# REPORT

OF THE

# CHIEF COMMISSIONER OF LANDS AND WORKS

OF THE PROVINCE OF

# BRITISH COLUMBIA

FOR THE

## FISCAL YEAR ENDING 30th JUNE,

## 1902.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VICTORIA, B.C.
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1903

# REPORT

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# CHIEF COMMISSIONER OF LANDS AND WORKS.

## 1902.

*To the Honourable* SIR HENRI GUSTAVE JOLY DE LOTBINIÈRE, K. C. M. G., *Lieutenant-Governor of the Province of British Columbia.*

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department, in compliance with the provisions of the Public Works Act.

W. C. WELLS,
*Chief Commissioner of Lands and Works.*

*Lands and Works Department,*
*Victoria, B. C., January 31st, 1903.*

# PUBLIC WORKS REPORT.

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## South Victoria District.

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### Tolmie Avenue.

Commences at the corner of Cook street and Sayward Avenue and runs a distance of 1 mile to the main Saanich Road. The first half is within the limits of the City of Victoria.
Forest cleared 510 feet in length, 10 feet in width.
Grubbed and graded 510 feet in length, 22 feet in width.
Macadamised 1350 feet in length, 13 feet in width, depth 8 inches.
Ditched 228 " 5 "
Built 1 culvert, 24 feet long, 2 feet wide, 6 inches deep.

### Cloverdale Avenue.

Commences at Quadra street, at the City limits, and extends a distance of 1 mile to the main Saanich Road. About 1,500 feet is completed.
Graded 495 feet long, 18 feet wide.
Filled in 120 " 18 inches deep.
Built 1 culvert, 30 feet long, 1 foot wide, 2 feet deep.

### Main Saanich Road.

Commences at City limits and runs through an undulating country a distance of 5 miles to the Royal Oak, at the junction of the East and West Saanich Roads.
Macadamised 594 feet, 12 feet wide, 6 inches deep.
Gravelled 3,476 " 12 " 6 "
Built 2 culverts, 20 feet long, 2 feet wide, 2 feet deep.
Ditched 530 feet long, 2 feet wide, 1 foot deep.
Repaired approaches and railing on Swan Lake Bridge.

### Quadra Street.

Commences at City limits and runs a distance of one mile to Cook street.
Macadamised 738 feet, 12 feet wide, 8 inches deep.

### Cook Street.

Commences at Quadra street and extends through an undulating country to main Saanich Road, a distance of two miles.
Gravelled 744 feet, 9 feet wide, 6 inches deep.
Ditched 320 " 2 " 6 "

### West Saanich Road,

Commences at Royal Oak and extends a distance of 10 miles through a partly level and partly hilly country to North Victoria District.
Re-covered bridge over Colquitz River with plank, 12 inches by 3.
Cut brush off side of road 1,800 feet.
Built 1 culvert, 24 feet long, 2 feet wide.
Gravelled 4,500 feet, 9 feet wide, 6 inches deep.
Cut off fallen timber during the winter months.

PROSPECT ROAD.

Runs from West Saanich Road to Prospect Lake, through a mountainous country.
Gravelled 180 feet, 6 feet wide, 4 inches deep.
Built 2 culverts, 3 feet wide, 20 feet long, 2 feet deep.
Blasted out rock from one side of road, 3 yards.

CAREY ROAD.

Commences at corner of Saanich and Boleskin Road and extends a distance of 3 miles to Wilkinson's Cross-Road, through an undulating country.
Macadamized 9,000 feet, 6 feet wide, 6 inches deep.
Gravelled 2,100 " 9 " 6 "

GLANFORD AVENUE.

Commences at Carey Road and extends to main Saanich Road, a distance of 2 miles, through an undulating country.
Macadamised 5,280 feet, 10 feet wide, 6 inches deep.

ELRICK AND HANSON ROAD.

Commences at Carey Road and extends half a mile to Glanford Avenue, through a level country.
Forest cleared, 2,200 feet, 40 feet wide.
Grubbed, 2,200 " 25 "
Filled in 100 feet, 3 feet deep.
Built 2 culverts, 24 feet long, 1 foot wide, 2 feet deep.

ARMY STREET.

Commences at Burnside Road and extends to Boleskin Road, a distance of half a mile, through level country.
Macadamised 960 feet, 8 feet wide, 6 inches deep.

WHITTIER AVENUE.

Commences at Burnside Road and extends to Boleskin, through an undulating country, a distance of about half a mile.
Macadamised 900 feet, 8 feet wide, 6 inches deep.

HARRIET ROAD.

Commences at Burnside Road and extends to the Gorge Road, a distance of half a mile.
Forest cleared 2,240 feet, 40 feet wide.
Grubbed and graded 2,540 feet, 22 feet wide.
Gravelled 936 feet, 12 feet wide, 6 inches deep.
Filled in 100 feet, 22 " 18 "
Built 2 culverts, 22 feet long, 1 ft. wide, 2 feet deep.

GORGE ROAD.

Commences at City limits and runs for a distance of 3 miles to the Craigflower Road, following the northern shore line of Victoria Arm.
Gravelled 4,618 feet, 12 feet wide, 6 inches deep.
Repaired sidewalk from City limits to Victoria Gardens.

BURNSIDE ROAD.

Commences at City limits and extends a distance of 5 miles to Prospect Road, passing through an undulating country.
Gravelled 3,720 feet, 12 feet wide, 6 inches deep.
Built 2 culverts, 25 feet long, 2 feet wide, 2 feet deep.

WILKINSON CROSS-ROAD.

Commences at West Saanich Road and extends to the Burnside Road, through an undulating country.
Gravelled 2,529 feet, 9 feet wide, 6 inches deep.

Cavin's Road.

Commences at Burnside Road and extends a distance of 1½ miles to Churlton Road, through an undulating country.
Repaired bridge; 3 new stringers, 10 x 10, 100 feet long; 3 new mudsills.

Butler's Cross Road.

Commences at West Saanich Road and extends through an undulating country a distance to Happy Valley Road.
Gravelled 3,162 feet, 9 feet wide and 6 inches deep.

Lime Kiln Road.

Commences at West Saanich Road and extends one and a half miles through a hilly country to Saanich Inlet.
Gravelled 390 feet, 6 feet wide and 6 inches deep.

Telegraph Road.

Commences at East Saanich Road and runs through a level country to Dawson Farm.

| | | | | | |
|---|---|---|---|---|---|
| Graded | 150 feet, | 20 feet wide. | | | |
| Filled in | 300 " | 18 " | 2 feet deep. | | |
| Gravelled | 2,050 " | 9 " | 8 inches deep. | | |
| Built 1 culvert, | | 4 " | 2 " | 45 feet long. | |

Martindale Road.

Commences at East Saanich Road and runs east through a low, swampy country a distance of two miles to the shore of Cordova Bay.

| | | | |
|---|---|---|---|
| Laid brush | 1,800 feet, | 8 feet wide, | 8 inches deep. |
| Gravelled | 3,175 " | 9 " | 8 " |

East Saanich Road.

Commences at Royal Oak and runs through an undulating country a distance of ten miles to the boundary of North Victoria District.
Gravelled 8,547 feet, 10 feet wide, 6 inches deep.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Built | 2 | culverts, | 25 | feet long, | 18 | inches wide, | 2 | feet deep. |
| " | 2 | " | 20 | " | 12 | " | 2 | " |
| " | 1 | " | 40 | " | 12 | " | 2 | " |
| " | 1 | " | 36 | " | 12 | " | 2 | " |

Ditched 2,000 feet, 18 inches wide, 6 inches deep.

Old Cordova Bay Road.

Commences at Elk Lake and runs through a hilly country to the beach at Cordova Bay, and thence follows the shore, a total distance of six miles.
Cleaned and re-covered 2 culverts, 18 feet long, 1 foot by 1 foot.
Gravelled 2,000 feet, 9 feet wide, 6 inches deep.
Graded 600 "
Ditched 1,000 " 18 inches wide, 6 inches deep.
Removed fallen timber off road during winter months.

Telegraph Extension Road.

Commences at East Saanich Road and runs to Happy Valley Road through a hilly country, a distance of about a quarter of a mile.
Built 1 culvert, 23 feet long, 2 feet wide, 2 feet deep.
Graded 100 feet, 18 feet wide.

Mount Newton Cross Road.

Commences at old Mount Newton Hotel and runs through undulating country one and a half miles to Saanichton. It affords access to Saanichton station, on the Victoria-Sidney Railway.
Built 5 culverts, 18 feet long, 2 feet wide, 2 feet deep.

Cribbed 217 feet, 7 feet high.
Gravelled 75 " 8 feet wide, 6 inches deep.
Ditched 1,500 " 18 inches wide, 16 inches deep.
Filled in 720 " 18 feet wide, 4 feet deep.

CADBORO BAY ROAD.

Commences at the limits of the City of Victoria and runs through undulating country to the Giant Powder Works, Telegraph Bay, a distance of five miles.
Re-covered bridge with planks 3 inches by 12 inches by 25 feet long, 26 inches wide.
Gravelled 1,470 feet, 9 feet wide, 6 inches deep.
Ditched 705 " 2 " 6 "

SERE'S ROAD.

Commences at Richmond Road and extends eastward to the Exhibition Grounds.
Gravelled 225 feet, 12 feet wide, 8 inches deep.
Filled in 105 " 6 " 3 feet deep.
Re-planked bridge, 3-inch. by 12-inch. plank, 25 feet long, 20 feet wide.

CEDAR HILL CROSS ROAD.

Commences at main Saanich Road and runs two miles eastward through an undulating country to Cedar Hill Church.
Graded 590 feet, 24 feet wide.
Gravelled 2,000 " 9 " 8 inches deep.
Built 1 culvert, 32 feet long, 12 inches wide, 12 inches deep.

TYNDALE AVENUE.

Commences at Scott Road and runs a distance of three miles through an undulating country to Gordon Head Road.
Gravelled 1,800 feet, 9 feet wide, 6 inches deep.

GORDON HEAD ROAD.

Commences at Mount Tolmie Cross Road and extends through undulating country two miles to Tyndale Avenue.
Gravelled 735 feet, 9 feet wide, 6 inches deep.

CEDAR HILL CROSS ROAD.

Commences at City limits and for a distance of five miles passes eastward through undulating country to Cordova.
Gravelled 5,000 feet, 9 feet wide, 6 inches deep.
Ditched 438 " 2 " 8 "
Built 2 culverts, 26 feet long, 2 feet wide, 2 feet deep.
Repaired sidewalk from City limits to Cedar Hill Church.

FELTHAM ROAD.

Commences at Scott Road and runs through a level country for a distance of one and a half miles to Gordon Head Road.
Gravelled 225 feet, 9 feet wide, 6 inches deep.

SCOTT ROAD.

Commences at Cedar Hill and runs through level coumtry half a mile to Tyndale Avenue.
Gravelled 522 feet, 9 feet wide, 6 inches deep.

CADBORO BAY CROSS ROAD.

Commences at Mount Tolmie Road and passes through an undulating country one and a half miles to Cadboro Bay.
Gravelled 1,930 feet, 9 feet wide, 9 inches deep.
Graded 810 " 24 "
Ditched 330 " 2 " 8 "

Sinclair Road.

Commences at Finerty Road and extends for half a mile through hilly country.
Gravelled 96 feet, 9 feet wide, 6 inches deep.
Ditched 246 " 2 " 8 "
Built 1 culvert, 12 feet long, with 8-inch sewer pipes.

Foul Bay Road.

Commences at Oak Bay Avenue and extends through undulating country one and a half miles to Foul Bay Beach.
Gravelled 1,482 feet, 9 feet wide, 6 inches deep.
Filled in 1,068 " 5 " 18 "

San Carlos Avenue.

Commences at Oak Bay Avenue and extends for a quarter of a mile to Oak Bay Beach.
Gravelled 675 feet, 9 feet wide, 6 inches deep.

Pauline Road.

Commences at Cadboro Bay Road and extends a quarter of a mile.
Gravelled 435 feet, 9 feet wide, 6 inches deep.
Built 1 culvert, 12 feet long, 4 feet wide, 1 foot deep.

Dean's Cross Road.

Commences at the Richmond road and extends through level country one mile to Cadboro Bay Road.
Gravelled 960 feet, 12 feet wide, 6 inches deep.

Mount Tolmie Road.

Commences at Richmond Road and passes through an undulating country to Mount Tolmie Cross Road.
Ditched 837 feet, 2 feet wide, 8 inches deep.

Oak Bay Avenue.

Commences at City limits and extends to Oak Bay, thence keeping the shore line to Shoal Bay, a distance of two miles.
Built side-walk 5,000 feet long, 3 feet wide.

Quadra Street and Cordova Bay Road.

Commences at Quadra street and extends in a northerly direction three and three-quarter miles to the Old Cordova Bay Road. The distance between the City and Cordova Bay is thus shortened by about three miles.

| | | | |
|---|---|---|---|
| Forest cleared | 9,240 | feet long, | 40 feet wide. |
| Grubbed and graded | 9,240 | " | 25 " |
| Filled in | 290 | " | 25 " |
| Cribbed | 120 | " | 4 feet high. |

Excavated 49 yards.
Built 13 culverts, 24 feet long, 1 foot wide, 2 feet deep.
Built 6,000 feet of fencing with 1 by 6 lumber, 5 boards high, and cedar posts set 8 feet apart.

The roads throughout the District, which is largely agricultural, are in good condition and afford excellent and necessary facilities for light vehicular travel and the transport of produce and goods to and from the City. All the roads described above are not strictly country roads, but in many instances are streets giving access to suburban residences immediately outside the City limits.

The population of the District is about 3,400. The schools number 12 and post offices 6.

# North Victoria District.

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## NORTH SAANICH DIVISION.

The roads in this Division are among the best on Vancouver Island. The country is nearly all level, with just enough slope to give drainage. The roads were well laid out and well made in the first instance, with good side ditches and well crowned centres, and have since been kept in good repair.

The District of North Saanich was one of the earliest farming settlements on the Island. The land is fertile and easily cleared. It is all settled now in thriving farms, with large areas under cultivation. Dairying and stock-raising are largely carried on. Oats, hay and potatoes are also extensively raised and shipped into town. Population of North Saanich, about 450.

EAST ROAD (length, 5½ miles).

This is the main road running through the east side of the Division, from South Victoria boundary to Shoal Bay. It is the main road from Victoria to Sidney and carries a heavy amount of traffic.

Gravelled 3,500 feet, 8 feet wide, 6 inches deep.
Put in 3 new culverts.
Repaired 1 culvert and cleaned ditches.

WAINE'S CROSS ROAD.

This road leaves the East Road at Shoal Bay and runs west to the West Road; length, 1½ miles. It is used by the farmers at the north end of the peninsula to drive to Sidney. There are some fine farms on this road.

Gravelled 2,500 feet, 9 feet wide.
Put in 2 new culverts.
Cleaned out ditches.

WEST ROAD.

Commences at South Victoria boundary and runs through the west side of the Division to the north shore; length, 7 miles. Shell gravel has been used for a surface covering on some miles of this road and wears well. The road is bordered by good farms, largely cleared. The principal products hauled over it are milk, hay, potatoes and hops. Hop growing is an important industry in this locality.

Gravelled 470 feet.
Repaired 4 bridges.
Brushed out sides of road.

SCHOOL-HOUSE CROSS ROAD.

Runs from Union Bay on West Road to opposite Sidney on East Road; length, 1½ miles. The school-house is on this road. Large stock and agricultural farms lie on each side of it. Part of this road requires coarser material than has been put on it. It is soft and cuts up in prolonged wet weather.

Gravelled 1,600 feet, 8 feet wide.
Made ditch 100 "

DOWNIE'S ROAD.

A short side-road running from the north end of the West Road through Mr. Towner's farm to Mr. Downie's ranch; length, ¾ of a mile. This road is so shut in by big trees that it gets no chance to dry after heavy rains. Some of these should be removed in order to keep the road in good condition.

Gravelled 600 feet, 7 feet wide.

## Pender Island.

Near west end of Plumper Pass. Greater part of the Island is mountainous. Some areas of good agricultural land. Potatoes, fruit, cattle and sheep are the chief products shipped. School near wharf, on Browning Harbour Road. Population, 240.

### Browning Harbour Road.

Runs from new wharf to Browning Harbour; length, 3 miles. This road runs through good land, part cleared and cultivated and part timbered. There are several settlers round the head of Browning Harbour who require this road to the wharf, and to enable children to reach school. The first half of the road is in good condition. The half next Browning Harbour has not had much work put on it and is rough and wet in winter. Not much vehicular traffic over this road.

Cleared and levelled 325 yards, 8 feet wide.
Ditched and graded 300 " 12 "

### Colston's Road.

A branch road from wharf to Colston's farm; length, ¾ of a mile. A private road through Colston's farm joins this road to a road running south from old wharf.

Cleared and graded 240 yards, 8 feet wide.
Opened 400 yards for vehicles by blasting and widening rock cut in bluff.

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## South Pender Island.

### Main Road.

Runs from wharf to south end of island; is 3 miles long. This road gives communication with the wharf to three settlers at the south end of the island. It is about 8 feet wide and seldom used for waggon traffic.

Re-graded 1,200 feet, 8 feet wide.
Widened road round bluff and fixed guard-rail on outer edge, 120 feet.
Cleared and graded 720 feet new road, 8 feet wide.

### Spalding's Road.

Leaves the main road near wharf and runs to Spalding's ranch, a distance of ¾ of a mile. This is a very steep road, over a divide, giving access to Spalding's ranch—a good farm. The hauling over it is done by sleighs.

Brushed out 420 feet, 12 feet wide, and graded junction with Main Road.

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## Mayne Island.

Situated on the south side of Plumper Pass. Part of island mountainous, but a large proportion good land, capable of cultivation. Population by census. 200. School on main road. Chief products shipped are fruit, potatoes, sheep, cattle and hogs. Quantities of cord-wood also shipped.

### Point Comfort Road.

Runs from the wharf to Point Comfort Hotel and the Lighthouse; length, 2½ miles. In summer there is sometimes a good deal of traffic to Point Comfort Hotel along this road. It also serves a few settlers. The road is graded about 10 feet wide and is in good condition. The traffic over it is light.

Built 1 culvert, 10 feet by 2 feet by 3 feet.
Gravelled 150 feet.
Ditched 450 feet.
Put up 100 feet of guard-rail along bank.

VILLAGE BAY ROAD.

Runs from wharf to Village Bay; length, 2½ miles. This road gives access to some farms and a large boarding house at Village Bay. There are generally from 10 to 15 visitors staying here during the summer months. A waggon meets the steamers two or three times a week in the season. Quite an amount of cordwood is hauled over the road and some farm produce. The road is graded 8 feet to 10 feet wide.

Lowered grade on hill by cutting 1½ feet off top.
Filled in gulch, raising it 4 feet.
Gravelled 150 feet.
Ditched 240 feet.
General repairs 600 feet.

MAIN ROAD.

Runs from wharf through centre of island to fork of Horton Bay Road and Deacon's Road; length, 1¾ miles. This is the main road of the island, leading to the best producing farms. The school-house is on this road. It is graded 12 feet to 14 feet. It has hitherto been covered with broken shale rock, which makes a good smooth road, but does not wear. It is now being covered with beach gravel where necessary. There is a considerable amount of hauling over the road, comprising fruit and various farm products.

Graded up road to centre 2,000 feet.
Brushed out half a mile.
Blasted out stumps.
Graded 300 feet.

HORTON BAY ROAD.

Continuation of main road to Horton Bay; length, 1¾ miles
Cut down number of large trees where road was too shaded.
Graded 300 feet.
Gravelled 600 "
Ditched 150 "

DEAN'S ROAD.

This is a new branch road to give access to three settlers. It is being graded 8 feet wide along the side of a hill. The grade is not too steep, and the road will be satisfactory when finished next season.

Length, when completed, ¾ of a mile.
Cleared, blasted out rocks and graded 1,800 feet.

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GALIANO ISLAND.

On north side of Plumper Pass, the most part of which is rough, mountainous country. Some small valleys and flats of good land. Cultivated area small. Some stock, potatoes and hay shipped from south end of island. Large amount of cordwood shipped. Two schools on the island, one at south end, near Active Pass, and one at Retreat Cove. Population 140.

CENTRAL VALLEY ROAD.

Runs in a circuitous route from the present wharf, across the south end of the island, to old wharf site; length, 3½ miles. It runs through timbered land most of the way. Several small ranches along the road and one large farm, with 100 acres cultivated land. Road is graded for an average width of 10 feet, and is a good one for the amount of traffic over it. A good deal of cordwood is hauled over the west end of it.

Gravelled 1,200 feet.
New stringer and planking on bridge at Murchison's Bay, 66 feet.
Ditching on Valley Road 5,000 feet.
Grading 5,000 "
Gravelling 2,000 "
Put in 8 culverts and repaired 2 bridges.
Cut out wind-falls.
Cut out and made 1 mile of trail towards Retreat Cove.

## Salt Spring Island.

A large island lying north of Saanich Peninsula and about 8 miles from Sidney, 20 miles long by 5 miles wide. The south and west part of the island is mountainous and only suited for a sheep run. The central and north portion has large areas of good land taken up and worked by prosperous energetic farmers. Large quantities of fruit, butter, stock and other farm produce are shipped. There are 5 schools on the island, 1 on the North End Road, 1 at Ganges Harbour, 1 near Vesuvius Bay, on Central road, 1 between Burgoyne Bay and Fulford Harbour, and 1 on Beaver Point Road. Population 560.

### Central Settlement Roads (including Bittancourt's and Scott's Roads).

Runs from Ganges Harbour across the island to Vesuvius Bay Wharf; also from Ganges Harbour to Booth's Canal and along west shore of the lake. Total length, 11 miles. These roads run through a good farming country, with extensive clearings. The traffic is large. Roads have been much improved of late years and are now good.

Forest cleared and grubbed 3,600 feet, 12 feet wide.
Graded and ditched 6,000 feet.
Gravelled 3,000 " 6 feet wide.
Put in 10 culverts, 18 feet by 2 feet by 2 feet.

### North End Roads (including Pottinger's and Walker's Hook Roads).

Main road starts from church on Central Road and runs along east shore of the lake to north end of island; branch goes to Fernwood Wharf, and from there runs north along east shore line. Good land and considerable cultivation round Fernwood. Not much clearing done yet towards north end.

Graded 7,500 feet.
Ditched 1,500 "
Gravelled 2,400 " 5 inches thick.
Put in 12 culverts, 18 feet by 2 feet by 2 feet.

### Bullock's Road.

Branch road off North End Road; about 1½ miles long.
Trees cleared 2,400 feet.
Grubbed and graded 2,400 feet, 12 feet wide.
Put in 1 culvert, 10 feet by 12 feet by 2 feet.

### Mountain Roads.

Main Road starts at Ganges Harbour and runs south, over the divide, through the centre of island to Burgoyne Bay Road; length 3½ miles. A branch road, called Beddis Road, leaves the main road half a mile south of Ganges Harbour and runs south along east shore line for 3½ miles. Light traffic over these roads, chiefly dairy produce.

Graded 1,500 feet, 14 feet wide.
Ditched and gravelled 3,000 feet.
Put in 3 culverts, 18 feet by 2 feet by 2 feet.
Built 1 bridge, cedar, 36 feet by 14 feet by 8 feet.

### Cranberry Marsh Road.

Leaves Burgoyne Road at junction with Mountain Road and runs west to near Maxwell Lake; length, 3 miles. Passes several farms with considerable areas of cultivated land in the first 1½ miles. West end of road only now being settled up.

Trees cleared and grubbed 400 feet.
Graded 1,000 feet.
Gravelled 400 feet.
Put in 2 culverts, 12 feet by 2 feet by 2 feet.

### Burgoyne Bay Roads.

Main Road runs from Fulford Harbour to Burgoyne Bay; length, 3 miles. This road runs through a fertile valley, with good farms on each side for the whole length. A large amount of farm produce is hauled over the road for shipment, including fruit. Cattle, sheep and hogs are also extensively raised and shipped from here.

Another road leaves the valley road one mile from Burgoyne Bay and runs north to Mountain Road. Length, including Duke's branch road, 5 miles. This road passes several good farms and has a considerable traffic in dairy produce, fruit and live stock.

Graded 1,200 feet.
Ditched 2,400 "
Gravelled 7,000 "
Built 1 bridge 18 " by 14 feet.

ISABELLA POINT ROAD.

Runs from Fulford Harbour south to Isabella Point; length, 3½ miles. Passes some small clearings. Some settlers near end of road. Traffic is light.

Cleared trees and grubbed 650 feet.
Graded 1,500 "
Ditched and gravelled 300 "
Built 1 bridge, 35 feet by 12 feet.

BEAVER POINT ROAD.

A winding road, running from Fulford Harbour to Beaver Point on the south-east shore of the island; length, 8 miles. A number of settlers live along this road, some with large and good farms. This is an important fruit-growing section. Large shipments of apples are made. There is a heavy traffic in cordwood to Fulford Harbour.

Ditched 300 feet.
Gravelled 3,600 "
Put in 3 culverts, 12 feet by 2 feet by 2 feet.

FULFORD HARBOUR BRIDGE.

Re-floored part of bridge with 5,500 feet of 2-inch planking.

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## Esquimalt District.

This district has been divided into seven separate road divisions, with a foreman for each division. The amount of work done is given under the different divisions as follows :—

### ESQUIMALT DIVISION.

ADMIRAL'S ROAD.

This road runs from Esquimalt Road to Craigflower Road, near Craigflower Bridge, and is two miles long.

Gravelled 7,000 feet, 6 inches deep, 8 feet wide.
Built one culvert and ditched 600 feet.

LAMPSON STREET.

Runs from Esquimalt Road to Craigflower Road, 1 mile. A residential road, with considerable traffic.

Gravelled 2,600 feet, 8 feet wide, 4 inches deep.
Replaced two culverts.
Put in new drain near railway, 56 feet long.
Made general repairs.

Gorge Road.

Runs from end of Lampson Street, on Craigflower Road, to Gorge Bridge; length, half a mile.
Gravelled 1,500 feet.
Ditched 1,500 feet.
Replaced one culvert.

Bay View Avenue.

A short road from City boundary to Dunsmuir Road
Graded and gravelled 130 feet.

Esquimalt Road (2½ miles).

This road is the main thoroughfare between Victoria and the Naval Headquarters, Navy Yard, and the Dominion Dry Dock, at Esquimalt Village; the Victoria Marine Railway and Dock, near Esquimalt, and the Imperial Barracks and Forts at Macauley Point. It is lined with residences for its entire length. There is an immense amount of traffic on this road during the whole year. About 15,000 tons of freight is hauled over this road annually. The Electric Railway Company give a 15 minute-service from 6 a.m. till 12 p.m., along this road. A four-foot sidewalk has been put down along the side of the road. This road has more traffic than any other outside the City.
Graded and gravelled 10,000 feet, from 6 inches to 1 foot deep.
Ditches cleaned out 10,000 feet.
Repaired new culverts.
New sidewalk 600 feet.
Filled hollow at Half-way House, 90 feet by 30 by 5.

Craigflower Road.

This road runs from the City boundary, in Victoria West, to Craigflower Bridge, where it joins the main road to Sooke, Metchosin, Goldstream, &c. Length, about 2 miles. It is largely used by people from the country districts, who have business in the west end of the City.
Gravelled and ditched 750 feet.
Replaced one culvert.
Repaired one culvert.
Built new sidewalk, 1,050 feet by 4 feet.

Constance Avenue.

A short residential street, off Esquimalt Road, near Admiral's Road.
Graded and cleared 150 feet.
Cleared out ditches 150 feet.

Wharf Street (Esquimalt).

The main street of Esquimalt Village.
Cleaned out ditches 300 feet.
Built sidewalk on west side of street 400 feet.

Florence Road.

Runs from City boundary to Lampson Street, crossing the E. & N. Railway at the Pottery Works.
Gravelled 900 feet.
Cleaned out ditches 900 feet.

Head Street.

This street begins where Lampson Street crosses the old Esquimalt Road, and runs to Work Point Barracks, crossing the new Esquimalt Road near the Half-way House. The traffic to the Barracks and the houses in the vicinity is very heavy.
Cleaned out ditches 600 feet.
Cleared out brush and stumps 150 feet.
Put down broken stone and gravel, 10 feet wide, 800 feet.

## METCHOSIN DIVISION.

J. Witty, Foreman.

### METCHOSIN ROAD

This road begins at the fork of the Metchosin and Sooke Roads and runs to the Quarantine Station at Williams Head, a distance of about 8 miles. For the first three miles it runs over a level gravel bench. This bench affords good grazing for cattle during most of the year. There are several ranches taken up some distance from the road, on both sides, with from 10 to 20 acres each of cleared land. Nearly two miles of this piece of road has now been graded up and ditched. South of Albert Head the country becomes more open and farms are continuous on each side of the road. There are several fine farms, each from 50 to 150 acres in extent of cleared land. This district raises a quantity of farm produce which is hauled to Victoria. Potatoes, oats, butter, eggs, poultry and mutton, etc. Fruit-growing promises to become an important industry.

Graded 1,200 feet, 20 feet wide.
Gravelled 1,200 " 12 " 10 inches deep.
Made two fills 100 feet long, 20 feet wide.
Cribbed 100 feet.
Replanked Albert Head Bridge, 145 feet by 14 feet.
Replaced 10 stringers, 12 inches by 12 inches, 20 feet long.
Brushed out 4,000 feet, 66 feet wide.
Cut down hill 4 feet, 150 feet long
Cribbed 40 feet, 18 feet wide, 4 feet high.
Put in 3 new culverts, 20 feet by 4 feet.

### ESQUIMALT LAGOON ROAD.

This is a side road off Metchosin Road, leading to some farms on Esquimalt Lagoon. Length one mile.

Made 900 feet new road, 10 feet wide.

### ROCKY POINT ROAD.

This road leaves the Metchosin Road at the Church and runs south to East Sooke for 3½ miles. At the head of Pedder Bay it turns to the left and runs through Rocky Point to the shore opposite Race Rocks Lighthouse. Length 6 miles. The country between Metchosin and Pedder Bay is undulating and rocky. Rocky Point is a fine farming area with large tracts of cleared land very similar to Metchosin. A number of sheep, and cattle and good crops of oats, hay, potatoes, etc., are raised.

Graded 300 feet, 18 feet wide.
Gravelled 300 " 12 " 10 inches deep.
General repairs over 3½ miles of road.
Put in 1 new culvert, 18 feet by 4 feet.

### SOOKE CROSS ROAD.

This is a cross road joining Sooke and Metchosin Roads. It leaves Metchosin Road three-quarters of a mile south of the Church and joins Sooke Road 16 miles from Victoria. It runs through timbered, hilly country, with a few farms and small patches of cleared land on each side. The road provides a short communication between Sooke and Metchosin Districts.

General repairs on three miles.

### SOOKE ROAD

This is part of the main Sooke Road intersecting this Division. It commences at the fork of Sooke and Metchosin Roads, near Colwood, and runs to the junction of Happy Valley Road. Distance 2 miles. Sooke Road is the main highway for all settlers in Otter Point and Sooke to and from Victoria. There is a large amount of traffic over the road. Two miles in this division run through a generally timbered plain with a few ranches with small clearings. The road was originally of the same characte" as the first three miles of Metchosin Road, a track cleared out on the gravelly bench and gradually wearing down below the surrounding level. Part of it has been graded up and ditched during each of the last two seasons.

Graded and gravelled 900 feet, 18 feet wide, 10 inches deep.
Cribbed and filled in 50 feet, 4 feet deep.
Made 2 new culverts.
Made general repairs.

Happy Valley Road.

This road runs from Sooke Road, about 2½ miles south of Colwood, through Happy Valley to the Metchosin Road, which it joins near the Church. Length, 4 miles. A very good road and practically level. Used by the settlers from Rocky Point and East Sooke to Victoria. There are farms on each side of the road for the whole distance, and Happy Valley, which this road opens up, is a large, fertile flat which is under cultivation.

Graded 450 feet, 18 feet wide.
Gravelled 450 " 12 " 10 inches deep.
Put in 1 new culvert, 20 feet by 4 feet.
Made general repairs and brushing out.
Cut out trees and large roots. Cleared all roads in Division after storms of December 3rd and December 25th, 1901.

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## Sooke Division.

Main Sooke Road.

This is a part of the main road from Victoria, running through Sooke Division to the south limit of Otter Point Division. In this Division it begins at Happy Valley Road and runs to two miles south of Sooke River bridge. Length, 14 miles.

For several miles the country is rocky and hilly, with a few ranches and small clearings in the hollows. Within two miles of Sooke River a more fertile country is reached, and south of the river there are several fine farms. The ranchers raise cattle and sheep. Fruit also grows well. Three stages come to Victoria every week over this road.

Gravelled, brushed out, ditched and made general repairs from Highland boundary to Naylor's Hill, 6 miles.
Cut down hill, near Sweatman's, 3 feet.
" " Morrow's, 3 "
Blasted rocks and roots between 16 and 18-mile posts, and repaired bridge.
Built 5 culverts.
Gravelled, ditched and made general repairs from Naylor's Hill to west boundary of division.
Widened road near Indian Reserve.
Built new piece of road up west side of Sooke River.
Removed fallen trees and roots after gales of 3rd and 25th December, 1901.

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## East Sooke Division.

East Sooke Road.

This is the main road opening up this division. It begins at the head of Pedder Bay and runs to the south end of the peninsula. Length, 8 miles. The first part of this road is very hilly and rocky. From Beecher Bay to the south end of the road the land is better, and along the shore of Sooke Harbour there are several ranches under cultivation. A good deal of development work has been done on mining properties in this division, both iron and copper. A weekly stage runs into Victoria from the south point of East Sooke.

Cut down timber, blasted out rocks and roots.
Graded, gravelled and made general repairs.
Built new bridge, 25 feet long; cribbed and filled in 20 feet at each end.

WILSON'S ROAD.

A side road to Wilson's farm, 1 mile.
Gravelled part and repaired.

BEECHER BAY ROAD.

A branch road to settlements on Beecher Bay. Length, about 2 miles.
Gravelled and repaired part, cleared out heavy windfalls and many large roots after gales of December 3rd and 25th, 1901.

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## OTTER POINT DIVISION.

MAIN ROAD (from Sooke boundary to Gordon's Road; distance, 7 miles).

This is a continuation of the main Sooke Road from Victoria, continued south-west as far as the last settlers. It runs through rolling country, for the most part heavily timbered. The land is a light loam, some gravel; when cleared grows good crops. The road is in good condition. A weekly stage runs over the road to Victoria.
Cut down brush on both sides of road.
Cleared out side ditches.
Gravelled and repaired road.
Cut down two steep hills at O'Brien's and McGregor's, about 3 feet.
Widened part of road between 25 and 26-mile posts.
Blasted out rocks and stumps.

MAIN ROAD (from Gordon's to Muir Creek, about 5 miles).

This is a continuation of the last-mentioned road. From Gordon's to Tugwell Creek it runs through soft bottom land with heavy timber. Between Tugwell and Muir Creeks, and on to Coal Creek, the road runs over a gravel bench, with hardpan below. There are some deep ravines to cross in this section, which necessitated side-hill cutting.
Graded, widened and gravelled part of road.
Cleared, graded and completed 1,100 feet of new road near school.
Blasted out rock and hard pan.
Cribbed up road 100 feet.
Gravelled and repaired road up hill west side of Muir Creek.
Made new road to Anderson's, 1,900 feet.
Built new bridge near school, 80 feet long by 13 feet wide, 25 feet high.
Re-floored and repaired bridge at Scarf's, 33 feet long.
Put in new culverts where required.

RACE COURSE ROAD.

A side road leading to several good ranches, about 1½ miles.
General repairs.
Cleared out trees and stumps on all roads after storms of December 3rd and 25th, 1901.

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## HIGHLAND DIVISION.

MAIN SOOKE AND METCHOSIN, OR CRAIGFLOWER, ROAD.

This is the main road into Victoria from the south and south-west districts of the Island. The whole traffic from Sooke, Metchosin, Goldstream and Highland Divisions converges here. It begins at Craigflower Bridge and runs to the fork of the Metchosin and Sooke Road south of Colwood; length, 5 miles; average width of graded road, 20 feet. The main road is in good condition, subject to the heavy traffic, which is well maintained. Six stages run over the road every week.

Gravelled 4,600 feet.
Cut down two hills 3 feet, length 100 feet and 150 feet.
Filled in and widened road 4 feet at bottom of 4-mile hill for 50 feet.
Graded 4,000 feet.
Brushed 5,200 "
Cleared out side ditches 7,000 feet.
Repaired 3 culverts.
Built new culvert.
Filled up holes.

Pike Lake Road.

A branch road leaving main road near 6-Mile House and running north for 2½ miles. It runs through a rocky and hilly country, with scattered areas of good land. Several farms along this road.
Re-planked and put new guard-rail on bridge.
Repaired 1 culvert.
Cleared out ditches 138 feet
Filled up holes.

Belmont Road.

A short branch road leaving main road at 7-mile post and running down to the shore at Rod Hill Fort. There are a few farms along the road and all the traffic by land, to the fort, goes over it; length, 1½ miles.
Replaced 3 culverts.
Cleaned out ditches 100 feet, and filled up holes.

Goldstream Road.

Leaves the Main Sooke and Metchosin Road at 7-mile post and is part of the Victoria-Nanaimo Main Trunk Road. This section runs to the Goldstream Hotel; length, 4 miles. All the travel to and from Millstream District goes over part of this road. During the summer and autumn months there is considerable driving to and from Goldstream Hotel and on towards the Sooke Lakes. The Victoria Electric Railway Company have their power plant about 1½ miles beyond Goldstream Hotel, and at times haul heavy loads over this road.
Graded 100 feet.
Cleared out ditches 500 feet.
Filled up holes.

Helmcken Road.

A short cross-road leaving Main Sooke Road about 5-mile post, and running across to Burnside Road; length, 1½ miles. A few houses and farms on road; not much traffic.
Replaced 1 culvert.
Filled in end of bridge.
Gravelled 20 feet.

Millstream Road.

Leaves Goldstream Road at E. & N. Railway crossing and runs north through Millstream and Highland Districts for about 6 miles. The first part of the road is over a gravel flat and through some farming land. The last 3 miles is through rocky, hilly ground, very little of which will ever be fit for cultivation. The road passes a limestone quarry and kiln, which has not been worked for several years. A few settlers on this road cultivating small farms and raising cattle.
Gravelled 130 feet.
Cleared out ditches 336 feet.
Filled up holes.
Built new bridge, 25 feet long.

Re-floored and repaired one bridge, 10 feet.
Filled in each end of old bridge and replaced by culvert 6 feet wide.
Cleared some trees and large root off road.
Cleared off large trees and roots after December storms.

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## VICTORIA AND NANAIMO TRUNK ROAD.

This road commences at Goldstream Hotel and crosses Goldstream Mountain to Sooke Lake. From there it runs north along the lakes and over the low divide between Sooke and Shawnigan Lakes; thence along the shore of Shawnigan Lake to the boundary of Cowichan District. Length of road, 23 miles. This road was the only means of travel by land between the south end of the Island and Cowichan and Nanaimo Districts until the E. & N. Railway was built. Since the railway was opened there is not much heavy traffic over this section. From Goldstream the road climbs a mountain for about 1,500 feet elevation and then goes down, often at a steep grade, to Sooke Lake. The road is fairly good, but the grades are steep on both sides of the mountain. From Sooke to Shawnigan Lakes the country is well timbered, with patches of land in places. On Goldstream mountain the Esquimalt Water Works Company have for some years had from 100 to 200 men constantly at work making reservoirs and artificial lakes, flumes, etc.

### GOLDSTREAM SECTION.

Brushed out both sides of road from Goldstream to Sooke Lake, 10 miles.
Repaired 9 culverts.
Put in 2 new culverts.
Corduroyed 60 feet and covered with gravel.
Graded 16,800 feet of road and made ditch on upper side.
Broke and removed all large rock from road; filled in holes and made general surface repairs.

### BETWEEN SOOKE LAKE AND SHAWNIGAN SAW-MILL (14 miles).

Brushed 4 miles of road.
Repaired 13 culverts.
Made 3 new culverts.
Repaired 3 bridges and filled in approaches.
Graded and ditched 15,000 feet.
Cleared out and repaired ditches and culverts.
Made general repairs over whole road.
Cleared out large number of trees and stumps after storms of December 3rd and 25th.

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## PORT RENFREW DIVISION.

All the work in this Division has been done on trails. There is only one waggon road in the district, about 1 mile long, from the wharf to Mr. Baird's farm.

### SAN JUAN.

T. Baird, Foreman.
A new trail was cleared out and partly graded from the wharf to the Botanical Station. Length, 3 miles. This station was erected by an American Scientific Association.
Cleared out brush and logs on new trail to Botanical Station, 3 miles.
Graded and finished 1½ miles of pack trail.

### GORDON RIVER.

T. Deakin, Foreman.

A large amount of mining work has been going on for some years up the Gordon River Valley. A horse pack-trail has been made from the mouth of Gordon River for about 5½ miles, and continued to some large iron deposits on Bugaboo Creek, 3½ miles

further. This trail opens up the lower half of the valley and allows supplies and tools to be packed in on horseback. There is good farming land near the mouth of the river, which has been taken up. The ranchers raise vegetables, poultry and numbers of cattle, for which they find a good sale at the mines.

Widened and graded 4 miles of old foot trail to make horse pack-trail.
Bridged all streams which trail crosses.
Made 2 miles of new horse pack-trail towards mouth of Gordon River.
Bridged creeks and gulches.
Made 1 mile of new foot trail to outside of bar of Gordon River.
Made horse pack-trail from Mr. Newton's camp to Bugaboo Creek—3½ miles.
Bridged all creeks and cut out hundreds of trees after storm of December 25th, 1901.

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## Cowichan District.

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Bazett's Road (length, 1 mile; 33 feet wide).

Branch of Telegraph Road to Bazett's. Purposes, agricultural; number of settlers, 2; freight or produce hauled, 5 tons outward, 10 tons inward.
Made 1 culvert, 1 foot by 1 foot by 27 feet, and removed fallen timber.

Bench Road (length, 2¼ miles; 33 feet wide).

From Old Koksilah Road at Cowichan Station to Corfield P. O. Purposes, agricultural; mail route; number of settlers, 5; freight or produce hauled, 150 tons outward, 150 tons inward.

| | | | | |
|---|---|---|---|---|
| Ditched | 195 feet, | 2 feet wide. | | |
| Gravelled | 1,144 " | 9 " | 4 inches deep. | |

Cameron & Taggert (length, 2½ miles; 33 feet wide).

From Trunk Road to Shawnigan Lake Road. Purposes, agricultural; number of settlers, 8; freight or produce hauled, 10 tons outward, 10 tons inward.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 9,990 feet, | 5 feet wide. | | |
| Ditched | 360 " | 3 " | 1 foot deep. | |
| Filled in | 15 " | 12 " | 1 " | |
| Gravelled | 360 " | 10 " | 4 inches deep. | |

Made 2 culverts, 2 feet by 1 foot.
Removed fallen timber.

Chapman New Road (length, 2 miles; 33 feet wide).

From Cobble Hill Station to Chapman's. Purposes, agricultural; number of settlers, 1; freight or produce hauled, 5 tons outward, 5 tons inward.

| | | | | |
|---|---|---|---|---|
| Graded | 2,550 feet, | 12 feet wide. | | |
| Ditched | 768 " | 3 " | 1 foot deep. | |
| Corduroyed | 159 " | 10 " | | |
| Excavated | 21 " | 12 " | 1 " | |
| Filled in | 15 " | 12 " | 1 " | |

Made 2 culverts, 2 feet by 3 feet by 1 foot.
Fenced 2,550 feet.
Removed fallen timber.

COPPER CANYON ROAD (length, 2 miles; 33 feet wide).

From Lenora Townsite and Chemainus River, foot of Mount Brenton. Purposes, mining; country, mountainous; number of settlers, 50; about 100 mining claims, 100 men employed; freight or produce hauled, 200 tons inward.

Grubbed 7,260 feet, 8 feet wide.
Graded 7,260 " 8 "
Built 2 bridges, 14 feet wide, 22 feet long, 6 feet high.

CARVILLE AND JACKSON (length, 1¾ miles; 33 feet wide).

Branch of old Koksilah Road. Purposes, agricultural; number of settlers, 12; freight or produce hauled, 15 tons outward, 16 tons inward.

Grubbed 450 feet, 12 feet wide.
Graded 600 " 12 "
Gravelled 360 " 8 " 6 inches deep.

COWICHAN LAKE ROAD (length, 15½ miles; 33 feet wide).

Sahtlam District Line to Cowichan Lake. Purposes, agricultural; timber and mail route; number of settlers, 20; freight or produce hauled, 150 tons outward, 250 tons inward.

Grubbed 798 feet, 16 feet wide.
Graded 1,929 " 16 "
Ditched 435 " 1½ " 1 foot deep.
Cribbed 87 " 4 feet high.
Filled in 153 " 16 " wide, 3½ feet deep.
Gravelled 666 " 7 " " 6 inches "
Made 19 culverts, 16 feet by 2 feet by 1 foot.
Repaired 3 bridges, 76 feet long, 15 feet wide.
Forest cleared 1,530 feet, 20 feet wide.
Made 1 culvert, 14 feet by 2 feet by 1 foot.
Removed windfalls.

COWICHAN LAKE NORTH SHORE ROAD (length, 4 miles; 33 feet wide).

From foot of lake to North Arm. Purposes, agricultural, timber, and Indian Reservation; mail route; number of settlers, 15. A number of small mining properties are served by this road, as also the logging camps; 100 men employed. Freight or produce hauled, 100 tons outward, 250 tons inward.

Graded 690 feet, 12 feet wide.
Repaired 2,400 " with gravel.
Reconstructed culvert, 9 by 12 by 1½ feet.
Removed fallen timber.

COWICHAN LAKE SOUTH SHORE ROAD (length, 9 miles; 33 feet wide).

From foot of lake to Narrows; purposes, agricultural and timber; number of settlers, 15; freight or produce hauled, 3 tons outward.

Graded 975 feet, 9 feet wide.
Filled in 42 " 12 " 3 feet deep.
Cleared out windfalls.

COWICHAN LAKE LANDING ROAD (length, 200 yards; width, 33 feet).

From Cowichan Lake North Shore Road to Landing. Purposes, shipping freight to logging camps and mines; freight or produce hauled, 200 tons inward.

Forest cleared 240 feet, 20 feet wide.
Grubbed 258 " 18 "
Graded 258 " 18 "
Filled in 36 " 20 " 1½ feet deep.

COWICHAN RIVER ROAD (length, 2 miles; 33 feet wide).

From Duncan to Koksilah Station. Purposes, agricultural and Indian reservation; number of settlers, 15; 40 Indians; freight or produce hauled, 500 tons outward, 100 tons inward.

Grubbed 240 feet, 18 feet wide.
Graded 240 " 18 "
Gravelled 390 " 9 " 6 inches deep.
Made 1 culvert, 14 by 2 feet by 1 foot.
Repaired 3 culverts.
Filled in 33 feet, 12 feet wide, 4 feet deep.

Dighton's Road (length, 1 mile; 33 feet wide).

Branch off Trunk Road to Dighton's. Purposes, agricultural; number of settlers, 3; freight or produce hauled, 3 tons inward.
Graded 60 feet, 11 feet wide.
Ditched 300 " 2 " 1 foot deep.
Cribbed 30 " 12 "
Filled in 180 " 3 " 1¼ feet deep.
Gravelled 126 " 9 " 5 inches "
Made 1 culvert, 3 by 3 feet.

Duncan-Sahtlam Road (length, 5 miles; 33 feet wide).

Branch from Cowichan Lake Road to Sahtlam. Purposes, agricultural; timber and Indian Reservation; number of settlers, 7; 10 Indians; freight or produce hauled, 5 tons outward, 30 tons inward.
Forest cleared 600 feet, 16 feet wide.
Graded 549 " 12 "
Ditched 36 " 3 feet deep
Cribbed 705 " 2 feet high.
Excavated earth 51 " 12 feet wide, 1½ feet deep.
Filled in 96 " 8 " 2 "
Gravelled 270 " 7 " 6 inches deep.
Repaired 2 culverts, 12 by 2 feet by 1 foot.
Removed fallen timber.

Glenora Road (length, 3¾ miles; 33 feet wide).

From old Koksilah Road through Glenora Settlement. Purposes, agricultural and Indian Reservation; number of settlers, 15; freight or produce hauled, 15 tons outward, 15 tons inward.
Built 1 bridge, 22 by 14 feet.

Howie's Road (length, ¾ mile; 33 feet wide).

Branch of Mountain Road. Purposes, agricultural; number of settlers, 1; freight or produce hauled, 5 tons inward.
Graded 150 feet, 12 feet wide.
Ditched 375 " 3 "
Corduroyed 210 " 12 "
Gravelled 210 " 8 " 6 inches deep.

Indian Road (length, 2½ miles; 33 feet wide).

From Cowichan River Bridge to Glenora Road. Purposes, connects Duncan and Glenora; part Indian Reservation; freight or produce hauled, 45 tons outward, 45 tons inward.
Removed earth 84 feet, 14 feet wide, 2 feet deep.
Gravelled, 1,185 " 8 " 6 inches deep.
Removed wind-falls.

Koksilah and Flats Road (length, 1¾ miles; 33 feet wide).

From Koksilah Station to Trunk Road. Purposes, agricultural and Indian Reservation; number of settlers, 15; 35 Indians; freight or produce hauled, 250 tons outward; 310 tons inward.
Filled in 30 feet, 18 feet wide, 5 feet deep.
Gravelled 900 " 10 " 6 inches deep.
Made 1 culvert, 25 by 3 by 2 feet.

KOKSILAH RIVERSIDE ROAD (length, 5½ miles; 33 feet wide).

From Old Koksilah Road to J. Boal's, Jr. Purposes, agricultural and mining; number of settlers, 20; 15 mining properties, 15 men employed; freight or produced hauled, 20 tons outward, 50 tons inward.
Forest cleared 1,650 feet, 20 feet wide.
Gravelled 150 " 9 " 6 inches deep.
Removed fallen timber.

LAKESIDE ROAD (length, 3½ miles; 33 feet wide).

From Cowichan Station to Trunk Road at Dougan's. Purposes, agricultural; number of settlers, 18; freight or produce hauled, 150 tons outward, 150 tons inward.
Ditched 240 feet, 2 feet wide.
Gravelled 390 " 12 " 6 inches deep.
Made 1 culvert, 18 by 1½ by 1½ feet.
" 1 " 18 by 4 by 3 "

MOUNT SICKER-WESTHOLME ROAD (length, 3 miles; 33 feet wide).

From Chemainus Municipal Boundary to Lenora Townsite; mountainous. Purposes, mining; number of settlers, 200. Mine shipping, "Lenora"; about 100 other small mining properties; 350 men employed; freight and ore shipped by private railway; freight or produce hauled, 200 tons inward.
Graded 459 feet, 11 feet wide.
Filled in 66 " 14 " 3 feet deep.
Made 1 culvert, 18 feet by 1 foot by 1 foot.
Repaired 2 bridges.

MCKENELLY AND DOUPE ROAD (length, 2½ miles; 33 feet wide).

Branch of Old Koksilah Road. Purposes, agricultural; number of settlers, 7; freight or produce hauled, 10 tons outward, 5 tons inward.
Forest cleared 2,400 feet, 16 feet wide.
Grubbed 1,320 " 12 "
Graded 2,400 " 12 "
Cribbed 480 " 2 feet high.
Excavated earth 240 " 14 feet wide, 2½ feet deep.
Filled in 600 " 8 " 2 "
Made 1 culvert, 14 by 4 by 2 feet.

OLD KOKSILAH ROAD (length, 6¾ miles; 33 feet wide).

From Cowichan Wharf to Koksilah Station. Purposes, agricultural and Indian Reservation; number of settlers, 65; 15 Indians; freight or produce hauled, 270 tons outward, 200 tons inward.
Forest cleared 510 feet, 25 feet wide.
Grubbed 330 " 14 "
Graded 300 " 14 "
Filled in 570 " 15 " 14 inches deep.
Gravelled 1,683 " 10 " 6 "
Made 2 culverts, 18 by 3 by 2 feet.
" 1 " 16 " 4 " 1 "
Corduroyed 24 feet.
Repaired 2 culverts.
Cleared out fallen timber.

OLD SCHOOL-HOUSE ROAD (length, 1¾ miles; 33 feet wide).

From Old Koksilah Road to Trunk Road. Purposes, agricultural; number of settlers, 6; freight or produce hauled, 30 tons outward, 30 tons inward.
Ditched 300 feet, 2 feet wide.
Excavated 21 " 14 " 2 feet deep.
Gravelled 98 " 12 " 6 inches deep.

SHAWNIGAN LAKE ROAD (length, 4 miles; 33 feet wide).

From Mill Bay to Shawnigan Lake. Purposes, agricultural; number of settlers, 23; freight or produce hauled, 50 tons outward, 50 tons inward.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 1,710 feet, | 9 feet wide. | | |
| Graded | 180 " | 12 " | | |
| Ditched | 180 " | | | |
| Excavated earth | 129 " | 12 " | 2 feet deep. | |
| Filled in | 210 " | 12 " | 1½ " | |
| Gravelled | 300 " | 11 " | 6 inches deep. | |

Made 4 culverts, 1 by 1 foot.
Removed fallen timber.

SHEPPARD'S ROAD (length, ½ mile; 33 feet wide).

From Cobble Hill Road to Telegraph Road. Purposes, agricultural; number of settlers, 12; freight or produce hauled, 20 tons outward, 20 tons inward.
Ditched 360 feet, 1 foot wide.

TELEGRAPH ROAD (length, 6 miles; 33 feet wide).

From Trunk Road to Whiskey Point Road. Purposes, agricultural; number of settlers, 14; freight or produce hauled, 50 tons outward, 50 tons inward.

| | | |
|---|---|---|
| Forest cleared | 3,750 feet, | 6 feet wide. |
| Graded | 1,266 " | 12 " |
| Ditched | 336 " | 1 by 3 feet wide. |
| Cleared ditch | 1,131 " | |
| Gravelled | 180 " | 10 feet wide, 4 inches deep. |

WILKINSON'S ROAD (length, ½ mile; 33 feet wide).

From Shawnigan Lake Road to Wilkinson's. Purposes, agricultural; number of settlers, 11; logging camp, 15 men employed; freight or produce hauled, 6 tons outward, 120 tons inward.

| | | |
|---|---|---|
| Graded | 51 feet, | 10 feet wide. |
| Ditched | 60 " | 1 by 3 feet wide. |
| Gravelled | 285 " | 8 feet wide, 8 inches deep. |
| Replaced | 24 " | hand-rail on bridge. |

Removed fallen timber.

VICTORIA-NANAIMO TRUNK ROAD (length, 32 miles; 66 feet wide).

From North Esquimalt boundary line (Shawnigan Lake), to South Nanaimo boundary line (Chemainus). Purposes, agricultural; mail route; mining, lumber, Indian Reservation; number of settlers, 1,600; 700 Indians; freight or produce hauled, 9,750 tons outward, 6,250 tons inward.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 4,350 feet, | 12 feet wide. | | |
| Graded | 285 " | 12 " | | |
| Ditched | 2,472 " | | | |
| Filled in | 1,239 " | 10 " | 8 feet deep. | |
| Gravelled | 6,861 " | 10 " | 4 inches deep. | |
| Cribbed | 75 " | 17 feet high. | | |
| " | 81 " | 3 " | | |
| " | 45 " | 4 " | | |
| Excavated rock | 225 " | 4 feet wide. | | |

Repaired 1 culvert.

| | | | | |
|---|---|---|---|---|
| Made | 1 " | 16 by 8 | by 12 feet. | |
| " | 2 " | 28 " 2 | " 2 " | |
| " | 4 " | 18 " 1½ | " 1½ " | |
| " | 1 " | 18 " 3 | " 4 " | |

Repaired 2 bridges.

| | | | | |
|---|---|---|---|---|
| Made | 1 " | 20 " 14 | " 6 " | |

KOKSILAH RIVER BRIDGE.

Built King truss bridge of 2 spans, 62½ feet each; south approach, 28 feet long; north approach, 44 feet long; total length, 189 feet. Bridge set upon 3 pile piers, drawn 10 feet; 1 pier double bents on rock; centre pier well braced and sheathed with 3 by 12. Bridge 17 feet 5 inches outside, 15 feet in clear between trusses; 2 chords built of 6 by 12; floor joists, 3 by 12; 20-inch centre; planking, 3 by 12.

COPPER CANYON BRIDGE.

Built bridge 100 feet long, with 20-foot approach; stringers, 102 feet long; 1 bent at each end; Queen truss span 80 feet; 3 stringers, 12 by 12; truss timbers, 10 by 12. Bridge, 9 feet 6 inches wide; floored with split cedar, railing split cedar.

CLEM-CLEM-A-LUTZ BRIDGE.

Repaired bridge, put in 3 new truss timbers, drove 2 sets piles and capped them; put in 94 new planks and 3 new boom sticks, 80 feet long, in sheer boom. Screwed up and adjusted truss.

COWICHAN WHARF.

Drove 46 piles and straightened approach where damaged by scows; put down 1,300 feet new planking, 400 feet new railing, and new landing steps.

KOKSILAH RIVER BRIDGE.

Built bridge, 1 Howe truss 126 feet, resting on framed piers; "A," east pier; foundation, hard pan; sills, flat cedar; frame, 11 cedar posts; sheer points, width 6 feet, 19 feet 8 inches high, 35 feet long, sheathed with 2½-inch planks.

"B," west pier, pile foundation from former bridge; main sill frame, from 10 sawn posts with an up-stream sheer point, 4 feet wide, 19 feet high and 27 feet long, and is sheathed with planks.

Approach, west end, reconstructed, 25 feet.
" east " " 45 "
Truss, 126 feet; total length, 196 feet.

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## Alberni District.

TOWNSITE ROADS.

Comprised of roads and streets in the towns of Alberni and New Alberni, and a road connecting the two towns, about two miles in length, following along the borders of the river flats on a fairly level grade, with the exception of one or two sharp inclines near new Alberni; crosses three creeks, one of which, Rodger Creek, is of considerable width. This road connects with the wharf, all the freight of the district being hauled over it.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 126 | feet by | 99 | feet wide. | |
| Grubbed | 930 | " | 14 | " | |
| Graded | 930 | " | 14 | " | |
| Graded | 3,015 | " | 14 | " | |
| Gravelled | 8,220 | " | 9 | " | |
| Made 8 culverts | 16 | " | 1½ | " | by 1½ feet deep. |
| Made 2 culverts | 140 | " | 1 | " | by 1 " |

Made general repairs.

Built new Queen truss bridge over Rodger Creek; total length 565 feet, 18 feet wide, 12 feet high, 50 feet long.

BEAVER CREEK ROAD (about 14 miles in length).

Commencing at Alberni, traversing a slight incline and crossing several creeks of various depths. About 140 settlers, engaged chiefly in farming.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 3,150 feet, | 18 feet wide. | | |
| Grubbed | 2,400 " | 16 " | | |
| Ditched | 3,000 " | 2 " | | |
| Graded | 3,000 " | 16 " | | |
| Corduroyed | 150 " | 12 " | | |
| Excavated earth | 150 " | 20 " | 3 feet deep. | |
| Filled in | 150 " | 20 " | 3 " | |
| Gravelled | 6,900 " | 7 " | 6 inches deep. | |
| Built bridge | 24 " | 14 " | 5 feet high. | |

Made school trail half a mile.
Generally repaired road for 10 miles.

SOMERS ROAD (being a branch from Beaver Creek Road to the Somers Ranch).

| | | | |
|---|---|---|---|
| Graded | 815 feet, | 20 feet wide. | |
| Ditched | 815 " | 2 " | |
| Gravelled | 150 " | 7 " | 6 inches deep. |

SPROAT LAKE ROAD (11 miles long).

Commencing at its deviation from Beaver Creek Road it follows the river front for about 2 miles, through level country. After crossing the river, through a broken rocky country, it reaches the lake, where it follows the shore line through rolling country heavily timbered. The road is used chiefly by settlers and prospectors ; it is also the outlet for the Indian Mission and two Indian reservations. There are about 50 settlers in this district.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,400 feet, | 25 feet wide. | | |
| Grubbed | 2,400 " | 25 " | | |
| Graded | 5,770 " | 15 " | | |
| Ditched | 7,995 " | 2 " | 1 foot deep. | |
| Corduroyed | 270 " | 15 " | | |
| Excavated earth | 150 " | 10 " | | |
| Filled in | 186 " | 14 " | 3 feet deep. | |
| Gravelled | 1,569 " | 7 " | 7 inches deep. | |
| Made 13 culverts, | 15 " | 6 " | 2 feet " | |
| Built 2 bridges, | 36 " | 14½ " | 5½ " | high. |

KITSUKSUS ROAD (3 miles long).

Commencing in Alberni, traversing the Kitsuksus Creek bottom lands for about 1 mile, thence through a broken rolling country. This road is used by about 25 settlers.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 7,746 feet, | 16 feet wide. | | |
| " | 3,000 " | 4 " | | |
| Grubbed | 6,480 " | 12 " | | |
| " | 3,000 " | 4 " | | |
| Graded | 3,000 " | 4 " | | |
| Ditched | 1,200 " | 1½ " | both sides of road. | |
| Corduroyed | 165 " | 12 " | | |
| Excavated earth | 320 " | 12 " | 2 feet deep. | |
| Filled in | 105 " | 12 " | 1½ " | |
| Gravelled | 2,532 " | 7 " | 6 inches deep. | |
| Made 4 culverts | 3 " | 12 " | 12 feet " | |

CHERRY CREEK ROAD (3 miles long).

Commencing at its deviation from Nanaimo Road and continuing through a fairly level country to its junction with Kitsuksus Road. This road is the outlet for about 18 settlers engaged in farming.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 1,725 | feet, | 12 | feet wide. |
| Grubbed | 1,725 | " | 6 | " |
| Graded | 1,725 | " | 6 | " |
| Corduroyed | 40 | " | 12 | " |
| Gravelled | 1,890 | " | 7 | " 6 inches deep. |

Cut brush 6 feet wide on each side of road for one mile.

McCoy Lake Road (3½ miles long).

Commencing at its deviation from Sproat Lake Road, passing through a rough broken country until reaching the lake; thence through a rich tract of land to its junction with Sproat Lake Road at a point about 2 miles from its deviation. Used by about 15 settlers.

China Creek Road (about 13 miles long).

Traversing a rough, broken country, the greater part heavily timbered. This is the outlet for several mineral claims, one of which, the "Golden Eagle," is working a force of about 20 men.

Corduroyed 1,326 feet, 10 feet wide.
Made 13 culverts, 10 " 2 " 1 foot deep.
Repaired all bridges, widened out turns on road to allow two teams to pass, removed all roots and rocks from road, and made general repairs for 13 miles.

Nanaimo Road—Alberni Section (12 miles long).

Commencing at Alberni, there is a steady incline for the first 4 miles, after which the grade is very steep to the summit of the pass. The decline is steep for about 2 miles to the cedar flats, which are heavily timbered as far as Cameron Lake. This is the Stage and Mail Road connecting Alberni, Parksville and Nanaimo.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 1,200 | feet, | 8 | feet wide. | |
| " | 240 | " | 40 | " | |
| " | 627 | " | 99 | " | |
| Grubbed | 240 | " | 40 | " | |
| " | 627 | " | 14 | " | |
| " | 1,200 | " | 6 | " | |
| " | 400 | " | 20 | " | |
| Seeded with white clover | 240 | " | 40 | " | |
| Graded | 666 | " | 17 | " | |
| " | 1,500 | " | 12 | " | |
| Ditched | 1,300 | " | 2 | " | |
| Excavated earth | 675 | " | 5 | " | 4 feet deep. |
| Cribbed | 600 | " | 1½ | " | with cedar. |
| Excavated rock | 20 | " | 4 | " | 3 feet deep. |
| Filled in | 150 | " | 16 | " | 2 " |
| Gravelled | 140 | " | 8 | " | 8 inches deep. |
| Made 40 culverts, | 14 | " | 1 | " | 4 feet deep. |
| Built 2 bridges, | 75 | " | 12 | " | 6 feet high. |

McCoy Lake Outlet.

This work was done to allow the lake to regain normal level after heavy rains, the farmers being unable to work the lake shore land until late in the spring, owing to the high water.

Blasted out rock, 80 feet long, 4 feet wide, 1 foot deep.
Cut out log-jams and brush for half a mile on creek bank.

Government Office, Alberni, B. C.

Main building, 25 feet by 31 feet by 15 feet high; store-room, 10 feet by 12 feet; porch, 6 feet by 8 feet; and out-buildings.

Protection of Somas River-bank, Town of Alberni.

Piled, planked and protected river bank, 340 feet by 12 feet high.

Granite Creek Trail. (9 miles in length; a mountain pack-trail, being the outlet for several mineral claims on which development work is being done.)

Forest cleared 3,000 feet, 6 feet wide.
Grubbed 3,000 " 6 "
Graded 3,000 " 6 "
Made 5 culverts, 25 feet long by 4 feet wide.
Made 2 bridges, 25 " 4 "
Repaired trail for 9 miles.

Santa Maria Trail. (Used in connection with the Iron Mines, Barkley Sound.)

Forest cleared 6,300 feet, 6 feet wide.
Grubbed 10,380 " 3 "
Graded 966 " 4 "
Made 3 crossings over creeks, 20 feet each.

Effingham Inlet Trail. (5 miles in length; a pack-trail for the use of prospectors.)

Built 5 miles of trail, 4 feet wide.

Clayoquot-Ucluelet Trail. (Ucluelet Section; a trail used by the settlers of Ucluelet.)

Forest cleared 2,700 feet, 6 feet wide.
Grubbed 2,700 " 6 "
Cut underbrush 20 feet wide, which was very heavy.

Trail, head of Ucluelet Arm to Long Beach, via Wreck Bay. (A trail connecting Ucluelet and Placer Mines at Long Beach.)

Forest cleared 4,500 feet, 20 feet wide.
Ditched 1,500 " 1 "
Corduroyed 210 " 9 "
Excavated earth 25 " 3 "
Widened trail for 10 chains from 12 to 15 feet.
Cut down large trees alongside trail.

Ucluelet Peninsula Road. (A road connecting the ranches on Ucluelet Peninsula and Long Beach and Wreck Bay Trail.)

Forest cleared 5,290 feet, 16 feet wide.
Grubbed 5,940 " 6 "
Cut down big trees alongside of road.

Bridge, Ferguson Crossing, Bear River. (A trail for the use of settlers and prospectors.)

Built bridge, 60 feet long by 8 feet wide by 30 feet high.
Forest cleared 13,620 feet, 8 feet wide.
Excavated earth and rock, 16 " 8 " 1½ feet deep.
Built 2½ miles of new trail and repaired old trail.

Browning Pass and Schooner Cove Trail.

Ditched 1,236 feet, 3 feet wide.
Built 7 bridges, 19½ " 9 "
Cleared all timber from trail and repaired.

Ucluelet-Clayoquot Trail. (Clayoquot Section, connecting Clayoquot and Ucluelet.)

Grubbed 4,263 feet, 6 feet wide.
Graded 1,080 " 6 "
Corduroyed 396 " 9 "
Built 7 bridges, 24 feet long by 9 feet wide.
" 3 " 31 " 9 "
Repaired existing bridges and cleared off fallen timber.

QUATSINO LOCAL ROADS. (Roads connecting the different ranches in the settlement.)

Forest cleared 25,650 feet, 8 feet wide.
Graded 25,650 " 3½ "
Corduroyed 15 " 8 "
Made 4 culverts, 10 " 3 " 15 feet.
Built 7 bridges, 313 " long, 3 feet wide, 27 feet.

CAPE SCOTT LOCAL ROADS AND TRAILS. (Connecting ranches in the settlement.)

Forest cleared 6,603 feet, 10 feet wide.
Graded 605 " 10 "
" 300 " 3 "
Corduroyed 2,130 " 12 "
Gravelled 375 " 7 "
Made 9 culverts, 8 " 12 " by 3 feet.
" 2 " 7 " 11 " by 3 "

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## Nanaimo City District.

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VICTORIA ROAD.

From Municipality limits to Stamp's Road, about 2½ miles, being a portion of the trunk road to Victoria. All the settlers in Cranberry, Cedar, Oyster and Bright Districts have to use this road to come to Nanaimo, and all the teaming to Extension, South Wellington and Ladysmith has to pass over this road.

Grubbed 900 feet, 24 feet wide.
Graded 900 " 24 "
Ditched 900 feet on one side, including 250 feet of same blasted in rock 2 feet deep and 2½ feet wide.
Excavated earth 200 feet, 12 feet wide by 2 feet deep.
Filled in " 100 " 25 " 18 inches deep.
Gravelled 6,750 " 9 " 6 "
Made 2 culverts, 16 feet long, 2 feet wide by 1 foot deep.
" 11 " 20 " 1½ " 10 inches deep.
" 1 " 30 " 3 " 10 "
Built 6 crossing bridges 6 feet long, each 12 feet wide by 2 feet high, with four 6 by 6-inch stringers and covered with 2-inch plank.
Cleaned out 6,900 feet of ditches and cut out underbrush.

Road to gravel pit to get gravel.

Forest cleared 288 feet, 12 feet wide.
Graded 288 " 8 "
Grubbed 288 " 8 "

WELLINGTON ROAD.

From City limits to the Millstone River bridge, about 1½ miles. This is a portion of the trunk road to Wellington, Alberni and Comox, and is the main road for all the settlers in North Nanaimo District.

Built 1 box culvert, 30 feet long, 14 inches wide by 10 inches deep, and cleaned out half a mile of ditches.

Harwood-Extension Road.

From Nanaimo City limits to water-works waste weir, about 2½ miles. This road is for the settlers in suburbs of Nanaimo and Harwood and the miners residing at No. 1 Slope, Extension, and the settlers out in Douglas District, and the road leads to the Nanaimo Lakes, where there is considerable work being done in developing mineral claims.

| | | | |
|---|---|---|---|
| Forest cleared | 510 | feet, | 25 feet wide. |
| Grubbed | 510 | " | 18 " |
| Graded | 510 | " | 18 " |
| Ditched | 300 | " | on one side. |
| " | 500 | " | on both sides. |
| Gravelled | 2,610 | " | 9 feet wide, 7 inches deep. |

Made 1 culvert, 15 feet long, 2 feet wide, 10 inches deep.

Built 1 bridge, 27 feet long, 15 feet wide by 3 feet high, with 4 stringers covered with split cedar and ribbon pole put on.

Cut out wind-falls during the winter and spring months.

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## North Nanaimo District.

Wellington Road.

From limits of South Nanaimo District to Wellington, 3½ miles. This is a portion of the main trunk road through North Nanaimo District to Comox and Alberni and there is a great deal of traffic on same.

Cleared out the ditches and put in 2 culverts, 20 feet long, 1 foot wide by 1 foot deep, and cut out the windfalls during the winter and spring months.

Wellington and Departure Bay Road.

From Wellington to Departure Bay, two miles through timbered country; for use of the settlers of Departure Bay and vicinity.

Made 1 culvert, 16 feet long, 2 feet wide by 1 foot deep.

General repairs made along one mile of the road in filling up holes, cleaning out ditches and cutting out wind-falls and brush.

Nanaimo and Departure Bay Road.

From Nanaimo City limits to Departure Bay, 2½ miles through timbered country, and for the use of the settlers at Departure Bay and vicinity.

Filled in 300 feet, 4 feet wide by 2 feet deep, with gravel, brush and rock.

Made 1 box culvert, 140 feet long, 18 inches wide by 10 inches deep, with 3-inch plank.

Made general repairs along line of the road in cleaning out the ditches and culverts, repairing bridge, filling up holes, cutting brush and cutting out windfalls during the winter and spring months.

Northfield and Departure Bay Cross Road.

From Northfield to Departure Bay and Hamilton Powder Works Company wharf, about 2 miles through timbered country, and for the use of the settlers and the Hamilton Powder Company.

Ditched 600 feet on one side and filled up the holes along the line of the road.

PAGE'S, CREWE'S AND MANUEL'S ROAD.

From Departure Bay to Page's place, about 2 miles through timbered country, and for the use of the above-named settlers.
Grubbed 300 feet, 12 feet wide.
Graded 300 " 12 "
Ditched 400 " on one side.
Made repairs along 1 mile of the road in filling up holes, repairing culverts and cutting out windfalls and brush.

MARSHALL'S ROAD.

From Departure Bay Road to Marshall's place, for Mr. Marshall's use; about ½ mile.
Sundry repairs made in filling up holes and cutting out brush.

ROBSON, CLARK AND OTHERS' ROAD.

From Wellington and Departure Bay Road to Robson's, about 2 miles through timbered country, and for the use of the settlers there.
Ditched 300 feet on one side and filled in 30 feet, 14 feet wide by 2 feet deep. General repairs made along one mile of the road in filling up holes with gravel and cutting out windfalls and brush.

EAST WELLINGTON ROAD.

From Wellington Road to Kelly and others' places, through open country and for the use of 10 settlers; 2 miles.
Ditched 150 feet on both sides.
" 866 " 6 feet wide by 3 feet deep to keep the Millstone Creek from washing out the road.
Excavated earth 100 feet, 18 feet wide by 12 feet deep.
Filled in " 300 " 17 " 4 "
" " 600 " 8 " 1 "
Made 1 culvert, 16 feet long, 1 foot wide by 1 foot deep.
Built 1 bridge, 10 feet long, 14 feet wide by 2 feet high, with 4 stringers covered with 4-inch plank.
Covered 1 bridge, 62 feet long by 17 feet wide, with 3-inch plank, and wheel guard and hand-railing put on.
Put in a bulkhead, 240 feet long by 3 feet high, with cedar posts 10 feet apart and planked with 3-inch plank, to protect the road from being washed away by the creek.
Made sundry repairs along line of the road in cleaning out ditches and culverts, filling holes and cutting brush.

SOUTH WELLINGTON ROAD.

From Wellington to Old South Wellington, about 2 miles through open country, for the use of 10 or 12 settlers and the Wellington Coal Co's hay farm.
Ditched 300 feet on one side.
Filled in 16 feet, 14 feet wide by 3 feet deep.
Gravelled with ashes 450 feet, 10 feet wide by 6 inches deep.
Made repairs in filling up holes and cleaning out the ditches along line of road.

PEARSON, MCGARRIGLE AND OTHERS' ROAD.

From South Wellington to McGarrigle's place, about 2½ miles, mostly through timbered country, for the use of the settlers.
Ditched 300 feet on one side.
Gravelled 900 feet, 10 feet wide by 4 inches deep.
Made 1 culvert, 15 feet long, 2 feet wide by 1 foot deep.
Repaired bridge and culverts and filled in holes along line of road, and cut out the windfalls during the winter and spring months.

Baker, Balagno, Solomon, Thomas, Purkis and others' Road.

From Pearson and McGarrigle's Road to their places, about 1½ miles through partly timbered country, and for the use of the settlers.

General repairs made along 1 mile of the road in filling up holes with ashes and cutting out windfalls.

Hoskins, Yates and Vipond's Road.

From Wellington to Yates' place, about 1½ miles through heavy second-growth timber, and for the use of the settlers.

Repaired bridge and cut out brush along line of the road.

Jordan's Road.

From South Wellington Road to Jordan's, about 1 mile, for use of the settlers.

Cut out windfalls and underbrush along the line of the road.

Wellington and Englishman's River Road,

From Wellington to Englishman's River, 17 miles through a timbered country. This is a portion of the Main Trunk Road through North Nanaimo District and a portion of the Road to Alberni and Comox, and is the only outlet for the settlers in the District and there is a great deal of travel on this road.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 600 feet, | 25 feet wide. | | |
| Grubbed | 700 " | 20 " | | |
| Graded | 700 " | 18 " | out of side-hill. | |
| Filled in | 435 " | 18 " | by 3 feet deep. | |

All of above to lighten the grade at the sand hills.

| | | | |
|---|---|---|---|
| Grubbed | 2,034 feet, | 20 feet wide. | |
| Graded | 2,034 " | 18 " | |
| Ditched | 6,429 " | on both sides. | |
| " | 1,500 " | on one side. | |
| Gravelled | 1,472 " | 7 feet wide by 6 inches deep. | |

Made 1 culvert, 18 feet long, 4 feet wide by 6 feet deep.

Built 1 bridge, 18 " 18 " 4 feet high, on mud sills at each end, with 3 stringers covered with hewed cedar and ribbon-pole put on.

Built 1 bridge, 8 feet long, 20 feet wide by 8 feet high, with 3 stringers covered with hewed cedar and ribbon-pole put on.

New cribbing put in at the sand hills, 540 feet long, 9 feet high at lowest part and 12 feet high at highest part. Same built with flatted cedar logs laid close on top of each other, with a good batter, and tied together every 10 feet and securely drift-bolted with ⅝-inch iron drift-bolts, and all filled in on the inside with earth and gravel.

General repairing done along 8 miles of the road in cleaning out ditches and culverts, filling up holes, cutting out brush, repairing bridges, etc., etc., and cutting out the windfalls during the winter and spring months, and shovelling out the slides at the sand hills during the winter and spring months.

Turner, Pringle, Jones and others' Road.

From Englishman's River Road to the above-named settlers' places, about 2 miles through mostly timbered country, and for the use of the settlers.

General repairs made in filling up holes, cutting out underbrush and cutting out windfalls.

Hamilton and Tippet's Road.

From Englishman's River Road to Tippet's, about 2 miles through a timbered country, and for the use of the settlers.

General repairs made along 1 mile of the road in filling up holes with gravel and cutting out the windfalls.

Rath's Road.

From Englishman's River Road to Rath's place, about 1¼ miles through timbered country, and for the use of Mr. Rath.

Repairs made along 1 mile of the road in filling up holes with gravel, cutting out the brush and cutting out the windfalls.

BEAVER CREEK WHARF ROAD.

From Englishman's River Road to the wharf, about 2 miles through a timbered country, and for the use of the settlers in the district to go to the wharf.

Repairs made along 1 mile of the road in cutting out the brush, filling up holes with gravel and cutting out the windfalls.

WILLIAMS' ROAD.

From Englishman's River Road to Williams' place, about ¼ of a mile, for Mr. Williams' use.

Grubbed 255 feet, 8 feet wide.
Graded 255 " 8 "
Ditched 45 " on one side.

ROAD FROM ENGLISHMAN'S RIVER TO FRENCH CREEK.

About 6 miles, through a partly timbered country. This is the outlet for the settlers at French Creek and Qualicum and is part of the trunk road to Comox.

Grubbed 700 feet, 20 feet wide.
Graded 700 " 18 "
Ditched 955 " on both sides.

Covered 2 bridges, 20 feet long, each, with split cedar and put ribbon-poles on.

Repaired and filled in the bulkhead at French Creek and tightened up the truss and lateral rods of French Creek Bridge, and gave the bridge a coat of carbolineum.

Cleared and burned the rubbish around Englishman's River Bridge to make it safe from bush fires, and tightened up the truss and lateral rods of the bridge, and gave the same a coat of carbolineum.

Made repairs along 2½ miles of the road in cutting out underbrush and logs, cleaning out ditches, filling up holes and cutting out the windfalls.

CROSS ROAD FROM ENGLISHMAN'S RIVER TO THE ALBERNI ROAD.

About 2 miles through timbered country and for the use of the settlers.

Grubbed 540 feet, 20 feet wide.
Graded 540 " 18 "
Ditched 540 " on both sides.

Repairs made along 1½ miles of the road in cutting out the underbrush and logs, filling up holes and cutting out the windfalls.

PILLAR'S ROAD.

About 1 mile, mostly through timber and used by Pillar and his sons.

Gravelled 384 feet, 7 feet wide by 4 inches deep.

Repaired bridge and cut out underbrush and windfalls.

WEIGLE'S ROAD.

About 2½ miles, from Comox Road to Weigle's place, through timber country and for the use of the settlers.

Sundry repairs made along the road in cutting out logs, underbrush and windfalls.

HAMILTON'S ROAD.

About 2 miles through timber country, and for the Hamiltons.

Forest cleared 8,800 feet, 12 feet wide.
Grubbed 8,000 " 8 "
Graded 8,000 " 8 "
Levelled up 3,684 " 8 "

Built 1 bridge, 14 feet long, 14 feet wide by 4 feet high, with 3 stringers covered with split cedar, and ribbon-poles put on.

MORRISON'S ROAD.

From Alberni Road to Morrison's, about 3½ miles through a swampy timber country, and for the use of 10 settlers.

Gravelled 4,812 feet, 7 feet wide by 4 inches deep.

Made repairs along 2½ miles of the road in cutting out underbrush, logs and windfalls.

McKibbon's Road.

From Morrison's Road to McKibbon's, about 1 mile through timber country, for use of McKibbon.

Forest cleared 2,124 feet, 12 feet wide.
Graded 1,224 " 8 "
Ditched 144 " on one side.

Simmonds and others' Road.

From Morrison's Road to Simmonds and Dunn's places, through timber country, about 2 miles.

Levelled up 1,099 feet, 8 feet wide.
Ditched 855 " on both sides.
Corduroyed 90 " 10 feet wide.
Made 1 culvert, 12 feet long, 1 foot wide by 1 foot deep.
Cut out underbrush and windfalls.

Fisher's Road.

From Morrison's Road to Fisher's place, 1 mile through timber country, and for Mr. Fisher's use.

Grubbed 5,280 feet, 8 feet wide.
Graded 5,280 " 8 " and cut out the windfalls.

Hellier's Road.

From Alberni Road to Hellier's place, 1½ miles through timber country, and for the use of Mr. Hellier.

Cut out the underbrush, logs and windfalls along line of the road.

Comox Trunk Road, in North Nanaimo District.

From French Creek to the Big Qualicum, 12 miles through timber country, being the trunk road to Comox and the outlet for the settlers of Big and Little Qualicum and vicinity.

Ditched 2,580 feet on one side.
Made 3 culverts, 16 feet long, 1 foot wide by 1 foot deep.
General repairs along 9 miles of the road in filling up holes and cutting out underbrush, logs and windfalls.
Built a bridge across the Little Qualicum on a built crib at the north end, 16 feet wide by 10 feet high, and filled same in with earth and gravel.
Built crib at south end, 594 feet long, 13 feet wide by 3 feet high, and filled same with gravel.
Built a King Truss Bridge, 49 feet long, 14 feet wide by 14 feet high, on the crib at north end and on the old pile bent at the south end, and covered the whole of the bridge and 70 feet of the approaches with 3-inch plank, wheel-guards and hand-railing put on, and gave the bridge a coat of carbolineum.

Nanaimo-Alberni Trunk Road, in North Nanaimo District.

From Englishman's River Road at Craig's place to the head of Cameron Lake, 22 miles through a timbered country, and the 5 miles around Cameron Lake has been mostly cut out of the rock. This is a portion of the trunk road to Alberni and is also the outlet for the settlers who reside along the first 7 miles of the road.

Graded 6,762 feet, 13 feet wide.
Ditched 6,762 " on one side.
Gravelled 10,470 " 8 feet wide by 3 inches deep.
Made 2 culverts, 16 feet long, 1 foot wide by 1 foot deep.
General repairs made along 16 miles of the road in cutting out logs and brush, filling up holes, cleaning out ditches, taking out roots and stumps, repairing cribbing and rock walls at Cameron Lake, shovelling out slides, repairing bridges and culverts, and cutting out the windfalls during the winter and spring months.

## South Nanaimo District.

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MAIN TRUNK ROAD—Chase River to Ladysmith.

This road is a continuation of the Victoria-Nanaimo Trunk Road, and covers a distance of 14 miles between the two points, running through wooded country, and is used principally by farmers resident throughout the District to take their produce to Nanaimo and Ladysmith markets. The traffic is considerable and gradually increasing.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,508 feet, | 35 feet wide. | | |
| Grubbed | 5,312 " | 16 " | | |
| Graded | 4,052 " | 16 " | | |
| Ditched | 2,232 " | 3 " | | |
| Excavated earth | 3,000 " | 10 " | $1\frac{1}{2}$ feet deep. | |
| " " | 750 " | 10 " | 6 " | |
| " rock | 30 " | 18 " | | |
| Filled in | 3,000 " | 10 " | $1\frac{1}{2}$ " | |
| " | 225 " | 18 " | 5 " | |
| Gravelled | 894 " | 20 " | 2 " | |
| " | 450 " | 8 " | 18 inches deep. | |
| Built 7 culverts, averaging | 30 " | by 20 by $1\frac{1}{2}$ | | |

MAIN TRUNK ROAD, between Ladysmith and Chemainus.

The length of this portion of the Trunk Road is 6 miles between points, and runs through timbered land. It is used only by farmers and dairymen, to the number of about 10. Two miles of it will be abandoned this year, being replaced by a new road with easier grades.

| | | | |
|---|---|---|---|
| Forest cleared | 600 feet, | 35 feet wide. | |
| " " | 600 " | 25 " | |
| Graded | 300 " | 15 " | |
| Ditched | 390 " | both sides. | |
| Excavated earth | 450 " | side-hill, 7 feet deep. | |
| Filled in | 75 " | 18 feet wide, 3 feet deep. | |
| Gravelled | 280 " | 8 " | 18 inches deep. |
| Built 6 culverts, averaging | 14 " | 3 feet. | |

Tightened up bridge rods and cleared out ditches.

BANK PROTECTION, HASLAM CREEK.

This necessary work was done in order to prevent the further washing out of the river banks and public highway. Nine men and 1 team employed. 38 piles were driven and the same planked 6 feet up from bed of creek with 3 by 12 planking; tied every alternate pile to a snobby. Filled in behind the planking with brush and 3 feet of rock and the balance with gravel.

BANK PROTECTION, NANAIMO RIVER.

Owing to erosion by the river, the banks of alluvial soil are being washed away and the river encroaching on the public road, which runs alongside.

Fifteen men and 5 teams were employed to level off the bank of the river. Dug a trench at bottom 2 feet deep and 3 feet wide, laid a matting of brush 1 foot thick, 20 feet wide by 220 feet in length, with 2 feet of rock on top of brush, and built a wall of rock 200 feet long and 2 feet deep.

WESTWOOD'S ROAD.

Branches from Nanaimo and Wellington Road at East Wellington, in Mountain District. Used by a few settlers.

Built a bridge 10 feet long, 17 feet wide, 3 feet high; placed 4 cedar stringers on cribbing and covered with 3-inch planking, and ribbon-pole put on.

Badcock's Road.

Branches from Westwood's Road and runs to Badcock's Ranch, through timbered land.
Built a bridge 10 feet long, 15 wide, 2½ feet high, on 3 stringers, and covered with split cedar.
Raised 1 bridge and put covering on.
Cut out underbrush from both sides of road for ¾ of a mile.

Thetis Island Road.

Commences at a point near the sea-shore and extends inland for a distance of 4 miles.
This road became impassable with fallen timber, and has now been cleared for a distance of 6,900 feet.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,100 | feet, | 12 | feet wide. |
| Graded | 1,980 | " | 9 | " |
| Grubbed | 1,500 | " | 8 | " |

Built 3 culverts, averaging 15 feet by 18 feet.
This road accommodates 6 settlers.

Nanaimo Extension Road.

Commences at Chase River and runs to Extension Mines, a distance of 3½ miles, through timbered country. Mail route from Nanaimo.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 900 | feet, | 18 | feet wide. | |
| Graded | 1,200 | " | 18 | " | |
| Ditched | 12,000 | " | | | on one side |
| Cribbed | 150 | " | 14 | " | |
| Excavated earth | 900 | " | 3 | " | |
| " rock | 18 | " | 4 | " | 3 feet deep. |
| Filled in | 1,550 | " | 6 | " | |
| Gravelled | 2,100 | " | 10 | " | 9 inches deep. |

Built 5 culverts, averaging 1 by 20.

Greenway and Thomas's Road.

Branches off the Victoria-Nanaimo Trunk Road, at Greenway's and leads to Thomas's, 1 mile long. This work was performed by J. Greenway for a stated sum.
Repaired a bridge and constructed ¾ of a mile of road.
Built a culvert 14 by 2.

Haslam Creek to Waterloo.

Branches off the Trunk Road at Haslam's Creek and extends to Waterloo, near the E. & N. Railway, about a quarter of a mile, and is used by about 10 settlers.

| | | | | | |
|---|---|---|---|---|---|
| Grubbed | 80 | feet, | 20 | feet wide. | |
| Graded | 80 | " | 20 | " | |
| Excavated earth | 60 | " | 16 | " | 3 feet deep. |

Completed Waterloo Bridge; filled in approaches 80 feet long and 20 feet wide, 4 feet deep.

Alexandria and Extension Road.

Commences at South Wellington and runs a distance of 2½ miles through wooded country towards Extension Mines. This road was for the purpose of connecting the two places direct, but owing to the residents of Extension moving to Ladysmith and the closing down of the mines at South Wellington, the road is still unfinished, and will remain so for the present.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 7,200 | feet, | 20 | feet wide. |
| Grubbed | 7,200 | " | 16 | " |
| Graded | 7,800 | " | 16 | " |
| Ditched | 900 | " | on one side. | |
| Gravelled | 825 | " | 9 inches deep. | |
| Built 3 culverts, | 15 | " | by 1 foot. | |
| Built one bridge, | 90 | " | by 14 by 4 feet. | |

The main span is a King Truss, 50 feet long; 8 bents, 20 feet apart, resting on mud-sills, braced and bolted, and covered with 3-inch planking.

DAVIS CREEK BRIDGE.

On Trunk Road between Ladysmith and Chemainus, at Davis Creek, is 200 feet long, 17 feet wide and 18 feet in height, and rests on cedar piles, 4 piles to each bent; piles driven about 7 feet and 20 feet apart; each bent is 12 by 12 by 18 feet, and braced; caps bolted with $\frac{3}{4}$-inch by 24-inch drift-bolts; 4 stringers, planked with 3 by 12; ribbon-pole and hand-rail; end of bridge rests on cribbing; the approach at south end is cribbed on both sides of road 125 feet, and filled 5 feet at ends.

HONG KONG BRIDGE.

On Main Trunk Road, about 1 mile from Nanaimo River. Re-planked with 3 by 12 by 16 feet; 143 feet in length; 8 mud-sills of cedar, 16 by 12 inches; 16 new braces, 3 by 7, well spiked.

Gravelled 300 feet of road, 12 feet wide and 12 inches deep.

Cleared culverts and ditches to Nanaimo River.

NANAIMO RIVER BRIDGE.

Screwed up rods, tightened and painted bridge with carbolite corbolineum.

WHARF, GABRIOLA ISLAND.

Put on addition and 8 feet on each side; drove 14 piles, and placed caps, stringers and braced same.

TEXADA ISLAND, MAIN ROAD.

This road is 6 miles in length, and commences at Van Anda Wharf and runs through wooded country to the Iron Mine, on the west side of the island. The purpose of this road is more in the interest of the miner and prospector than the farmer, and is contiguous to many mining properties in course of development. Two farmers are located on the island at present.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 325 | feet, | 10 | feet wide. | | |
| Grubbed | 910 | " | 10 | " | | |
| Graded | 3,031 | " | 10 | " | | |
| Ditched | 152 | " | on one side. | | | |
| Excavated earth | 360 | " | 10 | feet wide, | 3 | feet deep. |
| " rock | 205 | " | 8 | " | $2\frac{1}{2}$ | " |
| Filled in | 355 | " | 8 | " | 3 | " |

Built 3 culverts, 2 feet by 2 feet by 12 feet.

Built 1 bridge, 26 feet long, 12 feet wide and 4 feet high.

Considerable work was done last winter in keeping the road clear of fallen timber and washouts.

WHARF, TEXADA ISLAND.

Owing to the exposed position of this wharf to the sea the storms of winter handle it roughly. Three piles, 35 feet by 2 feet, put in place and secured with 12 braces; planked and spiked on cribbing; 4 drift-bolts driven through caps and piles.

WALKER'S BRIDGE.

On Main Trunk Road, at head of Oyster Bay. Replaced old bridge, which was in an unsafe condition, by constructing a new one. Length, 114 feet, with 14 feet waterway, and filled in approaches at each end 50 feet; cribbed up with cedar logs; waterway cribbed with flatted cedar logs to a height of 6 feet, and spiked with $\frac{5}{8}$-inch bolts, 2 feet long, and bridge covered with 3 by 12 planking, 18 feet long.

In connection with the above report I beg to state that my predecessor, who held office from July to end of October, 1902, did not make a copy of the returns of work but only of the time sheet. In some instances copies have been made of the work, but do not show where the work was done; therefore, I am unable to make a complete return of the work done.

# Comox District.

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## General Repairs.

Cross Road (3 miles from Courtenay ; length, 1½ miles).

Commences at Bridges' Farm, on Lower Prairie Road, and connects with Upper Prairie Road at Mat Piercy's Farm ; traverses 1 mile cleared land and ½ mile heavy timber, and crosses Portugee Creek. Land all settled on both sides.
Widened the road from Bridges' corner to the creek, ¾ mile.
Repaired corduroy and 3 small bridges.
Gravelled 3,465 feet.

Black Creek and Oyster River Road (length of section, about 12 miles).

Commences at Salmond's Farm, 9 miles from Courtenay, and runs north-west to the coast, crossing Black Creek and Oyster River, through cedar swamps and across stony, red fir ridges. This road is a continuation of the Comox Upper Prairie main road, and is used by settlers and travellers going north to Campbell River, &c. Number of settlers, about 30.
The repair work extended from 1½ miles south of to 1 mile north of Oyster River.
Built 8 culverts.
Graded 2,553 feet.
Ditched 1664 "
Gravelled 4,500 " 8 feet wide.
Filled in the old corduroy at Caher's Slough.

Point Holmes Road (length from Beckensell's to Junction, 1½ miles).

Commences at Beckensell's Farm, 3 miles north from Comox wharf, and traverses wet and heavily timbered country. Number of settlers, 38.
Repairs were made between Ryan's branch road and the Junction.
Ditched and turnpiked 2,451 feet.
Widened road and cut down large overhanging trees.
Brushed out 2,811 feet.
Repaired culverts.

Knob Hill Road.

From Comox Wharf easterly across Brooklyn Bridge, for 1½ miles through cleared land and red fir, maple and balsam timber. Ground, sandy loam ; all taken up and about 40 settlers.
Made general repairs over all the road.
Graded 2,550 feet.
Made 4 culverts and hauled 105 loads of gravel.
Cut down large trees around the bridge and straightened the creek bed to protect mud-sills and foundations.

Burns' Road (length, about 3 miles).

Commences at Parkin's Farm, 3 miles west from Courtenay, traverses heavily timbered country, wet in places ; used by settlers and terminates at Burns' Farm.
Made 5 culverts.
Ditched 2,250 feet.
Turnpiked 1,200 " and made general repairs.
Removed old bridge and put in a new cedar cribbing 60 feet by 20 feet by 4 feet.
Built one culvert, 14 feet by 1½ by 1½.
Graded hill on each side, and covered over cribbing and culvert.

ROAD FROM MILLIGAN'S TO PARKIN'S (1 mile from Courtenay; 2 miles long).

Crosses the Tsolum River at Rees's; is used as main road by all farmers on south side of Tsolum River. Land is cleared on both sides and farmed.
Hauled gravel.
Ditched and made general repairs.
Built new bridge across the Tsolum River at Rees's.
Filled in cribbing at the north and south approaches, and made a new road on south side from the bridge through Rees's field, 630 feet by 20 feet wide.
Gravelled 750 feet by 9 feet wide.

LAKE TRAIL (length 3 miles).

Commences at Courtenay and runs through wet, heavily timbered land. Few settlers beyond the first mile; land nearly all taken up.
Made general repairs on the section nearest to Courtenay.
Forest cleared.
Graded and ditched 1,584 feet and hauled gravel.

HARRIGAN AND FRASER ROAD.

Commences at a point on the Cumberland and Courtenay Road, 2 miles from Cumberland, and runs through to Comox Bay at John Piercy's; length, 3 miles; about 40 settlers.
Hauled gravel.
Graded and ditched 792 feet.
Made 3 new culverts and cleared out ditches.

TOM HARDY'S ROAD (1 mile long).

This road is 4½ miles north from Courtenay and branches off the Upper Prairie Main Road.
Ditched and turnpiked 924 feet.
Made 1 culvert, 15 feet by 2 feet by 2 feet.

TOM WOODS' ROAD (1 mile long).

This road is 7 miles north from Courtenay and branches off the Upper Prairie Main Road.
Graded and ditched 360 feet.
Hauled 54 loads of gravel.
Made 1 culvert.

THE BACK ROAD FROM SANDWICK TO COMOX.

Commences at the English Church, Sandwick, and runs along the side-hill above the Comox Flats for 3 miles, joining the Main Road to Comox Wharf near Section 3. The road has settlers throughout its entire length and is of great value to travellers when the lower flat road is flooded during the freshets in winter.
Repairs made at the Sandwick end of the road, from Lewis's to the English Church.
Grubbed and graded 1,500 feet.
Ditched 6,381 "
10 new culverts and tail-drains.
Made general repairs.

ROAD FROM CUMBERLAND TO JAPTOWN (length 1½ miles).

Commences at the boundary of the City of Cumberland and traverses the old main street of Union past the depôt of the Wellington Colliery Company to Chinatown and Japtown. Dwelling-houses extend on both sides of the road, which is used by all residents of Cumberland and Union, and the traffic over it is heavy.
Hauled gravel.
Ditched 1,311 feet.
Repaired the bridge near Chinatown by putting in new stringers, new covering and hand-railing.

Road from Cumberland to Courtenay (6 miles long).

Commences at Government office, Cumberland, and is the main road from the Comox farming district to the town. It rises between Courtenay and Cumberland about 500 feet and traverses a thickly timbered country, wet and swampy in places.
Made repairs.
Hauled gravel.
Cleared out 600 feet of ditches.

Mat Gibson's Road (2 miles from Courtenay).

Branches off the Upper Prairie Road at John Grieve's farm; 2 miles long.
Ditched 396 feet
Made general repairs.

Smith's Cross-Road.

A new road, 1½ miles long, built to connect the road to Creech's with the Upper Prairie Road. It commences at the corner of Lot 180 and runs on the line between Smith's and Murton's, through very wet and heavily timbered land. Was built to give children on lower road access to the school at Grantham, and also for convenience of settlers on Upper and Lower Prairie Roads. The land on both sides is taken up and settled.
Cut out logs and cleared forest 4,620 feet, 30 feet wide.

Road from Comox Wharf to Salmond's (About 12 miles long).

Commences at Comox Wharf and runs northerly through Comox Valley, on the Upper Prairie; is settled nearly all along the route, and is the Comox farmers' main road to the wharf.
Made repairs.
Ditched 300 feet and filled in 24 feet by 28 feet wide by 8 feet deep.
Hauled gravel.
Cleaned out ditches.
Made crib at Gordon Creek and repaired bridge.

Road to E. Creech's from Bridges' (5 miles long).

This is a continuation of the Lower Prairie Road, and runs through a very rough and wet country. From Bridges' to Cunliffe's the land is occupied and settled, but for 3 miles beyond there are no settlers.
Forest cleared on each side of road 10,560 feet.
Gravelled and fixed up road.

Alex. Cowie's Road (1 mile long).

Branches off the Nanaimo-Comox Trunk Road at Fanny Bay and gives access to the Cowie Farms. The road runs through very wet, low alder land.
Cleared 690 feet, 16 feet wide.
Corduroyed 441 " 12 "
Built 2 small bridges, 30 feet by 12 feet by 3 feet.
Gravelled 1,456 feet, 6 feet wide, 6 inches deep.

Road from Cumberland to Roy's (4 miles long).

Connects Cumberland with the Nanaimo-Comox Trunk Road to Union Bay at Roy's farm, on the south side of Comox Bay, and is used as a main road through heavy timber and wet land.
Drilled and blasted out the large rocks, filled in holes and gravelled half a mile.
Made general repairs; cut out fallen timber and repaired small bridges and culverts.

McQUILLAN-COWIE ROAD (length, half a mile).

This road is about 3 miles from Courtenay, and commences at Rees' south-west corner and runs on the line between Rees and McQuillan, through heavily timbered wet land to Cowie's, to give him an outlet.

Ditched 1,353 feet
Corduroyed 303 " 14 feet wide.
Made 2 culverts, and built 1 small bridge, 14 feet by 9 feet by 2 feet.

J. N. MUIR'S ROAD (length, 1 mile).

Commences at the English Church at Sandwick and continues past the Cemetery on the line between the Church land and Duncan's.

Forest cleared 1,062 feet, 24 feet wide.
Ditched 150 "
Graded 600 "

COURTENAY TO COMOX WHARF (main road, 3½ miles long).

Follows the bank of the Courtenay River and crosses the Comox Dyke.
Hauled 161 loads of gravel and filled in bad holes.

LAKE TRAIL AND OTHER ROADS.

Made general repairs after winter storms; cut out fallen trees and repaired broken culverts.

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## VALDEZ ISLAND.

During February, 1902, cut out fallen timber from main road.

MAIN ROAD FROM CAPE MUDGE TO HERIOT BAY (length, about 9 miles).

Used by settlers. Runs through heavily timbered and wet land. Post office and Government Wharf at Heriot Bay.

Repaired road from the School-house, near the centre of the island, to Drew Harbour and Heriot Bay.

Forest cleared, ditched and graded 8,016 feet, and put in necessary culverts and removed the old skids from the road. Made a side-hill cut to avoid the beach, 840 feet long by 12 feet wide.

QUATHIASKI COVE ROAD.

Commences at the wharf in Quathiaski Cove, and connects with the main road, and is about one mile long. It gives an outlet for the settlers to the Post Office and wharf at the Cove.

Ditched 150 feet.
Gravelled 300 feet, 10 feet wide.

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## READ ISLAND.

Made repairs from the steamboat landing to Bird Cove. Cleared out 4 miles of trails and repaired small bridges.

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## CORTEZ ISLAND.

Made repairs on the Whaletown and Clytosin sections. Repaired the bridge to Marquette's.

Cleared out fallen timber from all the roads.

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Road from Lund to Oakover Point on Malaspina Inlet; distance 3 miles.

Runs through a difficult country, over steep, rocky hills, heavily timbered. The road is used by pre-emptors and prospectors going from the Inlet to Lund, where there is a wharf and Post Office.

Made the road as far as the summit of the hill overlooking Malaspina Inlet.

Graded 6,555 feet, 10 feet wide.

Built 4 small bridges and 2 culverts and removed rocks and stumps.

Nanaimo-Comox Trunk Road.

From south side of Comox Harbour to Big Qualicum River, in the Comox section; 24 miles long. Is the only route by land from Comox to Nanaimo.

*The Upper Section*, from the starting point on Roy's farm on the south side of Comox Bay, to Union Wharf, is 6 miles long, and the roads from Cumberland and Courtenay connect with it at Roy's. The Trent River is crossed by a truss bridge and the road follows the coast line, about one-half mile inland, to Union Bay, through heavily timbered land, in places wet and swampy. There are no heavy grades on this section. The land is not cultivated along this section.

Repairs were made to the road 1½ miles below Roy's, a new piece being built to avoid two railroad crossings. This piece was thoroughly ditched and gravelled, and 8 new culverts made. Repairs were continued for about two miles. One small bridge was built, 8 feet by 14 feet by 2 feet, and 5,328 feet was gravelled.

*The Lower Section*, from Union Bay to Big Qualicum River, is 18 miles long. The road runs for the most part through a heavily timbered country; in several places it comes out on the beach and follows the shore. There are several steep grades on this section, viz., on the south side of the Tsable River and on the north side of Rosewall River, and a long grade on sandy soil from the south end of Deep Bay to the summit of the hill above Thames. It crosses the Tsable River, Coal Creek, Cougar Creek, Waterloo Creek and Thames Creek by truss bridges. Few settlers live along the road except at Fanny Bay. A difficult road to keep open during the winter storms.

Made repairs on road from 3 to 5 miles.

Graded, widened and ditched 8,904 feet.

Gravelled 8,541 feet.

Built 9 new culverts and 1 bridge, 50 feet by 16 feet by 3 feet, at Scott's Creek.

Cut logs and brushed out trees.

Anderton's Road (length ½ mile; 3 miles from Comox Wharf).

Traverses dry, sandy ground covered with fir timber. Land taken up on both sides.

Cleared, grubbed and graded the road 2,508 feet long by 12 feet wide.

This road is dry and in good repair.

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## Westminster District.

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### Richmond Riding.

Gibson's Landing, Sechelt and East Road (approximate distance, 10 miles—Elphinstone Settlement, Howe Sound).

The country in general throughout this settlement is very broken and uneven. It has all been covered with immense-sized fir and cedar timber, but fires have destroyed large tracts. There are still, however, very extensive areas which have escaped the fires. The soil is generally light, and in places poor and rocky, while in other parts it is good and produces good crops. There are about 20 settlers, mostly married. Very little produce is shipped. There is a school and Post Office, a saw-mill and shingle-mill, and an oil and glue factory.

Removed stumps, roots and boulders 4,250 feet.
Graded 5,220 feet by 16 feet wide, and 502 feet by 14 feet wide.
Moved 400 " of fence back 16 feet.
Ditched 940 " 2 feet by 1 foot deep, and cleaned and deepened 720 feet.
Forest cleared, logged and grubbed 400 feet, 12 feet wide.
Graded 15,400 feet, 16 feet wide.
Cut and removed logs and brush on both sides of the road 6 feet wide. and filled and graded holes 15,400 feet.
Forest cleared 1,320 feet, 33 feet wide.
Logged, grubbed, blasted and graded same 26, 20 and 16 feet, respectively.
Forest cleared 15,840 feet, 33 feet wide, logged 20 feet wide, grubbed and took out stumps 18 feet wide, and surface graded 16 feet wide.
Built 1 bridge, 34 feet long by 12 feet wide by 10 feet high.
" 1 " 30 " 10 " 4 "
Laid 1,050 feet of corduroy (cedar), 4 inches by 10 feet long.
Cut and removed fallen timber to sides of road 11,560 feet by 20 feet wide.

MANNING ROAD AND GRANT AND LECKIE ROAD (running north and westerly from Gibson's Landing and Sechelt Road, 1½ miles).

Forest cleared 600 feet, 12 feet wide.
Graded 1,500 " 12 "
Cut and laid 900 " corduroy, 4 inches thick by 10 feet long.
Excavated 150 " 12 feet wide, 2 feet deep.
Made 2 culverts, 12 " by 2 feet by 2 feet.
Built 1 bridge, 30 " 12 " 6 "
Cut and removed brush, logs and roots, and filled in and graded holes where required.

SQUAMISH VALLEY AND PEMBERTON TRAIL (extending from the Cheakamis River to Pemberton Valley).

This trail is the shortest and most direct route from Squamish to Pemberton. The total distance between the two points is 60 miles, of which length 10 miles is a good waggon road through the lower portion of the Squamish Valley. The trail throughout passes through a very wild and mountainous country, which has every indication of being rich in minerals. There are immense bodies of timber in the valleys, on the mountain sides and around the numerous lakes. Many of the valleys and flats are composed of rich soil, and if proper facilities were given, no doubt they would be settled upon. Pemberton Meadows contain, approximately, 35,000 acres of the very best of land. The climate is equable, and abundant crops could be raised. The grazing is good, but owing to its present isolated position there are only about 20 settlers.

Cut and removed fallen timber from the trail and repaired bridges.

WESTMINSTER AND HASTINGS OLD ROAD.

This road extends between Westminster and Vancouver, passing through Burnaby and Hastings Townsites; distance about 9 miles. There are about 100 settlers resident along the length of this road, who use it daily, besides a very large amount of transient travel. The land is mostly good, but all more or less timbered, some of it heavy in the vicinity of Burnaby Lake, and along its shores there are some very considerable clearings in a high state of cultivation, on which large quantities of garden stuff and small fruits are raised and hauled to Westminster and Vancouver markets. There are three shingle mills at Hastings, giving employment to about 80 persons. Post offices at Cedar Cove, Vancouver and New Westminster. There are several shingle-bolt and cordwood camps, nearly all the employees being Japanese. The output from these camps is all hauled over this road to Hastings, Westminster and Vancouver. Amount of tonnage hauled annually, about 10,000 tons.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 4,158 | feet, | 70 | feet wide. | | |
| " | 1,000 | " | 60 | " | | |
| Cut, hauled and laid, | 530 | " | corduroy 4 inches thick by 14 feet long. | | | |
| " " | 200 | " | " | 4 | " | 16 " |
| Excavated | 360 | " | 14 | feet wide by 5 feet deep. | | |
| Filled | 264 | " | 8 | " | 5 | " |
| Ditched both sides | 1,440 | " | 2 | " | 2 | " |
| Gravelled | 330 | " | 12 | " | 12 inches deep. | |

Cut and removed fallen timber off road after storm of 25th and 26th of December.

BOWEN ISLAND WHARF AND ROAD.

The wharf is located at the head of Snug Cove and is a small floating structure, built of cedar logs fastened together in sections, which rise and fall with the tide. A steamer calls daily. There are about nine families living on the island who are benefited by this wharf. The following repairs were made last year:—

Drilled hole in rock and put in new ring bolt, and set with lead.

Put in one new anchor chain and two new sheer booms, with chains and toggles, and new connecting bolt with nut and key.

The road begins at the wharf, running back inland about half a mile, where it branches off; one branch going north-westerly about 2½ miles, the other westerly about 2 miles.

There are several quartz mines on the island, upon which considerable money has been spent in development work. There are also several shingle-bolt camps, mostly employing Japanese. Very little produce is shipped, except small fruits and potatoes. Post office and school at Snug Cove.

WESTMINSTER AND VANCOUVER TRUNK ROAD (within the bounds of Burnaby Municipality)

Total distance through the Municipality, 4¾ miles. This highway extends between Vancouver and New Westminster, and in its course intersects the Municipalities of Burnaby and South Vancouver. Nearly all the land on either side of the road has been subdivided into small holdings, ranging from half an acre to six acres, and numbers of them settled upon. There are several very good residences with clearings, the number of residents being about 400. Post office at Central Park, near the electric tram line. The traffic over this road, annually, does not fall short of 6,000 tons—general produce and bricks.

On the south side, for a distance of 2,400 feet, the stumps, roots and logs have been blasted, cut and removed back 18 feet; a new ditch has been cut and the old ditch filled in, and the space between the new ditch and the old roadbed graded up, thereby increasing the width of the road to about 28 feet, the work being performed under the direct supervision of the Burnaby Municipal Council.

BOUNDARY ROAD BETWEEN HASTINGS TOWNSITE AND BURNABY MUNICIPALITY.

This road extends in a southerly direction from the Westminster and Hastings old road and intersects with the Westminster and Vancouver trunk road; distance, about 3 miles. About 25 settlers use the road, it being their only outlet. The land is all subdivided into small holdings, and the residents are mostly engaged in market gardening and the cultivation of small fruits. Post offices, Central Park and Cedar Grove. No lumbering or mining. Amount of tonnage hauled over the road, about 200 tons. Produce, cordwood and shingle bolts.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,720 | feet, | 10 | feet wide by 5 feet on each side. |
| Graded | 660 | " | 14 | " |
| Cut and laid | 660 | " | of corduroy, 4 inches thick by 10 feet long. | |

ROSE HILL ROAD.

West of Westminster city boundary, being part of the North Arm trunk road, which extends from Westminster to Eburne, and running parallel with the north arm of the Fraser River; distance, 1 mile. About 20 settlers live along the Rose Hill portion of the road. The traffic on the road is very heavy, consisting of cordwood,

shingle bolts and farm produce. Land all subdivided into small lots, producing small fruits. Post office at Westminster. Approximate tonnage annually hauled, 3,000 tons.

Cut brush and timber 12 feet wide on both sides.

Cleaned and deepened ditches and filled in holes on the road with gravel for a distance of 2,641 feet.

MOODYVILLE AND LYNN CREEK ROAD AND TRAIL.

The road portion begins at Moodyville saw-mill, and extends 1 mile eastward to Lynn Creek. From this point the trail begins and extends in a northerly and westerly direction through Seymour Valley to its head, passing over the summit and continuing through the mountain passes to the Squamish; total distance, 38 miles. There are about 20 families resident in and about Moodyville, 3 families above Lynn Creek, and 3 or 4 families on the trail towards the upper end of the Seymour Valley. There is considerable lumbering done in the Seymour Valley, about 70 men being employed. There are also a number of mining properties towards the summit in course of development, although ore has not yet been brought out in quantity. Moodyville and Squamish post offices.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,900 feet, | 12 feet wide. | | |
| Grubbed and blasted | 2,000 " | 9 " | | |
| Surface graded | 2,000 " | 9 " | | |
| Excavated | 60 " | 6 " | by 3 feet. | |
| Built 680 feet of plank sidewalk | 5 " | set on posts with caps 6 inches by 6 inches, and covered with 3-inch by 12-inch fir plank. | | |

Repaired 1,900 feet of plank road by putting on 60 new stringers, 4 inches by 12 inches by 20 feet long; levelling up the road; removing 215 worn planks and putting in new 3-inch by 12-inch by 12 feet.

Cut, split and laid 190 feet of cedar corduroy, 4 inches thick by 9 feet long.

At Squamish end of trail forest cleared, brushed and logged 52,800 feet by 10 feet wide.

Built bridges and culverts; blasted rock and surface-graded a pack trail 8 feet wide to the summit.

HASTINGS-BARNET ROAD (Construction).

This road commences at a point where the Hastings Street Road leading from Vancouver intersects the Hastings and Westminster old road in Hastings Townsite, continuing in an easterly direction to Barnet Mills, where it will connect, when completed, with the Port Moody and Barnet Road. Total distance, 5.2 miles. It passes through timber land throughout its entire distance. There are several lumbering, shingle-bolt and cordwood camps operating along the road. The aggregate number of men employed would be, probably, about 150. At Barnet there are about 150 men employed in and about the saw-mill. There is no farming on the road at present. Barnet Post Office on the line of the C. P. R. and on the south shore of Burrard Inlet. Approximate tonnage, 1,000 tons, principally cordwood and shingle bolts.

| | | | |
|---|---|---|---|
| Forest cleared | 20,271 feet, | 66 feet wide. | |
| Logged and blasted | 16,950 " | 33 " | |
| Grubbed | 16,950 " | 30 " | |
| Graded | 18,560 " | 24 " | |
| Ditched (both sides) | 37,120 " | 24 feet by 18 inches. | |
| Corduroyed | 1,179 " | 18 feet long by 6 inches thick, with split cedar. | |

Made 2 culverts, 24 feet by 8 feet by 4 feet.

Made 5 culverts, 18 " 10 " 8 "

SQUAMISH VALLEY ROAD (Head of Howe Sound).

This road begins at the deep-water wharf and extends to the head of the upper valley, a distance of about 23 miles, and throughout its course follows the centre of the valley. There are about 29 settlers, which includes 10 families. The soil is mostly rich and covered with timber, except about 1,000 acres lying at the mouth of the valley, which is chiefly open prairie. There are considerable quantities of hops raised

in the valley, the quality being of the best placed on the London market. The other products are hay, potatoes, oats, butter, eggs, vegetables, pork, poultry and fruits of different kinds. First-class beef cattle are also raised. There are large bodies of the very best quality of fir, cedar and spruce timber, and two camps are being operated, employing about 50 men. There has been of late a large amount of prospecting done, and several very good ledges of copper and silver-bearing quartz have been discovered, upon which development work has been done.

During the months of September and October salmon fishing is extensively carried on off the mouth of the Squamish River, as many as 80 boats being employed. There is a post office and store, and a steamboat service to and from Vancouver tri-weekly. Amount of produce and supplies hauled annually would approximate 1,000 tons.

Removed one 60-foot Howe truss span of the Squamish River Bridge.
Opened 7,900 feet of road, known as the McDougall Road.
Forest cleared 33 feet wide.
Grubbed and logged 14 " and surface graded 12 feet wide.
Repaired superstructure of Cheekie Bridge and constructed new cribbed abutments.
Re-built 2 bridges throughout, 70 feet and 50 feet respectively.
Forest cleared, brushed and logged, and removed roots, stumps and rocks.
Graded and otherwise repaired and improved the road for a distance of 15 miles.

LOT 301, ADJOINING THE SOUTH BOUNDARY OF VANCOUVER (Westminster and Vancouver Trunk Road, between Westminster and Vancouver; total distance, about 1 mile).

Throughout this lot and on both sides of the road the country is settled, the holdings being small, varying from one-sixth to ten acres, all more or less in a state of cultivation, with comfortable and commodious dwellings. Large quantities of small fruits are annually raised; there are also several dairys, the products of both finding ready sale in the markets of Vancouver and Westminster. There is also a nursery and a brewery. Post office at Mount Pleasant. Approximate tonnage hauled over the road annually, about 7,000 tons.

Repaired sidewalks.

| | | | | |
|---|---|---|---|---|
| Cut brush | 1,800 feet, | 5 feet wide. | | |
| Cleaned ditches | 1,200 " | | | |
| Macadamized | 1,452 " | 12 " | 6 inches deep. | |
| Gravelled | 300 " | 12 " | 9 " | |
| Graded | 500 " | 20 " | and for an equal distance removed broken and worn corduroy, and replaced with new, 6 inches to 8 inches thick by 18 feet long. | |

ROAD ON LINE OF 21ST AVENUE, LOT 301.

This road extends at right angles between the North and Cemetery and Westminster Avenue Roads, and when completed will connect with both. Total distance, about 2,840 feet. The land on the line of this road is all subdivided into small lots, and many dwellings have been erected. It is the outlet for about 15 families. There is one post office in the vicinity.

| | | |
|---|---|---|
| Forest cleared | 1,452 feet, | 33 feet wide. |
| Graded | 1,452 " | 20 " |
| Grubbed and logged | 1,452 " | 22 " |
| Ditched | 2,904 " | 24 inches by 14 inches. |
| Filled | 66 " | 20 feet wide, 5 feet deep. |

Made 2 culverts, 30 feet by 3 feet by 3 feet.
Made 1 culvert, 22 " 3 " 3 "

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## DELTA RIDING.

NEW RIVER ROAD, EAST LANGLEY.

This road extends in a westerly direction to Langley Village, along the south bank of the Fraser River, total distance about 6¼ miles, and passes through a good agricul-

tural and grazing locality. There are about 40 settlers who use the road regularly. Post office at McLennan's Landing. It is not a mail route. The amount of freight hauled over the road is comparatively light, nearly all the produce being shipped by river steamers. Principal products are stock, hay, grain and dairy. There are no mines, lumber camps nor saw-mills.

Cut, hauled and placed 30 loads of brush to form foundation for grade.
Graded 4,806 feet, 16 feet wide.
Gravelled 3,168 feet, 8 feet wide, averaging 10 feet deep.
Gravel had to be hauled 2 miles.

YALE ROAD.

Extending from the Brownsville hill, near South Westminster, to Otter school-house; approximate distance, 16 miles.

This section of the above road passes through the Municipalities of Surrey and Langley, mostly agricultural. The number of settlers living on either side of this section would number at least 200 families, and the amount of freight passing over it annually would approximate 5,000 tons. There are 4 post offices, viz.: Clayton, Langley, Prairie and Otter.

| | | | | |
|---|---|---|---|---|
| Cut | 39,264 | feet of brush, | 10 | feet wide. |
| Cut | 1,800 | " " | 5 | " |
| Graded | 3,225 | " averaging | 30 | " |
| Cut | 1,200 | " ditches, | 18 | inches deep. |
| Cut | 630 | " " | 5½ | " by 3½. |
| Gravelled | 11,198 | " 9 feet by 10 inches deep. | | |

Hauled and laid puncheon and raised the surface of the road-bed 12 inches by 10 ft. wide across the Serpentine Flats.

Cut by steam dredge 8,320 feet of ditch, 40 feet across the top by 25 feet across the bottom. This work was undertaken and carried out for the purpose of preventing the road from being flooded, and since completion the results have been highly satisfactory.

Built 1 bridge on pile abutments; span, 42 feet; V truss, 14 feet wide, covered with 3 by 12-inch plank.

Partly built 1 bridge on pile abutments, with 56-foot span; 3 bents, 14 feet wide, covered with split cedar.

TOWN LINE ROAD THROUGH SURREY AND LANGLEY.

Commencing at the 4-Mile Post on the Yale Road, and extending in an easterly direction to Langley Village, and passing through Tynehead and Port Kells, a distance of 10 miles. About 50 settlers use this road regularly throughout its length. There are three post offices, viz., Tynehead, Port Kells and Langley. The farming is somewhat mixed, the principal industries being stock-raising and dairying. Approximate amount hauled annually, about 700 tons.

Graded 7,320 feet by 16 feet wide.
Split, hauled and laid 3,102 feet of corduroy, 10 feet long by 3 inches thick.
Hauled and spread 1,800 feet of gravel, 9 feet wide, averaging 8 inches deep.
Cleaned 900 feet of ditches.

Cut a ditch across the Salmon River Flats from high land to high land, distance about 3,224 feet, having a width of 40 feet across the top and 30 feet across the bottom, with an average depth of 9 feet, the material taken out being formed into a road having an average height of 7 feet and a roadway 12 feet wide, the slopes of sides from base to top 1½ to 1.

Built a bridge across Salmon River 84 feet long, having one span of 44 feet, with truss and 2 spans of 20 feet each, resting on piles; 4 runs of stringers throughout; truss timbers and caps and stringers, 10 by 12 inches; tension rods, 1½ inches diameter; flooring, 3 by 12 inches, with substantial hand-rail. All the material of superstructure is sawn fir.

JACKMAN AND RIVER ROAD.

This road extends from Jackman's Corners, on the Yale Road, and runs north to McLennan's Landing on the Fraser River, opposite Wharnock Station on the C. P. R. Total distance from Yale Road to Fraser River, 7 miles. It passes through a tract of good agricultural land, undulating and covered for the most part with light second growth timber. There are about 18 settlers, many of them having considerable clearings under tillage, with orchards. Produce consists of hay, potatoes, oats, butter, eggs, poultry, sheep and other stock. Post office at Jackman's Corners. No mining or lumbering. Amount of freight hauled over this road annually, approximately, 200 tons.

Cut down a hill.
Forest cleared 900 feet by 10 feet wide.
Blasted and grubbed 360 feet, roots and stumps.
Grade reduced by cutting down hill, 4 feet to 7 feet by 14 feet wide.
Earth fill of 350 feet by 14 feet wide, averaging 5 feet deep.
Graded 1,000 feet by 15 feet wide, with ditch on upper side of road 12 inches by 14 inches.

YALE ROAD (from the boundary between Langley and Matsqui Municipalities westward to Shortreed's; distance through this section, 2 miles).

This road is very much travelled, a large amount of freight being annually hauled over it. On both sides of the road, extending some miles north and south, it is settled, there being at least 60 families. There are two post offices and one store. Produce raised comprises cattle, sheep, poultry, fruit, butter, eggs, etc., which is mostly hauled by waggons right through to Westminster and Vancouver.

Cut and removed brush and logs on both sides of the road for a distance of 9,000 feet.
Graded 9,000 feet.
Made 3 culverts, 24 feet by 8 feet wide by 2 feet deep,
" 6 " 18 " 18 inches " 2 "
Gravelled 7,200 feet, 8 feet wide by 1 foot deep.

DELTA TRUNK ROAD.

This is a branch of the Yale Trunk Road extending from Ladner's Landing and intersecting with the Scott and Kirkland Roads. Distance from point to point, 9 miles. This road passes through one of the richest and most highly cultivated districts in the Province. At Ladner's Landing there is a saw-mill and about 10 canneries, giving employment to about 1,000 people. Post office, hotel and several stores. There is also a creamery. The amount of produce hauled over the road must be fully 10,000 tons annually.

Gravelled 3,000 feet by 12 feet wide by 12 inches deep.
Gravel had to be hauled 1½ miles.

TOWN LINE SOUTH.

Intersecting the Yale Road at Murray's Corners; distance to Glenwood, 4 miles, and running south to the Glenwood and Hall's Prairie Road. Post office at Murray's Corners. About 14 settlers. Land good in quality but most of it heavily timbered. Some very considerable clearings and improvements made. The produce hauled over the road is limited, and consists mostly of butter, eggs, poultry, fruit, etc. No lumbering nor other industries.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 150 feet, | 20 feet wide. | | |
| Graded | 300 " | 20 " | | |
| Excavated | 300 " | 20 " | by 10 feet deep. | |
| Filled in | 150 " | 16 " | 6 " high. | |

Built 1 bridge, 175 feet long, 16 feet wide by 10 feet high.

MCLENNAN ROAD.

Commencing at its intersection with the Kirkland and Semiahmoo Road, Mud Bay, and extending eastward through Surrey Centre, Boothroyd's Corners and Cloverdale to

Murchison's Corners, Langley, where it connects with the Yale Trunk Road; distance, about 7 miles. It passes through a good agricultural district with well cultivated and stocked farms, numbering about 60 families. Post offices at Surrey Centre and Cloverdale. Two saw-mills are in operation at the latter place, giving employment to about 40 men.

Cut brush on both sides of the road a distance of 5,000 feet by 12 feet.
Graded 1,900 feet, 20 feet wide.
Cut 360 feet ditch, 18 inches by 24 inches.
Repaired 3 corduroy culverts and 1 bridge.
Gravelled 800 feet, 10 inches deep by 10 feet wide.

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## DEWDNEY RIDING.

### MISSION TOWNSITE ROADS.

Comprising all the street allowances within the townsite which come directly under the control of the Government.

The total approximate length opened is about 4 miles, and repairs have been made as undermentioned. The number of residents in and around this place, and who make it their shipping and trading place, would be at least 250. The district for several miles around is entirely agricultural, the products being sheep, cattle, poultry, pigs, grain, hay, apples, and many varieties of small fruits; of the latter two, there is a much larger shipment made from this point than from any other point in the Province. There is also a creamery and a condensed milk factory, giving employment to about 40 persons. Post office and stores. The C. P. Railway passes through the place, and a daily steamboat service to and from New Westminster. Repairs have been made on line of Seattle, Washington, California and Abbott Streets, as follows:—

| | | | | |
|---|---|---|---|---|
| Graded | 225 feet, | 12 feet wide, | 2 feet high. | |
| Ditched | 1,380 " | 2 " | 2 feet deep. | |
| Gravelled | 855 " | 12 " | 10 inches deep. | |
| Built | 1,000 " | of sidewalk, 3 feet wide, covered with 2-inch by 12-inch plank. | | |

On Horne Avenue, overhauled plank road, put in new mud-sills, posts and new planks where required.

*Downie Street.*

| | | | | |
|---|---|---|---|---|
| Graded | 660 feet, | 10 feet wide. | | |
| " | 375 " | 20 " | | |
| Excavated | 180 " | 12 " | 10 feet deep. | |
| Filled | 195 " | 20 " | 2 " high. | |
| Ditched | 600 " | 3 " | 2 " deep. | |
| Gravelled | 1,000 " | 10 " | 15 inches deep. | |
| Made 2 culverts, | 28 " | 1 foot by 1 foot. | | |

*Washington Street.*

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,298 feet, | 66 feet wide. | | |
| Grubbed | 2,049 " | 30 " | | |
| Graded | 2,010 " | 30 " | 1 foot deep. | |
| Filled | 462 " | 30 " | 3½ feet high. | |
| " | 33 " | 10 " | 9 " | |
| Ditched both sides, | 3,465 " | 3 by 2 feet deep. | | |
| Excavated | 330 " | 30 feet wide, 1 foot deep. | | |
| Made 1 culvert, | 30 " | by 3 feet by 3 feet. | | |
| " 1 " | 27 " | 1 " | 1 foot. | |

*Abbott Street.*

| | | | |
|---|---|---|---|
| Grubbed | 50 feet, | 30 feet wide. | |
| Graded | 100 " | 30 " | |
| Ditched | 100 " | 3 " | 2 feet deep. |
| Gravelled | 100 " | 10 " | 15 inches deep. |
| Made 2 culverts, | 28 " | 1 foot by 1 foot. | |

*Cade Road.*

| | | | |
|---|---|---|---|
| Graded | 945 feet, | 10 feet wide. | |

*California Street.*

| | | | |
|---|---|---|---|
| Graded | 400 feet, | 30 feet wide. | |
| Excavated | 30 " | 10 " | 6 feet deep. |
| Filled | 100 " | 30 " | 6 feet high. |
| Ditched | 637 " | 2 " | 2 feet deep. |
| Gravelled | 177 " | 12 " | 10 " |

HATZIC PRAIRIE ROAD.

This road begins 2½ miles south from Stave Lake, passing southerly and westerly through the Upper and Lower Hatzic Valley, part of Mission Municipality, and terminating at Mission City; distance from point to point, about 14 miles. There are about 40 settlers who regularly use the road in whole or part to reach the Mission, which is their trading place. The country is all more or less timbered, except the Hatzic Prairie, which is open prairie of the richest quality, but is subject to overflow. Stock-raising, dairying and fruit of different varieties constitute the principal products. There are several lumber camps along the shores of Stave Lake, which give employment to 70 or 80 men. Post office at Hatzic Prairie. The amount of freight hauled over the road, annually, would be approximately about 1,000 tons.

Re-covered and otherwise repaired 8 bridges, aggregating 662 feet long, and drove 116 cedar piles; put in new caps, sills and posts, stringers, braces and hand-rails, and re-covered 432 feet with split cedar, 4 inches thick by 14 feet long.

PITT RIVER ROAD.

Passing through Sapperton, Lot 6, and Coquitlam Municipality to Pitt River; total distance, about 9¼ miles. The only portion maintained by the Government is that which passes through Lot 6, a distance of about 3,000 feet. This road, throughout its entire length, passes through an agricultural and partly timbered district. The number of settlers who use it as an outlet is about 50. The travel is heavy, large quantities of farm produce, cordwood and shingle bolts being hauled over it daily. Approximate tonnage annually, about 2,000 tons. On Lot 6 the Ross-McLaren Mills are situated, which, if in operation, would employ about 250 men. There is no post office nearer than Sapperton or Coquitlam.

Gravelled 630 feet, 12 feet wide by 6 inches deep.

COQUITLAM BRIDGE.

Took up flooring of 120-foot span; removed and renewed joists where required; re-covered floor with 3-inch by 12-inch fir plank; overhauled and repaired truss; tightened up rods and bolts; built 2 approaches, 38 feet and 73 feet, respectively; covered with 3-inch by 12-inch plank, 16 feet long, and graded up the road at end of the approaches.

PORT MOODY AND WESTMINSTER TRUNK ROAD.

The main highway between New Westminster and Port Moody, passing through Sapperton and the Municipalities of Burnaby and Coquitlam; total length, 5 miles. Only 1½ miles of this road, which is within the Port Moody Townsite, is maintained by the Government. There are about 100 families in and around the townsite who use this road regularly. There is a saw-mill, shingle-mill, ship-yard, and two or more logging camps in operation, giving employment to about 100 men. The land is mostly timbered and requires clearing, but when cleared is of fairly good quality for farming purposes. It is all divided into town lots and small holdings, small fruits and vegetables being produced in considerable quantities. Outside the usual vehicular traffic, a large number of teams are engaged daily hauling cordwood and shingle bolts over the road. Annually, the tonnage hauled over the road would amount to 2,000 tons. Post office at Port Moody.

Ditched 198 feet, 18 inches by 24 inches.

Split, hauled and laid 330 feet of corduroy, 4 inches thick by 14 feet long.

EXTENSION OF ROAD ON LINE OF JOHN STREET, PORT MOODY TOWNSITE.

This road and a sidewalk was built for the accommodation of the residents on its line, and also to enable worshippers to reach the Episcopal and Presbyterian Churches; total length, 2,880 feet.

Forest cleared and graded, 1,650 feet, 33 feet and 20 feet wide, respectively.
Ditched both sides of road, 3,300 "

| | | | |
|---|---|---|---|
| Excavated | 40 lineal feet of earth, | 18 feet by | 5 feet. |
| Made | 60 " " fill, | 18 " | 12 " |
| Made 2 culverts, | 4 feet by 4 feet by 21 feet. | | |
| " 1 " | 2 " 2 " 50 " | | |

Cleared and brushed on each side of road, 5,000 feet.
Built 1,650 feet of sidewalk, 4 feet wide.

DEWDNEY TRUNK ROAD, SECTION ONE.

Starting from the pipe-line road at the railway crossing, Coquitlam Junction, then following along the northern side of the railway to the west bank of Pitt River, where a ferry is operated, the road then continuing east and south to Port Hammond, where it connects with the Port Hammond Road. From this point it extends north, then easterly along the line of the centre section road to Stoney's Corners, 2,640 feet east of Webster's Corners, where the section ends. The total length is about 15 miles. About 7 miles of this road has been newly constructed, and about 6 miles partially built, improved and repaired. This road passes through Pitt meadows and Coquitlam and Maple Ridge Municipalities. The district is entirely agricultural, consisting of stock-raising, dairying and mixed farming. Large quantities of apples and small fruit are raised at Maple Ridge and shipped to different points. The settlers number about 200. There are no mines or lumber camps. At Port Haney there are two brick-yards in operation, giving employment to 20 or 25 men. Post offices at Coquitlam, Port Hammond, Port Haney and Webster's Corners.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Forest cleared | 13,720 | feet, | 66 | feet wide, | and | 7,220 | feet, | 60 feet wide. |
| " | 858 | " | 15 | " | " | 1,340 | " | 33 " |
| " | 5,700 | " | 56 | " | " | 5,280 | " | 50 " |
| Grubbed | 2,640 | " | 21 | " | | | | |
| Blasted and logged | 4,620 | " | 60 | " | | | | |
| " grubbed | 27,000 | " | 20 | " | " | 2,474 | " | 25 " |
| Graded | 2,805 | " | 21 | " | " | 24,600 | " | 20 " |
| " | 2,474 | " | 25 | " | " | partially graded, 2,640 feet, 20 feet wide. | | |
| Split, hauled and laid | 198 | " | of corduroy, 4 inches thick by 16 feet long. | | | | | |
| " " | 1,344 | " | " | 4 | " | 12 | " | |
| Filled with earth | 660 | " | 2½ | feet deep by 16 feet wide. | | | | |
| " " | 792 | " | 4 | " | " | 25 | " | |
| " " | 223 | " | 5 | " | " | 20 | " | |
| Ditched | 5,280 | " | 2½ | " | " | 2½ | " | |

McDONALD ROAD, NORTH LILLOOET (Maple Ridge Municipality).

This road, from its intersection with the Lillooet River Road, runs due north about 2 miles, and gives an outlet to about 5 or 6 settlers. The land is low and marshy prairie of good quality, and will become very productive when proper drainage has been obtained. There is very little hauled over the road, it being merely a means of getting to and from their places by the settlers. Post offices at Port Hammond and Port Haney.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 3,300 | feet, | 25 | feet wide. |
| Ditched | 792 | " | 4 | " 3 feet deep. |
| Gravelled | 2,424 | " | 7 | " 6 inches " |
| Made 1 culvert, | 16 | " | 3 | " 3 " " |
| Built 3 bridges | 33 | " | 12 | " 6 feet high. |
| Forest cleared | 1,320 | " | 40 | " |

Blasted 30 stumps; cleared and burned 1,188 feet of log jams, averaging 40 feet wide by 3 feet deep.

Dug 1,200 feet of new water-course, 10 feet wide, averaging 5 feet deep.

Dewdney Trunk Road, Section 2.

Extending from the west bank of Nicomen Slough at Dewdney, crossing the slough and passing through Nicomen Island to Deroche's Landing, where it again crosses the slough to North Nicomen, on the mainland, crossing the C. P. R. and running parallel with it in a north-westerly direction towards Harrison River; total distance, about 15⅛ miles, which comprises the Nicomen Slough Road, Nicomen Island Main Road, and North Nicomen Road, all of which form direct connecting links of the Dewdney Trunk Road system. There are about 100 settlers who largely depend on this road for the transportation of their produce to the different shipping points. The soil is nearly all of first-class quality, except along the foot-hills through North Nicomen, where the soil is somewhat lighter; still, good crops are raised there. The produce throughout this section comprises sheep and cattle, dairying, hay, roots, potatoes, vegetables and small fruits, which are shipped to different points. Post offices at Dewdney, Deroche and Harrison. Approximately, about 1,200 tons are hauled annually over the road.

Cut and sloped off the west bank of the slough 1,000 feet.

Cut, hauled, laid and wired down brush on the face of slope from low water mark to top of the bank.

Drove a row of piles, 8 feet apart, and otherwise protected the bank along which the road runs.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 6,300 feet, | 20 feet wide, | and 2,175 feet, 40 feet wide. | |
| Excavated | 2,460 " | 9 " | 3 feet deep; 600 feet, 9 feet wide, 6 feet deep, and 450 feet, 21 feet wide, 3½ feet deep. | |
| Gravelled | 1,650 feet, | 12 feet wide, | 6 and 8 inches deep. | |
| Blasted and grubbed | 5,400 " | 10 " | and 3,075 feet, 20 feet wide. | |
| Excavated rock | 240 " | 9 " | 6 inches deep. | |
| Cribbed | 75 " | 20 " | 5 feet high, and 390 feet, 18 feet wide, 3 to 5 feet high. | |
| Ditched | 12,066 " | 3 " | averaging 16 inches deep. | |
| " | 675 " | 12 " | 18 inches deep. | |
| Filled | 75 " | 20 " | 5½ feet high. | |
| " | 4,725 " | 18 " | 3 " and graded same. | |
| " | 450 " | 21 " | 12 feet and 3½ feet high. | |
| " | 675 " | 12 " | 18 feet high. | |
| Stoned | 12 " | 12 " | 1 foot deep. | |
| Graded | 3,990 " | 18 " | | |

Made 2 culverts, 2 by 2 by 20 feet.
" 2 " 1 by 1 by 20 "

Built 1 bridge, 24 feet long, 20 feet wide, 10 feet high.

Repaired and re-covered bridge, 150 feet long.

Blew out 13 large stumps on road and removed 400 feet of fence.

Cut down 25 large cottonwood trees and put in new culvert.

Cut brush and removed logs, etc.

Built 1 bridge across Nicomen Slough, 600 feet long, consisting of 1 Howe truss span, 160 feet long by 16 feet by 16 feet, 3 spans 60 feet each, and 13 spans 20 feet each. [Full particulars of this bridge can be found in the report of the Hon. the Chief Commissioner of Lands and Works.]

| | | | |
|---|---|---|---|
| Ditched | 1,584 feet, | 3 feet wide, | 2 feet deep. |
| " | 11,280 " | 3 " | 22 inches deep. |
| " | 15,720 " | 2 " | 18 " |
| " | 13,160 " | 7 " | 4 feet deep, and 2½ feet across the bottom. |

Made 4 culverts 4 by 4 by 21 feet.
" 4 " 3 " 3 " 21 "
" 1 " 3 " 3 " 40 " and 2 culverts, 2 by 2 by 20 feet.
" 3 " 4 " 2 " 20 " and 9 " 4 " 3 " 20 "

| | | | |
|---|---|---|---|
| Gravelled | 660 feet, | 12 feet wide, | 9 inches deep. |
| " | 3,960 " | 12 " | 10 " |
| " | 2,640 " | 12 " | 12 " and 150 feet, 10 feet wide, 8 inches deep. |

Cribbed 300 feet with cedar logs 3 feet high, and 300 feet 4 feet high.

Built 2 bent bridges, 51 feet long, 20 feet wide, covered with 3 by 12-inch plank.
" 1 " 24 " 20 " " " "
" 1 " 100 " 20 " 12 feet high, covered with split cedar.

Moved 3 miles of posts and board fence and re-built same 6 feet back; 16,710 feet of material ploughed in, scraped, trimmed, graded and formed into road-bed 22 feet wide, averaging 2 feet high, and afterwards rolled.

Drove 178 piles to support superstructure of ferry slips and approaches, also guide piles and dolphins; length of west slip and approach, 418 feet, 33 feet high, 20 feet wide; length of east slip and approach, 285 feet, 33 feet high, 20 feet wide.

Built 1 ferry scow, length over all, 66 feet 6 inches, 21 feet wide.

Built freight shed, 36 by 24 feet, shingled roof.

Pulled down and removed Higginson's old wharf to make room for the west ferry slip.

Unloaded 3 carloads of quarried rock, hauled and placed same around abutments and piers of Coquitlam Bridge; overhauled superstructure and tightened up rods.

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## CHILLIWHACK RIDING.

### SUMAS MOUNTAIN AND HARRIS ROAD.

Beginning at Murphy's Landing, on the south bank of the Fraser River, and passing over Sumas Mountain in a southerly and easterly direction to Sumas Prairie, where it is intersected by the Harris Road; thence following along the westerly edge of Sumas Prairie, intersecting with the Yale Trunk Road at Musselwhite's Ranch. No post office, and no mail conveyed over this road. There are about 16 or 18 families who are directly benefited by this road, besides transient travel. Very little is hauled over the road except supplies used by the settlers. There are no logging camps or other industries. Several ledges of mineral-bearing quartz have been discovered and located, but development work has not been carried on to any great extent. Length of the road, 8 miles.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 5,313 | feet, | 25 | feet wide. |
| " | 7,920 | " | 6 | " |
| Grubbed | 5,313 | " | 12 | " |
| Corduroyed | 462 | " | 12 | " 3 inches thick. |
| Cribbed | 156 | " | 3 feet to 4 feet high. | |
| Graded | 15,873 | " | 12 feet wide. | |
| Filled with earth | 126 | " | 14 | " 4 feet deep. |
| Ditched | 556 | " | 3 | " 3 " |

Built 1 bridge, 48 feet by 12 feet by 5 feet high.
" 1 " 16 " 12 " 3 "
" 1 " 54 " 14 " 3 "
" 1 " 20 " 12 " 5 "
" 1 " 21 " 12 " 3 "
" 4 bridges, making a total of 94 feet by 12 feet by 17 feet.
Partly built 1 bridge, 110 " 12 " 12 "
Made 1 culvert, 14 feet by 3 feet by 3 feet.
" 1 " 12 " 5 " 3 "
" 3 " 12 " 4 " 4 "
" 13 " 14 " 2 " 2 "

### PORTER AND VYE ROAD, SUMAS.

This road crosses a portion of the southerly end of Sumas Prairie, running in a westerly direction, and connects with the Abbotsford and Huntingdon Road about one and one-half miles north of the latter place. Distance, about 1½ miles. Number of settlers directly benefited, 8, mostly with families, and engaged in dairying and stock-raising. No estimate can be given of the amount of produce hauled. Post office at Huntingdon.

Grubbed and graded 1,050 feet, 12 feet wide.
Split, hauled and laid 1,050 " of cedar corduroy, 4 inches thick by 12 feet long.
Ditched on both sides 1,050 " by 2 feet by 2 feet.

ABBOTSFORD AND HUNTINGDON ROAD.

This road, when completed, will extend from the Abbotsford Townsite to Huntingdon, following along the westerly side of the Mission branch of the C. P. R., and will be a direct road from Abbotsford to Huntingdon and Sumas City, connecting with the roads through the State of Washington; distance, about 1.7 miles. It will benefit the residents of Matsqui, Matsqui Prairie and Abbotsford. Saw-mill on its line, near Abbotsford, employing about 20 men.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 4,500 | feet, | 20 | feet wide. | |
| Grubbed | 4,500 | " | 12 | " | |
| Graded | 525 | " | 20 | " | |
| Gravelled | 600 | " | 8 | " | 7 inches deep. |
| Split, hauled and laid | 2,100 | " | cedar corduroy, 4 inches thick by 12 feet long. | | |
| Ditched | 2,100 | " | by 2 feet by 2 feet. | | |
| " | 2,265 | " | 3 | " | 2 " |
| Made 13 culverts, | 12 | " | by 3 | " | 2 " |
| Built 2 bridges, | 30 | " | 12 | " | 5 " |

SUMAS SECTION OF THE YALE TRUNK ROAD.

Beginning at Cultus Crossing Bridge and following along the south bank of Vedder Creek and the base of the mountain range, passing through the Chadsey or Majuba Hill settlement and along the shore of the east side of Sumas Lake to Barker's Ranch, on the edge of Sumas Prairie, a distance of 11 miles. Mail conveyed over the road between Sardis and Majuba Hill post offices. There are about 35 settlers on or near the line of the road who use it regularly, besides which there is very considerable transient travel. I cannot give any accurate estimate of the amount of produce or supplies hauled annually, but would say at least 1,000 tons. School at Majuba Hill. There are no logging camps, mines nor other industries, and the principal class of farming is stock-raising and dairying.

Took out old culvert at Barker's mud bridge and put in a new one, 40 feet by 14 feet by 10 feet, all built of hewn cedar timber, and filled in the washout made by last year's high water. About 300 cubic yards of earth were used for that purpose.

Excavated 3,500 feet of earth and rock, varying from 4 to 10 feet high by 12 feet wide.

Forest cleared 3,100 feet, 66 feet wide.

Cut and removed logs and brush from both sides of the road 30,430 feet, averaging 12 feet wide.

Blasted and grubbed 1,460 feet, averaging 24 feet wide.

" 240 feet of rocks 1 foot to 4 feet high and 4 feet wide.

Graded 12,560 feet, averaging 16 feet wide.

Made 6 culverts, 20 feet by 6 feet by 2 feet.

" 4 " 14 " 2 " 2 "

Cleaned and enlarged 21,120 feet of ditch to 2 feet by 18 inches.

Repaired bridges and culverts.

Gravelled 3,280 feet, 8 feet by 12 inches.

SECTION OF YALE ROAD extending from Sumas Prairie westerly through Abbotsford Townsite to the boundary between it and Matsqui Municipality; distance about 5 miles.

Mail route post office at Sumas Prairie. Post office and store at Abbotsford. There are about 60 settlers who use this road, besides a very large transient travel. The traffic over this road is considerable, centering at Abbotsford Railway Station, where the produce, consisting of stock, poultry, butter, fruit, etc., is shipped.

Cut brush and removed logs for a distance of 15,480 feet.

Graded 1,800 feet by 18 feet.

Cleaned and deepened 2,500 feet of ditch to 18 inches.

Gravelled 1,500 feet by 9 feet by 4 inches.

Blasted and removed large stones, roots and stumps on the road.

Re-covered two bridges, 14 feet and 57 feet respectively, with 3-inch by 12-inch sawn fir plank.

Made 6 culverts of sawn fir plank, 18 feet by 2 feet by 1 foot.

CULTUS LAKE AND COLUMBIA VALLEY ROAD.

This road practically begins at Cultus Crossing Bridge, following Swetzer Creek to the Indian Reserve; thence easterly to the foot of Cultus Lake, and along the eastern shore of the lake to the valley. Total distance, about 5 miles, 2 miles of which is a trail. It was opened to enable the settlers to come out to Sardis and Chilliwhack to do their trading, instead of, as formerly, doing their trading on the other side of the International Line. There are about 15 settlers, several of them with families. One school and post office. No mining or lumbering and no produce shipped.

| | | | |
|---|---|---|---|
| Forest cleared | 21,840 | feet, | 30 feet wide. |
| Grubbed | 22,590 | " | 10 " |
| Graded | 9,280 | " | 10 " |
| Excavated | 3,030 | " | of slate rock on side-hill, varying from 2 feet to 10 feet deep. |
| Cribbed | 195 | " | varying from 2 feet to 10 feet high. |
| " | 2,400 | " | " 2 " 3 " |
| Built 1 bridge, | 36 | " | by 12 feet by 6 feet. |
| " 4 " | 30 | " | " 12 " 2 " to 6 feet high. |

MOUNT LEHMAN TRUNK ROAD.

Extending from Mount Lehman Steamboat Landing, on the south bank of the Fraser River, and running due south to the Yale Trunk Road. Distance from point to point, about 5½ miles. Mail conveyed over this route. Post office and store at Lehman's Landing. Number of settlers about 40, mostly with families. I would estimate the tonnage hauled over the road at about 1,000 tons annually, consisting of cordwood, farm produce, fruit, stock, etc. A church and school. There are no logging camps nor mining industries, the settlement being purely agricultural.

| | | | |
|---|---|---|---|
| Forest cleared | 7,920 | feet, | 66 feet wide. |
| Logged | 7,920 | " | 30 " |
| Grubbed and blasted | 7,920 | " | 26 " |
| Graded | 7,920 | " | 20 " |
| Built one bridge, | 80 | " | by 14 feet by 9 feet. |
| Gravelled | 900 | " | 8 " 12 inches. |
| Corduroyed | 200 | " | 16 " 3 " |

MOUNT BAKER ROAD (extending).

From the Cultus Crossing Bridge following the north bank of the Chilliwhack River to Selica Creek Bridge, the distance, approximately, being 16 miles. It was opened principally to facilitate the transportation of machinery and supplies into the Mount Baker Mining District, and a very considerable amount of supplies, etc., have been taken into the mines by pack-trains. There is no post office, Sardis being the nearest. Along the valley through which the road passes there are benches and flats, many of which have been settled upon, and in some cases considerable improvements have been made. Horses, sheep and cattle are raised to some extent. The number of settlers is about 20. There are no lumbering operations being carried on at present, but the capabilities for this industry are large.

| | | | |
|---|---|---|---|
| Forest cleared | 47,520 | feet, | 33 feet wide. |
| Logged and grubbed | 47,520 | " | 16 " |
| Graded | 44,880 | " | 12 " |
| Corduroyed | 500 | " | 12 " |
| Bridged | 1,582 | " | 15 " |
| Double cribbed | 406 | " | |
| Single " | 1,800 | " | |
| Blasted rock | 1,200 | " | |
| Side-hill cut | 7,350 | " | (20 per cent. of this cut was out of the solid, 10 feet and over wide, the balance averaging about 8 feet wide in the solid, and the remainder of the width being full.) |

Side-logged all the hills.

Sumas and Huntingdon Road.

This road extends from the Yale Road near Musselwhite's ranch, on the west edge of Sumas Prairie, extending south-westerly and southerly to Huntingdon and Sumas City, U. S.; distance, about 3½ miles. No mail conveyed over the road. Post office at Huntingdon. From 30 to 40 settlers, mostly with families, are benefited by this road; besides, there is a very considerable transient traffic. Amount of produce hauled annually, at least 1,200 tons. Stock, dairy produce, fruit and hay are the principal products. No lumbering or mining.

Graded 2,640 feet, 20 feet wide.
Gravelled 1,800 " 8 " 7 inches deep.
Ditched 2,640 " 3 " 2 feet deep.
Made 7 culverts, 15 feet by 2 feet by 1 foot.

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## Yale District.

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### North Riding.

A. Stevenson, Superintendent.

Nicola-Kamloops Road.

This road, which is 65 miles long, may be described as a good road in good condition, with the exception of a portion lying between Nicola Town and Quilchena, which latter was originally very badly constructed. The reason of this is as follows:—About 30 years ago the Government made a survey, and specifications were prepared for a fairly good class of road, for which tenders were called. Tenders were received, and all were in excess of the amount available for the work, consequently no tenders were accepted. Subsequently one of the parties who had tendered made a proposition to the Government to this effect: that he would build a road suitable to the requirements of the valley for the amount available at that time, providing he was allowed to locate his own line of road. This proposal was accepted and the road built. No practical economy, however, was shown as to grades, and the road-bed was faulty in construction. From time to time changes have been made and this section placed in fairly good condition, with the exception of two bad hills. The grade on one of these could be reduced at a cost of about $400; the other, known as "Gilmour's Hill," would involve an expenditure of about $2,000 to reduce it to a practical grade. The hill road would be expensive, owing to the heavy rock bluffs, and would include a grade of about 12 or 13 per cent, for nearly one quarter of a mile. A more feasible route would be to commence to raise the grade of the road about half a mile back from the foot of the hill; advantage could then be taken of a high ridge on the road, on which to commence the ascent on a continuous grade to the top of the hill. A rock slide would have to be crossed, but no engineering difficulties would present themselves. People in the vicinity suggest that the road should be constructed at the base of the hill along the lake shore. This would make a level road, but it is doubtful if the travel over it would justify the expenditure, which is estimated would cost at least three times the amount required for the hill road

Shovelled out snow-drifts between Kamloops and Cardieu's after big wind-storm.

Cleaned out slides; repaired washout at 70-mile post; repaired washout at Gilmour's Hill; repaired culvert and washout near Peterson's Ranch; cleared out loose rocks, filled ruts and made surface repairs.

Made 4 culverts, 15 by 4 by 3 feet.

Made 1 culvert, 20 by 15 by 2 feet.

Cleaned and opened ditches, cut brush from road-side, repaired and gravelled mud holes, and made surface repairs.

NICOLA-HAMILTON HILL ROAD.

This road is 6 miles long and is used as a short cut from the town of Nicola, and connects with the Granite Creek Road. With the exception of one bad hill, this road is in good condition, with not much heavy traffic over it.

Cleared out rock, repaired washouts, filled ruts, and made surface repairs.

QUILCHENA AND MINNIE LAKE ROAD.

This road is 12 miles long. It branches from the Nicola-Kamloops Road at Quilchena and runs south to Minnie Lake. Very little traffic over this road, which is easily kept in repair. Four settlers.

FRASER AND FRISKIN ROAD.

This road is 6 miles long, is a branch from the Nicola-Kamloops Road at the north end of Stump Lake, and runs north-east in the direction of Roach Lake. Easily maintained; accommodates 3 settlers.

DOUGLAS LAKE AND GRAND PRAIRIE ROAD.

This road is 52 miles long; it branches off the Nicola-Kamloops Road about 4 miles east of Quilchena, and runs north-east via Douglas Lake, Shappron and Fish Lakes to Grand Prairie. Travel between Nicola and Douglas Lake is considerable, but beyond the latter point to Grand Prairie it is very light. The road from Fish Lake to the Prairie is in indifferent condition.

Put new stringers in bridge near 15-mile post; repaired culverts, opened ditches, cleared off rocks, repaired cribbing, removed windfalls and made surface repairs.

DUCKS STATION TO GRAND PRAIRIE ROAD.

This road through North Yale is 38 miles long. It runs from Ducks Station to Vernon; is in good condition with the exception of one bad sand-hill near Ducks. Considerable travel passes over it.

Cleaned slides, filled ruts, repaired washouts, cleared off loose rocks, repaired culverts, repaired mud holes, cleaned ditches, removed rocks, cleaned bank sides, and made general surface repairs.

Put new covering on bridge, 20 by 14 feet; grubbed out stumps and roots, cut brush from road sides, gravelled mud holes, and made surface repairs.

PAXON OR 6-MILE CREEK ROAD.

This road is 22 miles long, and branches from Grand Prairie Road at the north end of Ducks Lake; runs thence in a north-easterly direction for about 11 miles; thence south-east along 6-Mile Creek to the Grand Prairie Road. This is a cheaply constructed road in poor condition, with very light traffic over it and accommodates 6 or 7 settlers.

JOE TODD AND DUCKS MEADOWS ROAD.

This road is 13½ miles long and in good condition. It branches off from the Campbell Creek Road at the 4-mile post (Todd's Ranch); runs south-east and connects with Grand Prairie Road at the 7-mile post from Ducks Station. All travel between Kamloops and Grand Prairie passes over this, thus avoiding the sand-hills of the Grand Prairie Road.

Cleaned out slides, filled ruts, and made surface repairs.

Woodland Mountain Road.

This road is 5 miles long and branches off from Todd and Ducks Meadows Road at the 1-mile post from Todd's, running thence south-east up Woodland Mountain. It accommodates 6 or 7 settlers and is easily maintained.

Cleaned out slides, filled ruts, and made surface repairs.

South Thompson and 6-Mile Creek Road.

This road is 12 miles long and branches from the Kamloops-Shuswap Road at Martin's ranch, on the South Thompson River; runs south-east and connects with 6-Mile Creek. This road was cheaply constructed and is in bad condition; passes over a high mountain and down into Turtle Valley. Used by 2 or 3 settlers.

Ducks Station and Dressderon Road.

This road, which is 4½ miles long, branches from the Joe Todd and Ducks Meadows Road at the 9-mile post and runs north; crosses Robins Creek, which follows down to the station. Cheaply constructed, but easily kept in repair; accommodates 5 or 6 settlers.

Campbell Creek Road.

This road is 17 miles long. It branches from the Kamloops-Shuswap Road at the 7-mile post—east of Kamloops—and runs south-west to its connection with the Kamloops-Nicola Road, at the south end of Shuswap Lake. This road is in good condition; considerable traffic passes over it.

Cleaned out slides, removed rocks, filled ruts and washouts, repaired culverts and made surface repairs.

Filled in 63 feet, 19 feet wide, 4 feet deep.

Hull-Manenteau Road.

This road is 8 miles long. It branches from the Kamloops-Nicola Road at the 6-mile post from Kamloops; runs south-west over high and open table land, in the direction of Jacko Lake. It accommodates 5 or 6 settlers and is in good condition.

Graded 141 feet, 10 feet wide.

Made 1 culvert, 15 by 15 by 2 feet.

Cleaned out slides and rocks and made general surface repairs.

Coal Hill Road.

This road is 6 or 7 miles in length; a branch of the Kamloops-Savona Road, about 4 miles west of Kamloops; runs in a south-westerly direction on the north-west side of Jacko Lake and connects with the Big Fish Lake Road near the 7-mile post. This road is in good condition and used principally by the Coal Hill miners.

Big Fish Road.

This road is about 20 miles long and branches off from the Kamloops-Savona Road about 6 miles west of Kamloops. It runs in a south-westerly direction over a high, timbered plateau to a point near Fish Lake; in fairly good conditon. This road should be continued as far as Mamete Lake Road, making a short cut for the people of Mamete Lake Valley to and from Kamloops.

Kamloops-Tranquille Road.

Nine miles in length, in good repair and easily maintained.

Kamloops-Savona Road.

Twenty-seven miles long; runs from Kamloops to Savona on the south side of Kamloops Lake. Considerable travel from Kamloops to Roper's ranch—a distance of 15 miles. This road is in good condition, but needs some repairs near the lower end.

Opened ditches, cleared off loose rocks and made surface repairs.

Made culvert on Gurin's Hill, filled ruts and washouts

Graded 150 feet, 12 feet wide.

Made 1 culvert, 15 by 15 by 10 feet
Excavated earth 105 feet, 4 by 4 "
" 11 yards.
Graded approach to culvert and made surface repairs.

ROPER'S TO CHERRY CREEK STATION.

A side road 1 mile long. In good condition, though narrow; not much traffic.

NEIL BEATON ROAD.

This road is 5 miles long, a branch of the Kamloops-Savona Road at the 13-mile post from Kamloops, and runs south-west to high bench land.

NORTH THOMPSON ROAD (west side of river).

Twenty-three miles in length. Considerable work has been done on this road during the past two years, in straightening it out and improving the grades on what was a poorly laid out road in the first instance. The road is now in good condition and accommodates about a dozen settlers.

Repaired culverts; filled ruts; cleared out rocks; filled in washouts and made surface repairs.

NORTH THOMPSON ROAD (east side of river).

This road, which is 55 miles long, is in good condition, and should be extended to Little Fort, which is 10 miles beyond the end of the present terminus of the road. This would be of great benefit to settlers at and beyond Little Fort. A road suitable to their requirements could be built for $200 per mile. Near the 30-mile post the road is subject to overflow at high water, and it is suggested that this portion be moved back to higher ground. The estimated cost of this change would be about $500. A steep hill near the 14-mile post should also be graded down; estimated cost, about $300.

Repaired covering on bridge; repaired washouts; cleared off loose rocks; repaired culvert; blasted and cleared off rock-slide; cut brush overhanging road; filled ruts and made surface repairs.

Made 1 culvert, 16 feet by 12 feet by 6 feet.
Covered 1 bridge, 70 " 14 "
Filled in 42 " 12 by 3 feet deep.
Excavated earth 53 " 7 by 2 "
Cut brush 5 feet wide each side of road for 5 miles.
Graded 662 feet, 10 feet wide.
Scraped sand off road across the Reserve at Kamloops, and made general surface repairs.

THOMPSON RIVER BRIDGE.

Cut and hauled brush, made mattress 65 feet long, 12 feet wide and 2 feet deep; sunk mattress at No. 4 pier; blasted rock to fill in round pier.

Blasted, quarried and hauled 145 cubic yards of rock for protection of foundation of No. 4 pier of new bridge.

Made 1 culvert, 20 by 15 by 2 feet.
Excavated earth 630 feet, 2 feet wide, 5 feet deep.
Graded 630 " 12 "
Cleared off rocks and made surface repairs.

Put iron plate on cut-water of pivot pier; screwed up rods on draw span; adjusted and oiled up the turning gear of swing.

Screwed up suspension rods and adjusted bolts in bridge; removed driftwood from piers; adjusted turning gear of swing.

LEWIS CREEK ROAD.

About 50 miles in length; is a branch from the North Thompson Road at the 12-mile post; runs thence north-east up Edwards Creek and passes along the north shore of Horsefly Lake; thence north to Upper Lewis Creek, where it connects with the North Thompson Road. The road is in good condition and accommodates about 15 settlers.

Raised bridge 2 feet high; put on 4 new stringers; new covering, 42 feet by 19 feet.
Covered 1 bridge, 30 feet by 14 feet.
Filled in 32 feet, 14 feet by 3 feet deep.
Excavated earth 40 feet, 6 feet deep, 3 feet wide.
Graded 348 feet, 14 feet wide.
Filled ruts, repaired washouts and made general surface repairs on 15 miles of road.

JAZO ROAD.

A branch of the Lewis Creek Road, near the 20-mile post, 4 miles long, running north and east; one settler uses this road.

ADONIS LAKE ROAD.

About 12 miles in length; branches off from the Lewis Creek Road about 6 miles from the mouth of Lewis Creek; runs east to Adams Lake through a heaily-timbered country; 3 settlers.

MILLER-LAZERD ROAD.

About 4 miles long; branches off from Lewis Creek Road about 3 miles from Edwards' ranch; thence north to Miller's ranch; 2 settlers.

RESERVE CREEK ROAD.

This road is 15 miles long and is in good condition; is a branch of the North Thompson Road about 1½ miles from Kamloops; follows the south-east side of Reserve Creek to the north side of Paul's Lake; thence to Wilson's ranch, at the west end of Pemberton Lake.

SOUTH THOMPSON ROAD (north side of river).

This road is 35 miles long; it runs from Kamloops to Shuswap, on the north side of the South Thompson River. Considerable travel passes over the first 9 miles of this road, which is in good condition. From the 9-mile post to Shuswap there is very little travel; consequently, not much repairing is done on this portion of the road.
Filled ruts and washouts; cleared off rocks and made surface repairs.
Made 1 culvert, 14 feet by 4 feet by 2 feet.

| | | | | |
|---|---|---|---|---|
| Graded | 171 " | 15 feet wide. | | |
| Excavated | 171 " | 15 " | 2 feet deep. | |
| Filled in | 30 " | 15 " | 3 " | |

Repaired 1 culvert, cleared out rocks, and made surface repairs.

HARPER'S CAMP AND MCBYRNE VALLEY ROAD.

This road is 17 miles long and is a branch of the South Thompson Road (north side), at the 6-mile post from Kamloops; runs north-east and passes on the north side of Princeton Lake; thence south to Ducks. On leaving the Thompson River this road ascends to a high, open plateau of pasture land, and from thence descends into McByrne Valley. The road is in good condition from its commencement up to the east end of Princeton Lake; from thence to Ducks there is not much traffic, and this portion of the road is not in good condition; used by 7 or 8 settlers.
Blasted off point of rock, cleared out rocks, and repaired culvert.

| | | | | |
|---|---|---|---|---|
| Excavated earth | 331 feet, | 12 feet wide, | 1 foot deep. | |
| Filled in | 252 " | 12 " | 1 " | |
| Graded | 351 " | 12 " | | |

Made 4 culverts, 16 " by 14 by 3 feet.
Cleared off rock, filled ruts, and made surface repairs.

OLD MEN'S HOME ROAD.

This road is 1 mile long; it runs south from the Old Men's Home and connects with the Nicola-Kamloops Road, 1½ miles outside of Kamloops. This is a short cut from the C. P. R. Station to Nicola. The road is in good condition, but the grades are heavy.

KAMLOOPS-SHUSWAP ROAD (south side of river).

This road, which runs from Kamloops to Shuswap on the south side of the river, is 35 miles long, in good condition and easily maintained. Considerable light traffic passes over it, but not much heavy hauling.

Filled ruts, opened ditches, and made surface repairs.

Repaired bridge at 12-mile post; enlarged 2 culverts near the 2-mile post; filled ruts; repaired washouts, and made general surface repairs.

SHUSWAP-KAULT ROAD.

This road branches from the Kamloops-Shuswap Road at McByrne's Ranch, and rises to a high plateau, and is 23 miles long. From thence it runs east through Back Valley, which is thickly timbered, to Kault Siding. There are a few settlers on each end of this road, which is not subject to much through travel.

Cut out windfalls, cleared out rocks, filled ruts and washouts.

TAPPEN SIDING ROAD.

This road starts from Tappen Siding and runs north-west *via* Notch Hill to Shuswap Lake, and is 13 miles long. There is considerable travel over the two ends of the road, there being two distinct settlements, Tappen Siding and Notch Hill; each has its own station. Very little travel passes over the road. There is considerable lumbering in the vicinity, aud during the wet weather, in the spring and fall, the heavy hauling is hard on the roads.

Cut out and removed windfalls from Tappen Siding to Anderson's Ranch, lake shore.

TAPPEN SIDING AND SWEETEN ROAD.

This road starts from Tappen Siding, is 1½ miles long, runs west, and connects with the Shuswap-Kault Road about 2 miles west of Kault. Five or six settlers use this road, which is a short cut to Tappen Station.

KAULT AND SALMON ARM ROAD.

This road is 7 miles long. After leaving Kault it winds up the side of a hill, to ease the grade and avoid a steep bluff. This side-hill is clay, with numerous springs of water. About three years ago this side-hill commenced to settle, causing cracks in the road and damage to the grade; this has continued each succeeding spring, and has been repaired each summer. It has become so bad, however, that it is impossible to haul loads over it. If this road is to be maintained a new piece will have to be constructed, to commence half a mile west of Kault. This will entail some rock work and will be expensive. The road accommodates settlers between Salmon Arm and Kault Mill, and though little used, would cause inconvenience if abandoned.

SALMON ARM ROAD (west side).

This road starts from the C. P. R. Station and runs in a north-westerly direction up the west side of Salmon Arm Valley a distance of 5 miles. Two miles of this has been stumped, ditched and turnpiked, and is in very good condition; the balance, 3 miles in length, is badly in need of repair. Being a low, wet, clay country, the road gets very muddy and sticky in wet weather. The first two miles, which is turnpiked, should be gravelled during the coming summer. Gravel, however, is scarce, and the long haul that will have to be made in order to secure it, will cost $1,000 per mile. The principal travel of the valley passes over these two miles.

Put in 4 new stringers and made general repairs on Salmon River bridge.

Filled ruts, repaired mud holes, and made general surface repairs.

SCHOOL-HOUSE CROSS ROAD.

This branches from the west side road, at the 2-mile post, and is 1½ miles long. It runs south across the valley and connects with the Foot-hill Road. This road is in good condition.

Salmon Arm Foot-Hill Road.

This road is 13½ miles long. It runs from the C. P. R. Station, following along the foot-hill on the east side of the Salmon Arm Valley for a distance of about 6 miles; thence ½ a mile due west; thence up the centre of the valley. There is considerable travel over this road, which is in good condition, being built mostly on high, solid ground, and is easily kept in repair. It has been advised to have this road extended about 8 miles, so as to connect with the Grand Prairie and Vernon Road. Estimated cost of extension, $2,300.

Cut out windfalls and made surface repairs.

Tolput Road.

Is 3 miles long, and is a branch of the Foot-Hill Road, commencing about 1 mile from the C. P. R. Station; runs east up into a high, well-timbered plateau. Not much travelled over; 3 settlers.

Salmon Arm and Enderby Road.

This road, in North Yale, is 7 miles long; runs south-east to Enderby over high land, part of which is heavily timbered, and, apart from having to clear out windfalls, is an inexpensive road to maintain.

To greatly improve this road it will be necessary to cut down the dead trees which overhang.

Byarkman Road.

Four miles long; branches from off the Salmon Arm and Enderby Road at the 1-mile post; runs thence east to Byarkman's ranch. The first 3 miles of this road is in good condition; the last mile requires repairs.

Cut out and removed windfalls.

Canoe Creek Road.

Four miles long, through thickly-timbered country; branches off from the Salmon Arm and Enderby Road at the 3-mile post; runs east for a short distance and then turns north and runs to the mouth of Canoe Creek. Accommodates 8 or 9 settlers.

Cut and removed windfalls, filled ruts, turned off water, and made surface repairs.

Craigellachie Road.

This is the Old Tote Road on the north side of Eagle River; very little used and about 6 miles long. There are two shipping points along the road, one at the C. P. R. Station at the east end of the settlement, and the other a freight shed 6 miles west of the station, which enables the settlers to ship produce without a long haul.

Craigellachie Road, South.

This is a shipping point on the south side of the river, called the Spur, and is in fair condition. The South Side Road starts from the Spur and runs south-west to the settlement. There are 6 or 7 settlers here, whose thriftiness is an example to the whole of the Yale District. They have drained and improved the land and built miles of ditches from 5 to 6 feet wide and 5 feet deep; are engaged principally in farming, and vegetable growing, to the extent that they have hauled 150 tons of vegetables to market during the past season.

Trail.

This trail is 64 miles long, a branch of the Little Fort Road. It runs north-west and connects with the Cariboo Waggon Road at the 100-mile post. This trail was built during the Klondyke excitement, for the purpose of deflecting travel at Kamloops to the overland route to the Klondyke. No one, however, availed themselves of this trail and it is never used.

NORTH THOMPSON TRAIL.

Is about 60 miles long and branches off from the end of the waggon road on the North Thompson to Peavine. Three settlers and some prospectors use this.

The total number of miles of waggon roads in North Yale = 672.5.
" " trails " = 124.0.

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## WEST RIDING.

A. Stevenson, Superintendent.

LILLOOET-LYTTON ROAD.

The length of this road in the West Riding of Yale is 24 miles. It follows the east bank of the Fraser River from Lytton to the bridge across the Fraser River, about two miles above Lillooet, a total length of about 42 miles. The traffic over this road is of some extent; all freight, including heavy mining machinery and supplies for Lillooet, Bridge River and Cayoosh Creek, passes over it, as well as two bi-weekly stages carrying mails, fast freight and passengers. The bench land along the river at many points is cultivated, yielding well when irrigated. The road is at present in good condition. The $1,000 yearly appropriation is sufficient to keep it so, but is not sufficient to enable permanent improvements to be made. Steep side-hill cuts require to be properly sloped; loose gravel banks require clearing out, and clay flats gravelled.

Cleaned out slides and rock; filled ruts and repaired washouts; gravelled holes; opened ditches, and made general surface repairs.

Ditched 100 yards, 1½ feet deep, 2½ feet wide.

MCKAY-LORING ROAD.

This road branches off from the Lytton-Lillooet Road at 2-mile point and runs north-east to McKay's ranch; a mountainous road, 5 miles long, in good condition; two settlers use this.

MAIN TRUNK ROAD, SECTION 2.

This section of road is 75 miles long and is in fair condition. The grade is level and no heavy hauling is done over it, the produce of three small farms, situated below Lytton, constituting most of the traffic. From Lytton to Spence's there is a trail difficult to maintain, owing to the C. P. R. using it as a dumping ground for their waste material. From Spence's Bridge to Cache Creek 13 settlers use the road, which is easily kept in repair, the grades being light.

Built stone wall, 60 feet long, 4 feet high.

Repaired web-work between cylinders of Ashcroft Bridge, and put new trestle under approach at north end of bridge.

Cleaned out slides, filled ruts and made surface repairs.

ASHCROFT AND PENNIE ROAD.

This road is 17 miles long; runs from Ashcroft eastward to Pennie's ranch, over high bench-lands; easily maintained, and used by 7 settlers.

Cleaned out slides, filled ruts, removed loose rock, cleaned ditches, and made general surface repairs.

BARNES AND LEHMAN ROAD.

This road is 4 miles long and runs from Ashcroft to Cornwall's ranch, in a south-westerly direction, and is used by 6 or 7 settlers. The road is in good condition, with the exception of about one mile and a half, which runs through loose gravel banks and needs constant attention.

| | | | |
|---|---|---|---|
| Grubbed | 1,500 feet, | 16 feet wide. | |
| Ditched | 150 " | 2 " | 2 feet deep. |
| Gravelled | 390 " | 9 " | 8 inches deep. |
| Graded | 300 " | 14 " | |

Made 1 culvert, 16 feet by 4 feet by 4 feet.
Made 3 culverts, 14 " 10 " 4 "
Cleaned out and widened road on Barnes' Hill.
Cleared off rocks and slides, and made surface repairs.

Harper Mill Road.

This road is 5 miles long; it branches from the Main Trunk Road at the 1-mile post from Ashcroft, running north-east over high lands to Semlin Valley. No heavy travel. The road is in good condition and easily kept in repair.

Cribbed 85 feet, 4½ feet high.
Filled crib with rock, 85 " 4½ " by 3 feet wide.
Screwed up the bridge (Bonaparte); cleared off rocks and slides, and made surface repairs.

Cache Creek to Savona.

This road is 25 miles long, and there is considerable travel over the first 8 miles from Cache Creek. From the 8-mile post to Savona the travel is very light. The road is in fair condition.

Cleared slides, filled ruts, and made surface repairs.

Deadman Creek Road.

This road is 15 miles long, and branches from the Cache Creek-Savona Road at the 18-mile post; runs thence north-west up Deadman Creek to Tobacco Flat. Accommodates five or six settlers, and is in good condition.

Repaired bridges and culverts and made general surface repairs.

Copper Creek Trail.

This trail is 10 miles long; commences at Savona Ferry and runs along the north shore of Kamloops Lake to the mouth of Copper Creek; thence along Copper Creek to Hardie's ranch. Used principally by miners and prospectors. The trail is in good condition.

Cleaned out and made general repairs.

Mamete Lake Road.

This road is 52 miles long, and branches from the Savona-Kamloops Road at the 3-mile post from Savona; runs south *via* Mamete Lake and connects with the Spence's Bridge-Nicola Road at the 38-mile post from Spence's bridge. Ten settlers live along the line of this road, and are principally engaged in stock-raising. The road passes through an undulating country and is in good condition, the travel being light. Repairs are mostly needed on the long grades, which are subject to washouts, caused by the melting snow.

Made 3 culverts, averaging 14 by 3 feet by 2 feet; cut out windfalls; cleaned slides; filled ruts and made general repairs.

Nicola-Coldwater Road.

This road is 26 miles long and branches from the Nicola-Granite Creek Road and runs south-west about 18 miles; thence eastward into Voight Valley. There are about one dozen settlers along the line of road, principally engaged in stock-raising. Traffic is light and the road is in good condition.

Repaired culverts and small bridges; cleaned out ditches; repaired washouts; filled ruts; cut out windfalls; cleared gravel banks; cleared out loose rocks, and made surface repairs.

SPENCE'S BRIDGE AND NICOLA ROAD.

This road is 46 miles long, and subject to heavy traffic. All the travel into the Nicola Valley, Otter Valley, Granite Creek and Princeton passes over it. Is in good condition.

Cleaned out slides; filled ruts; removed loose rocks and made surface repairs.

MCINNES ROAD.

This road is 9 miles long and branches from the Savona Bridge and Nicola Road at the 42-mile post; crosses Nicola River over the Chapman Bridge, west of the mouth of Coldwater River; thence north-west up into Coutlie Plateau. Very little traffic over this road, there being only one or two settlers who use it.

THYNNE-GULLIPARD ROAD.

This road is about 7 miles long, and branches from the Granite Creek Road at the 27-mile post from Nicola, running thence south-east in the direction of Blue Lake to Thynne's hay meadow. Three settlers use this road and travel is very light.

NICOLA, GRANITE CREEK AND PRINCETON ROAD.

This road is 71 miles long. It starts from Coutlie's (Nicola) and runs south-east *via* Otter Valley to Princeton. All the travel of Otter Valley, Granite Creek and Princeton passes over this road, which is in good condition, though too narrow in places to admit of teams passing. This applies more especially to the lower end of the road, from the 45-mile post to Princeton. Should no railroads enter this valley in the near future, it will be necessary to expend several thousands of dollars in widening this road.

Fitted protection plate on bow of Granite Creek Bridge pier.

| | | | | | |
|---|---|---|---|---|---|
| Grubbed | 1,420 | feet, | 14 | feet wide. | |
| Graded | 1,420 | " | 14 | " | |
| Ditched | 870 | " | 4 | " | 1½ feet deep. |
| Turnpiked | 450 | " | | | |
| Filled in | 300 | " | 16 | " | 4 " |
| Gravelled | 730 | " | 8 | " | 8 inches deep. |
| " | 375 | " | 10 | " | 8 " |

Made 6 culverts, averaging 14 feet by 6 feet by 3 feet.

Adjusted suspension rods and all bolts in the Tulameen Bridge.

Repaired washouts, culverts and small bridges; cut and removed windfalls; filled ruts and made general surface repairs.

PRINCETON AND 20-MILE CREEK ROAD.

This road is 25 miles long and follows the north bank of the Similkameen River. Considerable travel passes over it. The road is in good condition, with the exception of a point near the 22-mile post, where a gravel slide causes delay. This can be avoided if sufficient money is appropriated to enable the slopes of this gravel slide to be dressed, which would be a great improvement.

Cut and removed windfalls; cleared out slides; filled ruts; repaired washouts; grubbed stumps; repaired cribbing; removed rocks and made general repairs along line of road.

ONE-MILE CREEK OR GRAVEYARD CREEK.

This road is 5 miles long and is used by 3 settlers. It should be extended to accommodate 6 settlers who live 6 miles higher up the creek. Estimated cost, $300 per mile.

TRAIL, ASPEN GROVE ROAD (33 miles long).

After passing the settlement (which is 6 miles from the upper end of the Aspen Grove Road), there is a trail up One-Mile Creek. It is little used, however, consequently in poor condition.

Slate Creek Road.

This road is 4 miles long and is a branch of the Granite Creek Road at Otter Flat. It follows the north bank of the Tulameen River to the mouth of Slate Creek. Used by prospectors, miners and one settler.

Slate Creek and Summit Camp Trail.

This trail is 10 miles long; commences at the mouth of Slate Creek and follows the north-west bank of the Tulameen River in the direction of Summit Camp. The trail is in good condition and should be extended to Summit Camp, a distance of about 20 miles.

Trail, Princeton to Roach River.

This trail is 25 miles long; was cut out in the winter of 1901 and greatly improved, but more money is needed for grading.

Trail, Coldwater to Hope.

This trail is 50 miles long and branches off the Coldwater Road. At a distance of 20 miles it crosses the mountain to the Coquehalla River, and follows along the bank as far as Hope. This is an old trail, built about 30 years ago, and was used for the purpose of driving over range cattle from Nicola to Hope. Since the advent of the Canadian Pacific Railway this trail is seldom used; consequently it is not kept in good condition.

Hope-Summit Camp Trail.

This trail is 26 miles long. Commencing at Hope, it follows the Hope-Nicola trail to the 17-mile post, from thence it runs up Dewdney Creek to Dead Horse Creek, following up the last named creek to summit. This is a fairly good trail, with the exception of that part crossing the Coquehalla, where a bridge is needed. The traffic is so light, however, that the expenditure necessary to build a bridge would not justify the expense.

Cut out windfalls and made general repairs.

Hope Similkameen Trail.

This trail is 65 miles long. There is considerable travel over this trail, but no heavy hauling. Numerous bridges and culverts have been built, but are fast becoming rotten and shaky, and needing constant repair. An expenditure of $1,000 is necessary for repairs on bridges and trails, over and above any appropriation for the trail.

Cut out windfalls, repaired coverings on bridge and culverts, cleaned out slides, cut brush from each side of trail, and made surface repairs from Hope to Princeton.

Hope and Popcum Road.

This road is 21 miles long and was built about 30 years ago. For the first 15 or 20 years little or no traffic passed over it; consequently, the trail was neglected and is now in very bad condition, owing in a great measure to overflow from the river. There are at the present time 33 settlers living along this road between Hope and Popcum, but travel has not increased very materially in the last few years. Two miles of this road below silver creek, and two miles between the 12 and 14-mile posts were re-located about two years ago, and are now safe from erosion by the river. There still remains a bad piece of road between the 11 and 12-mile posts, which should be moved back towards the base of the mountain, and in order to avoid damaging private property would necessitate a change in the alignment of about 3 miles, and the building of two new bridges of about 100 feet long. This work is absolutely necessary, as the five bridges which at present exist between the 11 and 12-mile posts are now unfit for use. A change of grade has been made at the 17-mile post, in order to avoid re-building a high trestle, which was 445 feet long. This new grade is heavy, but the roadbed is solid.

Put hand-rail on bridge, 125 feet.

Framed and put up truss on Silver Creek Bridge, laid covering on 110 feet, put on hand-rail, graded approach to new bridge, and pulled down old bridge.
Cut out and widened road where washed out near St. Elmo.
Cut and removed windfalls, filled ruts, and made general surface repairs.
Tightened up the cable, strengthened tower on north side, re-arranged the ropes and blocks, and improved generally.

The total number of miles of waggon road in West Yale is 434, and 219 miles of trail.

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## EAST RIDING—NORTHERN DIVISION (Penticton to Mara Lake).

J. P. Burnyeat, Superintendent.

### ROAD, DELL'S CORNER TO KELOWNA.

This piece of road, 3 miles in length, connects the Okanagan Mission-Vernon Road at the 32-mile post with Kelowna direct. It is in good condition and is a great improvement on the original circuitous road following around the bends of Mission Creek.
Completed the grading and bridging on this road between the 33rd and 34th miles, the timber on which was slashed down last year.
Put in 600 feet of cribbing to hold up edge of embankment, and filled in for a length of 3,000 feet with earth, 22 feet wide and 2 feet deep.
Built 5 new bridges, averaging 33 feet in length, 16 feet wide and 5 feet high; set on trestle bents and bank sills; 4 stringers to each span, 12 inches by 14 inches, bolted to caps, covered with 3-inch fir plank, 16 feet long, and hand-railing provided and set up throughout.

### BENVOLIN ROAD.

This road branches off from the Vernon-Mission Road at the 33-mile post and runs west one mile and east one mile, forming a junction with the Dell corner and Dry Valley Roads.
Gravelled this road for a length of 900 feet, 7 feet wide and 7 inches deep.
Cleaned out the road ditches and made some general repairs.
Deposited gravel on the Vernon-Mission Road between the 34 and 35-mile posts, 7 feet wide and 6 inches deep. The Mission end of this road is now in fairly good condition.

### BLACK MOUNTAIN ROAD.

Branches off the Vernon-Mission Road near the 31-mile post and runs in an easterly direction 10 miles, following the north side of Mission Creek through a good agricultural and cattle-raising country. A large number of pre-emptors have settled in this portion of the district and are fairly prosperous.
Made some much-needed improvements on this road by cutting down steep pitches and filling up low places. Made several diversions to ease off sharp grades.
Built 4 new culverts, averaging 4 feet long by 2 feet high and 16 feet wide, with tail drains to drain the roadbed.
The greater portion of this road was originally built by a few of the settlers and is very narrow in places; requires widening and should be extended easterly to reach all the settlers.

### MISSION CREEK BRIDGE (repairs).

Put in 2 new stringers, each 20 feet long, 12 by 14 inches. Laid and spiked down 2 M. feet b. m. of 3-inch fir planking, 16 feet long, 3 by 12 inches.
The east abutment and river bank were being gradually undermined by the action of the water. To prevent further erosion, large rock was hauled and deposited about the foundation of the east abutment and the bank riprapped.

MISSION AND MILL CREEKS.

These creeks were cleared of all log and brush jams from the Okanagan Lake to the dam on Mission Creek, a distance of about 4 miles. Considerable crib work will require to be built in the low places on the bank of Mission Creek, to keep the high water in its channel and prevent its overflowing and destroying the public roads and valuable private property.

ROAD FROM KELOWNA TO DELL'S CORNER.

Gravelled 8,200 feet of road between Kelowna and Dell's Corner. Part of this work was done on the new piece of road and will require another lift next year. The gravel was hauled and spread to a width of 7 feet and to a depth of 7 inches.

MAIN ROAD TO KELOWNA.

Ditched and gravelled Main Road between the 24 and 26-mile posts, and between the 33 and 34-mile posts, for a total length of a mile and seven-tenths, 7 feet wide and 7 inches deep. Made an alteration in the Main Road between the 20 and 22-mile posts, on the Indian Reservation. The road is now up to the I. R. line. This alteration improves the road alignment and admits of the Indians fencing in and improving their land, and having pasturage and water for their stock, all on one side of the Main Road. The new location being on an open and nearly level bench, very little work in grading was required.

Put in 7 small culverts at different points on the Vernon-Mission Road, averaging 3 feet in length by 2 feet high and 16 feet wide, for the passage of surface water.

Re-built 1 culvert near Mr. Crozier's, at the south end of the Old Dry Valley Road, 6 feet long by 3 feet high and 16 feet wide.

MCKINLEY ROAD.

Cut out timber and brush, and improved the grades on the McKinley Road, which branches off from the main road—Vernon-Okanagan Mission—near the 23-mile post at Duck Lake, and runs westerly about 3 miles to the wharf built by the settlers on the eastern shore of Okanagan Lake, in Township 23. There is considerable hauling of farm products over this road, which is now in fairly good shape.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 3,300 | feet, | 20 | feet wide. |
| Grubbed | 150 | " | 12 | " |
| Graded | 7,620 | " | 10 | " |
| Filled in | 150 | " | 12 | " |

Re-built Bridge No. 2, near the 16-mile post, on the Vernon-Mission Road; put in 4 new stringers, 12 feet long, 12 inches by 12 inches, and new covering of 3-inch fir plank.

Repaired the road between the 13 and 14-mile posts that had been washed out by a cloudburst. The main road between Vernon and Mission Valley—35 miles long—over which the mail, passengers and express are carried in a stage, making three round trips per week, also about 5,000 tons of farm produce, requires considerable work to be done to put it in proper shape. The slopes in places should be trimmed back and boulders removed, steep pitches and sharp turns cut down between the 14 and 16-mile posts. That portion between the 27 and 29-mile posts, for the most part, is on a clay soil, and in the spring and fall is almost impassable. This requires to be ditched, crowned and gravelled.

Built a temporary tool-shed, 10 by 18 feet, on the Government lot at Kelowna, in which to store the road tools; shed roof, boarded and shingled; sides boarded up; provided with double doors, hinges and strong lock.

Cut a ditch on the east side of Ellis Street, Kelowna Town, 1,500 feet long, 2 feet wide in bottom and sloped, and ranging in depth from 1 to 4 feet; 300 feet of boxing was put in at the lower end; cut ditches and put in boxes in other parts of the town to drain off surplus water. Some street grading and more ditching should be done in the town next season. Total length of ditching cut was 2,490 feet. The gravelling on the Kelowna end of main road was thoroughly rolled with the new roller.

MISSION CREEK.

Built 630 lineal feet of cribbing in low places on the west bank of Mission Creek in Sections 16 and 22, Township 26, to confine the high water in its channel and prevent an overflow; constructed of round fir timber, securely drift-bolted together, and cribs filled with rock from bed of creek. Of late years considerable damage has been done by the extreme high water of this creek to adjacent farms, in breaking away the banks, and owing to the excessive amount of drift timber, sand, gravel and boulders being brought down and deposited by the high water floods, the bed of the creek is annually being shifted. In some of the sharp bends channels have been cut across to straighten its course and relieve the banks from the extreme pressure. Considerable more protection work will require to be done on this creek before next high water, to avert a serious catastrophe. The creek at its outlet to Okanagan Lake requires to be dredged, and the bed, for a distance of four miles, should be deepened and straightened, as now, in one place particularly, it is three feet higher than the grade of the main road through the Mission Valley. The farming country between the creek and Kelowna, on the Okanagan Lake—about 9 square miles—is low-lying, and should a break occur in the bank of the creek during high water, the damage following would be most disastrous and irreparable.

Put on new planking on Scotty Creek bridge, No. 335, near the 26-mile post, and filled in mud-holes near the 31-mile post on Dry Valley Road.

On March 12th a very heavy wind-storm passed over the Mission Valley, which completely blocked the Mission Road with fallen timber for 2 miles, between the 35 and 37-mile posts. These were cut out and removed.

Put in a small culvert on the Kelowna-Dell Road, near the 33-mile post, for drainage purposes, and cleaned out road ditches east and west of this point.

Cut out fallen trees from bed of Mission Creek, opposite the 34-mile post, felled by gale of March 12th.

Excavated a ditch across a sharp bend in the creek at this point, to straighten the channel and prevent an overflow of the west bank.

Made some necessary repairs on the Kelowna-Mission Road from Kelowna to the 34-mile post; 2 men and 4-horse team on grader for 2 days.

Repaired bridge No. 333, near the 34-mile post; put in 4 new stringers and 10 new planks, and also repaired irrigation culvert near this point.

Cleaned out the catch-water drain on Ellis Street, Kelowna.

Made, laid and covered over 150 feet of fluming to secure the ditch from being filled in by running stock.

Made some necessary repairs on the Dry Valley Road, between the 28 and 29-mile posts; 3 men and 1 team 2 days.

MISSION AND MILL CREEKS.

Water was very high in the creek during May, and a force of from 3 to 5 men had to be kept on between the 8th and 30th breaking log-jams, buildings levees, etc., to prevent overflow of banks and protecting bridges from being carried away.

Made some necessary repairs between the 33 and 34-mile posts.

Filled in with gravel a soft place on Ellis Street, Kelowna, caused by high water backing in from Okanagan Lake.

Repaired a washout on the Vernon-Mission Road near the 25-mile post, and also on the Black Mountain Road, caused by the heavy rains.

Put in some new planks on the Mission Creek Bridge. This bridge, 203 feet in length, was built in June, 1890, and should be renewed next year.

VERNON-COMMONAGE ROAD, VIA OKANAGAN LANDING.

This road extends from Vernon to the Okanagan Landing Station, and thence southerly through a portion of the Commonage Settlement, 9 miles.

Improved the road between the 3 and 4½-mile posts.

Graded around the hill near the 3-mile post to avoid a steep pitch.

Ditched, graded and crowned up a new piece of road between the 3¼ and 4½-mile posts, which is now perfectly straight, and put in 3 small culverts for drainage purposes.

Between the 6¼ and 7-mile posts the old road was so steep in places as to be quite impracticable for even light vehicles. To avoid this, a new route was surveyed, on as easy a grade as could be obtained under the conditions. Some solid rock was blasted out, and the road was built 9 feet wide, but is feasible and answers the present requirements.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 5,200 feet, | 25 feet wide. | | |
| Grubbed | 5,200 " | 10 " | | |
| Graded | 13,200 " | 9 to 18 feet wide. | | |
| Ditched | 5,200 " | 2 feet wide. | | |
| Excavated earth | 4,125 " | 8 " | 3½ feet deep. | |
| " rock | 1,400 " | 8 " | 2½ " | |
| Filled in | 6,600 " | 2 " | 2 " | |
| Stoned | 600 " | 2 " | 2 " | |

Made 4 culverts, averaging 16 feet by 4 feet by 1½ feet.

Built 1 bridge, 20 feet by 16 feet and 5 feet high, with log abutments; 4 stringers of round fir logs, covered with 3-inch fir planks.

Overhauled bridge No. 272, over Bissette Creek, on the Vernon-Lumby Road; put in new truss beams, cross brace and hand-railing, and widened out east approach; put in two bents, one under each end of stringers and against the face of crib abutments, and rip-rapped the foundation at the face of old cribs with large rock. This bridge is now useful for some years yet.

Filled up under and around the foundation of the east crib of bridge No. 270, near Lumby, with loose rock, to prevent further undermining and settlement of crib.

Built new bridge over the Shuswap River, at Shuswap Falls; King truss, 53-foot span, resting on low crib abutments set on solid bed-rock; 4 stringers, each 55 feet long, 10 by 14 inches; 8 corbels, 8 feet long, 10 by 14 inches; 4 truss beams, 28 feet, 10 by 10 inches; 1½-inch diameter rods; braces, 4 pieces, 8 by 8 inches; cross brace, 10 by 10 inches; ribbon, 4 by 6 inches; hand-railing of round poles, barked and spiked to round posts; covering, 13 feet long, of split cedar, sized to 4 inches; approaches, 22 feet, laid on bank sill; earth and rock filled in and around at both ends, all securely fastened together with drift and screw-bolts; length over all, 75 feet. The old bridge was burned down in August of this year by forest fires. The new bridge was commenced on August 28th, and completed on the 21st of September.

### Vernon-Commonage Road.

Branches off the Vernon-Mission Road at the 6-mile post and runs southerly through the Commonage settlement (8½ miles) to Lake Okanagan.

Widened out a portion of this road near Andy Carr's to admit of steam thrasher and binder getting through; filled up rut holes and repaired a small culvert. This road is very narrow throughout, with steep pitches and sharp turns, and requires widening and straightening.

### Vernon-Kamloops Road.

Rebuilt culvert at the 3-mile post, 3 feet by 1 foot by 16 feet wide.

### Side Roads, Lumby Section.

Built a new bridge over Harris Creek, a mile and a half south of Lumby, on the new road leading from the back settlement in Township 3 to the Vernon-Lumby Road at the 14-mile post. Three trestle bents; sills firmly embedded in gravel, 35 feet centres; approaches, 10 feet each in length; length over all, 90 feet; 4 stringers, 35 feet long, covered with 3-inch fir plank; hand-railing of round poles. After the snow falls heavy rock will be hauled and deposited on and around the sills of bents, to prevent scouring. The bridge was commenced on October 3rd and completed on October 18th.

### Vernon-Commonage Road.

Removed a rock slide near the 6½ mile post and widened out the roadbed in solid and loose rock, to ease the sharp turn which existed at this point.

VERNON-OKANAGAN-MISSION ROAD.

Cleared the road from slides of loose rock and mud between the 2nd and 12th miles.

VERNON-KAMLOOPS ROAD.

Cut ditches to turn off water from centre of road, and hauled gravel to fill up rut holes between the 14th and 17th miles.

VERNON-COLDSTREAM ROAD.

This road extends from Vernon through the far-famed Coldstream Valley 6 miles, and thence on, in an easterly direction through White Valley to the town of Lumby, 16 miles; to the settlers in Blue Springs, 21 miles; Cherry Creek, 38 to 47 miles; to Shuswap Valley, 36 miles; to Trinity Valley, 31 miles; to Creighton Valley, 22 miles; and to Harris Creek settlement, 13 miles. The mail stage travels this road, making three round trips per week between Vernon and Lumby, carrying mails, passengers and express. Between 9,000 and 10,000 tons of farm, garden, and forest products passed over this road to Vernon last fall and spring, for transhipment.

Cut down the stiff clay hills on the "brickyard hill" to a uniform grade, and to a width of 24 feet; raised the low places and made a ditch on the north side, with frequent box-drain crossings.

| | | | | | | |
|---|---|---|---|---|---|---|
| Excavated earth | 2,004 | feet, | 8 to 20 | feet wide, | 2 to 16 | feet deep. |
| Graded | 180 | " | 3 | " | 2 | " |
| Filled in | 1,290 | " | 20 | " | 16 | " |

Made 1 culvert, wooden box, 48 feet long, 12 by 18 inches.

| | | | | | | |
|---|---|---|---|---|---|---|
| Excavated earth | 429 | feet, | 20 | feet wide, | 2½ | feet deep. |
| Filled in | 591 | " | 20 | " | 2 | " |
| Gravelled | 4,680 | " | 8 | " | 5 | inches deep. |

Built 2 culverts, averaging 2 feet by 32 feet by 2 feet.

Built a box culvert over waste irrigation channel near the 2½-mile post, 6 feet by 8 feet by 24 feet wide; walls formed of 12-inch by 12-inch timber, flatted; 7 stringers of round fir, flatted on top and covered with 3-inch plank, 24 feet long.

Gravelled 3,942 feet, 8 feet wide, in two layers of 5 inches each. The first layer consisted of broken stone, hauled a distance of 4 miles, spread out and sprinkled with city watering cart and then thoroughly rolled with the new roller, weighing, with stone added, 5 tons; then another lift of fine shell rock was laid on and rolled. This has made a good solid foundation, that the loaded teams carrying three and a half tons of farm produce, etc., cannot cut through to the clay beneath, the roadbed being well ditched and crowned and provided with wooden box cross drains at intervals on the steeper grade.

Got out timber for the new bridge over Coldstream Creek, near the 6½-mile post.

It having been found necessary to re-build bridge No. 9 over Coldstream Creek, a new site was adopted 25 feet further up the stream. This bridge was built on crib abutments, 8 feet high, filled in with stone and gravel; 6 stringers, each 27 feet long, round fir, barked and flatted to a 3-inch face, covered with 3-inch fir plank, 16 feet long, and fitted with hand-railing 100 feet in length. New approaches have been made, filled in with gravel, and the road straightened and raised to level of new bridge, and to a length of 1,030 feet.

During November continued the work of improving the Coldstream Road near the 1-mile post by widening out roadbed, cutting down high places and filling up low spots; ditching and sloping.

| | | | | | | |
|---|---|---|---|---|---|---|
| Excavated earth | 1,830 | feet, | 5 | feet wide, | 4½ | feet deep. |
| Filled in | 150 | " | 20 | " | 5 | " |
| Gravelled | 342 | " | 14 | " | 6 | inches deep. |

In December made an alteration in the road near the 10¼-mile post to avoid a steep and dangerous hill. The road at this point is now straight and on an easy grade. On account of the frost the work was closed down on December 7th.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 600 | feet, | 30 | feet wide. | | |
| Graded | 600 | " | 18 | " | | |
| Cribbed | 144 | " | 5 | feet high. | | |
| Excavated earth | 240 | " | 18 | feet wide, | 3 | feet high. |
| Filled in | 450 | " | 18 | " | 3½ | " |

Constructed during April an irrigation flume, near the 1-mile post, to replace the original one. The grade was destroyed in making road improvements at this point last November—530 feet long, 16 by 18 inches. Each length of 12 feet rests on a 2 by 4-inch piece, in turn resting on a round fir post, braced to bottom and sides of box; joints battened with 3-inch by ½-inch stuff.

Hauled large rock and filled inside and outside of cribbing near the 10-mile post, to protect the roadbed from high water of Duteau Creek.

Hauled broken rock and deposited it on main road near the 2¼-mile post, for a distance of 650 feet, 8 feet wide, then rolled it with heavy roller and covered this lift with a 3-inch coating of fine gravel.

Vernon-Lumby Road (Improving road from 13 to 24-mile posts).

Slashed out timber and brush from right of way; grubbed, graded and ditched new piece of road, and gravelled part of same, from the 13¼-mile post to the 14¼-mile post; the old road for this distance was very narrow, hilly and crooked. The balance of this road to Lumby—a distance of 1¾ miles—is too narrow, being only 10 feet wide, with sharp turns, and cleared only to a width of 20 feet. It requires to be widened out and straightened. From the 6th to the 8th mile many large fir trees and stumps are standing near the wheel tracks, and in many places are dangerously close. Some small bridges will require overhauling and repairs made.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,000 feet, | 45 feet wide. | | |
| Grubbed | 3,705 " | 7 to 22 feet wide. | | |
| Graded | 3,705 " | 6 to 22 | " | |
| Ditched | 3,030 " | 3 | " | |
| Cribbed | 300 " | | | |
| Excavated earth | 3,600 " | 6 to 22 | " | 3 to 5 feet deep. |
| Filled in | 300 " | 1 to 22 | " | 1 to 5 " |
| Gravelled | 1,500 " | 8 | " | 4 inches deep. |

Creighton Valley Road.

This road turns south from the Lumby-Vernon Road at the 17th mile and runs through the properties of settlers in Lumby and Creighton Valleys. Portions of one bridge and some cribbing were destroyed by forest fires in the month of August and have been renewed, and other necessary repairs made, so that the road is now in fairly good condition.

| | | | | |
|---|---|---|---|---|
| Graded | 600 feet, | 3 feet wide. | | |
| Cribbed | 300 " | | | |
| Excavated earth | 300 " | 4 | " | 4 feet deep. |
| Gravelled | 720 " | 7 | " | 5 inches deep. |

Eden Flat Road.

This road runs south and east from the Lumby Road, at the 16⅛-mile, for a distance of a mile and a half to the settlers at the south side of the valley. The roadbed is on low-lying meadow lands, subject to overflow from high water of Harris Creek, and although lifted some 3 feet in construction some years ago, is still low and soft. A portion of it was gravelled in September and two culverts put in, but it needs further attention.

Gravelled 580 feet, 7 feet wide, 5 inches deep.

Built 2 culverts, 2 feet by 24 feet by 4 feet.

Bridge No. 220, on this road, was repaired and the roadbed gravelled at each end.

A tool-house, 6 by 10 feet, was erected for the safe storage of road tools on one corner of the school lot, and furnished with strong lock and key.

Side Roads, Lumby Section.

Built a short piece of road south of Lumby and connecting with main road, Vernon to Lumby, near the 14-mile post, to accommodate the settlers in the south-eastern portion of Township 3. Very little work outside of the slashing, grubbing, and bridge work was required to be done in order to make a passable road.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 3,000 | feet, | 18 | feet wide. |
| Grubbed | 2,000 | " | 12 | " |
| Graded | 40 | " | 12 | " |
| Corduroyed | 65 | " | 16 | " |

Built 3 culverts, averaging 14 by 6 by 1½ feet.

Improved the Hutchinson grade on the Creighton Valley Road; cribbed 500 feet, 8 feet wide, and filled in 500 feet, 17 feet wide and 18 inches deep.

Rebuilt bridge No. 25, over Duteau Creek, on the Mill Road leading from the main road near the 13¼ mile south to settlers. The old bridge broke down under a heavy load of fir saw logs. The new one is 36 feet long, 16 feet wide, and 7 feet high; 5 stringers set on crib abutments with rock, built up 2 feet higher than the old one, and approaches filled up with loose rock, gravel and earth.

Made some necessary repairs to bridge No. 201, and also to culvert No. 200, on Creighton Valley Road.

Cut out log jams on Bissette Creek, brought down by extreme high water.

MAIN ROAD, VERNON TO LUMBY.

Made some general repairs between the 8th and 9th miles.

Ditched and filled washouts with rock and gravel.

Rebuilt bridge No. 15, over Duteau Creek, near the 10½ mile.

Constructed a temporary structure on the north side of old bridge for traffic.

For the new bridge crib abutments were built, 6 feet high, and filled with rock; 4 round fir stringers, 27 feet long, and covered with 3-inch fir plank, and hand-railing. All completed in a substantial and workmanlike manner.

Constructed a temporary crossing, and rebuilt bridge No. 10 at the 8th mile over Brewer's Creek; foundation of round fir logs, cribbed and filled with rock; four round fir stringers 14 inches in diameter, 23 feet long, covered with 3-inch fir plank and hand-railing.

Rebuilt bridge No. 11, situate about 200 yards east of the 8th mile, and similar in all respects to that of No. 10, with the exception that the span is 25 feet. Lifted the grade with loose rock and gravel between the two bridges and at both ends for a total distance of 930 feet, 13 feet wide and 12 inches deep, making a good and substantial job.

Rebuilt culvert No. 16, near the 10¾-mile; 8-foot span; walls of fir logs; 5 stringers, 11 inches in diameter, covered with the old planks; approaches filled in with rock and gravel.

Put in 2 new culverts near the above point, each 5 feet long and 16 and 32 feet in length respectively. Some old plank from No. 10 bridge were used for covering, with some new plank to complete.

Cut out fallen timber and cleaned out the grade between the 25th and 26th miles.

CHERRY CREEK SECTION.

Widened the right of way by slashing out timber and brush which had grown up to the wheel tracks; cut down hills and filled up low places; took out sharp turns and eased off some steep pitches; widened out side-hill cuts; renewed a large number of culverts and gravelled the approaches.

Made general repairs from the 24th to the 47th mile. A long, very steep and winding grade exists, commencing near the 24th mile and leading down to the Shuswap bottom: This can be eliminated and an easy grade obtained, joining the present road on the lower bench near the 28th mile. When the Monashee mines become shippers, this change of grade will be absolutely necessary.

A few years ago cribbing was put in on a sharp turn against the river bank near the 28th mile, to protect the waggon road and prevent settlers' improvements from being washed away by the sudden and high floods incidental to that section. Below the end of the crib the bank has been washed away to a lower level. The present cribbing should be raised and 340 feet of new cribbing built to afford the necessary protection.

SHUSWAP ROAD (from Lumby, North).

Built a new piece of road on a practically level grade, near the 21st mile, for a distance of about half a mile, to avoid the unnecessary steep grade that existed from both directions at this point. Made repairs to culverts.

NEW ROAD FROM LUMBY, NORTH.

Road partially constructed. Appropriation not sufficient to complete. A quarter of a mile yet to grade at the Lumby end; a short section near the north end to be levelled off, and an under-crossing for the passage of range stock to and from water to be constructed.

| | | | |
|---|---|---|---|
| Forest cleared | 4,000 feet, | 25 feet wide. | |
| Grubbed | 4,200 | 18 " | |
| Graded | 3,000 | 18 " | |

Made some necessary repairs to culverts and hauled gravel to raise approaches.

Rebuilt bridge No. 245, over Vance Creek near the 19th mile. The old one was washed out by the high water. Put in five new stringers 35 feet long, laid on bank sills, covered with flatted poles and fitted with hand-railing. Hauled gravel and filled up the approaches and water holes.

TRINITY VALLEY ROAD.

Made some necessary repairs, such as side-ditching; hauled gravel to fill up soft and low places, and cleaned out the creek bed of brush and timber for a length of 150 feet, to prevent water backing up and overflowing road. Made 1 culvert, 2 feet long by 12 feet wide and 1 foot deep, for the drainage of water from the side-hills.

MARRON CREEK ROAD.

Constructed a road branching off from the Penticton-Fairview Road near the 12th mile, and running in a south-westerly direction through an agricultural and cattle-grazing district a distance of 4 miles. Six settlers have established themselves along the route, and the road was necessary in order to get in their supplies and building material. The settlers being very anxious to make an early start, Mr. Latimer, C. E., one of the pre-emptors, surveyed the route and took charge of the construction of the road, free of Government charge, and, besides, contributed $60 in cash towards the expense of grading.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 609 feet, | 30 feet wide. | | |
| Graded | 13,485 " | 7 " | | |
| Ditched | 33 " | 1½ " | | |
| Cribbed | 351 " | 1 to 4 feet wide. | | |
| Excavated earth | 4,848 " | 0 " 12 " | 0 to 5 feet deep. | |
| " rock and hardpan | 180 " | 0 " 3 " | 0 " 1 " | |
| Filled in | 420 " | 4 " 12 " | 0 " 4 " | |

Made 4 culverts, averaging 3 feet by 4 feet by 14 feet.

WEST SIDE OF OKANAGAN LAKE.

Built an extension of the road on the west side of Okanagan Lake, from Deep Creek south for a distance of 2 miles. Considerable bed-rock, heavy boulders and cemented gravel were met with in construction, necessitating the use of explosives. The road was laid out on uniform grades, the heaviest not exceeding 8 per cent., and was graded 10 feet wide, and so far as built is of a solid and substantial character. A gap of 10 miles, unconstructed, exists between this extension and the Trout Creek settlement. A road runs from this settlement to Penticton, at the foot of Okanagan Lake, and there branches off to the southern portions of East Yale.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,400 feet, | 25 feet wide. | | |
| Grubbed | 1,845 " | 20 " | | |
| Graded | 5,300 " | 10 " | | |
| Cribbed | 275 " | 10 " | 5 feet high. | |
| Excavated earth | 5,500 " | 10 " | 5 " | |
| " rock | 200 " | 4 " | 4 " | |
| Filled in | 416 " | 10 " | 2 " | |

Built a road for the settlers living up Trout Creek and improved the waggon trail they had already built. This road branches off from the present waggon road on the Indian Reserve, and runs southerly, following along the foot-hills through Mr. Barclay's lots, and thence in a westerly direction, a total distance of 5½ miles, to the west end of Mr. Dean's ranch. This road is a great boon to the pre-emptors in this locality, and settles the long and vexed question of road facilities. The work was laid out on easy grades throughout. The sharp pitches on the old road were reduced by building new grades and narrow places widened out to a uniform width of 10 feet.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 3,750 | feet, | 20 | feet wide. | | |
| Grubbed | 75 | " | 12 | " | | |
| Graded | 13,850 | " | 10 | " | | |
| Cribbed | 1,300 | " | | | 3 | feet high. |
| Excavated rock | 660 | " | 10 | " | 3 | " |
| Filled in | 165 | " | 10 | " | 3 | " |

PENTICTON-TROUT CREEK ROAD (between Barclay's and Turner's ranches).

Ploughed and levelled off high places; removed boulders from wheel track; filled up approaches to Trout Creek Bridge with gravel; removed the gravel slide from the Turner grade and put in some cribbing to support the bank; widened and levelled off the steep grade leading to the Barclay Wharf.

WEST SIDE OF OKANAGAN LAKE (9th to 21st miles).

This road runs through an agricultural and cattle-grazing country, and accommodates the settlers along the lake. Placer mining is carried on to some extent on Siwash Creek, and development work in quartz near Whiteman's Creek.

Commenced (September) making general improvements on the west side of the lake, from the 9th mile, near O'Keefe's, south to the 21st mile; removed timber, brush and stumps; cut ditches and put in culverts; widened and straightened out roadbed in places; took out sharp turns and cut down hills.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 475 | feet, | 20 | feet wide. | | |
| Grubbed | 175 | " | 12 | " | | |
| Graded | 5,000 | " | 10 | " | | |
| Ditched | 75 | " | 2 | " | | |
| Cribbed | 390 | " | | | 2 | feet high. |
| Excavated rock | 110 | " | 2 | " | 2 | " |
| Filled in | 175 | " | 12 | " | 2 | " |

Made 3 culverts, averaging 3 feet wide, 16 feet long, 2 feet deep.

Built a bridge over Antoine Creek, near the 13-mile post, 20 feet long, 16 feet wide and 5 feet high; crib abutments filled with gravel; 4 stringers, each 22 feet long, of round fir, barked and treenailed to top log of crib; covered with 3-inch fir plank.

Continued the work of improvements during October.

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 5,000 | feet, | 20 | feet wide. | | |
| Grubbed | 75 | " | 12 | " | | |
| Graded | 1,200 | " | 10 | " | | |
| Ditched | 40 | " | 2 | " | | |
| Cribbed | 100 | " | | | 2 | feet high. |
| Excavated rock | 20 | " | 2 | " | 1 | " |
| Filled in | 50 | " | 16 | " | 3 | " |

Made 4 culverts, averaging 3 feet wide by 16 feet long by 2 feet high.

Built 2 bridges, 16 feet wide, 20 feet long, 5 feet high, of round timber, covered with poles, adzed off.

Carried on further improvements during November, and then discontinued.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 1,200 | feet, | 20 | feet wide. |
| Grubbed | 150 | " | 12 | " |
| Graded | 10,000 | " | 10 | " |

Made 1 culvert, 14 " long, 3 feet wide, 2 feet deep.

The road between the 9th and 21st miles is now in good condition, with the exception of about a mile between the 11th and 12th miles, which is very rocky. A new bridge will be required across 6-Mile Creek next season.

Settlers' Road, near Peachland.

Built a piece of road for the accommodation of six settlers who have lately taken up lots west of Peachland; starts from the Glen-Robinson Road, about half a mile south-west of Peachland and extends one mile north. The roadbed was graded throughout to a uniform width of 10 feet and built in a solid and substantial manner.

| | | | |
|---|---|---|---|
| Forest cleared | 5,100 feet, | 15 feet wide. | |
| Grubbed | 3,600 " | 10 " | |
| Graded | 5,025 " | 10 " | |
| Walled with stone, | 1725 " | 3 " | by 2 to 3 feet high. |

Made 1 culvert, 16 feet long, 9 feet wide by 4 feet high.

Built a tool-house near the Peachland Wharf, 8 feet by 10 feet, for the safe storage of Government road tools, of 2 by 4-inch scantling, shed roof boarded and shingled; sides boarded and battened; provided with double doors, fitted with hinges and lock.

West Side of Okanagan Lake.

Built a new culvert over Six-Mile Creek, near the 16th mile. Old one in a dangerous condition.

Put in 4 new stringers, 16 feet long on bank sills, and covered with 3-inch plank; graded up the approaches with gravel.

Dug a ditch from a spring on side of road near the 20½ mile, which was running down wheel track and cutting up the road.

Filled in around the south abutment of Whiteman's Creek Bridge with heavy rock to protect the foundation from further undermining by high water.

Cut out jams of timber brought down by extreme high water in Siwash and Whiteman's Creeks, which was piled up at the bridges crossing these creeks.

Repaired washouts at the 12th, 14th and 22nd miles.

Strengthened the wing-dam previously built on Whiteman's Creek to confine the water in its channel.

Hauled logs and built a temporary glance crib to confine high water in channel of Whiteman's Creek and protect road from being washed out.

Repaired washouts and slides at the 12th and 17th miles.

Built a new bridge over Short's Creek and graded the approaches. Bridge, 27-foot span, 12 feet wide and 5 feet high; crib abutments filled with rock; made general repairs.

| | | | |
|---|---|---|---|
| Forest cleared | 500 feet, | 18 feet wide. | |
| Grubbed | 100 " | 12 " | |
| Graded | 600 " | 12 " | |
| Ditched | 150 " | 3 " | |
| Cribbed | 100 " | 12 " | |
| Excavated earth | 400 " | 12 " | 4 feet deep. |
| Filled in | 200 " | 3 feet deep. | |
| Gravelled | 200 " | 12 feet wide, | 10 inches deep. |

Made 3 culverts, averaging 3 feet long, 12 feet wide, 2 feet high.

Built 1 bridge, 27 " 12 " 5 "

Trunk Road (from head of Swan Lake to Enderby).

Hauled gravel and laid it on the Main Road between the 14th and 15th miles, north of the Town of Armstrong, 830 feet in length, 6 feet wide by 8 inches deep; opened up side ditches; lengthened box drains to suit new width of road; hauled gravel to fill up rut holes near Lansdowne. Between the 13th and 14th miles, south of Armstrong, cleared the right-of-way of timber and brush; blasted out stumps; put in cribbing to hold up slopes on steep side-hills; widened out narrow and dangerous embankments; cut down steep pitches and filled up low places; carried on the work of general repairs and improvements from November 16th to December 7th, when the work was shut down on account of frost. The road formation being on clay, considerable gravelling will be required to be hauled and deposited next spring, after the work of ditching and crowning up has been completed.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 600 | feet, | 10 | feet wide. | |
| Graded | 1,200 | " | 24 | " | |
| Ditched | 320 | " | 2 | " | 18 inches deep. |
| Cribbed | 460 | " | | | 2 to 8 feet high. |
| Excavated earth | 880 | " | 24 | " | 2 " |
| Filled in | 730 | " | 17 | " | 4 " |
| Gravelled | 1,000 | " | 6 | " | 8 inches deep. |

Made 4 culverts, averaging 15 feet by 18 inches by 12 inches.

The work thus far has been carried on in a substantial and workmanlike manner.

Hauled gravel and deposited on road between the 9th and 10th miles, near Larkin, and between the 13th and 16th miles, near Armstrong, to a total length of 5,960 feet, 6 feet wide and 8 inches deep. The work was stopped on the 17th of May, the appropriation having been exhausted.

(ENDERBY SECTION.)

BLACKBURN ROAD.

Branches off the Enderby-Mara Road two miles north of Enderby, on the east side of the Spallumcheen River, and runs north-easterly a mile and a half to settlers' pre-emptions.

Brushed out and graded the road and made it passable for teams.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 1,350 | feet, | 25 | feet wide. | |
| Grubbed | 1,350 | " | 12 | " | |
| Graded | 1,350 | " | 10 | " | |
| Filled in | 170 | " | 10 | " | 18 inches deep. |

ENDERBY-VERNON ROAD.

Graded 2,790 feet of the main road from Enderby Town south, 8 feet wide and 4 inches deep.

Deposited gravel at various places in town of Enderby to the length of 1,350 feet, 8 feet wide and 4 inches deep.

FORTUNE'S BRIDGE AND FILL.

Commenced to take down the old bridge near A. L. Fortune's on August 9th, and with the available timber erected a temporary bridge for the accommodation of the travelling public and settlers.

Filled in ends 100 feet long, 14 feet wide and 1 foot deep.

Hewed the necessary timber for new structure and delivered it on the site.

Made 2 culverts, averaging 14 feet long by 4 feet wide by 2 feet deep.

Erected a new bridge on the old site, consisting of one 50-foot span, King truss, set on framed bents 10 feet high; 4 corbels, each 8 feet, 10 by 14 inches; 4 stringers of tamarac, each 52 feet feet long, 10 by 14 inches; truss beams, 28 feet, 10 by 14 inches; braces, 10 feet, 8 by 10 inches; sway brace 10 by 10 inches; truss rod, 1½ inches in diameter. Approaches to the truss consist of 5 openings of 20 feet span each, set on framed bents; average height, 9 feet; caps, 18 feet, 12 by 12 inches; corbels, 8 feet, 10 by 14 inches; stringers, 10 by 14 inches, 4 to each bent. All drift-bolted throughout and floored with 3-inch fir plank, 16 feet long and 4-inch hand-railing. The ends are cribbed up with wing walls and filled in with earth and stone. Length over all, 150 feet. The earth fill is 250 feet in length, and runs in depth from grade to 10 feet; sloped 1½ to 1 and 14 feet on top; gravelled with one coat of shelled rock. The steep grade to the last approach was cut down and material utilised to make up the fill. The road on the west end at embankment was graded up and improved for a length of 600 feet. The work was completed on October 12th, and is a good and substantial job.

LOGAN-DALE ROAD.

Repaired the settlers' road, known as the Logan-Dale Road, on the east side of the Spallumcheen River, 3 miles north from Enderby.

Cut out brush.

Ditched, graded and levelled off roadbed.

Mabel Lake Road.

Extends 8 miles in an easterly direction from Enderby, on the north side of Spallumcheen River.
Widened the right-of-way of timber and brush.
Blasted out stumps.
Ditched and graded roadbed in wet places.
Made and repaired culvert.
Improved the road near the 8th mile for a length of 1,500 feet, locating it on higher and dryer ground,
Straightened the alignment and eased steep grades.
Made general repairs throughout.
This road runs through a thickly-timbered country, and will require a large amount of work to make it first-class. It is now in fairly good shape for the amount of travel and hauling to be done.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 600 feet, | 25 feet wide. | | |
| Grubbed | 600 " | 12 " | | |
| Graded | 3,600 " | 20 " | | |
| Ditched | 1,000 " | 3 " | 18 inches deep. | |
| Cribbed | 70 " | 3 feet high. | | |
| Filled in | 30 " | 12 " | wide, 2 feet high. | |
| Gravelled | 300 " | 8 " | 7 inches deep. | |

Made 8 culverts, averaging 14 feet long, 3½ feet wide by 2 feet high.

Mara-Enderby Road (24th to 30th mile).

Improved a piece of the main road near the 27th-mile, 40 feet long, 22 feet wide; rebuilt culverts Nos. 101, 102, 103, 122, 123 and 124.

Salmon Arm Road.

Removed fallen timber from roadway near the 32nd mile and graded road near the 26th mile.
Built a tool-house, 12 by 16 feet, at Enderby, for the safe storage of Government road tools; used 2 by 4-inch scantling; roof boarded and shingled; sides boarded up and battened; provided with double doors, hinges and lock.
Filled in washouts; built 1 culvert, 18 feet by 4 feet by 2 feet, and kept the piers of Enderby Bridge clear of floating timber during high water in Spallumcheen River.

Mara-Enderby Road.

This road runs through an agricultural district on the east side of the Spallumcheen River, connecting Mara, Mara Lake and Enderby—15 miles. Made general improvements during July between the 33rd and 36th miles; widened the roadway by taking out timber and stumps; graded and ditched.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 960 feet, | 45 feet wide. | | |
| Grubbed | 650 " | 20 " | | |
| Excavated rock, | 20 " | 12 " | 2 feet deep. | |
| Filled in | 70 " | 14 " | 1½ " | |

Continued the work of improving the road during August.

| | | | |
|---|---|---|---|
| Forest cleared | 950 feet, | 30 feet wide. | |
| Ditched | 210 " | 2½ " | |
| Stoned | 50 " | 8 " | |
| Gravelled | 215 " | 8 " | 8 inches deep. |

Made 1 culvert, 16 feet long, 5 feet wide by 2 feet deep.
Made some needed repairs near the south end of Mara Lake, on the east and west sides of the river. Hauled gravel and rock to fill up chuck holes; ploughed and scraped off the top of three steep grades. This road, as far as improved, is now of a more permanent character. The country through which it traverses is low-lying and thickly timbered, and, in consequence, road building is expensive. The balance of the unimproved section is in a rough and soft state, and in places almost impassable. A considerable quantity of farm products pass over this road to Mara Station for shipment to various points.

Cut out and removed fallen timber blown over 15 miles of road by the heavy gale of March 12th.

Made some necessary repairs between the 33rd and 34th miles; ditched for a length of 340 feet, 2 feet wide; gravelled 40 feet, 6 feet wide and 10 inches deep. Removed obstructions from under the creek bridges during high water; tightened up truss rods and the nuts on the Mara swing bridge, No. 410, and removed log jams from around the piers.

Removed obstructions of drift wood and guarded the Mara swing bridge during the log drive.

PENTICTON-NICKEL PLATE ROAD.

This road was constructed between the months of June and December, 1900, by M. K. Rodgers, assisted by a Government grant of $4,000, and extends from Penticton, at the foot of Okanagan Lake, in a south-westerly direction a distance of about 30 miles to the Nickel Plate Mining Camp, where hundreds of mining claims are located. The camp is situated on 20-Mile Creek, a tributary of the Similkameen River, and is 6,500 feet above sea level. A large amount of work is being carried on in the way of developing and prospecting, and the results, so far, are very encouraging.

Rebuilt bridge destroyed by forest fires raging in this part of the district. This bridge, which spans a gulch, is situate about a mile west of Fish Lake, near Tenas Creek, and is 45 feet long, 15 feet high by 16 feet wide; cribbed abutments filled with rock and earth; 4 stringers of round fir, barked and adzed off to a 4-inch face; covered with fir poles, flattened; hand-rail posts and braces of round fir poles. Burnt cribbing was renewed and road widened out in narrow spots.

| | | |
|---|---|---|
| Cribbed | 120 feet, | 2 to 4 feet high. |
| Excavated rock | 225 " | 5 feet deep. |
| Graded | 3,000 " | 4 feet wide. |
| Excavated rock | 60 " | 3 " |

This road, for a considerable length, is built on very steep earth, solid and loose rock slopes, and is dangerously narrow in spots for heavy freight teams, notably between Fish Lake and the Rustle House, a distance of about 3 miles, and also between Clarke's and the summit, a distance of 12 miles, is very narrow, being from 6 to 9 feet in width. In October it was necessary to put on a foreman and five men to clear out earth and loose rock that had fallen down on the inside of road between last-mentioned points, clean out ditches, put in pole drains and make general repairs to enable freighters to get through with provisions and machinery. A large amount of work, in the way of widening out roadbed, ditching and gravelling wet places, will be required to be done before the road is in proper shape for the heavy traffic which is gradually increasing. One 3½-ton roller, 1 road grading machine and 6 tool-grinders were procured and used in the District, and have given perfect satisfaction.

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## EAST RIDING—SOUTH DIVISION.

KEREMEOS-20-MILE CREEK ROAD (construction).

This road was built as a means of supply for the town of Hedley, on 20-Mile Creek, and points beyond, and is 20 miles long. Starting from Keremeos, it passes through some good agricultural land—bench and bottom—and there are about 15 settlers along its route. Hedley, at the present time, has about 100 inhabitants, and there is a large Indian Reserve in close proximity; in the town there is a saw-mill in operation. There are a number of good mining prospects in the neighbourhood, but the Nickle Plate Mining Company is the only one operating their property, and it is the intention of that company to treat their ore at the town of Hedley, where they are now erecting machinery; consequently, this road will be their only means of transportation during the coming winter and spring. A mail route, but no regular mail.

Excavated rocks; widened grades; straightened alignment; cleaned out and levelled up grades; cut back timber; blasted overhanging rocks and made a new piece of grade about 3 miles from Keremeos, above high water of Similkameen River.

Excavated earth 595 feet by 12 feet by 3 feet.
Filled in 40 " 12 " 3 "

CAMP MCKINNEY-ROCK CREEK ROAD (construction).

This road, which commences 2 miles east of Camp McKinney, has been completed for a distance of 4 miles. It runs through a heavily-timbered country, and will, when completed, be considerably shorter than the old road to Rock Creek Camp, and will also be a means of communication with the various mining camps in the vicinity The agricultural interests are considerable in the adjoining districts of Anarchist Mountain and Rock Creek, though the number of settlers along the route of the road are few. A saw-mill at Camp McKinney supplies lumber to the settlers and mines adjacent. Two mining properties are in operation at Camp McKinney, the Cariboo and Waterloo Mines, and there is some placer mining on Rock Creek. The stage, with the mail, runs by the old road at present, from Midway.

Completed 21,100 feet of this road. The formation is of a rocky nature, necessitating pick and shovel work throughout. Grubbing and clearing right-of-way was also heavy work.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 24,000 feet, | 30 feet wide. | | |
| Grubbed | 22,000 " | 12 " | | |
| Graded | 11,455 " | 10 " | | |
| Excavated earth | 9,645 " | 2 " | by 8 feet. | |
| Ditched | 400 " | 2 " | | |

Two culverts, averaging 4 feet by 16 feet by 2 feet deep.
Three bridges, 40 feet by 16 feet; 30 feet by 16 feet; 109 feet by 16 feet by 14 feet.

KEREMEOS CREEK CROSSING-FISH LAKE ROAD (construction).

The length of this road is 5½ miles, and its starting point is Keremeos Creek Crossing, from whence it passes through a rocky canyon, which widens out towards its upper end. The purposes of the road are for the development of mineral claims and to give access to the Nickle Plate Mine from Keremeos and district adjoining, and to lessen the distance and grade between Keremeos and Penticton. There is an Indian reserve at its lower end, and a few ranches towards the upper part of the road. Many good mineral properties lie in the vicinity, and there is a saw-mill about a mile from the lower end of the road. Number of settlers, 3. The only mining property in operation is the Nickle Plate Mine, though there are many other mineral claims not yet being worked.

This road is of a fairly uniform grade throughout its entire length, the first 300 yards being composed of broken rock, gravelled over. The course of Keremeos Creek is followed to near Fish Lake, whence a level grade has been obtained along the west side of the lake, from there rising gradually to its junction with the Penticton-Nickle Plate Mine Road.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 29,040 feet by | 30 feet. | | |
| Grubbed | 28,000 " | 8 " | | |
| Graded | 10,243 " | 10 " | | |
| Excavated earth | 6,980 " | 9 " | 3 feet. | |
| Filled in | 622 " | 8 " | 2½ " | |
| Excavated rock | 4,758 " | 8 " | 2½ " | |
| Gravelled | 4,550 " | 7 " | ½ " | |
| Corduroyed | 40 " | 14 " | | |

Built 3 culverts, averaging 6 feet by 16 feet by 2½ feet.
Built 7 bridges, averaging 27 feet by 16 feet by 3½ feet, of fir timber covering, 5 in. thick.

WHITE LAKE-KEREMEOS ROAD (repairs).

The length of this road is 21 miles, and its starting point is White Lake. The nature of the country is both agricultural and mining. The road traverses the valley in which is situated Horn Lake. Crosses the divide, descending into the Keremeos Valley,

which it follows to Keremeos, passing through the mining camp of Olalla. The purposes of the road are for a means of supply for Keremeos, Olalla, and an outlet for the ranches situated thereon. All the agricultural land in the vicinity of the road is taken up, cattle and hay being the principal products; some fruit is also raised. The mining interests are important, though the only mining property under development is the Olalla. There is a saw-mill about 2 miles from Olalla. Number of settlers about 16. This road is part of the Penticton-Keremeos mail route.

Several alterations of grades have been made on this road to avoid wash of water in spring. At the summit excavated 26 feet by 8 feet by 2½ feet in smooth bed-rock, and filled to the depth of 6 inches with broken rock, and gravelled; raised the grade descending on the north side 3 feet in the centre of its length, to give a uniform grade throughout. The rocks on the grades along Horn Lake have been cleared out, banks sloped, and grades raised on the lower side; filled ruts both sides of summit, and between there and Keremeos; re-covered and repaired culverts.

| | | | | |
|---|---|---|---|---|
| Filled in | 420 feet, | 10 feet wide, | 2 feet deep. | |
| Excavated earth | 450 " | 9 " | 3 " | |
| Gravelled | 160 " | 7 " | 6 inches deep. | |
| Ditched | 500 " | 2 " | | |

Made 1 culvert, 15 by 14 by 2 feet.

FAIRVIEW-PENTICTON ROAD (repairs).

This road is the mail route between Penticton and Fairview, and is 26 miles long. The country through which it passes is principally adapted to grazing, though there are some bench and bottom lands cultivated, and fine meadows of clover, etc., in the neighbourhood of Penticton. The agricultural interests are being developed, the principal products being cattle, hay and fruit. The mining interests are considered important, and the working claims include the Stemwinder Mine at Fairview, while extensive development work is also being done on the Dominion Mine and other properties. The lumbering interests are also looked after, there being a saw-mill at Fairview and another at Penticton. The number of settlers along the road is about and an Indian reserve is also traversed by this road.

Excavated rocks, ditched, raised and gravelled the road at Victoria Creek.

Made an alteration in the road about 4 miles from Fairview, to avoid steep hill.

Repaired aud cleaned out culverts.

| | | | | |
|---|---|---|---|---|
| Ditched | 1,200 feet, | 3 feet wide. | | |
| Gravelled | 1,772 " | 7 " | 6 inches deep. | |
| Filled in | 2,710 " | 2 " | 1 foot deep. | |
| Graded | 2,450 " | 9 " | | |

Made 2 culverts, averaging 7 feet by 14 feet by 3 feet.

FAIRVIEW-OSOYOOS ROAD (roads in vicinity of, repairs),

The length of this road is 12 miles, its starting place being Fairview. It runs on the west side of the Okanagan Valley, the country traversed being principally pastoral land, and there is a scarcity of timber. This road is intended as an outlet for settlers at Anarchist Mountain, in Okanagan Valley, and the adjacent part of Similkameen Valley.

Built a bridge across a dry gulch to the east of the Government buildings, an easy grade approaching it from the north, the south side being level.

Cleaned out ditches, levelled up grades, repaired and re-covered culverts,

| | | | | |
|---|---|---|---|---|
| Graded | 420 feet by | 10 feet. | | |
| Excavated earth | 80 " | 15 feet by | 5 feet. | |
| Filled in | 364 " | 12 " | 1 " | |
| Built 1 bridge | | 22 " | 16 " | |
| Made 2 culverts, averaging | | 16 " | 6 " | by 3 feet by 5 feet. |

OKANAGAN FALLS-ROCK CREEK ROAD (repairs).

The length of this road is 56 miles, and its starting point is Okanagan Falls, where it connects with the Fairview-Penticton Road. The road follows the Okanagan Valley for the first 16 miles principally through an agricultural and pastoral country;

thence rises through a forest country to Camp McKinney, and descends to Rock Creek, in the Kettle River Valley, through agricultural and grazing lands. The agricultural interests of the section traversed are therefore important, cattle, horses, hay and grain being produced. The settlers along this road number about 25. It is the mail route from Camp McKinney to Rock Creek, and is a means of supply for Camp McKinney, and also connects the Okanagan and Kettle River Valleys.

Levelled up road.

Raised and repaired the retaining wall along Vaseau Lake.

Gravelled the roadbed.

Built a new piece of road connecting this road with the road to Fairview from Camp McKinney, which has shortened the distance and lessened the grade; rocks blasted out on grades and ruts filled.

Cleaned out ditches, repaired and re-covered culverts; corduroyed several soft places between Camp McKinney and Rock Creek; cut away timber overhanging road.

| | | | | | | |
|---|---|---|---|---|---|---|
| Graded | 1,370 | feet | by 10 | feet wide. | | |
| Excavated rock | 60 | " | 5 | feet wide by | 1 | foot. |
| Filled in | 8,350 | " | 9 | " | 2 | " |
| Ditched | 210 | " | 2 | " | 1½ | " |
| Gravelled | 1,005 | " | 7 | " | 6 | inches. |
| Excavated earth | 700 | " | 9 | " | 2 | feet. |
| Corduroyed | 80 | " | 14 | feet wide. | | |

Fairview-Keremeos Road (repairs).

This road, which is 17 miles long, starts from Fairview and passes through forest, grazing and agricultural lands. Large numbers of cattle are raised here; also horses, hay and fruit. There are about 25 settlers, also an Indian village. The road is a means of connection between the towns of Fairview and Keremeos and the districts adjoining. Mining properties in the neighbourhood are already mentioned in foregoing paragraphs.

Repaired and re-covered culverts.

Excavated rocks.

Cleaned out grades.

Straightened the road at a point near Mrs. Daly's ranch, and lessened the grade thereby.

Okanagan River Bridge (construction).

The length of this bridge is 114 feet, and it crosses the Okanagan River at a point 2½ miles from Fairview, connecting Fairview with the Okanagan Falls, Rock Creek Road.

Penticton-Beaverton Trail (35 miles).

Cleared out and cut away fallen and overhanging timber.

# Lillooet District.

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## WEST RIDING.

J. S. Bell, Superintendent.

LILLOOET-LYTTON ROAD (22 miles).

Mail from Lytton twice every week. Nearly all the heavy freight for Lillooet and the Bridge River Mines passes over this road.
Cleared off rock and gravel slides at Big Slide.
Cleared off gravel slides at Little Slide.
Cleared off sand and gravel slides near 29-mile post.
Filled ruts and made general repairs between 33 and 37-mile posts.
Cleared off rock and gravel slides from Fraser River Bridge to 45-mile post.
Scraped out sand, 150 feet long, 10 feet wide and 1 foot deep.
Excavated clay bank to improve a turn, 80 feet long, 5 feet wide, 6 feet high; used the clay to fill in on top of the sand near 45-mile post.
Cleared out slides, widened turns, filled ruts and made general repairs between the 45 and 44-mile posts.
Scraped out sand, 150 feet long, 10 feet wide, 2 feet deep; filled the above with cement gravel.
Excavated earth and gravel, 1,450 feet long, averaging 9 feet wide and 3½ feet deep.
Built culvert, 5 feet wide by 3 feet by 12 feet, covered with plank 3 inches thick.
Gravelled 250 feet long, 9 feet wide, 1 foot deep.
Cut sage brush, 1,590 feet long, 6 feet wide.
Excavated 500 feet of sand, 9 feet wide, 1½ feet deep.
Gravelled 500 feet long, 9 feet wide, 1½ feet deep.
The above work is between the 44 and 42-mile posts.
Shovelled out slides, filled ruts, and made general repairs between the 42 and 41-mile posts.
Made ditch with plow, 2,250 feet long, 10 inches wide and 9 inches deep, to catch the snow water.
Gravelled 655 feet long, 1½ feet deep, 9 feet wide, between the 41 and 40-mile posts, and made general repairs.
Repaired and put a bent under a bridge at Little Slide.
Cleared off rock and gravel slides at Big Slide.
Excavated earth and gravel, 960 feet long, 2½ feet wide, averaging 5½ feet high, near 27-mile post.
Built a crib 45 feet long, 19½ feet high.
Filled in 45 feet, 5½ feet wide, 19½ feet deep, with rock and gravel.
Excavated gravel 250 feet long, 10 feet wide, 2½ feet deep.
Cleared out rock and gravel slides and made general repairs between the 39 and 38-mile posts.
Excavated 180 feet long, 4 feet wide, averaging 9 feet high, to improve the turn near the 38-mile post.
Excavated earth and gravel 570 feet long, 3 feet wide, 4 feet high, near the 27-mile post.
Cleared out slides, filled ruts and made general repairs between the 34 and 24-mile posts.
Built crib 50 feet long, 6 feet high; sloped high banks, and made general repairs near Fraser River Bridge.
Cut a ditch 1,600 feet long, 1 foot wide, 1 foot deep, on upper side of the road near 38-mile post.
Cleared off rock and gravel slides at Big Slide.
Cleared off sand and gravel slides near 29-mile post; and cleared rock slide at Little Slide.

Lillooet-Clinton Road (35 miles).

Mail from Ashcroft *via* Marble Canyon twice every week. This is the old Cariboo Road.
Cleared off slides and cut ice on the cut-off.
Cribbed 126 feet, averaging 8 feet high, near Fountain.
Filled in 115 " 3 feet wide, 8 feet deep.
Cleared off gravel slides at the cut-off and loose rocks at 6-Mile Hill.
Ditched 2,660 feet long, averaging 1½ feet wide and 10 inches deep.
Gravelled 1,530 " 9 " 1 foot deep.
Made cut through ridge 120 feet long, 16 feet wide, averaging 2½ feet deep. Used the earth and gravel to fill low place in the road.
Filled old prospect shaft at the side of the road, 3 feet by 6 by 80 feet deep.
Built culvert, 16 by 4 by 2 feet, covered with 3-inch plank.
Made general repairs to 2nd mile post.
Cleared off gravel slides at cut-off.
Sloped banks and built stone wall at 6-Mile Hill, 15 feet long, 4 feet high.
Cleared out slides and made general repairs to 17-mile post.
Cleaned water ditches and removed loose rocks across Pavilion Mountain.
Turned off snow water north side of Pavilion Mountain.
Built stone walls 118 feet long, averaging 4½ feet high, at the cut-off near Fraser River Bridge.
Cleared off gravel slide at cut-off and loose rocks at 6-Mile Hill.

Trail west side of Fraser River (75 miles).

Built bridge across a gulch opposite Big Bar, 20 feet long, 7 feet wide.
Cleaned out trail from near Lillooet to Bridge River Bridge.
Cleared off rock and gravel slides and made general repairs from 17 to 22-mile posts.
Cleaned trail and made general repairs near Big Bar.

Empire Valley Road (about 11 miles).

Cleared out mud and gravel slides, removed loose rocks and made general repairs.

Gang Ranch Road (6 miles).

Cleared out earth slides, filled ruts and made general repairs.

Main Street, Lillooet.

Put down 2 street crossings, each 80 feet long, 3 feet wide; plank, 2 inches thick.

Bridge River Road (about 60 miles).

Cleared off loose rock on Mission Mountain, and between 13 and 15-mile posts.
Cleared off rock and gravel slides, and made general repairs from summit of Mission Mountain to Gun Creek.
Cut out fallen timber, removed loose rocks and made general repairs from Gun Creek to Lorne Mine.
Filled south pier of Gun Creek Bridge with rock.
Filled south pier of Tyaxon Creek Bridge with rock.

Anderson Lake Trail (20 miles).

Cut out fallen timber from foot of lake to Roaring Creek.
Cleared off gravel slides, cut out fallen trees, and made general repairs from foot of lake to McGillivary Creek.

Seaton Lake Trail (18 miles).

Cleared out rock slide near 3-mile point.
Cleared off rock and gravel slides and made general repairs from foot of lake to Mission.

ROAD, LILLOOET TO SEATON LAKE (3½ miles).

Widened road at top of hill near Indian Reserve.
Cleared gravel slides, filled ruts and made general repairs from Lillooet to Seation Lake.
Built stone wall 16 feet long, 5 feet high.
Rip-rapped with rock on bank of Cayoosh Creek, 120 feet long, 4 feet high, to prevent water washing the road.
Cleared off loose rocks and gravel slides.

PEMBERTON PORTAGE ROAD (24 miles).

Cut out fallen timber from Anderson Lake to Poole Creek Bridge.
Built a bridge near Half-way House, 62 feet long, 12 feet wide, covered with split cedar.
Built a bridge over Birkenhead River, truss span, 60 feet; east approach, 40 feet; covered with split cedar 12 feet long.

MARBLE CANYON ROAD (about 16 miles).

Mail route from Ashcroft to Pavilion and Lillooet.
Built a culvert near The Grange, 16 feet wide, 4 feet deep, covered with hewed timber 4 inches thick, 12 feet long.
Cleared off loose rocks and gravel slides from The Grange to Hat Creek.
Cleared off loose rocks and a gravel slide at the lake.

TRAIL, MOUTH OF BRIDGE RIVER TO NORTH FORK (15 miles).

Cleared off rock and gravel slides and made general repairs from mouth of Bridge River to 9-Mile Creek.
Cleared out gravel slides and loose rocks and made general repairs from 9-Mile Creek to North Fork.

HOEY-CHADWICK ROAD (about 11 miles).

Cleared out earth and gravel slides; removed loose rocks and made general repairs from Cayoosh Creek Bridge to Dickey's Ranch.
Built crib under Riley Creek Bridge, 12 feet long, 3 feet wide, 4 feet high, and filled with rock.

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## EAST RIDING.

A. McDonald, Superintendent.

CARIBOO MAIN TRUNK ROAD, SECTIONS 3 AND 4 (Ashcroft to 132-Mile Post), 132 miles.

The road from Ashcroft traverses the Thompson and Bonaparte Valleys and Cut-off Valley, and over the Green Timber plateau above Clinton to Lac La Hache Valley, following same to the 132-mile post.

The country may be described as rolling, hilly and mountainous. Wayside settlers (exclusive of the town of Clinton) number 52, who are engaged, principally, in agriculture, stock-raising and dairying. The mails for Barkerville and way places are carried over this road semi-weekly in summer and weekly in winter. The freight hauled inwards during the year amounts to about 3,700,000 pounds, distributed as follows: To points from Ashcroft to the 150-Mile House, including Dog Creek, Pavilion, and intermediate places, 1,300,000 pounds; and to points above the 150-Mile House, including Bullion, Quesnel Forks, Horse Fly, Chilcotin, and to all points from the 150-Mile House to Barkerville, 2,400,000 pounds.

Work performed during the year between the 49th and 56th, and between the 68th and 124th-Mile posts:

| | | | | |
|---|---|---|---|---|
| Underbrush cut | 26,220 | feet, | 30 | feet wide, each side of road. |
| Ditched and turnpiked | 32,250 | " | 24 | " |
| " " | 4,110 | " | 20 | " |

| | | | | | | |
|---|---|---|---|---|---|---|
| Gravelled | 20,100 | feet, | 16 | feet wide, | 13 | inches deep. |
| " | 5,300 | " | 14 | " | 12 | " |
| Old gravel rounded up | 19,800 | " | | | | |
| Ditched | 11,475 | " | 2½ | " | 18 | " |
| Grubbed | 1,595 | " | 6 | " | | |
| Filled in rock | 145 | " | 9 | " | 9 | " |
| Corduroyed | 110 | " | 4½ | feet high. | | |

All bad spots on road between Ashcroft and Clinton were repaired during the year and the bridges across the Bonaparte and Cache Creek were overhauled and made passable.

Clinton-Alkali Road, via Kelly's Lake (Clinton to Indian Meadows, near Canoe Creek, 44½ miles).

The road from Clinton follows Cut-Off Valley to Kelly's Lake, 10 miles; thence along Kelly Creek Valley, and thence over a rolling tableland to the Indian meadows at the junction of the road with the Clinton-Alkali Road, *via* 44-Mile Post, Main Trunk Road. The country, for the most part, is hilly and mountainous, and with the exception of Cut-Off Valley, on account of high elevation, is fit only for stock-raising and hay. There are only 4 settlers on this route, 2 in Cut-Off Valley and 2 near Big Bar Creek. The mails for Dog Creek and Alkali Lake and way places are carried over this route, in order to supply the Big Bar post office. This road is the outlet for the settlers at Big Bar and Crow's Bar, on the Fraser River,

Work performed during the year between the 50 and 72-mile posts :—

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 5,685 | feet, | 15 | feet each side of road. | | |
| Graded | 6,560 | " | 4 | feet wide. | | |
| Excavated earth | 4,520 | " | 3 | " | 1½ | feet deep. |
| " rock | 420 | " | 4 | " | 1½ | " |
| Filled in earth | 3,660 | " | 8 | " | 1 | " |
| Ditched | 8,425 | " | 2 | " | 1 | " |
| Gravelled | 6,070 | " | 9 | " | 10 | inches deep. |
| Dug up rocks | 820 | " | 8 | " | | |
| Cribbed | 185 | " | 2½ | feet high. | | |

Made 7 culverts, averaging 15 feet by 4 feet by 2 feet.

Built 1 bridge, 15 feet by 14 feet by 4 feet.

Clinton-Alkali Road, via 44-Mile Post, M. T. Road (Clinton to Springhouse, 97 miles).

Leaving the 44-Mile Post, the road traverses a comparatively level country to the 60-Mile Post; thence over rolling hills to Canoe Creek Valley; thence down the valley and over Canoe Creek and Dog Creek mountains to Alkali Lake Valley; thence to the high tableland at Springhouse. Wayside settlers number 14, who are engaged in agriculture and stock-raising. All the freight from Ashcroft for Canoe Creek, Empire Valley, Gang Ranch, Dog Creek and Alkali Lake goes *via* this road.

Work performed for the year between the 46 and 133-mile posts :—

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 15,210 | feet, | 30 | feet wide. | | |
| Graded | 6,440 | " | 5 | " | | |
| Filled in earth | 3,570 | " | 9 | " | 1 | foot deep. |
| Excavated earth | 9,740 | " | 5 | " | 1½ | " |
| " | 6,690 | " | 4 | " | 1 | " |
| Dug up rocks | 9,720 | " | 8 | " | | |
| Gravelled | 4,810 | " | 9 | " | 10 | inches deep. |
| Grubbed | 6,050 | " | 9 | " | | |

Canoe Creek-Churn Creek Ferry Road (11 miles).

This road intersects the Clinton-Alkali Road at Canoe Creek House and follows the benches of Fraser River to the ferry; thence connecting with the roads to Empire Valley and Gang Ranch, in West Lillooet. With the exception of the hay and grain ranch of the British Columbia Cattle Co., the ranches *en route*, also owned by the same company, owing to scarcity of water, are adapted only for grazing purposes.

Work performed during the year :—

| | | | | |
|---|---|---|---|---|
| Excavated | 2,100 feet, | 4 feet wide, | 10 feet deep. | |
| " | 4,425 " | 4 " | 1½ " | |
| Gravelled | 120 " | 9 " | 10 inches deep. | |
| Filled in | 80 " | 16 " | 2 feet deep. | |
| Rock wall | 56 " | 6 feet high, | | |
| Cribbed | 25 " | 5 " | | |

HAT CREEK ROAD (Hat Creek to Marble Canyon, 14 miles).

The road follows the valley of Hat Creek, on either side of which are rolling hills covered with bunch grass and timber. There are 2 settlers in the valley, engaged in agriculture and stock-raising. The Ashcroft-Lillooet mails are carried over this route semi-weekly during the year.

| | | | | | | |
|---|---|---|---|---|---|---|
| Graded | 980 feet, | 3 feet wide. | | | | |
| Excavated | 1,540 " | 4 " | 1½ feet deep. | | | |
| Filled in | 85 " | 6 " | 1 " | | | |
| Re-covered with round timber | | 1 bridge, | 20 feet by | 14 feet. | | |
| " | " | 1 " | 18 " | 14 " | | |
| " | " | 1 " | 10 " | 14 " | | |

Made general repairs Hat Creek to Marble Canyon.

UPPER HAT CREEK ROAD (Marble Canyon to Pocock's, 12 miles).

Road follows the valley of Hat Creek. The valley is a succession of rolling hills, covered with bunch grass and scattering timber. There are 7 settlers engaged in agriculture and stock-raising.

Filled ruts and washouts and made general surface repairs.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 650 feet, | 50 feet wide. | | |
| Excavated earth | 1,340 " | 4 " | 1 foot deep. | |
| Graded | 1,120 " | 4 " | 4 feet wide. | |
| Filled in | 520 " | 9 " | 1½ " | |

Replaced unsound timbers and overhauled all bridges.

BIG BAR ROAD (Mountain House to Big Bar, 12 miles).

This road connects with the Clinton-Alkali Road *via* Kelly's Lake, and follows Big Bar Creek to the settlement on the benches of the Fraser River. There are four settlers engaged in farming and stock-raising. A hydraulic mining company has a plant operating on a bench of the Fraser. Five men are employed. A mail is carried over the road to the Big Bar post office, weekly, during the year.

| | | | |
|---|---|---|---|
| Graded | 485 feet, | 3 feet wide. | |
| Filled in | 105 " | 6 " | 10 inches deep. |
| Excavated earth | 940 " | 4 " | 1 foot deep. |

Made general repairs to road.

UPPER DOG CREEK ROAD (Dog Creek to Big Lake, 22 miles).

Connects with Clinton-Alkali Road at Dog Creek and follows the valley to Big Lake. This section is for the greater part sloping hills and mountains, covered with bunch grass and scattering timber. There are 4 settlers engaged in agriculture and stock-raising.

| | | | | |
|---|---|---|---|---|
| Excavated earth | 2,250 feet, | 2½ feet wide, | 1½ feet deep. | |
| Filled in | 160 " | 6 " | 1 " | |
| Gravelled | 420 " | 9 " | 1 " | |
| Built 1 bridge, | 18 feet by | 12 feet by | 6 feet. | |
| " 1 culvert, | 12 " | 4 " | 2 " | |

DOG CREEK-BRIDGE CREEK ROAD (Colin's to Bridge Creek, 30 miles).

Constructed as a winter road for the hauling of grain from Dog Creek to the Main Trunk Road. The country traversed is rough and broken, and, being on a high elevation, is covered with pine timber and wild hay meadows.

Cut out fallen timber and made general repairs.
Cut underbrush 520 feet, 25 feet wide.
Forest cleared 1,250 " 40 "
Excavated earth 575 " 4 " 2 feet deep.
Dug up rocks 760 " 9 "
Cut out timber 7,600 " long, 30 feet wide for new sleigh road south of the Meason Meadows.

RAPHAEL'S TO PIGEON AND MEASON'S ROAD (Raphael's to Meason's, 40 miles).

The country traversed is comparatively level the entire distance, and, with the exception of the Dog Creek Valley and Dog Creek Mountain, is covered with fine timber. Being on a high elevation, no farming is carried on, but it is a good grazing section. By this road the distance from Clinton to Alkali Lake is shortened 8 miles, avoiding the detour *via* Dog Creek.

Excavated earth 4,800 feet, 2 feet wide, 10 inches deep.
Ditched 380 " 1½ " 1 foot deep.
Built bridge 12 " 10 " 3 feet.
Made 2 culverts, 12 " 4 " 3 "
Made general surface repairs.

BRIDGE CREEK-CANIM LAKE ROAD (24 miles).

Connects with the Main Trunk Road at Bridge Creek and follows its valley to Canim Lake. The country traversed is level and covered with grass and scattering timber. The road is used by settlers and also by prospectors in the Canim Lake and Clearwater sections.

Built bridge, 4 stringers, 45 feet long.
Hewed covering 56 " 10 feet wide.
Hand-rail and ribbon put on.
Filled in earth 106 feet, 4 feet wide, 1 foot deep.
Excavated earth 45 " 4 " 2 "

MCKINLAY-HORSEFLY ROAD (4 miles).

This road extends from the 103-Mile Post, Main Trunk Road, to the intersection with the 108-Mile-Horsefly Road, and passes over a comparatively level section, covered with grass and timber.

Corduroyed 95 feet, 12 feet wide.
Gravelled 40 " 10 " 12 inches deep.
Made general surface repairs.

108-MILE-HORSEFLY ROAD (50 miles).

Leaving the 108-Mile House, the road traverses rolling hills covered with timber and grass a distance of 9 miles; thence over a comparatively level country, covered with timber, to Harper's Camp, Horsefly. Little or no agriculture is carried on, there being but one settler on the route. Scarcely any traffic passes over the road at present.

Corduroyed 300 feet, 12 feet wide
Ditched 780 " 2 " 1 foot deep.
Gravelled 80 " 9 " 8 inches deep.
Built 7 bridges, averaging 31 feet by 14 feet.
Re-covered bridge, 111-Creek, 70 feet by 14 feet.
New hand-rail and ribbon put on.
Filled in earth 87 feet, 14 feet wide, 4 feet deep.
Cut brush 8 miles, 5 feet on each side of road.

134-MILE HOUSE TO AUGUSTINE'S (15 miles).

Leaving the 130-Mile House, the road traverses the high tableland, covered with timber, to the Chimney Creek Valley; thence along Chimney Lake over grass-covered sloping hills, and thence to the intersection of the road with the Clinton-Alkali Road at Springhouse.

Forest cleared 5½ miles, 30 feet wide.
Corduroyed 185 feet, 14 "
Cut down knolls and filled hollows.

DOG CREEK-CHURN CREEK FERRY TRAIL (6 miles).

This trail intersects the Clinton-Alkali Road at the top of the hill south of Dog Creek, and thence extends over a rough, broken country to the Fraser at the ferry. The mails for Gang Ranch and Empire Valley are carried over this trail. To avoid a detour, *via* Canoe Creek, of 24 miles, it is proposed to construct a waggon road on line of present trail, which will cost, approximately, $4,000.

Cut underbrush 425 feet, 6 feet wide.
Excavated earth 15,660 " 3 " 2 feet deep.
Built bridge 12 " 10 by 4 feet.

MOUND-UPPER BONAPARTE ROAD (16 miles).

This road intersects the Main Trunk Road near the 37-Mile Post and extends to and up the valley of the Bonaparte, traversing rolling hills covered with grass and scattering timber. There are 3 settlers, engaged in farming and stock-raising.

Put 4 new stringers in bridge, 35 feet long, 10 inches by 12 inches.
Renewed covering on " 35 " 12 feet wide.
Made general repairs over 6 miles of road.

MCKINLAY, HAMILTON AND OGDEN ROAD (8 miles).

Connecting with the Main Trunk Road at the 102-Mile Post and extending south over a rolling country to wild hay meadows.

Forest cleared 26,000 feet, 30 feet wide.
Graded 1,760 " 4 "
Built bridge, 30 feet by 12 feet by 3 feet.

RAYSON ROAD (14 miles).

This road extends from the Clinton Hill north over a level country, intersecting the Clinton-Alkali Road at the 51-Mile Post. There are 3 settlers, engaged in hay and stock-raising.

Excavated earth 150 feet, 4 feet wide, 1½ feet deep.
Dug up rocks 2,650 " 9 "
Gravelled 190 " 9 " 10 inches deep.
Ditched 310 " 4 " 1 foot "
Built 3 bridges, averaging 25 feet by 14 feet by 2 feet.
Made 6 culverts " 15 " 4 " 2 "

70-MILE HOUSE TO JAMIESON'S (8 miles).

Intersects the Main Trunk Road at the 70-Mile House and extends east over a timbered country to Currie's Ranch.

Excavated earth 165 feet, 4 feet wide, 2 feet deep.
Dug up rocks 210 " 8 "
Corduroyed 275 " 12 "
Built 2 bridges, each 38 feet by 12 feet by 2 feet high.
Made 2 culverts, 16 feet by 4 feet by 2 feet.

70-MILE HOUSE-GREEN LAKE ROAD (12 miles).

Intersects the Main Trunk Road at the 70-Mile House and extends north-east to Green Lake, over a level grazing country. There are two settlers in the section, engaged in stock-raising.

Excavated earth 850 feet, 6 feet wide, 1 foot deep.
Corduroyed 24 " 14 "
Dug up rocks on 6 miles of road.

Walker's Bridge, Bonaparte River.

Renewed timbers in straining beam truss, span 45 feet.
Built 2 new abutments, 10 feet wide, 9 feet high, and filled same with rock and gravel.
Renewed part of covering, 6 feet by 14 feet.

Morgan Bridge, Bonaparte River.

Used by settlers on east side of river, and by stockmen to and from the foothills.

Built new straining beam truss, 60-foot span.
" 2 new abutments, 10 feet wide, 10 feet high, filled with rock and gravel.

Mundorf Bridge, Bonaparte River.

Used by settlers and stockmen to and from east side of river, and by miners and prospectors on Scottie's Creek.

Put single truss, two 12-foot rods, on bridge, to prevent stringers from sagging.
Raised west approach by filling in 30 feet by 10 feet by 2 feet.
Put in brush and rock rip-rap at east abutment, to prevent wash.

Tool-House and Stable, Clinton.

Replaced earth roof by rafters, lumber and shingles, 35 feet by 25 feet.
Built new addition to tool-house, 12 feet square, 9 feet high, with lumber and shingles.

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## Cariboo District.

### Southern Division.

R. McLaren, Superintendent.

Main Trunk Road (from 141-Mile House to Soda Creek—38 miles).

Starting at the 141-Mile House, on the Main Trunk Road to Cariboo, this section of the road passes through an agricultural country, the number of settlers being 8. It is the mail and stage route for all points north, and over this road freight destined for all parts of Cariboo is hauled.

Graded, 1,416 feet; ditched, 5,733 feet; corduroyed, 390 feet; stoned, 120 feet; gravelled, 6,561 feet.
Built 13 culverts, averaging 21 feet long, 4 to 5 feet wide, 2½ feet deep.
Re-covered Soda Creek bridge with 2-inch plank, the only plank available.
Covered 1 bridge, south of Deep Creek, with poles, 20 feet long, 16 feet wide.
Removed loose rocks and dug out large ones from roadbed for a distance of 12 miles.

158-Quesnel Forks Road.

This road, which is 48 miles in length and starts at the 158-Mile House, M. T. Road, is the principal and most direct means of communication from points to the south with the Quesnel Forks and Keithley Creek Mining Divisions of the Cariboo District. The land along its route is both mineral and agricultural, and there are 5 settlers. It is a mail route. There are two hydraulic mines in operation at Quesnel Forks.

Forest cleared 70,776 feet; graded 23,676 feet; ditched 21,957 feet; corduroyed 1,074 feet; gravelled 17,514 feet.

Built 2 bridges, 25 feet long, 19 feet wide, 4 feet deep, timber averaging from 8 to 20 inches.

Built 37 culverts, averaging 19 feet long, 2 to 3 feet wide, 2 feet deep.

150-HORSEFLY ROAD.

This road starts at the 150-Mile House, and its length is 35 miles. The land is partly agricultural and partly timbered and swampy, and the number of settlers is 6. It is the mail and freight road to the Horsefly mines, of which there are 3 in operation.

Forest cleared 21,402 feet; grubbed 5,934 feet; graded 12,369 feet; ditched 3,342 feet; corduroyed 525 feet; excavated earth 90 feet; excavated rock 225 feet; filled in 625 feet.

Built 35 culverts, averaging 16 feet long, 2½ to 3 feet wide, 2 feet deep; dimensions of timber, from 7 to 15 inches.

108-HORSEFLY ROAD.

The total distance from the 108-Mile Post to the Forks of the Horsefly is, approximately, 98 miles, divided as follows: 108-Mile Post to Harper's Camp, 48 miles; Harper's Camp to Forks of Horsefly, 50 miles; and it is 13 miles further to Eureka Creek. During the year 1900 work was done on the portion of this road from Harper's Camp to Half-way House, 20 miles; and the work done this year (to 30th June, 1902) was on a section of 26 miles, from the Half-way House towards Horsefly. The road passes through an agricultural and timbered country, and is intended for a freight road to the Horsefly mines. There are only two settlers on its route.

Forest cleared 15 feet; grubbed 465 feet; graded 2,601 feet; ditched 723 feet; corduroyed 1,248 feet; excavated rock 175 feet; excavated earth 450 feet; filled in 849 feet; cribbed 42 feet; gravelled 1,737 feet.

Built 6 bridges, total length, 263 feet, 8 to 20-foot spans; timber used, from 12 to 20 inches.

Built 12 culverts, averaging 20 feet long, 4 feet wide.

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

The starting point of this road is the 150-Mile House, and its length is 20 miles. It runs through an agricultural country, and the number of settlers is 4. It is a freight and mail road.

Graded 18,300 feet; ditched 1,650 feet; gravelled 1,350 feet; changed road 7,401 feet.

Built 8 culverts, 14 feet long, 2 feet wide; timber used, from 8 to 12 inches.

Built 1 bridge, 17 " 16 " 6 feet high.

General repairs were made on the entire length of the road.

ALEXANDRIA ROAD.

This road runs from Beaver Lake to Alexandria, a distance of 16 miles, through an agricultural and timbered country. It is a freight road, and accommodates 2 settlers.

Graded 2,175 feet, and general repairs made for a distance of 8 miles.

ALKALI LAKE ROAD.

This road starts from the Main Trunk Road 1 mile south of the 150-Mile House, and its length is 25 miles, the country traversed being agricultural and timbered, also hilly. Road used for farming purposes, there being 3 settlers along its route.

Forest cleared 1,800 feet; grubbed 1,200 feet; graded 3,071 feet; ditched 2,490 feet; excavated rock 23,949 feet; gravelled 12,399 feet.

Built 3 culverts, 16 feet long, 3 feet wide; timber used, from 8 to 14 inches.

Bridge Road.

The starting point of this road is 2 miles south-west of Isnardy's, and its length is 7 miles. It is an open agricultural district, and the number of settlers is 2.

Forest cleared 470 feet; grubbed 470 feet; cribbed 321 feet; excavated earth 5,501 feet; filled in 415 feet.

Built 3 culverts, 63 feet in all, 8 feet wide, 4 feet deep.

Built 2 bridges, 54 " 12-foot spans, and 1 bridge 75 feet long. Abutment on north side of creek, 30 feet long; on south side, 25 feet long; dimensions of timber, from 8 to 36 inches.

Beaver Lake Valley-Horsefly Road.

Starts from Beaver Lake and has a length of 24 miles, passing through an agricultura and mining country; number of settlers, 7.

Forest cleared 32,835 feet; graded 31,651 feet; corduroyed 96 feet.

Built 6 bridges, 183 feet in all, 9-foot spans; dimensions of timber, 12 to 18 inches.

Quesnel Forks-Quesnel Lake Road.

Starts from Quesnel Forks, and is 7 miles long, passing through a mining country.

Cribbed 51 feet; built 2 culverts, 15 feet long, 3 feet wide; timber used, 8 to 12 inches.

Made general repairs for entire distance of road.

Barkerville-Keithley Creek Trail.

This mail route and pack-trail between Barkerville and Quesnel Forks is 40 miles in length and touches at Keithley Creek and other points *en route*. It runs through a heavily timbered country and a distinctly mining district.

Forest cleared 42,360 feet; grubbed 10,560 feet; graded 19,140 feet; ditched 3,540 feet; corduroyed 930 feet; excavated earth 840 feet; excavated rock 420 feet.

Built 10 culverts, 10 feet wide, 8 feet long; timber used, from 6 to 12 inches.

Horsefly River Road.

Starts from Harper's Camp and is 9 miles in length. Runs through an agricultural, mining and timbered country, with but 1 settler.

Graded 63 feet; corduroyed 120 feet.

Built 4 bridges, 12 feet long, 15 feet wide, 4 feet high, 6-foot spans; timber used, from 8 to 15 inches.

Quesnel River Trail.

This trail starts at Little Lake and runs to Beaver Mouth, a distance of 26 miles through a mining country, burnt and hilly.

Forest cleared 84,480 feet; corduroyed 45 feet; general repairs for entire length of trail.

In regard to the amount of freight hauled inward over the above roads. The only returns so far sent in are those of the Consolidated Cariboo Hydraulic Mining Company, who, in the past season of 1902, hauled over 276 tons, including explosives, mining supplies and provisions.

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## Northern Division.

Jos. H. St. Laurent, Superintendent.

Eight-Mile Lake and Stewart Creek Road.

This road is 13 miles long, and runs through a mountainous and swampy country, and accommodates 12 mining companies.

| | | | |
|---|---|---|---|
| Forest cleared | 2,545 | feet, | 12 feet wide. |
| Graded | 3,205 | " | 10 " |
| Ditched | 525 | " | 2½ " |
| Grubbed | 612 | " | 9 " |
| Cribbed | 90 | " | 3 feet high. |
| Corduroyed | 138 | " | 12 feet wide. |

Excavated earth 9,000 square feet.
Made 14 culverts, averaging 56 feet, 12 feet wide, 2 feet deep.
Built 2 bridges, " 48 " 12 " 3 "

SLOUGH CREEK ROAD.

Extends 2 miles from Main Trunk Road, over flat and good ground; accommodates 4 mining companies.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 4,300 | feet, | 16 | feet wide. |
| Graded | 4,300 | " | 16 | " |
| Grubbed | 4,300 | " | 16 | " |
| Excavated earth | 600 | " | 12 | " 3 feet deep. |
| " rock | 1,000 | " | 16 | " $4\frac{1}{2}$ " |
| Built 1 bridge, | 307 | " | 16 | " 4 feet high. |

LOWHEE CREEK ROAD.

Extends 3 miles from Barkerville, through a mountainous, wooded and swampy country, and accommodates 6 mining companies.
Gravelled 4,715 feet, 7 feet wide, 6 inches deep.
Ditched 2,200 " 2 "
Built 1 bridge, 36 feet long, 14 feet wide, 4 feet high.

DRAGON CREEK ROAD.

Extends 4 miles from Slough Creek Road; mountainous, wooded and swampy country; accommodates 3 mining companies.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 1,285 | feet, | 12 | feet wide. |
| Grubbed | 2,157 | " | 12 | " |
| Graded | 1,887 | " | 8 | " |
| Ditched | 190 | " | 2 | " |
| Excavated earth | 3,630 | square feet. | | |
| " rock | 1,864 | " | | |

Made 8 culverts, averaging 32 feet, 12 feet wide, 2 feet deep.

MOSQUITO CREEK.

Extends 2 miles from Main Trunk Road; flat, muddy soil; accommodates 4 mining companies.
Graded 1,000 feet, 8 feet wide.
Gravelled 700 " 7 "
Cleaned ditches and made general repairs.

BARKERVILLE-STANLEY OLD ROAD.

Leaves Main Trunk at Stanley, 14 miles from Barkerville; mountainous and wooded. Used in summer for light traffic.
Bridges have been repaired for light traffic; large washouts repaired; fallen timber cut out, and all obstructions removed from the road.

TRAIL, GROUSE, ANTLER AND CUNNINGHAM CREEKS.

It is 18 miles from Barkerville to Cunningham, through a mountainous, wooded and swampy country, and this trail accommodates 12 mining companies.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 1,400 | feet, | 11 | feet wide. | |
| Grubbed | 400 | " | 10 | " | |
| Graded | 5,700 | " | 10 | " | |
| Ditched | 9,895 | " | 2 | " | |
| Corduroyed | 92 | " | 12 | " | |
| Cribbed | 381 | " | 3 | feet high. | |
| Excavated earth | 510 | " | 12 | feet wide, | 2 feet deep. |
| " rock | 410 | " | $5\frac{1}{2}$ | " | $2\frac{1}{2}$ " |
| Filled in | 211 | " | $3\frac{1}{2}$ | " | 3 " |
| Built 1 bridge, | 30 | " | 12 | " | 6 feet high. |

Repaired Antler Creek Bridge, raising 100 feet of the stringers at one end of the bridge 1 to 2 feet.

Grouse Creek Road.

Removed large slides, turned off water from the road and removed rock from roadbed; accommodates 6 mining companies.

Peter Creek Road.

Extends 2 miles from Main Trunk Road, through wooded, flat and swampy country; accommodates 3 mining companies.

| | | | |
|---|---|---|---|
| Ditched | 120 | feet, | 2 feet wide. |
| Corduroyed | 213 | " | 10 " |
| Gravelled | 111 | " | 8 " |

Made 1 culvert, 4 feet, 10 feet wide, and made general repairs.

Hardscrabble Road.

Extends 3 miles from Mosquito Creek Road through swampy ground; accommodates 3 companies.

| | | | |
|---|---|---|---|
| Forest cleared | 7,920 | feet, | 6 feet wide. |
| Graded | 4,410 | " | $2\frac{1}{2}$ " |
| Ditched | 350 | " | $1\frac{1}{2}$ " |
| Corduroyed | 400 | " | 10 " |

Made 7 culverts, averaging 25 feet, 10 feet wide, $1\frac{1}{2}$ feet deep.

Goat River Trail.

Mountainous, wooded and swampy; 75 miles to Fraser River from Bear Lake; accommodates prospectors.

Fallen timber has been cut out.

Summit Creek-Bear Lake Trail.

Wooded and swampy; 17 miles; accommodates prospectors and trappers.

Snowshoe Mountain Trail.

Mountainous, wooded and swampy; 25 miles; accommodates travellers from Barkerville and Quesnel Forks.

Timber cut out and removed from the trail.

Sugar Creek Trail.

Extends 10 miles from Hardscrabble Road; mountainous, wooded and swampy; accommodates 2 mining companies and prospectors.

Fallen timber has been cut out and removed from the trail.

Cottonwood River Road.

Extends from Main Trunk Road 16 miles to mouth of Cottonwood River; wooded and swampy; accommodates 1 farmer and 4 mining companies.

Fallen timber cut out and removed from the road.

Holt, Stabler and Yargeau Road.

Extends from Quesnel to Yargeau Ranch, 8 miles. Good ground for road; accommodates 4 farmers.

Widened roadbed, straightened turns, filled holes, cut down knolls, filled hollows to improved grade, and made general repairs.

Baker Road.

Four miles long; accommodates 4 farmers.

Widened the roadbed, straightened turns and filled hollows.

Trail, west of Fraser River (34 miles).

Accommodates 4 farmers and packers.

All fallen timber has been cut out and removed from the trail.

WINTER ROAD, 6 MILES ABOVE SODA CREEK.

This road is 10 miles long and is used instead of the Main Trunk Road during the winter.
Built 1 bridge, 40 feet, 18 feet wide, 8 feet high.
Re-covered 1 bridge, 8 " 18 "
Filled in large wash-out.

MUD LAKE ROAD (7 miles)

Accommodates 4 farmers.

Removed slides, filled washout and ruts, removed rocks from roadbed.

STEAMBOAT LANDING ROAD ($\frac{1}{4}$ mile, at Soda Creek).

Forest cleared 200 feet, 50 feet wide.
Grubbed 100 " 20 "
Graded 500 " 10 "
Made 1 culvert, 6 feet, 22 feet, 2 feet deep.
Re-built 1 bridge, 30 feet, 18 feet wide.

SPRINGFIELD FARM ROAD (6 miles).

Accommodates one large farm.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 300 feet, | 30 feet wide. | | |
| Grubbed | 300 " | 20 " | | |
| Graded | 600 " | 12 " | | |
| Ditched | 6,000 " | 2 " | | |
| Excavated earth | 150 " | 20 " | 6 feet deep. | |
| Filled in | 200 " | 20 " | 3 feet high. | |

DEEP CREEK ROAD.

This is a winter road, 2 miles from Deep Creek, and crosses the Fraser River when frozen.
Removed slides.
Constructed a cage to cross the Fraser River over the cable during the winter season, built with lumber, 4 feet wide, 8 feet long, 4 feet high, with sufficient iron to hold it together to be safe, and with working cylinder and crank inside cage.
Constructed a road at each landing of the cage, to load and unload goods and passengers.
This cage has been and will continue to be a great advantage to the public during the winter season, when the river is impassable for the ferry boat.

QUESNEL RIVER ROAD (20 miles).

Extends from Main Trunk Road to Beaver Creek, on Quesnel River, through a wooded, mountainous and rocky country; accommodates 6 mining companies.
Corduroyed 870 feet, 8 feet wide.
Corduroy repaired.
Bridges re-covered, 170 feet, 10 feet wide.
" repaired.
Cut out fallen timber and removed ice and snow.

SUNNYSIDE FARM ROAD.

West of Fraser River, 5 miles; accommodates 5 farmers.
Cleaned slides, removed rocks from roadbed, filled in ruts and washouts, and made general surface repairs.

BEAVER LAKE ROAD FROM ALEXANDRIA (18 miles).

Country is rocky, wooded and swampy. Part of branch road to Quesnel Forks; accommodates 4 farmers.

| | | |
|---|---|---|
| Forest cleared | 405 feet, | 16 feet wide. |
| Grubbed | 675 " | 16 " |
| Ditched | 675 " | $1\frac{1}{2}$ " |
| Graded | 675 " | 14 " |
| Corduroyed | 648 " | 12 " |

Made 3 culverts, averaging 12 feet, 12 feet wide, 3 feet deep.

Carson Road.

One mile from Main Trunk Road; accommodates one farm.
Widened the roadbed, straightened turns and filled in ruts.

Chilcotin Main Road.

This road is 130 miles long and runs from Soda Creek to Copeland Ranch, Chilcotin. It is a mail route, and accommodates all the farmers, ranchers and cattle-raisers in that valley.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 15,840 | feet, | 12 | feet wide. |
| Graded | 500 | " | 8 | " |
| Ditched | 2,100 | " | 2 | " |
| Corduroyed | 525 | " | 10 | " |
| Gravelled | 2,400 | " | 8 | " |

Cleaned out bank slopes; cleaned ditches; removed rocks from roadbed; cut out and removed fallen timber, and made general repairs throughout a distance of 100 miles.

Extended 6 miles.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 21,120 | feet, | 12 | feet wide. |
| Graded | 1,760 | " | 9 | " |
| Built 4 bridges, | 72 | " | 14 | " |

Davis Ranch Road.

Runs 2 miles from Main Chilcotin Road; accommodates 1 cattle-raiser.

Graded 2,754 feet, 7 feet wide.

Cotton Ranch Road.

Seven miles from Main Chilcotin Road; accommodates 1 farmer and cattle-raiser.

Filled in washout and removed rocks from roadbed.

Beaumont Ranch Road.

Extends 8 miles from Main Chilcotin Road, for use of 1 farmer and stock-raiser.

Graded 300 feet, 8 feet wide.

Removed large quantity of big rocks from roadbed, and made general repairs for a distance of 7 miles.

Lee Hill (3 miles).

Leaves the Main Chilcotin Road on the top of the hill and connects on Main Chilcotin Road at Lee House.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 900 | feet, | 15 | feet wide. | |
| Graded | 500 | " | 8 | " | |
| Excavated earth | 25 | " | 10 | " | 1½ feet deep. |
| Filled in | 12 | " | 10 | " | 3 " |

Johnston & Bros.' Ranch Road.

Extends 7 miles from Main Chilcotin Road; accommodates 3 farmers and cattle-raisers.

Graded 2,000 feet, 4 feet wide.
Made 3 culverts, averaging 13 feet, 15 feet wide.
Built 2 bridges, " 30 " 9 " 6 feet high.

Alexis Creek Road.

Extends 8 miles from the Main Chilcotin Road; accommodates 2 stock-raisers.

Grubbed 1,500 feet, 8 feet wide.
Graded 1,500 " 8 "
Built 2 bridges, 30 feet, 9 feet wide, 6 feet high.
Widened roadbed and removed rock from same.

BIG CREEK ROAD.

Extends 13 miles from Main Chilcotin Road; accommodates 5 stock-raisers.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 42,240 | feet, | 12 | feet wide. |
| Graded | 640 | " | 8 | " |
| Made 1 culvert, | 4 | " | 10 | " |

CHILCOTIN RIVER BRIDGE (repairs).

Constructed 1 pier with 12 piles, driven in 2 rows, forming a cutwater, with cap on each row, 12 by 12 inches (piles driven in hard clay formation); planked 6 feet above low water mark. Constructed 1 pier with 18 piles; this pier is constructed to form a breakwater from the pier to the bank of the river, at an acute angle, to turn the water from the bank. Constructed 1 span with 3 new stringers, 10 by 16 inches, 65 feet long; used one of the old trusses. Constructed 1 span, 59 feet long, with 3 new stringers, 10 by 16 inches; new trusses, timber 10 by 10 inches; new corbels, 10 by 16 inches, 15 feet long. Constructed 1 span, 44 feet; used old timber; new corbels. Constructed 1 span, 44 feet; used old stringers; 34 feet is flooring with hewn timber; balance of flooring is new and old plank. Ribbon-poles and hand-rails put on.

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## CARIBOO MAIN TRUNK ROAD (Sections 5 and 6).

From Soda Creek to Barkerville, 116 miles; from Soda Creek to Quesnel, 56 miles; flat, wooded country, mud soil, requiring a great deal of gravel. This section is mostly agricultural, 20 farms and a great deal of placer mining on the Fraser River near the total length of this section. Mail route.

From Quesnel to Barkerville, 60 miles; wooded and mountainous, cut by deep gulleys requiring culverts and bridges.

With the exception of 5 or 6 farms, this section accommodates the mining sections of Cariboo proper, as from its terminus all the branch roads and trails mentioned in the following report lead to various mining properties. It is also a mail route.

*March.*

Hauled planks from Quesnel to Cottonwood River Bridge; repaired washouts, opened culverts and ditches and turned off water from the road.

*May.*

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 5,175 | feet, | 20 | feet wide. | | |
| Grubbed | 2,100 | " | 5 | " | | |
| Ditched | 2,950 | " | 3 | " | | |
| Cribbed | 100 | " | 2 | feet high. | | |
| Excavated earth | 100 | " | 3 | feet wide, | 6 | feet deep. |
| Filled in | 200 | " | 13 | " | 9 | inches deep. |
| Gravelled | 3,450 | " | 13 | " | 9 | " |
| Turnpiked | 1,050 | " | 5 | " | 12 | " |

Made 2 culverts, averaging 10 feet, 18 feet wide, 2 feet deep.

Removed slides; opened culvert and ditches, turning off water.

*June.*

| | | | | | | |
|---|---|---|---|---|---|---|
| Forest cleared | 8,800 | feet, | 16 | feet wide. | | |
| Grubbed | 4,300 | " | 6 | " | | |
| Ditched | 9,970 | " | 2 | " | | |
| Graded | 1,870 | " | 5 | " | | |
| Turnpiked | 1,670 | " | 5 | " | 12 | inches deep. |
| Macadamised | 750 | " | 14 | " | 6 | " |
| Gravelled | 13,033 | " | 10 | " | 18 | " |

Made 5 culverts, averaging 25 feet, 18 feet wide, 2 feet deep.

Re-covered 1 bridge, 10 feet, 18 feet wide.

*July.*

| | | | | |
|---|---|---|---|---|
| Forest cleared | 4,645 feet, | 25 feet wide. | | |
| Grubbed | 3,500 " | 5 " | | |
| Graded | 1,506 " | 4 " | | |
| Ditched | 13,520 " | 2 " | 2 feet deep. | |
| Cribbed | 20 " | 3 feet high. | | |
| Filled in | 10,520 square feet. | | | |
| " | 500 feet, | 8 feet wide, | 4 feet deep. | |
| Macadamised | 1,200 " | 12 " | 6 inches deep. | |
| Turnpiked | 3,500 " | 5 " | 11 " | |
| Gravelled | 18,570 " | 12 " | 11 " | |

Made 9 culverts, averaging 45 feet, 18 feet wide, 2 feet deep.

*August.*

| | | | | |
|---|---|---|---|---|
| Forest cleared | 9,600 feet, | 20 feet wide. | | |
| Grubbed | 500 " | 8 " | | |
| Graded | 3,136 " | 18 " | | |
| Ditched | 10,038 " | 2 " | | |
| Cribbed | 60 " | 4 feet high. | | |
| Macadamised | 1,800 " | 12 feet wide, | 8 inches deep. | |
| Turnpiked | 3,136 " | 5 " | 12 " | |
| Excavated earth | 1,350 " | 12 " | 8 " | |
| Filled in | 12 " | 8 inches deep. | | |
| Gravelled | 1,876 " | 12 feet wide, | 10 " | |

Made 9 culverts, averaging 40 feet, 18 feet wide, 2 feet deep.
Repaired 2 small bridges.
Re-covered 3 "
Made 200 feet of breakwater, with brush, to protect road from being washed away.

*September.*

| | | | | |
|---|---|---|---|---|
| Forest cleared | 12,800 feet, | 30 feet wide. | | |
| Grubbed | 12,900 " | 6½ " | | |
| Graded | 1,750 " | 18 " | | |
| Ditched | 5,250 " | 2½ " | | |
| Turnpiked | 550 " | 6 " | 12 inches deep. | |
| Gravelled | 7,200 " | 11 " | 9 " | |

Made 2 culverts, averaging 10 feet, 18 feet wide, 3 feet deep.
Built 3 bridges, " 54 " 18 " 5 "

*October.*

| | | | | |
|---|---|---|---|---|
| Forest cleared | 5,280 feet, | 30 feet wide. | | |
| Ditched | 1,200 " | 3 " | | |
| Turnpiked | 1,200 " | 6 " | 12 inches deep. | |
| Gravelled | 1,200 " | 10 " | 15 " | |

Made 1 culvert, 8 feet wide, 18 feet long, 2 feet deep.

*July and August.*

Built 1 bridge across Willow River, 107 feet in length, 16 feet wide, with abutments and 3 piers, 8 feet high, floored with 3-inch plank; hand-rail put on, 4 by 4 scantling.
Constructed 500 feet of road from the Main Road to the bridge.
Made 2 culverts, averaging 15 feet, 20 and 30 feet wide, 3 feet high.
The winter road from Cottonwood to Barkerville was kept open by the Government team last winter, and it has given better satisfaction to the public than when it was let by contract.

*March*

Cleaned out slides, opened ditches, filled ruts, cut out fallen timber, and put in new flooring on Quesnel River Bridge, where required.

*April.*

Timber for cribbing, to the amount of 2,270 feet, was taken out 8 miles above Quesnel, rafted down the river to Quesnel and hauled on the bank of the river.

*May.*

Cleaned out slides and fallen timber; repaired bridges and culverts, filled washout; opened ditches; filled ruts. Built a bulkhead with trees to turn off water from the road at the mouth of Lowhee Creek.

*June.*

Cleaned out slides; filled washouts; filled ruts; cleaned ditches; repaired bridges and culverts; removed rock from roadbed; re-covered 1 bridge.

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## OMINECA DIVISION.

VICTORIA, B. C., November 5th, 1902.

SIR,—I have the honour to submit the following report of work done upon the Hazelton-Manson Trail for the year ending 30th June, 1902:—

The trail has never been surveyed, but the approximate length is about 196 miles. The starting point is at Hazelton, a village situate at the forks of the Skeena River, and the head of steamboat navigation, and is the shipping point for all supplies destined for the Omineca Mining District, as well as all Hudson Bay Posts in the interior of what was known as the District of New Caledonia. This trail is also the mail route to Babine, Tom, Vital, Germansen, Manson, Slate and Lost Creeks.

The nature of the country traversed by the Hazelton-Manson Trail is very diversified, as the trail running, as it does, almost due east and west, crosses three ranges of mountains, with their intervening valleys. The country can certainly be classed as rough, and was at one time heavily covered with a growth of pine and spruce of good size and quality, but forest fires have of late years overrun the whole District, and for miles at the present time nothing but a mass of dead fallen timber and undergrowth of willow are to be seen. For the first 35 miles from Hazelton the trail follows the valley of the Bulkley and Sustoot or Bear River, and is hilly, caused by the deep gulches running down the mountain sides into these streams; from the 35-mile point the trail gradually rises to the summit of the Babine Mountain, and from this point (35-mile point) to Babine, a distance of about 21 miles, the worst portion of the trail is met with, the bottom being very wet, with quantities of boulders and many soft places. A good bridge is built over the Babine River. From Babine Lake to Tacla Lake, a distance of about 40 miles, the trail gradually ascends the Fire-pan Mountain, crossing Deep Creek just about the summit. This creek is rightly named, as the descent to the bottom of the gulch is over 1,000 feet, which height is again climbed on the other side.

From Babine to this point the country is mostly covered with green timber and, consequently, the trail is for the most part wet, but has a hard bottom; from Deep Creek to Tacla Lake is a gradual descent. The country has been swept clean by fire, little or no timber is standing, and, in fact, very little has been left on the ground. The country is dry and the trail very good indeed.

A scow ferry, built by an Indian at his own expense, is in operation on the lake, which at this point is 2½ miles wide, and has proved a great convenience to pack trains and travellers in general. From the east shore of the lake to Tom Creek, a distance of 25 miles, the country is about evenly divided by green and burned timber. The divide between the Pacific and the Arctic water-shed is here crossed. Three and a half miles east of Tom Creek the trail branches, one branch running down Silver Creek to Vital Creek, a distance of 15 miles, and the main trail winding over the Tom Creek Mountain to Manson, a distance of about 65 miles. The country has nearly all been swept by fires, the timber is large, trail bottom generally good, but long stretches of very soft places, which have had to be drained.

At Germansen Lake a raft ferry is in operation, worked by a rope cable across the Narrows. The trail follows the north shore of Germansen Lake for 12 miles to its outlet into Germansen Creek, down the creek 3 miles, then down the valley of Slate Creek on to Manson. From Manson the trail has been extended to Lost Creek, a distance of 4 miles, where it has been opened up and down the creek for a distance of about 3½ miles to the different mining properties being developed.

The purposes of this trail are communication from salt water *via* the Skeena River and Hazelton to the Omineca Mining District, and is used for the packing of all machinery, supplies and provisions to the different camps operating in the District. It is also the route

used by the Hudson Bay Company for the transportation from Hazelton to Babine of all supplies for that post, as well as for Fort St James, Fort McLeod and Fort Grahame.

There are no settlers located along this trail, although there are some points that could be made into good farms if cleared.

The number of mining properties served by the Hazelton-Manson Trail is 27, employing an average of 150 men. This trail is also used as a mail route into the District. The mining being placer or hydraulic, no ore is hauled out.

The amount of freight carried over this trail during the past year is as follows:—

All mining companies and individual miners and prospectors, about 850,000 pounds; Hudson Bay Company, 167 tons.

The repairs done during the past year upon this trail have been, first:—The annual cutting away of fallen timber, which has been especially heavy, owing to the very severe winds which prevailed both in the fall and spring all over the Omineca District; the repairs to all corduroys and approaches; the grading and widening of the trail along side-hills; the cutting out of roots and removal of boulders, making of ditches, repairs to existing bridges and building of four new ones, besides repairs to and a new cable for the ferry at Germansen Lake.

From Hazelton to Nine-Mile Creek very little repairs were needed, as for that distance the trail is in fair condition. From Nine-Mile on to Twenty-Mile Creek all side-hills have been graded and widened, and about 400 feet of ditch excavated, a great many roots cut out and boulders removed, and the hill at Eighteen-Mile Creek, which had slid for a considerable distance, re-graded and widened. From here to the Forks of the Susqua River the work has been principally repairing approaches to corduroys, draining mudholes and cutting out brush. From the Forks to Babine a great deal has had to be done, as this portion of the trail, as stated above, is the worst section on the whole distance from Hazelton to Manson. Some 2,000 feet of ditching has been made in many places, replacing worn-out corduroy; the subsoil being gravel, when thrown on to the trail has made a good solid passage over some very bad spots; all approaches to corduroys have been repaired and a large amount of boulders thrown out of the trail.

The bridge at Babine has been re-floored with whip-sawn planks two inches thick, laid length-ways over the old flooring. Length of the bridge, 240 feet; 2,640 feet of planking was used. From Babine to the summit of the Fire-Pan Mountain the trail bottom is fairly good, but, through the green timber, wet in many places; drainage has been made wherever feasible. From the summit to Tacla Lake little or no repairs are needed. Between Tacla and Tom Creek the trail has been repaired in the worst places by ditching, approaches to corduroys put in, and brush cut. From Tom Creek to the summit of Tom Creek Mountain about 600 feet of ditching has been made, and some of last year's ditches cleaned out and deepened. From Tom Creek Mountain to Manson, with the exception of a few places ditched and corduroys repaired, not much work has been done this year. No repairs were made to Vital Creek Trail other than building a bridge 40 feet long over Silver Creek. A bridge was also built over Germansen Creek, 44 feet long.

That portion of the trail from Manson to Lost Creek was repaired by cutting out all fallen timber, repairing corduroys and building two small bridges.

There still remains a greal deal to be done to this trail, and for next year I would respectfully suggest that ditching be continued on that portion between Hazelton and Babine, especially on Babine Mountain. From Babine to the summit of the Fire-Pan Mountain root-cutting and ditching is also badly needed. From Tacla to Tom Creek also requires drainage, and along Tom Creek Lake, which is four miles in length, the trail has been run on the north side over a very rough portion of country, while on the south side an old trail exists, which, if cleared of fallen timber, can be made a good trail for much less than repairs to the present one used would cost. The south trail is level, while the present trail is one succession of hills.

Other than clearing fallen timber off the Vital Creek Trail, no repairs will be needed next year. From Tom Creek to Manson some more drainage will be needed, and new float logs required for the raft ferry at Germansen Lake.

The two pack-horses bought this spring, for use on the trail, are being wintered in the Bulkley Valley; all tools and camp outfit are stored at the Hudson's Bay Company Post at Hazelton.

I have, etc.,

Fred. W. Valleau,
*Government Agent.*

*The Honourable*
*The Chief Commissioner of Lands and Works,*
*Victoria, B. C.*

# West Kootenay District.

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## REVELSTOKE RIDING.

### ILLECILLEWAET SETTLERS' ROAD.

Commences at Revelstoke and runs 3 miles south through fairly good farming land. This road is used for agricultural purposes. It affords communication to Revelstoke for at least 12 farmers.

| | | | |
|---|---|---|---|
| Grubbed | 4,000 | feet, | 14 feet wide. |
| Excavated earth | 100 | " | 8 " |

### GREELEY CREEK WAGGON ROAD.

Commences at Revelstoke and runs through good bench lands for a distance of 9 miles east, and affords farmers access to Revelstoke by team. This road gives relief to 10 farmers.

| | | | |
|---|---|---|---|
| Forest cleared | 5,280 | feet, | 16 feet wide. |
| Graded | 15,840 | " | 8 " |
| Ditched | 99 | " | 2 " |
| Corduroyed | 150 | " | 12 " |
| Cribbed | 120 | " | |
| Excavated rock | 120 | " | |
| Filled in | 3,000 | " | |

Built 3 bridges, averaging 30 feet long by 12 feet.
" 3 culverts, " 6 by 6 by 12 feet.
Made general repairs.

### FISH RIVER WAGGON ROAD (east side).

This road starts from Beaton and runs north to the Cambourne group of mines. Its length is 7½ miles. The first 5 miles was built under contract by the Government, at a cost of $5,500. Two and a quarter miles was built by the Northwestern Development Syndicate, at a cost of $3,437, including the cost of bridging Pool Creek and Fish River, the last being a truss bridge. This work was done to enable this company to get their electric power plant, aerial tram, stamp-mill and saw-mill to their property. The machinery was teamed in from Comaplix or west side of the river. The freight inward over the Government portion of this road was 75 tons.

### FISH RIVER WAGGON ROAD (west side).

Starts at Comaplix, running north to the town of Cambourne, 7 miles, reaching this town by means of a bridge crossing Fish River. This bridge was built early in the spring of 1902 by private subscription, at a cost of some $1,500. It has 3 spans, 73 feet each; south approach, 50 feet; north, 35 feet; 4 stringers in each span; 2 piers, 9 piles each, one 8 piles, and one 4-pile bent; 75 lineal feet is decked with 2-inch plank, balance of decking is of split cedar. One span is trussed with four 1-inch steel rods, 12 feet 8 inches long, and two spans with eight ¾-inch round iron (each span). This road has received some $10,000 for repairs, which by a bridge crossing Fish River in the vicinity of the old Fish River Bridge (carried out in 1900) a large saving can be effected by use of the east side. This road carried inward upwards of 300 tons of merchandise, machinery, etc. The road is used by miners, ranchers and lumbermen.

Columbia River Waggon Road.

This road starts at Revelstoke and follows Columbia River north for a distance of 9 miles. Heavy traffic passes over this road. Owing to high water in canyon, the steamer is unable to get through in summer; consequently, all supplies for Big Bend have to pass over this road to steamboat landing at Nine-Mile Point. Owing to heavy rains in spring and fall, this road is very hard to keep open, heavy land slides occurring very frequently.

General repairs and keeping slides shovelled out.

Hall's Landing Waggon Road.

This road is about 4 miles long and runs through good farming land. It gives relief to about 10 farmers, allowing them transportation to lake shore by team, from where they ship their agricultural produce to a market.

General repairs were made.

North Fork of Illecillewaet Waggon Road.

This road starts at Albert Canyon and runs to headwaters of Downie Creek. The Waverly and Tangier groups of mineral claims, and also quite a few individual holders of claims, are situated on this road, nothing but development work being carried on.

General repairs made.

Fire Valley Waggon Road.

Commences at Edgewood, running north through Fire Valley 10 miles, at which point the Kettle River trail continues to the summit of Kettle River.

Cleared out and made general repairs.

Trout Lake Waggon Road.

This road starts at Beaton and runs to Trout Lake and Ferguson, a distance of 12 and 16 miles, respectively. The road runs through a good timbered country and is built on very good grades for a mountainous road. Heavy traffic passes over this road, both in and out, in summer and winter. It affords relief to miners, merchants and farmers between above towns. Mail goes in over the road one day and out the next. In the past a great many tons of ore have passed out.

| | | | | | |
|---|---|---|---|---|---|
| Ditched | 685 | feet, | 2 | feet | by 1 foot. |
| Corduroyed | 4,910 | " | 12 | " | wide. |
| Graded | 2,715 | " | 10 | " | " |
| Cribbed | 165 | " | | | |
| Widened | 4,895 | " | | | |
| Excavated rock | 95 | " | by 3 feet. | | |
| Gravelled | 8,205 | " | 8 feet wide, 6 inches deep. | | |
| Built 7 culverts | 10 | " | by 2 feet by 8 feet. | | |

Repaired and strengthened bridges between Beaton and Ferguson.

Nettie L Road.

This road is 3½ miles in length and branches from the main trunk road about 1½ miles from the town of Ferguson. It traverses for its full length a heavily timbered mountain. The road was built to give an outlet to the Nettie L and May Bee Mines. Several other minor properties are served by this road. These properties employ at present about 45 men. A great amount of ore is shipped over this road, besides some hundreds of tons of supplies and machinery being put into the mines.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 8,325 | feet, | 20 | feet | wide. |
| Grubbed | 7,560 | " | 12 | " | |
| Graded | 7,560 | " | 10 | " | |
| Cribbed | 252 | " | 12 | " | |

Built 2 bridges, averaging 50 feet by 12 feet by 12 feet.

GREELEY CREEK BRIDGE.

Built by contract for use of settlers living on east side of Greeley Creek.

ISAAC CREEK TRAIL.

This trail commences at Wigwam, 14 miles south of Revelstoke, on the Arrow Lake Railway, and runs up Isaac Creek 22 miles. A great many claims have been recorded on this creek, but only development work so far performed.

| | | |
|---|---|---|
| Forest cleared | 11½ miles | 6 feet wide. |
| Grubbed | 11½ " | 3 to 4 feet wide. |
| Graded | 5 " | 3 to 4 " |

Corduroyed 400 feet, 4 feet wide.
Built 8 bridges, averaging 30 feet by 5 feet.
Cleared out fallen timber and brush.

JORDAN PASS TRAIL.

Commences 1 mile west of Revelstoke, across the Columbia River Bridge, and runs up Jordan River for a distance of 14 miles. Quite a number of locations have been recorded on this creek and its tributaries. Nothing but development work carried on. This trail is built on very heavy grades.

| | | |
|---|---|---|
| Forest cleared | 2,700 feet, | 5 feet wide. |
| Grubbed | 1,500 " | 3 " |
| Graded | 2,700 " | 8 " |

Built 10 culverts, averaging 30 feet.
Built 2 bridges, " 50 "

BIG BEND MAIN TRAIL.

Commences at the termination of Columbia River Waggon Road, 9 miles out from Revelstoke, and reaches north along Columbia River Valley, 65 miles to Goldstream. This trail affords access and egress to miners and lumbermen. Very extensive lumber operations have been carried on along this trail during the past season. Considering length, this trail traverses through a very good country and is built on easy grades. This is also a mail route for all of the Big Bend country.

Brushed out trail to Goldstream and made general repairs.

LAFORME CREEK TRAIL.

This trail branches off the Big Bend main trail, and 18 miles north of Revelstoke, and runs up Laforme Creek to the summit of pass between headwaters of Carnes and Laforme Creeks, on an even raising grade through a heavily timbered country. This trail was constructed to allow mining companies and individual holders to get their supplies in to perform development work. Extensive operations have been carried on at this creek.

| | |
|---|---|
| Graded | 10 miles. |
| Ditched | 1 " |
| Corduroyed | 1 " |

Trail widened out and grade changed in several places.

LAFORME CREEK TO CARNES CREEK DIVIDE.

This trail starts at head of Laforme creek and runs 3 miles to Carnes Creek divide. There being quite a number of mining locations on this divide, it was necessary to build this trail so as to allow holders to get supplies in to perform assessment work.

General repairs made.

CARNES CREEK TRAIL.

Commences at mouth of Carnes Creek and runs up the creek through a heavily-timbered country for a distance of 12 miles. With the exception of one hill, this trail is built on waggon-road grade. A number of promising locations are situated on this creek and are reached by this trail. Nothing but development work carried on so far.

| | | | |
|---|---|---|---|
| Forest cleared | 21,120 feet, | 7 feet | wide. |
| Grubbed | 19,787 " | 3 | " |
| Corduroyed | 80 " | 4 | " |
| Excavated rock | 400 " | 4 | " |

Cleared trail of fallen timber after fire and made general repairs to same.

Five-Mile Creek Trail, Big Bend (new).

Commences south of, and near, mouth of above-named creek, and affords the most direct and easiest route to Standard Basin, an eastern portion of Keystone Basin, being a saving in distance of about 11 miles under old route. This trail was completed by individual subscription, so as to allow the Prince Mining Company and other holders to get supplies in. Very extensive development is being carried on by the Prince Mining Company, they having five or six men employed steadily. No ore shipments have been made.

| | | | |
|---|---|---|---|
| Forest cleared | 15,600 feet, | 10 feet | wide. |
| Graded | 15,600 " | 3½ | " |
| Cribbed | 60 " | 5 | feet high. |
| Excavated rock | 1,050 " | 3½ | feet wide, 2 feet deep. |

Built 3 bridges, averaging 98 feet by 6 feet.

This was a very difficult trail to build, on account of rock bluffs and deep side cuttings.

Smith Creek Trail.

Commences at mouth of above-named creek and runs west for about 6 or 7 miles. Very extensive placer ground situate on and near this trail. Duquesne Placer Mining Company have been pushing extensive development work all summer and winter. All supplies for above-named company and individual holders have to be taken in over this trail.

General repairs.

Downie Creek Trail.

Starts from Big Bend Trunk Trail at junction of Downie Creek with Columbia River, and runs up above-named creek 3½ miles. This trail, when completed, will tap one of the best known mineral creeks in the Big Bend Country. This trail is built on an exceptionally level grade. It should extend to the head of Downie Creek, a distance of 30 miles.

| | | | |
|---|---|---|---|
| Forest cleared | 18,480 feet, | 6 feet | wide. |
| Grubbed | 18,480 " | 3 | " |
| Graded | 18,480 " | 2 | " |

This trail should extend to Boulder Creek, a distance of 5 miles, leaving a good trail 8½ miles in length.

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## Illecillewaet Division.

Flat, Fish, Gold Hill, Josephine, Illecillewaet to Albert Canyon, Jumbo, Sanquhar to Summit Lode Trails.

All situate in Illecillewaet Division and reach locations on creeks of above-named trails, so as to allow miners to get their supplies in to perform assessment work.

General repairs on each trail.

Illecillewaet Wing-dam.

Built a little above the town of Illecillewaet. Owing to high water, the river commenced to cut bank and threatened to wash some of the town away.

Cribbed 9 feet by 50 feet by 8 feet.

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## ARROW LAKE DIVISION.

PROMISTORIA (5 miles long), SAND CREEK (commences at mouth of Sand Creek and runs north-east 10 miles), MCDONALD CREEK (commences at McDonald Creek and follows creek for a distance of 7 miles), SILVER MOUNTAIN (4 miles long), PINGSTON CREEK (8½ miles long, opposite St. Leon Springs), GOAT CANYON (7 miles long), MILLIE MACK (7 miles long), MINERAL CREEK (5 miles long), CANYON CREEK (8 miles long) TRAILS.

General repairs to all of above trails.

HOT SPRINGS TRAIL.

Commences at Nakusp and runs to the Hot Springs, a distance of 7 miles.

General repairs.

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## LARDEAU DIVISION.

NELLIE TRAIL.

This trail is about 2 miles in length; benefits a number of mining locations.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 6,780 | feet, | 12 | feet wide. |
| Grubbed | 6,780 | " | 3 | " |
| Graded | 6,780 | " | 2 | " |

MURRAY CREEK TRAIL.

Commences at mouth of above-named creek and follows creek for about 2 miles. A number of mining locations benefited by this trail.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 4,800 | feet, | 12 | feet wide. |
| Grubbed | 4,800 | " | 3 | " |
| Graded | 4,800 | " | 2½ | " |

MENHINICK CREEK TRAIL.

Four miles in length. Quite a few gold properties located on this creek.

Repaired old trail and bridge, corduroyed mud-holes and cut out windfalls.

BOYD CREEK TRAIL.

Commences at mouth of above creek and runs up same for a distance of about 6 miles. Benefits quite a number of mining locations.

Built 1 bridge, 40 feet long, and made general repairs.

LEXINGTON TO BOYD CREEK TRAIL.

Abandoned.

POOL CREEK TRAIL.

Eight miles long. A mining trail, and benefits quite a few locations.

Made general repairs.

POOL TO LEXINGTON CREEK TRAIL.

This trail is about 3 miles long and connects with Lexington Creek Trail. Benefits a number of mining locations.

Corduroyed 120 feet and made general repairs.

GOLD CREEK TRAIL.

About 3 miles long. Benefits quite a few mining locations.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 7,650 | feet, | 12 | feet wide. |
| Grubbed | 7,650 | " | 3 | " |
| Graded | 7 650 | " | 2 | " |

Sable Creek Trail.

About 16 miles long. Benefits a number of mining locations.

Built 3,960 feet of new trail.
" 1 bridge, 30 feet long.
" 1 " 80 "

Made general repairs to old trail.

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## Trout Lake Division.

South Fork of the South Fork Trail.

This trail is approximately 3 miles in length, and starts at a point about 5 miles from 10-mile. Mountains very rugged. Some dozens or more claims are served, though as yet very little freight passes over this trail.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 1,080 | feet, | 8 | feet wide. |
| Grubbed | 8,250 | " | 3 | " |
| Graded | 8,250 | " | 2 | " |
| Corduroyed | 45 | " | | |

Triune Trail.

This trail is 3½ miles in length, starting at 10-Mile and passing through 1½ miles of heavy timber, the balance of the distance being through slides and snow brush. This trail serves the Triune and all claims in the Triune Basin, the Triune being the only property working steadily. The shipments of ore and freight over this trail are very heavy.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 6,600 | feet, | 12 | feet wide. |
| Grubbed | 6,600 | " | 3 | " |
| Graded | 6,600 | " | 2 | " |
| Corduroyed | 150 | " | | |

Bunker Hill Trail.

This trail is about 2½ miles in length, starting at a point on the Gainer Creek Trail about 5 miles from 10-Mile. The larger part of this trail is in open country. The most difficult mile to get over being the first from Gainer Creek. Practically every property on Bunker Hill Creek must use this trail, and some properties on the opposite side of the summit use it for a trunk trail, the Lade Group taking in all supplies this way, which amounts to several tons each year.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 6,090 | feet, | 12 | feet wide. |
| Graded | 5,790 | " | 2 | " |
| Grubbed | 5,790 | " | 3 | " |
| Excavated rock | 120 | " | | |

North Fork Metropolitan Trail.

This trail is 2½ miles in length and is a continuation of the Circle City trail. The country is open but difficult the whole length of the trail. The properties reached by this trail are the Canadian Group, Metropolitan Group, Big Five Group, and other independent claims. Several tons of ore for tests have been brought from these properties, and each season several tons of supplies go in.

Made general repairs.

North Fork Trail.

Starts at the Town of Ferguson and runs a distance of 6¾ miles. About half of this trail runs through heavily timbered hill-side, the balance being open and through slides and snow-brush, etc. All supplies going to any point on North Fork or Duncan Slope, McDonald, Silver Tip or Westfall Creeks, must pass over this trail.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 15,840 | feet, | 12 | feet wide. |
| Grubbed | 15,840 | " | 4 | " |
| Graded | 15,840 | " | 3 | " |
| Corduroyed | 300 | " | 5 | " |

SILVER CUP TRAIL.

This trail is 4 miles in length. Beginning at 8-mile on Lardeau Creek, it switch-backs up a well timbered hillside, crossing the Towser, Sunshine and Silver Cup. These properties employ all the way from 50 to 100 men, according to the character of work under way (stoping or development). A great many tons of supplies and ore have passed over this trail.

Graded 3,000 feet, 3 feet wide, and made general repairs.

Built 10 culverts, averaging 7 feet by 4 feet by 2 feet.

GREAT NORTHERN TRAIL.

Commences at a point on Trout Lake Waggon Road, 1 mile from Trout Lake, and runs 7 miles up the mountain on a well timbered hillside. This trail reaches the Alpha, Great Northern, True Fissure and St. Elmo groups; also many single claims. A great deal of ore and supplies pass over this, and private trails, to these properties.

Cutting out fallen timber; removing slides; repairing bridges, and making general repairs.

SOUTH FORK TRAIL.

This trail is about 12 miles long and starts from 10-Mile. It is a main trunk trail and follows a well wooded side-hill to where it crosses the summit to the Duncan River.

| | | | |
|---|---|---|---|
| Forest cleared | 10,560 | feet, | 12 feet wide. |
| Grubbed | 10,560 | " | 3 " |
| Graded | 10,560 | " | 2 " |
| Corduroyed | 450 | " | 5 " |
| Built 1 bridge, | 85 | " | by 6 feet. |
| Built 1 culvert, | 20 | " | 5 " |

GAINER CREEK TRAIL.

This trail is about 12 miles long, extending from 10-Mile to the Bad Shot Mine. Only 3 miles of this trail is in timber, the balance through snow-brush and snow-slides. This is a trunk trail for a distance of about 7 miles. From this point was extended a branch to the Bad Shot. All material going in or out from Gainer Creek or Empire passes over this trail.

Corduroyed 30 feet and made general repairs.

EMPIRE CREEK TRAIL.

Commences at a point about 5 miles from 10-Mile, on Gainer Creek, and ascends the mountain through timber to summit, thence down into Cariboo, and up the same to the Empire Mine, being a distance of 8 miles. This trail affords communication with a number of properties other than the Empire, for which it was originally built.

Built 1 bridge across Gainer Creek, 43 feet by 6 feet by 5.

TROUT LAKE TO SUMMIT TRAIL.

This trail, when completed, will be about 8 miles in length, 3½ miles of which are completed, and is built through timber to the summit. It is intended to furnish properties along this summit with a direct route to Trout Lake.

| | | | |
|---|---|---|---|
| Forest cleared | 10,300 | feet, | 8 feet wide. |
| Graded | 10,300 | " | 2½ " |
| Grubbed | 10,300 | " | 2½ " |

Built 2 bridges, averaging 25 feet by 5 feet.

AMERICAN TRAIL.

This trail is about 4 miles in length and starts at the water's edge, just below what is known as Haskins Point, on Trout Lake. Passes through timber to summit; furnishes communication with American and other properties. These properties are working a dozen or 15 men. Large quantities of supplies go up this trail.

| | | | |
|---|---|---|---|
| Forest cleared | 3,600 | feet, | 8 feet wide. |
| Grubbed | 3,600 | " | 3 " |
| Graded | 3,600 | " | 2 " |

Widened, ditched and made general repairs.

Tenderfoot Creek Trail.

This trail starts at the junction of Tenderfoot and Lardo River, and runs up Tenderfoot Creek for a distance of about 4 miles, opening up a very promising mining country, there being quite a few locations situate on this trail.

Forest cleared 16,400 feet, 12 feet wide.
Grubbed 16,350 " 3 "
Graded 16,350 " 2 "
Built bridges averaging 59 feet by 7 feet.

Canyon Creek Trail.

This trail is about 4 miles long and gives relief to a number of promising claims situate on this creek.

Built 5,280 feet of new trail.
Built 1 bridge, 18 feet by 5 feet, and made general repairs.

Johnson's Basin Trail.

This trail is about 6 miles in length and affords relief to a number of promising locations situate in this basin.

Forest cleared 10,560 feet, 12 feet wide.
Grubbed 10,560 " 3 "
Graded 5,280 " 2 "
Corduroyed 50 " 5 "
Cleared out fallen timber and brush, and made general repairs.

Healy Creek Trail.

Being about 6 miles in length, it gives relief to a great many claims which are situate on this creek.

Forest cleared 13,170 feet, 12 feet wide.
Grubbed 5,280 " 3 "
Graded 5,280 " 2 "
Excavated earth 45 "
" rock 207 "
Built 15 culverts, averaging 40 feet by 5 feet.

Poplar Creek Trail.

This trail gives relief to a number of promising claims, and is about 4 miles in length.

Forest cleared 3,300 feet, 12 feet wide.
Grubbed 3,300 " 3 "
Graded 3,300 " 2 "

Haskins' Point to Silver Crown Trail.

Starts at Haskins' Point, on Trout Lake, and runs up to the Silver Crown Group, a distance of about 4 miles. Gives relief to a number of independent claims.

Forest cleared 12,050 feet, 12 feet wide.
Grubbed 12,050 " 3 "
Graded 12,050 " 2 "

Five-Mile Trail.

Gives relief to a number of promising claims. This trail is about 7 miles long.
Made general repairs.

Trout Lake to Horne Lake Trail.

Starts at Trout Lake and runs to Horne Lake, a distance of about 7 miles. Gives relief to a number of claims situate along trail.

Forest cleared 15,840 feet, 6 feet wide.
Graded 7,920 " 2 "
Grubbed 7,920 " 3 "

## SLOCAN RIDING.

### RED MOUNTAIN ROAD.

Length, $2\frac{3}{10}$ miles; starts at juncture of Noonday and Galena Farms Mines Road; country is rough. Mining purposes; about 200 mining locations will be served when road is completed; 10 men engaged. Not used as a mail route; about 20 tons of freight taken in. There remains about $1\frac{3}{4}$ miles of road to complete.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Forest cleared | 12,190 | feet, | 24 | feet wide. | | | |
| Grubbed | 12,190 | " | 12 | " | | | |
| Graded | 12,190 | " | 10 | " | | | |
| Cribbed | 330 | " | averaging 6 feet high. | | | | |
| Built 1 bridge, | 20 | feet long, | 14 | feet wide, | 3 | feet high. | |
| " 1 " | 34 | " | 14 | " | 5 | " | |
| " 1 " | 65 | " | 14 | " | 12 | " | |
| " 1 " | 25 | " | 16 | " | 8 | " | |

Made 7 culverts, each 14 feet long, 8 feet wide, 2 feet deep.
Condition good.

### TWO FRIENDS MINE TRAIL.

Length, $2\frac{1}{2}$ miles; starts from Springer Creek Road, about $1\frac{1}{2}$ miles west of the Arlington Mine; country is mountainous. Mining purposes; about 40 mineral locations and claims; 20 men employed. Not used as a mail route; 30 tons of freight taken in.

| | | | | | |
|---|---|---|---|---|---|
| Forest cleared | 13,500 | feet long, | 8 | feet wide. | |
| Grubbed | 13,500 | " | $3\frac{1}{2}$ | " | |
| Graded | 13,500 | " | 3 | " | |
| Corduroyed | 206 | " | 5 | " | |
| Built 1 bridge, | 50 | " | 7 | " | 7 feet high. |

This trail is now in fair condition.

### HAMMIL CREEK TRAIL.

Length, 28 miles; starts at Argenta; country is mountainous. Mining purposes; about 30 mineral locations and claims; 10 men employed. Not used as a mail route; 20 tons of freight taken in. This is a trunk trail to East Kootenay, connecting with Toby Creek Trail.

| | | | | | |
|---|---|---|---|---|---|
| Corduroyed | 100 | feet long, | 6 | feet wide. | |
| Built 1 bridge, | 46 | " | 8 | " | 9 feet high. |

Made general repairs and improvements to 27 miles of trail.
Cleared out fallen timber and slides on first 4 miles of trail; balance of trail in fair condition.

### KOKANEE CREEK TRAIL.

Length, $2\frac{1}{2}$ miles; starts at upper end of Molly Gibson Waggon Road; country mountainous. Mining purposes; about 35 mineral locations and claims; 4 men employed. Not used as a mail route; 10 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 13,200 | feet long, | 8 | feet wide. |
| Grubbed | 13,200 | " | 4 | " |
| Graded | 13,200 | " | 3 | " |

Built 4 bridges, averaging 27 feet long, 6 feet wide, 5 feet high.
This trail extends from the Molly Gibson Waggon Road to the Achilles Mine and Kokanee Lake, and is now in fair condition.

### KOKANEE CREEK TRAIL (west fork).

Length, 6 miles; starts from Molly Gibson Waggon Road, about $2\frac{1}{2}$ miles from Molly Gibson Landing. Country is mountainous. Mining purposes; about 20 mineral locations and claims; 4 men employed. Not used as a mail route; 2 tons of freight taken in.

Cleared forest 24,900 feet long, 8 feet wide.
Grubbed 24,900 " 3½ "
Graded 24,900 " 3 "
Built 1 bridge, 70 feet long, 8 feet wide, 7 feet high.
" 4 culverts, each 10 feet long, 5 feet wide, 4 feet deep.
This trail is now in good condition.

Long Creek Trail.

Length, 2 miles; starts from Fauquier Landing Road about 2½ miles from landing. Country is mountainous. Mining purposes; about 15 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 1 ton of freight taken in.
Cleared forest 5,280 feet long, 8 feet wide.
Grubbed 5,280 " 3 "
Graded 5,280 " 2 "
Repaired 2 miles of trail.
This trail is now in fair condition.

Lavina-Butte Trail.

Length, 6 $\frac{1}{10}$ miles; starts from the Argenta and Houser Lake Trail about 8 miles north of Argenta. Country is mountainous. Mining purposes; about 20 mineral locations and claims; 5 men employed. Not used as a mail route; 15 tons of freight taken in.
Cleared forest 5,280 feet long, 8 feet wide.
Grubbed 5,280 " 4 "
Graded 5,280 " 3 "
Made general repairs to 4 miles of trail.
This trail is now in good condition.

Wilson Creek Trail.

Length, 31 miles; starts from Roseberry. Country mountainous. Mining purposes; about 60 mineral locations and claims; no men employed during the year for other than assessment purposes. Not used as a mail route; 5 tons of freight taken in.
Cleared forest 23,898 feet long, 8 feet wide.
Grubbed 23,898 " 3 "
Graded 23,898 " 3 "
Built 1 bridge 65 " 8 " 6 feet high.
Made general repairs to 20 miles of trail.
Built 1 bridge, 48 feet long, 6 feet wide, 5 feet high.
Cleared out fallen timber.
This trail is now in good condition.

Springer Creek Road.

Length, 7½ miles; starts from Slocan City. Country mountainous. Mining purposes; about 200 mineral locations; 160 men employed. Not used as a mail route; 2,000 tons of freight taken in, including mining timber.
Made general repairs length of road 7½ miles. This road is now in fair condition.

Woodbury Creek Trail (South Fork).

Length, 9 miles; starts from north fork of Woodbury Creek Trail about 1 mile from Kootenay Lake. Country mountainous. Mining purposes; about 25 mineral locations; no men employed for other than assessment purposes. Not used as a mail route; 1 ton of freight taken in.
Graded 400 feet long, 2½ feet wide.
Corduroyed 250 " 4 "
Built 1 bridge 20 " 8 " 8 feet high.
Built 2 culverts, each 10 " 4 " 2 feet deep.
Made general repairs to 5 miles of trail.
This trail is now in fair condition.

LEMON CREEK TRAIL.

Length, 16 miles; starts from Lemon Creek Siding. Country mountainous. Mining purposes; about 250 mineral locations and claims; 12 men employed. Not used as a mail route; 30 tons of freight taken in.

| | | | | | | |
|---|---|---|---|---|---|---|
| Cleared forest | 21,851 | feet long, | 18 | feet wide. | | |
| Grubbed | 21,851 | " | 3 | " | | |
| Graded | 21,851 | " | 3 | " | | |
| Corduroyed | 209 | " | 5½ | " | | |
| Cribbed | 100 | " | 5 | " | | |
| Built 2 bridges, | 40 | " | 8 | " | 7 | feet high. |
| " 2 " | 37 | " | 8 | " | 5 | " |
| " 2 " | 42 | " | 8 | " | 9 | " |
| " 1 bridge, | 47 | " | 8 | " | 6 | " |
| " 1 " | 52 | " | 8 | " | 8 | " |

General repairs. This trail is now in fair condition.

AINSWORTH WHARF.

Re-planked, 23 feet long, 22 feet wide.
Ballasted piers, put on fenders, and made other necessary repairs.
This wharf will need repairs during the summer.

TRUE BLUE MINE TRAIL.

Length, 1⅖ miles; Starts from Bjerkness Creek Trail, about 3 miles west of Kaslo. Country mountainous. Mining purposes; 6 mineral locations and claims; 4 men employed. Not used as a mail route; 10 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 7,500 | feet long, | 8 | feet wide. |
| Grubbed | 7,500 | " | 3 | " |
| Graded | 7,500 | " | 3 | " |

Repaired 1 mile of trail.
This trail is now in good condition.

AINSWORTH ROAD, SOUTH.

Length, 6½ miles; starts from Ainsworth. Country mountainous. Mining purposes. About 200 mineral locations of claims; about 35 men employed. Not used as a mail route; 20 tons of freight taken in.

Made general repairs to 5 miles of road. This road is now in good condition.

KASLO AND THREE FORKS ROAD AND TRAIL.

Length of road, 4½ miles; trail, 20½ miles; starts from Kaslo. Country mountainous. Mining purposes. About 60 mineral locations and claims; about 120 men employed. Not used at present as a mail route; about 20 tons of freight taken over road. Trail is used for saddle horses, conveying stock from Kaslo to Slocan points and *vice versa*. Railroad handles all ores and other freights.

Repairing 2 bridges, each 65 feet long, 14 feet wide, 8 feet high.
Made general repairs to 20 miles of trail.
This trail is now in good condition.

TEN-MILE CREEK ROAD.

Length, 7 miles; starts from Enterprise Landing, on the Slocan Lake. Country mountainous. Mining purposes; about 40 mineral locations and claims; 55 men employed. Not used as a mail route; 100 tons of freight taken in.

Repaired bridges, culverts and corduroying, and made general repairs and improvements to 8 miles of road.
This road is in poor condition for heavy traffic.

SILVER MOUNTAIN ROAD.

Length, 4½ miles; starts from New Denver. Country mountainous. Mining purposes; about 90 mineral locations and claims; 18 men employed. Not used as a mail route; 30 tons of freight taken in.

Cleared forest 4,450 feet long, 24 feet wide.
Grubbed 4,500 " 12 "
Graded 4,500 " 9 "
Ditched 500 " 2 "
Cribbed 400 " averaging 6 feet high.
Made 2 culverts, each 15 feet long, 6 feet wide, 2 feet deep.
Made general repairs to 1½ miles of road.
Cleared out 8 small slides and widened out road for a distance of 44 feet, averaging 4 feet wide and 12 feet high in rock.
This road is now in fair condition.

Silverton-Galena Farms Road.

Length, 1⅖ miles; starts from Silverton. Country reasonably level. Mining purposes; 60 mineral locations and claims; 40 men employed. Not used as a mail route; 75 tons of freight taken in.
Built 1 bridge, 14 feet long, 14 feet wide, 4½ feet high.
Made 6 culverts, each 12 " 4 " 2 " deep.
Cut brush and timber 20 feet wide on south side of road for a distance of ½-mile, where the road was wet, to permit the sun to dry it.
Made general repairs to 1½ miles of road.
Made 1 culvert, 14 feet long, 3 feet wide, 1 foot deep, and general repairs to 1½ miles of road.
This road is now in good condition.

Cascade Creek Trail.

Length, 5½ miles; starts from Kootenay and Arrowhead Railway. Country mountainous. Mining purposes; 30 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 5 tons freight taken in.
Cleared forest 26,694 feet long, 8 feet wide.
Grubbed 26,694 " 4 "
Graded 26,694 " 3 "
Built 1 bridge 15 " 7 " 14 feet high.
" 1 " 22 " 7 " 9 "
This trail is now in good condition.

Crawford Creek Trail.

Length, 8 miles; starts at upper end of Crawford Creek Road. Country mountainous. Mining purposes; 60 mineral locations and claims; 6 men employed. Not used as a mail route; 10 tons of freight taken in.
Corduroyed 480 feet long, 5 feet wide.
Made general repairs and improvements to 9 miles of trail.
This trail is now in poor condition, caused by fallen timber, slides and washouts.

Coffee Creek Trail.

Length, 12½ miles; starts from Kootenay Lake. Country mountainous. Mining purposes; 40 mineral locations and claims; 8 men employed. Not used as a mail route; 3 tons of freight taken in.
Graded 500 feet long, 3 feet wide.
Built 1 bridge 45 " 6½ " 8 feet high.
" 4 culverts, each 8 " 4 2 " deep.
Cleared forest 7,920 " 8 "
Grubbed 7,920 " 4 "
Graded 7,920 " 3 "
Made general repairs and improvements to 6 miles of trail.
This trail is in fair condition for packing in supplies, but on account of hills and reverse grades is useless for rawhiding out ore.

BJERKNESS CREEK TRAIL.

Length, 5 miles; starts from Kaslo. Country mountainous. Mining purposes; 12 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 3 tons of freight taken in.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 15,840 | feet long, | 8 | feet wide. | |
| Grubbed | 15,840 | " | 3½ | " | |
| Graded | 15,840 | " | 3 | " | |
| Built 1 bridge, | 35 | " | 10 | " | 7 feet high. |
| " 1 " | 19 | " | 10 | " | 7 " |
| Cribbed | 120 | " | averaging 6 feet high. | | |

This trail is now in good condition, but should be extended about 2 miles.

BLACK PRINCE TRAIL.

Length, 6 miles; starts form the Townsite of Oro, on Lemon Creek. Country mountainous. Mining purposes; 60 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 5 tons of freight taken in.

Corduroyed 612 feet long, 5 feet wide.
Made general repairs to 6 miles of trail.
This trail is now in fair condition.

BEAVER MINE TRAIL.

Length, 4 miles; starts from Sproule's Station on K. & S. Railway. Country mountainous. Mining purposes; about 40 mining locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 5 tons of supplies taken in.

Made general repairs to 4 miles of trail.
With the exception of some fallen timber, this trail is in good condition.

BEAR LAKE AND SILVER KING MINE TRAIL.

Length, 3 miles; starts from Bear Lake Station on K. & S. Railway. Country mountainous. Mining purposes; 25 mineral locations and claims; 6 men employed. Not used as a mail route; 25 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 6,600 | feet long, | 8 | feet wide. |
| Grubbed | 4,650 | " | 4 | " |
| Graded | 3,700 | " | 3 | " |

Made general repairs to 2 miles of trail.
This trail is now in good condition.

SIXTH SOUTH FORK OF LEMON CREEK TRAIL.

Length, 3 miles; starts from Lemon Creek Trail, 2 miles east of Oro. Country mountainous. Mining purposes; 30 mineral locations and claims; 2 men employed. Not used as a mail route; 10 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 12,560 | feet long, | 8 | feet wide. |
| Grubbed | 12,560 | " | 3 | " |
| Graded | 12,560 | " | 3 | " |

This trail is now in need of repairs.

TEN MILE-SPRINGER CREEK TRAIL.

Length, 2½ miles; starts from Enterprise Mine. Country mountainous. Mining purposes; about 10 mineral locations and claims; 4 men employed. Not used as a mail route; 10 tons of freight taken in. This trail gives communication between the above named creeks.

Graded 405 feet long, 3 feet wide.
Built 1 bridge, 12 feet long, 7 feet wide, 6 feet high.
Made general repairs to 3½ miles of trail.
This trail is now in good condition.

Ten-Mile Creek Trail.

Length, 9 miles; starts from Enterprise Mine Concentrator. Country mountainous. Mining purposes; about 30 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; about 10 tons of freight taken in. This trail is much used by residents of Slocan Lake points, who own mining property on the headwaters of Kaslo and Kokanee Creeks.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 3,900 | feet long, | 10 | feet wide. | |
| Grubbed | 3,900 | " | 3½ | " | |
| Graded | 3,900 | " | 3 | " | |
| Built 1 bridge, | 18 | " | 7½ | " | 6 feet high. |
| " 1 " | 25 | " | 7½ | " | 5 " |

Made general repairs to 9 miles of trail. This trail is now in need of repairs, being impassable on account of fallen timber.

Woodbury Creek Trail, North Fork.

Length, 12 miles; starts from Kootenay Lake. Country mountainous. Mining purposes; about 60 mineral locations and claims; 15 men employed. Not used as a mail route; 30 tons of freight taken in.

Repaired and improved by removing fallen timber, rock slides, corduroying, repairing bridge, and improving grades for 9 miles.

Additional work, May 1902:

Made general repairs to trail, which is now in good condition.

Milford Creek Trail.

Length, 3 miles; starts from Kootenay Lake, 8 miles north of Kaslo. Country mountainous. Mining purposes; about 20 mining locations and claims; no men employed for other than assessment purposes. Not used as a mail route; about 2 tons of freight taken in.

Made general repairs and improvements to 3 miles of trail.

This trail is now in good condition.

Smuggler Mine Trail.

Length, 3 miles; starts from Excelsior Millsite, South Fork of Kaslo Creek. Country mountainous. Mining purposes; 25 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 2 tons of freight taken in. This trail connects the Kootenay Lake and Slocan Lake Sections, *via* South Fork of Kaslo Creek and Ten-Mile Creek.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 10,560 | feet long, | 8 | feet wide. | |
| Grubbed | 10,560 | " | 4 | " | |
| Graded | 10,560 | " | 3 | " | |
| Built 1 bridge, | 66 | " | 6 | " | 8 feet high. |

This trail will not need repairs this season.

Sandon and Reco Mine Trail.

Length, 4 miles; starts from Sandon. Country mountainous. Mining purposes; 100 mining locations and claims; 75 men employed. Not used as a mail route; 50 tons of freight taken in.

Made general repairs to 4 miles of trail.

This trail is now in need of repairs.

Schroeder Creek Trail.

Length, 3 miles; starts from Kootenay Lake, 12 miles north of Kaslo. Country mountainous. Mining purposes; about 30 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route. No freight will be taken in until trail is completed, which should be extended for 3 miles.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 12,560 | feet long, | 8 | feet wide. | |
| Grubbed | 12,560 | " | 3 | " | |
| Graded | 12,560 | " | 3 | " | |
| Built 1 bridge, | 30 | " | 6 | " | 7 feet high. |
| " 1 " | 20 | " | 6 | " | 4 " |

Repaired 1 mile of trail.
This trail is now in good condition.

McGUIGAN ROAD.

Length, 5 miles; starts from McGuigan Station. Country mountainous. Mining purposes; about 125 mining locations and claims; 130 men employed. Not used as a mail route; 300 tons of freight taken in.
Repaired bridges, cribbing, corduroy and culverts; removed slides and rocks; opened drains; filled ruts, and made general repairs and improvements to 5 miles of road.
This road is now in fair condition.

SOUTH FORK KASLO CREEK ROAD.

Length, 12½ miles; starts from South Fork Station. Country mountainous. Mining purposes; 150 mineral locations and claims; 25 men employed. Not used as a mail route; 50 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 21,900 | feet, | 25 | feet wide. |
| Grubbed | 21,900 | " | 12 | " |
| Graded | 21,900 | " | 10 | " |
| Corduroyed | 680 | " | 14 | " |
| Cribbed | 2,965 | " | averaging 5 feet high. | |

Built 20 bridges, averaging 38 feet long, 14 feet wide, 10 feet high.
Built 12 culverts, each 14 " 4 " 1 foot deep.
Repaired bridges and corduroying; opened drains; removed slides and fallen timber, and made general repairs.
This road is now in fair condition.

EIGHT TO TEN-MILE CREEK TRAIL.

Length, 3 miles; starts from the south end of Red Mountain Road. Country fairly level. Mining purposes; about 15 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 2 tons of freight taken in.

| | | | | | |
|---|---|---|---|---|---|
| Corduroyed | 70 | feet long, | 6 | feet wide. | |
| Built 1 bridge, | 42 | " | 6 | " | 5 feet high, |
| " 1 " | 39 | " | 6 | " | 7 " |

Made general repairs to 4 miles of trail.
This trail is now in fair condition.

FOUR-MILE CREEK TRAIL.

Length, 4 miles; starts at upper end of Four-Mile Creek Road. Country mountainous. Mining purposes; about 40 mineral locations and claims; 10 men employed. Not used as a mail route; 30 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 21,000 | feet long, | 8 | feet wide. |
| Grubbed | 21,000 | " | 4 | " |
| Graded | 21,000 | " | 4 | " |

Built 2 bridges, each 20 feet long, 6 feet wide, 5 feet high.
Built 2 bridges, 17 feet long, 6 feet wide, 7 feet high.
Cleared out fallen timber and slides.
This trail is now in good condition.

GOAT MOUNTAIN TRAIL.

Length 2 miles; starts from New Denver. Country mountainous. Mining purposes; about 10 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 1 ton of freight taken in.
Cleared brush and fallen timber from 2 miles of trail.
This trail is now in good condition.

Great Britain Trail.

Length 12 miles; starts from Lardo River trail, at Cooper Creek. Country mountainous. Mining purposes; about 35 mineral locations and claims; 6 men employed. Not used as a mail route; 10 tons of freight taken in.

Cleared forest 23,760 feet long, 8 feet wide.
Grubbed 8,000 " 3 "
Graded 8,000 " 3 "
Made general repairs to 2 miles of trail.
This trail is in fair condition.

Silverton Four-Mile Creek Road.

Length 7 miles; starts from Silverton. Country mountainous. Mining purposes; about 90 mineral locations and claims; 15 men employed. Not used as a mail route; 60 tons of freight taken in.

Widened out road, filled ruts, removed slides, rocks and timbers; opened drains, repaired bridges and culverts, and made general repairs and improvements to the upper 2 miles of road.

Made general repairs to the lower 3½ miles of road, which is now in good condition. The upper 3½ miles is impassable for waggons.

Crawford Creek Road.

Length 9⅕ miles; starts from Crawford Bay. Country mountainous. Mining purposes; about 30 mineral locations and claims; 18 men employed. Not used as a mail route; 100 tons of freight taken in.

Cleared forest, 1,874 feet, 20 feet wide.
Grubbed 1,874 " 10 "
Graded 1,874 " 9 "
Built 1 bridge, 30 feet long, 16 feet wide, 9 feet high.
Corduroyed 425 feet, 14 feet wide.
Made general repairs to 9 miles of road.
Removed slides and rocks, corduroyed and gravelled soft places.
Road is now open, but too soft for heavy traffic.

Duncan River Trail.

Length, west side, 25 miles; length, east side, 8 miles; starts from Hall's Landing, head of steamboat navigation. Country mountainous. Mining purposes; about 200 mineral locations and claims; 25 men employed. Not used as a mail route; 30 tons of freight taken in.

Cleared forest 26,760 feet, 10 feet wide.
Grubbed 26,760 " 3 "
Graded 26,760 " 3 "
Built 1 bridge, 39 " 6 " 8 feet high.
This trail is now in bad need of repair, being blocked with fallen timber and small slides.

Blue Bird Mine Road.

Length, 3½ miles; starts from the Columbia River at Deer Park. Country fairly level. Mining purposes; about 20 mineral locations and claims; 12 men employed. Not used as a mail route; 40 tons of freight taken in.

Made general repairs and road is now in fair condition.

Cody Creek Trail.

Length, 3½ miles; starts from Cody. Country mountainous. Mining purposes; about 30 mining locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 10 tons of freight taken in.

Made general repairs and trail is now in good condition.

Fry Creek Trail.

Length, 4,650 feet; starts from Kootenay Lake. Country mountainous. Mining purposes; about 40 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 3 tons of supplies taken in.

| | | | |
|---|---|---|---|
| Cleared forest | 4,650 | feet, | 8 feet wide. |
| Grubbed | 4,650 | " | 4 " |
| Graded | 4,650 | " | 3 " |
| Cribbed | 150 | " | averaging 6 feet high. |

This trail is now in good condition.

BEAR LAKE AND NONPARIEL TRAIL.

Length, $3\frac{3}{10}$ miles; starts from Bear Lake Station on K. & S. Railway. Country mountainous. Mining purposes; about 20 mineral locations and claims; 8 men employed. Not used as a mail route; 40 tons of freight taken in.

| | | | |
|---|---|---|---|
| Cleared forest | 6,890 | feet, | 8 feet wide. |
| Grubbed | 6,890 | " | 3 " |
| Graded | 6,890 | " | 3 " |

Made general repairs to 2 miles of trail.
This trail is now in fair condition.

CARPENTER CREEK N. F.

Length, $16\frac{2}{5}$ miles; starts from Three Forks. Country mountainous. Mining purposes; about 60 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 5 tons of freight taken in.

| | | | |
|---|---|---|---|
| Cleared forest | 7,500 | feet long, | 8 feet wide. |
| Grubbed | 7,500 | " | 3 " |
| Graded | 7,500 | " | 3 " |

Made general repairs to trail, and it is now in good condition.

L. H. MINE TRAIL.

Length, 2 miles; starts from Red Mountain Road. Country mountainous. Mining purposes; about 50 mineral locations and claims; 4 men employed. Not used as a mail route; 10 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 10,560 | feet long, | 8 feet wide. | |
| Grubbed | 10,560 | " | 3 " | |
| Graded | 10,560 | " | 3 " | |
| Built 1 bridge, | 20 | " | 6 " | 5 feet high. |

This trail is now in fair condition.

LARDO RIVER TRAIL.

Length, 20 miles; starts at Lardo. Country mountainous. Mining and ranching purposes; about 30 mineral locations and claims; 4 settlers; 48 men employed. Not used as a mail route; 100 tons of freight taken in.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 6,600 | feet long, | 8 feet wide. | |
| Grubbed | 6,600 | " | 3 " | |
| Graded | 660 | " | 3 " | |
| Corduroyed | 500 | " | 6 " | |
| Built 1 bridge | 65 | " | 8 " | 9 feet high. |

Replaced bridge which had been burned out.
Made general repairs to trail, which is now in good condition.

MONITOR MINE AND QUEEN BESS MINE TRAIL.

Length, 2,700 feet; starts from Monitor Mine Road. Country mountainous. Mining purposes; no mining locations; no men employed. Not used as a mail route; no freight taken in. Was built as a short route from Three Forks to Queen Bess and Idaho Basin.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 2,700 | feet long, | 8 feet wide. | |
| Grubbed | 2,700 | " | 4 " | |
| Graded | 2,700 | " | 3 " | |
| Built 1 bridge, | 20 | " | 6 " | 6 feet high. |

This trail is now in good condition.

Three Forks-Sandon and Cody Road.

Length, 4½ miles; starts at Three Forks. Country mountainous. Mining purposes; 30 mineral locations and claims; 10 men employed. Not used as a mail route; 100 tons of freight taken in.

Built 1 bridge, 30 feet long, 14 feet wide, 9 feet high.
Made general repairs and road is now in good condition.

New Denver and Three Forks Trail.

Length, 4½ miles; starts from New Denver-Silverton Road. Country mountainous; about 25 mineral locations and claims; no men employed for other than assessment purposes. Not used as a mail route; 5 tons freight taken in. Used chiefly for saddle horses between New Denver, Three Forks and Sandon.

Made general repairs, and trail is now in fair condition.

New Denver-Silverton Road.

Length, 4 miles; starts at New Denver. Country reasonably level. About 30 mineral locations and claims; 40 men employed. Not used as a mail route; 100 tons of freight taken over this road.

Made general repairs, and road is now in good condition.

Molly Gibson Road.

Length, 10 miles; starts from West Arm, Kootenay Lake. Country mountainous. Mining purposes; about 60 mining locations and claims; 30 men employed. Not used as a mail route; 100 tons of freight taken in.

Made general repairs and improvements the length of road.
This road will need considerable repair to put it in condition for heavy traffic.

Pilot Bay and Crawford Bay Trail.

Length, 7 miles; starts at Pilot Bay. Country mountainous. This trail is used extensively for stock and saddle horses between Pilot Bay and Crawford Bay, and St. Mary's Lake and River. Not used as a mail route.

Cut out fallen timber, length of trail 7 miles.
This trail needs widening out, and the growth of brush has almost closed it in many places.

Slocan River Bridge (protection).

Work consisted of repairing railing and removing drift wood to prevent jams. The bridge is in good condition.

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## Nelson Riding.

Erie Waggon Road.

This road, with its branches, is about 18 miles in length, and serves a purely mining section. The main road starts from Erie, on the line of the Nelson and Fort Sheppard Railway, and reaches the Second Relief Mine, 12 miles distant. About 2 miles from Erie a branch road has been built for a distance of 2½ miles, which connects with the Arlington Mine, and from this branch road two other spurs have been built to connect the Canadian King and Keystone properties. A short distance above the fork of the Arlington and the main road, a piece of road ½ mile in length has been built to serve the placer companies that have commenced operations on the North Fork of the Salmon. There is another short spur of ¾ mile in length, which connects the Copper Farm properties with the main road, about 10 miles above Erie.

Of the lode mines the Second Relief was working with a crew of 20 men until operations were closed down a week ago for the winter. The Copper Farm is being opened up; a compressor plant has been installed, and is being used. The crew consists of a couple of machine men, an engineer, mucker and a couple of wood-choppers. At the

Arlington Mine there is a crew of about 20 men employed, and regular shipments are being made. At the Canadian King and Keystone properties leases have been given by the companies owning the same, and the mines are being worked in a small way.

The placer mining industry is just being started, but under lease or location fully 5 miles of the creek have been taken up. The North Fork Placer Company and the owners of the Wild Duck placer lease, two of the syndicates interested on the creek, announce their intention of installing hydraulic plants next spring.

The present tonnage down the road consists of crude ore and concentrates from the Arlington Mine, which has been shipping at the rate of 85 tons per month. The stamp-mill at the Relief has been but recently installed, and the other lode mines served have not yet reached the shipping stage. Freight up the road, consisting of machinery and supplies, has provided a considerable tonnage during the year.

Built bridge across the North Fork of the Salmon River, near Erie, 60 feet by 14 feet. Filled in two piers with rock.

ROBERTS RANCH ROAD.

This road is about 2 miles in length, and runs to the Roberts hotel and ranch. The travel over the road is mainly that of pleasure-seekers during the summer months.

Repaired bridges, put in new corduroy in places, and made general repairs.

YMIR WAGGON ROAD.

This roads runs from the Town of Ymir to the Ymir Mine, a distance of 4½ miles; but as a result of the forest fires during the summer, a portion of the old road has been abandoned. This portion of the road is known as the North Fork of Wild Horse Road, and in addition to serving the Ymir Company is used by the Summit-Ymir, which is connected by a trail 1½ miles above the Ymir Mill. The owners of the Summit-Ymir did about $1,000 worth of development during the summer. About 2½ miles out of Ymir the road is joined by the road up the Main Fork of Wild Horse. This is known as the Main Fork of Wild Horse Road, and from its fork with the North Fork Road has been built up the creek for a distance of 8 miles, and is within 4 miles from the summit. This road serves the cyaniding plant of the Ymir Mine, and from it 4 miles of spurs have been built, which tap the Blackcock, Wilcox, New Victor and Foghorn Mines, as well as a number of prospects in various stages of development.

On the pay-roll of the Ymir Company there are 110 men, and in addition to this number there are about 20 men who are employed indirectly as wood-choppers. At the Wilcox Mine there are about 20 men employed, and a stamp-mill is in course of erection. At the Foghorn there are 12 men employed, and preparations are being made for getting out ore this winter. There are a couple of men employed at the Blackcock, but none at the New Victor at present.

The bulk of the tonnage over the road is furnished by the Ymir Mine. The shipments of concentrates average about 360 tons per month, and the supplies inward about 25 tons per month.

Ymir Bridge—Put some new planking and put guard-rail on old bridge. Rebuilt part of bridge, 52 by 14 by 18 feet; raised old truss and piers 2 feet, and filled piers with rocks.

Ymir Waggon Road—Gravelled 600 feet by 12 feet by 2½ feet; gravelled 300 feet by 14 feet by 8 inches.

North Fork of Wild Horse Road—Built 1 bridge across ravine, and made general repairs to road.

Main Fork of Wild Horse Road—Made general repairs and cut out fallen timber.

HALL MINES ROAD.

This road runs from Nelson to the Silver King Group on Toad Mountain, and is about 9 miles in length. About 1½ miles from Nelson it connects with the road to the Athabasca-Venus property, which has an aggregate length of about 4 miles. The

Silver King Group, which is owned by the Hall Mining and Smelting Company, is being operated under a lease, and furnishes employment for about 20 men. The amalgamated Athabasca-Venus Company has resumed work, and the Athabasca mill is now running steadily on Venus ore. The Company furnishes employment for some 40 men. There has been very little traffic over the road above the point of the fork of the Athabasca Road since the Hall Mines Company suspended mining operations, but the road is the only route over which supplies can be teamed to a number of prospects upon which work is done every year. Over the Athabasca-Venus Road there has been some very heavy traffic, following the reorganisation of the Athabasca Venus property.

Repaired bridges, blasted out boulders and made general repairs.

Cut drains and filled in low places.

Yellowstone Waggon Road.

This road follows the Salmon River from Salmo, on the N. and F. S. Railway, up to Sheep Creek, and up Sheep Creek for a total distance of about 12 miles. The road was built in the first place to serve the Yellowstone Mine. When work on the Yellowstone was suspended the plant of the Yellowstone was utilised for the development of the Queen Group, which was worked during the greater part of the summer and fall under a lease and bond, and furnished employment for a crew of about 20 men. The road will also be of considerable assistance in the development of the Ore Hill property on Coon Creek, a branch of Sheep Creek, upon which the owner is now erecting a small stamp-mill. About 5 miles out from Salmo, on this road, the marble quarries are located. These furnish employment for a number of men during the greater part of the year. Supplies in to the Queen Mine, and the output of the marble quarries, constitute the tonnage passing over the road.

Built bridge across Salmon River at Salmo.

Built pier 5 feet high and filled it in with rock for the protection of the pier of the bridge already built.

Built cribbing 5 feet high at shore for protection of approach, and filled it in with rock.

Built trestle work to connect shore with bridge, 313 feet long.

Strengthened bridge to resist floods at high water.

Cut out trail around washouts caused by freshets.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 3,000 | feet by | 16 | feet. |
| Graded | 3,000 | " | 12 | " |
| Cribbed | 240 | " | 12 | " |
| Filled in | 600 | " | 12 | " |

Sanca to White Grouse Trail.

This trail runs from Sanca, on Kootenay Lake, to the White Grouse Mountain mining section, and is about 25 miles long. There are a number of very promising prospects in the section, and considerable work has been done upon them. Nothing further than assessments are now being done, however, and it is generally understood cheaper transport must be secured before the claims can be developed.

Cut out fallen timber and brush for 25 miles, and repaired corduroy in places where needed.

Goat River Trail.

This trail has Kitchener as its startiug point, and was projected to give the properties in the White Grouse Mountain section an easier means of access than that afforded by the trail in from Sanca. It follows up Goat River and one of its forks, and has been constructed for a distance of about 22 miles, but does not reach the White Grouse section, a short piece remaining to be built.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 12,240 | feet by | 10 | feet. |
| Grubbed | 2,400 | " | 3 | " |
| Graded | 2,250 | " | 3 | " |

Removed log jam from bridge, 4 miles west of Kitchener.

HIDDEN CREEK TRAIL.

This trail runs up Hidden Creek, about 4½ miles south of Ymir, and is something over 4 miles in length. It serves the Hunter V group of claims, and a number of other properties in the development stage. For the development of the Hunter V a syndicate has been formed. The supplies for the Hunter V are taken in over the trail which leads to the divide from the Porcupine Creek Waggon Road, but as the property is well over on the Hidden Creek slope the ore would require to be brought out down Hidden Creek. Arrangements are being made for the taking out of 1,000 tons of ore during the present winter.

Built bridge, 120 feet by 12 feet by 16 feet; 3 piers drift-bolted and filled with rock; 4 stringers 14 inches in diameter; 2 guard-rails 12 inches in diameter, full length of bridge and bolted to stringers; deck covered with split cedar.

PEND D'OREILLE RIVER ROAD.

This road, when completed, will be 15 miles in length, with Waneta as its starting point and ending at the Salmon River. It passes through a fruit-growing, cattle-raising and agricultural section, in which there are at the present time 19 settlers. There are also a couple of mining properties being operated in a small way and others that are expected to be operated during the next summer on the Salmon. The traffic consists of supplies to and produce from the settlers, and supplies and machinery to the mines. Repairs necessary to the existing road to make it of general use have been reported on.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 3½ | miles by | 20 | feet. |
| Graded | 3½ | " | 9 | " |
| Grubbed | 3½ | " | 9 | " |

Made culverts, 16 feet by 2 feet by 2 feet.
Cut out windfalls and cleared out slides from Waneta to 15-Mile Creek.
Built 5 bridges, 15, 30, 70, 72 and 80 feet by 12.

RYKERT'S TO CRESTON ROAD.

This road starts at Creston and terminates at Rykert's, and is 7 miles in length. The country traversed is solely agricultural. Six or seven ranchers have settled on the land adjacent to this road within the last two years, and have more than 150 acres under cultivation. During the past year over 100 tons of hay and 200 bushels of wheat were hauled over the road to Creston. The road is also used extensively by people coming into the country from the State of Idaho. The Minneapolis Trust Company have acquired 8,000 acres of land, between Creston and Rykert's, and intend colonising the same next season. From an agricultural point this road is considered the most important in the district.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 3,960 | feet by | 40 | feet | |
| Grubbed | 3,960 | " | 40 | " | |
| Graded | 3,960 | " | 10 | " | |
| " | 150 | " | 12 | " | |
| " | 810 | " | 10 | " | |
| Corduroyed | 30 | " | 8 | " | and 15 feet by 10 feet. |
| Cribbed | 60 | " | 20 | " | |
| Built 4 bridges, | 36 | " | 10 | " | , 37 feet by 10 feet, 47 feet by 12 feet, and 160 feet by 10 feet. |

Cleared trail of fallen timber for 6 miles.
Removed stumps from roadway.
Graded side-hills and cut down heavy grade on Hall Creek Trail.
Cut out fallen timber from Creston to Carr's ranch, and from Creston to Babbit's and roadway leading to the school-house.

CRESTON TO ALICE MINE ROAD.

This road, commencing at Creston and ending at the Alice Mine, is 3 miles long. For the first two miles out of Creston it passes through land occupied by settlers, who

are engaged in clearing the same for ranching and fruit-growing. There are 12 ranchers living adjacent to this road. Prior to the depression in the price of silver and lead the Alice Mine was worked extensively and considerable ore was shipped over this road, but the shrinkage in the prices of these metals caused the owners to discontinue work. In proximity to the Alice, and served by this road, are several other mining properties upon which good showings occur, and upon several of them development work is being carried on.

Cleared forest 2,640 feet by 8 feet, widening roadway.
Grubbed 18,480 " 10 "
Graded 7,920 " 10 "
Made 2 culverts, 16 " 2 " by 2 feet.
Built bridge, 12 " 6 "
Widened right of way in places, removed boulders and stumps from Creston Station to Alice Mine grounds.

Bird Creek Trail.

This trail runs from the end of the Nelson to Forty-Nine Creek Waggon Road, and serves a large number of properties upon which more or less work has been done. Among these the Alexandria Group of claims is perhaps the best known, and upon it a great deal of development was carried on during the past summer.

Cleared forest 2 miles by 12 feet.
Graded 400 feet by 4 "
Grubbed 1,320 " 4 "
Cut out fallen timber on old trail for a distance of 3½ miles.
" " and brush, and graded trail for about 500 feet, from main Bird Creek trail to Ophir Mine.
Cut out fallen timber and brushed trail from Whitewater Mine for a distance of about 2 miles towards Ward's Crossing.

Barrett Creek Trail.

This trail is a continuation of the Porto Rico Waggon Road, which runs from Porto Rico Siding, on the Nelson and Fort Sheppard Railway, to the Porto Rico Mine and mill, a distance of about 7 miles. From the end of the waggon road the trail is continued for a distance of about 8 miles, clear to the summit. For the section traversed by the waggon road the most important mining property served is the Spotted Horse Group of five claims. These are situated about 4¾ miles from the siding, and considerable work was done upon the group during the past season. During this period 20 tons of high grade ore was shipped over the road. Arrangements are being made for the working of the group upon an extensive scale during the coming summer. The section served by the trail from the end of the waggon road contains a large number of mining properties in the development stage, several of which have been Crown-granted.

Cleared forest 3,000 feet by 7 feet.
Graded 3,600 " 3½ "
Excavated rock 75 " 3 " by 2 feet.
Made 6 culverts, 10 " 7 " by 2½ "
Cut out fallen timber for a distance of 8 miles to Porto Rico Mill.

Lost Creek Trail.

This is a short trail up Lost Creek, which serves a number of prospects and also the Feeney Ranch. The work done on the same was in the nature of a refund to William Feeney of a portion of his expenditures for the construction of a bridge across Sheep Creek, about 4 miles from Salmo, on the Nelson and Fort Sheppard Railway.

Built one bridge across Sheep Creep, 4 miles from Salmo: truss, 58 feet long; 5 piers filled with rock; 6 stringers, 12 inches by 15 inches; deck covered with split cedar; guard-rails full length of bridge.

NELSON TO FORTY-NINE CREEK ROAD.

This road runs from Nelson to Forty-Nine Creek, and with the branches that have been built from it has an aggregate length of about 15 miles. It taps the gold belt to the south-west of Nelson, in which there are a number of extensively developed properties, affording them direct connection with Nelson, and also provides some 20 settlers, who have taken up land adjacent to it, with an outlet to market, when they are in a position to avail themselves of it. Market gardening and fruit-raising will claim the attention of most of these settlers.

Of the mining properties served by the road the most extensively developed are the properties owned by the Duncan United Mines, namely, the Poorman, Granite and Royal Canadian. These are reached by a spur off the main waggon road, and at present furnish employment for about 40 men. The May and Jennie property is served by a second spur from the main road, but during the past year the property has not been worked very extensively. There are a number of other properties which, while not directly reached by the road, are nevertheless very materially benefited by its construction, in that, for the distance they are made to use it, they have the advantage of much cheaper freight rates on their supplies from Nelson. Among these are the Royal Irish Group of claims from which substantial shipments of ore are expected to be made this winter; the McDonald Group of claims on Forty-Nine Creek, on which an important strike was made during the last two months; the Referendum Group, upon which a small mill was erected during the summer; the Northern Light Group; and the Alexandria Group.

The tonnage over the road at present is made up of supplies to the mines and prospects of the gold belt south of Nelson, and of cordwood into Nelson.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 8½ | miles by | 20 | feet. |
| Grubbed | 8½ | " | 10 | " |
| Graded | 8½ | " | 10 | " |
| Cribbed | 540 | feet by | 6 | " |
| Corduroyed | 340 | " | 12 | " |
| Excavated rock | 9,000 | " | 8 | " |
| Filled in | 1,900 | " | 10 | " |

Made 17 culverts, 16 feet by 2 feet by 2 feet.

Built 24 bridges, varying in length from 16 feet to 160 feet by 14 feet.

Made general repairs; filled in ruts where washed out.

Put in culverts where spring freshets indicated the need of them; raised low places.

HALL CREEK TRAIL.

This trail is a continuation of the waggon road up Hall Creek, which was built to reach the Fern mine and mill, a distance of 2½ miles from Hall Siding, on the Nelson & Fort Sheppard railway. The trail is about 7 miles in length, and serves a number of properties upon which considerable development work was performed during the past summer. The Fern property was operated under lease for the past year, but within the past two weeks has been taken over by the owners again.

| | | | | | |
|---|---|---|---|---|---|
| Cleared forest | 7 | miles by | 8 | feet. | |
| Grubbed | 5½ | " | 8 | " | |
| Graded | 6 | " | 8 | " | |
| Cribbed | 45 | feet by | 3 | " | |
| Excavated rock | 315 | " | 2 | " | by 3 feet. |
| Filled in | 225 | " | 2 | " | 6 inches. |

LA FRANCE CREEK TRAIL.

This trail serves that section of country drained by La France Creek, which empties into Kootenay Lake.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 10,000 | feet by | 12 | feet. |
| Graded | 9,000 | " | 6 | " |

Cleared roadway 12 feet wide, providing for waggon road if built, but trail has been graded only 4 feet wide.

### Whitewater Creek Trail.

This trail runs up Whitewater Creek from Whitewater Siding, on the Nelson and Fort Sheppard Railway, to the divide between 16-Mile Creek, a distance of about 12 miles. It serves the Silver Chief property, from which several cars of high-grade ore were shipped, but upon which no work has been done for some time past. From this trail a branch has been constructed for a distance of about 5 miles, which serves the Apex group of mines. The owners of this property carried on development work throughout the summer. The Apex ore will mill, and an effort will be made to install a mill on the property next summer.

Cleared forest 10,800 feet by 4 to 6 feet.
Graded 13,200 feet by 4 feet.
Corduroyed 60 feet by 4 feet.
Cut out fallen timber on old trail for a distance of about 5½ miles.

### Wild Cat Trail.

This trail branches out from the Nelson-Forty-Nine Creek Waggon Road near the Red Rock claim, in the Granite Group, and runs to the head of Forty-Nine Creek, and has a length of about 5 miles. It is a first-class pack trail, and is used extensively by the owners of a large number of properties upon which more or less work is done every summer.

Corduroyed 120 feet by 8 feet.
Cut out fallen timber and brush for a distance of about a mile and a half.

### Summit Creek Trail.

This trail commences at a point on Kootenay River near the mouth of Summit Creek, and runs up the creek to the Bayonne Group, having a total length of about 26 miles. At the head of Summit Creek several discoveries of free-milling ore were made during the year 1901, notably the Bayonne Group. During the past season 86 claims were located and recorded in the neighbourhood, and it appears to be a very promising section as regards free-milling properties. At the mouth of the creek several parties have lately taken up land, with the intention of ranching and fruit-growing. The trail serves the owners of properties at the head of Summit Creek to get in their supplies.

Cleared forest 3,200 feet by 10 feet.
Grubbed 3,200 feet by 4 feet.
Cut out fallen timber on old trail for a distance of 4½ miles.

### Monarch Mine Road.

This road is a spur from the Main Wild Horse Waggon Road. It is about a mile in length and ends at the Foghorn Mine. The nature of the country through which it passes is a gulch, containing good timber and a number of mining properties, among the most important of which are the Foghorn, Rainey Day, Good Hope and Pialot. Supplies, lumber and machinery to the Foghorn property constitute the bulk of the traffic over the road, but during the summer there is considerable travel over it.

| | | | | |
|---|---|---|---|---|
| Cleared forest | 7,920 | feet, | 16 | feet wide. |
| Grubbed | 7,920 | " | 10 | " |
| Graded | 6,600 | " | 9 | " |
| Excavated rock | 3,960 | " | 6 | " |

### Mountain Station to Nelson.

This is a short piece of road which runs from the limits of the City of Nelson to the mountain station on the Nelson and Fort Sheppard Railway. As passengers for Nelson save a railway journey of 10 miles, which it is necessary for trains to make to descend to the level of the city, there is a very heavy travel over this piece of road.

Blasted out boulders, ditched roadway and made general repairs from mountain station to the limits of the city.

GEYETTE BRIDGE.

This is a small bridge over the east fork of the Salmon River, about 6 miles east of Erie. Built bridge over the east fork of the Salmon River.

COTTONWOOD CREEK ROAD.

This road covers a section of the old tote road, which was built during the construction of the Nelson and Fort Sheppard Railway. It serves a number of prospects.

| | | | | |
|---|---|---|---|---|
| Forest cleared | 2,580 | feet, | 20 | feet wide. |
| Graded | 3,960 | " | 4 | " |
| " | 5,280 | " | 10 | " |
| Ditched | 180 | " | 2 | " |
| Corduroyed | 200 | " | 12 | " |
| Stoned | 2,580 | " | 4 | " |
| " | 2,580 | " | 10 | " |

Made 2 culverts, 20 feet by 1 foot by 1 foot.
Built 1 bridge, 70 feet by 12 feet by 2 feet.
" 1 " 20 " 12 " 2 "
Repaired 5 bridges; put in new stringers and covering; put in fording places at Give-out Creek, east fork of Cottonwood and Cottonwood Crossing; cut out fallen timber for 3 miles; removed 35 stumps, and blasted out boulders.

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## ROSSLAND RIDING—TRAIL CREEK DIVISION.

TRAIL-ROSSLAND WAGGON ROAD.

This is a public highway extending from the Columbia River, at the mouth of Trail Creek, to the City of Rossland, a distance of $5\frac{3}{5}$ miles, and is used for all necessary purposes. The country through which it runs being rough and broken, the grade of the road is heavy.

The work on this road consisted of clearing ditches and culverts, removing rocks from roadbed and making general repairs.

NORTHPORT-ROSSLAND WAGGON ROAD.

This is a public highway extending from a point on the Columbia River opposite the Town of Northport, in the State of Washington, to the City of Rossland, the distance from Rossland to the International Boundary Line being $6\frac{3}{4}$ miles, and is used for all necessary purposes. There are a number of settlers on Nelson and Fort Sheppard lands close to the International Boundary Line. A large portion of the supplies used at the Velvet Mine is hauled over this road from Rossland. Country hilly, but grade of road good.

The work on this road consisted of clearing ditches, repairing culverts and bridges, covering corduroy and making general repairs between the south boundary line of the Municipality of the City of Rossland and the International Boundary Line.

RED MOUNTAIN WAGGON ROAD.

This is a public highway extending from the north boundary line of the Municipality of the City of Rossland around the north, west and south sides of Red Mountain to the west boundary of the Municipality of the City of Rossland, a distance of 4 miles, and recently is used very little, except for the purpose of hauling wood to Rossland. Country broken and hilly.

The work on this road consisted of clearing ditches, filling ruts, repairing culverts and making general repairs.

Rossland-Gladstone or Upper Murphy Creek Trail.

This trail commences at a point on the Red Mountain Waggon Road, about 2 miles north-westerly from Rossland; thence in a north-westerly direction to the Town of Gladstone, on the Columbia and Western Railway, a distance of about 28½ miles, and is used almost exclusively by prospectors. Country hilly and mostly heavily timbered.

The work on this trail consisted in clearing fallen timber, putting in bridge 48 feet long, 245 feet of corduroy, and making general repairs from Rossland to the 23-mile post, where such trail connects with the Norway Mountain Waggon Road.

Lower Murphy Creek Trail.

This trail commences at a point on Deschamps Mill Road about 1 mile north of the City of Rossland; thence northerly to the head of Sullivan Creek, a distance of 12 miles, having branches to Columbia River, 4 miles; North Fork of Murphy Creek, 4 miles; and Dominion Mountain, 5 miles, and is used almost exclusively by prospectors. Country hilly and heavily timbered.

The work on this trail and branch trails therefrom consisted of clearing out fallen timber, brushing and making general repairs, including a bridge 30 feet long over a tributary of the North Fork of Murphy Creek, and one 100 feet long over Murphy Creek, near the mouth.

Sheep Lake Trail.

This trail commences at a point on Lower Arrow Lake, at Shields Landing; thence in a south-westerly direction by Shields Station, on the Columbia and Western Railway, and on to Sheep Lake, a distance of 6½ miles; thence southerly to the Rossland-Gladstone Trail at the 15-mile post, a distance of 2 miles, and is used almost exclusively by prospectors. Country rough and heavily timbered.

The work on this trail consisted of clearing fallen timber and brushing out the trail.

Dewdney Trail.

This is a well-known trail extending from Hope, on the Fraser River, to Wild Horse Creek, in East Kootenay, a large portion of which has fallen into disuse, the portion in this District being used by prospectors and others travelling to the Boundary District, also by workmen going to and from the Velvet Mine, on Sophia Mountain. Country hilly and heavily timbered.

The work on this trail consisted in clearing fallen timber, putting in bridge on Sheep Creek, 56 feet by 6 by 10 feet, and making general repairs to trail from a point on Northport Road 5 miles south of Rossland to Christina Lake, a distance of 25 miles.

Norway Mountain Waggon Road.

This road commences at a point on the Columbia and Western Railway, about 4,500 feet north from the mouth of Hamil Creek, and extends to the Bonanza Cabin on Grenville Mountain, a distance of 6.7 miles. Country rough and heavily timbered in most places.

The contract for the construction of this road was let to H. W. C. Jackson, of Rossland, on the 28th day of August, 1901, and was completed about November 1st, 1901.

The road is used by prospectors and others engaged in mining in that District. During the winter of 1901-2 the Cascade Mining Company shipped 300 tons, and the Bonanza Mining Company 90 tons of ore, over this road, besides taking in what supplies they required at their properties, amounting to probably 20 tons, during the time work was being carried on. An average of about 25 men were employed.

## ROSSLAND RIDING—KETTLE RIVER DIVISION.

ROAD UP THE NORTH FORK OF KETTLE RIVER TO FRANKLIN CAMP (construction.)

Part of this road, from Grand Forks to near Bannock City, a distance of about 15 miles, had been previously built along the east side of the river; therefore, this year work was commenced near to Bannock City and continued up the same side of the river for a distance of about 12 miles. This valley will average about 1 mile in width. The soil is of fairly good quality, and it is well timbered and watered. Nearly all of it has been pre-empted on both sides of the river as far north as the East Fork, a distance of about 30 miles from Grand Forks. There are a large number of mineral claims in this valley, also in Franklin Camp, a distance of about 65 miles from Grand Forks, where it is intended this road should ultimately reach. Coal has also been found in the North Fork of Kettle River Valley, about 20 miles northerly from the confluence with the East Fork, and a large number of coal claims have been staked. This road, therefore, when finished, will be a great assistance to the settlers and miners in opening up a practically new country. A small quantity of ore was hauled over this road to the Granby Company's smelter at Grand Forks.

The road was cleared of timber 20 feet wide, grubbed and graded 10 feet wide, for nearly the whole distance; 2,400 feet by 2 feet being ditched, 198 yards corduroyed, and nearly a mile cribbed. The amount of earth excavated was 14,778 yards, and of rock 1,000 yards, while 3,200 yards of earth and rock were used in making fills. Twenty-one bridges, averaging 14 by 18 by 14 feet, and 6 small culverts were also built.

BRIDGE, NORTH FORK OF KETTLE RIVER, AT HARDY'S (construction and repairs).

This bridge was completed during the year by the contractor, Mr. E. Disney. It is about 180 feet long, three spans, with two piers built of piles in the river bed, and two long approaches set on mud-sills. The river banks are low on each side and subject to overflow during high water. It was found necessary to protect the westerly bank at the bridge by piling and filling in with rock for a distance of about 50 feet up stream. This protection work was damaged by last spring freshet, and it is now necessary to extend this protection work for a distance of about 600 feet.

ROAD, GRAND FORKS TO CASCADE (construction and repairs).

This road is about 13 miles long, following the valley of the Kettle River, and along which about 30 settlers are located on good agricultural land. This road is a part of the main trunk road of this district.

Repairs consisted of cribbing, excavating and filling about 360 feet long, averaging 7 feet wide, and removing the large stones from the roadbed. New supports were also put under the bridge at Gilpin's.

FROM EDWARD'S FERRY TO CASCADE (construction).

For a distance of about 3 miles the road was changed to avoid low, swampy ground and built along the foot-hills.

For $\frac{3}{4}$ of a mile the forest was cleared 20 feet wide, and graded for $1\frac{3}{4}$ miles to a width of 11 feet. There was constructed 33 feet of cribbing, 12 feet wide; 2 culverts, 20 by $3\frac{1}{2}$ by $1\frac{1}{2}$ feet; 4 culverts, averaging 24 by $21\frac{1}{2}$ by $1\frac{1}{2}$ feet; and two bridges, 45 by 14 by 12 feet. The excavations amounted to 5,071 yards of earth and about 300 yards of rock.

In addition to this the bridge over Kettle River at Cascade was overhauled, new flooring and railings placed thereon, the approaches thereto cribbed and filled. New supports, flooring and railings were also added to the bridge at Thompson's.

ROAD, CASCADE TO GLADSTONE (repairs).

This road is 16 miles long, the first 5 miles being in a flat agricultural country, the balance of the distance, from where it leaves Christina Lake, being mountainous. It is used locally by miners, farmers and lumbermen. There are 8 settlers in this

neighbourhood, a saw-mill at the foot of Christina Lake, but the mining properties are lying dormant.

The forest was cleared on this road for a distance of 2,700 feet, 8 feet wide; 855 feet graded, 15 feet wide.

Trail, Josh Creek (repairs).

This trail was cleared of timber, brush and rock slides, and is only used by miners and prospectors.

Trail to the Head of Christina Lake from English Point (repairs).

This trail is about 10 miles long, and follows along a very steep mountain side. It was principally built by the settlers at the head of the lake, especially to meet their requirements during the winter months, when the lake cannot be safely used as a means of travel. The Provincial Government contributed $125 as a share thereto.

Trail, Gladstone to Burnt Basin (repairs).

This trail is 5½ miles long, over a very high summit, and is used mostly by miners to reach a large extent of mineral ground.

The forest was cleared 4 feet wide for over a mile, and the trail was graded for over 24,000 feet in length. It was shortened considerably by various cut-offs, cleared of timber and rocks, and 2 culverts were added. Four claims were being worked and 16 men employed thereon.

Trail to John Bull and Other Claims, from Gladstone (construction).

This trail is 4¾ miles long and was constructed for the use of prospectors and to facilitate the development of mining properties in that neighbourhood. The country is very rough and necessitated the excavation of 900 yards of rock, and cribbing 350 yards, 4 feet wide. The forest was cleared 6 feet wide for the whole distance, 8,200 yards, and the trail grubbed and graded 2½ feet wide. Twenty yards were corduroyed and 2 culverts were built.

Road near Fife Station (repairs).

This road is only a little over a mile in length, and was built just wide enough to be used as a waggon road by the settlers in that vicinity, as a means of outlet to the Cascade-Gladstone Road, and also the C. P. R. Station at Fife.

Road, Grand Forks to Carson (repairs).

This road is about 4½ miles long. It is a part of the Main Trunk Road into the Boundary District; it follows the north bank of the Kettle River through a fertile prairie, and 9 settlers are served by this road.

All the large stones were removed from the roadbed, and about 600 feet of side-hill, which had been washed out with melting snow and rain, was re-graded and filled in.

Bridge, Kettle River at Carson (repairs).

This bridge was overhauled by adding more rock to the piers and abutments. During the spring freshet it was closely watched and a number of log-jams removed from it, but it was ultimately wrecked by the farce of a log-jam, which had carried away a railway bridge higher up the river in the State of Washington, U. S. A.

Road, Grand Forks to White's Camp (repairs).

This road is about 7 miles long, *i. e.* from the camp to the point where it connects with the Main Trunk Road on the Fourth of July Creek. This road was originally built by the owners of the City of Paris Mine for the purpose of hauling out ore to the Grand Forks Smelter.

The repairs consisted of removing 31 stumps, gravelling 51 feet, grading 10,500 feet by 4 feet wide, ditching 600 feet by 1 foot deep, corduroying 42 feet, cribbing 15,840 feet, excavating 6,500 feet of earth by 2 by 3, 246 feet of rock 4 by 2, and filling 13,500 feet 4 feet wide by 1½ feet deep. One bridge, 16 by 8 by 5 feet, was also built

ROAD, GREENWOOD TO GRAND FORKS (repairs).

This road is 23 miles long. It crosses the summit of the mountain between Boundary Creek and the Fourth of July Creek, passing through Phœnix, a city of about 1,000 inhabitants. It is a part of the Main Trunk Road into the Boundary country. There is a great deal of traffic over this road, and between Phœnix and Greenwood it is a mail route, with two stages making the round trip daily. There are 8 settlers on the road, and 8 mining properties at work, which give employment to about 800 men. No ore is being hauled over this road, as the C. & W. Railway Company have sidings into all the most important mines.

This road was repaired by grading 2,100 feet by 2 feet wide, ditching 4,500 feet by 2 feet, stoning 95,040 feet by 14 feet wide, excavating earth 2,640 feet 2 by 3 feet, 66 feet rock 2 by 4, filling 210 feet 14 by 1, grubbing 28 stumps, building 3 culverts 14 by 6 by 2 feet, and 3 bridges, 18 by 16 by 5 feet.

ROAD, ANACONDA TO GRAND FORKS (repairs).

This road is about 21 miles long, and intersects the previous mentioned road—Greenwood to Grand Forks—abeut 12 miles from Anaconda. It is part of the old stage route from Penticton to Grand Forks, and was the first waggon road built over the mountain between Boundary Creek and Fourth of July Creek. There are 16 settlers served by this road, one saw-mill and a large number of mineral claims.

Repairs consisted of removing 8 stumps, grading 900 feet, stoning 42,240 feet by 14 feet, excavating 900 feet by 2 feet wide, filling 1,200 feet by 12 feet, building 2 culverts, 14 by 3 by 2 feet.

ROAD, PHŒNIX TO SUMMIT CITY (construction).

This road is 4¾ miles long and was built by contract. The country traversed is rough and mountainous. Mr. Falconer, the contractor, cleared the timber 50 feet wide, and made the grade 10 feet wide, clear of ditches and fills.

ROAD, SUMMIT CITY TO EHOLT (repairs).

This road is 4 miles long, and the Phœnix to Summit City Road was built to connect with it. The country around it is also mountainous and well timbered. There are likewise a large number of mineral claims in this locality, three of which are well developed and occasionally ship ore by rail. About 65 men are employed therein. This road it used as a mail route.

The repairs on this road aggregated 380 yards of grading by 10 feet wide, and ditching 110 yards by 2 feet.

ROAD, EHOLT TO B. C. MINE (repairs).

This road is a branch of the Summit City to Eholt Road and is about 2 miles long. It goes through a mountainous, well timbered country, and is used principally for hauling supplies to the mine. This mine employs about 80 men, and during the past two years has shipped a large amount of ore over the C. & W. Railway. This railway company has a branch line from Eholt to Phœnix, which passes through Summit, and again another branch from Summit to the B. C. Mine.

The repairs to this road consisted of grading 480 feet by 10 feet wide; 14 yards of rock work; ditching about 500 feet by 2 feet, and a little cribbing.

MAIN STREET AT EHOLT (repairs).

This work was grading the main street of the town of Eholt, a town of about 200 inhabitants, from which there is considerable traffic with the neighbouring mining camps. The length of the street was about 675 feet, and it was graded 35 feet wide. Two culverts were put in and about 25 yards of rock moved.

ROAD, EHOLT TO LONG LAKE (construction).

This is a new road 5¼ miles long. It was built to meet the requirements of the Long Lake Mining Camp, over a mountainous country, and starts at the Eholt Junction on the C. & W. Railway. The end of the road is at Long Lake, from which trails

branch out to the different mining claims in that locality. The road passes through several mining properties, the most important of which is the Jewel, which employs on average about 30 men, and has shipped about 1,000 tons over this road to Eholt. There is a saw-mill at the lake, where shingles and lumber are made, and a new industry, the making of wooden water-pipes bound by steel wire, has lately been started. There is also a ranch and townsite at the foot of the lake, where the road ends.

The road was constructed in 1901 on a first-class grade, the forest being cleared to a width of 25 feet and grading done to a width of 10 feet. Ditches were made, aggregating 1,440 feet by 2 feet; 1 bridge and 17 culverts were constructed. It was also found necessary to do considerably more ditching this spring, in order to keep this road in repair, as a large amount of ore was then being hauled over it.

Road, Ethiopia Mine to Jewel Mine (construction).

This is also a new road, about 1 mile in length, built with a good grade by the owners of the Ethiopia Mine to enable them to take in machinery and haul out ore. The Government contributed a part of the cost. About 90 tons of ore were hauled over this road, but at present the mine is shut down.

Road, Greenwood to Long Lake Camp (repairs).

The length of this road is about 9 miles. The first 3 miles from Greenwood follow the east side of Boundary Creek and Eholt Creek on an easy grade; the other 6 miles traverse a mountainous country with heavy grades. This was the only road to Long Camp previous to the building of the Eholt-Long Lake Road, and serves the Jewel and other properties in that vicinity, besides 3 settlers nearer to Greenwood. About 900 tons of ore were hauled over this road from the Jewel Mine to Messrs. P. Burns & Co's. siding on the C. & W. Railway.

The repairs on this road were filling in washouts, ditching and corduroying.

Road, Greenwood to Providence Camp (repairs).

This road is about 1 mile in length from the city limits to the Providence Mine, which is situated on a side-hill. Two settlers are served by this road, as well as a number of miners. About 300 tons of ore have been hauled from this mine to the railway depot at Greenwood. There are an average of 16 men employed at the Providence Mine.

This road was graded for a distance of 1,200 feet by 10 feet wide, and the forest was cleared 12 feet wide for a distance of 1,650 feet.

Road, Greenwood to Kimberley Camp (repairs).

This road is 9 miles long, and follows up the Boundary Creek Valley from Greenwood. Seven settlers and a number of miners are served by it.

The repairs consisted of the removal of 720 stumps; 225 feet of grading by 14 feet wide; 600 feet of ditching by 1 foot wide; 21,120 feet of road stoned to a width of 14 feet; 825 feet of earth by 14 by 4 feet was excavated, and 375 feet by 14 by 4 feet was filled; 2 culverts, 14 by 5 by 2 feet, and 2 bridges, 14 by 10 by 2 feet, were built.

Road, Copper Camp from Greenwood (construction and repairs).

The length of this road is about 9 miles. The Greenwood end having been cut up of late years by the railroad and smelter, it was necessary to re-build a portion of it, about 3,000 feet in length. An arrangement was made with the authorities of the City of Greenwood, whereby they agreed to build a new road to the city limits to connect with the work being done by the Provincial Government, resulting in a better grade and a shorter road. The road passes through the town of Deadwood, a place of probably 100 inhabitants, where there is a saw-mill employing 25 men. There were 3 mines in operation on this road, 800 tons of ore being hauled over it from one, and 90 tons from one of the other of these claims. Supplies for Deadwood and Copper Camps are hauled in over this road. The country is mountainous, well timbered in places, and here and there small flats. This road is much used by miners, and 4 settlers are also served by it.

The work consisted of grubbing 136 stumps, grading 16,590 feet by 12 feet, gravelling 726 feet by 12 feet by 3 inches, ditching 1,446 feet by 2 feet, corduroying 600 feet by 14 feet, cribbing 150 feet, excavating earth 7,635 feet by 2 by 3 feet, excavating rock 504 feet by 6 by 4 feet, filling 6,240 feet by 12 by 1 foot, and making 3 culverts, 11 by 4 by 3 feet.

ROAD, GREENWOOD TO DEADWOOD (repairs).

This road is about 2 miles long and branches off the road from Greenwood to Copper Camp. It serves principally the Mother Lode and Sunset Mines, which are situated about 4 miles from Greenwood These mines employ about 200 men steadily. Lumbering is engaged in to a considerable extent in Deadwood; most of the rough lumber used in Greenwood, and timber used in the surrounding mines is cut in Deadwood.

On this road the boulders were removed from the wheel-tracks, the washouts and ruts were filled, and a culvert was repaired.

ROAD, GREENWOOD TO ROCK CREEK (repairs).

This road is 20 miles in length, and is part of the main trunk road into the Boundary District from Penticton, the end of navigation on the Okanagan Lake, connecting with the C. P. R. at Okanagan Landing. It is very much used by agricultural, mining, smelting and lumbering industries. Supplies for Camp McKinney, Westbridge, Beaverdell, West Fork and Main Kettle River, are all hauled over this road, and it is also the mail route for these places. Large quantities of farm produce, live stock, concentrates from Camp McKinney and ore from outlying camps are brought over it to Midway, the present terminus of the C. & W. Railway. From Greenwood this road follows down the Boundary Creek Valley, passing through Anaconda (1 mile), Boundary Falls (4 miles), and reaching Midway in about 8 miles. Thus far this road serves 16 settlers, 2 smelters, 1 saw-mill, and a large number of mineral claims, two of which are being developed and 18 men employed thereon. The smelter at Boundary Falls has a force of about 75 men, and its capacity is being enlarged to three times its present efficiency. From Midway to Rock Creek the distance is 12 miles, the road following the Kettle River Valley for this distance, which is comparatively flat, having good soil, an average width of about ¾ of a mile, and the whole distance occupied with settlers on both sides of the river. Midway has a population of about 100 inhabitants. An average of about 25 men are employed in a large saw-mill near there.

On this road 7 stumps were grubbed, 600 feet by 4 feet graded, 255 feet by 4 feet ditched, 6,000 feet by 2 feet excavated in earth, 45 feet by 3 by 4 feet excavated in rock, 300 feet by 4 by 2 feet were filled; removed the boulders from the wheel-tracks for a distance of 9 miles; built 3 culverts, averaging 10 by 16 by 4 feet, and 2 bridges, 8 by 16 by 4 feet; also a truss bridge over Boundary Creek, 50 feet long by 14 by 12 feet.

BRIDGE, MAIN KETTLE RIVER AT INGRAM'S (construction).

This bridge is situated on the Greenwood to Rock Creek Road, about half-way between Midway and Rock Creek. The length of this bridge is about 210 feet, namely, 3 spans, 60 feet each, and one of about 30 feet at the southerly bank. The old bridge was found to be rotten and unsafe.

## North-East Kootenay District.

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### Canoe River Trail.

Commencing at Donald and following the Columbia River; thence up the Canoe River to Tête Jaune Cache, on the Fraser River, a distance of about 160 miles. There has not been very much work done on this trail by way of maintenance, because it has not been very much used of late. To put it in good shape would require a very heavy expenditure. Lately some good specimens of mica, comprising about 1,000 pounds, have been brought out. In order to get at the claims, which number about 30, a new trail will be required from the lower end of Timbasket Lake, on the west side of the Columbia River, for a distance of about 20 miles.

A temporary trail has been built this season up Big Mouth Creek in order to get provisions in to do assessment work. Other than doing the annual assessments, there has been no other industry in that locality; but owing to the fine tracts of timber land, it is safe to assume that it will in the near future be given more attention.

### McMurdo District Trails.

The district covers a large area, the aggregate length of trails being over 100 miles. Although there are a large number of claims located, and considerable work was done in the past, there has been very little doing of late other than assessments.

### Ice River District.

Built about 11 miles of trail from Leanchoil Station, on the C.P.R., and surveyed a location for a wagon road. There are several promising locations, some agricultural land, and fairly good timber. About half a dozen settlers have taken up ranches. The old C.P.R. tote road from Leanchoil to Field should be opened up, making a connection for settlers to drive in for supplies.

### Trunk Road, Golden to Donald.

A total distance of 18 miles; is used by prospectors going to the Big Bend, and largely used in the vicinity of Golden by settlers and lumbermen; usually about 100 men employed in the latter industry.

### Main Trunk Road, Golden to Fort Steele.

A distance of 160 miles, about 127 in this district. This is the main artery of the valley; a mail route, and is fairly well settled, showing marked signs of improvement each year. The bulk of the trade is, however, done by the steamers plying on the Columbia River; consequently, there is not much teaming in summer on the road other than by the local settlers; it is principally used for freighting in the spring and fall. Considerable work is done on the road annually, principally cutting brush on the right of way, cleaning ditches, repairing bridges and culverts, filling ruts, brushing and gravelling wet spots, the latter being very costly owing to the long haul.

One bridge was entirely renewed this year, consisting of one 40-foot King truss; one 20-ft. and two 16-ft. spans, and one pier.

### Toby Creek Waggon Road.

This road was extended this year a distance of 6 miles to the North Fork, making a total length of about 20 miles from the Columbia River at Athalmer. The country traversed is a rough, mountainous pass, the road being built for mining purposes. There is some fairly good timber, which will mostly be used for mining, the creek being hardly suitable for lumbering purposes on the outside. Owing to the heavy nature of the work, which is principally side-hill, the roadbed was made as narrow

as possible, in order to lower the cost; the maintenance will, therefore, be heavy for some time to come, depending a good deal, of course, on how the slopes stand the spring thaw. There were between 60 and 70 men employed on the road and mining, 1,000 tons of ore being hauled to the river bank ready for shipment by steamers.

HORSE THIEF CREEK WAGGON ROAD.

Built 20 miles of waggon road from Wilmer, the first 8 miles being on bench land, some of which is suitable for agricultural purposes and has some settlers. The road was mainly built for mining purposes, and the McDonald Creek Mining Co. extended it 8 miles to a point near their mine, an elevation of 7,500 feet, where it is proposed to build a compressor plant and a tramway. There were about 75 men employed and 200 tons of ore hauled to the river bank for shipment. The maintenance on this road will also be heavy for a time.

WEST SIDE OF WINDERMERE LAKE.

Built 6 miles of waggon road on the bench land, connecting with the trunk roads at Athalmer. This road is for the settlers on the west side of the lake, numbering about a dozen.

WILMER TO NO. 2 CREEK.

Made a survey for waggon road; built 1 mile, the balance to be finished later. There are about a dozen settlers on this route and it is largely used by prospectors going to No. 2 Creek and the Bugaboo. There are good claims on No. 2 Creek. The ore will have to go to the Columbia River, at a point near Brisco, and to which point it is proposed to build a sleigh road, the distance being about 15 miles.

TRAILS.

Throughout the district there are trails which will aggregate a total length of over 500 miles, the whole requiring more or less attention in the shape of cutting out fallen timber, renewals of bridges and culverts and general repairs, as may be found necessary. Where the timber has been burnt the trails have to be cleaned after every wind-storm, and to this must be largely attributed the large sums expended on old trails. As a general rule they are tributary to the system of waggon roads, and many will eventually no doubt be converted into roads or abandoned for some cause or other. The amount of money required for trails during the ensuing season must of necessity be governed by the amount of work which is proposed to be done on the mineral claims; therefore, a certain sum should be provided, to be spent to suit the conditions obtaining next year. An estimate may be made out in detail, but unless some guarantee is forthcoming that good use is to be made of the improvements, the expenditure should not be made, and in all probability some other point, hitherto unheard of, would have a better claim for it.

GOLDEN COURT HOUSE.

Built a stone vault, brick arch, 6 by 8 feet 6 inches, inside measurement. Erected new fencing around Court House and Gaol.

SCHOOLS.

Built new school-rooms at Golden and at Windermere.

# South-East Kootenay District.

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## Michel Section.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Michel Streets | ..... | Michel | Rough. |
| 2.—Tote Road | 10 | Crow's Nest | Very rough. |
| 3.—Michel Prairie | 4 | Michel | Medium. |
| 4.—Northern Trail | 48 | Route 3 | " |

Population of the town of Michel, 600; of the whole section, 700. Parcels of land, exclusive of town lots, 17. The greater part of the land in the section belongs to the British Columbia Southern Railway and the Crow's Nest Coal Company. There are three saw-mills in operation. The output of coal in 1901 was 47,110 tons, and the number of men employed was 169. Since the beginning of the year 1902, the manufacture of coke has been commenced and the coal output has been much increased. The only available farming land in the section is on routes 3 and 4.

Route 1—Light general traffic.

Route 2—Light lumbering traffic.

Route 3—Light farming, lumbering and coal prospecting traffic. Erected a Truss Bridge over Elk River, having a span of 80 feet, besides approaches. Improved the old tote road between Michel Town and Michel Prairie.

Route 4—Light farming and coal prospecting traffic.

## Fernie Section.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Fernie Streets | ..... | ..... | Very rough. |
| 2.—Coal Creek Mills Road | 2 | Fernie | " |
| 3.—Coal Creek Mines Road | 5 | " | " |
| 4.—North Fernie Road | 1 | " | " |
| 5.—West Fernie Road | 2 | " | " |
| 6.—Crow's Nest Trail | 23 | Route 3 | Rough. |
| 7.—Elk River Trail | 7 | " 2 | " |
| 8.—Sand Creek Trail | 5 | " 5 | " |

The population of the town of Fernie is about 2,000; of the coal mines village, about 400; and of the whole section about 2,600. There are 21 parcels of land, besides town lots, and 6 mineral claims in the District. There are 6 saw-mills in operation. The output of coal for 1901 was 322,245 tons, and of coke 111,683 tons, employing 820 men. All the land east of Elk River belongs to the British Columbia Southern Railway or the Crow's Nest Pass Coal Company.

Route 1—Heavy general traffic. Laid 300 lineal feet of sidewalk, property owners furnishing the material; built 4 road crossings; cleared streets of stumps and boulders; graded a ramp to Elk River.

Route 2—Medium lumbering and cattle traffic. Rebuilt bridges and culverts.

Route 3—Much general traffic.

Route 4—Very heavy lumbering and farming traffic. Built one mile of road.

Route 5—Very heavy lumbering traffic. Two saw-mills haul their output over this road. Road includes bridge over Elk River of 3 spans of 80, 40 and 40 feet.

Route 6—Light cattle traffic with North-West Territories.

Route 7—Light cattle traffic and general traffic between Fernie and Morrissey.

Route 8—Light mining traffic. Improved the trail.

MORRISSEY AND FLATHEAD SECTION.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Tote Road | 2 | Morrissey Junction | Rough. |
| 2.—Mines Road | 4 | " | " |
| 3.—Creek Road | 4 | Route 1 | " |
| 4.—Elk River Trail | 12 | " 1 to Elko | " |
| 5.—Wigwam Trail | 30 | Elko Pack Bridge | " |

Coal mines have been opened in 1902, and there is now a population of 400, which is being increased steadily. There is one saw-mill in operation. The town of Morrissey is being built on the west side of Elk River and another town is being laid out near the coal mines.

Routes 1 and 4—Light cattle traffic with the North-West Territories.

Routes 2 and 3—Large general traffic between the C. P. R. and the mines.

Route 5—Used for coal and oil prospecting on the Government reserved block in the south-eastern corner of the District.

ELKO AND TOBACCO PLAINS SECTION.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Trunk Road to Boundary | 28 | Rock Creek | Easy. |
| 2.—Front Road to Boundary | 30 | " | " |
| 3.—Crow's Nest Landing Road | 12 | Elko | " |
| 4.—Sand Point Road | 10 | " | " |
| 5.—Jaffray Road | 4 | " | " |
| 6.—Gateway Road | 6 | Phillips Route 1 | " |
| 7.—Tobacco Plains Trail | 10 | Elko Pack Bridge | Very rough. |
| 8.—Phillips Creek Trail | 3 | Phillips Route 1 | Rough. |

This section has a population of about 200. There are 50 parcels of land, besides town lots; 42 mineral claims; 1 saw-mill in operation.

Route 1—Medium farming traffic; mail route.

Route 2—Heavy railway construction traffic, now over.

Route 3—Medium farming traffic; mail route.

Route 4—Practically no traffic.

Route 5—Medium farming and lumbering traffic. Improved old tote road; built small bridges; constructed one ramp, 1,600 feet long, at Mott's.

Route 6—Medium farming and mining traffic. Built 6 miles of road.

Route 7—Much traffic now that waggon bridge is washed out; mail route; is used in connection with route 5 of Morrissey section for coal and oil property.

Route 8—Medium mining traffic.

JAFFRAY SECTION.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Trunk Road | 22 | Bull River | Easy in parts. |
| 2.—Elko Road | 12 | Jaffray | Easy. |
| 3.—Langley Road | 8 | " | Easy in parts. |
| 4.—Sand Creek Road | 4 | " | Easy. |
| 5.—Bull River South Road | 6 | Route 1 | Rough. |
| 6.—Wardner Ferry Road | 1 | " 1 | Easy. |
| 7.—Bull River South Trail | 2 | " 5 | Very rough. |
| 8.—Sand Creek Trail | 4 | " 2 | Rough. |

The population of this district is about 100. There are 50 parcels of land, exclusive of town lots, and 22 mineral claims; 1 saw-mill in operation.

Route 1—Light general traffic.

Route 2—Medium farming and lumbering traffic. Improved old tote road and diverted it around a swamp.

Routes 3, 4, and 5—Light farming traffic.

Route 6—No traffic at present.

Route 7—Light mining traffic. Rebuilt Bull River Pack Bridge, making it wide enough for waggons. The bridge is a Queen Truss, 80 feet long, 14 feet wide, and 111 feet above low water level.

Route 8—Light mining traffic.

Cranbrook Section.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Cranbrook Streets | ..... | Cranbrook | Easy. |
| 2.—Fort Steele Road | 7 | " | Rough in parts. |
| 3.—Mission Road | 5 | " | Rough. |
| 4.—Moyie Road | 11 | " | Very rough. |
| 5.—Palmer's Bar Road | 10 | " | " |
| 6.—Pekin Sleigh Road | 11 | Palmer's Bar | " |
| 7.—Perry Creek Road | 15 | Cranbrook | " |
| 8.—Mount Baker Road | 3 | " | Easy. |
| 9.—Upper Moyie Trail | 12 | Route 6 | Rough. |
| 10.—Mount Baker Trail | 1 | " 8 | " |
| 11.—Trenton Creek Trail | 6 | Cranbrook | " |
| 12.—Perry Creek Trail | 8 | Route 7 | Very rough. |
| 13.—Hell's Roaring Trail | 15 | " 7 | " |

The population of the town of Cranbrook is about 1,500, and of the section 1,600. There are in the section 224 parcels of land, besides town lots, 234 mineral claims and 18 placer mining leases. There are no mines shipping ore over the highways. There are 5 saw-mills in operation.

Routes 1 and 2—Heavy general traffic. Renewed school-house bridge, grading approach thereto.

Route 3—Heavy farming and mining traffic; mail route. Reduced gradients on two ramps, 1,000 feet in length.

Route 4—Light general traffic.

Route 5—Heavy farming, lumbering and mining traffic. Corduroyed swamps and renewed small bridges.

Route 6—Light mining traffic; $250 contributed by Pekin Mine. Constructed 6 miles of sleigh road, including 4,000 lineal feet of grading.

Route 7—Medium mining traffic. Improvements between Cranbrook and old town include 3 bridges, and 4 culverts renewed, and 2 miles of new road. Extension of road 2¾ miles on the north-west side of the creek. Very heavy side-hill work.

Route 8—Heavy mining traffic on part. Constructed 3 miles of road, including 2 bridges over Joseph Creek.

Routes 9, 10, and 11—Light mining traffic.

Route 12—Heavy mining traffic.

Moyie, Yahk and Gold Creek Section.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Moyie Streets | ..... | Moyie | Rough. |
| 2.—Cranbrook Road | 8 | " | Very rough. |
| 3.—South Road | 6 | " | " |
| 4.—Dewdney Trail | 18 | Route 3 | " |
| 5.—Bonner's Ferry Trail | 5 | " 3 | " |
| 6.—Yahk and Gold Creek Trail | 50 | " 4 | " |
| 7.—Plumbob Trail | 6 | Kootenay River | Rough. |
| 8.—Kootenay River Trail | 40 | Wardner | " |

This section has a population of about 250, of which 150 are in the town of Moyie. There are 37 parcels of land and 163 mineral claims around Moyie, and 20 parcels of land around Gold Creek; the Yahk Country is all unoccupied. There are two saw-mills in operation. None of the mines are shipping ore over the highways.

Route 1—Light general traffic. Graded 200 feet on Victoria Avenue, and 1,050 feet, 10 feet wide, on Tavistock Avenue.

Route 2—Medium lumbering traffic over 2 miles and a very light general traffic on the rest of the route. Maintained road and built corduroy.

Route 3—Light farming and lumbering traffic. Improved 3 miles of the old tote road.

Route 4—Light general traffic.

Route 5—Very light traffic.

Route 6—Practically no traffic.

Route 7—Light farming traffic.

Route 8—Practically no traffic.

ST. MARY'S SECTION.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Kimberley and Marysville Streets | ..... | ..... | Easy. |
| 2.—St. Mary's Road | 23 | Mission Bridge | Medium. |
| 3.—Kimberley Road | 4 | Marysville | Rough. |
| 4.—Sullivan Road | 3 | Kimberley | " |
| 8.—St. Mary's Main Trail | 19 | Route 2 | Very rough. |
| 9.—East Fork St. Mary's Trail | 2 | " 8 | " |
| 10.—North Fork Trail | 2 | " 8 | " |
| 11.—West Fork Trail | 12 | " 8 | " |
| 12.—South Fork Trail | 15 | " 8 | " |
| 13.—White Fish Trail | 14 | " 8 | " |
| 14.—Pyramid Trail | 5 | " 8 | " |
| 15.—Alki Trail | 4 | " 8 | " |

The population of the towns of Marysville and Kimberley is about 100 each, and of the whole section about 250. There are in the section 34 parcels of land and 384 mineral claims. Development is being done on mineral claims on the West Fork and White Fish Creek, supplies for which are hauled on Routes 2, 9, 11 and 13. No ore is being hauled on any route. There are two saw-mills in operation, utilising Routes 2 and 3.

Route 2—Medium farming, lumbering and mining traffic. Extended main road 1,200 feet through heavy rock slide; grubbed old road for 3 miles; raised and protected Matthew Creek with crib work; watched Mission bridge during freshet.

Routes 3 and 4—Medium mining traffic. Improved road by removing boulders and stumps and filling ruts.

Route 8—Heavy mining traffic. Changed locations to improve gradients; corduroyed swamps and renewed bridges.

Route 9—Light mining traffic.

Route 10—Light mining traffic. Built 2 miles of new trail.

Route 11—Heavy mining traffic.

Route 12—Light mining traffic.

Route 13—Medium mining traffic. Built 5 miles of new trail.

Routes 14 and 15—No traffic at present.

SKOOKUMCHUCK SECTION.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Mission to Wasa Road | 15 | *via* Cherry Centre | Medium. |
| 2.—Mission to Wasa Road | 17 | *via* Mather's | Easy. |
| 3.—North Star Ore Road | 18 | Kimberley | Rough. |
| 4.—Wasa to Ta Ta Road | 6 | Wasa | Easy. |
| 5.—Skookumchuck Road | 24 | Cherry Centre | " |
| 6.—Skookumchuck Trail | 8 | Route 5 | Rough. |
| 7.—Kootenay River Trail | 10 | " 5 | " |

There is no town in this district; the population is about 50. There are 17 parcels of land and 42 mineral claims.

Route 1—Medium general traffic. Built 216 lineal feet of bridges and approaches and 536 lineal feet of corduroy at Cherry Centre, and graded 5,000 lineal feet of ramps.

Route 2—Light farming traffic and large traffic by Indians.

Route 3—Practically no traffic.

Route 4—Light farming traffic.

Route 5—Light traffic.

Routes 6 and 7—Very light mining traffic.

Fort Steele Section.

| Route. | Miles. | Starting Point. | Description of Country. |
|---|---|---|---|
| 1.—Fort Steele Streets | ..... | Fort Steele | Very easy. |
| 2.—Southern Trunk Road | 16 | " | Easy. |
| 3.—Golden Road | 38 | " | " |
| 4.—Fenwick Road | 12 | Quirk's [Flat | " |
| 5.—Wild Horse Road | 19 | Steele and Bummer's | Rough. |
| 6.—Lewis and Tracy Road | 13 | Bummer's Flat | Part easy, part rough. |
| 7.—Cranbrook Road | 7 | Fort Steele | Rough. |
| 8.—Mission Road | 3 | Markley Flat | " |
| 9.—Perry Creek Road | 3 | Mission | Easy. |
| 10.—Isidore Road | 16 | Markley Flat | " |
| 11.—Wardner Road | 21 | Westport | " |
| 12.—Bell's Ranch Road | 3 | " | " |
| 13.—Chickamon Stone Road | 4 | Beaven's | Rough in part. |
| 14.—Main Wild Horse Trail | 3 | Victoria Gulch | Rough. |
| 15.—North Fork Wild Horse Trail | 13 | The Forks | Very rough. |
| 16.—East Fork Wild Horse Trail | 6 | " | " |
| 17.—Tanglefoot Trail | 28 | Fort Steele | " |
| 18.—Bull River North Trail | 5 | Route 13 | " |
| 19.—Six-Mile Trail | 6 | " 3 | Easy. |

This section has a population of 300, of which 250 are in the town of Fort Steele. There are 141 parcels of land, besides town lots, 339 mineral claims, 3 mining leases and 6 placer claims. There is one saw-mill in operation; no mines are shipping ore. The best farms in South-East Kootenay are in this section.

Route 1—Light general traffic.

Route 2—Includes waggon bridge over Bull River. Light general traffic. Re-built the Galbraith Bridge with a 75-foot Queen truss; renewed small bridges at Beaven's and Quirk's, and constructed a diversion of 2,855 lineal feet south of the Galbraith Bridge.

Route 3—Medium general traffic; partly a mail route. Overhauled road thoroughly between Fort Steele and Wasa.

Route 4—Medium farming traffic. Widened 5,565 feet of ramps; renewed 1 culvert and built a bridge over Little Bull River.

Route 5—Light mining traffic.

Route 6—Light farming and mining traffic.

Route 7—Heavy general traffic. Turnpiked in Westport.

Route 8—Medium general traffic.

Route 9—Medium mining traffic.

Route 10—Light farming traffic.

Route 11—Partly a mail route, with heavy general traffic; balance with light traffic.

Route 12—Light farming traffic.

Route 13—Very light mining traffic.

Route 14—Medium mining traffic. Re-located and built 3 miles of trail on a waggon road location; about 2 miles of grading; 300 lineal feet of rock excavation.

Route 15—Medium mining traffic. Built 7 miles of new trail; widened 2 miles of old trail. This trail gives access to the headwaters of Sheep Creek.

Routes 16, 17, 18 and 19—Light mining traffic.

## Cassiar District.

—o—

### TELEGRAPH CREEK DIVISION.

James Porter, Government Agent.

DEASE LAKE TRAIL.

This trail extends up Telegraph Creek a distance of about 73 miles, and requires constant attention to keep it in passable condition.

Two new bridges were built during the past year, at the crossing at Eight-Mile and Eighteen-Mile Creeks.

The work done has left the trail in good condition, and it will not require any great expenditure to keep it in repair during the coming summer.

DEASE LAKE AND THIBERT CREEK TRAIL.

This trail runs along the shore of Dease Lake and up Thibert Creek. Is in bad condition, and an expenditure of at least $500 will be required to make it passable. This trail is about 40 miles long.

MCDAME CREEK.

Should the present indications of active mining operations continue in this section it will be necessary to provide for expenditure.

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### STIKINE DIVISION.

GLENORA AND TELEGRAPH CREEK TRAIL.

Made general repairs on this trail, at small cost.

TESLIN LAKE TRAIL.

Cut out windfalls as far as First Tahltan.

WAGGON ROAD LEADING UP TELEGRAPH CREEK.

Made general repairs.

TRAIL FROM MCDAME CREEK TO HEAD OF DEASE LAKE.

Cut out brush and made general repairs.

Built bridge at crossing of slough at 10-Mile Flat, 35 feet by 8 feet, with cribbing in centre.

Removed snow from Tooyea and Tahltan Bridges.

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### COAST DIVISION.

J. Flewin, Government Agent.

NAAS RIVER.

Trail from Kincolith to Mill Bay canneries, a distance of 4 miles.

Chopped out and cleared to a width of 8 feet, to improve the communication between these two points and to give access to the cemetery, at Grave-yard Point.

TRAIL FROM ECHO COVE TO NAAS HARBOUR.

This trail lies between the Federation and Cascade Canneries.

Cleared out brush and fallen timber and renewed bridges.

Port Simpson.

Road to the public school opened up; graded, gravelled and ditched to standard width from Front Street to the school, a distance of 1,000 feet.

Made general repairs to Hospital Road.

Inverness.

Trail from Inverness Cannery to North Pacific Cannery, a distance of two miles. Brushed, graded and partly planked.

Moore's Cove.

This road runs from Irving, at mouth of Skeena River, to the settlement at the head of Moore's Cove, a distance of 5 miles.

Three miles has been brushed and graded, 1,000 feet of corduroy laid, and 5 creeks bridged.

Port Essington.

At this place the sidewalk was re-built from Dufferin Street to the A B C Cannery, a uniform width of 10 feet; length, 2,000 feet.

Made general repairs on the trail known as the Saw-mill Trail.

Kitsalas.

A waggon road was constructed during the season, from the foot of the canyon on Skeena River to the Ptarmigan Mine, by Mr. S. Arden Singlehurst, towards which the Government contributed the sum of $4,000. The country traversed is very hilly, broken by deep gulches, and all heavily timbered; consequently, great difficulty was experienced in building the road according to specifications, which called for a width of 10 feet, with maximum grade of 8 per cent. However, the road was completed in a satisfactory manner, but at an expense which greatly exceeded the Government grant, the distance being about 7 miles. The object for which the road was built was to get in supplies and machinery to the Ptarmigan and adjoining mines, and to take out ore. A trial shipment of 5 tons of ore has since been made out over the road by the Ptarmigan, to be shipped to the Eastern States.

Kitamaat.

Under contract by Messrs. Steele and Dunn a good waggon road and pack trail has been built from the head of Kitamaat Arm to the Golden Crown group of mines, 6 miles distant, on Wa-hugh Creek. The work, which was inspected by your agent, has been exceedingly well done, the road being of standard width and grade and a credit to the contractors.

In addition to the works mentioned, a trail has been built on Princess Royal Island from salt water to the mines; also a bridge and considerable road work at Bella Coola settlement.

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It is necessary that the following work should be done during the coming year:—

Naas River—Trail from Red Bluff to Greenville.

Port Simpson—General repairs to main roads, including re-building cribbing on Front Street.

Georgetown Trail—Grading, planking, repairing bridges, etc.

Port Essington—Repairs to roads and sidewalks and extension of present sidewalk from Dufferin Street by public school.

Metlakahtla—Wharf and approach repairs, etc.

Inverness and Moore's Cove Trails—Repairs.

Kitamaat—Brushing out and removing fallen timber, built new bridge on Wee-deena River.

Nothing has been expended on the trail from Kitamaat Arm to Copper River since 1899, and prospectors and others find great difficulty in using the trail on account of the large quantity of fallen timber. A number of encouraging looking prospects have been recently located in the valley, and the improvements suggested would be a great boon to them in getting in their season's supplies.

# STATEMENT OF EXPENDITURE.

## Roads, Streets, Bridges and Wharves.

*July 1st, 1901, to June 30th, 1902.*

| | |
|---|---|
| VOTE 135—ROAD SUPERINTENDENTS | $ 23,576 28 |

VOTE 136—NORTH VICTORIA DISTRICT.

| | |
|---|---|
| Saturna Island roads | $ 112 00 |
| Mayne Island roads | 347 00 |
| Pender Island roads | 449 90 |
| Galiano Island roads | 238 55 |
| Salt Spring Island roads | 2,183 25 |
| North Saanich roads | 1,064 25 |
| | $ 4,394 95 |

VOTE 137—SOUTH VICTORIA DISTRICT.

| | |
|---|---|
| Old East Saanich road | 30 75 |
| Old Cordova Bay road | 164 50 |
| Quadra street to Cordova Bay road | 893 92 |
| Tolmie avenue | 210 50 |
| Cook street | 136 75 |
| Cloverdale avenue | 61 00 |
| Elerick and Hansen road | 160 65 |
| East Saanich road | 1,103 50 |
| General roads | 276 37 |
| Oak Bay avenue and sidewalk | 823 31 |
| Cadboro Bay road | 113 00 |
| Seres road | 57 00 |
| Cedar Hill cross road | 272 50 |
| Harriett road | 348 18 |
| Gorge road | 505 50 |
| Old West Saanich road | 15 00 |
| Cedar Hill road | 425 45 |
| Main Saanich road | 583 23 |
| Glanford avenue | 451 75 |
| Carey road | 293 37 |
| Scott's road | 33 00 |
| Feltham road | 28 00 |
| Tynesdale road | 112 00 |
| Gordon Head road | 141 50 |
| Finerty road | 7 00 |
| Cadboro Bay cross-road | 216 50 |
| Prospect road | 17 50 |
| Mount Tolmie cross-road | 17 00 |
| Telegraph road | 319 75 |
| Burnside road | 231 47 |
| Wilkinson cross-road | 70 00 |
| Cavin road | 15 00 |
| *Carried forward* | 8,134 95 |

| | |
|---|---|
| *Brought forward* | $8,134 95 |

VOTE 137.—SOUTH VICTORIA DISTRICT.—*Concluded.*

| | |
|---|---|
| West Saanich road | 389 00 |
| Butler's cross-road | 177 50 |
| Pitzer's road | 14 50 |
| Quick's cross-road | 21 56 |
| Martindale road | 264 00 |
| Mount Newton cross-road | 188 00 |
| Armie street | 52 50 |
| Wearing street | 52 50 |
| Pauline road | 38 50 |
| Deans' cross-road | 95 00 |
| Sinclair's road | 12 00 |
| Fowl Bay road | 116 00 |
| San Carlos Avenue | 43 10 |
| Steinberger road | 25 50 |
| Purchase of F. W. Vincent's lot | 400 00 |
| | $10,024 61 |

VOTE 138.—ESQUIMALT DISTRICT.

| | |
|---|---|
| Improvement Esquimalt road | 4,119 00 |
| Botanical Gardens (San Juan) road | 517 08 |
| San Juan (clearing obstructions) road | 330 45 |
| Gordon River trail | 1,425 51 |
| Sooke Division roads | 1,418 04 |
| East Sooke " | 890 56 |
| Metchosin " | 2,077 55 |
| Otter Point " | 1,758 60 |
| Highland " | 1,259 25 |
| Esquimalt " | 2,805 28 |
| Victoria-Nanaimo Trunk road, Goldstream-Shawnigan Lake Division | 940 30 |
| Arc-Light, Esquimalt Township | 396 00 |
| | $17,937 62 |

VOTE 139.—COWICHAN DISTRICT.

| | |
|---|---|
| Victoria-Nanaimo Trunk road | $ 1,754 38 |
| Cowichan Lake road | 728 07 |
| Copper Canyon, Chemainus River bridge | 515 65 |
| Koksilah River Bridge | 967 08 |
| Beach road | 360 42 |
| Old Koksilah road | 480 37 |
| Lakeside road | 61 50 |
| Mount Sicker (Westholme) road | 352 60 |
| School-house road | 41 75 |
| Cameron Taggart road | 53 25 |
| Shepperd's road | 10 00 |
| Telegraph road | 190 50 |
| Shawnigan Lake road | 186 87 |
| Chapman's road | 440 02 |
| Cowichan wharf and Shawnigan Lake road | 226 12 |
| Sahtlam river road | 144 00 |
| Carville and Jackson road | 80 00 |
| Howie road | 61 12 |
| Riverside road | 90 37 |
| *Carried forward* | 6,744 07 |

VOTE No. 139.—COWICHAN DISTRICT.—*Concluded.*

| | |
|---|---|
| *Brought forward* | $ 6,744 07 |
| Indian road | 287 25 |
| Cowichan River road | 218 15 |
| Glenora road | 111 53 |
| Cowichan Lake, South Shore trail | 137 25 |
| " Landing road | 87 50 |
| Clemclemalutz bridge | 365 58 |
| McKinelley and Dorepe road | 259 04 |
| Copper Canyon road | 438 72 |
| Flats, Koksilah road | 228 87 |
| Cowichan River bridge | 5 90 |
| Shawnigan District roads | 206 49 |
| Beach and Old Koksilah roads | 57 12 |
| Mount Sicker, Somenos road | 7 50 |
| Various bridges | 162 50 |
| General roads | 132 89 |
| | $ 9,450 36 |

VOTE 140.—ALBERNI DISTRICT.

| | |
|---|---|
| McCoy Lake Outlet | 200 15 |
| Granite Creek trail | 493 12 |
| Nanaimo-Alberni (Alberni Section) road | 1,276 95 |
| Clayoquot-Ucluelet road | 945 31 |
| Peninsula (Ucluelet) road | 749 31 |
| Ucluelet Arm to Long Beach trail | 499 25 |
| Schooner Cove trail | 150 87 |
| Local roads and trails, Cape Scott | 600 00 |
| " " Quatsino | 468 38 |
| Effingham Inlet trail | 199 25 |
| Roger Creek bridge | 1,661 40 |
| Ferguson Crossing, Bear River bridge | 311 45 |
| China Creek trail | 484 02 |
| St. Marie Island trail | 202 40 |
| Approaches, Somas River bridge | 180 00 |
| Coal Harbour, Hardy Bay trail | 8 00 |
| China Creek Townsite roads | 133 37 |
| Sproat Lake road | 1,127 37 |
| Beaver Creek road | 1,596 59 |
| Schooner Cove to Browning Pass road | 37 75 |
| Townsite roads | 1,192 86 |
| Central Lake (Sproat Lake Division) trail | 16 84 |
| Beaver Creek School trail | 49 25 |
| Beaver River trail | 7 00 |
| Cherry Creek road | 894 40 |
| Somers' (Beaver Creek) road | 115 75 |
| | $ 13,601 08 |

VOTE 141.—NORTH NANAIMO DISTRICT.

| | |
|---|---|
| Nanaimo-Alberni (Nanaimo Section) road | 1,499 80 |
| Nanaimo-Comox " road | 488 00 |
| Little Qualicum bridge | 967 15 |
| New Cribbing, Nanoose Bay | 1,165 90 |
| Jinglepot Mine bridge | 21 50 |
| East Wellington road | 390 25 |
| *Carried forward* | 4,532 60 |

| | |
|---|---|
| *Brought forward* | $4,532 60 |

VOTE 141.—NORTH NANAIMO DISTRICT.—*Concluded.*

| | |
|---|---|
| Nanoose, Englishman River road | 1,110 37 |
| Qualicum road | 17 50 |
| Hamilton road | 412 49 |
| Hellier's road | 12 50 |
| Wellington-Nanoose road | 297 62 |
| New road at Sand Hill | 557 00 |
| Ditching Millstream creeks | 100 00 |
| Englishman River and French Creek | 237 63 |
| Cross-road at Hirst's | 51 24 |
| Rath's road | 38 50 |
| Beaver Creek Wharf road | 77 00 |
| Williams' road | 20 00 |
| Fisher's road | 148 50 |
| Painting bridges | 71 75 |
| Departure Bay road | 8 00 |
| Yates-Hoskings-Vipond road | 92 75 |
| Old South Wellington road | 51 50 |
| Purkis road | 65 00 |
| Nanaimo-Wellington road | 36 50 |
| General roads | 1,305 38 |
| | $ 9,243 86 |

VOTE 142.—SOUTH NANAIMO DISTRICT.

| | |
|---|---|
| General roads | $ 2,013 50 |
| Gabriola Island roads | 563 25 |
| Ladysmith and Nanaimo road | 5,585 74 |
| Victoria road | 135 86 |
| South Cedar and Oyster Bay road | 2,726 72 |
| Alexandria-Extension road | 2,733 71 |
| Boat Harbour road | 598 50 |
| Hong Kong bridge | 135 32 |
| Cassidy's bridge | 434 76 |
| South Cedar roads | 80 00 |
| Westwood's road | 43 00 |
| Quarter-way House bridge | 185 74 |
| Texada Island roads | 2,037 40 |
| Badcock's road | 23 00 |
| Thetis Island roads | 290 75 |
| Davis bridge and road | 949 08 |
| Main road railway crossing, north of Ladysmith, to Chemainus boundary | 170 38 |
| New road at Greenway's | 194 00 |
| Lasqueti Island road | 135 15 |
| Haslam Creek bridge | 172 55 |
| Cassidy's to Waterloo bridge | 786 00 |
| Walker's (Oyster Bay) bridge | 365 75 |
| Nanaimo Extension road | 865 30 |
| Bridge near No. 5 shaft | 294 27 |
| Extension new road | 741 35 |
| Nanaimo River bridge | 47 40 |
| | $ 22,308 48 |

| | |
|---|---|
| VOTE 143.—NANAIMO CITY DISTRICT | $ 2,499 97 |

VOTE 144.—COMOX DISTRICT.

| | |
|---|---|
| Nanaimo-Comox road (Comox Section) | $3,998 82 |
| Salmon River road | 255 43 |
| Lund to Oakover Point road | 300 00 |
| Changing road to Anderton's on the line | 299 87 |
| Tsolum River bridge | 2,601 73 |
| Upper and Lower Prairies road | 594 85 |
| Cross-road | 18 59 |
| Denman Island roads | 451 22 |
| Hornby Island roads | 399 25 |
| Oyster River and Black Creek road | 586 24 |
| Back road | 490 83 |
| Point Holmes road | 688 13 |
| Milligan's and Parkins' road | 119 30 |
| Harrigan's road | 327 75 |
| Anderton's road | 126 10 |
| Lake trail | 308 77 |
| Burns' road | 198 25 |
| Burns' road bridge | 106 25 |
| Valdez Island roads | 499 75 |
| Cortez Island roads | 300 00 |
| Read Island roads | 200 00 |
| Cumberland to Courtenay road | 405 46 |
| Cumberland to Roy's road | 163 85 |
| Duncan to Creech's road | 499 10 |
| Smith and Ledingham's road | 51 25 |
| Hardy's road | 53 12 |
| Woods' road | 45 18 |
| Comox to J. Hardy's road | 186 10 |
| M. Gibson's road | 98 50 |
| A. Cowie's road | 266 87 |
| Union Mine to Japtown road | 334 28 |
| Flat road | 7 70 |
| Knob Hill road | 4 00 |
| Comox to Salmond's road | 590 33 |
| Union to Courtenay road | 28 87 |
| McKelvey road | 9 45 |
| Smith's cross-road | 99 00 |
| Roy's road | 43 62 |
| Harvey's road | 6 75 |
| John Cowie's road | 228 24 |
| Courtenay to Comox Bay road | 124 55 |
| To Lot 14, Nelson District road | 559 93 |
| Cumberland to Union Bay road | 238 80 |
| Oyster River road | 788 19 |
| General roads | 391 09 |
| | $18,095 36 |

VOTE 145.—NEW WESTMINSTER CITY ..... $1,699 54

VOTE 146.—WESTMINSTER DISTRICT (RICHMOND RIDING).

| | |
|---|---|
| Hastings-Barnet road | $4,246 45 |
| Vancouver-Westminster road | 1,024 50 |
| " " (outside Municipalities) | 322 34 |
| Westminster-Hastings, old road | 62 98 |
| Squamish Valley roads and bridges | 1,890 08 |
| *Carried forward* | 7,546 35 |

| | |
|---|---|
| *Brought forward* | 7,546 35 |

VOTE 146.—WESTMINSTER DISTRICT (RICHMOND RIDING).—*Concluded.*

| | |
|---|---|
| Gibson Settlement roads | 938 89 |
| Bowen Island wharf | 83 40 |
| Lot 301 roads | 2,761 83 |
| Bridges across Moodyville and Lynn Creeks | 1,028 85 |
| Lynn Creek road and trail | 65 40 |
| Seymour Creek road | 286 25 |
| Westminster and Hastings road | 858 09 |
| Rose Hill road | 28 00 |
| Boundary road between Burnaby and Hastings Townsite | 210 02 |
| Moodyville trail | 110 85 |
| " roads and bridges | 55 14 |
| General roads | 220 49 |
| North Arm road | 62 70 |
| Howe Sound roads | 516 25 |
| Seymour Creek and Squamish trail | 170 37 |
| Hastings-Vancouver road | 459 01 |
| Gibson's Landing, wharf | 26 00 |
| Squamish Valley and Pemberton trail | 27 00 |
| Howe Sound to Sechelt road | 810 15 |
| Squamish Valley road extension and wharf | 6,605 54 |
| | $22,871 58 |

VOTE 147.—WESTMINSTER DISTRICT (DEWDNEY RIDING).

| | |
|---|---|
| Mission City sidewalk | $ 58 50 |
| " wharf | 217 74 |
| Keatsey (Bonson's) wharf | 110 45 |
| Mission City roads and bridges | 891 03 |
| North Nicomen road | 1,035 96 |
| McDonald-North Lillooet-Maple Ridge road | 555 15 |
| Protection banks, Nicomen Slough | 67 04 |
| Port Moody-Queen street extension and sidewalks | 1,005 44 |
| Nicomen Slough bridge | 3,262 17 |
| Hatzic Prairie bridge | 893 62 |
| Clearing log jam on the Lillooet | 190 00 |
| Morris Valley road | 523 78 |
| Port Moody road | 37 87 |
| Vedder Mountain road | 17 75 |
| Dewdney Trunk road | 7,940 55 |
| Harrison Hot Springs road | 605 60 |
| General roads | 21 97 |
| Coquitlam bridge | 667 12 |
| Pitt River ferry scow | 10 00 |
| " road | 210 84 |
| | $18,332 58 |

VOTE 148.—WESTMINSTER DISTRICT (CHILLIWHACK RIDING).

| | |
|---|---|
| Mount Baker road | $5,506 00 |
| Cultus Lake road | 1,512 16 |
| Huntingdon-Abbotsford road | 1,528 18 |
| Vedder Mountain road | 1,177 25 |
| *Carried forward* | 9,723 59 |

| | |
|---|---|
| *Brought forward* | $9,723 59 |

VOTE 148.—WESTMINSTER DISTRICT (CHILLIWHACK RIDING).—*Concluded.*

| | |
|---|---|
| Yale Road, Stewart's Ranch to Cultus Crossing bridge | 160 82 |
| " Mountain side | 554 65 |
| Porter road | 735 49 |
| Sumas and Huntingdon road | 350 94 |
| Yale Road, Cultus Lake Bridge to Sumas Lake | 1,084 50 |
| " Abbotsford to Sumas Prairie | 516 12 |
| " Shortreed's to Mount Lehman | 15 60 |
| Jackman Hill | 6 75 |
| Sumas Mountain road | 505 00 |
| Yale Road round Sumas Lake | 18 90 |
| Muddy bridge | 336 75 |
| Majuba Hill road | 293 50 |
| McLellan and Kirkland road | 5 25 |
| Demolition Vedder Creek bridge | 394 56 |
| Harris road | 18 05 |
| Chilliwhack River road | 29 75 |
| Compensation to D. H. Mohler | 18 00 |
| | $14,768 22 |

VOTE 149.—WESTMINSTER DISTRICT (DELTA RIDING).

| | |
|---|---|
| Yale Road, Serpentine Flats | 1,267 75 |
| Grading hills on road, Jackman's to Fraser River | 689 62 |
| Serpentine River, outlet ditch, etc | 4,250 00 |
| Cutting down hill and building bridge, Waterhouse Hill | 117 70 |
| Yale Road, Brownsville to Langley | 245 75 |
| " Surrey " | 4 00 |
| " Shortreed's to Matsqui | 1,498 25 |
| Delta Trunk road | 1,000 00 |
| New River road, Langley | 744 35 |
| Bridge, Yale road | 175 00 |
| McLellan and Kirkland road | 6 00 |
| Dredging, road Salmon River Flats | 2,000 00 |
| | $11,998 42 |

VOTE 150.—YALE DISTRICT (NORTH RIDING).

| | |
|---|---|
| Kamloops-Shuswap road | $223 00 |
| North Thompson (east side) road | 154 92 |
| " " (west " ) " | 34 20 |
| South " (north " ) " | 73 22 |
| Nicola-Spence's Bridge road | 924 80 |
| Notch Hill, East road | 20 00 |
| General roads | 607 58 |
| Notch Hill road | 215 50 |
| Douglas Lake road | 201 25 |
| Paxton-6-Mile Creek road | 136 50 |
| Coal Hill road | 6 25 |
| Campbell Creek road | 381 25 |
| Graham and Fox road | 57 00 |
| Grand Prairie road | 820 75 |
| Oulette road | 130 00 |
| Nicola Lake-Hamilton Hill road | 140 00 |
| *Carried forward* | 4,126 22 |

| | |
|---|---|
| *Brought forward* | $4,126 22 |

VOTE 150.—YALE DISTRICT (NORTH RIDING).—*Concluded.*

| | |
|---|---|
| Grand Prairie-Fish Lake road | 253 95 |
| 6-Mile Creek road | 71 25 |
| West side, Salmon Arm road | 531 46 |
| Bojorkam's road | 201 00 |
| School-House (Salmon Arm) road | 931 75 |
| Tolputt road | 242 00 |
| Enderby road | 144 25 |
| Canoe Creek road | 95 50 |
| Miller-Lizard road | 104 75 |
| Kamloops-Savona road | 226 52 |
| Salmon Arm, general roads | 307 59 |
| Tappen Siding road | 775 38 |
| Shuswap and Kualt road | 76 25 |
| Craigellachie roads | 484 00 |
| South Thompson bridge | 163 90 |
| Grand Prairie-Douglas Lake road | 302 75 |
| Beaton and Fish Lake road | 756 98 |
| Woodland Mountain road | 649 21 |
| Harper's Camp and McByrne Valley road | 9 90 |
| Foot Hill road | 26 85 |
| Kamloops, Thompson River (approaches) bridge | 279 47 |
| Bishoff (Notch Hill) road | 152 50 |
| Kamloops-Nicola road | 1,978 79 |
| Lewis Creek road | 306 13 |
| Nicola-Savonas road | 7 40 |
| Thompson River (Kamloops) bridge | 21,810 84 |
| | $35,016 59 |

VOTE 151.—YALE DISTRICT (EAST RIDING).

| | |
|---|---|
| Gravelling road Kelowna to Dell's Corner | $1,828 90 |
| Gravelling main road to Kelowna | 1,112 42 |
| Vernon and Coldstream road | 5,013 42 |
| Improving road 13 to 24-mile post, and new bridge, Lumby Section | 1,282 78 |
| Bridge at Fortune's | 347 21 |
| Camp McKinney-Rock Creek road | 2,243 25 |
| Roads, Cherry Creek Section | 1,017 35 |
| Road extension, west side Okanagan Lake | 3,012 90 |
| Road, Keremeos Creek-Fish Lake | 2,003 95 |
| " Lumby, North (new) | 600 59 |
| " head of Swan Lake to Enderby | 1,209 10 |
| Roads, Vernon Section | 2,048 00 |
| " Lumby " | 1,030 81 |
| " Mara " | 753 19 |
| " Okanagan Mission | 703 21 |
| " Dry Valley Section | 397 46 |
| " Shuswap " | 59 75 |
| " Mission " | 1,579 53 |
| " White Valley " | 61 50 |
| " Peachlands " | 310 87 |
| " Enderby " | 1,698 05 |
| Penticton-Nickel Plate road | 845 32 |
| Vernon-Commonage road | 69 45 |
| General roads | 185 45 |
| *Carried forward* | 29,414 46 |

| | |
|---|---|
| *Brought forward* | $ 29,414 46 |

VOTE 151.—YALE DISTRICT (EAST RIDING).—*Concluded.*

| | |
|---|---|
| Bridge, 6-Mile Creek, west side Okanagan Lake | 107 75 |
| Fairview-Keremeos road | 942 13 |
| Camp McKinney-Sidley road | 72 50 |
| Fairview-Camp McKinney road | 158 75 |
| General roads | 88 50 |
| Fairview (vicinity) roads | 216 00 |
| Fairview-Penticton road | 1,374 52 |
| Penticton (south) roads | 348 76 |
| Penticton-Beaverton trail | 104 80 |
| Keremeos-White Lake road | 359 95 |
| Okanagan Falls-Camp McKinney road | 839 90 |
| Anarchist Mountain roads | 635 00 |
| Gillespie and Rock Creek road | 124 95 |
| Osoyoos-Similkameen road | 57 00 |
| Osoyoos-Keremeos road | 50 00 |
| Okanagan River bridge | 28 50 |
| Okanagan Falls-Pentiction road | 90 00 |
| Keremeos-20-Mile road | 20 58 |
| Osoyoos-Fairview road | 33 15 |
| West Fork Kettle River road | 22 75 |
| Okanagan Falls-Fairview road | 193 25 |
| Road Machine | 335 78 |
| | $35,618 98 |

VOTE 152.—YALE DISTRICT (WEST RIDING).

| | |
|---|---|
| Road to Guildford Valley | $ 252 90 |
| Extension of One-Mile road | 191 75 |
| Road to Midday Valley | 230 15 |
| Lillooet-Lytton (West Yale section) road | 1,822 16 |
| Princeton-20-Mile road | 3,059 15 |
| Nicola-Spence's Bridge road | 1,276 18 |
| Granite Creek road | 1,806 04 |
| Slate Creek road | 35 00 |
| Nicola-Granite Creek road | 378 00 |
| Coldwater road | 133 75 |
| Deadman Creek road | 532 84 |
| General roads | 400 83 |
| Silver Creek (Hope-Popcum road) bridge | 931 58 |
| Hope-Popcum road | 739 82 |
| Hope-Similkameen trail | 288 00 |
| Cache Creek-Savonas road | 149 00 |
| Mamete Lake road | 313 76 |
| Granite Creek-Princeton road | 77 50 |
| Cornwall road | 271 65 |
| Spence's Bridge ferry | 9 60 |
| Harper's Mill road | 176 85 |
| Lindley bridge | 60 37 |
| Otter Flat-Summit Camp trail | 494 70 |
| Roach River trail | 8 15 |
| Penny road | 120 00 |
| Ashcroft bridge | 12 37 |
| Barnes and Lehman road | 16 00 |
| Tulameen bridge | 19 98 |
| *Carried forward* | 13,808 08 |

| | |
|---|---|
| *Brought forward* | $13,808 08 |

VOTE 152.—YALE DISTRICT (WEST RIDING).—*Concluded.*

| | |
|---|---|
| Barnes' Hill road | 41 25 |
| McKay and Laing road | 27 00 |
| Copper Creek trail | 33 75 |
| 20-Mile Creek bridge | 51 00 |
| Similkameen trail | 119 25 |
| Hope-Nicola trail | 11 75 |
| | $14,092 08 |

VOTE 153.—LILLOOET DISTRICT (EAST RIDING).

| | |
|---|---|
| Hat Creek road | $ 427 50 |
| Upper Dog Creek road | 220 00 |
| Bridge Creek, Carmin Lake road | 133 00 |
| Upper Deadman Creek | 83 00 |
| 70-Mile House to Jamieson road | 150 75 |
| 108-Horsefly road | 569 25 |
| McKinley-Horsefly road | 138 00 |
| Big Bar | 83 50 |
| Bonaparte River (improving channel) | 35 00 |
| 134-Mile House to Augustine's road | 223 50 |
| Upper Bonaparte road | 354 00 |
| Gustafsen's road | 20 00 |
| Upper Hat Creek road | 300 00 |
| General roads | 97 50 |
| Rafael's to Pigeon's road | 78 75 |
| Morgan (Bonaparte River) bridge | 409 00 |
| Morgan and Mundorf (Bonaparte River) bridge | 204 70 |
| 111-Horsefly road | 77 75 |
| Deadman Creek road | 25 00 |
| Rocky Springs road | 1,598 76 |
| Canoe Creek, St. Mary's Ferry road | 696 14 |
| Dog Creek bridge | 72 00 |
| Dog Creek Bridge road | 268 51 |
| Carson's road | 161 25 |
| High Bar road | 7 00 |
| Dog Creek, St. Mary's Ferry road | 451 95 |
| Pigeon's to Augustine's road | 69 50 |
| Tool House | 86 87 |
| Rayson road | 111 66 |
| McKinley-Hamilton Ogden road | 100 00 |
| Churn Creek Ferry | 19 50 |
| Bridge, Bonaparte River (Walker's) | 322 50 |
| Wintering horses | 35 00 |
| Clinton-Alkali road | 2,262 57 |
| 70-Mile House-Green Lake road | 106 00 |
| | $9,999 41 |

VOTE 154.—LILLOOET DISTRICT (WEST RIDING).

| | |
|---|---|
| Bridge, mouth of Bridge River | $ 1,042 07 |
| Bridge River road | 7,716 54 |
| Lillooet-Lytton (West Lillooet Section) road | 2,799 32 |
| Lillooet-Clinton road | 934 75 |
| Anderson's Lake trail | 96 50 |
| Chadwick road | 447 24 |
| *Brought forward* | 13,036 42 |

| | |
|---|---|
| *Brought forward* | $ 13,036 42 |

VOTE 154.—LILLOOET DISTRICT (WEST RIDING).—*Concluded.*

| | |
|---|---|
| Seaton Lake trail | 243 57 |
| Wycott road | 201 25 |
| High Bar road | 491 40 |
| Cayoosh Creek road | 325 00 |
| Marble Canyon road | 171 75 |
| West Side Fraser River trail | 130 50 |
| Empire Valley road | 367 25 |
| McGillivray Creek trail | 218 00 |
| To Winter Crossing, Churn Creek Ferry road | 114 00 |
| Portage Creek bridge | 32 00 |
| Fraser River bridge | 114 60 |
| Upper Lillooet River road | 11 25 |
| Gaspard Creek bridge | 1,073 74 |
| Gang Ranch road | 176 95 |
| Lillooet-Seaton Lake road | 138 50 |
| Churn Creek Ferry | 2 00 |
| Main Street, Lillooet | 23 00 |
| Trail north of Bridge River to North Fork | 36 00 |
| | $16,907 18 |

VOTE 155.—CARIBOO DISTRICT.

| | |
|---|---|
| Quesnel-Manson trail | $1,511 93 |
| 150-Mile House to Quesnel Forks road | 5,129 49 |
| 150-Mile House to Horsefly road | 2,607 20 |
| 108-Mile House to Horsefly road | 2,033 52 |
| Beaver Valley to Horsefly road | 743 00 |
| Hardscrabble Creek road | 211 62 |
| Slough Creek road | 155 25 |
| Chilcotin Bridge to Deer Park Ranch road | 60 00 |
| Richfield road | 42 25 |
| Beaumont Ranch from main Chilcotin road | 100 50 |
| Richfield-Stanley old road | 165 75 |
| Lowhee Creek road | 420 25 |
| Chilcotin River bridge and road | 48 00 |
| Springfield Farm road | 16 50 |
| Dragon Creek trail | 88 00 |
| Quesnel River trail | 152 75 |
| General roads | 81 24 |
| Rochon Creek trail | 45 50 |
| Grouse Creek and Antler Creek road | 1,414 46 |
| " " | 107 25 |
| Hopeful Flat road | 25 50 |
| 8-Mile Lake and Stewart Creek road | 491 25 |
| Snowshoe trail | 21 75 |
| Soda Creek Ferry | 95 55 |
| Quesnel River road | 413 50 |
| Chilcotin main road | 417 65 |
| Dragon Creek road | 581 00 |
| Pinchbeck Creek road to Davis' Ranch road | 57 00 |
| Barkerville to Fraser River trail | 50 00 |
| Alkali Lake-Chimney Creek road | 483 95 |
| Barkerville to Keithley Creek trail | 1,045 64 |
| Quesnel Forks to Quesnel Lake road | 79 00 |
| *Carried forward* | 18,896 25 |

| | |
|---|---|
| *Brought forward* | $ 18,896 25 |

VOTE 155.—CARIBOO DISTRICT.—*Concluded.*

| | |
|---|---|
| Chimney Creek-Chilcotin road | 45 00 |
| Cottonwood River road | 47 50 |
| Sugar Creek road | 82 50 |
| Mud Lake road | 66 00 |
| Bear Lake and Fraser River trail | 25 00 |
| Willow River road | 100 00 |
| Chilcotin (Lee Hill) road | 52 50 |
| Stabler road | 67 50 |
| Deep Creek road | 190 50 |
| Peter Creek road | 112 00 |
| Antler-Cunningham road and bridge | 112 86 |
| Wolf Creek road | 50 00 |
| Canadian Creek road | 35 75 |
| Alexandria road | 53 25 |
| Horsefly River road | 48 00 |
| | $19,984 61 |

VOTE 156.—EAST KOOTENAY (NORTHERN DIVISION).

| | |
|---|---|
| Toby Creek road | $6,466 35 |
| West side Windermere Lake road | 557 94 |
| General roads | 423 35 |
| Horse Thief trail | 351 55 |
| Bugaboo bridge | 204 50 |
| " trail | 383 00 |
| No. 2 Creek bridge | 591 74 |
| Dutch Creek trail | 35 80 |
| Athalmer-Peterboro road | 128 75 |
| No. 2 Creek Bridge trail | 398 00 |
| Toby Creek bridge | 331 18 |
| Horse Thief bridge | 86 00 |
| Donald-Golden road | 83 75 |
| Ice River trail | 246 15 |
| Golden streets | 130 50 |
| Blackberry bridge | 50 00 |
| Bluewater bridge | 6 00 |
| Hospital sidewalk | 276 26 |
| Kicking Horse bridge | 75 25 |
| Bott's Channel bridge | 180 00 |
| Quartz Creek trail | 25 00 |
| Athalmer road | 226 62 |
| Main Trunk road | 4,120 28 |
| Horse Thief Creek road | 14,507 50 |
| Canterbury road | 100 75 |
| Salmon Bed bridge | 21 00 |
| North Fork trail | 40 00 |
| Copper Creek trail | 200 00 |
| Canoe River trail | 65 00 |
| McMurdo District trails | 776 00 |
| Bald Mountain trail | 20 00 |
| Toby Creek trail | 9 00 |
| Boulder Creek trail | 16 25 |
| Spring Creek trail | 42 50 |
| Salmon River trail | 50 00 |
| *Carried forward* | 31,225 97 |

| | |
|---|---|
| *Brought forward* | $31,225 97 |

VOTE 156.—EAST KOOTENAY (NORTHERN DIVISION).—*Concluded.*

| | |
|---|---|
| Athalmer bridge | 143 00 |
| Findlay Creek road | 50 00 |
| 15-Mile Creek trail | 15 00 |
| Law Creek trail | 103 50 |
| No. 2 Creek road | 473 90 |
| Brewer's (Col. River) bridge | 95 59 |
| Big Moult Creek road | 81 25 |
| Road to Landing | 97 00 |
| Findlay and Skookumchuck trail | 50 00 |
| Road to Upper Kicking Horse bridge | 50 00 |
| Ice River road survey | 337 09 |
| Peterboro to No. 2 Creek trail | 25 00 |
| | $32,747 30 |

VOTE 157.—EAST KOOTENAY (SOUTH DIVISION).

| | |
|---|---|
| Perry Creek road extension | $3,097 45 |
| Bridge, Michel Creek | 2,532 27 |
| " Bull River | 378 74 |
| Elko and Tobacco Plains roads | 232 62 |
| Moyie roads | 468 57 |
| Warden roads | 350 25 |
| Kimberley roads | 217 75 |
| St. Mary's roads | 2,118 92 |
| Skookumchuck roads | 1,445 78 |
| St. Mary's trails | 812 05 |
| General roads | 27 05 |
| Fort Steele trails | 1,199 72 |
| Fernie (Sand Creek) trails | 136 00 |
| Fort Steele roads | 4,996 10 |
| Cranbrook roads | 3,492 99 |
| Matthew Creek bridge | 1,044 37 |
| Elko roads | 357 17 |
| Fernie roads | 717 31 |
| Tracey Creek | 17 50 |
| | $23,642 61 |

VOTE 158.—WEST KOOTENAY (REVELSTOKE RIDING).

| | |
|---|---|
| Steamboat service, Revelstoke to Death Rapids | $2,500 00 |
| Galena Bay roads | 250 00 |
| Jordan Pass trail | 407 91 |
| Silver Cup from 8-mile bridge | 93 25 |
| Pool Creek bridge | 50 00 |
| Columbia River bank protection | 50 80 |
| River bank protection (Illecillewaet wing dam) | 230 00 |
| Trout Lake road | 1,832 39 |
| Clearing snow off bridges | 293 75 |
| Camborne Ferry | 38 25 |
| Fire Valley to Summit Kettle River trail | 220 25 |
| " extension | 546 48 |
| Trout Lake to Summit | 484 10 |
| Murray Creek trail | 199 37 |
| 5-Mile Creek trail | 986 79 |
| *Carried forward* | $8,183 34 |

*Brought forward* ..... $ 8,183 34

VOTE 158.—WEST KOOTENAY (REVELSTOKE RIDING).—*Continued.*

| | |
|---|---|
| North Fork and Metropolitan trail | 33 65 |
| Lexington Creek-Boyd trail | 1,209 48 |
| East Fish Creek trail | 168 95 |
| Pool Creek trail | 502 83 |
| Illecillewaet settlers' road | 164 50 |
| 8-Mile road | 71 00 |
| Greeley Creek road | 600 45 |
| Big Bend trail | 555 75 |
| Carnes Creek trail | 470 88 |
| Downie Creek trail | 459 30 |
| Laforme Creek (McCarter) trail | 530 45 |
| Fish Creek Ferry | 5 08 |
| Isaac Creek trail | 545 50 |
| Trout Lake-Ferguson road | 1,026 34 |
| Nellie trail | 227 30 |
| Canyon Creek trail and bridge | 950 15 |
| Gainer Creek trail | 175 55 |
| Tenderfoot Creek trail | 806 70 |
| Fish Creek (Camborne to 20-Mile) trail | 491 35 |
| Hall's Landing road | 222 50 |
| Fish Creek road | 972 76 |
| Nettie L road | 2,240 59 |
| Gold Hill trail | 297 72 |
| Snow Creek trail | 241 00 |
| Laforme to Carnes Creek trail | 265 00 |
| McCulloch Creek trail | 142 50 |
| Burton City road | 42 50 |
| General roads | 288 19 |
| Triune trail | 200 00 |
| Beatrice trail | 17 50 |
| Columbia River road | 3,396 57 |
| American trail | 151 22 |
| Pingston and Mount Balder trail | 400 00 |
| Sable Creek trail | 168 40 |
| South Fork trail | 951 25 |
| Great Northern trail | 55 00 |
| Menhenick Creek trail | 50 00 |
| Haskins Point to Silver Crown trail | 200 00 |
| Nakusp to Hot Springs trail | 100 00 |
| Silver Creek trail | 182 00 |
| Moose Creek trail | 17 50 |
| Johnson Basin trail | 351 20 |
| North Fork trail | 514 27 |
| Trout Creek trail | 150 00 |
| Empire trail | 109 00 |
| Illecillewaet to Canyon trail | 147 00 |
| " River bridge | 16 25 |
| Jumbo trail | 69 25 |
| Goat Creek trail | 591 02 |
| Josephine trail | 99 25 |
| Bunker Hill trail | 350 16 |
| Mineral Creek trail | 75 00 |
| Chieftain and Nellie Mac trails | 375 00 |
| *Carried forward* | 30,628 15 |

| | |
|---|---|
| *Brought forward* | $ 30,628 15 |

VOTE 158.—WEST KOOTENAY (REVELSTOKE RIDING).—*Concluded.*

| | |
|---|---|
| Thompson Landing to Camborne road | 10 00 |
| Silver Mountain trail | 150 00 |
| Promistoria trail | 50 00 |
| McDonald Creek trail | 396 70 |
| Goat Canyon trail | 65 88 |
| Cariboo Creek bridges | 48 00 |
| Healey Creek trail | 761 00 |
| Poplar Creek trail | 200 00 |
| Pool-Lexington trail | 92 25 |
| Sand Creek trail | 303 00 |
| Christie's trail | 142 25 |
| | $ 32,847 23 |

VOTE 159.—WEST KOOTENAY (SLOCAN RIDING).

| | |
|---|---|
| Lemon Creek (contribution) road | $3,000 00 |
| Springer Creek " " | 2,500 00 |
| South Fork Kaslo Creek (extension) road | 8,302 16 |
| Bowser Creek (refund) trail | 496 69 |
| McGuigan (refund) road | 111 50 |
| Refund to Hewitt Mine Co | 1,000 00 |
| Silver Mountain road | 1,498 80 |
| Duncan River Main trail | 779 80 |
| Four-Mile Road and trail | 1,341 40 |
| New Denver-Three Forks road | 395 35 |
| Monitor road | 297 00 |
| Carpenter Creek bridge | 93 50 |
| Fauquier's Landing road | 250 00 |
| Ainsworth (south) road | 260 55 |
| 10-Mile Creek road | 996 95 |
| McGuigan road | 574 50 |
| Kaslo-Bear Lake trail | 55 00 |
| General roads | 73 40 |
| Slocan River bridge | 35 27 |
| Silverton-4-Mile road | 388 50 |
| Ainsworth wharf | 58 16 |
| Carpenter Creek, North Fork road | 244 25 |
| Silverton-Galena Farm road | 212 40 |
| Beaver trail | 101 75 |
| Great Britain trail | 104 50 |
| Coffee Creek trail | 191 00 |
| Woodbury Creek (South Fork) trail | 98 90 |
| Crawford Creek trail | 498 35 |
| Schroeder Creek trail | 493 78 |
| 8 to 10-Mile Creek trail | 105 00 |
| Long Creek trail | 60 00 |
| Black Prince trail | 193 80 |
| Enterprise-Arlington trail | 105 50 |
| Lardo River trail | 345 05 |
| Woodbury Creek (North Fork) trail | 253 60 |
| Hammil Creek trail | 521 45 |
| Bear Lake and Silver King trail | 149 85 |
| Kokanee Creek trail | 621 79 |
| *Carried forward* | $26,809 50 |

| | |
|---|---|
| *Brought forward* | $26,809 50 |

VOTE 159.—WEST KOOTENAY (SLOCAN RIDING).—*Concluded.*

| | |
|---|---|
| Bjerkness Creek trail | 479 15 |
| Bear Lake and Nonpareil trail | 93 85 |
| Wilson Creek bridge and trail | 539 75 |
| Two Friends trail | 143 91 |
| Bear Lake-McGuigan trail | 16 00 |
| Goat Mountain trail | 18 00 |
| Galena Farm road | 65 00 |
| Lemon Creek trail | 1,043 75 |
| Cascade Creek trail | 499 40 |
| Millford Creek trail | 49 50 |
| Sandon-Reco Mine trail | 150 00 |
| Three Forks-Sandon-Cody road | 449 50 |
| Smuggler Mine trail | 555 45 |
| Fry Creek trail | 1,500 05 |
| Springer Creek road | 53 50 |
| True Blue Mine trail | 100 00 |
| L. H. trail | 498 95 |
| Crawford Creek road | 500 00 |
| Sixth South Fork Lemon Creek trail | 250 00 |
| Blue Bird Mine road | 300 00 |
| New Denver-Silverton road | 42 00 |
| Cooper Creek bridge and road | 60 00 |
| Lavina-Butte trail | 500 00 |
| New Denver-Silver Mountain road | 115 73 |
| Kaslo and South Fork road | 73 85 |
| Molly Gibson road | 155 75 |
| Lemon Creek road bridges | 66 20 |
| Cody Creek trail | 24 00 |
| | $35,252 79 |

VOTE 160.—WEST KOOTENAY (NELSON RIDING).

| | |
|---|---|
| Molly-Gibson (contribution) road | $1,500 00 |
| Granite road | 2,000 00 |
| Sanca to White Grouse road | 303 64 |
| Hall Creek trail | 867 95 |
| Refund Bunker Hill Mining Company | 500 00 |
| 9-Mile Creek road | 1,500 00 |
| Nelson to Bird Creek trail | 558 50 |
| Creston to Rykert's road | 538 10 |
| North Fork Wild Horse Creek road | 324 30 |
| Goat River trail | 845 25 |
| Hidden Creek trail | 402 14 |
| La France Creek trail | 401 72 |
| Erie road | 315 98 |
| Whitewater Creek trail | 191 60 |
| Barrett Creek trail | 77 00 |
| Yellowstone road | 1,167 80 |
| Lost Creek trail | 100 00 |
| Creston to Alice Mine road | 417 67 |
| Roberts Ranch road | 73 74 |
| Nelson-49 Creek road | 11,380 02 |
| Ymir road | 239 75 |
| Wild Creek trail | 6 95 |
| Hall Mines road | 252 67 |
| *Carried forward* | $23,964 78 |

| | |
|---|---|
| *Brought forward* | $23,964 78 |

VOTE 160.—WEST KOOTENAY (NELSON RIDING).—*Concluded.*

| | |
|---|---|
| Summit Creek trail | 504 01 |
| Monarch Mine road | 900 00 |
| Mountain Station to Nelson road | 54 99 |
| Ymir bridge | 314 98 |
| General roads | 14 31 |
| Goyette bridge | 75 00 |
| Fairview roads | 230 93 |
| Cottonwood Creek road | 599 72 |
| Pend d'Oreille River road | 150 00 |
| | $26,809 72 |

VOTE 161.—WEST KOOTENAY (ROSSLAND RIDING).

| | |
|---|---|
| Norway Mountain road | $7,291 40 |
| North Fork Kettle River bridge | 3,048 68 |
| Road and bank protection near bridge at Hardy's | 249 40 |
| North Fork Kettle River to Franklin Camp road | 6,748 83 |
| Trail to John Bull and other claims | 499 10 |
| Eholt to Long Lake road | 2,499 26 |
| Greenwood-Copper Mountain road | 1,101 28 |
| Ingram's, Kettle River bridge | 2,574 50 |
| Midway and Rock Creek road | 1,424 29 |
| Cascade to Edwards' Ferry road | 1,499 78 |
| Phœnix to Summit City road | 491 11 |
| Trail streets | 199 40 |
| Eholt streets | 251 60 |
| Lower Murphy Creek trail | 207 00 |
| Eholt to B. C. Mine road | 48 87 |
| Eholt to Summit City road | 140 00 |
| Eholt to Greenwood road | 101 87 |
| Greenwood to Phœnix road | 34 83 |
| Murphy-Gladstone trails | 194 25 |
| Cascade to Gladstone (including trail up Josh Creek) road | 432 75 |
| Grand Forks to Carson road | 79 05 |
| Greenwood to Ingram's road | 386 29 |
| Anaconda to Grand Forks road | 120 02 |
| General roads | 42 35 |
| Road near Fife Station | 48 00 |
| Long Lake to Greenwood road | 99 00 |
| Dewdney trail, including bridge at Sheep Creek | 307 00 |
| Greenwood-Grand Forks road | 199 54 |
| Greenwood-Kimberley road | 100 43 |
| Northport road | 204 53 |
| Trail-Rossland road | 241 75 |
| Grand Forks to White Camp road | 137 76 |
| North Fork Kettle River road | 575 57 |
| Grand Forks-Cascade road | 405 79 |
| Trail, upper end Christina Lake | 125 00 |
| Gladstone to Burnt Basin road | 199 00 |
| Red Mountain road | 63 25 |
| Upper Murphy trail | 129 61 |
| Sheep Lake to Lower Arrow Lake | 23 80 |
| Rossland-Gladstone trail | 6 25 |
| Tool House | 213 00 |
| *Carried forward* | $32,745 19 |

| | |
|---|---|
| *Brought forward* | $32,745 19 |

VOTE 161.—WEST KOOTENAY (ROSSLAND RIDING).—*Concluded.*

| | |
|---|---|
| Road up Sutherland Creek | 50 00 |
| Bridge at Midway | 26 33 |
| Bridges, Boundary Creek road | 403 66 |
| Road, Ethiopia Mine to Eholt-Long Lake road | 100 00 |
| Roads in Town of Midway | 30 54 |
| Cascade to Russell road | 5 00 |
| Eholt to Grand Forks road | 2 75 |
| Rock Creek to Meyers Creek road | 20 75 |
| | $33,384 22 |

VOTE 162.—CASSIAR DISTRICT.

| | |
|---|---|
| Road, Kitimaat-Golden Crown Mines | $ 1,500 00 |
| " Kitsilas Canyon to Ptarmigan Group | 4,000 00 |
| " Princess Royal Island | 3,560 89 |
| " round Kitsilas Canyon | 2,000 00 |
| Trail, Hazelton-Manson | 2,621 11 |
| Roads, etc., Coast Division | 3,577 94 |
| " Atlin and Bennett Lake Division | 7,368 55 |
| " Chilkat Mining " | 3,419 70 |
| " Telegraph Creek " | 603 80 |
| " Bella Coola " | 6,798 05 |
| | $35,450 04 |

VOTE 163.—CARIBOO MAIN TRUNK ROAD.

| | |
|---|---|
| Sections 1 and 2 | $ 1,406 05 |
| " 3 " 4 | 10,660 89 |
| " 5 " 6 | 17,597 55 |
| | $29,664 49 |

VOTE 164.—BRIDGES (GENERAL RENEWALS AND REPAIRS).

| | | |
|---|---|---|
| Comox District | | $ 1,378 63 |
| Gorge, | South Victoria District | 120 00 |
| Sumas River, | Alberni " | 571 00 |
| General, | " " | 40 28 |
| Koksilah River, | Cowichan " | 2,465 21 |
| Port Renfrew Division, | Esquimalt " | 25 00 |
| Tulameen River, | West Yale " | 178 20 |
| Fulford Harbour, | North Victoria " | 56 37 |
| General, | Revelstoke Riding | 2,248 10 |
| W. F. Kettle River, | Yale, East " | 69 25 |
| Okanagan River, | " " | 746 52 |
| Kamloops, | Yale, North " | 1,169 36 |
| Brewer's, | North-East Kootenay | 1,124 83 |
| General, throughout the Province | | 133 50 |
| | | $10,326 25 |

VOTE 165.—WHARVES (RENEWALS AND REPAIRS).

| | |
|---|---|
| Gibson's Landing | $ 32 85 |
| Vesuvius Bay | 106 76 |
| Galiano Island | 50 00 |
| Hornby " | 36 87 |
| *Carried forward* | $ 226 48 |

| | |
|---|---|
| *Brought forward* | $ 226 48 |

VOTE 165.—WHARVES (RENEWALS AND REPAIRS).—*Concluded.*

| | |
|---|---|
| Comox | 627 52 |
| Cowichan Bay | 510 71 |
| South Pender Island | 207 12 |
| North Saanich | 825 07 |
| Lund | 365 34 |
| Gabriola Island | 186 87 |
| Alberni | 50 60 |
| Port Kusam | 134 44 |
| Thurlow Island | 368 01 |
| Texada " | 337 08 |
| Burgoyne Bay | 46 00 |
| Fernwood | 60 00 |
| Hernando Island | 75 00 |
| Pile driver | 1,050 00 |
| | $5,070 24 |

VOTE 179.—CONTINGENCIES.

| | |
|---|---|
| Springer Creek road | $ 1 000 00 |
| Bridges—North Arm Fraser River, at Eburne, (including ferry scow, removal old bridges, etc.) | 71,713 11 |
| Roads, Streets and Bridges—Yale (West Riding) | 2,315 19 |
| " " —Cariboo District | 1,115 85 |
| " " —East Kootenay (South Division) | 1,022 55 |
| Refund, 10-Mile Creek trail (Slocan Riding) | 200 00 |
| Bridge at Brewer's (East Kootenay, North Division) | 105 11 |
| Phœnix-Summit City road (Rossland Riding) | 130 71 |
| Fish River road (Revelstoke Riding) | 5,350 00 |
| Road machinery (Yale, East Riding) | 621 30 |
| Rambler-Cariboo road (Slocan Riding) | 1,500 00 |
| Chimney Creek bridge and approaches | 5,890 51 |
| Keremeos-Fish Lake road (East Yale) | 1,285 75 |
| Penticton-20-Mile Creek road (East Yale) | 1,500 00 |
| Bridges at Eburne and Chimney Creek | 1,833 33 |
| Bridge at Columbia | 1,500 00 |
| New Westminster-Ladner road | 7,550 00 |
| Powder Magazine at Vernon | 248 66 |
| Bridges (professional services) | 1,357 55 |
| | $106,239 62 |

# BRIDGES.

—o—

### Fraser River Bridge, New Westminster, B.C.

The only work done, at the site of the above bridge, previous to the 1st of July, 1902, was the construction of the contractors' camp, and arranging the necessary plant and materials for use in the substructure. During this period a portion of the steel work for the superstructure has been manufactured at the Dominion Bridge Company's works, Lachine, Quebec.

### Eburne Bridges, North Arm Fraser River.

These bridges, which are referred to on page 684 of the Public Works Report, 1902, were completed in a most satisfactory manner, the whole of the work having been erected by Messrs. McLean Brothers, of Vancouver, B.C. The steel swings were furnished by the Canadian Bridge Co., of Walkerville, Ontario, and rest on stone and concrete pivot piers, which are protected by draw rests.

### Koksilah River Bridge, Cowichan District.

This bridge, referred to in the Public Works Report of 1902, was swept away by the big flood of the 16th February, 1902. This flood caused a log jam to form above the bridge, which breaking loose carried away the centre pier. The bridge was replaced by a 120-foot Howe truss span, which was erected by Wm. Rockett, by day labour, from drawings prepared in this office. This bridge was treated with three coats of Carbolite Carbolineum, a wood preservative, which will undoubtedly add to the life of the structure. *See* Schedule "A."

### Carpenter Creek Bridge, New Denver, B.C.

Plans and specifications were prepared in this office for a new bridge to be built on the site of the old structure. Tenders were called for and the contract let to W. C. E. Koch. At present under construction.

### Cayoosh Creek Bridge.

This bridge was built to replace the old one on the same site, and consists of one truss span 86 feet long, resting on crib abutments securely bolted and filled with rock. These abutments are protected by wing cribs. There is one approach, 30 feet long; the total length of bridge being 140 feet over all.

### Harrigan's Bridge, Comox District.

This bridge crosses a small creek on the Harrigan and Fraser Road, one mile from the beach. The old bridge being rotten and giving insufficient clearance during floods, was removed and a new bridge substituted, which gives 4 feet more clearance from high water to the underside of the stringers. The bridge, as built, is 42 feet long, 15 feet wide, and 10 feet high, resting on cedar posts and mud-sills; two bents, with 4 posts and 4 stringers to each bent. The abutments of the bridge are wooden cribs filled with rock.

### Black Creek Bridge.

This bridge, which replaces the old one, crosses Black Creek on the Oyster River and Black Creek Road, about three miles from Salmond's. It is 100 feet long, 14 feet wide and 10 feet high, and is composed of 3 bents, 4 posts each, properly sway-braced. The posts are of red fir, resting on cedar sills; the stringers are of red fir, hewn, 14 inches; corbels are 4 feet long; hand and centre rail in place; the floor is 3 inches by 12 inches by 14 feet, sawn lumber.

### RENNISON'S BRIDGE.

This bridge crosses Portugee Creek, three miles from Courtenay, on the Lower Prairie Main Road, and replaces the old bridge, which was in a dangerous condition. It is a pile-bent bridge, 132 feet long, 14 feet wide, and 12 feet high, composed of 6 bents, about 28 feet centres, 4 piles to each bent. Three of these bents are of piles and three of posts, resting on mud-sills, which are 10 inches deep by 5 feet long; 4 corbels and stringers to each bent, which, with the caps, are of sawn lumber. The wheel-guards and hand-rails are new, but the old planking was used on the floor; this will shortly have to be replaced by new.

Tightened up the truss rods in the following bridges:—

| | | | | |
|---|---|---|---|---|
| Courtenay River bridge, | length of span, | 162 | feet. |
| Rees bridge, | " | " | 75 | " |
| Trent River bridge, | " | " | 70 | " |
| Tsable River bridge, | " | " | 104 | " |

The two first bridges, Courtenay and Rees, were treated with Carbolite Carbolineum, a wood preservative, which will undoubtedly increase the durability of the timbers.

### FRASER RIVER BRIDGE (WEST RIDING OF LILLOOET).

Repaired the approaches to the 3-hinged combination arch span, the mud-sills and timbers in bents being rotten. Ten inches were cut off the ends of the supports, and rock piers were substituted for mud-sills.

### BRIDGE RIVER BRIDGE (WEST RIDING OF LILLOOET).

Reinforced pile bents by putting on waling pieces and guarding against drift timber. Built crib and made general repairs.

### MOODYVILLE AND LYNN CREEK BRIDGES.

Built bridge across Moodyville Creek, 164 feet long, 10 feet wide, comprising 8 spans of 18 feet and 1 span of 20 feet, resting on bents bedded into gravel; posts, caps and batter posts, 6 inches by 8 inches; three runs of stringers, 4 inches by 10 inches; flooring, 3 inches by 12 inches.

Built 1 truss bridge across Lynn Creek, 80-foot span, resting on cribbed abutments of sawn cedar, laid close, well tied and drift-bolted, and bedded 4 feet below the bottom of the stream, and rising 13 feet above the level of the banks; 14 feet long and 8 feet wide; filled with rock and gravel 3 feet above the level of the banks. Two lower chords have members 4 by 12 inches, framed to 10 inches, and clamped, keyed and bolted; upper chords, 6 by 8 inches; braces, 6 by 8 inches, 6 by 6 inches, and 6 by 4 inches, butting on wooden angle blocks; tension rods, $1\frac{1}{4}$ and $1\frac{1}{8}$ inches diameter; upper and lower lateral braces, 4 by 6 inches; floor joists, 3 by 8 inches and 4 by 8 inches; flooring, 3 by 12 inches; width from out to out, 10 feet; rise, 12 feet. This is a 4-panel truss. The whole of the work thoroughly bolted and spiked. Built 2 approaches, 40 feet each; 3 runs of stringers, 4 by 10 inches, resting on bents and mud-sills; flooring, 3 by 12 inches, 2 by 12 feet fir plank; hand-rails, 4 inches by 4 inches.

# SCHEDULE A.

Bridges constructed, in progress and contemplated, in British Columbia, 1902-3.

| Name of Bridge. | Type. | Spans. No. | Spans. Each. | Spans. Total length | Abutments. | Piers. | Contract or Day Labour. | Name of Contractor. | Cost. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Feet. | Feet. | | | | | | |
| Fraser River, at New Westminster | Steel, Highway, Motor and Railway Bridge. | 2 shore spans.. | 75.0 | ..... | Concrete pedest'ls | Masonry | Contract.. | Armstrong, Morrison & Balfour, substructure. Dom. Bridge Co., superstructure. | ..... | For general description *see* page 684, Report of 1901. |
| | | 1 spread span.. | 227.9 | ..... | | | | | | |
| | | 1 fixed span... | 385.0 | ..... | ..... | " | " .. | | | |
| | | 1 swing span .. | 385.0 | ..... | ..... | " | " .. | | | |
| | | 5 fixed spans . | 162.0 | ..... | ..... | " | " .. | | | |
| Fraser River, near Chimney Creek ..... | Suspension.... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Work commenced. |
| Eburne Bridges ..... | Steel swing ... | 2 spans ..... | 140.0 | | ..... | Masonry [pivot | Contract and day labour. | Canadian Bridge Co., and Messrs. McLean Bros. | $66,713 11 | Across the North Arm of the Fraser River, at Eburne. |
| | Howe truss ... | 2 spans ..... | 140.0 | | ..... | Piling .. | | | | |
| | King truss.... | 8 spans ..... | 63.0 | | Piling .. | " .. | | | | |
| | Pile approach . | 86 | 86.0 | 283.2 | ..... | " .. | | | | |
| Koksilah River Bridge... | Howe truss ... | 1 | 120.0 | ..... | 2 | ..... | Day labour | Wm. Rockett, foreman. | 2,465 21 | Completed. |
| Carpenter Creek Bridge.. | King truss.... | 4 | 51.6 | 246.0 | 2 | 5 crib .. | Contract.. | W. C. E. Koch..... | ..... | New Denver, B.C. In course of construction. |

# WHARVES.

## METLAKAHTLA.

A public wharf has been constructed at this place. The approach is 500 feet long, 14 wide, with a hand-rail on either side. The T head is 100 by 35 feet. The whole is built on piles and well sway-braced.

## COMOX WHARF.

Situated in Comox harbour; is the main outlet for all the settlers in Comox Valley. The total length is over 1,000 feet, and it runs out over a long, shallow flat. At low tide there is a depth of 14 feet at the head. The piles require renewal every three years, owing to the ravages of teredos.

Drove new piles under 24 bents and replaced broken piles under 14 bents, using 102 piles in making these repairs. Sway-braced 24 bents and put in 6 new stringers.

Drove 3 new piles in each bent for 10 bents; sway-braced and drift-bolted same. Drove a bunch of 3 fender piles at the south-east corner of the wharf, and secured the same with galvanised iron wire; also repaired the slip.

## LUND WHARF.

Situated at Lund, on the Mainland, opposite Savary Island. The wharf, which consists of a T head and approach, is 200 feet long. Rocky bottom; difficult to drive piles.

Removed 19 old piles; drove 33 new piles and braced same; replaced the old stringers with new ones and built a new slip.

## FLOATING WHARF AT PORT KUSAM.

Situated near the mouth of Salmon River. Repaired the old float which had been washed ashore and destroyed by storms.

## FLOATING WHARF AT SHOAL BAY, THURLOW ISLAND.

This wharf consists of a floating section, connected to the shore by a pile and floating approach. This was completely destroyed by the storm of January 7th, 1902.

Drove 50 new piles. Put in new caps, stringers and flooring on the standing approach; replaced the old floating approach and put in 10 new cedar logs, averaging 2 feet in diameter. The sections are connected by $\frac{3}{4}$-inch iron link chains; 2 anchor chains in centre hold them in place. The float, with the warehouse at the outside, is 50 by 24 feet, built of cedar logs 3 feet in diameter and planked with $1\frac{1}{2}$-inch lumber. The warehouse is 12 by 16 feet. Ninety feet of 1-inch chain and a 1,200 lb. anchor is used to hold the float in place.

## HERNANDO ISLAND WHARF.

A new floating wharf is to be built here, the old one being too rotten to stand repair.

## OTHER PUBLIC WHARVES ON VANCOUVER ISLAND.

Valdez Island—Pile wharf on East Coast at Quathiaska Cove. Wharf on West Coast at Heriot Bay.

Read Island—Pile wharf at Burdwood Bay.

Cortez Island—Pile wharf at Manson's.

Hornby Island—Pile wharf at Goose Spit. Wharf at Ford's Cove.

Denman Island—Pile wharf on west shore.

Texada Island—Pile wharf on West Coast, near iron mine.

Gabriola Island—Wharf on west shore.

Kuper Island wharf—Drove 70 new piles and replaced 12 stringers; also renewed 400 feet of plank.

Salt Spring Island : Wharf at Vesuvius Bay—Twelve new piles were driven and general repairs made on this wharf. Burgoyne Bay wharf—Drove 4 fender piles and 2 brace piles, and replaced one stringer. Wharves at Fernwood, Ganges, and Fulford Harbours, on east side.

Galiano Island—Wharf at Sturdy's, south-east end of island. Four fender piles and 2 brace piles were renewed in this wharf.

Mayne Island—Wharf on Plumper's Pass, north side of island.

Pender Island—Three wharves on Pender Island: One on north side, at Grimmer's. One on west side. One at south end, called South Pender Wharf; 55 new piles were driven in this wharf and general repairs made.

Saturna Island—One wharf at south-west end of island.

North Saanich—Wharf at Shoal Bay, 2 miles north of Sidney, 60 by 30 feet, with approach.

Wharf on Sooke harbour, 1 mile south of the mouth of Sooke River.

Wharf at head of Alberni Canal. One new wharf, 2 miles down canal, at New Alberni.

Wharf on south side of Cowichan Bay, 6 miles from Duncan and 4 from Cowichan Station.

PUBLIC WHARF AT GIBSON'S LANDING (HOWE SOUND).

Built wharf, 30 feet by 79 feet, with storehouse and slip, supported by 3 rows of piles; caps, 12 inches by 12 inches, sawn cedar; joists, 4 inches by 12 inches; flooring, 3 inches by 12 inches, fir plank; pile braces 4 inches by 8 inches and 4 inches by 12 inches; 275 feet of approach, 16 feet wide, resting on pile bents, capped with 10-inch by 12-inch timber; 5 runs of cedar stringers, 6 inches by 12 inches; flooring, 3 inches by 12 inches, fir plank; hand-rail, 4 inches by 4 inches; guard-rails of wharf and approach, 6 inches by 8 inches. Storehouse 17 feet by 20 feet, built of 4-inch by 4-inch studding; 1-inch by 12-inch boards, battened; shingled roof.

# TENDERS RECEIVED AND CONTRACTS AWARDED,

## JULY 1st, 1901, TO JUNE 30th, 1902.

### SCHOOLS.

| WORK AND TENDERERS. | AMOUNT. | REMARKS. |
|---|---|---|
| DUNCANS.—Addition (25 children): | | |
| W. Ford | $ 768 00 | Awarded (completed). |
| DEADWOOD.—1 room (30 children): | | |
| Hugh A. Hatfield | 1,300 00 | Time expired. |
| Graham & Thompson | 1,350 00 | Awarded (completed). |
| Bunting & Dempsey | 1,395 00 | |
| MORRIS VALLEY.—1 room (30 children): | | |
| W. J. Footer | 860 00 | Awarded (completed). |
| P. McGrath | 925 00 | |
| ANACONDA.—1 room (50 children): | | |
| F. F. Travis | 1,100 00 | Not in order. |
| Mark Kay | 1,378 00 | " |
| Bunting & Dempsey | 1,478 00 | Awarded (completed). |
| GOLDEN.—1 room (50 children): | | |
| J. Henderson | 2,175 00 | Awarded (completed). |
| ENDERBY.—2 rooms (80 children): | | |
| T. E. Crowell | 2,810 00 | Awarded (completed). |
| ARMSTRONG.—3 rooms: | | |
| T. E. Crowell | 7,897 00 | Awarded (completed). |
| H. W. Raymer | 8,000 00 | |
| C. J. Piper | 9,508 00 | |
| MOYIE.—Addition (40 children): | | |
| A. Stephenson | 1,474 00 | Awarded (completed). |
| D. J. Johnson | 1,735 00 | |
| G. R. Leask | 1,895 00 | |
| CHEAM.—1 room (30 children): | | |
| M. Stevenson | 570 00 | Time expired. |
| W. J. Footer | 590 00 | Awarded (completed). |
| P. McGrath | 649 50 | |
| ALEXANDRIA.—Addition (30 children): | | |
| D. Nicholson | 642 00 | Awarded (completed). |
| NEW DENVER.—1 room (40 children): | | |
| M. McLean | 1,270 00 | Awarded (completed). |
| A. Wallace | 1,310 00 | |
| P. Rowe | 1,496 00 | |
| D. J. McLachlan | 1,850 00 | |
| BARNET.—1 room (30 children): | | |
| W. W. Forrester | 735 00 | Awarded (completed). |
| C. J. Piper | 942 00 | |
| C. P. Shindler | 990 00 | |
| Billings & Melvin | 1,000 00 | |
| R. H. Smith | 1,075 00 | |
| H. A. Ball | 1,090 00 | |
| C. F. Perry | 1,404 00 | |

## Schools.—*Concluded.*

| Work and Tenderers. | | Amount. | Remarks. |
|---|---|---|---|
| **Ladysmith.**—2 storey: | | | |
| J. McDonald | building | $ 10,680 00 | Not awarded. |
| | heating | 850 00 | |
| | omissions | 1,400 00 | |
| D. Nicholson | building | 10,900 00 | |
| Jas. Auld | building | 11,000 00 | |
| | heating | 850 00 | |
| | omissions | 1,400 00 | |
| E. Cook | building | 18,200 00 | |
| | heating | 900 00 | |
| | omissions | 1,926 00 | |
| E. Rolston | heating | 590 00 | |
| H. Cooley | " | 1,250 00 | |
| | | | 2nd call for tenders. |
| J. McDonald | | 9,176 00 | Awarded (in progress). |
| D. Nicholson | | 9.300 00 | |
| **North Arm.**—2 rooms: | | | |
| W. W. Forrester | | 1,979 00 | Awarded (completed). |
| F. A. Dissette | | 2,697 00 | |
| H. A. Ball | | 2,790 00 | |
| C. P. Shindler | | 2,950 00 | |
| C. J. Piper | | 3,241 00 | |
| Billings & Melvin | | 8,000 00 | |
| **Coal Creek, Fernie.**—1 room (40 children): | | | |
| Kerr & White | | 1,375 00 | Awarded (work in progress). |
| F. W. Wheatcroft | | 1,525 00 | |
| G. Cody | | 2,250 00 | |
| **Desks:** | | | |
| Clarke & Stewart | | 2,860 00 | Awarded (completed). |
| B. C. Furniture Co. | | 2,852 50 | |
| Weiler Bros. | | 2,945 90 | |
| M. P. Morris | | ..... | Not in order. |
| Pope Stationey Co | | ..... | " |

## Government Buildings.

| | | | |
|---|---|---|---|
| **Government Office, Alberni:** | | | |
| John King | | 945 00 | Withdrawn. |
| Geo. Forrest | | 1,073 00 | Awarded (completed). |
| **Government House, Victoria:** | | | |
| R. Drake | | 44,764 50 | Awarded (in progress). |
| J. Coughlan | | 47,500 00 | |
| Thos. Catterall | | 49,390 00 | |
| Victoria Brick Company, Ltd. | | 54,458 00 | |
| M. Humber | | 57,432 00 | |

## Waggon Roads.

| | | | |
|---|---|---|---|
| **Norway Mountain Waggon Road:** | | | |
| H. W. C. Jackson | | 7,000 00 | Awarded (completed). |
| John Dunlop | | 8,400 00 | |
| H. A. Hatfield | | 8,750 00 | |
| McBeath & Bell | (per mile) | 1,270 00 | |
| **New Westminster-Ladner Road:** | | | |
| J. W. Pike | | 7,550 00 | Awarded (completed). |

## LOCK-UPS, ETC.

| WORK AND TENDERERS. | AMOUNT. | REMARKS. |
|---|---|---|
| VAN ANDA LOCK-UP: | | |
| G. H. Frost | 595 75 | Awarded (completed). |
| J. Auld | 919 00 | |
| J. May | 966 00 | |
| REFORMATORY, VANCOUVER.—Clearing 23 acres: | | |
| D. Becker | 3,450 00 | Not awarded. |
| Elkins & McPherson | 4,800 00 | |
| A. K. H. Macfarlane | 5,500 00 | |
| REFORMATORY, VANCOUVER.—Clearing site: | | |
| C. J. Piper | 3,300 00 | Not in order. |
| Elkins & Macpherson | 5,482 00 | Awarded (completed). |
| Boyd & Clendenning | 7,850 00 | |
| A. K. H. Macfarlane | 8,150 00 | |
| W. McCraney | 9,100 00 | |
| W. Rannie | 9,834 00 | |
| PRINCETON LOCK-UP: | | |
| C. W. Johnson | 495 00 | Awarded (completed). |
| W. Irving | 550 00 | |
| W. S. Wilson | 650 00 | |
| W. H. Thomas | 665 00 | |
| M. Cruickshanks | 670 00 | |
| J. W. Murchison | 690 00 | |
| W. J. Lawrence | 714 00 | |
| PENTICTON LOCK-UP: | | |
| M. J. Curtis | 395 00 | Awarded (completed) |
| H. W. Raymer | 500 00 | |
| VERNON GAOL: | | |
| T. E. Crowell — brick | 14,947 28 | Awarded (completed). |
| T. E. Crowell — wood | 10,750 00 | |
| W. M. Ross — wood | 11,500 00 | |
| Johnson & Co., Ltd — wood | 14,900 00 | |
| Johnson & Co., Ltd — brick | 18,500 00 | |
| John Highman (new site) — wood | 16,250 00 | |
| John Highman (new site) — brick | 18,260 00 | |
| " (old site) — wood | 15,550 00 | |
| " (old site) — brick | 17,560 00 | |
| D. H. Campbell — wood | 18,400 00 | |
| D. H. Campbell — brick | 21,800 00 | |
| PURCHASE OF STABLES, OAK BAY PARK: | | |
| T. Ash | 45 00 | No tender accepted. |
| M. Finnerty | 35 00 | |
| J. E. Phillips | 35 00 | |
| W. Gregson | 30 00 | |
| A. H. Harman | 20 00 | |

## BRIDGES.

| | | |
|---|---|---|
| IRON-WORK, BRIDGE, BELLA COOLA RIVER: | | |
| Ross & Howard — cast-iron | 3 cts. ℔ lb. | Awarded (completed). |
| Ross & Howard — wrought-iron | 5½ " " | |
| Albion Iron Works — cast-iron | 4 " " | |
| Albion Iron Works — wrought-iron | 7 " " | |
| Vancouver Engineering Works — cast-iron | 3 " " | |
| Vancouver Engineering Works — wrought-iron | 6 " " | |
| STEELE DRAW SPANS FOR EBURNE BRIDGES: | | |
| The Canadian Bridge Company | 5 95/100 c. ℔ lb. | Awarded (completed). |
| The Midland Bridge Company | 6 2/10 " | |

BRIDGES.—*Concluded.*

| WORK AND TENDERERS. | AMOUNT. | REMARKS. |
|---|---|---|
| STEEL DRAW SPANS FOR EBURNE BRIDGES—*Concluded:* | | |
| Vancouver City Iron Works | 6 38/100 c. ℔ lb. | |
| W. N. O'Neil & Company | 6 39/100 " | |
| Albion Iron Works | 12 " | |
| The King Bridge Company | $6,950 00 | |
| BRIDGES, NORTH ARM FRASER RIVER (at Eburne): | | |
| D. F. Adams | 9,500 00 | Not in order. |
| McLean Bros | 11,500 00 | Awarded (completed). |
| Ironside, Rannie & Campbell | 14,858 00 | |
| BRIDGE, KETTLE RIVER, AT INGRAM'S (West Kootenay, Rossland Riding): | | |
| Lequime & Powers | 2,575 00 | Awarded (in progress). |
| E. Disney | 3,200 00 | |
| T. J. McAlpin | 3,850 00 | |
| Bunting & Dempsey | 4,100 00 | |

# BRIDGE, FRASER RIVER, AT NEW WESTMINSTER.

| Substructure. | Name of Tenderer. | | | | | Remarks. |
|---|---|---|---|---|---|---|
| | D. Bain. | Armstrong, Morrison & Balfour. | Poupore & McVeigh. | Cotton Bros. | McLean Bros. | |
| Mass in cribs and caissons of piers Nos. 1, 2, 3, 4, 5, per cu. yd. | $14 85 | $19 00 | $19 20 | $24 00 | $22 50 | Contract awarded to Armstrong, Morrison & Balfour. |
| Mass in cribs of piers Nos. 6, 7, 8, 9, 10, 11..... " | 12 45 | 16 00 | 16 35 | 22 75 | 20 35 | |
| Masonry, coping and backing in shafts of piers Nos. 1 to 11 ..... " | 23 90 | 16 00 | 18 90 | 14 50 | 19 00 | |
| All concrete shafts in piers Nos. 1 to 11 ..... " | 13 95 | 11 00 | 15 65 | 10 50 | 15 00 | |
| *Piling in place below bottoms of cribs in piers* Nos. 6 to 11 ..... per lin. ft. | 35 | 25 | 45 | 50 | 40 | |
| Concrete in all pedestals, abutments and retaining walls..... per cu. yd. | 10 00 | 9 00 | 14 00 | 10 00 | 11 20 | |
| Second class masonry in all pedestals, abutments and retaining walls..... " | 9 50 | 9 00 | 12 00 | 9 00 | 16 00 | |
| Excavation for all shore pedestals, abutments and retaining walls..... " | 1 00 | 1 00 | 85 | 1 80 | 1 00 | |

| Superstructure. | The Dominion Bridge Co., Limited. | Canadian Bridge Co. | Cotton Bros. | The American Bridge Co. | Puget Sound B. & D. Co. | McLean Bros. | King Bridge Co. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| Metal of every kind in the superstructure, erected and painted, and all the metal in the wooden trestle, excepting only the rails with their splices, and the gasoline engine..... per pound. | $5\frac{55}{100}$cts. | $ $05\frac{3}{4}$ | $5\frac{84}{100}$cts. | $5\frac{84}{100}$cts. | $6\frac{68}{100}$cts. | $6\frac{15}{100}$cts. | $ 08 | Contract awarded The Dominion Bridge Co., Limited. |
| Rails and their splices in place.....per short ton | $ 55 00 | 64 00 | $ 63 00 | $ 60 00 | $ 48 00 | $ 40 00 | 70 00 | |
| Timber in place, excluding all waste.....per M. ft. B. M. | 25 00 | 26 50 | 25 00 | 28 00 | 16 50 | 30 00 | 25 00 | |
| Piles in place, excluding cut-off ends .....per lin. ft. | 30 | 29 | 45 | 30 | 14 | 20 | 19 | |
| Gasoline engine ..... | 2750 00 | 3100 00 | 1600 00 | 2800 00 | 2200 00 | 1800 00 | 3000 00 | |

# TIMBER INSPECTOR'S REPORT.

Vancouver, B. C., 31st December, 1902.

*To the Honourable*
*The Chief Commissioner of Lands and Works,*
*Victoria, B. C.*

Sir,—I have the honour to hand you the accompanying statement of timber cut in the Province of British Columbia and the amount of revenue derived therefrom.

It has not been possible to obtain statements of the timber cut on Dominion Lands, and only partly of that cut on the Esquimalt and Nanaimo Railway lands, but as no royalty is payable to the Province in respect of such timber the revenue is not thereby affected.

| | | |
|---|---|---|
| There has been cut upon Crown lands in timber | 171,105,340 feet. | |
| " " in cordwood | 16,565,760 " | |
| " leaseholds in timber | 56,368,662 " | |
| | 244,039,762 " | |
| Yielding in royalty the sum of | | $122,024 88 |
| There has been cut on private property | 7,683,059 feet. | |
| " E. & N. Ry. lands (so far as reported) | 30,223,045 " | |
| On which no royalty is payable | 37,906,104 " | |
| The amount allowed for rebate on shingles exported is | | 11,146 43 |
| The net royalty is therefore | | 110,878 45 |
| To which has to be added— | | |
| For timber licences, special | $57,590 00 | |
| " hand-loggers | 1,900 00 | |
| | | 59,490 00 |
| For rentals of leaseholds | | 44,906 80 |
| Total revenue derived from timber sources | | $215,275 25 |

Respectfully submitted,

R. J. SKINNER,

*Timber Inspector.*

# 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. | Leaseholds. | Private Property. | E. & N. Railway Belt. | Royalty. | Rebate on Shingles Exported. | Net Royalty. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brunette Saw-Mill Co | 1, N. Westminster. | 50,000 | 19th July, 1889 | 21 | 652 | $ 65 20 | 13,707,760 | ..... | ..... | ..... | $6,853 88 | ..... | $6,853 88 |
| | | | 1st April, 1891 | 30 | 8,040 | 804 00 | | | | | | | |
| | | | 25th Jan., 1902 | 21 | 11,845 | 1,184 50 | | | | | | | |
| | | | 23rd June, 1902 | 21 | 620 | 62 00 | | | | | | | |
| Hastings Saw-Mill Co | 1, Vancouver | 120,000 | 15th March, 1886 | 21 | 6,220 | 311 00 | | | | | | | |
| | | | 10th June, 1887 | 21 | 1,418 | 70 90 | | | | | | | |
| | | | 16th March, 1888 | 21 | 1,467 | 73 35 | | | | | | | |
| | | | 7th Oct., 1889 | 21 | 604 | 60 40 | | | | | | | |
| Royal City Planing Mills Co | 1, Vancouver | 45,000 | 10th June, 1887 | 21 | 839 | 41 95 | | | | | | | |
| | | | 10th Nov., 1887 | 21 | 2,329 | 116 45 | | | | | | | |
| | | | 27th Jan., 1888 | 21 | 1,482 | 74 10 | | | | | | | |
| British Columbia Mills, Timber & Trading Co | 1, Moodyville | 105,000 | 10th Jan., 1888 | 21 | 1,433 | 71 65 | | | | | | | |
| | | | 7th Oct., 1889 | 21 | 2,050 | 205 00 | | | | | | | |
| | | | 5th Feb., 1891 | 21 | 640 | 64 00 | | | | | | | |
| | | | 25th Jan., 1892 | 21 | 826 | 82 60 | | | | | | | |
| | 1, N. Westminster. | 50,000 | 14th March, 1892 | 30 | 851 | 85 10 | | | | | | | |
| | | | 15th March, 1901 | 21 | 1,996 | 99 80 | 14,760,160 | 48,263,480 | 149,760 | ..... | 31,511 82 | $1,037 99 | 30,473 03 |
| | | | 10th June, 1901 | 21 | 883 | 44 15 | | | | | | | |
| | | | 8th Feb., 1901 | 21 | 1,360 | 68 00 | | | | | | | |
| | | | 7th Oct., 1901 | 21 | 1,635 | 163 50 | | | | | | | |
| | | | 6th Feb., 1901 | 21 | 6,971 | 348 55 | | | | | | | |
| | | | 10th June, 1901 | 21 | 2,813 | 140 65 | | | | | | | |
| | | | 10th Nov., 1901 | 21 | 6,024 | 301 20 | | | | | | | |
| | | | 2nd May, 1901 | 21 | 18,210 | 1,821 00 | | | | | | | |
| | | | 27th Nov., 1901 | 21 | 1,690 | 169 00 | | | | | | | |
| | | | 22nd Aug., 1901 | 21 | 27,600 | 2,760 00 | | | | | | | |
| | | | 14th March, 1901 | 21 | 3,041 | 304 10 | | | | | | | |
| | | | 6th Feb., 1902 | 21 | 7,825 | 391 25 | | | | | | | |
| | | | 16th March, 1902 | 21 | 800 | 40 00 | | | | | | | |
| | | | 7th Oct., 1902 | 21 | 1,657 | 165 70 | | | | | | | |
| | | | 5th Feb., 1902 | 21 | 960 | 96 00 | | | | | | | |
| | | | 27th July, 1902 | 21 | 840 | 84 00 | | | | | | | |
| Sayward Mill & Timber Co | 1, Victoria | 40,000 | 18th June, 1885 | 21 | 1,380 | 69 00 | ..... | 5,994,162 | 2,489,892 | 2,611,585 | 2,997 08 | ..... | 2,997 08 |
| | | | 18th March, 1890 | 10 | 500 | 50 00 | | | | | | | |
| | | | 1st April, 1891 | 21 | 528 | 52 80 | | | | | | | |
| | | | 1st April, 1891 | 10 | 160 | 16 00 | | | | | | | |
| | | | 25th Jan., 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 | 90,000 | 16th Oct., 1901 | 21 | 1,260 | 126 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | 25th Jan., 1902 | 21 | 9,480 | 948 00 | | | | | | | |
| Sutton Lumber & Trading Co | ..... | ..... | 1st April, 1893 | 21 | 2,465 | 246 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Harrison Mills, Timber & Trading Co | 1, Harrison | 50,000 | 7th Oct., 1889 | 21 | 170 | 17 00 | ..... | 1,647,920 | ..... | ..... | 823 96 | ..... | 823 96 |
| | | | 15th Jan., 1892 | 21 | 587 | 58 70 | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Toronto & British Columbia Lumber Co | | | 28th March, 1892 | 30 | 30,622 | 3,062 20 | | | | | | | |
| | | | " | 30 | 5,296 | 529 60 | | | | | | | |
| | | | 1st May, 1893 | 30 | 13,797 | 1,379 70 | | | | | | | |
| | | | 5th Feb., 1893 | 28 | 1,360 | 136 00 | | | | | | | |
| | | | 18th March, 1893 | 18 | 11,690 | 1,169 00 | | | | | | | |
| | | | 1st Aug., 1893 | 30 | 35,661 | 5,349 15 | | | | | | | |
| | | | " | 30 | 1,920 | 192 00 | | | | | | | |
| | | | " | 30 | 4,251 | 425 10 | | | | | | | |
| A. H. Campbell & Co | | | 1st May, 1902 | 21 | 5,353 | 802 95 | | | | | | | |
| Andrew Haslam | 1, Nanaimo | 70,000 | 16th March, 1902 | 21 | 8,312 | 415 60 | 300,000 | | 1,360,000 | | 150 00 | | 150 00 |
| | | | 22nd Aug., 1902 | 21 | 410 | 41 00 | | | | | | | |
| | | | 25th Jan., 1902 | 21 | 4,128 | 412 80 | | | | | | | |
| | | | 1st April, 1902 | 21 | 3,867 | 386 70 | | | | | | | |
| | | | 16th March, 1902 | 21 | 1,117 | 111 70 | | | | | | | |
| Maclaren-Ross Lumber Co | 1, N. Westminster. | 200,000 | 3rd Feb., 1902 | 21 | 23,600 | 1,180 00 | | | | | | | |
| | | | 10th Aug., 1902 | 21 | 9,280 | 928 00 | | | | | | | |
| North Pacific Lumber Co | 1, Barnet | 125,000 | 13th May, 1902 | 26 | 10,150 | 1,015 00 | 11,630,040 | | | | 5,815 02 | | 5,815 02 |
| | | | 3rd Feb., 1902 | 21 | 4,800 | 480 00 | | | | | | | |
| | | | 1st April, 1891 | 30 | 9,169 | 916 90 | | | | | | | |
| | | | 1st April, 1891 | 30 | 3,696 | 369 60 | | | | | | | |
| | | | 25th Jan., 1892 | 30 | 5,445 | 544 50 | | | | | | | |
| Victoria Lumber & Manufacturing Co | 1, Chemainus | 320,000 | 16th March, 1888 | 21 | 653 | 32 65 | 986,240 | | 1,843,407 | 25,867,824 | 493 12 | | 493 12 |
| | | | 18th March, 1890 | 21 | 785 | 78 50 | | | | | | | |
| | | | 25th Jan., 1892 | 30 | 684 | 68 40 | | | | | | | |
| A. J. Keith (assigned from H. V. Edmonds) | | | 25th May, 1902 | 20 | 403 | 40 30 | | | | | | | |
| | | | " | 20 | 1,200 | 120 00 | | | | | | | |
| | | | " | 20 | 1,000 | 100 00 | | | | | | | |
| | | | " | 20 | 308 | 30 80 | | | | | | | |
| | | | " | 20 | 1,265 | 126 50 | | | | | | | |
| | | | " | 20 | 300 | 30 00 | | | | | | | |
| | | | " | 20 | 621 | 62 10 | | | | | | | |
| Webster & Edmonds | | | 25th May, 1892 | 20 | 6,880 | 688 00 | | | | | | | |
| | | | " | 30 | 1,583 | 158 30 | | | | | | | |
| Yorkshire Guarantee & Securities Corp. Ltd. | | | 25th May, 1892 | 30 | 9,349 | 934 90 | | | | | | | |
| Bank of British North America | | | 22nd Aug., 1896 | 15 | 480 | 48 00 | | | | | | | |
| | | | " 1892 | 21 | 200 | 20 00 | | | | | | | |
| | | | " | 21 | 168 | 16 80 | | | | | | | |
| | | | " | 21 | 738 | 73 80 | | | | | | | |
| | | | 5th Feb., 1902 | 21 | 189 | 18 90 | | | | | | | |
| | | | " | 21 | 280 | 28 00 | | | | | | | |
| | | | 1st April, 1902 | 21 | 1,277 | 127 70 | | | | | | | |
| | | | " | 21 | 920 | 92 00 | | | | | | | |
| | | | " | 21 | 1,036 | 103 60 | | | | | | | |
| | | | " | 21 | 249 | 24 90 | | | | | | | |
| | | | " | 21 | 520 | 52 00 | | | | | | | |
| | | | " | 21 | 2,391 | 239 10 | | | | | | | |
| | | | " | 21 | 288 | 28 80 | | | | | | | |
| | | | " | 21 | 358 | 35 80 | | | | | | | |
| | | | " | 21 | 465 | 46 50 | | | | | | | |
| | | | " | 21 | 554 | 55 40 | | | | | | | |
| | | | " | 21 | 743 | 74 30 | | | | | | | |
| | | | " | 21 | 630 | 63 90 | | | | | | | |
| | | | " | 21 | 178 | 17 80 | | | | | | | |
| | | | " | 21 | 1,140 | 114 00 | | | | | | | |
| *Carried forward* | | | | | 390,485 | 37,208 95 | 41,384,200 | 55,905,562 | 5,843,059 | 28,479,409 | 48,644 88 | 1,037 99 | 47,606 09 |

# 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. | Lease-holds. | Private Property. | E. & N. Railway Belt. | Royalty. | Rebate on Shingles Exported. | Net Royalty. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Brought forward* | | | | | 390,485 | $37,208 95 | 41,384,200 | 55,905,562 | 5,843,059 | 28,479,409 | 48,644 88 | 1,037 99 | 47,606 09 |
| George Gillespie | | | 22nd Feb., 1902 | 21 | 2,107 | 100 00 | | | | | | | |
| Spicer Shingle Mill Co | 1, Vancouver | 30,000 | 24th March, 1890 | 20 | 744 | 74 40 | 5,897,500 | | 1,840,000 | | 2,948 75 | 1,474 38 | 1,474 37 |
| | | | 25th Jan., 1892 | 20 | 1,537 | 153 70 | | | | | | | |
| H. R. Morse | | | 5th Feb., 1891 | 30 | 874 | 87 40 | | | | | | | |
| Wm. Caldwell | | | 18th March, 1890 | 21 | 4,397 | 659 55 | | | | | | | |
| | | | 22nd March, 1894 | 21 | 655 | 98 25 | | | | | | | |
| Hamilton Lumber & Manufacturing Co | | | 20th Sept., 1894 | 21 | 3,697 | 554 55 | | | | | | | |
| | | | " | 30 | 6,608 | 991 20 | | | | | | | |
| | | | " | 30 | 1,432 | 214 80 | | | | | | | |
| | | | " | 30 | 856 | 128 40 | | | | | | | |
| Pacific Coast Lumber Co | 1, Vancouver | 60,000 | 1st April, 1893 | 30 | 8,945 | 894 50 | 5,604,360 | | | | 2,802 18 | 1,338 54 | 1,463 64 |
| J. M. Mackinnon and W. R. Robertson | | | 1st March, 1897 | 21 | 10,314 | 1,547 10 | | | | | | | |
| Canadian Pacific Railway Co | | | 2nd March, 1897 | 21 | 2,680 | 402 00 | | | | | | | |
| G. O. Buchanan | 1, Kaslo | 16,000 | 5th Feb., 1891 | 30 | 1,215 | 121 50 | | | | | | | |
| | 1, Duncan City | 15,000 | 25th Jan., 1892 | 30 | 915 | 91 50 | | | | | | | |
| Hall Mines, Limited | | | 14th March, 1898 | 15 | 1,000 | 100 00 | | | | | | | |
| Nelson Saw-Mill Co | 1, Nelson | 20,000 | 14th March, 1892 | 21 | 1,720 | 172 00 | | | | | | | |
| F. Seaman (assigned from Nelson Saw-Mill Co) | | | 4th March, 1896 | 21 | 1,400 | 140 00 | | | | | | | |
| A. & W. Hill | 1, West Kootenay | 6,000 | 1st April, 1902 | 21 | 976 | 97 60 | | | | | | | |
| Davies-Sayward Mill & Land Co | 1, Pilot Bay | 25,000 | 10th March, 1892 | 21 | 6,832 | 683 20 | | | | | | | |
| | | | 1st April, 1893 | 21 | 3,862 | 386 20 | | | | | | | |
| Taylor Mill Co | 1, Victoria | 15,000 | | | | | | | | 1,743,636 | | | |
| J. Leigh & Sons | 1, Victoria | 15,000 | | | | | 235,740 | | | | 117 87 | | 117 87 |
| Columbia Mill | 1, Victoria | 10,000 | | | | | | | | | | | |
| W. L. Tait | 1, Vancouver | 25,000 | | | | | 3,972,100 | | | | 1,986 05 | | 1,986 05 |
| Delta Saw-Mill Co | 1, Ladner | 20,000 | | | | | 1,712,620 | | | | 856 31 | | 856 31 |
| Canadian Pacific Lumber Co | 1, Port Moody | 30,000 | | | | | 7,969,900 | | | | 3,984 95 | | 3,984 95 |
| Robertson & Hackett | 1, Vancouver | 25,000 | | | | | 5,914,320 | | 169,000 | | 2,957 16 | | 2,957 16 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E. H. Heaps & Co | 1, Vancouver | 30,000 | | | | | 11,916,720 | 463,500 | 1,474,250 | | 6,190 11 | 2,165 51 | 4,024 60 |
| Hastings Shingle Manufacturing Co | 2, Vancouver | 50,000 | | | | | 10,184,080 | | 9,070,000 | | 5,092 04 | 2,079 62 | 3,012 42 |
| Robert McNair | 1, Vancouver | 12,000 | | | | | | | | | | | |
| T. Kirkpatrick | 2, Vancouver<br>1, N. Westminster. | 20,000<br>12,000 | | | | | 1,273,500 | | 2,338,000 | | 636 75 | 318 38 | 318 37 |
| Fraser River Lumber Co | 1, N. Westminster. | 15,000 | | | | | 1,373,000 | | 621,000 | | 686 50 | 343 25 | 343 25 |
| South Vancouver Lumber Co | 1, Eburne | 6,000 | | | | | 414,000 | | | | 207 00 | | 207 00 |
| Cascade Lumber Co | 1, Vancouver | 12,000 | | | | | 2,388,160 | | 462,000 | | 1,194 08 | 597 04 | 597 04 |
| Cooke & Tait | 1, Vancouver | 12,000 | | | | | 3,735,000 | | 784,000 | | 1,867 50 | 933 75 | 933 75 |
| Canada Shingle Co | 1, Hastings | 12,000 | | | | | 1,247,880 | | 1,640,000 | | 623 94 | 311 97 | 311 97 |
| Imperial Lumber Co | 1, Howe Sound | 10,000 | | | | | 672,140 | | | | 336 07 | | 336 07 |
| Red Cedar Lumber Co | 1, Vancouver | 6,000 | | | | | 409,220 | | | | 204 61 | | 204 61 |
| W. G. Duguid | 1, Lillooet | 8,000 | | | | | 473,200 | | | | 236 60 | | 236 60 |
| British Columbia Shingle Co | 1, Vancouver | 12,000 | | | | | 638,000 | | | | 319 00 | 159 50 | 159 50 |
| Chilliwhack Shingle Co | 1, Harrison | 10,000 | | | | | 1,546,000 | | | | 773 00 | 386 50 | 386 50 |
| Kootenay District, West | 22 mills | | | | | | 15,649,420 | | | | 7,824 71 | | 7,824 71 |
| " East | 28 mills | | | | | | 34,089,460 | | | | 17,044 73 | | 17,044 73 |
| Boundary District | 6 mills | | | | | | 2,459,080 | | | | 1,229 54 | | 1,229 54 |
| Cassiar District, Coast | 4 mills | | | | | | 2,411,800 | | | | 1,205 90 | | 1,205 90 |
| " Atlin | 2 mills | | | | | | 167,200 | | | | 88 60 | | 88 60 |
| Cariboo | | | | | | | 390,440 | | | | 195 22 | | 195 22 |
| Collected in Vancouver on sundry lots | | | | | | | 6,976,400 | | | | 3,488 20 | | 3,488 20 |
| Collected on cordwood in District of— | | | | | | | | | | | | | |
| West Kootenay | | | | | | | 10,492,620 | | | | 5,246 26 | | |
| East Kootenay | | | | | | | 839,500 | | | | 419 75 | | |
| Boundary | | | | | | | 3,036,000 | | | | 1,518 00 | | |
| Cassiar, Coast | | | | | | | 1,110,400 | | | | 555 20 | | 8,282 83 |
| Cariboo | | | | | | | 342,000 | | | | 171 00 | | |
| Vancouver | | | | | | | 745,240 | | | | 372 62 | | |
| | | | | | 453,251 | 44,906 80 | 187,681,100 | 56,368,662 | 7,683,059 | 30,223,045 | 122,024 88 | 11,146 43 | 110,878 45 |

Licences—Special, 526 ..... $57,590 00
" —Hand-loggers, 190 ..... 1,900 00
$59,490 00

Respectfully submitted,

R. J. SKINNER, *Timber Inspector.*

# LAND RETURN.

—o—

RETURN SHOWING LAND TRANSACTIONS FOR THE YEAR ENDING 31ST DECEMBER, 1902.

| | Records Issued for the District of | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Victoria. | Cowichan. | Nanaimo. | Coast. | New Westminster. | Yale. | Kamloops. | Osoyoos. | Lillooet. | Kootenay. | Cariboo. | Cassiar. | Total. |
| Pre-emption Records | 63 | 2 | 3 | 17 | 18 | 8 | 58 | 253 | 42 | 164 | 24 | 3 | 655 |
| Certificates of Improvements | 10 | ..... | 2 | 5 | 2 | ..... | 11 | 58 | 8 | 37 | 10 | ..... | 143 |
| " Purchase | 41 | 4 | 3 | 21 | 72 | 4 | 56 | 142 | 37 | 134 | 39 | 12 | 565 |
| Crown Grants | 87 | 6 | 7 | 49 | 46 | 4 | 27 | 257 | 34 | 513 | 19 | 10 | 1,059 |
| Timber Cutting Licences | 20 | ..... | ..... | 59 | 169 | 1 | 6 | 11 | ..... | 259 | ..... | ..... | 525 |
| " General | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 190 |
| Coal Prospecting Licences | 1 | ..... | ..... | 86 | ..... | 116 | 25 | 16 | 2 | 49 | 1 | ..... | 296 |
| Sundry Leases | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 71 |

## SUMMARY.

| | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-emption Reconds | 988 | 869 | 832 | 709 | 630 | 486 | 462 | 467 | 616 | 728 | 646 | 655 |
| Certificates of Improvement | 260 | 272 | 173 | 117 | 113 | 144 | 204 | 144 | 113 | 107 | 168 | 143 |
| " Purchase | 863 | 1,000 | 264 | 153 | 334 | 694 | 977 | 765 | 418 | 399 | 531 | 565 |
| Crown Grants | 685 | 820 | 393 | 159 | 215 | 411 | 766 | 951 | 868 | 1,101 | 912 | 1,059 |
| Total Acreage Deeded | 143,455 | 309,878 | 124,634 | 47,166.86 | 95,456 | 36,821 | 609,597 | 371,394 | 672,148.12 | 104,723.91 | 4,632,831.87 | 87,906.79 |
| Letters received | 5,224 | 5,321 | 4,339 | 4,018 | 5,079 | 6,532 | 8,034 | 9,126 | 10,993 | 12,943 | 13,306 | 13,546 |

VICTORIA, B. C.:
Printed by RICHARD WOLFENDEN, Printer to the King's Most Excellent Majesty.
1903.