

REPORT

OF THE

CHIEF COMMISSIONER OF LANDS AND WORKS

OF THE PROVINCE OF

BRITISH COLUMBIA,

FOR THE

YEAR ENDING 31st DECEMBER,

1893.



VICTORIA, B.C. :

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CHIEF COMMISSIONER OF LANDS AND WORKS.

1893.

*To the Honourable EDGAR DEWDNEY, 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, in compliance with the provisions of the Public Works Act.

F. G. VERNON,

Chief Commissioner of Lands and Works.

Lands and Works Department,

Victoria, B. C., 31st, December, 1893.

REPORT.

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Victoria City District.

PARLIAMENT BUILDINGS, VICTORIA.

The final competition of the five architects who were selected to prepare and submit a second set of designs for these buildings resulted in the adoption of the plans of F. M. Rattenbury, Esq.

The chosen design provides for a group of three buildings, the central block containing the several departments and the Legislative Hall with its offices—the two side ones being, respectively, the Land Registry Office on the east and the Printing Office on the west. A colonnade, or covered way, on either side connects these two detached buildings to the main structure, and serves also as a portico to the various departments on the ground floor.

The central block is arranged with three wings, in the shape of a cross, the large public entrance, or waiting hall, being at the intersection. This hall terminates in a dome.

There are two departments situated in each wing, one on each floor. Thus from the large waiting hall every department is readily approached. And while each thus forms part of one central scheme, it is practically a self-contained and independent building, having its own entrance and staircase, lavatories, &c.

Adjoining the large public waiting hall are two flights of stairs, affording means of access from any one department to those above, without it being necessary to approach or traverse any intermediate department.

On the ground floor. The Treasury is situated in the east wing, the public office being 50' x 30', with the various private offices grouped around it in such a manner that the officials can reach any room without coming in contact with the public. The Assessor and Collector's office is contiguous, and close to the entrance. Rooms for the Department of Agriculture are on the floor above, and are reached by stairs.

The Department of the Minister of Education occupies the west wing, being similiary arranged to that last described. Here also are situated the Immigration offices.

In the rear wing is placed the Lands and Works Department, in which the Record or general business office is 58' x 34', with the private offices ranged around it, and a large vault in the centre, easy of access from all parts of the department. The Surveyor-General's rooms, and also offices for a Public Works Engineer, are planned with this department.

On the first floor. The Attorney-General's Department occupies the east wing, and the Provincial Secretary's Department the west wing. These offices are arranged somewhat similarly to those immediately below them on the ground floor, and enjoy the same advantages. A large room for the Executive Council, 35' x 20', is contiguous to the Provincial Secretary's office, and connected with this wing are rooms for the Bureau of Labour Statistics.

All the departments are arranged with large vaults conveniently placed, the Lands and Works Department and Treasury having a second vault immediately below for storage purposes, and reached by an iron staircase.

In the rear wing is the Legislative Hall, 60' x 40', on the floor, and 70' x 56' at gallery level. Corridors, 8' and 10' wide, entirely surround the Hall, and from the corridors the various rooms for the members and the Government are entered. The Legislative Hall is approached from the principal entrance fronting James Bay and through the octagon entrance hall to the lobby of the House. When required this entrance can be retained exclusively for the Legislature by shutting the doors leading to the departments, and without interfering with their working arrangement. On the other hand it can be retained when desired for the sole use of the departments in a similar manner. Another entrance for private use of the Legislature is situated on the south or rear side of the building.

On the third floor. There are ample spare rooms for future use over the departments. In the centre of the front, facing James Bay, a suite of rooms is provided for the Lieutenant-Governor.

The galleries for the public around the Legislative Hall are also on this floor. The reporter's gallery is reached by a private staircase and connected with a private room.

The Land Registry Office, in the detached block to the east, is an entirely fireproof building, the public office being 52' x 40'. The whole of the offices are on the ground floor, the first floor being utilized for storage purposes.

The windows to this block are all fitted with steel revolving shutters, and every means has been taken to obviate all danger of fire and theft.

The Printing Office, in the detached block to the west, is three stories in height, and is also entirely fireproof. The arrangements for the due convenience and for the proper working of this Department have been carefully thought out and provided for.

In the construction of the building every means has been adopted to render the work as perfect and as durable as it is possible. No wood enters into the constructive work at all, except the floor joists to some of the rooms.

The internal door and window lintels are made of a specially prepared fire-resisting concrete, the same material being employed for the corridor floors throughout, and also to encase all steel work, both beams and columns.

There is thus no possibility of any shrinkage or decay affecting the durability of the building. In almost every case the brick walls are carried from the basement to the roof, and in the few instances where they are carried on steel beams the beams have been protected with concrete as described. The staircases are all of solid wrought stone, whilst the plastering is all laid on to iron metal lathing.

The exterior face of the building is to be of stone, the north elevation being from Haddington Island, selected for its light colour (little sun coming on this part of the building), and also for its superior qualities for moulding and dressing. The south elevation is of stone from the Koksilah quarries, a stone very suitable for the class of rock-faced work adopted here.

The bricks are all made in the Province, as well as the lime used for the walling and plastering.

The woods found in this Province, namely, cedar and maple, have been chiefly adopted for the interior joiner's work, and a special effort is being made to select only the choicest specimens to be an example of their qualities.

The constructive carpenter's work is made of Douglas fir, whilst the roof is to be covered with slates from Jervis Inlet.

The decoration of the interior is confined principally to the most prominent places, such as the entrance hall, dome, and Legislative Hall. The form and shape of the corridors has, however, been thought out to obtain the most effect, the light and shade being carefully arranged.

The exterior design is a free rendering of Classic, many Romanesque features being introduced. Bold outlines and careful grouping have been more considered than small and costly detail, which would be unsuitable for the stone from the quarries of the Province. The most ornamentation has been bestowed on the principal entrance, which is flanked by towers on either side, whilst a large dome emphasizes and adds distinction to this part of the building. One of the features of the design is the manner in which the two detached blocks are connected to the main structure by colonnades, which are not only useful as covered entrances or vestibules, but also bind the three buildings together in an effective way. In arranging the building upon the site it was thought desirable to excavate only for the trenches in place of sinking the basement into the ground. A terrace has thus been formed, which will add to the apparent height of the building.

On the 30th May last a contract was let to Joseph E. Phillips & Co. for the construction of the foundations of the Central or Administrative Block, the consideration being \$54,791. The external walls are of granite and the internal of brick, both rising from solid concrete footings, ranging from 18" to 30" in thickness, laid in trenches excavated into hard-pan. The walls are laid up with machine-made mortar of superior quality, composed of Saanich graystone lime, gritty sand, engine ashes, and hard-burned broken brick ground together in a mortar mill. Drainage from the walls and boiler cellar has been provided.

The contract has been completed in a highly satisfactory manner,

On the 28th September tenders were invited up to 30th November for the several trades required in the erection and completion of the buildings, which resulted in contracts being awarded as follows, viz.:—

For the Mason's	work, to	Fred. Adams	.....	\$380,000
"	Carpenter's	"	Bishop & Sherborne	..... 65,257
"	Plasterer's	"	Richard Drake	..... 59,000
"	Ironfounder's	"	The Albion Iron Works Co	.... 26,500
"	Plumber's	"	H. T. Flett	..... 13,245
"	Coppersmith's	"	W. H. Perry	..... 17,000
"	Painter's	"	E. Spillman	..... 6,984
				<u>\$567,986</u>

The utmost care has been exercised by the Architect in the preparation of plans, details, and bills of quantities; by means of the latter the price of each and every item of material or labour is given by the contractor, thus insuring the greatest economy in construction, and leaving no grounds for disputes as to the value of work performed.

The contracts provide that the whole of the masonry of the Administrative Building, except the dome, shall be ready for the roof by the 30th day of October, 1894, and that the whole of the works for all the trades shall be completely finished by 30th November, 1895.

GOVERNMENT HOUSE.

The sanitary condition of the house being found most defective and unsafe necessitated an unforeseen outlay in the instalment of new closets and in laying new sewer pipe drains. The work has been carried out in an effective and permanent manner. Other and unimportant repairs have been made to the building.

VICTORIA GAOL.

The sanitary arrangements of the gaol have been thoroughly remodelled, and sundry repairs and improvements have been made.

Victoria District.

PROSPECT SCHOOL-HOUSE.

Jno. S. Young, Contractor, \$725.

Furnished all materials and erected a building in conformity with the general plan for country school-houses.

STRAWBERRY VALE SCHOOL-HOUSE.

Wm. Mulholland, Contractor, \$395.

Erected a country school-house as above, fencing the site not included.

GONZALES ROAD.

W. H. Snider, Foreman.

Constructed a new road from the junction of Fowl Bay Road and Lovers Lane to Mount Baker Avenue, Oak Bay ; by way of Shoal Bay and Gonzales Point.

Graded 3,600 yards, 30 feet wide.

Rock excavated about 2,000 cub. yards.

Ditched 7,000 yards.

Rocked 500 yards, 15 feet wide.

Gravelled 3,600 yards, 20 feet wide, from 3 inches to 8 inches deep.

Put in sewer-pipe culverts at all water-courses.

Made general repairs to road from Mount Baker Avenue to Oak Bay Avenue.

OAK BAY AVENUE.

Wm. Snider, Foreman.

Excavated two rock knolls to grade of tram line.

Cut down sand and rock hill opposite Mr. Wolley's residence, filled up all low places to grade of tram line.

Macadamized and gravelled the road throughout from the city boundary to Oak Bay.

FELTHAM ROAD.

James Baker, Contractor, \$838.

Graded 1,864 yards, 20 feet wide.

Gravelled 60 " 10 " 6 inches deep.

Ditched on both sides 2 " 10 "

Made 2 box drains and 6 culverts.

Cut tail drains and removed logs, stumps and rocks.

W. H. Snider, Superintendent.

CORDOVA BAY ROAD.

Made 800 yards of sleigh road through heavy timber, made sundry repairs to the old road, put in two new culverts.

GORGE ROAD.

Filled ruts and holes, cleared and opened up water-courses,

Gravelled 200 yards and put in one new culvert.

EAST SAANICH ROAD.

Made general repairs from the Royal Oak to Brackman's Mill.
Gravelled 2,185 yards.
Built a new bridge 25 feet long.
Made two new culverts.
Cleaned out ditches.

WEST SAANICH ROAD.

Made needed repairs from the Royal Oak to Moses', North Saanich.
Gravelled 3,536 yards.
Re-covered two bridges.
Made two new culverts.
Built two new bridges, one 135 feet long and 18 feet wide, the other 45 feet long and 18 feet wide.

WAYNE'S CROSS-ROAD.

Put in one new sewer-pipe culvert.
Made general repairs.
Gravelled 300 yards.

MILLS' CROSS-ROAD.

Gravelled 120 yards.

MCTAVISH CROSS-ROAD.

Gravelled 430 yards.

MOUNT NEWTON CROSS-ROAD.

Gravelled 250 yards.
Put in a sewer-pipe culvert 60 feet long, at junction with West Road.
Made sundry repairs.

WILKINSON'S CROSS-ROAD.

Graded 200 yards.
Filled ruts and holes with broken stone.
Made general repairs.

NORTH SAANICH WHARF.

Wm. Clark, Foreman.
Drove fifty new piles and renewed the stringers in wharf and approach, repaired planking and braces.

OLD WEST SAANICH ROAD.

Made general repairs throughout.

BUTLER'S CROSS-ROAD AND LIME KILN ROAD.

Made general repairs.

STELLY'S CROSS-ROAD.

Gravelled 300 yards.
Cleaned out ditches and made general repairs.

TELEGRAPH ROAD.

Graded and ditched 150 yards and made sundry repairs.

TOLMIE AVENUE.

Graded 125 yards, 25 feet wide.
Filled 50 " 3 " deep.
Made a bridge 10 feet long and 20 feet wide, and graded approach at each end.

KELVIN ROAD.

Graded 310 yards, 20 feet wide.
Macadamized 235 yards, 12 feet wide.
Put in 80 feet of sewer-pipe culvert.

TENNYSON ROAD.

Graded 262 yards, 20 feet wide.
Made a pipe culvert.

GLANFORD AVENUE.

Re-graded 125 yards.
Gravelled 140 "
Put in one new culvert.
Made general repairs.

CAREY'S ROAD.

Re-graded 600 yards.
Gravelled 1,300 "
Forest cleared 800 yards.
Put in a new culvert.

BURNSIDE ROAD.

Macadamized 318 yards.
Gravelled 600 "
Cleaned out ditches and made sundry repairs.

FINNERTY CROSS-ROAD.

Made general repairs.

MOUNT TOLMIE ROAD, MOUNT TOLMIE CROSS-ROAD AND GORDON HEAD ROAD.

Made general repairs ; put in pipe culverts.
Gravelled 360 yards.

CEDAR HILL ROAD AND CEDAR HILL CROSS-ROAD.

Made general repairs.
Gravelled 522 yards.

CADBORO BAY ROAD.

Gravelled 580 yards.
Put in 2 pipe culverts.
Broke large rocks on surface of road, and made sundry repairs.

Esquimalt District.

Arthur Peatt, Superintendent.

Sooke Road.

January—Repaired 5 culverts on the Sooke Road, and filled up holes; cut out brush and trees on the Craigflower Road.

February—Cut out brush and cleared road of fallen brush and timber, and filled up holes.

METCHOSIN ROAD.

March—Inspected the Rocky Point Road; put in 2 new cedar culverts, one on Metchosin Road, one on Rocky Point Road; estimated on the cost of bridges for Muir and Tugwell Creeks; laid out road between Metchosin and Sooke Roads.

SCAFÉ'S ROAD.

April—Put in 2 new bridges, one 65 ft. long by 14 ft. wide, one 30 ft. long by 14 ft. wide; filled in approaches.

COLWOOD AND METCHOSIN.

May—Made a large cedar culvert to replace bridge at Colwood, 12 ft. long, 18 ft. wide; cribbed up 40 ft., 4 ft. high; filled in approaches 60 ft., 4 ft. deep; made 5 new cedar culverts; 254 yds. ditch, 2 ft. wide, 1 ft. deep; gravelled 715 yds. 10 ft. wide, 6 in. deep; brushed out about a mile.

ALBERT HEAD ROAD.

Gravelled 100 yds, 10 ft. wide, 6 in. deep; brushed out and filled up ruts.

HAPPY VALLEY ROAD.

June—Made 1 new bridge, 40 ft. long, 14 ft. wide, 16 ft. high; put in new cribbing, 35 ft. long, 12 ft. high; filled up approach, 48 ft. long, 24 ft. wide; widened out hill 4 ft. on each side of bridge, 161 yds. long; cut down hill 3 ft.; gravelled 463 yds., 10 ft. wide, 6 in. deep; put in 4 new large cedar culverts; made 261 yds. ditch, 3 ft. deep, 2 ft. deep.

PEAR'S ROAD.

Made 114 yds. road, 14 ft. wide, gravelled 9 ft. wide, 6 in. deep; made 2 new culverts.

MUIR CREEK.

July—Made new bridge, 135 ft. long, span, 60 ft., covered with 3-in. plank; made 44-ft. approaches, covered with split cedar; made a new piece, 176 yds., ditched on one side; 5 new cedar culverts; put in large boom logs to bridge; made bridge at Tugwell Creek, 82 ft. long, 12 ft. wide, covered with 3-in. plank; filled approaches with earth, 40 ft. long, 2½ ft. high; put in large boom log to bridge.

MUIR'S ROAD.

Gravelled 156 yds, 8 ft. wide, 6 in. deep.

DENNIS AND IRVINE, HIGHLAND DISTRICT.

Made 1½-mile road, 10 ft. wide; made one small bridge.

FORK LAKE ROAD.

Made 1¼-mile road, 9 ft. wide, one bridge, and two culverts.

CAPT. RANT'S ROAD.

August—Made 800 yds. road, 7 ft. wide.

MILNE ROAD, SOOKE.

Gravelled 42 yds, 9 ft. wide, 6 in. deep; reformed and widened out 293 yds.; made 218 yds. ditch, 2 ft. wide, 1 ft. deep.

MRS. FITZSIMMON'S ROAD.

Made 800 yds. road, 7 ft. wide.

OTTER POINT ROAD.

Gravelled 108 yds., 8 ft. wide, 6 in. deep; graded 1,560 yds. nearly new road, 14 ft. wide; cut down 3 hills; put in 9 new cedar culverts; made general repairs between O'Brian's and McGregor's.

VICTORIA WEST.**FLORENCE STREET.**

Grubbed and graded 228 yds., 20 ft. wide, crowned 1 ft.; brushed out 132 yds.

ARCADIA STREET.

Grubbed and graded 274 yds, 20 ft. wide, crowned 1 ft.; made 1 plank culvert.

ARM STREET.

Partly reformed and made some repairs, 180 yds.; made 124 yds. ditch between Fawcett's and Jenkinson's; made 1 new plank culvert.

ESQUIMALT ROAD.

September—Made 550-ft. ditch; put in 2 culverts, 20-ft plank culvert, and 1 40-ft. pipe culvert; made 188 yds. sidewalk to club-house; repaired sidewalk.

SHIELD'S ROAD, WEST SIDE OF SOOKE RIVER.

Made 276 yds., 12 ft. wide; cut down 2 hills; put in 2 new cedar culverts; painted Sooke Bridge, and made some repairs.

SOOKE ROAD.

Put in 2 new bents in a bridge near Milne's; made a new bridge across Stoney Creek, 84 ft. long, 12 ft. wide; filled in approaches; made a new bridge at Naylor's Bay, 96 ft. long, 20 ft. high; filled in approach, 26 yds., 4 ft. deep, 14 ft. wide; gravelled 154 yds., 10 ft. 6 in. deep; reformed and widened out 4 ft., 660 yds.; made 1 small bridge, 12 ft. long; made 3 large cedar culverts to replace small bridges; brushed out 2½ miles, and made some general repairs.

MILLSTREAM ROAD.

Reformed 250 yds.; made 113 yds. new road, 16 ft. wide; made 1 new bridge, 1 new culvert; made general repairs between Dr. Hanington's and Dickson's.

MILLSTREAM CROSS-ROAD.

October—Made 1,300 yds. new road, 12 ft. wide; brushed out 1,433 yds. new road to Annett's.

GOLDSTREAM CROSS-ROAD.

Made 428 yds, 16 ft. wide; brushed out 308 yds.

JAMESON'S ROAD.

Made a new bridge east side of Sooke River, Jameson's Road, 70 ft. long, 12 ft. wide, covered with split cedar covering.

METCHOSIN CROSS-ROAD.

Made and re-formed 1,400 yds., 12 ft. wide ; made 4 new cedar culverts ; 100 yds. ditch.

BEECHER BAY DIVERSION.

October and November—Made 1,666 yds. new road, 12 ft. wide ; blasted out 66 yds. rock ; made 2 new bridges, one 48 ft. long, and one 36 ft. long, by 12 ft., covered with plank ; two new cedar culverts.

SOOKE ROAD.

December—Repaired 9 culverts, and made two new cedar culverts ; cut out fallen timber.

HIGHLAND DISTRICT SCHOOL-HOUSE.

Thos. Elliott, Contractor, \$580.00.

Furnished all material and labour, and erected a frame building in accordance with the general plan for country schools.

Cowichan District.

CROSS-ROAD (from Mill Bay Road, near Mr. John Greig's, to the old Telegraph Road).

John Greig, Contractor, \$170.

Forest cleared 20 feet wide.

Grubbed 18 "

Graded 10 "

BRIDGE PARTY.

William J. Shearing, Foreman.

January—Cleared away drift logs and débris from Corfield's Bridge and other principal bridges. Filled holes on Victoria-Nanaimo Trunk Road, from Corfield's to Pimbury's.

COWICHAN WHARF.

June—Got out timber for repairs, and hewed same as required, 1,807 feet in all.

July—Placed caps and stringers in position at wide (sea) end of wharf, and also at shore end ; drove 13 new piles, 15 inches to 18 inches diameter ; put in new covering of plank where needed, and constructed new hand-rail.

CORFIELD'S BRIDGE.

July—Got out piles and stringers.

September—Completed reconstruction of King Truss Bridge, 105 feet in length, 14 feet wide, with spans of 40 feet, 26 feet, 24 feet, and 15 feet respectively, and has been raised 28 inches above level of old bridge. Drove 14 piles, 14 inches diameter, 5 feet deep into bed of Koksilah River. Bridge has 4 hewn stringers throughout, 10 inches by 14 inches ; caps are 14 inches by 16 inches ; truss timbers, 10 inches by 12 inches, and 22 feet long ; truss rods, 1¼ inches, and 9 feet 6 inches in length. Bridge is covered with 3-inch sawn plank, and has a strong hand-rail of sawn lumber, with 4 inches square posts well braced.

VICTORIA-NANAIMO TRUNK ROAD (Corfield's Bridge to Clem-clem-a-lutz Bridge).

Raised 190 yards 6 inches, and gravelled same ; repaired ruts and holes.

DUNCAN BRIDGE.

September—Constructed sheer-dam above bridge, 75 feet in length, of barked timber, faced transversely with 6-inch by 8-inch sawn timber, fastened with $\frac{3}{4}$ -inch drift bolts, and planked with 12-inch by 3-inch sawn lumber, fastened with 6-inch wrought iron boat spikes. Dam is filled in with rock at back.

KOKSILAH RIVER BRIDGE (McPherson's).

Put in, at west end of bridge, 3 new stringers, 10 inches by 14 inches by 42 feet long, and filled approach; placed one carload of rubble around foot of piles in bed of river.

"A" ROAD PARTY.

Peter McLennan, Foreman.

MILL BAY ROAD.

June—Gravelled 952 yards 9 feet wide, 6 inches deep, and 960 yards 9 feet wide and 4 inches deep.

Cleaned out 173 yards ditch near Gabourie's and Allan's, and 1,001 yards between Allan's and Cobble Hill.

Widened and re-graded 382 yards 12 feet wide.

Ditched 90 yards 4 feet wide on top, and 1 foot deep.

Cleaned out and widened 125 yards of ditch and rounded up road with material.

Made one culvert of cedar, 18 feet wide, with opening 18 inches by 1 foot.

Made a fill 8 yards long at each side of culvert, 12 feet wide and 2 feet deep.

July—Gravelled 340 yards in length 9 feet wide, 6 inches deep.

Ditched 180 " " 3 " 1 foot "

Made filling 15 " " 12 " 18 inches "

Deepened ditch 128 yards in length, 4 inches deep extra.

VICTORIA-NANAIMO TRUNK ROAD.

July—Gravelled 160 yards 9 feet wide, 6 inches deep, at railway station, Cobble Hill.

FISCHER'S ROAD (Cobble Hill to Holling's).

July—Gravelled 293 yards 9 feet wide, 6 inches deep.

Ditched 236 " 3 " 1 foot "

Made filling 55 " 12 " 18 inches "

Widened 117 " to 12 feet wide.

Made one culvert, 15 feet by 18 inches by 1 foot, of cedar.

HOLLING'S TO BLAKE'S.

Gravelled 236 yards 8 feet wide, 4 inches deep.

BLAKE'S TO MILL ROAD.

Gravelled 154 yards 8 feet wide, 4 inches deep.

LAFORTUNE AND PETERSON'S ROAD.

Gravelled 478 yards 8 feet wide, 4 inches deep.

HOY AND VERDIER'S ROAD.

Gravelled 67 yards 8 feet wide, 6 inches deep.

NEAR CHAPMAN'S.

Forest cleared 440 yards 20 feet wide.

VERDIER'S TO ALLAN'S.

Gravelled 230 yards 8 feet wide, 4 inches deep.

" 174 " 9 " 6 "

 VICTORIA-NANAIMO TRUNK ROAD (Raymond's Crossing to Copley's).

- July—Ditched 44 yards 3 feet wide, 1 foot deep.
 Made a fill 17 " 12 " 2½ feet deep.
 Constructed a bridge 24 feet in length, 5 feet high (raised 2 feet higher than old bridge); covered with split cedar, and having 4 stringers; bridge rests on a crib at each end, 25 feet long. Filled in approach at west end, 9 yards long and 12 feet wide, and approach at east end, 15 yards long, 12 feet wide, and 2 feet deep.
 Covered flooring of bridge with gravel 3 inches deep.
 Widened 340 yards from 10 feet to 12 feet.
 Ditched 160 yards 3 feet wide, 1 foot deep.
 Made one culvert of cedar, 16 feet by 18 inches by 1 foot.
- August—Deviated road near Copley's, 400 yards, 12 feet wide, of which ditched 127 yards 3 feet wide, 1 foot deep.
 Made one culvert of cedar, 18 feet by 18 inches by 1 foot.
 Gravelled 57 yards 9 feet wide, 6 inches deep.

RAYMOND'S CROSSING TO SHAWNIGAN LAKE.

Forest cleared 1760 yards 20 feet wide.

SHAWNIGAN LAKE TO WEST SHORE ROAD.

- August—Graded 882 yards 8 feet wide.
 Gravelled 40 " 9 " 6 inches deep.
 Made filling 16 " 9 " 2½ feet "
 Erected posts and hung two gates at entrance to road across railway.

EXTENSION OF MILL BAY ROAD (to connect with Shawnigan Lake Road).

- August—Graded 267 yards 10 feet wide.
 Made one culvert of cedar 18 feet by 18 inches by one foot.
- September—Graded 176 yards 10 feet wide.
 Gravelled 60 " 9 " 6 inches deep.
 Ditched 84 " 3 " 1 foot "
 Made a culvert of cedar, 16 feet by 18 inches by 1 foot.

SHAWNIGAN LAKE ROAD.

- September—Ditched 182 yards 3 feet wide, 1 foot deep.
 Deepened and widened 107 yards of old ditch.
 Corduroyed 7 yards in length 10 feet wide with cedar logs.
 Gravelled 50 " " 9 " 6 inches deep.
 Made a fill 37 " " 9 " 1 foot "
 Made two culverts of cedar, each 14 feet by 18 inches by 1 foot.
 Constructed a bridge near Garnett's, 76 feet long, 14 feet wide, 10 feet high above low water mark, with crib abutments at either end, having 2 bents, and 4 hewn cedar stringers, 14 inches by 12 inches, resting on corbels, 12 feet long, 12 inches by 12 inches; coverings of split cedar.
 Filled approaches to bridge:—
 At west end, 10 yards long, 13 feet wide, 5½ feet deep.
 At east end, 14 " 13 " 4 "
 October—Deviated road near Garnett's.
 Chopped and cleared off logs, 240 yards, 20 feet wide.

MILL ROAD (Shearing's to School-House).

October—Gravelled 247 yards 8 feet wide, 6 inches deep.

SOUTH BEACH ROAD.

- October—Chopped out stumps and logs and made general repairs over 400 yards of road.
 Made two culverts of fir, one 16 feet by 4 feet by 18 inches, and the other 11 feet by 6 inches by 6 inches.

SILVER MINE ROAD.

October—Made a bridge, 38 feet long, 14 feet wide, and 4 feet 8 inches high, having 4 cedar stringers, 14 inches diameter, and one bent, composed of large mud sill and cedar blocks; covering is of split cedar.

Made fillings at approaches to bridge:—

At east end, 5 yards long, 12 feet wide.

At west end, 4 " 12 " 2 feet deep.

Repaired and raised a bridge 1 foot, re-laid covering, put in 4 stringers and new ribs; all timber used was cedar.

Made fillings at either end of bridge:—

At south end, 5 yards long, 12 feet wide, $1\frac{1}{2}$ feet deep.

At north end, 10 " 12 " $2\frac{1}{2}$ "

Cleared out log jam in creek below bridge.

Repaired a culvert.

VICTORIA-NANAIMO TRUNK ROAD (Dogan's to Cobble Hill).

Gravelled 50 yards 9 feet wide, 4 inches deep.

"C" ROAD PARTY.

George Mark, Foreman.

KOKSILAH JUNCTION ROAD.

June—Widened road 6 feet at Koksilah Railway Station.

Grubbed several stumps, and moved back logs abutting on road.

Made a box drain of sawn lumber at railway bridge, 35 yards long by 10 inches by 10 inches, to carry off storm water.

COWICHAN RIVER ROAD.

June—Cut down numerous trees near roadside.

Cleared out ditches.

Removed landslide near south approach to Duncan Bridge.

July—Repaired with gravel 320 yards of road.

QUAMICHAN BOUNDARY ROAD.

July—Widened, by 2 feet, 105 yards of road.

Close chopped and grubbed several trees.

Repaired washout at Robertson's Flat, and cleaned ditch.

Made one culvert of cedar, 15 feet by 6 inches by 6 inches.

Made a fill, 36 yards long, 12 feet wide, and 1 foot deep.

Re-graded 105 yards 12 feet wide.

GLENORA ROAD.

July—Repaired 1,292 yards with gravel.

SOUTH SAHTLAM ROAD.

July—Repaired 631 yards with gravel.

MARSHALL'S ROAD.

August—Gravelled 147 yards 12 feet wide, 6 inches deep.

" 143 " 10 " 4 "

Repaired hollows and ruts.

Grubbed out several stumps and trees.

Made two culverts of cedar, each 16 feet by 6 inches by 6 inches.

Widened turn at Brownell's hill, 9 feet.

Cut down hill, 20 yards, 12 inches deep, and filled a corresponding hollow.

Cut down hill near creek, 20 yards long, 10 inches deep, and filled in hollow at foot of hill to improve grade.

 "D" ROAD PARTY.

Alexander Reid, Foreman.

BEACH ROAD.

January—Cleared out slides and ditches.

February—Filled in washout with brush and earth.

March—Filled in washouts with brush and earth, and cleared out landslides.

April—Made a crib, 32 feet long, 15 feet high, filled in with brush, earth and gravel, and constructed hand-rail to same.

September—Cleared out slides and filled holes with gravel.

Repaired a culvert, and made 1 culvert, 24 feet by 2 feet by 1 foot.

November—Filled holes with brush, rock and earth.

RIVERSIDE ROAD.

January and March—Cut out windfalls and cleared road for traffic.

August—Grubbed and re-graded 282 yards, 10 feet wide.

Grubbed and graded 264 yards, 12 feet wide.

Cut down hill, 32 yards long, 2 feet deep, and filled hollow with earth.

Gravelled 100 yards, 8 feet wide, 4 inches deep.

October—Cleared out windfalls, and cut down several girdled trees.

OLD KOKSILAH ROAD.

January—Repaired a culvert.

February—Cleared snow off Koksilah River Bridge, at McPherson's.

June—Made a crib 70 feet long, 2½ feet high, ties 8 feet long and 8 feet apart.

Made 2 culverts of cedar, one 28 feet by 1 foot by 2 feet, the other 18 feet by 1 foot by 2 feet; and 1 box culvert, of 2-inch sawn plank, 30 feet by 1 foot by 1 foot.

Constructed a hand-rail of cedar posts and sawn lumber, 96 feet long, 3 feet high.

Repaired Bridge at Robertson's Creek.

Gravelled 54 yards, 9 feet wide, 4 inches deep.

Made a fill of earth and gravel, 70 feet long, 14 feet wide, 2½ feet deep.

Gravelled 200 yards, 9 feet wide, 6 inches deep.

" 290 " 9 " 4 "

July—Repaired with gravel, holes near Reid's.

September—Re-graded 63 yards, 12 feet wide.

Gravelled 373 yards, 8 feet wide, 4 inches deep.

Cleaned out ditches at Mearn's Hill, and Tarlton's Hill.

Repaired holes and ruts with gravel.

Made 1 culvert of cedar, 18 feet by 1 foot by 1 foot.

October—Cleared out windfalls.

December—Repaired a culvert.

Rolled logs to back crib to prevent sliding.

Grubbed and graded 36 yards, 14 feet wide, and made a fill of same dimensions, 2 feet deep.

Repaired holes with brush and gravel, from McPherson's to Cowichan Wharf.

GLENORA ROAD (East Section).

March—Cut out windfalls and cleared road for traffic.

August—Cleaned out ditches; re-graded 423 yards of road.

Grubbed and graded 74 yards, 12 feet wide.

Gravelled 74 yards, 8 feet wide, 4 inches deep.

Made 2 culverts of cedar, 18 feet by 1 foot by 1 foot.

LAKESIDE ROAD.

March—Cut out windfalls, and cleared road for traffic.

July—Repaired 1 mile of road, and filled holes and ruts with gravel.

August—Cleaned out ditches.

Grubbed 74 yards, 12 feet wide.

Re-graded and graded 423 " " "

Gravelled 74 " " " 4 inches deep.

Made 2 culverts of cedar, each 18 feet by 1 foot by 1 foot.

September—Widened and straightened road 117 yards, 14 feet wide.

Graded 314 yards, 14 feet wide.

Gravelled 294 " 9 " " 4 inches, and 96 yards, 6 inches deep.

Made a cut and filling, 35 yards long, 14 feet wide, 2 feet deep.

Made 3 culverts of cedar, each 18 feet by 2 feet by 1 foot.

FLATS—KOKSILAH ROAD.

February—Cleared snow off Koksilah River Bridge.

April—Repaired road, filling holes with brush and gravel.

August—Gravelled 353 yards, 9 feet wide, 4 inches deep.

Repaired holes with gravel.

Repaired flooring of Koksilah River Bridge, and of bridge at Ryan's.

November—Re-planked bridge at Ryan's.

Repaired hand-rail of Koksilah River Bridge.

Replaced bridge in position, and filled in approach with brush and rock.

Repaired holes with brush and gravel.

December—Filled holes with brush and gravel.

MOUNTAIN ROAD.

February—Cut out windfalls and cleared road for traffic.

August—Made filling from bank, 30 yards long, 12 feet wide, 2 feet deep.

Graded 120 yards, 12 feet wide.

Gravelled 135 yards, 8 feet wide, 4 inches deep.

October—Cut and cleared out windfalls.

OLD SCHOOL-HOUSE ROAD.

July—Forest cleared 920 yards, 20 feet wide.

Grubbed and graded 920 " 14 "

Made 2 culverts of cedar and 1 of pine, each 18 feet by 2 feet by 1 foot.

BEAR VALLEY ROAD.

June—Graded 200 yards, 12 feet wide; re-covered a culvert.

July—Grubbed and graded 213 yards, 12 feet wide.

Ditched 130 yards, 3 feet wide, 18 inches deep.

Made a culvert of cedar 18 feet by 2 feet by 1 foot.

"H" ROAD PARTY.

VICTORIA-NANAIMO TRUNK ROAD.

N. W. Campbell, Foreman.

April—Gravelled and made general repairs, Hall's Crossing to Chemainus River.

June—Made a road to haul gravel from river 230 yards, 10 feet wide, including a bridge 30 feet long.

Gravelled 174 yards, 9 feet wide, 6 inches deep.

Repaired with gravel $2\frac{1}{2}$ miles of road.

Made ditch to culvert, 12 yards, by 1 foot, by 6 inches.

Made 1 culvert 16 feet by 2 feet by 1 foot.

July—Gravelled 250 yards, 9 feet wide, 6 inches deep.

Repaired with gravel $1\frac{1}{2}$ miles of road.

Widened 40 yards to an additional width of 8 feet.

Grubbed several large fir and other stumps and cleared logs and débris off side of road.

"J." ROAD PARTY.

COWICHAN LAKE ROAD.

Hugh Bell, Foreman.

April—Repaired culvert at 10-mile post.

Repaired road between 12-mile post and Fraser's.

Filled holes and ruts between 10 and 11-mile posts, with brush and gravel.

Repaired a culvert near 7-mile post.

Repaired a bridge near 3-mile post.

Cut and cleared out logs too near road.

June—(Fraser's to McCallum's).

Filled holes and ruts with gravel; cleared off fallen timber.

Forest cleared 355 yards, 18 feet wide.

Grubbed and graded 355 yards, 12 feet wide.

Gravelled 200 yards, 8 feet wide, 6 inches deep.

Corduoyed 16 " 12 " with split cedar.

Made 2 bridges, one being 16 feet long, 14 feet wide, with 4 stringers 12 inches diameter, resting on a mud sill 16 inches thick at each end; the other bridge is 14 feet long, 5 feet high, and in other respects identical with the last above-named bridge.

Repaired road generally from 11-mile post to Fraser's.

July—(From 11-mile post to 8-mile post.)

Ditched 54 yards (one side of road only) 2 feet wide one foot deep.

Cut down hill 18 yards long, 10 feet wide and 1 foot deep.

Re-graded 139 yards, 12 feet wide, and ditched upper side of road, 2 feet wide and 1 foot deep.

Re-graded 68 yards 14 feet wide.

Graded 37 " 14 "

Gravelled 260 " 8 " 6 inches deep.

Made 1 culvert, 14 feet by 2 feet by 1 foot.

" 2 " 14 " 3 " 2 "

" 1 " 14 " 6 " 2½ "

(From 6-mile post to 4-mile post.)

Graded 37 yards, 14 feet wide.

Re-graded 68 " 14 "

Ditched 38 " 2 " 1 foot deep.

" 68 " 2 " 1 "

Gravelled 275 " 8 " 6 inches deep.

Straightened and graded 70 yards near the Elkhorn Hotel.

Widened 30 yards to 18 feet.

Corduoyed 27 " 14 feet wide, with split cedar.

Made general repairs from 11th to 2nd-mile post.

" 1 bridge 11 feet in length, 14 feet wide and 3 feet high, and filled approaches with earth and gravel.

Made 2 culverts of cedar, each 16 feet by 3 feet by 2 feet.

SAHTLAM ROAD.

August—Widened and re-graded 36 yards to width of 9 feet.

Gravelled 64 yards, 8 feet wide, 6 inches deep.

Made general repairs from junction with Lake Road to Anchinachies.

"L." ROAD PARTY.

VICTORIA-NANAIMO TRUNK ROAD (Somenos to Pimbury's Bridge.)

April—Made general repairs with gravel from Somenos to St. Peter's Church.

June—Gravelled 724 yards, 9 feet wide, 6 inches deep.

Widened 64 yards of road, 3 feet on each side.

Cleaned out $\frac{3}{4}$ mile of ditch.

Cut down hill 24 yards long, 2 feet deep.

Filled hollow 30 feet long, 18 inches deep.

Grubbed out several stumps on side of and in road.

July—Plowed up sides and rounded up 300 yards of road, 20 feet wide.

Grubbed several stumps.

Hauled plank from old bridge at Quamichan Lake outlet to culvert at W. Drinkwater's.

“M.” ROAD PARTY.

ROBERTSON VALLEY ROAD.

June—Cut logs up and grubbed 440 yards, 9 feet wide.

July— “ “ 374 “ 9 “

COWICHAN LAKE, SOUTH SHORE ROAD.

July—Made general repairs.

August—Cut out logs, 1,210 yards, 12 feet wide, and grubbed nearly all stumps on same.

[NOTE—This was done to straighten road and obtain a better crossing over Robertson River.]

September—Cut out logs 308 yards, 12 feet wide, and grubbed out all worst stumps on same.

Made a bridge 18 feet long, 10 feet wide, and 6 feet high, having three barked cedar stringers 14 inches diameter, and covering of split cedar.

“N” ROAD PARTY.

COWICHAN LAKE, NORTH SHORE ROAD.

January—Cleared out logs from Mead's to McCallum's, and made general repairs, McCallum's to Lakeside Hotel.

July—Forest cleared 629 yards, 14 feet wide.

Graded 1,086 “ 8 “

Built a bridge 21 feet long, 12 feet wide, and 2 feet high.

August—Forest cleared 184 yards, 14 feet wide.

Graded 214 “ 8 “

Corduroyed 7 “ 12 “ and covered same with earth 6 inches deep.

Built a bridge 22 feet long, 12 feet wide, and 2 feet high, covered with split cedar.

COWICHAN LAKE ROAD.

August—Re-built a bridge, 15 feet long, 11 feet wide, and 1½ feet high.

COWICHAN LAKE, NORTH SHORE ROAD.

September—Re-built a bridge burned out, 18 feet long, 12 feet wide, and 4 feet high.

MALAHAT SCHOOL.

Arthur Rogers, Contractor, \$620.

Furnished all requisites and erected a frame building in conformity with the general plan for rural schools.

Islands District.

SALT SPRING ISLAND.

NEW MOUNTAIN ROAD.

John Norton, Foreman.

Graded 1,320 yards, 12 feet wide.

Forest cleared 1,320 yards, 20 feet wide.

Rock excavation, 60 cubic yards.

Cribbed 60 feet, 5 feet high.

Made a culvert, 16 feet by 2 feet by 12 inches.

GANGES HARBOUR TO MOUNTAIN ROAD.

John Norton, Foreman.

Removed stumps and logs, 350 yards.

Graded and ditched, 350 "

Made 3 culverts, 16 feet by 20 inches by 12 inches.

GANGES HARBOUR ROAD.

John Norton, Foreman.

Graded 60 yards, 12 feet wide.

Built a bridge 53 feet long, 16 feet wide, 20 feet high.

GANGES HARBOUR WHARF TO VESUVIUS SCHOOL-HOUSE.

John Norton, Foreman.

Gravelled 362 yards, 8 feet wide, 8 inches deep.

Made 3 culverts, 16 feet by 12 inches by 12 inches.

FROM SCHOOL-HOUSE TO NORTON'S ROAD.

John Norton, Foreman.

Gravelled 110 yards, 8 feet wide, 8 inches deep.

Made 2 culverts, 16 feet by 12 inches by 12 inches.

FROM VESUVIUS WHARF TO SCHOOL-HOUSE.

John Norton, Foreman.

Gravelled 350 yards, 8 feet wide, 8 inches deep.

Made 1 culvert, 20 feet by 14 inches by 12 inches.

CHURCH HILL TO FERNWOOD WHARF.

John Norton, Foreman.

Graded 620 yards, 12 feet wide.

Gravelled 510 " 8 " 8 inches deep.

Made 6 culverts, 14 feet by 12 inches by 12 inches.

FROM WOOD WHARF TO COTSFORD'S.

John Norton, Foreman.

Forest cleared 500 yards, 20 feet wide.

Graded 250 " 12 "

Made a bridge 16 feet long, 14 feet wide, and 6 feet high.

POTTINGER'S ROAD.

John Norton, Foreman.

Forest cleared and graded 150 yards, 12 feet wide.
Made 1 culvert, 16 feet by 24 inches by 12 inches.

BROADWELL'S NEW ROAD BY VESUVIUS BAY.

Forest cleared and graded 250 yards, 10 feet wide.
Built a bridge 73 feet long, 14 feet wide, 10 feet high.

FREDISON'S ROAD.

John Norton, Foreman.

Graded and ditched 200 yards.
Built a bridge 14 feet long, 13 feet wide, 3 feet high.
Made a culvert, 14 feet by 12 inches by 12 inches.

MOUAT'S ROAD.

John Norton, Foreman.

Graded 100 yards.

NORTH SALT SPRING WHARF TO CALDWELL'S ROAD.

John Norton, Foreman.

Graded 400 yards, 10 feet wide.
Made 2 culverts 14 feet by 2 feet by 1 foot.

BEAVER POINT ROAD.

Joseph Nitingale, Foreman.

Graded 150 yards, 5 feet wide.
Gravelled 1450 yards, 7 feet wide, 6 inches deep.
Made 14 culverts, 15 feet by 3 feet by 3 feet.

BURGOYNE BAY ROAD.

Joseph Nitingale, Foreman.

Gravelled 1,150 yards, 7 feet wide, 6 inches deep.
Made 2 culverts, 15 feet by 3 feet by 3 feet.
Removed old corduroy bridges and filled in with earth and gravel.

BRIDGES AND WHARVES.

Alfred Raynes, Foreman.

Built a bridge 110 feet long, to connect Kuyper and Thetis Islands. Repaired Kuyper Island wharf. Repaired Mayne Island wharf.

MAYNE ISLAND.

Wm. Deacon, Foreman.

ROAD FROM BENNETT'S.

Corduroyed, gravelled and ditched on both sides, 230 yards through alder bottom.

TRUNK ROAD NEW WHARF (Deviation).

Removed stumps, graded and partly gravelled 600 yards.
Built a bridge 100 feet long.

ROBSON'S ROAD.

Graded and ditched 130 yards.
Made 2 culverts.

NEW ROAD TO MCNEILL'S.

Cleared 340 yards, 20 feet wide.
Graded 340 " 10 "

WHARF TO VILLAGE BAY.

Graded and ditched 200 yards.
Made 2 culverts and 40 feet of corduroying.
Made general repairs throughout

WHARF.

Drove 14 new piles and made necessary repairs.

GALIANO ISLAND.

E. Winstanley, Foreman.

NEW ROAD TO STURDY'S, GRUBB'S AND COOK'S.

Cleared 880 yards.
Graded 880 " 10 feet wide.
Built a bridge 20 feet long.

ROAD FROM SEABROOK'S TO WHARF.

Straightened line of road.
Filled in holes with gravel.
Corduoyed 40 feet.
Built a bridge 20 feet long.

ROAD FROM MURCHISON'S TO SEABROOK'S.

Improved line of road and made sundry repairs.

NEW TRAIL.

Graded a narrow trail from Section 20 to the east side of Section 41, a distance of 3 miles.

PENDER ISLAND.

Washington Grimmer, Foreman.

MAIN ROAD.

Graded $1\frac{1}{4}$ miles, 12 feet wide.
Made 5 culverts.

DAVIDSON'S ROAD.

Cut out new road from main road, 90 chains long, 14 feet wide.

SPALDING'S ROAD.

Made 40 chains of new road to beach.

HIGG'S AND DRUMMOND'S ROAD.

Forest cleared $1\frac{1}{2}$ miles of new road to Bednall Bay.

Nanaimo District.

PUBLIC SCHOOLS.

Improvements have been made to the Wellington school building and grounds, East Wellington school building, North Nanaimo school grounds, and South Gabriola school grounds.

PUBLIC BUILDINGS, NANAIMO.

Repairs have been made to the Old Gaol and Court House, the Law Courts, and the Lock-up at Departure Bay and Wellington.

LOCK-UP AT NORTHFIELD.

Wm. Stewart, Contractor, \$479.

Furnished all plant, labour, and materials, erected and completed a block building 22 feet by 26 feet, built of mill-sized 2 by 4-inch scantling, spiked on top of each other, and floored and ceiled with same material spiked together; three cells partitioned off from gaoler's office; building enclosed with rustic and painted; iron gratings put in windows; cell doors hung with strap hinges and provided with swing-bar catch fastenings and Yale padlocks.

NANAIMO PRISON.

Henry McAdie, Contractor, \$17,365

To furnish all plant, labour and materials for the erection and completion of a brick building upon a stone foundation, in conformity with plans, specifications, and details.

The main building is 93 feet by 35 feet, three stories high. Upon the basement floor are two large cellars or store-rooms, kitchen, laundry, drying room, soiled clothes room, clothes room, bath rooms, furnace room, and coal room, &c.

The main entrance is on the first floor, which contains the office, visitors' room, guard room, female ward, and the warden's quarters.

On the second floor there is a chapel, youths' ward, and warden's bed rooms.

Extending back from the main building is the prisoners' ward room, 40 feet by 84 feet. The cells are arranged in two tiers, one above the other, and are approached by stairs and balconies. This ward contains forty cells, and the female and youths' wards six cells, so that there will be ample accommodation for 100 prisoners at one time.

Thorough ventilation of the wards and cells is secured by connection with a large draught flue. The city water will be laid on throughout the building. The prison and main building is to be heated throughout by hot water radiators; the hot water heater of capacity of boiler equal to 4,500 feet of 1-inch iron pipe. Height of heater, 6 feet, and diameter of same, 3 feet.

And a hot water heater to heat water for the laundry, bath-rooms, &c. Capacity of galvanized iron heater, 150 gallons, and 400 feet of 1½ iron pipe in dry room to dry clothes. The building is to be lighted throughout with electric lights, and electric bells put in.

Thorough drainage has been effected to the salt water.

The whole building is covered with best quality of slate, and the flashings, valleys, gutters, and ridge rolls are of copper.

The cell doors, and all doors leading to the prisoners' wards, are substantial and hung with strap hinges, and provided with swing-bar catch fastenings, and Yale padlocks.

The building has been erected upon a site adjoining Newcastle Townsite, containing about ten acres, with Stewart Avenue running through it. The greater portion of the ground is suitable for cultivation, and upon it convict labour may be usefully employed in raising the vegetables required for the use of the prison.

VICTORIA TRUNK ROAD.

John Hill, Foreman.

Gravelled 600 yards, 9 feet wide, 8 inches deep, with sandstone and rock.

" 1,145 " 9 " 4 " with river gravel.

Repaired four bridges on lower end of road.

Put in one culvert, 14 feet long, 2 feet wide and 10 inches deep.

Cut down the timbers on each side of road for one mile to let the sun in. Cleaned out ditches and culverts and made general repairs along line of road. Cleaned off Nanaimo River bridge and repaired the approaches to same.

BRENTUM'S ROAD.

John Hill, Foreman.

Put in one culvert 14 feet long, 18 inches wide, and 10 inches deep, and dug 100 yards of tail drain, and made general repairs along line of road.

PAGE'S ROAD.

John Hill, Foreman.

Forest cleared 800 yards, 12 feet wide.

MICHAEL'S ROAD.

John Hill, Foreman.

Forest cleared 240 yards, 16 feet wide.

Graded 606 " 14 "

Put in one culvert 16 feet long, 4 feet wide and 2 feet deep.

BATES' ROAD.

John Hill, Foreman.

Made general repairs along line of road.

PEARSON'S ROAD.

John Hill, Foreman.

Cut down grade on hill to get river gravel out on Victoria road.

MCGREGOR AND HASLAM'S ROAD.

John Hill, Foreman.

Made general repairs along line of same.

THOMAS AND STEVENS' ROAD.

John Hill, Foreman.

Made general repairs along line of same.

PRAEGER AND HUDSON'S ROAD.

John Hill, Foreman.

Did general repairing along line of same.

SWAN'S ROAD.

John Hill, Foreman.

Cut one mile of trail 6 feet wide.

GORDON'S ROAD.

John Hill, Foreman.

Made General repairs along line of same.

McKINLAY'S ROAD.

John Hill, Foreman.

Did general repairing along line of same and put gravel in bad mud-holes.

MALPASS'S ROAD.

John Hill, Foreman.

Made general repairs along line of same.

STARK'S AND BRAMLEY'S ROAD.

John Hill, Foreman.

Made general repairs along line of same.

FIDDECK'S AND BECK'S ROAD.

John Hill, Foreman.

Made general repairs along line of same.

ROSS AND DONOGHUE'S ROAD.

John Hill, Foreman.

Forest cleared 200 yards, 12 feet wide.

Graded 1,200 yards, 10 feet wide.

Put in 156 feet of corduroy, 12 feet wide.

Built 1 bridge, 20 feet long, 12 feet wide and 18 inches high, with three stringers on mudsills and covered with split cedar.

Put in 1 culvert, 12 feet long, 2 feet wide and 18 inches deep.

ALGAR'S ROAD.

John Hill, Foreman.

Blasted out rock and repaired same.

SOUTH WELLINGTON ROAD.

John Cairns, Foreman.

Ditched and cornered 207 yards, 16 feet wide.

Covered with ashes 556 yards, 12 feet wide and 14 inches deep.

Put in 91 yards of corduroy, with slabs, 18 feet wide, and repaired culverts.

Built 1 bridge, 168 feet long, 12 feet wide and 11 feet high, with 6 bents on mudsills and 3 stringers covered with 3-inch plank, put on hand-rail, and filled in the 2 approaches to same.

McLEOD'S ROAD.

John Cairns, Foreman.

Graded and ditched 358 yards, 12 feet wide.

Gravelled 209 yards, 8 feet wide and 5 inches deep.

Put in 8 culverts, 14 feet long, 12 inches wide and 12 inches deep.

PEARSON'S ROAD.

John Cairns, Foreman.

Graded and ditched 400 yards, 10 feet wide; put new bracing on the bridge; cleaned out culverts and filled in washouts.

MCGARRIGLE'S ROAD.

John Cairns, Foreman.

Ditched and graded 160 yards, 12 feet wide; put in 2 culverts, 14 feet long, 1 foot wide and 1 foot deep.

WELLINGTON STREET ROAD.

John Cairns, Foreman.

Graded and ditched 175 yards, 27 feet wide.

Gravelled 175 yards, 13 feet wide and 8 inches deep, and repaired culverts.

COMOX ROAD (leading to Nanoose Bay).

John Cairns, Foreman.

Graded and ditched 30 yards, 16 feet wide.

Gravelled 177 yards, 8 feet wide and 6 inches deep.

Put in 1 culvert, 14 feet long, 1 foot wide and 1 foot deep.

Dug 33 yards of tail-drain and made general repairs along line of road.

ROBSON'S ROAD.

John Cairns, Foreman.

Graded and ditched 175 yards, 9 feet wide.

Graded 200 yards, 9 feet wide.

Put in 3 culverts, 14 feet long, 1 foot wide and 1 foot deep.

ROSSVILLE ROAD.

John Cairns, Foreman.

Covered with ashes 260 yards, 12 feet wide and 10 inches deep; cleaned out ditches and made general repairs along line of same.

WELLINGTON ROAD.

John Cairns, Foreman.

Hauled 135 yards of earth and rock to fill in ravine at Half-way House.

Put in one culvert, 34 feet long, 3 feet wide and 4 feet deep.

Put in two culverts, 30 feet long, 1 foot wide and 1 foot deep.

Cleaned out the ditches, made general repairs along line of road, and filled up holes with gravel.

EAST WELLINGTON ROAD.

John Cairns, Foreman.

Gravelled 100 yards, 10 feet wide and 6 inches deep; cleaned out the ditches and made general repairs.

THE KELLEY SETTLEMENT ROAD.

John Cairns, Foreman.

Graded and ditched 35 yards, 9 feet wide.

Graded 150 yards, 9 feet wide.

WESTWOOD AND BABCOCK'S ROAD.

John Cairns, Foreman.

Graded and ditched (on both sides) 160 yards, 15 feet wide.

Graded and ditched (on one side) 80 yards, 12 feet wide.

Put in three culverts, 15 feet long, 1 foot wide and 1 foot deep.

DEPARTURE BAY ROAD.

John Cairns, Foreman.

Put in 180 feet of cribbing, 2 feet high, and filled same in with gravel, 8 feet wide.

Gravelled 134 yards, 9 feet wide and 6 inches deep.

Put in one culvert, 20 feet long, 1 foot wide and 20 inches deep, and made general repairs along line of road.

GABRIOLA ISLAND—SOUTH END ROADS.

John Cairns, Foreman.

Ditched 376 yards, one side of Main Road.

" 161 " " " Peterson's Road.

Graded 326 yards, 8 feet wide, one side of Martin's Road.

Gravelled 320 yards, 9 feet wide and 6 inches deep.

Put in two culverts, 14 feet long, 1 foot wide and 1 foot deep; dug 25 yards of tail-drain, and made general repairs along lines of roads.

Put 2 new fender piles, 2 new snubbing piles, 10 new bearing piles and timber brace, 76 feet long, in the wharf on Gabriola Island, as the old piles and brace were eaten out; braced the new piles.

GABRIOLA ISLAND, NORTH END ROADS.

John Cairns, Foreman.

Widened out 200 yards, 12 feet wide on Main Road.

Ditched 150 yards on one side, "

" 187 " " " on McLay's Road.

" 151 " " " on Jamieson's Road.

" 50 " both sides, on Centre Road.

Gravelled 91 yards, 9 feet wide and 6 inches deep.

Put in 6 culverts, 14 feet long, 1 foot wide, and 1 foot deep; dug 35 yards of tail-drain, and made general repairs along lines of roads; cut out $1\frac{1}{4}$ miles of trail, 10 feet wide to Myles' place.

NANOOSE SECTION OF COMOX ROAD.

Jas. Craig, Foreman.

Ditched on one side, 1,040 yards.

Gravelled 1,400 yards, 9 feet wide, and 5 inches deep.

Cribbed 600 feet at sand hills, 1 log high, and filled in same.

Put in 3 culverts, 16 feet long, 18 inches wide, and 18 inches deep, and made general repairs along line of road.

MORELL'S ROAD.

Jas. Craig, Foreman.

Forest cleaned 50 yards, 16 feet wide.

Graded 50 yards, 10 feet wide.

Ditched 50 yards on one side.

Gravelled 150 yards, 8 feet wide, and 6 inches deep.

Put in 4 culverts, 11 feet long, 1 foot wide, and 1 foot deep.

DICKINSON ROAD.

Jas. Craig, Foreman.

Dug 200 yards of ditch, 18 inches wide, and 12 inches deep.

Gravelled 200 yards, 8 feet wide, and 6 inches deep.

Put in 9 culverts, 12 feet long, 1 foot wide, and 1 foot deep, and made general repairs along line of same.

TIPPETT'S AND HAMILTON'S ROAD.

James Craig, Foreman.

Did general repairing along line of same.

NANOOSE BAY, WHARF ROAD.

Jas. Craig, Foreman.

Forest cleared 1,600 yards, 20 feet wide.

Graded 1,600 yards, 14 feet wide.

Gravelled 500 yards, 9 feet wide, and 6 inches deep.

125 yards of ditching, 18 inches wide, and 1 foot deep.

Put in 2 culverts, 16 feet long, 2 feet wide, and 1 foot deep.

THROUP'S ROAD.

Jas. Craig, Foreman.

Forest cleared 600 yards, 15 feet wide.

Graded 600 yards, 9 feet wide.

SIMM'S ROAD.

Jas. Craig, Foreman.

Forest cleared 800 yards, 15 feet wide, and levelled off. Built 1 bridge 9 feet long, 12 feet wide, and 2 feet high, with 3 stringers, and covered with split cedar.

BEAVER CREEK ROAD.

Jas. Craig, Foreman.

Gravelled 350 yards, 9 feet wide, and 6 inches deep.

100 yards of ditching dug.

Put in 8 new piles in Beaver Creek wharf, and braced same.

RATH'S ROAD.

Jas. Craig, Foreman.

Did general repairing along line of same.

FRENCH CREEK ROAD.

Jas. Craig, Foreman.

Gravelled 650 yards, 9 feet wide, and 6 inches deep.

PILLAR'S ROAD.

Jas. Craig, Foreman.

Gravelled 160 yards, 9 feet wide, and 6 inches deep.

LAURIE'S ROAD.

Jas. Craig, Foreman.

Gravelled 290 yards, 9 feet wide, and 5 inches deep.

RENTZ'S AND CRAIG'S ROAD.

Jas. Craig, Foreman.

Gravelled 80 yards, 9 feet wide, and 5 inches deep.

CHEENY'S ROAD.

Jas. Craig, Foreman.

Graded 800 yards, 9 feet wide.

McMILLAN'S AND MORRISON'S ROAD.

Jas. Craig, Foreman.

Graded 800 yards, 9 feet wide.

Gravelled 450 yards, 9 feet wide, and 6 inches deep.

Dug 80 yards of ditching.

Put in 1 culvert 14 feet long, 1 foot wide, and 1 foot deep.

 NANAIMO-ALBERNI TRUNK ROAD.

D. A. McMillan, Foreman.

Forest cleared 2,730 yards, 20 feet wide.

Graded 2,500 yards, 11 feet wide.

Graded out of side-hill 1,120 yards, 11 feet wide.

Gravelled 305 yards, 12 feet wide, and 9 inches deep.

Filled in 230 yards, 12 feet wide, and 2 feet deep.

Thorough cutting 228 yards, 11 feet wide, and 2 feet deep.

Corduroyed 78 yards, 14 feet wide.

Built 1 bridge 60 feet long, 14 feet wide, and 3 feet high.

" 1 " 40 " 14 " " 3 " both built on mud sills with 3 stringers, covered with split cedar.

Put in 279 yards of cribbing, 3 feet high.

Put in 7 culverts, 14 feet long, 3½ feet wide, and 18 inches deep.

Dug 830 yards of ditching, 2½ feet wide on top, 2 feet on bottom, and 1 foot deep, and made general repairs along the line of old road.

All the foregoing described road work has been done under the supervision of John Love, as Road Superintendent.

MOUNT BENSON ROAD.

John Love, Foreman.

Forest cleared 2,300 yds, 20 ft. wide.

Graded 2,070 yds., 12 ft. wide, all out of the side-hill.

Built 1 bridge, 10 ft. long, 15 ft. wide, and 2 ft. high.

" 1 " 18 " 15 " " 3 "

" 1 " 22 " 15 " " 4 "

" 1 " 26 " 15 " " 4 "

All built with 3 stringers placed on mud sills and covered with split cedar, and ribbon pole pinned on.

Put in 4 culverts, 15 ft. long, 2 ft. wide, and 18 in. deep.

" 7 " 15 " 2 " " 1 ft. deep.

Blasted 500 ft. of rock, 5 ft. wide, and 14 in. deep.

Put in 200 ft. of cribbing, 2 ft. high.

Cut 1¼ miles of trail, 8 ft. wide, from end of road to top of mountain.

Repaired and filled in washouts caused by a cloudburst on the mountain, which cut out road.

NANAIMO RIVER BRIDGE.

John Love, Foreman.

Repaired the bridge by screwing up all the truss rods until the strut bracing took their bearings evenly, and screwed up all the lateral rods and all the chord bolts, and put the bridge to its original camber.

The chain-gang, under the supervision of the guards, were engaged up to July month last in repairing the public roads out towards Harewood, in the 5-acre lot tract, and on the public works adjoining the Newcastle townsite. Since the 1st of July last the chain-gang have been employed on the Nanaimo prison site. They have excavated the whole of the foundation, and have cleared, grubbed, stumped, dug over, and taken the rocks out of about 2½ acres, which is now all levelled off and ready for a garden next spring.

Alberni District.

NANAIMO-ALBERNI ROAD—Mountain Section.

Robert Deboux, Contractor, \$290.

Forest cleared, 300 yards.

Graded 1,400 yards, 12 feet wide; and put in cribbing where necessary.

3rd Mile.

King & Taylor, Contractors, \$388.

1,760 yards ditching and grading.

Road-bed widened to 20 feet, and all stumps removed.

2nd Mile.

C. T. Haslam, Contractor, \$85.

Forest clearing, 30 feet wide, 1,760 yards.

8th, 9th, and 10th miles.

W. Lusson, Foreman.

Work consists in grubbing, grading and widening the road.

250 yards gravelling 6 inches deep, 6 feet wide.

MILL ROAD.

Chas. Taylor, Contractor, \$34.

Ditching and grading 150 yards.

Forest clearing 60 yards.

One culvert.

SPROAT LAKE MAIN ROAD.

James Coleman, Contractor, \$135.

Ditching and grading 330 yards.

Culverts where necessary.

W. Leeson, Foreman, (day work.)

Ditching and grading 500 yards.

Forest clearing 100 "

Made general repairs to road-bed where necessary.

COLEMAN'S ROAD.

E. Coleman, Contractor, \$65.

Built 1 bridge, 50 feet long, 12 feet wide, 8 feet high.

Ditching and grading 75 yards.

FABER'S ROAD.

Z. Ingram, Contractor, \$65.

Forest cleared and graded 300 yards, 12 feet wide.

Built 1 bridge 20 feet long, 12 feet wide, 4 feet high.

CHERRY CREEK ROAD.

Moore & Folwell, Contractors, \$130.
" Graveling, 28.
150 yards turnpiked.
800 " graded, with necessary culverts.
70 " gravel, at 45 cents per yard.

MOORE AND FLETCHER ROAD.

J. Pinkerton, Contractor, \$84.50.
350 yards corduroy, 12 feet wide.

REDFORD ROAD.

J. Redford, Contractor, \$220.
Ditching and grading 1,440 yards.

ROGER CREEK ROAD.

James King, Contractor, \$140.
Turnpiked 1,170 yards.
2 culverts.

MCCOY LAKE ROAD.

Ingram & Porritt, Contractors, \$160.
Forest cleared 300 yards, 20 feet wide, graded 12 feet wide.
Made 1 cut and fill of 111 cub. yards.
Re-built 1 bridge, 250 feet long, 12 feet wide, with new bents and stringers, bents, &c

SPENCER'S ROAD.

S. Baynes, Contractor, \$80.
Clearing out one mile of old road.
Forest clearing and grading 440 yards.

DEBOUX ROAD.

J. Drinkwater, Contractor, \$95.
800 yards, graded 8 feet wide.
6 culverts.
25 yards corduroy.

BEAVER CREEK MAIN ROAD.

Stewartson & Thompson, Contractors, \$212.20.
2,000 yards ditched and graded, with culverts required.
Angus Cameron, Contractor, \$65.
430 yards ditched and turnpiked; grubbed all stumps and filled hollows.

GRAUDY RAVINE BRIDGE.

E. Graudy, Contractor, \$470.
Building 1 bridge over ravine, 300 feet long, 14 feet wide, 25 feet high; with sawn stringers, red fir bents, 18 feet span of peeled fir, covered with 2-in. plank. Hand-rail, ribbon poles, &c., complete, with suitable cribwork approaches at each end.

MCKENZIE RAVINE BRIDGE.

E. Graudy, Contractor, \$430.

Built 1 bridge over ravine, 250 feet long, 14 feet wide, 25 feet high ; bents 18 feet apart, of peeled red fir ; 4 stringers covered with 2-in. plank ; with hand-rail, &c., complete, and approaches to proper grade at each end.

BEAVER CREEK ROAD.

T. Paterson, Contractor, \$240.40.

Gravelling on 3rd and 4th miles, 261 yards at 92 cents per yard.

SPROAT LAKE ROAD.

T. Paterson, Contractor, \$150.

Gravelling on 3rd and 4th miles, 300 yards at 50 cents per yard.

ROGER CREEK AND RIVER FRONT ROADS.

T. Paterson, Contractor, \$93.50.

Gravelling 194 yards at 48 cents per yard, put on where required.

Wm. Leeson, Foreman, (day work) : —

MCCOY LAKE ROAD.

Replacing culverts and bridges and making general repairs to road for two miles.

BEAVER CREEK ROAD.

Filling slough 30 yards long, 16 feet wide, 3 feet high, with logs and brush, with 2 feet earth and brush on top ; removed stumps and filled up holes with gravel.

300 yards ditching on 6th mile.

Re-covering 1 bridge, 30 ft long, 14 feet wide, with sawn plank.

Made general repairs on upper end.

DEBOUX-DRINKWATER ROAD.

Grading side hill, filling holes and grubbing stumps.

RIVER FRONT, KITSUCKSIS AND MILL ROADS.

200 yards ditching.

20 " corduroy, 12 feet wide.

2 culverts.

LAWSON ROAD.

100 yards ditching.

100 lineal yards gravel.

800 yards roughly graded.

3 culverts.

CHINA CREEK TRAIL.

Robert Pinkerton, Contractor, \$295.

Making pack trail from 12 mile cabin, China Creek, to the Basin, a distance of about 8 miles.

Repairs over the whole distance have been made and a trail cut to the head of McQuillan Creek.

General repairs have been made on all roads in the district from time to time when necessary, during the year.

Comox District.

MCKELVIE'S ROAD.

Section 2.

S. J. Piercy, Contractor, \$185.50.
Turnpiked 494 yards, 18 feet wide.
Gravelled 494 yards, 4 inches deep, 9 feet wide.

LOWER PRAIRIE ROAD.

Section 1.

T. C. Woods, Contractor, \$70.
Ditched 37 yards, 18 inches deep, 2 feet wide.
Gravelled 320 yards, 4 inches deep, 9 feet wide.

Section 2.

T. C. Woods, Contractor, \$260.
Ditched 400 yards, 12 inches deep, 18 inches wide.
Made 2 small culverts.
Gravelled 650 yards, 4 inches deep, 9 feet wide.

Section 3.

T. C. Woods, Contractor, \$270.
Ditched 620 yards, 18 inches deep, 2 feet wide.
Gravelled 650 yards, 4 inches deep, 9 feet wide.

Section 4.

H. Stewart, Contractor, \$284.
Ditched 440 yards, 18 inches deep, 2 feet wide.
Gravelled 625 yards, 6 inches deep, 9 feet wide.

TSOLUM RIVER ROAD.

Section 1.

H. Stewart, Contractor, \$75.
Gravelled 242 yards, 6 inches deep, 9 feet wide.

Section 2.

Frank Cunliffe, Contractor, \$220.
Corduoyed 20 chains, 12 feet wide.

BURNS AND VILES' ROAD.

H. Smith, Contractor, \$113.
Corduoyed 128 yards.
Gravelled 128 yards, 6 inches deep, 9 feet wide.
Made 2 culverts, 2 feet deep, 3 feet wide, 14 feet long.

BLACK CREEK ROAD.

Section 1.

John Johnston, Contractor, \$113.
Forest cleared 14 chains, 22 feet wide.
Ditched 14 chains, 18 inches deep, 2 feet wide.
Made 1 small culvert.
Gravelled 142 yards, 4 inches deep, 9 feet wide.

Section 2.

E. Phillips, Contractor, \$660.

Forest cleared 61 chains, 22 feet wide.

Graded 61 chains, 16 feet wide.

Ditched on both sides of road, 18 inches deep, 2 feet wide.

Built 1 bridge, 3 feet high, 14 feet wide, 10 feet long.

Built 1 bridge, 4 feet 6 inches high, 14 feet wide, 20 feet long.

Made 2 small culverts.

BROWN RIVER ROAD.

John Rowan, Contractor, \$68.75.

Corduroyed 5 chains, 12 feet wide.

McKELVIE'S ROAD.

Section 1.

H. Piercy, Contractor, \$100.

Turnpiked and graded 330 yards, 4 inches deep, 9 feet wide.

McKENZIE'S ROAD.

H. Stewart, Contractor, \$37.

Removed some stumps, filled in holes and corduroyed and gravelled 30 yards, 6 inches deep, 9 feet wide.

MILLER'S ROAD.

H. Stewart, Contractor, \$93.

Ditched 92 yards, 18 inches deep, 2 feet wide.

Gravelled 300 yards, 4 inches deep, 9 feet wide.

SMITH'S ROAD.

H. Stewart, Contractor, \$94.

Ditched 160 yards, 18 inches deep, 2 feet wide.

Graded 160 yards, 16 feet wide.

Gravelled 360 yards, 4 inches deep, 9 feet wide.

H. PIERCY'S ROAD.

James Reese, Contractor, \$79.

Ditched 150 yards, 18 inches deep, 2 feet wide.

Gravelled 175 yards, 4 inches deep, 9 feet wide.

LOWER PRAIRIE ROAD.

Section 5.

E. A. Halliday, Contractor, \$85.

Gravelled 330 yards, 6 inches deep, 9 feet wide.

McKELVIE'S ROAD.

Section 3.

James Reese, Contractor, \$9.

Turnpiked 40 yards, 16 feet wide.

SMITH AND GRIEVES' ROAD.

C. B. Rabson, Contractor, \$160.

Ditched 15 chains, 18 inches deep, 2 feet wide.

Graveled 19 chains, 4 inches deep, 9 feet wide.

POINT HOLMES ROAD.*Section 1.*

H. Stewart, Contractor, \$160.
Ditched and rounded up 310 yards.
Gravelled 370 yards, 6 inches deep, 9 feet wide.

Section 2.

H. Stewart, Contractor, \$258.50.
Gravelled 410 yards, 6 inches deep, 9 feet wide.

McCONNELL'S ROAD.

John Hawkins, Contractor, \$50.
Forest cleared and graded 20 chains, 12 feet wide.

LITTLE RIVER ROAD.*Section 1.*

H. Stewart, Contractor, \$84.
Ditched 247 yards, 12 inches deep, 18 inches wide.
Gravelled 650 yards, 4 inches deep, 9 feet wide.

Section 2.

H. Stewart, Contractor, \$258.50.
Ditched 480 yards, on both sides of road.
Graded 480 yards, 16 feet wide.
Made 1 culvert, 2 feet deep, 6 feet wide and 16 feet long.

Section 3.

J. Derbyshire, Contractor, \$37.
Corduroyed 12 yards, 14 feet wide.
Gravelled 90 yards, 4 inches deep, 9 feet wide.

Section 4.

J. Derbyshire, Contractor, \$77.
Ditched 20 chains on both sides of road, 18 inches deep, 2 feet wide.

OYSTER RIVER ROAD.*Section 1.*

C. B. Rabson, Contractor, \$155.
Ditched 9 chains, 18 inches deep, 2 feet wide.
Corduroyed 10 chains 18 yards, 12 feet wide.

Section 2.

C. B. Rabson, Contractor, \$220.
Corduroyed 18 chains, 12 feet wide.
Made 3 culverts, 18 inches deep, 2 feet wide, 14 feet long.
Built 1 bridge, 3 feet high, 16 feet wide, 60 feet long, stringers 12 x 12, laid on mudsills, blocked up in centre, covered with split cedar.
Forest cleared 4 chains, 16 feet wide; graded same, 14 feet wide.
Ditched 150 yards.
Made 1 culvert, 18 inches deep, 4 feet wide, 14 feet long.

JOHN PIERCY'S ROAD.

C. B. Rabson, Contractor, \$381.
Forest cleared 459 yards.
Ditched and graded 675 yards.
Gravelled 600 yards, 4 inches deep, 9 feet wide.

LONG BRIDGE.

C. B. Rabson, Contractor, \$516.30.

Put in new braces where required; put supports under caps, and re-covered 330 yards with 3-inch plank.

UPPER PRAIRIE ROAD.*Section 2.*

Matt. Piercy, Contractor, \$182.

1092 yards of gravel, 4 inches deep, 9 feet wide.

SOUTH MINE ROAD.

Harrigan & Fraser, Contractors, \$812.

Gravelled 68 chains, 7 inches deep, 9 feet wide.

BAYNE SOUND ROAD.

William Quinlan, Contractor, \$100.

Graded 40 chains, 12 feet wide.

Built 1 bridge, 3 feet high, 14 feet wide, 20 feet long, on mud sills, stringers 12 inches in diameter, covered with split fir.

UNION MINE ROAD.*Section 1.*

T. C. Woods, Contractor, \$280.

Gravelled 1,030 yards, 4 inches deep, 9 feet wide.

Section 2.

T. C. Woods, Contractor, \$240.

Gravelled 680 yards, 4 inches deep, 9 feet wide.

UPPER PRAIRIE ROAD.*Section 1.*

T. C. Woods, Contractor, \$370.

Ditched and turnpiked 160 yards.

Gravelled 1,300 yards, 4 inches deep, 9 feet wide.

LAKE ROAD.

John Johnston, Contractor, \$125.

Ditched and graded 17 chains, ditches 18 inches deep, 2 feet wide; graded 12 feet wide. 1 culvert 18 inches deep, 2 feet wide, 14 feet long.

UNION MINE ROAD, MIDDLE SECTION.

J. R. Berkeley, Foreman.

Ditched 600 yards on upper side and part on lower side. Ditch on upper side 18 inches below crown of road, and 18 inches at bottom.

All dirt taken out from back of ditch, road widened 1½ feet, road crowned in good shape. Gravelled 690 yards, 6 inches deep, 8 feet wide; bad places 8 inches deep.

Made 3 box culverts of 3-inch plank, side hill cutting, roots and stumps taken out on upper side, and tail drains made.

OLD MILL HILL.

J. R. Berkeley, Foreman.

Built 1 bridge 16 feet long, 24 feet wide, $3\frac{1}{2}$ feet from bed of creek, on mud sills 24 feet long, of red fir 12x12; 4 stringers 10x10; covered with 3x12 plank, 24 feet long, spiked down and ribbon 2x5 spiked on ends. Approaches made of clam shell.

VILES AND BURNS' ROAD.

J. R. Berkeley, Foreman.

Grading from Parkin's corner stake.
Fallen trees cut out, and bad holes filled in.

H. PIERCEY AND McQUILLAN'S ROAD.

J. R. Berkeley, Foreman.

Made 1 bridge, 24 feet long, 14 feet wide, 3 feet from bed of creek.
Rotten mud sills and stringers hauled out, old logs and brush taken out of creek and cleaned. Mud sills of red fir, 14 inches flattened, 14 feet long; stringers 10x12, 24 feet long, red fir. Covered with the old plank and spiked down.

CAMPBELL RIVER ROAD.

J. R. Berkeley, Foreman.

Corduroyed 370 yards on stringers 12x12, covered with split cedar and fir; 100 yards of same is built up 3 feet high.

LITTLE RIVER ROAD.

J. R. Berkeley, Foreman.

Filled in bad holes with rocks and gravelled.
Cut out the trees 5 chains, 30 feet on each side of road, to let the sun in.

CARTER'S ROAD.

J. R. Berkeley, Foreman.

Filled holes with stone, cleaned out ditches, and put on a few loads of gravel.

KNOX ROAD.

J. R. Berkeley, Foreman.

Forest cleared 20 chains, 16 feet wide.
Graded 20 chains, 12 feet wide.

TSOLUM RIVER ROAD.

J. R. Berkeley, Foreman.

Cut out fallen trees, removed roots and rocks.

LOWER PRAIRIE ROAD.

J. R. Berkeley, Foreman.

Put in 1 culvert, 3 feet deep, 6 feet wide, and 16 feet long.

COMOX WHARF.

J. R. Berkeley, Superintendent.

Drove 44 new piles, 25 to 30 feet long; put on 9 caps, 12x12x16 feet, and one cap, 20 feet long; put on 30 stringers, 10x14x24 feet long, with corbels under; put two braces on each bent, 20 feet long, 2x10 inches; rebraced old bents where required; replanked 288 feet of the wharf with 3x12 plank; put on 600 feet of new hand-rail, posts 3x4, top rail 3x4, bottom rail 2x4.

Shovelled snow off the wharf and bridges.

Repaired bridges on Flat Road and McKelvie's Road, also on the Mine Road, and repaired the Long Bridge.

Also cut out fallen trees on J. Piercey's Road, and fixed a washout at Scott's Creek.

Denman Island Roads.

A. Pickles, C. McFarlan, and T. H. Piercy, Commissioners.

PICKEL'S ROAD.

Section 1.

James Graham, Contractor, \$9.50.

Cleared 2 chains, 18 ft. wide.

Double turnpiked 2 chains, 18 ft. wide.

Made a culvert, 16 ft. x 2 ft.

Section 2.

F. Piercy, Contractor, \$38.

Cleared and double turnpiked 7 chains, 18 ft. wide.

Gravelled 1 chain, 10 ft. wide, 8 in. deep.

Removed rocks and stumps, and made general repairs.

LAKE ROAD.

Section 1.

T. Nelson, Contractor, \$118.62.

Cleared and double turnpiked 2 chains, 16 ft. wide.

" " 7 " 18 "

" " 6 " 22 "

Made general repairs.

Section 2.

T. W. Piercy, Contractor, \$65.

Cleared and double turnpiked 5 chains, 18 ft. wide.

" " 8½ " 22 "

Made repairs.

Section 3.

F. Piercy, Contractor, \$4.

Cleared and double turnpiked 1 chain, 22 ft. wide.

CROSS ROAD.

Section 1.

John McFarlan, Contractor, \$40.

Cleared and double turnpiked 3 chains, 22 ft. wide.

Gravelled 50 ft., 10 ft. wide, 8 in. deep.

Section 2.

T. W. Piercy, Contractor, \$60.

Cleared 7 chains, 22 ft. wide.

Graded 7 chains with earth, 18 in. deep in centre.

Ditched 75 yds.

Made a culvert, 16 ft. x 2 ft.

Section 3.

Geo. McFarlan, Contractor, \$30.

Cleared and double turnpiked 2 chains, 22 ft. wide.
Made a culvert, 16 ft. by 2 ft.

Section 4.

R. T. Swan, Contractor, \$49.75.

Cleared and double turnpiked 7 chains, 22 ft. wide.
Cleared out slides and made general repairs.

Section 5.

Geo. McFarlan, Contractor, \$6.

Made general repairs.

BEADNELL'S ROAD.

John McFarlan, Contractor, \$38.

Made a bridge 50 ft. long, 16 ft. wide, and 7 ft. high.
Put in a culvert, 16 ft. x 2 ft.
Did some corduroying and gravelling.

John Cowie, Contractor, \$22.

Made approaches to bridge.

EAST SIDE ROAD.

Section 1.

R. T. Swan, Contractor, \$50.

Cleared and double turnpiked 5 chains, 22 ft. wide.
Made sundry repairs.

Section 2.

Geo. McFarlan, Contractor, \$40.

Cleared and double turnpiked $7\frac{1}{2}$ chains, 22 ft. wide.
Made 2 new culverts, 16 ft. x 2 ft.

Section 3.

Thos. Keenan, Contractor, \$47.75.

Cleared and double turnpiked 10 chains, 22 ft. wide.
Made a culvert, 16 ft. x 2 ft.

BEAVER DAM ROAD.

T. Nelson, Contractor, \$47.50.

Corduroyed 45 yds., 16 ft. wide.
Gravelled 45 yds., 8 ft. wide, 8 in. deep.

Hornby Island.

Geo. Heatherbell and J. Howe, Commissioners.

TRUNK ROAD (South Side).

Contract No. 1.

John Scott, Contractor, \$69.
Turnpiked and gravelled 8 chains.
Made one culvert.

Contract No. 2.

Geo. Sutton, Contractor, \$50.
Turnpiked 12 chains.
Graded 2 " "
Took out trees and made general improvements.

Contract No. 3.

John Scott, Contractor, \$17.
Turnpiked 6 chains.
Made one culvert.

Contract No. 4.

John Howe, Contractor, \$75.
Forest cleared 6 feet wide, 1½ miles long.
Made trail for school children from Doney's Road to School-house.

Contract No. 5.

John Scott, Contractor, \$35.
Turnpiked 5 chains.

Contract No. 6.

John W. Scott, Contractor, \$9.10.
Covered a bridge, 21 feet long, 14 feet wide.

Contract No. 7.

J. W. Scott, Contractor, \$5.95.
Ditched 2 chains.

Contract No. 8.

J. W. Scott, Contractor, \$5.75.
Graded side hill, 4 chains.

Contract No. 9.

John Scott, Contractor, \$24.
Half turnpiked 75 yards.
Cross-laid 187 "

TRUNK ROAD (North Side).

Contract No. 1.

Thos. Williams, Contractor, \$47.50.
Half turnpiked and gravelled 8 chains.

Contract No. 2.

John Scott, Contractor, \$7.
Half turnpiked 1 chain.
Made one culvert.

Contract No. 3.

Thos. Williams, Contractor, \$29.50.
Half turnpiked 8 chains.
Made one culvert.

Contract No. 4.

Robert Scott, Contractor, \$28.
Forest cleared and graded 12 feet wide, 12 chains.

Contract No. 5.

Robert Scott, Contractor, \$36.
Forest cleared and graded 12 feet wide, 14 chains.

Contract No. 6.

John A. Graham, Contractor, \$25.
Turnpiked and gravelled 5 chains.

Contract No. 7.

John A. Graham, Contractor, \$60.
Half turnpiked 17 chains.

Contract No. 8.

John A. Graham, Contractor, \$40.
Forest cleared and graded 12 feet wide, 16 chains.

Contract No. 9.

John A. Graham, Contractor, \$25.
Half turnpiked 1 chain.
Covered corduroys and bridges, and made other improvements.

New Westminster District.

COURT HOUSE, VANCOUVER.

E. Cook, Contractor, \$46,954.

Furnished all labour and material for the erection and completion of a brick building, upon a stone foundation, in conformity with plans, specifications and details.

The building is erected in front of and in connection with the old Court House, and together they now form one fine structure. Upon the basement floor provision has been made for commodious and perfectly fire-proof offices of the Deputy Registrar of Titles, Births, Deaths, and Marriages, &c., &c., for vaults, furnace room, fuel, store, and closets, also for cells for the confinement of prisoners.

On the first floor are situated the offices of the Registrar of the Court, the Sheriff's office, halls, closets and vaults.

The second floor comprises the court room, chamber court room, Judges' chambers, barristers' room, jury rooms, waiting rooms, &c., &c.

The old portion of the building has been improved, and will be occupied for various purposes in connection with the Government service.

The whole building is well ventilated and heated by steam.

PUBLIC SCHOOL, SOUTH VANCOUVER.

Angus McLellan Contractor, \$597.

Furnished all necessary material and labour for the erection and completion of a school-house on the general plan for ward school buildings.

CLOVER VALLEY SCHOOL.

J. T. Elliott, Contractor, \$979.

Erected a ward school building as above.

BURNABY SCHOOL.

I. M. Archibald, Contractor, \$975.

Erected a ward school building as above.

LADNER'S SCHOOL.

Woodden & Pomeroy, Contractor, \$637.

Erected a country school house, 24 feet by 37 feet.

CHILLIWHACK SCHOOL.

M. Stevenson, Contractor, \$665.

Erected a frame building, 22 feet by 40 feet, surmounted by a bell tower.

GLENVALLEY SCHOOL.

Henry West, Contractor, \$548.

Erected a frame building in accordance with the general plan for country schools.

ENGLISH SCHOOL.

Ira McLean, Contractor, \$737.

Erected a country school-house as above.

NORTH NICOMON SCHOOL.

D. A. Morrison, Contractor, \$594.

Erected a country school-house as above.

FERNDALE SCHOOL.

McLean & Tupper, Contractors, \$695.

Erected a country school-house as above.

BOWEN ISLAND SCHOOL.

Michael & Earl, Contractors, \$667.

Erected a country school-house as above.

Special appropriation made to give employment to the unemployed in the vicinities of Vancouver and New Westminster cities, viz., \$7,500, and expended upon the following works, in labour, tools, powder, etc. :—

NEW WESTMINSTER, HOPE AND YALE ROAD.

R. Morrison, Foreman.

From the bottom of the hill near Brownsville to the Douglas ranch ; distance, about two miles.

Logs and brush cut and removed from the sides of road and placed clear of the outer edge of ditches, roots and rocks dug out from road-bed and removed. Ditches on both sides of road cleaned out and deepened and enlarged ; 3 culverts constructed and old culverts cleaned out ; 5 chains of tail drain 2 feet 6 inches by 2 feet 6 inches, dug to carry off water from ditches.

CONSTRUCTION OF A WAGGON ROAD (along the general line of the old North Arm trail, extending from the western boundary of New Westminster City to the eastern boundary of lot 163 ; distance about 3 miles).

James Gunn and R. Morrison, Foremen.

Forest cleared 44 feet ; logs cut and removed for a width of 24 feet ; roots, stumps, and rocks blasted out and removed for a width of 24 feet and the road graded 20 feet wide and ditched.

REPAIRS ON THE NEW WESTMINSTER AND HASTINGS OLD ROAD.

Cleaning out ditches and tail drains, filling in holes with brush and rock, cutting and removing fallen timber, &c.

NEW WESTMINSTER AND VANCOUVER TRUNK ROAD.

George Kerr, Sectionman, in charge.

Removal of fallen timber from sides of road ; about 18 chains of outlet ditch dug ; road ditches cleaned out, &c.

NEW WESTMINSTER AVENUE (south from the southern boundary of Vancouver City ; distance, about 53 chains).

James Gunn, Foreman.

Removal of logs, bark, cordwood, &c., from the centre and sides of road. Ditches 2 feet by 2 feet 6 inches, cut on both sides. The road-bed raised and graded, and covered with split cedar 18 feet long and 4 inches thick, properly bedded and covered with three inches of earth.

Also the construction of 40 chains of new road running at right angles from the avenue and intersecting with the North Arm and Cemetery Road.

James Gunn, Foreman.

Forest cleared 44 feet ; logs cut and removed 23 feet ; stumps, roots and rocks blasted out and removed, and a road 18 feet wide graded, with a crown of 12 inches ; 120 feet of corduroy laid.

 ADDITIONAL WORK ON WESTMINSTER AVENUE.

Jas. Gunn, Foreman.

Laying about 800 feet of corduroy, 18 feet by 3 inches, split ready last spring ; 350 feet of corduroy, 18 feet by 3 inches, split and laid, the whole covered with 3 inches of gravel. Total cost, \$123.

REPAIRS ON NEW WESTMINSTER AVENUE AND NORTH ARM ROAD CONNECTION.

Jas. Gunn, Foreman.

Hill cut down 140 feet (lineal), by 23 feet wide, by 6 feet deep, and the material removed and used to raise the road across a gully ; 600 feet of corduroy, 16 feet by 3 inches, split, laid and covered with three inches of sand and clay. Total cost, \$677.32.

REPAIRS ON SEYMOUR CREEK TRAIL—(being a portion of the old trail from Moodyville to Howe Sound).

Alexander Gunn, Foreman.

Brush and logs cut 6 feet wide and removed, and knolls graded down, holes filled, corduroy laid, 2 small bridges built. Distance repaired, about 13 miles. Expended, \$555.35.

PITT RIVER ROAD REPAIRS (through Lot 16, outside of Municipal limits).

Jas. Gunn, Foreman.

Ditching, gravelling, and repairing bridge, and re-construction of culverts. Total cost, \$200.

NICOMIN MAINLAND ROAD (from Lisgar Fruit Farm to Nicomin station).

Grading and removal of logs and stumps, ditching and general repairs, and erection of a rail fence through Tremblay Farm. Work let in six contracts.

George Yeomans' contract, No. 1,	\$73
S. Yeomans' " " 2,	16
" " " 3,	50
" " " 4,	40
" " " 5,	52
George Yeomans' " " 6,	40

Also allowed T. Wilson, for opening up the upper end of road, \$25, and E. Deroche, for the removal of apple trees from the line of road through the Tremblay orchard, \$4.50. Total expenditure, \$290.50.

REPAIRS TO NICOMIN ISLAND ROADS.

Close cutting and removal of logs, repairs to culverts, grading and filling up holes, &c., &c. Work let in seven contracts. Total cost, \$251.75.

Wm. McDonald, Contract No. 1,	\$73.
George Curtis, " " 2,	3.
Wm. McDonald, " " 3,	20.
Wm. Brown, Contracts Nos. 4 and 7,	92.75.
M. Jagers, Contract No. 5,	34.
Geo. Luix, " " 6,	29.

ELPHINSTONE SETTLEMENT (Howe Sound extension of the Gibson Landing road in a westerly direction towards Sechelt).

Forest cleared, close cut; logs cut and removed 10 feet; knolls graded down, hollows and holes filled in, to a width of 10 feet, and where the road passes along the sides of ravines it is graded to a width of 6 feet. Four bridges constructed, 18 feet, 25 feet, 40 feet, and 36 feet respectively. Work let in five contracts:—

Jas. Fletcher, Contract No. 1,	\$125.
H. Blake, " " 2,	125.
Thos. Andrews, " " 3,	51.
" " " 4,	67.
" " " 5,	101.

 \$469.

LILLOOET BRIDGE (North of Port Haney, Maple Ridge Municipality. Additional work).

McCorvie and Bonson, Contractors.

Constructing approaches, 105 feet and 175 feet respectively; resting on bents four runs of stringers; flooring of split cedar and sawn fir plank; the centre pier protected with cedar cribbing squared to 8 inches by 8 inches, securely drift bolted, and raised above ordinary high water mark, and the pier filled in with rock. Total cost, \$549.60.

REPAIRS TO HASTINGS ROAD (extending through the Hastings Townsite).

James Gunn, Foreman.

Brush and logs cut and removed; ditches partly cleaned out; broken corduroy removed, and holes filled in with earth and gravel, and about 46 chains of the road gravelled 9 inches deep and 10 feet wide. Total expenditure, \$619.40.

CONSTRUCTION OF A BRIDGE, across a ravine on the Cameron Settlement Road, between Sections 4, 3, 9, and 10, Township 10, 2½ Mile Belt.

Built by Robert Cummings, Andrew Johnstone and John Forseland, for \$250, being a special appropriation granted late in 1892.

Length of bridge, 72 feet; 3 spans, resting on bents and mud sills; covering, split cedar, 3 inches thick; ribbons and hand-rails; the whole structure properly braced and secured with bolts and spikes.

Note.—The appropriation being insufficient to cover the cost of construction, the above-named settlers completed it by their united voluntary labour, to the extent of eight days each.

HINCH BRIDGE (across a ravine on the town-line, Port Haney, Maple Ridge Municipality).

R. F. Bonson, Foreman.

Bridge 150 feet long and about 50 feet high; cribbed abutments and bents; four runs of stringers; covering of split cedar; ribbons and hand-rails and braces; with approaches and earth fill. Amount expended, \$336.92.

CONSTRUCTION OF A BRIDGE across the Deroche Slough, Nicomin Island.

Geo. Yeomans, Contractor, \$550.

Length of bridge, from bank to bank, 138 feet; width, from out to out, 12 feet 6 inches; height, from mean water level to floor of bridge, 20 feet; three spans, 44 feet each. The substructure consists of two bents, resting on mud sills, bedded into the ground, and two diamond piers, constructed of cedar timber, the upper and lower sides flatted, and the outside face hewn down; each set of timber secured, course to course, with iron drift bolts, and each pier thoroughly filled with rock. Superstructure, consisting of caps, corbels, and four runs of stringers, flatted timber, all properly secured with drift bolts, bolts, nuts, washers, and spikes, and properly braced; the approaches resting on bents, with four runs of stringers, and secured as above. Floor covered with cedar, 4 inches thick, spotted down on stringers. The whole structure having substantial ribbons and hand-rails.

Note.—The above is a modification of the original plans, the tenders for which being too high, tenders were again invited, Geo. Yeomans' being the lowest. Now under construction; to be completed the 30th of March next.

MISSION AND MISSION CITY.

Construction of a road, commencing at the north-western boundary of Lot 2, Group 3; thence, south-westerly, along the boundary of said lot, intersecting with and following the line of Stirling street, Mission City. Distance about 22 chains.

Donald McCormick, Contractor, \$100.

Forest cleared 30 feet wide, close cut; logs, roots and stumps cleared 12 feet wide; hillocks graded down, holes and hollows filled, for a width of 12 feet.

Under way, but not completed.

MISSION CITY—Construction of a road, 16 feet wide, on the lines of Washington, Abbott, and Seattle streets.

Logs cut and removed for a width of 16 feet ; road ditched on upper side.

Culverts and bridge constructed ; corduroy laid, and 120 feet of plank constructed ; road throughout rough graded.

Work let in five contracts :—

E. E. Jones, Contract No. 1, \$290.

J. T. Millband, " " 1A, 136.

H. Ross, " " 2, 70.

A. W. Lane, " " 3, 168.

A. Esplen, " " 4, 170. Total, \$834.

The work completed to the satisfaction (in writing) of the Mission City Board of Trade.

CONSTRUCTION OF A BRIDGE and approaches across the Nicomekl River, on the line of the Hall's Prairie Road, under the supervision of Surrey Municipal Council.

Archibald McCorvie, Contractor, \$485.

Extra work, \$17.75. Total, \$502.75.

Length of the bridge, including approaches, 158 feet ; width, from out to out, 16 feet ; span across stream, 48 feet, resting on a double row of piles, four piles in each row ; corbels, 10 inches by 12 inches by 20 feet ; stringers, 10 inches by 13 inches ; caps, 12 inches by 14 inches ; needle beams, 10 inches by 10 inches by 30 inches ; straining beams, 10 inches by 10 inches by 18 feet ; braces and counter braces, 10 inches by 10 inches by 14 feet ; needle beam braces, 6 inches by 8 inches by 10 feet ; suspension rods, $1\frac{1}{4}$ inches diameter ; upset ends with nuts and washers ; flooring, 3x12-inch fir plank ; ribbons and hand-rails ; all the timber used being sawn, and the entire structure braced and secured with bolts, spikes, and nails.

CONSTRUCTION OF A BRIDGE on the Yale Road, near Mr. Cousins' farm, Aldergrove.

Jas. Gray, Contractor, \$84.

Length of bridge, 84 feet ; height from sills to floor of bridge, 18 feet ; width from out to out, 16 feet ; four runs of stringers, hewn on two sides, 8 inches by 14 inches ; batter posts and uprights, barked cedar, 10 inches diameter ; caps, flatted on two sides to 10 inches by 12 inches ; flooring, 2x12-inch fir plank ; ribbons and hand-rails. The whole structure securely bolted, spiked, and braced.

EARTH FILL AND REPAIRS TO BRIDGE opposite the Walker Farm, Town-line Road, south of Shortreed Post Office, $2\frac{1}{2}$ -Mile Belt.

Alexander Murchison, Contractor, \$139.

Road across the flat to be raised to a uniform height of 2 feet above its present level, and covered with gravel. Bridge to have cribbed abutments ; four runs of stringers ; covering, split cedar, 4 inches thick ; ribbons and hand-rails.

Work not yet completed in full.

OPENING ABOUT ONE MILE OF ROAD westward from the main road, Stave Lake Valley, Dewdney Municipality.

Frank Guinette, Contractor, \$150.

Special appropriation granted late in 1892.

Forest cleared 16 feet wide ; close cut, 12 feet wide ; knolls graded down, hollows filled in ; two bridges constructed, and about 300 feet of corduroy laid.

REBUILDING OF THREE BRIDGES on the King and Lee Road, Mount Lehman, under the control of Matsqui Municipality.

Special appropriation granted late in 1892, and paid over to the Municipal Council upon certified completion of the work.

Amount of appropriation, \$200.

IMPROVEMENT OF THE BREALEY AND THOMPSON TRAIL.

Special appropriation of \$400, granted late in 1892; the work consisting of removal of logs, close cutting, grading and corduroying, and construction of bridges, culverts, &c.

Let in four contracts.

E. E. Jones, contract No. 1, \$ 80.
 Adam Esplen, " " 2, 100.
 Henry Brealey, " " 3, 115.
 T. Martin, " " 4, 105.

During October and November of the present year the following additional work has been carried out, by day labour :

Henry Brealey, Foreman.

Forest clearing, removal of stumps and roots, grading down knolls, renewal of bridges, construction of culverts, and widening out and general repairs to trail on the Hatzic Prairie end. This trail throughout its entire length is now in a suitable condition for a sled or waggon to pass over.

Amount expended to date, \$250.

CONSTRUCTION OF A ROAD THROUGH PORT MOODY TOWNSITE, easterly along the line of Clarke, Kay, Murray and Third streets.

Appropriation, 1892.....\$450
 Special appropriation, made late in 1892. 400

Total.....\$850

R. B. Kelly, Contractor, \$10 per chain, exclusive of earth-cut and bridges.

Forest cleared, 33 feet wide; logs and brush cut and removed, 22 feet wide; stumps and roots removed, 18 feet wide, and road graded 16 feet wide and crowned 12 inches; ditches cut on both sides, 9 x 12 inches; 3 culverts constructed, 12x18 inches; distance constructed, 75 chains, for \$750; 3 bridges rebuilt on Clarke and Murray streets, with spans of 9, 13 and 14 feet respectively; sides cribbed up with cedar logs, cedar stringers, covering and ribbons; sides of ravine cut down, and material used to form a road 16 feet wide across the bottom of ravine; cost, \$100. During the months of July and August of the present year a further sum of \$257 was expended in extending the road 26 chains further east; Jesse Flint, contractor, at \$9.70 per chain; the class of road being the same as that constructed by R. B. Kelly.

Total expenditure, \$1,107.

CONSTRUCTION OF A PIECE OF TRAIL (from the east end of Murray street, Port Moody Townsite, to connect with the foot-bridge across the head of the bay).

James Gunn, Foreman.

Forest cleared where required, logs cut and stumps cut and removed, to a width of 15 feet; knolls graded down and hollows filled in; distance, 19 chains.

Total expenditure, \$42.75.

REPAIRS TO ROAD AND BRIDGES ON THE ALICEVILLE AND PORT MOODY STATION ROAD.

James Gunn, Foreman.

For a distance of about 250 feet next to the railway station, the lower side of road filled in with earth and raised to an average height of 3 feet, and graded 13 feet wide; brush and logs cut and removed, and ditches cleaned out.

No. 1 Bridge—Old sills removed and replaced by cedar cribbing and earth-fill, 12 feet long, 2 feet high and 16 feet wide, and graded level with the floor of bridge.

No. 2 Bridge—Old sills removed and replaced by cedar cribbing, and ends of bridge raised 2 feet, and part re-covered with split cedar 3 inches thick.

No. 3 Bridge—Old sills removed and replaced by cedar cribbing and abutments, 16 and 33 feet long, 10 and 7 feet high and 16 feet wide, and filled in solid with earth level with floor of bridge; 4 new stringers, new bent, with 4 uprights properly braced, and part new covering. Height of bridge, 23 ft.

Total expenditure, \$419.25.

 REPAIRS TO PORT MOODY TRUNK ROAD, outside of municipal limits.

James Gunn, Foreman.

Removal of an old bridge and replacing it with a culvert, 8 x 4 inches; sides cribbed up with cedar logs and covered with 6-inch plank; relaying and covering it with 8 inches of earth; 38 feet of earth-fill, 16 feet wide, averaging 2 feet 6 inches high; road on face of hill repaired; culverts and ditches cleaned out.

Total expenditure, \$173.60.

CONSTRUCTION OF A BRIDGE, CRIB-WORK AND EARTH-FILL, on the line of North Road, Port Moody.

John Johnston, Contractor, for \$180.

Length of bridge, 44 feet—2 spans 22 feet each, supported on cribbed abutments and bent in centre; width, 16 feet; height, 17 feet; 4 runs of stringers, 10 x 12 inches, resting on corbels. The whole of the timbers are hewn cedar, and the flooring 3 x 12-inch fir plank; ribbons, 4 x 6-inch scantling; hand-rails and braces, 4 x 4-inch scantling. The whole structure is securely bolted, spiked and braced. The sides of the approaches of bridge are cribbed up with cedar logs securely pinned together and filled in with earth level with the floor of bridge.

REPAIRS TO THE NORTH ROAD, PORT MOODY.

Work performed by John Johnstone, jr.

Repairs to corduroy on Johnstone's hill, cleaning out and deepening ditches, grading, &c.

Total expenditure, \$120.

CONSTRUCTION OF A TRESTLE BRIDGE ACROSS A RAVINE, on the Brown Road, Langley, between Sections 20, 29, 21 and 28, Township 11.

Special appropriation of \$600, granted late in 1892.

Robert Brown, Foreman.

Length, 308 feet; height, 38 feet; width, 14 feet; 14 spans, 22-foot centres; bents constructed of cedar posts; 4 runs of stringers, cribbed abutments; covering of split cedar, 4 inches thick; ribbons and hand-rails; the whole structure secured with iron bolts, spikes and nails, and sufficiently braced. It was found impossible to build this bridge for the appropriation, even with the moderate amount of voluntary labour given, and to complete it an additional sum of \$305.86 had to be expended.

Total cost, \$905.86.

IMPROVEMENTS AND GENERAL REPAIRS ON THE SQUAMISH VALLEY TRUNK ROAD, from the Post Office to the Hop Farm, distance about five miles, consisting of forest clearing, removal of logs and stumps, grubbing out roots, grading, earth-fills, corduroy, &c.

Let in seven contracts.

A. T. McIntosh, contract No. 1	.....	\$ 79
L. T. Banville, " " 2	.....	95
T. Reade, " " 3	.....	99
A. T. McIntosh, " " 4	.....	135
A. D. Robertson, " " A	.....	100
A. T. McIntosh, " " B	.....	95
E. Wright, " " C	.....	94

Total expenditure \$697

 REBUILDING FIVE BRIDGES ON THE SQUAMISH VALLEY TRUNK ROAD.

Alexander Beaton, Foreman.

All the above are 12 feet wide, having 4 runs of stringers, squared to 12-inch by 14-inch, and are supported by mud-sills or cribbed abutments and bents, securely fastened with hardwood dowels, and floored with 2-inch by 12-inch plank fastened to stringers with 6-inch spikes. Ribbons, 4 inches by six inches, securely pinned and spiked to flooring and stringers.

No. 1 bridge.....	60 feet,	No. 3 bridge.....	80 feet,
No. 2 "	100 "	No. 4 "	60 "
		No. 5 bridge.....	100 feet.

Total cost, \$555.67.

WORK PERFORMED ON THE QUARTER SECTION LINE, from the Biggar Road to the Biggar Prairie School House.

Thomas Biggar, Foreman.

25 chains of road ditched and graded; ditch, 4 feet wide by 3 feet deep. Amount expended, \$100.50.

 OPENING $\frac{1}{2}$ MILE OF ROAD, from the Mount Lehman Trunk Road north towards the Fraser River.

Under the control of Matsqui Municipality. Special appropriation of \$150, granted late in 1892, and paid over to the Municipal Council upon certified completion of the work.

LUND AND MALASPINA ROAD, from Thulin's Wharf to the north shore of Malaspini Inlet.

A. Anderson, Foreman.

The whole distance of $3\frac{1}{4}$ miles forest cleared 20 feet brush, and logs cut and removed 18 feet. Swampy places corduroyed and raised. Rocks removed, and for about one mile a road 12 feet wide graded.

Total amount expended, \$416.61.

VALDES ISLAND—Construction of two pieces of road from Cape Mudge to Quathiaski Cove, and from Quathiaski Cove to Drew Harbour.

Peter Ferbrache, Foreman.

The lines followed being principally old logging roads, the work required to convert them into a passable road consisted of the removal of logs, cutting of brush, and removal of skids, and repairing corduroy.

Amount expended, \$200.

TEXADA ISLAND—Construction of a trail from Welcome Creek inland to the mines.

James Raper in charge.

Not yet completed. Appropriation, \$350.

WORK PERFORMED ON THE SQUAMISH, HOWE SOUND AND PEMBERTON TRAIL.

Alexander Beaton, Foreman.

Half a mile of new trail opened from the end of the Squamish Valley trunk road to Cheeki Creek; bridge having 2 spans of 33 feet each built across the creek; pier, 12 feet by 16 feet, filled with rock and rip-rapped round the bottom with rock. 2 cribbed abutments, 8 feet by 16 feet, filled with rock. Corbels and 4 runs of stringers, bolted to corbels; floor covered with split cedar, 3 inches thick; width of bridge from out to out, 13 feet; all timbers hewn. From the bridge to the north-westerly end of the big slide, along the bank of the Cheakamus, the trail cleared out, logs cut, some boulders blasted and removed, holes and washouts filled in, corduroy laid, and one small bridge constructed; about one mile of new trail included in this section. From the end of the slide to the foot of the first range of mountains, the trail cleared out and logs cut; and 2 small bridges constructed, 33 feet and 15 feet respectively; four bluffs of rock

blasted, the trail being carried over and around them; 87 feet of trestle work built between two bluffs; about $\frac{1}{2}$ mile new trail included in this section. Repairs to abutments of bridge across Swift Creek, and from Swift Creek to the Alder Flats, south-east of Mount Garibaldi; portions of the trail cleared; all the logs cut and removed. Two bridges built, 20 feet and 13 feet, respectively. Timber jam cut in stream and removed; rocks removed; about 200 feet of corduroy laid; $\frac{1}{2}$ mile of new trail included in this section. From the Alder Flats to Stoney Creek the logs cut and removed, portion of the trail brushed and rock removed, and the stone work and small trestle around the face of Look-out Mountain repaired. From Stoney Creek to Daisy Lake, and skirting the south-west side of the slide, the largest boulders removed and a passable track cleared, and posts erected at intervals to indicate the course travellers must follow to reach the bridge built near the mouth of the Canyon; bridge, 33 feet long. From this point, $2\frac{1}{2}$ miles of new trail has been constructed down the opposite side of the Stoney Creek Valley to Iron Creek, Daisy Lake. From Daisy Lake to Big Bluff, logs cut and removed, corduroy laid, rocks blasted and removed; $1\frac{1}{2}$ miles of new trail included in this section. From Big Bluff to the Cheakamus Falls, forest cleared 8 feet wide; knolls graded down; side hills cut down and cribbed up on lower sides; rocks blasted and removed; two bluffs blasted, the trail passing over and round them. About 12 chains of trail made over a rock slide, rock having been blasted and levelled down, and the trail chinked with small rock, and covered with moss and earth. 2 trestles, 36 feet and 42 feet, respectively; and 3 bridges, 23 feet, 30 feet, and 42 feet, respectively, constructed; about 300 feet of corduroy laid; the whole of this section being new work; distance, about 5 miles. Bridge constructed over the canyon, Cheakamus Falls, 1 span, 27 feet width, from out to out, 13 feet; 4 runs of stringers, 10 inches by 14 inches, one end resting on a bent and bolted on edge of rock, and the opposite end resting on top of canyon. Approach, 33 feet, resting on bent and rock. Flooring of bridge and approach, split cedar, 3 inches thick, the timbers all hewn and drift bolted together. From this bridge to Camp Creek, logs cut out and removed, and in places brush cut; corduroy laid; 2 small bridges constructed. About 2 miles of new trail included in this section, which has been forest cleared, 8-foot logs and brush cut and removed; rock blasted and removed; side-hill cutting and grading. Bridge constructed across Camp Creek, 1 span, 47 feet; width from out to out, 13 feet; cribbed abutments, 8 feet by 14 feet, filled with rock; corbels, and four runs of stringers, 10 inches by 14 inches, bolted to corbels; approach, 37 feet; floor of bridge and approaches covered with split cedar, 3 inches thick; the timber all hewn. From Camp Creek over the Summit to the north-easterly end of Green Lake—Logs and brush cut and removed; rock removed. 2 small bridges built and corduroy laid; about $\frac{1}{2}$ mile of new trail included in this section. Bridge constructed across the Little Squamish, at end of Green Lake; 1 span, 23 feet; width from out to out, 13 feet; 4 runs of stringers, 12 inches by 12 inches, resting on sills; floor covered with split cedar, 3 inches thick; the timbers all hewn. From Green Lake to Pemberton Valley—The trail cleared out; logs cut and removed. Abutment of bridge across 16-mile Creek repaired and protected with rock, and stringers bolted to corbels. Timber jam cut and cleared out from bed of creek at edge of Pemberton Meadows, and water confined to its proper channel, and bridge constructed.

Total approximate distance, 64 miles.

Appropriation	\$3,500
Extra expenditure	732
Total cost	<u>\$4,232</u>

WORK PERFORMED ON THE BROWN LINE OF ROAD (South from Yale Road, $2\frac{1}{2}$ -mile belt).

Samuel Cawker, foreman in charge.

Brushing, logging, and removal of stumps and roots, grading and laying corduroy, the settlers giving voluntary labour equal to the amount of Government expenditure.

Amount expended, \$150.

CAMERON SETTLEMENT ROAD (2½-mile belt).

Alex. Cameron in charge.

Ditching and corduroying, &c.; also construction of approaches to bridge built early last spring by special appropriation (*see* present report).

Amount for road work	\$100 00
Amount to construct approaches	50 00

Total	\$150 00
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COMPENSATION AWARDED SAMUEL McDONALD, NICOMIN ISLAND, for expropriating a portion of his orchard for road purposes, \$150.

Captain Thompson and R. G. McKamey, Arbitrators.

BIGGAR SETTLEMENT ROAD (South from Yale Road, 2½-mile belt).

R. J. Fleming, Foreman.

Forest clearing and brushing, logs cut and removed, close-cut 12 ft. wide, corduroying, &c., &c.; about one mile of road made passable. The settlers also in this case have contributed voluntary labour.

Amount expended, \$151.

SPROTT AND KIRBY PORTION OF THE TOWN LINE ROAD (South from Murray's corner, 2½-mile belt).

Malcolm Kirby, Foreman.

Logs cut and removed, stumps and roots removed, and corduroy laid.

Amount expended, \$150.

HARRISON HOT SPRINGS ROAD.

Royal McDonald, Foreman.

Cleaning out ditches, repairs to cribbing on sides of road.

Total cost, \$247.55.

HAMERSLEY ROAD.

David Galbraith, Foreman.

Extension of road, forest clearing, brushing, close-cutting, grading, and placing corduroy.

Total cost, \$270.40.

NEW WESTMINSTER-HOPE AND YALE ROAD (Repairs along the mountain portion of road on east side of Sumas Prairie).

William Russell, Foreman.

Brush and logs cut and removed, ditches cleaned, and repairs to bridges and culverts.

Amount expended, \$299.75.

ABBOTSFORD TOWNSITE.

Holes on road through Abbotsford Townsite filled with gravel; work performed by A. F. McCrimmon.

Amount expended, \$15.

N.B.—Both the above pieces of road are outside of municipal bounds.

REPAIRS ON ROAD BETWEEN ALDERGROVE AND SHORTREED'S.

Philip Jackman, senior, Foreman.

Holes filled with brush and gravel, and corduroy laid, culverts laid, and some ditches cleaned.

Amount expended, \$207.50.

ROAD NEAR BOVILLE'S SAWMILL.

Ruts and holes filled in with gravel ; work performed by Robert Brown.

Amount expended, \$133.

(The repairs performed by Messrs. Jackman and Brown were paid out of a balance left from the appropriation of 1892-93.

TOWN LINE ROAD (West from Murray's corner to the Rinn settlement).

Murdock Matheson, Foreman.

Forest clearing, logs cut and removed, and corduroy laid, &c.

Amount, \$150 ; not yet completed.

ANNAND SETTLEMENT (2½-mile belt).

Alex. Annand in charge.

Stumps removed and logs cut and removed, hillocks graded down and holes filled in and corduroy laid.

Amount expended to date, \$128.50.

RITCHIE AND FAY ROAD (South from Annand Road, 2½-mile belt).

\$50 to assist the settlers to obtain an outlet, and expended in building a bridge and laying some corduroy, &c.

Work performed by A. Vreatt.

WALWORTH SETTLEMENT ROAD (2½-mile belt).

J. L. Walworth in charge.

Raising the road and bridge 2 feet across the swamp near Walworth Farm.

Amount expended, \$182.98.

DELTA MUNICIPALITY.

Planking a portion of the main road.

Amount of grant, \$2,500.

(Work performed under the supervision of the Municipal Council.)

GENERAL REPAIRS TO A PORTION OF THE NORTH ARM AND CEMETERY ROAD, and New Westminster and Vancouver Road, through Lot 301, Group 1, and carried out under the supervision and control of the Municipal Council of South Vancouver and their engineer, by whom plans and specifications were prepared. Appropriation, \$6,000.

Contractor, T. M. Thomas.

Description of work as follows :—

Slashing, grubbing, and grading 121 chains, and cutting 24½ chains of large drain, 1,750 cubic yards ; cutting of hill on Cemetery road, 2,700 cubic yards ; cutting of hill on Westminster Road, 1,000 cubic yards ; including nearly 40 chains of new road	\$2,895 00
Filling gully on Westminster Road, 587 cubic yards	146 75
Large culvert and railing	188 00
Covering of bridge, and railing	136 15
Gravel, 1,223 cubic yards	2,458 23
Engineering and inspecting	275 00

Total expenditure \$6,099 13

GOVERNMENT ASSISTANCE towards the construction of a trestle bridge and swing across the North Arm Fraser River.

Consisting of 2 spans, 80 feet each for swing, the rest of spans being 40 feet and 18 feet wide ; total length of actual bridge work, 2,450 feet. According to engineer's statement, cost will be about \$12,000.

Government aid, \$5,000.

CONSTRUCTION OF A BRIDGE ACROSS THE NICOMEKL (on the Best Road, Langley).

W. J. Best, Contractor for \$375, viz.:—Government aid, \$250; Municipal aid, \$125; total, \$375.

Length 260 feet, consisting of mud sills and 9 bents, 24 and 30 and 18 feet apart; height 45 feet; 4 runs of stringers 10 in. x 13 in.; floor covered with sawn cedar plank 3 in. x 12 in., and ribbons and hand-rails; width from out to out, 15 feet; the whole structure properly braced and fastened with iron drift bolts, spikes, and nails.

ROAD between the North-East and North-West $\frac{1}{4}$ Sections of Section 13, Township 7, Langley.

To cross-lay with cedar logs, ditch and cover with earth about 2 chains of road across a swamp.

Appropriation, \$50; James Vaughan to perform work.

COMPENSATION ALLOWED TO RODERICK KCCASKILL, of Langley for damage done to his clearing, through opening a pit and removing gravel for use on the Yale Road during the repairs of 1892.

Amount of compensation, \$30.

GRADING AND GRAVELLING 4 CHAINS OF THE NEW WESTMINSTER AND VANCOUVER ROAD (between the northern boundary of Lot 301 and the southern boundary of Vancouver City).

James Gunn, Foreman.

Amount expended, \$148.50.

REPAIRS ON THE LYNN CREEK AND HOWE SOUND TRAIL, MOODYVILLE.

Work performed by James Raith.

Cutting and removing fallen timber and repairing corduroy on trail.

Amount expended, \$105.50.

Yale-Cariboo Main Trunk Road.

SECTIONS 1 AND 2.

Arthur Stevenson, Superintendent.

Repaired covering on old bridges below Yale.

Built a new bridge across Yale Creek, 92 feet long, 15 feet high, 12 feet wide ; built on 2 abutments and 2 trestles ; 1 span, 54 feet long ; 1 span, 22 feet long ; 1 span, 16 feet long ; stringers, 10 by 15 inches ; corbels, 10 by 15 inches ; caps, 12 by 12 inches ; sills, 12 by 14 inches ; truss timbers, 10 by 12 inches ; posts, 10 by 12 inches ; styrap beams, 10 by 12 inches ; straining beam truss on 54-foot span ; 4 suspension rods, 1½ inches by 10 feet long ; sway-braces, 3 by 10 inches by 20 feet ; flooring, 3 by 12 inches by 12 feet ; with good substantial hand and guard-rail.

ALEXANDER BRIDGE REPAIRS.

The bottom part of towers of this bridge were found to be quite rotten and the towers settling. A system of structing and bracing of 8 by 8-inch timbers and 4 by 16-inch plank has been put in, which will make the bridge secure for some time to come.

FROM JACKASS MOUNTAIN TO LYTTON.

The road has been cleaned out and kept passable for waggons throughout the season.

FROM LYTTON TO SPENCE'S BRIDGE.

A trail has been kept open.

SPENCE'S BRIDGE REPAIRS.

The cut-waters of piers were considerably damaged with ice last winter. The following repairs have been made :—

8	piles	driven	in	pier	No.	(2.)
8	"	"	"	"	"	(3.)
3	"	"	"	"	"	(4.)
1	"	"	"	"	"	(5.)

In each of these piers the piles driven have been well braced and bolted together, double-capped and sheeted up with 2 by 12-inch fir plank. All loose braces in other piers tightened. Planking renewed where necessary, and general repairs made throughout. The piers in this bridge are getting so old and rotten that it is a difficult matter to keep them in good order.

SPENCE'S BRIDGE TO SAVONAS—53 MILES—

Has been thoroughly cleaned out, culverts repaired, ruts filled up, rocks removed, ditches cleaned, and all necessary repairs made.

The branch road from Cornwall's to Ashcroft, also the branch from Ashcroft connecting with the Trunk Road near Cache Creek, has been cleaned out and kept in good repair throughout the season.

SECTIONS 3 AND 4—CACHE CREEK TO SODA CREEK—157 MILES.

Thomas Barton, Superintendent.

January—Shovelled out snow-drifts between Clinton and Cache Creek, and in Lac La Hache Valley.

February—Shovelled out snow and cut out ice between Clinton and Cache Creek.

March—Graded 200 yards on Soda Creek hill, 12 feet wide and 12 inches deep.

- April—Party of ten men, and 3 horses and carts commenced work between Clinton and Cache Creek diverting water, removing rocks and slides, filling in ruts. Widened road on rock bluff at Morgan's, 4 feet by 10 feet high, and 26 yards in length. One bridge, 15 by 16 by 3½ feet; 1 culvert, 7 by 6 by 5 feet.
- May—General repairs, Cache Creek to Soda Creek, filling in ruts, removing slides, etc., and clearing brush from roadsides; cleaning out culverts and ditches. Removed 450 loads of sand from road-cut at Soda Creek. Forest cleared half mile by 60 feet wide; graded 700 yards by 12 inches; gravelled 600 yards, 10 feet wide by 12 inches deep; 1 bridge, 12 by 6 by 7 feet; 3 culverts, 4 by 16 by 2 feet; blasted 28 yards, 4 feet wide by 10 feet deep.
- June—Built 190 yards new road at 61-Mile Post, 18 feet wide; ditched and graded both sides of road on Soda Creek Hill, 500 yards; forest cleared 1 mile by 60 feet; graded 1,700 yards by 5 feet wide; gravelled 1,250 yards, 12 feet wide by 12 inches deep; 2 culverts, 18 by 5 by 2½ feet.
- July—Brushing both sides of road 2 miles, 25 feet wide; carted out 75 loads from sand bluff on Soda Creek Hill; built box drain at same place, 50 feet long by 18 inches square; general repairs from 61 to 90-Mile Post, filling in low places and cutting side-drains; gravelled 950 yards, 12 feet wide by 12 inches deep; graded 765 yards by 4 feet; 1 culvert, 23 by 8 by 3 feet, cribbed 36 feet in length by 6 feet high.
- August—Forest cleared 2,150 yards by 30 feet on both sides; filled in approaches to bridge, 85 feet long by 3 feet deep by 20 feet wide, which spring freshet had carried away; graded 1,430 yards by 3 feet wide; gravelled 810 yards by 10 feet by 10 inches deep; 1 bridge, 27 by 16 by 5 feet; 5 culverts, 7 by 20 by 3 feet.
- September—Built breakwater on deep Creek, 100 feet long by 4 feet wide; forest cleared 2,970 yards by 30 feet wide; graded 370 yards by 3 feet; gravelled 710 yards by 15 by 12 inches; corduroy, 120 feet by 16 feet wide; one bridge, 30 by 20 by 7 feet; 1 bridge, 18 by 18 by 5 feet; 8 culverts, each 20 by 6 by 3 feet; cribbed 90 feet by 5 feet high.
- October—Gravelled 1,200 yards by 12 feet by 12 inches; graded 500 yards by 3 feet; forest cleared 1 mile by 60 feet; built a bridge, 30 feet by 10 feet, 2 abutments and 4 stringers, covered with 3 by 12 by 16 fir planks. General surface repairs from 150-Mile Post to Clinton (103 miles); built 5 new culverts, 6 by 3 by 2 feet.
- November—Made general surface repairs from Clinton to Cache Creek; removed all slides, and filled in ruts; renewed 2 culverts, 5 by 2 by 16 feet, covered with 3-inch by 12-inch by 16-foot fir planks.

SECTIONS 5 AND 6—SODA CREEK TO BARKERVILLE—116 MILES.

J. H. St. Laurent, Superintendent.

The following is a summary of the work done on these sections during the year:—

13,500 yards gravelling, 6 to 18 inches deep, and from 6 to 10 feet wide.

70 tons rock placed round Quesnelle River bridge piers to prevent foundations from washing away.

30 new culverts put in, 2 to 6 feet wide, 18 feet long, and old culverts repaired.

2 new bridges built, one 65 feet long, 20 feet wide, and 20 feet high, and one 22 feet long, 16 feet wide, and 10 feet high.

Old bridges repaired.

5,060 feet cribbing, 3 to 6 feet high.

160 yards new road through cut 12 feet deep, 17 feet wide, to shorten and straighten road and avoid hill.

30 miles of second growth brush, cut from both sides of road, 6 to 10 feet wide, and other general repairs to road over the two sections.

Yale District.

HOPE-POPCUM WAGGON ROAD—24 miles.

G. H. Goldsbrough, Superintendent.

Made three new bridges, one 110 feet long, 16x18-inch stringers, 34 feet to 40 feet long; covered and repaired others; blasted out large rocks; made 500 feet of new road, 100 feet of corduroy, cleaned slides and washouts, ditched sides of road, repaired culverts, removed fallen trees and made general repairs throughout the road.

HOPE-NICOLA TRAIL—80 miles.

G. H. Goldsbrough, Superintendent.

Cut out fallen timber, repaired corduroy, cleaned slides and loose rock, maintained in passable condition during the season.

HOPE, SIMILKAMEEN AND KEREMEOS TRAILS—110 miles.

G. H. Goldsbrough, Superintendent.

Covered Tulameen River bridge, 210 feet with 3-inch plank, raised one pier 3 feet, repaired truss. This work was performed by Mr. Allison, as per agreement, for \$300. Covered 2 bridges at the 20-mile Creek, 80 feet each; repaired culverts, cleaned off all loose gravel, rocks and fallen timber, and made other necessary repairs, kept the road in excellent order for traffic during the season.

Total cost, \$1,949.

MAIN TRUNK ROAD SPUZZUM STATION—16 MILE HOUSE.

Cleared off loose rocks and gravel, repaired culverts and placed the road in order for pack animals.

Cost, \$38.25.

YALE TO EMORY.

Made sundry repairs to bridges, maintained the road in passable condition.

Cost, \$47.41.

SIWASH CREEK TRAIL.

Cut out timber and brush, repaired log crossings.

Cost, \$42.50.

NICOLA SECTION, SPENCE'S BRIDGE TO COUTLIE'S—40 miles.

A. Stevenson, Superintendent.

Has been thoroughly cleaned out, rocks removed, slides shoveled out and kept in order throughout the season.

One piece of cribbing renewed, 30 feet long, 9 feet high.

One piece " 24 " 8 "

Raised road where overflowed with high water, 3 feet high, 75 yards long.

" " " 2 " 30 "

Corduroyed and covered with gravel, 20 yards.

Cut through one point of gravel, 15 feet high, 25 yards long, 16 feet wide (at this point the road was entirely washed away).

Built a new bridge over 22-Mile Creek, the old one was washed away with spring freshet.

Made a new bridge, 27 feet long, 8 feet high, 14 feet wide. Graded approaches, etc.

Ditched, turnpiked and gravelled a bad piece of alkali ground near Woodward's.

Repaired numerous culverts and small bridges, etc.

LILLOOET TRAIL (Lytton to Foster's Bar—23 miles).

Has been cleaned out, fallen trees cut out and removed, bridges and culverts repaired, etc.

McKAY AND LORING ROAD—5 miles.

Has been cleaned out, ruts filled up, and general repairs made.

LYTTON CREEK BRIDGE.

Repaired, one new stringer, stone abutment built under north end, and other necessary repairs.

SEWARD'S ROAD—3 miles.

Has been cleaned out, ruts filled in, and all necessary repairs made.

Kamloops District.

A. Stevenson, Superintendent.

KAMLOOPS AND SAVONAS ROAD—30 MILES.

Has been cleaned out, ruts filled in, ditches cleaned, culverts repaired, and general repairs made throughout.

One piece of cribbing built on Cherry Creek, 40 feet long, 6 feet high.

NORTH THOMPSON (west side of river). Kamloops to Brown's ranch—23 miles.

Has been cleaned out, ruts filled in, rock and gravel slides removed, &c., &c.

TRANQUILLE ROAD—9 MILES.

Has been cleaned out and all necessary repairs made.

NORTH THOMPSON (east side). Kamloops to Lewis Creek—38 miles.

Has been cleaned out and rock and gravel slides removed; culverts repaired, and kept in good repair throughout the season. Also the following pieces of cribbing have been removed:—

1	piece	50	feet	long,	2	feet	high.
1	"	20	"	"	3	"	"
1	"	45	"	"	6	"	"
1	"	30	"	"	3	"	"
1	"	40	"	"	7	"	"
1	"	35	"	"	3	"	"
1	"	30	"	"	4	"	"
1	culvert	2	feet	by	4	feet	by
1	"	2	"	"	3	"	16

SOUTH THOMPSON ROAD (Kamloops to Shuswap)—35 Miles.

Has been cleared out, ruts filled in, culverts repaired, and all necessary repairs made.

SHUSWAP AND BACK VALLEY ROAD—10 MILES.

Has been cleaned out, some ditching done, new culverts made, and generally repaired and improved.

GRAND PRAIRIE ROAD (Duck's to second crossing of Salmon River)—39 Miles.

This road has been thoroughly cleaned out, gravel slides removed, ruts filled in, fallen trees cut out and removed, and kept in good repair throughout the season. Also the following bridges have been renewed and repaired: New bridge near Clemes' Ranch, 10 feet long, 15 feet wide, 4 feet high; repaired bridge near Humphrey's; New abutment at one end and partly new covering and general repairs.

New bridge on Salmon Creek, near Jones', 28 feet long, 15 feet wide, 6 feet high; 2 abutments, 3 stringers. Stringers round, 14-inch at small end, covered with logs flatted.

New bridge at Warren's ranch, 15 feet long, 15 feet wide, constructed same as above.

New Bridge at second crossing of Salmon River, 38 feet long, 15 feet wide, 10 feet high, constructed same as above.

Repaired hand-rail on Pearse's bridge and several small bridges and culverts.

SALMON ARM VALLEY ROADS (from C. P. R. station to Blake's ranch)—about 2½ miles.
West side.

Has been cleaned out, roots and stumps removed, ruts filled in, fallen trees cut out and removed, mud holes repaired; some ditching done; the road raised three feet for a distance of 40 yards near the Salmon River bridge, &c., &c.

A sleigh road, or passible waggon track, has been cut out from Blake's to J. S. Smith's line, distance about 2 miles.

The cross-road from school-house to East Side Road (2½ miles) has been repaired, stumps and roots removed, ruts and mud holes filled in, some pieces of corduroy covered with dirt, &c., &c.

Also \$75 has been expended on a side road turning off at Mr. Rabye's ranch and running westward to A. T. Noble's. The work done was clearing right of way, ditching and corduroying.

The East Side Road has been extended about 4½ miles, commencing a little south of W. W. Shaw's ranch and running south to Mr. Kidd's ranch. This 4½ miles was built by contract (W. W. Shaw, contractor). The work consisted of clearing right of way, 40 feet wide (very heavy clearing), grubbing, grading, corduroying, and ditching.

MAMMAT LAKE ROAD (from Indian Reserve, Nicola, to Tremblaw's)—23 miles.

Has been cleaned out and general repairs made.

NICOLA VALLEY AND COLDWATER—20 MILES.

Has been cleaned out and widened; fallen trees cut and removed; one small bridge made, and generally repaired throughout.

NICOLA VALLEY AND GRANITE CREEK ROAD—40 MILES.

This road has been cleaned out and generally repaired, and the following work has been done:—

Built 1 bridge 10 feet long, 4 feet high, 12 feet wide.

" 1 " 30 " 3 " 12 "

" 1 culvert 4 feet by 3 feet by 12 feet.

" 1 " 3 " 2 " 12 "

" 1 piece of cribbing 60 feet long, 4 feet high.

200 yards ditched on both sides and turnpiked.

Gravelled 500 yards 8 feet wide, 8 inches deep.

NICOLA, KAMLOOPS, AND DOUGLAS LAKE ROAD—82 MILES.

From Coutlee's to Kamloops, and Nicola Lake to Douglas Lake, the road has been cleaned and repaired the entire distance, all slides and rocks removed and ruts filled in, ditches opened, &c., &c., and the following work has been carried out:—

Cribbing, 56 yards, 5 feet high.

Stonewall, 70 " 3 "

Raised the road 3 feet for a distance of 230 yards, where overflowed and damaged with high water.

CAMPBELL CREEK AND NICOLA ROAD—19 MILES.

This road has been thoroughly cleaned out, ruts filled in and all necessary repairs made.

A new bridge has been built across the Nicola River at the mouth of the Coldwater.

Total length of bridge, 160 feet, as follows: 1 span, 60 feet; 1 span, 36 feet; 2 spans, 32 feet each. Built on three pile piers in the river, and two abutments at shore ends.

Piers capped with 12 by 12 timbers; corbels, 12 by 16; stringers, 12 by 16. The 60-foot span is trussed with 10 by 12 timbers; suspension rods, 1¼ by 10 feet, 3 inches long; flooring, 3 by 12 by 14 fir plank. Good substantial hand and guard-rail.

ASHCROFT TO LEHMAN'S RANCH—4½ MILES.

This road has been cleaned out and general repairs made.

 COPPER CREEK AND SAVONAS TRAIL—8 MILES.

Has been cleaned out, fallen trees removed, and general repairs made.

NEW ROADS CONSTRUCTED DURING THE SEASON.

THE NORTH THOMPSON ROAD EXTENSION.

This road has been extended from Lewis Creek to the coal mines, distance about 15 miles; right of way cleared 25 feet wide; grade from 8 to 10 feet wide. Built all necessary bridges and culverts, did all blasting and cribbing that was necessary in connection with the work. Bridged Lewis Creek and Barrier River.

LEWIS CREEK BRIDGE.

72 feet long, 6 feet high.

1 span 37 feet.

1 " 18 "

1 " 17 "

4 stringers to each span, covered with hewed logs 14 feet wide.

BARRIER BRIDGE.

145 feet long, 10 feet high, 12 feet wide, constructed as follows:

2 abutments; one pile pier in river; 13 piles well drove, thoroughly braced and bolted together, and sheeted up with 3-in. plank; double caps; the front pile in cutwater is cut off at extreme low water mark, double caps running over pile and firmly bedded into bottom of river so that there is no possible chance for ice or drift-wood to strike against the piles. Length of spans,—1 span 67 feet, 1 span 35 feet, 1 span 25 feet, 1 span 18 feet; the 67 feet span trussed, 4 suspension rods $1\frac{1}{2}$ by 10 feet 8 inches long. Size of timbers,—stringers, 12 by 16; caps, 12 by 12; corbels, 12 by 15; truss timbers, 10 by 12; styrup beams, 10 by 12. Flooring hewn out of small trees. Good substantial hand and guard-rail made out of round poles.

About 8 miles of new road has been made to settlement up Edwards Creek. The right of way here was cut out by the settlers. Bridged Edwards Creek, grubbed and graded, filled up holes, improved the grade so that it is now a passable waggon road.

RESERVE CREEK ROAD.

About 15 miles of road has been built up this creek, commencing at Indian Reservation opposite Kamloops and following creek up to settlement. This work consisted of forest clearing, side hill grading, some small bridges and culverts.

HAMILTON'S HILL TO FOOT OF NICOLA LAKE.

About 5 miles of road has been built from the foot of Nicola Lake connecting with the Granite Creek Road on top of Hamilton's Hill, thus saving a distance of about 8 miles to people going to or from the Lake to Granite Creek. This work consisted of light side hill grading, removing some large rocks, building 2 small bridges, etc.

COLDWATER ROAD EXTENSION.

This road has been extended about 8 miles up to the furthest settler in the valley. This work consisted of forest clearing, side hill grading, and some small bridges and corduroying.

MAMMOT LAKE ROAD EXTENSION.

A good sleigh road and passable waggon road has been made from Tromblaw's to Allen's, distance 9 miles; this is the furthest settler in the valley. Work consisted of forest clearing, some steep side hill grading, etc.

 GRANITE CREEK ROAD EXTENSION.

This road has been extended 7 miles, commencing where it ended last year and following down the west side of the Otter Creek. The work consisted of very heavy forest clearing, grubbing, blasting and grading. Also the following bridges were built in connection with the work.

1	bridge	10	feet	long,	6	feet	high,	12	feet	wide.
1	"	11	"	"	4	"	"	12	"	"
1	"	8	"	"	3	"	"	12	"	"
1	"	12	"	"	5	"	"	12	"	"
1	"	35	"	"	6	"	"	12	"	"
1	"	12	"	"	4	"	"	12	"	"
1	"	9	"	"	5	"	"	12	"	"
1	"	14	"	"	3	"	"	12	"	"
1	"	40	"	"	12	"	"	12	"	"
2 culverts, 3 by 4 by 12.										

McLEOD AND CARDIEW ROAD.

Robt. Patton, Contractor.

A new road has been built from McLeod's down Anderson Creek to Cardiew's, distance $2\frac{1}{2}$ miles. This piece of road cuts off Newman's Hill, one of the worst hills in the whole country.

Osoyoos District.

PUBLIC SCHOOL, VERNON.

T. E. Crowell, Contractor, \$4,750.

Constructed a two-storey brick building, finished on outside with base course of bevelled brick; window sills, and door and window caps of cement; hip roof of tin, painted; all floors doubled; halls and rooms with wainscotting, plastered beneath; two halls, stairway, and four class-rooms. Size of building, 42 feet by 32 feet.

WHITE VALLEY SCHOOL-HOUSE.

Joseph Cartwright, Contractor, \$825.

Erected a frame building, 20 feet by 30 feet; lathed and plastered, with plastered wall under wainscot; finished on outside with rustic, and painted; with rear fence and acre lot fenced, with gates complete.

KELOWNA SCHOOL-HOUSE.

Mark Kay, Contractor, \$870.

Supplied everything necessary, and erected a frame building in accordance with the general plan for country school-houses.

SCHOOL-HOUSE AT ARMSTRONG.

T. W. Fletcher, Contractor, \$770.

Provided all necessary material and labour, and erected a building in accordance with the general plan for country school-houses.

SCHOOL-HOUSE AT ROUND PRAIRIE.

S. L. Graham, Contractor, \$695.

Provided all requisites, and erected a building as above.

WHARF AT PENTICTON.

Mark Hyatt, Contractor, \$775.

Piles, W. J. Riley, Contractor, 4,500 lineal feet, at $5\frac{1}{2}$ cents per foot, \$247.50.

Lumber, Lequime Bros., Contractors, 5,400 feet, at \$14.50 per M., delivered, \$783.

Built a wharf, 455 feet over all, and "L" shaped. The main part consists of 30 bents, 15-foot centres, and 16 feet wide. The "L" is 20 feet wide, and consists of 5 bents, 15-foot centres. The piles are of fir, not less than 10 inches in diameter at the small end, firmly driven, and cut off and capped with 12x12-inch fir, and drift-bolted with sway braces in pairs to each bent, 3x8 inches, and secured with screw bolts; joists, 10x12 inches bolted, and 4x12 inches spiked; covering of 3-inch fir plank, spiked with 6-inch cut spikes, two to every bearing; guard rails, 9x9 inches, drift bolted; fender piles put in and bolted, the latter barked and smoothed and top rounded above wharf.

ROAD FROM VERNON TO OKANAGAN MISSION.

Louis Christian, Foreman.

April—Repaired road from Vernon to Okanagan Mission, filled in washouts, cleaned out and widened grades; the repairs extended over 25 miles.

May—Built a stone wall at the wash-out near Tom Jones' ranch, 200 feet in length and 18 inches high, and one culvert, $2\frac{1}{2}$ feet wide and 18 inches high.

LUMBY AND MABEL LAKE ROAD AND TRAIL.

Louis Christian, Foreman.

July—Forest cleared, 4 miles, 25 feet wide.

Graded 600 yards, 10 feet wide.

Macadamized 300 yards, 12 feet wide.

Corduroyed 75 feet, 12 feet wide.

Constructed one bridge, 25 feet long, 16 feet wide, and 18 inches high.

Made three culverts, each 2 feet long, 12 feet wide, and 2 feet deep.

The length of road constructed from Lumby north towards the Shuswap River is 4 miles, through very heavy timber; the road bed is from 10 to 12 feet wide.

August—Forest cleared 5 miles, 20 feet wide; road bed, 12 feet wide; grading, 300 yards, 10 feet wide.

Built a bridge, 30 feet long, 15 feet wide, and 8 feet high.

September—Made 14 miles of trail through very heavy timber, brush, and broken rocks.

Built two bridges, each 25 feet long and 10 feet wide.

Graded 4 miles, 3 feet wide.

Made in all 9 miles of new road, constructed from Lumby north towards the Shuswap River, and 14 miles of trail, from the bridge on the Shuswap River to Mabel Lake.

CREIGHTON VALLEY ROAD.

Louis Christian, Foreman.

September—Made 1½ miles of road from White Valley towards Creighton Valley.

Ditched each side, and centre raised in low places.

Forest cleared 200 yards, 40 feet wide.

Gravelled 1 mile, 6 inches deep, and 6 feet wide.

Built a bridge, 30 feet long, 14 feet wide, 5 feet high; also a bridge, 9 feet long, 14 feet wide, and 2 feet high. Both bridges covered with 4-inch plank; stringers, 4-inch lumber, and 15 inches through.

October—Forest cleared 2 miles in length and 30 feet wide.

Made two bridges, each 30 feet long, 18 feet wide, and 5 feet high; stringers for both bridges, 30 feet long and 15 inches through.

HARRIS CREEK ROAD (running from Geo. McCalla's ranch, 10 miles from Vernon, on the south side of Coldstream Valley, to Harris Creek).

T. D. Shorts, Foreman.

April—Made 1½ miles waggon road, 10 feet wide.

Built one bridge, 75 feet long, 9 feet wide, and 10 feet high, and one bridge, 100 feet long, 10 feet wide, and 12 feet high.

July—Repaired road from Geo. McCalla's to Phillips'; filled in holes, cleaned out grades, etc.; distance, 4 miles.

November—Repaired road from Phillips', eastward; filled in ruts and holes, and cleaned out grades; distance, 3 miles.

CHERRY CREEK ROAD.

Louis Christian, Foreman.

July—Repaired road from White Valley to Blue Springs; filled in ruts, cleaned out grades, etc.; distance, 5 miles.

Gravelled road near Lumby, 300 yards long, 9 feet wide, and 6 inches deep.

FIRE VALLEY TRAIL.

Louis Christian, Foreman.

July—Cleared trail of fallen timber; distance, 35 miles.

ROAD FROM ENDERBY UP SPALLUMCHEEN RIVER.

Frederick Heathcote, Foreman.

July—Forest cleared half mile, 20 feet wide.

Graded 100 feet, 8 feet wide.

Corduroyed 50 feet long, 12 feet wide.

Made a culvert, 16 feet long, 6 feet wide, 2½ feet deep.

Made a culvert, 16 feet long, 5 feet wide, 2 feet deep.

Repaired 8 miles of old sleigh road.

August—Forest cleared 600 yards, 18 feet wide.

Graded 1½ miles, 9 feet wide.

Built 1 bridge, length, 20 feet, width, 16 feet, height, 5 feet.

Made 9 culverts, average length, 5 feet, width, 16 feet, depth, 2 feet.

September—Filled in washout at bridge over the Spallumcheen River, length, 30 yards.

Built one bridge, 64 feet long, 16 feet wide, and 6 feet high, with approach for 35 feet, filled in with logs and dirt.

Built 1 bridge, 32 feet long, 16 feet wide, 5 feet high, with approach 44 feet.

Built 1 bridge, 24 feet long, 16 feet wide, and 5 feet high.

Total length of this road, 8 miles.

ROAD FROM ENDERBY DOWN SPALLUMCHEEN RIVER.

H. Greyell, Foreman.

July and August—Forest cleared 1 mile, 30 feet wide.

Graded ¼ mile, 16 feet wide.

Corduroyed, length, 20 feet, width, 14 feet.

Built 1 bridge, 41 feet long, 16 feet wide, 3 feet high.

" 30 " 14 " 3 "

" 70 " 14 " 7 "

Made 1 culvert, 4 " 16 " 2 "

Made 1 mile of new road through heavy timber.

Brushed and levelled 13 miles on old waggon road, and raised 1 bridge.

FORTUNE'S ROAD, SPALLUMCHEEN.

Frank Hassard, Foreman.

September—Forest cleared, 250 yards. Graded, 1½ miles.

TRAIL WEST SIDE OKANAGAN LAKE.

Louis Christian, Foreman.

Cleared trail of fallen timber, 50 miles.

Graded 400 yards, 2 feet wide.

ROAD FROM BENVOLIN TO KELOWNA.

Louis Christian, Foreman.

June—Made 2 culverts, 9 feet long, and 12 feet wide.

Repaired road, filled ruts, etc.

Gravelled 400 yards long, 12 feet wide, 6 inches deep.

Forest cleared on new road, 400 yards, 40 feet wide.

D. Nicoleson, Foreman.

Gravelled one half mile of road, 6 inches deep.

ROAD THROUGH MISSION PROPERTY.

W. Blackburn, Foreman.

Forest cleared, 200 yards, 16 feet wide.

Graded, 600 yards, 16 feet wide.

Total distance of road made 1½ miles.

TROUT CREEK ROAD.

J. A. Schubert, Foreman.

October—Graded $\frac{3}{4}$ of a mile. Total distance of road made $10\frac{1}{2}$ miles, mostly through open country, road from 10 to 12 feet wide. One bridge, 40 feet long, spanning Trout Creek, stringer 10x16 resting on abutments, trusses 6x8 inches, with rods 2 inches thick. Covering to be laid on before high water next season.

PENTICTON ROAD.

J. A. Schubert, Foreman.

March—Repaired main road from Penticton to Dog Lake, and grading and filling approaches to Penticton bridge. Changed road where road-bed had been washed away by high water last year. One culvert, 16 feet long, 4 feet wide, 10 inches deep.

PENTICTON DRAWBRIDGE.

Jas. A. Schubert, Superintendent.

Built a bridge over Penticton River, 160 feet over all; 8 pile bents 16 feet wide, capped with 12x12-inch fir, 4 stringers 6x16 inches, on corbels 8x12 inches, all of fir and securely fastened with iron pins; covering, 3-inch planks; hand-rail 4x4 inches, 2 feet 6 inches high; centre draw span, 30 feet long, with massive iron hinge; hoisting apparatus consisting of a bent 12 feet high, of timber 8x8 inches, cable and wench.

SIMILKAMEEN AND WHITE LAKE ROAD.

D. A. Carmichael, Foreman.

July—Changed road from creek bottom to side hill.

Constructed a waggon road 1 mile, 8 feet wide.

Forest cleared, $\frac{3}{4}$ of a mile, 15 feet wide.

Macadamized 300 feet, 7 feet wide, 4 inches deep.

Made 2 culverts, 15 feet long, 8 feet wide, 3 feet deep.

ROAD FROM OKANAGAN TO BOUNDARY CREEK.

Jas. A. Schubert, Superintendent.

1st section, from Hind's to the foot of Vaseaux Lake.

Length of road, 5 miles.

Removed brush and large rock for a distance of 15 feet on each side of the entire length, and made road-bed 11 feet wide.

Made 3 culverts, 16 feet wide, 7 feet long, and 2 feet deep.

580 yards of this road along the east side of Vaseaux Lake, was made by filling up the lake with rock obtained from the shore, entailing a large amount of very heavy rock work. Width of rock work, 14 feet.

2nd section from foot of Vaseaux Lake to Fairview Road.

J. P. Burnyeat, Superintendent.

Mark Hyatt, Contractor.

Distance $9\frac{1}{2}$ miles.

Forest cleared, 1 mile, 16 feet wide.

Graded 200 feet, 12 feet wide.

Made 1 culvert, 14 feet wide, 4 feet long, and 2 feet deep.

Built 1 bridge, 140 feet long, Queen truss, 2 spans 40 feet each, over Okanagan River; approaches 60 feet, built on piles, capped and drift bolted and sway braced; 4 stringers 12x12 inches, drift bolted; covering 3-inch plank; all timber of fir; 2-inch iron truss rods.

One bridge over Sawmill Creek, single span, Queen truss, same dimensions and construction as above, built on abutments.

Amount expended on the road and two bridges, \$2,150.

3rd section from Okanagan River to Camp McKinney.

Jas. A. Schubert, Superintendent.

Graded $1\frac{1}{4}$ miles; made 2 culverts, 14 feet wide, 4 feet long, and 2 feet deep. Total length of road $8\frac{1}{2}$ miles; width of grades, 10 feet. Built mostly through open country.

ANARCHIST MOUNTAIN BRANCH.

Jas. A. Schubert, Superintendent.

R. G. Sidley, Foreman.

Made 6 miles of new road, 1 mile graded 10 feet wide. Forest cleared, 15 feet wide the entire distance.

Made 2 culverts, 14 feet wide, 2 feet long, and 2 feet deep.

Cleared out 6 miles of trail and made road-bed 12 feet wide.

Total distance of waggon road made, 12 miles.

Total distance of road, Okanagan to Boundary Creek, built during the past year, 35 miles.

Lillooet District.

Thos. Barton, Superintendent.

DISTRICT ROADS, TRAILS, &c.

- January—Shovelled out snow-drifts on line of road at Kelly's Lake and North side of Pavilion Mountain.
- February—Cut out ice at various points on Lillooet-Clinton Road.
- March—Cleared out rocks and slides on Lillooet-Clinton Road; cleared out approaches to Fraser River Bridge; diverted snow-water at 21-Mile Post; repaired road between Lillooet and Seaton Lake; cribbed 90 feet long and 10 feet high.
- April—Cleaned out and put in thorough repair Chadwick-Lillooet Road, 12 miles; repaired Lillooet-Lytton Trail to district boundary; general repairs to east end of Marble Canyon Road; removed slides, and repaired culverts and bridges, Clinton-Lillooet Road, 47 miles; ruts filled; built 2 culverts, 3 x 16 x 2; 1 bridge, 78 x 16 x 10; cribbed 60 feet long by 6 feet high.
- May—General repairs to Clinton-Alkali Lake Road to northern boundary of district; Big Bar Road (12 miles) cleared of fallen timber; bridges repaired; Big Bar Road (12 miles) put in thorough repair.
- June—Marble Canyon Road (25 miles) thoroughly cleaned out and all necessary repairs made. Lillooet-Chilcotin Trail (lower 60 miles) cleaned out, and necessary repairs made; 1 bridge, 12 x 14 x 5; 7 culverts, 3 x 16 x 2. Construction of new road at east end of Fraser River Bridge at Lillooet, to avoid long detour and heavy grade—Forest cleared 2,715 feet by 20 feet; graded 2,715 feet by 12 feet; cribbed 55 feet long by 6 feet; cribbed 75 feet long; rock blasting, 220 feet by 7 feet wide, averaging 3 feet 6 inches deep. Grading on this new road is very heavy; average cut on upper side, 6 feet deep.
- July—On new approach to Fraser River Bridge, forest cleared 1,900 feet x 20 feet wide; graded 1,885 feet x 12 feet wide, average cut (upper side) 8 feet deep; 1 culvert, 14 x 6 x 3; cribbed 270 feet, average height of 9 feet; blasted 185 feet, average width of 6 feet and 4 feet deep; stone wall, 122 feet in length and average of 2 feet 6 inches high. General repairs from Dog Creek to northern boundary of district, on the Alkali Lake Road. General repairs to trail west side of Fraser River. General repairs to Marble Canyon Road throughout. Cut out seven miles new sleigh road, 12 feet wide, from 100-Mile Post, leading towards Dog Creek.
- August—Dog Creek Road thoroughly repaired; roadway changed and widened at various points; 1 culvert, 8 x 2 x 14, covered with fir plank; 1 bridge, new stringers, 10 x 16 inches, 12 feet long; forest cleared 600 yards on both sides of road, 20 feet wide. Washouts on Lillooet-Clinton waggon road repaired. On new approach to Fraser River Bridge—Forest cleared 900 feet x 20 feet wide; graded 900 feet x 14 feet wide, average depth of inside cut 10 feet; cribbed 700 feet x 7 feet high; stone wall, 75 feet x 3½ feet high.
- September—Completed all necessary work on road from Dog Creek to Mr. Pigeon's, a distance of 12 miles. Widened road-bed, filled in ruts, cleared brush 10 yards wide on both sides of road a distance of 2 miles. Cleared all fallen timber from roadway from Dog Creek to Clinton. Built bridge over French Bar Creek, 45 x 14 x 10 feet, all timbers peeled, covered with 6-inch poles. Built 1 bridge, 12 x 14 x 6; built 1 bridge, 14 x 12 x 3; five culverts, each 4 x 16 x 3, covered with plank. New approach road to Fraser River Bridge near Lillooet—Graded 550 x 14 feet; built 1 bridge, 25 x 16 x 15, and 1 culvert, 18 x 10 x 4, both covered with 4-inch planks, timber all peeled.
- October—Dog Creek Road—General surface repairs, 60 miles; filled in ruts and removed fallen timber; bridges and culverts repaired; renewed 3 culverts, 4 x 3 x 14, covered with 3 x 12 fir planks. Lillooet-Clinton Road (47 miles)—Loose rocks and gravel-slides removed and ruts filled in; renewed 2 culverts, 3 x 2 x 14, covered with fir

planks, 3 x 12 x 14. Hat Creek Road (33 miles)—Made general repairs throughout; filled in ruts and wash-outs and removed land-slides; renewed 1 culvert, 6 x 3 x 14, covered with 3 x 12 x 14 fir planks.

BUILDINGS.

Lillooet Court House—Floor covered with linoleum, and benches added for the accommodation of the public.

Court House and Government buildings, Clinton—Court House painted externally throughout; its roof, as well as that of the Gaol, painted with fire-proof paint; Gaol and Gaol fence whitewashed; roof of Government Offices re-shingled; fences painted and repaired.

Cariboo District.

QUESNELLE, SODA CREEK, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

The following represents the work done on above sections during the season :—

Sleigh road from opposite Quesnelle to Columbia Ranch, a distance of 4 miles. This will form the first section of a road to the Nechaco country.

About 8 miles of new trail, from 13-Mile House up Quesnelle River.

6 miles of new trail, from Cottonwood House to Chisholm Creek.

Hixon Creek trail cleared of fallen timber.

Necessary repairs made on trails on west side of Fraser River, between Quesnelle and Soda Creek.

Waggon roads from Soda Creek to Springfield Farm and Mud Lake placed in good order.

The following roads in the Williams Lake Division put in a thorough state of repair :—

From 150-Mile House to Pinchbeck's; from 120-Mile House to Eagle's and the Mission; from main trunk road near Felker's to Pinchbeck's; from Pinchbeck's to Chimney Creek, and the Alkali Lake Road.

In the Chilcotin country there are now about 150 miles of waggon roads, all of which have received proper attention during the season, being improved by the building of small bridges, the cutting of timber on each side of the road, and the removal of rocks from the road-bed.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

A large amount of work has been done on the road from Barkerville to Grouse and Antler Creeks, making now a fair waggon road to the Nason claim. The improvements made, included the building of many new culverts to replace old ones, which were not long enough to permit waggons to pass over; removing timber from both sides of the road and cutting ditches where required. The trails from the Nason claim along Antler to Swift River; to Cunningham and Harvey Creeks, and down Antler have had fallen timber removed and other requisite repairs made.

Six miles of new trail made between Shepherd and Stewart Creeks; and $2\frac{1}{2}$ miles between the Discovery claim on Shepherd Creek to connect with the old Bear Lake trail.

Timber cut out of trail to Goat River, 70 miles.

Road to Mosquito Creek much improved and extended to Hardscrabble Creek and timber removed and trail repaired to Sugar Creek.

Road up Williams Creek and to Lowhee Creek received necessary attention and the required repairs made on the trail to Canadian Creek, up Grouse Creek and between Grouse Creek and Begg's Gulch and Stevens Creek.

Timbers removed and other needed repairs made on the following trails leading from the main road: To Nelson and Coulter Creeks, to Burnes Mountain, to Rushon Creek, to Peters Creek, and $1\frac{1}{2}$ miles of new trail cut out up Timmon Creek; also fallen timber, slides and rocks removed from the old road over the mountain between Lightning and Williams Creek.

KEITHLEY CREEK DIVISION.

Wm. Stephenson, Superintendent.

A new sleigh road for which especial appropriation was made has just been completed from 150-Mile House to Horsefly.

The road between 150-Mile House and Quesnelle Forks has been improved so that waggons now go over it.

The following trails have had the fallen timber removed and other necessary repairs made: Between Quesnelle Forks, Keithley, Harvey, Snowshoe, and to Swift River; between Soda Creek and Beaver Lake; and between Alexandria and Beaver Lake. A sleigh road has been made by the Horsefly Hydraulic Mining Co., at their own expense, from their mines on Horsefly to the 108-mile post on the main truck road. A new traffic bridge has been constructed across the north fork of the Quesnelle River, near the mouth of Spanish Creek.

FORKS OF QUESNELLE BRIDGE.

A contract has been let for making and delivering at the bridge site, all timber, plank, and piles for the construction of a bridge across the South Fork of Quesnelle River. The work of construction will be proceeded with as soon as the river is low enough to carry on the work to advantage.

WORKS AND BUILDINGS.

The hospital building erected last year has been further improved by an additional verandah around the front of the building, and the securing of sufficient terra cotta pipe for chimneys. A protection from fire is now afforded by the building of a tank on the hill with pipes leading therefrom to the hospital. A new roof has been put on the jailer's house at Richfield.

Kootenay District (Western Division).

TOAD MOUNTAIN WAGGON ROAD.

Owing to the almost continuous melting of the snow on this mountain, making a water-course along the road, repairs have been done from time to time during summer, by the building of culverts, the filling of ruts, clearing off slides, and the removal of fallen trees.

AINSWORTH WAGGON ROAD.

On this road a new bridge has been built, the former one having been destroyed by fire. Other repairs have been put upon it to enable teams to convey ore to the town for shipment.

CARPENTER CREEK TRAIL.

For the maintenance and convenience of traffic, during construction of waggon road between New Denver and Three Forks, repairs have been put upon this trail by the removal of fallen timber, short corduroy in places, and clearing out of slides.

FIRE VALLEY ROAD.

A sleigh road from a point on the Lower Arrow Lake has been constructed, and terminates in the settlement in Fire Valley, a distance of seven and a half miles. This road has been found to be of the utmost advantage and convenience to the settlers.

GRAY CREEK.

A trail from Crawford Bay, on Kootenay Lake, has been built to the summit of the mountain forming part of the divide between East and West Kootenay, seven miles, and forms part of a trail leading to White Grouse Mountain, where promising prospects in silver-copper have been found, and which it is hoped will eventually develop into a rich and extensive ore field.

KASLO-NEW DENVER WAGGON ROAD.

This work was commenced from a point which marked the termination of the road made by private enterprise last winter. Three miles of heavy timber was cut for right of way into Watson; 1,500 feet of corduroy, 14 feet wide; 7 bridges, averaging from 30 to 40 feet long, 14 feet wide; 12 culverts, averaging 14x6 feet.

From Watson (20 miles from Kaslo and 10 from Denver), on the first and second mile, there were 25 chains of rock work, from 3 to 12 feet deep, the remainder was grading from 1 to 4 feet; 5 culverts, averaging 15 feet each; 1 corduroy, 170 feet; 1 corduroy, 75 feet long; 3 small bridges, 13, 16, and 18 feet each, with heavy timber to clear the whole distance.

On the third mile, the usual heavy timber; 20 chains rock work, 3 to 6 feet deep; grading, 3 to 8 feet; 4 culverts, 13 feet each; 3 bridges, 10, 14, and 40 feet each.

Fourth mile, heavy clearing; 5 chains rock work, from 3 to 15 feet high; grading, 2 to 7 feet; 3 bridges, 10, 26, and 34 feet.

Fifth mile, into Three Forks, heavy timber cleared; 5 chains rock work, 3 to 5 feet; grading, 2 to 6 feet; 1 corduroy, 100 feet; 1 bridge, 80 feet long.

From Three Forks to New Denver the character of the work was found to be more difficult, and therefore more costly. For the first mile there was heavy forest clearing, 36 feet wide; side cutting, from 3 to 8 feet; corduroy, 300 feet long; 140 feet of rock blasting, from 2 to 10 feet high; 160 feet of cribbing, 10 feet deep; grading for the whole mile, 1 to 11 feet high.

In this first mile there are five bridges:—

No. 1—	170 feet long,	10 feet wide,	with approaches.
" 2—	140	" 10	" " "
" 3—	90	" 10	" " "
" 4—	145	" 10	" " "
" 5—	20	" 10	" " "

In the second mile there was heavy forest clearing, 36 feet wide; grading, 2 to 9 feet; 100 feet of corduroy; 3 culverts, 13 feet each; several small bridges, averaging 15 feet each.

On the third mile a heavy timber slide, from 3 to 8 feet deep and 300 feet long, was removed, and grading for the greater part of the distance from 3 to 8 feet deep.

On the third mile the forest clearing was no lighter; there were 6 chains of rock work, from 4 to 10 feet deep; 1 cribbing, 80 feet long, 12 feet deep; 5 culverts, 12 feet; corduroy, 200 feet; 1 bridge, 60 feet long, 10 feet wide; 1 bridge, 220 feet long, 10 feet wide; 1 bridge, 120 feet long, 10 feet wide; a timber slide, 330 feet long, and from 3 to 8 feet deep; grading, from 2 to 8 feet.

Fourth mile, heavy timber cleared; 11 chains rock work, from 6 to 20 feet deep; 1 bridge, 100 feet long, 10 feet wide; 1 cribbing, 80 feet long, 8 feet deep; 1 cribbing, 200 feet long, 6 feet deep; 1 bridge, 24 feet long; grading, 2 to 8 feet.

Fifth mile, light clearing; grading, from 3 to 5 feet, to eastern limit of New Denver Townsite. The stumps on right of way were in most cases extracted by the use of dynamite.

In order to maintain the traffic over this road, which two months of rain had converted into deep mud for about seven miles, it was found necessary to keep labourers on it for that period.

NAKUSP AND SLOCAN TRAIL.

This trail, made last year, over which the supplies for the Slocan mines have been carried up to the time of the opening of the Kaslo-New Denver waggon road, was thoroughly repaired. Six bridges were built, 47, 45, 40, 120, 36, and 66 feet, and 12 feet wide; 1,193 feet corduroy 8 feet wide; 400 feet ditching, 2 feet wide, 18 inches deep; clearing right of way, $1\frac{1}{2}$ miles; length of trail, 22 miles.

LARDO-TROUT LAKE TRAIL.

The trail between the head of Kootenay Lake and foot of Trout Lake, 35 miles, was last spring repaired by clearing off fallen timber, grading, ditching, and corduroying in places where necessary. A large proportion of supplies for Trout Lake and Healy Creek mines were carried over this trail.

LARDO-DUNCAN TRAIL.

A trail from Lardo, on Kootenay Lake, towards the Duncan country, in response to public demand, in consequence of alleged discoveries in that section, was commenced and built for about four miles; but the actual discoveries, not justifying further expenditure, the work was discontinued. 3,875 feet of corduroy, over the Lardo Meadows, was placed.

TRAIL CREEK WAGGON ROAD.

This road, 9 miles long, 11 feet wide, is built from the town of Trail to the centre of the Trail Mines. Following the side of a steep mountain, it is graded for seven miles, the grading being from 2 to 10 feet high; 2 bridges 70 feet long and 15 feet wide. On the completion of this road, last summer, ore was taken over it to the Columbia River for shipment and still continues to be shipped.

MCGUIGAN-BASIN TRAIL.

This trail has been repaired by the removal of fallen timber.

GOVERNMENT RESERVES.

The Government buildings throughout the Southern West Kootenay District have been protected from bush fires by the clearing of the several reserves.

NELSON STREETS IMPROVEMENT.

The streets of Nelson have been improved and some side walk laid, and there is now under construction a sewer (covered drain) which it is hoped will increase the healthfulness of the town.

NELSON COURT HOUSE.

A commodious and handsome building has been erected at Nelson, containing Court room, Jury room, Judge's chambers, Prisoner's room, Record office, Registry, Gold Commissioner's office, &c. These offices are partly furnished. Two-inch water pipes and hydrants have been laid and water laid on, as a precaution against fire. The grounds cleared and improved.

BIG BEND TRAIL.

Wm. McKenzie, Foreman.

May 1st to June 15th—Clearing fallen timber from, and repairing trail between, Revelstoke and French Creek.

Approximate distance, 65 miles.

Constructing bridge over Downie Creek, as follows:—

Length over all, 230 feet; main span, 75 feet, consisting of two stringers, 10 x 16 centres, 10 x 14 ends, supported by corbels resting on crib on north side and on piles on the south side, the whole supported by a pony truss, two spans of 30 feet each, one span of 28 feet, resting on piles, with approaches of 40 and 27 feet. Main pier consists of 9 piles, other bents 3 piles each, crib 9 feet high filled with rock, all stringers 10 x 16 centres, 10 x 14 ends, truss beams 8 x 10; covering, split cedar 4 inches thick by 6½ feet in length, secured by guard-rails.

Repairing four other bridges of 75, 75, 30 and 50 feet respectively, by renewing stringers and replacing cover.

August 10th to September 9th—Clearing and repairing trail generally, between Revelstoke and French Creek.

J. P. Kennedy, Foreman.

April and May—Repairs to bridge near Calloway's; new stringers, 76 feet, 10 x 14; replacing cover and putting on ribbons.

Repairs to bridge at North Fork; raising pier and filling with rock; removing one stringer from span and putting it into approach; reducing cover on main span, from 12 to 6 feet, on account of weight of snow.

John Taylor, Foreman.

June and July—Clearing and repairing trail between Illecillewaet Station and Fish Creek.

J. P. Kennedy, Foreman.

July 16th to August 12th—Repairs to Gold Hill trail, between Calloway's and head of Cariboo Creek.

Constructing new trail from Gold Hill trail to Copper Hill.

Approximate distance, two and one-half miles, including 200 feet of bridging.

This work consists of side-hill cutting, 3 feet in width, almost the entire distance.

May 8th to June 11th.

TROUT LAKE TRAIL.

Hugh Ross, Foreman.

Clearing out trail between Thomson's Landing and Trout Lake.

POOL CREEK BRIDGE.

Hugh Ross, Foreman.

Clearing Fish Creek Trail, from Johnson's to between the 4 and 5-mile posts.

Constructing bridge over Fish Creek, at this point, as follows:—

Length of span, 55 feet; stringers, 60 feet, 12 x 14; corbels 12x14, extending 12 feet over abutments and bolted to stringers; abutments, 8 feet by 14 feet, by from 12 to 14 feet above the water, and filled with rock; approaches, 65 feet; covering, split cedar, 4 inches thick by 5 feet in length; secured by guard-rails, 8 x 8 inches.

About 100 tons of rock used for foundations of abutments, which are constructed of round fir timber well fastened with drift bolts.

Mr. Ross also constructed about one and one-half miles of trail in the direction of Pool Creek.

FISH CREEK TRAIL.

H. Ross, Foreman.

June 17th to 27th—Clearing out Fish Creek Trail, from Johnson's to Battle Creek, a distance of 23 miles, building bridge over Battle Creek, one span of 40 feet, with approaches of 18 feet; stringers 12x16; both ends resting on walls of canyon; covered with split cedar, three inches thick by four feet in length, secured by guard-rails.

LARDEAU CREEK BRIDGE.

A. Abrahamson, Foreman.

April—Constructing bridge over Lardeau Creek, a short distance above where it empties into Trout Lake, consisting of one span, 62 feet, with approaches of 25 and 12 feet; stringers, three in number, 12x17 inches centre, and 12x12 inches at ends, resting on abutment at one side and pier on the other side, abutment and pier each 12 feet high by 14 feet in width on top, constructed of round cedar filled with rock, cover, split cedar three inches thick by seven feet in length, secured by guard-rails.

REVELSTOKE WAGGON ROAD.

Cleaning out ditches, enlarging culvert, filling up ruts, &c. Cost, \$47.

DOUGLAS STREET AND CEMETERY ROAD, REVELSTOKE.

Repairing road to Cemetery, and assisting citizens to grade Douglas Street (not completed).

ILLECILLEWAET BRIDGE.

Contract let for construction of waggon road bridge over the Illecillewaet River, near Revelstoke.

Work to consist of constructing a pile bridge 260 feet in length, by 12 feet in width, containing two spans of 60 feet each, supported by pony trusses (under construction).

REPAIRS TO GOVERNMENT BUILDINGS.

Sheeting with ship-lap, outside walls of Government Office and passage-way to Agent's quarters.

June 1st to September 9th—John Thompson, Superintendent.

TROUT LAKE TRAIL.

Repairing trail between Thomson's Landing and Trout Lake, and keeping same in repair during the season.

LARDEAU TRAIL.

Constructing trail from junction with Trout Lake Trail, at a point about half a mile from Trout Lake, thence following the north side of Lardeau Creek to the forks, a distance of about $3\frac{3}{4}$ miles, crossing the North Fork, thence following the north side of the South Fork of the Lardeau to Lime Creek, a total distance of $10\frac{1}{2}$ miles.

This work consists of clearing a width of at least six feet and side-hill cutting a width of three feet, almost the entire distance, together with the construction of 15 bridges of an average length of 20 feet each, consisting of two round stringers resting on crib-work, covered with split cedar, three inches thick, by four feet in length, secured by guard-rails.

NORTH FORK TRAIL.

Constructing trail from junction with main trail at the forks, thence up the North Fork of Lardeau Creek, a distance of nearly three miles.

This work consists of clearing and side-hill cutting, the whole distance, together with the construction of 11 bridges of an average length of 23 feet each, and of same class as on the main trail.

SILVER CUP TRAIL.

This is a branch from the trail up the South Fork of the Lardeau, crossing said fork, thence up the north side of the mountain in the direction of the "Silver Cup" Mineral Claim, one and one-half miles of trail being constructed by the Government, the remainder to be constructed by the mine owners.

This work consists of clearing and side-hill cutting, together with the construction of three bridges of 77, 34 and 45 feet respectively, of same class as bridges on main trail.

POOL CREEK TRAIL.

Construction of trail from crossing of Fish Creek, up Pool Creek to the summit, a distance of $10\frac{1}{2}$ miles (including the $1\frac{1}{2}$ miles built by Mr. Ross).

This work consists of clearing and side-hill cutting, together with the construction of one bridge over Pool Creek, one span of 50 feet, with 100 feet of approaches, consisting of two round stringers, resting on piers and covered with split cedar, 3 inches thick, by four feet in length.

HALEY CREEK TRAIL.

Constructing trail from junction with Kootenay Lake Trail, at the mouth of Haley Creek, thence up said creek a distance of twelve miles.

This work consists of clearing the whole distance a width of from 6 to 8 feet, and grading a width of three feet, the first six miles consists of side-hill work (the first two of which is very rocky), the remaining six miles is principally over bench land.

The bridges on this trail consist of one over the Lardeau River below the mouth of Haley Creek, 142 feet in length, one span of 110 feet, resting on an abutment on the east side, and on a mud sill on the bank on the west side, this span is constructed on the cantilever principle, one end of the timbers used as corbels being buried in the bank, the other end extending over their bearings a distance of 25 feet, stringers 14x16, those in main span being 110 feet in length, covered with split cedar, three inches thick by five feet in length, secured by a guard-rail.

The other four bridges are of an average of 47 feet in length, consisting of two round stringers resting on abutments, and covered with split cedar, four feet in length by three inches in thickness, secured by guard-rails.

HALL'S LANDING WAGGON ROAD.

This work consists of close cutting all standing timber, and removing all fallen timber, a distance of three and one-fourth miles, by an average of 30 feet in width, cutting down hills and filling up hollows a distance of about one mile, building one bridge 40 feet in length, over dry slough, round stringers covered with split cedar.

NELSON AND FORT SHEPPARD RAILWAY.

The construction of this railroad between Nelson and the International Boundary has been satisfactorily completed. Subjoined is the report of the inspecting engineer:—

VICTORIA, B.C., December 21st, 1893.

*To the Honourable
The Chief Commissioner of Lands and Works,
Victoria.*

DEAR SIR,—The following telegram from you, dated December 4th, was only received by me on the afternoon of Saturday, the 9th instant:—

“Please inspect work of construction Nelson and Fort Sheppard Railway for Government.
(Signed) F. G. VERNON.”

Owing to the absence of the officers of the Company down the line I was unable to complete the necessary arrangements for inspection until the evening of Wednesday, the 13th inst.

On the following morning, Thursday, 14th December, furnished with an engine and caboose, and accompanied by Mr. Austin Corbin, representing D. C. Corbin, Esq., and Mr. E. J. Roberts, Chief Engineer of the road, I made the inspection of the 55 miles now completed, from Five Mile Point on the Kootenay to a junction with the Spokane and Northern at the International Boundary on the Columbia.

The lateness of the season and depth of snow prohibited a very detailed examination, but the structures were easily seen, and an examination of the road-bed at different points satisfied me sufficiently to justify the following report, which I beg herewith to submit:—

REPORT

On the work of construction of the Nelson and Fort Sheppard Railway, extending from the waters of the Kootenay outlet to a junction with the Spokane and Northern Railway at the International Boundary, on the Columbia River—55 miles.

GENERAL DESCRIPTION OF ROUTE.

The present connection with the waters of the outlet or arm of Kootenay Lake, pending the construction of the line along the water front, with the town of Nelson, some five miles below, is at what is generally known as “Five Mile Point.”

Leaving this point, the line runs westerly along the base of the mountains on the southern shore of the outlet on a rising grade to the entrance of the Valley of the Cottonwood, immediately in the rear of the town of Nelson, reaching an elevation of 620 feet above the water at that point.

Turning to the southward, the line follows up the Cottonwood, reaching the “Divide,” or Summit, between the headwaters of the Cottonwood, flowing north into the Kootenay, and those of the Salmon River, flowing south into the Pend d’Orielle. This divide is the highest point on the line, being 3,060 feet above sea level, and 1,315 above the Kootenay, only twelve miles distant by the line. From this point, running almost due south, the line follows the west bank of the Salmon River some twenty miles to its main forks, when, turning westward along the North Fork, crosses the small summit between it and the headwaters of Beaver Creek, following the latter to the Columbia. Turning again to the south, following the east bank of the Columbia River, crossing the Pend d’Orielle at its mouth, effects a junction with the Spokane and Northern Railway at the International Boundary, some 2,000 feet beyond, making a distance of 55 miles from Five Mile Point, or 60 miles from the terminus at Nelson,

ALIGNMENT.

The percentage of curvature to tangent or straight line, the nature of the country considered, is less than the average on similar lines. The curves vary from one degree, with a radius of 5,730, to ten degree curves, with a radius of 573 feet. This, with the one exception of a twelve degree curve at the southern approach to the Pend d'Orielle bridge, is the maximum degree of curvature used on the road. This compares very favourably with any of the roads now being operated in this country, and justifies my pronouncing the alignment as exceptionally good.

GRADES.

The maximum grade on the line is from Five Mile Point to the summit of the Cottonwood—this, with the exception of 600 feet at the Nelson Depot, is continuous, averaging 2.5 feet per 100, or 132 feet per mile. The grade in this case is, as in all others on the line, compensated for curvature—that is, where curves occur the grade is flattened .03 of a foot for each degree of curvature—an appreciable advantage over continuous grade irrespective of curvature, but one not always observed in railway construction.

The descent from the Summit to the southward does not necessitate such a heavy grade, which does not exceed in any case 1.5 feet per 100, or 79.20 feet per mile—also compensated. The grades, therefore, are not objectionable, being exceeded by all the trunk lines in their mountain divisions now in operation. There is therefore no exception to be taken to the grades of the line.

STRUCTURES.

The percentage of structures in either bridging or trestlework is strikingly small, which is a matter of congratulation and materially increases the factor of safety. With the exception of the steel cantilever over the Pend d'Orielle, there are no large spans—one of 80 feet over the Beaver in the cañon being the only one. The trestlework is in all cases good, solid, substantial work on either rock or pile foundations of approved design and excellent workmanship.

The large steel cantilever referred to, over the Pend d'Orielle, is a piece of excellent work. It consists of a main span of 250 feet in the clear, and one of 125 feet at either end. The abutments are of solid masonry, and the piers of rivetted plates of Belgian steel, $\frac{1}{4}$ inch thick on sides and back, $\frac{1}{2}$ inch thick on cut-water, which is battered 3 inches to 1 foot. The sides and backs have a batter of 1 inch to 1 foot, filled with concrete, to which the sheeting is attached by lugs and dowells. Both piers and abutments are built on the solid rock, and apparently good for all time to come. It was built by the Dominion Bridge Company, directed by the San Francisco Bridge Company, and is a most creditable piece of work.

TIES.

The ties are either red fir or tamarac, with a small percentage of cedar allowed on the straight lines. They are of the usual dimensions of 8 feet long, 6-in. flatted face, and 6 in. thick, laid 2 ft. centres, or 2,640 to the mile. This is a full allowance, and the full number appear to have been put in the track.

BALLAST.

The average depth of ballast is about 6 inches under the tie. I think this has been generally complied with, and the line may be considered fully ballasted. It is carried up flush to the top, and extends to the ends of tie, giving about 1,500 cubic yards to the mile. I have every reason to believe this amount has been put in.

RAILS.

The rails used are of steel, of the usual "T" pattern, in 30 ft. lengths, and weigh 56 lbs. to the lineal yard, joints fastened with fish-plates and bolts, fully spiked to tie, and in all curves of 4 degrees and upwards steel brackets are used, fitting against the flange and web of rail, and securely spiked to tie with three spikes. On a 4 degree, three brackets are used to a 30 foot rail; on a 6 degree, 4; and on a 10 degree, 5 brackets. They give great additional security, preventing the tendency to spread.

SIDINGS.

There are eight sidings of 1,000 feet each, sufficient for the accommodation of 20 cars each, and are placed at the following proposed points for stations, viz:—Waneta ; Beaver ; Meadows ; Salmon ; Hall ; Summit ; Nelson ; Kootenay.

I fancy this is quite sufficient for present requirements, and can always be increased to meet the demand.

TANKS.

There are two tanks built, and one to be built at the Nelson station. They are placed at intervals of 20 miles apart, which in ordinary traffic is found sufficient.

STATION BUILDINGS.

There is only one station-building complete, which is at the Nelson station. Another is to be built at the boundary, and eventually at the different sidings, and will be governed by the requirements of the business of the road. As the entire distance is absolute wilderness, further than telegraph stations or ore shipments, there can be little demand for station accommodation for some time to come.

EQUIPMENT.

This at present consists only of two locomotives, one of ten-wheel standard, weighing 58 tons, and one eight-wheel, of 52 tons, and in conjunction with the Spokane and Northern, a sixty ton rotary snow plow. There are no passenger coaches, box, or flat cars at present belonging to the Nelson & Fort Sheppard Railway, but I am assured by Mr. Corbin that all of these have been ordered in the east, and are expected shortly. In the meantime, they have in use all the passenger and freight cars necessary, drawn from the Spokane and Northern, which Mr. Corbin controls.

TELEGRAPH LINE.

A substantial and well built telegraph line is completed along the entire length of the railway. The poles are peeled cedar 25 ft. long, and placed 30 to the mile.

GENERAL CONSTRUCTION.

As far as it was possible to judge, and whenever uncovered, I found the work of construction well and thoroughly done, and in no instance has there been any disposition shewn to slight the work in any way. The specification has been in all cases fully complied with. The only trouble experienced has been in the heavy cuttings in hardpan in the cañons of the Beaver. The variable weather of the past month has been very trying to new work, and has told on the slopes. The trouble is confined to about a mile of line. The cuts have now been cleaned up and the slopes eased, so that with ordinary care should be under the control of the section men.

I have no hesitation, therefore, in pronouncing the road as a good, workable, well built railway, with an exceptionally smooth track, and fully filling all the requirements as a passenger and freight line.

This, I believe, covers all the points necessary. Owing to the lateness of the season (December 14th), and the depth of snow, ranging from 1 foot on the lower levels to 3 feet on the summit, it was impossible to make as detailed an inspection as I wished, or that could be made in the summer months. I saw enough, however, to satisfy me that the work had been honestly done. I also have the assurance of the chief engineer, Mr. Roberts, and of Mr. Corbin, that they have endeavoured to carry out the specification and contract in perfect integrity, and as far as my judgment and investigation goes, I am prepared to accept it as a fact that they have done so.

A comparison of the final quantities also shows that the full complement of rails, ties, fish-plates, bolts, spikes, &c., have been used in the works, and as the quantities in excavation exceeds the amount exhibited at the letting of the contract, it is fair to infer that this portion of the work has not been slighted. At any rate, the result has been, as before stated, to give, both as regards location and construction, a well-built, workable road, and the Government need have no hesitation in accepting it as such, and I have pleasure in so recommending it.

On my arrival in Spokane, on the night of the 14th, I received the following telegram from you:—

“If construction of road meets your approval, you may sanction running of trains.
“(Signed) F. G. VERNON.”

Having found matters quite satisfactory, I wrote the following letter to Mr. Corbin:—

“SPOKANE, WASH., Dec. 14th, 1893.

“D. C. Corbin, Esq.,
“President Spokane & Northern Ry.,
“Spokane, Wash.

“DEAR SIR:—

“I beg to inform you that I have to-day completed the inspection of the Nelson and Fort Sheppard Railway, extending from the waters of the Kootenay to a junction with your road at the International Boundary on the Columbia River.

“Acting under the instructions of the Chief Commissioner of Public Works, and also acting under his authority, I am empowered to sanction the running of trains providing the inspection proved satisfactory. I have therefore pleasure in assuring you that the work of construction has been well and thoroughly done, as far as it is possible to judge; and although lacking in its equipment, I understand the necessary cars, &c., have been ordered. In the meantime you have your own road, that can temporarily supply any deficiency in this respect.

“I therefore, on behalf of the Chief Commissioner, sanction the running of trains necessary for both passenger and freight traffic over the Nelson and Fort Sheppard Railway from this date.

“I have the honour to be
“Your obedient servant,
“(Signed) G. A. KEEFER,
“Inspector for Government.”

I also wired you that, in accordance with your telegram, I had given the permission above mentioned.

Mr. Roberts informed me that he would be in a position to open for traffic on the 19th inst., and that the time-tables were already prepared, one of which I enclose.

Trusting the above report may prove satisfactory,
I have the honour to be, Sir,
Your obedient servant,
G. A. KEEFER, C.E.

Kootenay District (Eastern Division).

EAST KOOTENAY WAGGON ROAD.

The trunk road of the District, which was opened for traffic from Golden southward to Fort Steele, and to the lower steamboat landing on the Kootenay River, about eleven miles below that place, was extended during the past summer southward to about one mile beyond Bull River, over which an excellent trussed bridge has been built. In effecting this, it was not found advantageous to extend the portion of the road from Fort Steele to the lower steamboat landing, built the previous year, it having been ascertained that a better road, avoiding much heavy work and bad grades, could be obtained by extending the existing branch road to Fish Lakes, and adopting it as a portion of the trunk road. This portion, about nine miles in length, was widened, graded, and improved where required, new grades having been made at the Wild Horse Creek bridge, as the former approaches were too steep. At the lower stages of water a great saving of distance is effected by crossing the creek at a ford about two miles below the bridge. A road, about two miles in length, was built to make this short cut, and a new easy grade was built from the creek up to the Fort Steele bench. Most of the traffic will come this way, except during the period of high water. From Fish Lakes to one mile beyond Bull River, a distance of about nine miles, the road is entirely new. Some very heavy side-hill grading had to be done on the north side of Bull River, approaching the bridge. This road should be continued southward to the entrance to the Crow's Nest Pass early next spring, in the event of railroad construction going on next season in that vicinity. The road between Fort Steele and Golden, a distance of about 170 miles, has been thoroughly repaired, grubbed, ditched, and improved where needed; snow fences were built in several places where subject to drifting. The flooring of many of the bridges has been renewed and repaired. At Marrion Creek, near the Upper Columbia Lake, the road has been diverted and carried over a substantial trestle, thus avoiding a dangerous pitch which occurred at the old crossing of the creek. Between Spillumcheen and the Hog Ranch, for a distance of 17 miles, the road was in very poor condition; it ran to a large extent over heavily timbered bottom lands and over very rough ground, wet in many places. This section has been thoroughly grubbed and levelled, ditches and culverts having been constructed where required. As a result of the work done during the season, the trunk road is in first-rate order for traffic this winter.

The branch roads to the old camp on Wild Horse Creek, and the road to the St. Eugene Mission and Cranbrook were repaired; the portion running over the Kootenay Flat was graded.

The road to the north of Golden received some repairs.

The main street of the Town of Golden has been partially graded and gravelled, with the intention of widening and extending the work when sufficient money is available for this purpose. In connection with this work, the mouth of a slough was blocked to protect the street from the overflow of the Kicking Horse River.

It was found necessary to protect one of the piers of the Kootenay Bridge at Canal Flat from scouring out of the bottom and to prevent the escape of the rock from inside the pier. The same remedy was applied as in the case of one of the other piers of this bridge, as mentioned in last year's Report—surrounding the pier with a crib and filling in the space between with rock.

An opening span was put in the Kootenay Bridge at Fort Steele, to allow the steamer "Annerley" plying on the Kootenay between Fort Steele and the Great Northern Railway at Jennings, to reach points further up the river. The opening is 25 feet in the clear.

PACK TRAILS.

The trail built two years ago, northward from Donald to beyond Bush River, was this season extended a distance of about 18 miles further down the Columbia River to Kimbasket Lake. The further end of the trail is still in an incomplete state, though passable, the intention being to improve it next season. The construction of this trail has led to some important mineral locations being made near Kimbasket Lake.

A trail has been built from the Carbonate Trail, near the junction of the middle fork of the Spillumcheen River, up the north fork to McMurdo Creek, thence up that creek to the summit, and over to the head of the Duncan River. Explorations were also made up Bugaboo Creek and down Howser Creek, on the West Kootenay side, with a view to obtaining a direct trail connection between the two districts; also up Toby Creek, with the same object in view.

The following trails throughout the District have been cleared out during the season:— Bush River Trail, to the north of Donald; Carbonate Trail, South Fork Trail, and Vermont Creek Trail, in the McMurdo District; Jubilee Mountain Trail, Horse Thief Creek Trail, Toby Creek Trail, Moyea River Trail, Tobacco Plains Trail, and Crow's Nest Pass Trail.

The necessary repairs to Government Buildings at Donald, Fort Steele, and Golden have been done as occasion required.

Cassiar District.

The main trail, leading from Telegraph Creek to the head of Dease Lake, has received attention, by removal of fallen timber, renewal of culverts, corduroying where most required, and other general repairs. The first and second North Fork bridges have received attention by removal of snow, and having repairs done to them.

GLENORA LANDING TRAIL.

Some necessary repairs have been made to this trail.

DEASE CREEK TRAIL.

The lower end of this trail received some attention, by having the brush cut out, and other general repairs.

THIBERT CREEK TRAIL.

A new bridge, 20 feet long, has been built across the Liard Gulch, and other necessary repairs made to the trail.

MCDAME'S CREEK TRAIL.

This trail has been cleared of fallen timber, and has had some other necessary repairing done to the culverts and corduroys.

TENDERS RECEIVED AND CONTRACTS AWARDED

DURING THE YEAR 1893.

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
VICTORIA CITY DISTRICT. New Parliament Buildings—Contract No. 1., for foundations and base- ment of the Administration Block	Joseph E Phillips & Co.....	\$54,790 00	Awarded.
	J. P. M. Phillips	55,864 00	
	Jno. Braden & Co.....	58,952 00	
	H. F. Keefer.....	59,584 00	
	Geo. C. Mesher.....	67,441 00	
	Fred'k. Adams	67,799 00	
	McGie & Gibb.....	69,909 00	
	McGregor & Jeeves.....	69,945 00	
	E. Cook	73,204 00	
	Elford & Smith.....	74,012 00	
	Mathew & Rowe.....	79,757 00	

NEW PARLIAMENT BUILDINGS,—CONTRACT No. 2, FOR COMPLETION.

Name of Tenderer.	Mason and Heating.	Carpenter.	Slater, Plasterer, and Fireproof.	Copper-smith.	Iron-founder.	Plumber.	Painter.
	\$	\$	\$	\$	\$	\$	\$
1. J. E. Phillips & Co.	563,247 60	83,152 00	126,610 00	18,150 45	30,777 00	17,586 00	6,161 70
2. A. J. Smith		67,106 82					
3. Crothers & Lively		79,916 20	155,325 60	36,574 00	27,350 86	17,432 74	6,866 89
4. Forster & Smith	447,667 00						
5. F. Adams	444,508 31	76,467 54	99,143 67	18,150 45		18,781 00	7,787 00
6. A. E. Barrett	447,000 00	65,281 00	110,884 00	19,930 00	28,865 00	19,658 00	10,594 00
7. W. R. Nichols	413,261 00	69,518 00	105,973 00	36,806 00	24,700 00	19,837 00	9,091 00
8. D. Kilpatrick	470,697 30	99,635 81					
9. Taylor Mill Co		92,233 52					
10. Wolff, Qwicker Iron Co					26,404 33		
11. W. M. Donald		82,994 00					
12. J. C. Rowley							9,337 00
13. W. A. Mace		87,870 00					
14. Bishop & Sherborne		67,826 22					
15. J. Braden						17,793 00	
16. J. P. M. Phillips	473,386 51						
17. W. H. Perry				18,150 45		18,781 00	
18. Albion Iron Works					27,131 63		
19. Weiler Bros		70,926 39					
20. McLennan & McFeely				34,364 00		15,776 00	
21. H. T. Flett						14,932 87	
22. Jno. Jardine							7,770 00
23. J. Sears							8,135 00
24. Jacob Sehl		93,043 00					
25. Victoria Iron Works					30,574 00		
26. J. W. Mellor							5,506 00
27. Cal. Fresco Co							Informal.
28. Colbert & Warner						19,435 00	
29. R. Drake			73,918 00				
30. Sutherland & Furge			89,087 90				
31. R. Lettice							6,653 00
32. E. Spillman							6,983 93
33. J. M. Causland							12,200 00
34. G. W. Martin		104,301 00					
35. Bennett & Wright						20,074 26	
36. Wagner, Zeidler & Co		80,486 90					
37. Jno. Stewart	506,211 69	78,460 00					

NOTE.—Mr. Nichols declined to enter into a contract for the Mason's Work, unless contracts for all the other trades were also awarded to him.

Contracts were awarded as follows, viz. :—

For the Mason's Work	to F. Adams	\$380,000
" Carpenter's Work	to Bishop & Sherborne	65,257
" Plasterer's "	to R. Drake	59,000
" Ironfounder's "	to Albion Iron Works	26,500
" Plumber's "	to H. T. Flett	13,245
" Copper-smith's "	to W. H. Perry	17,000
" Painter's "	to E. Spillman	6,984
Total		\$567,986

TENDERS RECEIVED AND CONTRACTS AWARDED
DURING THE YEAR 1893.

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
VICTORIA DISTRICT.			
Prospect School-house	J. S. Young	\$725 00	Awarded.
	C. E. Arthur	743 00	
	G. J. Jones	850 00	
Feltham Road	James Baker	838 00	Awarded.
	Noel Leclaire	1,175 00	
	D. McGilvary	1,177 00	
	W. Irvine	1,375 00	
	A. Trembly & Co.	1,400 00	
Strawberry Vale School-house	W. Mulholland	395 00	Awarded.
	S. H. Memps	560 00	
	G. Sutherland	569 00	
	V. Lane	595 00	
	E. E. Wood	595 00	
	H. R. Bernard	625 00	
	G. Herd	648 00	
	J. Walker	665 00	
	E. L. Etheridge	675 00	
	J. Parmiter	677 00	
	A. J. Clyde	680 00	
	S. E. Mathew	695 00	
	Thos. Elliott	695 00	
W. Ridge	695 00		
Sherman & Appleby	700 00		
J. McRobbie	850 00		
ESQUIMALT DISTRICT.			
Highland School-house	Thos. Elliott	580 00	Awarded.
	A. Baker	601 00	
	C. J. Davis	695 00	
	A. Walker	725 00	
	J. H. Scafe	750 00	
	J. E. Mathew	884 00	
COWICHAN DISTRICT.			
Greig's Road	John Greig	170 00	Awarded.
	A. Nitingale	185 00	
	L. Gabone	235 00	
Malahat School-house	Arthur Rogers	620 00	Awarded.
	A. Baker	639 00	
	T. Elliott	670 00	
	W. J. Taggart	681 00	
	Garnett & Jell	781 00	
	S. W. Handy	820 00	
NANAIMO DISTRICT.			
Nanaimo Gaol	H. McAddie	17,365 00	Awarded.
	W. C. Burns	18,020 00	
	A. Wills	17,918 00	
	R. Nitingale	17,700 00	
	J. A. Bittancourt	18,100 00	
	J. G. Brown	18,345 00	
	R. Dunsdale	18,349 00	
	W. J. Shaw	17,500 00	
	T. Hembrough & Co.	18,200 00	
	C. Olmstead	19,400 00	
	Carter Bros	18,530 00	
	G. H. Frost	19,075 00	
	C. P. Shindler	20,490 00	

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
<i>NANAIMO DISTRICT.—Concluded.</i>			
Lock-up, Northfield.....	W. Stewart.....	\$479 00	Awarded.
	G. H. Frost.....	492 00	
	J. A. Bittancourt.....	595 00	
	D. Nicholson.....	600 00	
	W. Odell.....	600 00	
<i>ALBERNI DISTRICT.</i>			
Nanaimo-Alberni Trunk Road (Mountain Section).....	Robert Deboux.....	290 00	Awarded.
	J. Woods.....	499 00	
	N. McFarlane.....	750 00	
Nanaimo-Alberni Road (3rd mile).....	King & Taylor.....	388 00	Awarded.
	R. W. Thompson.....	475 00	
	J. Woods.....	520 00	
	J. Tamblin.....	700 00	
	E. Moore.....	681 00	
	J. Radford.....	545 00	
	A. Reeves.....	820 00	
Nanaimo-Alberni Road (2nd mile).....	C. T. Haslam.....	85 00	Awarded.
	E. Mulhearn.....	94 00	
	K. Peterson.....	120 00	
	Geo. Compton.....	300 00	
Mill Road.....	Chas. Taylor.....	34 00	Awarded.
	R. Deboux.....	45 00	
	N. McFarlane.....	100 00	
Sproat Lake Main Road.....	Jas. Coleman.....	135 00	Awarded.
	J. Ringland.....	255 00	
	T. Patterson.....	390 00	
	Ingram & Porrit.....	150 00	
Fletcher and Moore Road.....	J. Pinkerton.....	84 50	Awarded.
	E. Moore.....	100 00	
	Peterson & Drinkwater.....	199 00	
	M. Shaw.....	175 00	
Coleman's Road.....	E. Coleman.....	65 00	
	Drinkwater & Porrit.....	69 95	
Faber's Road.....	V. Ingram.....	67 00	Awarded.
	J. Coleman.....	90 00	
China Creek Trail.....	Robt. Pinkerton.....	295 00	Awarded.
	R. Deboux.....	800 00	
Redford's Road.....	J. Redford.....	220 00	Awarded.
	J. Pinkerton.....	51 50	
Roger Creek Road.....	James King.....	140 00	Awarded.
	J. Pinkerton.....	50 00	
	Geo. Compton.....	200 00	
Deboux's Road.....	J. Drinkwater.....	95 00	Awarded.
	G. Compton.....	150 00	
	R. DeDoux.....	180 00	
	H. Woodward.....	115 00	
Cherry Creek Road.....	E. Moore.....	130 00	Awarded.
	G. Compton.....	100 00	

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
<i>ALBERNI DISTRICT.—Concluded.</i>			
Spence's Road	Bayne Bros.	\$ 80 00	Awarded.
	T. Paterson	120 00	
	Geo. Spencer	100 00	
	W. Thompson	84 00	
	R. DeDoux	85 00	
	H. Drinkwater	85 00	
McCoy Lake Road	Ingram & Porritt	160 00	Awarded.
Beaver Creek Road	Thompson & Stewartson	212 80	Awarded.
Grandy's Ravine	E. Grandy	470 00	Awarded.
	J. Drinkwater	475 00	
McKenzie's Ravine	E. Grandy	430 00	Awarded.
	Geo. Forrest	435 00	
Sproat Lake, gravelling	T. Paterson	50 cents per yard	Awarded.
	M. A. Ward	85 " "	
	H. Woodward	55 " "	
	A. Sareault	\$180, all sections	
Beaver Creek, gravelling	T. Paterson	92 cents	Awarded.
River Front, gravelling	T. Paterson	45 cents	Awarded.
	E. Gill	45 "	
	W. Smith	48 "	
Cherry Creek Road, gravelling	E. Folwell	40 cents	Awarded.
	T. Paterson	45 "	
	E. Gill	60 "	
Roger Creek Road, gravelling	T. Paterson	45 cents	Awarded.
	E. Gill	60 "	
<i>COMOX DISTRICT.</i>			
Harrigan & Fraser Road	Harrigan & Fraser	\$811 00	
Point Holmes Road, Section 1	T. C. Woods	160 00	Awarded.
	H. Stewart	160 00	
" " " 2	T. C. Woods	90 00	Awarded.
	H. Stewart	84 00	
Little River Road, Section 1	T. C. Woods	170 00	Awarded.
	H. Stewart	128 00	
" " " 2	T. C. Woods	275 00	Awarded.
	H. Stewart	258 50	
	Paul Downey	20 00	
" " " 3	J. Graham	45 00	Awarded.
	T. C. Woods	99 00	
	H. Stewart	44 50	
	J. Derbyshire	37 00	
" " " 4	J. Graham	173 50	Awarded.
	H. Stewart	147 50	
	Paul Downey	94 00	
	J. Derbyshire	77 00	
McKelvie's Road, Section 1	Frank Cunliffe	130 00	Awarded.
	J. W. Fraser	100 00	
	H. Piercy	100 00	

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
<i>COMOX DISTRICT.—Concluded.</i>			
McKelvie's Road, Section 2.....	J. Rowan.....	\$ 47 00	Awarded.
	Paul Downey.....	49 00	
	J. W. McKenzie.....	50 00	
	J. Johnston.....	40 00	
	H. Stewart.....	37 00	
" " 3.....	H. Smith.....	10 00	Awarded.
	H. Piercey.....	18 00	
	F. Burns.....	15 00	
	J. Reese.....	9 00	
	H. Stewart.....	9 00	
Smith's Road.....	C. Smith.....	122 00	Awarded.
	J. Johnston.....	154 00	
	E. Phillips.....	140 00	
	H. Smith.....	114 00	
	E. Halliday.....	120 00	
	H. Stewart.....	94 00	
H. Piercy's Road.....	Paul Downey.....	175 00	Awarded.
	J. Johnston.....	90 00	
	Cliff Smith.....	115 00	
	H. Smith.....	116 00	
	H. Piercy.....	110 00	
	Jas. Reese.....	79 00	
	H. Stewart.....	96 00	
Lower Prairie Road, Section 5.....	H. Smith.....	123 00	Awarded.
	F. Cunliffe.....	150 00	
	E. Halliday.....	85 00	
	H. Stewart.....	89 00	
Union Mines Road, Section 2.....	R. Grant.....	265 00	Awarded.
	J. W. Fraser.....	290 00	
	T. C. Woods.....	240 00	
John Piercy's Road.....	John Piercy.....	390 00	Awarded.
	C. B. Rabson.....	321 00	
Lake Road.....	C. J. Hooper.....	150 00	Awarded.
	John Johnston.....	125 00	
	N. Lambert.....	144 00	
Black Creek Road, Section 1.....	John Johnston.....	113 00	Awarded.
	C. B. Rabson.....	144 00	
	E. Phillips.....	137 00	
" " " 2.....	John Johnston.....	812 00	Awarded.
	H. Smith.....	1,075 00	
	C. B. Rabson.....	949 00	
	C. J. Hooper.....	800 00	
	E. Phillips.....	660 00	
Burn's Road.....	J. Rowan.....	148 50	Awarded.
	Clifford Smith.....	148 00	
	John Johnston.....	130 00	
	Paul Downey.....	250 00	
	H. Smith.....	113 00	
	F. Burns.....	140 00	
	J. Reese.....	129 00	
	W. Parkins.....	162 00	
	F. Cunliffe.....	150 00	
Lower Prairie Road, Section 3.....	S. Piercy.....	384 50	Awarded.
	H. Stewart.....	291 00	
	T. C. Woods.....	270 00	
	J. W. Fraser.....	420 00	
	R. Grant.....	395 00	
	F. Cunliffe.....	325 00	

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
<i>COMOX DISTRICT—Continued.</i>			
Lower Prairie Road, Section 4	H. Stewart C. Bridges T. C. Woods J. W. Fraser R. Grant F. Cunliffe	\$284 00 309 00 300 00 310 00 301 00 374 00	Awarded.
Tsolum River Road, Section 1	H. Stewart T. C. Woods H. Smith F. Cunliffe	75 00 130 00 81 00 99 00	Awarded.
" " " 2	F. Cunliffe	220 00	Awarded.
McKelvie's Road, Section 2.	S. Piercy T. C. Woods J. W. Fraser R. Grant	185 50 220 00 270 00 255 00	Awarded.
Union Mine Road, Section 1.	C. B. Rabson R. Grant Fraser & Thomas T. C. Woods	330 00 346 33 290 00 280 00	Awarded.
Oyster River Road, Section 1.	Chas. Hooper H. Smith J. Johnston G. Kelland John Rowan C. B. Rabson	220 00 240 00 164 00 166 00 224 00 155 00	Awarded.
" " " 2.	Geo. Kelland John Johnston John Rowan C. B. Rabson	325 00 300 00 375 00 290 00	Awarded.
Upper Prairie Road, Section 1.	E. Phillips T. C. Woods J. W. Fraser	480 00 370 00 500 00	Awarded.
" " " 2.	Matt Piercy	182 00	Awarded.
Lower Prairie Road, Section 1.	C. B. Rabson F. Cunliffe J. W. Fraser H. Piercy T. C. Woods	95 00 340 00 75 00 75 00 70 00	Awarded.
" " " 2.	H. Piercy H. Stewart T. C. Woods J. W. Fraser R. Grant F. Cunliffe	384 70 269 00 260 00 425 00 395 00 372 00	Awarded.
Miller's Road	T. C. Woods H. Smith P. Downey H. Stewart	100 00 108 00 145 00 93 00	Awarded.
Smith and Grieves' Road	C. B. Rabson J. T. Grieves E. Phillips Geo. Kelland	160 00 178 00 170 00 180 00	Awarded.
Baynes Sound Road.	Wm. Quinlan	100 00	Awarded by auction.

NAME OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
<i>COMOX DISTRICT.—Concluded.</i>			
Long Bridge	H. Smith	602 00	Awarded.
	J. W. McCann	602 00	
	John Johnston	602 00	
	N. Lambert	838 00	
	Paul Downey	623 50	
	Wm. Halliday	536 50	
	C. B. Rabson	516 30	
Brown's River Road	J. Graham	75 00	Awarded.
	John Rowan	68 75	
McConnell's Road	John Hawkins	50 00	Awarded.
<i>NEW WESTMINSTER DISTRICT.</i>			
Court House at Vancouver	Nutt & Boyd	44,495 00	Withdrawn.
	E. Cook	46,954 00	Awarded.
	A. E. Barrett	50,990 00	
	D. Wait & Co.	51,949 00	
	J. B. McGhie	52,203 00	
	Purdy & Williams	52,913 00	
	E. Burns	55,500 00	
	McGregor & Jeeves	59,457 00	
Cloverdale School-house	T. E. Elliott	979 00	Awarded.
	Crowe & Wilson	1,050 00	
	J. M. Archibald	1,070 00	
	D. Murchie	1,070 00	
	Michael & Earle	1,157 00	
	J. C. Wilson	1,247 00	
	A. Murchison	1,474 00	
North Nicomin School-house	D. A. Morrison	594 00	Awarded.
	R. C. Clarke	700 00	
	M. Bouchier	775 00	
English School-house	Ira McLaren	733 00	Awarded.
	Walker & McRae	740 00	
	Samuel Hall	749 00	
	A. Russie	775 00	
Ferndale School-house	McLean & Tupper	695 00	Awarded.
	A. Ammui	740 00	
	J. B. Cade	799 00	
	Geo. Elliott	997 00	
	T. McWhinnie	925 00	
Glenvalley School-house	H. West	548 00	Awarded.
	J. A. Chambers	599 00	
	M. Morrison	644 00	
	Tway & Nicholson	670 00	
Bowen Island School-house	Michael & Earle	667 00	Awarded.
	Baynes & Horrie	733 00	
	Geo. Fraser	1,050 00	
	J. Dorman	766 00	
	W. H. Crummer	793 00	
	R. S. Forbes	977 00	
South Vancouver School-house	A. McLellan	597 00	Awarded.
	Michael & Earle	627 00	
	R. McLeod	629 00	
	Gray & Lewis	690 00	
	J. G. Barton	700 00	
	G. Fraser	790 00	
	D. J. McThalen	815 00	
	A. McClenothan	660 00	
	Baynes & Horrie	660 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
NEW WESTMINSTER DISTRICT— <i>Continued.</i>			
Clearing South Vancouver School site..	H. Crump	\$ 139 50	Awarded.
	A. McLellan	194 00	
	J. Edgerton	175 00	
	J. G. Barton	225 00	
	Dunnett & Gosselin	450 00	
Vault addition at New Westminster Court House	Purdy & Williams	1,495 00	Awarded.
	A. E. Carter	1,540 00	
	Gill & Heard	1,714 00	
Ladner's School-house	Wodden & Pomeroy	689 00	Awarded.
	A. Russell	715 00	
	D. Gilchrist	750 00	
	J. B. Elliott	769 00	
Burnaby School-house	J. M. Archibald	975 00	Awarded.
	D. Minchie	1,050 00	
	G. Steen	1,065 00	
	A. Turnbull	1,250 00	
	Purdy & Williams	1,325 00	
	J. Layfield & Bro.	1,385 00	
Squamish Valley Trunk Road repairs..	Contract		} Let by auction.
	A. D. Robertson	No. A 100 00	
	A. T. McIntosh	" B 95 00	
	E. Wright	" C 94 00	
	A. T. McIntosh	" 1 79 00	
	L. F. Banville	" 2 95 00	
	T. Read	" 3 99 00	
A. T. McIntosh	" 4 135 00		
Opening up roads in Elphingstone Settlement, Howe Sound	James Fletcher	No. 1 125 00	} Let by auction.
	Henry Blake	" 2 125 00	
	Thomas Andrews	" 3 51 00	
	"	" 4 67 00	
	"	" 5 101 00	
Construction of a Bridge across the Little Slough near Jos. DeRocher's, Nicomin Island, on modified plan on their own plan	Hy. L. Miller	650 00	Awarded.
	George Yeomans	700 00	
	R. C. Clarke	800 00	
	H. Ross	941 00	
	Geo. Yeomans	550 00	
	Ross, Lane & Willband	447 00	
Construction of a piece of road on the lines of Clarke, Kay, Murray, and Third Streets, Port Moody Townsite.	Jesse Flint	\$ 7 00 per chain	Awarded.
	R. B. Kelly	10 00 "	
	Jas. Hartney	13 50 "	
	T. H. Boyd	16 00 "	
	J. R. Scott	16 75 "	
	J. T. Scott	12 00 and \$18 00	
	Alex. Gunn	35 00 per chain	
Construction of a piece of road on the lines of Third and Lovatt Streets, Port Moody Townsite	G. Allen & J. Flint	9 70 per chain	Awarded.
	J. R. Scott	9 75 "	
	Jesse Flint	10 00 "	
	R. B. Kelly	11 00 "	
	G. A. Munday	13 50 "	
	J. T. Scott	15 00 "	
Nicomin Island, main road repairs	Contract		} Let by auction.
	Wm. McDonald	No. 1 \$ 73 00	
	George Curtis	" 2 3 00	
	Wm. McDonald	" 3 20 00	
	Wm. Brown	Nos. 4 & 7 92 75	
	M. Jagers	No. 5 34 00	
George Lux	" 6 29 00		

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
NEW WESTMINSTER DISTRICT— <i>Continued.</i>			
Construction of a Bridge across the Nicomekl, on the line of Hall's Prairie Road, Surrey.....	A. McCorvie	\$485 00	
Construction of a Bridge across the Nicomekl, on the line of Best Road, Langley	W. J. Best.....	375 00	
Repairs on Nicomin Mainland Road...	Contract Geo. Yeomans.....No. 1 S. Yeomans....." 2 "....." 3 "....." 4 "....." 5 Geo. Yeomans....." 6	73 00 16 00 50 00 30 00 52 00 40 00	} Let by auc- tion.
Work on the line of road along the boundary of Lot 2, Group 3, Mission.	Donald McCormick	100 00	
Repairs on Brealey and Thompson Trail, from the Mission to Hatzic Prairie ..	E. E. Jones.....No. 1 Adam Esplen....." 2 Henry Brealey....." 3 T. Martin....." 4	80 00 100 00 115 00 105 00	} Let by auc- tion.
Construction of road in Mission City Townsite.....	E. E. Jones.....No. 1 J. T. Willband....." 1A Harry Ross....." 2 A. W. Lane....." 3 A. Esplen....." 4	290 00 136 00 70 00 168 00 170 00	} Let by auc- tion.
Construction of Bridge on the N. W., Hope, and Yale Road, near Mr. Cousins' Farm, Aldergrove		Sawn plank. Split cedar \$84 00 \$68 00 95 00 78 00 150 00 140 00 150 00 190 00 150 00 125 00 138 00 190 00	} Awarded \$84
Opening ½ mile of road through Swan Peterson's Farm and Orchard on the line of the Walker Trail.....	Swan Peterson	190 00	
Repairs to Bridges on Walker Trail road	Swan Peterson	75 00	
Construction of a Bridge, Crib Work, and Earth Fill, on North Road, Port Moody	John Johnston, jr..... J. C. Wilson & E. McCauley	180 00 367 00	} Awarded.
Earth Fill, and raising bridge, and recovering, on the Townline Road, south of Shortreed.....	J. Haunsome..... D. McVey..... R. Shortreed..... Basil Haines..... Stephen Johnston..... Jas. Duff..... Hy. Neil..... James Gray..... Alex. Murchison..... C. C. Green.....	145 00 145 00 190 00 200 00 200 00 75 00 95 00 98 00 139 00 135 00	} Withdrawn. " " Awarded. Withdrawn.
Repairs and improvements of the North Arm and Cemetery Road, and New Westminster and Vancouver Road, through Lot 301, Group 2	T. M. Thomas.....	6,000 00	} Awarded.

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
OSOYOOS DISTRICT.			
Public School, Vernon	Steele & Cartwright	\$6,562 00	Awarded.
	E. Harris	5,360 00	
	T. E. Crowell	4,750 00	
	W. F. Cameron	4,862 00	
Piles for Penticton Wharf	Donald Fraser	8½ cents per lineal foot.	Awarded.
	W. J. Riley	5½ cents per lineal foot.	
	R. K. Evans	5½ cents per lineal foot.	
Penticton Wharf	Mark Hyatt	\$ 775 00	Awarded.
	W. J. Riley	1,199 75	
	N. H. Kenny	1,175 00	
	T. E. Crowell	1,470 00	
	Leishman & Gooding	790 00	
	R. K. Evans	985 00	
Road from foot of Vasseux Lake to Fairview Road, and Bridge over Saw- mill Creek and Bridge over Okanagan River	D. A. Carmichael & Co., for bridges and roads	2,745 00	
	Mark Hyatt, road only	800 00	
	Mark Hyatt, two bridges	1,350 00	
	W. J. Riley, road only	1,150 00	
White Valley School-house	Joseph Cartwright	825 00	Awarded.
	N. H. Kenny, without fencing	850 00	
	N. H. Kenny	1,050 00	
	Robert Wallace	870 00	
	T. E. Crowell, without fencing	970 00	
	T. E. Crowell, for fencing	225 00	
Round Prairie School-house	S. L. Graham	695 00	Awarded.
	Alex. Crawford	767 00	
	W. T. Holby	769 00	
	S. Howell	800 00	
	N. H. Kenny	815 00	
Armstrong School-house	T. W. Fletcher	770 00	Awarded.
	W. T. Holby	789 00	
	S. L. Graham	845 00	
	S. Howell	860 00	
	N. H. Kenny	970 00	
	M. Hyatt	1,015 00	
Kelowna School-house	M. Kay	870 00	Awarded.
	J. T. Ortaland	980 00	
	H. W. Raymer	995 00	
KAMLOOPS DISTRICT.			
Waggon Road, Salmon Arm Valley	W. W. Shaw	1,770 00	Awarded.
	Wallace & Arthur	1,840 00	
	T. A. Noble	1,885 00	
KOOTENAY DISTRICT.			
Court House at Nelson	McPhee & Whiteside	5,718 00	Awarded.
	A. W. Moore	6,800 00	
	W. Carrington	7,360 00	
	R. Stuckay	7,365 00	
	McLaughlin & Hillier	7,746 00	
	G. L. McDonald	6,975 00	

LAND RETURN.

Return shewing Land Transactions for the year ending 31st December, 1893.

RECORDS ISSUED FOR THE DISTRICT OF

	Victoria	Esqui- malt.	Cow- ichan.	Na- naimo.	Comox.	Coast.	New West- minster.	Yale.	Kam- loops.	Osoyoos	Lillooet.	Koote- nay.	Cariboo.	Cassiar.	Total.
Pre-emption Records	195	8	14	6	.....	44	63	.....	34	257	45	141	24	1	832
Certificates of Improvement	27	.....	13	7	1	3	32	1	9	50	12	14	4	.....	173
" Purchase	30	3	7	7	.....	3	61	1	4	64	9	62	5	8	264
Crown Grants	56	4	12	10	.....	9	96	5	8	49	11	122	3	8	393
Timber Cutting Licenses	6	.....	.....	.....	.....	7	8	.....	.....	5	1	9	.....	.....	36
" General .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	115
Coal Prospecting Licenses	15	.....	10	.....	.....	.....	.....	.....	.....	3	5	.....	.....	.....	33

SUMMARY.

	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893
Pre-emption Records	77	200	308	345	1	303	548	496	616	988	869	832
Certificates of Improvement	29	60	77	82	69	73	157	132	169	260	272	173
" Purchase	201	328	604	305	369	351	355	587	829	863	1,000	264
Crown Grants	129	274	406	306	274	320	332	481	573	685	820	393
Total Acreage Deeded	23,609	54,637	146,197	128,811	50,472	73,950	94,278	134,169	99,334.33	143,455	309,878	124,634
Acreage Leased for Timber Cutting .....	.....	35,000	1,947	1,880	23,012	16,805	58,566	55,217	57,716	51,124	112,694	110,646
Acreage covered by Coal Prospecting Licenses .....	.....	.....	3,357	.....	.....	8,960	90	.....	5,280	31,553	14,503	20,800
Letters received	1,617	2,463	.....	3,260	3,485	3,079	3,141	3,326	4,168	5,224	5,321	4,339

TIMBER INSPECTOR'S REPORT.

— o —

31st December, 1893.

SIR,—I have the honour to submit the accompanying statement, which shows the total quantity of timber cut during 1893, which is subject to royalty:—

60,587,360 ft., the royalty thereon being	\$30,293 68
Rent from timber leases	42,737 68
36 special licenses, at \$50.....	\$1,800 00
115 general licenses, at \$10.....	1,150 00
	2,950 00
The total revenue from timber sources is then	\$75,981 36

Respectfully submitted,
R. J. SKINNER,
Timber Inspector.

To the Honourable

The Chief Commissioner of Lands and Works.

TIMBER STATISTICS.

Name.	Number of Mills, and where situated.	Daily Capacity.	TIMBER LEASES.				ROYALTY.		
			Location.	Date.	Term of Years.	Acreage.	Rental.	On Timber. Feet.	Amount.
Brunette Saw-Mill Company	1, New Westminster.	65,000	New Westminster District	19th July, 1889	21	1,612	\$ 161 20	2,214,700	\$1,107 85
			"	5th February, 1891	21	634	63 40		
			"	1st April 1891	30	8,240	8,240 00		
Moodyville Lands & Saw-Mills Co. (l.d.)	1, Moodyville.	105,000	"	25th January, 1892	21	11,845	1,184 50		
			New Westminster District	11th January, 1875	21	10,162	101 02	3,181,470	1,590 70
			"	28th November, 1884	20	1,947	97 35		
			"	6th February, 1886	21	7,825	391 25		
			"	10th January, 1888	21	1,433	71 65		
			"	16th March, 1888	21	800	40 00		
			Coast and Sayward	16th January, 1889	21	2,669	266 90		
			New Westminster	12th February, 1889	21	2,872	287 20		
			"	7th October, 1889	21	3,707	370 70		
			Coast	5th February, 1891	21	1,600	161 00		
British Columbia Mills, Timber and Trading Co. (l.d.)	1, Vancouver 1, " 2, New Westminster.	150,000 30,000 110,000	New Westminster and Coast Districts	27th July, 1892	21	840	82 60		
			Coast District	15th March, 1886	21	8,216	410 80	28,442,620	14,221 32
			Coast and Sayward Districts	10th June, 1887	21	2,311	115 05		
			Sayward District	8th February, 1888	21	1,360	68 00		
			New Westminster District	16th March, 1888	21	1,467	73 33		
			Coast and Sayward Districts	7th October, 1889	21	2,293	223 90		
			Sayward District	6th February, 1886	21	6,971	343 55		
			Coast and Sayward Districts	10th June, 1886	21	3,652	182 60		
			Coast and New Westminster Districts	10th November, 1887	21	8,353	417 65		
			Sayward District	27th January, 1888	21	1,482	74 10		
Leamy & Kyle	1, Vancouver.	50,000	"	2nd May, 1889	30	18,210	1,821 00		
			New Westminster District	27th November, 1889	21	1,690	169 00		
			Sayward District	22nd August, 1890	30	27,600	2,760 00		
			Coast and Sayward Districts	14th March, 1892	30	3,892	389 20		
			Coast District	18th June, 1887	21	2,500	125 00	2,218,600	1,169 30
			Coast and Sayward Districts	3rd February, 1888	21	3,749	187 45		
			"	16th January, 1889	21	1,882	188 20		
			Coast District	18th June, 1885	21	1,330	69 00	4,856,800	2,428 40
			Coast and Sayward Districts	18th March, 1890	10	520	52 00		
			Sayward District	1st April, 1891	21	528	52 80		
Sawyard Mill Co.	1, Victoria.	40,000	"	1st April, 1891	21	160	16 00		
			Coast and Sayward Districts	25th January, 1892	21	3,453	345 30		
			"	1st April, 1893	21	5,148	514 80		
			"	3rd July, 1893	21	7,910	794 00		
			Coast District	9th January, 1879	20	7,069	70 69		
Hughitt & McIntyre	1, Cowichan District.	90,000	Cowichan District	9th January, 1879	20	7,069	70 69		
			Clayoquot	1st April, 1893	21	2,465	246 50		
W. J. Sutton	9	Carried forward.				181,239	\$13,901 20		

TIMBER STATISTICS—Continued.

Name.	Number of Mills, and where situated.	Daily Capacity.	TIMBER LEASES.					ROYALTY.	
			Location.	Date.	Term of Years.	Acceage.	Rental.	On Timber. Feet.	Amount.
<i>Brought forward.</i>	9.						181,239	\$13,901 29	
J. Martin & Sons	1, New Westminster District	25,000	New Westminster District	1st February, 1886 7th October, 1880 25th January, 1892	21 21 21	787 906 587	\$ 78 70 90 60 58 70		
Pacific Coast Lumber Co.			New Westminster and Coast Districts	1st April, 1893	21	8,945	894 50		
Toronto and B. C. Lumber Co.			New Westminster and Renfrew Barclay and Renfrew	1st May, 1893 1st August, 1893	21 21	19,150 41,882	1,915 00 4,158 20		
M. M. Boyd			Coast District and Renfrew	16th October, 1893	21	1,200	126 00		
Andrew Haslam	1, Nanaimo	70,000	Sayward District	16th March, 1888	21	8,312	415 60	5,240,000	2,620 30
Taylor Mill Company	1, Victoria	15,000	"	22nd August, 1890	21	410	41 00		
Leigh & Sons	1, Victoria	25,000	Coast and Sayward Districts.	25th January, 1892	21	4,128	412 80		
D. F. Adams	1, Victoria	10,000	New Westminster District	1st April, 1893	21	3,867	386 70		
Knight Brothers.	1, New Westminster District	25,000						630,800	315 40
MacLaren-Ross Lumber Company	1, New Westminster District	20,000						782,400	391 20
Muir Brothers.	1, Sooke District	12,000	Sayward District	3rd February, 1888	21	23,600	1,180 00		
Shuswap Mill Company	2, Yale District	32,000	New Westminster District	10th August, 1889	30	9,280	928 00		
Reid & Johnston.	1, Cariboo District	20,000	"	1st April, 1891	30	9,169	916 90		
I. B. Nason.	1, Cariboo District	7,000	"	1st April, 1891	30	3,696	369 60		
Port Moody Saw-Mill Company	1, Port Moody	15,000	" and Sayward Districts	25th January, 1892	30	5,445	544 50		
N. Hanson	1, Kootenay, East	4,000							
G. O. Buchanan	1, Kootenay, West	16,000	New Westminster, Coast & Sayward Dist.	25th May, 1892	21	5,097	509 70		
			Kootenay District, West.	5th February, 1891	10	2,817	281 70	4,294,800	2,132 40
			"	25th January, 1892	30	1,084	108 40		
			"	1st April, 1893	21	1,030	103 00		

TIMBER STATISTICS—Concluded.

Name.	Number of Mills, and where situated.	Daily Capacity.	TIMBER LEASES.					ROYALTY.	
			Location.	Date.	Term of Years.	Acreage.	Rental.	On Timber Feet.	Amount.
<i>Brought forward</i>	45.....								
Laidlaw & Co.....	1, New Westminster		Coast, New Westminster and Sayward (Districts)	18th March, 1890	21	443,301	38,201 44		
Mechanics' Mill Company.....	1, New Westminster District.						439 70		
Delta Saw-Mill Company.....	1, Lower Nicola								
R. M. Woodward.....	1, Central Nicola			25th January, 1892	10	290	29 00		
A. E. Howse.....	1, Upper Nicola								
Collette & Hunter.....	1, Okanagan								
L. Lequime.....	1, Okanagan							877,449	438 72
Smith & Clerin.....	1, Spallumcheen							971,568	485 77
C. Brewer.....	1, Rock Creek							307,000	153 50
Laura Mining Company.....	1, Okanagan								
P. McIntyre.....	1, Kettle River								
Power & Lequime.....	1, Okanagan							50,000	25 00
Strathyre Mill.....	1, Granite Creek							50,000	25 00
Tulameen Manufacturing Company.....	1, Shawnigan Lake							65,350	32 99
Shawnigan Lumber Company.....	1, Victoria District			28th March, 1892	30	35,918	3,591 80		
J. White and Associates.....	60		New Westminster, Coast and Sayward (Districts)	18th March, 1893 5th Feb., 1893	18 28	13,050	1,305 00		
			Sayward.....			496,056	843,566 94	60,587,360	\$30,293 68

Leases issued..... 110,646 acres.
 Licenses, special..... 36
 " general..... 115

Total of timber revenue, \$75,981.36.

Respectfully submitted,
 R. J. SKINNER,
 Timber Inspector.

Victoria, B.C.,
 31st December, 1893.