REPORT

OF THE

CHIEF COMMISSIONER OF LANDS AND WORKS

OF THE PROVINCE OF

BRITISH COLUMBIA

FOR THE

YEAR ENDING 31st DECEMBER,

1897.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VICTORIA, B. C.:
Printed by RICHARD WOLFENDEN, Printer to the Queen's Most Excellent Majesty.
1898.

REPORT

OF THE

CHIEF COMMISSIONER OF LANDS AND WORKS.

1897.

To the Honourable THOMAS R. MCINNES, *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, 1897

REPORT.

South Victoria District.

W. H. Snider, Superintendent.

January.

NICHOLSON'S CROSS ROAD.

W. H. Snider, Foreman.

Ditched 150 yards.
Made one new pipe culvert.
Made one plank culvert, 2 feet wide, 1 foot deep.
Repaired holes with stone.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Ditched 430 yards.
Made 3 new culverts.
Filled holes with broken rock, and made general repairs.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Ditched 1,400 yards.
Gravelled 25 yards, 10 feet wide, 6 inches deep.
Filled holes with gravel, and made general repairs.

February.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Made one large culvert (3 feet 6 inches wide, 4 feet deep) of stone and cement.
Made stone wall on side of road, 40 feet long, 4 feet high, and filled in with earth.
Repaired road with broken stone.

EAST SAANICH ROAD.

M. Dean, Foreman.

Gravelled 45 yards, 10 feet wide, 6 inches deep.
Made five new culverts, 22 feet long, 2½ feet wide, 1½ feet deep.
Made general repairs to Butler's Cross Road, and Telegraph Road.

WEST SAANICH ROAD.

M. Dean, Foreman.

Ditched 75 yards.
Macadamized 50 yards, 10 feet wide, 8 inches deep.
Made one new culvert, 20 feet long, 2½ feet wide, 1 foot 6 inches deep; also made general repairs.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Made one pipe culvert, 22 feet long.
Made one new bridge, 7 feet long, 20 feet wide, 5 feet high, walled ends up with rock, and filled sides with rock; also repaired one culvert.

CAREY ROAD.

W. H. Snider, Foreman.

Macadamized 460 yards, 10 feet wide, 6 inches deep.
Made one pipe culvert, 20 feet long.
Cleared out ditches, 500 yards.
Filled holes with broken stone; also made general repairs.

SAANICH ROAD.

W. H. Snider, Foreman.

Repaired holes with macadam.
Cleared out ditches; also made general repairs.

March.

GLANFORD AVENUE.

W. H. Snider, Foreman.

Stoned 125 yards, 12 feet wide, 6 inches deep.
Macadamized 125 yards, 12 feet wide, 6 inches deep.
Repaired holes with macadam.

May.

WELLINGTON ROAD.

J. Gould, Foreman.

Made four culverts, 20 feet long.

May and June.

GLANFORD AVENUE.

W. D. Auckland, Foreman.

Stoned 250 yards, 10 feet wide, 9 inches deep.
Macadamized 1,000 yards, 12 feet wide, 6 inches deep.
Gravelled 350 yards, 12 feet wide, 6 inches deep.
Cribbed at railroad crossing, 173 yards, 4 feet high.
Filled in with earth, 250 yards, 22 feet wide, 2 feet deep.
Raised bridge 16 inches, also put in new sills and covering.
Cut down two hills, 21 feet wide, 14 inches deep, 75 feet long.
Filled holes with gravel, and made general repairs.

June.

WELLINGTON ROAD.

J. Gould, Foreman.

Stoned 107 yards, 9 feet wide, 6 inches deep.
Gravelled 256 " 10 " 8 "
Grubbed out stumps, and cleared out trees; also made general repairs.

ELSDON CROSS ROAD.

M. Dean, Foreman.

Forest cleared 125 yards, 30 feet wide.
Grubbed 125 " 25 "
Graded 240 " 25 "
Ditched 130 " 2 " 1 foot deep.
Excavated rock 4 "
Made two new culverts, 25 feet long, 2½ feet wide, 2 feet deep.

HOLLAND AVENUE.

J. Gould, Foreman.

Graded 183 yards, 20 feet wide.
Stoned 190 " 10 " 6 inches deep.
Gravelled 740 " 11 " 6 "
Made one new culvert, 20 feet long, 4 feet wide, 2 feet deep.

COLDUTHEL ROAD.

J. Gould, Foreman.

Forest cleared 50 yards, 30 feet wide.
Grubbed 200 " 20 "
Graded 365 " 20 "
Ditched 526 " 2 " 1 foot deep.
Excavated earth 50 " 24 " 1 "
Filled 30 " 20 " 2 "
Built one new bridge, 8 feet long, 20 feet wide, 4 feet high.

DAVIDSON AVENUE.

J. Gould, Foreman.

Grubbed 50 yards, 24 feet wide.
Graded 156 " 24 "
Repaired two culverts; also made general repairs.

WEST SAANICH ROAD.

M. Dean, Foreman.

Graded 60 yards, 10 feet wide.
Filled in 60 " 10 " 3 feet deep.

June and July.

LAKE HILL AVENUE.

J. Gould Foreman.

Graded 475 yards, 24 feet wide.
Excavated rock 77 "
Stoned 1,050 " 10 " 6 inches deep.
Macadamized 220 " 12 " 6 "
Gravelled 1,452 " 12 " 6 "
Made 1 pipe culvert, 20 feet long.
Removed boulders.
Made one culvert, 40 feet long, with cemented stone wall on each side 3 feet high.
Repaired two culverts; also made general repairs.

CORDOVA BAY ROAD.

W. H. Snider, Foreman.

Re-graded 525 yards, 16 feet wide.
Gravelled 150 " 10 " 6 inches deep.
Made one new culvert, 16 feet long, 2 feet wide, 1½ feet deep.
Cut and cleared brush on side of road, and made general repairs.

MT. NOOTEN CROSS ROAD (from West Saanich Road to Saanich Arm).

M. Dean, Foreman.

Forest cleared 300 yards, 20 feet wide.
Grubbed 100 " 12 "
Graded 500 " 12 "
Excavated rock 4 "
Made one new culvert, 12 feet long.

July.

WILKINSON'S CROSS ROAD.

J. Gould, Foreman.

Made one 12-inch pipe culvert, 20 feet long and filled in; also made general repairs.

WEST SAANICH ROAD.

M. Dean, Foreman.

Forest cleared 200 yards, 10 feet wide,
Graded 80 " 18 "
Cut down hill 25 " 21 " 2 feet deep.

AGNES STREET.

W. D. Auckland, Foreman.

Grubbed 180 yards, 20 feet wide.
Graded 180 " 20 "

GORGE CROSS ROAD.

J. Gould, Foreman.

Cut out trees.
Repaired Colquitz River Bridge and Deadman's River Bridge.

July and August.

M. Dean, Foreman.

Cleared out ditch from Martindale Road through McHugh estate; also widened ditch 2 feet and deepened 2 feet, 670 yards long.

August.

PROSPECT LAKE ROAD.

W. D. Auckland, Foreman.

Made 3 new culverts, 15 feet long, 1 foot wide, 1½ feet deep.
Repaired 2 old culverts and made general repairs all along the road.

OAK BAY ROAD.

J. Gould, Foreman.

Gravelled 1,303 yards, 5 feet wide, 4 inches deep, with screened gravel; also raked off stones and rolled gravel solid, and made general repairs.

CEDAR HILL CROSS ROAD.

J. Gould, Foreman.

Graded 347 yards, 20 feet wide.
Gravelled 668 yards, 10 feet wide, 6 inches deep.
Built one new bridge, 24 feet long, 20 feet wide.
Made 3 plank culverts, 20 feet long.
Forest cleared 500 yards, 4 feet wide on each side of road; also made general repairs.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Made 2 new culverts, one 22 feet long, 3 feet wide, and one 30 feet long, with stone wall on each side and covered with 6-inch split cedar, 3 feet wide, 2 feet deep.
Cut down hill 50 yards long, 25 feet wide, 2 feet deep.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Widened new road on side next to Elk Lake, and trimmed in gravel.

McHUGH'S ROAD.

M. Dean, Foreman.

Graded 100 yards, 10 feet wide.
Made 2 new culverts, 15 feet long, 2 feet wide, 1½ feet deep.

August and September.

BROOKS' CROSS ROAD.

M. Dean, Foreman.

Grubbed 100 yards, 22 feet wide.
Graded 633 yards, 22 feet wide.
Gravelled 845 yards, 10 feet wide, 6 inches deep.
Made general repairs.

September.

OAK BAY ROAD.

J. Gould, Foreman.

Gravelled 524 yards, 10 feet wide, 4 inches deep, with screened gravel; also rolled with Government roller.

FOUL BAY ROAD.

J. Gould, Foreman.

Made 3 new culverts, 24 feet long, 2½ feet wide, 1 foot deep, and covered with gravel.

CRAIGFLOWER CROSS ROAD.

J. Gould, Foreman.

Repaired the bridge over Colquitz River.

ELK LAKE CROSS ROAD.

W. D. Auckland, Foreman.

Cut down hill 70 yards long, 14 feet wide, 2 feet deep.

WILKINSON'S CROSS ROAD.

W. D. Auckland, Foreman.

Ditched 270 yards.
Gravelled 720 yards, 9 feet wide, 4 inches deep.
Made new bridge, 19 feet long, 20 feet wide, 6 feet deep; also made general repairs.

EAST SAANICH ROAD.

W. D. Auckland, Foreman.

Ditched 100 yards.
Gravelled 700 yards, 10 feet wide; also made general repairs.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Gravelled 1,300 yards, 10 feet wide, 6 inches deep.
Made one new culvert, 20 feet long, 1 foot wide, 1 foot deep.
Raised the bridge to level with road and made general repairs.

CADBORO BAY ROAD.

S. Pollock, Foreman.

Made one culvert, 20 feet long, 12 x 12-inch box.
Made one 12-inch pipe culvert, 24 feet long.
Gravelled 1,184 yards, 12 feet wide, 6 inches deep.
Filled holes with gravel and made general repairs.

MOUNT TOLMIE CROSS ROAD.

S. Pollock, Foreman.

Graded 670 yards, 24 feet wide.
Stoned 360 yards, 9 feet wide, 6 inches deep.
Gravelled 990 yards, 10 feet wide, 6 inches deep.
Ditched 360 yards on each side of road; also made one plank culvert, 24 feet long.

MOUNT NEWTON CROSS ROAD.

M. Dean, Foreman.

Gravelled 760 yards, 9 feet wide, 6 inches deep.
Cleared out ditches and made general repairs

October.

WEST SAANICH ROAD.

W. D. Auckland, Foreman.

Ditched 160 yards.
Gravelled 760 yards, 10 feet wide, 4 inches deep.

HELMCKEN CROSS ROAD.

J. Gould, Foreman.

Made 2 new culverts, 20 feet long, 3 feet wide, 1 foot deep.

GORGE ROAD.

J. Gould, Foreman.

Forest cleared 250 yards, 20 feet wide.
Widened fill near Gorge on south side of road, 95 yards.
Macadamized 277 yards, 10 feet wide, 4 inches deep.
Gravelled 610 " 10 " 4 "
Lengthened 2 culverts at fills with 18-inch pipe.
Raised 200 feet of sidewalk level with fill.
Made 224 feet of hand-rail on each side of road.
Cleared brush on both sides of road.
Cleared out ditches and made general repairs.

SAANICH ROAD.

J. Gould, Foreman.

Macadamized 20 yards, 10 feet wide, 6 inches deep.
Gravelled 560 " 10 " 6 "
Repaired Swan Lake Bridge with new covering and one new bent.
Raised bridge and filled in ends with macadam.
Made new hand-rail.

EAST SAANICH ROAD.

M. Dean, Foreman.

Gravelled 150 yards, 10 feet wide, 6 inches deep.
Made general repairs.

TELEGRAPH ROAD.

M. Dean, Foreman.

Gravelled 700 yards, 9 feet wide, 6 inches deep.
Cleared out ditches and made general repairs.

November.

NELSON ROAD.

J. Gould, Foreman.

Trimmed in gravel and made general repairs.

BURNSIDE ROAD.

J. Gould, Foreman.

Made 160 feet of new hand-rail on south side of hill.
Forest cleared 200 yards on south side of road.

GORGE ROAD.

J. Gould, Foreman.

Forest cleared 250 yards on south side of road.

FINERTY'S ROAD.

S. Pollock, Foreman.

Gravelled 120 yards, 10 feet wide, 6 inches deep.
Filled in 115 " 16 " $1\frac{1}{2}$ feet deep.
Repaired one culvert and made general repairs.

MT. TOLMIE ROAD.

S. Pollock, Foreman.

Gravelled 125 yards, 10 feet wide, 6 inches deep.
Filled holes with gravel and made general repairs.

KING'S CROSS ROAD.

S. Pollock, Foreman.

Gravelled 85 yards, 10 feet wide, 6 inches deep.
Filled holes with gravel.

CEDAR HILL ROAD.

S. Pollock, Foreman.

Made one pipe culvert, 24 feet long.
Made one plank culvert, 26 feet long, 2½ feet wide, 1 foot deep.
Re-covered bridge.
Cleared out ditches and made general repairs.

STEINBERGER CROSS ROAD.

W. D. Auckland, Foreman.

Forest cleared 740 yards, 30 feet wide.
Grubbed 450 " 12 "
Levelled road ready for corduroying 450 yards; also got 350 yards of material for corduroying ready to lay down in the spring.

WEST SAANICH ROAD.

M. Dean, Foreman.

Gravelled 600 yards, 9 feet wide, 4 inches deep.
Broke stones and made general repairs.

December.

GORDON HEAD ROAD.

S. Pollock, Foreman.

Made one culvert, 18 feet long, 2 feet wide, 1 foot deep
Cleared out ditches and made general repairs.

SAANICH CENTRAL ROAD.

M. Dean, Foreman.

Cleared out ditches.
Filled holes with gravel and made general repairs

CORDOVA BAY ROAD.

W. D. Auckland, Foreman.

Cleared out ditches and made general repairs.

CEDAR HILL ROAD.

S. Pollock, Foreman.

Cleared out ditches and made general repairs.

September.

TOLMIE AVENUE EXTENSION.

W. H. Snider, Foreman.

Forest cleared 150 yards long, 30 feet wide, and burned brush.
Filled holes with macadam.

November.

BUTLER'S CROSS ROAD.

W. H. Snider, Foreman.

Gravelled 15 yards and made general repairs.

LANSDOWNE ROAD.

S. Pollock, Foreman.

Filled holes with gravel and made general repairs.

October.

CROSS ROAD from Old West Road to West Saanich Road.

W. H. Snider, Foreman.

Cleared out trees and repaired corduroying.

OLD WEST SAANICH ROAD.

W. H. Snider, Foreman.

Made 2 new culverts, 16 feet long.
Cleared out ditches and cut out trees; also made general repairs.

December.

BURNSIDE ROAD.

J. Gould, Foreman.

Made one pipe culvert.
Cleared out ditches and made general repairs.

CAREY ROAD.

W. D. Auckland, Foreman.

Cleared out ditches and made general repairs.

North Victoria District.

—o—

NORTH SAANICH.

Henry Hooton, Foreman.

SCHOOL HOUSE, CROSS ROAD.

Grubbed 3 large stumps, besides smaller ones on side of road.
Cut down small hills, blasted and removed large boulders
Put in one new culvert, 18 feet long, 1 x 2 feet.
Graded 935 yards, 30 feet wide.
Ditched 935 "
Gravelled 445 " 8 " 6 inches deep.

MOSES ROAD.

Forest cleared 136 yards, 30 feet wide.
Grubbed 136 " 30 "
Graded 270 " 18 "
Ditched 130 "
Gravelled 205 " 7 " 6 inches deep.

BREED'S CROSS ROAD.

Grubbed stumps and widened road.
Put 10 feet on end of large culvert.
Blasted rock, cleaned ditches, and made general repairs.
Gravelled 557 yards, 8 feet wide, 6 inches deep.

HERBER'S ROAD.

Cleaned out 335 yards of ditch.
Gravelled 50 " 8 feet wide, 6 inches deep.

WEST ROAD.

Cut brush on side of road.
Built two bents in bridge No. 1; also two bents and stringers in bridge No. 2.
Repaired culverts that were burnt out.
Gravelled 1,132 yards, 8 feet wide and 6 inches deep.

EAST ROAD.

Ditched and widened road, 82 yards long.
Cut brush on side of road.
Covered McDonald's bridge with 3-inch plank, 48 feet long, 16 feet wide; put up new hand-railing.
Gravelled 656 yards, 8 feet wide, 6 inches deep.

WAIN'S CROSS ROAD.

Gravelled 357 yards, 8 feet wide, 6 inches deep.

DOWNEY'S ROAD.

Put in one new culvert, 16 feet long, 1 x 2 feet.
Gravelled 285 yards, 7 feet wide, 6 inches deep.

GALIANO ISLAND.

Jas. Warnock, Foreman.

CENTRAL ROAD.

Ditched 250 yards.
Corduroyed 120 " 12 feet wide.
Gravelled 100 "
Made 7 culverts averaging 10 feet by 20 feet.
One corduroy bridge 80 feet long, which was considered unsafe for traffic, taken up and timber relaid on firm ground, well gravelled and ditched each side. A similar piece of work executed in front of Post Office; old corduroy taken up and re-laid, but not gravelled; other bad places repaired, mud holes being filled up and well gravelled.

WESTERN ROAD.

Forest cleared, 7,040 yards, 40 feet wide.
Made 4 culverts averaging 16 by 14 feet.
A temporary grade in the centre of this road, 3 feet wide, to serve the purpose of a trail for getting the children to school.
The road is cleared of standing timber, but not stumped.

PENDER ISLAND.

Evan Hoosen, Road Foreman.

Removed wind-falls and generally kept the settlement roads in good order.
Gravelled, ditched and graded 1,200 yards of main roads.

MAYNE ISLAND.

Wm. Deacon, Foreman.

VILLAGE BAY ROAD.

Graded 200 yards, 16 feet wide.
Ditched 300 " 2 "
Made one culvert averaging 1 foot by 3 feet by 16 feet.
Filled up ruts on said road, and made general repairs.

POINT COMFORT ROAD.

Forest cleared, 550 yards by 20 feet wide.
Graded 550 " " 10 "

ROBSON ROAD.

Graded 300 yards by 10 feet wide.
Made said road two feet wider; took out all stumps, roots and boulders.

MAIN ROAD.

Ditched 300 yards by 2 feet wide.
Gravelled 300 " 10 feet by 6 inches deep.
Made one culvert averaging 1 foot by 1 foot by 14 feet.
Cleaned out ditches, filled up ruts and made general repairs.

SALT SPRING ISLAND.

Joseph Nightingale, Foreman.

NORTH END ROADS.

Forest cleared 360 yards, 12 feet wide.
Grubbed 660 " 12 "
Graded 660 " 12 "
Gravelled 630 " 9 " 6 inches deep.
Made three culverts, 14 feet by 3 feet by 2 feet.
Cut down trees from the sides of the road, removed stumps in different places to widen the roads, and made general repairs.

CENTRAL SETTLEMENT ROADS (including divide roads.)

Forest cleared 100 yards, 12 feet wide.
Grubbed 200 "
Graded 1422 " 14 "
Ditched 833 " 3 " 2½ feet deep.
Excavated rock 9 square feet.
Gravelled 1700 yards, 9 feet wide 6 inches deep.
Made nine culverts, 14 feet by 3 feet by 2 feet.
Cut down trees, removed stumps in different places to widen the roads and made general repairs.

BURGOYNE BAY ROADS (including Cranberry, and Isabella Point Roads).

Graded 700 yards, 16 feet wide.
Ditched 640 " 3 " 2 feet deep.
Gravelled 1145 " 9 " by 6 inches deep.
Made ten culverts, 16 feet long, 3 feet by 2 feet.
Cut out trees and brush from each side of roads; removed stumps in various places to widen roads and made general repairs.

BEAVER POINT ROADS.

Graded 400 yards, 14 feet wide.
Ditched 440 " 2 " 2 feet deep.
Gravelled 350 " 9 " 6 inches deep.
Made 5 culverts, 14 feet wide, 3 feet by 2 feet.
Removed wind falls, cut down trees and brush from the sides of roads, removed stumps in various places to widen roads and made general repairs.
Laid down 500 feet new plank on Fulford Harbour bridge and repaired hand railing.

WHARVES BUILT AND REPAIRED BY ALFRED RAYNES, FOREMAN.

BURGOYNE BAY WHARF.

Drove 6 piles, 5 feet.
Replaced 2 broken stringers.
Repaired slip and railing.

VESUVIUS BAY WHARF.

Drove 10 piles, 8 feet.
Replaced 1 broken cap and 6 stringers.
Placed new sway-braces through approach.

MORESBY ISLAND WHARF.

Built new wharf.—Approach, 120 feet long, 16 feet wide; extension, 40 by 60 feet; 75 piles, pinned with 1-inch iron braces, fitted with shoulders and pins clinched; caps, 12 inches; stringers, 10 inches. Freight shed on wharf, 12 by 16 feet.

PENDER ISLAND WHARF.

Built new wharf.—Approach 110 feet long, 16 feet wide; extension, 30 by 60 feet; 65 piles, drove from 8 to 12 feet; caps and stringers 10 inches, of 1-inch iron; braces fitted with shoulders and pins clinched.

MAYNE ISLAND WHARF.

Drove 15 bearing piles and 10 brace piles.
Replaced 3 caps and 6 stringers; also replaced 5,000 feet of worn plank.
Made general repairs.

Esquimalt District.

A. H. Peatt, Superintendent.

January.

Ferry across Sooke River was kept open during the month, while the bridge was being replaced.
Cut out fallen timber and repaired culverts on the various roads.

February.

HAPPY VALLEY ROAD.

Brushed out both sides of the road between Colwood and Rhode's about two miles.

ALBERT HEAD ROAD.

Gravelled 42 yards; filled up holes.

May.

METCHOSIN ROAD.

Brushed out between Parson's Bridge and Colwood.

OTTER POINT EXTENSION.

Made some repairs, and cut out fallen timber.

METCHOSIN CROSS ROAD.

Built two bridges.—One 50 feet long, 12 feet wide, 8 feet high, strapped together with iron straps; 60 yards of cribbing, 1 to 5 feet high; 25 cubic yards rock filling. One bridge 17 feet long, 12 feet wide, covered with split cedar; 12 yards of cribbing, 2 feet high; 30 yards of filling, etc.
Put in three new cedar culverts, 4 by 14 feet, and filling.
Repaired 40 yards of cribbing, and patched up holes.
Gravelled 67 yards, 8 feet wide, 6 inches deep.

June.

SOOKE ROAD.

Gravelled 65 yards, 10 feet wide, 6 inches deep.
Put in two new bents in bridges; repaired the flooring; made some filling to approaches.
Re-formed 243 yards, 16 feet wide.
Put in one cedar culvert.

July.

ROCKY POINT ROAD.

Made 850 yards new road, 16 feet wide.
Put in five cedar culverts, 2 x 5 x 18 feet long.
Cut down hill; filled in 262 yards filling; 20 cubic yards rock blasted; 380 yards cribbing.
Removed stones from the various roads.

HAPPY VALLEY ROAD.

Built one new bridge near Cole's, 50 feet long, 12 feet wide, covered with 3-inch plank; 12 cubic yards of filling; gravelled 38 yards, 10 feet wide, 6 inches deep.

SCAIFE'S ROAD.

Built one bridge, 53 feet long, 12 feet high, 10 feet wide, covered with plank.
Filled up bottom of hill 36 yards, 1½ feet deep, and widened out road.
Re-formed 313 yards, 12 feet wide.
Gravelled 375 " 7 "
Put in two cedar culverts, 4 x 12 feet, and one pipe culvert, 16 feet.

DUMBLETON'S ROAD.

Built one bridge, 14 feet long, 10 feet wide.
Put in two culverts.
Re-formed 75 yards, 10 feet wide.

STEWART'S ROAD.

Cleaned out 140 yards ditch.
Filled in bottom of hill 18 yards, 2 feet deep, and cribbed up.

ROUNTREE'S ROAD.

Made ⅝ of a mile of new road, 8 feet wide.

MULLER'S ROAD.

Built one bridge, 80 feet long, 10 feet wide, 16 feet high, covered with 3-inch plank.

MILLSTREAM ROAD.

Re-formed, 317 yards, 12 feet wide; put in 3 cedar culverts, 4 by 12 feet.

GREEN'S ROAD.

Made 668 yards 8 feet wide.

BARRON'S ROAD.

Made 1,426 yards of new road.
Took out roots and rocks off 365 yards of old road.

WALKER'S ROAD.

Made 500 yards of new road 8 feet wide.

OTTER POINT (Extension).

Made three mile of new road, 12 to 14 feet wide Cribbed 14 yards, 10 feet high; 27 yards, 8 feet high; 14 yards, 7 feet high; 26 yards, 6 feet high; 112 yards, 4 feet high; 169 yards, 3 feet high; 207 yards, 2 feet high. Corduroyed 23 feet long, 10 feet wide, covered with 6 inches of gravel Cut down hills and wasted 478 yards of earth. Built 4 bridges, covered with split cedar—One 18 feet long by 11 feet; one 12 feet long by 11 feet; one 14 feet by 11 feet; one 10 feet by 11 feet. Put in ten cedar culverts 4 feet by 12 feet.

July and August.

BEECHER BAY ROAD.

Cut down two hills. No. 1—2 feet deep, 12 feet wide; filled up bottom of hill 18 yards, 1 to 2 feet deep. No. 2—Cut down hill 1 to 2 feet deep, 65 yards 12 feet wide; filled up bottom 28 yards 1 to 2 feet deep. Re-formed 1,183 yards, 10 feet wide. Ditched 417 yards. Cleaned out 70 yards of ditch. Re-formed 166 yards, and gravelled with 6 inches of gravel 8 feet wide. Put in one cedar culvert.

MILNE ROAD.

Made 108 yards, 1 to 2 feet deep.
Made 81 yards new road, 8 feet wide.
Gravelled 6 yards; made three culverts, 3 feet by 12 feet.

ROCKY POINT ROAD (Between Reid's and Ball's).

Cleaned out all ditches, repaired all culverts, and brushed out about 1½ miles.

August.

JOHN MUIR'S ROAD.

Re-formed 177 yards, 12 feet wide.
Gravelled 173 yards 9 feet wide, 6 inches deep.

GOLDSTREAM CROSS ROAD.

Re-formed 1,630 yards, corduroyed 28 yards, 10 feet wide, covered with 6 inches of gravel, and gravelled 80 yards 10 feet wide 6 inches deep.
Put in 10 cedar culverts, 4 feet by 12 feet.

METCHOSIN CROSS ROAD (Between Rocky Point Road and Johnston's).

Made new road to avoid bad hill, 440 yards 10 feet wide, cribbed up 100 yards.
Moved 440 yards of fencing; built one bridge 15 feet long, 12 feet wide; blasted out 5 cubic yards of rock.

HELGESEN'S ROAD.

Re-formed 66 yards, brushed out 50 yards.

SOOKE ROAD (Near Naylor's Hill).

Replaced bridge that was burnt out, 50 feet long, 12 feet wide, 10 feet high; filled in approaches with rock and gravel.
Graded 75 yards 14 feet wide, slashed down and burnt up all brush and rubbish from the bridges, cleared out 15 fallen trees, filled up burnt-out roadway and holes. Repaired 20 yards cribbing, 2 culverts, slashed out 200 yards, and cut down all dangerous trees.

September.

ALBERT HEAD.

Built one bridge, 60 feet long, 12 feet wide, 16 feet high. Put in 60 cubic yards of filling, cribbed up 20 yards 1 to 5 feet high; gravelled 40 yards 10 feet wide 6 inches deep.

SOOKE ROAD (near Cogan's).

Re-formed 318 yards, 14 feet wide, and gravelled 244 yards, 10 feet wide 6 inches deep; 40 yards cribbing; cleaned out 5 cubic yards of ditch; blasted out 5 cubic yards of rock; repaired 2 culverts, and made one new one, 4 by 18 feet long.

HAPPY VALLEY ROAD (near Poole's).

Gravelled 152 yards, 10 feet wide, 6 inches deep.

SCHMIDT'S ROAD.

Re-formed 300 yards, 8 feet wide; took out roots and rocks.

HEWITT'S ROAD.

Made 2,249 yards of new road, 8 feet wide; cribbed 630 yards, 1 to 6 feet deep, 150 yards 3 feet high. Put in 3 cedar culverts, 4 by 15 feet; built one bridge, 25 feet long 12 feet wide; put in 40 cubic yards of filling.

October.

HAPPY VALLEY ROAD.

Built one bridge across Bilston stream, 75 feet long, 14 feet wide, covered with split cedar. Filled in approaches and made some repairs to the road.

DUKE'S ROAD.

Gravelled 205 yards, 8 feet wide; took out stones and roots.

ESQUIMALT ROAD (between the Admiral's and Canteen Roads).

Had 580 yards of road picked up, the rock broken, covered with 6 inches of gravel, 12 feet wide, between the Admiral's Road and Half-Way House; filled up all ruts and holes with gravel.

November.

SOOKE ROAD.

Gravelled 187 yards, 9 feet wide. Re-formed 216 yards, 16 feet wide; one culvert 3 by 16 feet.

ADMIRAL'S ROAD.

Filled up ruts and holes, and made general repairs.

CRAIGFLOWER ROAD.

Gravelled 16 yards, 10 feet wide; made 60 yards ditch, 2 feet wide.

METCHOSIN ROAD (between Fisher's and Hayward's).

Cleaned out ditches, cut down brush, and made general repairs.

December.

METCHOSIN AND HAPPY VALLEY ROADS.

Let off all standing water and cleaned out ditches.
Cut out all fallen timber.

VICTORIA WEST.

Put in two pipe culverts on Lampson Street, and filled up ruts and holes with gravel.

ESQUIMALT ROAD.

Made 90 feet of protection rail, and 216 feet sidewalk, 4 feet wide, near Rev. Ensor Sharpe's residence.

Cowichan-Alberni District.

—o—

COWICHAN DIVISION.

VICTORIA-NANAIMO TRUNK ROAD.

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

No. 1.—G. A. Kier, Contractor, $31.

Re-graded and straightened 142 yards, 18 feet wide.
Gravelled 142 " 9 " 6 inches deep.

No. 2.—G. A. Kier, Contractor, $31.

Re-graded 60 yards, 18 feet wide.
Shaled 60 " 9 " 4 inches deep.
Ditched 60 " 2 feet by 1 foot by 18 inches.
Made 1 culvert, 18 feet by 1½ feet by 1 foot.
Cleaned out ditches and filled holes and ruts, and repaired road with gravel from H. S. Davies' to Stratford's Crossing.

No. 3.—M. K. Smith, Contractor, $40.

Re-graded 100 yards, 16 feet wide.
Gravelled 100 " 9 " 6 inches deep.
Cleaned out ditches, filled holes and ruts, and repaired road with gravel.

No. 4.—M. K. Smith, Contractor, $150.

Re-constructed bridge over creek, near Mrs. Greave's, 100 feet long, 14 feet wide, 12 feet high, with 4 bents forming 5 spans.
Laid approaches to bridge with gravel.

No. 5.—A. W. Evans, Contractor, $115.

Re-constructed bridge, near Mr. Ransom's, 47 feet 6 inches long, 2 feet 6 inches high; bridge resting at each end on cedar mud-sills 2 feet in diameter.
Built a small bridge at Captain Barkley's, 6 feet long, 16 feet wide, 3 feet 6 inches high, resting at each end on a crib of cedar logs.
Re-constructed bridge over slough near Mr. Mainguy's, 29 feet long, 10 feet high, 14 feet wide, resting at the north end on a cedar mud-sill 2 feet in diameter, and on the south end on a crib of cedar logs.

No. 6.—John Bell and John D. Blair, Contractors, $30.

Fill in all ruts and holes with gravel, and generally repaired the road from Hall's Crossing to the Chemainus River bridge.

Contracts 7 to 10, general repairs on Section from Pimbury's Bridge to Somenos.

No. 7.—James Menzies, Contractor, $27.

Constructed a box culvert of 12-inch by 3-inch plank, 26 feet long; cleaned out ditches.
Re-graded 80 yards, 18 feet wide.
Gravelled 60 " 9 " 6 inches deep.

No. 8.—James Menzies, Contractor, $57.

Cleaned out 320 yards of ditches.
Re-graded 320 " 18 feet wide.
Gravelled 320 " 9 " 6 inches deep.

No. 9.—James Evans, Contractor, $27.

Cleaned out 120 yards of ditches.
Re-graded 120 " 18 feet wide.
Gravelled 120 " 9 " 6 inches deep.
Made 1 culvert of 12-inch by 3-inch plank, 18 feet long.

No. 10.—G. A. Kier, Contractor, $67.

Re-constructed bridge near Mr. Kier's, 24 feet long, 14 feet wide, and 3 feet 6 inches high; laid approaches to bridge with gravel.
Cleaned out 140 yards of ditches.
Re-graded 130 " 18 feet wide.
Gravelled 130 " 9 " 6 inches deep.

HALL AND HAWKINS' ROAD.

H. H. Hollings, Contractor, $124.

Forest cleared, 100 yards, 20 feet wide.
Grubbed, 100 " 16 "
Graded, 600 " 12 "
Ditched, 300 " 3 "
Built 1 bridge resting on cribwork of cedar at each end, 48 feet long, 12 feet wide, clear, with centre bents 8 feet 8 inches high, and covered with 3-inch plank.
Made 2 culverts, 18 feet by 1 foot by 1 foot, and 18 feet by 4 feet by 3 feet.

CHAPMAN'S AND STATION ROAD.

A. Nightingale, Contractor, $452.

Forest cleared, 1,200 yards, 20 feet wide
Grubbed, 3,700 " 16 "
Graded, 3,700 " 16 "
Corduroyed, 50 " 14 "
Brushed, 80 " 12 "
Built 1 bridge 10 feet long, 6 feet high in centre, resting at each end on cribwork of cedar.

WILKINSON'S ROAD AND BRIDGE.

John Greig, Contractor, $225.

Constructed a bridge 125 feet long, 12 feet wide, clear over Mill Creek, having queen-truss span of 52 feet in centre, a span of 27 feet at the south end, and 2 spans of 23 feet each, at the north end. Bridge has 4 stringers 10 inches by 14 inches in diameter, is covered with 3-inch sawn plank and has a hand-rail on each side 3 feet high.
Forest cleared, 200 yards, 20 feet wide.
Grubbed, 200 " 16 "
Graded, 200 " 10 "
Ditched, 150 " 2 " 1 foot deep.

ADDITION TO COURT HOUSE, CHEMAINUS.

Contractor, James McL. Campbell, $241.

Furnished all plant, labour and materials; erected and completed a frame building enclosed with rustic, 25 feet 6 inches long by 15 feet wide, adjoining the east end of the Chemanius Court House, with a frame lean-to at the back, 22 feet 6 inches long by 7 feet 6 inches wide; also constructed a tongued and grooved partition across the old Court House room 9 feet from the east wall; also built necessary out-building.

"A" ROAD PARTY.

John Greig, Foreman.

January—Cut out fallen timber and logs and cleared for traffic Hopkins' Cross-road, Taggart and Cameron's and Dobson's Road, Whiskey Point Road, Fischer's to Cobble Hill Road, Thain's and Dougan's Old Road, Sheppard's and Barry's Road, Shawnigan Lake Road, Hawkin's and Blake's Road and Mill Bay Road.

OLD TELEGRAPH ROAD.

January—Repaired bridge broken by a falling tree; put in three new stringers and replaced broken planking; cleared wind-falls off the road and made general repairs.
February—Repaired hand-rail and respiked covering of bridges near Fischer's Road.
March—Cleared out wind-falls and made general repairs.
April-June—Made general repairs.
September—Re-graded 130 yards, 12 feet wide.
Gravelled 107 yards, 9 feet wide, 4 inches deep.

VICTORIA-NANAIMO TRUNK ROAD.

January—Set and levelled in place and repaired bridge near Shawnigan Lake; cleared wind-falls off the road and made general repairs.
February—Filled in hollows and ruts with gravel.
March-April—Made general repairs.
August—Repaired one culvert; cut and removed logs from sides of road.
September—Gravelled 110 yards, 10 feet wide, 4 inches deep.
Made one culvert, 16 feet by 2 feet by 1 foot.
Made general repairs.

SHAWNIGAN LAKE ROAD.

February-March-June—Made general repairs.
July—Excavated earth 12 yards, 16 feet wide 2 feet deep.
Filled in 20 " 12 " 2 "
Made general repairs.
August—Re-graded 170 yards, 12 feet wide.
Gravelled 120 " 9 " 6 inches deep.
Excavated earth 58 " 12 " 1 foot deep.
Filled in 45 " 12 " 1 "
September—Made general repairs.

MILL BAY ROAD.

February—Cleaned out ditches and filled ruts with gravel.
April-June—Made general repairs.
July—Re-graded 150 yards, 12 feet wide.
Gravelled 250 " 9 " 6 inches deep.
September—Cleared out trees felled by forest fires and made general repairs.

HAWKINS' AND BLAKE'S ROAD.

February—Made general repairs.

FISCHER'S TO COBBLE HILL ROAD.

March—Cleared out fallen timber.

SILVER MINE ROAD.

March—Cleared out fallen timber.
May—Constructed a Queen Truss Bridge (to replace bridge washed out by freshet) 125 feet in length over the Koksilah River Canyon, with 4 fir stringers 12 inches by 14 inches, and cribbed and filled approach at each end.
Made general repairs to road.
June—Cleared away logs from sides of road and made general repairs.
August—Screwed up bolts and cleaned up around the Canyon Bridge.

WHISKEY POINT ROAD.

July—Gravelled 118 yards, 9 feet wide, 6 inches deep.
Filled in 400 yards of ruts and made general repairs.

OLD MILL ROAD.

July—Gravelled 122 yards, 9 feet wide, 6 inches deep.
Filled in 600 yards of ruts, and made general repairs.
August—Gravelled 70 yards, 10 feet wide, 6 inches deep.

WILKINSON'S ROAD (late Handy and Olney's).

July—Repaired bridge with two stringers 55 feet long; put in 4 posts and sway-braced same.
Ditched 120 yards, 2 feet wide.
August—Graded 50 yards, 12 feet wide.
Ditched 50 " 2 " and made general repairs.

"A" SUB-ROAD PARTY.

R. J. Manley, Sub-Foreman.

OLD TELEGRAPH ROAD.

July—Re-graded	330 yards,	12 feet wide.		
Gravelled	530 "	8 "	6 inches deep.	
August—Forest cleared	100 "	20 "		
Re-graded	230 "	12 "		
Gravelled	85 "	8 "	4 inches deep.	

HOPKIN'S SWAMP CROSS-ROAD.

August—Forest cleared, 600 yards, 20 feet wide.

PETERSON'S AND LAFORTUNE'S ROAD.

August—Re-graded 85 yards, 10 feet wide.
Made one culvert, 12 feet by 1 foot by 1 foot.

VICTORIA-NANAIMO TRUNK ROAD.

August—Forest cleared	360 yards,	20 feet wide.	
Graded	60 "	12 "	
Excavated earth	30 "	5 "	4 feet deep.
Filled in	85 "	14 "	2 "

WILKINSON'S ROAD.

November—Gravelled 40 yards, 8 feet wide, 6 inches deep.

SHAWNIGAN LAKE ROAD.

November—Filled in 60 yards, 3 feet wide, 2 feet deep.

BRIDGE PARTY.

W. J. Shearing, Foreman.

COWICHAN WHARF.

June—Cut and hauled 41 piles.
Drove 21 piles, 6 feet deep.
Constructed and put in place new landing steps.
July—Cut and hauled 11 piles.
Drove 31 piles.
Put on 1,400 feet of new railing where required.

FLATS, KOKSILAH ROAD (Koksilah Bridge).

July—Hewed out 200 feet of new stringers, 10 inches by 14 inches; flatted 2 caps 16 feet long, 12 inches in diameter.
Hauled 3,000 feet of lumber.
August—Constructed 2 new bents, each having 4 stringers 24 feet long; put on 3,000 feet of new planking, and a piece of new hand-rail; put 2 chains and boom-stick in sheer-boom; put 1 new stringer and repaired covering in Ryan's bridge.
December—Drove piles; erected 2 new pile bents in Koksilah River bridge (injured by freshet); also replaced boom-logs on north bank of river.

VICTORIA-NANAIMO TRUNK ROAD (Clem-clem-a-lutz to Pimbury's bridge).

August—Filled holes and repaired low places washed out by floods.
September—Put 26 loads of rock around piles of Pembury's bridge.

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

August—Filled holes washed out by floods; repaired cribbing and filled with brush and earth; put 8 new planks in covering of Clem-clem-a-lutz bridge.

"C" ROAD PARTY.

J. C. McLay, Foreman.

INDIAN ROAD.

June—Grubbed	1,250	yards,	12	feet wide.
Excavated earth	90	"	14	" 1 foot deep.
Filled in	18	"	14	" 4 feet "
July—Grubbed	225	"	12	"
Graded	225	"	12	"
Excavated earth	130	"	12	" 1 foot deep.
Filled in	70	"	11	" 1 "
"	75	"	12	" 2 "
August—Grubbed	215	"	12	"
Graded	215	"	12	"
Cribbed	95	"	2 feet high.	
Excavated earth	22	"	10 feet wide, $1\frac{1}{2}$ feet deep.	
Filled in	70	"	10	" $1\frac{1}{2}$ "
September—Excavated earth	22	yards,	10 feet wide, 1 foot deep.	
Filled in	53	"	10	" 1 "

GLENORA ROAD.

September—Slashed hanging trees on west end of road.

MARSHALL'S ROAD.

September—Repaired 1 bridge.

WATERS' ROAD.

September—Repaired 1 bridge.

VAUX'S ROAD.

September—Repaired 1 bridge.

COWICHAN RIVER ROAD.

September—Repaired 1 bridge.
Gravelled 96 yards, 9 feet wide, 6 inches deep.

"D" ROAD PARTY (West Section).

J. McPherson, Foreman.

(NEW) MOUNTAIN ROAD.

January, March, May—Cut out fallen timber and cleared road for traffic.
June—Grubbed 125 yards, 12 feet wide.
Graded 125 " 12 "
Ditched 100 " 16 inches deep.
Excavated earth 35 " 14 feet wide, 20 inches deep.
Filled in 50 " 14 " 22 "
Made 5 culverts, 14 feet by 2 feet by 1 foot.

RIVERSIDE ROAD.

January, March, May—Cut out fallen timber and cleared road for traffic.
June—Corduroyed 3 yards, 14 feet wide.
Excavated earth 95 " 14 " 1 foot deep.
Filled in 64 " 14 " 1 "
Gravelled 30 " 9 " 6 inches deep.
Made 2 culverts, 14 feet by 2 feet by 1 foot.

OLD KOKSILAH ROAD.

January, February, March, April, May—Cut out fallen timber, repaired culverts, and repaired road for traffic.
June—Cribbed 37 yards, 3 feet high.
Excavated earth 95 " 14 feet wide, 15 inches deep.
Filled in 46 " 18 " 18 "
Cribbed 20 " 17 feet deep
Filled in 17 " 10 feet wide, 16 feet deep.
Excavated earth 35 " 16 " 16 inches deep.
Filled in 40 " 16 " 14 "
Made 2 culverts, 16 feet by 2 feet by 14 inches.
August, September—Filled in 20 yards, 16 feet wide, 16 inches deep.

MCKENELLEY AND DOUPE'S ROAD.

June—Made 1 culvert, 14 feet by 6½ feet by 1½ feet.
Cleared out driftwood at bridge, repaired ditches and road.

HOWIE'S EXTENSION ROAD.

August, September—Forest cleared 200 yards, 20 feet wide.
Grubbed 50 " 10 "
Graded 50 " 10 "

FLATS, KOKSILAH ROAD (West Section).

June—Cleared off and burned logs, and drift-levelled and filled holes with gravel, and made general repairs; widened road at curve near Mr. Crosier's fence.

"D" ROAD PARTY (East Section).

Alex. Reid, Foreman.

LAKESIDE ROAD.

January, March—Cleared out wind-falls.
June—Re-graded 52 yards, 14 feet wide.
Excavated earth 50 " 14 " 2 feet deep.
Filled in 50 " 14 " 2 "
Made 2 culverts, 16 feet by 1 foot by 1 foot.
July—Gravelled 427 yards, 8 feet wide, 4 inches deep.

OLD SCHOOL-HOUSE ROAD.

January—Cleared out wind-falls.
June—Gravelled 487 yards, 9 feet wide, 4 inches deep,

BEAR VALLEY ROAD.

January, March—Cleared out windfalls and filled holes with gravel.
June—Gravelled 132 yards, 9 feet wide, 4 inches deep.

BEACH ROAD.

February—Cleaned out ditches and landslides.
June—Ditched 200 yards, 3 feet wide, 1 foot deep.

Cribbed	43	"		$2\frac{1}{2}$	"
"	12	"		6	"
Filled in	21	"	2 feet wide,	4	"

Built 3 bridges, 21 feet, 20 feet, and 18 feet long, respectively, 14 feet wide and 5 feet high.

BENCH ROAD.

June—Filled holes and ruts with gravel.

OLD KOKSILAH ROAD.

June—Re-graded 62 yards, 14 feet wide.

Ditched	262	"	2	"	1 foot deep.
Gravelled	186	"	9	"	4 inches deep.

HILLBANK ROAD.

June—Ditched 50 yards, 2 feet wide, 1 foot deep.

Gravelled	726	"	8	"	4 inches deep.

"J" ROAD PARTY (East Section).

P. Anchinachie, Foreman.

COWICHAN LAKE ROAD.

January—Cut out and removed wind-falls.

February—Gravelled	20	yards,	8	feet wide,	8 inches deep.
July—Forest cleared	280	"	20	"	
Grubbed	200	"	14	"	
Graded	100	"	14	"	
Filled in	40	"	14	"	2 feet deep.
August—Forest cleared	325	"	20	"	
Grubbed	405	"	14	"	
Graded	505	"	14	"	
Ditched	90	"	$1\frac{1}{2}$	"	
Cribbed	160	"	$1\frac{1}{2}$	feet high.	
Excavated earth	37	"	14	feet wide,	3 feet deep.
Filled in	43	"	14	"	$1\frac{1}{2}$ "
Gravelled	153	"	8	"	6 inches deep.

Made two culverts, 16 feet by 8 feet by 2 feet.

SAHTLAM ROAD.

February, March—Cut out wind-falls and removed same off the road.

SAHTLAM RIVER ROAD.

June—Forest cleared 814 yards, 18 feet wide.
Grubbed 814 " 12 "
Graded 814 " 12 "
Corduroyed 13 " 15 "
Excavated earth 47 " 12 " 2½ feet deep.
Filled in 49 " 12 " 2 "
Gravelled 70 " 8 " 6 inches "
Made one culvert, 15 feet by 6 feet by 1½ feet.

DUNCAN-SAHTLAM ROAD.

June—Forest cleared 104 yards, 18 feet wide.
Grubbed 80 " 12 "
July—Forest cleared 1,796 " 18 "
Grubbed 110 " 12 "

MENZIES ROAD.

July—Forest cleared 40 yards, 18 feet wide.
Grubbed 40 " 12 "
Graded 40 " 12 "
Gravelled 19 " 8 " 6 inches deep.

"J" ROAD PARTY (West Section).

Hugh Bell, Foreman.

COWICHAN LAKE ROAD.

August—Gravelled 70 yards, 8 feet wide, 6 inches deep.
Filled holes with gravel, and repaired road generally from 4-mile post to 10-mile post.
September—Forest cleared 418 yards, 18 feet wide.
Grubbed 415 " 12 "
Graded 415 " 12 "
Gravelled 320 " 8 " 6 inches deep.
Made two culverts, 15 feet by 6 feet by 2½ feet.
Repaired the road generally from 10-Mile Post to McCallum's Point.

"M" ROAD PARTY.

Charles Bayly, Foreman.

COWICHAN LAKE SOUTH SHORE ROAD.

March—Cleared out wind-falls between Robertson River and west end of road.
April— " "
August—Forest cleared 844 yards, 12 feet wide.
Grubbed 844 " 10 to 12 feet wide.
(This work was done to put road in a location above flood water at Robertson River.)
September—Forest cleared 902 yards, 12 feet wide.
Grubbed 185 " 6 "
Graded 185 " 6 "
October—Graded 97 " 6 "
Corduroyed 20 " 12 "
Built one bridge, 12 feet by 12 feet by 6 feet high.

"N" ROAD PARTY.

James Abernethy, Foreman.

COWICHAN LAKE NORTH SHORE ROAD.

June—Graded 456 yards, 8 feet wide.
July—Excavated rock 8 yards, 12 feet wide 1 foot deep.
Filled in 7½ " 14 " 5½ "
Built one bridge, 26 feet by 14 feet by 7 feet.
August—Excavated earth 16 yards, 10 feet wide, 1 foot deep.
Filled in 22 " 14 " 3½ "
Gravelled 169 " 8 " 4 inches deep.
Repaired 362 yards of road with gravel.
September—Filled in 28 yards, 7 feet wide, 2 feet deep.
Gravelled 737 " 8 " 4 inches deep.
Repaired generally 180 yards of road 8 feet wide.

"L" ROAD PARTY.

Henry E. Evans, Foreman.

VICTORIA-NANAIMO TRUNK ROAD.

August—Repaired one bridge and one culvert.
Gravelled 250 yards, 9 feet wide, 5 inches deep.
Grubbed out several stumps and burned up wind-falls.

"H" ROAD PARTY.

N. W. Campbell, Acting Foreman.

VICTORIA-NANAIMO TRUNK ROAD (Greaves' to Chemainus).

January—Filled holes and ruts with gravel and the like at corduroy near Chemainus water tank.
Cleared wind-falls off the road.
September—Ditched 20 yards, 2 feet wide, 1 foot deep.
Made general repairs from Chemainus River to the Chemainus water tank.
October—Gravelled 40 yards, 9 feet wide, 6 inches deep.
Constructed a breakwater of stonework 40 yards long, 3 feet wide at base, 16 inches wide at top and 2 feet high, filled behind with earth 14 feet wide.
Gravelled 100 yards, 8 feet wide, 6 inches deep.
Repaired and cleaned out 4 culverts.
Cleaned out 50 yards of ditch.
Repaired covering of bridge across Bonsall's Creek.
Made one culvert, 18 feet by 3 feet by 1 foot.
November—Cleared out logs and drift from slough near Captain Barkley's.
Constructed one bridge, 16 feet by 16 feet by 4 feet.
Built wall of rock at each end of stringers, 18 feet long 2½ feet high, 18 inches thick, and weighted bridge with rock.

ALBERNI DIVISION.

NANAIMO-ALBERNI TRUNK ROAD.

E. L. Gill, Foreman.

Forest cleared	2,014	yards,	10	feet wide.	
Grubbed	2,014	"	10	"	
Graded	2,014	"	14	"	
Ditched	4,270	"	$2\frac{1}{2}$	"	
Excavated earth	170	"	14	"	2 feet deep.
Filled in	150	"	15	"	2 "
Gravelled	1,420	"	7	"	8 inches deep.

Made 2 culverts, 3 feet by 14 feet by 1 foot.
Replaced 2 new stringers, 21 feet long, in bridge.

COWICHAN-ALBERNI TRAIL.

E. L. Gill, Foreman.

Forest cleared	550	yards,	12	feet wide.	
Grubbed	600	"	10	"	
Graded	2,360	"	10	"	
Excavated earth	30	"	10	"	2 feet deep.
Filled in	25	"	12	"	$1\frac{1}{2}$ "

Built 3 bridges, 24 feet by 12 feet by 6 feet.

CHINA CREEK ROAD.

Hilton Drinkwater, Foreman.

Forest cleared	200	yards,	18	feet wide.	
Grubbed	200	"	14	"	
Graded	200	"	14	"	
Corduroyed	80	"	14	"	
Gravelled	1,652	"	8	"	7 inches deep.

Made 4 culverts, 3 feet by 14 feet by 12 feet.
Built 1 bridge 50 " 12 " 4 "
Do 14 " 2 " 1 foot.

GRANITE CREEK TRAIL.

James Godfrey, Foreman.

Grubbed	1,200	yards,	3	feet wide.
Graded	800	"	3	"
Corduroyed	14	"	5	"

Made 4 culverts, 10 feet by 5 feet by 1 foot.
Built 16 bridges, 30 " 5 " 3 feet.

SASITA RIVER TRAIL.

Geo. Logan, Foreman.

Forest cleared 4,840 yards, 9 feet wide.
Grubbed and graded suitable for pack-animals, from a point at deep water near steamer anchorage, to the Sasita mines, $2\frac{3}{4}$ miles long.

LAWSON ROAD.

E. L. Gill, Foreman.

Forest cleared	1,200	yards,	4	feet wide.
Grubbed	1,200	"	4	"
Graded	1,200	"	10	"
Ditched	180	"	2	"

Made 3 culverts, $2\frac{1}{2}$ feet by 14 feet by 1 foot.

COWLEY'S ROAD.

E. L. Gill, Foreman.

Forest cleared	1,540	yards,	14	feet wide.
Grubbed	100	"	12	"
Graded	100	"	12	"
Corduroyed	50	"	12	"

CHERRY CREEK, ROGER CREEK, AND TOWNSITE ROADS.

E. L. Gill, Foreman.

Forest cleared	490	yards,	12	feet wide.	
Grubbed	2,063	"	15	"	
Graded	2,063	"	13	"	
Ditched	200	"	$2\frac{1}{2}$	"	
Corduroyed	263	"	12	"	
Excavated earth	121	"	14	"	2 feet wide.
Filled in	100	"	15	"	2 "
Gravelled	2,471	"	7	"	9 inches deep.

ALBERNI TOWN STREETS.

E. L. Gill, Foreman.

Grubbed	10	stumps,	averaging 4	feet thick,	splitting them with powder.
Graded	75	yards,	16	feet wide.	
Gravelled	728	"	7	"	9 inches deep.

BEAVER CREEK ROAD.

Henry Hills, Foreman.

Grubbed	975	yards,	16	feet wide.	
Graded	1,778	"	18	"	
Ditched	1,778	"	16	"	
Corduroyed	8	"	12	"	
Filled in	39	"	20	"	6 feet deep.
Gravelled	3,374	"	8	"	6 inches deep.

Made 12 culverts, 3 feet by 16 feet by $2\frac{1}{2}$ feet.
Built 7 bridges 13 " 14 " 5 "

SPROAT LAKE ROAD.

V. Ingram, Foreman.

Ditched	300	yards,	2	feet wide,	18 inches deep.
Gravelled	1,665	"	6	"	6 "

Built 1 bridge, 14 feet by 8 feet by 157 feet.

McCOY LAKE ROAD.

V. Ingram, Foreman.

Gravelled 100 yards, 6 feet wide, 6 inches deep.

SAUNDER'S AND MISSION ROAD.

V. Ingram, Foreman.

Ditched	73	yards,	2	feet wide,	18 inches deep.
Excavated earth	60	"	14	"	2 feet "
Gravelled	263	"	6	"	6 inches "

MILLTOWN ROAD.

V. Ingram, Foreman.

Gravelled 225 yards, 6 feet wide, 6 inches deep.

LOCK-UP, ALBERNI.

John King, Contractor, $315.

Erected lock-up, 19½ by 21 feet, containing three cells and a Constable's room. The walls and partitions are laid up with 2 by 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.

CHINA CREEK ROAD.

Hilton Drinkwater, Contractor, $2,749.

Forest cleared, grubbed and graded, 5 miles and 10 chains.
Corduroyed, made culverts, built bridges, and made a firm road-bed according to contract.

Nanaimo City District.

COURT HOUSE AND GOVERNMENT OFFICES, NANAIMO CITY.

Sundry repairs and alterations made, and the chain-gang have laid out the walks and the grounds, and seeded it down with lawn grass.

NANAIMO PRISON AND GROUNDS.

Sundry repairs made to prison, and the chain-gang have stumped and cleared one and one-half acres and raised all the vegetables required by the prison inmates.

GOVERNMENT BUILDINGS IN NORTH NANAIMO DISTRICT.

Sundry repairs made to Court House and Lock-ups.

PUBLIC SCHOOL BUILDINGS.

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

EAST CEDAR SCHOOL HOUSE.

Chas. G. Stevens, Contractor, $460.

Furnished all plant, labour and material to erect and complete a building, 19 by 27 feet and vestibule, 5 by 19 feet, in comformity with the general plans and specifications of country school-houses, and seated same with 12 seats and desks.

ADDITION TO WELLINGTON PUBLIC SCHOOL.

Geo. H. Frost, Contractor, $646.

Furnished all plant, labour and material to erect and complete an addition, 26 by 36 feet; lathed and plastered, and wainscoted throughout, and the whole of the exterior and interior woodwork painted with two coats of paint.
The addition is furnished with 24 seats and desks and 4 back seats, Automatic Triumph school desks, purchased from T. N. Hibben & Co., in addition to the above contract.

WATER CLOSETS FOR WELLINGTON PUBLIC SCHOOL.

Geo. H. Frost, Contractor, $139.

Furnished all plant, labour and materials to erect and complete a dry earth water closet, 8 by 24 feet, having 8 compartments and 8 galvanized boxes for dry earth system. Building is frame, enclosed with rustic, and lined inside with tongued and grooved lumber, with 4 windows and louvere ventilators underneath windows, and a large louvere ventilator in roof, and the whole of the exterior and interior woodwork painted with two coats of paint.

PUBLIC SCHOOL, DEPARTURE BAY, ADDITION.

Chas. G. Stevens, Contractor, $315.

Furnished all plant, labour and materials to erect and complete an addition to old building, 15 by 19 feet, and covered the whole of the old building and addition with rustic, and re-shingled old building, lathed and plastered, and wainscoted the addition, and painted the whole of the old building and addition with two coats of paint, and furnished 10 seats and desks.

NANAIMO RIVER PROTECTION OF PUBLIC ROAD AND INDIAN RESERVE.

R. Nightingale and J. Hill, Foremen.

One thousand feet of the river bank piled with 100 cedar piles, 20 feet long by 12 inches at small end, driven 7 feet in river bottom, 10 feet apart (centres) and planked on the outside with three-inch plank, 7 feet high, well spiked to piles with 8-inch galvanized iron spikes, and the tops of the piles cut off even with top planking, and a cap of 3 by 12-inch plank well spiked on to top of piles to protect the piling from the weather. The whole of the 1,000 feet filled in behind the planking with plenty of brush in the bottom and covered with river gravel to form the road-bed ; average of the filling was 6 feet deep by 8 feet wide ; every second pile is tied by spiking on cedar ties, 12 feet long, running into the bank and covered with the filling of gravel, and at the lower end of the pile bulkhead where the large steam pile-driver could not be floated to drive the necessary piling, 65 yards, was brushed and filled with coarse rocks and gravel to protect the bank from washing away ; such filling averaged 7 feet high by 6 feet wide.

South Nanaimo District.

—o—

VICTORIA ROAD.

John Hill, Foreman.

Graded	150	yards,	6	feet wider than old road.	
Gravelled	3,180	"	7	feet wide,	4 inches deep.
Excavated rock	80	"	8	"	3½ feet deep.
Filled in rock	70	"	25	"	2 "

And covered same with earth and gravel.
Filled in with earth 125 yards, 6 feet wide, 3 feet deep.
Made 1 culvert, 20 feet long, 1½ feet wide by 1 foot deep.
Made addition to 1 culvert of 6 feet, 1½ feet wide by 1 foot deep.
And made general repairs along 14 miles of the road, in repairing bridges, and culverts, and cleaning out ditches, and cutting brush, etc.

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

John Hill, Foreman.

Forest cleared	225	yards,	24	feet wide.	
Grubbed	225	"	22	"	
Graded	225	"	22	"	
Gravelled	470	"	8	"	by 4 inches deep, with bench gravel.
Gravelled	600	"	8	"	" 8 " with sandstone.

Made 1 culvert, 22 feet long, 1 foot wide by 1 foot deep.
And general repairs made along line of old road.

QUENNELL'S, DOLAN'S, AND VEAL'S ROAD.

John Hill, Foreman.

Grubbed	70	yards,	20	feet wide.	
Graded	70	"	20	"	
Gravelled	275	"	7	"	by 5 inches deep.

Made 1 culvert, 20 feet long, 3 feet wide by 1 foot deep, and dug 12 yards of tail-drain.

BENNIE'S ROAD.

John Hill, Foreman.

General repairs made along line of road in filling up holes, etc.

HASLAM'S ROAD.

John Hill, Foreman.

General repairs made along line of road in filling up holes with gravel, etc.

THOMAS' ROAD.

John Hill, Foreman.

Forest cleared	350	yards,	18	feet wide.	
Grubbed	350	"	18	"	
Graded	350	"	18	"	

Made 4 culverts, 18 feet long, 1 foot wide by 1 foot deep.
And made repairs along line of old road.

HEMER'S ROAD.

John Hill, Foreman.

Forest cleared 900 yards, 25 feet wide.

SWAN'S ROAD.

John Hill, Foreman.

Graded	900	yards,	7	feet wide.	
Filled in	35	"	11	"	by 3 feet deep.

Made 2 culverts, 12 feet long, 3 feet wide by 2 feet deep.

FRAME'S ROAD.

John Hill, Foreman.

Forest cleared	1,200	yards,	12	feet wide.	
Graded	1,200	"	7	"	by just levelling same.

ALEXANDRA MINE ROAD.

John Hill, Foreman.

Thorough cut 35 yards long, 9 feet wide, averaging 2 feet deep.
Excavated rock 40 " 3 " " 2 "
Gravelled 220 yards, 6 feet wide by 5 inches deep.

STOVE'S AND RAIN'S ROAD.

John Hill, Foreman.

Filled in with gravel and brush 50 yards, 10 feet wide by 6 feet high.
Gravelled 460 " 6 " 4 inches deep.
And general repairs made along line of old road.

BATE'S AND MALPASS' ROAD.

John Hill, Foreman.

Forest cleared 170 yards, 20 feet wide.
" 100 " 6 " for widening old road.
Graded 170 " 8 "
Gravelled 300 " 6 " by 4 inches deep.

BRENTON'S ROAD.

John Hill, Foreman.

General repairs made in filling up holes, &c., along line of road.

GORDON'S AND CRAWFORD'S ROAD.

John Hill, Foreman.

Graded 270 yards, 10 feet wide.
Gravelled 700 " 7 " by 4 inches deep.

HOLDEN'S AND ITALIAN'S ROAD.

John Hill, Foreman.

Forest cleared 500 yards, 25 feet wide.
Graded 170 " 20 "
Filled in 200 " 12 " by 1 foot deep.
Gravelled 30 " 6 " by 6 inches deep, with shale.
Made 1 culvert, 20 feet long, 1½ feet wide by 1 foot deep.
" addition to culvert, by building 6 feet on same.

FREW'S ROAD.

John Hill, Foreman.

Gravelled 260 yards, 6 feet wide by 5 inches deep, with burnt rock from No. 5 pit.

BECK'S ROAD.

John Hill, Foreman.

Graded 200 yards, 10 feet wide.
Gravelled 100 " 6 " by 6 inches deep.
Made 2 culverts, 1 foot wide by 1 foot deep.
Cut out the underbrush 9 feet wide on each side of ½ mile of the road.

McLENNAN'S ROAD.

John Hill, Foreman.

Forest cleared 600 yards, 15 feet wide.
Grubbed 500 " 10 "
Graded 500 " 10 "

GRIBBLE'S AND THATCHER'S ROADS.

John Hill, Foreman.

General repairing done along lines of above roads.

STARK'S AND RICHARDSON'S ROAD.

John Hill, Foreman.

Grubbed 150 yards, 12 feet wide.
Graded 150 " 12 "
Made one culvert, 12 feet long, 1 foot wide by 1 foot deep; and general repairs along line of road.

EXTENSION MINE AND NANAIMO LAKE ROAD.

John Cairns, Foreman.

Forest cleared 5 miles and 1,468 yards, 13 feet wide.
Graded 5 " 1,468 " 9 " just levelled off.
Corduroyed 22 yards, 12 feet wide.
Made 2 culverts, 14 feet long, 2 feet wide by 1 foot deep.
Built 1 bridge, 24 " 14 " 4 feet high.
" 1 " 60 " 14 " 4 "
" 1 " 30 " 14 " 4 "
All built with 3 stringers laid on mud-sills, and covered with split cedar.

LOCKNER'S ROAD.

John Cairns, Foreman.

Built 1 bridge, 39 feet long, 12 feet wide by 4 feet high, with 4 stringers placed on mud-sills, and covered with split cedar; and made general repairs along line of road.

EXTENSION MINE ROAD.

John Cairns, Foreman.

Forest cleared 670 yards, 24 feet wide.
Grubbed 845 " 20 "
Graded 845 " 18 "
Ditched 503 " on both sides.
" 289 " on one side.
Made 3 culverts, 19 feet long, 1 foot wide by 1 foot deep.
Built 1 bridge, 11 " 18 " 3 feet high.
" 1 " 12 " 18 " 6 "
With 4 cedar stringers placed on mud-sills, and covered with split cedar.

WELLINGTON ROAD.

John Cairns, Foreman.

Gravelled 396 yards, 10 feet wide by 7 inches deep; and general repairs made along line of road in clearing out ditches and culverts, &c., &c.

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

John Cairns, Foreman.

Forest cleared 747 yards, 25 feet wide.
Grubbed 398 " 12 "
Graded 398 " 12 "

WESTWOOD'S AND BADCOCK'S ROAD.

John Cairns, Foreman.

Made repairs to bridge by taking out old cribbing and putting in a bent, and putting on some new covering-plank.

TODD'S ROAD.

John Cairns, Foreman.

Ditched 40 yards on one side.
Gravelled 54 " 8 feet wide by 8 inches deep.
Made 1 culvert, 18 feet long, 1 foot wide by 1 foot deep.

NORTH GABRIOLA ISLAND.

MCLAY'S AND HIGHAM'S ROAD.

John Cairns, Foreman.

Grubbed 600 yards, 8 feet wide.
Graded 600 " 8 "
Ditched 450 " on both sides.
" 150 " on one side.
Made 3 culverts, 16 feet long, 1 foot wide by 1 foot deep.
And general repairs made along line of old road, in clearing out ditches and culverts, and repairing bridges, etc.

TAYLOR'S AND GRIFFITH'S ROAD.

John Cairns, Foreman.

Forest cleared 279 yards, 18 feet wide.
Grubbed 279 " 9 "
Graded 279 " 9 "
And general repairs made along line of old road.

SOUTH GABRIOLA ISLAND.

DEGNEN'S AND WHARF ROAD.

John Cairns, Foreman.

Grubbed 300 yards, 8 feet wider than old road.
Graded 300 " 16 feet wide.
Ditched 300 " on one side.

CENTRE ROAD, GABRIOLA ISLAND.

John Cairns, Foreman.

Ditched 360 yards, 16 feet wide on both sides.
Made 2 culverts, 16 feet long, 1 foot wide by 1 foot deep.
Built 1 bridge, 10 feet long, 16 feet wide, 3 feet high, with three stringers placed on mud-sills, and covered with split cedar.

TRAIL FROM NANAIMO LAKES TO NITINAT.

James Haslam, Foreman.

Cruised out line of trail from east end of Nanaimo Lakes to Nitinat, 28 miles.

Forest cleared	22,274	yards,	14	feet wide.
Grubbed	1,717	"	3	"
Graded	1,717	"	3	"
Corduroyed	5½	"	7	"

Built 1 bridge, 24 feet long, 7 " by 4 feet high, with three stringers placed on mud-sills, and covered with split cedar.

North Nanaimo District.

—o—

JORDON MINE ROAD.

John Cairns, Foreman.

Forest cleared	238	yards,	14	feet wide.
Graded	238	"	14	"
Ditched	238	"	on one side.	
Excavated earth,	30	"	3 feet wide by 3 feet deep.	

Made 3 culverts, 16 feet long, 1 foot wide by 1 foot deep.
Made repairs along line of old road.

HOSKIN'S ROAD.

John Cairns, Foreman.

Forest cleared 850 yards, 30 feet wide.

WELLINGTON OLD TOWNSITE ROAD.

John Cairns, Foreman.

Graded	152	yards,	27 feet wide.
Ditched	494	"	on one side.
Gravelled	320	"	10 feet wide, 6 inches deep.

PEARSON'S AND MCGARRIGLE'S ROAD.

John Cairns, Foreman.

Forest cleared	163	yards,	16	feet wide.
Graded	163	"	16	"
Ditched	163	"	on one side.	

Made 3 culverts, 16 feet long, 1 foot wide by 1 foot deep.
Repaired bridge.

SOUTH WELLINGTON ROAD.

John Cairns, Foreman.

Graded 50 yards, 18 feet wide.
Gravelled 180 " 12 " 10 inches deep, with ashes.
Made 2 culverts, 18 feet long, 1 foot wide, 1 foot deep.
Re-planked 2 bridges, 16 feet and 14 feet long, respectively, and put hand-railings on same.

NORTHFIELD AND DEPARTURE BAY ROAD.

John Cairns, Foreman.

Ditched 204 yards on both sides.
" 110 " one side.
Made 1 culvert, 19 feet long, 1 foot wide and 1 foot deep.

ROSSVILLE ROAD.

John Cairns, Foreman.

Ditched 180 yards on both sides.
" 50 " one side.
General repairing made along line of road by hauling ashes to fill up holes and ruts.

WELLINGTON ROAD.

John Cairns, Foreman.

Ditched 300 yards on one side.
Gravelled 755 yards, 10 feet wide and 7 inches deep.
Made 2 culverts, 30 feet long, 1½ feet wide by 1 foot deep.
" 1 " 18 " 1½ " 1 "
General repairing made along line of road in cleaning out ditches, &c., and cutting brush from 700 yards along side of road.

FERN'S ROAD.

John Cairns, Foreman.

Graded 200 yards, 10 feet wide.
Ditched 300 " on one side.

RICHARDSON'S, KELLY'S, AND OTHERS' ROAD.

John Cairns, Foreman.

Ditched 140 yards on one side.
Gravelled 100 " 8 feet wide, and 10 inches deep, with ashes.
General repairs made along line of road, in grubbing out stumps and roots, and cutting out logs.

DEPARTURE BAY ROAD.

John Cairns, Foreman.

Gravelled 225 yards, 8 feet wide, 6 inches deep.
General repairing made along line of road, in filling up holes, cutting out brush, and repairing bridges, &c., &c.

SIWASH HILL, NANOOSE ROAD.

James Craig, Foreman.

Forest cleared	1,254 yards,	40 feet wide.		
Grubbed	1,254 "	20 "		
Graded	1,100 "	20 "		
Ditched	762 "	on one side.		
Cribbed	37 "	8 feet wide and 8 feet high.		
Excavated earth	148 "	20 "	by	2½ feet deep.
"	700 "	10 "		2 "
Filled in earth	185 "	20 "		5 "
Gravelled	60 "	12 "		8 inches deep.
Made 4 culverts,	20 feet long,	7 feet wide and 2 feet deep.		
" 1 culvert,	35 "	6 "		4 "
Built 1 bridge,	127 "	16 "		30 feet high.
" 1 "	150 "	16 "		34 "

These bridges are all built of good sound cedar, excepting the flooring; and are built with 4 bents in each; set on mud-sills, and cap well drift-bolted on top of bents. The bents being strengthened with cross and diagonal bracing, well bolted together with iron screw-bolts and drift-bolts. Four cedar stringers are well drift-bolted on top of the caps, and covered with 3-inch plank, well spiked down, and ribbon strip and hand-railing put on each bridge.

ENGLISHMAN'S RIVER ROAD (from Siwash Hill to E. River).

James Craig, Foreman.

Ditched 50 yards on one side.
Gravelled 400 yards, 10 feet wide by 8 inches deep; and general repairing made along line of road.

ITALIAN'S ROAD.

James Craig, Foreman.

Forest cleared 200 yards, 12 feet wide.
Graded 100 " 9 "
General repairs made along line of old road.

NANOOSE BAY AND WHARF ROADS.

James Craig, Foreman.

Forest cleared 110 yards, 15 feet wide.
Grubbed 110 " 10 "
Graded 110 " 10 "
Gravelled 200 " 9 " by 6 inches deep.
Made 1 culvert, 20 feet long, 4 feet wide and 2 feet deep.

NANOOSE ROAD (from Wiles' to Siwash Hill).

James Craig, Foreman.

Forest cleared	400 yards,	15 feet wider than old road.		
Grubbed	300 "	8 "		"
Graded	300 "	18 feet wide.		
Excavated earth	300 "	8 "	by	2 feet deep.
Excavated rock	40 "	15 "		2 "

Made 1 culvert, 30 feet long, 2 feet wide, by 2 feet deep.

ROAD FROM ENGLISHMAN'S RIVER TO FRENCH CREEK.

James Craig, Foreman.

Forest cleared	750 yards,	25 feet wide.	
Grubbed	750 "	18 "	
Graded	750 "	18 "	
Ditched	100 "	on one side.	

Made 3 culverts, 25 feet long, 2½ feet wide, by 2 feet deep.

SAUNDERS' ROAD.

James Craig, Foreman.

Forest cleared	130 yards,	20 feet wide.
Grubbed	130 "	10 "
Graded	130 "	10 "

ROAD FROM ENGLISHMAN'S RIVER TO SIWASH HILL.

James Craig, Foreman.

Forest cleared	100 yards,	20 feet wide.	
Excavated earth	100 "	3 "	6 feet deep.
Filled in	30 "	6 "	6 "

STEWART'S AND SIMS' ROAD.

James Craig, Foreman.

Grubbed	400 yards,	10 feet wide.
Graded	400 "	10 "

AULD'S ROAD.

James Craig, Foreman.

Forest cleared	100 yards,	12 feet wide.
Grubbed	100 "	8 "
Graded	100 "	8 "

And general repairs made along line of road.

RICKARD'S ROAD.

James Craig, Foreman.

General repairs made along line of road.

TURNER'S ROAD.

James Craig, Foreman.

General repairs made along line of road.

RUTHERFORD'S AND OTHERS' ROAD.

James Craig, Foreman.

Forest cleared	500 yards,	10 feet wider than old road.
Grubbed	300 "	16 feet wide.
Graded	300 "	16 "
Ditched	300 "	on one side.
Gravelled	40 "	8 feet wide and 5 inches deep.

WELLINGTON AND DEPARTURE BAY ROAD.

James Craig, Foreman.

Filled in 27 yards, 25 feet wide, by 5 feet deep.
Made 1 culvert, 40 feet long, 3 feet wide, by 2 feet deep.
" 1 " 24 " 1 foot " 1 foot "
General repairing made along line of road.

FISHER'S AND HARDY'S ROAD.

James Craig, Foreman.

Forest cleared 735 yards, 20 feet wide.
Grubbed 735 " 10 "
Graded 735 " 10 "

NANOOSE ROAD.

James Craig, Foreman.

General repairs made along line of road in cutting out brush, &c., &c.

ROAD FROM IRON MINE TO VAN ANDA, TEXADA ISLAND.

James Craig, Foreman.

Grubbed 2,600 yards, 8 feet wide.
Graded 2,600 " 8 "
Excavated rock 40 cubic feet out of road-bed.
Made 2 culverts, 12 feet long, 1 foot wide, and 1 foot deep.

TRAIL FROM PRIEST'S LAKE TO VAN ANDA, TEXADA ISLAND.

James Craig, Foreman.

Forest cleared, 1,900 yards, 6 feet wide.

TRAIL FROM BAY BELOW RAVEN, TOWARDS GILLIS BAY, TEXADA ISLAND.

James Craig, Foreman.

Forest cleared 2,500 yards, 8 feet wide.

S. HAMILTON'S ROAD.

Robt. Craig, Foreman.

Gravelled 400 yards, 6 feet wide, by 8 inches deep.

CROSS ROAD FROM HIRST'S TO ALBERNI ROAD.

Robt. Craig, Foreman.

Forest cleared 850 yards, 30 feet wide.
Grubbed 525 " 15 "
Graded 525 " 15 "
Ditched 1,050 " on one side.
Excavated earth 60 cubic yards.
Gravelled 20 yards, 8 feet wide by 6 inches deep.

CROSS ROAD FROM MCKINNON'S TO ERRINGTON.

Robt. Craig, Foreman.

Grubbed 800 yards, 8 feet wide.
Graded 800 " 8 "
Ditched 240 " 3 " 18 inches deep.
" 484 " partly on both sides of road.
Made 7 culverts, 16 feet long, 5 feet wide by 2 feet deep.

LAWREY'S AND CRAIG'S ROAD.

Robt. Craig, Foreman.

Forest cleared 50 yards, 6 feet wider than old road.
Grubbed 120 " 8 feet wide.
Graded 220 " 8 "
Made 1 culvert, 12 feet long, 2 feet wide, 1 foot deep.

MORRISON'S ROAD.

Robt. Craig, Foreman.

Graded 575 yards, 8 feet wide.
Repaired bridge by putting in a false bent and new cap pieces.

CLARKSON'S AND OTHERS' ROAD TO ALBERNI ROAD.

Robt. Craig, Foreman.

Forest cleared 600 yards, 18 feet wide.
Graded 600 " 9 " just levelled off.

SWAIN'S AND MARSHALL'S ROAD.

Robt. Craig, Foreman.

Grubbed 1,425 yards, 7 feet wide.
Graded 1,425 " 7 "
Excavated earth 20 " 8 " by 2 feet deep.
Gravelled 100 " 7 " 3 inches deep.

DUNN'S AND BUCK'S ROAD.

Robt. Craig, Foreman.

Forest cleared 200 yards, 20 feet wide.
Grubbed 200 " 12 "
Graded 200 " 12 "
Grubbed 1,100 " 6 "
Graded 1,100 " 6 "

CLARKSON'S AND OTHERS' ROAD TO MOSQUITO CREEK.

Robt. Craig, Foreman.

Grubbed 800 yards, 6 feet wide.
Graded 800 " 6 "
Ditched 260 " on one side.
Gravelled 60 " 6 feet wide by 6 inches deep.
Made 3 culverts, 14 feet long, 4 feet wide by 2 feet deep.
Built 1 bridge, 21 feet long, 13 feet wide by 2 feet high, with 3 stringers placed on mud-sills, and covered with split cedar, and ribbed pole put on.

HELLIER'S ROAD TO CLARKSON'S.

Robt. Craig, Foreman.

Forest cleared 700 yards, 20 feet wide.
Grubbed 700 " 7 "
Graded 700 " 7 "
Gravelled 90 " 7 " by 6 inches deep.
Made 1 culvert, 15 feet long, 3 feet wide, 2 feet deep.

FITZGERALD'S AND BUSS ROAD.

Robt. Craig, Foreman.

Forest cleared	490 yards,	15 feet wide.	
Grubbed	290 "	6 "	
Graded	490 "	6 "	
Ditched	45 "	on one side.	

NANAIMO-ALBERNI TRUNK ROAD.

Robert Craig, Foreman.

Forest cleared	3,650 yards,	5 feet wider than old road.	
Grubbed	3,050 "	4 " "	
Graded	4,193 "	13 feet wide.	
Ditched	1,295 "	on one side.	
Excavated earth	5,000 cubic yards out of side hill.		
" rock	150 "	"	
Filled in	1,000 yards,	13 feet wide by	4 feet deep.
Stone wall	25 "	12 "	6 feet high.
Gravelled	2,425 "	7 "	4 inches deep.

Made 9 culverts, 15 feet long, 2 feet wide by $1\frac{1}{2}$ feet deep.

Repaired 5 bridges along line of road.

General repairs made along 10 miles of road, in cutting out brush, etc., and clearing out slide at Cameron Lake, and cutting out jam from under Englishman's River Bridge.

NANAIMO-COMOX TRUNK ROAD.

John Love, Foreman.

Forest cleared	5,630 yards,	25 feet wide.		
Grubbed	5,241 "	13 "		
Graded	5,960 "	13 "		
Ditched	3,450 "	16 inches wide by	10	inches deep.
Excavated earth	80 "	13 feet "	$2\frac{1}{2}$	feet deep.
Filled in	72 "	13 " "	$2\frac{1}{2}$	"
Gravelled	2,117 "	7 " "	5	inches deep.
Made 17 culverts,	15 feet long,	2 " "	$1\frac{1}{2}$	feet deep.
Built 1 bridge	25 "	15 " "	3	feet high.
"	36 "	15 " "	6	"
"	35 "	15 " "	3	"
"	40 "	15 " "	3	"

All built with 4 cedar stringers placed on mud-sills, and covered with split cedar, and ribbon poles put on.

Built 1 bridge across the Big Qualicum River, 392 feet long, 15 feet wide and 12 feet high. The bridge rests on 9 trestle bents and 3 piers, made by driving cedar piles close together and drift-bolted a cap on top of same. The main spans are 37 feet each between the pile piers, and the other spans are 25 feet each between the bents. The bents are 3 posts set on mud-sills with caps, drift-bolted on top of same, and strongly crossbraced. The piles are not less than 12 inches at small end, and are driven from 5 to 8 feet in the river bottom. Four cedar stringers are drift-bolted on the tops of the piers and trestles, and covered with 3-inch plank, well spiked down, forming a 15-foot road-way. The main spans are strengthened with 12 by 12-inch timber in place of ribbon pieces placed on each side on top of flooring, and bolted with iron screw bolts through flooring and stringers. Ribbon pieces put on the balance of the bridge, and hand-railing put on the whole of the same.

Repaired and strengthened the Little Qualicum River Bridge.

Made repairs along line of old road by cutting out the standing timber for 200 yards, 30 feet wide, to let the sun in to dry the road.

RIVER PROTECTION WORKS—LITTLE QUALICUM RIVER.

John Love, Foreman.

Forest cleared 200 yards, 100 feet wide.
Excavated 200 yards of earth, 24 feet wide by 4½ feet deep, for new channel for the river.
Built and put in a wing-dam, 35 yards long, 15 feet wide and 6 feet high, built of logs and brush, and filled with river gravel. This was built to turn the water through the new channel.

RIVER PROTECTION WORKS—FRENCH CREEK.

James Craig, Foreman.

Cribbed	26 yards,	8 feet wide by	4 feet high.
Excavated earth	50 "	20 "	3 feet deep for channel.
Filled in	40 "	10 "	4 "

Removed the brush and logs from main channel of French Creek.

Comox District.

WORKS AND BUILDINGS.

OUT-HOUSES FOR GOVERNMENT OFFICES AND COURT HOUSE AT UNION.

J. A. Mateer, Contractor, $165.00.

Furnished all labour and material to erect and complete a building 14 by 24 feet; 2 by 4 studding and rustic; partitioned with ship-lap into closets and coal and wood bins.

C. Hooper, Contractor, $25.00.

Grubbing large stumps in front of Court House; grading and rough fencing about buildings.

ROADS, STREETS AND BRIDGES.

SUNDRY ROADS.

J. R. Berkeley, Foreman.

Cleared timber off and repaired various roads in February and March.

MCFADYEN'S BRANCH ROAD.

J. R. Berkeley, Foreman.

Forest cleared	550 yards,	20 feet wide.	
Grubbed	550 "	13 "	
Graded	550 "	13 "	

Built 1 bridge, 14 by 28 by 5 feet high.

OYSTER RIVER ROAD.

J. R. Berkeley, Foreman.

Cut out fallen timber and dangerous trees, and repaired corduroy.
Cut out fallen timber and dangerous trees, and repaired corduroy between Oyster River and Stuart's.
Graded 1,870 yards, 13 feet wide.
Ditched parts and removed large roots and stones.
Changed road at hill cutting to side hill grade, about 70 yards in length with gradual curve, thus getting an easier grade.
Made 1 culvert, 3 feet by 14 by 14 wide.

COMOX-UNION ROAD.

R. Ennis, Foreman.

Forest cleared	1,250	yards,	26	feet wide.
Grubbed	1,250	"	16	"
Graded	1,250	"	16	"
Ditched	950	"	3	"

Made 1 culvert, 16 by 8 by 1 foot.
Built 1 bridge, 16 by 24 by 3 feet high (to cut off bad hill at Chinese cemetery); filled in bad holes and covered them with gravel; removed stones and made general repairs on old road.

SUNDRY ROADS.

J. Berkeley, Foreman.

Removed old plank from old long bridge near dyke, and utilized same to mend approach on Courtenay Bridge.
Repaired planking on Rennison's Bridge.

BACK ROAD.

J. R. Berkeley, Foreman.

Ditched 350 yards, 3 feet wide by 3 feet deep.
Gravelled 300 "
Planked one bridge, 14 feet long.
Made general repairs, graded road, and brushed out sides.

FROM COURTENAY TO ROY'S GATE.

J. R. Berkeley, Foreman.

Forest cleared 2000 yards, 5 feet on each side of road.
Grubbed 700 " 13 feet wide.
Ditched 400 "
Made two culverts, 14 feet by 3 feet by 2 feet.
Built one bridge over Scott Creek, 29 feet long, 4 red fir stringers flatted 12 by 12; mud-sills, red fir, 22 inches in diameter; bridge raised above old level and road repaired.
Made two culverts, 14 feet by 3 feet wide by 2 feet.
Removed roots and stones and made general repairs.

BLACK CREEK ROAD (from Salmond's to Oyster River.)

J. R. Berkeley, Foreman.

Graded 3520 yards, 13 feet wide.
Ditched 400 " 3 " by 2 deep.
Corduroyed 60 " 13 feet wide.
Hauled 304 loads gravel.
Made three culverts, 14 feet by 18 inches by 18 inches.
Took out roots and stones; filled in bad holes and repaired Black Creek Bridge.

COURTENAY TRESTLE BRIDGE.

J. R. Berkeley, Foreman.

Respiked old planking and laid new 3-inch plank diagonally over old for entire length of bridge and approaches, 293 feet.

LAKE TRAIL.

J. R. Berkeley, Foreman.

Hauled 130 loads gravel.
Fixed culverts and corduroy and filled in bad holes.

McDONALD'S ROAD.

Graded bad places.

PIERCY AND HONIGAN'S ROAD.

J. R. Berkeley, Foreman.

Ditched 425 yards, 2 feet wide by 18 inches deep.
Made one culvert, 14 feet by 3 by 18 feet.
Removed roots and stumps and rocks and did some grading.

PIERCY AND McQUILLAN'S ROAD.

J. R. Berkeley, Foreman.

Ditched 250 yards, 3 feet wide on upper side.
Gravelled 300 " 8 " by 4 inches deep.
Filled in holes.

REE'S BRIDGE.

J. R. Berkeley, Foreman.

Removed old planking and re-covered with plank 3 by 12 by 14 feet long entire length of structure, 221 lineal feet; repaired hand-rail; cut down overhanging trees.

BURNS AND PERKINS' ROAD.

Repaired bad places.

ANDERTON'S ROAD.

J. R. Berkeley, Foreman.

Graded 600 yards.
Ditched 80 " 2 feet by 18 inches.
Cleared out sides of road of small brush and timber.

WALSH AND RADFORD'S ROAD.

A. Radford, Foreman.

Graded	440 yards,	14 feet wide.		
Ditched	100 "	2 "		
Corduroyed	80 "	14 "		cedar.
Gravelled	125 "	12 "		5 inches deep.

UPPER PRAIRIE ROAD TO SALMOND'S.

J. R. Berkeley, Foreman.

Forest cleared 88 yards, 20 feet wide.
Grubbed 88 " 16 "
Graded 88 " 16 "
Ditched 88 " 2 " by 18 inches deep.
Hauled 85 loads gravel on bad places.
Built 6 bridges—average, 20 feet by 18 feet by 2 feet high—of cedar and red fir.
Made general repairs.

WILLIAMS' AND MILLER'S ROAD.

J. R. Berkeley, Foreman.

Grubbed 175 yards, 14 feet wide.
Graded 175 " 14 "
Ditched 152 " 2 " by 18 inches deep.
Made 3 culverts, 2 feet by 18 inches.
Built 1 bridge, 12 feet by 14 feet, planked.
On Miller's Road—Re-covered small bridge and culvert with plank, and filled in bad places with gravel. Made general repairs.

SUNDRY ROADS.

Cut out wind-falls on various roads in October and December.

FLATS ROAD.

J. R. Berkeley, Foreman.

Repaired this road from Comox Wharf to Scott's; cribbed 12 yards, 7 feet high, at wharf approach; hauled 380 loads gravel on portions required.
Made 5 culverts, averaging 14 feet wide, by 3 feet by 6 feet.
Repaired 2 bridges, 14 feet by 14 feet by 3 feet.
Made general repairs.

DYKE ON FLATS ROAD.

Hauled 680 loads rock and dumped them over side between flood-gates to strengthen base of sheet piling.
Filled in depressions in road-bed, caused by earth settling.

TSOLUM RIVER ROAD (from Scott's to Creech's).

J. R. Berkeley, Foreman.

Covered long corduroy with brush and gravel; filled in holes in road-bed with gravel; removed roots and made general repairs.

HARDY'S AND NOB HILL ROAD.

J. R. Berkely, Foreman.

Grubbed 50 yards, 13 feet wide.
Graded 50 " 13 "
Ditched 30 " 2 " 1 foot deep.
Corduroyed 12 " 14 "
Gravelled 150 " 9 " 4 inches deep.
Made 2 culverts, averaging 14 feet by 4 by 2.
Made general repairs.
Dug tail-drain and cleared creek-bed.
Brushed out sides of road and cleared logs.

NANAIMO-COMOX TRUNK ROAD.

J. R. Berkeley and R. Ennis, Foremen.

FROM UNION TO ROY'S GATE.

Forest cleared 5,830 yards, 24 feet wide.
Grubbed 3,200 " 14 "
Graded 7,400 " 14 "
Ditched 2,770 " 3 feet by 18 inches.
Corduroyed 532 " 14 feet wide.
Filled in 300 " 14 " 2 deep.
Made 2 culverts, average 5 feet by 14 by 18 inches.
" 3 " 6 " 14 " 12 "
" 2 " 6 " 14 " 14 "
Built 1 bridge, 30 " 15 " 5 feet.
" 1 " 34 " 20 " 1 foot.
Cedar sills and stringers, split cedar puncheon covering.
Built 1 bridge, 49 by 14 by 5 feet, cedar mud-sills, 3 stringers of red fir, 3-inch plank covering.
Widened out a number of cuts on old railway grade from 7 to 14 feet, by cutting out one bank and placing earth so obtained in old road-bed, and forming ditch on one side; removed all rocks. On Boulder Ridge, giant powder had to be employed to remove a large number of very heavy boulders; gravel was then hauled to fill up the holes made by this work.
Old railway banks stripped to form 14 foot roadway; thick second-growth firs and brush swamped out of sides of road, nearly the entire distance.
Cleared out old ditches and tail-drains.

FROM ROY'S TO UNION POINT.

J. R. Berkeley, Foreman.

Graded 375 yards, 18 feet wide.
Ditched 1,000 " 2 " 20 inches deep.
Filled in 38 " 14 " by 3 feet deep.
Made 2 culverts, average 8 feet by 14 by 3 feet.
" 2 " " 2 " 14 " 18 inches.
Built 4 bridges, 122 lineal feet, 14 feet wide by 4½ feet; brushed out 4 miles of the road which was over-grown; cleared out fallen timber, &c.

COMOX-NANAIMO TRUNK ROAD, near George Howell's.

J. R. Berkeley, Foreman.

Ditched 400 yards, 2 feet by 20 inches.
Hauled 60 loads of gravel.
Made 1 culvert, 4 feet by 2 by 2.
Built 1 bridge, 48 feet long by 14 feet by 6 feet, covered with 3 by 12 planking, 14 feet long; 24 feet of approaches at each end raised by earth filling.

CROSSING OVER BIG SWAMP, UNION.

H. Martin, Contractor, $158.

556 feet in length, 15 feet wide.
Brush and turnpike, and gravelled.

Section 4—1¾ *Miles* (under construction).

William Baikie, Contractor, $850.

Section 5—1¼ *Miles* (under construction).

F. Cunliffe, Contractor, $575.

Section 6 —1 *Mile* (under construction).

Ryan Bros., Contractors, $585.

Section 7—1 *Mile* (under construction).

F. Cunliffe, Contractor, $1,384.

COMOX DISTRICT ROADS.

(Between 2nd and 3rd Streets, Windermere Avenue, Cumberland.)

Alex. Grant, Contractor, $65.

Clearing and grading street in front of Government Offices, Union.

VALDEZ ISLAND.

Wm. Hughes, Foreman.

Forest cleared	2,640 yards,	13 feet wide.	
Grubbed	1,700 "	10 "	
Graded	3,960 "	13 "	
Ditched	50 "	18 by 18 inches.	
Corduroyed	80 feet,	12 feet wide.	
Filled in	100 yards,	10 "	

Made 3 culverts, averaging 12 feet.

Built 1 foot-bridge 50 by 3 feet wide, on main road between Quathiaski Cove and Drew Harbour, and Heriot Bay, and from main road to Cape Mudge, and connecting with new wharf at Cove.

READ ISLAND.

E. W. Wylie, Foreman.

Forest cleared	1,760 yards,	20 feet wide.
Grubbed	880 "	
Graded	880 "	
Excavated rock	10 "	12 feet wide.

Made 2 culverts, 25 feet by 1 foot.

Built 1 bridge, 40 feet by 14 feet.

CORTEZ ISLAND.

M. Manson, Foreman.

Forest cleared	2,323 yards,	12 feet wide.
Graded	1,670 "	6 "
Corduroyed	58 "	10 "

Built 1 bridge, 21 feet by 10 by 4 feet, on road at north side of lakes near Clytosin.

Wm. Brenidge, Foreman.

Built 1 bridge 300 feet by 12 by 10 feet high, across head of lagoon, near Whaleton, to enable settlers from Squirrel Cove and interior of island to drive teams to wharf at Whaleton.

HERNANDO ISLAND.

M. R. Rorison, Foreman.

Forest cleared	4,800 yards,	14 feet wide.
Graded	3,000 "	

Removed rocks, roots, etc.

DANISH COLONY, NORTH END VANCOUVER ISLAND.

Charles C. Helling, Foreman.

From June 12th to October 30th.

Forest cleared	7,227	yards,	12	feet wide.
Grubbed	7,227	"	12	"
Graded	7,227	"	10	"
Double ditched	6,297	"		
Cut and filled with single ditch	470	"		
Corduroyed	566	"	10	"

Made six bridges, averaging 40 feet long by 12 feet wide.
Made sixty-nine culverts, averaging 2 feet deep by 4 feet long by 12 feet wide.
Ditching four culverts, 100 yards.

VALDEZ ISLAND WHARF (Quathiaski Cove).

A. Raynes, Foreman.

Built new wharf; approach 130 feet long 16 feet wide; extension 30 by 60; pinned with 1-inch iron and well braced with clinched pins; caps and stringers, 12 inches; freight shed, 12 by 16 feet; 80 piles driven from 7 to 10 feet.

HORNBY ISLAND.

Geo. Heatherbell, M. Whitehead, and T. Williams, Supervisors.

SOUTH SIDE.

Contract No. 1.

W. C. Spence, $34.

Cleared off logs and gravelled cuts.
Ditched 157 yards.
Removed culvert and filled with stone.
Cleaned out ditch, 14 yards.

Contract No. 2.

W. C. Spence, $3.50.

Made water trough, 5 feet long, 2 feet wide.

Contract No. 3.

W. C. Spence, $4.

Cleared road of all loose rocks and overhanging trees and limbs, 15 feet above school-house and to wharf, 4 miles.

Contract No. 4.

W. T. Grant, $15.

Cleaned out ditches, 2 miles, and put in 1 culvert.

Contract No. 5.

Jno. Scott, $11.

Built and placed 3 bents under Ford's Bridge.

Contract No. 6.

W. Ford, $27.50.

Widened road on mountain grade and built one retaining wall.

NORTH SIDE.

Contract No. 1.

John A. Graham, $475.

THE GOOSE SPIT WHARF ROAD, ¾ MILE.

Graded side hill; cribbed and blasted same, and made road the above distance, 5 feet 2 inches wide.
Built one bridge of cedar, 60 feet long, 10 feet high and 12 feet wide.

DENMAN ISLAND.

T. H. Piercy, A. Pickles and A. Graham, Supervisors.

EAST ROAD.

Contract No. 1.

Jno. McFarlane, $56.82.

Corduroyed and gravelled 40 feet.
Filling 46 feet.
Grubbed 66 feet.
Graded 660 feet; cleared out 22 feet, and double turnpiked 22 feet wide.
Made 1 new culvert.

Contract No. 2.

A. Graham, $37.

Cleared 198 feet, 22 feet wide, and double turnpiked 22 feet wide.
do 198 " 18 " " 18 "
Made 1 new culvert.

BEAVER-DAM ROAD.

Contract No. 1.

Wm. Baikie, $9.75.

Cleared 198 feet, 18 feet wide, and double turnpiked 18 feet wide.
Made 1 new culvert.

Contract No. 2.

T. Chalmers, $14.

Gravelled 429 feet, 8 feet wide, and 8 inches deep, and repairs.

WEST ROAD.

Contract No. 1.

R. Swan, $55.

Cleared out 371 feet, 22 feet wide, and double turnpiked 22 feet wide.

Contract No. 2.

H. Piercy, $76.92.

Cleared out 66 feet.
Gravelled 10 feet wide, 6 inches deep.
Cleared out 684 feet, 22 feet wide, and double turnpiked 22 feet wide.

Contract No. 3.

T. Nelson, $15.

Cleared out 132 feet, 22 feet wide, and double turnpiked 22 feet wide.
Made 1 culvert.

Contract No. 4.

Wm. Baikie, $5.17.

Cleared 111 feet, 18 feet wide, and double turnpiked 18 feet wide.

Contract No. 5.

A. Graham, $7.

Cutting down a hill and filling up.

Contract No. 6.

A. Graham, $24.

Cleared out 528 feet, 18 feet wide, and double turnpiked 18 feet wide.

CROSS ROAD.

Contract No. 1.

Wm. Baikie, $119.07.

Cleared out 1,408 feet, 22 feet wide, and double turnpiked 22 feet wide.

Contract No. 2.

T. Chalmers, $73.

Cleared out 198 feet, 22 feet wide, and double turnpiked 22 feet wide.
Gravelled 462 feet, 10 feet wide, and 8 inches deep.

Contract No. 3.

R. Swan, $35.25.

Cleared out 330 feet, 22 feet wide, and double turnpiked 22 feet wide, with repairs.

Contract No. 4.

T. Kennan, $34.

Cleared out 330 feet, 22 feet wide, and double turnpiked 22 feet wide.
Made 1 culvert.

Contract No. 5.

A. Graham, $8.

Cleared out 105 feet, 22 feet wide, and double turnpiked 22 feet wide.

DENMAN ISLAND SCHOOL-HOUSE.

A. Grant, Contractor, $400.

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

New Westminster District.

—o—

SCHOOL-HOUSE, STAVE RIVER.

Maxwell & Downie, Contractors, $487.

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

STEVESTON SCHOOL-HOUSE.

D. G. Mackay, Contractor, $526.

Furnished all materials and erected a building as above.

MAPLE RIDGE SCHOOL-HOUSE.

S. J. Kelly, Contractor, $485.

Supplied all requisites, and built a frame addition to the existing school-house.

CAMP SLOUGH SCHOOL.

R. J. Muirhead, Contractor, $364.

Erected a country school-house in conformity with plans and specifications.

ADDITION TO ASYLUM FOR THE INSANE AT NEW WESTMINSTER.

John Couglan, Contractor, $19,759.

Erected a plain, substantial, two-story brick wing to main building, of about the same size as existing ward blocks, with accommodation for 60 patients, each floor having a spacious day-room for patients, and all sanitary arrangements being placed in an annex. There are also five bedrooms on each floor in another annex for troublesome patients. The water supply has been entirely re-arranged on a system approved of by the Chief of the New Westminster Fire Department.

SYNOPSIS OF DYKING OPERATIONS.

"In the early spring of 1897, the Commissioners of the Maple Ridge Dyking District let by contract to the McLean Bros. the raising of their dyke to a grade two feet above high water mark of 1894, and the making of a new dyke along a portion of the Fraser River. This work has, in part, been effected, but, owing to the absence of funds in the Commissioners' hands, operations had to be abandoned and the work left unfinished. Arrangements are being made by Government for the due completion of this undertaking.

"A short time before the rise of the Fraser in 1897, the Matsqui Commissioners made arrangements for repairing the breaches in their dyke caused by the high water of 1896. The

work was overtaken by the freshet, and had to be abandoned. Arrangements have been made by Government for the building of about six miles of new dyke on Matsqui Prairie, and the raising and strengthening of about one and a half miles more of old dyke. About one-third of the right of way for the new dyke has been cleared, and the site of the base of the bank grubbed and partly ploughed. The line of dyke has also been located with a view to a correct assessment.

"Owing to distress shown by the dykes during the freshet of 1896, steps were taken by Government to prevent, if possible, any break during the high water of 1897. In Coquitlam, various weak spots were strengthened, and the gates, which were in a critical state, were dyked round. Similar arrangements were made on the Pitt Meadows dyke, which had one of its gates also banked round. In Maple Ridge, the gate on the Lillooet was in a like manner protected.

"Owing to the inability of the Maple Ridge and Coquitlam Dyking Commissioners, through lack of funds, to work their pumps during the freshet of 1897, Government afforded them help, and kept the pumps running during the entire freshet.

"Owing to certain damage done to the dykes during the freshet of 1896, and to their lack of effectiveness in certain particulars, Messrs. Mohun and Tytler were instructed to make a joint examination of the dykes in which Government were interested, through their guarantee of four per cent. interest on debentures sold by the Commissioners, and report and estimate the works necessary to make the said dykes effective. This has been done, and their reports submitted.

"Under the 'Dyking and Debenture Act, 1897,' and in accordance with an Order in Council dated 8th September, 1897, an Inspector of Dykes has been appointed for the dyking districts of Sumas, Matsqui, Maple Ridge, Coquitlam, and Pitt Meadows, and his reports on these districts, embodying estimates for the completion and extension of the works, together with their maintenance during the currency of the debentures, and the expenses heretofore incurred by Government on behalf of these works, have been submitted.

"FRED'K J. L. TYTLER, C. E.,
"*Inspector of Dykes.*"

John Sprott, Superintendent.

MANSQUAM RIVER, SQUAMISH VALLEY.

R. F. Bonson, Foreman.

Cleaned out timber jams from the channel to prevent the water during floods from overflowing and damaging the adjacent lands and the public roads and bridges; cut, blasted and burned logs and trees; removed fallen trees, blasted roots and stumps, and cleaned about 2½ miles; drove 42 piles for bridges; constructed 2 bridges, 140 feet and 80 feet, respectively, by 14 feet wide; capped 4 runs of stringers, covered with 3-inch sawn covering, hand-rails and braces; made one culvert, 4 feet by 4 feet by 20 feet; built freight shed on the Government Wharf at Mashiter's Landing, 14 feet by 22 feet. Special grant $2,800.

SQUAMISH VALLEY, ROADS, BRIDGES, &c.

R. F. Bonson, Foreman.

Repairs to the Cheeki Bridge—Repaired crib-pier and partly filled with rock inside; did some rip-rapping outside of pier; graded and improved road in several places.
N. B.—The specimen of timber for England was obtained at this time.
Cost, about $95.

REPAIRS TO THE HAYDEN AND ANDERSON ROAD, CHEAKAMUS VALLEY, SQUAMISH SETTLEMENT.

I. J. Hayden, Foreman.

Blasted rock and cut down grade, and constructed a passable road through the Pass. Built two bridges, 3 stringers each, and covered with split cedar; total length about 120 feet by 12 feet wide, average 4 feet high.
Cost, about $100.

HASTINGS TOWNSITE ROADS.

James Gunn, Foreman.

Cut and removed fallen timber from roads after a gale on the 25th of March last.
Cost, about $36.

HASTINGS AND VANCOUVER TRUNK ROAD OUTSIDE OF MUNICIPAL LIMITS.

James Gunn, Foreman.

Removed 24 worn and broken planks from covering of two bridges, and replaced with new ones, 3 inches by 12 inches by 14 feet; leveled up ends of bridges; cleared out culverts and cleaned ditches for a distance of 2,640 yards; made one earth fill, average 3 feet deep; for a distance of 3,520 yards; cut and removed brush and logs on both sides of the road; gravelled 1,980 yards, 14 feet by 6 inches, with beach gravel; constructed 2 culverts, average 3 feet by 2 feet by 16 feet.
Cost, about $370.

PITT RIVER ROAD OUTSIDE MUNICIPAL LIMITS.

James Gunn, Foreman.

Cut and removed fallen timber after a gale on the 25th of March last; filled in two washouts and cleared out ditches and culverts, and later in the season cut brush on both sides of the road; cleaned and deepened ditches; filled in holes and wheel ruts with stones and gravel to proper level of road.
Cost, about $60.

NORTH ARM ROAD OUTSIDE MUNICIPAL LIMITS.

James Gunn, Foreman.

Cut and removed fallen timber after a gale on the 25th of March last.
Cost, about $19.

REPAIRS ON THE MAIN ROAD (from Pitt Meadows to the Fraser River, at Bonson's Landing, Township 9).

L. F. Bonson, Foreman.

Grubbed	1,630 yards,	22 feet wide.	
Graded	1,630 "	22 "	
Corduroyed	581 "	12 "	
Ditched	1,584 "	3 feet by 3 feet.	

Built 3 bridges, 206 feet by 16 feet, and 2 bridges, 80 feet by 16 feet.

ROAD AND DITCH FROM DYKE TO FRASER RIVER.

L. F. Bonson, Foreman.

Grubbed	176 yards,	26 feet.	
Graded	286 "	26 "	
Ditched	308 "	4 "	by 5 feet, 6 inches.

Built about 100 feet of box drain at river end of ditch, 12 inches by 24 inches, 2-inch cedar plank.

WHARF AT FRASER RIVER, SOUTH END OF HIGGINSON ROAD (Township 9).

L. F. Bonson, Foreman.

Wharf measures 60 feet by 60 feet by 24 feet, contains 47 piles, from 16 feet to 40 feet, has 8 small end joists; wharf is covered with 3-inch by 12-inch flooring; structure properly secured with $\frac{7}{8}$ inch drift-bolts.

BRIDGE OVER KEATSIE SLOUGH, PORT HAMMOND.

L. F. Bonson, Foreman.

Renewed bridge; put in new stringers and corbels, covered with 3-inch plank, and made bents equal to new.
Cut and made ready about 165,000 feet of cedar plank for roads on Pitt Meadows, which will be lain in due course.
Total cost for Pitt Meadows, etc., about $2,544.

HAMPTON AND LAITY ROAD.

L. F. Bonson, Foreman.

Grubbed	352	yards,	20 feet wide.
Graded	352	"	20 "
Ditched	714	"	3 by 2.
Made 1 culvert	40 feet by 2 by 2.		

Cost, about $109.20.

SHARP ROAD, Pitt Meadows, Township 9.

L. F. Bonson, Foreman.

Forest cleared	220	yards,	40 feet wide.
Grubbed	400	"	22 "
Graded	400	"	20 "
Corduroyed	157	"	12 "

Cost, about $45.

DEROCHE ROAD, Nicomin Island.

H. Ross, Foreman.

Laid 33 loads of brush to form bed for road.
Laid 26 " rock on top of brush.
Laid 18 " earth fill 18 feet by 2 feet.
Constructed two bent bridges, 75 feet by 14 feet by 15 feet high, and covered with split cedar 4 inches thick.
Cost, about $100.

NORTH NICOMIN ROAD, extending from Lisgar Fruit Farm to the Nicomin Station.

H. Ross, Foreman.

Forest cleared 1,320 yards, 40 feet wide.
Grubbed 1,320 " 30 "
Graded 1,320 " and raised roadway the whole distance 20 inches and 18 feet wide.
60 feet laid with brush 18 feet wide and 12 inches deep.
60 feet of corduroy laid 18 " 4 " thick.
Made one culvert, 14 feet by 2 feet by 2 feet, covered with split cedar 4 inches thick.
Cut 86 feet of ditch, 2 feet by 18 inches.
Raised 200 feet of the old grade 19 inches by 18 feet wide.
Cut 400 feet of ditch, 2 feet by 4 feet wide.
100 feet of side hill cut 18 feet wide 3 feet deep, and road graded.
One bridge repaired and loaded with 12 inches of clay.
Constructed two bridges, each 24 feet long, covered with split cedar 13 inches by 4 inches thick.
Total distance of road opened and repaired, 7 miles.
Cost, about $391.

NICOMIN ISLAND ROADS.

H. Ross, Foreman.

Forest cleared, grubbed and graded about 4,000 feet by 20 feet, and made general road repairs over a distance of 7 miles; also brushed out the road for a distance of 2 miles, 40 feet wide; cleared out logs and stumps, grubbed and graded, 16 feet wide, for a distance of 2 miles, and made the following fills:—

No. 1	Distance,	120	yards by	20	feet wide by	$2\frac{1}{2}$	feet high.
2	"	27	"	20	"	4	"
3	"	25	"	20	"	4	"
4	"	64	"	20	"	3	"
5	"	130	"	20	"	4	"

Raised general grade of roads as follows:—

No. 1	Distance raised,	100	feet by	20	feet by	$1\frac{1}{2}$	feet.
2	"	75	"	20	"	1	"
3	"	200	"	20	"	$2\frac{1}{2}$	"
4	"	250	"	20	"	$2\frac{1}{2}$	"
5	"	300	"	20	"	$2\frac{1}{2}$	"
6	"	900	"	20	"	$1\frac{1}{2}$	"
7	"	300	"	20	"	$1\frac{1}{2}$	"
8	"	150	"	20	"	$1\frac{1}{2}$	"
9	"	75	"	20	"	1	"

Cleaned and deepened ditches; repaired old culverts and constructed two new culverts. Removed large cedar, 6 feet in diameter, from road-bed; also 2 stumps 15 feet each.

Cost, about $584.

SUMAS MOUNTAIN ROAD.

H. Ross, Foreman.

Forest cleared, about 600 yards; stumped and graded 600 yards; stumped and graded 750 yards of road 12 feet wide; graded one mile of road to width of 12 feet; made 2 cuts—No. 1, 200 yards by 12 feet by $4\frac{1}{2}$ feet; No. 2, 800 yards by 12 feet by $5\frac{1}{2}$ feet; split and laid 150 feet of cedar punching, and covered with earth on top; cleared out all wind-falls; repaired road generally, and widened to 12 feet for a distance of 3 miles; excavated 50 yards of rock; cribbed up and filled with rock, the lower side of road, and covered with earth; blasted out stumps and boulders in road-bed, and made general repairs for a distance of about 5 miles; put in 2 new culverts, 12 feet by 12 feet by 2 feet. Road now fit for waggon travel from Murphy's landing to Sumas boundary line.

Cost, about $212.

MOFFIT ROAD.

H. Ross, Foreman.

Stumped, graded, and levelled road for a distance of 400 yards, and 12 feet wide; graded road for a distance of 3,000 feet, and 12 feet wide; cribbed outer edge of road with logs, cribbing varying one to four feet in height, and filled in with broken rock, and covered with earth on top; removed rocks and blasted out boulders on road-bed; constructed 2 new culverts, 2 feet by 6 feet by 12 feet; built 2 bridges—No. 1, 24 feet long and 6 feet high by 12 feet wide—No. 2, 65 feet long and 15 feet high by 12 wide. Material used in above bridges is cedar. No. 2 bridge is fitted with hand-rails, &c., and built on 12 feet by 12-inch piers; foundations excavated to bed-rock, which had to be drilled and blasted, to enable construction.

Cost, about $199.25.

ABBOTTSFORD TOWNSITE ROAD TO HUNTINGDON.

H. Ross, Foreman.

Forest cleared, right of way, and stumped 40 feet wide, for a distance of half a mile; grubbed ¼ mile; graded, 1½ mile by 20 feet wide; ditched 1 mile 24 inches by 24 inches; corduroyed 300 yards with cedar 12 feet long by 3 inches thick; made 6 new culverts, averaging 12 feet by 12 feet by 1 foot. This road connects with municipal road to Huntingdon.

Cost, about $486.25.

NEW WESTMINSTER, HOPE AND YALE ROAD, through Abbottsford Townsite.

H. Ross, Foreman.

Graded ½ mile 20 feet wide; raised road-bed 18 inches, for about one thousand yards; spread 275 yards of gravel; put in 2¼ miles of ditch, one each side of road; widened road from municipal line to bridge; put in 2 new culverts, 16 feet by 2 feet by 1 foot; and cut brush both sides of road through the townsite.

Cost, about $194.

ROADS, MISSION CITY ROADS, &c., &c., CADE ROADS.

Repaired 3 bridges—No. 1, re-covered with fresh cedar planking, and placed guard-logs on both sides; length of bridge, 50 feet. No. 2, bridge 40 feet long, re-covered with new split cedar, and re-blocked bridge with new material. Bridge No. 3, re-covered for 35 feet with new cedar, and placed proper guard-logs on both sides. All bridges properly loaded with dirt.

MILLS, MERCHON, CALIFORNIA AND JAMES STREETS.

Mills Street, built 200 yards sidewalks, 4 feet wide, 2 inch by 12 inch plank.
Merchon Street, " 888 " " " "
California " " 73 " " " " graded 100 feet wide, and 16 feet 4 inches at crown.
James Street, built 105 yards sidewalks, 4 feet wide, 2 inch by 12 inch fir plank.
The posts are all split cedar, and average 5 inches by 5 inches; mud-sills, 9 inches; bracing, 1 inch by 6 inches; the whole fastened with requisite nails and spikes; bed of sidewalks properly graded to receive structures.

HORNE AVENUE, WASHINGTON STREET, AND CADE ROAD.

Grubbed 30 stumps, averaging 2½ feet diameter; graded 140 yards, 16 feet wide, and 14 high; excavated 200 yards of earth, 16 feet wide, 5 feet deep; made one culvert, 16 feet long by 4 by 2; built one bridge, 20 feet, 12 feet wide, and 3 feet high; constructed 60 feet of hand-rails corner of Horne Avenue and Washington Street, and, on Horne Avenue, levelled and blocked up 666 yards of street; put in 1,200 feet of new plank, also 666 yards of sidewalk levelled up and repaired underpinning, and put in new sills where necessary, also new braces and 120 new planks 2-inch by 12-inch by 8 feet; 200 yards of above street graded 18 feet wide and 8 inches high.

DOWNIE AND TUPPER STREETS.

Cleared 500 yards, 30 feet wide.
Grubbed 500 " 22 "
Graded 333 " 20 inches high at crown.
Ditched 666 " 18 inches by 18 inches.
Filled 18½ feet, 16 feet by 3 feet.

CHURCH AND LIVERPOOL STREETS.

Built 23½ yards of sidewalk, 4 feet wide, 2-inch by 12-inch fir plank, posts and caps of split cedar, averaging 5 inches by 5 inches.

Graded	33½	yards,	16	feet wide by	14	inches at crown.
Ditched	33½	"	2	"	12	" deep.
Corduroyed	5½	"	12	"	4	" thick.

Braced 700 yards of sidewalk with 1-inch by 6-inch sawn fir, and put in 75 new planks, 8 feet long; constructed sidewalk on Church Street, and graded and repaired street and sidewalk on Liverpool Street.

SILVER CREEK ROAD.

Cleared and cut out logs, etc., for a distance of 400 feet and 20 feet wide; 5 stumps removed; excavated 400 feet of earth 16 feet by 3 feet deep; also 150 feet of rock 20 feet wide by 5 feet deep; made fill 48 feet by 18 feet by 2½ feet; made one new culvert, 18 feet by 2 feet by 2 feet.

REPAIRS ON GENERAL ROADS, ETC., MISSION CITY.

H. Ross, Foreman.

Graded	674	yards,	25	feet wide.	
Ditched	740	"	3	"	
Corduroyed	45	"	16	"	
Cribbed	10	"	24	"	
Filled	10	"	24	"	by 8 feet deep.

Made six culverts, 2 by 1 by 16 feet; repaired 2 bridges, 20 feet long by 12 feet wide by 5 feet high; also felled, cut, split and hauled timber for repairs to Mission City streets and road repairs, etc.

Cost, about $1,250.

DAMAGE CAUSED BY WINDSTORM ETC., TO MISSION CITY ROADS, BRIDGES, SIDEWALKS, ETC.

H. Ross, Foreman.

Cut and removed all fallen timber and débris thrown by storm on the Silverdale and Wharton Road; cleaned out ditches, etc., and on the Home Avenue rebuilt 60 feet of sidewalk 8 feet wide and 4 feet high; previous walk being completely wrecked by storm.

Cost, about $20.

ROADS CONSTRUCTED AND REPAIRED in Lot 301, adjoining Vancouver City Limits.

James Gunn, Foreman.

MARTHA STREET.

Graded 9 chains, 16 feet wide.

ARTHUR STREET.

Forest cleared	13	chains,	16	feet high and	14 inches at crown.
Ditched	26	"	2	" by 1 foot.	
Corduroyed	132	"	16	" by 3 inches.	

Made 2 culverts, 16 feet by 2 feet by 1 foot, and covered with split cedar 4 inches thick.

VALENTINE AND BEECHIE STREETS.

Forest cleared	17	chains,	66	feet wide.
Grubbed and graded	17	"	16	"
Ditched	34	"	2	feet by 1 foot.
Macadamized	80	"	14	feet wide and 6 inches deep.

Made one culvert, 20 feet by 4 feet by 2 feet.

ARTHUR STREET.

Forest cleared	13	chains,	66	feet wide.
Graded	13	"	16	" and 14 inches high at crown.
Ditched	26	"	2	feet by 1 foot.
Corduroyed	132	"	16	feet by 3 inches.

Made two culverts, 16 feet by 2 feet by 1 foot, and covered with split cedar 4 inches thick.

WILLIAM STREET.

Forest cleared	8	chains,	66	feet wide.
Graded	8	"	16	" and 14 inches high at crown.
Ditched	16	"	2	feet by 1 foot.
Corduroyed	66	"	16	feet by 3 inches.

Made one culvert, 16 feet by 2 feet by 1 foot, covered with split cedar 4 inches thick.

FREDERICK STREET.

Forest cleared	8	chains,	66	feet wide.
Graded	8	"	16	" and 14 inches high at crown.
Ditched	16	feet by 2 feet by 1 foot.		
Corduroyed	66	chains,	16	feet by 3 inches.

Made one culvert, 16 feet by 2 feet by 1 foot, and covered with split cedar 4 inches thick.

AVENUE ROAD.

Graded 22 chains; hauled lumber and built 22 chains of 3-foot sidewalk.

WESTMINSTER AND CEMETERY ROADS.

Filled all wheel ruts and spread roads with broken rock.

TRUNK ROADS.

All wheel ruts filled in with broken stone to proper level of road-bed, etc., etc.
Lot 301, cost about $1,040.

HASTINGS STREET AND DUNDAS STREET, Hastings Townsite.

James Gunn, Foreman.

Forest cleared	1,760	yards,	averaging	66	feet wide.
Grubbed	1,760	"	"	22	"
Graded	1,760	"	"	18	"
Ditched	3,520	"	"	2	" by 1 foot.
Gravelled	880	"	"	14	" 6 inches.

Made 3 culverts, 2 feet by 3 feet, by 18 feet.
Cost, about $335.

BOUNDARY ROAD, between Burnaby Municipality and Hastings Townsite.

James Gunn, Foreman.

Graded	935	yards,	14	feet wide.
Ditched	1,870	"	2	" by 3 feet.
Corduroyed	935	"	with split cedar, 12 feet and 14 feet by 3 inches thick.	

Made 1 culvert, 2 feet by 3 feet by 16 feet.
Cost, about $543.

PORT MOODY TRUNK ROAD AND ROAD TO HEAD OF PORT MOODY BAY.

James Gunn, Foreman.

Forest cleared	1,760	yards,	averaging 66 feet wide.
Ditched	2,640	"	3 feet by 2 feet.
Corduroyed	88	"	12 " 3 inches.
Filled in	20	"	30 feet wide, and averaging 3 feet deep.
Gravelled	440	"	14 feet by 4 inches.

Made 5 culverts, averaging 4 feet by 2 feet, by 16 feet.

ROAD ON THE NORTH SHORE PORT MOODY BAY.

James Gunn, Foreman.

Cut and removed all brush, logs, etc.
Corduroyed 110 yards, 14 feet by 3 inches.
Made 4 culverts, averaging 3 feet by 2 feet by 12 feet.
Built 1 bridge, 20 feet long by 16 feet wide, and covered with split cedar.

PORT MOODY NORTH ROAD TO ALICEVILLE.

Jas. Gunn, Foreman.

Cut and removed all brush and logs along both sides of road.
Cut and removed logs, etc., from ditches, and ditched 88 chains, 3 feet by 2 feet.
Total cost, about $611.

CONSTRUCTION OF PUBLIC WHARF AT LUNDS, MALASPINA STRAITS.

R. F. Bonson, Foreman.

Wharf, 40 feet by 60 feet, rests on piles, braced and bolted, and covered with 2-inch by 12-inch fir plank.
Cost, about $1,000.

KANAKA CREEK BRIDGE.

R. F. Bonson, Foreman.

410 feet long, 20 feet high and 14 feet wide.
Maple Ridge Municipality, special appropriation, $600.
Renewed superstructure, put in new caps, corbels, and stringers; new covering 2-inch by 12-inch, and new hand-rails.
Cost, about $620.

LILLOOET BRIDGE, MAPLE RIDGE MUNICIPALITY.

R. F. Bonson, Foreman.

Screwing up truss, etc.; cost, about $39.
Constructed a double crib on the upper side of Lillooet Bridge to prevent the river from cutting in behind the south approach.
Dimensions and particulars of cribwork, etc., at the Lillooet Bridge:—290 feet of double cribbing, 5 feet 6 inches, and 9 feet high, tied every 6 feet and fastened with $\frac{5}{8}$-inch drift-bolts, and filled with rock.
Appropriation, $1,000.

COQUITLAM BRIDGE, Coquitlam Municipality. Special appropriation, $2,000.

R. F. Bonson, Foreman.

Built and painted 2 Howe trusses of 105 feet spans, on sub-structure erected in 1896; finished 120 feet of approaches and hand-rails, and placed 10 flat carloads of quarried rock around the abutments.
Built 1 bent bridge 140 feet long, 8 feet high, and 14 feet wide.
Cost, about $2,224.50.

PROTECTION OF THE HARRISON HOT SPRINGS ROAD, along the lake fore-shore.

R. F. Bonson, Foreman.

Constructed a crib with cedar logs, tied and drift-bolted and loaded with rock, and riprapped with rock in front, and surface covered up with earth; distance 550 yards; average height, 5 feet high.

Total cost, $1,855.15—half of which was met by Messrs. McLaren and Armstrong.

REPAIRS ON HARRISON HOT SPRINGS ROAD, outside of municipal limits.

R. F. Bonson, Foreman.

Built 2 bridges 16 feet, each 3 feet high and 14 feet wide, and covered with 3 inch by 12 inch plank, also cut down all dangerous trees for 100 feet back on each side of road.

Cost, about $150.

PORT DOUGLAS AND LILLOOET LAKE ROAD, extending from the head of Harrison Lake to Tenasse Lake.

Robert Bonson, Foreman.

Cut brush and trees for a distance of 18 miles on the old grade, both sides of the road 14 feet to 16 feet wide; removed the fallen timber; cleared out old ditches and opened new ones where found necessary; cribbed 63 yards, 5 feet high, with cedar and fir logs; cribbed 263 yards, 6 feet high by 23 feet wide, and filled in with rock and earth; constructed 2 cribbed piers 16 feet by 8 feet by 7 feet, and filled in with rock.

Made 4 new culverts, 3 feet by 3 feet by 18 feet.
" 4 " 2 " 8 " 13 "
" 2 " 2 " 3 " 12 "

Built 5 bridges, averaging 65 feet by 8 feet by 12 feet; 4 stringers, covered with split cedar 4 inches thick. Also 13 bridges, 58 feet by 7 feet by 12 feet; 4 stringers, covered with split cedar 4 inches thick.

Laid 48 yards of corduroy, split cedar 3 and 4 inches thick and 12 feet long; blasted rock and filled in washout with rock and earth; graded about 8 miles of road, 14 and 16 feet wide, and constructed about half a mile of new road.

Waggons now travel regularly from Port Douglas to Skookumchuck Indian village, a distance of 18 miles.

PORT DOUGLAS AND LILLOOET LAKE ROAD (from Skookumchuck to the foot of Tenasse Lake).

W. Murray, Foreman.

Forest cleared 12½ miles, 12 and 18 feet wide.
Grubbed 3 " 6 "
Graded 2,000 yards, 18 "
Excavated 200 " earth, 18 feet by 3 feet.
" 3,320 " rock, 8 feet by 6 inches.

Temporary repairs to bridges (this portion of the road is at present only passable for pack teams until new bridges are put in); about 1½ miles of new road graded; about 3,000 yards of cribbing where the road passes along the foot of a bluff parallel with the Lillooet River.

Total cost on both sections of the road, about $3,571.74.

PORT DOUGLAS AND LILLOOET LAKE ROAD (and trail from Tenasse Lake to Pemberton Meadows).

Wm. Murray, Foreman.

Forest cleared 34 miles; average width, 9 feet.
Grubbed 10½ " 5 and 6 feet wide.
Graded 35 " 5 and 6 "
Excavated earth 8½ " 6 " 18 inches deep.
" rock, 13 " 5 " 6 "

Filled in 100 feet, 5 feet by 2 feet.
Cribbed 100 " 5 " 2 "
Corduroyed 26 yards, 12 feet wide, with split cedar, 3 inches thick.
Built 13 bridges, of a total length, 324 feet, 7 feet by 6 feet.
Made one culvert, 6 feet by 4 feet.
Cost, about $842.13.

ROAD TO CLINTON, SEYMOUR, AND TO THE GOLDEN ERA MINES, PITT LAKE.

James Gunn, Foreman.

Forest cleared 44 chains, 20 feet wide; Forest cleared 27 chains, 12 feet wide; grubbed 27 chains, 12 feet wide; graded 71 chains, 12 feet wide; corduroyed 3½ chains, 10 feet wide, and built up 3 chains with rock on one side, and covered with earth; cribbed 4 chains, 6 feet high by 12 feet wide, and filled with rock; blasted out 120 feet of rock, and made cut 2 feet by 6 feet by 5 chains in length; built 4 bridges, averaging 14 feet to 40 feet in length, 12 feet wide by 4 feet in height; bridges built of cedar, and ribboned on both sides.
Cost, about $797.98.

N. B.—Messrs. Seymour, Clinton and Eastman contributed $217.50 towards cost of this work.

SEYMOUR CREEK TRAIL, near Moodyville.

John Gunn, Foreman.

Forest cleared 17 miles, 9 feet wide; built 3 bridges 30 feet to 60 feet in length, 8 feet to 10 feet high; 5 bridges 25 to 100 feet in length, 10 feet wide, and 4 feet to 10 feet high; and 4 bridges 30 feet to 80 feet long by 10 feet wide, and 3 feet to 8 feet high. All bridges have 3 stringers, and are built of sound cedar, resting on mud-sills properly bedded.
Cost, about $624.75.

CLEARING TRAIL ALONG PLANK-WALK, from Linn Creek to Moodyville.

John Gunn, Foreman.

Forest cleared 25 chains, 10 feet wide.
Cost, about $31.

THREE PLANK SIDEWALKS from Vancouver City to boundary of South Vancouver Municipality

NEW WESTMINSTER ROAD, LOT 301.

James Gunn, Foreman.

Built 61 chains of 3-plank sidewalk properly placed with 4 bearers on cedar sills well bedded, etc.; 2 chains of above walk built on trestles well braced; walk fitted with proper hand-rails where necessary.
Total cost, about $490.

DEROCHE BRIDGE.

H. Ross, Foreman.

Raised bridge; raised and lengthened approaches; straightened bents and put in one new bent; repaired pier; filled in sides of stream near bridge site with rock and brush to protect banks from cutting.
Cost, about $127.

SURREY MUNICIPALITY.

Constructed bridge across the Nicomekl. The bridge is fitted with a draw to permit of navigation. Government grant, $1,000; work done by Council.

CHILLIWHACK MUNICIPALITY.

Repairs on the Chilliwhack and Popcum Road, principally gravelling and filling. Government grant, $1,500; work done by Council.

SQUAMISH ROADS.

R. F. Bonson, Foreman.

Rebuilding 3 bridges washed out by November freshets; bridge No. 1, 50 feet long resting on piles; No. 2, 60 feet long, resting on piles; No. 3, 98 feet, resting on piles; hauled gravel and filled in washouts on roads; cut out fallen trees and driftwood to prevent new jams forming in Mamquam River.

Cost, estimated when completed, about $700.

CEDAR VALLEY ROAD, ETC.

H. Ross, Foreman.

Forest cleared	440 yards,	40 feet wide.	
Graded	440 "	20 "	
Ditched	440 "	24 inches by 18 inches.	
Excavated earth	70 "	18 feet by 4 feet.	
" rock	24 "	24 "	18 inches.

Made one fill with logs, and covered with earth 87 yards long, 18 feet wide and 3 feet deep; constructed two approaches to bridge; approach No. 1, 17 feet long, 6 feet deep, filled with logs and covered with earth to a width of 12 feet; approach No. 2, 17 feet long, 3 feet deep, and filled with logs and covered with earth to a width of 12 feet; built one bridge 52 feet long, 8 feet high and 14 feet wide; fitted with rails, etc, 2½ feet high; bridge built of cedar; blasted and removed 31 stumps from 18 inches to 5 feet in diameter; placed earth 8 inches deep on the cedar corduroy on Silverdale Road for a distance of 87 yards.

Total cost, about $335.17.

HOWE SOUND.

HOWE SOUND ROAD, EAST.

A. N. Beaton, Foreman.

Grubbed 1½ miles, 12 feet wide.
Graded 1½ " 12 "

Also cleaned ditches, graded and levelled and repaired the road, and made it fit for general travel.

HOWE SOUND ROAD, WEST.

A. N. Beaton, Foreman.

Forest cleared	4 miles,	12 feet wide.	
Grubbed	2 "	12 "	
Graded	4 "	12 "	
Ditched	250 yards,	2 feet by 2 feet.	
Corduroyed	300 "	10 "	3 inches.

Made 6 culverts, average 12 feet long by 2 feet by 2 feet.

Built 3 bridges, 12, 25, 35 feet long, respectively, 12 feet wide, and from 3 feet to 12 feet high.

Cleared all large rocks and boulders from road-bed for a distance of 3 miles; extended road for one mile, and made it thoroughly passable for waggon, except in two places, which need bridges. As road now is, travel on foot or horse can be comfortably accomplished from end to end.

SCHOOL ROAD FROM SCHOOL HOUSE TO SOAMES.

A. N. Beaton, Foreman.

Forest cleared $1\frac{1}{2}$ miles, 12 feet wide.
Grubbed $1\frac{1}{2}$ " 12 "
Graded $1\frac{1}{2}$ " 12 "
Built 2 bridges, 30 feet and 90 feet long, respectively, 12 feet wide and 10 feet and 5 feet high. Structures all of good cedar.
Made 2 side hill cuts, 100 feet each, average 6 feet deep, and about 12 feet wide.
Total cost Howe Sound, about $1,097.58.

BOWEN ISLAND MAIN ROAD.

A. N. Beaton, Foreman.

Forest cleared 1 mile, 12 feet wide.
Grubbed 1 " 12 "
Graded $1\frac{1}{2}$ " 12 "
Ditched 300 yards, 2 feet by 2 feet.
Corduroyed 100 " 10 " 3 inches.
Excavated 150 feet 12 " 7 feet.
Filled 160 " 12 " 2 "
Made 4 culverts, 12 " 2 " 2 "
Built 1 bridge, 50 " in length, 12 " wide, and 3 feet high.
Blasted out boulders on road-bed, 10 feet in diameter; took out 4 large cedars, 5 feet in diameter, and repaired road generally, throughout.
Cost, about $452.44.

SECHELT ROAD.

A. N. Beaton, Foreman.

Forest cleared $\frac{3}{4}$ of a mile, 12 feet wide.
Grubbed $\frac{3}{4}$ " 12 "
Graded $\frac{3}{4}$ " 12 "
Ditched 300 feet, 2 feet by 2 feet.
Corduroyed 300 " 10 " 3 inches.
Gravelled 300 " 8 feet wide, and 8 inches to 10 deep.
Blasted out 6 stumps, 6 to 5 feet in diameter, out of road-bed.
Cost, about $204.75.

Yale District.

NORTH RIDING.

A. Stevenson, Superintendent.

January and February.

KAMLOOPS BRIDGE RECONSTRUCTION.

After a careful examination of this bridge, it was considered advisable to reconstruct all that portion across the deep water (445 feet done). The old draw span and all the old 40-foot spans in the water have been removed, old piles pulled out, and new bridge constructed as follows:—1 draw span 125 feet long, supported on girdle trestle pier, composed of 22 cedar piles, well driven and braced in the best manner possible; piles driven in 23-foot circle; outside piles all battened to form 17-foot circle at top of pier; draw span trussed with Howe truss; depth of truss, 7 feet 4 inches; batten chord 2 pieces, 6 x 14, packed and bolted together; top chord one piece, 6 x 12; 4 spans, 80 feet each, supported on 6 trestle piers, each pier composed of 8 cedar piles, well driven, thoroughly braced and planked with 3 x 12 fir plank from low-water mark to top of pier; chords for 80-foot spans; 3 scarfs, two 5 x 16, one 6 x 16, clamped, packed and bolted together; 80-foot spans trussed with improved straining beam; truss 6 suspension rods, and two sets of 6 x 8 braces on each side of truss.

The balance of the bridge, 500 feet, has been thoroughly repaired; new abutment at north end; 9 new trestle bents; put in 7 stringers; new covering, hand-rail, &c.

March.

NORTH THOMPSON (West side of river).

Built 1 bridge, 14 feet by 12 feet by 10 feet.

Repaired 3 culverts, opened water ditches, shovelled out slides, filled up washouts, and made general surface repairs.

April.

KAMLOOPS-NICOLA ROAD.

Shovelled out snow and mud slides at Nicola Lake, opened water ruts, &c.; cleaned out slides, filled ruts and washouts, repaired culverts, opened ditches, and made general surface repairs from Kamloops to Napier Lake.

GRAND PRAIRIE.

Cleaned out slides, cut and removed wind-falls, filled ruts and made surface repairs from Joe Todd's ranch to Duck's Meadows.

May.

GRAND PRAIRIE ROAD.

Cleaned out and made surface repairs from Duck's Station to Grand Prairie, filled ruts, washouts, repaired culverts, gravelled mud-holes, &c.

CAMPBELL CREEK ROAD.

Cleaned out slides and made general repairs from South Thompson to Newman's Hill.

KAMLOOPS AND NICOLA LAKE.

Cleaned out slides and made necessary repairs from Napier Lake to Quilchena.

SOUTH THOMPSON ROAD.

Repaired culverts, ditches, bridges, filled ruts, shovelled out slides, did all work found necessary on South Thompson Road, Back Valley Road, and Turtle Valley Road.

June.

NORTH THOMPSON (East side of River).

Widened out and made necessary repairs on big slide above Edwards'; cleaned out slides near Lewis Creek; filled up ruts and washouts, &c.

SIX-MILE CREEK ROAD.

Cut and removed wind-falls, repaired mud-holes, filled in washouts, &c.

NICOLA LAKE AND DOUGLAS LAKE ROAD.

Made 1 culvert, averaging 14 feet by 2 feet by 2 feet.
Built 1 bridge, 14 feet by 10 feet by 6 feet.
Filled in washouts, cleaned off loose rocks, filled up ruts and made general surface repairs.

FISH LAKE AND GRAND PRAIRIE.

Graded 25 yards, 6 feet wide.
Made 1 culvert, averaging 14 feet by 2 feet by 1½ feet.
Repaired covering of bridge at King's ranch, cleared out rock slide, grubbed out roots, &c.

SALMON ARM ROAD.

Made 2 culverts, averaging 14 feet by 3 feet by 1½ feet.
Repaired 2 bad mud-holes, cleared out ditches, &c.

July.

GRAND PRAIRIE AND FISH LAKE ROAD.

Cut out and removed wind-falls; removed rock slides, and made surface repairs from King's ranch to Fish Lake.

KAMLOOPS AND TRANQUILLE LAKE ROAD.

Cleared out and made necessary repairs, filled ruts, wash-outs, &c.

KAMLOOPS AND SAVONA FERRY ROAD.

Cut out brush on road-side on Cherry Creek; filled in ruts and wash-outs; shovelled out slides; cleared bank cuttings, &c., &c.

SALMON ARM ROAD.

Graded 120 yards, 10 feet wide.
Ditched 120 " 2 " 1½ feet deep.
Repaired corduroy; cleaned out ditch; filled ruts, &c., &c.

NOTCH HILL ROAD.

Corduroyed mud-holes; ditched and made general repairs from Notch Hill to Smith's ranch.

PAXTON AND BACK VALLEY ROAD.

Cleared and made general repairs on Paxton and Back Valley; cut out and removed wind-falls, &c.

August.

ASSINABOINE BLUFF TRAIL.

Commenced the construction of new trail round Assinaboine Bluff on North Thompson River.

September.

Completed construction of a new trail round Assinaboine Bluff. New trail leaves the old at south end of Cedar Flat, following foot-hill to Boulder Creek about 2 miles; thence in a north-westerly direction to connect old trail at upper end of Mosquito Flat. Distance, about 8 miles.

August.

KAMLOOPS AND NICOLA ROAD.

Repaired culverts, cleaned out slides, filled ruts, removed rock, and made surface repairs round Nicola Lake and Gilmore's Hill.

SHUSWAP AND SALMON ARM ROAD.

Commenced construction of road from Salmon Arm Valley to Shuswap, by Turtle Valley Pass.

September.

ROAD FROM NICOLA LAKE TO HAMILTON HILL.

Cleaned out and made surface repairs; quarried out rocks, filled ruts, etc., etc.

October.

KAMLOOPS AND NICOLA ROAD.

Excavated earth 400 yards, 4 feet wide, 3 feet deep.
" rock 30 " 3 " 2 "
Gravelled 200 " 10 " 10 inches deep.
Made 2 culverts, averaging 14 feet by 5 feet by 4 feet.
Also cleaned out slides, filled up ruts, removed rocks, and made general surface repairs from Nicola Lake to Kamloops.

SHUSWAP AND SALMON ARM ROAD (completed).

Constructed a waggon road from Coughlan's ranch in Salmon Arm Valley, to Phill McBryan's ranch in Turtle Valley—distance, 16½ miles. This completes a waggon road from Shuswap to Salmon Arm Valley.

LEWIS CREEK ROAD.

Cleaned out slides, quarried out rocks; filled up wash-outs; cut and removed wind-falls; and made general surface repairs from Newman's ranch, Upper Lewis Creek to Edwards; also removed rocks and slides on North Thompson Road.

November.

JACK'S CREEK AND SUGAR LOAF ROAD.

Constructed a 12-foot wide waggon road from Jack's Creek, Minantu ranch, near Sugar Loaf Mountain—distance, about 4 miles.

COUNTY GAOL, KAMLOOPS.

Geo. C. Mesher, Contractor, $11,950.

Provided all plant, labour and material, and erected a wooden gaol on a site adjoining the Provincial Home for old men.

The building is of wooden superstructure, on a stone foundation; it contains 36 cells in the main ward, 11 cells in the women's ward, and two condemned cells, laundry and drying room, and quarters for the officers. Good ventilation is provided, water is laid on and electric lighting installed.

WEST RIDING.

January.

SPENCE'S BRIDGE AND NICOLA.

A. Stevenson, Foreman.

Shovelled out snow slides, drifts, etc., etc.

February.

Cleaned out slides; removed rock; filled up ruts, etc., after rain storm.

March.

Cleaning out ditches and mud slides; removing rocks, trees, stumps, etc.

March-April.

COQUIHALLA BRIDGE, construction on Hope-Nicola Trail.

Built one bridge, 336 feet by 14 feet by 12 feet. The old bridge across Coquihalla was carried away with the freshet, about the 1st of December last. A good, substantial bridge has been erected on a site about 100 yards below the old site, as follows:—

1	span	115	feet.
1	"	45	"
1	"	40	"
1	"	35	"
1	"	30	"
1	"	25	"
1	"	24	"
1	"	22	"

Total length .....336 feet; width of roadway, 10 feet; height, 12 feet. The main span, 115 feet, is firmly trussed with improved straining beam truss, five (5) suspension rods to each side of truss.

April.

GRANITE CREEK ROAD.

Cleared out a number of heavy land slides near Otter Lake; repaired rocky parts of the road; filled in wash-outs; cut out wind-falls, etc., etc.

SPENCE'S BRIDGE AND NICOLA ROAD.

Cribbed 40 yards, 4 feet wide by 6 feet high; cleaned out slides; filled up ruts; repaired culverts, stone walls, and made general surface repairs from Spence's Bridge to 16-Mile Post.

May.

McKAY AND LORING ROAD AND LILLOOET TRAIL.

Made two culverts, 14 feet by 2 feet by 3 feet; repaired 1 bridge; built abutment 8 feet high, etc.; shovelled out land slides; filled up ruts; cut out wind-falls and made general repairs to surface ground.

SPENCE'S BRIDGE AND NICOLA ROAD.

Shovelled off slides; filled ruts and made necessary repairs from 16-Mile Post to Coutlee's; repaired Nicola and Coldwater Bridge; drove one bent of piles; cut off and capped same; extended approach at east end 25 feet, etc.

GRANITE CREEK ROAD.

Forest cleared	730 yards,	20 feet wide.		
Grubbed	730 "	10 "		
Graded	730 "	10 "		
Ditched	600 "	2 "	by $1\frac{1}{2}$ feet deep.	

Made three culverts, averaging 14 feet by 3 feet by 2 feet.
Built one bridge, averaging 14 feet by 20 feet by 5 feet.
Turnpiked 325 yards; shovelled out land slides; cut and removed wind-falls; filled ruts; grubbed out stumps, etc.

June.

SPENCE'S BRIDGE FERRY.

Built new scow; set new anchors, etc.

GRANITE CREEK ROAD.

Two section men employed this month looking after slides, wind-falls, etc.

SPENCE'S BRIDGE AND NICOLA ROAD.

Filled in	40 yards,	10 feet wide by	3 feet deep.
Gravelled	1,427 "	10 "	8 inches deep.
Turnpiked	160 "	22 "	3 feet camber.

SAVONA TO NICOLA, *via* MAMMIT LAKE.

Cleared out slides; cut and removed wind-falls; filled up washouts, and made general surface repairs.

July.

SPENCE'S BRIDGE AND NICOLA ROAD.

Graded	150 yards,	2 feet wide by	2 feet high.	
Cribbed	150 "	2 "	2 "	
"	18 "	4 "	5 "	
Filled in	108 "	14 "	2 "	
Gravelled	295 "	10 "	8 inches deep.	

Made 3 culverts, averaging 14 feet by 4 feet by 2 feet.
Turnpiked 30 yards, 22 feet wide, camber $2\frac{1}{2}$ feet.
Cleared out slides; filled in washouts; removed rocks, etc., after heavy rain storm.

NICOLA AND GRANITE CREEK ROAD.

Removed rock, wind-falls, slides, and made general surface repairs.

August.

ASHCROFT AND CORNWALL ROAD.

Removed rock and general slides; filled ruts, and made general surface repairs.

SPENCE'S BRIDGE AND NICOLA.

Cleaned out rock and gravel slides; filled ruts, and made surface repairs.

NICOLA AND GRANITE CREEK ROAD.

Made a number of turning out places in canyon below McCullough's; cleaned out slides; quarried out rocks, and made general surface repairs.

September.

CACHE CREEK AND SAVONA ROAD.

Cleared out slides, filled ruts, removed rock, and made general repairs. Great damage done to surface of roads during the summer by heavy storms.

SPENCE'S BRIDGE AND NICOLA ROAD.

Shovelled out slides, filled ruts, removed rocks, and made general surface repairs between Spence's Bridge and Lower Nicola.

NICOLA AND GRANITE CREEK ROAD.

One section man employed keeping road clear of slides, wind-falls, rock, etc.

October.

GRANITE CREEK ROAD.

Cleaned out slides, cut and removed wind-falls, filled up ruts, etc.

SPENCE'S BRIDGE AND NICOLA ROAD.

One section man employed keeping road clear of slides, filling ruts, &c.

October 1st to 23rd.

NICOLA ROAD.

Forest cleared	100 yards,	10 feet wide.		
Grubbed	550 "	10 "		
Graded	650 "	10 "		
Ditched	95 "	2 "		
Cribbed	183 "	4 "	by 2 feet high.	
Excavated earth	200 "	2 "	" 2 "	deep.
Filled in	142 "	2 "	" 3 "	"

Made three culverts, averaging 14 feet by 11 feet by 3 feet.
Built one bridge, 14 " 12 " 7 "
Brushed out road at Coutlie's.

May 22nd to June 30th.

LYTTON AND LILLOOET ROAD.

Forest cleared	7,000 yards,	25 feet wide.		
Grubbed	7,000 "	10 "		
Graded	7,000 "	10 "		
Cribbed	280 "	5½ "	by 6 feet high.	
Excavated rock	400 "	8 "	" 6 "	deep.
do earth	5,600 "	5 "	" 8 "	"

Made five culverts, averaging 8 feet by 15 feet by 5 feet.
Built 2 bridges, " 25 " 14 " 14 "
183 feet of rip-rapping = 61 yards by 2 feet by 6 feet.

July.

LYTTON AND LILLOOET ROAD—*Continued.*

Forest cleared	5,300 yards,	25 feet wide.		
Grubbed	4,600 "	10 "		
Graded	3,500 "	10 "		
Cribbed	215 "	3 by 5.		
Excavated earth	4,000 "	5 feet wide,	6 feet deep.	
do rock	132 "	6 "	4 "	
Filled in	144 "	4 "	4 "	
Rip-rapped	292 "	2 "	5 "	

Made 6 culverts, averaging 14 feet by 5 feet by 4 feet.
Built 2 bridges, " 14 " 25 " 8 "

August.

Forest cleared	7,040 yards,	25 feet wide.		
Grubbed	6,400 "	10 "		
Graded	7,040 "	10 "		
Cribbed	556 "	2 "	5 feet deep.	
Excavated earth	7,000 "	4 "	4 "	
do rock	20 "	3 "	4 "	
Filled in	240 "	4 "	3 "	

Made 3 culverts, averaging 14 feet by 7 feet by 6 feet.
Built 2 bridges, " 30 " 16 " 7 "

September.

Forest cleared	8,800 yards,	10 feet wide.		
Grubbed	7,300 "	10 "		
Graded	8,800 "	10 "		
Ditched	153 "	2 "	2 feet deep.	
Cribbed	450 "	2 "	3 "	
Excavated earth	7,030 "	2 "	2 "	
Filled in	204 "	3 "	3 "	
Rip-rapped	40 "	2 "	4 "	

Made 2 culverts, averaging 14 feet by 14 feet by 3 feet.
Built 1 drain across road, 14 feet by 2 feet by 1 foot.
This road is now completed from Lytton to Wm. Kain's ranch, a distance of about 19½ miles.

April.

HOPE-POPCUM WAGGON ROAD.

Geo. A. Goldsbrough, Foreman.

Clearing out rocks, filling holes, cutting out brush, repairing bridges and corduroys.
Graded 200 yards, 12 feet by 1 foot.
Ditched 800 " 2 " 1 "
2 culverts, 30 feet and 18 feet by 12 feet by 2 feet.

May.

HOPE-KEREMEOS TRAIL.

Cutting and clearing brush and timber; repaired bridges, culverts, and corduroys; shovelled out loose rocks and slides.
Graded 400 yards, 5 feet wide.

June.

NICOLA AND SIMILKAMEEN TRAIL.

Graded 1,200 yards by 5 feet.
Ditched 500 " 1 foot by 1 foot.

Cribbed 500 " 8 feet.
Corduroyed 150 " 8 "
4 culverts, 20 yards, 20 feet by 8 feet by 4 feet.
Repaired bridges with new stringers and covering; cutting out brush, cleaning out slides and loose rocks.

HOPE-POPCUM WAGGON ROAD.

Made new road, 100 yards.
4 culverts, 20 feet by 8 feet by 4 feet.
Repaired one culvert.

July.

NICOLA AND SIMILKAMEEN TRAIL.

Cut out brush and timber; cleaned out slides and loose rocks.
Graded 4,000 yards, 4 feet wide.
Ditched 1,000 " 2 " by 1 foot.
Corduroyed 100 " 6 "

August.

KEREMEOS TRAIL, POPCUM ROAD.

Forest cleared 200 yards, 15 feet wide.
Grubbed 200 " 10 "
Cleaned out slides and loose rocks.
Repaired bridges, corduroys, and culverts.
Cut out fallen timber.

September.

HOPE TO SUMMIT CAMP TRAIL.

Graded 6,000 yards, 3 feet wide.
Repaired mud holes, cut roots and stumps.
Changed road in several places.

October.

Graded 3,000 yards, by 3 feet wide.
Corduroyed 50 " 6 "
2 new culverts, 18 feet by 12 feet by 2 feet.
Changed road in several places, and improved grades.

HOPE AND POPCUM WAGGON ROAD AND SIMILKAMEEN TRAIL.

Ditched 100 yards, 2 feet wide.
Made a new bridge, 56 feet by 12 feet wide by 8 feet.
Cut out fallen timber; cleaned out slides and loose rocks; repaired bridges, culverts, and corduroys.

November.

HOPE-POPCUM WAGGON ROAD.

New bridge, 36 feet by 12 feet by 15 feet.
Cleaned out slides and washouts, and cut out fallen timber.
Made a new road, Yale to the Queen Gold and Silver Mine, 1½ miles.

EAST RIDING.

Enderby Division.

Louis Cuppage, Superintendent.

April.

LANSDOWNE ROAD.

Filled up washouts; repaired 1 culvert.

July.

Gravelled 200 yards, 12 feet wide, 6 inches deep.
Ditched 150 " 3 " 1 foot "
General surface repairs.

April.

SICAMOUS ROAD.

Ditched 160 yards, 3 feet wide, 2 feet deep.
Made 2 culverts, 4 feet by 14 feet by 2 feet.
" 3 " 3 " 14 " 2 "
" 1 " 3 " 14 " 3 "

May.

Forest cleared 250 yards, 30 feet wide.
Grubbed 250 " 10 "
Ditched 250 " 3 " 2 feet deep.
Gravelled 250 " 9 " 6 inches deep.
Made 2 culverts, 5 feet by 14 feet by 2 feet.

June.

Forest cleared 200 yards, 30 feet wide.
Grubbed 200 " 10 "
Ditched 200 " 3 " 2 feet deep.
Gravelled 185 " 9 " 6 inches deep.
Made 2 culverts, 4 feet by 14 feet by 2 feet.

April.

SALMON ARM ROAD.

Forest cleared 880 yards, 30 feet wide.
Grubbed 880 " 10 "
Fallen timber cut out for a distance of 5 miles.

DEEP CREEK ROAD.

Built 1 bridge, 100 feet by 14 feet by 6 feet; approaches 30 feet by 20 feet, of dirt filling; stringers of barked fir, 14 inches diameter, flattened on upper side and spotted to sills on cribs; greatest span 24 feet in the clear, 4 stringers in each span; covering of split cedar, 6 inches thick, neatly laid, and held down by heavy treenailed ribbons.

July.

Widened 200 yards of this road, cut out fallen timber, and made general surface repairs.

May.

SALMON RIVER ROAD.

Filled up washouts and ruts.
Graded 25 yards, 10 feet wide.

August.

Cut out fallen timber.
Graded 20 yards, 10 feet wide.

September.

Cut out fallen timber.
Graded 10 yards, 10 feet wide.
Cribbed 15 " 4 " deep, to support a falling embankment.

July.

EMONY'S ROAD.

Ditched 880 yards, 3 feet wide, 2 feet deep.
Dirt excavated piled on centre of road-bed. This work done by the settlers, with Government aid of $50. The ditching materially assists in the drainage of the land on either side of the road.

June.

FORTUNE'S ROAD.

Graded 150 yards, 10 feet wide.
Gravelled 95 " 9 " 6 inches deep.
36 new planks put in bridge covering.

July.

Graded 100 yards, 10 feet wide.
Ditched 50 " 3 " 2 feet deep.

May.

COOK'S ROAD.

Forest cleared 1,100 yards, 30 feet wide.
Grubbed 1,100 " 10 "
Graded 35 " 12 "
Repaired 1 culvert, and fallen timber cut out for a distance of 4 miles.

October.

Forest cleared 4,400 yards, 30 feet wide.
Grubbed 4,400 " 10 "
Graded 210 " 12 "
Filled 80 " 10 " 1 foot deep.
Made 1 culvert, 5 feet by 14 feet by 4 feet.
Built two bridges, averaging 75 feet by 14 feet by 6 feet; fir stringers laid on small cribs; covering of split cedar; heavy treenailed guards.

May.

MARA ROAD.

Cleaned out slides, tail-drains, and removed fallen timber.
Built 1 bridge, 55 feet by 14 feet by 6 feet.
" " 50 " 14 " 8 "
These bridges replace those washed out. Old abutments raised 3 feet; made use of.

August.

Ditched 600 yards, 3 feet wide, 2 feet deep.
Gravelled 600 " 9 " 6 inches deep.
Grubbed two large roots.

September.

Graded 200 yards, 12 feet wide.
General surface repairs.

June.

MOSER'S ROAD.

Removed slide of timber, gravel, dirt, etc., brought down by the bursting of the mountain above.

Repaired 2 culverts.

May.

MARA FERRY.

Built two new towers to raise cable out of danger of being struck by roots of trees coming down during high water; new windlass also put in for straining cable.

Scow repaired.

June.

Built approaches for ferry.

July.

A ferryman was employed during this month.

November.

MABEL LAKE ROAD.

A sleigh road cut a distance of 15 miles. This work was done by the Enderby Saw-Mill Co., assisted by the Government to the amount of $100.

May.

ENDERBY BRIDGE.

This bridge, built in 1892, was so severely injured during the high water of 1894, that it was found necessary to almost entirely replace it on a different plan.

The bridge now built, 336 feet in length, consists of 4 trussed spans of 60 feet each, and 4 spans of 24 feet each, 2 at each side.

Substructure.—Bents in stream, supporting trussed spans, double rows of fir piles, five in each row, all driven to refusal of 2,200-℔. hammer, sway-braced; outside piles given small batter, capped with 12-inch and 14-inch sawn fir, drifted ($\frac{3}{4}$-inch square iron) to piles; corbels, 10 inches by 14 inches by 14 feet, to support stringers, drifted to caps. Bents supporting short spans, of single rows of piling, 5 in each row, sway-braced and capped, same as bents in stream; no corbels.

Superstructure.—Four runs of hewn fir stringers, 10 by 14 inches in main spans, securely bolted and drifted to corbels; trusses, 10 by 12 inches; hewn fir needle beams and centre rods; 4 runs of hewn fir stringers, 10 by 14 inches, drifted to caps in short spans; covering throughout, 3-inch by 12-inch by 14-foot fir planking; hand-rail and ribbons, 4 by 4-inch.

All serviceable timber and iron taken from old bridge and made use of in above.

October.

Easterly approach was extended 440 feet over low ground, annually inundated during high water; 21 trestle bents, 22 feet centres, average height 7 feet; 4 runs of round fir stringers, barked, flattened on upper side, and drifted to caps; covering, 3 inches by 12 inches by 14 feet fir planking (taken from old bridge); hand-rail and ribbons, 4 inches by 4 inches.

Vernon Division.

April.

PLEASANT VALLEY ROAD.

Cleaned out ditches and culverts; removed slides, loose rocks and made general surface repairs.

KAMLOOPS ROAD.

Cleaned out ditches and culverts; removed loose rocks.
Graded 50 yards, 12 feet wide.

June.

Graded 2,640 yards, 27 feet wide.
This work was done with the Champion road machine.
Made five box drains, 18 inches by 30 feet by 1 foot.

April.

WHITE VALLEY ROAD.

Graded 500 yards, 27 feet wide.
Filled 20 " 12 " 2 feet deep.
General surface repairs.

June.

Graded 3,080 yards, 27 feet wide.
This work was done with the Champion road machine.
Built one bridge, 15 feet by 25 feet by 3 feet.

September.

Made one culvert, 8 feet by 14 feet by 2 feet.
General surface repairs.

April.

OKANAGAN MISSION ROAD.

Filled 100 yards, 6 feet by 3 feet deep.
Cleaned out slide at Rattlesnake Point.

June.

Made 1 culvert, 7 feet by 16 feet by 2 feet.
" 2 " 10 " 16 " 2 "
Cleaned out grades; loose rocks removed and general repairs made over a distance of 26 miles.

October.

Filled 10 yards, 7 feet wide 7 feet deep.
Cribbed 32 " 4 feet high.
Built 68 " of fence round sand point to prevent cattle from bringing down sand on the grade.

July.

SILVER STAR TRAIL.

Forest cleared 14,080 yards, 7 feet wide.
Corduroyed 300 " 6 "
Made six culverts, 4 feet by 10 feet by 3 feet

August.

COMMONAGE ROAD.

Graded 2,700 feet, 9 feet wide.
Cleaned out grades, removed loose rocks and made general surface repairs over a distance of 8 miles.

WEST SIDE OF LAKE ROAD.

Graded 3,540 yards, 8½ feet wide.
Built one bridge, 61 feet by 14 feet by 6 feet; two spans of four runs of stringers supported by piers filled with rock; approaches, 18 and 25 feet respectively; crib work filled with gravel and rock; covering, hewn poles; hand-rail and ribbons.

August and September.

PHILLIPS ROAD.

Graded 500 yards, 9 feet wide.
Gravelled 50 " 9 " 6 inches deep.
Grubbed 400 " 9 "
Interfering timber cleared away on each side for a distance of 880 yards.

August.

LUMBY AND SHUSWAP ROAD.

Filled 10 yards, 9 feet wide, 2 feet deep.
Gravelled 30 " 9 " 6 inches deep.
Made 4 culvert, 20 feet by 15 feet by 3 feet,
Built 1 bridge, 35 " 16 " 6 " 4 runs of stringers, supported by pier filled with rock in centre; covering, hand-rail and ribbons hewn poles.

EDEN FLAT ROAD.

Ditched 250 yards, 4 feet wide, 3 feet deep.
Filled 175 " 10 " 2 "
Made 4 culverts, 12 feet by 14 feet by 4 feet.
Cleaned out 900 yards of ditching, dirt piled on centre of road-bed.

September.

Ditched 195 yards, 4 feet wide, 3 feet deep.
Filled 74 " 10 " 1 "
Made 1 culvert, 3 feet by 14 feet by 2 feet.
Cleaned out 600 yards of ditching, dirt piled on centre of road-bed.

CHERRY CREEK ROAD.

Grubbed one large pine root.
Cribbed 150 yards, 4 feet high.
Filled 75 " 3 " wide, 2 feet deep.
Cleaned out grades and made general surface repairs.

HARRIS CREEK.

Cleaned out log jams and overhanging brush, to allow free escape of water backed up and injuring road.

October.

CALEDONIA VALLEY ROAD.

Forest cleared 550 yards, 16 feet wide.
Grubbed 400 " 10 "
Graded 550 " 9 "
Surface repairs on 2 miles of road.

October.

MABEL LAKE TRAIL.

Forest cleared 7 miles, 6 feet wide.

SUGAR LAKE TRAIL.

Forest cleared 4 miles, 10 feet wide.

TRINITY VALLEY ROAD.

Forest cleared 7 miles, 12 feet wide.
Grubbed 3 " 9 "
Graded 4 " 9 "
Filled 20 yards, 4 feet wide, 2 feet deep.
Made 4 culverts, averaging 6 feet by 14 feet by 4 feet.

Okanagan Mission Division.

May.

VERNON ROAD.

Hereron's Hill cut down 6 feet; approach widened to 18 feet and extended Contractors, Messrs. Curts & Blair, $315.

June.

Graded 100 feet, 12 feet wide.
Gravelled 90 " 7 " 12 inches deep.
Made 2 culverts, 5 feet by 14 feet by 2 feet.
General surface repairs.

Main Trunk Road.

SECTION 1.

Arthur Stevenson, Superintendent.

February.

PENTICTON TO CASCADE CITY.

Cleaned out snow-drifts on grades; repaired 1 bridge.

March.

Cleaned off loose rocks; filled ruts and wash-outs.
Made 1 culvert, 4 feet by 14 feet by 2 feet.

April.

Forest cleared 200 yards, 30 feet wide.
Graded 1,000 " 12 "
Cribbed 7 " 7 feet high.
Ditched 300 " 4 feet wide, 3 feet deep.
Built 1 bridge, 63 feet by 14 feet by 10 feet; 1 span 30 feet, 6 stringers, barked fir, 16 inches in diameter, supported by abutments filled with rock; approaches 15 by 18 feet respectively, partly filled with dirt, partly planked; covering, 3 inches by 12 inches by 14 feet fir planking; hand-rail and ribbons, 4 by 4 inches.

May.

Grubbed	200 yards,	14 feet wide.		
Graded	3,000 "	3 "		
Ditched	380 "	4 "	2 feet deep.	
Cribbed	20 "	3 feet high.		
Filled	10 "	30 feet wide, 2 "		
Gravelled	140 "	16 "	12 inches deep.	

Made 10 culverts, 18 feet by 8 feet by 3 feet.

June.

Grubbed	20 yards,	10 feet wide.	
Graded	600 "	10 "	
Ditched	25 "	2 "	
Blasted	30 feet,	3 "	2 feet deep.
Filled	200 yards,	3 "	1 foot deep.

Built 1 bridge, 16 feet by 16 feet by 4 feet.
Removed slides, rocks, filled ruts, &c.

September.

Graded 3,520 yards, 25 feet wide.
Made 1 culvert, 6 feet by 14 feet by 2½ feet.
Grading done with road machine.

December.

Built temporary bridge over Mill Creek.
Gravelled 400 yards, 9 feet wide, 6 inches deep.

May.

KELOWNA ROAD.

Made 6 culverts, averaging 5 feet by 14 feet by 2½ feet.
Cleaned out ditches and made some surface repairs.

June.

Built temporary bridges over channels cut by overflowing of Mill Creek.
Gravelled 200 yards, 7 feet wide, 12 inches deep.

October.

Cribbed	522 yards,	4 feet high.	
Filled	261 "	25 feet wide, 2 feet deep.	
Gravelled	261 "	9 "	12 inches deep.

Built 4 bridges, averaging 15 feet by 16 feet by 6 feet.
Jacked up one end of bridge over Mill Creek, and put in extra sill.

MISSION CREEK.

Cleaned out by settlers. Government aid, $89.50.

June.

MISSION CREEK BRIDGE.

Repaired (some new planking and sway-braces).
One man employed during high water watching this structure.

July and August.

Section man employed keeping road clear of slides, removing rocks, and making general surface repairs.

September.

Cleaned out sand-hills.
Gravelled 970 yards, 7 feet wide, 9 inches deep.
Ditched 30 " 2 " 1 foot deep.
Blasted 10 " 3 " 2 "

October.

Cleaned out sand-hills.
Graded 100 yards, 14 feet wide.
Gravelled 34 " 7 " 9 inches deep.
Rip-rapped 10 " 4 " 3 feet high.
Repaired 2 culverts.

November.

Gravelled 200 yards, 9 feet wide, 9 inches deep.
Graded 500 " 12 "

SECTION 2.

April and May.

Section man employed diverting snow water, filling washouts, removing rocks, and making general surface repairs.

June.

Graded 300 yards, 12 feet wide.
Filled 25 " 12 " 2 feet deep.
Gravelled 85 " 9 " 12 inches deep.
Widened westerly approach of bridge at Okanagan Falls; crib-work filled with rock.
Cleared off loose rocks; removed boulders over a distance of 17 miles.

September.

Made general surface repairs.

SECTION 3.

March, April and May.

Section man employed diverting snow water, filling wash-outs, removing slides and loose rocks.

June.

Graded 3,000 yards, 3 feet wide.
Ditched 800 " 3 " 2 feet deep.
Filled 525 " 3 " 2 "
Corduroyed 212 " 14 "
Cut out fallen and overhanging timber, removed loose rocks, filled ruts, repaired culverts, along a distance of 21 miles.

November.

Removed loose rocks, cleaned out slides, cut out fallen timber, made general repairs.

SECTION 4.

May.

Filled ruts, cleaned out slides, repaired culverts, and made general surface repairs.

July.

Graded 1,000 yards, 12 feet wide.
Filled 200 " 2 " 2 feet deep.
Gravelled 75 " 9 " 12 inches deep.
Built 1 bridge, 18 feet by 14 feet by 6 feet; 3 stringers, mud-sills, plank covering.
General surface repairs along line of road 30 miles.

September.

Forest cleared 880 yards, 18 feet wide.
Graded 600 " 12 "
Blasted 20 " 2 " 1 foot deep.
Made 1 culvert, 5 feet by 16 feet by 3 feet.

November.

Graded 400 yards, 12 feet wide.
Gravelled 212 " 9 " 12 inches deep.
Grubbed a number of large roots in centre of road-bed.
Built 1 bridge, 384 feet by 16 feet by 8 feet, 15 trestles; bents, sills, uprights, and caps (fir) drifted together; sills laid in beds excavated, average depth 4 feet, and loaded with large boulders; 3 runs of fir stringers, barked and flattened on upper side, drifted to caps; covering, 3 inches by 12 inches by 14 feet pine planking; hand-rail and ribbons of 4 inches by 4 inches; approaches, 60 feet and 25 feet, respectively, of dirt filling.
This bridge is across the mouth of Rock Creek. During high water, the creek is spread out over a large area.

SECTION 5.

April.

Three men employed diverting snow water on Boundary Mountain, filling washouts, and cleaning out grades.

May.

Ditched 330 yards, 3 feet wide, 2 feet deep.
Corduroyed 35 " 14 "
Filled 100 " 14 " 2 "
Removed a number of large boulders out of centre of road-bed.

June.

Graded 400 yards, 3 feet wide.
Ditched 700 " 2 " 1 foot deep.
Made 15 culverts, 3 feet by 16 feet by 2 feet.
One man employed to watch Carson Bridge during high water.

July.

Graded 80 yards, 12 feet wide.
Ditched 30 " 3 " 2 feet deep.
Corduroyed 14 " 16 "
Excavated dirt 220 " 4 " 2 "
Blasted 60 " 2 " 1 "
Gravelled 2,000 " 3 " 6 inches deep.
Cleaned out grades and made general surface repairs along a distance of 12 miles.

SECTION 6.

May.

Graded	1,000 yards,	14 feet wide.		
Grubbed	220 "	9 "		
Ditched	400 "	3 "	2 feet deep.	
Corduroyed	72 "	14 "		
Cribbed	31 "	3 logs high.		
Filled	44 "	3 feet wide,	2 "	
Blasted	10 "	2 "	1 "	
Gravelled	125 "	14 "	12 inches deep.	

Made six culverts, 4 feet by 14 feet by 2 feet.

Built one bridge, 23 feet by 14 feet by 12 feet; 4 fir stringers 14 inches in diameter; barked, flattened on upper side; spotted to sills laid on and tied to banks; covering 3 inches by 12 inches by 14 feet (fir); hand-rail and ribbons.

June.

Scow repaired, and man employed during this month to run ferry.

July.

Man employed to run ferry.

October.

Graded	27 yards,	12 feet wide.	
Ditched	125 "	3 "	2 feet deep.
Gravelled	200 "	9 "	12 inches deep.

Replanked one bridge, 24 planks.

General surface repairs.

April.

FAIRVIEW ROAD.

Cleaned out grades; made general surface repairs.

May.

Grubbed	200 yards,	12 feet wide.	
Graded	1,900 "	12 "	
Ditched	90 "	2 "	2 feet deep.
Cribbed	60 "	4 logs high.	
Filled in	100 "	10 feet wide	1 "
Stoned	90 "	10 "	
Gravelled	90 "		

Made four culverts, 1 foot by 16 feet by 4 feet.

June.

Forest cleared	100 yards,	15 feet wide.		
Graded	2,000 "	12 "		
Ditched	50 "	3 "	2 feet deep.	
Blasted	200 "	2 "	1 "	
Filled	100 "	2 "	1 "	
Stoned	100 "	10 "		
Gravelled	300 "	9 "	12 inches deep.	

Made eight culverts, averaging 12 feet by 14 feet by 3 feet.

Built two bridges, averaging 18 feet by 16 feet by 6 feet.

July.

Blasted 60 yards, 3 feet wide, 12 inches deep.
Filled in 50 " 10 " 2 feet deep.
Stoned 100 " 10 "
Gravelled 500 " 9 " 12 inches deep.
A number of large boulders removed from centre of road-bed.

October.

Graded 1,760 yards, 12 feet wide.
Ditched 30 " 3 " 2 feet deep.
Stoned 50 " 12 "
Made three culverts, averaging 12 feet by 16 feet by 3 feet.
General surface repairs alongside of road.

September.

KEREMEOS ROAD.

Graded 420 yards, 12 feet wide.
Ditched 20 " 3 " 2 feet deep.
Cribbed 15 " 4 logs high.
Blasted 20 " 2 feet wide, 2 feet deep.
Filled 15 " 3 " 2 "
Stoned 50 " 12 "
Gravelled 60 " 9 " 6 inches deep.
General surface repairs over a distance of 22 miles.

October.

Made 2 culverts, averaging 8 feet by 16 feet by 4 feet.

June.

OSOYOOS AND KEREMEOS ROAD.

Graded 800 yards, 12 feet wide.
Ditched 120 " 3 " 2 feet deep.
Filled 10 " 4 " 3 "
Cribbed 15 " 3 feet high.
Rip-rapped 20 " 4 "
Made 1 culvert, 5 feet by 14 feet by 2 feet.
Cleaned out grades, removed loose rocks, filled up ruts, along this line of road.

OSOYOOS AND ROCK CREEK ROAD.

Excavated earth 800 yards, 10 feet by 12 feet.
" rock 15 " 10 " 6 "
Cribbed 40 " 4 feet high.
Made 2 culverts, averaging 5 feet by 14 feet by 3 feet.
Built 1 bridge, 30 " 16 " 10 " ; 4 stringers (fir) laid on, abutments filled with rock; covering, hewn poles; hand-rail and ribbons.
This work now permits of teaming from the Kettle River to Osoyoos Lake.

LONG LAKE ROAD.

Greenwood to Long Lake, a distance of 8 miles, built by citizens of Greenwood. Total amount expended, about $1,100; amount of Government aid, $660.50.

SUMMIT CAMP ROAD.

Greenwood to Summit Camp, a distance of 9 miles, built by mine-owners and citizens of Greenwood. Total amount expended, about $1,400; amount of Government aid, $500.

SUMMIT CAMP ROAD.

Grand Forks to Summit Camp, a distance of 9 miles, built by mine-owners and citizens of Grand Forks. Total amount expended, $959.50 ; amount of Government assistance, $200.

DEADWOOD CAMP ROAD.

Greenwood to Deadwood Camp, a distance of 3½ miles, built by mine-owners. Total amount expended, $150 ; amount of Government aid, $100.

Dewdney Trail cleaned out and 1 bridge, 18 feet by 14 feet by 4 feet, built in June.

PASS CREEK ROAD.

Extended present road from Clarke's ranch 4 miles.
Forest cleared 4 miles, 15 feet wide.
Grubbed 2 " 9 "
Graded 2½ " 12 "
Built 2 bridges, 30 feet by 16 feet by 6 feet ; 4 runs of fir stringers, supported by cribs of cedar ; split cedar covering, held down by heavy treenailed guards.

GREENWOOD LOCK-UP.

J. B. Desrosier, Contractor, $869.

A building 20 feet by 36 feet, of 2 by 6-inch scantling, laid horizontally, and spiked every 9 inches with 4-inch spikes ; Court room, 20 feet by 20 feet, 2 cells 8 by 10 feet ; front room of lock-up, 10 by 16 feet ; floor and ceiling of same material as walls ; roof painted, and verandah along front.

GRAND FORKS RECORDER'S OFFICE.

J. B. Desrosier, Contractor, $1,097.

A one story frame (rustic) building, 44 feet by 30 feet, containing Recorder's Office, Court room and Judge's room ; lath and plastered walls and ceiling ; wainscot 4 feet high ; brick chimney ; roof and walls painted ; hardware and material of the best ; verandah and porch along front ; cottage roof ceiling 11 feet high.

GRAND FORKS LOCK-UP.

L. V. Cuppage, Superintendent.

Erected a lock-up, 16 feet by 24 feet, with one room and two cells ; cottage roof ; walls of sized 2 by 6 scantling, spiked together every six inches diagonally ; floor and ceiling set edge up ; brick chimney. This building is set on heavy sills 18 inches off the ground ; space between filled with rock.

LANSDOWNE LOCK-UP.

S. L. Graham, Contractor, $59.

Moved from Lansdowne to Armstrong, 2½ miles ; raised 18 inches ; new sills added ; built one chimney ; roof painted ; building white-washed ; added iron bar to outside door.

KELOWNA LOCK-UP.

R. S. Hall, Contractor, $74.

Moved from Brent's ranch to Kelowna, a distance of 4¼ miles ; raised 2 feet ; new floor laid over old one ; built platform and steps in front ; painted walls and roof two coats ; built 50 feet of fence, painted ; built 290 feet of fence, white-washed ; built wood-shed 10 by 12 feet.

GRAND FORKS SCHOOL-HOUSE.

A. L. McDonald, Contractor, $1,000.

Furnished all requisites and erected a commodious school-house, in conformity with plans and specifications.

Main Trunk Road.

SECTIONS 1 AND 2.

A. Stevenson, Superintendent.

February.

Shovelled out land slide and made repairs on Sisco Hill.

March.

Opened ditches, cleaned out slides, and made surface repairs on Ashcroft Hill.

April.

Cleaned out and made general surface repairs from Lytton to Jackass Mountain; removed rocks, filled up ruts, repaired culverts, etc.

Forest cleared	400	yards,	20 feet wide.
Grubbed	400	"	10 "
Graded	500	"	10 "
Cribbed	20	"	4 feet high.
Excavated earth	25	"	10 feet wide, 1½ feet deep.

Made 2 culverts, averaging 14 feet by 7 feet by 4 feet.
Built 1 bridge, averaging 124 feet by 14 feet by 10 feet.
Repaired 1 bridge, 30 feet by 14 feet by 8 feet.
The above bridge is over Emory Creek; of 2 spans, 54 feet each; 1 span 16 feet. The 54-foot spans are trussed with straining beam truss; bridge supported on two abutments, and one trestle pier in centre; pier constructed with 18 pieces of 12 by 12 square timber, bolted together and planked with 3 by 12 fir plank.

April 22nd to 30th.

Re-construction of Cache Creek School House Bridge. Constructed pile-driver and drove 21 piles, etc.; also cleared out and widened road round bluff at Cache Creek.

May.

Cleared out trail and made general surface repairs from Lytton to Spence's Bridge; cleaned out Cornwall and Ashcroft Road; filled up ruts, repaired ditches, culverts, etc.
Built 1 bridge, 20 feet by 18 feet by 16 feet.
Completed re-construction of School-house Bridge. Removed and renewed all defective timbers; re-planked and put on new hand-rail.
Tightened up Savona Ferry cable, set new anchorage, etc.
Cleaned out road on Bourne's Hill.
Re-planked Ashcroft Bridge with 2 by 12 plank, laid on top of old flooring.
Tightened up Spence's Bridge Ferry cable, set new anchorage, etc.

June.

CACHE CREEK TO SAVONA.

Cleared out slides, filled up ruts and washouts, removed rocks, and made general repairs from Cache Creek to Savona.

July.

Cleared out rock and mud slides, filled ruts, and made general repairs.

October.

TRUNK ROAD.

Re-planked Bonaparte Bridge with 2-inch plank, laid diagonally on top of old plank; repaired hand-rail, etc.

November.

Cleaned out slides and made surface repairs from Lytton to Sisco Flat.
Removed rocks, cleared out slides on trail between Lytton and Spence's Bridge.

SECTIONS 3 AND 4.

Archibald McDonald, Superintendent.

January, February, March and April.

Cut out sleigh road on Carpenter Mountain 40 feet wide and 2½ miles in width.
Cut out fallen timber on winter road between the 12 and 115-Mile Posts.
Cut out snow drifts at 3-Mile Lake and 114-Mile Post.
Diverted snow water on Soda Creek Hill, Bridge Creek Hill, and Clinton Hills.

May.

Graded 1,650 yards, 3 feet wide.

Section 3.

Gravelled 1,075 yards, 14 feet wide, 10 inches deep.
Made 1 culvert, 18 feet by 4 feet by 3 feet.

Sections 3 and 4.

Graded 420 yards, 3 feet wide.
Ditched 540 " 1½ "
Gravelled 270 " 12 " 12 inches deep.
Made 5 culverts, averaging 20 feet by 4 feet by 3 feet.
Cleared off rocks and slides, and filled in ruts between Clinton and Soda Creeks.
" " " " Hat Creek.

June.

Section 4.

Graded	360 yards,	3 feet wide.		
Excavated earth	105 "	8	"	2½ feet deep.
Gravelled	315 "	12	"	by 10 inches deep.

Section 4.

Made 8 culverts, averaging 22 feet by 4 feet by 3 feet.
Re-covered half of Dry Gulch Bridge, 162-Mile Post.
Re-covered bridge on Carpenter Mountain, 20 feet by 20 feet.

Section 3.

Second growth timber and underbrush cleared, 1,750 yards by 50 feet wide.
Graded 1,900 yards, 3 feet wide.
Gravelled 1,300 " 14 " 10 inches deep.
Built 1 bridge, 24 feet by 18 feet by 5 feet.

July.

Section 4.

Graded 135 yards, 4 feet wide.
Ditched 148 " $1\frac{1}{2}$ "
Gravelled 190 " 12 " 12 inches deep.
Built 1 bridge, 20 feet by 15 feet by 12 feet.

Section 3.

Second-growth timber and underbrush cleared $2\frac{1}{2}$ miles by 50 feet wide.
Graded 2,100 yards, $2\frac{1}{2}$ feet wide.
Gravelled 1,250 " 12 " 10 inches deep.

August.

Section 4.

Graded 155 yards, 18 feet wide.
Ditched 290 " $2\frac{1}{2}$ "
Gravelled 210 " 18 " 12 inches deep.
Made 6 culverts, averaging 18 feet by 5 feet by 3 feet.

Section 3.

Graded 2,810 yards, 3 feet wide.
Excavated earth 145 " 9 " 4 feet deep.
Filled in 35 " 10 " $1\frac{1}{2}$ "
Gravelled 1,620 " 12 " 10 inches deep.
Made 1 culvert, 20 feet by 4 feet by 3 feet.
Cleared off loose rocks and filled in deep ruts, caused by cloud-burst on Clinton Hill.

September.

Section 3.

Second growth underbrush and timber cleared 3,520 yards by 50 feet wide.
Graded 3,050 yards, 3 feet wide.
Gravelled 1,250 " 10 " 8 inches deep.
Graded 150 " 4 "

Section 4.

Ditched 80 yards, 3 feet wide.
Gravelled 210 " 18 " 12 inches deep.
Made 4 culverts, averaging 18 feet by 5 feet by 3 feet.
Repaired bridge at 100-Mile Post.
[This road party of 5 men were engaged 11 days during the month sinking prospecting shafts for gravel near the 103-Mile Hill (*see* letter, F. Soues, 2369/97), and graded 1,100 yards for cart road from gravel pit to waggon road.]

October.

Section 3.

Graded 280 yards, 3 feet wide.
Ditched 25 " 3 "
Excavated earth 710 " 5 " 1 foot deep.
Made 1 culvert, 18 feet wide by 2 feet by 2 feet.
Dug up large boulders from road-bed between 134- and 150-Mile Posts.
Second growth timber and underbrush cleared $2\frac{1}{2}$ miles, 50 feet wide.
Graded 1,100 yards, 3 feet wide.
Cribbed 40 " 9 feet high.
Gravelled 1,520 " 12 feet wide, 10 inches deep.
Made 2 culverts, 20 feet, 4 feet wide by 3 feet.

November.

Section 3.

Graded 325 yards, 3 feet wide.
Gravelled 810 " 15 " 12 inches deep.
Made 1 culvert, 20 feet by 5 feet by 3 feet.
Ditched 470 yards, 3 feet wide.
Gravelled 330 " 15 " 12 inches deep.
Made 1 rock culvert, 25 feet by 2½ feet by 2 feet.

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

J. H. St. Laurent, Superintendent.

Forest cleared	4,400	yards,	25 feet wide.	
Grubbed	6,095	"	24 "	
Graded	950	"	18 "	
Ditched	1,262	"	3 "	18 inches deep.
Corduroyed	80	"	16 "	
Cribbed	1,010	"	4 feet high.	
Earth excavated	6,105	"		
Rock "	98	"		
Filled	5,405	"		
Gravelled	13,010	"	8 feet wide, 8 inches deep.	

Built 64 culverts, aggregating 200 feet in length, 18 feet wide, 3 feet deep.
Built 10 bridges, " 188 " 16 "
Built new pile pier at south end of Quesnelle River bridge, the old one having been partly washed away.
In addition to the foregoing work, all bridges have been repaired, culverts and ditches cleaned out, fallen timber removed, rocks and slides cleared away, and all necessary repairs made over both Sections.

Lillooet District.

WEST RIDING.

Archibald McDonald, Superintendent.

November, December and January.

LILLOOET-CLINTON ROAD.

Cut out heavy snow-drifts between Lillooet and the 11-Mile Post, and around lakes in Marble Canyon.
Cut out ice on cut-off, near Lillooet bridge.
Cleared off rocks and gravel on cut-off, near Lillooet bridge.

April.

Graded 1,920 yards, 3 feet wide.
Cribbed 90 " 6 "
Diverted snow-water both sides of Pavilion Mountain; cleared off rocks; filled ruts, and put road in good order from Lillooet to Fountain.

April and May.

BRIDGE RIVER TRAIL.

Cut out fallen timber and brush; cleared off rocks and timber-slides from Jack's Landing to the South Fork, 40 miles.

MARBLE CANYON ROAD.

Graded	1,450 yards,	3 feet wide.		
Ditched	125 "	2 "		
Excavated earth	145 "	5 "	4 feet deep.	

Built 1 bridge, 12 feet by 8 feet by 4 feet.

LILLOOET-SEATON LAKE ROAD.

Graded 325 yards, 3 feet wide.
Dug up rocks and put road in good order.
Put in two new stringers to strengthen bridge.
Blasted out large boulders in creek bed below Seaton Creek and Cayoosh Creek Bridges.

CHADWICK-HOEY ROAD.

Graded, levelled and put in good order from Lillooet Mills to Dickey's, 10 miles.

CAYOOSH CREEK ROAD.

Three and a half miles of new road was constructed and the old road made passable, by contract, by the Golden Cache Mines Company, and accepted by the Road Superintendent in June. Amount paid in aid of construction by the Government, $2,000.

May and June.

HOWE SOUND TRAIL.

Graded 875 yards, 1½ feet wide.
Cleaned off rocks and slides, put new covering on bridges, cut brush and fallen timber from foot of Seaton Lake to head of Anderson Lake, 36 miles.

June.

LILLOOET-LYTTON TRAIL.

Cleaned off gravel slides and loose rocks from Lillooet to the 25-Mile Post.

CAYOOSH CREEK ROAD.

Graded	1,850 yards,	3½ feet wide.		
Cribbed	35 "	5 "		
Excavated earth	325 "	10 "	5 feet deep.	
" rock	175 "	4 "	6 "	
Filled in	95 "	8 "	1¼ "	

TRAIL, WEST SIDE FRASER RIVER.

Excavated earth 2,500 yards, 2 feet wide, 1 foot deep.
Made surface repairs, Bridge River to High Bar, 40 miles.

LILLOOET CLINTON ROAD.

Graded 2,760 yards, 3 feet wide.
Cribbed 60 " 7 "
Built 1 bridge, 12 feet by 12 feet by 6 feet.
Cleaned off rocks and slides and put road in good repair from Fountain to Kelly's Lake, 27 miles.
Built 375 yards retaining wall, averaging 5 feet high, against inner bank on road on cut-off at Fraser River Bridge.

July.

CAYOOSH CREEK ROAD.

Cleared off heavy rock and gravel slide, caused by cloud-bursts.
Trail above Golden Cache Mines excavated 950 yards, 2 feet wide, 1½ feet deep; cleared off brush 1 mile, 8 feet wide; constructed pack bridge across Cayoosh Creek, 120 feet by 8 feet by 10 feet, near the Big Horn Mine.

EMPIRE VALLEY–CANOE CREEK FERRY ROAD.

Graded	825	yards,	3	feet wide.	
Excavated earth	2,150	"	8	"	4 feet deep.
" rock	65	"	10	"	6 "
Filled in	110	"	6	"	3 "

Made 1 culvert, 15 feet by 5 feet by 4 feet.
Cleared off rock, gravel and mud-slides and put road in good repair.

August.

LILLOOET-CLINTON ROAD.

Put in 90 yards of plank drains across road-bed in Town of Lillooet.

CAYOOSH CREEK TRAIL.

Constructed 3 miles new trail from Pack Bridge; cleared off gravel slides and loose rocks.

September.

Built 3½ miles new trail from Pack Bridge to Big Horn Mines and Goat Creek.

BLACKWATER TRAIL.

Built 4½ miles new trail from Half-way House to the Blackwater mining camps.

October.

LILLOOET-CLINTON ROAD.

Gravelled 450 yards, 12 feet wide, 12 inches deep.
Cleared off loose rocks, Lillooet to 15-Mile Post.
Cleared off loose rocks, 22-Mile Post to Carson's.

SEATON LAKE TO GOLDEN CACHE MINES.

Cleared off loose rocks, etc., from lake to mines.

HOWE SOUND TRAIL.

Re-covered with plank, 100 feet in length of pack bridges around Seaton Lake.

November.

UPPER BRIDGE RIVER TRAIL.

Cleared small timber and brush, 25 miles, 12 feet wide.
Cut and cleared off all old logs on above trail from Jack's Landing to Tyaughton Creek, 25 miles.
Cut out fallen timber from mouth of South Fork to Cadwallder Creek, 8 miles.

HOWE SOUND TRAIL.

Excavated one mile of new trail 2½ feet wide near Roaring Creek, Anderson Lake.

UPPER LILLOOET RIVER TRAIL.

Cut and cleared off all brush on 4 miles of new trail above C. Hartzell's.

EAST RIDING.

Archibald McDonald, Superintendent.

November, December, and January.

WOODS' TRAIL.

Graded 1,550 yards 1½ feet wide.
Cleared off timber for sleigh road 1,600 yards, 38 feet wide.

HAT CREEK ROAD.

Cleared off slides and rocks and gravelled 150 yards.

DOG CREEK ROAD.

Cut out snow drifts.
Cut out fallen timber.

May.

CANIM LAKE ROAD.

Graded 175 yards, 2 feet wide.
Gravelled 155 " 8 " 8 inches deep.
Graded 2,750 " 3½ "

DOG CREEK ROAD.

Gravelled 400 yards, 12 feet wide, 10 inches deep.
Hauled back timbers and replaced three bridges on Canoe Creek carried out by rush of water from break in B.C. Cattle Co.'s reservoir.
Cleaned off rock, etc., from Clinton to summit of Canoe Creek Mountain.
Repaired old road from Canoe Creek House to Summit.

June.

DOG CREEK TO M. PIGEON'S.

Graded 365 yards, 2½ feet wide.
Excavated earth 95 " 8 " 4 feet deep.

ROAD TO P. COLLINS'.

General repairs, 12 miles.
Cut out fallen timber and repaired road from Gustafsen's to Dog Creek Road, 2 miles.

HAT CREEK ROAD.

Graded 1,145 yards, 2½ feet wide.
Excavated earth 950 " 9 " 3 feet deep.
General repairs from Marble Canyon to 17-Mile Post, 4 miles.

MOUND—UPPER BONAPARTE ROAD.

Graded 420 yards, 3 feet wide.
Excavated 750 " 8 " 1½ feet deep.
Made 6 culverts, 15 feet by 5 feet by 2½ feet.
Put road in good repair, Mound to Pollard's, 3 miles.

July.

ROCKY SPRINGS ROAD.

Graded 325 yards, 2½ feet wide.
Excavated earth 575 " 9 " 1½ feet deep.
Dug up rocks and stumps and made general repairs from Dog Creek Road to Raphael's, 13 miles.
Overhauled and put in good repair 2 bridges near Raphael's.

CROW'S BAR ROAD.

Graded 750 yards, 2 feet wide.
Cleared off loose rocks, gravel and sand slides, and made general repairs.

CANOE CREEK ROAD TO CANOE CREEK FERRY.

Cleared off loose rocks, gravel and sand slides, and made general repairs.

DOG CREEK ROAD.

Graded 2,230 yards, 3 feet wide.
Ditched 210 " 1½ "
Gravelled 310 " 12 " 10 inches deep.
Made 6 culverts, 18 feet by 5 feet by 3 feet.
Built 1 bridge, 18 feet by 15 feet by 5 feet.
Blasted out large rocks in road-bed north of Haller's.

BIG BAR ROAD.

Re-covered with plank 4 bridges.
Cut out timber and brush 1,750 yards, 40 feet wide.

HAT CREEK ROAD.

Graded 1,300 yards, 3 feet wide.
Excavated rock 15 " 3 " 4 feet deep.
Gravelled 145 " 12 " 10 inches deep.
Built 1 bridge, 24 feet by 16 feet by 8 feet.

UPPER HAT CREEK ROAD.

Graded 485 yards, 2½ feet wide.
Made general repairs over 10 miles.

BIG BAR ROAD.

Graded 575 yards, 7 feet wide.
Excavated earth 360 " 9 " 3 feet deep.
Gravelled 308 " 12 " 10 inches deep.
Built 1 bridge, 24 feet by 12 feet by 6 feet.
(This road was put in good repair in June, but owing to heavy waterspouts this work was necessary, costing $450.)

August.

CLINTON-KELLY'S LAKE ROAD.

Graded 260 yards, 3 feet wide.
Ditched 145 " 1½ "
Cribbed 35 " 6 "
Gravelled 65 " 10 " 10 inches deep.

HAT CREEK ROAD.

Filled in 55 yards, 6 feet wide, 5 feet deep.
Gravelled 165 " 12 " 12 inches deep.
Made 1 culvert, 18 feet by 6 feet by 4 feet.

October.

RAYSON ROAD.

Forest cleared 300 yards, 25 feet wide.
Graded 950 " 3½ "
Dug up large rocks in road-bed near the 3-Mile Post.
Cut out stumps between the 5 and 6-Mile Posts.

DEADMAN'S CREEK ROAD.

Forest cleared 4 miles, 12 feet wide.
Excavated earth 1,750 yards, 8 feet wide, 2 feet deep.

October and November.

DOG CREEK-CANOE CREEK FERRY ROAD.

Excavated earth 2,550 yards, 4 feet wide, 3 feet deep.
Made 1 culvert, 15 feet by 4 feet by 3 feet.

VAULT, CLINTON OFFICE.

Joseph Norton, Contractor, $350.

Erected a vault adjoining Clinton Office, supplying plant, labour, brick, and lime; stone foundation, 3 feet deep; walls and arched roof 1 foot 6 inches thick; inside measurement, 9 feet 6 inches long, 4 feet 4 inches wide; height from floor to inner face of arch, 9 feet; plastered inside and finished with plaster of paris; iron binders, 1 inch thick by 2 inches wide, enclose the building on the outside, both ends and sides; contains 80 lineal feet shelving; iron doors and frame supplied from old vault, Lands and Works Department, Victoria.

SCHOOL HOUSE, CLINTON.

Robert Stoddart, Contractor, $1,600.

Furnished all plant, labour, and material; erected and completed a building with brick walls, in conformity with the general plan and specifications for country schools.

The whole of the Government buildings at Clinton and Lillooet are in a thorough state of repair.

June, July and August.

108-MILE ROAD TO HORSEFLY.

Ditched 160 yards, 2 feet wide.
Corduroyed 430 " 15 "
Gravelled 105 " 12 " 12 inches deep.
Made 18 culverts, averaging 15 feet by 4 feet by 2 feet.
Stumps and rocks blasted out of road-bed between the 6 and 38-Mile Posts.

Cariboo District.

—o—

QUESNELLE, ALEXANDRIA, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

COTTONWOOD ROAD.

Forest cleared 1,000 yards, 10 feet wide.
Grubbed 1,200 " 10 "
Corduroyed 478 " 12 "
Removed fallen timber, and made general repairs.

OMINECA TRAIL.

Built bridge across Cedar Creek, 35 feet long, 12 feet wide, 8 feet high.
Repaired bridge across Blackwater River.
Removed fallen timber and put the trail in good condition as far as Manson Creek.

MUD LAKE ROAD.

Built bridge across Soda Creek, 50 feet long, 14 feet wide, 9 feet high, covered with round timbers, ribbon and hand-rails on each side.

ALKALI LAKE ROAD.

Built 4 bridges, aggregating 226 feet, 14 feet wide, 3 feet high.
Removed fallen timber, rocks and roots, and made general repairs.

CHILCOTIN ROAD, SODA CREEK, TO NORTH FORK CHILCOTIN RIVER, 112 MILES.

Built 1 bridge, 152 feet long, 12 feet wide, resting on two piers 22 feet long by 6 feet wide, built of round timber, bolted together with $3\frac{1}{4}$-inch iron, and filled with 24 tons of rock in each; there are four stringers in each span, covered with flattened timbers with hand-rails and ribbons on each side.
Forest cleared 300 yards, the approaches to above bridge.
It was found advisable to change this road in three places, on account of heavy grade and swampy ground.
Forest cleared 1,000 yards, 16 feet wide.
Grubbed 1,000 " 10 "
Graded 2,200 " 10 "
Cribbed 300 " 3 feet high.
Built 1 culvert, 3 " long, 12 feet wide.
Built 1 bridge, 15 " " 12 "
Removed fallen timber, and made general repairs over the entire road.

Removed fallen timber, and made the necessary repairs to the following roads and trails :—Hixon Creek Trail, Baker Ranche Road, Springfield Farm Road, Williams Lake Valley Roads, 144-Mile House and Chimney Creek Road, Pablo Ranch Road, Chimney Creek and Beecher's Road.

CABLE FERRY AT SODA CREEK, ACROSS FRASER RIVER.

Built 2 miles and 16 chains of road for approaches.
Forest cleared 2 miles 10 chains, 20 feet wide.
Grubbed 2 " 12 "
Graded 1 " 8 to 20 feet wide.
Cribbed 80 yards, 8 feet high.
Earth excavated 1,000 "
Rock " 1,500 "
Built a strong anchorage on each side of the river, to secure the cable, repaired scow, &c.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

J. H. St. Laurent, Superintendent.

The Grouse-Antler Creek Road has been extended four miles to Cunningham Creek.

Forest cleared	5,500	yards,	21	feet wide.		
Grubbed	6,500	"	15	"		
Graded	1,000	"	15	"		
Ditched	117	"				
Corduroyed	500	"	15	"		
Built 2 culverts, aggregating			6	feet long and	14	feet wide.
" 2 bridges,		"	92	"	14	"
" 2 "		"	24	"	16	"

The necessary repairs have been made to the following roads and trails:—

ROADS.

Stout's Gulch, Valley Mountain, Gold Fields, Mosquito Creek, Slough Creek, Grouse-Antler, Richfield and Stanley.

TRAILS.

Upper Antler, Cunningham Creek, Swift River, Snowshoe, Lowhee, Canadian Creek, Downie Pass, Shepherd Creek, Pine Creek, Big Valley, Pleasant Valley, Summit Creek, Bear Lake, Lower Antler, Hardscrabble, Sugar Creek, Dragon Creek, Nelson Creek, Willow River, Burns Mountain, and Divide Lake.

BUILDINGS.

New grating has been put in the windows of the lock-up at Barkerville, and other repairs made to the building.

A good stable has been built and a fence put around the gaol-yard at Richfield by prisoners, under the direction of the gaoler; consequently, the cost has been comparatively small.

A small addition (a lean-to) was made to the gaol at Quesnelle for constable's quarters and general use. As this work was also done by the constable and prisoners under his care, the expense was confined to the price of material used.

A porch, 6 feet by 8 feet, was built to the Government Office at Barkerville, as formerly there was no place to post notices except inside the office.

West Kootenay District—North Riding.

—o—

BIG BEND.

BETWEEN REVELSTOKE AND CARNES CREEK—28 MILES.

R. W. Green, Foreman.

Cleared the trail of all fallen timber and mud slides.

Corduroyed	45	yards,	6	feet.
Cribbed	10	"	7	"
Excavated rock	30	"		

Repaired three culverts.

Built one bridge, 30 feet by 6 feet wide.

Considerable work was done in the Canyon in the shape of rock and gravel slides.

BETWEEN CARNES AND DOWNIE CREEKS—14 MILES.

Robert Blackmore, Foreman.

Cleared the trail of fallen timber and slides, and constructed about 3 miles of new trail to replace the portion destroyed by the Columbia River; repaired bridges and corduroy.

BETWEEN DOWNIE CREEK AND GOLDSTREAM—18 MILES.

A. Bourgeois, Foreman.

This trail was repaired where necessary and slashed for a distance of 6½ miles of all brush-wood, 6 feet wide, and the following work was also done:—

Corduroyed	618	yards,	4½	feet wide.
Repaired	200	"	4½	"
Graded	180	"	3	"

CARNES CREEK TRAIL.

A. Bourgeois, Foreman.

This trail was repaired for a distance of 4 miles, and a new trail built for a distance of over 4 miles. The following work was done:—

Forest cleared	7,110	yards,	6	feet wide.
Grubbed	3,500	"	3	"
Graded	2,200	"	3	"
Corduroyed	18	"	5	"
New bridge built	72	feet	6	"

MCCULLOCH CREEK TRAIL.

Arthur Pelletier, Foreman.

This trail was repaired for a distance of 8 miles, and a new one cut out to Ground Hog Basin where a large number of mineral claims have been worked this year.

FRENCH CREEK.

Thomas Sutherland, Foreman.

This trail was cleared out where necessary, and the following new work done:—

Forest cleared	6,600	yards,	10	feet wide.
Grubbed	850	"	4	"
Graded	850	"	4	"
Corduroyed	30	"	4	"

KEYSTONE MOUNTAIN TRAIL.

A. W. McIntosh, Foreman.

This trail was cleared of fallen timber, and repairs done where necessary. The following new work was done:—

Forest cleared	1,800	yards,	6	feet wide.
Graded	5,280	"	3	"
Corduroyed	320	"	4½	"

J. Sweeney, Foreman.

The above trail was further extended a distance of 3 miles, the work consisting of grading and slashing.

DOWNIE CREEK FERRY.

A scow was constructed and a cable stretched across this creek to enable packers and prospectors to cross the stream, the bridge having been washed away during high water. The scow was of the following dimensions, viz.:—Length, 38 feet; width, 12 feet; depth, 3 feet; decked all over with 2-inch lumber. This ferry was replaced, after the water fell, with a temporary bridge placed on a log jam.

GOLDSTREAM FERRY.

A new ferry boat was constructed for this stream, and cable stretched across. The scow was of the following dimensions:—Length, 28 feet; width, 10 feet 6 inches; depth, 2 feet. Arrangements were made with Mr. George Laform, packer, to operate this ferry during the summer, and gave every satisfaction.

JORDAN CREEK TRAIL.

James Keighley, Foreman.

This trail was cleared of fallen timber, etc., and the following new work performed:—
Forest cleared 3,400 yards, 8 feet wide.
Graded 3,400 " 3 "
One culvert, 20 feet by 1 foot.
Built 1 bridge, 90 feet by 5 feet.
In addition to above, parties were sent out on different occasions to clear the trail after wind and rain storms, and after the high water had subsided. I may state that very little damage was done this year by high water, which has been exceptionally high during the time I have been in Revelstoke.

REVELSTOKE DISTRICT.

Townsite.

On account of the erosion of the river bank, it became necessary to construct a road between the upper and lower town, so that communication might not be closed.

FIRST, SECOND AND THIRD STREETS.

Thomas Skinner, Foreman.

Stumps and wind-falls 1,600 yards by 60 feet wide.

Gravelled	1,450	"	60	"	
Excavated earth	154	"	44	"	1 foot deep.
Grubbed	1,397	"	60	"	
Filled in	40	"	44	"	3 feet deep.

MCKENZIE AND RAILROAD AVENUES.

Thomas Skinner, Foreman.

Part of this road was ploughed, and the rest cleared and graded.

Culvert was filled in.
The following work was done:—Grubbed 354 yards, 60 feet wide.

Edward Adair, Foreman.

Repairs to road between upper and lower towns.
Road gravelled 900 yards.
Ditched 100 "
Grubbed and slashed 45 " 60 feet wide.
Made 2 culverts.

FIRST STREET.

Robert Fleming, Foreman.

Extending road from Second Street to lumber mill up First Street.
Grubbed 250 yards, 30 feet wide.
Graded 250 " 30 "
Excavated earth 35 " by 30 yards by 4 feet deep.
Filled 30 " 30 " 5 "

SECOND STREET.

George Roach, Foreman.

Made culverts 44 feet long by 15 feet wide.
Gravelled approaches on both sides of culvert.

The following work was done by contract:—

J. McCallum, Contractor.

Section 1.—From Kootenay Street, along Douglas Street to Charles Street, thence along Charles Street to Second Street, thence along Second Street to Pettipiece House, a distance of about 900 feet. Road to be turnpiked, ditched and gravelled 3 inches deep.

J. McCallum, Contractor.

Section 2.—From Pettipiece's house to St. Peter's, Church of England, on Second Street, a distance of 800 feet; road to be turnpiked, ditched and gravelled.

R. Saunders, Contractor.

Section 3.—From St. Peter's, Church of England, on Second Street, thence along to Government Street to First Street, thence along First Street to Campbell Avenue; road to be cleared of all fallen timber; to be turnpiked, ditched and gravelled.

J. McCallum, Contractor.

Section 4.—Railway Avenue from C.P.R. water tank to McKenzie Avenue, a distance of 528 feet; road to be turnpiked and gravelled.

J. Hutchison, Contractor.

Section 5.—Second Street between McKenzie Avenue and Campbell Avenue; road to be cleared of all fallen timber and roots; 440 feet.

Repairs were also made to the road leading to cemetery, and culverts also put in to main road leading to station.

BRIDGE ACROSS ILLECILLEWAET RIVER.

W. Fleming, Foreman.

One span was put in this bridge by private parties with assistance from the Government. A temporary bridge was also put in after the ice had left the river.

ROADS ACROSS ILLECILLEWAET RIVER TO RANCHES.

Sam. D. Crowle, Foreman.

Forest cleared	300	yards,	15	feet wide.
Grubbed	150	"	15	"
Graded	150	"	10	"
Ditched	75	"	5	"
Gravelled	150	"	10	"

Made two culverts, 24 feet long.

GOVERNMENT BUILDINGS.

The following work was done:—
Erected two cells and constables' room in log building.
Put 2 cells in basement of building.
Put in heating apparatus to warm cells and constables' room.

NEW COURT HOUSE.

Thos. Hillier, Contractor, $4,590.

Erected a commodious and handsome building on lot 36, containing a Court Room, Jury Rooms, Judge's Chambers, Gold Commissioner's Office, Record Office and other rooms. The building is heated with hot air and is provided with necessary fittings.

ILLECILLEWAET DIVISION.

NORTH FORK OF ILLECILLEWAET TRAIL.

Angus McDonald, Foreman.

This trail was cleared out for a distance of 14 miles of all fallen timber, slides, etc. The following work was also done:—

Forest cleared	100	yards,	3	feet wide.
Grubbed	1,000	"	3	"
Graded	2,500	"	3	"
Ditched	500	"		
Corduroyed	100	"		

In addition to the above work, the Waverly Mining Company have constructed a waggon road from Albert Canyon to the mines, a distance of about 25 miles.

BLUE BELL TRAIL.

Ben Green, Foreman.

A bridge was built across South Fork of Illecillewaet to connect mines with railroad, and a new trail cut out for a considerable distance. The bridge is 160 feet long, and consists of two approaches 45 feet long, and bridge resting on two crib-pins 10 feet high, filled with rock, and is 8½ feet above high water mark.

CARIBOO CREEK TRAIL.

D. Woolsey, Foreman.

This trail was cleared of fallen timber, etc., and the following work done:—
Forest cleared 150 yards, 6 feet wide.
Built 1 foot bridge, 55 feet by 2 feet wide.
Built 1 bridge, 58 feet by 5 feet wide.

FISH CREEK.

F. Patterson, Foreman.

The bridge across Fish Creek was repaired and made passable for pack animals.

ILLECILLEWAET TO MCDOUGAL CREEK.

F. Patterson, Foreman.

Repaired the trail for a distance of 32 miles. In addition to the above, men were sent out to clear out the trails from time to time as the necessity arose.

LARDEAU DIVISION.

FISH CREEK TRAIL.

George Biddick, Foreman.

Built ½ mile of new trail to make a cut-off of about 10 miles over the mountain. The following work was done:—

Forest cleared,	880	yards,	6	feet wide.
Graded	880	"	4	"
Excavated rock	150	"	3	"
Built 1 bridge,	20 feet long,		4	"

W. D. Armstrong, Foreman.

This trail was cleared out for a distance of six miles of all fallen timber and slides to make it passable for pack animals.

POOL CREEK TRAIL.

W. D. Armstrong, Foreman.

This trail was cut out of fallen timber for a distance of 10 miles and re-made for a considerable distance to avoid the steep grade. The following work was done :—

Forest cleared	1,760	yards,	12	feet wide.
Graded	1,480	"	3	"
Excavated rock	37	"	$2\frac{1}{2}$	"
Filled earth	18	"	$2\frac{1}{2}$	"
Corduroy	60	"	4	"

Built 5 bridges, average 50 feet long by 5 feet wide.
" 1 " " 18 " 4 "

T. Downing, Foreman.

This trail was further extended a distance of $\frac{1}{4}$ mile through solid rock on a steep hillside.

BOYD CREEK TRAIL.

Joseph Bellamy, Foreman.

This trail was further extended this year a distance of 5 miles. The following work was done:—

Forest cleared	2,700	yards,	5	feet wide.
Grubbed	7,040	"	3	"
Graded	7,900	"	3	"
Corduroyed	45	"		
Cribbed	1,000	"		
Excavated earth	500	"		
" rock	10	"		
Filled in	50	"		
Stoned	1,800	"		

Made 2 culverts, 6 feet long by 2 feet wide.
Built 1 bridge, 40 " 3 "
" 2 " 35 " each 5 "

LEXINGTON CREEK TRAIL.

T. H. Ackers, Foreman.

This trail was cut out for a distance of one mile to a group of mines.

Forest cleared	1,760	yards,	6	feet wide.
Grubbed	1,760	"	4	"

SABLE CREEK TRAIL.

George Biddick, Foreman.

This trail was further extended about one mile, in addition to being cleared of fallen timber, &c. The following work was done:—

Forest cleared	1,320	yards,	7	feet wide.
Grubbed	1,320	"	4	"

Men were sent out from time to time to keep trails clean.

GALENA BAY ROAD.

Tom. Beech, Foreman.

This road was further extended this year about 2 miles. The following work was done:—

Forest cleared	3,422	yards,	12	feet wide.
Graded	900	"	8	"

HALL'S LANDING ROAD.

H. Lavewell, Foreman.

All roads were cleared of fallen timber and the following work done:—
Graded 200 yards, 12 feet wide.

ARROW LAKE DIVISION.

CARIBOO CREEK WAGGON ROAD.

W. A. Swan, Engineer in charge.

The above road commences at the townsite of Burton, between the Upper and Lower Arrow Lakes, and ends at the mines, a distance of 12 miles. This road will be of great assistance to the mines of this section.

Tenders were called for in half-mile sections as staked out, and the contracts were awarded as follows :—

No. 1	Section—	C. Racine	$900 00
2	"	"	
3	"	"	
4	"	J. P. Jones	950 00
5	"	"	
6	"	"	
7	"	T. Ehlers	800 00
8	"	C. Racine	575 00
9	"	J. P. Jones	500 00
10	"	"	698 25
11	"	"	

The work done on road for the Government is stated below, and was done in a thorough workmanlike manner, and at a much smaller expenditure. No expense was incurred for tools, &c , and Mr. Swan was employed as engineer in charge of the work, and carried out his duties satisfactorily.

Forest cleared	8,500	yards,	12 feet wide.
Grubbed	9,460	"	10 "
Graded	9,580	"	8 "
Ditched	250	"	
Corduroyed	250	"	12 "
Cribbed	240	"	
Excavated earth	9,500	"	
do rock	210	"	
Filled in earth	3,900	"	
Built 25 culverts	4 by 3 by 14, average.		
do 1 bridge	10 by 12.		
do 1 "	100 by 12.		
do 5 "	20 to 30 by 12, average.		

This road has been further extended by the mine owners.

NAENUTLAN LAKE ROAD.

J. H. Christie, Foreman.

This road has been opened up to assist settlers getting to the Arrow Lakes. The following work has been done :—

Forest cleared	6,000	yards,	12 feet wide.
Graded	250	"	7 "
Excavated rock	10	"	
Built 1 bridge	20 feet by 10 feet.		
Corduroyed	10 yards, 12 feet wide.		
Built 2 culverts	10 by 8 by 2.		

NEEDLES TRAIL.

James Kelly, Foreman.

This trail was built for 1½ miles over a comparatively level country that had previously been burnt, leaving some very heavy timbers to contend with ; the balance of the trail was built up a steep mountain side through thick undergrowth and heavy grading.

The following work was done:—

Forest cleared 5,280 yards, 12 feet wide.
Grubbed 1,760 " 4 "
Gravelled 3,520 " 4 "

TROUT LAKE WAGGON ROAD.

D. McKean, Foreman.

This road was generally repaired, and consisted of filling up ruts, ditching, removing boulders, roots and cutting out trees on the lower side to enable the sun to dry up the road after wet weather. During the early part of this season heavy rain fell and made the road impassable, consequently considerable more money had to be expended on it to enable the teamsters to get along. For three months the traffic was very heavy on this road.

The following new work was done:—

Forest cleared 1,100 yards, average 20 feet wide.
Ditched 300 "
Corduroyed 996 " 8 feet wide.
Built 1 culvert.

George Adams, Foreman.

This party was employed cutting out slides in the canyon and necessary repairs after the season had opened.

NORTH FORK OF LARDEAU CREEK.

E. L. Kinman, Foreman.

This trail was cleared out for a distance of 6 miles, and the following new work done:—
Forest cleared 1,140 yards, 10 feet wide.
Grubbed 1,140 " 3 "
Graded 1,140 " 2½ "
Ditched 70 " 1 "
Corduroyed 216½ " 4½ "
Made 4 culverts, 14¼ feet long, 5 feet wide.

James Mesley, Foreman.

This trail was cut out and improved for a distance of 6 miles.
Corduroy laid 25 yards, 4 feet wide.

GAINER CREEK.

James Mesley, Foreman.

This trail was cut out of slides and fallen timber, and the following new work done:—
Grubbed 300 yards, 3 feet wide.
Corduroyed 100 " 4 "
Built 2 bridges, 20 feet long by 5 feet wide.

TROUT LAKE TO FERGUSON.

James Mesley, Foreman.

This road was cut out last winter a distance of 4 miles, by the Lillooet & Fraser River Co., to be used as a snow road, and this season the road was widened out for a considerable portion by the owners of the Townsite of Ferguson, until they had to stop for want of funds. The Government then took up the work and completed it, making it passable for waggons.

The following work was done:—

Forest cleared	1,000	yards,	16	feet wide.	
Grubbed	2,000	"	10	"	
Corduroyed	25	"	12	"	
Cribbed	25	"	10	"	
Excavated earth	1,000	"	10	"	3 feet deep.
" rock	60	"	10	"	4 "

D. M. Kean, Foreman.

This party was employed widening out the road and removing slides from side-hill cuts, boulders and roots, and such repairs as were an absolute necessity. This road has been further extended by the L. F. R. & C. G. Fields Co. to the end of the Silver Cup Trail, a distance of four miles. Men were sent out from time to time to clear out slides and fallen trees as the necessity arose.

LOWER LARDEAU AND KOOTENAY LAKE TRAIL.

This trail was cleared out of fallen timber, which consisted of very large cedars and mud-slides.

Built bridges, 58 feet long by 6 feet wide.

CANYON CREEK TRAIL.

August Olson, Foreman.

This trail was cut out from the end of Trout Lake, to group of mines up Canyon Creek.

The following work was done:—

Forest cleared	6	miles by	10	feet wide.
Grubbed	6	"	2	"
Graded	6	"	2	"

This work was continued by the mine owners.

BUILDINGS.

TROUT LAKE CITY.

Baxter Robinson, Contractor, $950.

Erected a building for a Record Office and Lock-up, consisting of one room for a Record Office, room for Recorder, kitchen and 3 cells for prisoners.

———o———

ROADS, STREETS AND BRIDGES.

AINSWORTH MINING DIVISION.

AINSWORTH WAGGON ROAD.

Repaired the road for a distance of 4¾ miles.

Re-built 5 culverts, averaging 4 feet by 12 feet by 2 feet.

Ditched 250 yards, 2 feet wide.

Filled in 1,760 yards of ruts and wash-outs, 1 foot deep.

AINSWORTH WHARF (approach).

Filled in 20 yards, and replaced bed of same.

HAMMILL CREEK TRAIL.

Forest cleared and grubbed 6 miles, 6 feet wide.
Graded 6 miles, 3 feet wide (side hill cuts).
Corduroyed 100 yards, 8 feet wide.
Built 1 bridge, 20 feet long by 6 feet by 2 feet above water.

HOOKER CREEK TRAIL.

Grubbed 2 miles, 2 feet wide.
Corduroyed 72 yards, 5 feet wide.
Repaired 8 miles of trail.

JACKSON BASIN ROAD.

Forest cleared	10,226	yards,	20	feet wide.
Grubbed	3,000	"	9	"
Graded	10,226	"	9	"
Ditched	1,000	"	1	"
Corduroyed	660	"	10	"
Cribbed	700	"		
Excavated earth	5,000	"		
do rock	10,000	"		
Filled in	15,000	"		

Made 20 culverts, averaging 11 feet by 3 feet by 2 feet.
Built 1 bridge, 120 feet by 10 feet.
" 1 " 70 " 10 "

KASLO WAGGON ROAD.

Cut away fallen trees, and made whole road passable as a trail.

LARDO-DUNCAN TRAIL.

Repaired trail between Argenta and the south end of Upper Kootenay Lake.
Repaired bridges, culverts and ditches.
Cut out all fallen timber.

LARDO-TROUT LAKE TRAIL.

Forest cleared 26 miles, 6 feet wide.
Graded 880 yards, 3 "
Built 1 bridge, 76 feet long, 6 feet wide, 20 feet above river.
Generally repaired whole trail for a distance of about 37 miles.

SOUTH FORK OF KASLO CREEK WAGGON ROAD.

Forest cleared	4,840	yards,	20	feet wide.
Grubbed	1,000	"	10	"
Graded	4,840	"	10	"
Ditched	500	"		
Corduroyed	575	"	12	"
Cribbed	100	"		
Excavated earth	5,000	"		
do rock	500	"		
Filled in	5,500	"		

Made 12 culverts, averaging 12 feet by 3 feet by 2 feet.
Built 17 bridges, averaging 20 feet by 12 feet.
This road opens up a large mining district.

WHITE GROUSE-SANCA TRAIL.

Repaired 18 miles of trail.
Corduroyed 282 yards, 6 feet wide.
Removed trees; made trail wider; changed switch-backs and repaired grade.

GOAT RIVER MINING DIVISION.

DUCK CREEK TRAIL.

Forest cleared 10 miles.
Corduroyed 25 yards, 8 feet wide.
Built 1 bridge 20 feet long by 8 feet wide.

GOAT RIVER TRAIL.

Cleared out 35 miles of trail.
Corduroyed 75 yards, 8 feet wide.
Built one bridge, 25 feet long by 8 feet wide.

NELSON MINING DIVISION.

BRIDGE ACROSS SALMON RIVER (Ymir).

Built 1 bridge, 97 feet long, 13 feet wide.
Built 1 shore, and 1 central pier, 12 feet above present waterline, placing them to conform to street lines; replaced old floor timbers, and renewed guard logs.
Made approaches to bridge, 250 feet long by 18 feet wide, with log filling; covered same with 12 inches of gravel; average depth of log-filling, 5 feet.

FERN WAGGON ROAD.

Forest cleared	4,270 yards,	15 feet wide.	
Grubbed	1,760 "	10 "	
Graded	4,270 "	10 "	
Cribbed	100 "		
Excavated (earth)	2,000 "		
" (rock)	500 "		
Filled in	2,500 "		

Made 6 culverts, averaging 11 feet by 2 feet by 3 feet.
Built 3 bridges, " 11 " 30 "
This road was built up Hall Creek, and extends as far as the "Fern" Mine Mill.

KOKANEE CREEK TRAIL.

Cleared trail of fallen timbers.

NELSON-ROBSON TRAIL.

Cleared trail of fallen timber for a distance of 15 miles.

NELSON STREETS.

Repaired bridge on Baker Street; built sidewalks, and repaired same.

SALMON RIVER (NORTH FORK) TRAIL.

Graded	40 yards,	4 feet wide.
Ditched	20 "	2 "
Corduroyed	350 "	5 "
Excavated rock	3 "	3 "

Made 1 culvert, 15 feet long by 6 feet wide.
Built 1 bridge, 20 " 6 "

SEVEN-MILE CREEK (Kootenay Lake outlet).

Forest cleared	8 miles long,	8 feet wide.
Grubbed	8 "	$2\frac{1}{2}$ "
Graded	8 "	$2\frac{1}{2}$ "

Built 1 bridge, 36 feet long, 6 "

TOAD MOUNTAIN WAGGON ROAD.

Replaced bridge over Give-out Creek, washed out by freshet, 25 feet long, 14 feet wide, 20 feet high.

WILD-HORSE CREEK WAGGON ROAD.

Forest cleared	8,000 yards,	15	feet wide.
Graded	8,000 "	9	"
Corduroyed	200 "	9	"
Cribbed	300 "		
Excavated (earth)	10,500 cubic yards.		
" (rock)	275 "		
Filled in	30 yards, 12 feet wide.		

Built 5 bridges, 50 feet long by 12 feet wide.

The road extends from the Town of Ymir up Wild-Horse Creek to the summit.

SLOCAN MINING DIVISION.

LEMON CREEK TRAIL (Slocan River).

Forest cleared	14,080 yards,	8	feet wide.
Graded	2,640 "	2	"
Ditched	20 "	1	"
Corduroyed	30 "	7	"

Built 11 bridges, 80 feet long, 8 feet wide, and 7 feet high.

The length of this trail is about 8 miles, and opens up a very promising mineral district.

TEN-MILE CREEK TRAIL (Slocan Lake).

Forest cleared	7,920 yards,	10	feet wide.
Grubbed	7,920 "	3	"
Graded	7,920 "	3	"
Corduroyed	25 "	4½	"
Filled in	20 "	3	" 5 feet deep.

Built 1 bridge, 50 feet long by 5 feet wide.

CARPENTER CREEK BRIDGE (New Denver).

Built 2 approaches, each 18 feet long; 4 stringers, each 50 feet long; 2 abutments, each 7 feet high, 18 feet long; average width, 5 feet; bolted all timbers together; filled same with solid rock; planked bridge with 2 by 12 plank.

CRIBBING CARPENTER CREEK AND CLEARING CHANNEL.

Cribbed 28 yards, 10 feet wide; bolted all timbers together and filled with rock; ditched 30 yards 2 feet wide; cut away large log jam; burnt same, and cleared old channel of necessary impediments to the flow of water.

CARPENTER CREEK CRIB-DAM (Sandon.)

Dug trench 200 feet long, to obtain foundation for crib, through an accumulation of clearings from the concentrator; built crib 500 feet long, 4½ feet high, 6 feet wide; bolted all timbers together; filled same with rock.

FOUR MILE CREEK WAGGON ROAD (Slocan Lake.)

Forest cleared	31,680 yards,	20	feet wide.
Grubbed	3,520 "	10	"
Graded	31,680 "	10	"
Corduroyed	1,700 "	10	"
Cribbed	1,000 "		
Excavated earth	6,584 "		
do rock	6,000 "		
Filled in	12,584 "		

Made 27 culverts, averaging 12 feet by 2 feet by 3 feet.
Built 7 bridges, 25 feet by 10 feet.

NEW DENVER ROAD TO STATION.

Grubbed and lessened grade, 1 mile.
Removed rock from road.

NEW DENVER STREETS.

Opened out Main Street to Hospital, 100 yards long, 50 feet wide.
Built sidewalk 100 yards long.
Built bridge over Sixth Street, 65 feet long, 20 feet wide.
Planked same with 3-inch plank.

THREE FORKS-CODY ROAD.

Cleared out large earth-slide and timbers.
Cut away large and small trees, and generally improved road.

THREE FORKS-NEW DENVER WAGGON ROAD.

Forest cleared	9,240	yards,	20 feet wide.
Grubbed	4,270	"	9 "
Graded	9,240	"	8 and 9 feet wide.
Cribbed	1,000	"	
Excavated earth	6,500	"	9 feet wide.
do rock	5,000	"	8 "
Filled in	7,000	"	

Made 10 culverts, averaging 10 feet by 2 feet by 3 feet.
Built 3 bridges, 10 feet by 20 feet.

TRAIL CREEK MINING DIVISION.

DEWDNEY TRAIL.

Generally repaired five miles of trail, and built one bridge over Big Sheep Creek.

SHEEP CREEK TRAIL.

Constructed ten miles of trail from Gold Star mineral claim, to middle fork of Murphy Creek.
Made general repairs from Blue's saw-mill, near Rossland, to Gold Star mineral claim.

TRAIL CREEK WAGGON ROAD.

Made general repairs.

WATERLOO-NORTH FORK SALMON RIVER TRAIL.

Forest cleared	20,500	yards,	6 feet wide.
Graded	3,500	"	1½ "
Corduroyed	20	"	5 "

Made 7 culverts, 15 feet long by 5 feet.
Built 1 bridge, 20 " 6 "
This trail opens up a large and important mineral section, being a through route between Waterloo, a town on the Columbia River and the Nelson and Fort Sheppard Railway, across the divide.

BUILDINGS.

KASLO RECORD OFFICE.

McGregor & Elliott, Contractors, $1,590.

Moved back the old Assessor's office to make room for new offices, and attached same to the rear wall. The new building consists of the main office and a private room on the left hand side, and a vault. The main office is 24 feet by 34 feet inside, the private room 10 feet by 14 feet, and the vault 5 feet 6 inches by 6 feet 6 inches inside. This, with the old office, makes four rooms or offices in all. The main office is well lighted, and has plenty of desk room.

LOCK-UP AT TRAIL.

Howard Ferguson, Contractor, $835.

New buildings, 4 cells, and officers' room and quarters.

COUNTY GAOL, NELSON.

R. Dinsdale, Contractor, $13,543.

In course of construction.
36 cells in main ward, 11 cells in private ward, 2 condemned cells, quarters for officers.

SCHOOL-HOUSE, NELSON.

Thompson & Bell, Contractors, $740.

Added another wing and supplied school-house with hot air furnace.

SCHOOL-HOUSE AT TRAIL.

S. H. Brown, Contractor, $1,894.

Provided all materials and labour, and erected a frame building in conformity with plans and specifications; the building is lathed and plastered and comprises two school-rooms, each 26 by 36 feet, and four cloak rooms, and is fitted in the usual manner.

SCHOOL-HOUSE AT KASLO.

Frank Page & Co., Contractors, $3,797.

Supplied all requisites and constructed a frame building in the form of a cross, containing four school-rooms each 26 feet by 36 feet; four cloak rooms, each 6 feet 6 inches by 13 feet; the walls are enclosed with rustic siding; lathed and plastered; fitted with wainscoting and black-board surface.

AINSWORTH SCHOOL-HOUSE.

Drummond & Holmes, Contractors, $1,200.

Provided all labour and materials and erected a building in accordance with the plans for large country school-houses.

NEW DENVER SCHOOL-HOUSE.

F. Pyman, Contractor, $990.

Supplied every requisite and erected a building as above.

SCHOOL-HOUSE ROSSLAND.

Robt. Hunter, Contractor, $7,475.

An eight-room school building is now in course of erection.

Columbia and Western Railway.

ROBSON, B.C., October 12th, 1897.

The Honourable G. B. Martin,
Chief Commissioner of Lands and Works, Victoria, B.C.

SIR,—On the 6th instant the General Superintendent of the Columbia and Western Railway visited my camp near Robson, and showed me a telegram from yourself informing him that I had been appointed by the Department to inspect and report on the newly constructed Trail-Robson Division of the Columbia and Western Railway system.

Acting on this telegram, I made, on the 7th instant, a very careful examination of the railway in question, walking over the entire length of the track between Robson and Trail, a distance of nearly twenty miles, accompanied by the Company's Engineer, Mr. A. C. Dennis, C.E., to whom I am indebted for much valuable information as to the details of construction.

On the evening of the 7th instant, after having completed the required inspection, I received, from the Deputy Commissioner, a telegram, which is as follows: "Please make a careful inspection of railway from Trail to Robson and report." "W. S. GORE."

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,
M. Inst. C. E., Etc.

REPORT ON THE WORKS OF CONSTRUCTION OF THE TRAIL-ROBSON DIVISION OF THE COLUMBIA AND WESTERN RAILWAY, AS PERFORMED UP TO THE 7TH DAY OF OCTOBER, 1897.

ROUTE.

The Trail-Robson Division of the Columbia and Western Railway is practically an extension of the narrow gauge Trail Creek "Tramway." It begins at Smelter Hill Station, 2,600 feet from the Trail terminus of the tramway, and extends in a northerly direction along the west bank of the Columbia River to a point nearly opposite the Canadian Pacific Railway Station at Robson, a total distance of nineteen and three-tenth miles.

The general course of the railway is direct. Leaving Smelter Hill the average courses are as follows:—

North-westerly	10,000	lineal feet.
Northerly	5,000	"
North-easterly	18,000	"
Northerly	6,000	"
North-easterly	4,000	"
Easterly	6,000	"
North-westerly	3,000	"
Easterly	2,000	"
North-easterly	20,000	"
Northerly	10,000	"
North-westerly	15,000	"
Westerly	2,778	"
Total	101,778	" to terminus opposite Robson.

These average courses deflect very gradually from each other, and do not increase the air line distance very materially.

The first five miles north from Smelter Hill is located at a considerable distance from the Columbia River, and passes over side-hill and flats.

The second five miles approaches closely the high water mark of the Columbia River, and passes over broken sand and rock side-hill, with considerable intervals of sand and gravel flats.

The third five miles is located considerably above high water mark, and passes over gravel and sand side-hill, with intervening sand flats.

The remaining four and three-tenth miles is also considerably above high water mark, and passes over uniform sand and gravel flats.

LOCATION.

In general, the location of the railway has been made with the object of obtaining as direct a route as possible, consistent with economy of construction. Advantage has been taken of all available flats affording suitable grades. Between Murphy Creek, four and a half miles north of Smelter Hill and China Creek, ten miles north, the location, apparently for commercial reasons, is very close to the river. From a purely engineering point of view, it would appear that a safer, a more desirable, and possibly a more economical location could be obtained on the flats immediately above the present construction. From the profile of the location furnished by the Railway Company, the present road-bed between Murphy and China Creeks, is in several places a few feet only above high water mark, and is retained in position by solidly constructed but extensive crib-work. The slopes of all embankments reach far below high water mark, and are protected from water abrasion by rip-rap, which, it is claimed, is extended in all cases above high water mark.

Similar works of this kind are common to all railways built along river banks. They are avoided when possible, but can be maintained with the utmost safety by constant supervision. In the present case, it is recommended that all crib-work be filled solid with selected rock filling, that the foundations of such crib-work be protected from abrasion by rock aprons, and that existing rip-rap on embankment slopes be extended at least three feet above the high water mark of 1894.

GAUGE.

The railway is of standard gauge, 4 feet 8½ inches from inside to inside of rail-head, except on curves, where a half inch spread has been allowed on all curves betwen 4° and 10°, and one inch on all curves above 10°. The maximum gauge is therefore 4 feet 9½ inches.

ALIGNMENT.

The general curvature is light for a mountain railway; curves vary from 30 feet to 16°, or from 11,460 feet to 358 feet radius, and cover 9.41 miles of the total length, or 48.816 per cent.

A few of the curves appear to be unnecessary, and should be eliminated. Some of the sharper curves could be lessened at small cost. The total number is 120, made up as follows:—

Degree.	Radius.	Number.	Total length.
0 to 1	Infinity to 5,730	6	2,614 feet.
1	5,730	5	2,517 "
1 to 2	5,730 to 2,865	4	1,059 "
2	2,865	8	4,417 "
2 to 3	2,865 to 1,910	6	1,835 "
3	1,910	9	4,642 "
3 to 4	1,910 to 1,432	5	2,658 "
4	1,432	9	3,465 "
5	1,146	9	4,087 "
5 to 6	1,146 to 955	3	804 "
6	955	3	1,110 "
6 to 7	955 to 818	4	879 "
7	818	7	2,625 "
7½	767	1	197 "
8	716	7	1,774 "
8 to 10	716 to 573	6	1,691 "
10	573	19	8,688 "
10 to 11	573 to 521	1	1,400 "
12 to 14	477 to 409	2	581 "
16	358	6	2,639 "
	Totals	120	49,682 lineal feet.

The six 16° curves are all located in the neighbourhood of China Creek, about ten miles north of Smelter Hill. This portion of the railway is declared to be a temporary construction, and will be improved as soon as traffic warrants the expenditure.

A much easier alignment can readily be obtained on the flats immediately above the present road-bed.

The longest curve is a 1° curve, 1,610 feet in total length. The longest tangent is 3,288 feet in length.

GRADES.

The total fall of the railway from Smelter Hill to the end of the track opposite Robson, is 138 feet. The total length of the railway being 101,778 lineal feet, the average downward grade is therefore a little less than .14 per 100. The average grades are more specifically as follows:—

Miles North of Smelter Hill.	Rise above Smelter Hill.	Fall below Smelter Hill.
4.2		168
6.3		166
9.3		125
10.3	12	
10.6	11	
11.		8
13.9	60	
15.4	24	
18.7		114
19.3		138

The steepest grades are from Smelter Hill northward to Murphy Creek, which averages 40 feet fall per mile, and the grade from the crossing of China Creek, which is a distance of 4,900 feet northward, rises 134¼ feet, or at the average rate of 2.74 feet per 100.

As before stated, the part of the work on which this grade occurs is declared to be temporary, and will be eventually changed so that no grade shall exceed 1 per 100. The traction resistance, due to curvature, is compensated for by lessening all grades on curves at the rate of four one-hundredths of a foot in each 100 feet for each degree of curvature, that is to say, that on a 16 degree curve on a grade of 3 feet per 100 the grade is reduced sixty-four one-hundredths of a foot, which, subtracted from the original 3 feet per 100, leaves 2.36 feet per hundred as the compensated grade on the curve.

EMBANKMENTS.

All embankments at formation level are 12 feet in width with side slopes of 1½ to 1 in earth, sand, and gravel, and 1 to 1 in loose rock. On flats, a berm of 5 feet has been left between the toe of slopes and the side borrows. On side hill, in most cases, the slopes reach the flats lying below. In certain cases, however, it has been found necessary to retain embankments by cribwork resting on excavated foundations. Owing to the nature of the material, which is in all cases loose sand, these cribwork embankments are of a more permanent nature than a solid fill, a loose sand embankment being liable to spread, and so leave the track undermined. Careful inspection of these structures must be frequently made and their solidity constantly maintained.

At two points on the railway, the 12th and 13th miles, north of Smelter Hill, the natural surface of the side-hill shows positive indications of sliding. The embankments at both these points are retained by cribwork placed immediately below formation level.

During construction it was observed that an outward movement had taken place in these structures. To remedy this and prevent further movement, two parallel rows of 12-inch piles were driven firmly into the solid earth below the movement (as supposed), one row on each side of the structure. Both rows are securely connected at the tops by 3-inch planking. This appears to serve the intended purposes, no further sliding having been observed. Both these structures will require frequent careful inspection, and should further sliding take place it will be necessary to drive further parallel rows of piles on the slope below, or to allow the slide to take place and re-build over such cavity as may be formed.

All embankments have been carefully graded and are standing at uniform formation level. Their appearance has however been somewhat marred by track-layers having borrowed from the sides all the material necessary for levelling up and filling in between the ties.

EXCAVATIONS.

All excavations are fourteen feet wide at formation level, with side slopes in earth, and sand of 1 to 1, and in rock of $\frac{1}{4}$ to 1.

In gravel and hard pan cuttings the slopes are somewhat steeper.

This work has been well done, and presents a thoroughly finished appearance, except where trespassed upon by track-layers.

CRIB-WORK.

There are nine places in all in which crib-work has been employed to retain embankments in place. As before stated, the friable nature of the soil in the vicinity renders crib-work, in special cases, preferable to embankments, and this is especially so when the toes of sand embankments would reach below high water mark, and be in consequence in danger of being undermined. The lengths of these cribs vary from 60 to 700 feet, covering a total length of 2,336 lineal feet. In all cases the heights are low, being from 10 to 15 feet. The smaller cribs consist merely of face and cross logs notched and tree-nailed, the cross logs penetrating under the track into the solid material beyond. The spaces between the logs have been filled with whatever material was most convenient. This is a cheaper form of crib-work than is usually employed in standard gauge railroad construction, but when properly built there is no reason why it should not answer every purpose.

The larger cribs are declared to be of the usual railroad pattern, filled partially with rock and partially with gravel. So far as could be observed, they presented the appearance of good workmanship. All face and cross logs are not less than 12 inches diameter and securely tree-nailed to each other.

CULVERTS.

The railway is well provided with culverts for the passage of streams and drainage water under the road-bed. There are twenty in all, or an average of one per mile. Eighteen are single and two are double. Of the eighteen single culverts, three have openings of 3 by 2 feet; two have openings of 3 by 3 feet; twelve have openings of 3 by 4 feet, and one an opening of 6 by 3 feet. Of the two double culverts, one passes the waters of China Creek, and the other the waters of Rock Creek. It may be that spring freshets will demonstrate the necessity of larger openings.

These culverts are of the usual log culvert pattern, having solid cedar or fir walls and coverings, tree-nailed securely together, the whole resting on round sills five feet apart, the spaces between which are filled flush with broken rock. All are substantially built.

ROCK DRAINS.

Only one rock drain was observed, about sixteen miles north of Smelter Hill. It appeared to be of insufficient capacity, and its duties would be better fulfilled by a ballast box.

RIP-RAP.

Extensive rip-rap has been employed on the faces of such slopes as reach below high water mark. This is generally about two feet thick, and is constructed of round and broken rock, hand laid. In all cases where not acted on by rapid currents this will, without doubt, effectually protect the embankment slopes.

BALLAST.

The road-bed throughout is partially ballasted with material borrowed from the sides of adjacent excavations and embankments. In many cases this material is actual ballast of good quality. Inequalities under the ties and the spaces intervening between the ties have been filled with this material. The track has, by this means, been brought to uniform grades.

BALLAST BOXES.

There are twenty ballast boxes, or an average of one per mile. All are of like design, being rectangular boxes constructed of 3-inch planks, having clear openings of 12 by 18 inches.

TRESTLES.

There are in all seven trestles, each of considerable magnitude. These are as follows:—

Stoney Creek Trestle—One mile north of Smelter Hill. This trestle is 110 feet high, and 544 feet long, and consists of 4 decks, the whole resting on pile foundations. The superstructure falls 1 foot per 100 on a straight centre line.

Murphy Creek Trestle—Four and one-quarter miles north of Smelter Hill. This is a pile trestle, 25 feet high and 544 feet long. The centre line is a curve of 3½ degrees. The grade of the superstructure rises four-tenths of a foot per 100.

High Water Slough Trestle—Five and a half miles north of Smelter Hill. This is a pile trestle, 25 feet high and 560 feet long. The centre line is part straight and part an 8-degree curve. The grade of the superstructure rises .043 feet per 100.

Sullivan Creek Trestle—Eight and three-quarter miles north of Smelter Hill. This trestle is 30 feet high and 224 feet long. It consists of one deck resting on pile foundations. The centre line is a 5-degree curve, and the grade of the superstructure rises .467 feet per 100.

Dry Ravine Trestle—Ten and a half miles north of Smelter Hill. This trestle is 50 feet high and 160 feet long. It consists of two decks, the whole resting on pile foundations. The centre line is straight and the grade of the superstructure falls 1.25 per 100.

Blueberry Creek Trestle—Twelve and a quarter miles north of Smelter Hill. This trestle is 50 feet high and 60 feet long. It consists of two decks, the whole resting in part on pile foundations and in part on mud-sill foundation. The centre line is a 10-degree curve and the grade of the superstructure rises .333 feet per 100.

Dry Ravine Trestle—Thirteen and three-quarter miles north of Smelter Hill. This trestle is 50 feet high and 304 feet long. It consists of two decks, the whole resting on pile foundations. The centre line is a 2⅚-degree curve, and the grade of the superstructure level.

All these structures are well designed and well built, strength and durability being evidently the objects in view. Squared and flatted posts have been used indiscriminately, the flatted posts being, as a rule, larger in scantling than the square posts. The interior posts are vertical. The exterior or raking posts batter 3 inches per foot. The sill of each deck forms the cap of the deck immediately below. Posts are gained a half inch into caps and sills, and secured at the tops by ¾-inch drift-bolts, 22 inches long, and at the lower ends by ¾-inch dowels, 8 inches long. The ends of girders, diagonals, and wales are fastened with ⅝-inch screw-bolts, 21½ inches long. Single sway braces are likewise secured by ⅝-inch screw-bolts, 18½ inches long, and double sway braces by ⅝-inch screw-bolts, 21½ inches long. Sway braces and wales are spiked to intermediate posts by ½-inch spikes, 7 inches long. All bents are 16 feet apart.

In pile trestles, each bent consists of two parallel 12-inch piles, driven vertically, and two exterior raking piles battering 1 inch to 1 foot. All bents are 16 feet apart.

In the superstructure, each main stringer is composed of three separate leaves, securely bolted together. The following are the standard dimensions of the principal squared timbers, bolts and spikes in these structures:—

TIMBER.

Guard rails	8	inches by	8	inches.
Ties	8	"	6	"
Stringers (each leaf)	7	"	16	"
Jack stringers	7	"	16	"
Caps	12	"	12	"
Posts	12	"	12	"
Raking posts	12	"	12	"
Sills	12	"	12	"
Girders	7	"	10	"
Braces	3	"	10	"
Wales	3	"	10	"
End planks	3	"	8	"

IRON.

Guard-rail bolts	$\frac{5}{8}''$ diam.
Brace bolts	"
Wale bolts	"
Stringer bolts	$\frac{3}{4}''$ diam.
Cap bolts	"
Cap and sill bolts	"
Cap and drift-bolts	"
Brace spikes	$\frac{1}{2}''$ diam.
Tie spikes	"
Dowels	1″ diam.

All the above structures rest either wholly on piles, or partially on piles and partially on mud-sills. It is questionable whether this adds to their durability, but so long as the piles are prevented from decaying, the safety of the structure is insured. Stone or mud-sill foundations can be readily substituted when necessary.

TIES.

Ties are of fir, cedar, and bull-pine, flatted to 6-inch face, 8 feet long, and not less than 6 inches thick. On the northern half of the railway, they are spaced 26 inches apart, except at rail-joints, where the spacing is 18 inches. This affords a firm rest for the ends of the rails and fish-plates. On the southern half of the railway the spacing is uniform, being about 26 inches from centre to centre. The fir and cedar ties are of excellent quality. Bull-pine, however, is a soft wood, and does not afford sufficient holding power for rail spikes. It is recommended that these latter be replaced by fir or tamarack, as soon as their present usefulness is gone.

TRACK-LAYING.

From Smelter Hill to the terminus, the rails have been unusually well laid, presenting to the eye uniform straight lines and curves. All curves have been eased off at both ends, and the outer rails have been elevated for velocities, varying according to the retardation due to the curve, and the particular grade on which the curve is situated. This method is much more practical than the usual elevation for a uniform maximum velocity, and will undoubtedly give satisfactory results. In general, the elevation for a 4° curve is 2 inches, for a 6° curve 3 inches, for a 10° curve $4\frac{1}{2}$ inches, for a 12° curve 5 inches, and for a 16° curve 6 inches. All rails break joint, and have been laid so that a space of $\frac{1}{4}$ inch occurs between ends at a temperature of 50°. The rail spikes have been well driven, and, generally, the fish-plates have a full complement of bolts.

RAILS.

The rails are of steel, T section, and in lengths of 30 feet, weighing 56 lbs. per lineal yard. They were manufactured during the current year by the Illinois Steel Company, of Chicago, Illinois.

FROGS AND CROSSINGS.

These have been very carefully lined and laid, and present an unusually exact appearance. They are of the latest improved pattern, manufactured by the Modern Frog and Crossing Company, Chicago, Illinois.

FISH PLATES.

Fish plates are angle-irons, 24 inches long, the lower flange being $\frac{1}{2}$ inch thick, and the upper $\frac{5}{8}$ inch. They are pierced for 4 bolts.

RAIL SPIKES.

Rail spikes are of the ordinary pattern, measuring under the head, $5\frac{1}{2}$ by 9-16 inches.

TELEGRAPH.

A double wire telegraph has been erected, one wire terminating at the terminus, and the other connecting with the C. P. R. system at Robson. The poles are 25 feet long, 8 inches diameter at top, and from 200 to 250 feet apart. The insulators are attached to cross-arms.

CLEARING.

The right of way has been cleared for a distance of 50 feet on each side of the centre of track. This work has been thoroughly done, all felled timber being neatly piled along the limits of the right of way. No stumps stand more than three feet above the ground.

SIDINGS.

Three sidings have been constructed, namely, Lenoir, the Wautauga and Terminus sidings. The Lenoir is situated 8¾ miles north of Smelter Hill, near the foot of the steep grade at China Creek. Its total length is about 600 feet. The Wautauga is situated at the summit of the same grade, about 10½ miles north of Smelter Hill. Its length when completed will be 970 feet. These two sidings will admit of heavy trains being carried up China Creek grade in sections. The Terminus siding, as its name implies, is situated near the present end of track, at a distance of about 19 miles north of Smelter Hill. When completed, its total length will be 1,885 feet.

Y'S.

One Y for reversing engines and cars has been constructed at the terminus, each leg of which is formed by a 16° curve, about 600 feet long. The total length of tail is 285 feet.

WATERING PLACES.

Locomotives are at present supplied with water from China Creek and a small stream near the end of track. There are no water tanks, temporary flumes being used instead.

SWITCH-BACKS.

One switch-back, 1,100 feet long, has been constructed at the end of track for the purpose of reaching the level of Columbia River. It descends to the river on a 4% grade. Ties are spaced about 42 inches apart, the spaces between being partially filled with material borrowed from the sides.

ROLLING STOCK.

Up to the present the rolling stock in use consists of one locomotive, one passenger car, one baggage car, and fifteen flat cars.

BARGES.

As adjuncts to the rolling stock, three barges, measuring about 25 by 50 feet, were observed, loaded with coke, at the terminus landing place.

CONCLUDING REMARKS.

The Trail-Robson division of the Columbia and Western Railway, as constructed to the present date, will bear favourable comparison with many railways of the same class which have been operated for years. The grading is excellent, the structures substantial, the alignment direct, the curvature and gradients light except at one point, which is declared to be temporary, and which can be readily remedied. The road-bed is in unusually good condition, and high rates of speed can be obtained without jars or shocks. On the 5th instant an engine and two flat cars traversed the distance between Smelter Hill and the end of track, 19.3 miles, in 50 minutes. When the road-bed is thoroughly ballasted and fully equipped with all the minor details of a working railway it may be safely operated at high rates of speed. At present many essentials are lacking, such as station buildings, engine houses, repair shops, turn-tables, water tanks, mile posts, fencing, sign boards, whistling posts, caution posts, frog packing, rail brackets, etc. In regard to rail brackets, it is declared that an ample sufficiency has been ordered from the manufacturers, and will be placed in position immediately on arrival. Until this is done, danger from rail spreading on sharp curves is to be apprehended, and no trains should be run unless at very moderate speed.

No danger is to be apprehended from snow slides, the district through which the railway passes being, for the most part, a series of benches, one above the other at short intervals.

As the effects of unusually high water in the Columbia River on such slopes and structures as may be exposed to its action are, as yet, a matter of speculation, it is recommended that the closest supervision be maintained over these portions of the work during periods of flood.

HENRY B. SMITH, M. Inst., C. E., &c.,
Inspecting Engineer.

East Kootenay District.

—o—

NORTHERN DIVISION.

TRUNK ROAD, GOLDEN TO SINCLAIR ($5,443.79).

Ditched	4,008	yards.
Forest cleared	7,355	"
Brushed wet ground	2,396	"
Filled low spots	115	"
Stoned	28,464	"
Gravelled	12,065	"
Graded	901	"
Corduroyed	36	"
Cleared	1,698	"
Grubbed	586	"

Built 38 culverts.
Built 2 bridges.
Repaired 4 bridges.
Cleaned and widened all grades, and laid heavy logs as guard rails on outside of side hill cuts.

TRUNK ROAD, SINCLAIR TO CANAL FLATS AND SEVEN MILES SOUTH ($906.65.)

Cleaned all side cuts.
Repaired bridges and culverts.
Renewed damaged cribbing.

TRUNK ROAD, DONALD TO GOLDEN ($297.91.)

Ditched 400 yards.
Graded 1,000 "
Built 18 culverts.
Widened road bed.
Levelled low spots.
Cutting brush.

GOLDEN DIVISION ($1,033.47.)

BUGABOO TRAIL.

Forest cleared	120	yards.
Graded	4,573	"
Ditched	50	"

Built 15 culverts.
Built 1 bridge.

TRAIL, NORTH FORK SPILLAMACHEEN.

Cleared fallen timber	11,000	yards.
Partly graded	6,160	"
Corduroyed	58	"

Built 865 feet low bridges over wet spots.

TRAIL, MIDDLE FORK SPILLAMACHEEN.

Cleared fallen timber	14,080	yards.
Partly graded	6,100	"

Built 335 feet low bridges over wet spots.

McMURDO CREEK TRAIL.

Cleared fallen timber 3,520 yards.
Partly graded 12,320 "
Built 3 bridges.
Filled cribs, North Fork bridge.

COPPER CREEK TRAIL.

Cleared fallen timber 17,600 yards.
Partly graded 26,400 "
Built 4 bridges.

CARBONATE LANDING TRAIL.

Cleared 1,760 yards.

CARBONATE TO SPILLAMACHEEN RIVER TRAIL.

Cleared fallen timber 5,720 yards.
Partly graded 7,040 "
Built 1 bridge.
Changed location to avoid mud holes.

GOLDEN STREETS AND BRIDGES ($3,117.41 and $1,000 yet due).

Built 1 Howe truss span	125	feet.
North approach trestle	105	"
South "	230	"
Foot-walk	335	"
Side-walk, 2nd avenue	390	"
Gravelled	205	yards.
Cribbed	17	"

Filled crib.
One street crossing.

WINDERMERE DIVISION ($1,810.38).

DUTCH CREEK TRAIL.

Cut and graded 27 miles new trail.
Built 4 bridges.

TOBY CREEK TRAIL.

Cleared and graded.

HORSE THIEF TRAIL.

Cleared and graded.

DONALD DINISION ($1,049.21).

WAIT-A-BIT TRAIL.

Cut and graded 4 miles new trail.

BALD MOUNTAIN TRAIL.

Cleared fallen timber.
Cleaned and graded bad spots.

BEAVERMOUTH TRAIL.

Cut and graded 1 mile new trail.

CANOE RIVER TRAIL.

Cleared fallen timber.

DONALD STREETS ($38.75).

Grading.

SOUTHERN DIVISION.

TRUNK ROAD, NORTH FROM FORT STEELE ($336.37).

Maintained 38 miles of road.
Repaired and strengthened bridge over Sheep Creek.
Built 1 bridge over the Sheep Creek overflow.
Re-built 3 culverts.
Re-floored 2 bridges.

TRUNK ROAD, SOUTH FROM FORT STEELE ($6,243.90).

Maintained 70 miles of road.
Constructed 16 miles of new road.
Improved 13 miles of sleigh road, for waggon use.
Built bridge over ravine south of Bull River.
Strengthened bridge over Sand Creek.
Strengthened bridge over Rock Creek.
Last year a rough sleigh road had been constructed by private parties from the end of the trunk road, near Bull River, to the boundary line. This road has, by the above works, been improved at its worst points; the gradients being reduced, the road being levelled, stones and roots being removed, and diversions constructed where the former location was unsuitable for improvement.

ST. MARY'S RIVER ROAD, FROM FORT STEELE TO MARK CREEK ($224,17).

Maintained 19 miles of road.
Guarded 2 bridges over the Kootenay and St. Mary's Rivers during freshets.
Protected the approach to the Kootenay bridge by mattress work.
Repaired 4 culverts on Westport flat.

MOYIE ROAD, FROM ST. MARY'S ROAD TO MOYIE LAKE ($402 50).

Maintained 19 miles of road.
11 miles of road was constructed by settlers with Government aid.

WILD HORSE ROAD AND BRANCHES ($73.75).

Maintained 12 miles of road.
Repaired a bridge over Wild Horse Creek.

LANGLEY ROAD TO SAND CREEK SETTLEMENT ($200).

6 miles of road was constructed by settlers with Government aid.

WARDNER ROAD, FROM ST. MARY'S ROAD TO WARDNER.

Maintained 22 miles of road.
Constructed 4 miles of road.
Built 2 small bridges.

TRAILS THROUGHOUT THE DIVISION ($2,899.93).

Made a trail up Weaver Creek.
Shortened and improved line of trail up Perry Creek.
Improved main trail up St. Mary's River.
Made a trail from Findlay Creek to Skookum Chuck Creek.
Cut out sundry trails.

GOVERNMENT BUILDINGS.

Built a lock-up and Recorder's office at a cost of $1,524.28, 36 feet by 26 feet, two stories high. It contains 4 cells and a gaol corridor and the Recorder's office on the ground floor, and a small Court room and temporary offices for the Government Agent on the upper floor.
Constructed a school-house, 20 by 34, at Fort Steele.

Cassiar District.

May, June, July and August.

MAIN TRAIL.

William Foster, Foreman.

Made 225 feet of new cribbing near 62-Mile Post; did some other necessary repairs along line of trail.
Dug 750 feet of ditch, and made 11 new culverts, between 10 and 12-Mile Posts.
Built a new bridge, 38 feet long, near 24-Mile Post.
Made 1 new culvert near 12-Mile Post.
Built a new bridge, 42 feet long, near 16-Mile Post.
Made 1 culvert, and did some repairing to old corduroy near 19-Mile Post.
Dug 215 feet of ditch, and made 1 culvert near 18-Mile Post.
Dug 345 feet of ditch, and made 1 new culvert near 22-Mile Post.
Dug 70 feet of ditch near 25-Mile Post.
Built a new bridge, 27 feet long, near 26-Mile Post.
Made 2 new culverts, and repaired a bridge near 27-Mile Post.
Built a new bridge, 14 feet long, near 39-Mile Post.
Made 2 culverts, and dug 80 feet of ditch near 36-Mile Post.
Made 130 feet of cribbing on Tooyea Hill.
Made 1 new culvert and repaired trail near the 54-Mile Post.
Built a small bridge near the 65-Mile Post.

MCDAME CREEK TRAIL.

This trail received some attention during the summer by having fallen timber cut out and other necessary repairs done between Sylvester's Landing and Quartz Creek.

THIBERT CREEK TRAIL.

This trail received some little attention by having a small bridge built across Liard Gulch, as the old one was carried away last spring during the ice freshet.

PORT ESSINGTON AND CLAXTON TRAIL.

Robt. Johnston, Foreman.

Built 1 bridge, 150 feet by 6 feet; main span being 52 feet long.
do 132 " 6 " " 36 "
Straightened, brushed, graded, planked and placed in thoroughly passable condition 1¼ miles.

PORT SIMPSON AND GEORGETOWN TRAILS.

Ben Hastings, Foreman.

Repaired and gravelled Hospital Road.
Built 60 feet of new culverts.
Widened road to a uniform width of 10 feet.
Graded 300 feet on Front Street.
Ditched 300 feet.
Gravelled same from Hudson Bay Creek to east end of settlement, 1,600 feet in length by 8 feet wide.
Built 2 culverts, 2 by 4 by 10 feet.
Repaired and levelled plank road to Mission.
Corduroyed, brushed and planked 1 mile on Georgetown trail.

NAAS TRAIL.

E. Donehue, Contractor, $60.

Repaired plank-walk from Naas Harbour to Provincial lock-up.

All the trails in the coast section of this district, with little exception, have to be planked, on account of the boggy nature of the soil.

TENDERS RECEIVED AND CONTRACTS AWARDED

DURING THE YEAR 1897.

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
VICTORIA CITY.			
Granite terrace and steps for Parliament Buildings	Thos. Bradbury	$6,187 75	Awarded.
	Jos. E. Phillips	6,589 00	
Flag pole, steps and casing	Thos. Bradbury	1,365 25	Not awarded.
	Jos. E. Phillips	1,774 00	
Fencing round grounds	Thos. Bradbury	2,707 90	Awarded.
	Jos. E. Phillips	2,850 00	
WESTMINSTER DISTRICT.			
Addition to Asylum	John Coughlan	31,623 00	Mr. Coughlan was awarded a contract for a portion of the work at a cost of $19,759.
	Jas. C. Allen	36,363 00	
	A. Archibald	37,705 00	
	Hales & Bell	42,597 00	
	D. M. Fraser & Co	45,350 00	
	R. R. Tighe	62,429 00	
Hot water heating	Jno. Colbert	2,650 00	
	R. J. North	2,555 00	
Heating ward building	Leek & Coy	2,154 25	
Heating kitchen	"	1,268 40	
	D. Bain	35,093 00	
	Jas. Callen	33,783 00	
	E. Cook	47,930 00	
Addition to Maple Ridge School-house, &c.	Henry Dawson	363 00	
	Thos. H. Haugh	483 00	
	John W. White	490 00	
	S. J. Kelly	485 00	Awarded.
	Jno. C. MacFarlane	565 00	
School-house, Stave River	Maxwell & Downie	487 00	Awarded.
	S. A. Faucher	489 00	
Steveston School	D. G. Mackay	526 00	Awarded.
	M. Cunningham	641 75	
	Thos. Watts	643 00	
YALE DISTRICT—EAST RIDING.			
Moving Lansdowne Lock-up	S. L. Graham	59 00	Awarded.
	J. McDonald	74 00	
	T. W. Fletcher	84 00	
Moving Kelowna Lock-up	R. S. Hall	74 00	Awarded.
	Blair & Curtis	92 00	
	Crossley & Carney	100 00	
Building Grand Forks Recorder's Office	J. B. Desrosiers	1,097 00	Awarded.
	Cooper Bros	1,393 00	
	A. B. Hart	2,000 00	
Building Greenwood Lock-up	J. B. Desrosiers	869 00	Awarded.
	E. A. Weidmark	1,150 00	
School Buildings, Grand Forks	A. L. McDonald	1,000 00	Awarded.
	Cooper Bros	1,112 00	
	Wm. Carter	1,126 00	
	O. E. Lambert	1,143 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
YALE DISTRICT—WEST RIDING.			
Nicola Valley Public School	Archibald Irwin	459 00	Awarded.
	Alfred W. Bushell	540 00	
	N. J. Barwick	470 00	
	Edmund Henry	570 00	
Ferry at Savonas	Patrick Duffy	500 00	
	Jas. B. Milliken	540 00	Awarded.
	Wm. J. Green	660 00	
	N. G. Armstrong	770 00	
	Joseph Proteau	540 00	
	Wm. J. Norfolk	50 00	Per month.
	Ralph C. Willard	60 00	"
	Ernest F. Thomas	750 00	
Ferry at Spence's Bridge	Wm. Sweeney	720 00	
	Jas. McKnight	600 00	Awarded.
	H. E. Parsons	750 00	
	Geo. Rawlee	65 00	Per month.
Bridge over Tulameen River at Granite Creek	Alex. Black	1,140 00	Awarded.
	Edmund Henry	1,150 00	
	Jas. McDermott	1,150 00	
	Thos. Rabbitt	1,486 00	
Grading and turnpiking road near Nicola Lake	A. E. Howse	1,425 00	
	Jno. Corbett	1,475 00	
	Clark & Collett	1,888 00	
	Thos. Heslop	3,500 00	
Road from Granite Creek to Princeton	Alex. Black	3,000 00	Awarded.
	Joseph Collett	4,000 00	
YALE DISTRICT—NORTH RIDING.			
Provincial Gaol at Kamloops	Geo. C. Mesher & Co	11,950 00	Awarded.
	D. H. Bale	12,150 00	
	R. McLeod & Jno. Nichol	12,700 00	
	Johnston & Gill	12,768 00	
	Wm. Lang	12,800 00	
	Thos. Catterall	14,252 00	
Grubbing stumps on Salmon Arm Road	S. J. Rumball	294 00	Awarded.
	Alex. Merrall	350 00	
	M. McGuire	375 00	
	Robt. McDonald	400 00	
Painting Kamloops Bridge	Anketell & Smith	180 00	Awarded.
	O. P. Davis	287 00	
	E. M. Jenkins	369 00	
COMOX DISTRICT.			
Trent River Bridge, Union, B. C	Wm. Rockett	948 00	Awarded.
	R. H. Ennis and S. Dowell	1,150 00	
	Jno. A. Mateer	1,250 00	
	Franklin Cunliffe	1,275 00	
Sable River Bridge	Wm. Rockett	1,711 00	Awarded.
	Ennis & Dowell	1,700 00	
	Jno. A. Mateer	2,325 00	
	Franklin Cunliffe	1,775 00	
Sable and Trent River Bridges	Ennis & Dowell	2,800 00	
	Jno. A. Mateer	3,525 00	
SOUTH NANAIMO DISTRICT.			
Addition to Wellington School	Geo. H. Frost	646 00	Awarded.
	Chas. G. Stevens	750 00	
Dry earth closet for "	Geo. H. Frost	139 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
SOUTH NANAIMO DISTRICT.—*Concluded.*			
East Cedar School, construction and furniture	Chas. G. Stevens	460 00	Awarded.
	J. A. Bittancourt	469 00	
	O. E. Lambert	470 00	
	M. Morrison	512 00	
	D. Nicholson	425 00	
NORTH NANAIMO DISTRICT.			
Departure Bay School, addition and furniture	Chas. G. Stevens	315 00	Awarded.
	Geo. H. Frost	343 50	
COWICHAN-ALBERNI DISTRICT—ALBERNI DIVISION.			
China Creek Road	Hilton Drinkwater	2,749 00	
	G. A. Spencer and J. Radford	2,945 00	
	E. L. Gill	5,000 00	
	C. Hall and P. Bayne	3,000 00	
Lock-up	Jno. King	315 00	
	J. Moine and Geo. Forest	326 34	
	E. L. Gill	357 00	
	Robt. J. Ballard	385 00	
	A. W. Heath and Jos. Gagnon	490 00	
COWICHAN-ALBERNI DISTRICT—COWICHAN DIVISION.			
Addition to Court House, Chemainus	J. M. Campbell	241 00	Awarded.
Victoria-Nanaimo Trunk Road, repairs. Somenos to Chemainus Section.			
" Contract No. 1	G. A. Kier	31 00	Awarded.
	A. W. Evans	44 00	
	J. Bell and J. D. Blair	65 00	
" Contract No. 2	G. A. Kier	31 00	Awarded.
	J. Bell and J. D. Blair	55 00	
" Contract No. 3	M. K. Smith	40 00	Awarded.
	J. Bell and J. D. Blair	48 00	
" Contract No. 4	M. K. Smith	150 00	Awarded.
	A. W. Evans	170 00	
	J. Bell and J. D. Blair	185 00	
" Contract No. 5	A. W. Evans	115 00	Awarded.
	J. Bell and J. D. Blair	134 00	
" Contract No. 6	J. Bell and J. D. Blair	30 00	Awarded.
Pimbury's Bridge to Somenos Section.			
" Contract No. 7	Jas. Menzies	27 00	Awarded.
	Jno. Bell	39 00	
	L. Gabourie	47 00	
" Contract No. 8	Jas. Menzies	57 00	Awarded.
	Jas. Evans	58 00	
	Jno. Bell	68 00	
	L. Gabourie	70 00	
	H. Keast	120 00	
" Contract No. 9	Jas. Evans	28 00	Awarded.
	Jas. Menzies	34 00	
	A. W. Evans	39 00	
	H. D. Evans	43 00	
	Jno. Bell	50 00	
	H. Keast	75 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
COWICHAN-ALBERNI DISTRICT—COWICHAN DIVISION.—*Concluded.*			
Victoria-Nanaimo Trunk Road, repairs. Somenos to Chemainus Section.—*Concluded.*			
" Contract No. 10.....	G. A. Kier.....	67 00	Awarded.
	Jas. Menzies.....	76 00	
	A. W. Evans.....	79 00	
	H. D. Evans.....	92 00	
Taggart & Cameron's Road.....	Wm. Cheal.....	129 00	
Hall & Hawkin's Road.....	H. H. Hollings.....	124 00	
	Wm. Cheal.....	165 00	
Chapman's Station Road. 1st Section...	A. Nightingale.....	98 00	Awarded.
	H. H. Hollings.....	129 00	
	A. E. Hollings.....	132 00	
	R. J. Manley.....	140 00	
" 2nd " ...	A. Nightingale.....	154 00	Awarded.
	R. J. Manley.....	195 00	
	H. H. Hollings.....	269 00	
" 3rd " ...	A. Nightingale.....	200 00	Awarded.
	H. H. Hollings.....	321 00	
Wilkinson's Road and Bridge.....	Jno. Greig.....	225 00	Awarded.
	Jno. Raymond, Jr.....	260 00	
	F. W. Garnett.....	280 00	
	R. J. Manley.....	295 00	
Cowichan Lake (North Shore) Road.....	J. Bell and J. W. Blair.....	85 50	Per mile. Not awarded.
WEST KOOTENAY DISTRICT—NORTH RIDING.			
Revelstoke Court House.....	Thos. Hillier.....	4,590 00	Awarded.
	Jno. Kernaghan.....	4,797 00	
	McCreary & Mersch.....	4,940 00	
	Wm. A. Nettle.....	5,475 00	
	Thos. Tompkins.....	5,496 00	
	Caspar Speagle.....	5,672 00	
Record Office, Trout Lake.....	Baxter Robinson.....	950 00	Awarded.
	W. Lyman & Sons.....	1,125 00	
	David McDonald.....	1,196 00	
	Stephen Woods.....	795 00	
WEST KOOTENAY DISTRICT—SOUTH RIDING.			
Addition to Nelson School-house.....	Thompson & Co.....	740 00	Awarded.
	Macpherson & Young.....	785 00	
	Geo. James and S. C. Burris....	800 00	
	Macdonald & Carrie.....	805 75	
	H. Lawrin.....	845 00	
	H. Lemay & Co.....	942 00	
	H. J. Williams.....	1,291 00	
Ainsworth School-house.....	Drummond & Holman.....	1,070 00	
	" (including seats)	1,200 00	Awarded.
	Turner & Bryden.....	1,089 00	
	" (including seats)	1,225 00	
	Ross & McArdle.....	1,345 50	
	John Lynch.....	1,132 23	
	" (including seats)....	1,302 23	
	L. W. Kribs.....	1,270 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
WEST KOOTENAY DISTRICT—SLOCAN MINING SUB-DIVISION.			
New Denver School-house	Frank Pyman	990 00	Awarded.
	(fence)	100 00	
	Gordon Sutherland	985 00	
	(fence)	185 00	
	Thos. M. Rae	975 00	
	(fence)	175 00	
	Wm. Cawnell	1,780 00	
Trail School-house	S. H. Brown	1,900 00	Awarded.
	(fence)	84 00	
	Colgan & Inches	1,920 00	
	(fence)	150 00	
	F. G. Morin	1,990 00	
	(plain fence)	15 cts. per foot	
	(front ")	28 "	
	Clarke & Ferguson	1,950 00	
	(fence)	70 00	
	Hugh Nelson	1,925 00	
	(fence)	125 00	
	Chs. Rapp	1,922 00	
	Excavating 1,000 yds. earth	225 00	
	Fence, 75x100 feet 4 sides	80 00	
	John Robinson	1,990 00	
	(fence)	100 00	
	D. Muchler	2,200 00	
WEST KOOTENAY DISTRICT.—SOUTH RIDING.			
Provincial Gaol at Nelson	Alph Lemay & Co	12,888 00	
	Robt. Dinsdale	13,543 00	Awarded.
	H. J. Williams	13,995 00	
	McDonald & Carrie	14,000 00	
	Jos. Sturgeon, A. Laurin, A. Lapoint	14,860 00	
	Lapoint & Brown	16,850 00	
	E. B. McNairn	18,131 17	
WEST KOOTENAY DISTRICT—AINSWORTH SUB-DIVISION.			
Kaslo School-house	Frank Sage & Co	3,797 00	Awarded.
	C. H Goodwin	3,919 17	
	Turner & Bryden	4,145 00	
	D. C. MacGregor, with cedar posts and matched lumber	3,867 00	
	G. H. Swainson	6,277 00	
Kaslo Record Office	McGregor & Elliott	1,500 00	Awarded.
	Turner & Bryden	1,592 00	
	F. Sage & Co	1,615 00	
	Taynton & Millington	1,900 00	
Lock-up at Trail	H. Ferguson	835 00	Awarded.
	E. Dutcher	860 00	
	S. H. Brown	925 00	
	F. E. Powley	1,065 00	
	H. Nelson	1,350 00	
EAST KOOTENAY DISTRICT.			
Addition to School Buildings, Donald	A. C. Hancock	598 00	Awarded.
	Jas. O. Bennett	680 00	
LILLOOET DISTRICT.—WEST RIDING.			
School-house, Clinton	W. Higginbottom	1,392 00	Withdrawn.
	Robt. Stoddart	1,700 00	
	without desks	1,600 00	Awarded.
	W. S. Thorburn	1,875 00	

NATURE OF WORK.	NAME OF TENDERER.	AMOUNT.	AWARD.
CARIBOO DISTRICT.			
Ferry, Soda Creek (maintenance).....	1 tender from C. J. Foyle, per annum	500 00	Awarded.
Bakerville-Cottonwood Sleigh Road for winter of 1897-98	Andrew Kelly.....	650 00	Awarded.

TIMBER INSPECTOR'S REPORT.

—o—

TIMBER INSPECTOR'S OFFICE,
VANCOUVER, B. C., 31st December, 1897.

SIR,—I have the honour to submit the accompanying statement, which shows the timber and cordwood cut during 1897, not including that from the Dominion or the Esquimalt and Nanaimo Railway lands, per returns sent in by the saw-mills and others, to be:—

On Crown lands.....	61,961,647 feet.		
On timber leaseholds..	39,014,010 "		
	100,975,657 "	The royalty payable thereon..	$50,487 82
On private property ..	4,963,740 "	Not subject to royalty.	
Total	105,939,397 "		

Estimated amount to be allowed for rebate on exportation			17,358 57
Net royalty on timber would then be			33,129 25
Add royalty collected on cordwood			12,354 40
Total net royalty			45,483 65
Add rental accruing on timber leases in 1897		$46,931 29	
" licences, special, 78 @ $50	$3,950 00		
" " general, 93 @ $10	930 00		
		4,880 00	
			51,811 29
Total net revenue derivable from timber sources.....			$97,294 94

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.	Timber Leases.	Private Property.	Royalty.	Rebates allowable.	Estimated net Royalty.
Brunette Saw-Mill Company	1, New Westminster	50,000	19th July, 1889	21	1,612	$ 161 20	2,252,000	.....	.....	$1,126 00	$ 563 00	$ 563 00
			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	1, Moodyville	105,000	28th Nov., 1884	20	1,947	97 35	1,582,000	15,068,900	968,740	8,325 45	4,162 72	4,162 73
			6th February, 1886	21	7,825	391 25						
			13th 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.	2, Vancouver 1, New Westminster 1, Howe Sound (shingle mill)	108,000 50,000	6th February, 1886	21	6,971	348 55	15,048,400	13,642,810	.....	14,345 60	7,172 80	7,172 80
			15th March, 1886	21	8,216	410 80						
			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						
British Columbia Land and Investment Company	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	1,301,623	.....	.....	650 87	.....	650 87
			18th March, 1890	10	500	50 00						
			1st April, 1891	21	528	52 80						
			1st April, 1891	21	160	16 00						
Sayward Mills and Timber Company	.....	.....	25th January, 1892	21	3,453	345 30	.....	.....	.....	.....	.....	.....
			1st April, 1893	21	5,148	514 80						
			3rd July, 1893	21	7,974	797 40						
M. M. Boyd	1, Cowichan	96,000	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, Lumber and Trading Company	1, Barclay Sound	25,000	1st Aprfl, 1893	21	2,465	246 50	.....	.....	.....	.....	.....	.....

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 and B. C. Lumber Company			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 Nov., 1888	21	8,312	415 60	921,414			460 70		460 70
			22nd August, 1890	21	410	41 00						
			25th January, 1892	21	4,128	412 80						
			1st April, 1893	21	3,867	386 70						
			16th Nov., 1894	21	1,117	111 70						
Taylor Mill Company	1, Victoria	15,000										
Jas. Leigh & Sons	1, Victoria	15,000										
Columbia Mill	1, Victoria	10,000										
Maclaren-Ross Lumber Company	1, New Westminster	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 Bros	1, Sooke	12,000										
Shuswap Mill Company	2, Yale District	32,000										
G. O. Buchanan	1, Kootenay	16,000	5th February, 1 91	10	652	65 20	4,844,520			2,422 26		2,422 26
			5th February, 1891	10	560	56 00						
			5th February, 1891	30	1,215	121 50						
			25th January, 1892	30	1,084	108 40						
Nelson Saw-Mill Company			5th February, 1892	9	500	50 00						
			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	75,000			37 50		37 50
			10th March, 1892	21	84	8 40						
Cunningham & Co	1, Port Essington	8,000					500,000			250 00		250 00
Royal Canadian Packing Company	1, Claxton	16,000					100,000			50 00		50 00
Georgetown Mills	1, Georgetown	16,000					524,000			262 00		262 00
W. L. Tait	1, Vancouver	25,000					1,548,000			774 00	387 00	387 00
W. L. Snodgrass	1, Okanagan	7,000										
Upper Columbia Navigation and Tramway Co.	1, East Kootenay	6,000										

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.	Timber Leases.	Private Property.	Royalty.	Rebates Allowable.	Estimated Net Royalty.
Indian Mission	1, Naas River	3,000					60,000			$ 30 00		$ 30 00
B. C. Canning Co	1, Rivers Inlet	5,000					1,189,620			594 81		594 81
Davies-Sayward Saw-Mill Co	1, West Kootenay	25,000	10th March, 1892 1st April, 1893	21 21	6,832 3,862	$ 683 20 386 20	484,200			242 10		242 10
Victoria Lumber & Manufacturing Co	1, Chemainus	120,000	16th March, 1888 18th March, 1890 22nd August, 1890 25th January, 1892	21 21 10 21	1,413 2,469 921 684	70 65 246 90 92 10 68 40	3,246,180	10,302,300		6,774 24	3,387 12	3,387 12
North Pacific Lumber Co	1, Burrard Inlet	125,000	3rd February, 1890 13th May, 1889	19 30	4,800 10,150	480 00 1,015 00						
Spicer Shingle Mill Co	1, Vancouver	30,000	24th March, 1890 25th January, 1892	20 21	744 1,537	74 40 153 70	2,143,120			1,071 56	535 78	535 78
E. Buse (*or* Miller)	1, Hastings	10,000										
H. R. Morse			23rd June, 1890 22nd August, 1890 5th February, 1891 1st April, 1891	21 30 30 30	4,184 1,646 2,871 2,038	418 40 164 60 287 10 203 80						
A. & W. Hill	1, West Kootenay	6,000	1st April, 1893	21	1,000	100 00	896,500			448 25		448 25
Wm. Caldwell			18th March, 1890 22nd March, 1894	21 21	4,397 655	439 70 65 50						
Delta Saw-Mill Co	1, New Westminster	8,000					749,360			374 68		374 68
R. M. Woodward	1, Nicola District	5,000										
B. Lequime	1, Kelowna	8,000					154,100			77 05		77 05
Smith & McLeod	1, Okanagan	12,000					722,840			361 42		361 42
C. Brewer	1, Spallumcheen	6,000					106,000			53 00		53 00
Bell & Bowell	1, Deep Creek	4,000										
S. McIlvaine	1, Lumby	5,000					154,180			72 09		72 09
Wm. Fortune	1, Tranquille	18,000										
Blue & Fisher	1, Greenwood	5,000					498,000			249 00		249 00
A. R. Tillman	1, Anaconda	7,000										

E. Spaggett	1, Parson	3,000					83,510			41 75		41 75
Stoke & Fry	1, Cascade	3,000					250,000			125 00		125 00
Cariboo Mining Co	1, Camp McKinney	1,500										
A. McKay	1, New Denver	4,000										
Genelle & Co	1, Nakusp	25,000					2,329,560			1,164 78		1,164 78
Geo. Lovatt	1, Sandon	6,000					708,040			354 02		354 02
E. E. Finch & Co	1, Fort Steele	5,000					268,520			134 26		134 26
T. W. Gray	1, Nelson	10,000					708,400			354 20		354 20
Louis Blue	1, Rossland	15,000										
British Columbia Saw-Mill Co	1, Rossland	15,000					784,000			392 00		392 00
Cody Saw-Mill	1, Sandon	10,000					217,100			108 55		108 55
Clarke & McIntyre	1, Cariboo District	5,000										
Jas. Reid	1, Quesnellemouth	10,000					150,000			75 00		75 00
Peter Egan	1, (Portable Mill)	5,000										
Wm. Lyne	1, (Portable Mill)	3,000										
J. Marshall	1, Lillooet	2,000										
Wm. Allen	1, 100-Mile House, Cariboo Road	500										
Joseph Haller	1, Big Bar Creek	500										
Western Canadian Ranch Co	1, Lillooet	1,000										
Gaspard Isador	1, Dog Creek	500										
Cariboo Hydraulic Mining Co	1, Quesnelle Forks	3,000					40,000			20 00		20 00
Victoria Hydraulic Mining Co	1, Quesnelle Forks	2,500										
E. B. Armstrong	1, Nicola	6,000										
J. Hunter	1, Nicola	4,000					50,000			25 00		25 00
Shawnigan Lumber Co	1, Shawnigan Lake	8,000										
Hastings Shingle Manufacturing Co	1, Hastings	16,000					3,427,000		1,265,000	1,730 50	856 75	856 75
A. McNair	1, Hastings	12,000							813,000			
E. W. Heaps & Co	1, Vancouver	10,000					913,600		1,125,000	406 80	203 40	203 40
Pacific Coast Lumber Co	1, New Westminster	30,000	1st April, 1893	21	8,945	894 50						
Burrard Inlet Cedar Co	1, Port Moody	40,000										
Thos. Kirkpatrick	1, Vancouver	8,000					360,000		792,000	180 00	90 00	90 00
Takush Harbour Timber Co	1, Takush	50,000	7th August, 1894	21	13,892	1,389 20						

TIMBER STATISTICS.—*Concluded.*

Name.	Number of Mills, and where situated.	Daily Capacity. Feet.	Timber Leases. Date.	Term of Years	Acreage	Rental.	Timber Cut from Crown Lands.	Timber Leases.	Private Property.	Royalty.	Rebates Allowable.	Estimated Net Royalty.
D. A. Matheson & Co										$ 158 25		158 25
Hamilton Lumber & Manufacturing Co			20th Sept., 1894	21	3,687	$ 554 55						
				30	6,608	991 20						
				30	1,432	214 80						
				30	856	128 40						
Robertson & Hackett	1, Vancouver	10,000					1,256,000			628 00		628 00
C. K. Simpson	1, Grand Forks	4,000					260,660			130 33		130 33
Powers & Lequime	1, Midway	4,000					164,000			82 00		82 00
N. Hanson	1, Wana	4,000					297,000			148 50		148 50
A. W. McVittie	1, East Kootenay	5,000					280,000			140 00		140 00
W. E. Terrill							369,900			184 95		184 95
Bell Bros	1, Whitewater, Slocan.	10,000					204,900			102 45		102 45
J. Pearse							20,000			10 00		10 00
Clark & Atley							300,000			150 00		150 00
Shook & Arnot							203,440			101 72		101 72
Miller & Bristors							73,500			36 75		36 75
Columbia Planing Mills	1, Enderby	6,000					292,000			146 00		146 00
G. Shusson	1, Fairview	2,000					196,000			98 00		98 00
Cascade Development Co	1, Cascade	5,000					250,000			125 00		125 00
Mioceur Mining Co	1, Horsefly	3,000					20,000			10 00		10 00
Cariboo Lumber Co	1, Cottonwood	5,000					779,000			389 50		389 50
J. A. DeLew	1, near Arrowhead	8,000					213,900			106 95		106 95
Kaslo Montezuma							55,000			27 50		27 50
D. L. Clink							242,000			121 00		121 00
Kootenay Lumber Co	1, Lardeau	15,000					3,492,400			1,746 20		1,746 20
Bank of British North America			22nd August, 1896	15	480	48 00						
			" "	24	200	20 00						

			22nd August, 1896	15	168	16 80							
			" "	24	738	73 80							
			5th February, 1897	24	189	18 90							
			" "	24	280	28 00							
			1st April, 1897	24	1,277	127 70							
			" "	24	920	92 00							
			" "	24	1,036	103 60							
			" "	24	249	24 90							
			" "	24	520	52 00							
			" "	24	2,391	239 10							
			" "	24	2,880	288 00							
			" "	24	358	35 80							
			" "	24	465	46 50							
			" "	24	554	55 40							
			" "	24	743	74 30							
			" "	24	630	63 00							
			" "	24	178	17 80							
H. V. Edmonds			25th May, 1892	30	4,176	417 60							
			" "	21	921	92 10							
Webster & Edmonds			" "	30	9,349	934 90							
			" "	30	6,880	688 00							
			" "	30	1,583	158 30							
J. McL. McKinnon & W. R. Robertson			1st March, 1897	21	10,314	1,547 10							
Jos. Martin, assigned to Canadian Pacific Railway Co			2nd March, 1897	21	2,680	402 00							
Nelson & Fort Shepperd Railway Co							2,198,500			1,099 25		2,835 15	
" " cordwood										1,735 90			
British Columbia Smelting and Refining Co. and Columbia and Western Railway Co							1,196,060			598 03		3,065 23	
" " cordwood										2,467 20			
Canadian Pacific Railway Co., cordwood										4,272 73			4,272 73
Numerous lots in West Kootenay, cordwood										2,450 05			2,450 05
" from northern and other canneries, steamships, &c										722 75			722 75
" in Vancouver										705 77			705 77
					502,617	46,931 29	61,961,647	39,014,010	4,963,740	62,842 22	17,358 57	45,483 65	

R. J. SKINNER,
Timber Inspector.

LAND RETURN.

—o—

RETURN SHOWING LAND TRANSACTIONS FOR THE YEAR ENDING 31ST DECEMBER, 1897.

	Records Issued for the District of														
	Victoria.	Esquimalt.	Cowichan.	Nanaimo.	Comox.	Coast.	New Westminster.	Yale.	Kamloops.	Osoyoos.	Lillooet.	Kootenay.	Cariboo.	Cassiar.	Total.
Pre-emption Records	50	.....	6	5	.....	19	19	...	15	139	27	148	28	6	462
Certificates of Improvement	13	.....	2	2	.....	6	85	.....	.....	43	19	27	6	1	204
" Purchase	47	.....	14	5	.....	20	11	1	32	85	166	556	34	6	977
Crown Grants	28	.....	5	6	.....	14	26	2	13	87	66	503	13	3	766
Timber Cutting Licences	.....	.....	.....	.....	.....	.....	7	.....	.....	8	2	59	.....	2	78
" General	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	93
Coal Prospecting Licences	.....	.....	.....	2	.....	1	.....	.....	4	.....	2	1	.....	.....	10

SUMMARY.

	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897
Pre-emption Records	308	345	311	303	548	496	616	988	869	832	709	630	486	462
Certificates of Improvement	77	82	69	73	157	132	169	260	272	173	117	113	144	204
" Purchase	604	305	369	351	355	587	829	863	1,000	264	153	334	694	977
Crown Grants	406	306	274	320	332	481	573	685	820	393	159	215	411	766
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	609,597
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	8,034

VICTORIA, B.C.:
Printed by RICHARD WOLFENDEN, Printer to the Queen's Most Excellent Majesty.
1898.