REPORT

OF THE

CHIEF COMMISSIONER OF LANDS AND WORKS

OF THE PROVINCE OF

BRITISH COLUMBIA

FOR THE

YEAR ENDING 31st DECEMBER,

1896.

VICTORIA, B. C. :
Printed by RICHARD WOLFENDEN, Printer to the Queen's Most Excellent Majesty.
1897.

REPORT

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CHIEF COMMISSIONER OF LANDS AND WORKS.

1896.

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.

G. B. MARTIN,

Chief Commissioner of Lands and Works.

Lands and Works Department,
Victoria, B.C., December 31st 1896.

REPORT.

Victoria City District.

PARLIAMENT BUILDINGS, VICTORIA.

Construction has progressed satisfactorily during the past year under all the various trades. The mason's work has been completed, and the upper portion of the Administrative block is nearly ready for occupation. The eastern wing is ready for plastering. The western wing is quite finished, and has been occupied by the Printing Department for some time.

Government House has been properly cared for, but no large expenditure has been incurred. A subsoil sewerage and irrigation system has been installed under the direction of Ed. Mohun, Esq., C.E., and proves satisfactory. This work was necessitated in consequence of the Civic authorities refusing to furnish sewerage for the residences in the vicinity of Government House.

The Law Courts have been painted and kalsomined by Mr. J. W. Mellor, contractor, at a cost of $299.50, and some other necessary but inexpensive repairs and alterations have been made.

South Victoria District.

CEDAR HILL SCHOOL HOUSE.

Isaac Somers, Contractor, $297.

Furnished all materials and labour and erected an addition to the old school house, in accordance with plans and specifications prepared by the Department.

January.

OAK BAY ROAD.

W. H. Snider, Foreman.

Stoned 20 yards, 10 feet wide, 6 inches deep.
Gravelled 500 " 12 " 6 "
Made general repairs.

CEDAR HILL ROAD.

R. Scott, Foreman.

Ditched 700 yards, 1½ feet wide, 6 inches deep.
Made three culverts, 2 feet wide, 1 foot deep.
Made general repairs.

BUTLER'S CROSS ROAD.

M. Dean, Foreman.

Gravelled 100 yards, 10 feet wide, 8 inches deep.
Filled holes with gravel, made general repairs.

OLD WEST SAANICH ROAD.

W. H. Snider, Foreman.

Forest cleared on each side of road 10 feet wide, 400 yards long; also cleared out ditch and fallen timber.

GORGE ROAD.

W. H. Snider, Foreman.

Macadamized 150 yards, 10 feet wide, 6 inches deep.
Made one box culvert, 40 feet long, 1 foot wide, 1 foot deep, at Yates' Cross Road; also cleaned out ditches and filled holes with macadam; made general repairs.

EAST SAANICH ROAD.

W. H. Snider, Foreman.

Cleared out 400 yards of ditch.

February.

FOUL BAY ROAD.

W. H. Snider, Foreman.

Stoned 50 yards, 10 feet wide, 6 inches deep.
Gravelled 150 " 10 " 6 "
Filled holes with gravel; made general repairs.

CAREY'S ROAD.

W. H. Snider, Foreman.

Ditched 200 yards, 2 feet wide.
Stoned 30 " 10 " 8 inches deep.
Made one culvert, 20 feet long, 2 feet wide, 1 foot deep.
Repaired holes with macadam.

GORDON HEAD ROAD.

R. Scott. Foreman.

Made two culverts, 20 feet long, 2 feet wide, 1 foot deep.
Made one pipe culvert and made general repairs.

CEDAR HILL CROSS ROAD.

W. H. Snider, Foreman.

Made ditch to take water from road at bridge, 45 yards long, 4 feet wide, 1½ feet deep.
Cleared out jam in stream.

EAST SAANICH ROAD.

W. H. Snider, foreman.

One cedar culvert covered with 4 inch split cedar, 22 feet long, 2 feet wide, 1½ feet deep; also holes filled up with gravel.

April.

CRAIGFLOWER CROSS ROAD.

W. H. Snider, Foreman.

Repaired bridge and cleared out jam.

ARDERSIER ROAD.

W. H. Snider, Foreman.

Grubbed 100 yards, 20 feet wide.
Graded 100 yards, 20 feet wide.
Cut down hill and filled in hollow.

BURNSIDE ROAD.

W. H. Snider, Foreman.

Repaired culverts and cleared out ditches.

BURN'S AVENUE.

W. H. Snider, Foreman.

Grubbed 365 yards, 20 feet wide.
Graded 465 " 20 "
Made two culverts, 24 feet long, 2 feet wide, 3 feet deep.
Cut down hill 1½ feet by 40 yards long.
Made two fills from cut; one culvert, 30 feet long, 1 foot wide, 1 foot deep.

BOLSKIN ROAD.

W. H. Snider, Foreman.

Trimmed in macadam 830 yards, and bound same with clay.
Cleared out ditches and made general repairs.

May.

GRANVILLE AVENUE.

W. H. Snider, Foreman.

Graded 100 yards, 20 feet wide.
Ditched 350 " 2 "
Made one culvert, 20 feet long, 1½ feet wide, 1 foot deep.
Removed stumps and made general repairs.

HOLLAND AVENUE.

W. H. Snider, Foreman.

Put two new stringers in bridge; repaired two culverts.

BURNSIDE ROAD.

W. H. Snider, Foreman.

Forest cleared 450 yards on each side of road, and burned the same.

WHITTIER AVENUE.

W. H. Snider, Foreman.

Forest cleared 200 yards, 40 feet wide.
Grubbed 335 " 20 "
Graded 335 " 20 "
Made two culverts—one 20 feet long, one pipe culvert 26 feet long.

TENNYSON ROAD.

W. H. Snider, Foreman.

Graded 50 yards, 20 feet wide; cut down hill one foot; grubbed out stumps.

CROSS ROAD FROM SAANICHTON TO INDIAN RESERVE.

Forest cleared 150 yards, 30 feet wide.
Grubbed 300 " 22 "
Graded 1112 " 22 "
Cribbed 60 " 4 feet high.
Excavated earth 40 " 22 feet wide, 2 feet deep.
Filled in 33 " 22 " 3 "
Made three culverts, 22 feet long, 4 feet wide, 2 feet deep.

June.

SOUTH SAANICH CROSS ROAD.

M. Dean, Foreman.

Grubbed 300 yards, 12 feet wide.
Graded 1100 " 12 "
Cribbed 25 " 2 feet deep.
Excavated earth 25 yards, 30 feet wide, 2 feet deep.
Made two new culverts, 24 feet long; one large culvert, 24 feet long, $3\frac{1}{2}$ feet wide, 2 feet deep.
Filled in 25 yards long, 30 feet wide, 2 feet deep.

SINCLAIR'S CROSS ROAD.

R. Scott, Foreman.

Graded 150 yards, 12 feet wide.
Removed stumps and made general repairs.

FINNERTY'S ROAD.

R. Scott, Foreman.

Forest cleared 300 yards long, 20 feet wide, on one side of road.
Graded 200 " 20 "
Ditched 240 "

PROSPECT LAKE ROAD.

J. Gould, Foreman.

Gravelled 373 yards long, 10 feet wide, 6 inches deep.
Made general repairs.

BURNSIDE ROAD.

J. Gould, Foreman.

Gravelled 1575 yards, 10 feet wide, 6 inches deep.
Repaired culverts and made general repairs.

RICHMOND ROAD.

R. Scott, Foreman.

Gravelled 790 yards, 10 feet wide, 6 inches deep.
Made general repairs.

CADBORO BAY ROAD.

W. H. Snider, Foreman.

New covering on bridge at city boundary.
Removed loose stones from road.

MT. TOLMIE CROSS ROAD.

R. Scott, Foreman.

Graded 320 yards, 24 feet wide.
Blasted out 15 yards of rock on hill.
Gravelled 380 yards, 10 feet wide, 6 inches deep.
Made one pipe culvert, 20 feet long.
Re-graded 200 yards, 24 feet wide.
Made general repairs.

July.

CAREY'S ROAD.

W. D. Auckland, Foreman.

Gravelled 333 yards, 22 feet wide.
Cribbed 18 " 20 " 8 feet deep.
Cut down hill 75 " long, 25 feet wide, 2 feet deep.
Filled in 133 " 22 " 4 "
Macadamized 300 " 10 " 6 inches deep.
Made one pipe culvert, 24 feet long.
Made one bridge 16 feet long, 20 feet wide, 11 feet high; two abutments, 10 feet high, 20 feet wide; also hand-rail on each side, 80 feet long.
Repaired one bridge.
Filled holes on road with macadam.

GLANFORD AVENUE.

W. D. Auckland, Foreman.

Cribbed 30 yards, 22 feet wide, 5 feet deep.
Filled in 30 " 6 " 5 "
Macadamized 300 " 9 " 6 inches deep.
Built hand-rail on each side of cribbing.

GORGE ROAD.

J. Gould, Foreman.

Made one pipe culvert, 24 feet long.

August.

DURANCE CROSS ROAD.

M. Dean, Foreman.

Cribbed 100 yards long, 9½ feet deep.
Filled in 100 " 9½ "
Made one culvert, 20 feet long, 3 feet wide, 2 feet deep.
Made one bridge, 23 " 15 " 10 feet high.

WILKINSON'S CROSS ROAD.

J. Gould, Foreman.

Gravelled 960 yards, 9 feet wide, 6 inches deep.
Repaired bridge; 1600 yards of ruts filled and levelled with gravel.

ELK LAKE CROSS ROAD.

W. D. Auckland, Foreman.

Cribbed 60 yards, 14 feet wide, 1 foot 6 inches deep.
Excavated earth 35 yards, 14 feet wide, 2 feet 6 inches deep.
Made two culverts, 14 feet long, 2 feet wide, 1 foot deep.
One hill cut down, 60 yards long, 14 feet wide, 1 foot 6 inches deep; also one hill cut down, 35 yards long, 14 feet wide, 2 feet 6 inches deep.
Made two pipe culverts, 14 feet long, and made general repairs.

CORDOVA BAY ROAD.

W. Auckland, Foreman.

Made two pipe culverts; bridge repaired; picked stones off road.
Made general repairs.

BUTLER'S CROSS ROAD.

M. Dean, Foreman.

Gravelled 600 yards long, 9 feet wide, 6 inches deep.

September.

BURNSIDE ROAD.

J. Gould, Foreman.

Repaired bridge at Deadman's River; put in four new bents; repaired hand-rail and covering; put in new cribbing at one end of the bridge.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Gravelled 1150 yards, 10 feet wide, 6 inches deep.
Made general repairs.

WILKINSON'S CROSS ROAD.

J. Gould, Foreman.

Made one pipe culvert, 18 feet long; one box culvert, 18 feet long, 1 foot by 1 foot; 85 yards of ditch on north side of road.
Made general repairs.

October.

HOLLAND AVENUE.

J. Gould, Foreman.

Ditched 144 yards.
Excavated earth 72 yards long, 24 feet wide, 1½ feet deep.
Filled in 28 " 18 " 7 "
Made one pipe culvert, 26 feet long.
Made general repairs.

Granville Avenue.

J. Gould, Foreman.

Gravelled 484 yards, 9 feet wide by 5 inches deep.
Made general repairs.

Kerr's Cross Road.

J. Gould, Foreman.

Ditched 495 yards.
Excavated 68 " of earth 20 feet wide by 1 foot deep.
Macadamized 120 " 9 feet wide, 6 inches deep.
One culvert 18 feet long, 1 foot wide by 1 foot deep.
Made general repairs.

Burnside Road.

J. Gould, Foreman.

Repaired hill with macadam 43 yards.
Made one pipe culvert 22 feet long.

Brooks' Cross Road.

M. Dean, Foreman.

Grubbed 80 yards by 10 feet.
Stoned 50 " long by 9 feet wide, by 6 inches deep.
Gravelled 300 " " 10 " 6 "
Made two culverts 18 feet long, 2 feet wide, $1\frac{1}{2}$ feet deep.

East Saanich Road.

W. D. Auckland, Foreman.

Ditched 125 yards.
Gravelled 75 " 10 feet wide by 6 inches deep.
Made general repairs.

West Saanich Road.

M. Dean, Foreman.

Gravelled 150 yards long by 10 feet wide, 6 inches deep.

Butler's Cross Road.

M. Dean, Foreman.

Grubbed 340 yards by 22 feet wide.
Graded 650 " 22 "
Filled in 20 " long by 22 feet wide, by 3 feet deep.
Gravelled 500 " " 9 " 6 inches deep.
Made one culvert 20 feet long, 2 " $1\frac{1}{2}$ feet deep.

Wilkinson's Cross Road.

W. D. Auckland, Foreman.

Gravelled 380 yards, 10 feet wide, by 4 inches deep.
Filled ruts with gravel.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Stoned 100 yards, 5 feet wide on Manson's Hill at side of road.
Gravelled 425 " 10 " by 6 inches deep.
Made one pipe culvert, 20 feet long.

November.

WILKINSON'S CROSS ROAD.

J. Gould, Foreman.

Repaired bridge.

PROSPECT LAKE ROAD.

J. Gould, Foreman.

Cleaned out culverts and made general repairs.

SOUTH SAANICH CROSS ROAD.

M. Dean, Foreman.

Excavated rock 7 yards, 2 feet deep, 18 feet long.
Gravelled 1000 " 10 feet wide, 9 inches deep.
Ditched 450 " and made general repairs.

RICHMOND ROAD.

W. H. Snider, Foreman.

Ditched 150 yards, 3 feet wide, 1 foot deep; also trimmed in gravel and made general repairs.

DAVIDSON'S AVENUE.

W. H. Snider, Foreman.

Ditch dug 150 yards, averaging 6 feet deep.
Put in 100 yards of 8-inch pipe.

BURNSIDE ROAD.

J. Gould, Foreman.
Cleaned out culverts and made general repairs.

GORDEN HEAD ROAD.

J. Spence, Foreman.

Made one box culvert, 20 feet long.
Stoned 10 yards, 10 feet wide, 6 inches deep.
Cleaned out ditches.
Put in one new pipe culvert, 20 feet long.
Made general repairs.

GORGE ROAD.

J. Gould, Foreman.

Ditched 280 yards.
Macadamized 443 " 10 feet wide, 6 inches deep.
Made one pipe culvert, 40 feet long, 18 inches deep.
Made 228 feet of box drain and filled over box to widen road.
Cleaned out 50 yards of ditch and tail-drain from culvert.
Made general repairs.

KING'S CROSS ROAD.

J. Spence, Foreman.

Made one pipe culvert 20 feet long.
Cleaned out ditches and made general repairs.

EXTENSION OF FINNERTY'S ROAD.

W. H. Snider, Foreman.

Filled in 50 yards, 16 feet wide, 1 foot deep.
Made one culvert, 16 feet long, 3 feet wide, 1 foot deep.
Cleaned out logs and levelled 20 yards, 20 feet wide.

HELMCKEN'S CROSS ROAD.

J. Gould, Foreman.

Cribbed 10 yards, 2½ feet high.
Repaired washout at bridge.
Repaired bridge.
Cribbed at each end of bridge and filled in each end, also cleared jam from bridge.
Made general repairs.

December.

GORDEN HEAD ROAD.

J. Spence, Foreman.

Made three pipe culverts, 20 feet long.
One culvert, 20 feet long, 3½ feet wide, 1 foot deep.
Ditched 150 yards, 4 feet wide, 1 foot deep.
Repaired washout with broken stone and made general repairs.

MT. TOLMIE ROAD.

J. Spence, Foreman.

Made one pipe culvert, 20 feet long.
Repaired one culvert and cleaned out ditches.

CEDAR HILL CROSS ROAD.

W. H. Snider, Foreman.

Ditched 227 yards.
Made tail-drain from culvert.
Made general repairs.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Made two new pipe culverts, 24 feet long.
Filled in two dry culverts with stone.
Made general repairs.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Cleaned out culverts and ditches.

WILKINSON'S CROSS ROAD.

W. D. Auckland, Foreman.

Cleaned out culverts and ditches.

CADBORO BAY ROAD.

W. H. Snider, Foreman.

Repaired washout with rock.
Cleared ditches out and made general repairs.

BURN'S AVENUE.

W. H. Snider, Foreman.

Cleaned out ditches and made general repairs.

EAST SAANICH ROAD.

M. Dean, Foreman.

1300 feet ditch cleaned out.
Made two culverts, 22 feet long, 2 feet wide, 1 foot deep.

TELEGRAPH ROAD.

M. Dean, Foreman.

Made one new culvert, 20 feet long, 2 feet wide, 1½ feet deep.
Filled holes with gravel and made general repairs.

North Victoria District.

NORTH SAANICH.

May.

Henry Hooton, Foreman.

BREED'S CROSS ROAD (extension).

Forest cleared, 300 yards, 12 feet wide.
Grubbed 300 " 20 "
Graded 300 " 20 "
Ditched 300 " 20 "
Made two culverts averaging 22 feet by 6 feet by 1 foot.
Moved 300 yards of fence.

June.

BREED'S CROSS ROAD (special vote).

Grubbed 2 large stumps, besides smaller ones.
Graded 100 yards, 15 feet wide.
Ditched 525 "
Rock blasting of points and widening road.
Gravelled 1120 yards, 8 feet wide, 4 inches deep.
Made three culverts averaging 22 feet by 2 feet by 1 foot.

WEST ROAD (extension).

Graded	70	yards,	20	feet wide.
Ditched	70	"		
Excavated earth	70	"	20	" averaging 2 feet deep.
Filled in	80	"	15	" " 2 "
Gravelled	380	"	8	" 6 inches deep.

July.

WEST ROAD.

Gravelled 430 yards, 8 feet wide, 5 inches deep.
Drew large boulders to protect approach to Mill's Bridge and Indian camp.
Put new covering on two bridges.
Cut brush on road side.
Made one pipe culvert 18 feet.
Made general repairs by filling holes with gravel.

WAIN'S CROSS ROAD.

Cleaned ditch 255 yards.
Gravelled 665 " 8 feet wide, 6 inches deep.
Made two culverts, 18 feet, 1 foot by 1 foot.
" one pipe culvert 18 feet long
Grubbed two large stumps.

WAIN'S CROSS ROAD (extension).

Gravelled 225 yards, 8 feet wide, 5 inches deep.

SCHOOL HOUSE CROSS ROAD.

Ditches cleaned, and repaired holes with gravel.
Cut brush on side of road.
Made one pipe culvert, 16 feet long.

September and October.

BREED'S CROSS ROAD.

Gravelled 365 yards, 8 feet wide, 6 inches deep.

EAST ROAD.

Gravelled 1465 yards, 8 feet wide, 6 inches deep.
Made three culverts averaging 24 feet by 3 by $1\frac{1}{2}$ feet.
Cut bush on side of road.
Stoned ditch to protect culvert.
Made general repairs.
Re-covered bridge with plank and raised same.

BEACON AVENUE.

Gravelled 879 yards, 8 feet wide, 6 inches deep.

SAANICH WHARF.

Alfred Raynes, Foreman.

Rebuilt the North Saanich wharf. Drove 75 piles; put in 6 stringers; repaired freight shed, &c., &c.

GALIANO ISLAND.

E. G. Winstanley, Foreman.

MAIN ROAD UP CENTRE OF ISLAND.

Graded 1956 yards, 10 feet wide.
Ditched 239 "
Built one new bridge, 100 feet long, 12 feet wide, 14 feet high in center, covered with split cedar.

ROAD TO S. H. HOSKIN'S LINE.

Graded 800 yards.
Built one new bridge, 40 feet long, 10 feet wide.

PENDER ISLAND.

John Liddell, Foreman.

June.

HOOSON ROAD.

Forest cleared 400 yards, 15 feet wide.
Graded 700 " 10 "
Built two bridges 12 feet, 12 " 4 feet high.

MAIN ROAD.

Ditched 50 yards, $1\frac{1}{2}$ feet wide.
Stoned 10 " 10 "
Gravelled 250 " 10 " 5 inches deep.
Culverts two 12 feet, $1\frac{1}{2}$ " $1\frac{1}{2}$ feet deep.

October.

MAIN ROAD.

Forest cleared 30 yards, 33 feet wide.
Graded 120 " 33 "
Ditched 500 " $1\frac{1}{2}$ "
Gravelled 120 " 10 " 4 inches deep.
Culverts (three) 30 feet, 3 " 2 feet deep.
Made general repairs to main road.

PENDER ISLAND WHARF.

Alfred Raynes, Foreman.

Drove 68 piles; moved freight shed, and made general repairs.

PENDER ISLAND SCHOOL HOUSE.

Thos. E. Wood, Contractor, $400.

Supplied all labour and materials, and erected a building in accordance with the general plan for country schools.

MAYNE ISLAND.

Wm. Deacon, Foreman.

September.

MAIN ROAD AND VILLAGE BAY.

Gravelled 250 yards, 10 feet wide, 6 inches deep.
Filled ruts and holes in road and made general repairs.

LIGHTHOUSE ROAD.

Forest cleared	150	yards,	20	feet wide.
Graded	200	"	10	"
Excavated earth	12	"	14	" 3 feet deep.
Filled in	20	"	10	" 2 "

Filled ruts and holes and made general repairs.

ROBSON'S ROAD.

Corduroyed 28 yards, 14 feet wide.
Gravelled 225 " 10 " 6 inches deep.
Made one culvert, 14 feet by 1 foot by 1 foot.

October.

DAVID'S TRAIL.

Forest cleared 2244 yards, 15 feet wide.

PLUMPER PASS LOCK-UP.

Levin Cullinson, Contractor, $320.

Erected a lock-up 15 feet by 23 feet, with one room and two cells, cottage roof, walls of sized 2 by 4 scantling, spiked every 18 inches, and enclosed with rustic floors of sized 2 by 4 scantling, set edge up, and spiked together and to sills.

SALT SPRING ISLAND.

Joseph Nightingale, Foreman,

CENTRAL SETTLEMENT ROADS.

Forest cleared	1100	yards,	20 feet wide.
Grubbed	1100	"	12 "
Graded	2000	"	14 "
Ditched	800	"	2 feet by 2 feet.
Cribbed	75	"	6 feet deep.
Excavated earth	120	"	long by 18 feet wide by 3 feet.

Excavated rock 15 square yards.
Filled in 100 yards by 15 feet by 6 feet.
Gravelled 2350 yards by 9 feet by 6 inches deep.
Made three culverts, 15 feet by 3 feet by 2 feet.
Built one bridge, 15 feet by 12 feet by 6 feet.

NORTH END ROADS.

Forest cleared 500 yards, 12 feet wide.
Grubbed 1900 " 12 "
Graded 1900 " 12 "
Gravelled 600 " 6 feet by 6 inches deep.
Built three bridges, averaging 14 feet by 19 feet by 6 feet.

BURGOYNE BAY ROADS.

Forest cleared 800 yards, 12 feet wide.
Grubbed 800 " 12 "
Graded 800 " 12 "
Excavated rock 5 square yards.
Gravelled 500 yards, 6 feet by 6 inches.
Made two culverts, averaging 14 feet by 2 feet by 2 feet.
Built one bridge, 14 feet by 75 feet by 5 feet.

BEAVER POINT ROADS.

Graded 200 yards by 14 feet wide.
Gravelled 1100 " 6 feet by 6 inches.
Made two culverts, 14 feet by 4 feet by 2 feet.

BURGOYNE BAY SCHOOL-HOUSE.

Fred. Raynes, Contractor, $450.

Furnished all requisites and erected a building after the plan for country schools.

VESUVIUS BAY WHARF.

A. Raynes, Foreman.

Drove 25 piles and made general repairs.

FERNWOOD WHARF.

A. Raynes, Foreman.

Drove several new piles, put in 4 stringers, etc.

KUPER ISLAND WHARF.

A. Raynes, Foreman.

Drove 70 piles and made general repairs.

SATURNA ISLAND WHARF.

A Raynes, Foreman.

Drove 70 piles and built a new wharf, 40 feet by 60 feet.

Esquimalt District.

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COLWOOD SCHOOL HOUSE.

W. R. Scafe, Contractor, $478.

Provided all labour and materials, and erected a building 22 feet by 36 feet, having a school room 22 feet by 30 feet, and an entry 6 feet by 22 feet, fitted with cloak hooks. The school-room is furnished with seats and desks, blackboards, and other requisits. It is a rustic frame building erected in the usual manner, lathed, plastered, painted, &c., &c.

Arthur M. Peatt, Superintendent.

January.

Cut out fallen timber on the Metchosin, Beecher Bay, East Sooke and Otter Point Roads. Repaired culverts.

February.

BELMONT ROAD.

Re-formed 170 yards, with broken rock 8 feet wide.

May.

GOLDSTREAM ROAD.

Filled up holes with gravel, and cut out brush between the Forks and Wale's.

METCHOSIN ROAD.

Re-built Sherwood Bridge, 120 feet long, 12 feet wide, 24 feet high; burnt up all brush and rubbish; filled up approaches; gravelled 160 yards, 10 feet wide; cut out brush between the bridge and Hayward's. Put in two cedar culverts, 18 feet long, 4 feet wide, and one near Metchosin Church, 45 feet long, 4 feet wide. Re-formed 108 yards, ditched on both sides; gravelled 208 yards, 10 feet wide, 6 inches deep; cleaned out 75 yards of ditch; blasted out rocks, and filled up holes with gravel; made one culvert near Cole's, 52 feet long, 5 feet wide.

ROCKY POINT ROAD.

Gravelled 180 yards, 10 feet wide, 6 inches deep; filled up holes with gravel.

June.

HAPPY VALLEY ROAD.

Gravelled 50 yards, 10 feet wide; filled up holes.

BELMONT ROAD.

Re-formed 1069 yards, 16 feet wide; gravelled 1225 yards, 9 feet wide, 6 inches deep; made one new culvert; repaired two; blasted out 6 cubic yards rock; cut out overhanging brush and trees.

LEBONNE'S ROAD.

Made 776 yards new road, 9 feet wide; cribbed up 66 yards, $1\frac{1}{2}$ feet high; blasted out 3 cubic yards of rock; put in 10 cubic yards filling.

BARROW'S ROAD.

Made 353 yards, 8 feet wide; 33 yards cribbing; made one cedar culvert, 18 feet by 5; put in 5 cubic yards filling.

METCHOSIN CROSS ROAD.

Made 1760 yards, 12 feet wide; 562 yards cribbing; built two bridges, one 16 feet by 12 feet, 3 feet high; one 25 feet by 12 feet, 3 feet 6 inches high; 61 cubic yards filling; blasted out 8 cubic yards rock.

GOLDSTREAM CROSS ROAD.

Cut down three hills.—No. 1, cut down hill 5 feet deep, 39 yards, 18 feet wide; filled up bottom 145 yards, 18 feet wide, 1½ feet deep. No. 2 hill—Cut down 2 feet deep, 18 feet wide, 51 yards; filled up bottom 64 yards, 3 feet high, 18 feet wide. No. 3—Cut down hill 2 feet by 18 feet wide, 22 yards; filled up 52 yards 1 to 8 feet deep; cribbed up 30 yards, 1 to 8 feet deep; made 10 yards extra filling 2 feet deep, 18 feet wide; macadamized 40 yards, 9 feet wide, 6 inches deep, covered with 6 inches of gravel; gravelled 45 yards, 9 feet wide, 6 inches deep; re-formed 49 yards, 12 feet wide. Made one new cedar culvert, 5 feet by 18.

July.

BEECHER BAY ROAD.

Re-formed 235 yards; gravelled 255 yards, 8 feet wide, 6 inches deep; made 150 yards ditch; put in one cedar culvert, 32 feet by 4 feet; made 300 yards new road 12 feet wide; blasted out 21 cubic yards rock; 123 cubic yards filling; cribbed up 91 yards; put in one culvert, 16 feet by 5 feet.

SOOKE ROAD, NEAR JACKSON'S FARM.

Re-formed 666 yards, 16 feet wide; gravelled 497 yards, 10 feet, 6 inches deep; filled up ruts and holes; 61 feet cribbed, 2 logs high; blasted out rock; made one new culvert 18 feet by 4; moved 52 yards fencing; 24 cubic yards filling; cut down hill 4 feet 6 inches, 200 feet long, 12 feet wide; filled up bottom 64 feet long, 20 feet wide, 2 feet 9 inches deep; brushed out about one mile between Jackson's and Sooke bridge.

EAST SOOKE ROAD.

Gravelled 512 yards, 8 feet wide, 6 inches deep; re-formed 125 yards, 12 feet wide; put in three culverts; made general repairs between Keill's and John Dale's.

COWICHAN MAIN TRUNK ROAD.

Re-formed and widened out 1336 yards; blasted out rocks and stumps; filled up holes; cleaned out ditches for about 12 miles between Goldstream and Sooke Lake; put in one cedar culvert.

WILSON AND BELTZ ROAD.

Made 1457 yards new road, 8 feet wide.

JOHN MUIR'S ROAD.

Gravelled 392 yards, 8 feet wide, 6 inches deep; brushed out on both sides; made 330 yards ditch, 1½ feet wide, 1 foot deep.

August.

HIGHLAND DISTRICT, DAWKIN'S ROAD.

Made 1245 yards new road, 8 feet wide.

SCRIBBLING'S ROAD.

Made 987 yards new road, 8 feet wide.

Millstream Extension.

Re-formed 424 yards, 8 feet wide; made 39 yards new road; took out roots and rocks; filled up holes between the school-house and Dumbleton's.

Rountree's Road.

Brushed out three-quarters of a mile of road ready for grading.

Otter Point Road.

Made 2405 yards new road, 14 feet wide, crowned 1 foot; filled in 154 cubic yards filling; cut down one hill 2 feet deep; filled in bottom; 318 yards cribbing, 1 log high, 20 yards, 2 logs high; 7 yards, 3 logs high; 8 cedar culverts, 4 feet by 18 feet; 1 culvert, 5 feet by 18 feet; graded 17 yards on Charter's Road, widened and re-formed; made 95 yards of ditch; cut down all overhanging timber and brush; built two bridges, covered with split cedar; one 60 feet long, 12 feet wide, 8 feet high; cribbed up approaches; filled in 20 cubic yards filling; burnt up old bridge and all brush and rubbish; built one bridge near Hiscock's, covered with split cedar, 17 feet long, 12 feet wide; gravelled 175 yards, 9 feet wide, 6 inches deep; filled up ruts and holes between O'Brien's and Williams'.

September.

Otter Point Extension.

Gravelled 100 yards; put in two cedar culverts, 4 feet by 12 feet; made general repairs to the road between Gordon's and Shirley P. O.

Sooke Road.

Built one bridge, 57 feet by 12 feet, and 12 feet high; covered with split cedar; filled in approaches; made 47 yards road, 15 feet wide.

Road to Marine Slip.

Thomas Weaver, Contractor, $1,000.

Made 288 yards road, 20 feet wide; macadamized 8 inches deep, 10 feet wide, covered with 4 inches gravel; put in one pipe culvert.

October.

Bennett's Road.

Built one bridge, 33 feet long, 12 feet wide, 13 feet high, covered with split cedar; cribbed up approaches 6 feet high, and filled in; cut down two hills $1\frac{1}{2}$ feet; re-formed 106 yards, 12 feet wide.

November.

Scaife's Road.

Re-formed 142 yards, 9 feet wide; made 87 yards new road, 10 feet wide; filled up 23 yards; put in one cedar culvert and one stone culvert; cleaned out ditches.

Lampson Street, Victoria West.

Gravelled 235 yards, 8 feet wide, 6 inches deep; filled up holes; laid new sidewalk to Ker's, 2 feet wide, 1200 feet long.

The Gorge Road (between Craigflower and the Gorge).

Gravelled 235 yards, 8 feet wide, 6 inches deep; repaired sidewalk on the Craigflower Road.

Carrie Street.

Graded 145 yards, 10 feet wide.

ARM STREET.

Ditched 200 yards, 1½ feet wide, 2½ feet deep; put in one 8-inch pipe culvert, 38 feet long.

ESQUIMALT ROAD.

Made 132 yards sidewalk, 3 feet wide; put in two culverts.

SOOKE ROAD.

Replaced two bridges—one 36 feet long by 12 feet wide, covered with split cedar; one 42 feet long and 12 feet wide; filled in approaches; re-formed 57 yards, 14 feet wide; cleaned out ditches and repaired washouts.

December.

OTTER POINT EXTENSION.

Repaired the crib in Muir Creek bridge; put in new boom to protect the crib; repaired several washouts near Muir Creek; took a log jam out of Tugwell Creek.

ROCKY POINT ROAD.

Repaired washouts, ditches and culverts between Smart's and Ball's.

MILLSTREAM ROAD.

Replaced bridge, 20 feet long, 12 feet wide; filed in approaches.

PORT SAN JUAN ROADS.

July and August.

WHARF ROAD.

J. J. Baird, Foreman.

Graded half mile on Wharf Road, 10 feet wide.
Cut out 2 miles of trail to the Point.

July.

B. H. Kirkpatrick, Foreman.

Made good sled road, 6 to 10 feet wide, 3¼ miles long

GRANITE CREEK ROAD.

W. J. Lambard, Foreman.

Made 2 miles of pack trail, and improved 1½ miles of old trail.

July and August.

GORDON RIVER ROAD.

John McKerlie, Foreman.

Made three-quarters of a mile of pack trail.
Drove piles and capped same for bridge, 180 feet long.

WHARF, PORT SAN JUAN.

Alfred Raynes, Foreman.

Built a new wharf 300 feet long, with an extension 40 feet by 60 feet.

Cowichan-Alberni District.

—o—

COWICHAN DIVISION.

VICTORIA-NANAIMO TRUNK ROAD.

Contracts 1 to 5, general repairs on Section from Pimbury's Bridge to Somenos.

No. 1.—J. D. Blair and John Bell, Contractors, $60.

Built wall of flat rocks at each side of road, filled in holes and ruts with broken rock, and re-graded 14 feet wide at fill near bridge.
Re-covered with sawn plank culvert to north of and near bridge.
Repaired with rock and shaled 128 feet, 9 feet wide, 6 inches deep.

No. 2.—H. Keast, Contractor, $64.

Ditched river side of road, 284 yards, 3 feet wide
Re-graded 284 " 18 "
Gravelled 284 " 9 " 6 inches deep.

Nos. 3 and 4.—Withdrawn.

No. 5.—J. D. Blair and John Bell, Contractors, $37.

Re-ditched 195 yards, on west side of road.
Gravelled 195 " 9 feet wide, 6 inches deep.

Contracts 1A to 6A, general repairs on section from Somenos to Chemainus.

No. 1A.—J. D. Blair and John Bell, Contractors, $90.

Re-graded road, ditched and made general repairs from Mr. W. Davie's to Mr. Ohlsen's hill.

No. 2A.—J. D. Blair and John Bell, Contractors, $34.

Deviation of road.
Forest cleared 300 yards, 20 feet wide.
Grubbed and graded 300 " 16 "

No. 3A.—S. Ransom, Contractor, $34.

Ditched 100 yards, 2 feet wide.
Gravelled 100 " 9 " 6 inches deep.

HALL'S CROSSING TO CAPT. BARKLEY'S.

No. 4A.—J. D. Blair and John Bell, Contractors, $50.

Gravelled 115 yards, 9 feet wide, 4 inches deep.
Filled washouts with gravel.

No. 5A.—T. P. Windsor, Contractor, $64.

Re-constructed bridge at railway crossing, 46 feet long, 14 feet wide, 5 feet high, with 2 bents forming 3 spans of 12 feet, 17 feet, and 17 feet, respectively.

NEAR HALL'S CROSSING AND LLOYD'S CREEK.

No. 6A.—M. K. Smith, Contractor, $81.

Re-graded and straightened 200 yards, 18 feet wide.
Gravelled 200 " 9 " 6 inches deep.
Filled in ruts and holes and repaired with gravel from Lloyd's Creek to Bonsall's Creek.

MOUNTAIN ROAD.

Contract No. 7.—Philip Carvel, Contractor, $117.

Forest cleared 2,724 yards, 20 feet wide.
Grubbed 2,724 " 16 "
Graded 2,724 " 12 "
Constructed 2 bridges, 20 feet by 12 feet clear by 4 feet high, and 48 feet by 12 feet clear by 18 inches high, the latter having 3 spans of 16 feet each, resting on cedar mud-sills.

HILL BANK ROAD.

Contract No. 8.—W. S. Smith, Contractor, $38.

Forest cleared 660 yards, 20 feet wide.
Grubbed 660 " 20 "
Graded 660 " 14 "
Made 2 culverts, 14 feet by 2 feet by 1 foot.
Ditched where necessary, 3 feet wide.
Re-erected boundary fence where needed, 16½ feet from centre of road.

BRIDGE PARTY.

W. J. Shearing, Foreman.

FLATS, KOKSILAH ROAD.

January—Re-erected a bridge washed out by freshet, and repaired a culvert.
February—Repaired a culvert.
June—Filled in 30 yards, 12 feet wide, 1 foot deep.
Repaired holes and ruts and approaches to bridges.
July—Gravelled 80 yards, 10 feet wide, 6 inches deep.
Repaired covering of bridge with plank.
September—Raised and re-covered culvert, and filled in approaches to same and to bridge at Ryan's.
Repaired covering of river bridge.

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

January—Filled in 10 yards, 18 feet wide, 4 feet deep.
Stoned 10 " 12 " 1 foot deep.
Gravelled 50 " 12 " 6 to 12 inches deep.
June—Raised bent in small bridge 12 inches; drove 7 piles at bridge.
July—Filled in several holes (washouts) with broken rock.
August—Gravelled 154 yards, 10 feet wide, 4 to 6 inches deep.
Drove 9 piles and hung sheer boom of six logs; cribbed 8 yards of road embankment, 3 logs high, and filled in about 32 yards of dirt; sloped off 120 feet of river bank, and covered same with brush and rock; placed rock around bank at north end of bridge, and 44 loads around piles at north end of main span.

(Section, Clem-clem-a-lutz to Mr. Pimbury's.)

January—Filled in 50 yards, 12 feet wide, 1½ feet deep.
July— " 80 " 12 " 1½ "
Gravelled 537 " 12 " 4 to 6 inches deep.
Made 1 culvert, 14 feet by 18 feet by 7 feet high.
Filled in approaches of culvert with rock, and covered bottom of same with rock to prevent washing.
August—Gravelled 60 yards, 8 feet wide, 4 inches deep.
September—Sloped down 120 feet of river bank at Pimbury's Bridge, and covered it with brush and rock.
Put 22 loads of rock around piles at south end of long span of bridge.

McPHERSON'S, KOKSILAH RIVER BRIDGE.

September—Filled with rock around main abutment.
Hung sheer boom on west side of river to maple tree.

ROCKETT'S BRIDGE PARTY.

William Rockett, Foreman.

January and February—General temporary repairs necessitated by freshet, including rock work around the north bent.
July and August—Levelled up 120-foot Howe truss and 60-foot truss, and renewed sway-braces of Howe truss; rebuilt pile pier under trusses; lowered 75 feet strain-beam truss 1 foot 7 inches; put 3 car-loads of heavy rubble around pier, and 40 yards of beach boulders; put 20 yards of boulders inside wing-dam, 110 yards of gravel filling in the abutments of Queen truss bridge.

"A" ROAD PARTY.

A. Maisonneuve, J. Greig, Foremen.

CHAPMAN'S OLD ROAD.

January—Made 1 culvert, 16 feet by 2 feet by 1 foot.
Cleared fallen timber off the road.

TAGGART AND CAMERON'S ROAD.

January—Re-erected bridge (King truss) over Mill Creek, near Mr. B. Dobson's.
February—Forest cleared 45 yards, 16 feet wide.

Grubbed	45 "	12 "		
Graded	45 "	12 "		
Cribbed	30 feet,	18 "	5½ feet high.	
Excavated earth	16 yards	10 "	4 feet deep.	
Filled in	36 "	12 "	3 "	
Macadamized	8 "	16 "	3 "	

Made 1 culvert, 16 feet by 2 feet by 1½ feet.
Built a truss bridge, 76 feet by 12 feet by 6 feet.
Repaired 2 small bridges and cleared timber off the road.
July—Forest cleared 600 yards, 33 feet wide.

Grubbed and graded	450 "	10 "	
Ditched	80 "	3 "	

Made 1 culvert, 16 feet by 2 feet by 1 foot.
October—Repaired bridge and ruts and holes.

SILVER MINE ROAD.

January—Repaired bridge and cleared fallen timber off the road.
April—Repaired culverts and filled in ruts and holes.
May—Cleared road for traffic.
Repaired bridge, set planking and sway-brace posts.
July—Graded 100 yards, 11 feet wide.
Made 1 culvert, 14 feet by 3 feet by 1 foot.
Repaired generally 1½ miles of road.
August—Cut down overhanging timber and ends of projecting logs.

OLD TELEGRAPH ROAD.

January—Repaired bridges and cleared fallen timber off the road.
March—Cut and cleared fallen trees off the road.
June—Graded 230 yards, 10 feet wide.
July— " 450 " 10 "
Ditched 30 " 3 "
August—Cut out overhanging trees and cleared out fallen timber.
September—Cleared out fallen burned timber and filled in ruts and holes.
October—Cleared out fallen timber.

"A" ROAD PARTY.—*Continued.*

VICTORIA-NANAIMO TRUNK ROAD.

March—Made general repairs to road to facilitate traffic.
June—Forest cleared 1760 yards, 10 feet wide.
Re-graded 544 " 12 feet wide.
Excavated earth 20 " 12 " 1 foot deep.
Gravelled 50 " 9 " 6 inches deep.
July—Forest cleared 250 " 10 "
Graded 100 " 12 "
Ditched 115 " 2 "
Cribbed 14 " 18 "
Filled in 40 " 18 " 3 feet deep.
Made 1 culvert, 16 feet by 2 feet by 1 foot.
Built 1 bridge, 22 feet long by 14 feet by 5 feet.
Repaired generally 2,000 yards of road.
August—Repaired culverts and cleared out water-courses and fallen timber.

SHAWNIGAN LAKE OUTLET BRIDGE.

June—Got out timber for truss.
July—Cribbed 6 yards, 16 feet wide.
Filled in 10 " 16 " 3 feet deep.
Built 1 bridge, 107 feet long by 12 feet by 8 feet, with truss 54 feet long by 8 feet high.
August—Set posts and hung boom sticks as fenders for truss.
October—Repaired damage caused by forest fires.

SHAWNIGAN LAKE ROAD.

March—Cleared fallen timber off the road and cleared water-courses.
May—Repaired road generally, and repaired Garnett's bridge.
Forest cleared 400 yards, 10 feet wide.
Re-graded 266 " 12 "
Ditched 130 " 3 "
Cribbed 34 " 16 "
Excavated earth 50 " 12 " 1 foot deep.
Filled in 46 " 10 " 1 "
Gravelled 141 " 9 " 4 inches deep.
September—Repaired culverts and made general repairs.
October—Cleared out ditches and tail-races of culverts.

WHISKEY POINT ROAD.

June—Re-graded 300 yards, 10 feet wide.
Ditched 30 " 3 "
Gravelled 15 " 8 " 4 inches deep.
Cleared out 300 yards of old ditches.
October—Cleared out ditches and tail-races of culverts.

MILL ROAD.

June—Gravelled 700 yards, 9 feet wide, 6 inches deep.
Cleared out 400 " of old ditches.

MILL BAY ROAD.

June—Forest cleared 200 yards, 10 feet wide.
Re-graded 165 " 12 "
Ditched 186 " 3 "
Excavated earth 32 " 16 " 2 feet deep.
Gravelled 450 " 9 " 4 inches deep.

"A" ROAD PARTY.—*Concluded.*

MILL BAY ROAD.

July—Grubbed and graded 300 yards, 10 feet wide.
Excavated earth 28 " 16 " 2 feet deep.
Filled in 30 " 12 " 1 "
Gravelled 60 " 9 " 4 inches deep.
Made 1 culvert, 18 feet by 3 feet by 2 feet.
October—Repaired road near school-house.

HANDY AND OLNEY'S ROAD.

June—Sway-braced Handy's bridge and re-set planking.
Re-graded 100 yards, 10 feet wide.
Ditched 70 " 3 "
July—Grubbed and graded 300 yards, 10 feet wide.
Excavated earth 25 " 16 " 2 feet deep.
Filled in 30 " 12 " 1 "
Gravelled 60 " 9 " 4 inches deep.
Made 1 culvert, 18 feet by 3 feet by 2 feet.
August—Filled in holes and ruts and made general repairs.
September—Made general repairs.

CHAPMAN'S AND STATION ROAD (New Road).

July—Forest cleared 2,500 yards, 33 feet wide.

SHAWNIGAN SAW-MILL ROAD.

July—Re-graded 70 yards, 10 feet wide.
Filled in 40 " 10 " 1 foot deep.
September—Filled in holes caused by fires.

SHAWNIGAN LAKE STATION ROAD.

July—Grubbed and graded 70 yards, 10 feet wide.
Filled in 25 " 10 " 1 foot deep.

FISCHER'S ROAD.

July—Filled ruts and holes, and made general repairs for 600 yards in length.
Repaired a bridge.

SOUTH BEACH ROAD.

May—Ditched 350 yards, 2 feet wide, 1 foot deep.
Made 3 culverts, 16 feet by 1 foot by 1 foot.
Repaired and re-graded road where same badly washed.

"C" ROAD PARTY.

George Mark, Foreman.

COWICHAN RIVER ROAD.

February—Cleared out land slide near south approach to Duncan waggon bridge.
June—Forest cleared 300 yards, 8 feet wide on each side.
Gravelled 200 " 8 " 4 inches deep.
Cut down 50 trees on sides of road, and grubbed out several stumps.
Cleared out ditches.
July—Gravelled 75 yards, 9 feet wide, 4 inches deep.
" 250 " 8 " 4 "

"C" ROAD PARTY.—*Concluded.*

GLENORA ROAD.

June—Ditched 122 yards, 1 foot wide.
Cut out several trees and grubbed out stumps. Cut much brush on the sides of road.
July—Gravelled 191 yards, 8 feet wide, 4 inches deep.
Cut down 49 trees on sides of road.

SOUTH SAHTLAM ROAD.

June—Gravelled 55 yards, 9 feet wide, 6 inches deep.
" 118 " 9 " 4 "
Made 1 bridge, 6 feet by 14 feet by 10 feet.
" 1 culvert, 14 feet by 6 inches, of cedar.
Cut down many trees and much brush on sides of road for 900 yards in length.

INDIAN ROAD.

July—Grubbed 800 yards, 12 feet wide.
Graded 1,250 " 10 "
Made 1 culvert, 16 feet by 4 feet by 1 foot of cedar.
August—Grubbed 2,150 yards, 12 feet wide.
Graded 2,300 " 10 "
Made 3 culverts, 15 feet by $1\frac{1}{2}$ feet by 1 foot.

KOKSILAH JUNCTION ROAD.

July—Gravelled 85 yards, 9 feet wide, 4 inches deep.

JAMES ROWES' ROAD.

June—Built a bridge 36 feet by 14 feet by 7 feet.

MARSHALL'S ROAD.

June—Forest cleared	200 yards,	10 feet	wide.	
Gravelled	234 "	9 "		6 inches deep.
Excavated earth	22 "	10 "		1 foot deep.
Filled in	50 "	9 "		6 inches deep.

QUAMICHAN BOUNDARY ROAD.

June—Excavated earth	6 yards,	10 feet	wide,	1 foot deep.
Filled in	78 "	9 "		6 inches deep.

Rounded up 250 yards.
Repaired road generally for 1,760 yards in length.

"D" ROAD PARTY (East Section).

Alexander Reid, Foreman.

BEACH ROAD.

January—Cleared out land slides.
June—Ditched 855 yards, 2 feet wide.
Gravelled 177 " 9 " 4 inches deep.
Made 2 box culverts, 20 feet by 8 inches by 8 inches.
Made general repairs to road with gravel.
Repaired covering and hand-rails of bridges.
July—Filled in holes at edges of crib work with brush, earth and gravel.

"D" ROAD PARTY (East Section).—*Concluded.*

OLD KOKSILAH ROAD.

June—Ditched 484 yards, 2 feet wide.
Gravelled 312 " 9 " 4 inches deep.
Made 1 culvert, 20 feet by 2 feet by 1 foot.
Filled and repaired holes and ruts with gravel.

LAKESIDE ROAD.

June—Ditched 1050 yards, 2 feet wide.
Gravelled 550 " 9 " 4 inches deep.

BEAR VALLEY ROAD.

June—Re-graded 202 yards, 12 feet wide.
Gravelled 350 " 8 " 4 inches deep.
Made 1 culvert, 16 feet by 2 feet by 1 foot.
Repaired gates at railway crossing, Hill Bank Siding.

OLD SCHOOL-HOUSE ROAD.

June—Gravelled 442 yards, 9 feet wide, 4 inches deep.
July—Repaired holes and ruts with gravel.

"D" ROAD PARTY (West Section).

John McPherson Foreman.

OLD KOKSILAH ROAD.

January—Watched bridges and cleared drift wood away from same during the freshet.
Cut and cleared timber off the road.
June—Forest cleared 1200 yards, 6 feet wide.
Ditched 50 " 5 " 4 feet deep.
Cribbed 130 " 2 feet deep.
Filled in 300 " 12 feet wide, 10 inches deep.
Stoned 20 " 6 " 8 "
Gravelled 600 " 9 " 6 "
Made 1 culvert, 18 feet by 3 feet by 14 inches.
Re-built bridge, 66 feet by 14 feet by 6 feet.

RIVERSIDE ROAD.

June—Forest cleared 2600 yards, 6 feet wide.
Ditched 400 " 16 inches wide, 6 inches deep.
Excavated rock 3 " 2 feet deep.
Gravelled 50 " 8 feet wide, 4 inches deep.
Made 2 culverts, 12 feet by 3 feet by 1 foot.
Made general repairs to road for its whole length and cleared out ditches.

FLATS, KOKSILAH ROAD (West Section).

June—Gravelled 150 yards, 9 feet wide, 5 inches deep.
Made final clearance off the road of logs left by the freshet.

MCKENELLEY AND DOUPES ROAD.

June—Forest cleared 800 yards, 6 feet wider each side.
Graded 20 " 10 feet wide.
Ditched 35 " 3 "
Gravelled 400 " 7 " 5 inches deep.
Made 1 culvert, 13 feet by 3 feet by 1 foot.
Re-built bridge, 46 feet by 12 feet by 6 feet.
Repaired road generally for its whole length.

"L" ROAD PARTY.

H. E. Evans, Foreman.

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

January—Cleared out ditches and made general repairs near Pimbury's Bridge, necessitated by freshet.
September—Ditched 300 yards.
Filled in 40 yards, 16 feet wide, 2 feet deep.
Made 1 culvert, 14 feet by 2 feet by 2 feet.
Re-built, raised and re-covered 1 bridge, 40 feet by 14 feet.
Re-covered 2 bridges, 126 feet by 16 feet, and 17 feet by 16 feet.

"J" ROAD PARTY (East Section).

Peter Auchinachie, Foreman.

COWICHAN LAKE ROAD.

January—Re-constructed 3 bridges—30 feet by 14 feet by 7 feet; 15 feet by 14 feet by 7 feet; 16 feet by 14 feet by 6 feet.
Cleared windfalls off the road.
June—Forest cleared 320 yards, 18 feet wide.

Grubbed	320	"	14	"		
Cribbed	21	"	3 feet high.			
Excavated earth	34	"	14 feet wide,		3 feet deep.	
Filled in	43	"	14	"	4	"
July—Forest cleared	50	"	18	"		
Grubbed	50	"	14	"		
Graded	370	"	14	"		
Cribbed	43	"	3 feet high.			
Excavated earth	93	"	14 feet wide,		$2\frac{1}{2}$ feet deep.	
Filled in	75	"	14	"	$2\frac{1}{2}$	"
Gravelled	281	"	8	"	6 inches deep.	

Repaired a bridge, erecting one new bent.

SAHTLAM RIVER ROAD.

June—Forest cleared 122 yards, 14 feet wide.

Grubbed and graded	122	"	12	"		
Ditched	30	"	$1\frac{1}{2}$	"	3 feet deep.	
Corduroyed	16	"	14	"		
Cribbed	120	"	3 feet high.			
Excavated earth	320	"	12 feet wide,		3 feet deep.	
Gravelled	46	"	8	"	6 inches deep.	

Constructed 268 yards of hand-railing made of cedar posts, and two strong poles or ribs.
July—Forest cleared 350 yards, 14 feet wide.

Grubbed	200	"	9	"		
August—Forest cleared	250	"	14	"		
Grubbed	400	"	8	"		
Graded	600	"	8	"		
Ditched	19	"	$1\frac{1}{2}$	"		
Cribbed	64	"	3 feet high.			
Excavated earth	70	"	8 feet wide,		2 feet deep.	
Filled in	72	"	8	"	$1\frac{1}{2}$	"

Made 4 culverts, 12 feet by 3 feet by $1\frac{1}{2}$ feet.
Built 1 bridge, 156 feet by 12 feet by $8\frac{1}{2}$ feet.
Built 400 yards of fence where road passes through cultivated land.
September—Built hand-railing on last-named bridge, 312 feet by 4 feet high.

"J" ROAD PARTY (East Section).—*Concluded.*

MENZIES ROAD.

August—Re-graded 60 yards, 10 feet wide.

Excavated earth	14	"	10	" 1½ feet deep.
Excavated rock	3	"	10	" 1 "
Filled in	30	"	10	" 1 "
Gravelled	90	"	8	" 6 inches deep.

"J" ROAD PARTY (West Section).

Hugh Bell, Foreman.

COWICHAN LAKE ROAD.

June—Forest cleared 390 yards, 18 feet wide.

Grubbed	390	"	10	"
Graded	390	"	10	"
Gravelled	157	"	8	" 6 inches deep.

Made general repairs over 5 miles of road.

July—Forest cleared 345 yards, 18 feet wide.

Grubbed and graded	345	"	10	"
Filled in	16	"	12	" 3 feet deep.
Gravelled	185	"	8	" 6 inches deep.

Made 2 culverts, 16 feet by 2½ feet by 2 feet.

Built 4 bridges, 20 feet by 16 feet by 5 feet.

"M" ROAD PARTY.

Charles Bayly, Foreman.

COWICHAN LAKE SOUTH SHORE ROAD.

July—Cut out and cleared away windfalls and drift and logs washed upon the road by January's freshet.

August—Graded 1122 yards, 6 to 8 feet wide.

Re-built burned out bridge, 14 feet by 12 feet by 5 feet.

Grubbed several bad stumps and roots.

September—Graded 352 yards, 6 to 8 feet wide.

October—Graded 440 yards, 6 to 8 feet wide.

Cut and removed windfalls off road and a log jam at ford across Robertson River.

"N" ROAD PARTY.

James Abernethy, Foreman.

COWICHAN LAKE NORTH SHORE ROAD.

January—Cut and cleared windfalls off the road from McCallum's to the Lakeside Hotel.

February—Cut and cleared away windfalls, cleaned out ditches, and made general repairs to road.

June—Corduroyed 17 yards, 12 feet wide.

Gravelled	90	"	8	" 6 inches deep.
Rounded up	226	"	10	" 9 inches high.

Repaired road generally with gravel.

July—Corduroyed 4 yards, 10 feet wide.

Excavated earth	104	"	10	" 1 foot deep.
Filled in	66	"	10	" 1½ "
Gravelled	322	"	9	" 4 inches deep.
August—Excavated earth	6	"	9	" 1¼ feet deep.
Filled in	36	"	16	" 3½ "
Gravelled	117	"	9	" 6 inches deep.

"N" ROAD PARTY.—*Concluded.*

Built 1 bridge, 24 feet by 16 feet by 10½ feet.
Repaired 379 yards of road, cleaned out 102 yards of ditch, and cut out 480 yards of brush 2½ feet wide on each side of road.
September—Filled in 24 yards, 16 feet wide, 2½ feet deep.
Excavated earth 11 " 12 " 1 foot deep.
Cut and cleared away windfalls and burned timber between D'Esterres Creek and M. Meade's.

MARBLE BAY CROSS-ROAD.

August—Gravelled	140	yards,	8	feet wide,	6 inches deep.
September—Excavated earth	19	"	10	"	1 foot deep.
Filled in	27	"	10	"	1 "
Gravelled	222	"	8	"	5 inches deep.

VICTORIA-NANAIMO TRUNK ROAD (Somenos to Chemainus Section).

January—Filled in wash-outs and repaired bridge near Capt. Barkley's; cleared fallen and drift timber off the road.
February—Filled in wash-out, cut and cleared off road fallen and drift timber near Captain Barkley's, and north of Chemainus Railway Station.
July—Made general repairs and put out fire in cribbing near Stratford's Crossing; cut out drift wood from bridges, and watched same to prevent burning by forest fire near Hall's Crossing; wedged up stringers and repaired covering and hand-rails of 2 bridges near Colonel Elliot's.
August—Excavated earth 20 yards, 12 feet wide, 3 feet deep.
Filled in 14 " 14 " 7 "
Made 1 culvert, 14 feet by 6 feet by 5 feet (to replace bridge north of Chemainus Railway Station, burned by fire.)
Repaired holes and ruts with gravel from the culvert to the station.

COWICHAN LAKE AND ALBERNI TRAIL.

John McPherson's Party.

September and October—Cut out fallen timber and made general repairs over 21 miles of the trail.

NITINAT AND CHINA CREEK TRAIL.

September and October—Cut out brush and logs 2 miles, 6 feet wide.
Graded 2 miles, 2 to 6 feet wide.

GOVERNMENT BUILDINGS (alterations made this year).

Constructed a tool-house, 20 feet by 10 feet, for storage purposes.
Erected posts to bear strain of Court room floor at Court House, Duncan.

COWICHAN STATION SCHOOL-HOUSE.

Wm. Herd, Contractor.

Provided all labour and materials, and erected a building in accordance with the general design for country schools.

MCPHERSON'S SCHOOL-HOUSE.

Wm. Herd, Contractor, $389.

Furnished all necessary labour and materials, and erected a country school-house after the general plan and specifications for such buildings.

Alberni Division.

Nanaimo-Alberni Trunk Road.

E. L. Gill, Foreman.

Forest cleared	2,900	yards,	4 feet wide.
"	1,198	"	15 "
Grubbed	2,900	"	4 "
Graded	3,929	"	12 "
Ditched	626	"	2 "
Cribbed	270	"	3 "
Excavated earth	80	"	14 feet x 3 feet.
Excavated rock	4	"	6 " 4 "
Filled in	930	"	14 " 3½ "
Stoned	83	"	12 " 2 "
Gravelled	3,275	"	7 " 9 inches.

Made 27 culverts, 14 feet x 2 x 1.
Built 4 bridges, 20 feet x 14 x 4.
Made general repairs to road-bed as far as Cameron Lake.

Cowichan-Alberni Trail.

E. L. Gill, Foreman.

Forest cleared	3,825	yards,	5 feet wide.
Grubbed	3,825	"	10 "
Graded	1,819	"	10 "
Ditched	20	"	3 "
Corduroyed	36	"	10 "
Cribbed	275	"	8 "
Excavated earth	225	"	10 feet x 2 feet deep.
Excavated rock	15	"	10 x 3.
Filled in	210	"	11 x 2.
Stoned	8	"	11 x 2½.

Made 1 culvert, 12 x 3 x 1½.
Built 4 bridges, 46 x 12 x 5.

China Creek Road.

E. L. Gill, Foreman.

Forest cleared	3,560	yards,	5 feet wide.
Grubbed	3,560	"	11 "
Graded	3,560	"	11 "
Corduroyed	132	feet,	12 "
Cribbed	70	"	2 "
Excavated earth	286	yards,	11 x 3 feet.
Filled in	216	"	12 x 3 "
Stoned	52	"	12 x 1 "
Gravelled	1,180	"	7 x 6 inches.

Built 8 bridges, 31 feet, 12 x 5 feet deep.

Extension of Granite Creek Trail.

Wm. Lorimer, Contractor, $650.

Length of trail, 6 miles 28 chains.
Trail has been graded 3 feet wide and logs cut out 10 feet wide.

CHERRY CREEK, TOWNSITE, AND ROGER CREEK ROADS.

E. L. Gill, Foreman.

Forest cleared	1,220	yards,	16 feet wide.
Grubbed	2,000	"	16 "
Graded	2,367	"	15 "
Ditched	60	"	2 "
Corduroyed	42	"	14 "
Excavated earth	105	"	15 x 3 feet deep.
Filled in	90	"	15 x 3 "
Gravelled	1,180	"	7 x 6 inches deep.

Made 6 culverts, 14 x 2 x 1.
Built 2 bridges, 14 x 16 x 5.

BEAVER CREEK ROAD.

Hilton Drinkwater, Foreman.

Forest cleared	500	yards,	24 feet wide.
Grubbed	500	"	24 "
Ditched	2,000	"	2 "
Gravelled	3,700	"	6 feet x 6 inches deep.

Made 3 culverts, 18 x 3 x 18.

CEMETERY ROAD.

Hilton Drinkwater, Foreman.

Forest cleared	200	yards,	24 feet wide.
Grubbed	200	"	18 "
Ditched	300	"	2 "
Filled in	30	"	2 feet deep.

Made 1 culvert, 18 x 3 x 18.

HUFF AND COXE'S ROAD.

Hilton Drinkwater, Foreman.

Forest cleared	300	yards,	24 feet wide.
Grubbed	300	"	18 "
Graded	1,700	"	18 "
Ditched	1,000	"	2 feet deep.

Made 3 culverts, 14 x 3 x 18.

K. MCKENZIE'S ROAD.

Hilton Drinkwater, Foreman.

Forest cleared	200	yards,	24 feet wide.
Grubbed	200	"	18 "
Graded	200	"	18 "
Filled in	200	"	5 "

Made 4 culverts, 18 x 3 x $1\frac{1}{2}$.

DELOUX'S ROAD.

Hilton Drinkwater, Foreman.

Graded 1,700 yards, 14 feet wide.

RIVER FRONT ROAD.

V. Ingram, Foreman.

Gravelled 785 yards, 6 x 6.
Re-covered Kitsuksus bridge with plank.
Somas bridge has been inspected and repaired.

SPROAT LAKE ROAD.

V. Ingram, Foreman.

Ditched 250 yards, 2 x 18.
Filled in 60 " 12 x 3.
Gravelled 660 " 6 x 6.
Made 2 culverts, 2 x 14 x 2.
Re-covered Sproat Lake bridge with plank.

REEVE'S ROAD.

V. INGRAM, Foreman.

Grubbed 3,000 yards, 8 feet wide.
Graded 3,000 " 8 "
Ditched 50 " 2 "
Corduroyed 20 " 12 "
Made 5 culverts, 12 x 3 x 2.

MCCOY LAKE ROAD.

V. Ingram, Foreman.

Filled in 200 yards, 12 x 18.

SAUNDER'S ROAD.

V. Ingram, Foreman.

Forest cleared 440 yards, 14 feet wide.
Grubbed 440 " 12 "
Graded 440 " 12 "
Ditched 60 " 2 "
Cribbed 60 " 12 "
Made 4 culverts, 2 x 2 x 12.
Built 1 bridge, 12 x 22 x 5.

CLAYOQUOT TRAIL.

Fillip Jacobsen, Foreman.

Cut a trail 3 miles long, 12 feet wide.
Removed all logs and stumps 6 feet wide.
Built 2 bridges, 22 feet long 8 feet wide.
" " 16 " 8 "

REPAIRS TO GOVERNMENT BUILDINGS.

S. W. Handy, Foreman.

Government Wharf—Driving six 35-foot piles in front of wharf, with railing and iron work.

SCHOOL-HOUSE, ALBERNI.

A. Leison and I. Moine, Contractors, $484.50.

Supplied all requisites and constructed a building upon the plan for country schools.

Nanaimo City District.

COURT HOUSE AND GOVERNMENT OFFICES, NANAIMO CITY.

Have been furnished with counters, desks, safes, form cases, shelving, tables, chairs, etc., etc.; the floors of the building have been covered with linoleum throughout; a granite coping has been built along front of site; granite steps put in leading up to top of terrace; the grounds have been partly laid out, and the chain-gang will finish the work in the spring.

NEW CENTRAL SCHOOL-HOUSE, NANAIMO CITY.

Erected by the Corporation of City of Nanaimo, aided by a Government grant, and further aided this year by a Government grant of $3,000.

Lathed and plastered three school rooms in attic floor; partly seated same; completed and put in the remainder of the heating appliances to heat the whole building.

NANAIMO PRISON GROUNDS.

The chain-gang have stumped and grubbed 3 acres of the grounds; fenced 8 acres, with a durable board fence, of said grounds; have built a carpenter's shop, and raised all the vegetables required by the prison inmates.

GOVERNMENT BUILDINGS IN NANAIMO AND DISTRICTS.

Sundry repairs have been made to Court House, Prison and Lock-ups.

PUBLIC SCHOOL BUILDINGS.

Sundry repairs have been made to the school buildings in North and South Nanaimo Districts.

ADDITION TO HAREWOOD SCHOOL BUILDING.

Chas. G. Stevens, Contractor, $411.

Furnished all plant, labour and material necessary to erect and complete an addition to said school-house, with class-room 19 by 26½ feet, and vestibule 5 by 19 feet, with 14 foot ceilings. Lathed and plastered; wainscotted throughout; furnished with 14 seats and desks, and the whole of the interior and exterior wood-work painted with two coats of paint.

QUALICUM SCHOOL-HOUSE AT MOSQUITO CREEK.

D. Nicholson, Contractor, $369.

Furnished all plant, labour and material; erected and completed a building in conformity with the general plans and specifications for country school-houses.

South Nanaimo District.

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Straining-beam Bridge Across Nanaimo River (near E. & N. Railway Bridge).

O. E. Lambert, Contractor, $675.

Furnished all the labour, plant and material; erected and completed a straining-beam bridge, 79 feet long, and approach to same, 79 feet long, with a 15-foot roadway. The bridge is about 40 feet above the river, and stands on a crib 6 feet high at one end, and on a bent 20 feet high at other end, with caps well bolted on top of crib and bent, and 4 stringers, 12 x 14 inches, well bolted through corbels to caps; principals and straining-beams, 12 x 14 inches, with 11-foot roadway underneath lateral bracing. The feet of the principals are fitted in cast-iron shoes and firmly bolted through ends of stringers and corbels, and the bridge is supported by four 1½-inch iron truss rods from straining-beams through outside stringers, and two needle beams underneath stringers of bridge. The approach is set on three bents, 16 feet high, with caps and corbels; four 8 x 14-inch stringers well bolted on same, and covered with 3-inch plank, well spiked to stringers; a 6 x 6-inch ribbon put on; a hand-railing put on each side of bridge and approach. Contractor did extra work on the approach, namely, built it higher and longer than specification called for, and for which he was paid $65.

Victoria Road.

J. Haslam, Foreman.

Forest cleared	50	yards,	20	feet wide.
Graded	1,000	"	12	"
"	100	"	24	"
Gravelled	3,280	"	7	" and 3 inches deep.
Ditched	1,000	"	on one side.	
"	200	"	for tail-drain and put in 100 feet of flume 12 by 12 inches.	
Excavated earth	20	"	3 feet wide by 2 feet deep to widen road.	
" rock	100	"	6 "	4 " "
Filled in	300	"	10 "	8 inches deep.

Made 22 culverts, 15 feet long, 1 foot wide and 1 foot deep.
" 2 " 20 " 1 " 1 "
Repaired road and bridge leading to river bed, to haul gravel over same.
Made general repairs in cleaning out ditches and culverts, filling up holes, cutting out brush and timber along line of road.

Old Bridge across Nanaimo River on Victoria Road.

W. Rockett, Foreman.

General overhauling of same and tightening up truss throughout, putting in two bents, one at each end of the truss, new caps and sills under corbels of main truss and new posts under approach.

Station Road at Oyster Bay.

J. Haslam, Foreman.

Gravelled 224 yards, 7 feet wide, and 4 inches deep; and made general repairs along line of road.

D. Page's Road.

J. Haslam, Foreman.

Forest cleared 200 yards, 12 feet wide.
Graded 200 " 10 " ; and made general repairs.

BRENTON'S, RICHARD'S, AND MCDONALD'S ROAD.

J. Haslam, Foreman.

Graded 1,740 yards, 10 feet wide.

CARMICHAEL'S ROAD.

J. Haslam, Foreman.

Forest cleared 800 yards, 14 feet wide.
Graded 800 " 10 "

MICHAEL'S, CARSON'S, DOOLE'S, AND ALGAR'S ROAD.

J. Haslam, Foreman.

Forest cleared 650 yards, 20 feet wide.
Grubbed 550 " 20 "
Graded 550 " 18 "
Ditched 450 " 20 " on both sides.
" 140 " on one side.
Excavated rock 20 " 20 " and 2 feet deep.
Filled in 20 " 20 " 2 "
Made 3 culverts, 20 feet long, 1 foot wide, and 1 foot deep; and made general repairs along 2 miles of road.

GREENEWAY'S AND SWAN'S ROAD.

J. Haslam, Foreman.

Graded 1 mile, 12 feet wide.
Excavated rock 5 yards, 12 feet wide, and 2 feet deep.
Filled in 20 " 12 " 3 "
Made 1 culvert, 15 feet long, 1 foot wide, and 1 foot deep.

FRAME'S, STEVEN'S, GREGORY'S, AND PREECE ROAD.

J. Haslam, Foreman.

Excavated earth 20 yards, 13 feet wide, and 3 feet deep.
" rock 6 " 13 " 2 "
Filled in 50 " 13 " $2\frac{1}{2}$ "
Made 2 culverts, 15 feet long, 1 foot wide, and 1 foot deep; and general repairs done along line of road.

J. THOMAS' ROAD.

J. Haslam, Foreman.

Grubbed 800 yards, 18 feet wide.
Graded 800 " 18 "
Ditched 800 " 18 " on both sides.
Made 2 culverts, 18 feet long, 1 foot wide, and 1 foot deep.

CHURCHILL'S, SCALE'S, AND CORSO'S ROAD.

J. Haslam, Foreman.

Forest cleared 150 yards, 20 feet wide.
Grubbed 140 " 18 "
Graded 140 " 18 "
Ditched 140 " 18 " on both sides.
Gravelled 50 " 6 " 4 inches deep.
Made 1 culvert, 18 feet long, 1 foot wide, and 1 foot deep; and made general repairs along line of old road.

GORDON'S AND CRAWFORD'S ROAD.

J. Haslam, Foreman.

Forest cleared 300 yards, 18 feet wide.
Grubbed 300 " 18 "
Graded 300 " 18 "
Gravelled 50 " 7 " and 4 inches deep.
And made general repairs along line of road.

BARTON AND STOVE'S ROAD.

J. Haslam, Foreman.

Brushing and filling in with rock and gravel, 50 yards, 20 feet wide and 4 feet deep, to keep the river from washing the road away, and made general repairs along line of road.

BATE'S AND MALPASS' ROAD.

J. Haslam, Foreman.

Cribbed 12 yards, 14 feet wide, and 4 feet high.
Filled in 40 " 12 " $2\frac{1}{2}$ " deep.
Gravelled 47 " 8 " 4 inches deep.
And made general repairs along line of road.

CROSS ROAD, BETWEEN BECK'S AND RIVER ROAD.

J. Haslam, Foreman.

Made 1 culvert, 15 feet long, 3 feet wide and 3 feet deep, and made general repairs along line of road.

STARK'S AND BRAMLEY'S ROAD.

J. Haslam, Foreman.

Ditched 300 yards on one side.
Made 3 culverts, 14 feet long, 1 foot wide and 1 foot deep, and made general repairs along line of road.

BECK'S AND FIDDICK'S ROAD.

J. Haslam, Foreman.

Ditched 400 yurds on one side.
Made 3 culverts, 15 feet long, 1 foot wide and 1 foot deep, and made general repairs along line of road.

ALEXANDRA MINE ROAD.

J. Haslam, Foreman.

Forest cleared 150 yards, 20 feet wide, and made general repairs along line of road.

THATCHER'S AND EMBLEM'S ROAD.

J. Haslam, Foreman.

Built 1 bridge, 28 feet long, 12 feet wide and 2 feet high, with 3 stringers, covered with split cedar and ribbon pole put on. Made general repairs along line of road.

MCLELLAN'S ROAD.

J. Haslam, Foreman.

Forest cleared 300 yards, 20 feet wide.
Graded 250 " 12 "
And made general repairs along line of road.

STOCKING'S ROAD.

J. Haslam, Foreman.

Made general repairs along line of road.

HASLAM CREEK AND NANAIMO RIVER ROAD.

J. Haslam, Foreman.

Forest cleared 2,900 yards, 18 feet wide.
Graded 300 " 12 "

MCGREGOR'S AND PINE'S ROAD.

J. Haslam, Foreman.

Forest cleared 150 yards, 18 feet wide.
Grubbed 150 " 14 "
Graded 150 " 14 "
Cut down timber along sides of old road to let sun in.

PATTERSON'S AND CASSIDY'S ROAD.

J. Haslam, Foreman.

Forest cleared 40 yards, 18 feet wide.
Grubbed 60 " 14 "
Graded 60 " 14 "
Made general repairs in hauling gravel to fill up holes and ruts, cut out jam from creek to prevent water from overflowing road.

BRIDGE ACROSS HASLAM CREEK.

J. Haslam, Foreman.

Built 1 bridge, 180 feet long, 16 feet wide, 7 feet high, by driving cedar piles to form 6 bents, 3 piles in each bent, with caps driftbolted on top of same, 3 stringers covered with split cedar, and ribbon pole put on; raised old bridge across another branch of creek and repaired same.

QUENNELL'S AND VEAL'S ROAD.

J. Haslam, Foreman.

Gravelled 300 yards, 8 feet wide and 3 inches deep.

HEMER'S AND WOOBANK'S ROAD.

J. Haslam, Foreman.

Made general repairs along line of road, by hauling gravel to fill up holes and ruts.

DOLAN'S ROAD.

J. Haslam, Foreman.

Brush cleared 220 yards, 18 feet wide.
Graded 220 " 18 "
Made 1 culvert, 18 feet long, 1 foot wide, and 1 foot deep.

FILLED IN APPROACHES TO NEW NANAIMO RIVER BRIDGE.

J. Haslam, Foreman.

Forest cleared 300 yards, 18 feet wide.
Graded 280 " 14 "
Cribbed 40 feet, 18 " 5 feet high.
Excavated earth 50 yards, 15 " 3½ " deep.
Filled in 42 " 16 " 4½ " "
Gravelled 54 " 8 " 4 inches deep.

HASLAM CREEK ROAD.

J. Haslam, Foreman.

Cribbed 77 yards, 7 feet high, along side-hill.
Excavated earth 30 " 14 " wide, and 3 feet deep.
Filled in 77 " 8 " " 3 "

REPAIRS TO GABRIOLA ISLAND WHARF.

R. Nightingale, Foreman.

Got out and drove 25 new piles in same, put in 2 new caps, 1 new stringer, and partly replanked the wharf.
Built the frame for the new pile-driver, put it together, and took same to Gabriola Island.

HAREWOOD AND EXTENSION MINE ROAD.

J. Cairns, Foreman.

Forest cleared 1,610 yards, 24 feet wide.
Grubbed 1,705 " 24 "
Graded 1,564 " 18 "
Ditched 1,564 " 18 " on both sides.
Corduroyed 23 " 18 " and covered with earth.
Made 26 culverts, 19 feet long, 1½ feet wide, and 1 foot deep.
Built 1 bridge, 33 feet long, 14 feet wide, and 8 feet high, with 4 stringers covered with plank; put on ribbon pole and hand-rail.
Ditched 72 yards of old road, and made repairs along 2½ miles of same.

ROSS' AND DONOGHUE'S ROAD.

J. Cairns, Foreman.

Ditched 41 yards on one side.
Corduroyed 10 " 12 feet wide.
Made 3 culverts, 15 feet long, 1 foot wide, and 1 foot deep.
Built 1 bridge, 6 feet long, 16 feet wide, and 2 feet high, with 3 stringers, covered with split cedar.
Made general repairs along line of road.

TRAIL TO NANAIMO LAKE.

J. Cairns, Foreman.

Forest cleared 3½ miles, 12 feet wide.
Graded 1,200 yards, 7 feet wide.
Corduroyed 35 " 12 "
Built 2 bridges, 20 feet long each, 12 feet wide, and 3 feet high, with 3 stringers, covered with round poles.
Cut out fallen timber along line of trail cut last year.

SAGE'S, RANDLE'S AND WADDINGTON'S ROAD.

J. Cairns, Foreman.

Brush cleared 460 yards, 18 feet wide.
Graded 460 " 18 "
Ditched 121 " on one side.
Made 1 culvert, 19 feet long, 1 foot wide, and 1 foot deep.

WELLINGTON ROAD (in South Nanaimo).

J. Cairns, Foreman.

Ditched 110 yards on one side.
Gravelled 411 " 12 feet wide, and 10 inches deep.
Made 3 culverts, 35 feet long, $1\frac{3}{4}$ feet wide, and 1 foot deep.
Repaired Millstone bridge, by putting 1 new bent with 4 new posts, 6 temporary posts to strengthen bridge, and 12 new planks.
Made general repairs along line of road.

BADCOCK'S ROAD.

J. Cairns, Foreman.

Ditched 80 yards on one side.
Made 1 culvert, 13 feet long, 1 foot wide, and 1 foot deep, and general repairs along line of road.

JINGLEPOT ROAD.

J. Cairns, Foreman.

Gravelled 80 yards, 8 feet wide, and 6 inches deep.
Repaired bridge and made general repairs.

GABRIOLA ISLAND ROADS (McLay's Road to Wharf).

J. Cairns, Foreman.

Grubbed 408 yards, 7 feet to widen old road.
Graded 408 " 7 " " "
Ditched 258 " on one side.
Made 5 culverts, 16 feet long, 1 foot wide and 1 foot deep, and general repairs along line of road.

CENTRE ROAD.

J. Cairns, Foreman.

Forest cleared 288 yards, 20 feet wide.
Grubbed 1588 " 12 "
Graded 1588 " 12 "
Ditched 175 " on one side.

ROAD FROM LOWER WHARF TO DEGNEN'S.

J. Cairns, Foreman.

Grubbed 524 yards, 7 feet wider than old road.
Graded 524 " 7 " "
Ditched 500 " on one side.
Made 4 culverts, 14 feet long, 1 foot wide and 1 foot deep.
" 1 " 18 " 3 " 1 " and made general repairs along line of road.

WHARF ON DECOURCY ISLAND AT FLEWETT'S PLACE.

W. M. Flewett, Foreman.

Built a crib wharf, 20x35 feet, with approach to same, with logs notched down and each tier drift-bolted at all corners, crib filled with rock, stringers put on and covered with plank.

THETIS ISLAND ROADS.

Peter Hunter, Foreman.

Forest cleared 2 miles, 16 feet wide, and partly levelled 1 mile, 8 feet wide. This road runs from north end of island to Burchill's store.

North Nanaimo District.

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ENGLISHMAN'S RIVER STRAINING-BEAM BRIDGE.

J. Craig, Foreman.

The spring freshets had undermined abutment at one end of bridge and it had settled so as to render it unsafe. The bridge was jacked up to its original position, the abutment torn out and 14 cedar piles driven to bed-rock for a new abutment; cap firmly drift-bolted on top of the piling, the corbels and stringers of the bridge securely bolted to same and the river side of the abutment planked up with 3-inch plank, well spiked to piling to secure same from damage from drift timber.

FRENCH CREEK BRIDGE.

J. Craig, Foreman.

New bent put in same to replace one washed out, and the bridge jacked up to its original position.

ENGLISHMAN'S RIVER ROAD, KNIGHT'S HILL.

J. Craig, Foreman.

Ditched 2300 yards on one side.
Gravelled 700 " 10 feet wide and 6 inches deep.
Made 11 culverts, 22 feet long, 1 foot wide and 1 foot deep, and general repairs to same.

R. EVANS' ROAD.

J. Craig, Foreman.

Forest cleared 600 yards, 15 feet wide.
Grubbed 275 " 6 "
Graded 275 " 6 "

NANOOSE BAY ROAD.

J. Craig, Foreman.

Forest cleared 230 yards, 30 feet wide.
" " 320 " 10 " wider than old road.
Grubbed 230 " 20 " wide.
" 320 " 10 " wider than old road.
Graded 230 " 20 " wide.
" 320 " 10 " wider than old road.
Excavated earth 30 " 20 " wide and 1 foot deep.
Filled in 30 " 20 " " 1 "
Gravelled 550 " 16 " " 10 inches deep.
Made 1 culvert, 20 feet long, 1 foot wide and 1 foot deep, and general repairs along line of road.

HAMILTON'S AND N. W. BAY ROAD.

J. Craig, Foreman.

Forest cleared, 1025 yards, 30 feet wide.
" " 710 " 10 " wider than old road.
Graded 1025 " 13 " wide.
" 710 " 3 " wider than old road.
Ditched 190 " on one side.
" 360 " 16 feet wide on both sides,
Corduroyed 5 " 14 " "
Made 3 culverts, 15 feet long, 1 foot wide and 1 foot deep.
" 3 " 15 " 4 " 1 "
Built bridge, 18 feet long , 14 feet wide and 4 feet high, with 3 stringers covered with split cedar, and put on ribbon pole.

MCKIBBON'S AND STEWART'S ROAD.

J. Criag, Foreman.

Forest cleared 1075 yards, 20 feet wide
Partly graded 1075 " 7 "

ENGLISHMAN'S RIVER AND FRENCH CREEK ROAD.

J. Craig, Foreman.

Grubbed 320 yards, 18 feet wide.
Graded 320 " 18 "
Ditched 320 " on one side.
Filled in 12 " 15 feet wide and 2 feet deep.
Made 1 culvert, 20 feet long, 4 feet wide and 2 feet deep.
Built 1 bridge, 30 " 16 " 4 " high, with 3 stringers placed on mud-sills and covered with split cedar, and put on ribbon pole.

CROSS ROAD (between E. River and Alberni Road).

J. Craig, Foreman.

Forest cleared 400 yards, 25 feet wide.
Grubbed 1200 " 15 "
Graded 1200 " 15 "
Ditched 600 " on one side.
Made 2 culverts, 22 feet long, 1 foot wide and 1 foot deep.

RICHARD'S AND DICKINSON'S ROAD.

J. Craig, Foreman.

Ditched 325 yards, on one side.
Made 3 culverts, 14 feet long, 1 foot wide and 1 foot deep, and general repairs along line of road.

MORELLO'S ROAD.

J. Craig, Foreman.

Forest cleared 165 yards, 15 feet wide.
Graded 165 " 8 "
Made general repairs along line of road.

N. W. BAY ROAD TO BEAVER CREEK WHARF.

J. Craig, Foreman.

Ditched 75 yards, on one side.
Made 3 culverts, 14 feet long, 1 foot wide, and 1 foot deep; and general repairs along line of road.

CARTER'S ROAD.

J. Craig, Foreman.

Ditched 50 yards, on one side.
Made 2 culverts, 14 feet long, 2 feet wide, and 1 foot deep.

FRENCH CREEK ROAD TO GRAVES' PLACE.

J. Craig, Foreman.

Forest cleared	250	yards,	20 feet wide.
"	1,000	"	5 feet wider than old. road.
Grubbed	1,000	"	5 "
Graded	1,000	"	5 "
Grubbed	250	"	16 feet wide.
Graded	250	"	16 "
Ditched	125	"	on one side.
Excavated earth	30	"	10 feet wide, and 2 feet deep.
Filled in	17	"	12 " 1 "
Gravelled	130	"	8 " and 5 inches deep.

Made 5 culverts, 18 feet long, 5 feet wide, and 2 feet deep.
Built 1 bridge, 22 feet long, 15 feet wide, and 2 feet high, with 3 stringers, covered with split cedar, put on ribbon pole and cut jam pile from French Creek Bridge.

LAWREY'S AND CRAIG'S ROAD.

J. Craig, Foreman.

Made general repairs along line of road and repaired bridge.

MARSHALL'S AND SWAIN'S ROAD.

J. Craig, Foreman.

Graded 1,190 yards, 8 feet wide.
Gravelled 400 " 8 " and 4 inches deep.

MORRISON'S AND TAGGART'S ROAD.

J. Craig, Foreman.

Forest cleared	500	yards,	6 feet wider than old road.
Graded	300	"	3 "
"	300	"	10 feet wide
Gravelled	120	"	8 " and 4 inches deep.

Made 3 culverts, 15 feet long, 2 feet wide, and 2 feet deep; and general repairs along line of road.

DUNN'S AND TOWNSEND'S ROAD.

J. Craig, Foreman.

Forest cleared 1,200 yards, 18 feet wide.
Partly levelled 1,200 " 10 "
Built 1 bridge, 80 feet long, 13 feet wide, and 8 feet high, with 2 bents, 2 mud-sills, and 3 stringers; covered with split cedar and put on ribbon pole.

WELLINGTON AND NANOOSE ROAD.

J. Craig, Foreman.

Graded 950 yards, 18 feet wide.
Ditched 100 " on one side.
Excavated earth 30 " 18 feet wide, and 1½ feet deep.
Gravelled 400 " 10 " and 8 inches deep.
Made 1 culvert, 20 feet long, 1 foot wide, and 1 foot deep; and general repairs along line of road.

CLARKSON'S ROAD.

J. Craig, Foreman.

Forest cleared 1,000 yards, 25 feet wide.
Grubbed 2,775 " 8 "
Graded 2,775 " 8 "
Built 1 bridge, 15 feet long, 14 feet wide, and 2 feet high, with 3 stringers laid on mud-sills, and covered with split cedar, and put on ribbon pole.

CROSS ROAD BETWEEN ERRINGTON AND FRENCH CREEK.

J. Craig, Foreman.

Forest cleared 3,300 yards, 25 feet wide.
Graded 400 " 10 "
Ditched 40 " on one side.
Corduroyed 30 " 10 feet wide.
Made 1 culvert, 18 feet long, 1 foot wide, and 1 foot deep.

TRAIL FROM CRUMP'S TO COMOX ROAD.

J. Craig, Foreman.

Forest cleared 725 yards, 10 feet wide.

AULD'S AND MCGILL'S ROAD.

J. Craig, Foreman.

Forest cleared 300 yards, 20 feet wide.
Grubbed 300 " 20 "
Graded 300 " 10 "
Gravelled 300 " 8 " and 6 inches deep.

TEXADA ISLAND ROADS.

J. Craig, Foreman.

Forest cleared 5,302 yards, 18 feet wide.
" 3,900 " 8 " for trail.
Grubbed 700 " 9 "
Graded 800 " 3 " for pack trail.
" 700 " 9 "

SWANSON'S AND OTHERS' ROAD.

J. Cairns, Foreman.

Forest cleared 100 yards, 18 feet wide.
Graded 150 " 9 "
Ditched 130 " on one side.
Made general repairs along line of road.

EAST WELLINGTON ROAD.

J. Cairns, Foreman.

Gravelled 200 yards, 8 feet wide, and 6 inches deep.
Made 1 culvert, 20 feet long, 1 foot wide, and 1 foot deep; and general repairs along line of road.

ROSSVILLE ROAD.

J. Cairns, Foreman.

Hauled ashes on 285 yards, 9 feet wide, and 10 inches deep; and made general repairs along line of road.

MCGARRIGLE'S AND PEARSON'S ROAD.

J. Cairns, Foreman.

Graded 260 yards, 2 feet wider than old road.
Ditched 308 " on one side.
Dug 48 " of tail-drains.
Hauled ashes on 118 yards, 8 feet wide, and 10 inches deep.
Made 1 culvert, 14 feet long, $1\frac{1}{2}$ feet wide, and 1 foot deep.
Repaired bridge and made general repairs along line of road.

WELLINGTON OLD TOWNSITE ROADS.

J. Cairns, Foreman.

Ditched 132 yards, on one side.
Gravelled 425 " 8 feet wide, and 6 inches deep.

MUNROE'S ROAD.

J. Cairns, Foreman.

Ditched 160 yards on one side.
Made 1 culvert, 12 feet long, 3 feet wide, and 1 foot deep; and general repairs along line of road.

KILPATRICK'S AND HOSKINS' ROAD.

J. Cairns, Foreman.

Ditched 60 yards on one side.
Repaired bridge, and made general repairs on road.

JONES' AND RUTHERFORD'S ROAD.

J. Cairns, Foreman.

Filled in 12 yards, 15 feet wide and 3 feet deep.
Made 1 culvert, 25 feet long, 3 feet wide, and $1\frac{1}{4}$ feet deep; and general repairs along line of road.

BRICK YARD AND TURNER'S ROAD.

J. Cairns, Foreman.

Graded 800 yards, 8 feet wide.
Ditched 158 " 16 " on both sides.
" 150 " on one side.
Made 1 culvert, 18 feet long, 4 feet wide, and 1 foot deep.
" 2 " 15 " 1 " 1 "
Dug 30 yards of tail-drain, and made general repairs along line of road.

WELLINGTON AND NANOOSE ROAD.

J. Cairns, Foreman.

Gravelled 60 yards, 8 feet wide, and 6 inches deep; and cleared rocks from old road-bed.

RICKARDS' AND OTHERS' ROAD.

J. Cairns, Foreman.

Ditched 78 yards, 16 feet wide, on both sides.
" 92 " on one side.
Made 1 culvert, 13 feet long, 1 foot wide, and 1 foot deep.

MANUEL'S AND CROWE'S ROAD.

J. Cairns, Foreman.

Grubbed 1,100 yards, 10 feet wide.
Graded 1,100 " 10 "
Rebuilt 1 bridge with timber of old bridge, which had washed out, as it was too low.

FOSTER'S AND PAGE'S ROAD.

J. Cairns, Foreman.

Forest cleared 2,200 yards, 14 feet wide.

ROBSON'S AND CLARK'S ROAD.

J. Cairns, Foreman.

Ditched 90 yards, on one side,
Gravelled 224 " 7 feet wide, and 6 inches deep.
Made 1 culvert, 12 feet long, 1 foot wide, and 1 foot deep; and general repairs along line of road.

DEPARTURE BAY ROAD.

J. Cairns, Foreman.

Ditched 190 yards on one side.
Gravelled 327 " 8 feet wide, and 6 inches deep.
Made 1 culvert, 14 feet long, 3 feet wide, and 1 foot deep.
" 1 " 14 " $1\frac{1}{2}$ " 1 " ; and general repairs along line of road.

NORTHFIELD AND DEPARTURE BAY ROAD.

J. Cairns, Foreman.

Graded 110 yards, 14 feet wide.
Gravelled 224 " 7 " and 5 inches deep; and cleared rocks from old roadway.

WELLINGTON ROAD.

J. Cairns, Foreman.

Gravelled 1,528 yards, 8 feet wide, and 7 inches deep.
" 267 " 10 " 10 "
Made 1 culvert, 30 feet long, 2 feet wide, and 1 foot deep; and general repairs along line of road in cleaning out ditches and culverts and clearing rocks from old road-bed.

NANAIMO-ALBERNI TRUNK ROAD.

D. A. McMillan, Foreman.

Forest cleared 980 yards, 20 feet wide.
Grubbed 980 " 14 "
Graded 300 " 20 "
" 980 " 14 "
Ditched 615 " on one side.
" 80 " 3 feet deep, 3 feet wide at bottom, and 5½ feet wide on top.
Cribbed 13 " 14 feet wide on both sides for approach to bridge.
" 55 " 18 " 8 feet high, and cross-tied same every 8 feet.
Excavated earth 100 " 13 " 3 feet deep.
Filled in 37 " 14 " 4 "
" 340 " 12 " 2½ "
" 120 " 15 " 5 "
Built stone wall 100 " 3 feet high.
" 70 " 15 feet wide, 5 feet high.
Gravelled 3,500 " 8 " 5 inches deep.
Made 2 culverts, 14 feet long, 1 foot wide, and 1 foot deep.
" 2 " 16 " 2 " 1 "
Built 1 bridge, 190 " 14 " 30 feet high in main span, across French Creek; built on 10 bents, with laps drift-bolted on same, and 4 stringers, 12 x 14 inches, bolted on same; covered with split cedar, and put on ribbon-pole and hand-rail. The main span of this bridge is 46 feet long and 30 feet high; 8 bents are 12 feet apart, and 2 bents have 22 feet span.
Built 1 bridge, 16 feet long, 14 feet wide, and 4 feet high, with three stringers laid on mud-sills; covered with split cedar, and put on ribbon-pole.
Made general repairs along Cameron Lake in removing slides and setting back telegraph poles, &c., &c., and made general repairs along line of road from Englishman's River to Cameron Lake.

TRUNK ROAD TO COMOX.

J. Love, Foreman.

Forest cleared 8,356 yards, 30 feet wide.
Grubbed 7,898 " 14 "
Graded 7,898 " 13 "
Ditched 616 " 14 " on both sides.
" 519 " on one side.
Dug 247 " of tail drains.
Corduroyed 23 " 15 feet wide.
Cribbed 90 " 15 " on both sides, 3 feet high.
Filled in 90 " 15 " and 3 feet deep.
Gravelled 715 " 6 " 6 inches deep.
Made 7 culverts, 15 feet long, 2 feet wide, and 1½ feet deep.
" 6 " 15 " 1½ " 1 "
Built 1 bridge, 76 feet long, 15 feet wide, and 10 feet high.
" 1 " 107 " 15 " 5 "
" 1 " 79 " 15 " 12 "
" 1 " 54 " 15 " 5 "
All built with bents and mud-sills, and 4 stringers placed on same, covered with split cedar, and ribbon-poles put on.

Comox District.

WORKS AND BUILDINGS.

NEW COURT HOUSE AND GOVERNMENT OFFICES AT UNION, (from plans supplied from Chief Commissioner's Office).

J. A. Mateer, Contractor, $1,500.00.

Furnished all plant, labour and material, to erect and complete a wooden building 60 x 35.6 feet floor plan, with 12 ft. walls, one story, plastered and wainscotted. In addition, a brick fire-proof vault has been constructed in the Government Agent's Office, with combination doors, at a further cost of $250.00. The roof of the buildiug has been fire-proof painted, and every possible precaution has been taken to minimize the danger of fire to structure and contents. The interior is light, cheerful and airy. All interior wood work being finished natural, in oil and varnish, which makes a clean and wholesome job, as well as cheerful and lasting.

ROADS, WHARVES AND BRIDGES.

COURTENAY RIVER BRIDGES—repairs.

J. R. Berkeley, Foreman.

Stripped worn out covering, and laid extra stringers 12 x 12 in. between outer and centre stringers in both spans, with 12 x 12 x 18 ft. corbels, fastened with 2 ft. drift bolts. Length of spans, 95 and 96 feet. Sway-braced pile piers, and diagonal-braced bridge under stringers, fitted on needle-stringers, and bolted through main stringers to check side-sway. Re-covered bridge throughout with 3 x 12 fir planking. The piers of this bridge are of driven cedar piles bolted together. They have stood many years, and are quite sound still.

BRIDGE ON MCKELVIE'S ROAD.

J. Berkeley, Foreman.

Removed old bridge 72 feet long, and built new one 48 ft. long; two spans; four stringers, 10 x 14; caps 12 x 14; four posts in bents; flattened cedar mudsills. Handrail; all securely fastened with drift bolts; 24-foot filling at approach—gravelled. This bridge is made with four stringers, without corbels. A good way to make small bridges.

OYSTER RIVER AND CAMPBELL RIVER ROAD.

J. Berkerley, Foreman.

Replaced three small bridges and four culverts destroyed by forest fires. Cleared road of a great quantity of fallen timber, and repaired holes burnt out in road-bed. Graded 3,168 yards, from Black Creek Bridge towards Oyster River. Removed stones and roots from road near Beeche's farm. Cleared out Freer's road and ditched low place. Cleared Welland's and Snow's road of burnt timber, and C. H. Williams' ditto. Built new pier entirely round old one under Oyster River bridge, 35 feet long, 12 feet wide, 11 feet high, of red fir logs, flattened; pier pointed at both ends, and securely fastened together with drift bolts and 2-in. wooden pins. Structure well bedded down on river bottom, and filled with rock. The old pier was undermined at lower end, which, on being square, formed an eddy. This bridge has been built entirely too low, and should be raised to ensure its safety.

Repaired 3 bridges between J. Stewart's and Campbell River. Lengths—24 ft., 33 ft., and 42 ft.; new cedar covering and one new stringer. Replaced corduroy burnt out; filled holes and removed fallen trees. One long corduroy has been discarded, and embankment made in its place. Much damage has been done in this section during summer of 1896 by forest fires, which overran the country and burnt out many small bridges, corduroys, and culverts, besides burning holes in road-bed wherever any inflammable material lay, and filling roadway with fallen timber. The road party engaged in getting out timber for Oyster River pier, were at one time in imminent danger of loosing their prepared timber, many of the logs being scorched before they could be removed.

Filled in 60 yards 15 ft. wide, 4 ft. high, over swamp.

Built 1 bridge 52 ft. long, 14 wide, over French Creek; built crib in centre of creek; cut out fallen trees and brush from Willow Creek to French Creek, about 3 miles.

LEDINGHAM'S ROAD.

J. R. Berkeley, Foreman.

Ditched 665 yards, 2 ft. wide x 18 in. deep.
Made 1 culvert.
Turnpiked 16 ft.

VILE'S AND BURNS' ROAD.

J. R. Berkeley, Foreman.

Ditched 220 yards, 2 feet wide, by 16 inches deep.

Made 1 culvert, gravelled holes, repaired bridge, removed roots and made general repairs; cut out fallen timber. Much damage has been done by fires burning out corduroy and holes in the road-bed.

WILLIAMS' AND DONOHUE'S ROAD.

T. Beckensell, Foreman.

Graded 135 yards, 20 feet wide.
Ditched 245 "
Filled in 17 " 15 "
Made 10 culverts, average 4 feet wide.
Built 1 bridge, 14 x 15 feet long.
Cleared out all small timber and brush on road sides for about 2 miles.
Grubbed out 18 large trees.
Cut off sharp bends in road and made general repairs.

UPPER PRAIRIE ROAD.

J. R. Berkeley, Foreman.

Removed old bridge and built new one in place, near Finley's Farm. Old bridge was 66 feet long and too low. Made new one, 44 feet, and raised elevation about 4 feet; filled in 22 feet at approach; put in crib, at north end, of flattened cedar logs; wide cedar mudsill under centre bent. Timbers, 10 x 14; substantial hand-rail, and 3 x 12 inch fir plank covering; rounded up road and levelled hill at end of filling, and gravelled same. Bridge, 44 feet by 14 feet wide; average height, 10 feet.

Filled in 22 feet.

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

PIERCY AND HARRIGAN'S ROAD.

J. R. Berkeley, foreman.

Ditched 385 yards, 2 feet wide on upper side of road.
Grubbed 6 large stumps and repaired culverts; filled in low place with brush and gravel.
Repaired corduroy burnt out by forest fires.
Repaired bridge on Harvey's Side Road, burnt out by fire; put on new coveriug, hand-rail and centre bent and sway-braces.

UNION ROAD.

J. R. Berkeley, Foreman.

Rebuilt about 130 feet of bridge over Big Swamp, destroyed by fire. Cedar stringers, 3-inch fir planking, and hand-rail; 15 feet wide.
Made general repairs to culverts; gravelled and filled holes; removed fallen trees made dangerous by fires along whole line of road from Courtenay Bridge to Union.
Rebuilding 88 yards of Big Swamp Bridge, destroyed by fire.

UNION ROAD.

J. McKenzie, Contractor, $100.

Removed all old timbers. Laid roadway with brush, 6 inches deep, 15 feet wide; covered with gravel, 12 inches deep, 15 feet wide.

RADFORD AND WELCHE'S ROAD.

J. R. Berkeley, Foreman.

Cleared forest 528 yards by 30 feet wide.
Corduroyed 13 " 14 " made of cedar.
Built 1 bridge, 14 feet long by 14 feet wide.
This is a new road cut in from Union Road, on line between Welche and Radford's lots, which, if continued, will tap Lake Trail between Rosborough and L. Davis, thereby giving a short and convenient outlet to Lake Trail dwellers for Union Town.

MILLER AND POINT HOLMES' ROAD.

J. R. Berkeley, Foreman.

Re-covered small bridge with plank.
Cleared brush and timber from road sides and ditches.
Filled in low places in road.

LOWER PRAIRIE AND FLATS ROAD.

J. R. Berkeley, Foreman.

Grubbed roadway 200 yards.
Ditched " 200 " 3 feet wide, by 18 inches deep.
Turnpiked " 100 " 20 "
Made 6 culverts, 15 feet x 3 feet x 14 inches deep.
Re-covered bridge on cross-road by C. Bridges', 20 feet long, and made new culvert.
Made general repairs, filling and gravelling, from Scott's farm to Bay at Comox.
Put in false bent under long span in Rennison's bridge; put in 3x12 inch timbers under caps, supported by 10x12 inch posts under each bent; sway-braced bents anew; repaired hand-rail and renewed some covering.
Dumped about 800 tons of stone and gravel over sides of dyke at slough on flats, against base of sheet piling; placed rock about gates and aprons. This work has effectually stopped most of the leaks under and through base of sheet piling, which were gradually getting worse.

BACK ROAD.

J. R. Berkeley, Foreman.

Ditched 634 yards, 3 feet wide by 18 inches deep.
Turnpiked 204 " 20 " in low place by Lewis farm.
Gravelled 170 " 8 " 5 inches deep.
Made 7 culverts, 14 feet wide by 2 feet by 14 inches deep.
Cleaned out all ditches; took out rocks and roots, and renewed covering on one bridge.

T. C. WOODS' ROAD.

J. R. Berkeley, Foreman.

Cleared out fallen timber and filled holes caused by forest fires.

Gage's Trail.

J. R. Berkeley, Foreman.

Cleared out fallen timber and graded 12 chains.

Lake Trail Road.

J. R. Berkeley, Foreman.

Filled in 12 yards, 15 feet wide, 3 feet deep.
Turnpiked 10 chains, 14 feet wide.
Made 1 culvert, 14 feet x 4 feet, x 18 inches.
Built 1 bridge, 24 " 14 " 3 feet high.
Re-covered 60 foot bridge near Stoughton's, and graded off 40 feet.

Comox Bay Wharf. (Repairs.)

J. Baird, Foreman.

Drove 66 new piles in head of pier, 36 to 44 feet long; replaced slip all anew; drove new mooring piles and fastened all securely with drift-bolts and bands; new sway-braced throughout pier head; renewed most of the planking on head.

McQuillan's and Piercy's Road.

J. Berkeley, Foreman.

Gravelled 285 yards, 8 feet wide x 4 inches deep.
Made 8 culverts 14 feet x 3 feet x 12 inches.
Ditched 68 yards, 2 feet x 18 inches deep.
Cleared out Rees' Creek, 44 yards, of all brush and timber, to prevent backing of water on road.
Ran tail drain from culvert, 25 yards.

Tsolum River and Creech's Road.

J. R. Berkeley, Foreman.

Cleared out fallen timber burnt down during summer.

Frank Curliffe, Contractor, $160.00.

Corduroying bad places on road 12 feet wide.

Grieve's Cross Road.

J. R. Berkeley, Foreman.

Forest cleared 700 yards x 30 feet wide.
Rough graded 300 yards x 8 "
Made 1 culvert, 5 x 14 x 3 feet.
Built 1 bridge, 21 feet x 14 feet x 4 high.
This line was very hard to clear; part very wet, low land; bridge and culvert covered with plank.

Approach to Bridge, Rees' and McKelvey's Road.

J. R. Berkeley, Foreman.

This place has been dangerous on account of the old approach being narrow, and having a bend in itself. Two roads intersect at right angles, just at this spot, debouching off a stiff grade on to embankment of approach. 12 x 12 timbers were placed, splaying from bridge entrance to embrace both roads, supported by 12 x 12 posts, and the spaces thus created were filled in with brush and earth, scraped off hill.
1 timber 12 x 12 x 50 feet.
1 timber 12 x 12 x 30 feet.
Made 1 culvert, 33 feet long across junction of roads.
Gravelled 50 yards, 9 feet wide by 10 inches deep.

TSOLUM RIVER (straightening channel).

J. R. Berkeley, Foreman.

The course of this stream had been turned by logs lodging on the gravel just above Rees' bridge, so that the bridge was in danger either of being washed out, or being cut off entirely by a further change of stream. A channel was scraped across bend through a gravel bar, thus straightening channel into its original course, and putting bridge out of danger.

WILLIAMS' ROAD.

C. H. Williams, Contractor, $200.00.

Forest cleared and graded 100 chains, corduroyed 124 yards.

HARDY'S AND BAY ROAD.

H. Smith, Contractor, $15.00.

Filling holes and gravelling.

GIBSON'S ROAD.

M. Gibson, Contractor, $35.00.

Corduroying 70 yards, 12 feet wide, and gravelled, under supervision of J. R. Berkeley. Road opened on line between sections 23 and 24, from end of road built in 1895, to main upper prairie road.

CAMPBELL RIVER ROAD.

J. Stuart, Contractor, $20.00.

Replacing bridge washed out.

McDONALD'S ROAD.

R. McDonald, Contractor, $40.00.

Grading and filling in bad places.

HERNANDO ISLAND ROADS.

W. D. Rorison, Foreman.

MAIN ROAD THROUGH ISLAND.

Forest cleared	2,420	yards,	16	feet wide.
Grubbed	2,420	"	16	"
Graded	88	"	10	"

TONGUE POINT ROAD.

Forest cleared	2,000	yards,	16	feet wide.
Graded	200	"	10	"

Read Island Roads.

C. W. Wylie, Foreman.

Forest cleared half a mile, 9 feet wide.
Graded 1,000 yards, 12 "
Corduroyed 10 " 4 "
Excavated earth 30 " 10 "
do rock 10 " 6 "
Built 3 bridges, 100 feet by 8 feet.
Widened out old road. This road was begun in 1895, to cross from Wylie's to Evans' Bay, thence inland. It was cut out as a trail. This year, the trail has been extended half a mile, and the old part widened and part graded, so as to form a waggon road.

Cortez Island Roads.

M. Manson, Foreman.

Whaleton Road and Gorge Harbour Trail.

Cutting out fallen timber over a distance of half a mile on Gorge Harbour Trail.
Grading and grubbing on Whaleton Road.

Reef Point Road, Lake Road, and Whaleton Road.

About 1 mile of roadway cleared of brush, trees and fallen timber to a width of about 15 feet, on Reef Point Road; on Lake Road about $\frac{3}{4}$ mile cleared of brush, trees, and fallen timber, to a width of 15 feet; and on Whaleton Road about 200 yards of grading, cribbing, and filling in, and also making a piece of bridge to connect wharf approach with the road.

Valdez Island Roads.

W. Hughes, Foreman.

Made about 400 yards of new road at Heriot Bay; forest cleared about 16 feet and graded 10 feet; cleared old road of timber, graded, ditched, and made general repairs from Heriot Bay to Quathiaski Cove, about 4 miles; built 1 new bridge on Hall's road, 35 feet long by 14 feet wide, about 8 feet high; Cleared fallen timber off Cape Mudge Road. Forest fires have been very destructive here, filling roads with timber and burning holes in roads.

Trunk Road—Nanaimo to Comox.

Section 1—1 Mile (under construction).

Geo. Howe, Contractor, $700.

From end of road made in 1895, near Howe's Hotel, going south, 13 feet grade, with culverts, ditching, bridges, &c., according to Mr. Caldwell's survey notes.

Section 2—1 Mile (under construction).

T. Lee, Contractor, $440.

Continuing from section 1.

Section 3—1 Mile (under construction).

R. Ennis, Contractor, $650.

Continuing from section 2

HORNBY ISLAND.

Geo. Sutton and F. Sutton, Supervisors.

Contract No. 1.

John Scott, $25.

Ditched 97 yards, graded 13 yards, made 2 culverts.

Contract No. 2.

N. G. Gorrie, $40.

Ditched 200 yards, filled in 25 yards, grubbed out 4 trees.

Contract No. 3.

N. G. Gorrie, $50.

Ditched 107 yards, graded 25 yards, gravelled 58 yards, grubbed out 7 trees.

Contract No. 4.

N. G. Gorrie, $35.

Graded 160 yards, ditched 57 yards, gravelled 80 yards, grubbed out 7 trees.

Contract No. 5.

R. E. Scott, $39.

Ditched 138 yards, graded 80 yards, renewed 1 culvert.

Contract No. 6.

John Scott, $33.

Gravelled 300 yards.

Contract No. 7.

R. E. Scott, $24.

Ditched 85 yards, graded 30 yards, made 1 culvert.

Contract No. 8.

N. G. Gorrie, $39.

Ditched 424 yards, made 1 culvert, grubbed out 5 trees.

Contract No. 9.

W. Sutton, $45.

Ditched 280 yards, graded 74 yards, grubbed out several trees and stumps.

Contract No. 10.

W. Sutton, $12.

Ditched 55 yards, made 2 culverts, grubbed out 4 trees.

Contract No. 11.

John W. Scott, $38.

Ditched 180 yards, graded 40 yards, made two culverts, grubbed out five trees.

Contract No. 12.

W. Sutton, $18.

Ditched 118 yards, graded 23 yards, grubbed out 3 trees.

Contract No. 13.

John W. Scott.

Cleared forest 1 mile, 6 feet wide.

Contract No. 14.

W. S. Grant, $25.

Re-covered 1 bridge, 60 feet long, 12 feet wide, with split cedar.

Contract No. 15.

W. W. Scott, $26.

Ditched 250 yards, graded 25 yards, made 1 culvert, grubbed out several stumps.

Contract No. 16.

W. W. Scott, $28.

Ditched 318 yards, made 2 culverts, grubbed out 1 tree and 4 stumps.

Contract No. 17.

George Sutton, $22.

Ditched 368 yards, made 2 culverts.

Contract No. 18.

W. W. Scott, $29.

Cleared forest 245 yards, graded 245 yards, made 3 culverts.

Contract No. 19.

John A. Graham, $113.50.

Excavated and graded 298 yards.

Contract No. 20.

George Sutton, $5.

Made 1 bridge with split cedar, 15 feet long, 12 feet wide.

Contract No. 21.

George Sutton, $31.

Filled in 20 yards, ditched 75 yards, made 1 culvert, repaired 100 yards of road.

DENMAN ISLAND.

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

REPAIRED DENMAN WHARF.

Put in 1 new stringer.
do 2 " caps.
do 3 " posts.
do 9 " braces.
do 6 " planks, and made other necessary repairs.

EAST ROAD.

Gravelled 90 feet, 6 inches deep, and made general repairs.

Through Lot 2.

Cleared out 220 feet by 22 feet wide, and double turnpiked 22 feet wide; ditched where required 18 inches deep; deepened 462 feet of ditches.

Through Lot 3.

Cleared out 546 feet by 22 feet wide, and turnpiked 22 feet wide; ditches 18 inches deep.

Through Lot 4.

Cleared out 161 feet by 22 feet wide, and turnpiked 22 feet wide; ditches 18 inches deep.

EAST ROAD.

Lot 1.

Cleared out 66 feet by 22 feet wide, and turnpiked 22 feet; ditches 18 inches wide.
Ditched 122 feet, 18 inches deep.
Gravelled 6 feet.
Made 1 culvert, 2 feet by 1 foot by 16 feet, and tail-drain.

Lot 2.

Cleared out 462 feet, 22 feet wide, and turnpiked 22 feet; ditches 18 inches deep.
Made 1 new culvert, 2 feet by 1 foot by 16 feet.
Made tail-drain and general repairs.

Lot 3.

Cleared out 330 feet, and turnpiked 22 feet wide; ditches 18 inches deep.

Lot 4.

Cleared out 198 feet, and turnpiked 22 feet wide; ditches 18 inches deep.
Made 1 culvert, 2 feet by 1 foot by 16 feet, and tail-drain.
Cleared out water way and gravelled 5 yards.

CROSS ROAD.

Lot 1.

Cleared out 594 feet, and turnpiked 22 feet wide; ditches 18 inches deep; cleared out ditches.

Lot 2.

Cleared out 594 feet, and turnpiked 22 feet wide; ditches 18 inches deep.

Lot 3.

Cleared out 360 feet, and turnpiked 22 feet wide; ditches 18 inches deep.

Lot 4.

Cleared out 144 feet, and turnpiked 22 feet wide; ditches 18 inches deep.

Lot 5.

Cleared out 198 feet, and turnpiked 22 feet wide; ditches 18 inches deep.

Lot 6.

Cleared out slides on Wharf Hill, and the mountain.

BEAVER DAM ROAD.

Ditched 264 feet, 2 feet deep.
Dug out 1 tree.
Gravelled 10 yards.

ROAD FROM HARDY BAY TO COAL HARBOUR, RUPERT ARM.

William Hassard, Foreman.

Made 4 miles of new road; cleared off fallen logs; grubbed stumps and roots; graded down hillocks and side-hills, and filled hollows 10 feet wide; cribbed five short pieces on side-hills and around rocky point; corduroyed 207 feet by 12 feet wide; made 9 culverts 2 feet 6 inches by 1 foot 6 inches by 12 feet.

Built 1 bridge 9 feet by 4 feet by 12 feet.
do 1 " 10 " 5 " 12 "
do 1 " 18 " 4 " 12 "
do 1 " 12 " 5 " 12 "
do 1 " 12 " 4 " 12 "
do 1 " 30 " 3 " 12 "
do 1 " 12 " 5 " 12 "
do 1 " 15 " 5 " 12 "
do 1 " 60 " 8 " 12 "
do 1 " 15 " 5 " 12 "
do 1 " 76 " 8 " 12 "

The latter bridge is built of hewed timber; 2 bents; stringers 12 x 14 inches; covering 12 feet wide, of split cedar plank, 4 inches thick.

The other bridges are covered with split cedar plank, 4 inches thick by 12 feet.

Bella Coola.

The site for a wharf was selected after careful examination by Mr. L. B. Hamlin, C. E., on the south side of Bella Coola Harbour, under whose direction the foreman, Mr. A. Raynes, has built a substantial wharf 630 feet long, including the approach, which is 18 feet wide. Mr. Hamlin also constructed a first-class trail, which can be converted into a waggon road, $3\frac{1}{4}$ miles in length, to connect the wharf with the road up the valley, which was made by Mr. Leech, C. E.

New Westminster District.

SCHOOL HOUSE, WEST BURNABY.

Layfield and Sault, Contractors, $1,200.00.

Provided all plant, labour and materials requisite; erected and completed a frame building containing two school rooms each 26 feet by 36 feet, having separate side entrances and cloak rooms. The building is enclosed with rustic siding; is lathed, plastered, wainscotted and painted throughout. The floors are double and sound deadened. Blackboards and other requisites have been furnished.

EAST VANCOUVER SCHOOL HOUSE.

D. M. Fraser & Co., Contractors, $1,200.00.

Supplied all materials and labour, and erected a building similar to that at West Burnaby.

SPRING BROOK SCHOOL HOUSE.

H. Titmus, Contractor, $400.00.

Provided everything necessary, and erected a building in accordance with plans and specifications for a country school-house.

LADNER'S SCHOOL HOUSE.

Layfield & Sault, Contractors, $475.00.

Furnished all material and labour, and built a frame addition to the existing building.

LOCK-UP, MISSION CITY.

J. C. Allen, Contractor, $335.00.

Erected a Lock-up, 20 x 21 feet, containing three cells, and a Constables' room. The walls and partitions are laid up with 2 x 4 inches, mill sized lumber, securely spiked together. The floors and ceilings are made in a similar manner. The exterior is enclosed with tarred paper and rustic siding. Windows and doors are strongly made and well secured.

AGASSIZ AND MARIA ISLAND ROAD.

I. Marshall, Foreman.

Built bridge, 130 feet long, covered with 2 inches by 12 inches by 15 feet, fir plank; ribbons and hand-rails fir scantling, 2 inches by 4 inches and 2 inches by 6 inches.

CONSTRUCTION OF SUPERSTRUCTURE OF TWO BRIDGES ACROSS MARIA SLOUGH, to enable Messrs. Cunningham, Brough, Pare and others to connect with the Agassiz and Maria Island Road, thereby giving them a direct waggon road to Agassiz Station. Formerly their only way of reaching Agassiz Station being by canoe to the railway bridge, and thence along the railway track. Length 392 feet.

I. Marshall, Foreman.

Piles sway-braced; 4 runs of stringers, 8 inches by 12 inches; covering, 2 inches by 12 inches by 13 feet, fir plank; ribbons and hand-rails, fir scantling, 2 inches by 4 inches, and 2 inches by 6 inches.

Bridge No. 2, 369 feet, connecting Pare's Island with the Mainland; construction same in every detail as No. 1.

Also constructed about 34 chains of road across Pare's Island, to connect with the bridges; forest cleared 20 feet; cut and removed logs and brush, and the ground levelled 12 feet wide.

Total cost about $760.

REPAIRS TO HARRISON HOT SPRINGS ROAD, and construction of a bridge outside of Kent Municipality. Special appropriation of $1,000.

Gravelled 24 chains of new road, 9 feet wide and 8 inches deep; and on the remaining distance of 1¾ miles, outside of municipal bounds, the following repairs have been carried out, viz., 4 earth fills, aggregating 150 feet, by 2 inches by 16 feet wide; bridge repaired and abutments cribbed and filled in with earth; filled in and gravelled all the holes on this distance, and gravelled about 98 chains, 9 feet wide and 8 inches deep. Cut and removed the logs and brush on each side, and constructed a bridge 135 feet long, resting on bents and mud-sills of hewn cedar; 4 runs of hewn cedar stringers, 12 inches by 14 inches; covering, 3 inches by 12 inches, fir plank; hand-rail, 4 inches by 4 inches, fir scantling; sway-braces, 3 inches by 8 inches, fir plank. The whole structure throughout secured with drift bolts and spikes. Built two approaches of earth, 69 feet and 66 feet, respectively; width and depth, 2 feet by 16 feet.

After the above work was completed I found that there was a balance left over, and I decided to apply it in placing gravel in the bad places along the municipal portion of the road. Altogether 172 waggon loads were distributed.

Amount expended, about $1,000.

PITT RIVER ROAD REPAIRS OUTSIDE OF MUNICIPAL LIMITS.

James Gunn, Foreman.

Cut brush and trees 30 feet on each side of road.

Cut and removed logs, etc., out of ditches; cleaned ditches and repaired culverts; removed all roots and rocks from the surface of the road.

Graded where required.

Gravelled 60 chains, 16 feet wide, and 8 inches deep.

Repairs to one of the bridges, consisting of 40 new planks and new rails.

Cost, about $975.00

CONSTRUCTION OF 55 CHAINS OF ROAD from the head of Port Moody Bay to connect with the Coquitlam Municipal Road, thereby giving the public a direct means of communication by road between Port Moody and the Westminster Junction.

James Gunn, Foreman.

Forest cleared and slashed 66 feet; logged 30 feet; road graded 18 feet clear of ditches; ditches on both sides, 3 feet by 2 feet; built 2 bridges, 15 feet and 40 feet respectively, having 3 runs of cedar stringers, covered with cedar, and substantial ribbons and hand-rails.

Cost, about $668.50.

CONSTRUCTION OF 1½ MILES OF ROAD in a westerly direction along the north shore of Port Moody Bay.

James Gunn, Foreman.

Forest cleared and slashed 40 feet and logged 20 feet; road graded 14 feet; ditched on the upper side; corduroyed 3 chains; built 4 bridges, 30 feet, 60 feet, 15 feet, and 15 feet; 3 runs of cedar stringers and covered with split cedar; 3 culverts, 2 feet by 3 feet.

Cost, about $395.00.

CONSTRUCTION OF A ROAD ALONG THE LINE OF MOODY STREET, from Murray Street to Rocky Point, Port Moody. Distance, about 10 chains.

James Gunn, Foreman.

Forest cleared and slashed 66 feet; logs and roots removed 23 feet; graded 18 feet clear of ditches; dug ditches on both sides 2 feet by 3 feet.

Cost, about $65.00.

REPAIRS ON PORT MOODY ROAD through townsite. Distance, 80 chains.

James Gunn, Foreman.

Cut and removed brush and logs; cleaned ditches; removed rocks and roots from surface of the road, and filled in all holes and ruts with sand and gravel.
Cost, about $263.00.

REPAIRS ON THE WESTMINSTER AND HASTINGS TRUNK ROAD, extending from Burnaby municipal limits to Vancouver City boundary. Distance about 3 miles.

James Gunn, Foreman.

Forest cleared and slashed 26 feet on each side; cut and removed logs from sides of road cleaned out ditches; reconstructed 3 culverts, 2 feet by 3 feet by 18 feet; gravelled 100 chains, 16 feet wide and 8 inches deep.
Cost, about $1,200.00.

WESTMINSTER AND VANCOUVER TRUNK ROAD, Lot 301, extending from South Vancouver municipal limits to Vancouver City limits.

James Gunn, Foreman.

Cut and removed brush; cleaned out ditches; 19 chains covered with broken rock, 13 feet wide and 8 inches deep and blinded with sand.
Cost, about $1,076.00.

WESTMINSTER AVENUE ROAD, Lot 301.

James Gunn, Foreman.

Replacing broken and worn out corduroy with new material, 300 pieces 16 feet by 3 inches thick, covered with gravel.
Cost, about $109.00.

CEMETERY AND NORTH ARM ROAD, Lot 301, extending from Vancouver City limits to South Vancouver municipal bounds.

James Gunn, Foreman.

Removed broken plank and replaced with new; covered 37 chains with broken rock, 14 feet wide and 10 inches deep and blinded with sand; cleaned out ditches on both sides; cleaned out and deepened about 12 chains of a large outlet ditch.
Cost, about 1,306.50.

CONSTRUCTION OF 40 CHAINS OF ROAD from Beechie Street to the southern boundary of Vancouver City and on the divisional line between South Vancouver Municipality and Lot 301.

James Gunn, Foreman.

40 chains forest cleared and slashed 66 feet wide; logged 23 feet; roots, &c., removed 20 feet; graded 16 feet clear of ditches; ditches cut on both sides, 3 feet by 2 feet; made 2 culverts, 2 feet by 4 feet by 16 feet long, covered with split cedar.
Cost, about $382.00.

REPAIRS ON THE PARK ROAD, SERPENTINE FLATS.

A. J. Gordon, in charge.

Built about 18 chains of cedar corduroy, 3 inches by 12 inches, laid on cedar stringers, with ribbons laid on top and pinned through into stringers.
Cost $105.00.

CONSTRUCTED A BRIDGE and cleared out 8 chains of road through Abbottsford townsite.

P. O'Farrell, by agreement.

Bridge 72 feet long, 14 feet wide; 3 bents; 4 runs of stringers, hewn; covered with split cedar 3 inches thick; ribbons and hand-rails; the whole structure fastened with drift-bolts and spikes. Slashed and brushed road; removed logs and graded knolls.
Cost, about $90.00.

CONSTRUCTION OF A BRIDGE ACROSS A RAVINE on the Line of Washington Street, East, at a point where another street intersects, thus necessitating a structure with four approaches.

R. F. Bonson, Foreman.

Total length 155 feet, 18 feet high, and 56 feet wide; 5 runs of stringers, 6 inches by 12 inches; posts, 8 inches by 8 inches; caps, 8 inches by 10 inches; sway-braces, 3 inches by 6 inches; covering, 3 inches by 12 inches; ribbons and hand-rails, 3 inches by 4 inches and 3 inches by 6 inches. All the timber used, sawn fir, fastened together with iron drift-bolts, nuts, washers, and spikes; 3 cribbed abutments filled with earth, and 2 hills graded down 36 feet long by 13 feet by 2 feet.
Cost, about $380.00.

CONSTRUCTION OF TWO BRIDGES on the Main Road from Mission City westerly.

R. F. Bonson, Foreman.

52 feet and 53 feet respectively; cribbed abutments; 4 runs of cedar stringers, 12 inches by 12 inches, supported on bents, resting on mud-sills, 8 inches by 8 inches, and 8 inches by 10 inches; covering, 3 inches by 12 inches, fir plank; ribbons and hand-rails, 3 inches by 4 inches, and 3 inches by 6 inches, fir scantling; both structures fastened together with iron drift-bolts and spikes. Width of drive-way, 15 feet clear. Also graded down a hill to give an easy approach to bridges; removed three cedar stumps; dug about 60 feet of ditch; re-laid about 28 feet of corduroy, and constructed a culvert.
Cost, about $300.00.

REPAIRS TO PLANK ROAD ON HORN AVENUE.

R. F. Bonson, Foreman.

Removed decayed and worn planks, and replaced with new. Blocked, wedged, and levelled up bents and stringers.
Cost, $16.00.

REPAIRS TO BRIDGE at the intersection of Washington Street with Horn Avenue.

R. F. Bonson, Foreman.

Re-covered about 98 feet of its length, with new plank, 3 inches by 12 inches by 9 feet, and blocked up and levelled bents and stringers.
Cost, $35.00.

SQUAMISH VALLEY TRUNK ROAD REPAIRS, extending from the Steamboat Landing to the Cheakimus River. Distance, about 9 miles.

Alexander N. Beaton, Foreman.

Cut and removed brush, logs and fallen timber; removed roots and stumps from the road-bed; graded and ditched about 16 chains, 14 feet wide; filled in soft holes with gravel; opened 9½ chains of new road; forest cleared and brushed 36 feet wide; logged 16 feet, and graded 14 feet; constructed 8 small bridges, total length 189 feet; about 7 chains of corduroy laid and covered with earth, and 5 chains covered with sand, laid on 10 feet wide and 6 inches deep.

Repairs to bridge near the landing; new stringers, re-covered with cedar plank; new ribbons; length 40 feet; constructed a turn-off for teams near the landing, 36 feet by 13 feet, built of cedar plank and brush, and covered with earth and sand.
Amount expended, about $858.00.

REPAIRS TO THE ABOVE ROAD AND BRIDGES, after an over-flow of the Mamquam in December.

R. F. Bonson, Foreman.

Built in a new cribbed abutment and levelled up the stringers of a bridge; filled in the approach with earth; re-covered one small bridge with sawn planks, 14 feet; filled in wash-outs on the road, and cut out about 10 chains of a temporary road round the large wash-out.

Cost, about $53.00.

REPAIRS ON SQUAMISH VALLEY AND PEMBERTON TRAIL, commencing at the Cheakimus Bridge, and extending to 8-mile Creek, on the line between Lillooet and New Westminster Districts.

R. F. Bonson, Foreman.

Made repairs to the pier of Chuki Bridge, and filled in the centre with rock.

Brushed out 3 miles; cut and removed fallen timber 12 feet wide, about 1 mile across the Big Slides on the Cheakimus River; repaired by clearing out detached rocks, and filling in crevices on trail with broken rock and moss. Built bridge across Camp Creek, having one cribbed abutment, 33 feet span; covered with split cedar; built 29 feet of approach, composed of logs, brush and earth. Built 3 chains of new trail. Made repairs to the abutments of Swift Creek Bridge, Stoney Creek Bridge, and the Canyon Bridge across the Cheakimus River. Made repairs to cribbing on Look-out Mountain; cut and removed logs, timber, and overhanging brush, the entire length of trail. At Eight-mile Creek, built a new bridge, consisting of 2 cribbed abutments with glance cribs, all filled with rocks; span, 70 feet; 4 runs of hewn stringers, 12 inches by 14 inches, supported on projecting corbels, and bolted together; covering, 3 inches by 12 inches by 14 feet, sawn cedar plank; hand-rails and ribbons; approaches, 40 feet by 35 feet, built of rocks and earth, and covered with gravel and plank.

Amount expended, about $960.00.

REPAIRS TO CHEAKIMUS BRIDGE, SQUAMISH VALLEY.

R. F. Bonson, Foreman.

Placed 2 needle beams on bridge, and attached sway-braces to outside of truss.

Cost, $20.00.

CONSTRUCTION OF A HOWE TRUSS BRIDGE WITH APPROACHES, across the Lillooet River, Maple Ridge. Special appropriation of $2,500.

R. F. Bonson, Foreman.

Substructure.—Foundations for the abutments excavated down to the natural bed of stream, and three rows of red fir piles shod, and driven from 8 feet to 12 feet with a 2,300-lb. hammer; piles cut off 14 feet above low water line, and capped with 12-inch by 12-inch hewn cedar; double corbels, 10 inches by 14 inches by 18 feet, placed on caps to support chords; the outside of piles cribbed up all round 9 feet high, with cedar logs hewn on three sides and thoroughly tied, and drift-bolted to each other and to the piles; glance cribs attached to the upper end of each abutment, constructed as above, and both abutments and cribs filled up with rock; one shore bent, composed of a double row of piles, 4 in each row, capped with 12-inch by 12-inch hewn cedar, sway-braced and sheeted with 3-inch by 12-inch plank; 5 land bents to support approaches.

Superstructure.—Main span, 160 feet, Howe Truss. Upper and lower chords have each two members, 6 inches by 12 inches, and 6 inches by 16 inches, respectively, keyed every 3 feet and clamped on both sides, at each joint, and properly bolted; panels, 13 feet; rise, 16 feet 6 inches; width, from out to out, 16 feet. The suspension rods are single, except at the end of each truss, where 3 rods in each set are placed; 1 straining-beam truss of hewn cedar and fir timber; 57-foot span; suspension rods and needle beam. Approaches, 122 and 57 feet, respectively; 4 runs of fir and cedar stringers, hewn to 12 inches by 12 inches; covering throughout, 3-inch by 12-inch fir plank; hand-rails and ribbons, 4 inches by 4 inches, and 4 inches by 6 inches.

Amount expended, about $2,528.44.

BRIDGE ACROSS A STREAM NORTH OF THE LILLOOET RIVER.

R. F. Bonson, Foreman.

13 piles driven by the Lillooet Bridge Party.
The Municipal Council requested the Superintendent to drive the above-named when the driver was on the ground, they promising to refund the amount expended by the Government in wages, etc.
Cost, $53.75.

REPAIRS TO ROADS, ETC., ELPHINGSTONE SETTLEMENT, HOWE SOUND.

Alex. N. Beaton, Foreman.

Graded, ditched and corduroyed the main road 6 miles west from Gibson's Landing.
Built 4 bridges and repaired one.
Cut and removed brush, logs and fallen timber from 3 miles of the North Road; re-laid corduroy and graded where required; cleaned out and deepened about 5 chains of ditch.
Opened 2 miles of a trail from the beach, near Soomes' house, to the school-house.
Amount expended, about $450.

CONSTRUCTION OF A WHARF AT THE STEAMER LANDING, SQUAMISH VALLEY.

R. F. Bonson, Foreman.

The dimensions are 24 feet by 36 feet, resting on 14 piles, with caps drift-bolted on piles; joists, 2 inches by 12 inches, 2 feet 9 inches apart, spiked to caps and covered with 2-inch by 12-inch plank. Approach, 12 feet by 24 feet, resting on 4 runs of stringers. Guards attached to both wharf and approach, of 4-inch by 4-inch scantling.
Cost, about $180.

CONSTRUCTION OF A SLED TRAIL THROUGH THE UPPER SQUAMISH VALLEY; distance, about $12\frac{3}{4}$ miles.

R. F. Bonson, Foreman.

Cut and removed all brush, logs and timber for a width of 16 feet; close cut large roots and stumps, 12 feet wide; levelled and filled in hollows, 8 feet wide, and the following bridges built:—

No. 1	Bridge,	51	feet,	covered with split cedar.
2	"	297	"	built on piles and bents, covered with cedar.
3	"	30	"	"
4	"	60	"	"
5	"	30	"	"
6	"	370	"	built on bents. "
7	"	16	"	"
8	"	54	"	"
9	"	14	"	"

Amount expended, about $1,445.

REPAIRS TO THE SQUAMISH RIVER BRIDGE.

R. F. Bonson, Foreman.

Drove 7 piles in the south abutment.
do 10 " to support a new approach.
Built 96 feet of approach; caps, 10 inches by 12 inches; 4 runs of stringers, 10 inches by 12 inches; covering, 2-inch by 12-inch fir plank; ribbons and hand-rails, 4-inch by 4-inch scantling; 1 new truss, 40 feet span, with needle beam and centre rods; raised part of the north approach 3 feet, and put in a new bent; built 39 feet of an extension to the approach of logs, brush and earth, and covered with gravel.
Amount expended, about $480.

CONSTRUCTION OF ABUTMENTS FOR A TRAFFIC BRIDGE ACROSS THE COQUITLAM RIVER, parallel with and 25 feet from the Railway Bridge, Westminster Junction.

Work under the supervision of the Municipal Council. Special grant of $2,000.

L. F. Bonson, Foreman.

There are three abutments, formed of double rows of fir piles driven into the bed of the stream from 10 to 12 feet, capped and braced, and cribs of 8-inch by 8-inch sawn cedar, built up all round, properly tied and drift-bolted together and to the piles, and filled up with quarried rock, and the outsides riprapped with the same material. Two approaches constructed, 180 feet, supported on bents; 4 runs of stringers, 8 inches by 12 inches; covered with 3-inch by 12-inch fir plank.
Amount expended, $2,000.

UNAVOIDABLE REPAIRS UPON THE FOLLOWING ROADS, caused by the rains during the fall and winter:—

HASTINGS ROAD.

James Gunn, Foreman.

Cleared out ditches and culverts, filled up washouts, trimmed up gravel, and filled in wheel ruts.
Amount expended, about $26.

PORT MOODY ROAD.

James Gunn, Foreman.

Cleared out ditches and culverts, and filled in washouts on the long hill.
Amount expended, about $46.

PORT MOODY NORTH ROAD.

James Gunn, Foreman.

Cleared out ditches and replaced corduroy.
Amount expended, about $16.

NORTH ARM AND VANCOUVER CEMETERY ROAD, LOT 301.

James Gunn, Foreman.

Cleared out ditches and culverts; raked in and trimmed up broken rock; laid down 20 new pieces of plank, 3 inches by 12 inches by 18 feet.
Amount expended, about $46.

NEW WESTMINSTER AND VANCOUVER TRUNK ROAD, LOT 301.

James Gunn, Foreman.

Cleared out ditches and culverts, and raked in and trimmed up broken rock.
Amount expended, about $50.

PITT RIVER ROAD, outside of municipal bounds.

James Gunn, Foreman.

Cleared out ditches and culverts, and trimmed up gravel and filled in wheel ruts.
Amount expended, about $39.

REPAIRS AND EXTENSION OF SUMAS MOUNTAIN ROAD, Wade's Settlement, from the Fraser River, in a southerly and south-easterly direction, across the mountain to the northern boundary of Sumas Municipality.

Harry Ross, Foreman.

Widened 2 miles of old road 4 feet; filled in holes, put in new culverts, and repaired old ones; cut and removed logs, brush and fallen timber.

Constructed 1½ miles of new road; forest cleared 16 feet wide; cut logs and brush 14 feet wide; blasted 200 feet of rock bluff, and built the road round it; constructed 3 culverts; built 2 small bridges, and laid 250 feet of corduroy, covered with 3 inches of earth and ditched on one side; graded throughout 9 feet wide.
Amount expended, about $630.

REPAIRS ON NICOMEN ISLAND MAIN ROAD, extending from Dewdney Ferry to S. McDonald's Landing.

Harry Ross, Foreman.

Removed drift wood, logs and brush from the road.
Constructed an earth-fill 300 feet long, 2 feet 6 inches by 20 feet on top.
do " 250 " " "
1 bridge, 20 feet; 3 stringers; covering, 4-inch cedar, loaded with 12 inches of clay.
1 earth-fill, 100 feet long, 2 feet 6 inches by 20 feet on top.
1 " 80 " 20 inches by 20 feet on top.
500 feet graded, 18 inches high by 20 feet wide on top.
1 culvert, 6 feet long; 3-foot stringers; covering of 4-inch cedar, loaded with 18 inches of earth.
Raised grade of road from S. McDonald's barn to ridge at Miller's, 600 feet long, 18 inches high by 20 feet on top.

ROAD ALONG THE WESTERN BOUNDARY OF TOWNSHIP 23, from the north bank of the Fraser, Nicomen Island.

Harry Ross, Foreman.

52 chains forest cleared 30 feet.
Cut and removed logs and brush 20 feet.

ROAD NORTH BETWEEN SECTIONS 35 AND 36, TOWNSHIP 20, NICOMEN ISLAND.

Harry Ross, Foreman.

Constructed 1 bridge, 20 feet long; 3 cedar stringers, and 4-inch cedar covering, 15 feet long; side logs drift-bolted to covering and stringers, and loaded with 12 inches of clay.
1 bridge, 24 feet long; same as above; 2 earth approaches, 20 feet, 3 feet high at bridge, and 16 feet wide on top.
1 bridge, 30 feet long; same as above; 2 earth approaches, 15 feet long, 3 feet high at bridge, and 16 feet wide on top.
1 bridge, 26 feet long; same as above; 2 earth approaches, 20 feet long, 3 feet high, and 16 feet wide on top.
Earth-fill 26 feet long, 3 feet high, and 16 feet wide on top.

Opened out a new road running east, between Sections 25 and 36, Township 20, and Sections 30 and 31, Township 23, Nicomen Island.
Commencing at the corner where the road from S. McDonald's landing joins; 1½ miles forest cleared 40 feet wide; cut and removed logs and brush, &c., 33 feet; 1 earth fill, 180 feet long, 5 feet high, and 20 feet wide on top.

Opened out a road from Deroche's Bridge, along the ridge in a south-westerly direction, to Jos. Deroche's landing, Nicomen Island.
1½ miles forest cleared 30 feet wide; cut and removed logs, brush, &c., 24 feet; made 1 earth fill 170 feet long, 2½ feet high, and 20 feet wide on top.

Opened out a sled road from the eastern end of Deroche's Bridge and following the easterly bank of Deroche's Slough, known as the McColl Road, Nicomen Island.
30 chains forest cleared; cut and removed logs and brush 16 feet.
Amount expended on all roads on Island, about $1,300.00.

MISSION CITY ROADS.

Harry Ross, Foreman.

Graded 150 feet of hill from new bridge to railway station gate; average cut 2 feet by 26 feet wide; constructed 1 crib of cedar logs, 30 feet long and 10 feet high, filled in with earth.
Amount expended, about $115.00.

CONSTRUCTION OF A NEW ROAD AND REPAIRS TO OLD ROAD ON BOWEN ISLAND.

Harry Ross, Foreman.

Commencing at Snug Harbour and running westerly and northerly; 18 chains forest cleared, 30 feet wide; cut and removed logs and brush, 24 feet; blasted out roots and stumps and graded road 15 feet wide.
Utilized 6 chains of an old logging road, removed logs and timber.
Repaired 10 chains of an old road, cut and removed fallen timber and brush.
Opened out 16 chains of new road and built 1 bridge, 100 feet long, 3 spans, 3 runs of stringers, cedar covering 4 inches thick by 15 feet long, placed guard logs on each side, and drift bolted to covering and stringers.
Opened ¾ mile of trail known as the Dalby Trail.
" ¾ " " Becker "
Both trails have had logs cut 7 feet wide and removed, and partly graded, and rocks taken out and removed.
Amount expended, about $560.00.

Cleared 6 chains of road and constructed a bridge west of Nicomen Station.
Cut and removed logs and driftwood and constructed a bridge 60 feet long, 3 spans, 3 runs of cedar stringers, covered with 4-inch cedar 12 feet long, guard logs pinned on and loaded with 12 inches of clay.
Amount expended, about $66.00.

Cleared off logs and driftwood from the Nicomen Island roads after high water in the Fraser River.
Amount expended, about $36.00.

NORTH NICOMEN ROAD.

Harry Ross, Foreman.

Commencing at the Nicomen railway station and running easterly on the north side of the C. P. R. track to Loch Erroch fruit farm, a distance of about 6 miles; widened out 3 miles of the road; straightened grade; repaired approaches to Boilleau's Bridge; laid corduroy where necessary; for a distance of 60 feet raised the road-bed with earth and rock, and raised 100 feet of the grade 2 feet, with earth.
Built 1 new culvert, and repairs to Yeomans' Bridge.
Built 1 new bridge, 100 feet long,; cribbed abutments; 4 spans 12 feet wide, constructed of cedar throughout; guard and hand-rails; cribs filled with 36 cubic yards of rock; bridge loaded with 12 inches of earth.
Forest cleared, brushed, and logged, about 3 miles of new road, 20 feet wide; 1½ miles of this distance has been graded about 14 feet wide; laid 120 feet of cedar corduroy; repaired 1 bridge and built 2 bridges, 18 feet and 20 feet respectively, cedar stringers and covering.
Amount expended, about $545.00.

REPAIRS ON THE MISSION CITY AND SILVERDALE ROAD.

Harry Ross, Foreman.

Laid about 40 feet of corduroy and graded same.
Built 1 culvert.
Laid 30 feet of corduroy on Downie Street, Mission City.
Amount expended, about $34.00.

NORTH ARM AND VANCOUVER CEMETERY ROAD.

James Gunn, Foreman.

Supplied material, and laid 3,118 feet of sidewalk, 3 feet wide, with 2-inch by 12-inch fir plank. When completed, it will extend from Vancouver City limits to the Southern Boundary of Lot 301.

Approximate cost, $360.00.

Under construction, but not completed.

STAVE RIVER AND WHARNOCK ROAD REPAIRS AND CONSTRUCTION.

Harry Ross, Foreman.

Opened road about 2½ miles. A severe fire swept over this section of country late last fall, destroying the timber, houses and clearing of several settlers, and almost obliterating every trace of the old road the settlers used, so that virtually a new road had to be cut out almost the entire distance; forest cleared, 22 feet wide; cut fallen timber 14 feet wide, and removed same width; graded down knolls; filled in holes; removed roots and rocks; blasted out stumps standing in the line of road; laid about 200 feet of cedar corduroy; made culverts and several bridges built, ranging in length from 30 to 160 feet.

Expended about $610.00.

CONSTRUCTION OF A FLOATING WHARF, at the end of the Public Road, Snug Harbour, Bowen Island.

Joseph Manion in charge.

Main wharf 22 feet by 14 feet, composed of cedar logs bolted together, and covered with fir plank; approach about 33 feet by 6 feet; cedar logs tied together, and covered with fir plank, and anchored at both ends with steel cables.

Cost, about $175.00.

Under construction, but not completed.

REPAIRS ON BONSON ROAD, from the foot of the high land to the Fraser River, Pitt Meadows.

L. F. Bonson, Foreman.

Trimmed up the road and laid on gravel.

Amount expended, $50.00.

CONSTRUCTION OF A TRAIL between Trail and Porpoise Bay.

H. Whittaker, in charge.

Amount expended to date, $87.50.

REMOVAL OF IRON-WORK from the wreckage of the old Lillooet Bridge.

R. F. Bonson, Foreman.

Cost, $62.75.

CONSTRUCTION OF A ROAD FROM PITT MEADOWS TO THE MAIN ROAD, known as the Sharp Road.

L. F. Bonson, Foreman.

About 15 chains forest cleared, 30 feet wide; cut and removed logs and brush, and graded about 14 feet wide.

Cost, about $175.00.

MISSION CITY LOCK-UP.

James C. Allen, Contractor, $335.00.

Erected a Lock-up, 15 feet by 23 feet, with one room and two cells; cottage roof; walls of sized 2 x 4 scantling, spiked every 18 inches, and enclosed with rustic; floors of sized 2 x 4 scantling, set edge up, and spiked together and to sills.

Yale District.

NORTH RIDING.

A. Stevenson, Superintendent.

January.

NICOLA AND KAMLOOPS ROAD.

Shoveled out snow-drifts, and repaired road on Kamloops Hill.

February.

Cleared out land-slides on Cardue's Hill; filled up wash-outs.

March.

Made 1 culvert 3 feet by 2 feet by 14 feet; cleaned out and made general surface repairs from McDonald's to Cardue's.

April.

Graded	100	yards,	12	feet	wide.	
Cribbed	20	"	5	"	high.	
Excavated earth	200	"	2	"	wide,	1½ feet deep.
do rock	10	"	8	"	"	4 "
Filled in	12	"	12	"	"	2 "

Made 1 culvert, 5 feet by 14 feet by 2 feet.
Repaired 1 bridge, 22 feet by 20 feet by 10 feet.
Re-constructed abutments of bridge at Miller's Hill; put in one new stringer, and re-covered bridge with plank; built 40 yards of heavy log fence to stop snow drifting into gulch, and blocking road in winter; cleaned out and made general surface repairs from Cardue's to Kamloops.

May.

R. Tradden, Foreman.

Graded	300	yards,	12	feet	wide.	
Ditched	100	"	1½	"		
Cribbed	66	"	5	"	6	feet high.
Excavated earth	40	"	8	"	6	" deep.
do rock	16	"	8	"	10	" "
Filled in	200	"	12	"	2	" "
Gravelled	60	"	12	"	12	inches deep.

Made 6 culverts, 5 feet by 14 feet by 2 feet.
Built 2 bridges 8 feet by 14 feet by 3 feet.
Built brush and rock bulkhead, to protect Upper Nicola from damage during high water.

June.

One section man employed this month keeping road clear of slides, rocks, &c.

July.

Cleared out rock-slide at Nicola Lake; filled in ruts and made general surface repairs from Quilchena to foot of Nicola Lake.

September.

Cleaned out slides, cut brush, removed loose rocks, filled ruts, and made general surface repairs.

October.

R. Tradden, Foreman.

Cribbed 50 yards, 4 feet wide, 4 feet high.
Made 7 culverts, 14 feet by 5 feet by 2 feet.
Built 1 bridge, 12 feet by 14 feet by 8 feet.
Cleaned out rocks and slides; made general surface repairs from Nicola to Kamloops.

February.

North Thompson (west side of river).

O. Shei, Foreman.

Re-constructed bridge that was washed out; built new abutments ten feet high; cleaned out slides, etc.

April.

R. Tradden, Foreman.

Repaired Jameson Creek Bridge; built new foundation under abutment.

October.

Made 2 culverts, 16 feet by 5 feet by 2 feet.
Built 1½ miles of new road; also cleaned out slides, removed rocks, and made general surface repairs on 20 miles of road.

North Thompson.

Oscar Shei, Foreman.

Made 1 culvert, 5 feet by 14 feet by 2 feet.
Repaired bridge on Reserve Creek; 4 new stringers, 10 pieces new plank.
Cleaned out and made surface repairs from Kamloops to Sullivan's ranch, 18 miles.

June.

North Thompson (east side).

Cribbed 50 yards, 3 feet wide.
Excavated 50 " 3 " 2½ feet deep.
Made 2 culverts, 4 feet by 14 feet by 2 feet.
Repaired 1 bridge; put in 3 new stringers, 22 feet long; new covering, etc.
Cleaned out slides, filled ruts, and made general surface repairs from Fish Trap to Reservation, 27 miles.

March.

South Thompson Road.

R. Tradden, Foreman.

Graded 600 yards, 10 feet wide.
Ditched 300 " 1½ "
Excavated earth 120 " 3 " 1½ feet deep.
Made 2 culverts, 5 feet by 14 feet by 2 feet.
Built 5 bridges, 10 feet by 14 feet by 5 feet.
Built 2 flumes, 2 by 4 by 25 feet, for protection of bridges.
Filled up ruts and washouts, and made general surface repairs from Kamloops to Duck's.

April.

R. Tradden, Foreman.

Graded	700	yards,	10	feet wide.
Ditched	150	"	1	" 1 foot deep.
Cribbed	10	"	3	feet high.
Excavated earth	90	"	4	feet wide, 2 feet deep.
Gravelled	70	"	9	" 10 inches deep.

Made 3 culverts, 4 feet by 14 feet by 2 feet.
Built 3 bridges, 9 feet by 14 feet by 3½ feet.
Repaired 3 culverts; made general surface repairs from Duck's to Shuswap.

November.

Made 3 culverts, 14 feet by 6 feet by 2 feet.
Repaired bridge at Harper's Camp. Drove 6 piles; raised bridge and set on pile foundation; cribbed underneath to protect abutment, etc.

April.

GRAND PRAIRIE ROAD.

Cleaned out land and gravel slides, filled ruts, cut out windfalls, and made surface repairs from J. Todd's ranch to Duck's Meadows.

May.

Corduroyed 33 yards, 3 feet high.
Made 1 culvert, 6 feet by 14 feet by 3 feet.
Built 1 bridge, 16 feet by 45 feet by 10 feet.
Cleaned out land-slides, filled ruts, and made general surface repairs from Grand Prairie to Duck's Meadows.

July.

Kept road clear of gravel slides, filled ruts, removed windfalls between Grand Prairie and J. Todd's ranch.

September.

Cleaned out slides, filled up ruts, removed windfalls, repaired culverts, ditches, etc.

June.

GRAND PRAIRIE AND SIX-MILE CREEK ROAD.

Built 1 bridge, 15 feet by 16 feet by 8 feet.
Cleaned out and made surface repairs from Grand Prairie to Culbert Bloir's ranch on 6-Mile Creek. Filled ruts, cut out windfalls, cut down a great number of trees that were too close to road, etc.

May.

EDWARDS CREEK AND LONG LAKE ROAD.

R. Tradden, Foreman.

Forest cleared	1000	yards,	25	feet wide.
Grubbed	1000	"	10	"
Graded	1000	"	10	"
Ditched	300	"	2	" 1 foot deep.
Cribbed	10	"	5	" 4 feet high.

Made 2 culverts, 6 feet by 14 feet by 3 feet.
Cleaned out and made surface repairs on 18 miles of road; quarried out rocks, grubbed stumps, filled ruts, cut and removed windfalls, etc.

May.

DOUGLAS LAKE ROAD.

R. Tradden, Foreman.

Cleaned out and made surface repairs from Nicola Lake to Douglas Lake. Made repairs on Douglas Lake Bridge; put in 8 new stringers, repaired abutments, hand-rail, etc.

June and July.

LEWIS CREEK ROAD (extension).

R. Tradden, Foreman.

Forest cleared	12	miles,	30 feet wide.
Grubbed	12	"	8 "
Graded about	7	"	8 "
Cribbed	75	yards,	4 feet high.
Excavated earth	11900	"	5 feet wide, 3 feet deep.
" rock	70	"	3 " 4 "

Made 4 culverts, 5 feet by 14 feet by 2 feet.
Built 12 bridges, 18 feet by 14 feet by 6 feet.
This road is from Christian's ranch to Bartlett Newman's; distance, about 12 miles.

SALMON ARM ROAD (extension).

John Dundas, Foreman.

Forest cleared about 4 miles, 20 feet wide.
Constructed about 4 miles of new road, starting at A. J. Palmer's corner post; running north ½ mile, thence west ½ mile, thence north to Little ranch. Built all necessary bridges and culverts; did all grading and grubbing necessary to complete a first-class sleigh, and fairly passable waggon, road the entire distance.

July.

KAMLOOPS AND SAVONA.

Cleaned out and made surface repairs from Kamloops to Savona, filled ruts, removed rocks, etc

August.

FISH LAKE ROAD.

Cleaned out and made general repairs from Grand Prairie to Fish Lake; distance, 18 miles.
Cut out and removed windfalls; removed rock slides; repaired culverts, etc.

September.

EDWARDS' CREEK (North Fork Road).

Built 2 bridges, 14 feet by 5 feet by 1½ feet.
Grubbed out stumps, removed rock, and made general surface repairs on 4 miles of road.

TAPPAN SIDING AND KAULT MILL ROAD.

Wm. T. Smith, Foreman.

Built waggon road from Tappan Siding to Kault Mill Siding; distance, 1½ miles.

CANOE CREEK AND ENDERBY ROAD.

John Dundas, Foreman.

Forest cleared	1,765	yards,	30 feet wide.
Grubbed	800	"	8 "
Graded	1,200	"	9 "

Repaired and improved the surface of road a distance of 4 miles, grubbed stumps, filled ruts, removed stones, roots, covered corduroy with dirt, &c.

October.

NOTCH HILL ROAD.

John Dilworth, Foreman.

Built 1 bridge, 25 feet by 16 feet by 10 feet.
Built new bridge across Spring Creek, to replace one that was burned by bush fires during the month of September.

April.

CAMPBELL CREEK ROAD.

Cleaned out and made general surface repairs from Kamloops to Peterson's, filled up ruts, cut out windfalls, removed rocks, &c.

August.

Cleaned out sand and gravel slides on Joe. Todd's Hill, repaired culvert and made surface repairs from Thompson River to Peterson's ranch.

July.

SALMON RIVER ROAD EXTENSION.

John Dundas, Foreman.

Forest cleared 5 miles, 35 feet wide.
Built 1 bridge, 90 feet by 12 feet by 14 feet.
Grubbed, graded, ditched and did all necessary work required to construct a waggon road from Kidd's Ranch to Mead's; distance, about five miles.
Bridged the Salmon River at Mead's Crossing, &c.

August.

Ditched 180 yards, 2 feet wide, 1 foot deep.
Corduroyed 202 " 14 "
Cribbed 25 " 4 " 5 feet high.
Filled in 15 " 12 " 4 feet deep.
Made 4 culverts, 6 feet by 4 feet by 2 feet.
Built 6 bridges, 40 " 12 " 8
Built pile bridge on Salmon River at Armstrong's Crossing, 120 feet long, 12 feet high.
Grubbed 24 stumps.
Repaired 1 bridge, 30 feet long, put in 1 new stringer and new abutments.
" 1 " 25 " " 1 " &c.

July.

PAXTON AND BACK VALLEY ROAD.

Joe St. Laurent, Foreman.

Forest cleared 500 yards, 25 feet wide.
Grubbed 500 " 8 "
Graded 500 " 10 "
Built 1 bridge, 10 feet by 14 feet by 4 feet
Repaired surface of the road $2\frac{1}{2}$ miles, grubbed stumps, filled ruts, cut and removed fallen timber, &c.

August.

Forest cleared 800 yards, 25 feet wide.
Grubbed 800 " 8 "
Graded 800 " 10 "
Made 1 culvert, 14 feet by 4 feet by 2 feet.
Cleaned out and made surface repairs on six miles of road, removed rocks, grubbed stumps, cleaned out slides, filled ruts, &c.

COURT HOUSE, KAMLOOPS.

McGregor & Son, Contractors, $1,875.00.

Put stone foundation under Court House, and new sills at the back part, and one under the front.
Constructed a fire-proof vault 10 x 16 feet inside, with double walls 20 inches thick, and air spaces; plastered inside, and completed with shelving and pigeon-holes; covered outside with wooden siding and shingle roof.
Raised the roof of dwelling, and made two jury rooms communicating with Court room, by a hall, all lathed and plastered complete.
Erected a portico at the front of the Court House, 10 feet by 12 feet, with steps; banistered railing on top; complete except painting.
Removed partition and main stairway on right-hand side of building.
Removed Government Offices to western portion of building, which had been papered and painted for the purpose.
Placed fittings from the old office in positions.
Removed partition across hall, and made a new stairway for public use at back of hall.
Erected partitions in old office, so as to make two rooms—one for the use of the Judge, the other as a robing room for barristers, &c., with hall between, leading from main hall to stairway, connecting with Court room and jury rooms.
Painted the ceiling of the Court room, and papered the walls; made a new door leading to jury rooms; grained and varnished the latter and the Court room.
Constructed a veranda in front of Government Agent's rooms.

GAOL, KAMLOOPS.

McGregor & Son, Contractors, $568.00.

Raised roof of kitchen and built a bath-room, 16 x 12 feet.
Made a bath-room for prisoners at east end of kitchen, 10½ feet by 14 feet.
Took down the chimney and re-built it with an enlarged flue, to a height of 13 feet 9 inches.

WEST RIDING.

February.

NICOLA AND SPENCE'S BRIDGE ROAD.

A. Stevenson, Superintendent.

Removed slides, opened ditches, turned off surface water, &c., &c.

March.

Cleaned out and made general repairs from Spence's Bridge to Ten-mile Point.

April.

Graded 400 yards, 10 feet wide.
Cribbed 25 " 6 " 5 feet high.
Cleaned out and made general repairs from Ten-mile Hill to Woodward's (25 miles).

May.

Cleaned out and made general surface repairs from Woodward's to top of Armatage's Hill, removed land-slides, filled ruts, repaired culverts, &c.

June.

Only the section man employed this month keeping road clear of rocks and gravel slides, filling ruts, &c.

July.

Only the section man employed this month keeping road clear of slides, filling ruts, &c.

August.

One section man employed this month keeping road clear.

September and October.

Section man employed these months keeping road clear, &c., &c.

January.

NICOLA AND SPENCE'S BRIDGE ROAD.

John Dundas, Foreman.

Excavated earth 25 yards, 10 feet wide, 5 feet deep.
Cleared out rock and gravel slides after heavy rain storm, opened water courses, &c.

SAVONA'S ROAD.

A. Stevenson, Foreman.

Cleared out rock and land-slides, opened ditches and ruts to carry off surface water.

March.

SAVONA'S ROAD AND LILLOOET TRAIL.

Re-placed plank washed off pier of Lytton Bridge, cleared out land-slide on road, &c.

ASHCROFT AND CORNWALL ROAD.

Cleared out and made surface repairs, filled up ruts and washouts on two miles of road.

April.

LYTTON AND LILLOOET TRAIL.

Cleared out and made general repairs on trail from Sward's Ranch to Foster's Bar.

May.

MAMMIT LAKE AND SAVONA ROAD.

R. Tradden, Foreman.

Cleaned out slides, filled up ruts, cut and removed fallen trees, and made necessary repairs from Savona to Nicola.

July and August.

DEADMAN'S CREEK ROAD (new).

Forest cleared 3 miles, 20 feet wide.
Grubbed 3 " 8 "
Graded 9 " 8 "
Cribbed 90 yards, 5 feet high.
Excavated earth 15,000 yards, 4 feet wide, 2½ feet deep.
do rock 120 " 4 " 3 "
Filled in 11,000 " 4 " 2 "
Made 2 culverts, 8 feet by 14 by 2½ feet.
Built 3 bridges 50 " 14 " 8 "
Extended Deadman's Creek Road from Tingley's Ranch to Tobacco Flat, distance about 9 miles; did all necessary grubbing, grading, blasting and bridging, to complete a good eight-foot road. This work was heavy side-hill cutting, a great part of the distance.

February.

McKAY AND LORING ROAD.

R. Tradden, Foreman.

Built 1 bridge, 20 feet by 14 feet by 6 feet.
Cleaned out and made surface repairs on one mile of road.

April.

Ditched 25 yards 1½ feet wide.
Made 1 culvert, 3 feet by 14 feet by 1½ feet.
Cleaned out rock and gravel slide.

May.

Ditched 200 yards 1 foot wide, 1 foot deep.
Repaired two bad mud holes, filled ruts, &c.

August and September.

GRANITE CREEK ROAD EXTENSION.

R. Tradden, Foreman.

Forest cleared 13 miles, 20 to 30 feet wide.

Grubbed	10	"	8	"	
Graded	10	"	9	"	
Cribbed	425 yards,		4	"	4 feet deep.
Excavated earth	17,000	"	4	"	3 "
do rock	1,000	"			

Built 12 ditches, 24 feet by 14 feet by 5 feet.

GRANITE CREEK ROAD.

This road has been extended from a point two and a half miles below Thynne's Ranch to Granite Creek, distance, thirteen miles. A new bridge has been constructed across the Otter River at Otter Flat, about one hundred yards above the old bridge site. The new bridge is a substantial structure, on three crib piers, filled with rock; Vaney truss on main span; the road-way twelve feet wide, is five feet above high water mark. There was a very considerable amount of heavy work on this thirteen miles of road, heavy side-hill cutting, grubbing, blasting and clearing. There is now a good narrow-gauge road all the way from Nicola Valley to Granite Creek.

May.

GRANITE CREEK ROAD (Repairs).

A. Stevenson, Foreman.

Made 2 culverts, 2 feet by 14 feet by 1 foot.
Cleaned out and made general repairs on Hamilton's Hill; built bulkhead to protect bridge at Forks; cut and removed fallen trees, &c.

June.

Cleaned out land and gravel slides; cut and removed fallen timber; removed rocks; filled ruts; repaired mud holes, &c., from McCulloch's ranch to Thynne's, in Otter Valley.

July.

Filled ruts; quarried rocks; cut and removed fallen trees, &c.; also widened road from 1½ to 2 feet for a distance of 2½ miles.

October.

NICOLA AND OTTER VALLEY ROAD.

R. Tradden, Foreman.

Forest cleared	3,660	yards.		
Grubbed	2,000	"	8 feet wide.	
Graded	3,600	"	10 "	
Ditched	770	"	2 "	1½ feet deep.
Cribbed	150	"	2 feet high.	
Excavated earth	2,000	"	5 feet wide.	
Filled in	280	"	9 "	2 feet deep.
Gravelled	200	"	8 "	8 inches deep.

Made 25 culverts, 6 feet by 14 feet by 2 feet.
Built 3 bridges, 25 feet by 14 feet by 10 feet.
Cleaned out the road from Nicola to Otter Valley; distance, 40 miles.

BARNE'S ROAD.

A. Stevenson, Foreman.

Cleaned out rock and gravel slides on Barne's Hill; made general surface repairs from Ashcroft to Lehman's ranch; distance, 4 miles.

WAGGON ROAD, LYTTON TO LILLOOET.

"SIR,—As directed I made an examination of the Big Slide, in conjunction with Mr. Stevenson, Superintendent of Roads, with a view to finding the best location by it for a waggon road from Lytton to Lillooet. I also took triangulations across the Fraser River in two places below the Big Slide, to obtain the length of bridging that would be required to cross with the road, and found the narrowest place to be 374 feet wide with steep rock banks about 50 feet high. I do not deem it advisable to cross the river on account of the excessive cost of bridging. It is quite feasible to build the road between the foot of the slide and the river. In this connection I wish to report that on my return to Lytton, I came by way of an Indian trail that leaves the Lillooet and Clinton waggon road, eight miles above Lillooet, and goes through a valley by the Fountain Lakes and comes out on the Fraser again, about two miles below the Big Slide. The grade through this pass would be very good for a waggon road, and the work light. It is already passable for a waggon for nearly half the distance, and is used by the Indians for a sleigh road. It is about eighteen miles, and though it would increase the distance to Lillooet a little over the projected route along the river, I think it would be much more cheaply constructed and be an infinitely better road when built, and much easier to maintain. The snow in winter, on account of its going over pretty high ground, may possibly be a drawback to this location. But before this road is made beyond Lachore's ranch, I would strongly recommend that this route be investigated.

* * * * * *

"I have, &c., &c.,
"T. S. GORE, *C. E.*,
"*D. L., & P. L. S.*"

"*To the Honourable*
"*The Chief Commissioner of Lands & Works.*"

January.

HOPE-POPCUM WAGGON ROAD, AND HOPE-SIMILKAMEEN TRAIL.

Geo. A. Goldsbrough, Foreman.

HOPE-POPCUM WAGGON ROAD.

Repaired bridge; put in 3 new centre stringers, 36 feet long; 3 new approach stringers, 26 feet long. Repaired washouts, etc.

March.

Cleaned washouts; repaired road; corduroyed 70 yards; rebuilt 1 bridge; blasted rock and cleaned up loose rocks.

May.

HOPE-SIMILKAMEEN TRAIL.

Graded 1700 yards, 4 to 5 feet wide.
Cribbed 1000 " 2 feet high.
Made 1 culvert, 12 feet by 8 feet by 2 feet.
Made 300 yards new trail; cleaned out loose rocks, etc.

June.

Graded 1200 yards, 5 feet wide.
Cribbed 1000 " 2 feet high.
Made 1 culvert, 20 feet by 6 feet by 2 feet.
Repaired corduroys, cleaned out washouts, cut out fallen trees, cleaned out loose rocks, etc.

July.

Made 3 culverts, averaging 6 feet by 8 feet by 2 feet; 8 feet by 8 feet by 2 feet; 9 feet by 14 feet by 2 feet.
Rebuilt 1 bridge; repaired 2 bridges; cleared out fallen timber; repaired cribbing and corduroys; removed loose rocks, etc.

August.

Forest cleared 400 yards, 30 feet wide.
Grubbed 400 " 12 "
Gravelled 500 " 4 " 6 inches deep.
Replaced 2 bridges, 12 miles below Hope.
Repaired 1 bridge, 11 miles below Hope.
Made 400 yards new road, between 12 and 13 miles; filled holes and ruts; cleared out slides, loose rocks and fallen trees; repaired cribs and corduroys; filled piers on Skeget Bridge.

September.

Cleaned out loose rocks, slides, filled holes, cleaned out brush and fallen timber.

October.

Graded 175 yards, 10 feet wide.
Built 1 bridge, 24 feet by 14 feet by 4 feet.
Repaired 4 bridges, and made general repairs on road.

November.

Cut out fallen trees and brush, repaired washouts and slides, and made general repairs.

SIWASH CREEK.

Made new trail, 1835 yards, by 3 feet wide.
Built 3 bridges of cedar; 20 feet, 30 feet, and 50 feet each.
Contractor, G. S. C. Hopkins.

December.

Ditched 100 yards, 2 feet wide, 1 foot deep.
Filled in 200 " 4 to 6 feet wide, 1 to 4 feet deep.
Made 1 culvert, 20 feet by 12 feet by 4 feet.
Built 1 bridge, 65 feet by 12 feet by 8 feet.
Repaired washout and slides; repaired culverts; raised 1 bridge 3 feet, filled pier with rock, and repaired two other bridges.

May.

YALE-EMORY WAGGON ROAD.

Built 1 new bridge, and repaired several others.

ALEXANDRA BRIDGE.

Kept structure clear of drifting logs, etc.

EAST RIDING.

April and May.

ROAD FROM PENTICTON TO GRAND FORKS.

Louis Christian, Foreman.

Raised the road-bed along the shore of Vasseaux Lake, to high water level. Total length 1,133 yards; cribbed 440 yards (averaging 2 feet high); number of cubic yards of rock and gravel used, 1,050.

Built 1 bridge over Saw-mill Creek 40 feet long, 16 feet wide, 5 feet high; 4 stringers resting on corbels, supported by abutments filled with rock; covered with 3-inch fir plank; approaches on either side, 15 feet long.

June.

Changed the road along the shore of Dog Lake.
Graded 120 yards, 13 feet wide.
Cribbed 20 " 5 "
Made 2 culverts, 2 feet by 14 feet by 3 feet.
Cleaned out grade up Inkameep River, 14 feet wide, 440 yards long; made new grade 60 yards long, 6 feet wide.

July.

Changed the road along the shore of Dog Lake.
Graded 880 yards, 13 feet wide.
Cribbed 25 " 5 "
Excavated earth 17 " 4 "
Gravelled 150 " 12 " 6 inches deep.
Made 2 culverts, 6 feet by 12 feet by 3 feet.
Built 1 bridge, 25 feet by 18 feet by 6 feet.
Filled in slough at end of Vasseaux Lake, 750 feet long, 12 feet wide, 18 inches deep, with gravel and rock.
Built 1 bridge over Keremeos Creek, 4 stringers 25 feet long, covered with fir.

August.

Changed the road along Dog Lake.
Graded 800 yards, 14 feet wide.
Cribbed 150 " " "
Excavated rock 5 " 4 " 3 feet deep.
Made 5 culverts, 6 feet by 12 feet by 4 feet.
Built 1 bridge, 15 feet by 12 feet by 4 feet.

September.

Made general repairs on road from Penticton to Inkameep.
25 miles, cleared out on road-bed; filled in holes and ruts; made 2 bridges 22 feet long, 16 feet wide, and 3 feet high; one over Penticton Creek, and the other over a tributary of the same.

October.

NEAR CAMP MCKINNEY.

John Buchan, Foreman.

Cleared timber off road 2 feet on each side in places for 3 miles; took all boulders and roots out of road-bed for a distance of twenty miles; cleared out all grades; corduroyed 80 yards, 14 feet wide; made 1 culvert, 15 feet by 14 feet by 2 feet, and 1 culvert, 6 feet by 14 feet by 2 feet; ditched 400 yards, 2 feet deep, 3 feet wide; cleared all rocks off road, and removed sunken boulders from Vasseaux Lake to Okanagan Falls; graded 100 yards for approach to Okanagan Falls Bridge.

May.

Dugald McInnis, Foreman.

Cleared out grades, filled in ruts, and repaired roads from McCuddy's to Grand Forks.
Ditched 400 yards, 2 feet wide, 2 feet deep.
Corduroyed 111 " 12 "
Filled in 150 " 12 " 2½ feet deep.
Made 4 culverts, averaging 12 feet by 14 feet by 2 feet.

June.

Repaired the trunk road between Boundary Creek and Grand Prairie; blasted rocks on road between Grand Forks and Fisherman's Creek, and built North Fork road.
Forest cleared 3,760 yards, 15 feet wide.
Grubbed 3,760 " 9 "
Graded 3,760 " 9 "
Ditched 100 " 2 " 2 feet deep.
Corduroyed 50 " 12 "
Cribbed 50 " 9 " 2 feet high.
Filled in 50 " 12 " 2 "
Made 2 culverts, 2 feet by 14 feet by 2 feet.
do 1 bridge, 60 " 14 " 5 "
do 1 do 250 " 14 " 6 "

July.

Made North Fork Road.
Forest cleared 5,280 yards, 10 feet wide.
Grubbed 5,280 " 8 "
Graded 1,000 " 8 "
Built 3 bridges, 14 feet by 18 feet by 4 feet.

August.

Repaired road from Cascade City to Grand Forks.
Blasted 5 days, one man; cleared Dewdney Trail from Christina Lake to Sheep Creek.
Made 4 culverts, 4 feet by 2 feet by 14 feet.
Built 4 bridges, 12 feet by 2 feet by 14 feet.

October.

John Lindsay, Foreman.

Repaired the road from Camp McKinney to Rock Creek.
Widened grade on 2 miles of road, 2 feet wide; filled in ruts ½ mile; ditched 30 yards, 2 feet wide and 1 foot deep.
Made 1 culvert, 8 feet by 14 feet by 2 feet.
Excavated 2 cubic yards of rock, and staked out road from Hozier's to Rock Creek, with brush.

October.

P. O'Rourke, Foreman.

Repaired the road between Greenwood and Anaconda.
Ditched 10 yards, 2 feet wide, 1 foot deep.
Cribbed 13 " 2½ " high.
Excavated earth 30 feet by 18 feet by 2 feet.
Filled in 60 feet by 18 feet by 2 feet.
Excavated rock 20 feet by 3 feet by 1 foot.
Gravelled 150 yards, 9 feet wide, 6 inches deep.
Made 1 culvert, 2 feet by 14 feet by 3 feet.

D. McCurdy, Foreman.

Repaired the Penticton and Keremeos Road.
Cleared off all rocks, filled in ruts, and put the road in good repair.
Graded 120 yards, 10 feet wide.
Forest cleared, 200 yards, 14 feet wide.

June.

SIMMON'S ROAD (North of Vernon).

Ed. Simmons, Foreman.

Forest cleared 400 yards, 12 feet wide.
Grubbed 150 " 12 "
Graded 2,640 " 12 "
Made 1 culvert, 3 feet by 12 feet by 14 feet.

BRIDGE OVER BEAR CREEK.

R. Lambly, Foreman.

Cribbed 4 yards, 10 feet wide.
Filled in 4 " 10 "
Built 1 bridge, 42 feet long, 9 feet wide, 9 feet high above low water; 4 stringers, resting on mud-sills, covered with split fir.

OKANAGAN MISSION ROAD.

Morrow Bros., Contractors.

Gravelled Kelowna-Benvoulin Road.
Gravelled 2,664 yards, 9 feet wide, 6 inches deep.

D. Nicholson, Foreman.

Repaired road, levelled it off, filled in holes, &c., and prepared it for the gravel, and spread 1,332 cubic yards of gravel.

WHITE VALLEY ROAD.

C. Quesnell, Contractor.

Built road from Lumby to Eden Flat—total distance, 2,533 yards.
Ditched 2,200 yards, 2 feet wide, 18 inches deep.
Built 4 bridges, averaging 25 feet long, 14 feet wide; all timber fir or tamarack; 4 stringers 14 inches in diameter, on piers or cribs sunk to solid foundation, filled with brush and earth; covering, 3-inch fir planks; ribbons, 8 inches in diameter, round poles.
Made 1 culvert, 12 feet by 14 feet by 4 feet.

CREIGHTON VALLEY AND BLUE SPRINGS ROAD.

C. Quesnell, Foreman.

Grubbed 6 miles, 10 feet wide.
Graded 300 yards, 10 feet wide.
Filled in 200 yards, 3 feet wide, 10 inches deep.
Gravelled 150 yards, 10 feet wide, 4 inches deep.
Made 2 culverts, 3 feet by 16 feet by 2 feet.

July.

Forest cleared 600 yards, 8 feet wide along the sides of the road.
Graded 300 yards in places.
Cribbed 30 feet, 3 feet wide.

June.

MABEL LAKE ROAD.

Charles Brewer, Foreman.

Forest cleared 2,640 yards, 20 feet wide.
Grubbed 2,640 " 9 "
Graded 400 " 9 "
Filled in 100 " 9 " 6 inches deep.

July.

Forest cleared 2,640 yards, 20 feet wide.
Grubbed 2,640 " 9 "
Graded 400 " 9 "
Corduroyed 300 feet, 12 feet wide.
Filled in 100 yards, 9 feet wide, 2 feet deep.
Stoned 300 feet, 9 feet wide, 6 inches deep.

May and June.

VERNON AND LUMBY ROAD.

D. McDonald, Foreman.

Widened the grade from 8 to 10 feet wide from Vernon to Kieffer's ranch, a distance of 7 miles.
Graded 7,920 yards, averaging 9 feet wide.
Ditched 870 " 3 feet wide, 1 foot deep.

October.

C. Brewer, Foreman.

Repaired the road to Kieffer's ranch to Lumby, a distance of 8 miles; cleaned out ditches; filled in ruts, &c.; repaired the bridges at McCalla's and Nelson's.

August and September.

ROAD ENDERBY TO MABEL LAKE.

Wm. Handcock, Foreman.

Forest cleared 1,100 yards, 14 feet wide.
Grubbed 500 " 12 "
Graded 50 " 12 "
Filled in 16 " 14 " 4 feet deep.
Stoned 50 " 14 "
Made 7 culverts, 14 feet by 2 feet by 2 feet.
Built 1 bridge, 14 " 40 " 5 "

April and May.

ROAD ENDERBY TO SICAMOUS.

W. Handcock, Foreman.

Ditched 100 yards, 2 feet wide.
Made 4 culverts, 14 feet by 3 feet by 2 feet; and made general repairs along the road.

May.

SIWASH CREEK ROAD AND ROADS AT THE HEAD OF THE LAKE.

Louis Christian, Foreman.

Graded 400 yards, 10 feet wide; cleared out the road of rocks and fallen trees, etc.; repaired Siwash Creek Bridge; graded 200 yards on Murphy's Road.

June.

SALMON RIVER ROAD.

Louis Christian, Foreman.

Graded 300 yards, 5 feet wide.
Forest cleared 880 " 12 "

September.

Forest cleared 200 yards, 12 feet wide.
Underbrushed 1100 " 10 "
Graded 300 " 10 " 2 feet deep.
Made 1 culvert, 4 feet by 16 feet by 2 feet.

May.

SALMON ARM ROAD.

Wm. Handcock, Foreman.

Forest cleared 5,700 yards, 10 feet wide.
Grubbed 5,700 " 10 "
Graded 2,000 " 10 "
Made 2 culverts, 14 feet by 3 feet by 2 feet.

June.

Forest cleared 900 yards, 12 feet wide.
Grubbed 900 " 12 "
Graded 600 " 12 "
Ditched 200 " 4 feet by 2 feet.

October.

Graded 1,500 yards, 12 feet wide.
Made 1 culvert, 14 feet by 3 feet by 2 feet.

New road built from Greenwood City to Greenwood Mining Camp by Messrs. R. Wood & Co., a distance of four miles.
Total amount expended $1,500.00.
Amount of Government aid, $500.00.

New road built east from Okanagan Mission Bridge, a distance of two miles, by the settlers.
Total amount expended, $800.00.
Amount of Government aid, $400.00.

Cleared out the bed of Mission Creek of logs, snags, &c., and repaired banks to prevent overflow, distance 3 miles.
Amount expended by the settlers, $600.00.
Amount of Government aid, $300.00.

Cleared out the bed of Bissette Creek of snags, logs, &c., to prevent overflow, a distance of $1\frac{1}{2}$ miles, by the settlers.
Amount expended, $138.00.
Amount of Government aid, $69.00.

Total length of new road built, 16 miles.
Total length of road kept in repair, 551 miles.
Total length of roads and trails built and kept in repair, 859 miles.

ANARCHIST MT. SCHOOL-HOUSE.

Wm. Lawless, Contractor, $500.

Furnished all necessary labour and material, and erected a building upon the plans for a country school-house.

SOUTH OKANAGAN SCHOOL-HOUSE.

H. W. Raymer, Contractor, $500.

Erected a country school-house as above.

Main Trunk Road.

SECTIONS 1 AND 2.

A. Stevenson, Superintendent.

February.

Cleaned out and repaired approach to Ashcroft Bridge; renewed riprap around 2 piers of bridge.

March.

Cribbed 14 yards, 4 feet high.
Cleared rocks off the road from Lytton to Jackass Mountain.
Shovelled out land and gravel slides on Sisca Hill.

April.

Cleaned out and made surface repairs from Ashcroft to Cache Creek; filled ruts, etc.

May.

SAVONA SECTION.

Cleaned out and made surface repairs from Cache Creek to Savona.
Removed rocks, land slides, filled ruts, etc.

MAIN TRUNK ROAD.

Cleaned out and made general repairs on trail from Lytton to Spence's Bridge.

June.

Cleaned out slides at Cache Creek Bluff.
Repaired culverts, filled up ruts, and made surface repairs between Cache Creek and O'Hara's ranch.

July.

Cleaned out rock slides at 90-Mile Bluff.
Cleaned off loose rocks and made general surface repairs from Cornwall's to Ashcroft.

September.

Cleaned out slide on Sisca Hill.
Repaired 2 culverts, cleaned out slides, removed rocks, filled ruts, and made general repairs from Ashcroft to Cache Creek.

SECTIONS 3 AND 4.

Archibald McDonald, Superintendent.

February.

Diverted snow-water on Soda Creek Hill, Bridge Creek Hill, Clinton Hills and Mundorf Hill.

May.

Section 3.

Graded 2100 yards, 3 feet wide.
do 500 " 2½ "
Gravelled 750 " 12 " 10 inches deep.
Made 1 culvert, 20 feet by 4 feet by 3 feet.

Section 4.

Graded 200 yards, 12 feet wide.
Ditched 200 " 3 "
Gravelled 300 " 12 " 10 inches deep.
Made 2 culverts, each 20 feet by 5 feet by 3 feet.

June.

Section 3.

Second growth timber and brush cleared 2 miles, 50 feet wide.
Graded 4000 yards, 6 feet wide.
Gravelled 1100 " 12 " 8 inches deep.
Made 2 culverts, each 24 feet by 4 feet by 3 feet.

Section 4.

Second growth timber and brush cleared 300 yards, 25 feet wide.
Graded 935 yards, 4 feet wide.
Ditched 750 " 1½ "
Cribbed 8 " 15 feet high.
Gravelled 20 " 12 feet wide, 10 inches deep.
Made 4 culverts, each 18 feet by 4 feet by 3 feet.

July.

Section 4.

Graded 290 yards, 5 feet wide.
Ditched 450 " 2½ " 10 inches deep.
Gravelled 295 " 10 " 12 "
Made 9 culverts, averaging 20 feet by 4½ feet by 3 feet.

Section 3.

Re-set 2 culverts.
Removed a number of large boulders from road-bed near 131-Mile Post.
Second-growth timber and brush cleared 880 yards by 50 feet wide.
Graded 2,250 yards, 4 feet wide.
Filled in rock 9 " 20 " 2½ feet deep.
Gravelled 1,520 " 12 " 9 inches deep.

August.

Section 4.

Graded 1,405 yards, 5 feet wide.
Ditched 175 " 2½ "
Gravelled 230 " 16 " 12 inches deep.
Made 2 culverts, each 18 feet by 5 feet by 3 feet.

Section 3.

Second-growth timber and brush cleared, 7,920 yards by 50 feet wide.
Graded 1,700 yards, 3 feet wide.
Gravelled 1,550 " 12 " 9 inches deep.
Made 2 culverts, each 18 feet by 3 feet by 2 feet.

September.

Section 4.

Second-growth timber and brush cleared, 2,640 yards by 55 feet wide.
Graded 2,600 yards, 3 feet wide.
Gravelled 1,100 " 12 " 11 inches deep.
Made 3 culverts, each 18 feet by 3½ feet by 3 feet.
Graded 740 yards, 5 feet wide.
Ditched 60 " 2 "
Gravelled 320 " 18 " 12 inches deep.
Made 1 culvert, 21 feet by 4 feet by 3 feet.
Filled in all ruts in road-way near 103-Mile Hill.
Grubbed 1,300 yards, 18 feet wide.
Excavated earth 1,300 yards, 18 feet wide, 1¼ feet deep.
Removed stumps and rocks by dynamite in road-bed between the 134 and 137-Mile Posts.

October.

Section 3.

Second-growth timber and brush cleared, 2,200 yards by 55 feet wide.
Graded 1,325 yards, 3 feet wide.
Gravelled 1,450 " 14 " 10 inches deep.
Made 1 culvert, 18 feet by 3 feet by 3 feet.
Cleared off loose rocks and gravel, filled in ruts from the 72-Mile Post to Clinton.
Ditched 325 yards, 3 feet wide.

Section 4.

Excavated earth 810 yards, 20 feet wide, 1¼ feet deep.
Made culvert, 22 feet by 6 feet by 2 feet.
(Last three items in completion of new road, 134 to 137-Mile Post).
Graded 325 yards, 4 feet wide.
Excavated earth 125 " 18 " 1 foot deep.

Section 3.

Gravelled 475 yards, 18 feet wide, 12 inches deep.
Removed large rocks from road-bed, 94-Mile Post.
Put in new stringers and cover on Clinton Bridge.
Cleared off loose rocks and filled in ruts, Clinton to Hat Creek.

SECTIONS 5 AND 6. SODA CREEK TO BARKERVILLE—Distance 116 Miles.

J. H. St. Laurent, Superintendent.

Forest cleared	2,900	yards,	45 feet wide.
Graded	1,490	"	16 "
Ditched	19,010	"	3 "
Cribbed	1,455	"	5 feet high.
Earth excavated	2,379	"	
Rock "	47	"	
Filled	1,992	"	
Gravelled	28,535	"	9 feet wide, 9 inches deep.

Built 63 culverts, aggregating 182 feet in length, 18 feet wide, and 3 feet deep.
Built 6 bridges, aggregating 363 feet in length, 16 to 18 feet wide, and 15 feet high.

Built bridge at Australian ranch, consisting of six 40-foot spans, and one 30-foot span; stringers and corbels, 12 inches by 16 inches, squared fir timber; each bent in trestle consists of sill, cap, four posts and two batter posts, all 12 inches by 12 inches, squared fir timber, braced with 3-inch by 10-inch plank, spiked to cap, posts, and sill; batter posts secured to cap and sill with $\frac{3}{4}$-inch iron drift-bolts; corbels secured to cap with $\frac{3}{4}$-inch iron drift bolts; stringers secured to corbels with $\frac{3}{4}$-inch iron bolts; flooring 3-inch fir plank; ribbon, hand-rail, and 4-inch by 4-inch braces. The approaches are cribbed from 6 to 12 feet high and filled with rock and gravel to the level of the bridge floor. Total length of bridge, including approaches, 320 feet, width 16 feet, and averaging 18 feet high.

All old bridges have been repaired, culverts cleaned out, ditches deepened and enlarged, fallen timbers, rocks, and slides removed from road and general repairs made throughout the entire length of both sections. Considerable damage was caused by bush fires burning cribbing and small bridges on Section 5, all of which have been duly replaced.

Lillooet District.

EAST RIDING.

Archibald McDonald, Superintendent.

May.

DOG CREEK ROAD.

Graded 1,500 yards, 3 feet wide.
Made 2 culverts, each 20 feet by 5 feet by 4 feet.
Cut out all roots in road-bed.
Removed gravel slides and loose rocks and filled up ruts from Dog Creek to Canoe Creek, 12 miles.
General repairs from Big Bar Creek to Crow's Bar, 16 miles.
General repairs from Canoe Creek to St. Mary's Creek Ferry, 12 miles.

ROCK SPRINGS ROAD.

Second growth timber and brush cleared 1,325 yards, 35 feet wide.
Grubbed 515 yards, 8 feet wide.
Excavated earth 425 yards, 8 feet wide, 1 foot deep.
Removed rocks from road-bed from the 59-Mile Post to Rafael's (14 miles).
Repaired 2 bridges west of Rafael's.

June.

DOG CREEK ROAD.

Graded	1,200	yards,	4	feet wide.
"	650	"	3	"
Excavated rock	60	"	2	" 6 feet deep.
Gravelled	250	"	8	" 8 inches deep.

Cleared off loose rocks and gravel slides, and made general repairs from Dog Creek to Little Dog Creek, 13 miles.

July.

HAT CREEK ROAD.

Excavated earth 370 yards, 9 feet wide, 3 feet deep.
Made 2 culverts, each 20 feet by 4 feet by 3 feet.
Cleared off rocks and general slides from Marble Cañon to Upper Hat Creek, 10 miles.

DOG CREEK ROAD.

Graded 650 yards, 4 feet wide.
Made 4 culverts, each 18 feet by 4 feet by 3 feet.
Built 1 bridge, 20 feet by 10 feet by 5 feet.
Cleared off rocks and gravel slides, and made general repairs from Canoe Creek to Clinton, 44 miles.
General repairs from Little Dog Creek to St. Peter's Spring, 12 miles.
General repairs from Dog Creek to M. Pigeon's spring, 12 miles.

August.

HAT CREEK ROAD.

Gravelled 125 yards, 12 feet wide, 10 inches deep.
Made 3 culverts, each 18 feet by 7 feet by 3 feet.
Built 1 bridge, 18 feet by 12 feet by 5 feet.

ROAD FROM 115-MILE POST.

Built 1 bridge, 50 feet by 12 feet by 5 feet.

September.

WINTER ROAD FROM 116-MILE POST.

Corduroyed 30 yards, 12 feet wide.
Excavated earth 490 yards, 10 feet wide 15 inches deep.
Built 1 bridge, 40 feet by 12 feet by 5 feet.
Cut and cleared off fallen timber and blasted rocks in road-bed.

October.

MOUND—UPPER BONAPARTE ROAD.

Excavated 255 yards, 8 feet wide, 2 feet deep.
Made 3 culverts, 14 feet by 3 feet by 2 feet.
Cleared off rocks and filled in ruts from the Mound to Pollard's.

RAYSON ROAD.

Removed rocks and graded road-bed from 53-Mile Post to Rayson's.

May.

108-MILE ROAD TO HORSEFLY.

Archibald McDonald, Superintendent.

Forest cleared 900 yards, 20 feet wide.
Graded 150 " 12 "
Corduroyed 100 " 15 "

June.

Forest cleared 3,520 yards, 30 feet wide.
Graded 225 " 15 "
Corduroyed 200 " 15 "
Built 2 bridges, each 18 feet by 16 feet by 5 feet.

July.

Graded 300 yards, 10 feet wide.
Corduroyed 320 " 16 "
Built 1 bridge, 52 feet by 16 feet by 12 feet.
1 bridge 27 feet by 16 feet by 3 feet.
1 " 20 " 16 " 4 "

August.

Graded 75 yards, 12 feet to 16 feet by 4 feet.
Stumps and rocks removed from road-bed
Mem.—The before named bridges were destroyed by bush fires and rebuilt.
The approaches to the extent of 32 yards were corduroyed and gravelled.

September.

Graded 100 yards, 12 feet wide.
Removed rocks and stumps between the 9 and 12-Mile Posts, and the 14 and 15-Mile Posts.

GOVERNMENT BUILDINGS.

An office for the requirements of the Government Officer at Lillooet, and attached to and forming part of the Court House there, was built during the past summer.
Dimensions, 12 x 16, on a stone foundation, lined and papered inside, painted outside; brick chimney; roof shingled and mineral-painted; verandah in front.
A few minor repairs were made on the Government buildings at Clinton. All Government buildings in the District are in thorough repair.

WEST RIDING.

Archibald McDonald, Superintendent.

January, February and March.

Cutting out and clearing ice on the cut-off at Lillooet Bridge.
Removed rock and gravel slides after heavy rains from the Fraser River Bridge to the 15-Mile House.

April.

LILLOOET-LYTTON TRAIL.

Cleared off gravel-slides and loose rocks, and made general repairs from the Fraser River Bridge to the 25-Mile Post.

MARBLE CANYON ROAD.

Graded 3,000 yards, 3 feet wide.
Excavated earth 850 " 9 " 3 feet deep.
Cleared off rocks and gravel-slides from the 22-Mile Post to head of Canyon

LILLOOET-CLINTON ROAD.

Graded 1,200 yards, 3 feet wide.
Cribbed 30 " 12 " high.
Built 1 bridge, 20 feet by 16 feet by 25 feet high.
Cleared out slides, removed rocks and made general repairs from Lillooet to Fountain, 9 miles.

May.

TRAIL, WEST SIDE OF FRASER RIVER.

Excavated earth 3,150 yards, 2½ feet wide, 1½ feet deep.
Cleared off rocks and gravel-slides from the Black Hills to High Bar, 24 miles.

CAYOOSH CREEK ROAD AND TRAIL.

Cribbed 50 yards, 3 feet wide.
Excavated earth 3,850 " 2½ " 1½ feet deep.
Built Pack Bridge, 95 feet by 9 feet by 8 feet, across Cayoosh Creek, opposite "Golden Eagle" mine.

June.

EMPIRE VALLEY-ST. MARY'S CREEK ROAD.

Excavated earth 1850 yards, 8 feet wide, 5 feet deep.
do rock 105 " 8 " 9 "
Filled in 175 " 8 " 3 "

LILLOOET-CLINTON ROAD.

Cribbed 24 yards, 4 feet wide.
Made 2 culverts, each 14 feet by 4 feet by 4 feet.
Built 1 bridge, 30 feet by 13 feet by 4 feet.

July.

EMPIRE VALLEY-ST. MARY'S CREEK ROAD.

Excavated 1250 yards, 8 feet wide, 3½ feet deep.

HOWE SOUND TRAIL.

Built 1 bridge, 55 feet by 9 feet by 8 feet.
Cut all brush out 6 feet wide, and cleared off logs, rocks and gravel slides from foot of Seaton Lake to head of Anderson Lake, 36 miles.

LILLOOET-CLINTON ROAD.

Graded 1550 yards, 3 feet wide.
Cleared off all rocks and gravel slides, and filled in ruts from the Fountain to the 35-Mile Post, 20 miles.
Re-covered bridge on 29-Mile Creek, 18 feet by 16 feet by 5 feet.

September.

HOWE SOUND TRAIL.

Built pack-bridge, 63 feet by 8 feet by 6 feet.
Removed rocks, graded and widened for a truck road the trail from Pemberton Meadows towards Poole Creek Bridge, 7 miles.

LILLOOET-CLINTON ROAD.

Cribbed 30 yards, 4 feet high.
Cleared off rocks and gravel slides on the cut-off.

CAYOOSH CREEK TRAIL.

Built pack-bridge, 105 feet by 10 feet by 8 feet, opposite "Golden Eagle" Mine, to replace bridge carried away by high water in June.

Repaired crib-work at Kelly's Lake, and removed loose rocks from road-bed north side of Pavilion Mountain.

Cariboo District.

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QUESNELLE, ALEXANDRIA, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

QUESNELLE RIVER ROAD.

Forest cleared 9½ miles, 7 feet wide.
Graded 1700 yards, 3 feet wide.
Removed fallen timber 7 feet wide.
Removed land slides and made general repairs.

DEEP CREEK ROAD.

Re-covered 6 bridges, aggregating 108 feet in length, 12 feet wide.
Replaced 6 stringers, and removed brush 6 feet on each side of road.

WILLIAMS LAKE ROAD.

Re-planked 2 bridges, aggregating 69 feet long and 14 feet wide, with 3-inch plank.
Repaired 2 bridges and made other general repairs.

ALKALI LAKE ROAD.

Built 1 bridge, 90 feet long, 14 feet high and 12 feet wide, floored with 3-inch plank.

SODA CREEK AND CHIMNEY CREEK ROAD.

Graded 500 yards, 10 feet wide.
Earth excavated 300 "
Filled 150 "
Built 3 bridges, aggregating 80 feet in length and 12 feet wide, and made necessary repairs as far as the north fork of the Chilcotin River.

Removed fallen timber, rocks and roots, and made other necessary repairs to the following roads and trails:—

Hixon Creek Trail; Dragon Lake Road; Springfield Farm Road; road from 144-Mile Post to head of Chimney Creek; Alexis Creek Road and the road from Chilcotin River Bridge to Johnston Bros.
The approach of the Chilcotin River Bridge, which sustained considerable damage during the high water, has been repaired and placed in good condition.
The Omineca Trail was opened by Joshua Wright, from Stoney Creek to Manson Creek, a distance of 200 miles, at a cost of $250.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

J. H. St. Laurent, Superintendent.

BEAR LAKE AND GOAT RIVER TRAIL.

Forest cleared 30 miles, 6 feet wide.
Corduroyed 1,450 feet, 8 "
Built 2 bridges, aggregating 150 feet in length, 9 feet wide, and 7 feet high.
Removed fallen timber.

The Grouse-Antler, Stout's Gulch, Mosquito Creek, Slough Creek, and Stanley-Richfield Roads, have all been placed in good condition, and the necessary repairs have been made to the following trails :—

Upper Antler, Swift River, Cunningham Creek, Cunningham Pass, Snowshoe Mountain, Grouse Creek, Canadian Creek, Lowhee Creek, Shepherd Creek, Pine Creek, Big Valley Creek, Summit Creek, Lower Antler, Hardscrabble Creek, Sugar Creek, Dragon Creek, Nelson Creek, Willow River, Cariboo Mountain and Burns Mountain Trails.

Owing to the dry season, the trails on the whole, have been in unusually good condition, but the prevalence of forest-fires caused much damage in several instances.

150-MILE HOUSE AND HORSEFLY ROAD.

John Maxwell, Foreman.

From the intersection of the 108-Mile House Road (China Cabin) to top of Gravel Creek Hill, a distance of four miles, widened the road on an average two and one-half feet, one-half of this distance is a very steep side-hill, leaving a bank four to seven feet on hill side. Part of this work was done in rock, and necessitated considerable blasting. From Gravel Creek to 150-Mile House, made general repairs where most needed, by putting in culverts, corduroy, ditching and draining bad places, removing rocks and stumps, and widening the road on the side-hill grades. On the whole road laid 670 feet of corduroy 10 feet wide ; made 34 culverts, 12 feet wide, from 3 to 5 feet ; one bridge 12 feet wide by 14 feet long.

ALEXANDRIA-BEAVER LAKE ROAD.

John S. Twan, Foreman.

Cleared fallen timber ; raised Beady Creek Bridge, so as to be safe from freshet ; cleared forest timber a width of 6 feet for a distance of 3 miles, between Mud Lake and the Main Trunk Road ; graded and widened 1,200 yards ; removed rocks and stumps by blasting, and made repairs where most needed.

QUESNELLE RIVER TRAIL.

John Maxwell, Foreman.

I did not receive instructions to proceed with this work until the middle of August, consequently it was the first of September before I got men at work on the Trail, which left it too late to get the work finished this season.

The trail is now made from the Columbia Hydraulic Mining Company's claim up the river to China Creek, a point about 18 miles below Quesnelle Forks. As the weather was getting bad, and snow upon the ground, I thought it best to suspend work until the spring.

There were no measurements made, or description of work done, given to me by the foreman when he came in—this I will attend to when work is resumed on the trail next spring. The length of new trail made is about 16 miles.

All the other trails under my charge, viz. :—Trail from Soda Creek to Beaver Lake, from Horsefly to Beaver Lake, from Quesnelle Forks to Keithley, from Keithley to head of Snowshoe Creek, from Keithley to Harvey Creek, and from Quesnelle Forks up to Quesnelle Lake. In all, about 105 miles, received due attention during the season.

Also, a piece of the road from the 141-Mile Post up Knife Creek Valley, to connect with the 108 and Horsefly Road, was attended to.

June, July, August, September and October.

150-MILE HOUSE-QUESNELLE FORKS ROAD.

Thomas Barton, Foreman.

Forest cleared 6160 yards, 35 feet wide.
Grubbed 6160 " 12 "
Graded 5280 " 12 "
Ditched 800 " 1 foot deep, 16 inches wide.
Corduroyed 75 " 15 feet wide.
Gravelled 200 " 10 " 10 inches deep.
Made 24 culverts, 4 feet by 16 feet by 2 feet.
Built 2 bridges, 25 feet by 15 feet by 8 feet.

Made general repairs from Beaver Lake to upper end of Little Lake, 16½ miles.
Made 11 culverts.
Corduroyed 115 feet, 12 feet wide.
Ditched 675 yards.
Removed loose rocks and stumps.

From Little Lake to Quesnelle Forks, 6½ miles, widened road by cleaning out the bank on the hillsides; blasted out rocks and stumps; made general repairs along line of road.
Forest fires during the season have caused considerable expense and trouble to roads and trails in this section, and especially near Quesnelle.

ALEXANDRIA-BEAVER LAKE ROAD.

W. Stephenson, Superintendent.

Commenced work 1st June with team, taking tools, tents, horse feed, etc., to first camp, 16¼ from the Cariboo Waggon Road. On the 6th June Mr. Hodson commenced work with his gang of men and team, and continued the work until the road was opened to Beaver Lake, on 30th August last. The length of road made was 13¾ miles. The timber was all chopped clear to a width of twenty feet; where necessary the road was graded to a width of eight feet. The total amount of grading done (side-hill grading) was three miles and 48 chains in the 13¾ miles of road made. On the other parts the small knolls were levelled, the rocks removed, and work done to make a level track eight feet wide. Six bridges were built, with a total length of 215 feet; also 4 culverts, 4 to 6 feet each. The bridges were all 14 feet wide except one, which, owing to the nature of the approach, had to be made 16 feet wide.
The foregoing work was done by Mr. Hodson to my entire satisfaction.
A part of the road made in 1894, of about three miles in length, had to be made wider by chopping timber and removing some stumps. This I have had done, and now there is a good sleigh road from where it leaves the Cariboo Waggon Road to Beaver Lake, a distance of 30 miles. In fact, the most of it is a fair waggon road.

West Kootenay District—North Riding.

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BIG BEND.

MAIN TRAIL.

Thomas Downs, Foreman.

Cleared out trail of fallen timber from Revelstoke to Carne's Creek, for a distance of 28 miles; also the following work was done:—
Corduroyed 50 yards, 6 feet wide.
Built 1 bridge 30 " 6 "

T. W. Bain, Foreman.

Cleared out trail from end of Thomas Down's work, beyond Downie Creek, a distance of 16 miles; also the following work:—
Corduroyed 75 yards, 6 feet wide.
Cut out ¾ mile of new trail.

A. Bourgeois, Foreman.

Cleared out trail from end of Thomas Bain's work to French Creek, a distance of 23 miles.

SMITH CREEK TRAIL.

A. Bourgeois, Foreman.

Cleared out trail from Forks of Main Trail to Goldstream, a distance of about 8 miles.

McCULLOCH CREEK TRAIL.

Gus Lund, Foreman.

This trail was cleared out and extended a distance of two miles towards Ground-hog Basin, where many new mineral locations were made this year.
Two bridges were also built.

GOLDSTREAM TRAIL.

R. Williams, Foreman.

Three and a half miles was built this year, which consisted of clearing off timber and grading the same where necessary; the grades of the old Smith Creek Trail was reduced, making it much easier for pack animals.

DOWNIE CREEK BRIDGE.

Sam Hill, Foreman.

The following work was done to the above bridge :—
Drove 10 piles, 10 feet deep.
Lifted bridge into place, 4 inches.
Riprapped abutments with brush and rock, 20 feet by 9 feet.
Cleared out old channel of débris.
Made breakwater above bridge by felling trees to divert drift timber.
Added 30 feet of an approach to the bridge on the north side.
Two spans on north side of this bridge were carried out by the high water this summer. Temporary bridge was put in across a log jam.

GOLDSTREAM BRIDGE.

Mark Hyatt, Foreman.

This bridge consists of one span with overhead truss 60 feet long; the superstructure rests upon two crib piers; the piers are capped and corbelled; guard-rails are placed on both sides of bridge.
This bridge is about 20 feet above low water mark, and during high water this summer the bridge was moved about 9 inches out of line by large trees being carried down the stream.

CARNE'S CREEK BRIDGE.

W. Whitmore, a miner, devoted several days fixing up the bridge to prevent it being carried out by high water.
Abutments were riprapped and brushed on both sides.

OTHER BRIDGES.

All the bridges over the large creeks were carried out this summer by the high water, which backed up and floated most of the bridges.

FIVE-MILE CREEK TRAIL.

A. W. McIntosh, Foreman.

Cut out about 5½ miles of trail, which consisted of clearing forest and grading where necessary; also corduroyed 11 yards, 5 feet wide.
This trail leads up to a group of mines located this summer.

JORDAN CREEK TRAIL.

James Reighley, Foreman.

This trail was cut out for a distance of about 5 miles, also following work was done :—
Forest cleared 5,280 yards, 10 feet wide.
Grubbed 5,280 " 2 "
Graded 5,280 " 2 "

FLOODS.

The following work was done under the foremanship of T. Downs and A. Bourgeois, after the high water had subsided :—
Cut out 26 miles of trail of drift timber.
Built 4 miles of new trail.
Built 8 bridges, about 300 feet in length.
Corduroyed about 300 yards of trail and general repairs where necessary.

I would beg to point out that this year's high water on the Columbia River, above the cañon, exceeded in height the 1894 stage by at least 2 feet. Nearly all the flats on the trail were flooded this summer, in many places to the depth of at least six feet. Nearly all the bridges were floated out, besides all the corduroy on the flats. With the exception of Downie Creek bridge all damages have been replaced.

REVELSTOKE DISTRICT.

REVELSTOKE TOWNSITE.

Hugh Ross, Foreman.

The following work was performed this year :—
Road from old town to Revelstoke Station was repaired and gravelled where necessary.
The hill leading from the old town to the station was cut down about 3 feet, and filled into the dip from the said hill.
The following work was also done :—
Gravelled 400 yards, 12 feet wide
Graded 300 " 12 feet by 3 feet.
Filled in 100 " 12 " 3 "

CONNAUGHT AVENUE.

J. Shaw, Foreman.

Grubbed 75 yards, 40 feet wide.
Graded 75 " 40 "
This Avenue is on the C. P. R. Townsite, and is being built on very rapidly, and is opened up with the view of assisting owners to get in building supplies.

MAIN ROAD THROUGH VILLA BLOCKS ON NORTH SIDE OF C. P. R. TRACK.

Thomas Skinner, Foreman.

The following work was done in connection with building a new road through the 5 acre blocks, to replace the one washed out along the river bank:—
Fallen timber cleared 5,280 yards, 20 feet wide.
Grubbed 5,280 " 20 "
Graded 5,280 " 20 "

PROTECTION WORKS ON RIVER BANK.

The protection works were severely tested this summer, and, I am pleased to report, stood the strain fairly well.
A little below the C. P. R. bridge a portion of it sank, enabling the water to cut away the bank above the mattress, until the C. P. R. authorities put in more mattress work higher up.
In many places the outer edge of the mattress-work was undermined, causing it to sink in some places about 10 feet.

I have to again call attention to the serious damage being done to the Townsite above and below the protection work, by the erosion of the bank by the Columbia River.

Opposite the school-house, the Government road is not 12 feet from the edge of the river bank, and next year will see the road taken out altogether, necessitating the building of a new road about one mile in length, behind the school-house.

Protection works are absolutely necessary below the existing work if this road is to be preserved, independently of the necessity of protecting the school-house, which, at the rate the bank is going, will require to be removed in less than two years.

GOVERNMENT BUILDINGS.

The following work was done this year :—

Painting outside of Court House and Gaol building.

Painting inside of Government Agent's quarters, Government Office, Court Room and Constable's room.

Put two brick chimneys in office and Agent's quarters.

Built a furnace inside Government Office to warm Court Room, cells, and Constable's room. The excavation for the basement was made by prisoners undergoing sentence.

Put in windows in Government Agent's quarters, and other needed repairs.

Painted picket fence fronting on Front Street.

Re-lined well with cedar casing, old casing having fallen in.

BRIDGE ACROSS ILLECILLEWAET RIVER.

S. D. Crowle, Foreman.

The following work was done :—

Dismantled 108 feet of old bridge ; built one pier, driving eleven piles in same pier of an average depth of 12 feet ; drove three piles for approach to bridge, to a depth of 20 feet; put in one new span of 60 feet, with overhead truss, and removed the 41-foot span to the north side of bridge ; also a new approach of at least 40 feet ; put in 220 feet of new railing ; spiked down 120 feet of planking.

Put in booms, &c., to divert drift timber, also cleaned out stream of logs and stumps above bridge.

This bridge also caused considerable trouble during the high water, men were detailed to remove log jams, &c., but in spite of all our efforts one span on the south side of the bridge was taken out. This was caused by the stream changing its course from the north to the south side, and at present the river is on the south end of the bridge. This will necessitate putting in two new spans this winter.

Temporary bridge was constructed lower down to enable the ranchers to cross over to their farms.

About two miles of new road was brushed out this year to enable some of the ranchers to get out.

New approach was cut out to the bridge for about 150 yards.

ILLECILLEWAET DIVISION.

NORTH FORK OF ILLECILLEWAET TRAIL.

David Woolsey, Foreman.

This work consisted of clearing out the old trail for a distance of six miles ; putting in one bridge across the south fork of the Illecillewaet, and another bridge across the north fork of the Illecillewaet, besides building about 18 miles of new trail.

The following work was done :—

Forest cleared	31,292	yards,	6	feet wide.
Graded	16,477	"	3	"
Rock excavated	96	"	2	"

Culverts built, 6 x 126 x 7.

Corduroyed 400 yards, 3 feet wide.

Built 1 approach to bridge, 56 x 7.
Cribbed 15 x 10 x 7.
Built 1 bridge, 82 x 8, 14 x 6 above low water.
Built 1 bridge, 88 x 7, 9 feet above low water.
The main span of No. 2 bridge is 68 feet from inside to inside of abutments, with two approaches of 20 feet each.
Six miles of old trail was brushed out and repaired.
In addition to the above work done by Mr. Woolsey, another party was sent out to put in corduroy, which was badly needed, more especially where the snow-slides came down, on account of the spongy nature of the ground, which caused the pack horses to get mired. This trail was completed only to the summit, and was continued on by the owners of the group of mines on the head of Downie Creek.

DUNVEGAN TRAIL.

T. W. Bain, Foreman.

The following work was done:
Cut out and repaired 5 miles of old trail, and built two miles of new trail.
Built 2 bridges, 60 feet by 5 feet wide.

GOLD HILL TRAIL.

This trail was cleaned out of fallen timber for a distance of six miles, and other necessary repairs executed.

EAST BRANCH OF THE NORTH FORK TRAIL.

Ben Green, Foreman.

This work consisted of clearing out portions of the old Jumbo Trail, and building about 3 miles of new trail. Most of this trail consists of switch-back work, as the distance in which to attain the elevation of about 4,000 feet is only the face of the mountain.
The following work was done:
Forest cleared 5160 yards, 4 feet wide.
Graded 5160 " 3 "
Excavated rock 100 " 4 x 4.
This trail opens up a route to a large group of mines, enabling many prospectors to get in this year and do their annual assessment work.

LARDEAU DIVISION.

FISH CREEK WAGGON ROAD.

Hugh Ross, Superintendent.

This road work was done by contract work, on the same principles as the Lardeau and Trout Lake Waggon Road last year, which was found to give more satisfactory results to both sides.

Tenders were awarded in half-mile sections as under:—

No. 1	J. D. Armstrong	$170
2	R. Dore	225
3	D. Brown	490
4	A. McKay	200
5	A. McDonald	300
6	S. Hill	275
7	A. Hillman	250
8	A. Olson	250
9	J. Mesley	600
10	W. Glenn	800
11	W. B. Corsar	650

In addition to the above, Mr. Brown was allowed the sum of $75 extra, for putting in a bridge which went around a rock bluff, built on crib piers for a distance of 350 feet, so as to raise the grade of the road to prevent it being covered by the high water.

The following work was done by the contractors at a much less expenditure than if they were employed cutting out the road by day work:—

Forest cleared	9240	yards,	20	feet wide.
Grubbed	8950	"	12	"
Graded	9240	"	10	"
Excavated rock	930	"	12	"
Corduroyed	390	"	12	"
Excavated earth	400	"	6	"

Built 10 culverts, average 4 feet wide, 12 feet long, and 3 feet deep.
Cribbed 320 yards with timber.
Riprapped 530 yards with rock.
Men interested in this section obtained the contracts, which gave employment to about 40 men for about six weeks. No expense was incurred by the Government for tools or transportation, and only one Superintendent employed, who gave every satisfaction.

Fire and floods visited this vicinity, and necessitated the building of about one-half mile of the Fish Creek Road over again.
The following work was done :—

Forest cleared	300	yards,	12	feet wide.
Graded	300	"	12	"
Corduroyed	50	"	12	"
Excavated earth	300	"	12	"

Built 3 bridges burnt out by fires—average, 25 feet in length, and 12 feet in width.
Fish Creek Bridge was saved by two men who worked night and day. Approaches to the bridge had to be replaced.

FISH CREEK TRAIL.

Hugh Ross, Foreman.

This trail was cleared out for a distance of 16 miles, besides 19 new bridges were put in to replace rotten ones on the trail.

POOLE CREEK TRAIL.

A. E. Kincaid, Foreman.

This trail was cleared of fallen timber for about 12 miles, and such repairs done as were urgently required.

BOYD CREEK TRAIL.

Thos. McRae, Foreman.

This trail is a continuation of the Fish Creek Trail, and was cut out for a distance of about 10 miles.
Considerable of this work consisted of side-hill cutting, and clearing out of fallen timber.
The following work was done :—

Forest cleared	4	miles,	6	feet wide.	
Grubbed	4	"	2	"	
Graded	7	"	2	"	
Ditched	100	yards,	2	"	
Rock excavated	300	"	6	"	8 feet deep.

Built 3 culverts, 6 feet by 6 feet.
Built 3 bridges, 30 feet by 6 feet.

HALL'S LANDING.

CRANBERRY CREEK BRIDGE.

H. Lovewell, Foreman.

Built bridge across Cranberry Creek, consisting of 7 spans, resting on pile piers, capped and corbeled. One span of 44 feet, and 6 spans of 30 feet, with a width of 12 feet, and 20 feet above low water mark.

This bridge was watched during high water, and still remains.

HALL'S LANDING ROADS.

H. Lovewell, Foreman.

Cleared out roads of timber brought in by the high water, a length of about 10 miles.

GALENA BAY.

GALENA BAY ROAD.

Thomas Beech, Foreman.

This road was built to assist the ranchers to get down to the water's edge, and consists of the following work:—

Forest cleared	3,100	yards,	12	feet wide.
Graded	1,760	"	12	" 6 feet deep.
Ditched	100	"	2	"

TROUT LAKE DIVISION.

LARDEAU AND TROUT LAKE WAGGON ROAD.

Ed. Adair, Foreman.

This road was cleared out in the spring; 13 miles of mud-slides, roots, and stumps projecting on the surface.

The following work was also done:—

Ditched	350	yards,	3	feet wide.
Corduroyed	125	"	14	"
Cribbed	50	"	6	"
Excavated earth	600	"		
do rock	15	"		

Built 30 culverts, 4 feet by 14 feet.

Repaired 4 bridges.

Besides the above work, men were detailed to put the road in a good state of repair, by putting down corduroy, and cutting back the slides in the canyon. The following work was done cutting down the big hill below the canyon, under the foremanship of H. B. Corsar:—

Forest cleared	700	yards,	14	feet wide.		
Grubbed	600	"	12	"		
Graded	550	"	12	"		
Ditched	100	"	2	"		
Corduroyed	50	"	12	"		
Cribbed	400	"	3	feet, average.		
Excavated earth	500	"	6	feet wide, 3 feet deep.		
do rock	60	"				
Filled in	100	"	10	"	5	"
Built 6 culverts,	2	"	12	"	1	"

Replacing 1 bridge across Thomson's Creek, damaged by the high water; rebuilt 1 pier on each side and raised both piers two feet; put in new stringers and about 25 feet of new covering; filled in approaches to bridge. Length of bridge 70 feet.

NORTH FORK OF LARDEAU TRAIL.

E. L. Kinman, Contractor.

Cleared out six miles of trail of fallen timber and made needed repairs.

James Wesley, Foremen.

Extended North Fork Trail a distance of three miles. The following work was done:—
Forest cleared 2,000 yards, 6 feet wide.
Grubbed 900 " 3 "
Graded 900 " 3 "
Corduroyed 15 " 4 "
Built 2 bridges, 30 feet by 5 feet.

SOUTH FORK OF LARDEAU TRAIL.

Jas. Wesley, Foreman.

This work consisted of repairing the trail for a distance of 6 miles, by removing all roots and boulders; also the big hill was cut down and grade reduced in length about one-half mile, making it much easier for pack animals to get up and down the hill.
The following work was also done:—
Forest cleared 900 yards, 6 feet wide.
Grubbed 10,560 " 3 "
Ditched 900 " 3 "
Corduroyed 100 " 4 "
Built 1 bridge, 20 feet by 5.

ABBOT AND WAGNER TRAIL.

James Wesley, Foreman.

This trail was cleared out of fallen timber for a distance of 4 miles, and quite a large portion brushed out.
The following work was also done:—
Forest cleared 6,040 yards, 6 feet wide.
Corduroyed 300 " 4 "

GAINER CREEK TRAIL.

F. C. Campbell, Foreman.

This trail was extended about 3 miles this year.
The following work was also done:—
Grubbed 3,520 yards, 4 feet wide.
Graded 3,520 " 4 "
Corduroy 15 " 3 "

Floods.—In conclusion, I would call attention to the great amount of damage done this year to trails and bridges in this division. The Columbia River rose rapidly towards the latter part of June, and exceeded the 1894 mark at Revelstoke, by about 4 inches, and above the Canyon by 2 feet.

All damages were repaired except the Downie Creek Bridge, which could not be undertaken until the ice formed on the creek.

West Kootenay District—South Riding.

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NELSON MINING SUBDIVISION.

SEVEN-MILE CREEK.

Made a trail 8 miles long, from the Kootenay Arm to the cluster of mines on summit. Forest cleared 8 feet wide, and graded 1½ miles.

KOKANEE CREEK.

Made a trail to the recently discovered Mollie Gibson and other groups, 2 miles below the summit, dividing Kootenay and Slocan Lakes; length, 12½ miles, 6 feet wide; graded at intervals, aggregating 8 miles. Removed forest, underbrush and other obstructions.

FORTY-NINE TO ROVER.

Repaired the old trail for about 12 miles, by clearing of prostrate timber. Repaired the bridge over Rover Creek. Repaired other bridges.

EAGLE CREEK TO GOLD HILL CLUSTER.

Made a rawhide trail ten feet wide, from the Poorman Mine up Eagle Creek to the groups on Gold Hill; grubbed ¾ of a mile; graded 2 miles; levelled 1500 feet of loose rock.

HALL MINES.

A grant (in aid) of $700 has been made towards the cutting of a new and more practicable piece of road, part of the Silver King Waggon Road, from the forks of the road to the mine.

NELSON STREETS.

Laid a plank side-walk 3 feet wide on Josephine Street, 400 feet; 16-foot span trestle side-walk, and 60 feet of 3-foot stairway and railing at intersection of Josephine and Victoria Streets.

MILL STREET.

Laid 599 feet of 3-foot side-walk, between Josephine and Stanley Streets; 173 feet of 4-foot side-walk; 100 feet of trestle-work and road.

NELSON TO N. & F. S. RY. STATION.

On this road, which was much out of repair, repaired three bridges, straightened road out, and put in culverts.

NELSON WHARF.

All necessary repairs were done to this wharf, by putting in new planks. The road from this wharf was also gravelled as far as Vernon Street.

STANLEY STREET.

Laid a side-walk from school-house to the limit of the Government Townsite, the Government paying one-half the cost.

SILICA STREET.

Continued a side-walk from that to the R. C. Church, along Silica Street to the residences at its head.

BAKER STREET.

Laid two crossings on Baker Street, across Stanley.

NORTH FORK SALMON.

Seven and a half miles long—forest cleared for that distance, 8 feet wide.
Grubbed 4,000 yards, 1 yard wide.
Graded 8,500 " 1 "
Corduroyed 40 " 2 "
Built 3 bridges, 240 feet by 10 feet.
This trail was cut on waggon road grade by instrument.

CHAMPION CREEK TRAIL.

Made a trail from a point on the Nelson and Fort Sheppard Railway, over the summit and down Champion Creek, for a distance of 6 miles.
Forest cleared 10,560 yards, 10 feet wide.
Grubbed 5,280 " 5 "
Graded 7,920 " 3 "
Built 1 bridge, 18 feet by 10 feet.
This trail has also been cleared wide enough for, and on a waggon road grade, with the exception of the last mile, which is cut wide enough only for a trail.

SALMON RIVER BRIDGE.

Built a bridge across the Salmon River, 12 miles above the mouth, over which supplies for Burnt Flat, Iron Mountain and Peterson's Camp were taken. Pier bridge, 2 piers, and span 70 feet.

LOST CREEK.

Made a trail 10 miles long, from Salmon Siding on N. & F. S. Ry., to Lost Creek and Iron Mountain, 6 feet wide; graded 4 miles; cleared logs, timber and other obstructions from the Dewdney Trail leading to the summit, between the Salmon and Kootenay Rivers.

AINSWORTH MINING SUBDIVISION.

LA FRANCE CREEK TRAIL.

Put in complete repairs on the old trail up this creek, which empties into Kootenay Lake, about 5 miles south of Pilot Bay.

CRAWFORD CREEK TRAIL.

Repaired this trail, which is 28 miles long, the whole distance, by clearing out the windfalls, and repairing bridges, corduroys, &c.

AINSWORTH WHARF.

Ainsworth wharf wrecked by the flood of last summer has been put into a condition of complete repair.

AINSWORTH WAGGON ROAD.

Repaired Ainsworth waggon road to the extent it required.

LARDO AND DUNCAN TRAIL.

Made 12 miles of trail between Kootenay and Houser Lakes, by clearing and grading, and between the Big Jam and East River, on the west side of Duncan River.

SLOCAN MINING SUBDIVISION.

SLOCAN RIVER TRAIL.

Cleared this trail, 32 miles long, of fallen timber.
Grubbed 3,000 yards, 2 feet wide.
Graded 2,000 " 2 "
Corduroyed 750 "
Made 8 culverts, 3 feet by 5 feet.
Built 7 bridges, 4 feet by 16 feet.
do 1 " 6 " 30 "

TEN-MILE CREEK.

Made 4½ miles of trail up this creek from the Slocan Lake, and cleared the old trail of prostrate timber. Fire did much to increase the necessary work on this trail.
Grubbed 4½ miles, 2½ feet wide.
Graded 2,000 yards, 2½ "
Corduroyed 700 " 4 "
Cribbed several side-hill cuts.
Made 3 culverts, 4 feet wide.
Built 1 bridge, 19 feet by 16 feet.
Owners of the Enterprise mine on this creek, have built to it from the lake a waggon road, costing over $12,000. One-third of this amount is asked of the Government as a refund.

SANDON AND THREE FORKS.

Thoroughly repaired the waggon road between Sandon and Three Forks, by clearing of timber and removing the land-slides.

SPRINGER CREEK (from Slocan City to Arlington Basin, 7 miles long).

Made a trail up Springer Creek, from Slocan City to the Arlington Basin, a distance of 7 miles, on which 16 bridges, aggregating in length 1,200 feet, and 1,000 feet of approaches were built; graded 4,260 yards; cribbed 300 yards, and made 150 yards of side-cut. Some blasting was also done on this trail.
It would appear that much more work than the above, which was under Government auspices, has been done, judging from the number of accounts sent in for unauthorised work upon it.

SANDON AND CODY.

Cut a trail between Sandon and Cody, about 1¼ miles long.

CODY—UP CARPENTER.

Cut a trail 4 miles up Carpenter, from mouth of Cody, for the convenience of several groups of claims, that, though long located, were only this year developed.

NEW DENVER.

Made a grant of $50.00 in aid of the wharf at New Denver.

NEW DENVER AND SILVERTON.

A good sleigh road has been made from New Denver to Silverton, and continued on the Galena Farm, by the citizens generally of that section, and the company owning the Galena Farm mines, towards which the Government has contributed $350.00.

SOUTH FORK OF 10-MILE CREEK.

The Government also contributed $100.00 to the construction of a trail up the South Fork of 10-Mile Creek.

TRAIL CREEK SUBDIVISION.

ROSSLAND STREETS.

A sum of eight hundred dollars was expended on the improvement of the streets of Rossland.

TRAIL CREEK WAGGON ROAD.

Made general repairs to this road from time to time, during the season, the ore traffic being continuous.

MURPHY CREEK.

Cut a trail 4 miles long up Murphy Creek from the Columbia River, in deference to the expressed wishes of those mining upon it.

SULLIVAN CREEK.

Cut five miles of trail, through a difficult country, up Sullivan Creek, at the request of the miners and others interested thereon.

SLOCAN SUBDIVISION.

FIRE VALLEY ROAD.

This road was made from Lower Arrow Lake to connect with the old Fire Valley Trail, converting it into a road.

CARIBOO CREEK TRAIL.

Made a trail for 6 miles up Cariboo Creek.
Forest cleared 10000 yards.
Grubbed 5000 " 6 feet wide.
Graded 10000 " 4 "
Corduroyed 300 feet.
Cribbed 400 feet.
Rock excavated 25 yards, 4 feet wide.
Filled 1000 "
Built 5 bridges, and made 150 feet of culverts.

SNOW CREEK TRAIL.

7 miles long.
Forest cleared 12330 yards, 11 feet wide.
Graded 325 "
Built 1 bridge, 36 feet by 10 feet.

GOAT CANYON TRAIL.

4 miles long.
Forest cleared 7040 yards
Graded 5280 " 3 feet wide.
Corduroyed 500 " 5 "
Stoned 88 " 3 feet by 1 foot.
Made 10 culverts, 12 x 6 x 4.
Built 1 bridge, 65 feet by 8 feet.
The trail built by claim-owners in fall of 1894, was also repaired and straightened for about 9 miles.

PUBLIC SCHOOL AT TRAIL.

Kaake and Williams, Contractors, $1700.

Supplied all necessary labour and materials; erected and completed a frame building, containing two school-rooms, each 26 feet by 36 feet, having separate side entrances and cloak rooms. The building is designed to admit of two additional rooms being added at any future time. It is enclosed with building over ship-lap and covered with rustic; has double floors; is lathed, plastered, wainscotted and painted.

TRAIL CREEK TRAMWAY.

ROSSLAND, B. C., June 8th, 1896.

To the Honourable G. B. Martin,
Chief Commissioner of Lands and Works, Victoria, B. C.

SIR,—Immediately on receipt of a notification from your department, informing me of my appointment to inspect and report on the condition of the Trail Creek Tramway, I communicated with the General Superintendent of that road, who requested me to hold myself in readiness for the 15th of May. On the arrival of that date, he deferred the inspection till the 21st of May, and again, on that date, until such time as the road was completed. Finally, on the 3rd inst., I made the required inspection, in company with the General Superintendent and the two Section Engineers of the road, Messrs. A. C. Dennis and O. England. I have to-day completed my report, and now beg leave to forward it to you, together with my account for services rendered.

Trusting these will meet with your approval,

I have the honour to be,
Sir,
Your obedient servant,
HENRY B. SMITH.

Report on the Works of Construction as Performed up to the third day June, 1896.

DISCRIPTION OF ALIGNMENT.

The Trail Creek "Tramway," or more properly Railway, as now constructed, begins on the west bank of the Columbia River, at the Town of Trail, and extends in a south-westerly direction through the valley of Trail Creek, to the Town of Rossland, a total distance (exclusive of switchbacks) of 11.041 miles. The present terminus at Rossland, is temporary, and is at the crossing of the Trail waggon road. The railway, however, is projected beyond this point to the Le Roi mine, on Red Mountain, a further distance of 2.204 miles.

Leaving Trail, the general courses of the track are as follows:—

Westerly	6,590 feet,	
Easterly	2,606 "	to Trail Smelter.
Westerly	2,900 "	
South-westerly	6,400 "	
North-easterly	2,500 "	
South-westerly	13,100 "	
North-easterly	3,400 "	
South-westerly	10,700 "	
Northerly	8,100 "	
Easterly	2,000 "	
Total	58,300 "	To Trail waggon road at Rossland.

GAUGE OF RAILWAY.

The railway has been constructed as a narrow-gauge, 3 feet clear between rails, throughout its whole length. Provision, however, has been made, by widening the road-bed, for laying a third rail between the town of Trail and Trail Smelter, a total distance of 9,200 feet. By this means standard gauge engines and cars will be able to reach the smelter from the river front.

ALIGNMENT.

The curvature throughout is severe, but not more so than in many narrow-gauge railways now operated. The curves vary from 2° to 25°, or from 2,865 feet to 229 feet radius, and cover about 50% of the whole length of the line. Of the sharp curves there are :—

2—15	degrees or	382 feet radius.
1—19	"	301 "
15—20	"	286 "
21—25	"	229 "

The longest tangent is 3,000 feet, the shortest 100 feet. There are no reverse curves. All curves are eased off at both ends, and have the outer rail elevated from 1 to 2½ inches, according to radius. The spread of the rail on 25° curves is one-half inch. The total length of open structures is 2,260 feet, or about 4% of the whole length.

In considering the above alignment, it must be born in mind that narrow-gauge railways admit of much sharper curvature than standard gauge railways, because the wider the gauge the greater will be the slipping of wheels on curves, and chiefly because smaller locomotives are used.

GRADES.

The total rise of the railway from Trail to Trail waggon road at Rossland is 2,020 feet; the average grade being 3.465 feet per 100. The maximum grade on the main track is 4 feet per 100, and on switchbacks 5 feet per 100. All grades are lessened on curves at the uniform rate of one twenty-fifth of a foot for each degree of curvature. This is a larger decrease than is customary, and will materially facilitate the operations of the road.

EMBANKMENTS.

The width of embankments between Trail Smelter and Rossland is 9 feet at formation level. The side slopes are 1½ to 1 in earth, and 1 to 1 in rock. Nearly all embankments have settled considerably since construction, forming hollows in the rail level, which are unsafe for high speeds. Throughout the whole length of the line the embankments have been injured by the track-layers taking from them, near the tie level, sufficient material to fill up the spaces between and under the ties. This has been done in a few cases, more especially near Trail, to a dangerous extent, and should be remedied at once. In the neighbourhood of Trail, where the track runs parallel to Trail Creek, the embankment slopes should be riprapped to prevent abrasion by the creek during freshets.

That part of the road between Trail Smelter and Trail, over which it is intended to run standard gauge engines at some future date, has embankments 10 feet wide at formation level. The usual width for this gauge is 14 feet.

EXCAVATIONS.

The width at formation level is 10 feet. The slopes vary, irrespective of material, from ¼ to 1, to 1 to 1. There appears to have been no uniformity in this matter. The sides of the excavations are standing at such inclinations as are sufficient for present purposes. That constant crumbling and frequent slides will take place, as the action of the weather disintegrates the surface, is self evident. There are three deep cuts about four miles from Rossland, excavated in moist material, which have little or no slope. These appear to be dangerous, and should be sloped without delay. This being done, the exercise of due precautions and the employment of a sufficient number of section men and patrols, no danger may be anticipated other than that common to all mountain roads.

CRIB-WORK.

There are two cases of timber crib-work supporting embankments. Each is flush with formation level, and is about 150 feet long, 10 feet high and 10 feet wide. The timbers are round, 12 to 18 inches in diameter, and are notched into each other. A ¾-inch drift-bolt passes through each intersection. Sand and gravel has been used as filling instead of stone. This will result in the collapse of the embankment when the timber decays sufficiently.

RIPRAP.

About three miles from Trail the road passes through a side-hill rock cut. The outer side is protected by a dry stone wall, which does not indicate permanency. The officials state that the track is resting on the solid rock excavation and not on the wall. This being the case, no danger need be apprehended.

BALLAST.

From Trail to Warfield the track is partially ballasted with sand, gravel and broken rock, all of which has been obtained from the embankments and cuttings. Good gravel ballast can readily be obtained in the vicinity of Trail.

From Warfield to Rossland partial ballasting has been done with earth, sand and clay taken from the embankments and cuttings.

Ballasting so far is confined to filling up the hollows beneath the ties, and the spaces between the ties between the rails. The depth of ballast contemplated is four inches beneath the ties.

CULVERTS.

There are in all 36 block culverts with openings, varying from 2 feet 4 inches to 6 feet 6 inches. The foundations are cedar mud-sills filled in with broken rock. The walls are cedar logs laid close, one above another, and sustained in place where necessary by verticals. The covering consists of round logs laid close.

DRAINS.

Rock drains and ballast boxes, crossing the road-bed, have been placed where there appears to be present necessity.

TRESTLES.

These structures are ten in number, varying from 114 to 386 feet in length, and from 15 to 64 feet in height.

No. 1 Trestle, 2,000 feet from Trail, is 402 feet long, 23 feet high, and consists of 23 bents, 16 feet centres.

No. 2 Trestle, 6,800 feet from Trail, is 114 feet long, 15 feet high, and consists of 5 bents, 16 feet centres. This trestle crosses Trail Creek on a 25 degree curve, 3 bents resting on crib foundations placed in the creek bed. The cribs measure 14 feet long, 5 feet wide and 5 feet high. The creek is about 25 feet wide, 18 feet deep, and flows swiftly.

No. 3 Trestle, 8,100 feet from Trail, is 290 feet long, 27 feet high, and consists of 16 bents, 16 feet centres. All bents are grasshoppers, supported on the outside by cribwork foundations, and on the inside by the solid surface of the excavations.

No. 4 Trestle, 13,700 feet from Trail, is 386 feet long, 68 feet high, aud has 22 bents, 16 feet centres. This trestle crosses Trail Creek on a 25 degree curve, 2 bents resting on crib foundations placed in the creek bed. The cribs measure 40 feet long, 5 feet wide, and 7 feet high, and appear to rest on solid rock. The creek is naturally about 30 feet wide at this point, but is contracted to 12 feet by the crib foundations. Thirteen of the bents are single deck, and 9 double deck. These latter cross the cañon of Trail Creek.

No. 5 Trestle, 18,400 feet from Trail, is 290 feet long, 34 high, and has 16 bents, 16 feet centres. This trestle crosses a stream on a 25 degree curve, 2 bents resting on crib-work foundations placed in the stream bed. The cribs measure 30 feet long, 5 feet wide and 3 feet high. The stream is about 27 feet wide, and flows swiftly. There are no indications of floods. At both ends of the trestle the embankments have settled, throwing the structure out of grade. It is recommended that this defect be remedied at once.

No. 6 Trestle, 19,300 feet from Trail, is 194 feet long, 38 feet high, and has 10 bents, 16 feet centres. This trestle crosses a stream on a 25 degree curve, 2 bents resting on mud-sills placed in the stream bed. Of the 10 bents 8 are grasshoppers. It is recommended that additional rock filling be placed in the stream bed, deep enough to cover the sills of the bents, and that a proper channel for the passage of the stream be provided.

No. 7 Trestle, 33,600 feet from Trail, is 242 feet long, 64 feet high, and has 13 bents. This trestle crosses Trail Creek on a 25 degree curve, 3 bents resting on sills placed in the creek bed. The foundation is apparently solid rock. The creek is about 20 feet wide, 1 foot deep, and flows swiftly. There are no indications of floods.

The structure is a double deck trestle with 5 grasshopper bents, which rest on cross sills on solid rock excavations. The first three bents at the Rossland end radiate in the usual manner; the remaining ten bents are parallel to the third bent, necessitating the superstructure being placed on "the skew." The complication of strains during the passage of a train, due to this unusual design, has been provided for by extra bracing.

No. 8 Trestle, 47,900 feet from Trail, is 114 feet long, 27 feet high, and has 5 bents, 16 feet centres. This trestle crosses a stream on a 25 degree curve, 2 bents resting on sills placed in the creek bed. It is recommended that rock filling be placed around the sills of the bents and a proper channel be provided for the passage of the stream.

No. 9 Trestle, 48,900 feet from Trail, is 114 feet long, 25 feet high, and has 5 bents, 16 feet centres. This trestle crosses a stream on a 25 degree curve. Two bents are grasshoppers, resting on sills placed in the bed of the stream. It is recommended that rock filling be placed around the sills of the bents, and a proper channel be provided for the passage of the stream.

No. 10 Trestle, 57,300 feet from Trail, is 114 feet long, 24 feet high, and has 5 bents. This trestle crosses a stream on a 25 degree curve. Three bents are on cross sills placed on the stream bed. It is recommended that rock filling be placed around the sills of the bents and a proper channel be provided for the passage of the stream.

The combined length of the trestles is 2,260 lineal feet.

In regard to the bents of trestles Nos. 2, 4, 5, and 7, resting on crib foundations placed on the bed of the stream, there are at present no indications that would warrant the assertion that they are unsafe, nor can information be readily obtained as to the nature of the floods that may occur. It is reasonable to suppose, however, that these streams, like other mountain streams, are liable to sudden freshets during rain storms. It would seem, therefore, that as a matter of precaution, short trusses, say 40 feet span, should occupy the places of these bents. As matters now stand, the stability of the bents is a mere speculation. Constant watchfulness will be required on the part of the officials of the road to prevent the possibility of accident.

The dimensions of the principal timbers of the trestles are as follows:—

Ties	6	inches by	8	inches by	10	feet, laid 6 inches apart.
Guard rails	8	"	8	"		
Main stringers (double)	7	"	16	"	17	"
Jack "	7	"	16	"	17	"
End planks	3	"	8	"	12	"
Caps	10	"	10	"	10	"
Posts	10	"	10	"		
Wales	3	"	8	"		
Girders	6	"	8	"		
Sway braces	3	"	8	"		
Sills	10	"	10	"		
Mud-sills	8	"	10	"		
Diagonal braces	3	"	8	"		

The framing and fitting of all trestles has been done in a most workmanlike manner.

TIES.

These are principally of tamarac, 6 feet long, 6 inches thick, and from 6 inches to 8 inches face. They are smoothly flatted on upper and under surfaces, and afford a firm support for rails. They are laid 2 feet apart, centre to centre.

RAILS.

These are steel, T section, weighing 28 lbs. per lineal yard, and in lengths of from 26 to 30 feet. They were originally part of the permanent way of the Alberta Railway, and have been in use for some time. They show, however, no indications of wear of metal, but are in many instances slightly bent, both horizontally and vertically. The rail is light for the heavy traffic of a mineral road, but it comes within the scope of the ordinary empirical formula: "Number of 2,000 lb. tons on one driving wheel of locomotive multiplied by 10 equals number of lbs. per yard of the lightest rail advisable."

BRACKETS.

No brackets are in use on any part of the road. On some few of the sharpest curves a guard rail has been substituted. In course of time the rails will spread on the sharp curves, and unless great care is exercised, there will happen constant derailments.

FISH PLATES.

These are flat iron fastened to the rail by four bolts.

RAIL SPIKES.

These are square iron $4\frac{1}{2}$ inches by $\frac{1}{2}$-inch, and two spikes fasten the rail to each tie.

CATTLE GUARDS.

There are none. Eventually these will be required where the road passes through Trail and Rossland, and also at all road crossings.

ROAD SIGN-BOARDS.

There are none. These will be required at all public roads and street crossings.

FENCING.

There is none. Fencing is required at certain parts of the line in the vicinity of Trail waggon road.

ROAD DIVERSIONS.

The Trail waggon road being within a few feet of the railway in the vicinity of Warfield, will require to be diverted for a distance of two or three hundred feet.

TELEGRAPH.

On the date of inspection, telegraph poles 25 feet long, 8 inches in diameter at top, and thoroughly barked, were in place, 175 feet apart, from Trail to within a mile from Rossland. These were slotted for cross-arms, and provided with finger-brackets. Men were at work placing a single copper wire in position.

CLEARING.

This work extends for 50 feet on each side of the track, and has been very well done. A few brush piles still remain, but these it is intended to burn at the earliest opportunity.

SIDINGS.

These are as follows:—

Union Avenue Siding	420	feet long.
Lake Mountain Siding	400	"
Warfield Siding	500	"
Smelter side-track	1,100	"
Trail Siding	350	"

PACKING.

No packing has as yet been placed in position at frogs and guard-rails.

SWITCH-BACKS.

There are four switch-backs in operation:—

One 6,600 feet from Trail, 250 feet long, leading to Trail Smelter.

One at Trail Smelter, 1,400 feet long.

One 34,300 feet from Trail, 325 feet long. This is temporary, the object being to enable engines and trains to reverse.

One 37,400 feet from Trail, 400 feet long. This also is temporary, it being the intention of the company to make a detour of sufficient length to give a uniform grade.

ROLLING STOCK.

At present the rolling stock owned by the railway is as follows:—

2 locomotives, each 22 tons, with tenders, each ten tons; manufactured by the Hinckley Locomotive Works, Boston, Mass.; the type is mogul; each has three pairs of driving wheels, 36 inches diameter, with bogie truck forward; the length of each from point of pilot to end of tank

is 42 feet, 8 inches ; the height from top of stack to rail level, is 11 feet, 4 inches ; the extreme width is 7 feet, 4 inches ; each locomotive has 144 tubes 12 feet long, 1½ inches inside diameter; the capacity of the tank is 1,200 U. S. gallons ; the tank truck wheels are 24 inches diameter, and the bogie truck wheels are 24 inches diameter. Each locomotive is equipped with air brakes.

2 passenger cars, 32 feet long, 7½ feet wide and 8 feet high, seated for 18 persons.
1 baggage and mail car of the same dimensions as the passenger cars.
1 caboose " " "
25 flat cars, 28 feet long by 7½ feet wide, provided with hopper bottoms.
15 dump cars, 28 feet long by 7½ feet wide.
4 box cars, now at Arrowhead awaiting shipment.

MISCELLANEOUS PROPERTY.

3 Fairbanks' car scales, each capable of weighing 60 tons ; one at Trail, one at Trail Smelter, and one at Rossland.
3 temporary water flumes ; one at Trail, one at Warfield, and one at Rossland.
1 blacksmith shop at Trail.

PROPOSALS.

To build three watering tanks, each capable of holding 5,000 U. S. gallons ; to erect suitable station buildings at Trail and Rossland ; to erect a two-stall engine-house, a blacksmith shop, a repairing shop and a store-house, at Trail Smelter ; to provide suitable "Y's" at Trail and Rossland, instead of turn-tables ; to erect mile-posts, sign-boards, speed-posts and grade-posts, along the route, also whistling posts ; to provide both engines with snow-ploughs, and to equip all trains with continuous air-brakes.

CONCLUDING REMARKS.

The railway appears to have been designed with a view to solidity and permanency. When such alterations and additions as have been suggested are made, it will compare favourably with the narrow-gauge railways already in operation. At present it is in an unfinished state, both as regards construction and equipment, but there is nothing to prevent its being operated with safety, provided all proper precautions are taken. Owing to the continuous upward 4% grade, and the large percentage of very sharp curves, it is especially recommended, in order to avoid the certain disaster due to "runaways," that all cars be provided with air brakes and double couplings. The present switch-backs should always be kept open to down-coming cars, and should never be left unlocked.

As regards the travelling rate of speed, an engine, tender and passenger car, traversed with ease and safety on the occasion of the inspection, the distance between Trail Smelter and Rossland, 9½ miles in 35 minutes, or at the rate of a little more than 16 miles per hour. When the road-bed is in perfect order, the same train could safely cover the distance in less time. In fixing a limit of speed, it must be borne in mind, that the longer a train of cars on a sharply curved track, the greater the danger of derailment. Probably 18 miles per hour for very short trains, and 10 miles per hour for long trains, would be a safe limitation. In this connection, it may be mentioned, that the railway has already issued a time-card, in which it proposes to traverse the distance between Trail to Rossland, 11 miles, in 45 minutes, or at the rate of nearly 15 miles per hour.

To operate the road with the least possible chance of accident, two engines on each train are necessary, one in front and one in rear. This is the manner in which the Canadian Pacific Railway operates its 4% grade near Glacier.

There appears to be no danger from snow-slides, the slopes of the mountains showing no evidence of such occurrances. Certain tall trees in the vicinity of the track should be removed. All irregular bends in rails should be straightened, and all embankments and excavations made up to the full size, and properly sloped.

In the location and general construction of the road, the engineers have displayed marked ability, and are to be complimented on the success they have obtained.

HENRY B. SMITH,
M. Inst. C. E.,
Inspecting Engineer.

RED MOUNTAIN RAILWAY.

ROSSLAND, B. C., December 16th, 1896.

The Honourable G. B. Martin,
Chief Commissioner of Lands and Works, Victoria, B. C.

SIR,—On December 3rd I received the following telegram :—

"Please inspect Red Mountain Railway on 8th instant and report. Let D. C. Corbin know.

(Signed) "W. S. GORE."

I at once telegraphed Mr. Corbin, asking whether the 8th instant suited his convenience, and received a reply to the effect that the Chief Engineer of the Red Mountain Railway would advise me as to the date on which the road would be ready for inspection.

On the 10th instant I made the required inspection, walking over the road-bed from the proposed temporary terminus at Centre Star Gulch, Rossland, to the International Boundary, being accompanied part of the way by the Chief Engineer, Mr. E. J. Roberts, C. E., and part of the way by the resident engineer, Mr. Tabor, C. E.

It is to be regretted that the deep snow at present covering the district prevented a minute examination of the road-bed and its details.

I have to-day completed my report, and now beg leave to forward it to you, together with my account for services rendered

Trusting these will meet with your approval,

I have, &c.,
HENRY B. SMITH,
M. Inst., C. E., &c.

Report on the Works of Construction performed up to the 10th day of December, 1896,

On that part of the road-bed lying between the International Boundary and the Town of Rossland, B. C.

ROUTE.

The Columbia and Red Mountain Railway, as constructed, begins at Northport, a small town in the State of Washington, on the east bank of the Columbia, about two miles south of the International Boundary, and extends in a northerly direction to the Town of Rossland, a total distance of

That part of the road-bed lying north of the International Boundary, in the Province of British Columbia, is very nearly $9\frac{8}{10}$ miles in length.

Leaving the International Boundary the general courses of the track are as follows :—

Northerly	15,800	lineal feet.
Westerly	5,400	"
Northerly	5,400	"
North-easterly	9,000	"
South-easterly	2,500	"
North.westerly	4,500	"
Easterly	6,900	"
Total	49,500	" to temporary terminus at Centre Star Gulch.

The ultimate terminus will be located at a point 2,200 feet east of the temporary terminus and about 1,200 feet north of the original townsite of Rossland.

Leaving the International Boundary, the road-bed follows the course of the East Fork of Sheep Creek, passing over comparatively flat country for about 7 miles. Excavations, embankments and structures are of a light nature, and no engineering difficulties have been encountered.

Seven miles north of the Boundary, it has been found necessary to construct a loop of three nearly parallel tracks, each about 2,500 feet long. The lower or most westerly track lies on the west side of Sheep Creek, and passes over irregular flats and broken side hill. The central track lies about 800 feet east of the lower track, and is built on rock and hard-pan side hill. The upper track lies about 150 feet east of the central track, and is also built on rock and hard-pan side hill.

The object of the loop is to gain distance for the purpose of ascending from the lower flats of Sheep Creek to the higher flats leading to the Town of Rossland.

From the loop to Rossland, the course of the track is direct, and the works of construction of a fairly light character.

The establishment of a temporary terminus at Centre Star Gulch, half a mile south of the ultimate terminus, is due to the non-completion of the trestle at that point.

GAUGE.

The railway has been constructed as a standard gauge, 4 feet 8½ inches from centre to centre of rails, except on curves, where a maximum spread of 1 inch has been allowed, making the maximum gauge 4 feet 9½ inches.

ALIGNMENT.

The curvature throughout is severe for a standard gauge railway, but not more so than is now being adopted for mountain railways of the same gauge elsewhere. The curves vary from 1° to 22°, or from 5,730 feet radius, to 262 feet radius, and cover about 53½% of the whole length.

These curves are more specifically as follows :—

Degree of curve.	Radius of curve.	Total number of curves.	Total length of curves.
1	5,730	2	278
1 30	3,820	2	928
2	2,865	2	1,161
3	1,910	3	1,187
4	1,433	1	249
5	1,146	5	1,192
5 30	1,042	1	363
6	955	5	1,249
6 30	882	1	418
7	819	2	432
8	717	8	1,768
9	637	1	100
10	574	22	4,298
10 50	530	2	982
11 14	511	1	251
12	478	14	3,365
15	383	14	2,998
16	359	9	4,389
22	262	2	2,063
	Totals.....	97	27,671 lineal feet.

The longest tangent is 2,005 feet in length. The sharpest curvature is at the ends of the loop, where two 22° curves cover 2,063 lineal feet. There are no reverse curves. All curves have been eased off at both ends, and are elevated on the outer edge for a speed of 15 miles per hour.

GRADES.

The total rise of the railway, from the International Boundary to the temporary terminus at Centre Star Gulch, is 1,306 feet. The average upward grade is therefore 2.74 feet per 100.

On all curves up to 10 degrees, grades are compensated or lessened at the rate of 25/1000 for every degree of curvature, and on all curves above 10 degrees at the rate of 3/100 for each degree of curvature, thus rendering uniform resistance.

EMBANKMENTS.

The width of all embankments at formation level is 12 feet. In general, earth slopes are $1\frac{1}{2}$ to 1, and rock slopes 1 to 1. In many cases, however, scarcity of material has necessitated riprap slopes, varying from $\frac{1}{4}$ to 1, to $\frac{3}{4}$ to 1. All embankments have settled somewhat, forming hollows, which must be filled up if the maximum speed is to be obtained. All the material so far used for ballasting purposes has been borrowed from the embankments and cuts. This is a practice which seems to be followed generally in mountain roads recently constructed. It is none the less reprehensible, rendering the slopes ragged and unsightly, and affecting their stability. The approach to the upper loop is a half embankment, about 250 feet long and 40 feet high. The slope is said to be 1 to 1. It is faced with hand laid rock, which appears to have been carefully done. The slope is irregular, which is due to the fact that a slide occurred during construction. Owing to the depth of snow overlying this work, it was impossible to examine it minutely. It presents generally, however, an appearance of stability.

The junction of this embankment with the trestle immediately south is effected by means of a rock filled embankment with riprapped slopes of $\frac{1}{4}$ to 1. This does not appear to be of a very permanent nature, and it is recommended that masonry be substituted at an early date.

EXCAVATIONS.

The width of cuttings at formation level is 14 feet. The slopes vary from $\frac{1}{4}$ to 1 in hard pan and rock, to 1 to 1 in earth. In the course of time these $\frac{1}{4}$ to 1 hard pan slopes must necessarily disintegrate, and frequent small slides will necessitate constant vigilance on the part of the section men in charge.

CRIBWORK.

There are 6 places at which timber cribwork has been employed to support the embankments. These are necessitated by the natural steepness of the ground on which the embankments rest. They are not absolutely essential, as in all cases the toe of the slopes, if produced, would reach level ground. The cribwork is in every case very substantial. The face and rear walls batter $\frac{1}{4}$ to 1. Ties are 4 feet apart, centre to centre. Treenails penetrate at least 6 inches into the log below. All logs are at least 12 inches diameter. The filling is either wholly stone, or stone and hard-pan combined.

CULVERTS.

There are in all 10 culverts passing water under the embankments. Two of these have 14 feet openings, 7 have 3 feet by 4 feet openings, and 1 has 2 by 4 feet opening. The walls are vertical and consist of logs flattened not less than 12 inches and securely bolted together. The covering is of round logs laid close, every fourth log being gained 3 inches. The foundations of the 14 feet openings are timber cribs, rock filled, and those of the smaller openings are round mud-sills, 9 inches and 12 inches diameter, laid close. All culverts are substantially built.

UNDER-DRAINS.

Only one under-drain was observed. This was triangular in section, and constructed of longtitudinal logs, bolted together and resting on mud-sills 4 feet apart.

RIPRAP.

On the face of embankments riprap has been used very extensively. In most cases, as previously stated, this has been necessitated by scarcity of material for forming the embankments. Material, however, could have been readily obtained at additional expense. All riprap has been carefully done, and appears to be of a very substantial nature.

BALLAST.

No actual ballasting has as yet been done. Material has been excavated from the sides of the embankments and excavations, and used to fill up the spaces under and between the ties.

BALLAST BOXES.

No ballast boxes have as yet been put in place, although several excavations have been made for this purpose, which are now acting very effectually as surface drains.

SIDE-DRAINS.

Owing to the depth of snow, the nature and extent of this drainage could not be ascertained.

TRESTLES.

There are in all 5 trestles of considerable magnitude, varying from 260 to 300 feet in length, and from 50 to 70 feet in height. All these structures are of excellent design and well built. The whole work seems to have been carried out with a view to solidity. Where possible, the foundations have been carried down to solid rock, and when this could not be obtained, substantial crib-work has been substituted. In all grasshopper bents, the grasshopper portion forms a distinct deck, adding unusual stability. Raking-post and posts are for the most part squared tamarac, 12 inches diameter, but in some instances round timbers, 12 to 15 inches diameter, have been used. The raking-posts batter 3 inches per foot, and the posts $\frac{2}{4}$ of an inch per foot. Each deck has separate sills supported on girders, which rest on the caps of the bents immediately below. Bolts, dowels, drift-bolts and spikes are ample, and of suitable dimensions.

In the superstructure, each main stringer is composed of 3 separate pieces, securely bolted together; jack-stringers are single pieces; four ties in each span are turned and gained 2 inches on the stringers; all others are turned and placed flush; continuous guard-rails are placed at a distance of $10\frac{1}{2}$ inches from the outside edge of each rail. Heavy bull-rails are placed near the outside edges of the superstructure, and are secured by rods passing through themselves, the ties, the jack-stringers, and the caps of the upper deck, thus firmly uniting the superstructure to the substructure.

The following are the dimensions of the principal timbers, bolts and spikes, in these structures:—

TIMBER.

Bull-rails	10	inches by	12	inches.
Guard-rails	8	"	8	"
Ties	6	"	8	"
Stringers (each leaf)	7	"	16	"
Jack-stringers	7	"	16	"
Caps	12	"	12	"
Raking-posts	12	"	12	"
Posts	12	"	12	"
Sills	12	"	12	"
Splice-blocks	4	"	12	"
Girders	8	"	10	"
Braces	3	"	10	"
Wales	3	"	10	"
End planks	3	"	8	"

IRON.

Bull-rail bolts	$\frac{5}{8}$	inches diam.
Guard-rail bolts	$\frac{5}{8}$	"
Stringer bolts	$\frac{3}{4}$	"
Brace bolts	$\frac{5}{8}$	"
Cap and tie bolts	$\frac{5}{8}$	"
Wale bolts	$\frac{5}{8}$	"
Cap bolts	$\frac{3}{4}$	"
Brace spikes	$\frac{3}{8}$	"
Tie spikes	$\frac{1}{2}$	"
Dowels	1	"
Cap and sill bolts	$\frac{3}{4}$	"
Cap drift-bolts	$\frac{3}{4}$	"

TIES.

The greater portion of the track is laid with ties of squared tamarac, measuring 6 inches by 8 inches by 8 feet, laid 2 feet 6 inches apart, centre to centre, except on sharp curves, where 17 ties are laid in each 30 feet of distance. Where hewn ties occur, these are of larger dimensions than the squared ties, and are flatted on both upper and under sides.

TRACK-LAYING.

From the International Boundary to the upper end of the loop, the rails have been well laid, presenting to the eye straight lines and regular curves. On all curves up to 8°, the outer rail is elevated half a tenth of a foot for each degree of curvature. No further increase of elevation is made for curves sharper than 8 degrees. The spread of the rails on curves varies from $\frac{1}{4}$ of an inch on light curves, to 1 inch on very sharp curves. Both inner and outer rails are prevented from spreading on curves of 4° and upwards, by rail-braces or brackets. On curves of 4°, brackets are placed outside both rails on every fourth tie; on curves of 5°, 6° and 7°, brackets are placed at intervals of 10 feet; on curves of 8° and 9°, at intervals of 7 feet 6 inches; on curves of 10° and 12°, at intervals of 6 feet, and on curves greater than 12°, at intervals of 5 feet. The two 22° degree curves at the ends of the loop, are provided throughout their entire lengths with double rails, as a safe-guard against derailment.

Track-laying between the loop and Rossland, was in its initial stage at the time of the inspection, and was being performed under difficulties. Snow was being shovelled off the track to within close proximity to the road. On this excavation the ties were being rudely laid, and the rails strung in the usual manner of preliminary track-laying.

On the melting of the snow, this part of the track will undoubtedly settle somewhat, but it will be in a generally uniform manner.

RAILS.

The rails are of steel, T section, and in lengths of 30 feet, weighing 56 lbs. per yard. Considering the heavy grades, the weight of the engines (66 tons), and the nature of the traffic expected, this weight appears to be light. The weight on each driving wheel being about 8 tons, the lightest advisable rail, having permanency and economy in view, would be about 80 lbs. per yard.

The rails were manufactured in the United States, part by the Illinois Steel Company, Illinois, and part by the Cambria Iron Works, Pennsylvania.

FISH PLATES.

The fish plates are angle irons, $\frac{1}{2}$ an inch thick and two feet long, and pierced for 4 bolts.

RAIL SPIKES.

The rail spikes are of the ordinary pattern, 2 spikes fastening each rail to each tie.

RAIL BRACES.

Rail braces are of steel, die pressed, and are each fastened to the ties by 3 spikes.

CATTLE GUARDS.

No cattle guards are as yet provided.

ROAD CROSSINGS.

No road crossings are as yet provided.

SIGN BOARDS.

No sign boards are as yet provided.

FENCING.

No fencing has as yet been provided.

MILE-POSTS

No mile-posts are as yet in place.

TELEGRAPH.

A single wire telegraph has been in operation along the line of railway between Northport and Rossland for several months. The poles are 25 feet long and 8 inches diameter at top. They are slotted for cross arms, but as yet provided with finger brackets only.

CLEARING.

The right of way has been cleared on both sides of the road-bed for a width of 50 feet. This work has been well done. A few brush piles still remain.

SIDINGS.

Only one permanent siding has as yet been constructed. This is situated about one-quarter of a mile north of the boundary. The total length is 1,200 feet. A temporary siding consisting of two spurs from the main track, of about 400 feet united length, has been in use for some time, near the south end of the loop. These will probably be abandoned. No packing has as yet been placed in position at frogs and guard rails.

TURNTABLES.

No turntables have as yet been erected. For the purpose of reversing locomotives and cars a "Y" has been constructed at Centre Star Gulch, each leg of which is formed by a 24 degree curve and is 400 feet in length. The total length of tail is 75 feet.

BUILDINGS.

No stations, freight sheds, repair shops, water-tanks, and buildings of like nature, have as yet been erected.

ROLLING STOCK.

Up to the present the rolling stock in use belongs mainly to the Spokane Falls and Northern Railway. That portion actually entered by the Customs authorities for use on the Columbia and Red Mountain Railway, consists of the following:—

1 66-ton Baldwin engine, eight driving wheels, hauling capacity, 200 tons.

4 box cars, capacity of each, 40,000 lbs; weight, 25,300 lbs.; length, 33 feet; furnished with air brakes; manufaciured by the Haskell and Barker Car Company, of Michigan City, Indiana.

10 flat cars, capacity of each, 40,000 lbs.; weight, 19,900 lbs.

CONCLUDING REMARKS.

The Columbia and Red Mountain Railway has been carefully located, advantage being taken at every point to limit the cost of construction to as small an amount as would be consistent with safety and permanency. When properly ballasted and fully equipped with all the details of a working railway, it will bear favourable comparison with other mountain railways. At present it is in an unfinished state both as regards construction and equipment. It may, however, be operated for passenger traffic with perfect safety, provided all ordinary precautions are taken and a moderate speed, say 10 miles per hour, be not exceeded. The almost continuous grade of about 3 per cent., and the severe curvature render the use of air brakes and unusually strong couplings imperative. The maximum degree of safety can be obtained only by operating each train with two engines, one in front and one in rear.

When the road-bed is in a finished state, it is proposed to run trains at an average speed of 15 to 18 miles per hour.

There appears to be no danger from snow slides. The slopes of the mountains in the vicinity are not precipitous. No evidence of the occurrence of such slides could be obtained.

HENRY B. SMITH, *M. Inst., C. E.*,
Inspecting Engineer.

East Kootenay District.

———o———

The most important works executed this season, were :—Draw-bridge over the Kootenay River at Fort Steele ; extension of St. Mary's trail to the West Kootenay line ; extension of the Toby Creek trail to Houser Lake, West Kootenay ; repairs and improvements on the Trunk Road ; extension of the Trunk Road to Moberly

Details of these and other works are given below.

TRUNK ROAD, GOLDEN TO SINCLAIR ($2,938.58).

Sloped, cleaned and widened side-cuts.
Covered swampy spots with brush and gravel.
Ditched 8,733 lineal yards.
Straightened sharp turns.
Removed or repaired crib-work.
Excavated stumps and boulders.
Rebuilt 83 culverts.
Improved steep pitches.
Cut down over-hanging trees.
Cleared forest where road remained damp.
Made other general repairs.
Built branch road from Valley P. O. to steamer landing.

TRUNK ROAD, SINCLAIR TO SHEEP CREEK ($1,390.92).

Sloped, cleaned and widened side-cuts.
Ditched, brushed and gravelled swampy spots.
Levelled sidling places.
Removed boulders.
Built bridge and diversion at Sams, to shorten road and avoid hill.
Made diversion at Brimstone Hill, to lighten the gradient.
Aided branch road to Mud Creek, steamer landing.
Repaired loop road back of Windermere.
Made other general repairs.

TRUNK ROAD, SHEEP CREEK TO FORT STEELE ($463.87).

Cleaned side-cuts.
Ditched swampy spots.
Levelled sidling places.
Cut down trees near road.
Rebuilt Wolf Creek bridge.
Re-floored Sheep Creek bridge.
Made other general repairs.

TRUNK ROAD, FORT STEELE TO BULL RIVER ($610.00).

Cleaned side-cuts.
Repaired Wild Horse bridge, renewed floor.
Repaired Bull River bridge ; filled new crib with stone ; new sway-bracing. These repairs were made during the flood, and proved expensive.
Made other general repairs.

ROAD, DONALD TO MOBERLY ($25.00).

Made ordinary repairs.

ROAD, MOBERLY TO GOLDEN ($1,241.33).

Rebuilt 3 miles of old C.P.R. waggon road.
Cleared and graded 3 miles of new side-hill road.
Built 5 culverts.
Built 2 small bridges.
Ditched 802 lineal feet.

ROAD AT SPILLAMACHEEN RIVER ($18.75).

Made repairs to road and bridge.

ROAD, SALMON BEDS TO HORSE THIEF SETTLEMENT ($620.80).

Rebuilt Toby Creek bridge, at 1 mile from former site; 3 spans, 40, 30 and 38 feet; 4 bents of 5 piles each, driven 8 to 10 feet; 2 wooden approaches, about 20 feet each.
Made new trail each side of the bridge.
Protected bridge over No. 2 Creek.

ROAD, FORT STEELE TO MARK CREEK VIA MISSION ($876.77).

Made diversion south of Mission to avoid a steep hill.
Made new road from St. Mary's bridge to St. Mary's Prairie; 2 miles of grading on side-hill.
Made repairs to St. Mary's bridge, one pier having been undermined.
Re-floored small bridges on Ferry Flat.
Sloped and cleaned side-cuts.

CRANBROOKE ROAD ($25.00).

Made ordinary repairs.

PROPOSED ROAD, CRANBROOKE TO MOYEA LAKES ($42.00).

Explored and reported on three routes.

ROAD, BULL RIVER TO TOBACCO PLAINS ($167.50).

Made diversion of sleigh road from swamp to Elk River.
do " " Sand Creek.
Graded a hill.

CANAL FLAT BRIDGE ($251.89).

Erected false work.
Raised bridge to proper camber.
Inserted straining pieces from prism to prism of upper chord.
Overhauled sway-bracing.

FORT STEELE DRAW-BRIDGE ($2,829.98).

Removed old bascule draw.
Removed old bent of piles.
24 piles for pivot-pier driven, say 9 feet.
26 " " 6 "
Built protection work, planked to water line.
Built wooden span 90 feet long, 11 feet 10 inches broad.

Details of cost:—Labour	$ 844.98
Iron	1,186.15
Lumber	702.70
Sundries	96.15
Total	$2,829.98

PAYMENTS THIS YEAR ON LAST YEAR'S WORKS.

Fort Steele Bridge, construction	$ 94.00
St. Mary's Bridge, "	18.45
Shed for Golden Offices	88.10
Total	$200.55

DONALD STREETS AND BUILDINGS ($166.87).

Filled a large excavation on Beasley Avenue.
Graded on Beasley and Clifford avenues.
Built new woodshed for Court House.

GOLDEN STREETS, BRIDGES, AND PROTECTION WORK, including road and bridges in Swede settlement ($1,678.28).

Calgary street, forest cleared 736 lineal yards, 30 feet wide.
New street opposite railway station :—

Graded	230	lineal yards.		
Ditched	502	"		
Gravelled	345	"	12 feet	wide.
Made sidewalks	276	"	4 "	the proprietors of adjacent lots furnishing the material.
"	46	"	8 "	

Made 1 culvert, 53 feet long.
Laid plank crossings, 156 feet long.
Seven bridges watched during the floods.
Made mattress and stone protection, 1,122 feet, various widths.
Excavation in connection with mattress work, about 400 yards.
Mattress work on Hospital Creek, 25 lineal yards.

FORT STEELE LOCK-UP.

Tore down and remodelled cells according to the instructions of the Superintendent of Police.

TRAILS FROM DONALD NORTHWARDS ($399.20).

Cut out 50 miles of old trail.
Graded 880 lineal yards, 3 feet wide.

TRAIL TO PRAIRIE MOUNTAIN ($510.90.

Forest cleared 14,480 lineal yards, 7 feet wide.
Graded 2,640 " $2\frac{1}{2}$ "
Laid stringers for bridges.

TRAIL TO BALD MOUNTAIN ($461.50).

Forest cleared	11,440	lineal yards,	8 feet wide.
Graded	8,800	"	4 "
Corduroyed	38	"	6 "
Built bridges	35	lineal feet	6 "

TRAIL FROM BEAVERMOUTH ($100.50).

Graded	1,990	lineal yards,	3 feet wide.
Forest cleared	500	"	8 "
Corduroyed	20	"	4

TRAIL ON OTTERTAIL CREEK ($65.00).

Cut out old trail.
Repaired 1 bridge.

Trail, Canyon Creek ($442.70).

Made new trail through timber, 8 miles long, from Columbia River, opposite Golden, to forks of Canyon Creek.

Trail 15-Mile Creek ($72.00).

Cut out old trail.
Graded 1,032 lineal yards, 3 feet wide.

Trail Carbonate to Vermont Creek ($38.50).

Shovelled snow from bridges.
Made light repairs.

Trail Middle Fork Spillamacheen River ($258.50).

Cut out brush overgrowing trail.
Graded new trail 420 lineal yards, 3 feet wide.
Corduroyed 177 " 5 "
Built bridge over Middle Fork.
Made general repairs.

Trail up North Fork Spillamacheen River ($248.50).

Cut out brush overhanging trail.
Built bridge over North Fork.
Extended trail up McMurdo Creek.

Trail up Bugaboo Creek ($81.25).

Cut out old trail 18 miles.
Forest cleared on new trail, 4 miles.

rail from Abel's Landing to Quartz Basin ($40.00).

New trail 7 miles long, grant in aid.

rail from Toby Creek to Houser Lake, West Kootenay ($1,866.75).

Forest cleared 65,900 lineal yards, 8 feet wide.
Graded 14,000 " 2 "
Made 8 culverts, averaging 14 feet by 4 feet.
Built 3 bridges, total 156 feet long, 7 feet wide.
Made general repairs on thirty miles of trail.
Strengthened bridges on old trail.

Trail from St. Mary's River to West Kootenay Line.

Forest cleared 12½ miles, 7 feet wide.
Graded 12½ " 3 "
Connected at summit with trail to Pilot Bay.

Trail up Perry Creek ($75.00).

Cut out old trail.
Rebuilt one bridge.
Made general repairs.

Trail from Trunk Road to Crow's Nest Pass ($249.00).

Rebuilt Bull River bridge.
Repaired Elk River bridge.
Cut out fallen timber.
Straightened trail in places.

Cassiar District.

James Porter, Government Agent.

May.

MAIN TRAIL.

William Foster, Foreman.

Made general repairs along line of trail.

June.

Dug 175 feet of ditch, and made 1 new culvert near 1-Mile Post.
Dug 100 feet of ditch; made 2 new culverts, and made repairs to corduroy near 3-Mile Post.
Dug 150 feet of ditch; made 2 new culverts, and made repairs to corduroys between 3 and 4-Mile Posts.
Dug 80 feet of ditch, and made 2 new culverts near 6 Mile Post.
Cut brush along line of trail.

MCDAME'S CREEK TRAIL.

This trail received some attention by having fallen timber cut out between Centreville and Quartz Creek.

July.

MAIN TRAIL.

William Foster, Foreman.

Dug 525 feet of ditch, and made 2 new culverts near 29-Mile Post.
Dug 1,725 feet of ditch; made 2 new culverts, and made repairs to corduroys near 28-Mile Post.
Dug 175 feet of ditch; made 2 new culverts, and repaired corduroys near 53-Mile Post.
Dug 65 feet of ditch; made 10 feet of new corduroy, and made repairs to old corduroys near 27-Mile Post.
Made 20 feet of new corduroy, and dug 50 feet of ditch near 34-Mile Post.
Cut brush from either side of trail.

MCDAME'S CREEK TRAIL.

Made necessary repairs to this trail between the mouth of McDame's Creek and Centreville.

August.

MAIN TRAIL.

William Foster, Foreman.

Dug 126 feet of ditch; made 1 new culvert, and made repairs to old corduroys near 23-Mile Post.
Dug 170 feet of ditch; built 12 feet of corduroying, and made 1 culvert near 14-Mile Post.
Placed 18 feet of new covering, and made other necessary repairs to 18-Mile Creek bridge.
Built a bridge, 19 feet long, near 17-Mile Post.
Made 1 new culvert, and made repairs to old corduroys near 16-Mile Post.
Dug 130 feet of ditch; made 2 new culverts, and built a bridge, 33 feet long, near 13-Mile Post.
Widened trail by cutting brush, etc., on each side.

September.

Dug 180 feet of ditch, and made 3 culverts near 11-Mile Post.
Dug 100 feet of ditch, and repaired old corduroys near 10-Mile Post.
Made 1 new culvert, and made other necessary repairs to trail near 4-Mile Post.
Widened trail by cutting brush and trees out on each side.

GLENORA LANDING TRAIL.

This trail has had some necessary repairs made to it between Riley's and Glenona.
Repaired trail from head of Dease Lake to McDame's Creek.

Jno. Flewin, Government Agent.

PORT ESSINGTON TRAIL.

Made general repairs along line of trail.

GEORGETOWN TRAIL.

Made general repairs along line of trail.
Repaired Port Simpson Bridge and roads.

THE TRAIL FROM HAZLETON TO OMINECA has been improved under the supervision of the Officers of the Hudson's Bay Company, who have been kind enough to give their valuable services in having the work satisfactorily carried out.

TENDERS RECEIVED AND CONTRACTS AWARDED
DURING THE YEAR 1896.

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
VICTORIA CITY.			
Repairs to Law Courts	J. W. Mellor	$ 263 00	Awarded.
	Robert Lettice	445 00	
	A. Sears	623 00	
	John Jardine	991 00	
ESQUIMALT DISTRICT.			
Road to Esquimalt Marine Railway	Thomas Weaver	1,000 00	Awarded.
	W. F. Bullen (Mar. Ry. Co.)	1,075 00	
	H. H. McDonald	1,358 00	
	James Blackwood	2,084 00	
	Alexis Tremblay	2,250 00	
	Anders Johanson	3,220 30	
Colwood School-house	Wm. R. Scafe	478 00	Awarded.
	M. L. Cantrill	480 00	
	John McDonald	489 00	
	S. H. Shanks	476 00	
NORTH VICTORIA DISTRICT.			
Plumper Pass Lock-up	J. W. Rudd	231 00	
	L. Cullinson	325 00	Awarded.
	C. E. Beddis	350 00	
	Thomas Bennett	405 00	
	William Gillespie	425 00	
Pender Island School-hoase	T. E. Ward	400 00	Awarded.
	Bruce & Gilchrist	475 00	
	Wm. Gillespie	620 00	
WESTMINSTER DISTRICT.			
East Burnaby School-house	Layfield & Scott	1,200 00	Awarded.
	D. M. Fraser & Co	1,325 00	
	Alex. McKay	1,370 00	
	W. W. Forrester	1,374 00	
	James C. Allen	1,390 00	
	Geo. H. Keefer	1,400 00	
	Baynes & Horie	1,416 00	
	Feedham & Plister	1,455 00	
	J. H. Bowman	1,456 00	
	J. M. McLuckig	1,520 00	
	A. Airey	1,525 00	
East Vancouver School-house	D. M. Fraser & Co	1,200 00	Awarded.
	Alex. Bruce	1,307 00	
	Baynes & Horie	1,336 00	
	W. W. Forrester	1,374 00	
	James C. Allen	1,390 00	
	Feedham & Plister	1,475 00	
	McClaren & Jefferson	1,678 00	
Mission City Lock-up	James C. Allen	335 00	Awarded.
	J. A. Calbick	365 00	
	Layfield & Scott	437 00	
	B. J. Williams	515 00	
Addit'n to Ladner's Landing School-house	Jas. Layfield and G. Scott	475 00	Awarded.
Spring Brook School-house, Langley	Jas. H. Nelson	497 00	
	Herbert Titmus	480 00	Awarded.

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
YALE DISTRICT—EAST RIDING.			
Anarchist Mountain School-house	Wm. Lawless	$ 500 00	Awarded.
" "	Wm. Lawless	1,050 00	Not awarded.
	W. D. Glaze	1,130 00	
South Okanagan School-house	A. W. Raymer	500 00	Awarded.
	Blair & Curts	685 00	
YALE DISTRICT—NORTH RIDING.			
Repairs to Court House, Kamloops	James Gill	1,204 25	
	McGregor & Son	1,875 00	Awarded.
	Rod Mcleod	1,883 00	
	James Gill	1,989 25	
	W. A. Simmons	2,102 50	
	D. H. Campbell	2,490 00	
COMOX DISTRICT.			
Court House at Union	R. H. Ennis	1,075 00	Not awarded.
	John A. Mateer	1,280 00	
" "	David Ennis	1,375 00	Withdrawn.
	John A. Mateer	1,500 00	Awarded.
	Henry McGregor	1,585 00	
	Robt. Sanderson	1,731 00	
	J. A. Carthew	1,840 00	
	Alex. McKay	1,875 00	
Denman Island School-house	Bennett & Graham	525 00	Not awarded.
	Wm. Merriman	549 00	
	Thos. Edwards	735 00	
	J. H. P. Anderton	825 00	
Vault in Court House at Union	John H. Mateer	260 00	
SOUTH NANAIMO DISTRICT.			
Addition to Harewood School-house	Chas. G. Stevens	411 00	Awarded.
	Wm. A. Nettle	456 00	
	J. A. Bittancourt	494 00	
	Chas. Wilson	590 00	
Straining beam bridge across Nanaimo Riv	O. E. Lambert	675 00	Awarded.
	J. Hilditch	730 00	
	Murdock Morrison	742 00	
	J. A. Bittancourt	880 00	
	Chas. G. Stevens	963 00	
East Cedar School-house	Donald Nicholson	425 00	Not awarded
	C. G. Stevens	460 00	
	J. A. Bittancourt	469 00	
	O. E. Lambert	470 00	
	Murdock Morrison	512 00	
NORTH NANAIMO DISTRICT.			
Qualicum School-house	Donald Nicholson	369 00	Awarded.
	Murdock Morrison	467 00	
	C. G. Stevens	480 00	
	M. G. Clark	495 00	
	Hy. Cunliffe	510 00	
	J. A. Bittancourt	548 00	
COWICHAN DISTRICT.			
McPherson's Station School-house	Wm. Herd	389 00	Awarded.
	W. J. Taggart	398 00	
	Chas. Paunell	600 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
KOOTENAY DISTRICT.			
Trail School-house	Kaake & Williams	$1,700 00	Awarded.
	Brown & Stanley	1,827 00	
	J. G. McCallum	1,993 24	
	M. C. Conley	2,041 00	
	W. H. Clark	2,125 00	
ALBERNI DISTRICT.			
Alberni School-house	Leisure & Moine	484 50	Awarded.
	Geo. Forrest	489 50	
	A. McL. Chalmers	543 00	
	John King	556 00	
	Robert Pinkerton	590 00	
EAST KOOTENAY DISTRICT.			
Road diversion and bridge at Sam's Coulie	A. A. Tegart	145 00	Awarded.
	W. Chamberlain	175 00	
	R. A. Kimpton	325 00	
	Brewer & Bennett	335 43	
	George Geary	349 00	
	John Harris	375 00	
Road diversion, Brimstone Hill	Legassy & Bennett	84 50	Awarded.
	J. N. Robertson	149 00	
	John Bulman	180 00	
Road diversion, south of Mission	Wm. Gillis	75 00	Awarded.
	R. H. Milligan	167 00	
Hill to St. Mary's Prairie	Wm. Gillis	175 00	Awarded.
	R. H. Milligan	486 00	
Road from St. Mary's Bridge westward	Wm. Gillis	225 00	Awarded.
Hill at Bummer's Flat	J. J. Quinluan	250 00	Not awarded.
	J. A. Chenice	255 00	
	John Glenn	356 00	
COWICHAN-ALBERNI DISTRICT—COWICHAN DIVISION.			
Victoria-Nanaimo Trunk Road, Contracts for repairs. Pimbury's Bridge to Somenos. Contract No. 1	J. D. Blair & J. Bell	60 00	Awarded.
	David Evans	70 00	
" Contract No. 2	Herbert Keast	64 00	Awarded.
	J. W. Edgson	77 00	
	A. Herd	80 00	
	J. D. Blair & J. Bell	85 00	
	David Evans	100 00	
" Contract No. 3	Withdrawn.		
" Contract No. 4	Withdrawn.		
" Contract No. 5	J. D. Blair & J. Bell	37 00	Awarded.
	A. Herd	49 00	
	David Evans	50 00	
	J. W. Edgson	75 00	
Victoria-Nanaimo Trunk Road, Contracts for repairs. Somenos to Chemainus. Contract No. 1A	J. D. Blair & J. Bell	90 00	Awarded.
	Alex. Herd	112 00	
" Contract No. 2A	J. D. Blair & J. Bell	34 00	Awarded.
	C. Holmes	38 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
COWICHAN-ALBERNI DISTRICT—COWICHAN DIVISION.—*Concluded.*			
Victoria-Nanaimo Trunk Road, Contracts for repairs. Somenos to Chemainus.			
Contract No. 3A	Shearman Ranson	34 00	Awarded.
" Contract No. 4A	J. D. Blair & J. Bell	50 00	Awarded.
	J. W. Edgson	99 00	
" Contract No. 5A	T. P. Windsor	64 00	Awarded.
	M. K. Smith	69 00	
	A. Herd	80 00	
	J. D. Blair & J. Bell	82 00	
" Contract No. 6A	M. K. Smith	81 00	Awarded.
	J. D. Blair & J. Bell	88 00	
	T. P. Windsor	116 00	
Construction of Mountain Road. Contract No. 7	Philip Carvell	117 00	Awarded.
	Robert M. Colvin	145 00	
	William S. Smith	170 00	
	P. Frumento	199 00	
	Frank Schmidt	250 00	
	Arthur Nightingale	294 00	
Construction of Hill Bank Road. Contract No. 8	William S. Smith	38 00	Awarded.
	Frank E. Paunell	55 00	
	John Greig	87 00	
	Isaac Dougan	120 00	

LAND RETURN.

—o—

RETURN SHOWING LAND TRANSACTIONS FOR THE YEAR ENDING 31ST DECEMBER, 1896.

	RECORDS ISSUED FOR THE DISTRICT OF														
	Victoria.	Esquimalt.	Cowichan.	Nanaimo.	Comox.	Coast.	New West-Minster.	Yale.	Kamloops.	Osoyoos.	Lillooet.	Kootenay.	Cariboo.	Cassiar.	Total.
Pre-emption Records	61	.....	3	6	.....	17	24	.....	26	177	36	89	45	2	486
Certificates of Improvement	42	.....	9	5	1	5	5	.....	1	37	6	26	5	2	144
Do. Purchase	69	1	49	22	1	20	52	2	49	91	54	235	47	2	694
Crown Grants	29	1	20	6	1	5	16	2	14	57	13	228	19	.....	411
Timber Cutting Licences	2	.....	.....	.....	.....	3	24	.....	.....	6	1	32	.....	.....	68
Do. General	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	189
Coal Prospecting Licences	.....	.....	.....	.....	1	4	.....	.....	.....	.....	1	.....	.....	.....	6

SUMMARY.

	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Pre-emption Records	308	345	311	303	548	496	616	988	869	832	709	630	486
Certificates of Improvement	77	82	69	73	157	132	169	260	272	173	117	113	144
Do. Purchase	604	305	369	351	355	587	829	863	1,000	264	153	334	694
Crown Grants	406	306	274	320	332	481	573	685	820	393	159	215	411
Total Acreage Deeded	146,197	128,811	50,472	73,950	94,278	134,169	99,334.33	143,455	309,878	124,634	47,166.86	95,456	36,821
Acreage Leased for Timber Cutting	1,947	1,380	23,012	16,805	58,566	55,217	57,716	51,124	112,694	110,646	28,257	.....	.....
Acreage covered by Coal Prospecting Licences	.....	.....	.....	8,960	90	.....	5,280	31,553	14,503	20,800	7,672	14,461	.....
Letters received	3,357	3,260	3,485	3,079	3,141	3,326	4,168	5,224	5,321	4,339	4,018	5,079	6,532

TIMBER INSPECTOR'S REPORT.

—o—

VANCOUVER, 31st December, 1896.

SIR,—I have the honour to submit the accompanying statement, which shows the timber cut during 1896, not including that from the Dominion and the Esquimalt & Nanaimo Railway Lands, per returns sent in by the saw-mills and others, to be:—

On Crown lands	61,845,798 feet.	Royalty payable thereon		$30,922 39
On patented lands		"		
On timber leaseholds	30,575,180 "	"		15,287 59
On timber limits	6,986,900 "	"		3,493 45
On private property	13,549,228 "	Not subject to royalty		
	112,957,106 feet.			49,703 41
Rebates allowed for exportation are				18,395 78
		Net royalty then is on timber		$31,307 63
		Add royalty collected on cordwood		7,863 05
		Total net royalty		$39,170 68
Rent accruing on timber leases during 1896				45,733 01
Licences, special, 68 at $50			$3,400 00	
" general, 189 at $10			1,890 00	
				5,290 00
Scaling fees				208 54
		Total net revenue derivable from timber sources		$90,402 23

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. Feet.	Timber Leases. Date.	Term of Years	Acreage	Rental.	Timber Cut From Crown Lands.	Patented Lands.	Timber Leases.	Timber Limits.	Private Property.	Royalty.	Rebates.	Net Royalty.
Brunette Saw-Mill Company (Limited).	1, New Westminster	50,000	19th July, 1889	21	1,612	$ 161 20	1,962,846	.....	.....	.....	.....	$ 981 42	.....	$ 981 42
			5th February, 1891	21	634	63 40								
			1st April, 1891	30	8,240	824 00								
			25th January, 1892	21	11,845	1,184 50								
Moodyville Lands and Saw-Mill Company (Limited).	1, Moodyville.....	105,000	28th Nov., 1884	20	1,947	97 35	4,807,040	.....	8,987,340	1,883,960	493,760	7,839 17	$ 3,919 58	3,919 59
			6th February, 1886	21	7,825	391 25								
			10th January, 1888	21	1,433	71 65								
			16th March, 1888	21	800	40 00								
			16th January, 1889	21	2,669	266 90								
			12th Feb., 1889	21	2,872	287 20								
			7th October, 1889	21	3,707	370 70								
			5th February, 1891	21	1,600	160 00								
			25th January, 1892	21	826	82 60								
			25th July, 1892	21	840	84 00								
British Columbia Mills, Timber and Trading Co., (Ld.).	2, Vancouver.....	180,000	6th February, 1886	21	6,971	348 55	22,361,640	.....	13,821,720	2,381,700	4,350,474	20,432 60	10,216 30	10,216 30
	1, New Westminster	50,000	15th March, 1886	21	8,216	410 80				2,280,400				
	1, Howe Sound (shingle mill).....		10th June, 1887	21	3,652	182 60								
			10th June, 1887	21	2,301	115 05								
			10th Nov., 1887	21	8,353	417 65								
			27th January, 1888	21	1,482	74 10								
			8th February, 1888	21	1,360	68 00								
			16th March, 1888	21	1,467	73 33								
			2nd May, 1889	30	18,210	1,821 00								
			27th Nov., 1889	21	1,690	169 00								
			7th October, 1889	21	2,239	223 90								
			22nd August, 1890	30	27,600	2,760 00								
			14th March, 1892	30	3,892	389 20								
Leamy & Kyle (British Columbia Land and Investment Company, Limited, Assignees.)	1, Vancouver	50,000	18th June, 1887	21	2,500	125 00	.....	.....	.....	.....	.....	.....	.....	.....
			3rd February, 1888	21	3,479	187 45								
			16th January, 1889	21	1,882	188 20								
J. A. Sayward	1, Victoria.....	40,000	18th June, 1885	21	1,380	69 00	1,614,664	.....	.....	.....	889,428	807 33	.....	.....
			18th March, 1890	10	500	50 00								
			1st April, 1891	21	528	52 80								
			1st April, 1891	21	160	16 00								
Sayward Mill & Timber Co ..	.....	.....	25th January, 1892	21	3,453	345 30	2,577 500	.....	.....	.....	.....	1,288 75	288 75	1,000 00
			1st April, 1893	21	5,148	514 80								
			3rd July, 1893	21	7,974	797 40								
M. M. Boyd	1, Cowichan	90,000	9th January, 1879	20	2,754	27 54	.....	.....	.....	.....	.....	.....	.....	.....
			16th October, 1893	21	1,260	126 00								
			25th January, 1892	30	9,480	948 00								

W. J. Sutton, Sutton Lumber & Trading Company.	1, Barclay Sound	25,000	1st April, 1893	21	2,465	246 50	39,640					19 82		19 82
J. Martin & Sons	1, New Westminster District.	25,000	1st February, 1886	21	787	7 87								
			7th October, 1889	21	906	90 60								
			25th January, 1892	21	587	58 70								
Toronto & B. C. Lumber Co.			28th March, 1892	30	30,622	3,062 20								
			28th March, 1892	30	5,296	529 60								
			1st May, 1893	21	13,797	1,379 70								
			5th February, 1893	28	1,360	136 00								
			18th March, 1893	18	11,690	1,169 00								
			1st August, 1893	30	35,661	3,566 10								
			1st August, 1893	30	1,920	192 00								
			1st August, 1893	30	4,251	425 10								
A. H. Campbell J. H. M. Campbell A. H. Campbell, Jr			1st May, 1893	30	5,353	535 30								
Andrew Haslam	1, Nanaimo.	70,000	16th March, 1888	21	8,312	415 60								
			22nd August, 1890	21	410	41 00								
			25th January, 1892	21	4,128	412 80								
			1st April, 1893	21	3,867	386 70								
			16th March, 1894	21	1,117	111 70								
Taylor Mill Company	1, Victoria	15,000												
Jas Leigh & Sons	1, Victoria	15,000					98,688					49 34		49 34
D. F. Adams	1, Victoria	10,000												
Knight Brothers	1, New Westminster District	10,000												
Maclaren-Ross Lumber Co.	1, New Westminster District.	200,000	3rd February, 1888	21	23,600	1,180 00								
			10th August, 1889	30	9,280	928 00								
James Maclaren			1st April, 1891	30	9,169	916 90								
			1st April, 1891	30	3,696	369 60								
			25th January, 1892	30	5,445	544 50								
Muir Brothers	1, Sooke	12,000												
Shuswap Mill Company	2, Yale District	32,000												
H. V. Edmonds	1, Port Moody	15,000	22nd August, 1890	21	1,791	179 10								
			1st April, 1891	21	1,140	114 00								
			25th May, 1892	30	4,176	417 60								
			25th May, 1892	21	921	92 10								
Webster & Edmonds	1, Vancouver	125,000	22nd August, 1890	30	1,364	136 40								
			5th February, 1891	30	1,159	115 90								
			1st April, 1891	30	4,522	452 20								
			1st April, 1891	30	8,520	852 00								
			25th May, 1892	30	9,349	934 90								
			25th May, 1892	30	6,880	688 00								
			25th May, 1892	30	1,583	158 30								
G. O. Buchanan	1, West Kootenay	16,000	5th February, 1891	10	652	65 20			1,623,400			816 20		816 20
			5th February, 1891	10	560	56 00								
			5th February, 1891	30	1,215	121 50								
			25th January, 1892	30	1,084	108 40								

TIMBER STATISTICS.—*Continued.*

Name	Number of Mills, and where situated.	Daily Capacity. Feet.	Timber Leases. Date.	Term of Years.	Acreage	Rental.	Timber Cut From Crown Lands.	Patented Lands.	Timber Leases.	Timber Limits.	Private Property.	Royalty.	Rebates.	Net Royalty.
N. Hanson	1, East Kootenay	4,000					210,000					$ 105 00		$ 105 00
Nelson Saw-Mill Company	1, West Kootenay		5th February, 1892	9	500	50 00	675,100					337 55		337 55
			14th March, 1892	21	2,720	272 00								
			4th March, 1896	21	1,400	140 00								
Indian Mission	1, Alert Bay	5,000	1st April, 1891	21	110	11 00	116,000					58 00		58 00
			10th March, 1892	21	84	8 40								
Cunningham & Co	1, Port Essington	8,000					244,500					122 25		122 25
Royal Canadian Packing Co	1, Claxton	10,000					1,600,000					800 00		800 00
G. Williscroft	1, Georgetown	20,000					1,790,240					895 12		895 12
W. L. Tait	1, Vancouver	25,000					1,704,680					852 34	341 00	511 34
W. J. Snodgrass	1, Okanagan Falls	7,000					241,580					120 79		120 79
Upper Columbia Navigation and Tramway Company	1, East Kootenay	6,000												
Indian Mission	1, Naas River	3,000					64,040					32 02		32 02
B. C. Canning Co	1, Rivers Inlet	5,000					986,240					493 12		493 12
Davies-Sayward Saw-Mill Co.	1, West Kootenay	25,000	10th March, 1892	21	6,832	683 20								
			1st April, 1893	21	3,862	386 20								
Victoria Lumber & M'f'g. Co.	1, Chemainus	120,000	16th March, 1888	21	1,413	70 65	1,409,000		6,142,720	197,140	6,055,070	3,874 43	1,937 22	1,937 21
			18th March, 1890	21	2,469	246 90								
			22nd August, 1890	10	921	92 10								
			25th January, 1892	21	684	68 40								
North Pacific Lumber Co.	1, Burrard Inlet	125,000	3rd February, 1890	19	4,800	480 00								
			13th May, 1889	30	10,150	1,015 00								
H. H. Spicer	1 Vancouver	30,000	24th March, 1890	20	744	74 40	1,584,000					792 00	396 00	396 00
			25th January, 1892	21	1,537	153 70								
E. Buse (*or* Miller)	1, Hastings	10,000												
H. R. Morse			23rd June, 1890	21	4,184	418 40								
			22nd August, 1890	30	1,646	164 60								
			5th February, 1891	30	2,871	287 10								
			1st April, 1891	30	2,038	203 80								

A. & W. Hill	1, West Kootenay		1st April, 1893	21	1,000	100 00	323,000					161 50		161 50
Wm. Caldwell			18th March, 1890 22nd March, 1894	21 21	4,397 655	439 70 65 50								
Delta Saw-Mill Company	1, New West'r Dist	6,000					169,360					84 68		84 68
Geo. Cassady & Co., Ltd			1st April, 1893	21	2,063	206 30	2,597,020				174,496	1,298 51	649 25	649 26
R. M. Woodward	1, Nicola District	5,000					100,000					50 00		50 00
B. Lequime	1, Kelowna	8,000					713,540					356 77		356 77
Smith & McLeod	1, Okanagan	12,000					199,500					99 75		99 75
C. Brewer	1, Spallumcheen	6,000												
Bell & Bowell	1, Deep Creek													
S. McIlvaine	1, Lumby	5,000												
Wm. Fortune	1, Tranquille	18,000					97,000					43 50		43 50
Blue & Fisher	1, Greenwood	5,000					169,420					84 71		84 71
A. R. Tillman	1, Anaconda	7,000					150,000					75 00		75 00
E. Spaggett	1, Parson	15,000												
Stoke & Fry	1, Cascade	15,000												
Cariboo Mining Company	1, Camp McKinney	1,500												
A. McKay	1, New Denver	4,000					140,000					70 00		70 00
Genelle & Co	1, Nakusp	25,000					1,875,460					937 73		937 73
Geo. Lovatt	1, Sandon	6,000					466,960					233 48		233 48
C. E. Finch & Co. (late R. D. Mather)	1, Fort Steele	5,000					99,000					49 50		49 50
T. W. Gray	1, Nelson	10,000					232,280					116 14		116 14
Louis Blue	1, Rossland	15,000					3,411,000					1,705 50		1,705 50
British Columbia Saw-Mill Co.	1, Rossland	15,000					375,000					187 50		187 50
McMartin & Curry	1, Sandon	10,000					627,220					313 61		313 61
Clark & McIntyre	1, Cariboo District	5,000					13,500					67 50		67 50
James Reid	1, Quesnellemouth	10,000												
Peter Egan	1, (Portable Mill)	5,000												
Wm. Lyne	1, (Portable Mill)	3,000												
J. Marshall	1, Lillooet	2,000					120,000					60 00		60 00
Wm. Allen	1, 100-Mile House Cariboo Road	500												
Joseph Haller	1, Big Bar Creek	500												

TIMBER STATISTICS.—*Concluded.*

Name.	Number of Mills, and where situated.	Daily Capacity. Feet.	Timber Leases.				Timber Cut from					Royalty.	Rebates.	Net Royalty.
			Date.	Term of Years	Acreage	Rental.	Crown Lands.	Patented Lands.	Timber Leases.	Timber Limits.	Private Property.			
Western Canadian Ranch Co.	1, Lillooet	1,000												
Gaspard Isador	1, Dog Creek	500												
F. M. Beecher	1, Chilcotin	1,000												
Cariboo Hydraulic Mining Co	1, Quesnelle Forks	3,000					5,980					2 89		2 89
Victoria Hydraulic Mining Co	1, Quesnelle Forks	2,500												
C. B. Armstrong	1, Nicola	6,000												
J. Hunter	1, Nicola	4,000												
Shawnigan Lumber Company	1, Shawnigan Lake	8,000												
Hastings Shingle M'f'g Co	1, Hastings	16,000					1,428,000				736,000	714 00	357 00	357 00
Archibald McNair	1, Hastings	12,000					326,000				850,000	163 00	81 50	81 50
E. H. Heaps	1, Hastings (build'g)													
Pacific Coast Lumber Co	1, New Westminster.	30,000					372,780					186 39		186 39
Burrard Inlet Red Cedar Co.	1, Port Moody	40,000					298,500					149 25	74 62	74 63
Thos. Kirkpatrick	1, Vancouver	8,000					354,000					177 00	88 50	88 50
Takush Harbour Timber Co.	1, Takush (building)		7th August, 1894	21	13,892	1,389 20	249,620					124 81		124 81
Hamilton Lumber & M"fg Co.			20th Sept., 1894	21	3,697	554 55								
				30	6,608	991 20								
				30	1,432	214 80								
				30	856	128 40								
Robertson & Hackett	1, Vancouver	10,000					1,424,200					712 10	46 06	666 04
C. K. Simpson	1, Grand Forks	4,000					100,000					50 00		50 00
Morrison & Donaldson							212,240					106 12		106 12
H. M. Cade										243,700		121 85		121 85
Brown Bros							226,280					113 14		113 14
J. Hartney (Piles)							28,600					14 30		14 30

Con. Ry. & Light Co ..(Piles)							20,000					10 00		10 00
B.C. Cooperage & Jute Company .....(Bolts)							243,000					121 50		121 50
D. G. McKay .....(Piles)							3,900					1 95		1 95
K. Seki .... "							16,020					8 01		8 01
A. R. Harris . ..... "							12,100					6 05		6 05
D. K. Campbell ..... "							9,000					4 50		4 50
Powers & Lequime.....	1, Midway ...						126,500					63 25		63 25
B. White.....							277,160					138 58		138 58
CORDWOOD.					496,746	$45.753 01	61,845,798		30,575,180	6,986,900	13,549,228	49,703 41	18,395 78	31,307 63
B. C. Smelting & Refining Co												4,611 48		
Hall Mines, Limited												236 25		
J. M. Harris.....												99 65		
Galena Trading Co.....												75 00		
Columbia & Kootenay S. N. Co												433 75		
Nakusp & Slocan Ry. Co ...												343 87		
L. & E. Matthias.....												96 25		
Monte Cristo G. M. Co												84 25		
Rossland Homestake G. M. Co												42 75		
Louis Blue												500 00		
B. White												50 00		
Str. Caledonia (Skeena)												97 25		
Northern Canneries.....												557 00		
Numerous small lots at Vancouver												455 75		
												7,863 05		7,863 05
														$39,170 68

31st December, 1896.

R. J. SKINNER.
Timber Inspector.