greenard (addition to Cherry Creek School) (brushed out)	20 00
„ Hector's (brushed out and general repairs)	147 80
„ Holberg-San Josef (general repairs)	1,551 45
„ Kitsuksis (general repairs)	338 50
„ Lake Shore (brushing out and general repairs)	124 30
„ Lateltin's (brushing out and general repairs)	55 00
„ Lord's (brushing out and general repairs)	94 50
„ Maggie Lake (brushing out and general repairs)	129 00
„ Martin's (brushing out and general repairs)	20 00
„ Mesher's (brushing out and general repairs)	145 00
„ Millins (brushing out and general repairs)	23 90
„ Milltown (gravelling and repairing)	85 50
„ Mission (gravelling and repairing)	188 00
„ Moore's (general repairs and brushing out)	75 00
„ McCoy Lake (gravelling and repairs)	165 44
„ McKenzie's (brushing out and general repairs)	45 00
„ Nanaimo-Alberni (general repairs)	2,496 20
„ Nebraska (general repairs)	12 00
„ Nootka (gravelling and repairs)	688 55
„ Port Alberni-Four-mile Creek (new work, rough-graded)	3,915 43
„ Quatsino Wagon (general repairs and ¼ mile new road)	543 15
„ Russell and Swanson (gravelling and repairs)	50 00
„ San Josef Valley (general repairs)	1,054 25
„ Scotch Settlement (general repairs)	72 05
„ Somers (general repairs)	70 75
„ Sproat Lake (gravelling and general repairs)	281 64
„ Strandby-Cape Scott (gravelling and general repairs)	1,341 35
„ Thompson's (general repairs)	72 50
„ Vargas Island (general repairs)	268 80
„ Walker and Marvin (general repairs)	105 00
„ Withers (general repairs)	35 00
„ Woolsey's (general repairs)	20 00
„ Ucluelet-Long Beach (general repairs)	60 00
Supervision	2,679 58
General supplies	2,798 40
Total	$ 26,706 48
Grand total	$ 50,170 62

Atlin District. (Vote 143—$18,000.)

Atlin Division.

Road—Atlin-Surprise (general repairs)	$ 130 00
Trail—Big Horn (general repairs)	155 00
Carried forward	$ 285 00

Brought forward	$ 285 00

ATLIN DISTRICT—*Concluded.*

Atlin Division—Concluded.

Trail—Birch Creek (general repairs)	105 00
„ Boulder Creek (general repairs)	130 00
„ Burdette-O'Donnel (general repairs)	10 00
„ Fourth of July (general repairs)	1,252 50
„ Gleanerville (general repairs)	450 00
„ Klehini River Wagon (general repairs)	1,521 55
„ Moose Arm Wagon (general repairs)	83 00
„ McKee Creek (general repairs)	45 00
„ O'Donnel River (general repairs)	387 50
„ Otter Creek (general repairs)	295 00
„ Ruby Creek (general repairs)	459 25
„ Slate Creek (general repairs)	100 00
„ Spruce Creek (general repairs)	1,757 06
„ Wilson Creek (general repairs)	10 00
Streets—Atlin (general repairs)	1,079 10
„ Discovery (general repairs)	117 64
Bridge—Gold River (general repairs)	52 50
Supervision	1,520 79
General supplies	2,384 19
Total	$ 12,045 08

Telegraph Creek Division.

Road—Casa (general repairs)	$ 47 00
„ Dease (general repairs)	1,830 59
„ Glenora (general repairs)	56 00
Trail—Dease (general repairs)	1,681 29
„ Klappan (general repairs)	115 00
„ Teslin (general repairs)	446 60
„ Thibet Creek (general repairs)	25 00
Streets—Telegraph Creek (general repairs)	275 35
Bridge—Day's (general repairs)	31 00
„ No. 4, Casa (general repairs)	179 00
„ No. 49 (general repairs)	54 00
„ Little Tahltan (general repairs)	5 00
„ Nahlin (general repairs)	54 00
„ Seven-mile (general repairs)	113 00
„ Tahltan, No. 24 (general repairs)	5 00
„ Tooga (general repairs)	118 00
„ Ward's (general repairs)	26 00
General supplies	789 66
Total	$ 5,851 49
Grand total	$ 17,896 57

CARIBOO DISTRICT. (Vote 144—$123,000.)

Northern Division.

Road—Aleza Lake (new work)	$ 662 80
„ Bave (south) (general repairs)	370 20
Carried forward	$ 1,033 00

Brought forward	$ 1,033 00

Cariboo District—*Continued.*

Northern Division—Concluded.

Road—Bishop (improved)	768 50
„ Bobtail Lake-Pelican (general repairs)	204 00
„ Compensation (*re* road between Lots 1543 and 1544)	98 00
„ Cranberry Lake (5 culverts built, general repairs, and ½ mile new road)	862 95
„ Dewey (south) (new work)	510 50
„ Dewey (west) (new work)	400 60
„ Dome Creek (new work)	1,059 75
„ Eagle Lake (road improved)	1,944 60
„ Fort George-Blackwater (road improved)	2,058 00
„ Fort George-Chief Lake (road extended)	192 24
„ Fort George-Giscome (clearing, grubbed, etc.)	4,004 95
„ Fort George-Pinker-Willow River (general repairs)	50 00
„ Fort George-Stony Creek (improving)	2,629 17
„ Fraser-Francois Lake-Endako (2 small bridges built and improving)	1,062 05
„ Giscome-Summit Lake (new work)	258 25
„ Government Creek (new work)	238 25
„ Greer Valley (new work)	927 10
„ Isle Lapere (new work)	85 00
„ Manson Creek-Fort St. James (extended)	1,613 89
„ Milne's Landing (east) (general repairs)	110 00
„ Milne's Landing (west) (general repairs)	1,006 75
„ Mud River-Chilako (new work)	406 00
„ McBride District (improved)	1,942 90
„ Necoslie River (new road)	786 47
„ Ness Lake (new road)	915 00
„ Noolki Lake (general repairs)	12 00
„ Peace River District (new work)	5,571 49
„ Pinker Settlement (general repairs)	17 50
„ Quesnel-Fort Fraser (general repairs)	301 00
„ Ranch Valley District (general repairs)	1,552 19
„ Six-mile Lake-Buckhorn (new work)	1,012 25
„ Stuart River-Vanderhoof (extended)	3,509 88
„ Tsinkut-Stuart Lake (improving)	5,029 55
„ Upper Mud River (improving)	274 25
„ Vanderhoof (west) (general repairs)	15 75
„ Willow River District (new work)	1,152 00
Bridge approach—Fraser River at Prince George	1,203 75
„ „ Nechako River at Prince George	691 25
Ferry—Stuart River	19 50
Supervision	3,367 65
General supplies	4,802 08
Total	$ 53,700 01

Southern Division.

Road—Ashcroft-Soda Creek (general repairs)	$ 6 66
„ Beaver Lake-Beavermouth (construction)	1,710 64
„ Beaver Valley (general repairs)	1,443 19
„ Beedy Creek (general repairs)	189 74
„ Cariboo Main (maintenance)	1,641 45
Carried forward	$ 4,991 68

Brought forward	$ 4,991 68

CARIBOO DISTRICT—*Continued.*

Southern Division—Concluded.

Road—Chezacut-Alexis Creek (bridge and approaches)	54 00
„ Chilcotin Main (corduroy and general repairs)	5,038 93
„ Chilcotin-Soda Creek	1,466 07
„ Harpers Camp-Quesnel Lake (general repairs)	575 01
„ Horsefly (built culverts and general repairs)	648 00
„ Hydraulic-Seven-mile (general repairs)	52 00
„ Little Lake-Quesnel Lake (general repairs)	78 75
„ Mud Lake (general repairs)	3 25
„ 150-Mile-Harpers Camp (general repairs)	1,214 38
„ 150-Mile-Spokin Lake (general repairs)	82 50
„ 158-Mile-Quesnel Forks (clearing, grading, and general repairs)	1,847 42
„ Quesnel Forks-Keithley (new work)	1,979 55
„ Seven-mile Creek (general repairs)	3 25
„ Soda Creek-Alexandria (general repairs)	1,420 49
„ Upper Horsefly (construction)	4,308 67
„ Williams Lake-Alkali (general repairs)	562 37
Trail—Keithley Creek (clearing, grading, etc.)	449 80
„ Keithley (Kangaroo Creek) (general repairs)	21 00
Bridge—Keithley Creek (general repairs)	7 00
Wintering horses	995 32
Assistant Engineer's car	30 90
Supervision	872 25
General supplies	2,386 09
Total	$ 29,088 68

Central Division.

Road—Antler Creek-Barkerville (general repairs)	$ 336 50
„ Baker's (general repairs)	52 50
„ Barkerville—Bulkhead (general repairs)	332 82
„ Barkerville-Fraser River (general repairs)	904 00
„ Barkerville-Fraser River Sleigh (general repairs)	409 50
„ Bear Lake-Indian Point (construction)	1,537 50
„ Cottonwood-Fraser River (general repairs)	26 00
„ Deacon's (general repairs and construction)	1,174 91
„ Dragon Lake (general repairs and construction)	10 50
„ Kersley-Dale's Landing (general repairs)	47 50
„ Kersley-Beavermouth (general repairs)	196 00
„ Lowhee-Jack of Clubs (general repairs)	82 50
„ Main Trunk (maintenance)	7,724 89
„ Mud Hill (general repairs)	148 00
„ McLean's (general repairs)	199 50
„ Ormheim's-Little Cottonwood (general repairs)	105 00
„ Quesnel-Alexandria (general repairs)	562 00
„ Quesnel-Blackwater (general repairs)	259 51
„ Quesnel-Cottonwood (construction)	2,118 89
„ Quesnel-Nazko (construction and repairs)	5,398 28
„ Quesnel-Quesnel Forks (general repairs)	6,917 21
„ Stouts Gulch (general repairs)	127 50
„ Ferry Creek (general repairs)	263 00
„ Winter (shovelling snow and general repairs)	1,340 50
Carried forward	$ 30,274 51

Brought forward	$ 30,274 51

CARIBOO DISTRICT—*Concluded.*

Central Division—Concluded.

Trail—Cottonwood-Willow River (general repairs)	26 00
„ Hixon Creek (general repairs)	87 00
„ Stony Lake (general repairs)	36 00
„ Willow River (general repairs)	194 00
Street—Quesnel (general repairs)	110 94
Bridge—Alexandria-Bridge Road	50 00
Barn—Quesnel	4 65
Fencing—Block 55	34 56
Wintering horses	492 64
Assistant Engineer's car	561 68
Supervision	1,586 75
General supplies	6,333 51
Total	$ 39,792 24
Grand total	$122,580 93

CHILLIWACK DISTRICT. (Vote 145—$33,300.)

Road—Abbotsford-East Yale (general repairs)	$ 268 90
„ Abbotsford-Huntingdon (general repairs)	566 90
„ Abbotsford-Riverside (grading and general repairs)	1,399 99
„ Abbotsford-Townsite (laying drain, building sidewalk, and general repairs)	2,511 86
„ Abbotsford-West Yale (laying drain, building sidewalk, and general repairs)	2,736 83
„ Aberdeen (general repairs)	606 40
„ Chilliwack River (general repairs)	1,189 25
„ Clayburn-Straiton (general repairs)	315 58
„ Columbia Valley (general repairs)	915 20
„ Delair (general repairs)	302 50
„ Dennison (general repairs)	133 70
„ Ford (general repairs)	76 00
„ Gifford Siding (general repairs)	68 93
„ Huntingdon Townsite (general repairs)	828 26
„ Marsh (general repairs)	518 83
„ Matsqui-Mount Lehman (general repairs)	1,476 50
„ Mount Lehman Trunk (general repairs)	302 20
„ O'Hearn (general repairs)	446 45
„ Page (general repairs)	418 65
„ Peardonville (general repairs)	460 00
„ Ross (general repairs)	221 25
„ Sumas (general repairs)	526 90
„ Vedder Mount Quarry (rock crushed, waste removed, etc.)	1,730 43
„ Vye (general repairs)	1,266 85
„ Wade's Landing (general repairs)	634 15
„ White (general repairs)	464 00
„ Yale-Chilliwack-Rosedale (general repairs)	3,506 06
„ Yale-Chilliwack-Vedder (general repairs)	1,542 15
„ Yale-Rosedale (east) (general repairs)	103 60
„ Yale-Vedder-Prairie (general repairs)	2,734 05
„ Yale-Vedder Mountain-Wye (general repairs)	1,417 82
Carried forward	$ 29,690 19

Brought forward	$ 29,690 19

CHILLIWACK DISTRICT—*Concluded.*

Street—Huntingdon	407 90
Bridge—McDougald	33 00
Supervision	2,916 11
General supplies	165 72
Total	$ 33,212 92

COLUMBIA DISTRICT. (Vote 146—$36,000.)

Road—Athalmer-Toby Creek (general repairs)	$ 1,071 50
„ Athalmer and vicinity (maintenance)	510 41
„ Athalmer-Wilmer (general repairs)	16 50
„ Banff-Windermere (general repairs)	84 00
„ Bench-Beard's Creek (new work and general repairs)	1,752 50
„ Bench-19-Mile Post (general repairs)	350 75
„ Blaeberry (maintenance)	654 80
„ Campbell (cleared, grubbed, etc., new culverts)	2,619 30
„ Canal Flats (general repairs)	1,369 00
„ Donald-Blaeberry (general repairs)	58 20
„ Dutch Creek-Canal Flats, Main (general repairs)	190 00
„ Dutch Creek Hill-Fairmont, Main (general repairs)	326 50
„ Dutch Creek (general repairs)	159 35
„ Findlay Creek (general repairs)	247 50
„ Giant Mine (general repairs)	80 25
„ Golden Benches (new road)	689 56
„ Golden-Donald (general repairs)	959 65
„ Golden and vicinity (building sidewalks and general repairs)	2,158 69
„ Horse Thief Creek (general repairs)	294 50
„ Invermere and vicinity (new work)	611 05
„ Kettleson (cleared and graded)	150 00
„ Kootenay Valley (general repairs)	108 00
„ Main Trunk (east side) (cleared, grubbed, graded, etc.)	6,767 19
„ Main Trunk (west side) (general repairs)	817 00
„ Moberly-Bench (new work)	1,085 10
„ Moberly-Donald (built 7 log culverts and general repairs)	2,129 25
„ No. 2 Creek (general repairs)	549 50
„ No. 3 Creek (general repairs)	131 50
„ Pinehurst (general repairs)	52 50
„ Red Rock (general repairs)	156 50
„ South Brisco (cleared, grubbed, and general repairs)	499 10
„ Stoddart's Creek (general repairs)	10 00
„ Toby Creek (repairs)	1,027 55
„ Upper Columbia Lake (east side) (general repairs)	70 50
„ Wilmer (ditched and general repairs)	196 00
„ Windermere Lake (east) (general repairs)	3 75
„ Windermere Lake (west) (general repairs)	46 00
„ Windermere and vicinity (general repairs)	77 70
Trail—Boulder Creek (cleared out)	525 00
„ Bugaboo (cleared out)	22 50
„ Canoe River (general repairs)	192 00
„ Kootenay (cleaned out and widened)	21 00
„ Porcupine (cleaned out)	99 00
„ Spillimacheen (cleaned out)	350 70
Carried forward	$ 29,291 15

Brought forward	$ 29,291 15

COLUMBIA DISTRICT—*Concluded.*

Trail—Taggart's (general repairs)	60 00
„ Toby Creek (North Fork) (general repairs)	60 00
„ Vermont Creek (general repairs)	428 00
„ Wait-a-bit (general repairs)	216 95
Rent—Tool-shed at Wilmer	15 00
Supervision	3,389 30
General supplies	2,225 97
Total	$ 35,686 57

COMOX DISTRICT. (Vote 147—$59,500.)

Northern Division.

Road—Cache Creek-Shushartie (built 10 culverts and general repairs)	$ 2,220 25
„ Cortes Island (cleared, grading, and built 4 culverts)	1,439 45
„ Grief Point-Powell River (clearing, grading, etc.)	3,450 00
„ Hardy Bay-Coal Harbour (general repairs)	225 00
„ Hardy Bay-Kains Lake (built 10 culverts, clearing, grading, and general repairs)	2,297 25
„ Hardwick Island (general repairs)	150 00
„ Jackson Bay (general repairs)	199 99
„ Lot 240, Powell Lake (general repairs)	204 00
„ Lund-Malaspina (general repairs)	317 50
„ Lund-Powell River (clearing, grading, gravelling, etc.)	5,313 50
„ Malcolm Island (general repairs)	831 00
„ Mary Island (general repairs)	109 50
„ Nahwitte (general repairs)	229 00
„ Nimpkish River-Lundquist's (general repairs)	699 76
„ Okeover Arm (general repairs)	118 00
„ Port Harvey (general repairs)	98 00
„ Powell Lake-Olsen Lake (built 24 culverts, clearing, grading, etc.)	1,102 25
„ Powell River-Cranberry Lake (general repairs)	109 00
„ Powell River Wharf and approach (general repairs)	473 00
„ Read Island (general repairs)	209 30
„ Salmon River (built 5 culverts, clearing, grading, etc.)	2,514 60
„ Savary Island (general repairs)	299 95
„ Shoal Bay-Bickley Bay (general repairs)	200 00
„ Thunder Bay-Roberts (general repairs)	150 00
Supervision	2,295 45
General supplies	508 93
Total	$ 25,764 68

Southern Division.

Road—Anderton (general repairs)	$ 391 50
„ Back (general repairs)	177 50
„ Bagot (general repairs)	20 00
„ Block 33, Nelson District (general repairs)	4 50
„ Buker's (general repairs)	39 00
„ Burns and Parkin (general repairs)	154 00
„ Butcher's (general repairs)	50 00
„ Cape Mudge (general repairs)	166 00
„ Comox-John Hardy (general repairs)	68 00
Carried forward	$ 1,070 50

Brought forward		$ 1,070 50

COMOX DISTRICT—*Continued.*

Southern Division—Continued.

Road—	Comox Hospital (general repairs)	357 00
„	Courtenay-Comox (built 3 culverts, filling in, and general repairs)	367 43
„	Cove (general repairs)	83 00
„	Cowie, J. (general repairs)	14 00
„	Cowie, Alex. (general repairs)	73 00
„	Creech (general repairs)	324 50
„	Cross at Bridges (general repairs)	6 00
„	Cross at Grieve and Renison's (general repairs)	33 00
„	Cross at Hodgson's (general repairs)	53 50
„	Cross at Ryan's (general repairs)	48 00
„	Cross at Smith's (general repairs)	16 50
„	Cumberland-Comox Lake (general repairs)	3 70
„	Cumberland-Courtenay (general repairs)	316 00
„	Cumberland-No. 7 Mine (general repairs)	889 70
„	Cumberland-Roy (general repairs)	117 00
„	Curren's (general repairs)	79 50
„	Dominion Island (general repairs)	900 05
„	Drew Harbour (general repairs)	60 00
„	Fraser and Harrigan (general repairs)	4 00
„	Ginsberg (general repairs)	105 00
„	Gowland Harbour (general repairs)	108 50
„	Hawkins and McCluskey (general repairs)	16 50
„	Higgins and Knight (general repairs)	68 00
„	Hornby Island (general repairs)	20 75
„	Huband (general repairs)	82 50
„	Joyce, A. (general repairs)	26 50
„	Kirby, A. (general repairs)	21 00
„	Lawrence and Biscoe (general repairs)	72 50
„	Lever's (general repairs)	36 00
„	Little River (general repairs)	573 50
„	Lisk and Heriot Bay (general repairs)	72 00
„	Lot 17 (general repairs)	9 00
„	Lot 190 (general repairs)	17 00
„	Main (general repairs)	232 75
„	Main (east) (general repairs)	85 50
„	Main (west) (general repairs)	74 50
„	Marsden and Kilpatrick (general repairs)	378 00
„	Milligan and Parkin (general repairs)	247 50
„	Minto School (general repairs)	158 50
„	Muir and Hawkins (general repairs)	68 00
„	McDonald's (general repairs)	33 00
„	McQuillan-Piercy (general repairs)	36 50
„	Ole Bristol (general repairs)	21 00
„	Radford (general repairs)	125 00
„	Ryan-Hudson (general repairs)	33 00
„	Sackville (general repairs)	36 00
„	Sandwick-Bridges (general repairs)	407 25
„	Scott's (general repairs)	71 50
„	Sharpe-Moore (general repairs)	34 00
„	Simonds (general repairs)	58 00
„	Stewart-Cameron (general repairs)	11 00
Carried forward		$ 8,156 13

Brought forward	$ 8,156 13

COMOX DISTRICT—*Concluded.*

Southern Division—Concluded.

Road—Stillwater-Scotch Fir (general repairs)	49 50
„ Strachan's (general repairs)	18 00
„ St. John's Point (general repairs)	220 50
„ Subdivision, Section 33, Union Bay (general repairs)	671 20
„ Terrance (general repairs)	303 50
„ Valdes Island (general repairs)	1 10
„ Victoria-Campbell River (Grantham, Section 79B) (general repairs)	721 75
„ Victoria-Campbell River (Grantham, Section 79C) (general repairs)	984 97
„ Victoria-Campbell River (Oyster and Campbell River, Section 79A) (3 culverts built and general repairs)	2,549 90
„ Victoria-Campbell River (Qualicum, Section 79F) (2 culverts built, clearing, grading, etc.)	2,698 30
„ Victoria-Campbell River (Section 79D) (general repairs)	629 35
„ Victoria-Campbell River (Union Bay, Section 79E) (10 culverts built, clearing, grading, etc.)	2,058 50
„ Williams	149 00
„ Woods (general repairs)	25 00
Trail—Lake (general repairs)	310 00
„ Lake-No. 7 Mine (general repairs)	710 00
„ Lake-Power-house (general repairs)	52 00
„ Rheimbault's (general repairs)	36 00
„ School (general repairs)	40 50
Supervision	3,640 78
General supplies	1,531 96
Total	$ 25,557 94
Grand total	$ 51,322 62

COWICHAN DISTRICT. (Vote 148—$33,300.)

Road—Bazzett (general repairs)	$ 170 25
„ Bawdon and Vaux (general repairs)	130 40
„ Bear Valley (general repairs)	140 75
„ Bench (general repairs)	122 30
„ Butt (general repairs)	10 00
„ Cameron-Taggart (general repairs)	150 50
„ Carvell-Jackson (general repairs)	100 75
„ Cavin (general repairs)	100 00
„ Chapman (new) (general repairs)	308 25
„ Chapman (old) (general repairs)	101 10
„ Cherry Point (general repairs)	160 00
„ Cobble Hill School-house (general repairs)	320 45
„ Coleman (general repairs)	54 00
„ Cowichan Lake (built 6 culverts, clearing, grading, etc.)	3,059 15
„ Cowichan Lake Landing (general repairs)	20 00
„ Cowichan Lake (north shore) (general repairs)	153 00
„ Cowichan Lake (south shore) (built 7 culverts, grubbing, filling in, etc.)	1,135 50
„ Cowichan River (general repairs)	168 30
„ Devin and McLay (general repairs)	69 00
„ Deloume (general repairs)	52 00
Carried forward	$ 6,525 70

Brought forward	$ 6,525 70

COWICHAN DISTRICT—*Continued.*

Road—Dighton (general repairs)	39 00
„ Duncan-Sahtlam (general repairs)	40 00
„ Fisher (general repairs)	1,382 25
„ Glenora Cross (general repairs)	98 01
„ Grant and Dick (general repairs)	64 00
„ Halhead (general repairs)	169 50
„ Hall and Hawkins (general repairs)	23 50
„ Hillbank (general repairs)	54 50
„ Howie (general repairs)	51 00
„ Hopkins and Swamp (general repairs)	80 85
„ Indian (general repairs)	249 75
„ Koksilah Flats (general repairs)	212 10
„ Koksilah Mines (general repairs)	114 40
„ Koksilah Riverside (general repairs)	379 31
„ La Fortune (general repairs)	82 50
„ Lakeside (general repairs)	330 25
„ Livingston and Dingwall (general repairs)	74 50
„ Manley (general repairs)	200 00
„ Marchmont (general repairs)	50 00
„ Marshall (general repairs)	75 50
„ Menzies (general repairs)	24 00
„ Miller (general repairs)	124 05
„ Mountain (general repairs)	97 50
„ Mount Sicker-Somenos (general repairs)	24 75
„ McKinley-Doupe (general repairs)	140 50
„ Neel's (general repairs)	43 00
„ Nightingale (general repairs)	207 00
„ Old Koksilah (built 5 culverts and general repairs)	1,264 40
„ Old School-house (general repairs)	186 65
„ Old Victoria (general repairs)	850 05
„ Pannell (general repairs)	38 50
„ Parker (general repairs)	28 50
„ Phipps (general repairs)	59 70
„ Riverside Drive (general repairs)	150 50
„ Rowe's (general repairs)	25 00
„ Sahtlam (general repairs)	252 00
„ Shawnigan Lake (general repairs)	561 25
„ Sheppard (general repairs)	197 75
„ Sherman (general repairs)	127 00
„ Spears (general repairs)	15 20
„ Soole (general repairs)	26 00
„ Telegraph (general repairs)	483 00
„ Thain (general repairs)	103 00
„ Victoria-Campbell River (built 11 culverts, clearing, cribbing, and gravelling)	9,280 59
„ Waters (general repairs)	240 35
„ Wilder (general repairs)	28 00
„ Wilson's (general repairs)	159 20
Trail—Cheewal River-Clo-oose (general repairs)	78 75
„ Clo-oose-Nitinat Lake (general repairs)	245 50
„ Silver Mine (general repairs)	314 80
„ Tatlis-Banfield-Clo-oose (general repairs)	30 00
Carried forward	$ 25,703 11

Brought forward	$ 25,703 11

Cowichan District—*Concluded.*

Supervision	1,754 95
General supplies	52 15
Total	$ 27,510 21

Cranbrook District. (Vote 149—$41,000.)

Road—Bull River-Fort Steele (repairs after wash-out)	$ 917 50
„ Cranbrook (adjacent to City) (clearing, grading, ditching, and gravelling)	1,810 40
„ Cranbrook-Fort Steele (culverts, excavating earth, grading, etc.)	4,000 00
„ Cranbrook-Fort Steele via Mission (excavating rock and general repairs)	1,000 00
„ Cranbrook-Gateway (general repairs)	875 84
„ Cranbrook-Morris and Baker (general repairs)	250 00
„ Cranbrook-McClure's and Kingsmill (general repairs)	400 00
„ Cranbrook-St. Mary River (general repairs)	500 00
„ Cranbrook-Wycliffe (3 culverts built, graded and gravelled)	5,133 28
„ Fort Steele-Canal Flats (filling wash-out and clearing out timbers)	772 50
„ Four-mile Creek-Ranchers (general repairs)	500 00
„ Kimberley-Cherry Creek (general repairs)	200 00
„ Main Trunk (Cranbrook-Moyie) (built 5 culverts, cleared, grubbed, and gravelled)	1,888 79
„ Main Trunk (Moyie-Goatfell) (built 1 culvert, cleared, grubbed, and gravelled)	2,000 00
„ Main Trunk (Wardner-Cranbrook) (built 2 culverts, cleared, grubbed, and gravelled)	1,347 78
„ Maycock Settlement (general repairs)	774 13
„ Marysville - Kimberley - Sullivan Mine (built 9 culverts, cleared, grubbed, and gravelled)	3,641 67
„ Marysville-St. Mary Lake (general repairs)	1,000 00
„ Mission-Marysville (general repairs)	250 00
„ Mission-Perry Creek (general repairs)	100 00
„ Mission-Wasa (general repairs)	755 00
„ New-Four-mile Creek (general repairs)	331 45
„ Perry Creek-Crofters (built 9 culverts and general repairs)	1,000 00
„ St. Mary Settlement (general repairs)	1,457 04
„ Waldo Bridge-Gateway (general repairs)	288 05
„ Wardner-Gateway (general repairs)	200 00
„ Wasa-Skookumchuck (general repairs)	174 50
„ Wattsburg-Weaver Creek (general repairs)	219 00
„ Westport-Chamming's Island (general repairs)	433 00
„ Wycliffe-Cherry Creek (general repairs)	500 00
„ Wycliffe-Marysville (general repairs)	500 00
„ Yahk-Meadow Creek (built 6 culverts, grubbed and gravelled)	1,000 00
„ Yahk-Kingsgate (filled in wash-outs)	146 00
Trail—Fish Lake (clearing and general repairs)	129 25
„ Manchester Creek (general repairs)	69 50
„ Pekin up Moyie River (general repairs)	146 00
„ Shorty Creek (clearing and grubbing)	121 00
„ St. Mary's (North Fork) (general repairs)	90 00
„ St. Mary's (Main) (general repairs)	265 00
Carried forward	$ 35,186 68

Brought forward	$ 35,186 68

CRANBROOK DISTRICT—*Concluded.*

Trail—Whitefish (general repairs)	36 00
Streets—Marysville (built sidewalk, etc.)	234 26
„ Moyie (ditching and gravelling)	410 93
„ Wardner (sidewalk)	42 34
Supervision	2,644 54
General supplies	885 59
Total	$ 39,440 34

DELTA DISTRICT. (Vote 150—$22,500.)

Road—Hjorth (general repairs)	$ 745 55
„ Interprovincial Highway (general repairs)	5,350 79
„ Johnston (widening and general repairs)	2,122 80
„ Kensington and Mud Bay (general repairs)	200 50
„ Marine Drive (general repairs)	71 00
„ Ocean Park and White Rock (general repairs)	2 45
„ Pacific Highway (general repairs)	5,011 68
„ River (general repairs)	679 25
„ Settlers (general repairs)	4,452 27
„ Yale (general repairs)	1,077 42
Supervision	1,900 83
General supplies	100 20
Total	$ 21,714 74

DEWDNEY DISTRICT. (Vote 151—$68,500.)

Road—Agassiz-Rosedale Ferry (general repairs)	$ 23 00
„ Barker (general repairs)	213 00
„ Burns (general repairs)	54 00
„ Clark (general repairs)	249 10
„ Coast Meridian (general repairs)	51 00
„ Dewdney Trunk, Section 1 (general repairs)	3,417 48
„ Dewdney Trunk, Section 2 (oiled, sanded, grading, and general repairs)	5,130 90
„ Dewdney Trunk, Section 3 (general repairs)	3,004 75
„ Dewdney Trunk, Section 4 (grading, etc., and general repairs)	6,302 21
„ Dewdney Trunk, Section 5 (grading, etc., and general repairs)	6,287 70
„ Dewdney Trunk, Section 6 (clearing, grading, gravelling, and general repairs)	9,364 18
„ Dewdney Trunk, Section 7 (clearing, grading, gravelling, and general repairs)	1,711 16
„ Dewdney Trunk, Section 8 (clearing, grading, gravelling, and general repairs)	1,333 58
„ Dewdney Trunk, Section 9 (general repairs)	154 50
„ Hammond (general repairs)	43 75
„ Hammond Front (general repairs)	209 00
„ Haney Front (general repairs)	602 45
„ Hatzic Front (general repairs)	589 69
„ Hatzic Prairie (general repairs)	367 87
„ Hatzic Prairie-Sylvester (general repairs)	154 63
„ Homesteader's (general repairs)	145 25
Carried forward	$ 39,409 20

Brought forward	$ 39,409 20

DEWDNEY DISTRICT—*Concluded.*

Road—Hyde and Barker (general repairs)	333 20
„ Ioco (general repairs)	126 00
„ Island (general repairs)	18 00
„ Johnston (general repairs)	63 85
„ Manson (general repairs)	208 85
„ Mission-Stave (general repairs)	719 00
„ Mission Townsite (general repairs)	5,338 08
„ Morrow and Riley (general repairs)	45 00
„ McDonald (general repairs)	449 75
„ McIntyre (general repairs)	428 25
„ McNeil, Rannie, and Campbell (general repairs)	445 55
„ Neaves (general repairs)	35 00
„ Newton (general repairs)	573 18
„ Nicomen Island (general repairs)	665 80
„ Pickles (general repairs)	1,486 89
„ Pitt River (general repairs)	46 30
„ Pitt River (south) (general repairs)	451 35
„ Sharpe (general repairs)	112 75
„ Shook and McEwan (general repairs)	1,148 30
„ Silverdale (general repairs)	844 26
„ Smith (general repairs)	33 00
„ Thompson (general repairs)	195 00
„ Townline (general repairs)	679 91
„ Upper Pitt Valley (general repairs)	662 26
„ Whonnock Front (general repairs)	1,243 77
„ Wilson (general repairs)	303 75
Trail—Belcarra (general repairs)	15 00
„ Gilley's (clearing, grading, and general repairs)	1,288 85
„ Sunnyside (clearing, grading, and general repairs)	1,870 45
Streets—Melville, Port Hammond Townsite (ditching and general repairs)	222 55
Bridge—Pitt River (general repairs)	357 17
Ferry—Pitt River (general repairs)	8 35
Fee for land—Department of Indian Affairs (Sumas Reserve)	5 00
Log-jam—North Lillooet River	150 00
Accident—Accident to Geo. Hallam	1,690 75
Supervision	2,529 93
General supplies	717 79
Total	$ 64,922 09

ESQUIMALT DISTRICT. (Vote 152—$36,000.)

Road—Admiral's (general repairs)	$ 22 50
„ Atkins (general repairs)	101 50
„ Belmont (general repairs)	82 30
„ Bennett, John (general repairs)	62 00
„ Blanchard (general repairs)	30 00
„ Burnside (general repairs)	39 50
„ Copley's (clearing and general repairs)	442 05
„ Colwood (general repairs)	798 45
„ Craigflower (general repairs)	438 50
„ Dalmaine (general repairs)	13 25
Carried forward	$ 2,030 05

Brought forward	$ 2,030 05

ESQUIMALT DISTRICT—*Continued.*

Road—Deloume (general repairs)	135 75
„ Duke's (general repairs)	65 25
„ East Sooke (clearing, grading, slashed brush, etc.)	1,888 50
„ Elliott's (general repairs)	129 00
„ Finlayson's Arm (general repairs)	458 00
„ Fisher's (general repairs)	39 50
„ Fitzgerald's (built 16 culverts and general repairs)	3,142 93
„ Fulton's (general repairs)	50 00
„ Gillespie (general repairs)	153 00
„ Glen Lake (general repairs)	279 00
„ Glinz (general repairs)	459 00
„ Goldstream (general repairs)	170 75
„ Goldstream Cross (general repairs)	339 20
„ Gordon River (general repairs)	469 25
„ Grant's (general repairs)	43 00
„ Gray's (general repairs)	50 00
„ Happy Valley (general repairs)	166 70
„ Happy Valley Cross (general repairs)	62 50
„ Harman's (general repairs)	375 25
„ Hart's (general repairs)	930 45
„ Helgesen's (general repairs)	23 00
„ Helmcken (general repairs)	12 00
„ Hughes (general repairs)	172 75
„ Island (general repairs)	49 00
„ Jordan River (general repairs)	495 50
„ Lighthouse (general repairs)	225 50
„ Lomax (general repairs)	25 00
„ Miller's (general repairs)	3 00
„ Metchosin (general repairs)	277 95
„ Metchosin Cross (general repairs)	228 00
„ Millstream (general repairs)	717 43
„ Millstream Lake (general repairs)	137 25
„ Munn's (general repairs)	211 75
„ Muir Creek (general repairs)	1,187 65
„ McNights (general repairs)	31 35
„ Neild's (general repairs)	30 00
„ Otter Point (general repairs)	270 70
„ Pachena Island (general repairs)	27 00
„ Pascoe (general repairs)	30 00
„ Pears (general repairs)	31 00
„ Phillips (general repairs)	183 00
„ Poirier's (general repairs)	186 70
„ Providence (general repairs)	147 00
„ Quarantine (general repairs)	100 00
„ Rocky Point (graded roadside, cut windfalls, and general repairs)	881 30
„ Rogers (general repairs)	133 50
„ Ross (general repairs)	446 25
„ San Juan (east) (widened 4,000 feet, filled in wash-out, etc.)	781 84
„ San Juan (west) (general repairs)	320 35
„ San Juan (south) (general repairs)	89 50
„ Shawnigan (general repairs)	63 00
„ Sawyer (general repairs)	50 00
Carried forward	$ 18,993 35

Brought forward	$ 18,993 35

Esquimalt District—*Concluded.*

Road—Shield's (general repairs)	150 00
„ Shirley (general repairs)	328 00
„ Sooke (built 12 culverts, grading, clearing, cribbing, etc.)	3,237 50
„ Sooke River (general repairs)	449 25
„ Sooke (west) (general repairs)	923 32
„ Station (general repairs)	79 60
„ Taylor (general repairs)	30 00
„ Thetis Lake (general repairs)	308 75
„ Vancouver Island Trunk (filling in, cribbing, and general repairs)	3,182 45
„ Victoria-Campbell River (general repairs)	2,267 80
„ Whittaker (general repairs)	150 00
„ Willow Grouse (general repairs)	42 50
„ Wooten (general repairs)	114 80
„ Wright's (general repairs)	630 40
Trail—Julius Barren (general repairs)	188 00
„ Wilson Island (general repairs)	27 00
Avenue—French (general repairs)	232 75
„ Leigh (general repairs)	201 10
„ Muir (cut out windfalls)	5 00
„ Wood (general repairs)	106 00
Supervision	3,152 75
General supplies	1,187 16
Total	$ 35,999 48

Fernie District. (Vote 153—$41,000.)

Road—Baynes Lake Estate (general repairs)	$ 211 00
„ Bull River-Fort Steele (new work and general repairs)	1,112 00
„ Bull River Falls (general repairs)	37 00
„ Corbin-Flathead Valley (general repairs)	1,263 00
„ Elk Valley (general repairs)	1,115 45
„ Elkmouth-Gateway (general repairs)	906 50
„ Elko-Baynes Lake (general repairs)	41 00
„ Elko-Jaffray (general repairs)	344 00
„ Elko-Morrissey (general repairs)	1,824 00
„ Elko-Roosville (general repairs)	2,201 06
„ Elko-Waldo (general repairs)	359 00
„ Fernie Annex (general repairs)	1,281 80
„ Fernie-Cedar Valley (general repairs)	44 50
„ Fernie-Coal Creek (general repairs)	1,037 90
„ Fernie-Hosmer (general repairs)	6,756 25
„ Fernie-Morrissey (general repairs)	3,676 25
„ Flagstone-Indian Village (general repairs)	54 00
„ Flathead Valley (general repairs)	23 00
„ Fort Steele-Canal Flats (general repairs)	320 75
„ Fort Steele-Wild Horse (general repairs)	250 00
„ Gateway Ferry (general repairs)	106 00
„ Hosmer-Michel (general repairs)	457 50
„ Jaffray-Wardner (general repairs)	121 00
„ Michel-Crowsnest (general repairs)	3,230 75
„ Michel Prairie (south) (general repairs)	348 50
Carried forward	$ 27,122 21

Brought forward	$ 27,122 21

FERNIE DISTRICT—*Concluded.*

Road—Wardner-Bull River (general repairs)	364 50
„ Waldo-Flagstone (general repairs)	33 00
„ Waldo-Gateway (general repairs)	636 46
„ Wardner-Waldo (general repairs)	110 00
„ West Fernie (general repairs)	1,606 05
Streets—Fort Steele (general repairs)	133 00
„ Hosmer (general repairs)	219 00
„ Michel (general repairs)	597 65
„ Natal (general repairs)	454 15
Log-jam—Elk River (general repairs)	23 75
Supervision	2,054 31
General supplies	914 32
Total	$ 34,268 40

GRAND FORKS DISTRICT. (Vote 154—$28,800.)

Road—Anaconda-Wellington (general repairs)	$ 93 00
„ Bear Creek-Pass Creek (general repairs)	125 00
„ Cascade-Fife (general repairs)	697 80
„ Cascade-Laurier (general repairs)	50 00
„ Cascade-Paulson (general repairs)	215 55
„ Central Camp-Spencer (general repairs)	100 00
„ Christian Lake (west side) (general repairs)	110 75
„ Deep Creek-Boundary (general repairs)	341 50
„ English Cove-Head of Lake (general repairs)	394 00
„ Fife-Christian Lake (general repairs)	90 00
„ Fourth of July-Phoenix (general repairs)	150 00
„ Granby Addition-Phoenix (general repairs)	31 50
„ Grand Forks-Cascade (south) (cribbing, excavating, filling in, and general repairs)	163 00
„ Grand Forks-Cascade (north) (cribbing, excavating, filling in, and general repairs)	3,805 40
„ Grand Forks-Carson (north) (cribbing, excavating, filling in, and general repairs)	1,531 65
„ Grand Forks-Carson (south) (general repairs)	402 50
„ Grand Forks-Eholt (general repairs)	242 20
„ Grand Forks-Franklin (excavating rock and general repairs)	9,369 10
„ Grand Forks-Hardy Mountain (general repairs)	83 75
„ Grand Forks-Pass Creek (general repairs)	371 25
„ Grand Forks-Summit City (general repairs)	2,097 75
„ Hartford Junction-Boundary-line (general repairs)	57 00
„ Moody Creek-Cascade (general repairs)	202 00
„ Morrissey Creek (west) (general repairs)	74 10
„ Norway Mountain-Paulson (general repairs)	147 75
„ Phoenix-Greenwood (north) (general repairs)	218 40
„ Phoenix-Greenwood (south) (general repairs)	36 00
„ Summit City-Phoenix (general repairs)	2,090 66
„ Sutherland Creek-Fife (general repairs)	373 50
„ Will Creek-Grand Forks (general repairs)	324 95
Trail—No. 3 (general repairs)	60 00
Carried forward	$ 24,050 06

Brought forward	$ 24,050 06

GRAND FORKS DISTRICT—*Concluded.*

Approaches—Gilpin Bridge	553 90
Supervision	1,936 43
General supplies	458 60
Total	$ 26,998 99

GREENWOOD DISTRICT. (Vote 155—$19,800.)

Road—Anaconda-No. 7 Mine (general repairs)	$ 285 25
„ Boundary Creek (1 culvert and general repairs)	254 00
„ Boundary Creek-Kettle River (general repairs)	97 00
„ Carron (grading and general repairs)	950 59
„ Deadwood-Copper Creek (11 culverts built, clearing, excavating, and gravelling)	3,060 95
„ East side of Kettle River (general repairs)	584 15
„ Eholt-Summit (4 culverts built and general repairs)	1,066 20
„ Greenwood-Eholt (6 culverts and general repairs)	1,832 95
„ Greenwood-Midway (general repairs)	1,056 78
„ Greenwood-Phoenix (general repairs)	758 50
„ Ingram Creek (general repairs)	720 73
„ Kerr Creek (general repairs)	271 50
„ Long Lake-Jewell Mine (general repairs)	93 00
„ Lynn Creek (general repairs)	1,031 60
„ Main Kettle River (general repairs)	932 55
„ Midway-Rock Creek (gravelling and general repairs)	2,030 99
„ Myers Creek (general repairs)	447 10
„ McCarren Creek (general repairs)	675 60
„ Nicholson Creek (general repairs)	717 50
„ Phoenix-Greenwood (general repairs)	31 00
„ Twin Creek (general repairs)	312 25
River-protection—West Fork, Kettle River (general repairs)	105 50
Supervision	1,407 85
General supplies	578 09
Total	$ 19,301 63

ISLANDS DISTRICT. (Vote 156—$27,000.)

Gabriola Island.

Road—East (general repairs)	$ 59 00
„ Easthom (general repairs)	746 00
„ Main (south) (general repairs)	488 50
„ Silver-Law (general repairs)	49 00
„ South Centre (general repairs)	251 50
„ Taylor Bay (general repairs)	252 00
„ West (general repairs)	40 50
General supplies	60 41

Galiano Island (North).

Road—Main (north) (general repairs)	517 00
„ Main (south) (general repairs)	75 00
„ McClure's (general repairs)	98 50
„ North Galiano Pass (general repairs)	176 50
Carried forward	$ 2,813 91

Brought forward	$ 2,813 91

ISLANDS DISTRICT—*Continued.*

Galiano Island (North)—Concluded.

Road—Wharf (general repairs)	132 50
Trail—North (general repairs)	35 00
„ Retreat Cove (general repairs)	202 00
General supplies	196 60

Galiano Island (South).

Road—Main (clearing, grading, and general repairs)	621 50
Trail—Bluff (general repairs)	238 50
„ Bural (general repairs)	249 00
„ North End (general repairs)	156 00
General supplies	105 73

Mayne Island.

Road—David (general repairs)	66 50
„ Deacon's (general repairs)	85 50
„ Gallagher's (general repairs)	48 00
„ Horton Bay (general repairs)	109 00
„ Main (general repairs)	359 50
„ Point Comfort (general repairs)	193 00
„ Village Bay (general supplies)	155 50
General supplies	60 60

North Saanich.

Road—Admiral's (general repairs)	21 00
„ Amelia (general repairs)	7 00
„ Arbutus (general repairs)	145 00
„ Beauford (general repairs)	15 25
„ Birch (general repairs)	313 50
„ Breed's (general repairs)	62 50
„ Bullen's (general repairs)	100 25
„ Centre (general repairs)	351 50
„ Clayton (new) (general repairs)	56 00
„ Cross (general repairs)	13 00
„ Davis (general repairs)	159 00
„ Deep Cove (clearing, grading, and general repairs)	647 46
„ Deep Cove (new) (removing logs, blasting, and burning stumps, etc.)	526 50
„ Downey's (new) (general repairs)	122 50
„ Downey's (old) (general repairs)	136 50
„ Downey's (front) (general repairs)	41 00
„ East (grading, grubbed, and general repairs)	1,058 02
„ Horth's Cross (general repairs)	80 00
„ Indian Village (general repairs)	10 00
„ Marine Drive (general repairs)	210 52
„ Mount Newton (general repairs)	131 50
„ School Cross (general repairs)	7 62
„ West (general repairs)	351 73
Avenue or Street—Beacon (grading and general repairs)	269 75
„ „ Deacon (general repairs)	11 00
„ „ Fifth (general repairs)	67 10
„ „ Henry (general repairs)	76 25
„ „ Second (general repairs)	17 75
Carried forward	$ 10,837 54

Brought forward	$ 10,837 54

Islands District—*Continued.*

North Saanich—Concluded.

Avenue or Street—Sidney (general repairs)	23 50
„ „ Third (general repairs)	120 50
Sidewalks—Sidney	33 00
General supplies	530 25

Pender Island (North).

Road—Bedwell Harbour (general repairs)	284 50
„ Colston's (general repairs)	63 00
„ Deep Bay (grubbed, graded, and general repairs)	689 25
„ Port Washington (general repairs)	119 50
„ Wallace Point-Hope Bay (general repairs)	356 25
General supplies	44 70

Pender Island (South).

Road—Boulder (general repairs)	107 50
„ Eastside (general repairs)	18 00
„ Gordon's (general repairs)	51 00
„ Main (general repairs)	15 50
„ Razor Point (general repairs)	18 00
„ Spalding (general repairs)	318 50
General supplies	84 03

Pender Island (West).

Road—Davidson's (general repairs)	145 75
„ Hamilton (general repairs)	251 25
„ James Point (general repairs)	264 50
„ Otter Bay (general repairs)	244 00
„ Otter Bay-Port Washington (general repairs)	355 50
„ Port Washington (general repairs)	181 25
„ Simpson's (general repairs)	9 00
General supplies	62 40

Saltspring Island (North).

Road—Beddie (general repairs)	122 75
„ Bossman's (general repairs)	80 00
„ Broadwell (general repairs)	78 00
„ Canal (general repairs)	25 00
„ Collins and Crofter's (general repairs)	45 00
„ Cranberry (general repairs)	220 00
„ Divide (general repairs)	243 50
„ Dodd's (general repairs)	5 00
„ Fernwood (general repairs)	38 00
„ Le Page (general repairs)	10 00
„ Lower Ganges (general repairs)	286 50
„ Mansell's (general repairs)	155 00
„ McFadden's (general repairs)	10 00
„ New (general repairs)	250 00
„ Nobbs (general repairs)	30 00
„ North End (general repairs)	224 00
„ Rainbow (general repairs)	127 50
„ Robinson's (general repairs)	54 00
Carried forward	$ 17,212 42

Brought forward	$ 17,212 42

ISLANDS DISTRICT—*Concluded.*

Saltspring Island (North)—Concluded.

Road—Scott's (general repairs)	20 00
„ Toynbee (general repairs)	26 00
„ Tripp's (general repairs)	100 00
„ Upper Ganges (general repairs)	230 75
„ Vesuvius (general repairs)	207 00
„ Walker's Hook (general repairs)	48 00
General supplies	429 31

Saltspring Island (South).

Road—Beaver Point (grading, grubbing, and general repairs)	509 50
„ Burgoyne Bay (general repairs)	417 50
„ Cranberry (general repairs)	48 00
„ Cushion (general repairs)	42 00
„ Garner's (general repairs)	18 00
„ Hill and Brantford (general repairs)	200 00
„ Isabella Point (general repairs)	152 50
„ Lasseter's (general repairs)	28 00
„ New Mountain (general repairs)	955 50
General supplies	108 77

Saturna Island.

Road—Deep Bay (general repairs)	76 50
„ Payne (general repairs)	146 00
General supplies	86 70

Thetis Island.

Road—Andrews (general repairs)	103 00
„ Lawrence (general repairs)	20 00
„ Nixon (general repairs)	39 00
„ Thetis (general repairs)	373 00
„ Wharf (general repairs)	40 00
General supplies	18 70
Launch—"Starlight"	1,519 87
Supervision	1,719 75
General supplies	408 56
Total	$ 25,304 33

KAMLOOPS DISTRICT. (Vote 157—$72,000.)

Road—Adams Lake and District (general repairs)	$ 415 00
„ Albas (clearing and general repairs)	333 65
„ Barriere River District (clearing, grubbed, and excavating rock)	784 54
„ Benton-Fish Lake (general repairs)	137 07
„ Blind Boy-Eagle Bay (clearing, grading, and gravelling)	1,571 04
„ Bowie-Pitt-Malakwa (general repairs)	486 91
„ Bulman-Fraser-Palmer (general repairs)	233 50
„ Busc Meadows (general repairs)	282 08
„ Campbell-Chase (general repairs)	7 10
„ Campbell Creek (general repairs)	571 73
„ Campbell Meadows (general repairs)	241 25
„ Cannell (general repairs)	12 50
Carried forward	$ 5,076 37

Brought forward	$ 5,076 37

KAMLOOPS DISTRICT—*Continued.*

Road—Celista (cleared, grubbed, and general repairs)	1,260 85
„ Chase Creek (cleared, grubbed, and general repairs)	3,708 94
„ Chase-Squilax (general repairs)	41 50
„ Chase Town (general repairs)	856 64
„ Cherry Creek Station (general repairs)	25 00
„ China Valley (general repairs)	329 24
„ Clearwater (general repairs)	697 11
„ Coal Creek (general repairs)	127 25
„ Coal Creek-Sugar Loaf (general repairs)	40 77
„ Copper Creek (general repairs)	351 90
„ Copper Creek-C.N.R. Siding (general repairs)	157 00
„ Craigellachie (local) (general repairs)	318 45
„ Craigellachie-Taft (general repairs)	23 80
„ Douglas Lake-Grande Prairie (general repairs)	451 07
„ Ducks - Grande Prairie - Glenemma (cleared, graded, grubbed, and general repairs)	3,207 50
„ Duck Range (general repairs)	1,141 33
„ Duck Station-Disedero (general repairs)	50 00
„ Edith Lake (general repairs)	113 00
„ Five-mile Creek (general repairs)	387 50
„ Ferguson (general repairs)	250 00
„ Goose Lake (general repairs)	57 00
„ Hadlow (general repairs)	25 00
„ Harpers Camp (general repairs)	141 78
„ Harpers Valley (general repairs)	302 50
„ Hembre Mountain (general repairs)	243 50
„ Hudson Bay Gulch (general repairs)	31 30
„ Jackson (general repairs)	76 70
„ Kamloops-Nicola (cleared, graded, and general repairs)	1,272 70
„ Kamloops-Savona (general repairs)	726 84
„ Kamloops-Shuswap (general repairs)	1,252 79
„ Kamloops-Tranquille-Criss Creek (general repairs)	524 65
„ Lawder-Hawkins (general repairs)	42 00
„ Little Fort-Horse Lake (general repairs)	966 75
„ Lloyd Creek (general repairs)	140 00
„ Long Lake (built 12 culverts, cleared, grubbed, and general repairs)	1,192 37
„ Louis Creek (built 8 culverts and general repairs)	1,712 94
„ Malakwa (general repairs)	727 49
„ Malakwa-Craigellachie-Taft (general repairs)	259 40
„ Malakwa-Craigellachie (general repairs)	681 49
„ Malakwa-Tradgett (general repairs)	253 00
„ Mamete Lake (general repairs)	78 75
„ Martin's Prairie (general repairs)	407 65
„ Millard-Lazard (general repairs)	141 00
„ Moberley-Tappen (general repairs)	208 12
„ McLeod Range (fenced with barbed wire)	121 08
„ North Thompson (east side) (cleared, grubbed, and general repairs)	4,479 75
„ North Thompson (west side) (cleared, grubbed, and general repairs)	2,800 01
„ Notch Hill-Blind Boy-Greer (general repairs)	95 00
„ Notch Hill-Tappen (general repairs)	875 10
„ Notch Hill West-Squilax (general repairs)	262 50
„ One-mile Creek (general repairs)	172 00
Carried forward	$ 38,886 38

Brought forward	$ 38,886 38

KAMLOOPS DISTRICT—*Concluded.*

Road—Oxley Valley (general repairs)	97 80
„ Paxton Valley (general repairs)	350 95
„ Peterson-Betts (general repairs)	572 55
„ Quilchena-Minna Lake (general repairs)	51 00
„ Reserve Creek (general repairs)	920 56
„ Rose Hill (old) (general repairs)	135 00
„ Rose Hill (new) (general repairs)	665 58
„ Salmon Arm Municipality (general repairs)	96 86
„ Scotch Creek (general repairs)	584 50
„ Seymour Arm (general repairs)	321 95
„ Seymour River (general repairs)	104 00
„ Shuswap-Kault-Salmon Arm (general repairs)	281 29
„ Siwash Creek (general repairs)	257 25
„ Solsqua-Bowie-South Side of River (general repairs)	1,594 41
„ Solsqua-Bowie from Bridge across North Branch of Eagle River (general repairs)	143 00
„ Solsqua-Craigellachie-Taft (general repairs)	443 50
„ Solsqua-Samuelson (general repairs)	245 50
„ Solsqua-Sicamous (general repairs)	921 28
„ South Thompson (general repairs)	371 12
„ Squilax (general repairs)	53 00
„ Sullivan-Peacock (general repairs)	206 00
„ Sullivan Valley (general repairs)	51 37
„ Sullivan Valley and C.P.R. Siding (built 5 culverts, clearing, grading, etc.)	983 50
„ Summers Creek (built 6 culverts, clearing, grading, excavating)	2,343 05
„ Tappen-Carlin (general repairs)	253 50
„ Todd-Duck Meadow (general repairs)	187 66
„ Venn (general repairs)	13 00
„ Warren Creek (general repairs)	92 00
„ White Lake (general repairs)	657 10
„ Wolsey (general repairs)	25 00
Trail—Seymour Arm (general repairs)	516 75
„ Tunbridge Creek (general repairs)	328 00
Ferry—Birch Island (general repairs)	542 81
Supervision	3,458 86
General supplies	963 56
Total	$ 57,719 64
By credits	526 00
Total	$ 57,193 64

KASLO DISTRICT. (Vote 158—$36,000.)

Road—Ainsworth (north) (general repairs)	$ 165 75
„ Ainsworth (south) (general repairs)	357 00
„ Argenta (general repairs)	467 00
„ Beach (general repairs)	171 00
„ Blue Bell (general repairs)	433 05
„ Blue Bell Lateral (general repairs)	304 60
„ Burden (general repairs)	15 00
„ Canning (general repairs)	60 00
Carried forward	$ 1,973 40

Brought forward	$ 1,973 40

KASLO DISTRICT—*Continued.*

Road—Central (general repairs)	301 50
„ Crawford Creek (repairs to bridges, etc., after wash-outs and general repairs)	1,408 43
„ Ferguson-Beaton (general repairs)	118 00
„ Gardner (general repairs)	264 72
„ Hope (general repairs)	157 50
„ Houston (general repairs)	9 00
„ Howser-Argenta (constructing extension, riprapping, excavating, etc.)	4,139 65
„ Jackson Creek (general repairs)	944 66
„ Kaslo (north) (general repairs)	288 25
„ Kaslo (south) (general repairs)	540 78
„ Kaslo (South Fork) (general repairs)	68 13
„ Kaslo Creek (South Fork (general repairs and widening road)	4,209 36
„ Kaslo Creek (North Fork) (general repairs)	308 70
„ Kohle's (general repairs)	574 70
„ Lynchville (general repairs)	246 01
„ Meadow Creek (general repairs)	20 00
„ Mirror Lake (general repairs)	57 00
„ McLachlan's (general repairs)	55 00
„ Peters (general repairs)	18 00
„ Pilot Bay (general repairs)	37 00
„ Queen's Bay-Balfour (general repairs)	282 25
„ Queen's Bay-Coffee Creek (general repairs)	907 60
„ Queen's Bay (general repairs)	6 00
„ Trout Lake-Beaton (general repairs)	387 50
„ Trout Lake-Ten-mile (clearing out mud-slide, regrading, gravelling, general repairs)	1,439 80
„ Trout Lake (2 miles below Ferguson) (general repairs)	108 00
„ Utica (general repairs)	704 18
„ Wakefield (general repairs)	10 13
„ Wilmot (widening road, excavating, and filling in)	2,816 09
Trail—American (general repairs)	18 00
„ Arala (general repairs)	36 00
„ Bismarck (general repairs)	78 00
„ Brown Creek (general repairs)	9 00
„ Canyon Creek (general repairs)	48 50
„ Cascade Creek (general repairs)	240 45
„ Circle City-Old Gold (grading and general repairs)	1,544 75
„ Comfort (general repairs)	100 00
„ Cooper Creek (general repairs)	25 00
„ Crawford Creek (general repairs)	135 00
„ Duncan River (west) (general repairs)	552 50
„ Ethel (general repairs)	37 00
„ Fidelity Creek (general repairs)	306 00
„ Five-mile (general repairs)	30 00
„ Flint (general repairs)	24 50
„ Gainor Creek (general repairs)	63 00
„ Gertrude Creek (general repairs)	157 00
„ Gold Gulch (general repairs)	145 50
„ Great Britain (general repairs)	24 00
„ Great Northern (general repairs)	184 50
„ Grey Creek (general repairs)	482 75
Carried forward	$ 26,642 79

Brought forward	$ 26,642 79

KASLO DISTRICT—*Concluded.*

Trail—Hall Creek (general repairs)	347 10
„ Hammil Creek (general repairs)	70 50
„ Healey Creek (general repairs)	518 00
„ Howser Creek (general repairs)	75 00
„ Johnson Basin (general repairs)	199 50
„ Keen's (general repairs)	6 50
„ Lake Creek (general repairs)	14 50
„ Lardeau River (east) (general repairs)	99 00
„ Lardeau River (west) (general repairs)	160 50
„ Lardeau River (South Fork) (general repairs)	66 00
„ Lucky Boy (general repairs)	795 95
„ Martin (general repairs)	24 50
„ Meadow Creek (general repairs)	36 00
„ Montezuma (general repairs)	86 50
„ Murphy Creek (general repairs)	100 00
„ Nettie L.-Florence Mine (general repairs)	70 50
„ Nobbs (general repairs)	200 50
„ Panama (general repairs)	17 00
„ Poplar Creek (general repairs)	113 50
„ Seranton (general repairs)	25 00
„ Silver Cup (general repairs)	15 00
„ Silver Spring (general repairs)	200 00
„ Silver Glance (general repairs)	25 00
„ Silver Hill (general repairs)	59 00
„ Sturgess Creek (reconstructing upper portion, cutting out brush, and building new portion)	768 85
„ Swede Group (general repairs)	12 00
„ Tenderfoot Creek (general repairs)	51 00
„ Triune (general repairs)	85 00
„ True Blue (general repairs)	1 50
„ Trout Lake (east) (general repairs)	516 50
„ Whitewater (general repairs)	69 00
„ Woodbury Creek (North Fork)	93 50
Streets—Ainsworth (general repairs)	80 25
„ Kaslo (general repairs)	12 50
„ Lardeau (general repairs)	138 66
„ Trout Lake (general repairs)	144 00
Supervision	2,529 60
General supplies	557 66
Total	$ 35,027 86

LILLOOET DISTRICT. (Vote 159—$65,000.)

Eastern Division.

Road—Big Bar (general repairs)	$ 794 85
„ Big Bar Mountain (built ¾ mile and general repairs)	1,129 17
„ Big Bar Lake-Beaver Dam-59-Mile House (cut out timber and slashed)	383 00
„ Bonaparte Valley (general repairs)	533 40
„ Bridge Creek-Horse Lake-Fish Lake (general repairs)	580 00
„ Canim Lake (built 8 culverts and general repairs)	1,122 25
„ Canim Lake-Clearwater (general repairs)	15 00
Carried forward	$ 4,557 67

Brought forward	$ 4,557 67

LILLOOET DISTRICT—*Continued.*

Eastern Division—Concluded.

Road—Canoe Creek-Church Creek (general repairs)	231 00
„ Cariboo Main (general repairs)	6,063 90
„ Clinton-Alkali (general repairs)	1,078 95
„ Clinton-Alkali via Kelly Lake (general repairs)	633 43
„ Clinton Station (new work, built 1 mile diversion at De Laney and Barker Ranches; constructed road to station)	2,839 63
„ Criss Creek (new work; extended and built 3 miles)	3,190 94
„ Cross Bar (general repairs)	9 00
„ Deadman Creek (general repairs)	50 00
„ Dog Creek-Churn Creek (general repairs)	106 25
„ Dowse (general repairs)	140 50
„ Fogg Creek, off Copper Creek (general repairs)	50 00
„ Hat Creek (general repairs)	70 50
„ High Bar (general repairs)	72 00
„ Horsefly-Timothy Mountain (general repairs)	208 00
„ Mound-Moon Lake (new work; built 1 mile diversion, grade, etc.)	717 46
„ Mound-Upper Bonaparte (general repairs)	57 00
„ McKinley-Hamilton-Ogden (general repairs)	90 00
„ McKinley-Horsefly (general repairs)	146 00
„ North Bonaparte (general repairs)	658 55
„ 127-Mile House-Spring House (general repairs)	90 00
„ Raphael-Pigeon-Meason (general repairs, cutting out windfalls, and cutting out after storm)	744 40
„ Rayson-Beaver Dam (general repairs)	69 15
„ Rayson-Big Bar Lake (general repairs)	177 25
„ Roe Lake (general repairs)	216 24
„ Scottie Creek (general repairs)	141 00
„ 70-Mile House-Green Lake (general repairs)	33 50
„ 70-Mile House-Green Lake-Porter's Ranch (general repairs)	77 50
„ 70-Mile House-Bonaparte Flats (general repairs)	363 00
„ Timothy Mountain (general repairs)	48 00
„ Upper Deadman Creek (general repairs)	517 20
„ Upper Dog Creek (general repairs)	168 50
„ Watch Lake (general repairs)	250 25
„ Woods Box-High Bar (general repairs)	94 50
Streets—Clinton (general repairs)	169 25
Supervision	2,114 10
General supplies	1,639 74
Total	$ 27,884 36

Western Division.

Road—Big Creek and branches (general repairs and diversion)	$ 896 58
„ Big Bar-Empire Valley (general repairs)	214 50
„ Bridge River (widening Mission Mountain turntables, building crib, etc.)	6,682 75
„ Cayoosh Creek (general repairs)	65 50
„ Chilanko Forks-Tatla Lake (general repairs)	1,147 38
„ Chilcotin Main (gravelled and general repairs)	2,043 66
„ Churn Creek-Hanceville (grubbed, stoned, and general repairs)	2,016 88
Carried forward	$ 13,067 25

Brought forward	$ 13,067 25

LILLOOET DISTRICT—*Concluded.*

Western Division—Concluded.

Road—Clinton-Alkali via Kelly Lake (general repairs)	590 25
„ Empire Valley (general repairs)	814 87
„ Fountain Valley (general repairs)	861 20
„ Jones-Dickey (filled wash-outs and general repairs)	1,480 15
„ Lillooet-Clinton (cleaned out slides and general repairs)	1,597 58
„ Lillooet-Lytton (cleaned out slides and general repairs)	2,009 02
„ Lillooet-Seton Lake (general repairs)	138 50
„ Lillooet Station (general repairs)	554 10
„ Marble Canyon (general repairs)	439 25
„ North Fork Canyon (general repairs)	649 75
„ North Fork (general repairs)	703 52
„ Old Cariboo (general repairs)	134 00
„ Pemberton Range (general repairs)	423 75
„ Riske Creek-Gang Ranch (general repairs)	48 00
„ Sheep Creek (general repairs)	717 50
„ Tatla Lake (general repairs)	12 21
Trail—Anderson (general repairs)	262 45
„ Bridge River Canyon (general repairs)	44 00
„ Halmore Cadwallader Creek (general repairs)	45 00
„ McGillivray (general repairs)	36 00
„ North Fork (general repairs)	12 00
„ Spokane Mine's (general repairs)	33 00
„ Texas Creek (general repairs)	100 00
„ Watson Bar Creek (general repairs)	57 00
„ West of Fraser (general repairs)	261 25
Streets—Lillooet (general repairs)	16 18
Supervision	780 45
General supplies	353 14
Total	$ 26,241 37
Grand total	$ 54,125 73

NANAIMO CITY DISTRICT. (Vote 160—$9,000.)

Road—Bates-Malpas-Fiddick (general repairs)	$ 202 00
„ Biggs (general repairs)	19 00
„ Brechin (general repairs)	106 00
„ Departure Bay (general repairs)	359 50
„ Extension (general repairs)	50 00
„ Fielding and House (general repairs)	29 00
„ Five-acre Lots (general repairs)	1,428 75
„ Frew *et al.* (general repairs)	13 00
„ Gordon *et al.* (general repairs)	357 00
„ Harewood (general repairs)	191 50
„ Jingle Pot (general repairs)	326 26
„ Marshall's (general repairs)	20 00
„ Myers (general repairs)	21 50
„ Mount View Townsite, No. 15 (general repairs)	8 00
„ Nichol (general repairs)	185 20
„ Newcastle Townsite (general repairs)	558 20
„ Northfield (general repairs)	181 00
Carried forward	$ 4,055 91

Brought forward	$ 4,055 91

NANAIMO CITY DISTRICT—*Concluded.*

Road—North Wellington (general repairs)	1 50
„ Old Victoria (general repairs)	100 00
„ Raine's (general repairs)	264 00
„ South Wellington (general repairs)	638 50
„ Stewart *et al.* (general repairs)	129 00
„ Suburban (general repairs)	66 30
„ Victoria-Campbell River, No. 22 (general repairs)	1,040 15
„ Victoria-Campbell River, No. 23 (general repairs)	420 00
„ Wellington (general repairs)	180 00
„ York *et al.* (general repairs)	77 00
Supervision	528 33
General supplies	152 57
Total	$ 7,653 26

NEWCASTLE DISTRICT. (Vote 161—$24,300.)

Road—Adshead *et al.* (general repairs)	$ 41 00
„ Andres *et al.* (general repairs)	89 00
„ Barnes (general repairs)	46 00
„ Beck's (general repairs)	776 00
„ Bennie's (general repairs)	18 00
„ Benson's (general repairs)	8 50
„ Benton, Page, and Dool's (general repairs)	231 50
„ Carmichael's (general repairs)	134 00
„ Christie and Wallace (general repairs)	52 00
„ Code's (general repairs)	125 25
„ Crane's (general repairs)	18 00
„ Cross (general repairs)	146 00
„ Departure Bay (general repairs)	7 00
„ East Wellington (general repairs)	7 00
„ Extension, No. 7 (general repairs)	648 50
„ Gillfillan's (general repairs)	25 00
„ Graham's (general repairs)	24 00
„ Greenaway's (general repairs)	24 00
„ Haslam's (general repairs)	188 50
„ Heemer and Carlson's (general repairs)	203 50
„ Holden and Corso (general repairs)	181 00
„ Holland's (general repairs)	39 00
„ Jingle Pot (new work and general repairs)	2,145 20
„ Juriet's (general repairs)	30 00
„ Lake (general repairs)	297 75
„ Lockner's (general repairs)	107 50
„ Meredith's (general repairs)	126 75
„ Michael's (general repairs)	29 20
„ Michael and Dool's (extension and general repairs)	1,440 05
„ Michael and Hill's (general repairs)	68 00
„ Morden's (general repairs)	177 50
„ McLean's (general repairs)	164 00
„ McNiven's (general repairs)	3 00
„ New roads, No. 72, Beban's (general repairs)	884 95
„ Old South Wellington (general repairs)	102 00
„ Old Victoria (general repairs)	151 00
Carried forward	$ 8,759 65

Brought forward	$ 8,759 65

NEWCASTLE DISTRICT—*Concluded.*

Road—Quennell's (general repairs)	246 00
„ Patterson's (general repairs)	6 00
„ Richardson's (general repairs)	44 00
„ Scannell's (clearing, grading, and excavating)	3,501 30
„ South Forks (general repairs)	74 00
„ South Wellington (general repairs)	542 50
„ Street's (general repairs)	24 00
„ Takala's (general repairs)	21 00
„ Thatcher's (general repairs)	88 00
„ Thomas (general repairs)	638 90
„ Tiesu's (general repairs)	44 00
„ Victoria-Campbell River, No. 56 (general repairs)	15 00
„ Victoria-Campbell River, No. 57 (general repairs)	1,966 65
„ Victoria-Campbell River, No. 58 (general repairs)	2,525 00
„ Victoria-Campbell River, No. 59 (general repairs)	531 75
„ Vowel's (general repairs)	142 50
„ Waterloo (general repairs)	582 25
„ Weaver's (general repairs)	272 50
„ Weigle's (general repairs)	9 50
„ White's (general repairs)	22 00
Trail—Mount Butte (general repairs)	63 00
„ Sutton's (general repairs)	123 00
Avenue—Fourth Avenue (general repairs)	173 00
„ Third Avenue (general repairs)	81 00
Supervision	1,703 99
General supplies	334 85
Total	$ 22,535 34

OKANAGAN DISTRICT. (Vote 162—$79,000.)

Alvaston Section.

Road—Alvaston (general repairs)	$ 3 00
„ Kelowna (general repairs)	17 85
„ Oceola-Rainbow (general repairs)	291 75
„ Okanagan Centre (general repairs)	18 00
„ Reiner's Gulch (general repairs)	190 50
„ Winfield Subdivision (general repairs)	107 75

Bear Creek Section.

Road—Big Horn (general repairs)	82 05
„ Westside and branches (general repairs)	1 25

Cherry Creek Section.

Road—Creighton Valley (general repairs)	56 25
„ Richlands (general repairs)	260 00
„ Sugar Lake (general repairs)	163 75
„ Vernon-Monashee (general repairs)	360 75
„ Coldstream Municipality	3,000 00

Enderby Section.

Road—Bass (general repairs)	190 00
„ Belgo Subdivision (general repairs)	346 00
Carried forward	$ 5,088 90

Brought forward	$ 5,088 90

OKANAGAN DISTRICT—*Continued.*

Enderby Section—Concluded.

Road—Deep Creek (general repairs)	28 50
„ Enderby-Salmon Arm (general repairs)	1,979 90
„ Enderby-Salmon River (general repairs)	64 50
„ Enderby-Fortune (general repairs)	124 50
„ Enderby-Vernon (general repairs)	152 00
„ Glen Mary (general repairs)	10 00
„ Gunter-Ellison (general repairs)	140 00
„ Loon Lake (general repairs)	166 00

Kelowna Section.

Road—Benvoulin (general repairs)	15 00
„ Black Mountain (new extension)	890 63
„ Canyon Creek (general repairs)	138 50
„ Glenmore and branches (general repairs)	1,216 35
„ Glenmore-Ellison (general repairs)	35 00
„ Guisachan (general repairs)	5 00
„ Hydraulic Creek (general repairs)	257 00
„ Joe Ritchie Canyon (general repairs)	515 75
„ K.L.O. (general repairs)	882 34
„ Killeyney Wharf (general repairs)	16 00
„ Mission (general repairs)	209 92
„ Mission Creek (general repairs)	516 25
„ Mission-McClure (general repairs)	151 25
„ Okanagan Centre (general repairs)	12 00
„ Rainbow (general repairs)	89 00
„ Rutland (general repairs)	142 90
„ Sawmill Creek (general repairs)	27 50
„ South Kelowna (general repairs)	4 00
„ South Okanagan (general repairs)	368 50
„ S.K.L. Bench (general repairs)	185 75
„ Vernon-Kelowna (general repairs)	469 36
„ Westside (general repairs)	121 87
„ Woods Lake Fruit Lots (general repairs)	25 13

Lumby Section.

Road—Byers (general repairs)	50 00
„ Creighton Valley (general repairs)	422 05
„ Lumby-Mable Lake (general repairs)	327 25
„ Mable Lots (general repairs)	184 46
„ Miller's (general repairs)	32 50
„ Rollings Lake (general repairs)	336 25
„ St. Paul's Mine (general repairs)	60 00
„ Sugar Lake (general repairs)	13 00
„ Vernon-Monashee (general repairs)	949 70
„ Ward's (general repairs)	81 00
„ Whitevale (general repairs)	158 00
Avenue—Shuswap Ave. South (general repairs)	32 50
Streets—Lumby Village (general repairs)	6 25

Mabel Lake Section.

Road—Brash-Allan (general repairs)	201 26
„ Enderby-Mabel Lake (general repairs)	917 75
Carried forward	$ 17,821 27

Brought forward	$ 17,821 27

OKANAGAN DISTRICT—*Continued.*

Mabel Lake Section—Concluded.

Road—Enderby-Mara (general repairs)	71 00
„ Inch-Logan (general repairs)	64 50
„ Mabel Lake (general repairs)	378 87
„ Mara and branches (general repairs)	481 00
„ Miska Branch-Trinity Valley (general repairs)	368 50
„ Trinity Valley (general repairs)	150 52

Mara Section.

Road—Carlin Orchards (general repairs)	88 75
„ Enderby and branches (general repairs)	665 25
„ Grindrod School (general repairs)	91 00
„ Grindrod-Westside (3,000 feet of new road)	770 10
„ Mara Lake (general repairs)	559 75
„ Monk's (general repairs)	84 00
„ Mud Lake (general repairs)	145 13
„ McManus (general repairs)	18 00
„ Riverside (general repairs)	80 25

Naramata Section.

Road—Camp Creek (general repairs)	27 50
„ Lake Shore (general repairs)	77 25
„ Naramata Fruit Lots (general repairs)	636 40
„ Naramata-Penticton (gravelling and general repairs)	695 68
„ North Naramata (general repairs)	32 50
„ Station (general repairs)	109 00
„ Wilson's (general repairs)	21 00
Trail—Kelowna (general repairs)	130 00
Streets—Naramata Village (general repairs)	404 75

Peachland Section.

Road—Deep Creek (general repairs)	85 00
„ Garnet Valley (general repairs)	97 50
„ Lake Shore (general repairs)	702 25
„ Peachland-Princeton (general repairs)	92 37
„ Summerland (general repairs)	2,961 51
„ Trepanier Creek (general repairs)	141 75
„ Westside (new construction and general repairs)	1,044 18

Penticton Section.

Road—Penticton-Carmi (general repairs)	58 50
„ Penticton-Trout Creek (general repairs)	495 75

Rainbow Section.

Road—Clarke-McClure (general repairs)	15 00
„ Dry Valley (general repairs)	15 00
„ Oceola-Rainbow (general repairs)	33 00
„ Okanagan Centre (general repairs)	40 00
„ Old Mission (general repairs)	15 00
„ Vernon-Kelowna (general repairs)	282 46
„ Winfield and Subdivision (general repairs)	218 00
„ Woods Lake Fruit Lots (general repairs)	24 50
Carried forward	$ 30,293 77

Brought forward	$ 30,293 77

OKANAGAN DISTRICT—*Continued.*

Salmon River Section.

Road—Armstrong (general repairs, gravelling, etc.)	154 50
„ Fowler-Willett (general repairs, gravelling, etc.)	2 50
„ Kamloops (general repairs, gravelling, etc.)	206 25
„ Salmon Valley (general repairs, gravelling, etc.)	67 15

Shuswap Section.

Road—Lumby-Mabel Lake (building new piece of road around Rock Point and general repairs)	1,785 83
„ Mabel Lake and branches (general repairs)	1,386 95
„ Sigalet Cut-off (general repairs)	75 00
„ Squaw Valley (general repairs)	88 25
Accident—Holland's accident	766 50

Silver Creek Section.

Road—Fowler-Willett (grubbed, graded, etc.)	1,323 00
„ Salmon River Valley (general repairs)	134 14

Spallumcheen Section.

Road—Spallumcheen Municipality	3,976 49

Summerland Section.

Road—Garnet Valley (general repairs)	138 00
„ Lake Shore (general repairs)	237 00
„ Peachland (general repairs)	1,409 50
„ Penticton-Summerland (gravelling)	1,204 10
„ Westside-Lake Shore (general repairs)	765 50

Trinity Section.

Road—Bobbie Burns (general repairs)	285 87
„ Trinity Valley (general repairs)	878 11

Trout Creek Section.

Road—Bald Range (general repairs)	38 00
„ Bathville (general repairs)	33 00
„ Deans (general repairs)	12 50
„ Faulder and branches (general repairs)	76 50
„ Meadow Valley (general repairs)	797 50
„ Shingle Creek (new construction)	248 50
„ Springs (general repairs)	47 50
„ Trout Creek (new construction)	2,004 23

Vernon Section.

Road—Armstrong-Vernon (general repairs)	12 00
„ Black Mountain (general repairs)	6 00
„ Blue Nose (general repairs)	716 45
„ B.X. Subdivision (general repairs)	240 25
„ Coldstream-Vernon (general repairs)	12 00
„ Commonage (general repairs)	4 25
„ Court-house (general repairs)	21 00
„ Graham (general repairs)	559 50
„ Keddlestone (general repairs)	358 30
Carried forward	$ 50,365 86

Brought forward	$ 50,365 86

OKANAGAN DISTRICT—*Concluded.*

Vernon Section—Concluded.

Road—Long Lake (general repairs)	491 75
„ Lumby (general repairs)	30 00
„ Okanagan Landing (general repairs)	240 75
„ Oyama Fruit Lots (general repairs)	28 50
„ Pleasant Valley (general repairs)	421 40
„ Tronson (general repairs)	108 08
„ Vernon-Deep Creek (general repairs)	6 00
„ Vernon-Kamloops (general repairs)	215 50
„ Vernon-Kelowna (general repairs)	2,648 05
„ Vernon-Monashee (general repairs)	339 28
Streets—Maple Extension (general repairs)	40 50
„ Mobilization Camp (spreading gravel on streets of camp)	1,194 49
Roads—Woods Lake Subdivision	177 55

Westbank Section.

Road—Glenora (general repairs)	220 60
„ Hall's Landing (general repairs)	70 50
„ Lake Shore (general repairs)	383 25
„ Westbank Fruit Lots (general repairs)	156 33
„ Westside (general repairs)	1,520 60

Whiteman Section.

Road—Beau Park (general repairs)	2 50
„ Big Horn (general repairs)	76 25
„ Six-mile (general repairs)	38 00
„ Westside (general repairs)	3,725 55
Supervision	3,292 66
General supplies	7,767 33
Total	$ 73,561 28

REVELSTOKE DISTRICT.

Vote 163—$37,000; S.W., $1,000; Sup., $300 = $38,300.)

Road—Beaton-Trout Lake (removing slides and general repairs)	$ 492 00
„ Big Bend Main (general repairs)	125 50
„ Boyd Creek (cutting out trees and general repairs)	196 00
„ Camborne-Beaton (gravelling, clearing ditches, and general repairs)	1,131 45
„ Canoe River (general repairs)	494 00
„ Columbia River (north) (built diversion through rock-slide and general repairs)	7,843 00
„ Columbia River (south) (renewed grades, blasting stumps, and general repairs)	2,079 13
„ Columbia River (south), Hall's Landing (logged off 600 feet, diversions, and general repairs)	2,378 45
„ Columbia River (south), Arrowhead Section (excavated rock-slide, blasted stumps, and general repairs)	2,811 58
„ Columbia River (east) (general repairs)	20 25
„ Columbia River (west) (general repairs)	2,018 10
„ Comaplix-Beaton (general repairs)	48 00
„ Crawford Creek (general repairs)	604 65
„ Donald Mines (2 miles of new trail and general repairs)	224 75
Carried forward	$ 20,466 86

Brought forward	$ 20,466 86

Revelstoke District—*Concluded.*

Road—Downie-Goldstream (widening and grading)	504 00
„ Eagle Pass (general repairs)	7 00
„ Eva and Oyster (general repairs)	102 00
„ Fish River (general repairs)	241 00
„ Five-mile (south) (widening and grading)	831 00
„ Galena Bay (stumped, logged off, and general repairs)	1,248 55
„ Greeley Creek (cutting out bad grade and straightening road)	2,224 66
„ Halcyon (general repairs)	141 00
„ Halcyon-Galena Bay (general repairs)	276 05
„ Hall's Landing (general repairs)	20 80
„ Keystone (general repairs)	176 00
„ Revelstoke (east) (general repairs)	3,948 30
„ Seven-mile Branch (general repairs)	1,033 00
„ Trout (general repairs)	2,851 15
Trail—Benaire (new trail)	460 50
„ Carnes Creek (general repairs)	60 00
„ Five-mile Branch (general repairs)	28 00
„ Pool Creek (general repairs)	36 00
„ Silver Creek (general repairs)	75 00
„ Waverley & Tangier (clearing out slides and trees and repairing small bridges)	244 95
Streets—Arrowhead (general repairs to streets and sidewalks)	459 33
Supervision	1,756 95
General supplies	938 35
Total	$ 38,130 45

Richmond District. (Vote 164—$40,000.)

Road—Bowen Island (cleared, grubbed, etc., and general repairs)	$ 2,325 48
„ Capilano - North Vancouver (cleared, grubbed, etc., and general repairs)	1,500 00
„ D.L. 172 (general repairs)	60 75
„ Gambier Island (general repairs)	294 50
„ Gibson-Sechelt (clearing, grading, ditching, and general repairs)	8,719 83
„ Half Moon Bay (general repairs)	507 95
„ Lulu Island, No. 3 (general repairs)	306 94
„ Lulu Island, No. 5 (relaying plank, putting on crushed rock, macadamizing, etc.)	2,193 06
„ Lulu Island, No. 19 (clearing, planked, and general repairs)	2,500 00
„ Moodyville (general repairs)	9 02
„ Pemberton Valley (repairs to bridges, brushed to protect road, and general repairs)	4,069 72
„ Porpoise Bay (general repairs)	25 40
„ Sechelt-North-west Bay (general repairs)	2,075 34
„ Squamish Dyke (general repairs)	34 50
„ Squamish (repairs to 9 bridges, clearing, grading, gravelling, and general repairs)	6,257 57
Trail—Indian River (general repairs)	25 50
„ Irving's Landing-Garden Bay (general repairs)	190 45
„ Irving's Landing-Saginaw Lake (general repairs)	853 18
Avenue—Fell, D.L. 205 (general repairs)	895 85
„ Fraser Avenue, South Vancouver (grant)	2,000 00
Carried forward	$ 34,845 04

Brought forward	$ 34,845 04

RICHMOND DISTRICT—*Concluded.*

Launch—Government launch "Sutil"	1,142 39
Supervision	2,990 53
General supplies	66 52
Total	$ 39,044 48

SAANICH DISTRICT. (Vote 165—$5,500.)

Road—Helmcken (general repairs)	$ 793 19
„ Corporation of Saanich Municipality	500 00
Total	$ 1,293 19

SIMILKAMEEN DISTRICT. (Vote 166—$72,000.)

Road—Allendale (general repairs)	$ 61 00
„ Allison-Copper Mountain (cleaned out 6 miles of trail)	130 50
„ Armstrong Ferry (general repairs)	231 50
„ Ashnola (completing road)	467 00
„ Ashnola Townsite (general repairs)	42 50
„ Bear Creek (general repairs)	1,371 35
„ Beaver Creek (general repairs)	214 21
„ Beaverdale Station (general repairs)	180 50
„ Berg (general repairs)	18 00
„ Bridesville-Molson (general repairs and changed grade diversion)	171 26
„ Camp McKinney-Rock Creek (general repairs)	91 75
„ China Creek (general repairs)	42 50
„ Copper Mountain (repairs and improvements)	5,027 37
„ Dalby Meadows (general repairs)	318 75
„ Darcy Mountain (repairs and improvements)	365 00
„ Deer Valley (general repairs)	76 75
„ Dog Lake (repairs and completion)	2,653 82
„ Eck-Blain-Myncaster (general repairs)	60 75
„ Fairview-Keremeos (repairs and improvements)	450 12
„ Fairview-Osoyoos (repairs and improvements)	1,368 40
„ Fairview-Penticton (repairs and improvements)	6,332 51
„ Fairview-Rock Creek (repairs and improvements)	878 85
„ Fairview-Vaseaux Lake (general repairs)	41 50
„ Fairview-White Lake (repairs and improvements)	1,499 93
„ Farleigh (repairs and improvements)	248 75
„ Fish Lake (general repairs)	109 15
„ Fish Lake-Nickel Plate (general repairs)	342 00
„ Five-mile-Princeton (general repairs)	138 35
„ Granite Creek (general repairs)	513 75
„ Granite Mountain (general repairs)	92 00
„ Hedley-Twenty-mile (general repairs)	13 50
„ Hedley-Princeton (repairs and improvements)	4,826 74
„ Hembree Mountain (general repairs)	68 00
„ Hope-Princeton (repairs and improvements)	1,081 20
„ Huff (general repairs)	225 25
„ Independence (general repairs)	42 00
„ Jensen (general repairs)	210 75
„ Kaleden-Okanagan Falls (repairs and improvements)	1,414 05
„ Kaleden Townsite (general repairs)	330 50
Carried forward	$ 31,751 81

Brought forward	$ 31,751 81

Similkameen District—*Continued.*

Road—Keremeos-Hedley (general repairs and improvements)	1,724 47
„ Keremeos Junction (general repairs and improvements)	2,105 27
„ Keremeos-Similkameen (general repairs)	265 00
„ Keremeos Station (general repairs and improvements)	1,841 55
„ Kruger Mountain (general repairs)	321 90
„ Letts-Higginbotham (general repairs)	710 90
„ Lowe Subdivision (general repairs)	676 40
„ Main Kettle River (repairs and extension)	1,878 40
„ Marron Valley (repairs and completion)	2,225 93
„ Myers Flat-Okanagan Falls (general repairs)	666 75
„ Myers Creek (general repairs)	2 00
„ McLean Creek (general repairs)	94 40
„ Norman Station (general repairs)	7 50
„ One-mile (general repairs)	185 25
„ Oro Fino (general repairs)	731 25
„ Osoyoos-Sidley Mountain (general repairs)	510 85
„ Osoyoos-Similkameen	503 50
„ Patton (general repairs)	95 00
„ Pierce (general repairs)	12 50
„ Penticton-Carmi (general repairs)	50 75
„ Penticton-Fish Lake (repairs and improvements)	4,018 64
„ Penticton-Stevenson Creek (repairs and improvements)	136 25
„ Penticton-Summerland (general repairs)	130 00
„ Penticton-Tulameen River (general repairs)	84 25
„ Perry's Sawmill (general repairs)	80 50
„ Princeton-Otter Lake (repairs and improvements)	3,061 72
„ Rice Creek (general repairs)	29 85
„ Richter Mountain (general repairs)	101 00
„ Reid Creek (general repairs)	78 00
„ Rock Creek-Myncaster (general repairs)	421 07
„ Rock Creek-Osoyoos (built 448-foot fence and general repairs)	1,030 75
„ Rock Creek-Sidley Mountain (excavating earth and rock and general repairs)	1,951 73
„ Rock Mountain (general repairs)	335 53
„ Rock Mountain-Bridesville (general repairs)	39 00
„ Rock Mountain-Myncaster Station (general repairs)	221 00
„ Rock Mountain-Sidley (general repairs)	313 25
„ Sally Mine (general repairs)	387 25
„ Shingle Creek (general repairs)	219 00
„ Sidley Mountain (general repairs)	106 25
„ Sidley-McKinney (general repairs)	804 50
„ Similkameen-Burr (general repairs)	401 73
„ Smith Creek (improvements and general repairs)	102 50
„ South Keremeos (general repairs)	297 80
„ South Penticton (general repairs)	273 85
„ South Similkameen (general repairs)	781 53
„ Sterling Creek (general repairs)	312 35
„ Stevenson Creek (general repairs)	3 00
„ Summers Creek (general repairs)	296 45
„ Tulameen-Summit (general repairs)	191 00
„ West Fork of Kettle River (repairs and maintenance)	985 97
„ Wide West (general repairs)	170 00
„ Yellow Lake-Sheep Creek (general repairs)	132 25
Carried forward	$ 63,859 35

Brought forward	$ 63,859 35

SIMILKAMEEN DISTRICT—*Concluded.*

Trail—Ashnola (general repairs)	52 05
„ Ashnola-Copper Mountain (general repairs)	157 95
„ Bromley Creek (general repairs)	68 75
„ Champion Creek (general repairs)	63 25
„ Fifteen-mile (general repairs)	99 50
„ Granite Creek (general repairs)	42 00
„ Hope Mountain (general repairs)	472 50
„ Owl Mountain (general repairs)	99 00
„ Shamrock (general repairs)	15 00
„ Tom Creek Mountain (general repairs)	194 30
Streets—Coalmount (general repairs)	23 00
„ Hedley (building sidewalks, etc.)	1,260 64
„ Princeton (building sidewalks and general repairs)	1,215 43
Sidewalks—Keremeos (repairs)	15 58
Compensation—E. Cote	200 00
Supervision	2,557 00
General supplies	569 05
Total	$ 70,964 35

SKEENA DISTRICT. (Vote 167—$176,000.)

Bella Coola Division.

Road—Anahim Lake (general repairs and maintenance)	$ 170 50
„ Calvert Island (general repairs and maintenance)	42 00
„ Canoe Crossing (general repairs and maintenance)	1,878 93
„ Carlsen (general repairs and maintenance)	258 75
„ Clayton (north) (general repairs and maintenance)	121 75
„ Clayton (south) (general repairs and maintenance)	97 00
„ Firvale (general repairs and maintenance)	70 00
„ Grant's (general repairs and maintenance)	151 00
„ Main-10-Mile Wharf (general repairs and maintenance)	456 80
„ Main-41-Mile-Marvin (general repairs and maintenance)	1,392 60
„ Millbrook Cove (general repairs and maintenance)	317 50
„ Namu (general repairs and maintenance)	246 26
„ Safety Cove (general repairs and maintenance)	162 00
Trail—Anahim Lake (general repairs and maintenance)	14 25
„ Cannery (general repairs and maintenance)	9 00
„ Klenklen (general repairs and maintenance)	100 00
„ Salmon (general repairs and maintenance)	300 00
„ Saloomt (general repairs and maintenance)	130 00
„ Smutely River (general repairs and maintenance)	28 00
„ Takush Harbour (general repairs and maintenance)	978 00
„ Walker's and Ferry (general repairs and maintenance)	175 50
Ferry—31-Mile Post (general repairs and maintenance)	13 00
Supervision	436 20
General supplies	1,236 19
Total	$ 8,785 23

Interior (North) Division.

Road—Branch from Kispiox at 10½-Mile (new work)	$ 101 25
„ Brian Boru Mines (new work)	101 00
Carried forward	$ 202 25

Brought forward	$ 202 25

SKEENA DISTRICT—*Continued.*

Interior (North) Division—Concluded.

Road—Carnaby Station-Settlement (new work)	299 00
„ Driftwood Creek (new work and general repairs)	1,206 19
„ Glen Meadow-Salmon Creek (general repairs)	296 73
„ Hazelton-Aldermere (general repairs)	944 29
„ Heal-Norris (general repairs)	299 86
„ Hudson Bay Mountain (general repairs)	11 25
„ Hunter Basin Sleigh (new work and general repairs)	1,146 25
„ Hynes Settlement (general repairs)	970 25
„ Kispiox-Valley (general repairs)	2,300 65
„ Kispiox-Swan Settlement (general repairs)	269 88
„ Kitsequekla Valley (general repairs)	75 00
„ New Hazelton High Level Bridge (clearing, grading, grubbing, and general repairs)	4,502 94
„ New Hazelton Station-Main (general repairs)	212 16
„ Nine-mile (general repairs)	150 00
„ Poplar Park (general repairs)	651 19
„ Rocher Déboulé (general repairs)	2,687 90
„ Rosenthal (general repairs)	90 09
„ Silver Standard (general repairs)	123 24
„ Smithers Bridge-Hudson Bay Mountain (general repairs)	641 57
„ South Hazelton (general repairs)	186 37
„ South Hazelton-Skeena Crossing (general repairs)	334 97
„ Telkwa-Canyon Creek (built 32 culverts, grading, clearing, excavating, etc.)	4,444 84
„ Telkwa Canyon-Smither's Bridge Cut-off (general repairs, excavating, and filling in)	1,013 86
„ Westside-Bulkley (general repairs)	882 45
„ West Side of Bulkley-Moricetown-Chicken Lake (built 13 culverts, ditching, filling in, and general repairs)	3,301 87
„ West Side of Skeena River (general repairs)	223 19
Trail—Chicken Lake (general repairs)	7 50
„ Chicken Lake (east side) to Section 14 (general repairs)	32 08
„ Coal Creek (general repairs)	274 85
„ Higgins and Kane's (general repairs)	276 10
„ Manson Creek (general repairs)	100 00
„ Moricetown at 29-Mile-Hazelton-Aldermere (general repairs)	300 00
„ West Side of Kispiox Valley (general repairs)	181 00
Streets—Smithers (general repairs)	1,096 71
Stable—Stable account	3,266 81
Supervision	2,068 30
General supplies	201 97
Total	$ 35,273 56

Interior (South) Division.

Road—Allport-McDonald (new work)	$ 464 18
„ Aldermere-Pleasant Valley (general repairs)	15 00
„ Branch to Bickle's to Main (general repairs)	870 71
„ Burns-Decker Lake (clearing roadway and changing from G.T.R. right-of-way)	894 16
„ Burns Lake-Tintagel (general repairs)	712 21
Carried forward	$ 2,956 26

Brought forward	$ 2,956 26

SKEENA DISTRICT—*Continued.*

Interior (South) Division—Concluded.

Road—Colley Mountain (new work)	6,006 32
„ Endako-Francois Lake (new work)	1,477 13
„ Forestdale (general repairs)	163 50
„ Grouse Mountain (new work)	737 23
„ Houston-North Bulkley (new work)	1,650 45
„ Houston-Ootsa Lake (new work)	7,152 16
„ Hubert-Babine (general repairs)	185 24
„ Keefe's Landing-Ootsa Lake (new work)	6,229 14
„ Main Trunk (general repairs)	702 90
„ North Francois Lake (general repairs)	678 33
„ Pleasant-Valley-Francois Lake (general repairs)	12 00
„ Uncha Lake (general repairs)	1,109 75
„ West Francois-Ootsa Lake (general repairs)	17 50
Trail—Anderson Creek-Silver Island (general repairs)	260 62
„ Burns Lake-Babine (general repairs)	284 24
„ Dome Creek (general repairs)	425 61
Stable—Stable account	3,049 84
Supervision	2,122 85
General supplies	989 16
Total	$ 36,210 23

Upper Skeena River Division.

Road—Cedarville (general repairs)	$ 97 34
„ Cedarville-Kitwanga (general repairs)	652 90
„ Gold Creek-Copper River (general repairs)	38 66
„ Kitwanga-Kitwancool (general repairs)	88 44
„ Kitwanga Wagon (general repairs)	2,094 07
„ Lorne Creek (general repairs)	988 25
„ Meanskinsht-Kitwanga (general repairs)	549 25
„ Usk-Phillips Creek (general repairs)	1,537 05
Trail—Copper River (general repairs)	786 10
„ Gold Creek-Usk (general repairs)	871 65
„ Kitwanga-Nass (general repairs)	362 75
„ Legate Creek (new construction)	3,882 37
„ Phillips Creek (general repairs)	101 50
„ St. Croix Creek (general repairs)	224 00
„ Usk-Kitsalas Mountain (general repairs)	505 25
Ferry—Upper Nass (general repairs)	260 64
Supervision	1,576 50
General supplies	2,229 54
Total	$ 16,846 26

Lower Skeena River Division.

Road—Bohler's (general repairs)	$ 175 00
„ Brackenridge-Copper City (general repairs and maintenance)	1,639 91
„ Copper City-Kitimat (reconstruction, improvements, and maintenance)	3,129 63
„ Corlett (reconstruction, improvements, and maintenance)	1,920 41
„ Green's (general repairs)	57 00
„ Hughes (general repairs)	710 70
Carried forward	$ 7,632 65

Brought forward	$ 7,632 65

Skeena District—*Continued.*

Lower Skeena River Division—Concluded.

Road—Johnston (improvements and general repairs)	659 97
„ Kitimat (general repairs)	525 78
„ Kitsumgallum Main (reconstruction and general repairs)	6,275 63
„ Kitsumgallum-Terrace (reconstruction and general repairs)	866 07
„ Kitsumgallum Valley (general repairs)	192 00
„ McLeod's (general repairs)	61 25
„ McPherson (general repairs)	325 25
„ Refuge Bay-Jap Inlet (new construction)	1,382 15
„ Refuge Bay-North Arm (general repairs)	150 50
„ Smith Island (new construction)	298 24
„ Spiller River (general repairs)	796 35
„ Terrace Ferry (general repairs)	545 80
„ Vigor (general repairs)	557 00
„ Welcome Harbour-Serpentine Inlet (new construction)	437 95
„ Welcome Harbour-Dries Bay (reconstruction and improvements)	812 12
„ Zimachord River (new construction)	629 66
„ Zimachord Siding (general repairs)	82 89
Trail—Balmoral Cannery (reconstruction)	403 65
„ Claxton (reconstruction)	262 50
„ Dover Donald (rebuilt)	195 50
„ Hot Springs-Lakelse Lake (reconstruction)	259 00
„ Kitsumgallum-Lake Shore (general repairs)	129 50
„ Liza Creek (general repairs)	52 50
„ Minnette Bay (general repairs)	452 25
„ Williams Creek (general repairs)	66 50
Streets—Port Essington	1,503 20
Sidewalk—Claxton, plank walks (repairs and new construction)	38 38
„ Kavinitza, plank walks (general repairs)	10 84
„ Salt Lake, plank walks (new construction)	525 56
Supervision	2,569 20
General supplies	2,216 26
Total	$ 30,916 10

Portland Canal Division.

Road—Alice Arm-Illiance (general repairs)	$ 35 00
„ Bear River (maintenance and repairs)	854 34
„ Grease Harbour-Stewart (repairs)	5 25
„ Grease Lake-Cranberry (east) (repairs)	40 90
„ Grease Lake-Cranberry (west) (new construction)	1,347 55
„ Middle Creek (east side) (repairs)	268 00
„ Middle Creek (west side) (repairs)	173 00
„ Salmon River (general repairs)	822 60
„ Salmon River-Belle Bay (new construction)	1,936 23
„ Sand Lake (general repairs)	94 00
Trail—Bitter Creek (general repairs)	265 00
„ Georgia River (new construction)	2,045 56
„ Glazier Creek (east) (general repairs)	175 00
„ Glazier Creek (west) (general repairs)	230 00
„ Illiance (new work and repairs)	1,116 20
„ Kitsault River (general repairs)	341 35
Carried forward	$ 9,749 98

Brought forward	$ 9,749 98

SKEENA DISTRICT—*Concluded.*

Portland Canal Division—Concluded.

Trail—Kitsault (north-east) (general repairs)	332 80
„ Lime Creek (general repairs)	278 60
„ Marmot River (new construction)	197 45
„ Silver Creek (general repairs)	1,184 75
„ Upper Nass (general repairs)	10 50
Ferry—Grease Harbour (general repairs)	240 50
„ Kitsault River (general repairs)	433 35
Supervision	402 75
General supplies	3,182 46
Total	$ 16,013 14

Queen Charlotte Islands Division.

Road—Delkalta-Cowan (or Chown) Point (new construction)	$ 1,252 49
„ Gerrard's (new construction)	632 50
„ Graham Centre (new construction)	140 00
„ Lawn Hill Post-office (new construction)	446 00
„ Lena Island (general repairs)	301 00
„ Lockeport (general repairs)	200 35
„ Maud Island (new construction)	198 25
„ Mexican Tom (general repairs)	476 05
„ Nadu (general repairs)	931 82
„ North Settlement (new construction)	975 30
„ Port Clements-Mayer Lake (repairs)	2,466 55
„ Port Clements-Yakoun (repairs)	464 30
„ Sandspit (new construction)	706 00
„ Sewell (north) (general repairs)	101 00
„ Sewell (south) (general repairs)	605 85
„ Skidegate-Queen Charlotte City (general repairs)	1,551 65
„ Skidegate-Tlell (new construction)	4,987 00
„ Tow Hill-Cape Fife (general repairs)	534 15
„ Tow Hill-Masset (general repairs)	14 00
„ Tow Hill-Spence Lake (new construction)	1,934 15
„ West Settlement (general repairs)	888 70
„ White River (general repairs)	489 25
„ Woden River (reconstruction)	565 95
Trail—Cape Fife (general repairs)	94 50
„ Carr and Whittle (new construction)	616 05
„ Copper Bay (new construction)	708 00
„ Gold Harbour (general repairs)	236 95
„ Ikeda-Jedway (reconstruction)	299 45
„ South-easter (general repairs)	218 50
Supervision	100 00
General supplies	3,170 36
Total	$ 26,306 12
Grand total	$170,350 64

Slocan District. (Vote 168—$36,000.)

Road—	Appledale Subdivision (new roads)	$ 606 35
„	Broadwater (general repairs)	75 00
„	Brouse (2 culverts, grading, and gravelling)	55 50
„	Cariboo Creek (grading)	501 00
„	Cariboo-Snow Creek (grading and cribbing)	27 00
„	Columbia River (gravelling, draining, lowering and raising grade, and filling in wash-outs)	2,727 75
„	Crescent Bay (general repairs)	442 50
„	Deer Park (general repairs)	202 00
„	Denver Canyon (general repairs)	10 50
„	Echo Mine (general repairs)	240 00
„	Edgewood-Needles (general repairs)	49 50
„	Fauquier's Landing (general repairs)	165 00
„	Fire Valley-Whatshan (general repairs)	38 00
„	Gwillam Creek (widening rock-cut and general repairs)	531 03
„	Idaho (general repairs)	277 50
„	Lebahdo (clearing and general repairs)	1,277 30
„	L.H. Mine (brushing, widening, and repairing)	247 00
„	Lilly B. Mine (cleared out slides, etc., building culverts, and general repairs)	1,441 90
„	Lucky Thought (general repairs)	116 50
„	McCormack (ditching and cleaning)	121 50
„	Nakusp-Box Lake (ditching and gravelling)	422 70
„	Nakusp (east) (cribbed, excavated earth, filled, etc.)	1,216 55
„	Neepawa (general repairs)	13 00
„	New Denver-Rosebery (general repairs)	231 00
„	New Denver-Silver Mountain (general repairs)	81 00
„	New Denver-Silverton (widening and general repairs)	499 38
„	Noonday (general repairs)	81 00
„	Passmore (building culverts and general repairs)	853 50
„	Payne (general repairs)	87 00
„	Perry Siding (ditching, etc.)	37 00
„	Ruth Mines (general repairs)	100 00
„	Silverton-Red Mountain (general repairs)	930 00
„	Silverton-Four-mile Creek (825 feet of new road and cribbing, excavating, etc., general repairs to old road)	4,411 16
„	Slocan-Bear Creek (general repairs)	66 00
„	Slocan River (general repairs)	833 68
„	Slocan River (west) (general repairs)	571 50
„	Slocan Star (general repairs)	97 00
„	Springer Creek (general repairs)	316 12
„	Standard (general repairs)	30 00
„	Summit-Brouse (general repairs)	34 00
„	Summit-Box Lake (general repairs)	217 00
„	Surprise (general repairs)	420 44
„	Ten-mile Creek (general repairs)	768 00
„	Three Forks-Bear Lake (general repairs and new work)	243 00
„	Three Forks-Sandon-Cody (general repairs)	990 75
„	Vancouver (general repairs)	54 00
Trail—	American Boy (general repairs)	27 00
„	Antoine (cleared, grubbed, and graded)	344 00
„	Bondholder (cleared, put on guard-rail, and repairs to 1 bridge)	174 00
„	California (general repairs)	93 00
	Carried forward	$ 23,395 61

Brought forward	$ 23,395 61

SLOCAN DISTRICT—*Concluded.*

Trail—Carpenter (North Fork) (3 miles new trail and general repairs)	1,643 75
„ Carpenter (South Fork) (general repairs)	201 50
„ Chieftain (general repairs)	93 00
„ Conder (general repairs)	24 00
„ Eight-Ten-mile (general repairs)	150 00
„ Elkhorn (general repairs)	114 00
„ Evening Star (general repairs)	56 00
„ Four-mile (general repairs)	117 00
„ Freddie Lee (general repairs)	112 00
„ Goat Canyon (general repairs)	160 50
„ Jameson (general repairs)	51 00
„ Kitchener (general repairs)	106 00
„ Lemon Creek (general repairs)	199 25
„ Lemon Creek (North Fork) (general repairs)	132 00
„ Mabs (general repairs)	36 00
„ Meteor Mine (general repairs)	56 00
„ Miner Boy (general repairs)	50 00
„ Morning Star (general repairs)	42 00
„ Monitor-Queen Bess (general repairs)	48 00
„ Mountain Chief (general repairs)	35 00
„ McAllister (general repairs)	13 00
„ McGuigan (general repairs)	107 00
„ New Denver-Three Forks (general repairs)	109 75
„ Queen Bess (general repairs)	116 00
„ Robertson Creek (general repairs)	45 00
„ Sandon-Ivanhoe (general repairs)	48 00
„ Sandon-Reco (general repairs)	329 00
„ Ten-mile Creek (general repairs)	30 00
„ Ten-mile-Springer Creek (general repairs)	12 00
„ Three Forks-Bear Lake (general repairs)	65 50
„ Twelve-mile (general repairs)	52 00
„ Wilson Creek (general repairs)	610 50
„ Wonderful-Queen Bess (general repairs)	528 00
Streets—Nakusp (sidewalks and clearing, grading, etc.)	1,027 55
„ New Denver (sidewalks and clearing, grading, etc.)	721 26
„ Silverton (sidewalks and clearing, grading, etc.)	2,052 50
General supplies	700 95
Supervision	2,381 34
Total	$ 35,771 96

YALE DISTRICT. (Vote 169—$51,300.)

Road—Aberdeen (general repairs)	$ 1,503 00
„ Agassiz Ferry (general repairs)	34 25
„ Agassiz-Harrison (cleared, graded, etc.)	1,993 75
„ Anderson (general repairs)	209 30
„ Ashcroft-Spences Bridge (general repairs)	20 32
„ Aspen Grove (extending road and general repairs)	2,327 40
„ Back Valley (general repairs)	794 27
„ Barnes Hill (general repairs)	10 00
„ Basque (grading, excavating, and filling in)	1,059 72
Carried forward	$ 7,952 01

	Brought forward	$ 7,952 01
	YALE DISTRICT—*Continued.*	
Road—	Botanic Creek (built 19 culverts, grading, excavating, and general repairs)	2,598 00
„	Bridge-Ashcroft-Savona (general repairs)	80 64
„	Cache Creek (gravelling and general repairs)	1,287 79
„	Cain Valley (general repairs)	100 00
„	Cannery (general repairs)	529 40
„	Chaumoux (general repairs)	463 87
„	Chisholm (general repairs)	120 15
„	Coldwater (general repairs)	548 45
„	Colletville (grading, excavating, and general repairs)	1,535 78
„	Cornwall (general repairs)	625 21
„	Coyote Valley (general repairs)	107 84
„	Deadman Creek (general repairs)	160 40
„	Dent-Ritter (general repairs)	533 02
„	Dodding (general repairs)	7 00
„	Fish Lake (general repairs)	195 00
„	George (general repairs)	201 50
„	Gray (general repairs)	42 75
„	Gulliford (general repairs)	10 50
„	Hammond's (general repairs)	16 00
„	Harpers Mill (general repairs)	57 25
„	Harrison Hot Springs (general repairs)	319 50
„	Hat Creek (general repairs)	688 95
„	Highland Valley (clearing, grading, and general repairs)	3,614 46
„	Hope-Popcum (general repairs)	293 25
„	Johnson (general repairs)	148 25
„	Katz (general repairs)	149 20
„	Laidlaw (general repairs)	116 62
„	Lytton-Lillooet (grading and general repairs)	3,433 87
„	Main Trunk (general repairs)	971 40
„	Mamete Lake (grading and general repairs)	1,067 34
„	Manning-Thacker (general repairs)	26 00
„	Merritt-Hamilton (general repairs)	245 02
„	Midday Valley (general repairs)	2 80
„	Middlesboro (general repairs)	187 95
„	Mill Creek (general repairs)	556 91
„	Murray Creek (general repairs)	21 00
„	Nicola-Princeton (changing location of irrigation-ditch owing to diversion and general repairs)	2,042 27
„	Nicola-Stump Lake (clearing slides and general repairs)	853 15
„	North Lytton (general repairs)	13 00
„	One-mile Creek (general repairs)	96 75
„	Penny (general repairs)	188 55
„	Petit Creek (grading and depositing gravel)	953 36
„	Pollard (general repairs)	40 00
„	Popcum (clearing, gravelling, and building fence)	2,541 99
„	Princeton-Merritt (general repairs)	14 00
„	Quilchena (general repairs)	197 50
„	River (general repairs)	39 00
„	Rosedale and branches (general repairs)	77 20
„	St. Elmo (general repairs)	54 25
„	Salmon River (general repairs)	308 45
	Carried forward	$ 36,434 55

Brought forward	$ 36,434 55

YALE DISTRICT—*Concluded.*

Road—Semlin Siding (general repairs)	167 75
„ Smith's (general repairs)	178 00
„ Spences Bridge-Nicola (cleared, grading, gravelling, and general repairs)	3,895 38
„ Stein River (general repairs)	955 75
„ Sunshine (general repairs)	548 10
„ Upper Hat Creek (general repairs)	20 00
„ Veal (general repairs)	18 00
„ Venables Valley (general repairs)	137 60
„ Voigt Valley (general repairs)	278 13
„ Walhachin (general repairs)	279 37
„ Woodward's (general repairs)	40 75
„ Yale-Hope (general repairs)	623 18
Trail—Lytton-Spences Bridge (general repairs)	267 20
„ Similkameen (general repairs)	567 50
„ Skagit (general repairs)	116 00
„ Texas Creek (general repairs)	100 50
Streets—Ashcroft (general repairs)	239 45
„ Hope (general repairs)	100 55
„ Yale (general repairs)	12 00
General supplies	1,784 90
Supervision	2,852 25
Total	$ 49,616 91

YMIR DISTRICT. (Vote 170—$72,000.)

Road—Arrow Park Subdivision (maintenance and repairs)	$ 153 50
„ Arrow Park (north) (maintenance and repairs)	301 75
„ Big Sheep Creek (construction and maintenance)	327 00
„ Bird Creek (general repairs)	42 00
„ Block 2, Sub-lot 9555 (general repairs)	25 00
„ Bunker Hill (general repairs)	646 30
„ California Mine (general repairs)	57 00
„ Canyon City (general repairs)	67 10
„ Castlegar-West Robson (construction)	949 00
„ Central Park (construction and maintenance)	373 50
„ Cemetery (repairs)	18 00
„ Columbia Gardens (construction and repairs)	376 00
„ Cottonwood Lake (maintenance)	256 75
„ Creston-Erickson (maintenance and general repairs)	539 00
„ Creston-Kuskanook (maintenance and general repairs)	542 45
„ Creston-Laterals (maintenance and general repairs)	243 50
„ Creston-Kitchener-Goatfell (maintenance and general repairs)	2,105 75
„ Creston-Port Hill (general repairs)	241 75
„ Creston-Summit Creek (general repairs)	1,151 93
„ Deer Creek (general repairs)	511 25
„ Dundee Mine (general repairs)	61 05
„ East Robson (construction and general repairs)	1,366 10
„ Edgewood-Needles (general repairs)	665 00
„ Edgewood-Vernon (general repairs)	926 66
„ Emerald Mines (general repairs)	161 25
„ Erickson-Port Hill (general repairs)	859 26
Carried forward	$ 12,967 85

Brought forward		$ 12,967 85

YMIR DISTRICT—*Continued.*

Road—	Fire Valley-Whatshan (general repairs)	223 00
„	Four-mile-Pend d'Oreille (general repairs)	109 00
„	Fruitvale Subdivision (general repairs)	1,052 78
„	Granite Mill (general repairs)	328 10
„	Granite and branches (general repairs)	1,595 03
„	Harrop-Procter (general repairs)	742 09
„	Hood-Medford (general repairs)	154 00
„	Inanocklin (south) (general repairs)	222 75
„	Kootenay River (general repairs)	2,791 21
„	Lost Creek (general repairs)	1,960 75
„	Mountain (general repairs)	379 03
„	Nelson-Balfour (general repairs)	2,752 86
„	Needles-Fire Valley (general repairs)	408 00
„	Nelson-Roberts Ranch (general repairs)	71 75
„	Nelson-Waneta (maintenance and general repairs)	2,997 39
„	Northport (maintenance)	426 35
„	Pass Creek (maintenance)	1,751 17
„	Pend d'Oreille River (maintenance and construction)	3,839 48
„	Renata (general repairs)	280 30
„	Rock Creek (general repairs)	334 00
„	Rossland-Stony Creek (general repairs)	91 25
„	Salmon River (general repairs)	588 15
„	Sanca-Boswell (general repairs)	570 85
„	Second Relief (general repairs)	360 40
„	Silver King (general repairs)	52 50
„	Sirdar terminals (general repairs)	301 46
„	Six-mile (general repairs)	96 00
„	Slocan River (construction and maintenance)	2,211 44
„	Trail-Castlegar (construction and maintenance)	1,159 10
„	Trail (east) (construction and maintenance)	922 05
„	Trail-Fort Sheppard (maintenance)	638 71
„	Trail-Fruitvale (maintenance)	1,455 35
„	Trail-Rossland (maintenance)	4,002 89
„	Trail-Sayward (maintenance)	2,701 80
„	Trail Smelter (maintenance)	2,304 00
„	Trail Smelter-Violin Lake (maintenance)	233 25
„	Waterloo Ferry (maintenance)	32 50
„	West Demars (maintenance)	255 50
„	Whatshan (maintenance)	234 50
„	Wilcox Mine (maintenance)	96 00
„	Yellowstone (construction and maintenance)	3,763 84
„	Ymir (construction and maintenance)	104 63
Trail—	Boletti (general repairs)	109 50
„	Columbia (general repairs)	33 00
„	Cultus Lake (general repairs)	404 03
„	Faith Group (general repairs)	54 00
„	Gagnon's (general repairs)	52 00
„	Gamble Creek (general repairs)	51 00
„	Garuity Creek (general repairs)	20 00
„	Goat River (general repairs)	118 00
„	La France (general repairs)	51 00
„	Lightning Peak (general repairs)	91 50
Carried forward		$ 58,547 09

Brought forward	$ 58,547 09

YMIR DISTRICT—*Concluded.*

Trail—Lost Cabin (general repairs)	84 00
„ Murphy Creek (general repairs)	39 50
„ Pritchard Creek (general repairs)	100 00
„ Ruby Mine (general repairs)	54 00
„ South Fork of Salmon (general repairs)	81 00
„ Spokane Group (general repairs)	64 00
„ Summit Creek (general repairs)	100 00
„ White Grouse (general repairs)	48 00
„ Wolf Creek (general repairs)	36 00
Streets—Creston (maintenance and repairs)	537 98
„ Edgewood (maintenance and repairs)	377 38
„ Erie (maintenance and repairs)	47 15
„ Fairview (maintenance and repairs)	2,332 05
„ Rosemont, District Lot 182 (maintenance and repairs)	208 75
„ Salmo (maintenance and repairs)	129 79
„ South Nelson (maintenance and repairs)	543 34
General supplies	2,531 58
Supervision	2,963 80
Total	$ 68,825 41

KINGSWAY-BURNABY MUNICIPALITY. (Vote 171—$80,500.)

No expenditure.

POINT GREY ROADS. (Vote 172—$10,000.)

Fourth Avenue (grant $2,875 and general repairs)	$ 3,175 00
Marine Drive (oiling, cribbing, filling in, etc.)	3,480 35
Drain-boxes near E. P. Davis'	1,009 66
General supplies	1,694 74
Total	$ 9,359 75

INTERNED ALIENS. (Vote 173—$30,000.)

Fernie District	$ 6 00
Okanagan District—	
Edgewood-Vernon (new road)	3,920 93
Sicamous-Mara (new road)	13,930 64
Total	$ 16,957 57

STRATHCONA PARK. (Vote 174—$9,000.)

Expenditure	$ 8,800 28

OBSERVATORY ROAD. (Vote 175—$2,000.)

Expenditure	$ 1,847 00

SAANICH PAVING. (Vote 176—$20,000.)

Expenditure	$ 19,459 75

ASSISTANCE TOWARDS DYKE, NICOMEN ISLAND. (Vote 177—$10,000.)

Expenditure	$ 10,000 00

CONFINING PETERSON CREEK, ETC. (Vote 178—$25,000.)

Expenditure	*Nil.*

LOCATION OF ROADS. (Vote 179—$5,000.)

Cariboo (north)	$ 54 50
Columbia	342 50
Grand Forks	75 00
Okanagan	929 84
Revelstoke	321 90
Similkameen	191 40
Yale	142 20
Ymir	2,619 15
Total	$ 4,676 79
Less credit per C.N.R.	99 00
Total	$ 9,577 79

PROTECTION OF RIVER-BANKS.
(Vote 180—$10,000; Sup., $3,200 = $13,200.)

Chilliwack	$ 4,913 10
Columbia	3,033 05
Cranbrook	81 15
Fernie	995 70
Greenwood	69 00
Kamloops	162 75
Kaslo	117 00
Revelstoke	1,108 52
Similkameen	226 14
Skeena	670 30
Slocan	38 00
Ymir	1,316 15
Total	$ 12,730 86

ROAD MACHINERY. (Vote 181—$5,000.)

Cariboo	$ 75 75
Esquimalt	886 60
Greenwood	201 00
Revelstoke	80 50
Skeena	1,480 54
Ymir	567 30
Total	$ 3,291 69

WHARVES GENERALLY. (Vote 182—$25,000.)

Alberni—	
Ucluelet (approach)	$ 97 65
Vargas Island (approach)	183 00
Atlin—Discovery	52 40
Comox—	
Coal Harbour (float)	110 92
Hornby Island	608 27
Manson Landing	656 72
Mary Island	383 03
Quathiaski	428 38
General supplies	41 55
Carried forward	$ 2,561 92

Brought forward	$ 2,561 92

WHARVES GENERALLY—*Concluded.*

Cowichan—	
Cowichan Bay	847 72
Maple Bay	197 60
Esquimalt—Float	18 00
Islands—	
Beaver Point	45 00
Burgoyne Bay	402 35
Deep Bay	100 60
Fulford Harbour	16 00
Gabriola (north)	398 43
Gabriola (float)	126 70
Galiano	46 00
Ganges	232 60
Hill	165 00
Hope	398 55
Kuper Island	453 15
Mayne Island	30 00
Moresby Island	404 01
Musgrave	488 69
Port Washington	407 10
Saturna	80 85
Thetis Island	465 32
Vesuvius Bay	301 45
General supplies	3,409 98
Okanagan—	
Dog Lake	444 29
Ewing's Landing	4 10
Gellatly	343 61
Killiney	15 40
Long Lake	94 18
Naramata	79 04
Okanagan Centre	106 99
Peachland	2 40
Rainbow	23 03
Westbank Ferry	4 15
General supplies	106 45
Richmond—Snug Cove (Bowen Island)	478 60
Similkameen—Kaleden	769 95
Skeena—	
Bella Coola	4,625 07
Queen Charlotte City	20 25
Ymir—Nelson (floating)	370 83
Total	$ 19,085 36

PRINCE RUPERT WHARF. (Vote 183—$8,000.)

Expenditure	$ 6,462 99

BRIDGES GENERALLY. (Vote 184—$450,000.)

Alberni District.

Brennan Creek	$ 168 34
Best-Kitsuksus Creek	92 45
Cape Scott	259 25
Carried forward	$ 520 04

Brought forward	$ 520 04

BRIDGES GENERALLY—*Continued.*

Alberni District—Concluded.

China Creek	95 88
Clarke's Road	97 60
Coleman's Road	77 65
Comodor	40 00
Englishman's River	29 53
French Creek	210 50
Four-mile Creek	265 20
McCoy Creek	200 30
McLeod Lake	20 00
Proctor Creek	117 50
Roger Creek	725 50
San Josef Trail	643 45
Texada Island	244 01
Upper Englishman's River	1,386 73
Total	$ 4,673 89

Atlin District.

Big Horn River	$ 130 00
Indian River	25 00
Klehini	268 00
Little Lake Outlet	30 00
Miner's Ditch, No. 1	59 52
Moose Arm Portage	60 00
Nakina	303 50
Slate Creek	50 00
Spruce Creek, No. 1	313 96
Spruce Creek, No. 2	101 20
Spruce Creek, No. 3	90 00
Spruce Creek, No. 4	90 00
Total	$ 1,521 18

Cariboo District.

Northern Division—

Beaver Creek	$ 107 50
Curve Creek	306 00
Dore River	2,596 59
Endako River (at Stella)	1,921 66
Fraser River (near Mount Robson)	224 98
Fraser River (at Prince George)	30 25
Hudson Bay	454 50
Morris Creek	515 20
McLennan	1,554 96
McMillan	39 65
Nechako River (at Vanderhoof)	30,184 30
Nechako River (at Prince George)	41,150 22
Necoslie	2,178 54
Peace River	1,586 40
Salmon River	10,277 00
Stella	241 53
Carried forward	$ 93,369 28

Brought forward	$ 93,369 28

BRIDGES GENERALLY—*Continued.*

Cariboo District—Concluded.

Northern Division—*Concluded.*	
Tremblay's, Dawson Creek	1,156 00
Yellowhead Lake	500 00
General supplies	118 24
Southern Division—	
Harpers Camp Road	1,057 76
Spencer's Gulch	712 87
Central Division—	
Canyon and Terry Creek	82 50
Cottonwood	7,507 32
Wingdam	522 48
Total	$105,026 45

Chilliwack District.

Chilliwack River Road	$ 35 00
Columbia Valley Road	93 20
Matsqui	56 69
Mount Lehman	600 41
Vedder	11 83
White	706 90
Yale Road (west)	1,459 72
Total	$ 2,965 75

Columbia District.

Beard's Creek	$ 99 00
Boulder Creek	170 65
Brisco (floating)	286 10
Bugaboo	276 04
Canal Flat	297 25
Canyon Creek	2,022 61
DeGrozie Creek	418 50
Dutch Creek	1,542 32
Fifty-two-mile Post	1,091 86
Heffner's	348 05
Horsefly Creek	1,042 80
Kicking Horse	164 25
Kootenay	152 20
Larimer Creek	31 00
Moberly	12 00
McDonald Creek	618 75
McKeenan's Creek	65 00
North Fork of Dutch Creek	95 00
North Fork of Spillimacheen	74 00
North Vermilion	456 30
Pinehurst	43 00
Shuswap Creek	102 00
Sinclair Creek	575 27
South Vermilion	241 80
No. 3 Creek	1,258 50
Tatley Creek	314 25
Carried forward	$ 11,798 50

Brought forward	$ 11,798 50

BRIDGES GENERALLY—*Continued.*

Columbia District—Concluded.

Toby Creek	3,797 80
Toby Road	100 00
Wait-a-bit	182 90
Washout Creek	520 00
Wilmer (*floating*)	225 26
Windermere Creek	80 07
Total	$ 16,704 53

Comox District.

Brooklyn	$ 62 20
Calhoun's	1 52
China Creek	44 75
Crescent Bay	8 75
Curran's	79 35
Findlay Creek	47 11
Ford's (Hornby Island)	916 70
Garven Creek	35 50
Hart's Creek	1,062 91
Hodgson Cross Road	104 05
Howe's (Hornby Island)	1,231 73
Kelland	62 15
Little River	17 50
Lund-Powell River Road	642 15
Nahwitte River	537 74
Powell River	3,469 32
Powell River-Grief Point	1,054 64
Power-house	69 00
Puntledge River, No. 1	228 00
Puntledge River, No. 2	7 75
Rennison's	190 65
Salmon River	521 86
Sandhills	7 25
Shelter Point	62 50
Shushartie River	553 76
Smith	232 87
Stewart's	92 50
Swansky's	87 50
Thames River	3,858 36
Trent River	48 00
Tsolum River	70 50
Victoria-Campbell River Road, No. 79A	116 50
Victoria-Campbell River Road, No. 79F	50 00
Total	$ 15,575 07

Cowichan District.

Barkley	$ 88 50
Cheewat-Clo-oose	301 50
Chemainus River	1,458 00
Cowichan Lake	3,212 33
Carried forward	$ 5,060 33

Brought forward	$ 5,060 33

BRIDGES GENERALLY—*Continued.*

Cowichan District—Concluded.

Cowichan Station	4,307 52
Duncan Wagon	1,397 38
Evans	25 50
Glenora Cross Road	43 50
Twin, No. 47 and No. 48	102 10
Vaux	21 74
Total	$ 10,958 07

Cranbrook District.

Cherry Creek	$ 21 00
Kelly Slough	22 50
Kimberley-Mark Creek	278 64
Kootenay River-Gateway	181 25
Kootenay River (at Fort Steele)	312 51
Kootenay River (at Wardner)	74 00
Kootenay River (at Wasa)	146 00
Manchester Creek	74 12
Marysville-Mark Creek	379 57
Matthew Creek	1,017 50
Perry Creek	125 00
Sawmill Creek	175 00
Skookumchuck	1,061 36
St. Mary Lake	111 00
St. Mary River (Mission-Wycliffe)	156 75
St. Mary River (Eugene-Mission)	10,290 96
St. Mary River (Eugene-Mission) (temporary)	1,429 26
St. Mary River (Westport) (large)	574 00
Tahk	48 00
Wycliffe	587 40
General	91 36
Total	$ 17,157 18

Delta District.

Anderson Creek	$ 1,135 41
Canoe Pass	109 21
Coghlan	129 97
Dry Gulch	923 63
Hope	24 48
Jenkins	20 00
Livingstone	610 35
No. 2	114 90
No. 3	70 70
No. 4	72 40
No. 5	221 47
No. 6	252 00
Pacific Highway	49 80
Town Line	1,813 85
Warwhoop Trail	635 07
Total	$ 6,183 24

BRIDGES GENERALLY—*Continued.*

Dewdney District.

Carter's	$ 50 67
Conley Creek	43 02
Dewdney Slough	4 90
Dewdney Trunk Road	154 50
Gifford, No. 1	57 71
Gifford, No. 2	57 71
Gifford, No. 3	75 00
Hazelwood Street	297 69
Henderson	54 32
Morrison	91 49
McDonald (Pitt Meadows)	235 59
Sproule	34 00
Stave Falls	2,077 18
Thompson's	68 49
Upper Pitt River	635 52
Yennadon (Wilson Road)	487 45
Total	$ 4,425 24

Esquimalt District.

Coal Creek	$ 13 00
Finlayson Arm	91 80
Fitzgerald	169 11
Gordon River (east)	793 28
Gordon River (west)	25 00
Grant's	53 12
Happy Valley	50 65
Helmcken	16 40
Hughes	18 00
Luxton	93 25
Otter Point	54 00
Parson's	259 45
Phillips	31 25
Sooke Road, No. 1	43 65
Total	$ 1,711 96

Fernie District.

Coal Creek	$ 97 70
Elkmouth, No. 9	260 58
Elko	6 00
Elk River, No. 4	20 00
Gateway Ferry	54 00
Hosmer, No. 2	2,365 07
McDougall's, No. 3	201 62
Sand Creek	50 88
Waldo	2,613 46
West Fernie, No. 5	544 50
General supplies	37 20
Total	$ 6,251 01

BRIDGES GENERALLY—*Continued.*

Grand Forks District.

Carson	$ 805 20
Cascade	169 20
East Fork	58 50
Fourth Street	55 60
Franklin	926 57
Gilpin	252 29
Total	$ 2,267 36

Greenwood District.

Baker Creek	$ 29 50
Blythe	34 00
Fairview Road	209 00
Johnston	439 75
Lawless	591 14
Main Kettle River	398 00
Nesker's	2,399 06
North Fork of Rock Creek	232 00
Westbridge	7 50
Wilkinson Creek	11 00
White Cabin (Kettle River)	1,067 22
General supplies	30 00
Total	$ 5,448 17

Islands District.

Deep Bay	$ 135 25
Gabriola	30 25
Horton Bay (Mayne Island)	36 00
Mount Newton (North Saanich)	82 05
New Road (North Saanich)	173 50
North Saanich	24 00
South End (South Gabriola)	27 50
Walker's Hook	218 65
Total	$ 727 20

Kamloops District.

Barriere River	$ 137 00
Bischoff	712 42
Celista Creek	54 23
Eagle River (at Craigellachie)	1,361 49
Eagle River (at Solsqua)	8 50
Granite Creek	549 89
Kamloops (east)	150 00
Kamloops (west)	454 40
Kernaghan's	122 00
Loftus Slough (Malakwa)	250 95
Moore's	210 21
Salmon River	150 75
Savona	162 20
Shuswap	42 00
Carried forward	$ 4,366 04

Brought forward	$ 4,366 04

Bridges generally—*Continued.*

Kamloops District—Concluded.

Solsqua Trestle	742 49
South Thompson River	46 00
Yard Creek	421 32
Total	$ 5,575 85

Kaslo District.

Beach	$ 3 00
Canning	15 00
Cariboo Creek	463 23
Cascade Creek	146 22
Crawford Bay	79 95
Dry Gulch	6 00
Eureka Trail	4 50
Gerrard	12 00
Goat River	87 91
Grey Creek	160 25
Halfway	6 00
Hammil Creek	1,011 20
Healey Creek	3 00
Kaslo Creek, Nos. 1 and 2	9 00
Kaslo Creek (South Fork)	521 75
Lynchville Road	456 52
Montezuma	6 00
Reclamation Farm Slough	253 25
Summit Creek	88 00
Tenderfoot Creek	6 00
Trout Lake	24 00
Wakefield	181 90
Woodberry	39 00
General supplies	291 50
Total	$ 3,875 18

Lillooet District.

Eastern Division—

Big Bar Creek	$ 137 50
Bridge Creek (Buffalo Branch Road)	93 75
Bridge Creek (Horse Lake Road)	96 25
Campbell's	3 00
Canim Lake Road	400 25
Canoe Creek	62 87
Clinton Creek	196 70
Clinton Station	5 02
Cut-off Valley Creek	120 00
Eagle Creek	85 00
Eighty-three-mile	36 00
Fifty-seven-mile Creek	22 16
Sawmill	6 00
School-house	6 00
Sixty-one-mile	6 50
Carried forward	$ 1,277 00

Brought forward	$ 1,277 00

BRIDGES GENERALLY—*Continued.*

Lillooet District—Concluded.

Eastern Division—*Concluded.*	
Upper Dog Creek	18 00
General supplies	69 00
Western Division—	
Alexander Creek	240 25
Big Creek	6 00
Big Horn	15 00
Birkenhead River	17 85
Bridge River (mouth of)	11 25
Cayoosh Creek	60 75
Cedar Creek	27 00
Chilcotin Suspension	39 00
Dickey Creek	36 00
Dry Gulch	285 35
Fraser River	12 00
Hanceville	115 00
Hell Creek	69 87
Leon Creek	31 50
Lower Chilcotin River	561 26
Riley Creek	72 00
Seton Lake Creek	109 00
South Fork Creek	57 00
Spider Creek	130 00
Ward's Ferry	51 00
General supplies	16 50
Total	$ 3,327 58

Nanaimo District.

Chase River, No. 1	$ 113 87
Nanaimo River	51 75
Total	$ 165 62

Newcastle District.

Bush Creek	$ 119 03
Davis	263 10
First Creek	19 60
Morrison's, No. 2	30 57
Morrison's, No. 3	64 50
Old South Wellington	2 56
Total	$ 499 36

Okanagan District.

Baxter's	$ 55 00
Belgo-Canadian	106 00
Cherry Creek, No. 4	20 00
Deep Creek, No. 5	275 69
Dry Creek	8 10
Enderby, No. 1	145 35
Enderby, No. 14	18 00
Carried forward	$ 628 14

Brought forward	$ 628 14

BRIDGES GENERALLY—*Continued.*

Okanagan District—Concluded.

Finlaison's	93 25
Fortune's, No. 2	107 40
Grindrod	104 80
Jack's Creek	130 00
Kaiser's	106 92
Keddleston	2 00
Kingfisher, No. 48	184 85
K.L.O., No. 5	7 59
Lake Shore	15 00
Laurence, No. 7	61 94
Lumby Section	99 45
Miller's	42 77
McDougall Creek	87 00
Nicholl's	116 97
No. 1, Kelowna Section	9 54
No. 2, Kelowna Section	11 88
No. 3, Naramata	24 30
No. 4, Kelowna Section	35 52
North Naramata	60 49
Sigalet	49 14
Thomkinson's	91 48
Trepanier	504 81
Warner's	57 86
Westbank, No. 12	2 72
General supplies	365 55
Total	$ 3,001 37

Revelstoke District.

Beaton	$ 55 50
Beatrice Trail	113 00
Big Mouth	100 00
Bowie-Solsqua Trestle	432 43
Camborne Canyon	80 00
Camp Creek	20 00
Carnes Creek	57 00
Clanwilliam-Sicamous	13 15
Columbia River	704 03
Columbia River (north)	1,191 40
Columbia River (south)	977 50
Columbia River (west)	45 00
Craigellachie	181 15
Craigellachie-Taft	1,720 19
Cranberry Creek	309 31
Crawford Creek	86 75
Crazy Creek	560 40
Death Rapids	385 19
Deep Creek	73 50
Downie Creek	168 00
Eagle River	28 15
Eight-mile Creek	66 00
Fish River Trail	285 00
Carried forward	$ 7,652 65

Brought forward	$ 7,625 65

BRIDGES GENERALLY—*Continued.*

Revelstoke District—Concluded.

Fish River (at Camborne)	15 25
Fish River (at Mammoth)	214 60
Five-mile branch roads	215 00
Galena Bay	207 50
Goldfields	40 00
Goldstream	90 00
Greeley Creek	126 50
Illecillewaet River (lower)	199 44
Illecillewaet River (upper)	646 41
Illecillewaet River (east)	655 15
Laforme Creek	1,274 60
Landslide Trestle	232 70
Laurie	33 75
Lonzo	1 50
Mammoth	40 00
Menhinick Creek	48 00
Mica	53 35
Montana Slough	3 00
North Fork	42 00
Old Gaol and Power-house	6 00
Pool Creek	576 80
Power-house	168 85
Revelstoke roads (east)	1,080 85
Sable Creek	24 40
Salmon River	118 75
Six-mile branch roads	307 00
Solsqua-Bowie	360 00
Taft	6 60
Tumwata	6 00
Waverly Trail (North Fork)	182 85
Total	$ 14,629 50

Richmond District.

Eburne	$ 2,051 43
Upper Squamish	1,146 69
Total	$ 3,198 12

Saanich District.

Helmcken	$ 40 00

Similkameen District.

Allison-Copper Mountain	$ 28 50
Ashnola Trail	2,227 70
Beaver Creek (Fairview-Penticton Road)	276 75
Beaver Creek (Penticton-Fish Lake)	296 05
Cawston Subdivision (at South Keremeos)	307 87
Chopaka	115 08
Copper Mountain Road	362 10
Daly Island Slough	327 85
Carried forward	$ 3,941 90

Brought forward	$ 3,941 90

BRIDGES GENERALLY—*Continued.*

Similkameen District—Concluded.

Eagle Creek	15 40
Fifteen-mile Creek	39 00
Five-mile Creek	286 50
Four-mile Creek	18 58
Gulch-Fairview-Oak Creek	120 50
Keremeos Creek (near Richter's)	32 50
Keremeos Station	33 17
Kettle Valley	704 98
Little Bear Creek	115 75
Nahumption Creek	243 75
Okanagan River (at Fairview)	94 50
Okanagan River (near Penticton)	15 00
Okanagan River (Penticton-Summerland)	34 02
Okanagan River (Penticton-Trout Creek Road)	10 50
Osoyoos Lake	28 50
Penticton-Fish Lake	336 44
Sawmill Creek	239 13
Sheep Creek	74 10
Similkameen River (at Allison)	16 05
Similkameen River (at Ashnola)	183 75
Similkameen River (at Keremeos)	256 54
Similkameen River (at Princeton)	358 23
Similkameen River (South Keremeos)	122 78
Siwash Creek	192 55
Tulameen River	93 65
Twenty-mile Creek	195 23
Ward Creek	565 30
Wolf Creek	979 88
General supplies	67 00
Total	$ 9,415 18

Skeena District.

Bella Coola Division—	
Bella Coola	$ 2,558 93
Canoe Crossing	181 32
Four-mile	2,835 58
Middle (Hagensborg)	45 50
Saloomt	751 80
Thirty-five-mile	72 00
Thorson's Creek	55 92
Interior (North) Division—	
Bulkley River (Hazelton)	26,580 94
Canyon Creek (Hynes Settlement)	904 98
Kitsequelka River	77 03
Kuldo	240 05
Main Fork of Telkwa River	1,364 87
Mission Creek	194 36
Moricetown	955 06
Pine Creek	959 55
Skeena River (Kispiox Valley)	1,020 44
Carried forward	$ 38,798 33

Brought forward	$ 38,798 33

BRIDGES GENERALLY—*Continued.*

Skeena District—Continued.

Interior (North) Division—*Concluded.*	
Skeena River Suspension	111 25
Smithers	81 00
South Fork of Telkwa River	746 71
Telkwa-Canyon Creek	150 60
General supplies	437 00
Interior (South) Division—	
Bickle Road-Main Road	217 50
Burns Lake	2,216 27
Dodd's Creek	225 61
Endako Creek	913 97
Francois Lake Road	187 50
Houston-Bulkley River	1,286 87
Keefe's Landing-Ootsa Lake	264 57
Main Trunk Road	321 46
McDonald's Landing	105 00
Pleasant Valley	20 00
Telkwa	2,617 47
General supplies	67 50
Upper Division—	
Cedarvale	3,892 80
Copper River	75
Kitwanga	591 00
Phipps Creek	154 00
Price Creek	327 65
Two-mile Bridge (Gold Creek-Copper River)	209 50
General supplies	24 70
Lower Division—	
Alwyn Creek	389 89
Breckenridge-Copper City	124 18
Braun's	64 00
Cedar River	450 20
Copper City	163 43
Corlette Road, No. 1	458 98
Corlette Road, No. 2	348 31
Corlette Road, No. 3	182 00
Deep Creek	7 00
Green River, No. 1	607 95
Green River, No. 2	345 00
Hughes Road, No. 1	451 76
Mile 88	241 45
Mud Lake	3 50
Smith's Island	378 84
Spring Creek	21 00
Thornhill Creek	790 61
General supplies	35 50
Portland Canal Division—	
Bear River	4,018 80
Bitter Creek	2,443 75
Bug Creek	195 95
Canyon Creek	8 75
East Fork of Kitsault River	36 15
Carried forward	$ 65,736 01

Brought forward	$ 65,736 01
BRIDGES GENERALLY—*Continued.*	
Skeena District—Concluded.	
Portland Canal Division—*Concluded.*	
Eight-mile Creek	98 00
Kitsault Ferry	98 50
Nass Valley	397 75
Salmon River	549 75
General supplies	21 00
Queen Charlotte Islands Division—	
Kundis River	619 20
Lawn Hill	173 35
Miller Creek	539 45
Queen Charlotte City	782 00
Total	$ 69,015 01
Slocan District.	
Cariboo Creek	$ 18 00
Carpenter Creek	363 45
Cedar Creek	14 00
Kooskanax	30 00
Lemon Creek	671 85
Mineral City	9 00
Mosquito Creek	2,390 79
McCormick	48 50
Nakusp	10 00
Passmore	1,516 11
Perry's Siding	6 00
Silverton-Four-mile (general)	88 43
Silverton-Four-mile, No. 1	124 00
Silverton-Four-mile, No. 2	322 05
Silverton-Four-mile, No. 3	238 44
Silverton-Four-mile, No. 4	28 00
Silverton-Four-mile, No. 5	32 00
Silverton-Four-mile, No. 6	127 50
Silverton-Four-mile, No. 7	248 00
Slocan River (at Appledale)	5,253 84
Ten-mile Creek	788 75
General supplies	20 43
Total	$ 12,349 14
Yale District.	
Ashcroft	$ 235 93
Canyon	55 00
Carrington	1 50
Colletville	295 50
Cottonwood Island	9 25
Emory	104 02
Floodville	1,108 12
Harper's Mill	56 94
Harrison Wharf	3 00
Hope	28 00
Iron Mountain	90 00
Lake	48 29
Carried forward	$ 2,035 55

Brought forward	$ 2,035 55

BRIDGES GENERALLY—*Continued.*

Yale District—Concluded.

Manion	446 99
Maria Slough	2 00
Mill Creek	2 73
Nahomeen Creek	57 50
Silver Creek	1,138 09
Spences	6 00
Styrne Creek	300 00
Ten-mile Creek	112 12
Tingley	54 00
Voigt	786 65
Walhachin	9 50
Yale Creek	285 91
Total	$ 5,237 04

Ymir District.

Anderson Creek	$ 162 99
Castlegar-West Robson Road	235 93
Cement Creek	111 00
Cottonwood Canyon	328 25
Creston-Port Hill Road	16 00
Crescent Valley	30 10
Duck Creek	349 33
Duck Creek Flats	55 07
Fairview Streets	3 67
Goat Falls	3,234 85
Goat River	324 20
Goatee (near Creston)	1,513 29
Grady's Creek	26 60
King Creek	82 00
Lambert's	9 08
Lizard Creek	21 56
Nelson-Balfour Road	295 00
Nick's Bridge (Reclamation Farm)	381 50
Pass Creek	2,021 70
Pend d'Oreille River	807 65
School	17 00
Silver King	280 11
Stony Creek	14 25
Syringa	185 80
Taghum	41 00
Trail-Columbia	91 01
Waneta	80
Wild Horse Creek	147 50
Yellowstone, No. 1	1,456 53
General supplies	58 15
Total	$ 12,301 92
Bridge Inspector	2,804 10
Grand total	$347,029 27
Less credit, "Darling"	65 25
Total of bridge expenditure	$346,964 02

BRIDGES GENERALLY—*Concluded.*

FRASER RIVER BRIDGE. (Vote 185—$150,000.)

Expenditure $150,000 00

Subsidies and Maintenance, Steamboats, Ferries, and Bridges.

BARNSTON ISLAND. (Vote 186—$3,500.)

Expenditure ..... $ 3,440 41

BULKLEY RIVER, SOUTH HAZELTON. (Vote 187—$2,500.)

Expenditure ..... $ 1,272 39

CANOE RIVER. (Vote 188—$800.)

Expenditure ..... $ 783 70

GOLDSTREAM. (Vote 189—$100.)

Expenditure ..... $ 100 00

COLUMBIA RIVER, WATERLOO. (Vote 190—$500.)

No expenditure.

FRANCOIS LAKE. (Vote 191—$7,500.)

Expenditure ..... $ 6,501 08

FRASER RIVER AT ALEXANDRIA. (Vote 192—$1,200.)

Expenditure ..... $ 1,129 32

FRASER RIVER AT MACALISTER. (Vote 193—$5,000.)

Expenditure ..... $ 295 00

FRASER RIVER AT AGASSIZ. (Vote 194—$3,500.)

Expenditure ..... $ 3,500 00

FRASER RIVER AT BIG BAR. (Vote 195—$1,000.)

Expenditure ..... $ 836 85

FRASER RIVER AT CHILLIWACK-HARRISON. (Vote 196—$800.)

Expenditure ..... $ 800 00

FRASER RIVER AT FORT GEORGE. (Vote 197—$1,500.)

Expenditure ..... $ 539 80

FRASER RIVER AT HIGH BAR. (Vote 198—$1,100.)

Expenditure ..... $ 600 00

FRASER RIVER ABOVE LYTTON. (Vote 199—$1,000.)

Expenditure ..... $ 571 50

FRASER RIVER AT MISSION. (Vote 200—$8,000.)

Expenditure ..... $ 5,541 87

FRASER RIVER AT QUESNEL. (Vote 201—$1,800.)

Expenditure ..... $ 1,470 16

FRASER RIVER AT RANCH VALLEY (ESTABLISHED AT DUNSTER). (Vote 202—$3,000.)

Expenditure ..... $ 2,610 22

SUBSIDIES AND MAINTENANCE, STEAMBOATS, FERRIES, AND BRIDGES—*Continued.*

FRASER RIVER AT RUBY CREEK. (Vote 203—$600.)

Expenditure ..... $ 200 00

FRASER RIVER AT LEE'S LANDING. (Vote 204—$525.)

No expenditure.

FRASER RIVER AT SODA CREEK.
(Vote 205—$2,000; S.W., $150 = $2,150.)

Expenditure ..... $ 2,121 01

FRASER RIVER AT 20-MILE POST (ABOVE LILLOOET). (Vote 206—$500.)

Expenditure ..... $ 500 00

FRASER RIVER AT LADNER-WOODWARD.
(Vote 207—$13,500; S.W., $4,100 = $17,600.)

Expenditure ..... $ 17,307 57

EAST SUMMERLAND. (Vote 208—$1,000.)

Expenditure ..... $ 1,000 00

HALL'S LANDING. (Vote 209—$475.)

Expenditure ..... $ 475 00

KELOWNA-WESTBANK. (Vote 210—$1,000.)

Expenditure ..... $ 1,000 00

KOOTENAY RIVER AT LEWIS. (Vote 211—$100.)

Expenditure ..... $ 76 25

KOOTENAY RIVER AT RECLAMATION FARM.
(Vote 212—$1,100; S.W., $125 = $1,225.)

Expenditure ..... $ 1,214 51

NECHAKO RIVER, FRASER LAKE. (Vote 213—$1,000.)

Expenditure ..... $ 833 80

NECHAKO RIVER, FORT GEORGE. (Vote 214—$1,500.)

Expenditure ..... $ 720 33

NECHAKO RIVER (NEAR MOUTH OF CHILAKO RIVER). (Vote 215—$3,000.)

Expenditure ..... $ 2,978 13

NECHAKO RIVER, NEULETT (NEAR VANDERHOOF). (Vote 216—$3,000.)

No expenditure.

NECHAKO RIVER AT VANDERHOOF. (Vote 217—$1,000.)

Expenditure ..... $ 614 80

NORTH THOMPSON RIVER, BESTER, MOSQUITO FLAT. (Vote 218—$600.)

Expenditure ..... $ 562 10

NORTH THOMPSON RIVER, CHINOOK COVE. (Vote 219—$600.)

Expenditure ..... $ 586 14

NORTH THOMPSON RIVER AT JONES.
(Vote 220—$600; S.W., $250 = $850.)

Expenditure ..... $ 823 17

SUBSIDIES AND MAINTENANCE, STEAMBOATS, FERRIES, AND BRIDGES—*Concluded.*

NORTH THOMPSON RIVER AT LITTLE FORK. (Vote 221—$1,150.)

Expenditure ..... $ 920 70

NORTH THOMPSON RIVER, UPPER CROSSING. (Vote 222—$1,200.)

Expenditure ..... $ 1,027 57

SHUSWAP LAKE, SORRENTO, SCOTCH CREEK.
(Vote 223—$1,585; S.W., $250 = $1,835.)

Expenditure ..... $ 1,721 26

SOUTH THOMPSON RIVER AT DUCKS. (Vote 224—$650.)

Expenditure ..... $ 597 97

SOUTH THOMPSON RIVER AT PRITCHARD. (Vote 225—$600.)

Expenditure ..... $ 588 37

STUART LAKE. (Vote 226—$900.)

Expenditure ..... $ 496 25

STUART RIVER, TSINKIT-STUART LAKE ROAD. (Vote 227—$3,000.)

Expenditure ..... $ 2,988 24

SKEENA RIVER AT BRECKINRIDGE. (Vote 228—$1,020.)

Expenditure ..... $ 653 00

COPPER CITY. (Vote 229—$1,300.)

Expenditure ..... $ 724 71

SKEENA RIVER AT HAZELTON. (Vote 230—$750.)

Expenditure ..... $ 190 41

SKEENA RIVER, KITWANGA. (Vote 231—$1,300.)

Expenditure ..... $ 735 97

SKEENA RIVER, MEANSKINISHT-CEDARVALE. (Vote 232—$4,500.)

Expenditure ..... $ 3,015 66

SKEENA RIVER AT PACIFIC. (Vote 233—$4,500.)

Expenditure ..... $ 4,306 01

SKEENA RIVER AT TERRACE.
(Vote 234—$1,380; S.W., $600 = $1,980.)

Expenditure ..... $ 1,915 66

SKEENA RIVER AT USK. (Vote 235—$1,300.)

Expenditure ..... $ 1,083 75

WEST ARM, KOOTENAY LAKE, AT NELSON.
(Vote 236—$3,600; S.W., $1,000 = $4,600.)

Expenditure ..... $ 4,301 10

Bridge-tenders.

CANOE PASS. (Vote 237—$720.)

Expenditure ..... $ 720 00

EBURNE. (Vote 238—$840.)

Expenditure ..... $ 840 00

KAMLOOPS. (Vote 239—$540.)

Expenditure ..... $ 540 00

PITT RIVER. (Vote 240—$1,680.)

Expenditure ..... $ 1,680 00

Subsidies to Steamboats.

NORTH-EAST ARM OF ARROW LAKE. (Vote 241—$3,000.)

Expenditure ..... $ 2,400 00

DOG LAKE, SIMILKAMEEN. (Vote 242—$1,250.)

Expenditure ..... $ 1,250 00

SHUSWAP LAKE. (Vote 243—$4,000.)

Expenditure ..... $ 3,961 54

Miscellaneous.

BOILER INSPECTION (MAINTENANCE, WAGES, REPAIRS, ETC., LAUNCH "ADANAC").
(Vote 244—$2,500.)

Expenditure ..... $ 1,961 28

EXTRA JANITORS AND JANITORS' SUPPLIES.
(Vote 245—$20,000; S.W., $4,200 = $24,200.)

Expenditure ..... $ 23,917 82

GARAGE, VICTORIA (CHAUFFEURS' WAGES AND EXPENSES, SUPPLIES AND REPAIRS).
(Vote 246—$4,000.)

Expenditure ..... $ 3,892 83

PREMIUM, INSURANCE, GOVERNMENT BUILDINGS. (Vote 247—$16,650.)

Expenditure ..... $ 14,872 00

SPECIAL GUARD, PARLIAMENT BUILDINGS.
(Vote 248—$1,500; S.W., $2,700 = $4,200.)

Expenditure ..... $ 4,177 30

Special Aid to Mining Industry.

(Chap. 43—$200,000.)

Fernie.

Road—Bill Nye Mines	$ 400 00

Greenwood.

Road—Caron (extension to Sappho Mineral Claim)	$ 271 20
„ Rambler and Standard	249 00
„ Sally Wagon	504 78

Kamloops.

Road—Aberdeen Mine (Kamloops-Mamete River)	$ 1,399 75
Trail—Siwash Creek	999 35

Kaslo.

Road—Jackson Mine-Bell Mine	$ 439 45

Revelstoke.

Road—Big Bend Extension (Columbia River Road North)	$ 999 60
Trail—Beatrice	299 50
„ Bernier	496 50
„ Boyd Creek	196 00
„ Flat Creek	199 00
„ Sable Creek	404 50
„ Waverley	186 00

Richmond.

Trail—Indian River	$ 4,879 08
„ Lynn Creek	1,000 00

Similkameen.

Road—Ashnola	$ 2,499 65
Trail—Copper Mountain	798 75
„ Summit	250 20

Skeena.

Road—Fiddler Group	$ 6,000 00
Roads and bridges—Salinas Mine, Alice Arm	367 00
Trail—Cronin's	7,152 34

Slocan.

Road—New Denver-Three Forks-Sandon Wagon	$ 992 40

Yale.

Road—Highland Valley	$ 3,581 46

Ymir.

Road—Eureka-Granite	$ 182 27
„ Green City	2,001 50
„ Molly Gibson	3,919 80
„ Second Relief	378 858
„ Velvet	299 45
Trail—Bayonne	551 65
Carried forward	$ 41,899 23

Brought forward	$ 41,899 23

SPECIAL AID TO MINING INDUSTRY—*Concluded.*

Ymir—Concluded.

Trail—Connolly	200 00
„ Corn Creek	250 00
„ Cultus Creek	2,996 60
„ Foghorn	250 00
„ Granite Creek	150 00
„ Hall Creek	250 00
„ Lost Creek	520 95
„ Mount Roberts	115 50
„ McDonald Mine	486 75
„ Nugget	298 25
„ Rossland	438 70
„ Gordon Group	187 00
„ Headland	153 70
„ Dewdney (Rossland Trail)	41 50
„ Stony Creek	417 00
„ Wild Horse	100 00
Total	$ 48,754 98

TENDERS RECEIVED AND CONTRACTS AWARDED.

1st April, 1916, to 31st March, 1917.

Schools.

Work and Tenderers.	Amount.	Remarks.
Colony Farm—One-room, large:		
Robinson Bros	$ 3,100 00	
T. Carson	3,190 00	Accepted; completed.
Sloan & Harrison	4,150 00	
J. Layfield	4,200 00	
Snider Bros. & Brethour, Ltd	4,599 00	
Bull River Bridge—One-room:		
J. T. Giddings	4,069 00	Accepted.
A. McLean	4,260 00	
T. J. Doris	4,870 75	
County Line—Two-room:		
G. McWilliam	5,950 00	Accepted; completed.
Sloan & Harrison	6,430 00	
T. Carson	6,900 00	
Robertson & Partners	8,597 00	
Robinson Bros. (too late)	7,465 00	
Dunach—One-room, large:		
I. C. Jones	2,121 00	Accepted; completed.
Sloan & Harrison	2,190 00	
T. Carson	2,245 00	
N. Olund	2,300 00	
Robinson Bros	2,300 00	
G. McWilliam	2,350 00	
M .T. Finley	2,545 00	
Davies Construction Co	3,576 00	
Extension—Two-room:		
L. C. Young	3,189 00	Accepted; completed.
G. McWilliam	3,225 00	
T. Carson	3,690 00	
W. M. Ross	4,700 00	
J. Koskela	4,600 00	
Ladysmith—One-room, large:		
G. McWilliam	2,670 00	Accepted; completed.
B. C. Footner	3,260 00	
T. E. Crowell	3,380 00	
Maple Ridge—Two-room:		
G. McWilliam	4,775 00	Accepted; completed.
T. Carson	5,390 00	
Sloan & Harrison	5,830 00	
Adair, Hudson & Elliott	6,150 00	
Finley & Mills	6,167 00	
Robinson Bros	6,200 00	
Merritt—Heating and repairs:		
C. Beck	4,074 50	Accepted; completed.
Mara—Two-room:		
I. C. Jones	6,840 00	Accepted; completed.
T. Carson	7,000 00	
McBride—Two-room:		
Bronger & Flynn	8,700 00	
Second tender:		
Bronger & Flynn	8,500 00	Accepted; completed.

SCHOOLS—*Concluded.*

Work and Tenderers.	Amount.	Remarks.
NICOMEN—One-room, large:		
Sloan & Harrison	$ 2,400 00	Accepted; completed.
A. B. Catherwood	2,700 00	
Finley & Green	2,966 00	
OYAMA—Two-room:		
I. C. Jones	7,460 00	Accepted; completed.
T. E. Crowell	7,800 00	
SILVERDALE—One-room, large:		
G. McWilliam	2,200 00	
Robinson Bros	2,250 00	
Robinson Bros (alternate)	2,400 00	
Sloan & Harrison	2,380 00	
T. Carson	2,470 00	
T. Carson (alternate)	2,350 00	Accepted; completed.
M. T. Finley	2,700 00	
SIDNEY—One-room:		
Cancelled.		
SOOKE—One-room, large:		
Parker & Grace	3,100 00	Accepted; completed.
W. M. Ross	3,350 00	
G. McWilliam	3,600 00	
J. Moggey	4,500 00	
SILVERTON—Two-room:		
G. McWilliam	6,750 00	Accepted; completed.
SOUTH OKANAGAN—Two-room:		
T. E. Crowell	7,500 00	
G. E. Ritchie (late)	12,420 00	
TROUT CREEK—One-room, small:		
Parker & Grace (no deposit cheque)	2,550 00	
Malcolm & Co	2,650 00	
T. Carson	2,870 00	Accepted.
G. McWilliam	3,200 00	
H. W. Harvey	3,400 00	
LUMBY—Heating only:		
No tenders received.		

SCHOOL-DESKS.

Clarke & Stuart Co	$ 2,287 50	
Clarke & Stuart Co. (alternate)	2,340 00	Accepted.
Macey Office Equipment Co	2,437 50	
Thomson Stationery Co	2,491 50	
Weiler Bros., Ltd	2,576 25	
Victoria Furniture Co	2,563 75	
Victoria Furniture Co. (alternate)	2,577 50	
W. N. O'Neill Co	3,212 50	

Fuel.

Tenderers.	Nut.	Lump.			
	Parliament Buildings.	Parliament Buildings.	Government House.	Victoria Court-house.	Normal School.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
Victoria Fuel Co.*	$6 25	$7 50	$7 65	$7 60	$7 90
Kirk & Co.	6 45	7 85	7 50	7 50	7 95
Mackay & Gillespie, Ltd.	6 40	7 65	7 65	7 65	7 75
Hall & Walker	6 40	7 80	7 60	7 60	7 90
J. E. Painter & Son	6 40	7 70	7 80	7 65	7 90

* Awarded.

Vancouver Court-house and Normal School.

Tenderers.	Lump.	Nut.	Pea.
	Per Ton.	Per Ton.	Per Ton.
McDonald & Marpole	$7 85	$6 75	$5 05
L. M. Duthie Coal Co.	7 85	6 75	5 05
Evans, Coleman & Evans	7 85	6 75	5 05
McNeill, Welsh & Wilson	7 80	6 75	5 05
J. Hanberry & Co.	7 85	6 75	5 05
Middlesborough Collieries, Ltd.	7 00*	5 85	4 75
Island Coal & Coke Co.	7 25	5 75*	4 75

* Awarded.

Sale of Hay, Songhees Reserve.

R. W. Short, $5 per ton. Accepted.

Ferry, Arrowhead-Beaton.

J. Fitzsimmons (accepted)	$ 2,400 00
C. F. Lindmark	3,000 00
J. B. McGaghren (late)	2,000 00

Ferry, Fraser River at Agassiz.

	Tenderers: W. McGrath	V. G. Haslam.
Foot-passengers (adults), each	$0 25 single	$0 25 return.
Foot-passengers, children under thirteen years	Free	Free
Auto with driver and passengers, return	$1 00 to $1 50	$1 25
Passenger with saddle-horse, return	75	50
Passenger with horse and buggy, return	1 00 to 1 25	75
Driver with two horses and wagon, loaded or unloaded	1 25	1 00 unloaded. 1 50 loaded.
Driver with four horses and wagon, loaded or unloaded	1 50	1 50 unloaded. 2 00 loaded.
Cattle and horses, per head	25 each way	50
Sheep, per head	15 "	25
Hogs, per head	15 "	25
Calves and colts under one year old, per head	15 "	25
Freight, perishable, per 100 lb.	1 00 per ton	10 per 100 lb.
Freight, unperishable	1 00 "	10 "

Above offers were not accepted, but a free ferry was installed. Subsidy, $3,500.

Ferry, Fraser River at Hope.

Previous year's charter renewed for three months only.

FERRY, SUMMERLAND-NARAMATA.

	Tenderer: Okanagan Lake Boat Co.
Passenger (adult)	$ 0 25
Child (not in arms) under thirteen years	15
Head of cattle, horse, mule, donkey, etc	75
Calf, sheep, goat, or swine	50
Vehicle with one horse and driver	1 25
Cart or wagon with one horse and driver, loaded	1 50
Vehicle with two horses and driver, unloaded	2 00
Vehicle with two horses and driver, loaded	2 50
Auto and driver	2 00
Parcels of 25 lb. and under	25
Freight of 100 lb. and under, non-perishable	10
Freight of 100 lb. and under, perishable	15

Subsidy, $1,000 per annum. Tender accepted.

KELOWNA-WESTBANK.

	Tenderer: J. J. Campbell.
Passenger (adult), return	$ 0 25
Child (not in arms) under thirteen years	10
Head of cattle, horse, mule, or donkey	75
Calf, sheep, goat, or swine	50
Calf, sheep, goat, or swine, per scow-load	5 00
Vehicle with one horse and driver	1 50
Cart or wagon with one horse and driver, empty	1 50
Cart or wagon with one horse and driver, loaded	1 50
Vehicle with two horses and driver, empty	2 25
Vehicle with two horses and driver, loaded	2 25
Parcel of 25 lb. and under	Free.
Freight per 100 lb. and under, non-perishable	10
Freight per 100 lb. and under, perishable	10
Motor-cars with passengers and driver	2 00
Children travelling to and from school	Free.

Subsidy, $1,000 per annum. Tender accepted.

REPORT OF INSPECTOR OF DYKES.

Office of Inspector of Dykes,
Victoria, B.C., December 17th, 1917.

Hon. J. H. King,
Minister of Public Works, Victoria, B.C.

Sir,—I have the honour to submit herewith the following annual report relative to the maintenance and management of the Chilliwack, Matsqui, Maple Ridge, Coquitlam, and Pitt Meadows Dyking Districts for the year 1917:—

According to records extending over a period of eighteen years, the freshet in the Fraser River this year was slightly above the average. The sluice-gates at Matsqui closed on May 13th, the reading of the river-gauge being 9.20, and that of the gauge in the ditch, inside the dyke, 8.50.

The river continued to rise steadily until June 12th, when it reached 19.90 on the gauge, the highest point recorded during the season. The second rise occurred on June 21st, when the gauge registered 19.30. The water remained at a high stage until July 10th, when the gauge-reading was again 19.30; the lowest point recorded between the two last-mentioned dates was 17.60 on July 1st. From July 10th the water fell gradually until August 9th, when the sluice-gates opened.

The following table shows the maximum freshet heights in the Fraser for the years mentioned as recorded by gauges established at Chilliwack, Matsqui, and Pitt River. Zero for these readings is low-water level in Pitt River near its mouth, the elevation of which is, approximately, 6.80 feet above that of low water at the Sand-heads:—

Year.	Chilliwack.		Matsqui.		Pitt River.	
	Date.	H.W.	Date.	H.W.	Date.	H.W.
1894	June 5	36.80	June 6	26.37	June 6	14.75
1900	" 27	32.95	" 27	22.85	" 28	12.00
1901	" 2	31.75	" 3	20.90	" 3	10.75
1902	July 5 / June 2	29.30	July 6	19.00	July 6	9.75
1903	" 18	33.80	June 18	23.65	June 18	12.75
1904	" 9	29.45	" 11	18.80	" 12	9.82
1905	" 11	29.00	" 12	17.35	" 12	8.75
1906	" 9 / July 13	26.35 / 26.95	" 9 / July 13	13.95 / 14.55	" 9 / July 12	7.70 / 7.40
1907	June 5	30.45	June 5	18.85	June 5	9.70
1908	" 14	32.15	" 16	21.45	" 15	11.50
1909	" 16	30.05	" 17	19.25	" 18	10.20
1910	May 30 / June 12 / " 16	27.65 / 27.65 / 28.05	May 31 / June 17	16.95 / 16.70	" 1 / " 12	8.90 / 8.80
1911	" 18 and 19	31.25	" 19	20.75	" 19	10.70
1912	" 26	28.40	" 26	17.35	" 27	9.20
1913	" 15	31.05	" 15	20.35	" 16	11.00
1914	" 21	30.50	" 22	18.45	" 23	10.10
1915	May 29	24.00	May 29	12.75	May 29	7.90
1916	June 28	31.15	June 28	20.70	June 29	11.50
1917	" 12	30.60	" 12	19.90	" 11	10.70

The following is a detailed statement of Maintenance Account from October 1st, 1916, to September 30th, 1917:—

SERVICE.	DYKING DISTRICT.					
	Chilliwack	Matsqui.	Maple Ridge.	Coquitlam.	Pitt Meadows.	
					Tract No. 1	Tract No. 2
Fuel on hand Oct. 1st, 1916	$46 00	.....	$ 27 50	$100 00	.....	.....
Fuel purchased during 1917	642 50	.....	.....	.....	.....	.....
Electric power purchased during 1917	.....	$3,435 66	1,168 00	788 97	$ 75 11	$272 26
Wages	434 75	905 05	378 16	496 92	42 53	251 00
Repairs and supplies	138 42	57 35	75 96	153 89	.....	31 15
Insurance	.....	187 50	70 00	35 00	17 50	17 50
Annual payment to 1937 on cost of renewing pumping plant	152 53	.....	.....	.....	.....	.....
Annual payment for installation of electric plant	.....	659 66	1,262 25	1,294 00	412 25	741 82
Telephone service	.....	17 40	25 10	26 95	.....	.....
Shingling roofs of pump-houses	.....	175 00	.....	.....	.....	.....
	$1,414 20	$5,437 62	$3,006 97	$2,895 73	$547 39	$1,313 73
Credit by fuel on hand Sept. 30th, 1917	89 00	.....	.....	90 00	.....	.....
Credit by sale of weighing-scales, boilers, and junk	.....	26 00	30 00	62 00	63 76	15 13
Total cost of pumping	$1,325 20	$5,411 62	$2,976 97	$2,743 73	$483 63	$1,298 60
Maintenance and Management of Dyke.						
Repairs, including wages of caretaker	$908 59	$561 58	$646 30	$327 96	$87 70	$101 00
Brushing dyke	54 00	.....	32 23	87 00	19 25	125 70
Fencing	38 45	68 00	.....	.....	.....	.....
Annual payment to 1945 on cost of concrete sluices	399 57	.....	631 25	597 69	140 13	127 68
Repairs to discharge-flume	.....	.....	75 00	.....	.....	.....
Bounty paid on rats	.....	24 80	25 38	9 74	3 80	3 38
Plant	.....	.....	37 10	14 57	5 23	5 00
Shingling Caretaker's house	.....	60 00	.....	.....	.....	.....
Salary of Inspector of Dykes, proportionate amount	925 44	497 64	408 48	156 60	57 12	54 72
Travelling expenses of Inspector of Dykes, proportionate amount	102 27	59 53	45 51	20 41	5 86	4 27
Salary of clerk and extra clerical work, proportionate amount	926 22	495 65	408 50	153 92	57 33	54 50
Collector's commission and exchange on bank drafts	350 91	.....	.....	.....	.....	.....
List of registered owners in City and Municipality	15 00	.....	.....	.....	.....	.....
Expenses of Court of Revision	12 00	3 00	.....	.....	.....	.....
Total expenditure	$5,057 65	$7,181 82	$5,286 72	$4,111 62	$860 05	$1,774 85

Statement showing the Annual Assessment on Capital Account, and the Assessment on Maintenance Account for the Year ending September 30th, 1917, including the Amount levied on Lands assessable on an Acreage Basis and the Amount assessed under "Minimum Assessment" Charges; also the Rate per Acre.

	Chilliwack.	Matsqui.	Maple Ridge.		Coquitlam.	Pitt Meadows.	
			High Land.	Low Land.		Tract No. 1	Tract No. 2
Annual assessment on capital charge.	$10,000 00	$ 6,250 00	$1,349 04	$5,020 76	$2,899 40	$ 890 77	$ 852 63
Maintenance Charge.							
On lands assessable on acreage basis..	$4,696 70	$7,179 13	$1,110 23	$4,142 96	$3,608 61	$860 05	$1,774 85
On lands subject to minimum rate....	$360 59	$2 69	$18 82	$14 71	$503 01	.....	.....
Acreage assessable on an acreage basis	18,871 66	10,209 08	2,603 55	5,772 95	3,141 62	1,174 78	1,112 22
Acreage subject to minimum rate ..	204 35	0 52	10 38	5 88	95 61	.....	.....
Total acreage	19,076 01	10,209 60	2,613 93	5,778 83	3,237 23	1,174 78	1,112 22
Rate per acre, capital charge.....	$0 52$\frac{4}{10}$	$0 61$\frac{2}{10}$	$0 51$\frac{6}{10}$	$0 86$\frac{9}{10}$	$0 89$\frac{6}{10}$	$0 75$\frac{8}{10}$	$0 76$\frac{7}{10}$
Rate per acre, maintenance charge...	0 24$\frac{9}{10}$	0 70$\frac{5}{10}$	0 42$\frac{6}{10}$	0 71$\frac{7}{10}$	1 14$\frac{8}{10}$	0 73$\frac{2}{10}$	1 59$\frac{5}{10}$
Total rate per acre..	0 77$\frac{3}{10}$	1 31$\frac{5}{10}$	0 94$\frac{2}{10}$	1 58$\frac{6}{10}$	2 04$\frac{4}{10}$	1 49	2 36$\frac{2}{10}$

As there was no sale of lands held for delinquent dyking assessments during the years 1915 and 1916, a considerable amount of arrears had accumulated. In order to reduce this accumulation to some extent, and at the same time taking into consideration the existing financial stringency, it was decided to hold a sale of those lands only (with the exception of streets in municipalities) the assessments on which were delinquent for 1914 and subsequent years, subject, however, to the provisions of the "Military Relief Act."

The following statement shows the net amount of arrears outstanding in each of the different dyking districts for the years 1916, 1915, and 1914 respectively:—

	Chilliwack.	Matsqui.	Maple Ridge.	Coquitlam.	Pitt No. 1.	Pitt No. 2.
Net amount arrears for 1916..	$1,996 20	$1,448 34	$5,913 94	$4,426 53	$28 40	$2,443 17
Net amount arrears for 1915..	605 57	500 66	4,150 87	2,682 88	.....	1,449 86
Net amount arrears for 1914..	78 17	.....	86 73	917 70	.....	.....
Total net amt. outstanding	$ 2,679 94	$1,949 00	$10,151 54	$8,027 11	$28 40	$3,893 03

Pumps.

Although the length of the pumping season this year was not greater than the average, yet on account of the heavy rainfall in the month of June—viz., 8.02 inches—as recorded at the Meteorological Station at Coquitlam, the amount of work required to be performed by the pumps and the consumption of electric power were unusually heavy. During June 1st and 2nd the rainfall in thirty-six hours amounted to 3.19 inches, equal to 86,750 gallons per acre, which rate, extended over the whole of the area tributary to the pumps, would aggregate an enormous quantity for them to dispose of, even after deducting a large percentage for evaporation and absorption by the soil.

As a result of this exceptionally heavy rainfall some of the low-lying areas in the dyked districts were more or less flooded, although the pumps were working to their full capacity until the water was reduced to its normal level.

RIVER-PROTECTION WORKS.

On account of the recently increased dimensions of the gravel-bar near the upper end of the Chilliwack Dyke, effected through the lodgment of snags in the channel of the river, the direction of the current during the freshet of 1916 was deflected with increased force against the river-bank, and caused a considerable amount of damage to the mattressing placed along the foot of the bank, which under ordinary conditions afforded protection against erosion.

As it was a matter of urgency that temporary repairs at least be made before the approaching high-water season in order to prevent serious erosion of the bank in vicinity of the dyke, and as no funds for the purpose were obtainable from the Dominion Government, the necessary work of repairs was performed by the Provincial Government at a cost of $633.90.

Although the work referred to, which is of a temporary nature only, answered the purpose for which it was intended, it will be necessary, in order to safeguard the dyke, that steps be taken as soon as practicable, either to remove the obstructions in the channel, and thereby relieve the pressure against the bank, or else construct protection-work along the exposed portions of the river-bank sufficiently substantial to withstand the force of the current.

If conditions as existing are allowed to continue for a few years longer, there is every probability that encroachment by the river will extend to the present site of the dyke, as once the bank is exposed to the strong force of the current it will soon wash away the margin of less than 300 feet of alluvial soil between the river and the dyke.

Some necessary repairs will require to be made to the protection-work at Matsqui, where a mattress weighted with rock was placed by the Dominion Government about three years ago to protect the bank at the end of the upper wing-dam. This mattress has apparently slid out of position or sunk into the quicksand; as a result the bank has caved in at that point, which is in close proximity to the dyke.

The attention of the Resident Engineer of the Dominion Public Works Department has been directed to the matter, and as the repairs required are for the securing of work undertaken by that Department, it may reasonably be expected that they will receive the required attention. In any case, it will be necessary, in order to prevent the dyke from being undermined, that the repairs in question be carried out before the advent of the next high water.

Referring to the menace to the safety of the dyke in the Maple Ridge District through the encroachment of the Lillooet River, mentioned in the annual report of the Inspector of Dykes for the year 1915, the writer is now in a position to state that the threatened danger has been permanently removed by the diversion of the river, as suggested in the report above referred to. This work was carried out by the Dominion Government during the past summer, and consisted of dredging a new channel, which, by cutting out a sharp bend in the river, improves the navigation and also diverts the flow of the current from the bank of the old channel in the vicinity of the dyke.

Respectfully submitted.

E. A. WILMOT,
Inspector of Dykes.

REPORT OF INSPECTOR OF FACTORIES.

Inspector of Factories,
Vancouver, B.C., February, 1917.

Hon. J. H. King,
Minister of Public Works, Victoria, B.C.

Sir,—I have the honour to submit to you the report of the Factory Inspection Department for the year 1916.

Before taking up in detail the work of the Department, I think it would be well to explain our present administrative machinery. The Department has two Inspectors. During the year we have tried to visit all the places coming under our jurisdiction. The territory, being large, cannot be covered thoroughly in the time at our disposal owing to the rapidly increasing correspondence, as well as to the number of interviews.

To properly inspect the increasing number of factories additional help is much needed. From the standpoint of efficiency our inspection-work should be divided into classes—either of establishments or of kinds of work to be done. The ideal way is to have a Safety Inspector for safety work, a Sanitary Inspector for sanitary work, an expert on ventilation to handle those problems, and the same for lighting, heating, etc. The safety, health, and general welfare of every employee depends to a certain extent on all conditions, and therefore the most logical method of classifying inspections is according to the nature of the problem presented. This, however, is utterly impossible with two Inspectors. Each Inspector has to know something of everything instead of everything of something, and inspects all kinds of establishments for all sorts of conditions.

All the large manufacturing establishments and industrial centres have received attention. For various reasons it was necessary to visit some of these places several times, to the exclusion of some of the small industries. The enforcement of the law regarding elevators in shops and hotels has entailed a large amount of work.

Appended is a list of factories in British Columbia.

I have met with some opposition to orders and the enforcement of the law, but such opposition has been the exception and not the rule. The modern manufacturer is always glad to receive suggestions that will improve the conditions or secure the safety of the workmen in his employ. While we have had some differences of opinion with engineers as to the practicability of the Inspector's instructions, I am pleased to say that only in a very few instances was it necessary to change the instructions. In most instances the order issued was found to be entirely practicable, and this where the engineers in question were safety experts engaged by some of the large corporations for the purpose of reducing hazards. It is not an exceptional occurrence that the trained Factory Inspector has been of valuable assistance to the superintendent of concerns in pointing out the weakness in their equipment for the prevention of accidents. There is a cause for this, and the explanation is simple: While the head of the department of any particular plant is kept busy devising ways and means for the reduction of the hazard of his concern, the Inspectors cover many plants of like kind and therefore are enabled to garner the information of the combined thoughts of many. An Inspector, in the course of his duties, visits every available kind of establishment and examines every make of machine, modern or ancient, and his eye is by dint of service trained to look for little things—for he knows the danger of the big ones.

Safety is the slogan that is now making itself felt around the world, and the question which arises is not means, but ways to produce the desired results of keeping the employees well, happy, and free from injury. About a year ago some of the large corporations started the safety-first movement in their plants. Large expenditures have been made for safety appliances and in safeguarding and improving working conditions. Beginning with the movement, Safety Inspectors have been appointed. Many people busied themselves laughing at the safety crusade; they said

it was a fad. The proposition of safety first does not mean futile investigation after an accident or catastrophe, but the adoption of well-known measures before the accident.

It is of the greatest importance that an Inspector should enforce the law for safeguarding machinery and other dangerous appliances. Devices are on the market for guarding all sorts of machinery, so there is no reason why any machine or its attachments should be left unprotected.

Section 32 (*a*) provides that all dangerous parts of mill-gearing, machinery, and shafting shall be, as far as practicable, securely guarded. The words "or other appliances" should be inserted in this section.

Mr. W. Sydney Smith, H.M. Inspector for Dangerous Trades, in his report on fencing and safety precautions for transmission machinery ("Factory and Workshop Acts," 1901 to 1911), has to say: "By 'transmission machinery' is meant the whole of the mechanical appliances which serve as connecting-links for transmitting the motion of the prime mover to an individual machine."

The term used in the "Factory Act" is not "transmission machinery," but "mill-gearing," which is defined as comprehending every shaft, whether upright, oblique, or horizontal, and every wheel, drum, or pulley by which the motion of the first moving power is communicated to any machine appertaining to a manufacturing process. The words "or other appliances" were first introduced into the definition of mill-gearing by the "Factory and Workshop Act, 1901." This amendment considerably widened the scope of the expression, which now includes not only couplings, flexible shafts, clutches, parts of clutches connected with drums, pulleys, and other similar devices, but also all driving bands, belts, chains, ropes, and straps forming connecting transmission-links between the prime mover, line-shafting, counter-shafting, and the operative wheel or pulley which directly affects the manufacturing process.

It is reported to me that employees remove guards. No person should remove or make ineffective any safeguards required by the Act during the active use or operation of the guarded machine or device, except for the purpose of immediately making repairs thereto, and all such safeguards so removed should be promptly replaced. Orders have frequently to be issued to see that the men use the guards provided, as these are sometimes removed and employers are a little lax about insisting on their use, feeling perhaps that they have done their part in having the guards installed.

ACCIDENTS.

Appended is a list of accidents and their causes. One hundred and eighty-six were reported, of which twenty were fatal.

A number of accidents have been caused by employees cleaning and adjusting machinery while in motion. Section 32 (*b*) says: "No machinery, other than steam-engines, shall be cleaned while in motion, if the Inspector so directs by written notice."

Obstructions in connection with any machine should not be removed under any circumstances until such machine has been stopped.

Machine operators should exercise the utmost care in adjusting machinery, and never do so while in motion. All machinery when in operation is dangerous and should be considered so by the operator. When belts become loose or disabled the engine or motor should be started up slowly when putting belt in place. When belt is not in use it should be hung up in a place where it cannot be caught by the pulley or shaft.

The one remedy to prevent accidents is a law prohibiting any person from operating or assisting in the operation of any machine until the foreman is satisfied that the person understands enough about machinery to enable him to be instructed in the dangers attending his occupation.

Appended is a partial set of rules covering the more important points of danger common to all industries, which have been forwarded to most manufacturers. These rules have been adopted as general orders, and are supplemented from time to time by other orders which the Department may deem necessary after further investigation.

RE "FACTORIES ACT," SECTION 32.

Belts—Guards.—All belts, ropes, or chains driving machinery or shafting, and all secondary belts, ropes, or chains—in short, all belts, ropes, or chains exposed to contact, except belts which are so small or those which move so slowly that there is no possibility of danger, must be guarded.

In all cases the point where the belt, rope, or chain runs on to the pulley, sheave, or sprocket must be guarded.

All horizontal belts, ropes, or chains driving machinery or shafting 6½ feet or less from the floor where exposed to contact must be guarded.

Note.—In guarding overhead belts or rope-drives, unless so guarded that persons cannot pass under them, the width of the guard should not be less than the width of the belt or rope-drive, and the length should not be less than the distance between the outer faces of the two pulleys. It should cover the outer faces of the two pulleys or sheaves and extend upward to such a point and be attached in such a way that in case the belt breaks it will withstand the whipping force of the belt.

Belts running through floors should be boxed or railed to a height of 5 feet.

Note.—In rooms or parts of rooms used exclusively for transmission machinery, such as the ground floor of sawmill and the basement of paper or flour mills, it has been found practical to define certain passage-ways for the use of oilers and millwrights, and to guard the pulleys, belts, and shafts along these passage-ways.

Pulleys—Guards.—All pulleys over 18 inches in diameter which are exposed to contact must be guarded.

Loose Pulleys.—All machines not individually motor-driven must be equipped with a loose pulley or a clutch, or some other adequate means of stopping the machine quickly.

Belt-shifters.—All loose pulleys must be furnished with a permanent belt-shifter, so located as to be within easy reach of the operator. The belt-shifter must be so constructed as to make it impossible for the belt to creep from the loose pulley back to the tight pulley.

All belt-shifters must be equipped with a lock or some other efficient device which will prevent the shifter from being accidentally shifted.

Pulley near Shaft-hanger.—Pulleys must be so placed as to allow the width of the belt between two pulleys or between the pulley and the shaft-hanger, or a hook must be provided or a guard placed adjacent to the pulley to prevent the belt from leaving the pulley.

Clutches.—All clutches must be guarded.

Note.—Practically all clutches have protruding parts or screws which make them as dangerous as set-screws on shafts.

Emery-wheels—Hoods and Guards.—Emery-wheels used for grinding purposes must be equipped with a hood connected with an exhaust-fan or water system. A guard must be provided as a part of the hood construction, or in addition to the hood, which shall be strong enough to withstand the shock of a bursting wheel. This guard must be adjusted close to the wheel and extend over the top of the wheel to a point 30 degrees beyond a vertical line drawn through the centre of the wheel. The exhaust or water system is not required on emery-wheels which are in general use by all employees in common to touch up castings or tools.

Fly-wheels.—All sections of fly-wheels with spokes which are 6 feet or less from the floor and which are exposed to contact must be guarded. Fly-wheels which run in pits must be provided with toe-board around the pit.

Exception.—Where an engine is isolated in a room used exclusively as an engine-room, the fly-wheel of such engine may be guarded with a railing. This railing must be constructed with two rails, the bottom of which must be not less than 18 inches from the floor.

Friction Drives.—The contact faces of all friction drives when exposed to contact must be enclosed.

All friction drives with projecting bolts where exposed to contact must be guarded.

Gears.—All gears where exposed to contact must be entirely enclosed or equipped with a flange-guard which must enclose the teeth of the gears. All arm or spoke gears and all web gears with holes in the web, which are over 18 inches in diameter, where exposed to contact must be entirely enclosed.

Keys and Key-seats.—All projecting keys in shafting where exposed to contact must be cut off or guarded, and all key-seats and projecting ends of shafts where exposed to contact must be guarded.

Ladders with Steel Points.—All portable ladders must be equipped with steel points or steel feet on the bottom, or other effective means of preventing slipping.

Where the platform system is not used in connection with overhead shafting, or the oiling is not done automatically, a safety-ladder should be used, having hooks at one end to hold it on the shaft and sharp metal points at the other to make it secure on the floor.

On cement floors, where metal points are not applicable or permissible, the shoes are made of basswood blocks, which do not readily slip on cement or other smooth floors.

Passage-ways—Keep Clear.—All passage-ways and gangways must be kept smooth and in good repair and free from nails or obstruction over which persons may stumble and fall.

Platforms with Stairways or Stationary Ladders.—All permanent elevated platforms in frequent use must be equipped with a permanent stairway or stationary ladder.

Runways and Platforms—Rails and Toe-boards.—All elevated walks, runways, or platforms, except on loading or unloading side of platforms, must be provided with a guard-rail. A toe-board must be provided to prevent parts from falling off.

Set-screws.—All set-screws on moving parts where exposed to contact must be countersunk or protected by a solid collar, or a headless set-screw must be used. No part of the set-screws must project above the surface.

Shafting.—All transmission shafting in work-room or in passage-ways leading to work-rooms, and located less than 6½ feet from the floor, where exposed to contact must be guarded.

Vertical shafts must be surrounded by a metal or wooden casing.

Counter-shafts set on floor and every other point where belt and pulley meet at a place where a workman may ever have occasion to go must be guarded.

Chains.—All hoist-chains should be periodically tested and examined and annealed at least once in every twelve months.

Sprockets.—All sprockets exposed to contact must be guarded.

Stairways—Handrails.—All stairways must be equipped with handrails, and the rails must be kept smooth and free from nails and splinters. Where the stairway is not built next to a wall or partition, rails must be provided for both sides.

Oiling, Cleaning, and Repairs.—Clause (*b*): No machinery other than steam-engines shall be cleaned while in motion. Clause (*e*): Notice of Inspector as to precautions against accidents.

Workmen shall not undertake to oil, inspect, clean, or repair machines in motion or moving parts of machinery unless previously authorized to do so by the foreman or overseer.

Clothing.—The clothing of employees having to work around moving parts of machinery, and particularly those whose duty it is to oil up and repair machines, must be buttoned and close fitting.

Gloves and Mittens.—It is forbidden to wear gloves or mittens when working at saws or handling belts.

Handling Belts.—It is strictly forbidden to connect by hand a belt more than 3 inches wide unless the power has been slowed.

When a belt is not in use, it must be hung up in a place where it cannot be caught by the pulleys of shafts.

All workmen in a plant must be taught how to make use of the system of signal by which all the machines can be stopped in case of accident.

Children.—Owing to the number of accidents, fatal and otherwise, in allowing children around plants, I beg to draw your attention to this very dangerous practice. Children are naturally mischievous, and if allowed to play or loiter around factories their curiosity will tempt them to meddle with machinery or belting, sometimes with serious results.

Inspector to proceed against Actual Offender.—No person shall remove or make ineffective any safeguard required by the Act during the active use or operation of the guarded machine or device, except for the purpose of immediately making repairs thereto, and all such safeguards so removed shall be promptly replaced.

The term "guarded," when used in these orders, shall mean so covered, fenced, or enclosed that a person in the course of his employment is not liable to come in contact with the point of danger and be injured.

The term "exposed to contact," when used in these orders, shall mean that the location of a thing is such that a person, while in the course of his employment, is able to come into contact with it and be injured.

Wood-working.

Jointers.—All hand-jointers must be equipped with guard or safety cylinder-head.

NOTE.—It has been found from experience that the safety cylinder-head practically eliminates the possibility of serious injury to the hands.

Mats to prevent Slipping.—The floors where operators stand in operating dangerous machines used in manufacturing, such as wood-shapers, jointers, and circular saws, must be provided with rubber mats, gravel roofing-paper, or other effective means of preventing slipping.

Band-saws.—On all band-saws the upper and lower wheels and the saw must be guarded, except the part of the saw below the saw-guide.

Note.—The wheels of a band-saw should be treated the same as fly-wheels, and should be so guarded that a person will not be caught if he should stumble and fall against the wheels. It is necessary to guard the upper as well as the lower wheel, because the operator is liable to get up on the machine to oil or adjust it while in motion, and there is always danger of his making a misstep and being caught.

Circular Saws.—All circular saws must be guarded, and all such saws used for ripping, other than self-feed saws, must be equipped with a splitter. All other saws where possible must be equipped with a splitter.

Exception.—On saws while specific work is being done where it is impossible to do the work when the saw is guarded.

Machines with Knife-heads.—All knife-heads of wood-shapers and similar heads of other machines not automatically fed must be guarded, or forms must be used in which the part operated on is securely fastened.

All knife-heads of stickers, planers, etc., where exposed to contact must be guarded.

Child-labour.

I am pleased to report that child-labour is something almost unknown in British Columbia. One case was found this year—a boy under the age of fourteen years employed in a machine-shop. However, when the matter was brought to the company's notice, the boy was sent to school.

Canning-factories and Evaporators.

Evaporators are a new industry in the Province. To report on these industries may be of general interest to the public, and it is safe to say that the owners of canning-factories and evaporators fully realize this fact. In the preparation of food products every effort must be made to maintain cleanliness. Modern facilities have been provided in order to accomplish this. Some drawbacks, however, exist where these industries are located in a district where there are no sewerage systems, and in consequence it is most difficult to dispose of the refuse. But there should be no trouble in seeing that proper sanitary accommodations, wash-rooms, and an ample supply of clean towels and soap are provided for the employees. Condensation can also be removed. Floors can be kept clean and dry and in good repair and machinery safeguarded. Where wet processes are used the floors should be so drained that there is no measurable depth of water in which the operators must stand while working. Machines, benches, vessels, and other things in the room should be kept clean and sanitary as the nature of the industry will permit. Water-proof aprons and gum boots should be provided.

Dressing-rooms.—Where the labour performed by the operator is of such a character that it becomes desirable or necessary to change the clothing, wholly or in part, before leaving the building at the close of the day's work, separate dressing-rooms should be provided.

I find that there are several cases where municipal by-laws are violated. As the municipalities have their own by-laws drafted and in force, covering sanitary conditions, I believe it to be the duty of officers of such municipalities to enforce the rules and regulations as embodied in their by-laws. The enforcement of those by-laws by municipal officials would materially assist this Department in obtaining sanitary conditions.

Fire-escapes.

The question of providing adequate and safe egress from factories and workshops in case of fire is a matter of great importance and one that should receive serious attention. Under section 36, it is the duty of this Department to see that the lives of the workers are protected in every possible way against danger of fire. It is true that the various factories and workshop buildings throughout the Province have been generally equipped with outside fire-escapes, but this protection is far from being the best. The ordinary type of fire-escape has been not inappropriately termed "the human gridiron," because it can be easily put out of commission by

flames or smoke pouring out of the windows opening upon the escape or directly under it. High-grade fire-proof doors and windows wherever they open upon or directly underneath the escape should be so designed and constructed and glazed with wire glass to resist fire. The fact that for many years we have been spared the experience of a serious fire with loss of life is not a guarantee of immunity.

EYE-INJURIES.

Employees should always wear goggles when engaged in operations in which particles are likely to fly into the air. Goggles afford an excellent protection to the eye. The eye-injuries reported could have been prevented if employees had used the goggles supplied them. The foreman in charge of workers who use goggles should be careful to advise them that the face, and not the pocket, work-bench, or wall-nail, is the sensible place for the goggles—that an eye once lost can never be replaced.

HOURS OF FEMALES.

Although the Department has been unable to inspect every establishment employing females, the knowledge that the law is being enforced and that complaints will be followed up has resulted in the general observance of the law. The unusual conditions brought about by the war and demands of the Federal Government furnished reasons for overtime permits being issued. A complaint looked into regarding overtime showed that circumstances were such that it could not very well be avoided. When it is realized that this Department devotes a large part of its time to other duties, I do not feel that we should be criticized too severely for the few petty failures to enforce the law that have been found.

ELEVATORS.

Elevators and hoists are always a source of great danger, but with those that are protected according to law the danger is minimized. The accidents from this source have been greatly reduced in number since the passing and enforcing of the law governing them. Too much care cannot be given to the machinery and inspection of cables. The managing of an elevator is very important. Precautions for the prevention of accidents are not complete unless an alert and vigilant operator is in charge. No elevator operator should allow his car to become overcrowded. It not only interferes with his management of the car, but puts extra strain upon the equipment, which should not be permitted. Four hundred square inches should be allowed each occupant. The operation of a passenger-elevator is a man's job. Eighteen is the minimum age prescribed in most instances. Passenger-elevators should not be operated except by licensed operators. When a person takes up the duties of an operator he should be thoroughly instructed and required to pass an examination and be impressed with the responsibility of his position.

Below is the number of elevators inspected and orders to protect same since the Act was amended:—

	Passenger.	Freight.
Vancouver	82	204
Victoria	15	18
New Westminster	..	3
Prince Rupert	1	3
Anyox	..	1
Nelson	..	5
Fernie	1	2
Revelstoke	..	2
Steveston	..	1
Ioco	..	1
Britannia Beach	1	..
Swanson Bay	..	1
Powell River	..	1
Trail	..	2

Elevator Orders issued.

Install governor	83
„ gates	69
„ covering over car	51
„ tell-tale chains	67
„ lights	64
„ signal system	45
„ buffers	33
„ gate or bars over hatch-covers	6
„ doors, basement	6
„ limit stops	9
„ wire screens	14
Projecting floors—install bevel-guard	90
Enclose car	55
Equip with cable-lock	54
Screens under overhead sheaves	54
Remove mirrors	22
Pits to be kept clean	31
Fractured cables	12
Equip with collapsible gates	15
Board shaftway, basement	20
Board shaftway, all floors	2
Too much lateral	10
Reline shoes	1
Adjust equalizers	1
Renew cables	20
Replank floor of car	1
Adjust limit stops	6
Enclose counterweight runway	28
Total	869

Accidents caused by Elevators.

February 25th. Boy, aged seventeen, employed as regular operator on elevator which is used for the carriage of passengers and freight. He was in the act of bringing down two passengers from the fourth floor, and he pulled the shipper-rope the wrong way, causing the elevator to go up instead of down. He held on to the cable, and when the elevator had reached the fifth floor he was knocked off and fell down the shaft to the pit. Deceased had only been employed at this work a week, and had two days' instructions in operating.

March 27th. Employee, aged fifty years, employed in shop, was running at noon hour to get elevator. He stumbled and fell as elevator was moving upward. His leg was caught between car-platform and gate, and he suffered injuries which proved fatal.

August 12th. Operator, aged nineteen years, employed in hotel, was fatally injured when his head was caught between the car-platform and the door-lintel of the basement floor. Deceased had been employed about three weeks and at time of accident was off duty. He and another operator of about the same age were riding up and down on elevator. They had made three trips from the main floor to the sixth. Operator claims that deceased pinioned his hands on controller, which caused the elevator to go to the basement. Deceased jumped out of the car, and the operator, thinking to play a joke by making him walk from the basement to the main floor, started elevator. Deceased endeavoured to board the car while it was in motion. Owing to the position of the operator and the basement door being about three parts closed, he did not notice deceased attempting to board the car. The first he knew of anything being wrong was when the power went off car, caused by deceased's head and shoulders being wedged between car-platform and the underside of main floor.

May 15th. Operator, hydraulic elevator, hotel annex, had legs badly crushed. He left elevator and same started to creep. He jumped into car, stumbled, and must have caught the

controller with his hand, reversing it, allowing elevator to ascend, catching him between floor projecting and car-platform.

A number of accidents, fatal and otherwise, have occurred in buildings over which this Department has no jurisdiction. After a fatal accident the Coroner's jury added a rider: "We would suggest that the attention of the proper authorities governing public elevators be drawn to this matter, giving them jurisdiction over rooming-houses and apartment buildings."

I would recommend that the Act take in apartment-houses, rooming-houses, office and public buildings, as there are many lives at stake, and as a rule the elevators are not in the best of condition. At present the proportion of accidents is not excessive, when it is considered that this means of transportation carries possibly more people than any other.

"SHOPS REGULATION ACT."

It is the duty of the Inspector of Factories to enforce the provisions of this Act in all portions of the Province not situate in any municipality.

The inspection of bake-shops received the attention of the Inspectors, and results, in so far as they relate to the factory bake-shops, are quite satisfactory. Special effort has been made to keep the small bake-shop up to the requirements of the Act.

RECOMMENDATIONS.

That plans be submitted to the Department before erecting any building or altering any existing building which is intended to be used as a factory. The owner shall submit the plans of such building or the proposed alterations, and the Inspector shall examine the same, and if he finds that the plans provide for the fulfilment of the requirements of the Act as to the construction of factories he shall certify his approval. This would be of great assistance to this Department. Although it would in no way conflict with the "Municipal Act," empowering Councils to pass building by-laws, yet these local by-laws seem to be framed in certain cases in such a way that they have caused more or less overlapping of our duties. In some cases plans have been approved by local officials allowing a manufacturer to cover all the ground with his building, and making no provision for the extra safeguarding of elevator-shafts or adequate fire-protection, lavatory accommodation, opening of employees' doors outwardly, etc. And it might be well to consider taking away from municipalities such powers as now permit them to object to fire-protection, etc., that is imperative to safeguarding life and limb of employees in factories and shops.

That a book be supplied manufacturers to note list of alterations and improvements ordered; such book to be kept in factory.

Also that a book of defaulters be kept in which to enter the dates of cautions administered to operators who fail to use guards provided.

CONCLUSION.

I hope that the efforts in the accomplishment of our duties as Inspectors will receive your approval.

I have, etc.,

C. R. GORDON,

Inspector of Factories.

APPENDIX.

LIST OF FACTORIES.

Abattoirs	2
Bag and sack factories	3
Baking-powder factories	1
Biscuit-factories	3
Boiler-factories	13
Bookbinding-factories	5
Boot and shoe factories	1
Box-factories (wooden)	14
Box-factories (paper)	5
Box-factories (tin)	1
Brass-foundries	5
Breweries	15
Broom-factories	2
Brush-factories	1
Carriage-factories	10
Car-shops	7
Chemical-works	2
Cider-factories	1
Cigar-factories	10
Cigar-box factories	1
Clothing-factories	14
Confectionery-factories	6
Coopers' workshops	3
Distilleries	1
Dye-works	6
Edge-tool factories	2
Envelope-factories	1
Flour and feed mills	7
Furniture-factories	5
Furriers' workshops	3
Galvanized- and pressed-iron works	10
Harness and leather factories	2
Iron-foundries	25
Jam, jelly, and pickle works	9
Knitting-factories	3
Laundries	31
Lithographers' workships	2
Machine-shops	45
Marble-works	2
Mattress-factories	3
Paint-works	2
Patent-medicine factories	1
Picture-frame works	4
Planing-mills	101
Potteries	1
Printing and publishing establishments	75
Sail and tent factories	3
Sash and door factories	47
Sawmills	156
Shingle-mills	114
Show-case factories	2
Soap-works	3
Soda-water factories	9
Spice and coffee mills	6
Steel-foundries	1
Tailor-shops	22
Tanneries	1
Vinegar-works	1
Window-shade factories	2
Brickyards	3
Button-factories	2
Cement-works	2
Coffin-factories	3
Cold-storage plants	8
Concentrators	2
Condensing cream and milk	3
Creosoting-works	2
Drop-forging	1
Evaporators	9
Fish-canneries	49
Fish-packing	5
Gas and electric-light plants	3
Glove-factories	3
Laminated-material factories	1
Nail-works	1
Oil-refineries	2
Powder-works	3
Pulp and paper mills	4
Repair-shops	6
Rolling-mills	1
Shipyards	8
Smelters	4
Structural-iron works	3
Sugar-refineries	1
Toy-factories	1
Wooden-pulley factories	1

FATAL ACCIDENTS.

January 18th. Mill-hand, employed about ten years in mill, five years as log-haul man, distributing logs on log-deck to sawyer. Deceased had gone to place his gloves near the kicker-cylinder to dry. He had his head just over the cylinder when sawyer, who did not notice him, used the kickers to turn over cant on saw-carriage. When kickers are used, cylinder comes up. A log was on the deck and deceased's head was crushed between cylinder and log.

March 15th. Superintendent, shingle-mill. Suffered injuries to the extent of having his stomach ruptured and bowels and liver torn, dying shortly afterwards. Deceased went to place a loose belt on a pulley with the aid of a piece of 1 x 2 cedar about 4 feet long. The belt, being one which runs with a tightener, had to be placed directly around the pulley before putting the tightener down. He endeavoured to do this by putting the end of the stick in the inside of the belt to put it over the face of the pulley. The stick, slipping off the belt, struck the inside lower half of pulley which was running towards him, driving the stick back, striking him.

March 18th. Smelter employee. Killed by electric shock of 550 volts. He received shock while throwing in switch to start head-pumps.

April 5th. Edgerman was putting a piece of 2 x 6 through edger, and started another piece. He lifted rolls, allowing plank in the act of going through edger to fly back, striking him in the stomach.

May 30th. Concentrator employee, employed as mechanic's helper. He was working with other employees in making repairs to bucket elevator used to raise ore. Deceased was leaning over end of projecting shaft which had a collar with two projecting set-screws. While the elevator was being turned over by hand, his jumper, evidently near his throat, caught on the projecting set-screws, which resulted in death by suffocation. His fellow-workmen did not hear him shout or know he was near shafting. Death was practically instantaneous. Previous to accident, safety-collar was removed and collar with projecting set-screw placed on.

June 2nd. Oiler, planing-mill. Employed as oiler for a number of years. Suffered injuries to the extent of having his left leg above knee badly torn. Cause of death, blood-poisoning. Deceased came by his injuries by his overalls being caught on a set-screw projecting ⅜ inch above ring of the one-flange safety type of collar. He had made some repairs to a bearing near this collar the previous evening and was watching the results while the machinery was being started.

July 8th. Employee. Electrocuted. Was employed by Smelting Company, but had been loaned to Power Company to remove some insulators from their auxiliary line. He met his death while doing this work.

July 8th. Labourer employed at sawmill. Was working at the end of jack or log-chute; lost his balance and was drowned.

July 28th. Sawyer in sawmill. He stepped in front of saw-carriage. Either neglected to lock lever or locked it loosely. Carriage ran away and pushed him through saw, cutting him to pieces.

August 14th. Smelter employee. Was working on crane-track erecting a scaffold. Deceased was crushed between crane and wall.

August 15th. Sawmill employee, at time of accident employed as carpenter. He and two other carpenters were constructing a platform about 20 feet beneath transfer-rolls. A slab was sawn from log. Owing to the nature of slab, it could not be sawn into slab-lengths by cut-off saw so as to go by conveyor into burner. Cut-off-saw employee placed slab on board so that he could transfer it along rolls. Slabs of this nature are used for filling-in purposes and are seldom encountered. They are dumped on west side of rolls. Workmen were working on east side. Employee lost control of slab, allowing it to fall, striking deceased on the head.

September 3rd. Night engineer, planing-mill. Suffocated. At time of the fatality he was relieving the day engineer. His duties consisted of keeping steam up in boilers for the use of dry-kiln. Fuel for boilers is supplied from a large fuel-bin with chutes connected to Dutch oven. Bin was equipped with a cyclone which is used to convey the sawdust and shaving from the factory. The day of the fatality being Sunday, and the factory not operating, the cyclone was out of commission. The supposition is that deceased entered the fuel-bin and was engaged in shovelling the sawdust and shaving, which, through dampness and pressure, clogged the opening leading to chute. While engaged in this operation the bin from some unknown cause took fire.

September 29th. Sawmill employee. Fractured skull, dying shortly afterwards. Cause of injury, electric platform-car. Deceased was operating the car and had taken car with lumber to south end of platform, where part of the load was discharged. Was returning with the balance of the load towards the north end of the platform. In passing a certain point, the lumber on the car which was projecting over the end of the car came in contact with one of the rollers placed on the edge of the platform, causing the lumber to swing around. Deceased reversed the controller, which started the car going backward in the opposite direction, with

the result that the lumber knocked him off the car and several pieces fell on top of him. When he fell the back of his head struck the plank covering the trolly-wire.

October 5th. Shingle-mill boom-man. Drowned.

October 9th. Shingle-mill employee. Employed as cut-off man on bolt-saw. Shortly after the regular night shift had commenced work the belt driving conveyor broke. The engineer had just finished lacing the belt and had gathered up his tools and was on his way to engine-room when he heard a cry. Before the engine could be stopped the deceased's arm had been torn from its socket and he had fallen to the floor. Shafting is situated 10 feet 6 inches from the floor. It is supposed the belt left pulley and deceased went up on ladder nailed to post to adjust the belt.

November 5th. Smelter employee. Fractured skull. Was working on construction-work. Fell 25 feet, striking concrete floor.

November 11th. Lineman, employed by smelter. He was working on top of the tower-car. Locomotive ran into car, throwing him to track and run over by locomotive.

November 12th. Oiler in sawmill. Deceased was oiling the bearings on conveyor which carries refuse to the mill-burner. In some unaccountable manner he fell a distance of 60 feet, in his fall striking a cement pillar. He was rushed to the hospital, but died without regaining consciousness.

November 15th. Employee, flour-mill, machine operator, known as smutman. Was instantly killed by being caught on friction-clutch in the basement of mill.

September 26th. Foreman millwright, shingle-mill. Conveyor-chain came off sprocket and wedged, causing the top machinery to stop. Quarter-twist belt on lower pulley became wedged between pulley and bridge-tree. Lower pulley kept revolving, causing belt to burn. The oiler went up to the top side to height of about 20 feet to see what was wrong. Deceased in the meantime came along and tried to remove the belt. This was impossible and contrary to the rules of the mill. He turned his back to the shafting and looked up to speak to the oiler, and was then caught by a projecting set-screw in a safety-collar.

LIST OF ACCIDENTS.

January, 1916.

January 1st. Paper-mill employee. Contused wound, left forefinger. Hit by piece of concrete.

January 3rd. Lumber-mill employee. Thumb of left hand torn out at second joint. Mill foreman and millwright. A stick had gotten into conveyor in such a manner as to cause chain to come off sprocket. In putting this chain on sprocket, thumb was accidentally caught in chain. To save being drawn around shaft he had to pull thumb off. This accident would have been prevented if machinery had been slowed down when putting chain on sprocket.

January 6th. Shingle-mill employee. First joint of third finger cut off and inner side of second finger lacerated. While sawing shingles at his machine he claims that ice or snow from the blocks got on the floor, causing him to slip and strike the jointer-saw with his hand. Jointer-saw equipped with guard over top.

January 8th. Smelter employee. Bruised shoulder and hips and torn ankle. Hit by auxiliary hook, Niles crane.

January 11th. Paper-mill employee. Crushed foot. While untying a rope which was holding a timber for a small roof he was erecting over a scale, he stepped on a cross-timber when the elevator was being lowered, and caught his foot between elevator and timber. Injured was cautioned by employee working with him to watch that elevator did not catch him.

January 15th. Engineering-works employee. Three fingers of right hand amputated. Employed as sweeper. Tripped over a shovel, causing him to fall towards lathe. In an effort to save himself, his right hand was caught in the change gears of turret-lathe, such gears crushing the boy's fingers. The gears in question have always been covered with a guard, such guard being provided with two sliding panels to allow of access to gears. On examination of this accident the bottom panel was found missing, thereby exposing a live gear. The panel in question had undoubtedly been removed during the past few days, and probably taken by some

person to light a fire close by. "Salamander stoves used throughout this shop." The guard was quite intact ten days before, as the foreman and my father had occasion to examine the gears on the lathe.

January 28th. Paper-mill employee. Cut fingers and back of hand burned. Hand caught between shaft and drum.

January 22nd. Smelter employee. Leg bruised. Got his leg caught by stern-line of barge which was being moved along wharf.

FEBRUARY, 1916.

February 10th. Smelter employee. Broken leg. Fell off platform.

February 10th. Smelter employee. Burns on neck and body. While moving pot of matte, pot turned over.

February 15th. Smelter employee. Badly bruised knee, necessitating amputation. Locomotive backed up, causing his leg to get jammed between car and projecting plank.

February 19th. Oil Company employee. Burned on face and hands. While starting pump was burned by acid.

February 21st. Smelter employee. Third finger of left hand bruised and bone fractured. While about to blast some frozen rock in the bins a rock fell on his left hand, causing bruises and fracture.

February 22nd. Can Company employee. Nail torn loose from finger. Caught in curling-machine. Absent from work seven days.

February 22nd. Soap-works employee. Three fingers more or less lacerated. Caught hand in crank action, cutting and creasing press. Doctor reports no permanent injury.

MARCH, 1916.

March 3rd. Can Company employee. Three fingers of left hand amputated. Had his fingers under die when press was tripped.

March 3rd. Can Company employee. Lacerated wound of right ring-finger; five stitches.

March 3rd. Lumber-mill employee. Slight injury to eye. Struck by pieces of saw in machine-shop.

March 4th. Oil Company employee. Foot cut and swollen. Ran nail into left foot.

March 8th. Shingle-mill employee. First and second fingers amputated. Injured was facing shingle spalt and his hand was caught by jointer-saw on an upright shingle-machine.

March 10th. Oil Company employee. Finger-nail taken off second finger and third finger severed at first joint. Caught on cable while unloading gravel.

March 13th. Shingle-mill employee. Flesh-wound, forearm. Cut on cut-off saw housed to centre of arbor.

March . Shingle-mill employee. Third and little finger cut. Had to amputate third finger at first joint. While picking out some pieces of checked and broken shingles his fingers came in contact with saw.

March 17th. Lumber-mill employee. Foot injured. Straightening edgings and slabs on slasher-table.

March 17th. Lumber-mill employee. Splinter through back of hand. Feeding rip-saw, sliver flew back and pierced hand.

March 18th. Lumber-mill employee. Loss of eye. Hit in the eye with cable on log-haul.

March 18th. Shingle-mill employee. Index finger cut. While waiting for blocks was jointing shingles, and cut finger on saw.

March . Box Company employee. Terminal phalanx of second finger of left hand and also index finger of left hand slightly injured. Tips of index finger and second finger of right hand slightly injured. Fingers caught in ending-machine.

March 27th. Shingle-mill employee. While placing a 24-inch shingle to joint the shingle was checked and split, catching the jointer-saw and flying back, striking his left wrist. The force of the blow caused his arm to be knocked against the shingle-saw, causing a deep bruise and severing the skin.

March 28th. Oil Company employee. Bruised thumb, right hand. Working on punching-machine in boiler-shop.

March 29th. Planer-feeder. Index finger cut. While machine was in operation injured man put his hand in side-head to remove sliver.

March 30th. Oil Company employee. Jammed right limb between track and sleigh.

April, 1916.

April 4th. Paper-mill employee. Lacerated wound, right thumb, with compound fracture, necessitating amputation at terminal joint. Wound on outside of right foot. Injured was coming down by cut-up saw to slasher-deck and walked across saw just as it was coming up to cut off some lumber. He tripped on saw, and in trying to save himself cut off his thumb and bruised his foot.

April 4th. Shingle-mill employee. Hand cut. Was using wrench on spur-roll clamp-bolt and his knuckle came in contact with the saw.

April 14th. Shingle-mill employee. Cut fleshy part of hand at base of thumb. Doctor, on examination of the cut, found that it was only a flesh cut and that neither bone nor cord of thumb had been touched.

April 15th. Paper-mill employee. Cut wrist. Slipping, stuck hand through window.

April 17th. Lumber-mill employee. Two fingers cut off. Injured was cutting shingle bands 1 x 2 x 20 inches. Saw equipped with splitter and wooden guard over saw. Slide-table with hand-hold which would keep his hand 6 inches away from saw. Must have put his hand on splitter at back of saw.

April 24th. Paper-mill employee. Fracture of right forearm and wound of same. Injured was foreman and millwright. He came down from cutting-up floor, as he had been told by one of the men that one of the conveyor-chains to chipper had come off the idler. When he got up on the platform to adjust it he was leaning over to see it, when the transfer to edger started, hitting him on the chest, causing him to overbalance, and to save himself he thrust out his hand to catch hold of something. Hand caught in chain and dragged it around sprocket. It also threw him off the platform on to concrete floor.

April 25th. Shingle-mill employee. Toe of right foot cut. Toe of foot came in contact with jointer-saw, causing a deep cut through the nail.

April 29th. Shingle-mill employee. Cut first finger of right hand about second joint.

April 25th. Lumber-mill employee. Little finger jammed. Handling timbers in planing-mill.

April 27th. Lumber-mill employee. Arm broken and spine injured. Injured man was pulling lumber from chains; clothes caught in or on live roll.

May, 1916.

May 1st. Smelter employee. Compound facture of right arm. While unloading coke from barge with clam-shell which had already dug down about 8 feet in main hatch of vessel, engineer suspended unloading operations to examine his engine, which had been running too fast. While he was doing this injured thought he would have time enough to screw down grease-cups inside clam-shell, which was open in readiness for digging. This he did without notifying the engineer, and left a green man to notify engineer not to start digging. When engineer returned this man gave him the go-ahead signal instead of stop signal. Engineer started up slowly, allowing the clam-shell to partly close on injured's arm, causing a compound fracture.

May 8th. Shingle-mill employee. Slight jam, third finger of right hand. He started to treat finger himself, and in doing so used electric tape for wrapping finger. He wrapped it so tight that it must have stopped circulation, which left finger in bad condition.

May 10th. Lumber-mill employee. Two toes crushed. Caught in slasher-chains.

May 13th. Shingle-mill employee. Left clavicle broken. He was taking blocking from front of wheel-truck to allow truck-load of shingles to enter kiln. Was caught between truck-load already ahead and the one he was working with behind.

May 18th. Shingle-mill employee. Flesh-wound on second and third finger of left hand.

May 19th. Shingle-mill employee. First finger of left hand amputated between first and second joint. Slightly cut second finger. While sawing shingles allowed hand to come in contact with saw.

May 19th. Smelter employee. Badly cut hands. Injured was up guy-pole to place tin shim to protect pole from wire. Bark was left on pole. The bark broke out from his spurs and to save himself he grabbed the shim.

May 26th. Lumber-mill employee. Bone in foot broken and knee injured. Foot caught in bull-chain.

May 30th. Oil Company employee. Scalp-wound on head. Wooden block fell on injured person's head.

May 31st. Rolling-mill employee. Slight skin-burns. Injured employed as rougher in rolling-mills.

JUNE, 1916.

June 1st Lumber-mill employee. Back bruised.

June 3rd. Smelter employee. Badly bruised left forearm. Injured and partner were felling a tree. Partner went to get another wedge. While away a gust of wind took tree down; it hit another tree, bending it over. When it sprang back it threw broken limbs in the air, one striking injured.

June 3rd. Oil Company employee. Bruised left arm and right knee. Fell during fire-drill.

June 5th. Oil Company employee. Burned left leg. Slipped into condensor at crude stills.

June 5th. Oil Company employee. Eyes injured. Got acid in eyes whilst blowing out an air-line.

June 6th. Oil Company employee. Sprained left ankle. Fell from fire-wall.

June 7th. Pulp-mill employee. Face and hands burned. Injured was in act of starting a fire under one of the oil-boilers. It appears he had not the fan going at the time and there was an accumulation of escaped gas, which exploded outward when he applied the torch, causing severe burns to face and hands.

June 9th. Planing-mill employee. Three fingers on left hand stripped from first joint to finger-tips

June 15th. Lumber-mill employee. Fingers cut. Carriage was not running and injured man was cleaning around saw.

June 16th. Lumber-mill employee. Cut fingers while cleaning sawdust-chute under resaw.

June 18th. Smelter employee. Fractured pelvis. Fell between two joists.

June 19th. Smelter employee. Fractured skull. Caught between cars he was coupling.

June 19th. Lumber-mill employee. Leg bruised and cut. Jumped from saw-carriage when sawyer lost control of same.

June 19th. Lumber-mill employee. Injured wrist. Saw-carriage got out of control.

June 20th. Cannery Company employee. Flesh-wound, three fingers of left hand. Received injury on a piece of tin while operating a press. Six days absent from work to allow wound healing.

June 21st. Smelter employee. Infected hand. Was unloading bricks and scratched hand on one. He did not go to see the doctor or report the injury until hand got painful on July 2nd. The doctor ordered him to the hospital.

June . Shingle-mill employee. Cut second finger at root of nail. Flesh-wound and slightly touched first and third fingers on points. While jointing shingles he must have gotten fingers under the guard and allowed them to come in contact with jointer-saw.

June 26th. Planing-mill employee. Two fingers stripped. Fingers caught by trimmer-saw.

June 28th. Lumber-mill employee. Crushed in abdomen. Was employed as helper to edgerman. A slab coming down live rolls was caught at end by saw-carriage, which threw it off rolls. Slab caught injured, jamming him against live rolls of runway.

JULY, 1916.

July 2nd. Smelter employee. Bruised leg. Were fighting a bush fire, and to protect railroad had to fell some trees that were on fire. In felling them, one fell back on railroad trestle and broke off an electric trolly-pole. The line crew were getting the broken pole off the track when it slewed, and one of the cross-arms hit McPhee on the head, knocking him off the track.

July 3rd. Lumber Company employee. Broken arm. Caught in belt. Lath contractor. Trying to place belt on pulley while same was in motion.

July 5th. Lumber-mill employee. Part of fingers taken off. Caught in slab-chains.

July 10th. Lumber Company employee. Loss of first finger, right hand. Cut on knee bolter-saw.

July 11th. Shingle Company employee. Small bone in left wrist broken. Block rolled off conveyor.

July 13th. Shingle Company employee. Injured hip and foot. Was lifting up log to pull chain out when bar slipped and log rolled on his right foot and hip.

July 13th. Planing-mill employee. Lost third finger below first joint. Caught finger on planer-knife.

July 15th. Structural-iron employee. Thigh crushed. Was tightening up truss-rod. Jammed between post and travelling crane. Had been working as labourer three days.

July 20th. Shingle Company employee. Second finger of left hand severed between first and second joint. Block fell off shingle-block table, striking his arm, and his fingers came in contact with the saw.

July 21st. Engineering Company employee. Finger severed above second joint. Injured was attempting to wipe off some oil from drill-spindle when rag caught in gears and drew in finger. To do this he was standing on box to reach up. It was against orders. Gears were out of reach under working conditions.

July 24th. Cannery Company employee. Flesh-wound, left hand. Received injury on piece of tin while shearing same on slitters. Off work six days.

July 25th. Lumber Company employee. Broken leg. In cleaning out gondola car, plank was thrown over side of car and hit injured, who was passing along the wrong side of car to get in and help.

July 27th. Lumber Company employee. Fracture of left femur; compound fracture of right arm; lacerated wound on right arm. Was painting post about 3 feet away from a shaft, and in some unaccountable manner his clothes caught on the collar at the end of shaft revolving at 25 R.P.M.

July 27th. Lumber-mill employee. Cut on elbow while operating cut-off saw.

July 28th. Paper-mill employee. Laceration of right knee; stump of little finger of right hand lacerated, requiring amputation; scalp-wound on back of head. In sawing a spruce boom-stick, saw ran into a drift-bolt.

July 28th. Lumber-mill employee. Bruised. Dogger on carriage was thrown from the carriage when it struck the bumper.

July 31st. Shingle-mill employee. Body bruised. While pulling down ventilator-box in kiln the bolt holding weight pulled through the wood, allowing ventilator-box to fall.

August, 1916.

August 5th. Shingle-mill employee. Lost two-thirds of forefinger and one-third of middle finger of left hand. Injured was employed as block-piler, which constitutes the piling of blocks as they cut by slasher-saws from receiving-table on to sawyer's table. He persuaded the regular sawyer to allow him to try to saw shingles, the result being the above injuries.

August 5th. Shingle-mill employee. Right arm bruised; not serious. Clothing caught in saw-arbor.

August 5th. Planer-feeder. Lost index finger and middle finger cut. Was cleaning chips from planer while machine was in operation.

August 6th. Shingle-mill employee. Strained back. Lifting on fly-wheel engine.

August 10th. Lumber-mill employee. Cut in abdomen. Injured was operating a swing-saw. The saw jammed in a piece of lumber. Boss gave it an extra-hard pull, which snapped the leather with the weight used to swing the saw back.

August 15th. Cannery Company employee. Flesh-wound, second finger of left hand. Injured, while inserting plugs in friction-rings on a press, put his hand under the punch to straighten a plug that had slipped loose from the friction-ring. At the same time the punch came down, injuring his finger.

August 19th. Paper-mill employee. Smashed fingers. Caught in calenders on paper-machine.

August 20th. Smelter employee. Simple fracture of first, second, and third metacarpels. While placing furnace buckstay beam with crane anchor eye-bolt in wall with snatch-block attached broke, causing beam to fall, hitting a bar which fell on injured's foot.

August 25th. Mattress-manufacturing employee. Finger cut while machining piece of wood.

August 25th. Lumber-mill employee. Elbow caught in cog gear of printing-press in box-factory.

August 26th. Smelter employee. Fracture of right ulna and radius. Munro put his hand in close to a pulley to take a small rock out. Glove got caught and his hand was taken around pulley.

August 29th. Edgerman. Foot crushed. Was repairing edger and plank fell on foot.

August 30th. Oil Company employee. Piece of steel lodged in eyelid. Backing-out punch broke and piece of steel struck eye. Employees are furnished with safety-goggles, but refuse to wear same.

SEPTEMBER, 1916.

September 6th. Smelter employee. Fracture of third finger of right hand. Injured was swinging a hammer in boiler-shop when the crane went by with a load. His finger was crushed between handle of hammer and the load the crane was carrying.

September 8th. Tail-sawyer. Fractured leg. Board caught in block of carriage, which struck injured man.

September 11th. Mattress-manufacturing employee. Finger cut open. While machining piece of wood, same broke.

September 11th. Ship-building employee. Rupture of ligament of right ankle. Stepping off lumber into a hole. Probable disablement four weeks; no permanent injury.

September 12th. Mattress-manufacturing employee. Collar-bone broken. Timber slipping while putting baling-machine in order.

September 12th. Paper-mill employee. Wound on under-surface of big toe, with enucleation of nails of big and second toes.

September 13th. Log-deckman. Bruised leg. Got in way of steam kicker, which struck leg.

September . Mattress-manufacturing employee. Back wrenched. Turning fly-wheel of baling-machine.

September 19th. Smelter employee. Small toe of left foot amputated. Injured was operating air-hoist on Dock No. 2, loading copper from pile to car to transfer to Dock No. 1 to load on boat. When lifting one sling-load he must have been taking a side-pull at it, as the load swung around and hit another pile, knocking a bar from same, which fell on his foot.

September 20th. Lumber-mill employee. Bruised thumb while tailing edger.

September 21st. Smelter employee. Burns on face, neck, and body. Was helping to dump a car of hot flue-dust, and must have failed to place the dumping-tackle securely around rail, as it slipped off when they dumped car over, allowing dust to come out all at once.

September 22nd. Ship-building employee. Hæmorrhage of right ear; partial deafness at present. Struck by steel plate. NOTE.—After recommendation of this Department, the company is now supplying safety-clamps for lifting boiler-plates. The plates cannot slip through the clamps, thus preventing similar accidents.

September 25th. Lumber-mill employee. End of finger severed. While pulling sliver off side-head of moulder one of the knives caught the end of his finger.

September 26th. Sugar-refinery employee. Bruised head and legs. While loading sugar on trucks the bags slid down the pile from a height of 12 feet, striking him on head and hips.

September 27th. Ship-building employee. Fractured great toe of right foot. Dropped pipe on foot. Probable disablement, three weeks.

September 28th. Ship-building employee. Laceration of right wrist. Put his hand on circular saw. Probable disablement, two weeks.

OCTOBER, 1916.

October 2nd. Planerman. Grinding knife when piece of steel flew up and struck eye. Slight.

October 3rd. Sawmill employee. Forearm badly torn and flesh-wound back of fingers. Injured was pushing sawdust down in conveyor with scraper-handle when conveyor-chain caught handle and threw him off his balance and against the circular head-saw.

October 3rd. Lumber-mill employee. Slight injury to leg. Fell on slasher-chains.

October 7th. Smelter employee. Broken tibia of fibula of left leg. Was brakesman on steam-shovel train. Standing close to cars when craneman put a big stump on car with shovel-dipper, and it toppled over side of car and hit injured man on the leg.

October 8th. Lumber-mill employee. Injured back, bruised ribs, broken finger, and scalp-wound. Was tightening up bolts under log-deck. Wrench slipped, causing him to lose balance; falling over backward, he struck on line-shafting and from there he fell to floor about 8 feet.

October 9th. Lumber-mill employee. Assisting to adjust at planer, injury to finger.

October 13th. Smelter employee. Acute hernia. Operation necessary. In unloading quartz from scow, bucket struck him in abdomen.

October 14th. Paper-mill employee. Cut forearm. Slipped and put arm through window.

October 18th. Lumber-mill employee. Fracture of left leg above ankle. Was unloading truck 2 x 6 on solid pile about 3 feet high, and pile upset on him.

October 20th. Box-manufacturing employee. Left arm severed about 4 inches from shoulder. Jumper caught in gear, drawing arm and injuring it so badly it had to be amputated. Planer in good working condition. All disengaging devices installed, which injured failed to use.

October 21st. Paper-mill employee. Right ankle sprained. Slipped on cement floor. Horseplay caused this accident.

October 21st. Paper-mill employee. Severe laceration of index and second finger of right hand. Caught in calenders.

October 21st. Smelter employee. Lacerated foot. Crane-bale fell on foot.

October 23rd. Laundry employee. Fingers burned. One had to be amputated. Index finger caught in mangle.

October 23rd. Shingle-mill employee. Lost first three fingers of left hand. Was splitting a shingle on jointer-saw. Put his fingers too far over guard, or the saw pulled shingle farther than he expected.

October 25th. Planing-mill employee. Was tailing behind rip-saw and cleaning underneath with a stick when elbow struck saw.

October 28th. Car-shop employee. Right knee crushed and lacerated. Was taking out king-pin from underneath car. When king-pin was released car slipped sideways and jack tipped over, allowing car to settle down, catching leg between draft timber and wheel-flange. Injuries not of permanent character.

October 28th. Oil Company employee. Scalp-wound on head. Struck on head with a piece of coke.

October 30th. Box-manufacturing employee. Loss of thumb on left hand below first joint. Circular rip-saw equipped with guard. Hand followed board underneath guard.

November, 1916.

November 3rd. Cannery Company employee. First and second fingers of left hand badly cut. While inserting plugs in friction-rings on press, put hand under punch to straighten a plug. The punch coming down injured hand.

November 4th. Ship-building employee. Badly cut on head, cheek, ear, and knocked senseless. Was putting crown on stanchions of ship. Stanchion was being raised by hydraulic jack. The foot of jack sank into keelson and caused the jack to press against side of stanchion, breaking off a large piece. Stanchion sprang from under beam, striking injured.

November 8th. Smelter employee. Rupture of iris of right eye. While standing at side of furnace debris was shot out of tuyere-hole and hit him in eye. His vision will probably be about 60 per cent. normal in right eye.

November 8th. Ship-building employee. Cut at back of head and bruised shoulder and leg. Fell from ladder leading into hold. Ladder in good condition.

November 9th. Shingle-manufacturing employee. Slight flesh-wound on first finger of right hand.

November 9th. Smelter employee. Both eyes burnt. Cornea of left one-third burnt. Matte exploded while injured was claying same. Goggles were supplied for this work, but injured failed to use same.

November . Oil Company employee. Cut palm of left hand. Slipped off ladder and cut hand on piece of corrugated iron.

November 14th. Sawmill employee. Fracture of jaw-bone. Loss of sight of right eye. Emery-wheel burst.

November 14th. Ship-building employee. Left thumb nearly amputated. Slight cut on forehead and face. A clamp broke when being used to force piece of planking into place. Clamp struck thumb and injured was knocked off staging, about 10 feet high. An edge fell with him, cutting his forehead.

November 15th. Shingle-mill employee. Loss of third finger of right hand at first joint. Was clipping shingles in absence of sawyer. Not his work.

November 15th. Paper-mill employee. Severe laceration of three fingers of left hand. Was putting paper into calenders and caught fingers in same.

November 16th. Paper-mill employee. Laceration of right instep; contusion of right ankle; swelling of dorsum of foot. Caught foot under car-wheel.

November 18th. Ship-building employee. Face cut. Pneumatic wood-borer struck injured man under the left eye.

November 20th. Smelter employee. Broken ankle. Sacks of cement fell on him.

November 20th. Ship-building employee. Cut over left eye about 1 inch long. Struck by piston of pneumatic hammer, used in driving tree-nails.

November 21st. Lumber-mill employee. Scalp-wound 2½ inches long. Cause of wound unknown.

November 21st. Paper-mill employee. Broken rib, left side. Overbalanced and fell on edge of sluice.

November 22nd. Cannery Company employee. First finger of right hand badly bruised. While perforating top of spice-can injured put her hand under punch to catch a top that had slipped loose. As punch came down it injured her finger.

DECEMBER, 1916.

December 4th. Cannery Company employee. First finger, second, and ring fingers amputated. While cutting frictions out of No. 2½ sanitary fruit-ends put her hand under punch to guide end to place, instead of using stick provided.

December 5th. Shingle-mill employee. Left arm cut off below elbow. While injured was splitting and barking shingle-blocks one piece of a block, which was evidently covered with ice or frost, slipped out of his hand, and as he reached across the saw to pick up the block his arm came too close to the saw and was thus injured.

December 7th. Shingle-mill employee. Side injured. Fell on his left side when foot went through a hole.

December 7th. Lumber-mill employee. Fingers crushed. In turning a 6-inch cant for the gang-saw, he dropped same on his fingers.

December 13th. Lumber-mill employee. Loss of index finger of right hand. Sawyer was cleaning away with stick a piece of wood which had become wedged between saw and guide. Stick caught saw, drawing hand to saw. This accident would have been prevented if injured had complied with foreman's instructions. No obstructions in connection with any machinery to be removed while same is in motion.

December 14th. Lumber-mill employee. Finger and thumb cut. Examining board coming through machine. Put hand too close to knives on cylinder.

December 16th. Smelter employee. Fracture of left radius and right femur. Injured man and a helper were painting the roof-braces of bullion-room. They placed a plank in the V formed by one of the knee-braces. When they got on the plank it tipped sideways. Injured man fell about 12 feet.

December 17th. Oil Company employee. Face and hands badly burned. Caused by one of the oil-burners back-firing.

December 21st. Ship-building employee. Two ribs and collar-bone fractured. Injured was taking out the turns in a coil of rope when he stepped back over the edge of the platform, falling about 15 feet.

December 26th. Lumber-mill employee. Fracture of jaw. While doing millwright-work a plank he was standing on broke, and he fell about 12 feet.

December 26th. Cannery Company employee. Crushed ring-finger of left hand. Injured was helping the foreman lift biscuit-can body folding die from the press to the floor. In some way die slipped just as they had it nearly on the floor, crushing the end of his finger.

December 26th. Lumber-mill employee. Employed as mill-cleaner. Was sweeping sawdust from beam when he fell.

Serious Accident of Employee, Sawmill Paper Company.

Injuries received were: Laceration inside of right knee, involving internal condyle of fernum; stump of little finger of right hand lacerated, requiring amputation; scalp-wound, back of head.

The accident was due to some one driving a spike in log. They were in the act of sawing a spruce boom-stick and ran into a drift-bolt. The saw broke in the bridge and came out on the carriage straight for the set-works, where injured stood. He tried to get behind the set-works, but tripped and fell out on to the runway and was then injured. The drift-bolt had been hammered into the log clear out of sight, and it was impossible to see it was there until the saw hit it.

I have received a number of complaints from millmen regarding drift-bolts and spikes being driven into merchantable timber. While making an inspection of mill in the Interior, the managing director of the company produced eight railroad-spikes, minus heads, which were driven into a boom of logs. This caused a loss to the company of about $1,200 for saws. Fortunately, no one was injured.

I would suggest that this matter be taken up with the proper authorities, as this practice should be discontinued.

SUPPLEMENTARY

REPORT OF THE CHIEF INSPECTOR OF MACHINERY.

NEW WESTMINSTER, B.C., January 2nd, 1918.

The Honourable the Minister of Public Works,
Victoria, B.C.

SIR,—In accordance with the provisions of the "Boilers Inspection Act," I have the honour to submit to you the following tabulated reports of the work of the Inspectors for the months of January, February, and March, 1917, to be added to the twelve months' work previously reported on, ending December 31st, 1916, in order to make our inspection years coincide with the fiscal years.

I have, etc.,
JOHN PECK,
Chief Inspector.

TOTAL SUMMARY FOR ALL DISTRICTS.

ENGINEERS' EXAMINATIONS.

Number of applications for examinations (in addition to 114, balance on hand December 31st, 1916)	221
Number of applications for re-examination	13
Number of applications approved	147
Examination fees	$742.50

RESULTS OF EXAMINATIONS.

Class.	No. examined.	Passed.	Failed.
Second	9	5	4
Third	43	27	16
Fourth	66	44	22
Temporary	30	30	...
Special logging-donkey	27	17	10
Special logging-locomotive	3	3	...
Special heating	4	4	...
Special Doukhobor	9	9	...
Totals	191	139	52

SUMMARY OF TOTAL WORK DONE BY DISTRICT INSPECTORS FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of drawings and specifications calculated for new boilers	46
" boiler-plates inspected	81
" boiler-plates rejected	2
" boilers built under inspection in British Columbia	12
" boilers built under inspection in Eastern Canada	2
" boilers built in Eastern Canada not under inspection	2
" new boilers inspected built in United States	9
" new boilers inspected built in British Columbia	6
" new boilers inspected (total)	18
" boilers imported from Eastern Canada (second-hand)	1
" boilers imported from United States (second-hand)	3
" boilers unclassified	4

Summary of Total Work done by District Inspectors—*Concluded*

Number of first inspections	27
„ inspections, external and internal	430
„ external inspections only	20
„ special inspections after repairs	17
„ visits in addition to inspections	292
„ boilers subjected to hydrostatic test	425
„ boilers on which pressure was reduced	13
„ boilers unsafe without extensive repairs	14
„ boilers repaired under Inspector's directions	22
„ boilers considered unfit for further use	2
„ accidents to engines and boilers	7
„ investigations	5
„ inspections completed	436
Total horse-power of boilers inspected	28,862
Number of defects observed as per summary	403
Number of defects considered dangerous	43
Inspection fees earned	$4,847.14
Inspection fees collected	$4,678.91
Miles travelled by the Inspector	10,532
Letters inward	1,307
Letters outward	1,675
Telegrams inward	11
Telegrams outward	8
Boilers taken out of service	11

Summary of Total Defects observed.

Nature of Defects.	Number.	Dangerous.
Boilers without safety-valves	1	1
Boilers with safety-valves overloaded	1	..
Boilers with safety-valves defective in construction	5	1
Boilers without pressure-gauges	1	1
Pressure-gauges inoperative	5	3
Pressure-gauges defective	45	2
Cases of broken rivets	1	..
Cases of defective riveting	4	4
Cases of broken stays or braces	8	2
Cases of loose stays or braces	1	..
Defective settings	19	3
Boilers with fractured plates	3	..
Boilers with laminated plates	1	1
Boilers with burned plates	3	1
Boilers with blistered plates	4	..
Cases of sediment on fire-sheets	27	1
Cases of internal corrosion	18	..
Cases of scale or encrustation	38	5
Cases of external corrosion	29	..
Cases of defective tubes	20	2
Cases of defective feed-water arrangement	4	..
Cases of broken feed-valves	1	..
Serious leakage around tube-ends	25	4
Serious leakage in rivet-joints	3	..
Defective blow-off pipes or cocks	29	4
Defective water-gauges	1	1
Broken blow-off pipes or cocks	4	1
Water-columns without blow-outs	1	1

SUMMARY OF TOTAL DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of broken test-cocks	31	..
Connections to water-columns without valves	1	1
Boilers without fusible plugs	4	1
Boilers low at front end	12	..
Cases of serious leakage of fittings	9	1
Defects in engines	2	1
Boilers without stop-valves	1	..
Cases of defective steam-pipes	2	1
Unclassified defects	39	..
Totals	403	43

JOHN PECK,
Chief Inspector of Steam-boilers.

Inspector's Report, District A.

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of boiler-plates inspected	12
" boilers built in Eastern Canada not under inspection	1
" new boilers inspected built in British Columbia	1
" new boilers inspected (total)	1
" first inspections	2
" inspections, external and internal	46
" external inspections only	1
" special inspections after repairs	3
" visits in addition to inspections	24
" boilers subjected to hydrostatic test	46
" boilers on which pressure was reduced	1
" boilers unsafe without extensive repairs	1
" boilers repaired under Inspector's directions	1
" accidents to engines and boilers	5
" investigations	3
" inspections completed	47
Total horse-power of boilers inspected	2,454
Number of defects observed as per summary	32
Number of defects considered dangerous	8
Inspection fees earned	$436.20
Inspection fees collected	$353.00
Miles travelled by the Inspector	1,104
Letters inward	64
Letters outward	75
Boilers taken out of service	4

SUMMARY OF DEFECTS OBSERVED.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves defective in construction	2	..
Pressure-gauges defective	3	..
Defective settings	1	..

Summary of Defects observed—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Boilers with fractured plates	1	..
Boilers with burned plates	2	..
Cases of sediment on fire-sheets	2	..
Cases of internal corrosion	1	..
Cases of scale or encrustation	5	5
Cases of external corrosion	2	..
Cases of defective tubes	1	1
Serious leakage around tube-ends	1	1
Defective blow-off pipes or cocks	1	..
Defective water-gauges	1	1
Broken blow-off pipes or cocks	3	..
Cases of broken test-cocks	4	..
Unclassified defects	2	..
Totals	32	8

John D. Kay,
Inspector of Steam-boilers, District A.

Inspector's Report, District A.

Summary of Work done for the Months of January, February, and March, 1917.

Number of inspections, external and internal	44
„ external inspections only	1
„ visits in addition to inspections	24
„ boilers subjected to hydrostatic test	42
„ boilers on which pressure was reduced	3
„ boilers unsafe without extensive repairs	1
„ boilers considered unfit for further use	1
„ inspections completed	43
Total horse-power of boilers inspected	3,914
Number of defects observed as per summary	69
Number of defects considered dangerous	9
Inspection fees earned	$572.75
Inspection fees collected	$365.35
Miles travelled by the Inspector	1,254
Letters inward	84
Letters outward	90
Boilers taken out of service	1

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Pressure-gauges defective	7	..
Cases of defective riveting	4	4
Defective settings	3	..
Cases of sediment on fire-sheets	4	..
Cases of internal corrosion	1	..
Cases of external corrosion	5	..
Cases of defective tubes	3	1

SUMMARY OF DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of defective feed-water arrangement	2	..
Serious leakage around tube-ends	2	1
Defective blow-off pipes or cocks	18	2
Boilers low at front end	2	..
Defects in engines	2	1
Cases of defective steam-pipes	1	..
Unclassified defects	15	..
Totals	69	9

G. C. MCGOWN,
Inspector of Steam-boilers, District A.

Inspector's Reports, Districts A and E.

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of drawings and specifications calculated for new boilers	11
" boiler-plates inspected	16
" boilers built under inspection in British Columbia	2
" boilers imported from Eastern Canada (second-hand)	1
" boilers imported from United States (second-hand)	1
" boilers unclassified	1
" first inspections	3
" inspections, external and internal	13
" external inspections only	1
" boilers subjected to hydrostatic test	12
" inspections completed	14
Total horse-power of boilers inspected	905
Number of defects observed as per summary	20
Inspection fees earned	$176.70
Inspection fees collected	$ 27.70
Miles travelled by the Inspector	1,252
Letters inward	10
Letters outward	28

SUMMARY OF DEFECTS OBSERVED.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves defective in construction	2	..
Pressure-gauge defective	1	..
Boilers with blistered plates	3	..
Cases of sediment on fire-sheets	1	..
Cases of scale or encrustation	9	..
Cases of external corrosion	2	..
Cases of defective feed-water arrangement	1	..
Defective blow-off pipes or cocks	1	..
Total	20	..

A. S. BENNETT,
Inspector of Steam-boilers, Districts A and E.

SUMMARY OF TOTAL WORK DONE IN DISTRICTS A AND E.

Results of Examinations.

Class.	No. examined.	Passed.	Failed.
Second	1	1	..
Third	19	13	6
Fourth	29	20	9
Temporary	12	12	..
Special logging-donkey	12	10	2
Special logging-locomotive	1	1	..
Special heating	1	1	..
Totals	75	58	17

Summary of Total Work done.

Number of drawings and specifications calculated for new boilers	46
" boiler-plates inspected	38
" boilers built under inspection in British Columbia	2
" boilers built in Eastern Canada not under inspection	1
" new boilers inspected built in British Columbia	1
" new boilers inspected (total)	1
" boilers imported from Eastern Canada (second-hand)	1
" boilers imported from United States (second-hand)	1
" boilers unclassified	1
" first inspections	5
" inspections, external and internal	103
" external inspections only	3
" special inspections after repairs	3
" visits in addition to inspections	48
" boilers subjected to hydrostatic test	100
" boilers on which pressure was reduced	4
" boilers unsafe without extensive repairs	2
" boilers repaired under Inspector's directions	1
" boilers considered unfit for further use	1
" accidents to engines and boilers	5
" investigations	3
" inspections completed	104
Total horse-power of boilers inspected	7,273
Number of defects observed as per summary	121
Number of defects considered dangerous	17
Inspection fees earned	$1,185.65
Inspection fees collected	$746.05
Miles travelled by the Inspector	3,610
Letters inward	158
Letters outward	193
Boilers taken out of service	5

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves defective in construction	4	..
Pressure-gauges defective	11	..
Cases of defective riveting	4	4
Defective settings	4	..
Boilers with fractured plates	1	..
Boilers with burned plates	2	..

SUMMARY OF DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Boilers with blistered plates	3	..
Cases of sediment on fire-sheets	7	..
Cases of internal corrosion	2	..
Cases of scale or encrustation	14	5
Cases of external corrosion	9	..
Cases of defective tubes	4	2
Cases of defective feed-water arrangement	3	..
Serious leakage around tube-ends	3	2
Defective blow-off pipes or cocks	20	2
Defective water-gauges	1	1
Broken blow-off pipes or cocks	3	..
Cases of broken test-cocks	4	..
Boilers low at front end	2	..
Defects in engines	2	1
Cases of defective steam-pipes	1	..
Unclassified defects	17	..
Totals	121	17

J. DOWNIE,
J. D. KAY,
G. C. MCGOWN,
A. S. BENNETT,
Inspectors of Steam-boilers, Districts A and E.

Senior Inspector's Report, District B.

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of boilers built under inspection in British Columbia	1
" boilers built under inspection in Eastern Canada	2
" new boilers inspected built in British Columbia	2
" new boilers inspected (total)	4
" first inspections	4
" inspections, external and internal	31
" special inspections after repairs	3
" visits in addition to inspections	59
" boilers subjected to hydrostatic test	30
" boilers on which pressure was reduced	1
" boilers unsafe without extensive repairs	3
" boilers repaired under Inspector's directions	5
" accidents to engines and boilers	1
" investigations	2
" inspections completed	31
Total horse-power of boilers inspected	1,772
Number of defects observed as per summary	18
Number of defects considered dangerous	2
Inspection fees earned	$300.40
Inspection fees collected	$188.90
Miles travelled by the Inspector	488
Letters inward	432
Letters outward	691

Summary of Work done—*Concluded.*

Telegrams inward	7
Telegrams outward	4
Boilers taken out of service	6

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Pressure-gauges defective	3	..
Defective settings	1	..
Boilers with fractured plates	1	..
Cases of external corrosion	1	..
Cases of defective tubes	2	..
Cases of broken feed-valves	1	..
Serious leakage around tube-ends	3	1
Cases of broken test-cocks	3	..
Cases of serious leakage of fittings	1	..
Cases of defective steam-pipes	1	1
Unclassified defects	1	..
Totals	18	2

S. Baxter,
Inspector of Steam-boilers, District B.

Inspector's Report, District B.

Summary of Work done for the Months of January, February, and March, 1917.

Number of inspections, external and internal	74
" special inspections after repairs	3
" visits in addition to inspections	24
" boilers subjected to hydrostatic test	64
" boilers on which pressure was reduced	2
" boilers repaired under Inspector's directions	8
" inspections completed	74
Total horse-power of boilers inspected	3,788
Number of defects observed as per summary	47
Number of defects considered dangerous	9
Inspection fees earned	$589.00
Inspection fees collected	$659.05
Miles travelled by the Inspector	1,588

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Pressure-gauges inoperative	3	3
Pressure-gauges defective	11	..
Cases of broken rivets	1	..
Cases of broken stays or braces	6	2
Defective settings	4	2
Cases of internal corrosion	7	..
Cases of scale or encrustation	2	..
Cases of external corrosion	4	..

SUMMARY OF DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of defective tubes	4	..
Serious leakage around tube-ends	2	1
Defective blow-off pipes or cocks	2	1
Unclassified defects	1	..
Totals	47	9

L. DUCKETT,
Inspector of Steam-boilers, District B.

Inspector's Report, District B.

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of boilers built in Eastern Canada not under inspection	1
" new boilers inspected built in Scotland	5
" new boilers inspected (total)	6
" first inspections	6
" inspections, external and internal	41
" external inspections only	1
" special inspections after repairs	1
" visits in addition to inspections	4
" boilers subjected to hydrostatic test	36
" boilers on which pressure was reduced	1
" boilers unsafe without extensive repairs	4
" inspections completed	35
Total horse-power of boilers inspected	3,745
Number of defects observed as per summary	37
Inspection fees earned	$728.40
Inspection fees collected	$713.35
Miles travelled by the Inspector	2,355

SUMMARY OF DEFECTS OBSERVED.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves overloaded	1	..
Pressure-gauges defective	8	..
Cases of broken stays or braces	2	..
Defective settings	1	..
Boilers with blistered plates	1	..
Cases of sediment on fire-sheets	1	..
Cases of internal corrosion	3	..
Cases of scale or encrustation	2	..
Cases of external corrosion	5	..
Cases of defective tubes	2	..
Serious leakage around tube-ends	4	..
Cases of broken test-cocks	6	..
Boilers without fusible plugs	1	..
Total	37	..

JOHN CLARK,
Inspector of Steam-boilers, District B.

SUMMARY OF TOTAL WORK DONE IN DISTRICT B.

Results of Examinations.

Class.	No. examined.	Passed.	Failed.
Second	1	...	1
Third	9	5	4
Fourth	6	4	2
Temporary	10	10	...
Special logging-donkey	2	2	...
Special heating	2	2	...
Totals	30	23	7

Summary of Work done.

Number of boilers built under inspection in British Columbia	1
„ boilers built under inspection of Eastern Canada	2
„ boilers built in Eastern Canada not under inspection	1
„ new boilers inspected built in United States	5
„ new boilers inspected built in British Columbia	2
„ new boilers inspected (total)	10
„ first inspections	10
„ inspections, external and internal	146
„ external inspections only	1
„ special inspections after repairs	7
„ visits in addition to inspections	87
„ boilers subjected to hydrostatic test	130
„ boilers on which pressure was reduced	4
„ boilers unsafe without extensive repairs	7
„ boilers repaired under Inspector's directions	13
„ accidents to engines and boilers	1
„ investigations	2
„ inspections completed	140
Total horse-power of boilers inspected	9,305
Number of defects observed as per summary	102
Number of defects considered dangerous	11
Inspection fees earned	$1,617.80
Inspection fees collected	$1,561.30
Miles travelled by the Inspector	4,431
Letters inward	432
Letters outward	691
Telegrams inward	7
Telegrams outward	4
Boilers taken out of service	6

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves overloaded	1	..
Pressure-gauges inoperative	3	3
Pressure-gauges defective	22	..
Cases of broken rivets	1	..
Cases of broken stays or braces	8	2
Defective settings	6	2
Boilers with fractured plates	1	..
Boilers with blistered plates	1	..
Cases of sediment on fire-sheets	1	..
Cases of internal corrosion	10	..

SUMMARY OF DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of scale or encrustation	4	..
Cases of external corrosion	10	..
Cases of defective tubes	8	..
Cases of broken feed-valves	1	..
Serious leakage around tube-ends	9	2
Defective blow-off pipes or cocks	2	1
Cases of broken test-cocks	9	..
Boilers without fusible plugs	1	..
Cases of serious leakage of fittings	1	..
Cases of defective steam-pipes	1	..
Unclassified defects	2	..
Totals	102	10

S. BAXTER,
L. DUCKITT,
JOHN CLARK,
Inspectors of Steam-boilers, District B.

Inspector's Report, District C.

RESULTS OF EXAMINATIONS.

Class.	No. examined.	Passed.	Failed.
Fourth	2	2	..
Special Doukhobor	9	9	..
Totals	11	11	..

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of inspections, external and internal	37
„ special inspections after repairs	1
„ visits in addition to inspections	18
„ boilers subjected to hydrostatic test	36
„ boilers unsafe without extensive repairs	1
„ boilers repaired under Inspector's directions	4
„ accidents to engines and boilers	1
„ inspections completed	37
Total horse-power of boilers inspected	3,718
Number of defects observed as per summary	62
Number of defects considered dangerous	2
Inspection fees earned	$486.19
Inspection fees collected	$411.56
Miles travelled by the Inspector	676
Letters inward	56
Letters outward	81
Telegrams inward	4
Telegrams outward	4

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Pressure-gauges defective	10	..
Defective settings	7	..
Boilers with burned plates	1	1
Cases of sediment on fire-sheets	6	..
Cases of scale or encrustation	8	..
Cases of external corrosion	5	..
Cases of defective tubes	6	..
Serious leakage around tube-ends	2	..
Defective blow-off pipes or cocks	1	..
Broken blow-off pipes or cocks	1	1
Cases of broken test-cocks	8	..
Boilers low at front end	7	..
Totals	62	2

A. Sutherland,
Inspector of Steam-boilers, District C.

Inspector's Report, District D.

Summary of Work done for the Months of January, February, and March, 1917.

Number of boiler-plates inspected	4
" boilers built under inspection in British Columbia	1
" new boilers inspected built in United States	2
" new boilers inspected built in British Columbia	1
" new boilers inspected (total)	3
" boilers unclassified	2
" first inspections	5
" inspections, external and internal	67
" external inspections only	4
" special inspections after repairs	6
" visits in addition to inspections	65
" boilers subjected to hydrostatic test	60
" boilers on which pressure was reduced	3
" boilers unsafe without extensive repairs	4
" boilers repaired under Inspector's directions	3
" boilers considered unfit for further use	1
" inspections completed	61
Total horse-power of boilers inspected	2,310
Number of defects observed as per summary	45
Number of defects considered dangerous	6
Inspection fees earned	$516.15
Inspection fees collected	$802.45
Miles travelled by the Inspector	750

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Boilers with safety-valves defective in construction	1	1
Pressure-gauges defective	1	1
Defective settings	1	1
Boilers with laminated plates	1	1
Cases of sediment on fire-sheets	10	1
Cases of internal corrosion	3	..

SUMMARY OF DEFECTS OBSERVED—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of scale or encrustation	5	..
Cases of defective tubes	4	..
Serious leakage around tube-ends	5	..
Serious leakage in rivet-joints	1	..
Defective blow-off pipes or cocks	1	..
Boilers without fusible plugs	2	..
Boilers low at front end	3	..
Cases of serious leakage of fittings	7	1
Totals	45	6

P. A. GOEPEL,
Inspector of Steam-boilers, District D.

Inspector's Report, District D.

SUMMARY OF WORK DONE FOR THE MONTHS OF JANUARY, FEBRUARY, AND MARCH, 1917.

Number of new boilers inspected built in United Kingdom	2
„ new boilers inspected (total)	2
„ boilers imported from United States (second-hand)	2
„ first inspections	4
„ inspections, external and internal	50
„ external inspections only	2
„ visits in addition to inspections	25
„ boilers subjected to hydrostatic test	56
„ boilers repaired under Inspector's directions	1
„ inspections completed	56
Total horse-power of boilers inspected	4,528
Number of defects observed as per summary	5
Inspection fees earned	$710.35
Inspection fees collected	$815.10
Miles travelled by the Inspector	820

SUMMARY OF DEFECTS OBSERVED.

Nature of Defects.	Number.	Dangerous.
Pressure-gauges inoperative	2	..
Cases of loose stays or braces	1	..
Cases of defective tubes	1	..
Serious leakage in rivet-joints	1	..
Total	5	..

F. BATH,
Inspector of Steam-boilers, District D.

Inspector's Report, District D.

Summary of Work done for the Months of January, February, and March, 1917.

Number of boiler-plates inspected	39
" boiler-plates rejected	1
" boilers built under inspection in British Columbia	9
" new boilers inspected in British Columbia	2
" new boilers inspected (total)	2
" boilers unclassified	1
" first inspections	3
" inspections, external and internal	27
" external inspections only	10
" visits in addition to inspections	49
" boilers subjected to hydrostatic test	43
" boilers on which pressure was reduced	2
" inspections completed	38
Total horse-power of boilers inspected	1,728
Number of defects observed as per summary	68
Number of defects considered dangerous	7
Inspection fees earned	$331.00
Inspection fees collected	$342.45
Miles travelled by the Inspector	245

Summary of Defects observed.

Nature of Defects.	Number.	Dangerous.
Boilers without safety-valves	1	1
Boilers without pressure-gauges	1	1
Pressure-gauges defective	1	1
Defective settings	1	..
Boilers with fractured plates	1	..
Cases of sediment on fire-sheets	3	..
Cases of internal corrosion	3	..
Cases of scale or encrustation	7	..
Cases of external corrosion	1	..
Cases of defective tubes	1	..
Cases of defective feed-water arrangement	1	..
Serious leakage around tube-ends	6	..
Serious leakage in rivet-joints	1	..
Defective blow-offs pipes or cocks	5	1
Water-columns without blow-outs	1	1
Cases of broken test-cocks	10	..
Connections to water-columns without valves	1	1
Boilers without fusible plugs	1	1
Cases of serious leakage of fittings	1	..
Boilers without stop-valves	1	..
Unclassified defects	20	..
Totals	68	7

E. Biggam,
Inspector of Steam-boilers, District D.

SUMMARY OF TOTAL WORK DONE IN DISTRICT D.

RESULTS OF EXAMINATIONS.

Class.	No. examined.	Passed.	Failed.
Second	7	4	3
Third	15	9	6
Fourth	29	18	11
Temporary	8	8	..
Special logging-donkey	13	5	8
Special logging-locomotive	2	2	..
Special heating	1	1	..
Totals	75	47	28

SUMMARY OF WORK DONE.

Number of boiler-plates inspected	43
" boiler-plates rejected	2
" boilers built under inspection in British Columbia	9
" new boilers inspected built in United States	4
" new boilers inspected built in British Columbia	3
" new boilers inspected (total)	7
" boilers imported from United States (second-hand)	2
" boilers unclassified	3
" first inspections	12
" inspections, external and internal	144
" external inspections only	16
" special inspections after repairs	6
" visits in addition to inspections	139
" boilers subjected to hydrostatic test	159
" boilers on which pressure was reduced	5
" boilers unsafe without extensive repairs	4
" boilers repaired under Inspector's directions	4
" boilers considered unfit for further use	1
" inspections completed	155
Total horse-power of boilers inspected	8,566
Number of defects observed as per summary	118
Number of defects considered dangerous	13
Inspection fees earned	$1,557.50
Inspection fees collected	$1,960.00
Miles travelled by the Inspector	1,815
Letters outward	661
Telegrams inward	710

SUMMARY OF DEFECTS OBSERVED.

Nature of Defects.	Number.	Dangerous.
Boilers without safety-valves	1	1
Boilers with safety-valves defective in construction	1	1
Boilers without pressure-gauges	1	1
Pressure-gauges inoperative	2	..
Pressure-gauges defective	2	2
Cases of loose stays or braces	1	..
Defective settings	2	1
Boilers with fractured plates	1	..
Boilers with laminated plates	1	1
Cases of sediment on fire-sheets	13	1
Cases of internal corrosion	6	..

Summary of Defects observed—*Concluded.*

Nature of Defects.	Number.	Dangerous.
Cases of scale or encrustation	12	..
Cases of external corrosion	5	..
Cases of defective tubes	2	..
Cases of defective feed-water arrangement	1	..
Serious leakage around tube-ends	11	..
Serious leakage in rivet-joints	3	..
Defective blow-off pipes or cocks	6	1
Water-columns without blow-outs	1	1
Cases of broken test-cocks	10	..
Connections to water-columns without valves	1	1
Boilers without fusible plugs	3	1
Boilers low at front end	3	..
Cases of serious leakage of fittings	8	1
Boilers without stop-valves	1	..
Unclassified defects	20	..
Totals	118	13

G. O. Madigan,
P. A. Goepel,
F. Bath,
F. Biggam,
Inspectors of Steam-boilers, District D.

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