REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1924-25

PRINTED BY
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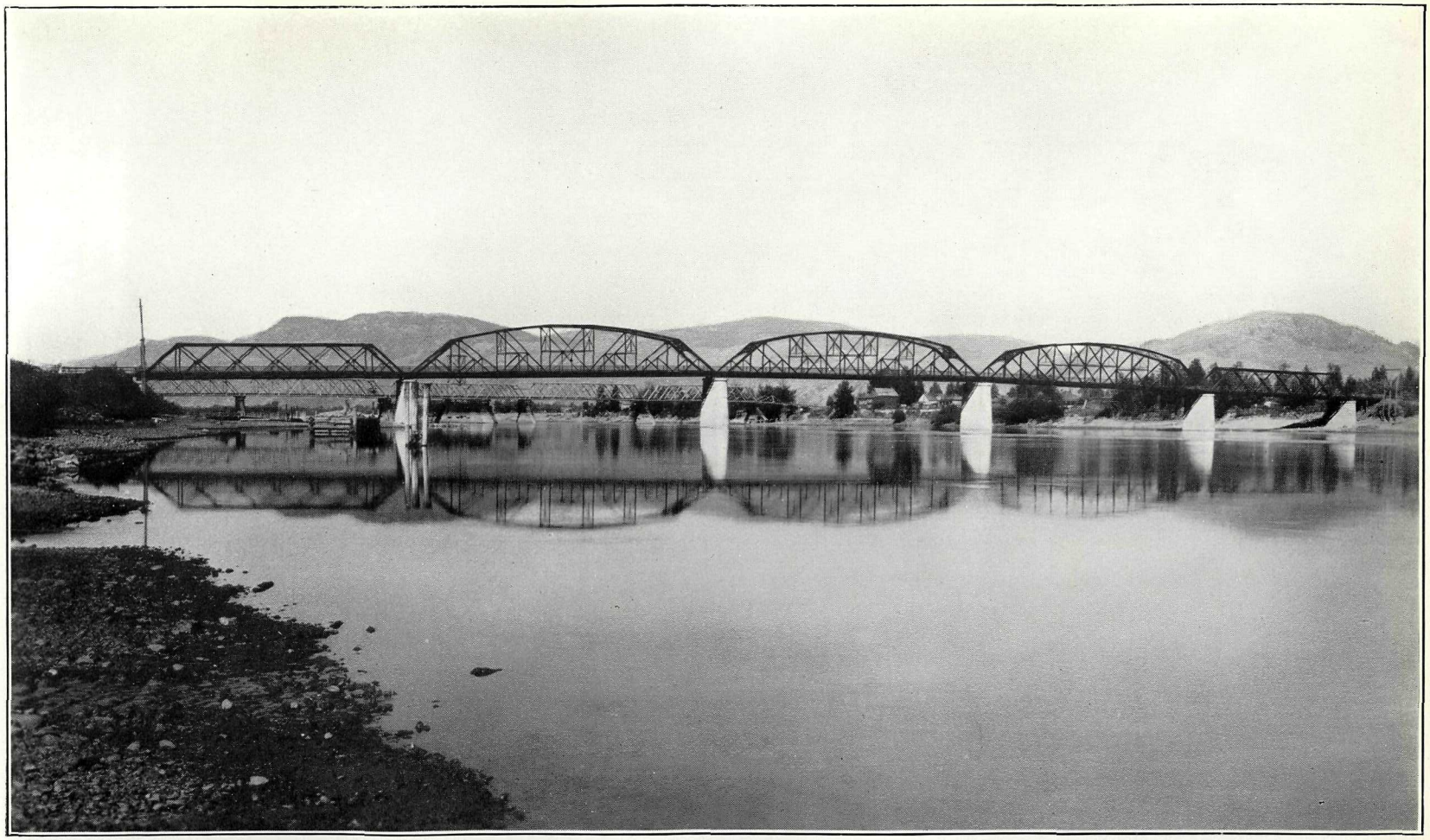


Kamloops West Bridge, three 212-foot and two 154-foot spans. Roadway 16 feet, paved with asphaltic concrete. Total cost, $234,032. (Former timber bridge in the background to be taken down.)

To His Honour WALTER CAMERON NICHOL,

Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ended March 31st, 1925, in compliance with the provisions of the "Public Works Act."

W. H. SUTHERLAND,

Minister of Public Works.

Department of Public Works,

Parliament Buildings,

Victoria, B.C., October 1st, 1925.

PUBLIC WORKS REPORT.

REPORT OF THE DEPUTY MINISTER AND PUBLIC WORKS ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., July 2nd, 1925.

Hon. W. H. Sutherland, M.D.,
Minister of Public Works, Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1924–25.

ORGANIZATION AND LABOUR.

Consequent upon the resignation of the District Engineer at Kamloops several changes were necessary. District Engineer Taylor was transferred from Prince Rupert to Kamloops and District Engineer Mackay from 150-Mile House to Prince Rupert. E. S. Jones, Assistant District Engineer, Vernon, was appointed District Engineer at 150-Mile House. R. Lowe, Assistant District Engineer was transferred from Lillooet to Vanderhoof (in which district there is considerable work necessitating the services of an Engineer) and O. G. Gallaher was appointed in his place. Other appointments were that of H. W. Stevens as Assistant District Engineer at Golden, in room of G. C. Tassie, transferred to Vernon.

Labour-supply was plentiful and the employment of our day-labour forces throughout the Province appeared to have given all-round satisfaction. To take care of the unemployment situation during the winter months suitable relief-work was undertaken at various centres.

ROADS AND TRAILS.

Whilst this year did not set any new records either as to the extent or nature of individual projects, the aggregate accomplishments have been very creditable. In addition to 250 miles of new trails, over 500 miles of roads of various types were added to the highway mileage, now approximating 17,000 miles. The extension of many of the main trunk highways again formed a large part of the year's programme. An outstanding event was the awarding of contracts for the construction of the major portion of the Fraser–Canyon section of the Old Cariboo Road. Although comparatively little construction-work was done during the fiscal year, considerable preparatory work was undertaken, both in relocating the highway and in organizing construction camps. With a view to having the highway constructed on the best possible alignment within the maximum grade of 8 per cent., the combined skill and experience of registered professional civil engineers have been concentrated upon this great highway undertaking.

I have personally given this highly important matter a large proportion of my time and attention. In order that this highway may be open for traffic as far as Lytton by the summer of 1926, there were constructed by day-labour 2 miles at Hope and Lytton and 1 mile north of Cheam View. Work was commenced by contract on a most necessary diversion (1.2 miles) at Jones Hill, between Hope and Rosedale. As a relief measure during the winter considerable reconstruction-work was also undertaken by day-labour between Hope and Rosedale.

The Cariboo Road, which links up with the Fraser Canyon section of this great trunk highway, was extended several miles between Quesnel and Fort George. Several stretches of this section were also reconstructed on improved locations and other portions widened and gravel-surfaced.

Similar reconstruction and improvement works were undertaken on the Fort George–Hazelton Highway. On the southern route of the Trans-Provincial Highway the following work was satisfactorily carried out all by day-labour:—

Construction of 2-mile diversion at Genelle, between Trail and Castlegar; extension of macadamizing near Creston; reconstruction of 2-mile diversion between Cranbrook and Goatfell; reconstruction at Hairpin Bend, west of Fernie; and widening, etc., at Crowsnest Pass (relief-work). In addition, several miles of this highway throughout the Province were gravel-surfaced.

On the northern route of the Trans-Provincial Highway several diversions and widenings were successfully undertaken by day-labour between Kamloops and Salmon Arm and between Kamloops and Vernon. Particularly contiguous to those cities an endeavour was made to improve the standard of highway by widening, straightening, and regrading, to the apparent approval of the municipal authorities in particular and the motoring public in general.

The construction of several other important trunk highways was advanced. On the Edgewood–Vernon Road 10¼ miles of heavy construction-work between Inonoaklin Crossing and Kettle River were satisfactorily carried out by contract. With the construction by day-labour of other 2 miles of the highway between Slocan and Silverton, these towns now wholly dependent on boat service were brought nearer each other. The clearing, by contract, of 4.5 miles of the right-of-way of the Nelson-Kaslo Highway between Queen's Bay and Ainsworth brought this highway nearer completion.

The Big Bend Road north of Revelstoke was continued another mile and an additional 4 miles of the right-of-way were slashed.

The highway connecting Golden and the west boundary of Yoho Park, now being developed by the Canadian National Park authorities, was continued by contract another 4 miles.

To eliminate prohibitive grades, etc., on the Nelson–United States Boundary Highway 2.13 miles of a diversion near Ymir were constructed by contract.

An important cut-off at Brookmere, in the Otter Valley, was started by day-labour. The construction of a section of highway between the old wharf, reconstructed by the Dominion Government at Bella Coola, and the 4-Mile Bridge (5.24 miles) was commenced by contract. In order to afford a highway outlet from Prince Rupert, considerable clearing was undertaken by day-labour on the Kaien Island Highway. The road from Fort George to Giscombe and the McBride–Dunster Road were extended by day-labour. On the Morris Valley Road 1.77 miles of new construction were undertaken. The Harrison Mills–Agassiz Highway was extended 0.6 mile by day-labour, the bulk of the work comprising heavy side-hill rock excavation. New construction-work on Vancouver Island comprised extensions of the Hardy Bay–Coal Harbour Road, the Tofino–Ucluelet Road, and the reconstruction of portions of the Island Highway between Parksville and Qualicum. In constructing or reconstructing all such trunk highways the Department did not lose sight of its policy to build roads for *bona-fide* settlers. Settlers' roads chiefly comprised the following: Colleymont Road (2.50 miles), Lone Butte–Bridge Lake (12 miles), Port Clemens–Tlell (2 miles), Wardner–Casey (5 miles), and numerous short roads in the Peace River District. The sleigh-road constructed for 142 miles between Fort St. John and the Nelson River proved of immense benefit to settlers and traders in this district. To cope with mining development, particularly in the northern areas, many mining roads were either constructed or reconstructed. Chief amongst the mining roads so benefited were Alice Arm Shore Road, Dunwell Mines Road, Telegraph Creek–Dease Lake Road, Salmon River Road, and Bear River Road. Owing to the industrial expansion at Kimberley considerable street construction and improvement works were imperative.

CLASSIFIED HIGHWAYS.

In conjunction with the municipalities the following construction and reconstruction works were undertaken:—

Dewdney Trunk Road (Coquitlam).—3.75 miles of asphaltic macadam (5-inch) 16 to 17 feet in width.

Scott Road (Delta and Surrey).—New Westminster Bridge South (0.67 mile) and Newton Road North (0.47 mile), penetration macadam 16 feet wide.

Boundary Bay Road (Delta).—Parmiter Road to Morley Road (0.85 mile), asphalt macadam.

Hastings–Barnet Road (Burnaby).—At the gravel bluffs near Barnet 1.5 miles were reconstructed and gravelled.

Fraser Street (South Vancouver).—Thirty-fourth Avenue to Fifty-ninth Avenue (east side only), 1.5 miles; Fifty-ninth Avenue to Riverway (west side only), 0.5 mile; total 2 miles 7-inch cement concrete 12 feet in width.

West Saanich Road (Saanich, V.I.).—Continuation for other 2 miles of the bituminous macadam.

Main Street, etc. (City of Armstrong).—Near C.P.R. Depot (0.34 mile), 7-inch cement concrete 18 feet wide. (The only other hard-surfacing work done this year in addition to the above

Canoe Pass Bridge, Delta District. Floating 160-foot span into place, June 13th, 1924.

10.08 miles was on the Ioco–Port Moody Highway outside of any incorporated district. To accommodate the greatly increased motor traffic to the industrial townsite at Ioco commencement was made on the surfacing with asphalt macadam (5-inch), 13 feet wide, of this 2.50-mile stretch.)

During the year 0.52 mile of primary highways and 2.88 miles of secondary highways were classified, bringing the total up to 114.38 miles of primary and 189.99 miles of secondary highways.

MAINTENANCE AND IMPROVEMENT.

Road improvements comprising widening, straightening, and surfacing of existing highways occupied the major portion of the activities of the Provincial day-labour gangs. With the aid of trucks and tractors a large mileage of roads throughout the Province were gravel-surfaced, thus fitting them better to withstand the intensive wear and tear of the greatly increased motor-truck traffic.

The tendency of the tourist traffic, of which there was a marked increase in the summer of 1924, is to deviate to our lateral roads either for the purpose of getting away from crowded highways or to explore our varied scenery. This has involved the improvement and surfacing of lateral roads. Amongst the maintenance undertakings special mention should be made of the excellent work done on Vancouver Island towards conserving the gravel-surfacing from the heavy inroads of heavy jitney traffic. Altogether 18 miles of bituminous treatment were undertaken on the Malahat Drive and Colwood Road, at an average cost of 12 cents per square yard of 16-foot width. Portion of the East Saanich Road near Sidney was surfaced 16 feet wide with 6 inches of crushed rock and treated with tarvia.

BRIDGES.

Continuing its policy of replacing timber structures on important highways by modern steel structures, the Department completed three large bridges during the year. Following are details of these structures:—

Revelstoke Bridge over Columbia River, Revelstoke.—(Total length, 1,140 feet) Steel superstructure consisting of four 154-foot spans; two 212-foot 3-inch spans; roadway, 14 feet 8 inches wide (asphaltic concrete surface); sidewalk, 5 feet. Substructure: Twin steel cylinder piers under span over main channel. Remainder of piers on plain concrete; approaches, 85 lineal feet trestle.

Kamloops Bridge over the Thompson River, Kamloops.—(Total length, 1,036 feet.) Steel superstructure consisting of three 212-foot 4-inch spans; two 154-foot spans; roadway, 16 feet wide (asphaltic concrete surface); sidewalk, 5 feet wide. Substructure: Plain concrete piers; approaches, 80 lineal feet timber trestle.

Terrace Bridge over Skeena River at Terrace.—(Total length, 1,340 feet. Steel superstructure consisting of one 250-foot span; one 163-foot deck span; two 140-foot deck spans; two 90-foot deck spans; roadway, 16 feet wide. Substructure: Plain concrete piers; approaches, 460 lineal feet timber trestle.

Commencement was also made on the construction of a combined steel and timber structure over the Fraser River at Eburne to replace the existing bridges, which were inadequate to withstand the heavy traffic developing between the Mainland and Lulu Island.

A marked feature of the timber bridge construction was the number of important bridges very satisfactorily and economically undertaken by day-labour forces under efficient supervision.

Chief amongst such day-labour undertakings are the following: Chemainus River, 120-foot Howe truss, pile piers; Haslam Creek, 110-foot Howe truss, concrete abutments; McBride (Fraser River), one 130-foot and two 100-foot Howe trusses, pile piers; Yahk (Moyie River), 90-foot Howe truss, pile piers; Telkwa (Telkwa River), two 100-foot Howe trusses, concrete piers; Baxter (Shuswap River), 120-foot Howe truss, pile piers, and 60-foot king truss; Loop (Fernie), 120-foot Howe truss, concrete piers; Eddy's (Fernie), 100-foot Howe truss, concrete piers.

Maintenance, particularly of the decking of timber bridges, still forms a large part of our day-labour programme. Wherever practicable timber bridges are replaced with permanent culverts and fills. Most of the bridge renewals are built on concrete piers capable of carrying steel structures when conditions justify same. To withstand the strain and impact of swiftly-moving motor traffic, and also to prolong the life of hundreds of bridges, three or four planks

have been laid lengthwise at each wheel-track. An important improvement was undertaken by day-labour on the Fraser River Bridge at Hope. The highway deck was refloored with 4- by 6-inch timbers on edge and flush-coated with Tarvia "B."

FERRIES.

New ferries were installed over the Fraser River at Quesnel (10-ton standard ferry) and at Isle de Pierre (Nechako River) the scow ferry was replaced with a more modern pontoon. The heavy traffic using the Mill Bay Ferry has fully justified the expense of providing the ferry-landings for the accommodation of the private boat operating under a Provincial charter.

Commencement was made on the construction of landings and approaches thereto of a ferry over the West Arm of the Kootenay Lake, 14 miles from Nelson.

RIVER-BANK PROTECTION.

Beyond minor works necessary to protect bridge approaches, the Department has not undertaken much work of this nature during the past two years. Some work was done this year at Natal to confine Michel Creek within safe limits, and substantial protection cribbing was constructed at West Fernie.

GENERAL.

Fuller details of the various works accomplished by this Department are provided in the reports of the district officials and the Supervising Architect. It is a pleasure to again place on record the splendid assistance so willingly afforded me by every member of the indoor and outdoor staffs in the discharge of my many duties.

In conclusion I take this opportunity of referring to J. E. Griffith (now Deputy Minister and Chief Engineer of Railways) for his unfailing courtesy and advice in solving many executive problems; to John Peck, Chief Inspector of Steam-boilers and Machinery (the administration of whose branch was transferred to the Workmen's Compensation Board), for his advice and assistance in various mechanical matters; and to James Muirhead (who has taken up private practice as a consulting electrical engineer), for his capable management of the electrical branch of the Department.

Permit me to place on record the co-operative assistance and excellent advice so freely and generously afforded me by yourself on every occasion, concerning the better discharge of my duties both in an executive and an administrative capacity. Such whole-hearted co-operation, as yours has always been, has rendered my duties lighter, pleasanter, and more profitable.

All of which is respectfully submitted.

P. PHILIP,
Deputy Minister and Public Works Engineer.

ENGINEERING DISTRICT No. 1.

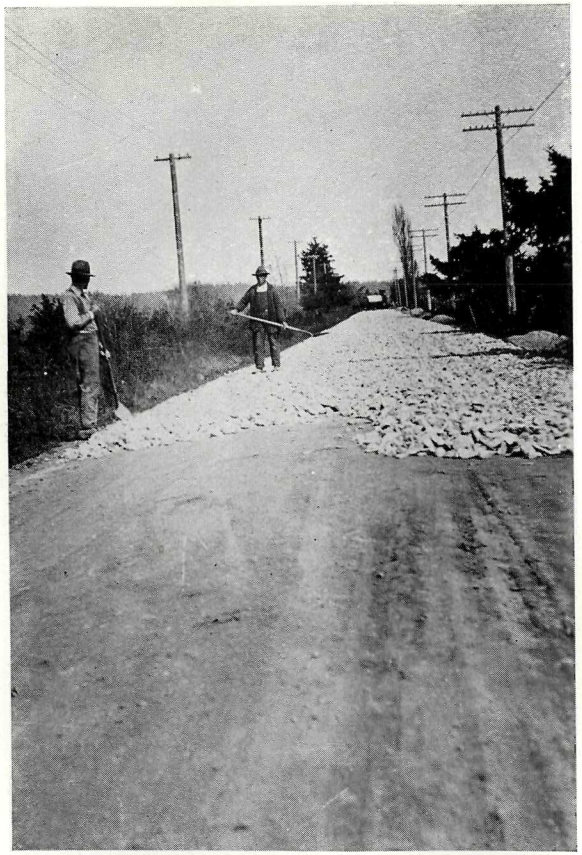
(NOTE.—There is no District Engineer for this Engineering District. Assistants report direct to Deputy Minister and Public Works Engineer.)

REPORT OF P. J. CAMPBELL, GENERAL FOREMAN FOR THE ISLANDS AND SAANICH ELECTORAL DISTRICTS.

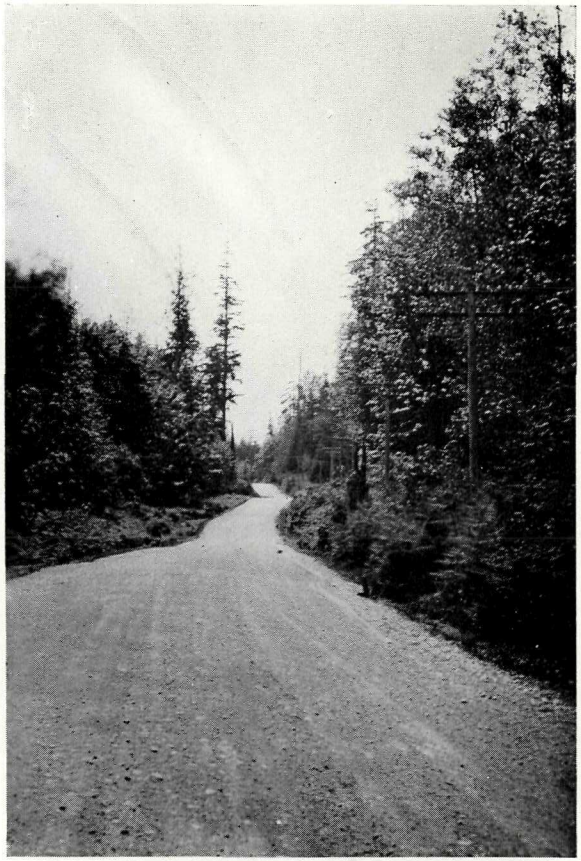
Islands District Roads.—Improvement and reconstruction: Owing to the ever-increasing volume of traffic the main objective during the year was to improve and reconstruct gravel and earth roads. Several miles of gravel roads were regraded and surfaced with crushed rock for a minimum width of 16 feet and a depth of 6 inches. The whole was thoroughly rolled and finally treated with two coats of tarvia and granite screenings.

Five miles of earth roads were partially regraded and surfaced with 4 inches of crushed rock.

Construction: Four miles of new roads were constructed for settlers throughout the district.



East Saanich Road. Resurfaced by day-labour.



Island Highway, Newcastle District.

Maintenance: About 300 miles of roads were maintained in the district during the year, and in some sections patrol gangs were constantly engaged. The severe frost during the winter did considerable damage to the roads where logging and cordwood gangs were operating, but by curtailing operations a large saving in repairs was effected.

Saanich District.—Several roads in the district were gravelled and ditched and treated with asphaltic oil. The road to the Dominion Astrophysical Observatory was regraded and gravelled and a heavy coating of asphaltic oil sprayed, under pressure, over the entire length. This road withstood the heavy traffic and winter conditions splendidly.

Two more miles of bituminous paving were laid on the West Saanich Road (a secondary highway) by the Municipal Works Department and 50 per cent. of the cost was borne by this Department.

Bridges.—A few renewals and general repairs were done during the season.

Ferries.—The Mill Bay and Brentwood ferry-landings were built and the ferry started operating about the end of September, 1924. This ferry gives an all-year-round service between Victoria and up-Island points, doing away with the necessity of travelling over the Malahat Drive during the winter months.

Report of C. A. Helgesen, General Foreman, Esquimalt District.

Roads and Trails.—Construction: The following new roads were completed during the year: Esquimalt Lagoon extension, ½ mile along Lagoon Spit, to afford the general public access thereto. Whiffen Spit Road: This road, commenced last year, was completed and surfaced with gravel this year and has given general satisfaction. Fitzgerald Cut-off: Approximately 0.9 mile of new road has been cleared and partly graded. When completed this road will be a boon to the general public, as it cuts out three dangerous hills on the Summit Road to Shawnigan Lake.

Reconstruction: Eight miles of main road, including heavily travelled sections on Colwood, Sooke, and Metchosin Roads, were tarviated, and 9 miles of Malahat Drive treated with liquid asphalt. This work has stood the wet season exceptionally well and has drawn favourable comment from all users of the roads.

Maintenance and repairs: On main and trunk roads heavy traffic has greatly increased over last year, making it very difficult to keep gravelled roads in good condition with funds available. Only increased use of good mechanical equipment has made possible the uniformly good condition of roads generally throughout the district.

Bridges.—During the past year sixteen bridges have been reconstructed and thirty-five repaired. Wherever possible bridges have been replaced with permanent fills. In all new work special attention has been paid to relocation with a view to improvement of existing grades and curves in approaches.

Report of H. C. Mann, Assistant District Engineer, Cowichan and Newcastle Districts.

Cowichan District.—The roads in this district were maintained in good condition during the year, but unfortunately in some places the stock of suitable road material is becoming scarce.

The Island Highway, due perhaps to a long spell of dry weather in the summer, was rough in many places, and this coming year the method of keeping, wherever possible, a thin coating of fine gravel over the road is being adopted, as well as dry-grading, which has given satisfactory results, allowing of material being properly distributed on the surface of the road *before* a rainfall.

This district has had its share of "extraordinary traffic," but little difficulty was experienced in controlling heavy haulage during the winter months.

A new Howe-truss bridge was constructed across the Chemainus River near Westholme, the erection of which reflects much credit on the Bridge Foreman, under whose charge it was built.

The bridges over Somenos Creek and the Macintosh Bridge, Sahtlam, were rebuilt. The bridges in this district have been maintained in good condition.

The wooden sidewalk on Wilson's Hill–Island Highway, Duncan City, was reconstructed during the year and the Island Highway tarviated where it passes along Station Street, City of Duncan.

The cribbing protecting the Island Highway at Cowichan Bay was repaired in places during the year, but this cribbing as a whole will shortly require to be renewed. The question of widening the highway seawards will also require to be given consideration.

Newcastle District.—The roads in this district are on the whole wider than in Cowichan District and consequently easier to maintain. In various places beach gravel is obtainable, and as it contains a certain percentage of lime and salt it is excellent material for use during the summer months on roads with little protection from the sun.

On the Island Highway south of Ladysmith a stretch of asphalt was laid down in the summer, but this work suffered severely during the severe frost in December. Repairing with cold patch was resorted to last February and the results have been fairly satisfactory.

Considerable work was done on the road to Nanaimo Lakes, the road having been widened in many places, ditched, and the surface graded. During the months of February and March considerable repairs to South Wellington Road were carried out, under a grant for the relief of the unemployed, and this road is now in good condition.

A new Howe-truss bridge was constructed across Haslam Creek at Cassidy, below and alongside the E. & N. Railway Bridge. The old bridge some 400 yards down-stream is still in use, but only for light traffic.

The roads and bridges in this district have been maintained in good condition during the year.

In conclusion, I would like to place on record the good service rendered by the foremen and the workmen, the majority of whom were returned soldiers.

REPORT OF W. P. BEAVAN, ASSISTANT DISTRICT ENGINEER FOR COMOX ELECTORAL DISTRICT.

Roads and Trails.—Construction-work was light, involving only about 6 miles of new work, all of which work was satisfactorily undertaken by day-labour. In this mileage the chief item was the grading (14 feet wide) of the Powell River–Myrtle Point Road to take care of the increasing settlement. In the Salmon River Valley about ¾ mile of new roads were graded. The Hardy Bay–Coal Harbour Road was extended 1½ miles. The remainder of the new roads were to accommodate settlers on Valdes Island, Read Island, and elsewhere.

Reconstruction-work embraced the regrading and gravelling (15 feet wide) of 0.4 mile of the Cumberland-Comox Lake Road and the reconstruction of ½ mile of the main road on Texada Island.

Maintenance-work featured largely in the year's programme, no less than 342 miles of road having been generally repaired, widened, ditched, gravelled, or otherwise materially improved. Approximately $1,000 was spent on improving classified highways in conjunction with the municipalities. Considering the large mileage of roads (459 miles) to maintain and the greatly increased use of motor-vehicles, even in outlying districts and on the islands, the amount of improvement-work accomplished on the roads is very creditable with the comparatively limited funds at disposal. The enormous increase in motor traffic on the Island Highway between Parksville and Campbell River calls for a very much larger expenditure on this much-travelled road to make it more serviceable for motor-vehicles of all descriptions. This applies particularly to the Campbell River section.

Bridges.—The 50-foot king truss with trestle approach at Wolfson Creek was the only new bridge of importance constructed. Bridges renewed included a 45-foot king truss at China Creek and 50-foot king trusses at Rosewall and the third crossing of Salmon River respectively. Five trestle bridges were reconstructed. All the bridges were kept in good state of repair, chiefly renewal of decking due to the wear and tear of rapid motor-vehicle traffic. Over $4,000 has been spent on general repairs and protection-works.

General.—Over thirty subdivisions were inspected for approval and a large number of applications for permits for logging-railways crossing highways, pole-lines, etc., were investigated.

Following the resignation of O. W. Smith, whose resignation was regretfully accepted by the Department, I was transferred from the Alberni District in September last. I cannot, therefore, report so fully as I could have done had I been in charge throughout the entire fiscal year.

I take this opportunity of recording the assistance rendered me by the local foremen and others under my supervision. The officials at headquarters extended to me the usual support and encouragement.

Chemainus River Bridge. Built by day labour.

Haslam Creek Bridge. Substructure done by day-labour; superstructure done by contract.

Report of H. M. Bigwood, Assistant District Engineer for Alberni District.

Roads and Trails.—Generally the year was favourable so far as weather conditions were concerned, the most trying time being in December, when heavy frosts on ground unprotected by snow were responsible for some inconvenience and damage during the period of thawing out. However, traffic was maintained in all sections, including the Alberni Summit.

Considerable improvement, in the form of widening and straightening, was done on the Island Highway between Parksville and Qualicum, leaving the portion north from Qualicum Beach still to be improved.

Construction-work on Palmer Road, No. 224; Kaye Road, No. 221; and Jenkins Road, No. 187, provided access for settlers farming along those routes and the benefit is appreciated.

Preliminary work, clearing, and ditching done on the road near Parksville School has resulted in providing good conditions for subsequent construction.

A further mileage of construction on the road to link Tofino with Ucluelet, consisting of clearing and grading, was carried out during the summer and leaves a balance of approximately 6 miles still to be done. Gravelling and ditching on past years' construction was carried on and after another season's work in this manner a road suitable for travel at any time will be available between Ucluelet and Long Beach, which will encourage tourists to holiday adjacent to its wonderful beach, consisting of 14 miles of hard sand over which an automobile may be driven.

The remaining section of this road, Long Beach to Tofino, consists of 6 miles of the hardest kind of construction, but with the base of supplies established at Tofino, 2½ miles from the initial point for construction, it is hoped that clearing may be completed this season, and also a considerable portion graded.

Traffic.—Year by year the volume, speed, and weight of traffic using the roads increase and many roads are too narrow and tortuous for comfort and safety. Logging operations along highways cause considerable additional expense for maintenance and the difficulty of regulating them without hampering private enterprise is considerable.

Bridges.—Twenty-four bridges were reconstructed during the year, and on those situated on main highways, such as Island Highway and Canadian Highway, deck-planks were laid longitudinally with the traffic. Where this has been done the improved surface is very noticeable and often remarked upon.

No large bridges were constructed during the year.

Eighty structures were dealt with in the way of maintenance, the work consisting of repairing substructures and repairing decks.

At Bridge No. 23, French Creek, 550 loads of rock were placed round piers and at toe of approach fills as safeguard from erosion. The river is continually cutting its north bank just above the bridge.

Buildings.—Alterations to accommodate larger trucks were made to buildings which were originally built for horses and wagons.

Railway Crossings.—A new crossing over the E. & N. Railway Company's tracks at Superior Road, Mile 82.4, was constructed.

Work has been commenced laying steel on the Central Lake Branch of the E. & N. Railway, thus adding five more crossings to the list.

Heavier traffic is anticipated on the Central Lake Road, No. 10, due to the construction of a mill which is proceeding at the lake.

REPORT OF ENGINEER, DISTRICT No. 2.

DISTRICT ENGINEER'S OFFICE,
COURT-HOUSE, NEW WESTMINSTER, B.C., July 18th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Parliament Buildings, Victoria, B.C.

SIR,—I beg to submit herewith annual report of work done in the above district during the fiscal year 1924–25.

Burnaby District.—Hastings-Barnet Road: The chief work undertaken during the year in this district consisted of the reconstruction of the Hastings-Barnet Road. Approximately 1.5 miles of this highway at the big bluffs were reconstructed and gravelled. The work was of a heavy nature, as the old road along the bluffs was very narrow and had a number of dangerous turns.

The cost was approximately $16,000, and this expenditure has been quite justified, by the use that has been made of this highway by the traffic from the north side of the Fraser Valley as far east as Mission and westerly to Vancouver, thus relieving the congestion which existed between Port Coquitlam and Vancouver via Westminster.

This highway has considerable merit from a scenic point of view, and it is reasonable to suppose that within a short time it will increase in importance as a main trunk road leading to Vancouver.

Relief-work: To provide relief for the unemployed, work was undertaken, where possible, during the winter months throughout the district.

On the Hastings-Barnet Road those portions not already improved during the summer were widened to 24 feet for a distance of approximately 4 miles. On this fifty men were employed for about two months at standard wages.

About 200 men were employed for a period of six weeks clearing Government land near Oakalla Prison Farm.

A section of storm-sewer on Kingsway was reconstructed, the old wooden box having been pulled up and replaced with vitrified-clay pipe.

Chilliwack District.—No new construction-work was carried out on roads in this district during the fiscal year.

Trans-Provincial Highway: This highway was widened in many places where the road was too narrow for the existing traffic. The drainage was improved and a number of old timber culverts removed and replaced with metal pipe. Approximately 16,000 cubic yards of gravel were used for repairing the roads.

Columbia Valley Road: This road was widened from the main highway to Cultus Lake, a distance of 1½ miles. Cultus Lake has recently been opened up as a summer resort and the traffic is very heavy in this district during the summer months.

River-bank Protection: No additional work was carried out on the Vedder river-bank protection. The December freshet was very heavy, bringing down more timber than has been experienced for some years. Numerous log-jams were formed in the river. The wing-walls constructed last year proved very satisfactory. In most cases the silt and gravel washed down by the river has been held, forming bars that are now protecting the previously scoured-out sections of the river-bank.

Approximately 100 cubic yards of rock were torn out of the rock wall by large drift-logs during the high-water period.

Bridges: The Vedder Canal pile-trestle bridge, 1,220 feet in length, including two 150-foot Howe trusses, was constructed and completed by contract during the month of March.

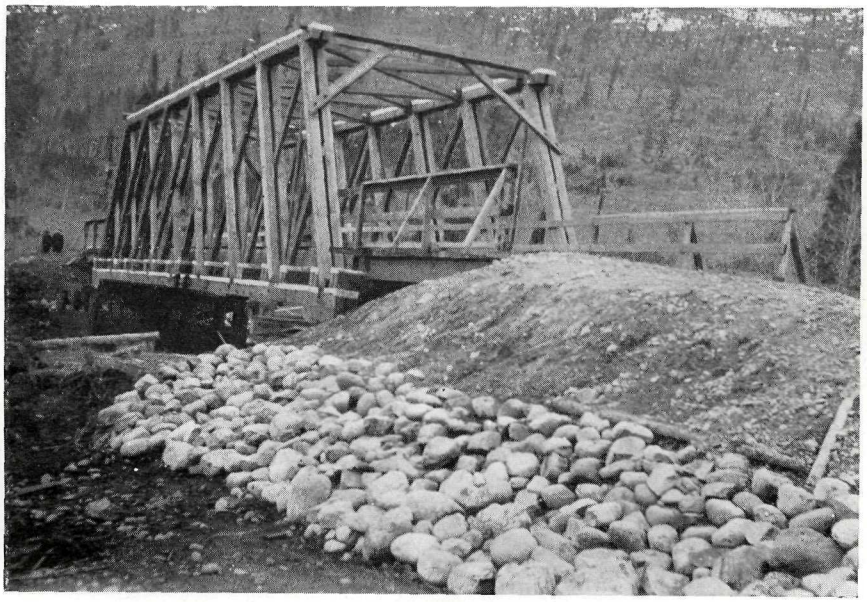
Very little maintenance was required to the bridges in this district.

Ferries: The Agassiz-Rosedale Ferry "Sea Wolf" still continues to render excellent service, meeting all public demands. New protection-piles were driven at both landings, replacing the old piles, which were dangerous owing to their rotten condition.

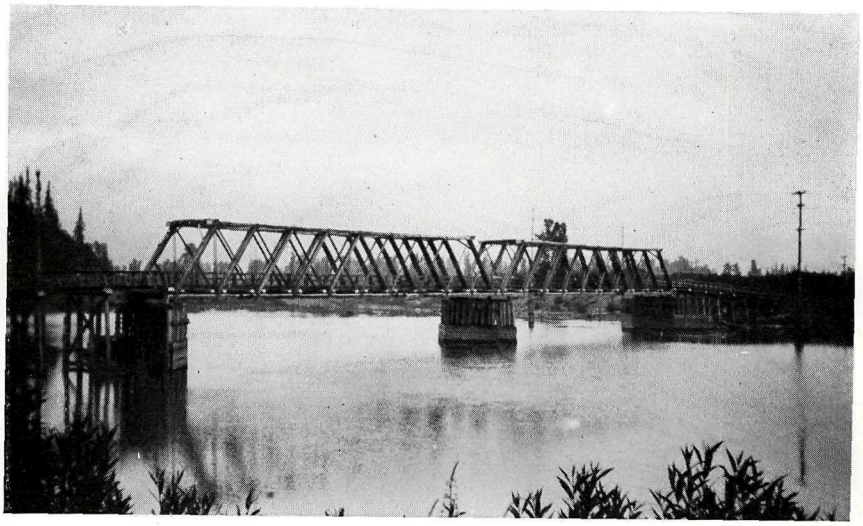
Delta District.—The major works carried out during the year were as follows:—

Boundary Bay Road (40B), Asphaltic Macadam Paving: In the section of the Boundary Bay Road which runs from Parmiter Road to Morley Road, a distance of 0.85 mile. Base: The old macadam base, 10 feet wide, was scarified and spread to a width of 16 feet and flushed with a liquid asphalt binder, ⅜ gallon per square yard. The old metal was then covered with a

Dewdney Trunk Road, asphalt-macadam, laid by General Construction Co., 1924.



Yahk Bridge, 90-foot Howe-truss span. Built by contract, February 21st, 1925.



Vedder Canal Bridge, Sumas Reclaimed Area, Chilliwack District.
Two 150-foot Howe-truss spans.

run-of-bank gravel for a consolidated thickness of 2½ inches and the surface flushed with asphaltic binder, 1 gallon per square yard. Top: Washed screened gravel varying in size from 1½ to 2½ inches was added and compacted 2½ inches in depth and flushed with asphalt, 1⅛ gallons per square yard. The surface voids were filled with crushed gravel, ⅜ to ¾ inch, rolled and flushed with a layer of stone chips and coarse sand. This paving has proved quite satisfactory up to the present time.

Scott Road (18B), Asphalt Penetration: Two sections of the Scott Road were paved 16 feet wide; one section from the Newton Road north 0.47; the other, New Westminster Bridge, south 0.67 mile.

The existing rock and gravel base was scarified and flushed with a liquid asphalt binder, ⅜ gallon per square yard. This was covered with screened gravel to a compacted depth of 2½ to 3 inches, flushed with an asphaltic binder, 1 gallon per square yard, and blinded with stone chips.

Trans-Provincial Highway, South Approach, New Westminster Bridge: The highway approach under the Canadian National Railway has been greatly improved by constructing an additional 26-foot span, which divides the highway into two openings through the trestle. This provides one for the north-bound and one for the south-bound traffic, greatly reducing the dangerous condition previously existing at this point, where heretofore both north- and south-bound traffic had to use the one opening through the trestle.

General: The maintenance of the gravel roads on the Trans-Provincial Highway required more attention owing to the increased motor traffic. Grading operations were carried out diligently, especially during the dry summer months. The roads were kept in good condition throughout the year.

Bridges: The Canoe Pass Bridge was reconstructed owing to the scouring-out of the river-bed. Three piers and two Howe trusses, 100 feet and 120 feet in length, were rendered unsafe. These were replaced by locating a new foundation for the piers and erecting 120-foot and 160-foot Howe-truss spans.

Two of the new piers (B and C) constructed consisted of a cluster of seventy-five piles in each pier, each line of piles braced by 6- by 8-inch timber, making a solid platform on top of the pier. The piles were 110 feet in length with 34 to 40 feet penetration; average diameter of piles at cut-off being 20 inches. The whole pier above low water was timber-sheeted and the pier-noses covered with sheet iron.

Owing to the river being tidal at the bridge crossing the ice-flow is carried both up and down channel, at times subjecting the piers to terrific strain. Last winter at one stage of the tide the ice piled up from bank to bank, nearly 10 feet high. Careful watch was kept and we are now satisfied that this type of pile-pier construction is amply justified on the grounds of strength and economy of first cost.

Dewdney District.—The major works carried out during the year were as follows:—

Dewdney Trunk Road, No. 2, Paving: This section of the Dewdney Trunk runs from Westminster City limits to Port Coquitlam City. A total length of 3.75 miles was paved with asphaltic macadam (penetration) 5 inches thick, 16 to 17 feet wide.

This new pavement replaced an old worn-out macadam surface, which was found impossible to repair economically with any degree of success. Traffic statistics show that this highway has become more and more important as a trunk road leading to Vancouver and at present accommodates a heavy car and truck traffic.

As the contract for this work carries a five-year guarantee, the Province will be relieved from the heavy maintenance expenditures on this road for that period of time.

Ioco–Port Moody Road, Paving: The increasing importance of the town of Ioco as an industrial centre made it imperative that steps be taken to provide adequate highway connection. As a start towards this objective, 1 mile only of this road, which is 3.5 miles long, was paved this year with asphaltic macadam (penetration) 5 inches thick, 12 to 13 feet wide. The remaining 2.5 miles will be paved in 1925–26.

Dewdney Trunk, No. 7, Widening: Two miles of this road, from the east boundary of Municipality of Mission to Dewdney Station, are on a dyke. This embankment, which only averaged about 12 feet wide on top, was widened to 24 feet and regravelled. A P. & H. shovel was used in making the new embankment.

Relief-work: Considerable work was done by relief gangs in widening roads during the winter months, the most important of which was on the Dewdney Trunk in Port Moody City, the River Road near Whonnock, and the Salvaster Road north of Hatzic.

River-bank Protection, South Lillooet: Two bad "S" bends in this river were straightened out by digging new channels with a P. & H. drag-line hired from the Dykes Department. The new channels have worked satisfactorily and are giving the relief hoped for.

Ferries: The Mission–Matsqui Ferry has given good service. During the cold spell in winter the ferry was not operated owing to floating ice in the Fraser. The ferry-boat itself was completely overhauled this spring.

General: The usual maintenance was carried out this year. The roads were all kept in good condition. A little trouble was experienced when the frost was coming out of the ground. No doubt more trouble would have been experienced had not the traffic regulations been strictly enforced. Extensive regravelling of the Salvaster and River Roads has been done.

Bridges: In general, the bridges are in good condition and no great amount has been spent on them this year. Lampart Bridge, 340 feet long, was reconstructed.

Surveys: A new highway has been located between Deroche and Harrison Bay.

New Westminster District.—District Lot 172: The River Road in District Lot 172 was flush-coated with a light coat of Tarvia "X."

Considerable ditching was done on most of the streets and other general repairs were carried out.

North Approach, New Westminster Bridge: The steep earth side-hill slope of the approach has been sloughing in after the frost and rainy season each year, and it was found necessary to eliminate this trouble by cribbing the part affected. The cribbing is of 8- by 16-inch timbers, held in place by cross-ties spaced 8 feet apart. The cribbing is 11 feet maximum height and 260 feet long.

North Vancouver District.—General: During the past year nothing of outstanding interest occurred in the matter of construction. Our efforts were confined to maintaining the roads, in so far as funds would permit. It was found necessary, during the heavy frosts of last season, to limit the traffic in the Gibson–Sechelt and Squamish section to light grocery delivery-rigs and the mails.

In his report to me General Foreman Wylie frankly expresses his opinion as follows: "As this district is wholly a ward of the Government, I am of the opinion that the Department does not spend enough within its own confines, considering the amounts given to the municipalities. The people living in these unorganized districts are getting all modern appliances, autos and trucks, and that being the case money must be spent in the matter of main highways and trunk roads in order that these settlers may get around amongst each other, as the people living within the richer areas are able to do. I have always felt that too many people are crowding into the cities, and having presentable roads made for settlers is, to my mind, money well spent, as it will make the settlers more contented, prevent their return to the crowded cities, and also encourage other settlers to go on the land.

"As I have now left this district, I will be only too pleased to give any desired information to my successor, and I trust that Mr. Gallaher will have success in the district, that all settlers may be treated fairly, and that no complaints will reach the Department.

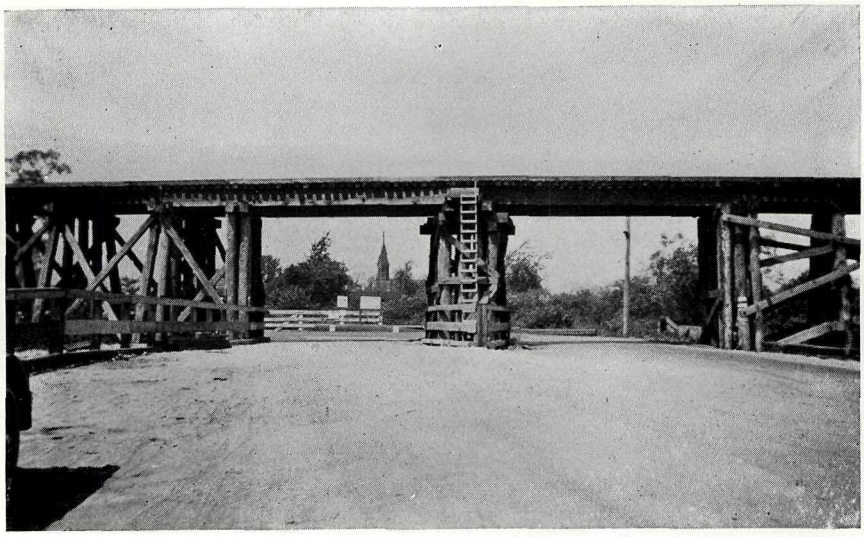
"There is only one thing that his attention should be called to—namely, that very often heavy frosts occur in the Gibson–Sechelt and Squamish Districts, and in order to protect the roads all traffic other than the mails and light grocery delivery-rigs should be completely barred from off these roads during the thaw. Notices should be given in the fall of the year, so that the travelling public may be prepared. The damage done to roads during thaws by heavy motors or wagons is immense, much more so in the districts mentioned owing to many of the roads being on clay bottom."

Richmond District.—The most important work undertaken in this district during the year consisted of the paving of Tenth Avenue from Blanca Street to the University grounds, together with such other street-work considered necessary to the development of one unit of the new residential district at University Hill.

For the purpose of developing this unit as a residential area all public utilities were provided—i.e., sewer and water connections, light and telephone, and gas.

Marine Drive: Two portions of this highway which were threatened by undermining, owing to erosion of the cliffs from storm conditions, had to be reconstructed on new locations and moved back some distance from the cliffs Both these new portions of Marine Drive improved greatly the general alignment and grades.

Salmon River Bridge, near Ymir, 60-foot king-truss span.



Subway at east end of Fraser River Bridge, New Westminster, Delta District.

Eburne Bridge: By reason of constant care and maintenance in the way of repairs these bridges came through the ice-flow of last winter fairly well, but the proposed new bridges are urgently required to take care of the situation.

Ladner–Woodward Ferry: This ferry has lost very little time due to ice conditions in the river, but owing to the silting-up of the Ladner Channel considerable difficulty was experienced in maintaining the schedule.

No time should be lost in considering the best method to be followed in providing transportation for the increasing traffic between Ladner and Woodward's. The present ferry service cannot be increased without tremendous expenditure.

A possible solution of the whole matter lies in building a road across the river-flats to a point opposite Woodward's where the channel is deep and where a more frequent ferry service could be operated.

The possibility of bridging the channel is not out of the question in years to come and considerable thought should be given during the coming year to this problem.

Relief-work: During the distress of last winter about 325 men were provided with employment on clearing Government land at the University.

South Vancouver District.—Paving: The following pavements were laid during the year: Fraser Street from Thirty-fourth Avenue to Marine Drive (Riverway), on the east side from Thirty-fourth Avenue to Fifty-ninth Avenue, 7-inch concrete pavement 12 feet wide, with integral curb, and on west side from Fifty-ninth Avenue to Marine Drive (Riverway), 7-inch concrete pavement 18 feet wide, with integral curb. The former stretch is approximately 1½ miles long and the latter ½ mile long.

Yale District.—In the portion of Yale District (No. 3) placed under our supervision the new construction-work carried out is as follows:—

Fraser Canyon Highway: From the Hope Bridge east to the Canadian Pacific Railway, a distance of 0.4 mile, cleared 66 feet wide and the road-bed (graded) 20 feet wide. This included heavy rock-work and eliminated an extremely dangerous curve and heavy grade. The new road has a maximum grade of 3 per cent.

Hope–Rosedale Road: One mile constructed and gravelled from Cheam View north.

Morris Valley Road: A length of 1.77 miles of road was constructed, width 12 feet, cleared 30 feet wide.

Harrison Mills to Agassiz: Considerable surveying was necessary to locate a road between these points over the mountain. Six-tenths of a mile of road were constructed. Heavy side-hill rock-work was encountered from the Agassiz Dam to the summit of the Canadian Pacific Railway tunnel. A 10-per-cent. grade had to be used to get over the summit.

Relief-work, Hope–Rosedale Road: Extensive revision was carried out on the location for the new highway and relief-work was carried on for three months, from January 1st to March 31st. Four camps were built to accommodate 100 men in each camp and were located at Popkum, Cheam View, Laidlaw, and Silver Creek, and 300 to 400 men were employed during the relief-work period.

Most of the men were adaptable to this kind of work and very good results were obtained, although bad weather, which somewhat retarded progress, was experienced for the first six weeks.

The greater part of the work consisted of heavy clearing and stumping. Other sections of the road were drained and some grading was done.

The following is a summary of work done: Clearing, 9.8 miles, 60.35 acres; grubbing, 3.6 miles, 11.5 acres; ditching, 1.25 miles, 1,181 cubic yards; grading, 1.2 miles. Material moved: Earth, 3,542 cubic yards; loose rock, 447 cubic yards; solid rock, 705 cubic yards. Several timber culverts were built.

Hope–Yale Section, Relief-work: Clearing, 0.6 mile, 5.3 acres; grubbing, 2.4 acres; grading, 130 cubic yards solid rock; 1,800 lineal feet of timber cut and hauled to bridge-sites.

Bridges: The Hope Bridge (combined railway and highway) was refloored with 4- by 6-inch timber placed on edge and flush-coated with Tarvia "B." The north approach of bridge was raised and reconstructed to eliminate a dangerous grade.

General repairs were carried out to many bridges in this district.

All of which is respectfully submitted.

E. H. Verner,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 3.

DISTRICT ENGINEER'S OFFICE,
KAMLOOPS, B.C., August 11th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR.—I beg to submit annual report for District No. 3 for the fiscal year 1924–25.

Roads.—Maintenance-work was carried out on all roads in the district. The sudden thaw in the spring caused some slight damage and made the expenditure on this work higher than usual.

During the season considerable work was done in widening and gravelling main roads and in diversions for the improvement of same. Work of this nature was done on the Kamloops–Salmon Arm Road, Kamloops–Merritt Road, North Thompson East Side and North Thompson West Side Roads.

The increased use of road machinery is of great benefit in large districts. The cost of doing road-work with machinery is slightly lower, but the greatest benefit is in the saving of time.

In maintenance-work on main roads the use of two tractors and two graders has been found to work very well, one trip over the road doing the necessary spring maintenance-work.

Settlers' roads received considerable attention, and this has become more necessary as it is found that local tourists are travelling much more on side-roads than formerly. Roads such as Fish Lake Road and Paul Lake Road, out of Kamloops, have as heavy motor traffic in the summer season as the main roads.

Timber culverts have been renewed or replaced with pipe, as it has been found that timber culverts are not suitable to stand heavy motor traffic. When the motor traffic warrants it, it has been found more economical, although the first cost is greater, to replace timber culverts with metal pipe.

Trails.—The mileage of trails is small, but work was done on most of them, particularly those to mining properties.

Bridges.—The chief bridge-work done was the completion of the Kamloops West Bridge, a steel and concrete structure, with paved deck, and the Middlesboro Bridge in Merritt, a composite Howe truss on concrete abutments. Considerable renewal work was done on small timber bridges, the life of which is short. A bridge-repair crew was kept going all summer.

Ferries.—All ferries were maintained in good shape, and owing to the increased tie and pole industry on the North Thompson River several of the ferries were taxed to handle the traffic.

General.—The chief road problems in this district are keeping the roads open in the winter during the period of heavy snowfall, especially on the summits between Kamloops and Merritt and Kamloops and Vernon. Some work was done last winter with tractor and snow-plough, but the expenditure was too great to continue the work after every snowfall.

The other problem is the wearing of road surfaces in the long dry summer. The binding material gets dried out and ground into powder and is either sucked out by tires of motor-vehicles or blown away, leaving only the rock or gravel, which makes rough travelling and forms chuck-holes. Even on well-gravelled roads summer maintenance is necessary, but not very satisfactory, and the only solution is a binder such as tar or oil, which will remain in place during all seasons. Labour conditions were good and labour plentiful and competent.

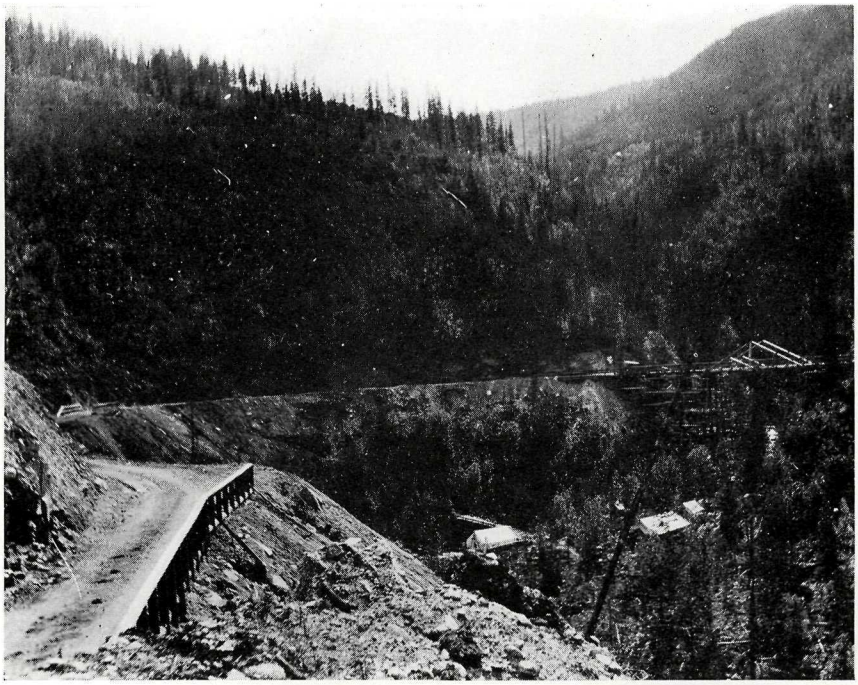
Helpful co-operation was received from the Department in Victoria and from all inspecting officials, also from other departments of the Government and from Federal officials.

Local officials of the Department carried out their duties in a satisfactory manner with the purpose of giving as satisfactory a service to the public as finances will permit.

All of which is respectfully submitted.

R. M. TAYLOR,
District Engineer.

Edgewood–Vernon Highway, connecting Slocan Lakes with Okanagan Lakes.



Edgewood–Vernon Road, showing Deep Creek Bridge.

REPORT OF ENGINEER, DISTRICT No. 4.

DISTRICT ENGINEER'S OFFICE,
PENTICTON, B.C., September 4th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit herewith annual report of work undertaken in the above district during the fiscal year 1924–25.

Roads (Maintenance, Repairs, and Improvements).—The traffic in this district is increasing very rapidly every year. This especially applies to North and South Okanagan and Similkameen Districts, and the increase in the number of large trucks has aggravated the situation to the extent that it is almost impossible to maintain gravelled roads to take care of this class of traffic. Approximately 2,000 freight-car loads of fruit and produce were moved over roads in the vicinity of Kelowna alone, and this traffic occurs in the dry season when it is impossible to carry out any highway repairs to relieve the situation. I find that gross loads from 8 to 12 tons are quite common and this does not appear to be the limit. I would earnestly suggest as a permanent remedy that no licences be issued for trucks of over 3½ tons in districts where we have only gravel and earth roads.

District Generally.—Considerable improvements and diversions have been made on the main roads throughout the district, including the widening and gravelling of the Kelowna–Vernon Road and extending the Kelowna–Naramata Road.

Several important highway revisions were made in the vicinity of Penticton, eliminating an old 1,700-foot trestle bridge and swing-span and replacing same with a fill and two short trestle bridges, thereby effecting a saving over the original scheme of some $35,000.

Extensive improvements have also been carried out on the main road in Grand Forks–Greenwood District at the crossings of Rock Creek.

In addition to ordinary maintenance-work, about 50 miles of road have been gravelled and approximately 8 miles of settlers' roads constructed. Through the City of Armstrong 1,800 feet of concrete highway 18 feet wide was constructed, the Department contributing half the cost of same.

Generally speaking, very good results have been obtained considering the small appropriation, which, as I have pointed out before, has not been increased during the last seven years, while the traffic has more than trebled during that period. It is only by the use of machinery, of which we will require more and more as time goes on, that we have been able to give reasonable satisfaction to the public. As in the past years, we have been put to considerable expense by damage caused through irrigation-ditches, from which I can see no future relief.

All of which is respectfully submitted.

W. K. GWYER,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 5.

DISTRICT ENGINEER'S OFFICE,
COURT-HOUSE, NELSON, B.C., June 10th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit the following descriptive report dealing with the work carried out in Engineering District No. 5 during the fiscal year 1924–25:—

Nelson Electoral District.—Usual maintenance-work was looked after on 4.84 miles of streets and roads and on approximately 2 miles of plank walks, while a stretch of 435 lineal feet of new 4-foot sidewalk was laid on Gore Street.

An extension of Mountain Road for a distance of 2,200 lineal feet constituted the only construction-work undertaken in the Nelson District.

Trail Electoral District.—The heaviest travelled road in the Trail District is that between Nelson and Trail (48 miles) and a much-needed and greatly appreciated improvement was the construction of 2 miles of a diversion at Genelle. The old road, which followed a winding course between the pole-lines of the West Kootenay Power and Light Company was narrow, crooked, and had 14-per-cent. grades, whereas we now have at this point a road averaging 18 feet in width with a maximum grade of 5 per cent. A start was also made on the construction of the Murphy-Sullivan diversion, which is a continuation of the Genelle work, and in this connection it is interesting to note that between April, 1918, and March 31st, 1924, we have rebuilt on a new location 12.5 miles of the trunk road leading from Nelson to Trail.

The Nelson–U.S. Boundary Road was improved and approximately 4 miles were gravelled, while a contract was let to reconstruct the portion of old road between Ymir and Boulder, which when completed will give a maximum grade of 6 per cent. from Nelson to the International Boundary, a distance of 42 miles.

On the Nelson-Balfour Road we reconstructed 1.25 miles of road in the vicinity of Willow Point, eliminating four dangerous curves, on each of which one or more auto accidents had taken place in previous years.

Gravelling operations were carried on by truck-haul as far as funds would permit and altogether about 9 miles of road were gravel-surfaced during the season.

Maintenance-work was undertaken on 270 miles of road and 16.5 miles of trail, while we constructed and reconstructed 1.7 miles of road and built 0.7 mile of new trail out of our district vote.

Under the Mines Department we constructed 4.4 miles of road to the Reno Mine and maintained and improved 16 miles of existing road, while they also assisted in the construction of 7.3 miles of trail and the improving of 11 miles of old trail.

Rossland Electoral District.—General repairs were carried out on 66.75 miles of road and 16 miles of trails, while the Rossland–Cascade Road was improved by putting in many additional culverts, widening narrow spots, and gravelling the switchbacks near the Velvet Mine.

We also continued our policy of placing additional crushed rock on the Trail–Rossland Road in the vicinity of Warfield.

Kaslo Electoral District.—As in former years, a large percentage of our money for the Kaslo District was spent between Kuskanook and Goatfell, in the Creston Valley.

Macadamizing of the main road was completed between Creston and Alice Siding. Our total mileage of macadam roads between the latter point and Erickson is now approximately 7 miles.

Between Erickson and Goatfell, a distance of 20 miles, there are many bad spots on the existing road and the most necessary work to be attended to is the Arrow Creek diversion, where the old road simply follows the tote-road built during railway-construction days.

Work was done on 3 miles of new roads for settlers and assistance given on the construction of 1.25 miles of road up Duck Creek.

In the area around Kaslo proper the most noticeable improvement was the completion of the Florence Landing diversion, mostly through solid rock, the measured yardage amounting to 7,800 cubic yards.

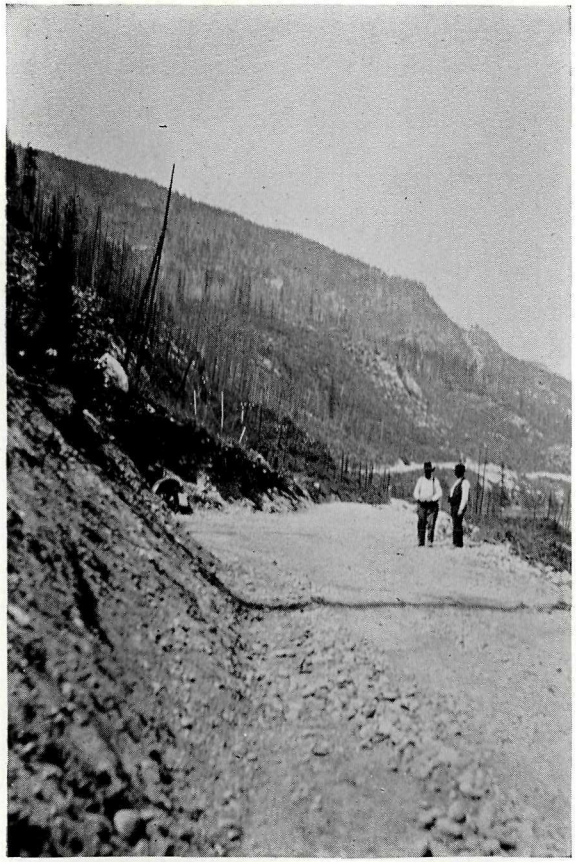
This diversion eliminates a bad switchback with heavy grades on the old road and will eventually form portion of the main road between Nelson and Kaslo.

Usual maintenance was undertaken on 230 miles of roads and 140 miles of trails, while the Department of Mines assisted on 40 miles of trail-work.

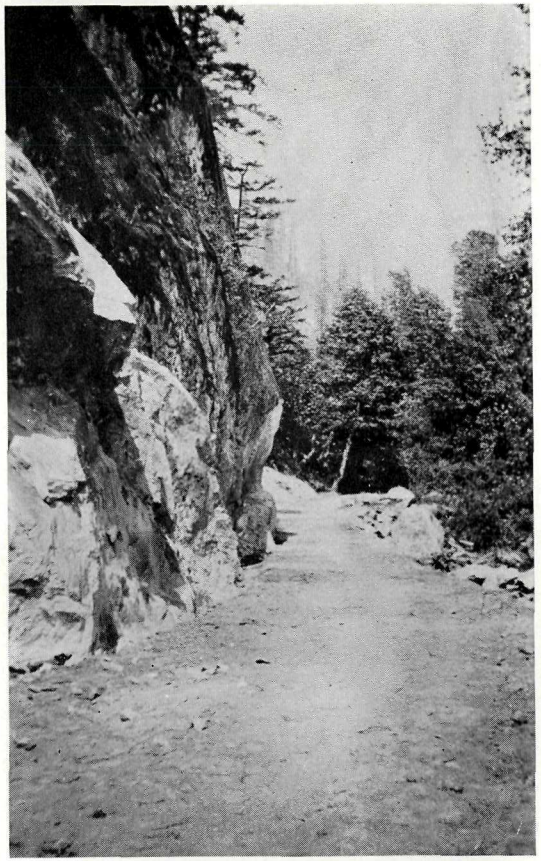
Revelstoke Electoral District.—On the main roads in the Revelstoke District we concentrated as much as possible on gravelling. About 24 miles of road were gravelled 8 feet wide and averaging 4 inches deep. Construction of main roads was confined to the Big Bend Road, where we slashed 5 miles of right-of-way and graded 1.04 miles.

A notable feature in the Revelstoke District was the completion of a new road to the City Power Plant, rendered necessary by the washing-out of the Illecillewaet River Bridge on the old road.

Careful investigation showed that the bridge could not be rebuilt under $15,000, and to get down to permanent foundation with the piers and abutments might have run the cost up to $18,000, whereas the new road only cost approximately $6,000, thus proving the value of looking carefully into matters before running into large expenditures of money.



Trail–Castlegar Road—Genelle Diversion.
Constructed by day-labour, 1924.



Harrison–Agassiz Road. Built by day-labour,
Yale District.

Lateral roads and trails requiring attention were repaired and brushed out, and in this connection we received assistance from the Department of Mines to the extent of practically $1,500.

River-bank protection work carried out on the Illecillewaet River consisted of widening and deepening the channel opposite McKinnon's crib and laying brush and rock mattress 130 feet long and 20 feet wide.

Slocan Electoral District.—In the Slocan District we repaired 246 miles of roads, and where requests were made for the cleaning-out of trails these received attention.

The Department of Mines authorized expenditures amounting to about $4,700, and of this amount there was spent $2,158 running a survey for a proposed trail 18 miles long from the Edgewood–Vernon Road at Inonoaklin Crossing to Lightning Peak. An excellent location was obtained, with only a short stretch of 8 per cent. maximum grade, and the whole line extends through a comparatively easy country for trail or road construction.

Trunk-road construction was confined to the construction by day-labour of 2 miles of the Slocan City–Silverton Road near 10-Mile and by contract 10.25 miles of the Edgewood–Vernon Road between Inonoaklin Crossing and Kettle River.

A survey was made for a proposed road from Box Lake to Rosebery, a distance of 21 miles, and an excellent location obtained. The final centre line was run in and about 3½ miles of the right-of-way were slashed during the winter and early spring as a relief measure.

Bridges.—The following new bridges were erected during 1924–25:—

Nelson Electoral District: One 55-foot stringer span over Cottonwood Creek.

Trail Electoral District: Two 30-foot stringer spans—one framed trestle 247 feet long and one framed trestle 84 feet long.

Kaslo Electoral District: Various stringer spans totalling 911 feet.

Revelstoke Electoral District: Various stringer spans totalling 265 feet.

Slocan Electoral District: One 60–65-foot king-truss span over North Fork of Carpenter Creek; one 35-foot stringer span over Kuskanax Creek; one 35-foot stringer span and filled approaches over Goat Creek.

In addition to the foregoing the following bridge-work was undertaken: 357 lineal feet of bridge replaced by culvert and fill, 16 truss bridges examined and overhauled, 292 stringer and trestle bridges repaired, and 13 stringer bridges reconstructed.

The new steel bridge erected over the Columbia River at Revelstoke was opened for traffic in June, 1924, and is giving excellent service to the travelling public.

Ferries.—All ferries in the district continue to give efficient service, and a start was made before the end of the fiscal year to construct approaches for a new ferry across the West Arm of the Kootenay Lake between Harrop and Longbeach, about 14 miles from Nelson.

In conclusion, might I again respectfully urge the necessity of larger maintenance appropriations.

With the opening-up, every year, of new links of main highways, the existing roads at either end of these links are now being subjected to heavy auto traffic, and at many points timber operators are using heavy trucks to take out timber that was only rendered accessible through the construction of our highways.

Again have I to express appreciation for the excellent support and co-operation of all assistants during the year, while I also wish to thank the Department for consideration given to all district matters.

Respectfully submitted.

W. Ramsay,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 6.

DISTRICT ENGINEER'S OFFICE,
CRANBROOK, B.C., June 6th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit the following general report for Engineering District No. 6 for the fiscal year ended March 31st, 1925:—

The major operations in road-construction were chiefly carried out on the Golden-Yoho Park Highway and on the Trans-Provincial Highway. The former highway was commenced in the previous fiscal year and is being built in sections by contract, about 6 miles having been completed to date. This is a costly and difficult road to build and its progress must of necessity be slow. Great care is being taken with such construction features as crib foundations, rock retaining-walls, guard-rails, drainage, grades, alignment, overhead railway crossings, etc., and the finished product will be in keeping with progressive modern mountain highways.

The Trans-Provincial Highway crosses this engineering district with an east-west trend and is gradually being brought up to modern standard. The portion between Goatfell and Cranbrook has needed the greatest amount of reconstruction and in some places relocation for many miles, and in this section there are yet 6 or 7 miles awaiting construction. Between Miles 29 and 32 west of Cranbrook 2 miles were constructed this fiscal year by day-labour at an average cost of $5,878 per mile, which is considered good value for the type of country traversed. East of Cranbrook on the same highway 1 mile of reconstruction was carried out near Wardner.

In the vicinity of Crowsnest and also at what is known at Hairpin Turn, 7 miles west of Fernie, advantage was taken of the relief to unemployment vote to obtain further improvements to our main road. The work at Hairpin Turn is not quite finished, but when it is, a capital "W" will be eliminated and a gradual 12° curve substituted therefor, with clear sight from one end to the other. A portion of this change is a trestle bridge with centre bent 50 feet high.

A large number of roads were constructed and reconstructed to accommodate farming communities, mining interests, lumbering and other industrial interests, these being so numerous that no particular ones can be singled out for comment here, but all are set forth in detail on the accompanying forms.

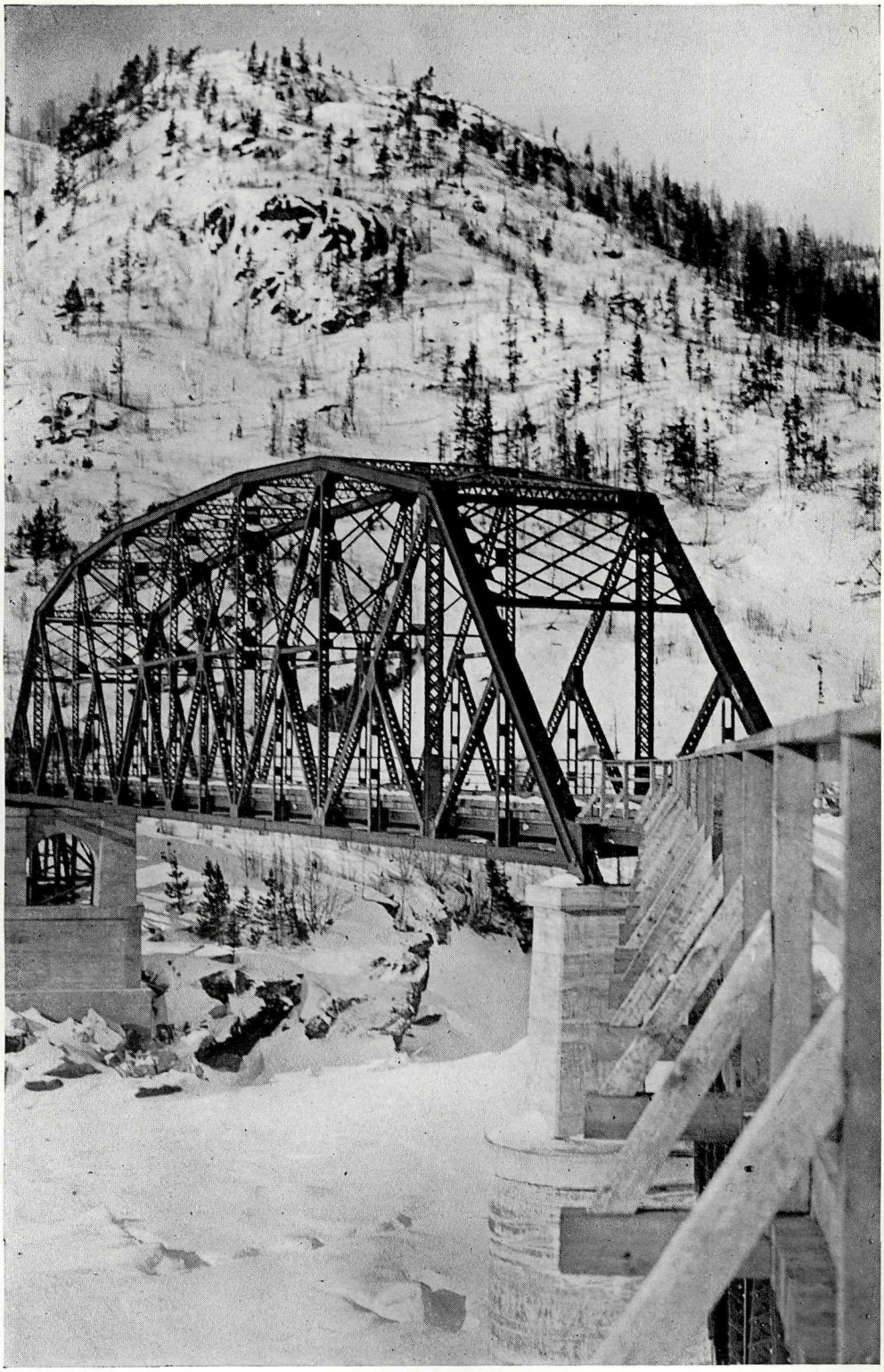
The great growth of the town of Kimberley, due to the vast operations of the Sullivan Mine, required special attention of this Department in the many matters coming under its jurisdiction in an unincorporated town. Street-intersection signs known as "Silent Policemen" were installed in Kimberley to good effect. A start was made by clearing the right-of-way on the new diversion of the Cranbrook–Kimberley Road through Blarchmont, a new townsite adjoining Kimberley.

The great question of road maintenance is one which I might say this whole engineering district is strenuously struggling with. It is a struggle, not because of want of interest or assistance from your office, which has always been given freely to us, but because insufficient funds are ear-marked available for maintenance of roads. The fact that each year our mileage of new construction is added to, coupled with the fact that our traffic over the existing roads is tremendously increasing, and our district vote is remaining stationary, forms the chief difficulty of the problem.

A welcome interest in our efforts was shown by the Cranbrook Board of Trade in putting forth a proposal to give a prize or bonus to the sectionman having the best-kept section for the season.

The following trails received attention: Lost Creek, Bugaboo, Jubilee Mountain, Moose Creek, South Fork of Spillimacheen, and Whitefish. I might say that with limited funds no general policy of keeping open the great mileage of trails in this Engineering district could be attempted. Each specific request, however, was investigated with a view to rendering assistance where conditions warranted it and the cost was within the limits of procurable funds.

In bridges, a very great improvement was made near Natal by choosing a new site for Michel Mouth Bridge, which was partly destroyed by flood in the previous fiscal year, and erecting a 120-foot Howe truss. This new site eliminated a narrow dangerous piece of road in solid-rock side-hill and placed the bridge where it could be seen in approach a long distance



Terrace Bridge over Little Canyon, Skeena River, showing 250-foot steel span. In addition there are one 163-foot, two 140-foot, and two 90-foot steel spans, and approximately 440 feet of timber trestle approaches. Total length of bridge, 1,320 feet.

off. Other satisfactory bridge constructions in the Michel-Crowsnest vicinity were Loop Bridge and Eddy's Bridge, the former having a 120-foot Howe-truss span and the latter a 100-foot Howe-truss span. All the above bridges were constructed on good concrete abutment piers and were carried out entirely by day-labour with economical estimated costs.

Near Coal Creek, the great coal-mining town of Fernie, French Camp Bridge, with a 60-foot king truss on concrete piers, was satisfactorily built by contract.

Another contract which gave excellent results was the erection of a 90-foot Howe truss on pile piers over the Moyie River at Yahk. A noticeable feature here is the well-built-up riprapped approach fills, cinder-topped. This work proved its value this spring (1925) when the Moyie rose exceptionally high, and no trouble was experienced whatever in the vicinity of Yahk Bridge, where in former years just the ordinary high water caused trouble and expense.

In river-bank protection the most important work of the year was that carried out at Natal in a systematic scheme to confine Michel Creek to a mountain-bounded contour on the west, and keep it away from the low ground of the town, the highway, and the railways on the east. The work consisted of a series of span cribs at the upper end, spaced so as to deflect the river towards the mountainous side; a long crib, rock-filled and well mattressed to keep the river in bounds in passing the part of the town where it had the greater tendency to spread eastward; and a long newly dredged channel (excavated by steam-shovel) to take care of the run-off, directed as above. The scheme had a test this spring and worked satisfactorily.

Some further work was done at West Fernie in the shape of wing-cribs and repairs to pile wall. On St. Mary River something further was done in the way of assisting the river to take the northerly channel about a mile up from its mouth, but owing to a desire to save funds too much dependence has been placed on hoping that the river itself would do the excavation-work. As happens nine times out of ten, this expectation failed, and we have yet to carry out our preconceived scheme of doing enough excavation of the northerly channel and effectively damming the southerly channel to *make* this river take the course we want it to.

The Golden river-bank protection continued to act effectively, nothing having been spent on it this fiscal year.

Some trouble was experienced at Toby Creek Dam in the vicinity of Athalmer, where an exceptional drop in temperature in December caused the quick formation of anchor ice.

In ferries the most extensive work was done at Donald, where good pile landing approaches were built. The ferries of the district are not of costly or elaborate type; that is, none are equipped with engines or have any paid crew, as none are operated on any of the main highways or through roads. They are suitable, however, for the minor traffic served and are kept in safe repair.

There is little to record regarding work done to Government buildings. A new cell building was built adjacent to the police constable's quarters at Wardner and some general repairs were made to the Fernie Court-house. Our own headquarters yards at Cranbrook were improved by tearing down an old dilapidated building and replacing it with shed type to be uniform with the other sheds that house our plant and tools, and the whole (including the fence) neatly painted grey. A lean-to shed was added to the warehouse at Athalmer and ground was acquired at Brisco and at Golden upon which to later erect housing for equipment.

Equipment.—The one-man tractor grader has proved to be very economical and satisfactory in the maintenance of roads. The cost of shaping up a road with this grader may be taken at about 50 cents per mile per cut. Our roads usually require three cuts, sometimes four. We are thus reshaping our roads in the spring for $1.50 to $2 per mile. Nothing like this has been accomplished with teams or with any other type of equipment that we have tried.

The portable rock-crushing plant is of a most suitable type for transportation in this district, and works splendidly in the quartzite rock-slides which occur along the Trans-Provincial Highway west of Cranbrook, and where gravel-pits are very scarce. Owing to lack of funds, however, we had to close down surfacing-work before we had a chance to get reliable cost data and before we had put the top dressing on the base rock that was placed, thereby causing a good deal of criticism when traffic had to iron out the sharp angular base course.

The Cranbrook Garage continued to give good service and was conducted to give all Government departments the benefit of minimum charges, consistent with making the garage pay its way as a self-contained unit: that is, no particular profit is sought, but no loss is allowed. This is controlled by a monthly statement of profit and loss.

The usual numbers of subdivision plans were submitted for approval and all road provisions were carefully considered before approval was given. The most extensive of these were subdivisions adjacent to Kimberley.

Applications to construct works on public highways consisted of power-lines, electric-light lines, telephone-lines, logging-railways, and gasolene-pumps, pipe-lines, weighing-scales, culverts for irrigation purposes, and gates on little-used roads. Each and every one were considered as to their possible effect upon the safety or convenience of the public and alterations requested where necessary before permit was issued.

Considerable attention was given this year to the question of extraordinary traffic. A form was devised covering the particular information that this office wants, such as the length of time applicant intends to operate, the roads he intends using, the weight of loads, the number of trips a day, and so on. Further, the applicant was asked what he proposed to do in the matter of assisting the Government to keep the road thus subjected to extraordinary traffic in a reasonable state of repair and restore same on cessation of his traffic. By presenting these forms to all whom we found using the roads in this way, we soon created a much better understanding with the operators and obtained considerable co-operation from them.

The policy of not building any more wooden sidewalks was adhered to, and very good rolled cinder sidewalks were laid in Wardner and to the cemetery at Cranbrook.

The following roads were gazetted: West Side Road, Williamson Road, Wills Road, Meadowbrook Settlement Road, and Moyie Lake diversion of the Inter-Provincial Highway.

During the fiscal year a change in the "Constitution Act" necessitated some changes in the administrative boundaries as well as in the filing system.

Forest fires occurred in the mountains near Sheep Creek and between Finlay and Dutch Creeks.

No change was made in the scale of wages and labour conditions remained about normal in Cranbrook and Columbia Districts, but in Fernie, owing to a prolonged strike amongst the coal-miners and rather extensive losses due to the Home Bank failure, many were destitute and Government relief-work was inaugurated for them. As mentioned before, this was carried out in the Trans-Provincial Highway on much-needed improvements.

As to the vagaries of the weather, the following might be recorded: Warm weather and high water came about a month earlier than usual; that is, there was a big run-off about the middle of May, 1924. No special damage was done, but we were forced to rush matters somewhat at the Natal river-bank protection-work and hold in safe condition what had already been done until the rush-water subsided. This added materially to the cost, but was unavoidable.

A further phenomenon occurred in the winter, the Cranbrook paper of December 20th, 1924, stating as follows: "An Indian from Wardner reports that his tepee was blown down during the gale last Sunday night during his absence and that he can find no trace of his wife and child or the tent. Veteran railroad-men state they have never experienced such a sudden change in the weather, which made railroading particularly trying. At Crowsnest the temperature dropped over 70° within a few hours. This drop from 50° above to 20° below was accompanied by an extremely high wind. Three engines were required to pull one train through the pass."

This wind blew many trees down on our roads. A peculiar result of the drop in temperature was the killing of many pine-trees which apparently had the sap started in the warm days and suddenly became frozen. Another result of the drop in temperature was the formation of anchor ice in many of the streams and the endangering of some of our bridges and protection-work. Trouble at Toby Creek Dam was mentioned previously, and the bridges over the Spillimacheen River and Bugaboo Creek were severally wracked, the former so much so that it is now being rebuilt, but, as a matter of fact, it is no economic loss, as its life was done in any event.

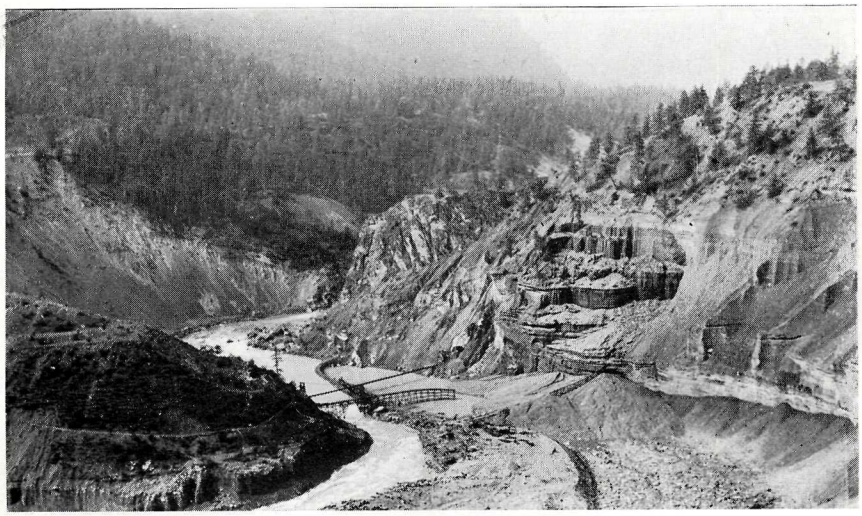
In changes in our staff, G. C. Tassie, Assistant District Engineer at Golden, was transferred to Vernon, and H. W. Stevens, who had been Resident Engineer in the Golden-Yoho Park Road construction, succeeded him. Miss Drummond, District Engineer's clerk, was transferred to Vancouver and was succeeded by J. E. Warren.

It is a pleasure to record the loyal and energetic support of all those working with me, each one having put forth his or her individual effort "to trim the ship."

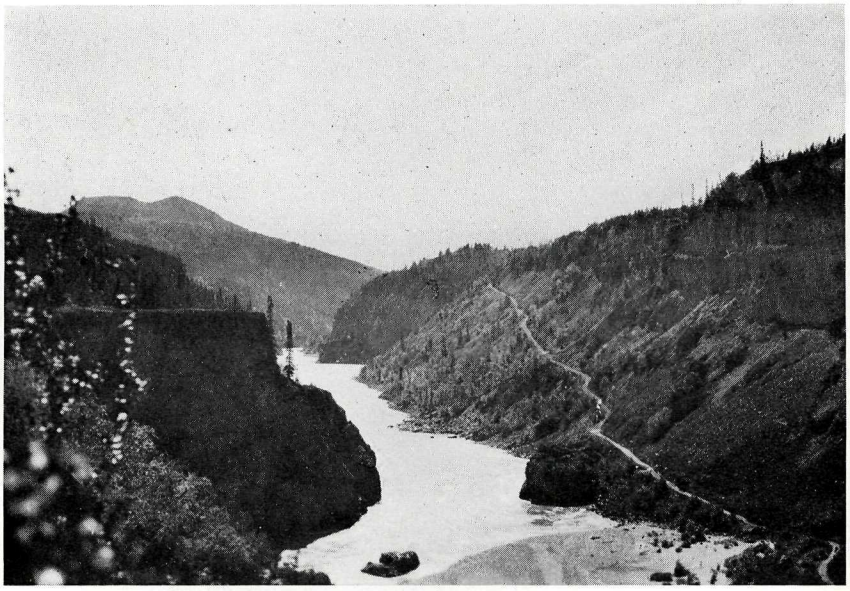
We wish to convey to you and your staff appreciation of your ever kindly assistance.

Respectfully submitted.

J. C. BRADY,
District Engineer.



Horseshoe Bend Hydraulic Mine, Bridge River, showing North Fork Road, Lillooet District.



Telegraph–Dease Road, Stikine District.

REPORT OF ENGINEER, DISTRICT No. 7.

DISTRICT ENGINEER'S OFFICE,
PRINCE RUPERT, B.C., May 15th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1924–25, covering the Atlin, Prince Rupert, and Omineca Electoral Districts.

Roads.—The roads in the three districts were maintained during the year and no difficulties were experienced, except in the Hazelton District during the fall, when heavy rains and heavy traffic caused considerable damage to the roads. This damage was mostly repaired before freeze-up. Gravelling was undertaken on several of the main roads, particularly in the Omineca District.

In the Atlin District the chief construction was the extension of the Indian Mines Wagon-road, the Dunwell Mines Wagon-road, and Salmon River Road extension to the Premier Mine. Under an arrangement with the Department the work was done by the Premier Mining Company on the Salmon River Road extension. Further work was also done on the Telegraph Creek–Dease Lake Road.

In the Prince Rupert Electoral District usual maintenance and repairs were carried out. Weather conditions were favourable and road maintenance expenditure was light. The following new construction was done and charged to "Highway Loan": Grubbing on the Port Clements–Tlell Road with steam-donkey for a distance of 7 miles; 5 miles of new construction on the Kallum Lake Main Road; 5 miles of clearing on the Kaien Island Highway from Prince Rupert Townsite to Galloway Rapids.

Owing to the flood damage in the Bella Coola Valley maintenance was very heavy. The main road from Bella Coola Townsite to the existing wharf was washed out and it was found necessary to commence construction of a new road from the Cannery Wharf to the 4-Mile Bridge. The contract for this work was let to Robertson Bros. and is at present proceeding.

In the Omineca District maintenance and repairs were undertaken. New construction was carried out on the Colley Mountain Road, McDonald Landing Road, and Francois–Ootsa Lake Road. On the Burns Lake–Endako Road 10 miles of new construction were carried out through very heavy material, particularly on the west end. This work on the west end was done by steam-shovel. Eighteen miles still remain to be constructed to connect this link of the Fort George-Hazelton Highway.

Trails were maintained in all districts and several new trails were built in Atlin District.

Bridges.—In Omineca and Atlin very little damage was caused by highway water, but serious damage was done in the Bella Coola Valley in the month of September on account of extraordinary rainfall causing floods in the Bella Coola and Necleetsconnay Rivers. The Necleetsconnay trestle was washed out for a distance of 110 feet and has now been replaced with a suspension bridge. The centre pier of the Clayton Bridge was seriously damaged by high water. The Hagensborg Bridge was completely washed out. Damage was also done to the Canoe Crossing Bridge. Repairs have now been carried out on all of the bridges except the Hagensborg Bridge.

Terrace Bridge was successfully completed. This bridge consists of one 250-foot steel through span, one 160-foot steel deck span, two 140-foot steel deck spans, and two 90-foot steel deck spans, built on concrete piers. The approaches are timber trestles.

A new bridge of 1,030-foot trestle and one 50-foot span was constructed at Delkatla Slough, Queen Charlotte Islands, at a cost of, roughly, $9 per foot. This bridge replaces an old trestle which was in very bad repair.

In the Omineca District repairs were carried out on the Haguelgate Suspension Bridge. Caps on the towers were replaced and new posts were put in. Some repairs were also carried out on the Skeena Suspension Bridge and running-boards were put on the Hazelton Bridge across the Bulkley River. Three new bridges were built across the Endako River—two at Endako and one at Savory. Work was started on the Telkwa River Bridge, which will consist of two concrete piers; one concrete abutment; two 100-foot Howe-truss spans with trestle approach on the north end. This work has been seriously held up on account of weather conditions.

Ferries.—Ferries were all maintained during the year, and on account of the construction of the Terrace Bridge the Terrace Ferry can now be removed and will probably be placed at Remo. A new ferry-landing designed by General Foreman Anderson and installed at Usk was found to be very successful and it is proposed to put in more of these landings.

Wharves.—Maintenance-work was carried out on Prince Rupert and Bella Coola Wharves, although Bella Coola Wharf has now got to a state where maintenance-work is practically useless. The ramp and bridge approach to the Prince Rupert Wharf, owing to being in an unsafe condition, have now been removed and an approach road is being constructed to the wharf. This work is now practically completed and is open for traffic. Further work will be necessary on the Prince Rupert Wharf, as the life of same is practically completed.

River-protection.—Assistance was given to the settlers in Bella Coola Valley to carry out river-protection work at Hagensborg.

Organization.—The whole organization worked in a satisfactory manner, but it is with regret I have to report that Assistant District Engineer T. T. Dunlop, in carrying out his duties in examination of the Smithers Bridge across the Bulkley River, slipped off one of the piers and was drowned. This accident occurred on May 15th, 1924.

Labour.—Labour conditions were satisfactory. Wages were the same as last year and very little difficulty was experienced in getting men at all seasons of the year. Materials were easy to get and prices appear to be reaching normal.

General.—On the whole the work has been carried out in as economical and efficient manner as possible. Every assistance was received from the Department in Victoria and all permanent forces of the Department in this district carried out their duties in a most satisfactory manner.

On January 1st, 1925, a change was made in this district, District Engineer R. M. Taylor was transferred to Kamloops and the undersigned was transferred from Cariboo to this district.

All of which is respectfully submitted.

G. C. MACKAY,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 8.

DISTRICT ENGINEER'S OFFICE,
PRINCE GEORGE, B.C., June 30th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31st, 1925.

This season, one of the earliest known in the Central Interior, marked an early start on our programme, the end of April seeing the majority of main roads in very fair condition.

An effort was made at the outset to further improve our main system, and this work was carried on with good results as far as funds would permit.

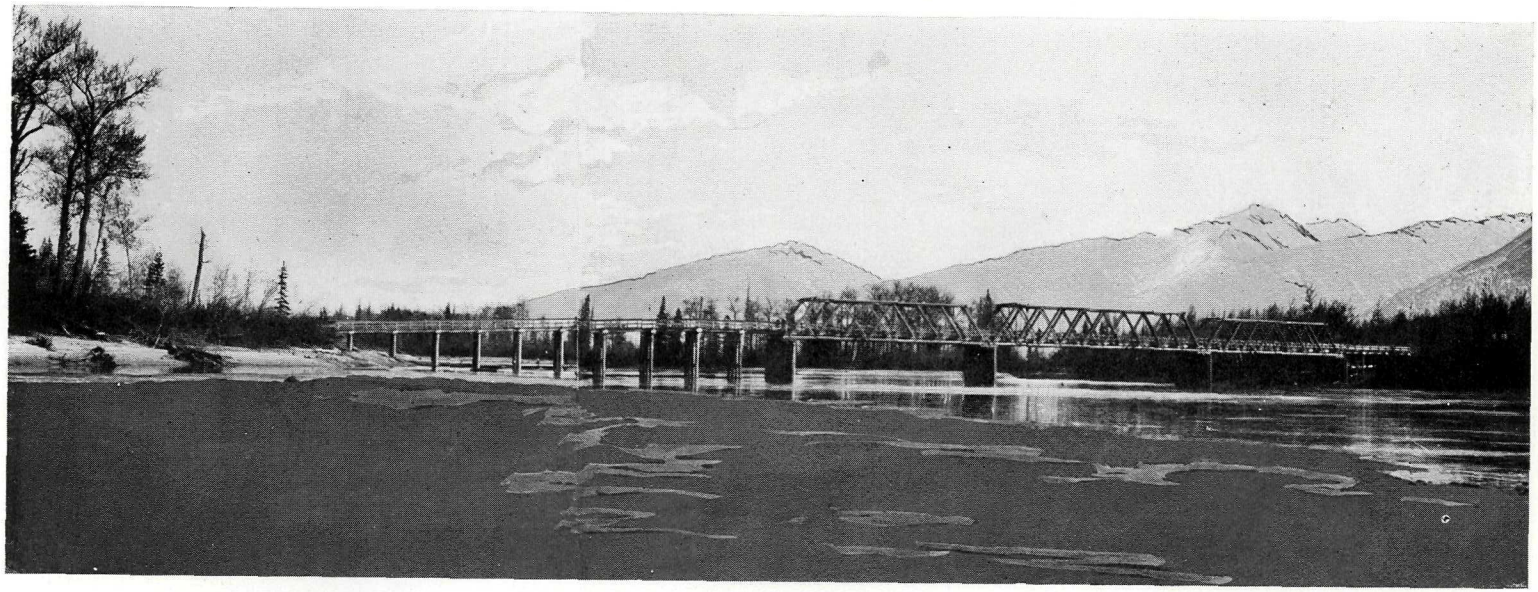
Main Roads.—The main Cariboo Road (south from Prince George) was given much attention, principally widening side-hills in heavy cutting to standard width and filling low points preparatory to surfacing, which was laid in short stretches during the winter months.

The Fort George-Hazelton Road between Prince George and Endako was similarly treated, a number of narrow hills having been improved and the original location revised in several sections. Much more of this work is necessary, involving short diversions in order to eliminate bad grades and poor alignment.

Between Vanderhoof and Fort St. James several essential improvements were made, especially on the central portion preparatory work being carried out, so that another season will make the whole road in the graded class.

Another much-desired main road between Prince George and Giscome was pushed ahead, but the heavy work near Willow River again engaged most attention, leaving the last 5 miles for another season.

The main road between McBride and Dunster was improved as far as possible in the vicinity of Baker Creek, but much remains to be done before these two communities are linked together.



McBride Bridge, Fraser River. Constructed by day-labour in winter of 1924–25. One 130-foot span and two 100-foot spans.

North of Prince George the Summit Lake Road was much improved at Salmon River Hill, where the original 16-per-cent. grade was reduced in part to 7 per cent., the top end being left for another season. Widening and grading was carried out in the vicinity of Summit Lake. Apart from the above works, the main roads were well maintained by patrol grader and drags throughout the summer.

Lateral Roads.—A large number of side-roads were constructed or improved at the many small centres along the Grand Trunk Railway.

Peace River District.—Main Roads: The main road from Pouce Coupé to Grande Prairie was regraded and short revisions constructed to improve grade and alignment.

Lateral Roads: New road allowances were opened up and graded where required on Pouce Coupé Prairie. Improvements were also made in the Fort St. John and Hudson Hope Districts.

Bridge-work.—The only large structure erected during the year was at McBride across the Fraser River, this work being essential to open up the main road eastwards, as well as develop the lands on the north side of the river. This bridge is made up of two 100-foot and one 130-foot Howe-truss spans on pile piers, with pile-trestle approaches, local timber being used throughout with the exception of chord-leaves. The work was carried out very efficiently by day-labour, the cost being kept well within the estimates.

A number of smaller bridges were constructed in the district, principally over the Stellako River near Endako, where a 60-foot king-truss span with pile approaches was erected. Repairs were also made to small stringer bridges at various points throughout the district.

Ferries.—The number of ferries in the district is being annually reduced, and the work this year consisted purely of maintenance, with the exception of Isle Pierre, where the old scow ferry was replaced with one of the pontoon type.

General.—The work was carried out by a plentiful supply of day-labour and, judging from results, efficient, conscientious work was obtained. This improvement is being noticed more and more each spring, the usual expensive spring work being less in evidence.

A change was made in the outside staff by a transfer of the General Foreman from Pouce Coupé to Prince George, and vice versa.

Taking everything all round, the work progressed very satisfactorily, with a desire for efficiency by those concerned.

All of which is respectfully submitted.

A. Dixon,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

District Engineer's Office,
150-Mile House, B.C., June 30th, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

Sir,—I have the honor to submit my report for the fiscal year 1924–25.

Roads repaired and maintained, 1,840 miles; trails repaired and maintained, 65 miles; new roads constructed, 63 miles; bridges repaired extensively, 72; bridges reconstructed, 31, totalling 765 feet; new bridges built, 18, totalling 935 feet.

Ten ferries were maintained and operated. A new 10-ton standard ferry was built for service at Quesnel.

The most important bridge-work was the repairs to the Chilcotin Suspension Bridge. The 2½-inch main cables on the 320-foot suspension span were shortened to give camber and rigidity to the deck. A new deck and hand-rail truss were put on, also guy-cables, all without closing the bridge to traffic. This bridge, which has been undergoing a series of extensive repairs during the past four years, is now in first-class condition.

The unfinished link on the Quesnel–Prince George Road was practically completed, permitting this road to be open for traffic. There is still considerable work to be done on this highway at the Cottonwood Hills and near Canyon Creek. The gravel surfacing of the road is also necessary.

An additional 3 miles of the "Hanceville Timber" diversion on the Chilcotin Main Road were completed, leaving approximately 2½ miles to finish this piece of work. Twelve miles of that important railway feeder from Bridge Lake to Lone Butte Station, P.G.E., were built; a further 12 miles and this road will connect the Bridge Lake Settlement with the road system. A new road from the west end of Horse Lake, direct to Lone Butte, 2½ miles in length, was built. With the exception of gravelling, the western section of Horsefly Lake Road, 4¼ miles in length, was completed.

The installation of a dredge at Antler Creek and the hauling of heavy machinery from the railway at Quesnel to the dredging-ground made it necessary to do extensive repairs to the roads and bridges between these points.

On January 1st District Engineer G. C. Mackay was transferred to District No. 7 and the undersigned appointed to this district.

All of which is respectfully submitted.

E. S. JONES,
District Engineer.

REPORT OF SUPERVISING ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
VICTORIA, B.C., September 23rd, 1925.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have great pleasure in submitting herewith the annual report of the Architectural Branch for the year ended March 31st, 1925.

CAPITAL EXPENDITURE.

Essondale.—The new power-house at Essondale was commenced and practically completed along with the steam-distribution mains connecting the building with the different units. The building is designed to accommodate two extra boilers, which will be sufficient for the ultimate development of the institution and also supply steam to the Boys' Industrial School at Coquitlam. I have every reason to believe that for design and equipment this building will be second to none in Western Canada.

John Peck, Chief Inspector of Boilers and Machinery, has been responsible for the design of the boiler units, mechanical equipment, and steam mains, the Architectural Branch erecting the buildings and ducts.

The new Acute Building at Essondale was completed and occupied, the construction having occupied over two years. The Province now possesses two of the best units on the American Continent for treatment of mental cases, about which much favourable comment has been made.

Two residences for medical officers were commenced during the year and the Medical Superintendent's House was completed.

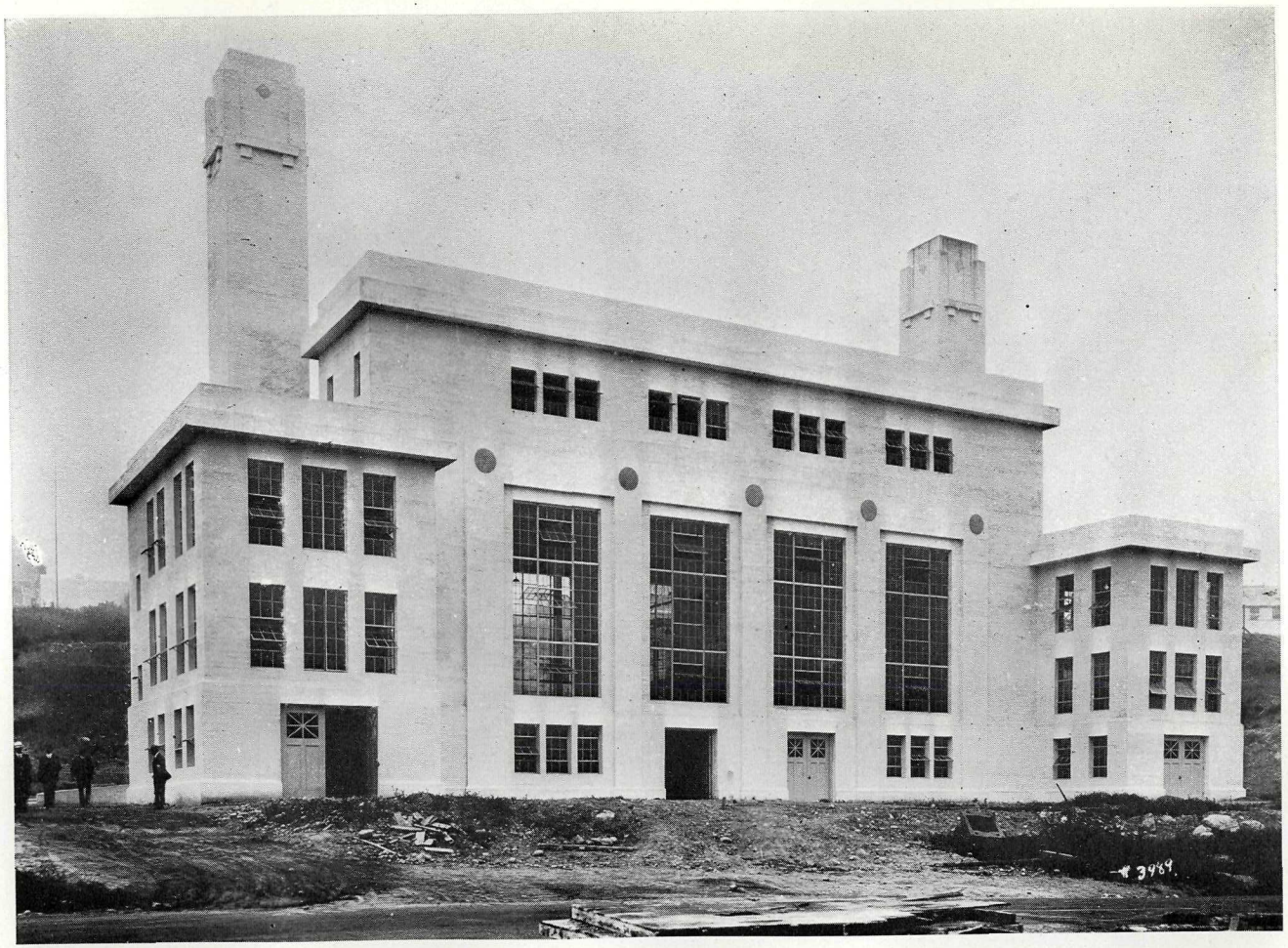
Much credit is due the institution, in that these buildings have been erected by patient-labour with the assistance of the institution's staff under our direction.

University of B.C.—The erection of the various permanent and temporary buildings at the University has been continued and rapid progress has been made, particularly on the temporary buildings.

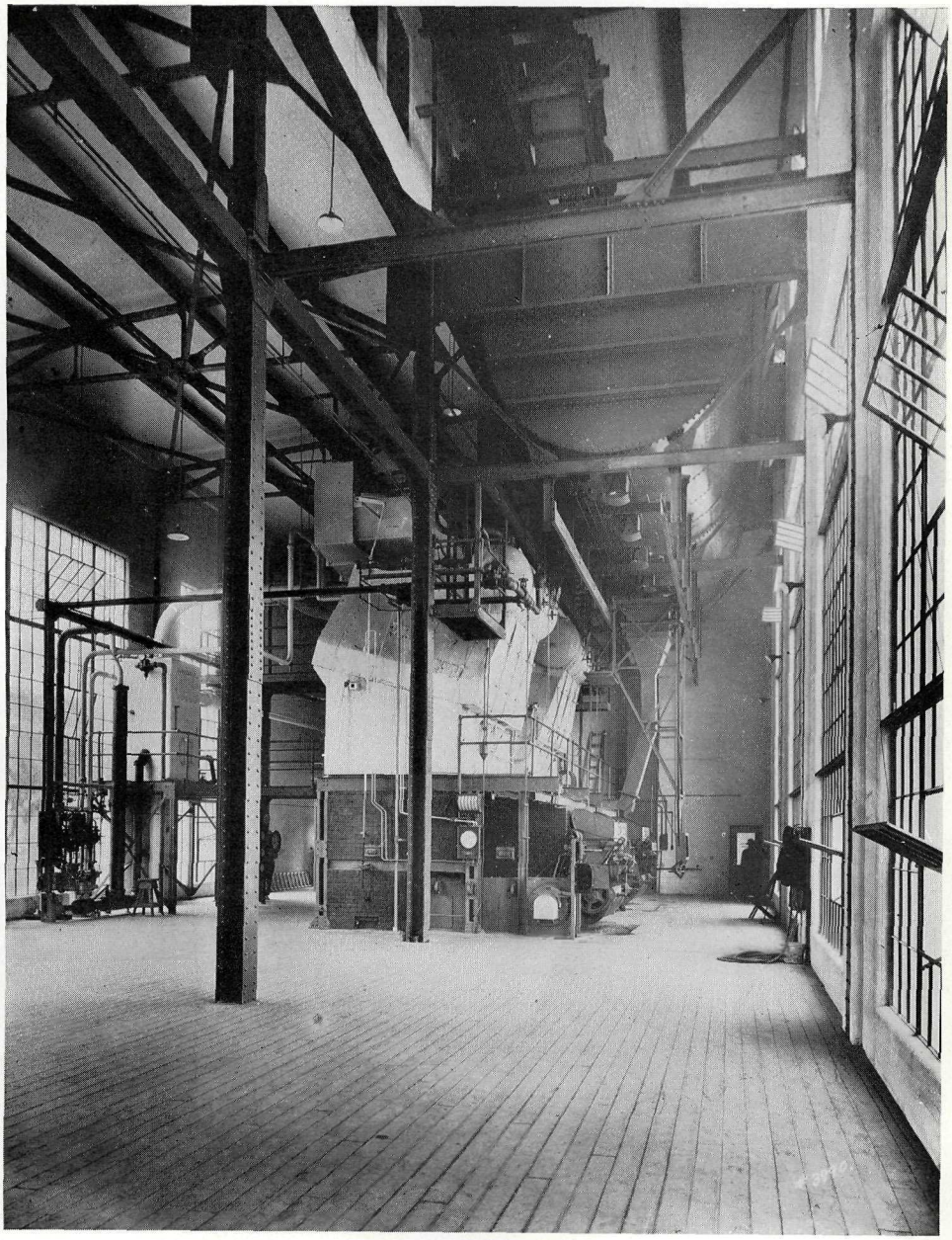
It is a pleasure to bring to your attention the excellent class of workmanship that has been done by the contractors on both the permanent and temporary buildings, and the good feeling and co-operation that have existed between the contractors, their sub-contractors and myself, and the architects for the permanent buildings, Sharp & Thompson. I am convinced that when the buildings are completed they will reflect credit to the Government. The University authorities will be more than satisfied with what has been accomplished for them.

Designs have been made for equipment, and details of furnishings have been prepared in co-operation with the Purchasing Agent, the University authorities, and myself.

Under the direction of Walter Leek, Consulting Mechanical Engineer, and James Muirhead, Inspector of Electrical Energy, designs are being prepared for steam, gas, water and electrical distribution systems to supply the various buildings.



Power-house, Mental Hospital, Essondale, B.C.



Interior of power-house, Mental Hospital, Essondale, B.C.

This branch designed and contracts were awarded for the Forest Products Laboratory, another temporary building, and good progress has been made in its erection.

Deaf, Dumb, and Blind School.—An auditorium and gymnasium were erected at this institution from funds bequeathed to it by the late James Braid and a much-needed want has been supplied to this institution. Various repairs, alterations, and the usual maintenance have been carried out to the main building.

Hospital for Incurables, Marpole.—Plans prepared last year for the necessary improvements and alterations have been carried out and a complete transformation of the building has been effected.

Boys' Industrial School.—An auditorium and school-room were erected at this institution, the work being executed by the boys themselves under the direction of their instructors and under our supervision. An excellent building has been erected and great credit is due to the boys and their instructor. The educational feature has been of great value to some of the boys who will benefit when they leave the institution.

Other improvements have been made to the grounds in constructing curbs around the grounds, additional planting, etc. The balance of the cottages, etc., have been redecorated internally.

Plans have been prepared for a swimming-pool and gymnasium as an extension to the auditorium and school-room.

Tranquille.—The new buildings at Tranquille were completed during this year and improvements undertaken on the various buildings and grounds and the farm.

Smithers Court-house.—Plans were prepared for the Court-house at Smithers and contract awarded.

Lock-ups.—A new lock-up at Oliver was erected on the new standard plans. Improvements and renovations were made to existing buildings.

Schools.—Plans for a new twelve-room frame school at Michel were prepared, but the building was not undertaken. The following smaller schools were erected during the year: Four rooms, 1; two rooms, 2; one room, 3; two-room addition, 2; one-room addition, 3.

At the request of the Education Department numerous plans and specifications of our standard school plans were provided various School Boards. Where the Education Department has given grants to non-Provincial undertakings the architect's plans have been examined and approved.

Hospitals.—The Branch has examined various hospital plans in connection with which the Provincial Secretary has made grants. Assistance has been rendered to various Boards and architects in the preparation of the plans.

Valuation.—At the request of the Department of Finance, the Branch has made an inventory of furniture and valuation of property throughout the Province. This took up considerable time and travelling to accomplish in the time at our disposal.

I wish to express my appreciation of the assistance given me by the District Engineers of the Public Works Department, who supplied the information in places where it was not convenient for my staff to visit.

War Memorial, Parliament Buildings.—The Branch prepared the plans for the pedestal of the new War Memorial to be erected in the Parliament Building grounds, supervised the cutting of the stone, and supplied the foundation for the same.

Game Farm, Elk Lake.—A cottage for the Game Warden at Elk Lake Game Farm was started and a barn building erected by our own carpenters.

Repairs and Maintenance.

Parliament Buildings.—The usual maintenance and repairs to the buildings have been efficiently carried out by our staff, and the grounds improved, particularly around the southern part of the grounds, under the direction of the Head Gardener.

Alterations were made in the Printing Department to give better accommodation and enable the work of that Department to be more economically carried out.

Government House.—The old vinery was taken down and partially erected of reinforced concrete, so that the wooden part can easily be repaired without effecting the structure in any way.

Repairs and improvements were made to the Lieutenant-Governor's residence.

Normal Schools, Victoria and Vancouver.—The general maintenance of these buildings has been carried out. A new retaining-wall and boundary fence were erected on the east boundary of the Vancouver site.

Mental Hospitals, Essondale, New Westminster, and Saanich.—The maintenance and repairs of these institutions have been carried out by the institution staff under our direction. At New Westminster in particular some of the old wards were remodelled and placed in first-class condition.

Girls' Industrial School.—General maintenance of the buildings was carried out.

Court-house.—The general maintenance of the various agencies was carried out during the year, at Vancouver and Nelson in particular. Various improvements and alterations were made to more effectively house the staffs of various departments.

Old Men's Home, Kamloops.—In addition to the usual maintenance and repairs, the old cattle-barn was reconstructed on more modern lines.

Prisons, Nelson, Oakalla, and Kamloops.—The usual maintenance of the buildings was carried out by prison help. Great improvements to the grounds were made at Oakalla by the same labour, and improvements in the kitchen and laundry were carried out and a complete new laundry equipment installed. The old wooden gaol was placed on concrete foundations to prevent it from ultimate destruction by dry-rot.

In conclusion, I wish to express my appreciation of the assistance given me by the members of my staff and the various technical officers who have been associated with me, more particularly on the University and Essondale buildings, for their whole-hearted support and assistance and ready co-operation in these and other works in the largest building programme in the history of the Branch.

I also wish to mention the various tradesmen employed on the Parliament Buildings and the various institution staffs for their excellent work on the various maintenance and constructional work carried out during the year.

Attached hereto are photos of several of the more important works executed during the year.

Thanking you for the kindly consideration and co-operation given this Branch in carrying out the year's programme.

All of which is respectfully submitted.

HENRY WHITTAKER,
Supervising Architect.

ORGANIZATION CHART—PUBLIC WORKS DEPARTMENT

(As at April, 1925.)

MINISTER OF PUBLIC WORKS FOR THE PROVINCE OF BRITISH COLUMBIA—HON. W. H. SUTHERLAND, M.D.

CHIEF EXECUTIVE

DEPUTY MINISTER AND PUBLIC WORKS ENGINEER

ASSISTANT PUBLIC WORKS ENGINEER

OFFICE ENGINEER

Accounting Branch
Chief Clerk and Accountant
1 Asst. Accountant
4 Clerks
1 Stenographer

General Office
Senior Clerk
1 Filing Clerk
2 Junior Clerks
1 Stenographer

Mechanical Superintendent
All Heating Plants, Mechanical Equipment, Power Ferries, etc.

Draughting Department
Chief Draughtsman
1 Draughtsman
1 Stenographer

BRIDGE DEPT.

1 Bridge Engineer

ARCHITECTURAL DEPT.

Office
1 Supervising Architect
1 Asst. Supervising Architect
1 Draughtsman
1 Stenographer

Tradesmen
Chief Carpenter
1 Carpenter
1 Electrician
1 Plumber

GEN'L SERVICES

Chief Janitor
20 Janitors
3 Watchmen
1 Usher
1 Asst. Usher
Gardeners
1 Telegraph Operator

DISTRICT OFFICES

1 Victoria
4 Asst. District Engineers
2 General Road Foremen
1 Clerk

2 Vancouver
District Engineer
2 Asst District Engineers
1 General Road Foreman
1 Clerk

3 Kamloops
District Engineer
1 Asst. District Engineer
2 General Road Foremen
1 Clerk

4 Penticton
District Engineer
1 Asst. District Engineer
4 General Road Foremen
1 Clerk

5 Nelson
District Engineer
5 General Road Foremen
1 Clerk

6 Cranbrook
District Engineer
2 Asst. District Engineers
1 General Road Foreman
1 Clerk

7 Prince Rupert
District Engineer
2 Asst. District Engineers
3 General Road Foremen
1 Clerk

8 Prince George
District Engineer
1 Asst. District Engineer
3 General Road Foremen
1 Clerk

9 150-Mile House
District Engineer
1 Asst. District Engineer
2 General Road Foremen
1 Clerk

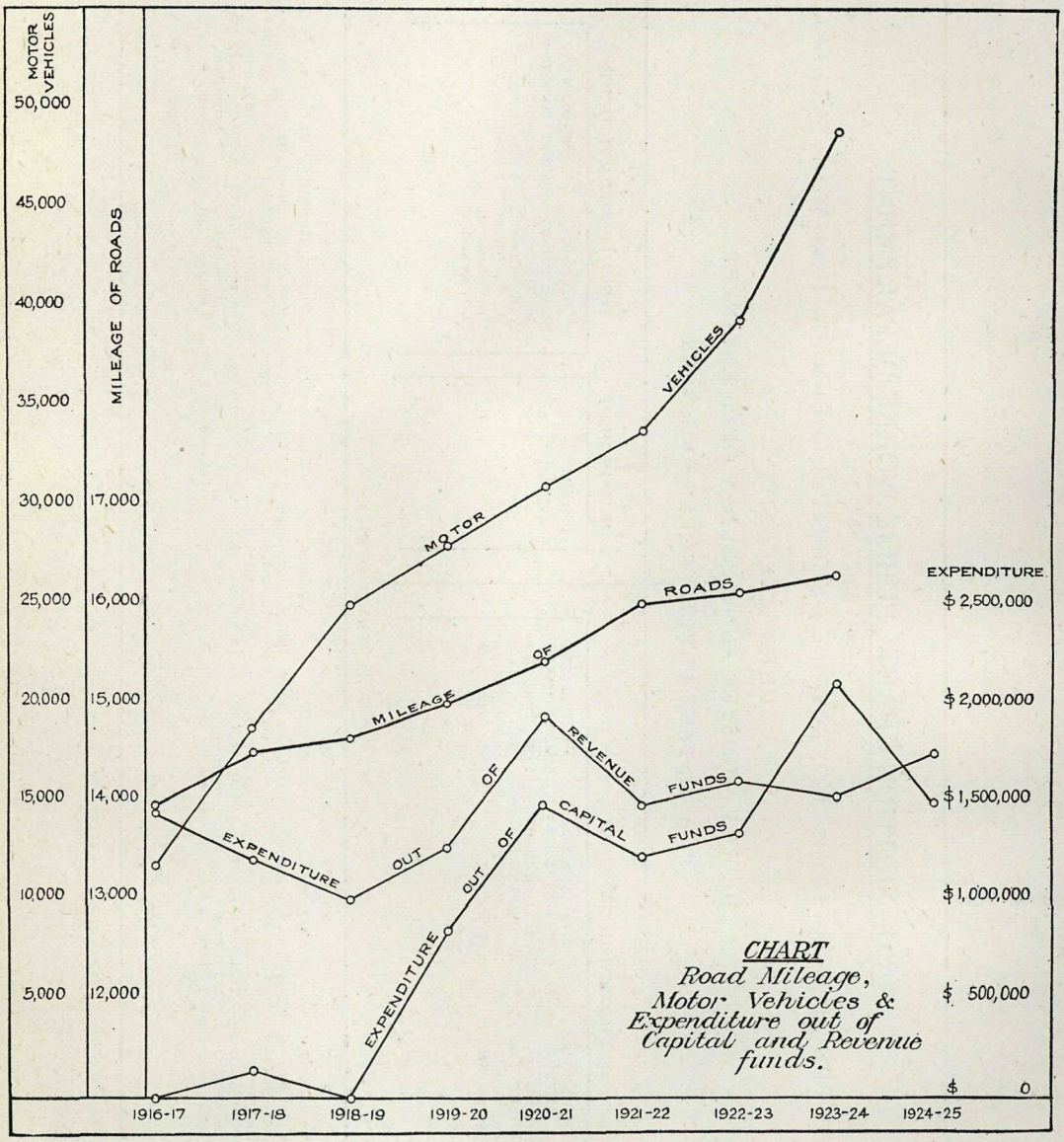


CHART
Road Mileage, Motor Vehicles & Expenditure out of Capital and Revenue funds.

STATEMENT SHOWING GRADING CONTRACTS AWARDED DURING 1924–25.

Name of Road.	From.	To.	Length, Miles.	Description of Work.	Contractors.	Unit Prices. Clearing and Grubbing per Acre.	Excavation. Earth, Cu. Yd.	Excavation. SolidRock, Cu. Yd.
Edgewood-Vernon	Inonoaklin Crossing	Kettle River Crossing	10.25	Clearing and grading (continuation of 1923 contract	Rawlings & LaBrash	$250.00	$0.60	$1.40
Queens' Bay-Ainsworth	(1) Junction of Queen's Bay and Queen's Bay-Balfour Roads;	Northerly	2.75	Clearing right-of-way 50 feet wide	Green Bros., Burden & Co	78.00*	.....	.....
	(2) South boundary of Ainsworth	Southerly	1.75					
Golden-Yoho Park	Golden	Easterly	1.98	Clearing, grading, and surfacing (continuation of 1923 contract)	W. P. Tierney & Co	350.00	.30	1.15
Golden-Yoho Park	Mile 29.6 (C.P.R. mileage W. of Field)	Mile 31.5	2.00	Clearing and grading 14 ft. road-bed	F. J. Dawson	240.00	.50	1.35
Hardy Bay-Coal Harbour	Sta. 0-00	Sta. 74-20	1.37	Grading 14 ft. road-bed	Robertson Bros.	.....	.55	3.00
Hope-Rosedale	Mile 7.9, Jones Hill	Mile 9.1	1.20	Construction of diversion, 16 ft. road-bed	Nickson Construction Co	500.00	.40	1.45
Trans-Provincial Highway (Fraser Canyon Route)	Yale	Alexandra Bridge	13.50	Clearing and grading 16 ft. road-bed	W. P. Tierney & Co	400.00	.30	2.00
Trans-Provincial Highway (Fraser Canyon Route)	Alexandra Bridge	Boothroyd Indian Reserve	23.75	Clearing and grading 16 ft. road-bed	A. B. Palmer Co.	300.00	.35	2.00
Trans-Provincial Highway (Fraser Canyon Route) (Construction postponed)	Lytton	Spences Bridge	24.00	Clearing and grading 16 ft. road-bed	A. B. Palmer Co.	300.00	.30	1.75
Bella Coola	Four-mile Bridge	B.C. Packers' Cannery	5.24	Clearing and grading 14 ft. road-bed	Robertson Bros.	300.00	.50	1.55
Cranbrook-Kimberley	Sta. 0-00	Sta. 110-00	2.12	Clearing right-of-way	Harry Ferguson	74.00*	.....	.....
Big Bend	Canyon	Eight-mile Creek.	1.25	Reconstruction	Kay Alexander	350.00	.55	1.25
Slocan City approach	Rock Bluff on Slocan Lake	Junction Harold Street and Slocan R. Rd.	0.82	Clearing and grading 18 ft. road-bed	J. M. Rae	245.00	†	†
Nelson-U.S. Boundary	Ymir	Boulder	3.50	Clearing right-of-way	Bremmer & Robinson	62.50*	.....	.....
Nelson-U.S. Boundary	Sta. 1042	Sta. 1168	2.13	Construction of diversion between Ymir and Boulder	Carmino Maglio & John B. Maglio	70.00‡	.40	1.30
Total			97.61					

*Clearing only. † Surface grading, 20 cents per lineal foot. ‡ Grubbing only.

MILEAGE AND TYPE OF CONSTRUCTION.

STATEMENT AS AT MARCH 31ST, 1925.

Electoral District.	Ordinary.		Gravel.		Macadam.		Paved.		Bituminous Carpet.		Totals.		Grand Total, Mileages.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
Alberni	.....	138.11	5.16	216.18	.....	.....	.....	.....	.....	.....	5.16	354.29	359.45
Atlin	.....	295.20	.....	70.80	.....	.....	.....	.....	.....	.....	.....	366.00	366.00
Cariboo	.....	1,390.97	.....	117.50	.....	.....	.....	.....	.....	.....	.....	1,508.47	1,508.47
Chilliwack	.....	31.10	41.04	4.50	.....	.....	7.81	.....	.....	.....	48.85	35.60	84.45
Columbia	.....	393.32	.....	103.27	.....	.....	.....	.....	.....	.....	.....	496.59	496.59
Comox	.....	58.97	2.45	397.85	.....	.....	.....	.....	.....	.....	2.45	456.82	459.27
Cowichan	.....	31.00	14.25	164.25	.....	.....	.....	.....	.....	.....	14.25	195.25	209.50
Cranbrook	.....	376.42	.....	100.90	.....	.....	.....	.....	.....	.....	.....	477.32	477.32
Delta	.....	1.10	12.03	.....	.....	.....	42.79	.....	.....	.....	54.82	1.10	55.92
Dewdney	0.10	41.65	33.35	30.17	1.00	7.85	7.25	.....	7.80	.....	49.50	79.67	129.17
Esquimalt	.....	26.00	.....	317.00	.....	6.50	.....	7.00	.....	.....	.....	356.50	356.50
Fernie	.....	302.72	.....	128.58	.....	.....	.....	.....	.....	.....	.....	431.30	431.30
Fort George	.....	875.00 524.12	.....	18.15	.....	.....	.....	.....	.....	.....	.....	1,417.27	1,417.27
Grand Forks	.....	225.41	.....	57.50	.....	4.40	.....	.....	.....	.....	.....	287.31	287.31
Greenwood	.....	308.00	2.00	100.00	.....	.....	.....	.....	.....	.....	2.00	408.00	410.00
Islands	.....	78.55	.....	243.50	.....	.....	.....	3.83	.....	.....	.....	325.88	325.88
Kamloops	.....	1,342.00	7.00	149.00	.....	.....	0.25	.....	.....	.....	7.25	1,491.00	1,498.25
Kaslo	.....	235.15	.....	34.50	.....	6.00	.....	.....	.....	.....	.....	275.65	275.65
Lillooet	.....	1,617.67	.....	298.25	.....	9.50	.....	.....	.....	.....	.....	1,925.42	1,925.42
Nanaimo	.....	.....	.....	57.80	.....	.....	.....	2.80	.....	.....	.....	59.60	59.60
Nelson	.....	4.74	.....	1.50	.....	.....	.....	.....	.....	.....	.....	6.24	6.24
Newcastle	.....	74.25	.....	167.50	.....	.....	.....	2.00	.....	.....	.....	243.75	243.75
New Westminster	.....	0.20	.....	0.20	.....	.....	0.13	.....	.....	0.54	0.13	0.94	1.07
North Okanagan	5.60	535.70	28.80	154.30	.....	.....	0.33	.....	.....	.....	34.73	690.00	724.73
North Vancouver	.....	154.56	.....	67.57	.....	.....	.....	.....	.....	5.00	.....	227.13	227.13
Omineca	.....	773.25	.....	44.00	.....	.....	.....	.....	.....	.....	.....	817.25	817.25
Prince Rupert	.....	365.50	.....	26.25	.....	.....	.....	.....	.....	.....	.....	391.75	391.75
Revelstoke	.....	225.94	.....	57.83	.....	.....	.....	.....	.....	.....	.....	283.77	283.77
Richmond	2.48	.....	.....	.....	1.59	.....	14.47	.....	14.36	.....	33.12	.....	33.12
Rossland	.....	64.20	.....	12.00	.....	.....	.....	.....	.....	.....	.....	76.20	76.20
Saanich	.....	.....	16.10	.....	.....	.....	18.40	.....	.....	.....	34.50	.....	34.50
Similkameen	.....	498.00	6.30	142.50	0.30	0.30	.....	.....	.....	.....	6.60	640.50	647.10
Slocan	.....	352.35	.....	16.00	.....	.....	.....	.....	.....	.....	.....	368.35	368.35
South Okanagan	.....	321.25	15.00	248.00	.....	1.75	.....	.....	.....	.....	15.00	571.00	586.00

South Vancouver	1.75	.....	4.30	.....	0.75	.....	12.00	.....	7.80	.....	26.60	.....	26.60
Trail	.....	371.70	.....	84.50	.....	.....	.....	.....	.....	.....	.....	456.20	456.20
Yale	0.74 1.00	3.65 580.30	.....	1.00 224.00	.....	.....	.....	.....	.....	.....	0.74 7.00	4.65 804.30	816.69
Totals	11.67	12,618.05	193.78	3,856.85	3.64	36.30	103.43	15.63	29.96	5.54	342.70	16,531.07	16,873.77

STATEMENT SHOWING PAVING AND HARD-SURFACING CONTRACTS AWARDED DURING 1924–25.

Name of Road.	From.	To.	Length, Miles.	Description of Work.	Contractor.	Unit Costs.		Yardage, Sq. Yds.
Main Street and Okanagan Street, City of Armstrong	Near C.P.R. Depot	.....	0.34	Regrading and paving with cement concrete 18 ft. wide, 7 in. thick	A. B. Palmer Co.	Scarifying and preparing subgrade, 25c. sq. yd.	Cement concrete paving, $3.40 per sq. yd.	3,800
Dewdney Trunk Road (Coquitlam Road)	Brunette Creek Bridge	Port Coquitlam	4.25	Regrading and surfacing with asphaltic macadam, 16 ft. wide	General Construction Co.	Excavation, 85c. per cu. yd.	Asphaltic macadam base course, 3 in. thick, $6.14 per cu. yd.; wearing surface, 2 in. thick, $10 per cu. yd.	40,000
Ioco-Port Moody	Ioco	Port Moody	2.60	Ditto, 12 ft. wide	General Construction Co.	Excavation 85c. per cu. yd.	Asphaltic macadam base course, $6 per cu. yd.; wearing surface, 2 in. thick, $8.87 per cu. yd.	18,300
Tenth Avenue and roads in Unit 1 of Point Grey lands	Adjacent to University site	.....	0.48	Paving with 2-in. bitulithic on 3½-in. asphaltic concrete base (combined concrete curbs and gutters)	A. B. Palmer Co.	Combined curb and gutter $1 per lin. ft.	Asphaltic concrete base, 3½ in. thick, $1 per sup. yd.; Warrenite-Bitulithic wearing surface, 2 in. thick, $1.35 per sup. yd.	29,400
Revelstoke Bridge and highway approaches	Junction of Wilson and Douglas Streets	Revelstoke West Road	0.41	Asphaltic concrete wearing surface, 2 in. thick, 14 ft. 8 in. wide, on asphaltic concrete base, ½ in. thick at sides and 2½ in. thick at centre, on bridge decks; asphaltic concrete wearing surface, 16 ft. wide, 2 in. thick, on asphaltic concrete base, 3 in. thick, on highway approaches	Cotton Co., Ltd.	.....	Paving bridge-decks, $3 per sq. yd.; paving highway approaches, $3.20 per sq. yd.	1,900
Kamloops Bridge and highway approaches	C.P.R. Crossing	Leigh Road	0.26	Ditto, 16 ft., 4 in. wide on bridge and approaches	Cotton Co., Ltd.	.....	Paving bridge-decks and highway approaches, $3.50 per sq. yd.	2,423
Totals	.....	.....	8.34	.....	.....	.....	.....	95,823

MILEAGE AND TYPE OF ROADS CONSTRUCTED

During Period April 1st, 1917, to March 31st, 1925.

Eng. Dist. No.	Electoral District.	(1.) Main Trunk.		(2.) Lateral Roads.		(3.) Industrial.	(4.) Mining.	(5.)	(6.)	(7.)
		(a.) Improved (Hard Surfaced) (Macadam and Gravel).	(b.) Non-imp. (Dirt, etc.).	(a.) Improved (Macadam and Gravel).	(b.) Non-imp. (Dirt, etc.).	Exclusive of Mining.	Exclusive of Industrial.	Settlement and Farm Roads.	Ordinary Trails.	Mining Trails.
1	Alberni	.....	3.09	1.00	3.00	.....	.....	18.00	339.75	13.50
	Comox	0.25	.....	.....	.....	0.65	0.70	48.42	6.55	5.00
	Cowichan	.....	.....	1.81	3.00	.....	.....	1.92	.....	.....
	Esquimalt	4.65	.....	.....	.....	.....	.....	17.00	2.50	3.00
	Islands	10.00	3.50	2.40	.....	.....	.....	22.00	6.00	.....
	Nanaimo	3.57	.....	1.53	0.25	.....	.....	.....	.....	.....
	Newcastle	2.00	.....	3.18	1.25	.....	.....	5.50	.....	.....
	Totals	20.47	6.59	31.52	7.50	0.65	0.70	112.84	354.80	21.50
2	Chilliwack	7.81	.....	.....	.....	.....	.....	.....	2.80	.....
	Delta	42.79	.....	2.02	1.10	.....	.....	.....	.....	.....
	Dewdney	7.30	2.00	6.50	1.40	7.00	.....	6.20	.....	0.10
	Richmond	9.11	.....	.....	.....	.....	.....	.....	.....	.....
	North Vancouver	.....	.....	.....	2.70	5.10	.....	11.78	5.50	16.00
	South Vancouver	3.50	.....	1.80	.....	.....	.....	.....	.....	.....
	New Westminster	0.54	.....	.....	.....	.....	.....	.....	.....	.....
	Totals	71.05	2.00	10.32	5.20	12.10	.....	17.98	8.30	16.10
3	Kamloops	43.25	10.00	1.00	.....	.....	27.00	96.00	16.00	54.00
	Yale	4.50	26.33	.....	4.00	7.00	6.50	7.20	8.75	9.75
	Totals	47.25	36.33	1.00	4.00	7.00	33.50	103.20	24.75	63.75
4	Grand Forks	5.00	11.50	0.50	3.78	.....	9.83	.....	.....	46.00
	Greenwood	.....	.....	.....	13.00	.....	.....	3.00	5.00	20.00
	North Okanagan	3.33	3.25	.....	7.25	.....	.....	23.02	.....	2.50
	Similkameen	32.75	2.83	2.50	.....	.....	0.25	12.02	.....	.....
	South Okanagan	3.50	.....	14.00	1.00	.....	.....	27.00	4.00	.....
	Totals	44.58	17.58	17.00	25.03	.....	10.08	62.04	9.00	68.50
5	Kaslo	6.00	16.20	.....	9.80	0.60	2.70	10.00	3.50	21.00
	Nelson	.....	2.00	.....	.....	.....	.....	0.45	.....	.....
	Revelstoke	.....	37.40	.....	.....	.....	5.12	12.75	6.50	11.33
	Rossland	.....	25.00	.....	1.00	.....	.....	.....	.....	5.43
	Slocan	.....	30.50	.....	.....	.....	4.40	10.00	7.00	18.90
	Trail	.....	32.75	.....	.....	3.50	12.65	8.30	0.70	15.90
	Totals	6.00	143.85	.....	10.80	4.10	24.87	41.40	17.07	72.56

6	Columbia	23.63	4.56	7.97	1.23	1.78	11.07	31.17	20.75	52.25
	Cranbrook	42.47	2.50	10.20	1.90	0.50	9.75	2.70	0.25	.....
	Fernie	13.15	.....	4.16	10.70	.....	9.32	9.51	.....	5.75
	Totals	79.25	7.06	22.33	13.83	2.28	30.14	43.48	21.00	58.00
7	Atlin	7.50	54.30	.....	0.50	.....	28.20	14.00	173.50	284.00
	Omineca	.....	59.00	.....	27.00	.....	71.50	123.25	69.00	206.75
	Prince Rupert	.....	.....	26.50	.....	1.00	1.50	53.50	4.50	25.50
	Totals	7.50	113.30	26.50	27.50	1.00	101.20	190.75	247.00	516.25
8	Fort George	8.40	95.00	.....	197.00	.....	9.00	308.00	146.00	6.00
	Cariboo	9.00	49.81	15.00	115.62	.....	10.00	43.60	.....	33.75
	Lillooet	1.73	.....	12.00	73.35	.....	7.40	34.44	36.50	13.50
	Totals	19.13	144.81	27.00	385.97	.....	26.40	384.04	182.50	53.25
	Grand Totals	295.23	765.66	135.67	479.83	27.13	226.89	955.73	856.12	869.91

MILEAGES OF ROADS AND STREETS IN CITY MUNICIPALITIES, DECEMBER 31ST, 1924.

(COMPILED FROM DATA RECEIVED FROM MUNICIPAL OFFICIALS.)

City.	Cleared, not graded.	Rough-graded.	Graded, Ordinary Earth or Sand.	Gravelled.	Macadamized.	Planked.	Carpet Coat, Tarvlated, etc.	Bituminous Paving.		Concrete Paving (any Type).	Stone-block Paving.	Brick Paving.	Wood-block Paving.	Total Mileages (all Types).
								Concrete Base.	Stone Base					
Alberni	.....	1.61	.....	7.88	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.49
Armstrong	.....	.....	6.21	2.00	.....	.....	.....	.....	.....	0.39	.....	.....	.....	8.60
Chilliwack	0.25	3.75	.....	7.50	5.75	.....	.....	.....	1.50	.....	.....	.....	.....	18.75
Courtenay	0.48	2.00	0.15	5.88	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.51
Cranbrook	0.45	.....	1.42	7.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.27
Cumberland	.....	.....	1.00	1.68	.....	.....	0.30	.....	.....	0.01	.....	.....	.....	2.99
Duncan	2.75	.....	1.50	6.75	.....	.....	.....	.....	.....	0.10	.....	.....	.....	11.10
Enderby	2.08	3.20	0.84	1.36	0.29	.....	.....	.....	.....	.....	.....	.....	.....	7.77
Fernie	0.76	1.35	4.75	1.75	1.85	.....	.....	.....	.....	.....	.....	.....	.....	10.46
Grand Forks	9.60	9.00	5.00	4.70	2.50	.....	.....	.....	.....	.....	.....	.....	.....	30.80
Greenwood	4.00	.....	2.30	3.90	2.80	.....	.....	.....	.....	.....	.....	.....	.....	13.00
Kamloops	.....	12.00	.....	22.50	.....	.....	2.50	.....	.....	.....	.....	.....	.....	37.00
Kaslo	2.10	0.50	3.24	0.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.34
Kelowna	3.00	.....	9.00	16.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	28.00
Ladysmith	1.00	0.85	.....	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.85
Merritt	11.50	3.30	4.50	4.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	23.80
Nanaimo	.....	.....	4.50	10.00	.....	.....	.....	1.88	.....	0.50	.....	.....	.....	16.88
Nelson	.....	.....	17.20	2.10	5.10	.....	0.20	.....	.....	.....	.....	.....	.....	24.60
New Westminster	5.00	.....	15.00	10.31	.....	3.15	32.43	.....	5.20	3.63	0.42	0.34	0.30	75.78
North Vancouver	6.00	.....	42.00	.....	10.00	.....	9.50	.....	2.90	.....	.....	.....	.....	70.40
Port Alberni	2.50	7.00	13.00	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.50
Port Coquitlam	.....	.....	3.00	12.00	5.00	1.00	.....	.....	1.00	.....	.....	.....	.....	22.00
Port Moody	.....	.....	5.00	3.00	5.00	.....	1.00	.....	.....	.....	.....	.....	.....	14.00
Prince George	17.50	2.50	2.00	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.00
Prince Rupert	.....	.....	5.50	0.15	5.40	9.30	1.15	.....	.....	.....	.....	.....	.....	21.50
Revelstoke	.....	1.60	2.00	4.60	3.76	.....	.....	.....	2.35	.....	.....	.....	.....	14.31
Rossland	0.72	6.67	1.42	.....	1.50	.....	.....	.....	.....	.....	.....	.....	.....	10.31
Salmon Arm	.....	.....	2.20	4.10	0.50	.....	.....	.....	.....	0.20	.....	.....	.....	7.00
Slocan	0.75	1.00	0.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.25
Trail	.....	2.00	.....	9.00	0.50	.....	.....	.....	.....	.....	.....	.....	.....	11.50
Vancouver	.....	97.10	.....	.....	104.09	67.82	33.20	28.43	2.00	3.84	0.16	2.00	27.25	365.89
Vernon	4.10	13.32	.....	37.83	1.28	.....	0.15	.....	.....	.....	.....	.....	.....	56.68
Victoria	.....	.....	67.80	.....	.....	.....	17.98	55.70	3.99	1.65	.....	0.60	2.78	150.50
Total miles	74.54	168.75	221.03	214.39	155.32	81.27	98.41	86.01	18.94	10.32	0.58	2.94	30.33	1,162.83

MILEAGES OF ROADS AND STREETS IN DISTRICT MUNICIPALITIES AND VILLAGES, DECEMBER 31st, 1924.

(Compiled from Data received from Municipal Officials.)

Municipality or Village.	Cleared, not graded.	Rough-graded.	Graded, Ordinary Earth or Sand.	Gravelled.	Macadamized.	Planked.	Carpet Coat, Tarviated, etc.	Bituminous Paving.		Concrete Paving (any Type).	Wood-block Paving.	Total Mileages (all Types).
								Concrete Base.	Stone Base.			
Burnaby	7.00	134.15	80.31	61.24	4.29	11.31	27.51	4.11	3.83	.....	.....	333.75
Burns Lake Village	0.50	0.75	.....	0.75	.....	.....	.....	.....	.....	.....	.....	2.00
Chilliwack	15.25	6.25	30.00	263.75	.....	.....	.....	.....	6.22	.....	.....	321.47
Coldstream	2.00	5.50	9.50	22.50	.....	.....	.....	.....	.....	.....	.....	39.50
Coquitlam	.....	2.50	3.91	26.59	7.46	.....	4.16	.....	.....	.....	.....	44.62
Delta	11.88	2.21	20.73	66.72	11.56	.....	1.25	.....	11.31	2.03	.....	127.69
Esquimalt	4.45	2.61	.....	0.57	9.00	.....	10.23	.....	0.42	.....	.....	27.28
Fraser Mills	.....	.....	.....	.....	.....	1.00	.....	.....	.....	.....	.....	1.00
Kent	4.25	4.00	12.50	36.50	.....	.....	.....	.....	.....	.....	.....	57.25
Langley	7.00	34.00	35.00	141.00	.....	.....	1.00	.....	.....	2.00	.....	220.00
Maple Ridge	.....	6.00	28.25	58.50	4.00	1.50	.....	.....	.....	.....	.....	98.25
Matsqui	25.00	35.00	67.50	82.00	.....	0.25	.....	.....	.....	.....	.....	209.75
Mission	16.00	27.70	13.00	28.30	.....	0.50	.....	.....	.....	.....	.....	85.50
Mission Village	8.00	4.00	1.00	5.00	.....	.....	1.50	.....	.....	.....	.....	19.50
North Cowichan	8.00	.....	21.25	97.20	9.75	.....	.....	.....	.....	.....	.....	136.20
North Vancouver	1.91	0.50	91.76	4.37	12.61	0.50	17.17	.....	1.38	.....	.....	130.20
Oak Bay	14.83	1.55	.....	4.84	.....	.....	26.13	4.49	0.21	.....	.....	52.05
Peachland	.....	.....	27.00	.....	.....	.....	.....	.....	.....	.....	.....	27.00
Penticton	.....	.....	36.00	75.00	.....	.....	.....	.....	.....	.....	.....	111.00
Pitt Meadows	.....	.....	4.50	22.00	.....	1.00	.....	.....	.....	.....	.....	27.50
Point Grey	61.48	97.05	.....	.....	66.50	3.75	12.25	3.11	13.99	1.41	.....	259.54
Richmond	17.00	14.25	3.00	43.00	.....	7.50	23.25	.....	5.50	1.85	.....	115.35
Saanich	69.55	27.08	42.54	67.00	24.60	.....	54.00	.....	28.06	.....	.....	312.83
Salmon Arm	.....	.....	47.50	14.20	7.00	.....	.....	.....	.....	.....	.....	68.70
Smithers Village	4.00	5.00	2.00	3.00	.....	.....	.....	.....	.....	.....	.....	14.00
South Vancouver	53.20	51.20	17.89	18.00	29.57	.....	3.81	3.00	2.40	4.30	2.00	185.37
Spallumcheen	20.00	20.00	30.00	85.00	.....	.....	.....	.....	.....	.....	.....	155.00
Sumas	1.15	3.50	10.50	40.00	.....	.....	.....	.....	.....	.....	.....	55.15
Summerland	7.18	4.37	65.25	.....	.....	.....	.....	.....	.....	.....	.....	76.80
Surrey	55.50	62.40	112.50	166.75	1.70	0.50	1.75	.....	.....	18.20	.....	419.30
West Vancouver	5.36	.....	19.31	13.04	2.32	1.25	.....	4.00	.....	.....	.....	45.28
Glenmore	.....	.....	7.00	13.00	.....	.....	.....	.....	.....	.....	.....	20.00
Tadanac	.....	1.66	.....	0.44	2.34	.....	.....	.....	.....	.....	.....	4.44
Total miles	420.49	553.23	839.70	1,460.26	192.70	29.06	184.01	18.71	73.32	29.79	2.00	3,803.27

FERRY RETURNS, 1924–25.

Name.	Type.	Round Trips.	Autos.	Trucks.	Rigs.	Passengers.	Tons of Freight.	Horses, Cattle, etc.
Agassiz–Rosedale	Wood hull, gasolene-engine	1,593	8,595	568	559	13,792	.....	162
Alexandria	Pontoon	1,105	47	.....	301	1,811	24	565
Arrowhead–Beaton	Steamboat (subsidized)	323	2	1	.....	1,248	80	40
Avola (North Thompson)	Pontoon	1,076	.....	.....	136	3,554	10	124
Barnston Island	Gas-boat	1,443	.....	.....	.....	4,796	183	.....
Big Bar	Pontoon	722	.....	.....	.....	1,159	13	2,820
Birch Island	Pontoon	2,277	359	10	1,289	6,008	359	342
Blackpool	Pontoon	2,703	175	71	1,340	3,392	304	134
Braeside	Pontoon	831	14	1	524	1,189	90	196
Bridge River	Cable-ferry	492	100	.....	72	1,000	28	41
Castlegar	Power, underwater cable	9,422	7,853	.....	4,460	53,279	1,537	1,382
Cedarvale (Miniskinisht)	Pontoon	2,759	24	.....	1,545	7,341	113	2
Chilliwack–Harrison	Power-boat (subsidized)	690	.....	.....	.....	3,698	486	.....
Chinook Cove	Pontoon	3,010	49	.....	2,264	1,913	995	228
Clearwater Crossing	Pontoon	3,291	.....	.....	2,124	4,121	1,140	247
Ducks (South Thompson)	Scow	1,942	21	.....	226	3,407	39	179
Finmoore (Stuart Siding)	Scow	459	.....	.....	140	9,863	41	15
Fort Fraser	Pontoon	1,619	31	.....	426	2,244	.....	350
Francois Lake	Steel hull, twin screw	1,090	2,393	.....	2,738	12,424	1,281	317
Hall's Landing	Scow, current-ferry	3,687	1,097	12	2,619	11,434	1,071	272
Hazelton	Pontoon	2,813	10	10	668	5,563	286	129
High Bar	Pontoon	729	.....	.....	63	1,062	22	827
Hulatt	Pontoon	1,956	.....	162	801	895	16	193
Isle de Pierre	Scow	873	.....	.....	306	1,227	101	30
Kelowna–Westbank	Steamboat (subsidized)	1,723	8,110	.....	184	26,944	76	1,442
Kitwanga	Pontoon	1,076	.....	.....	85	1,909	20	140
Ladner–Woodward	Stern-wheel steamer	2,096	27,419	1,840	334	64,643	12,030	1,604
Lytton	Rowboat	2,533	.....	.....	.....	6,579	35	10
Macalister	Pontoon	1,858	41	.....	681	2,198	88	898
Mission	Steel hull, gas-power	5,407	25,686	30	2,498	26,325	3,397	763
McBride	Pontoon	994	118	.....	697	1,138	50	166
McClure	Pontoon	1,459	255	10	591	2,055	155	688
Mount Olie	Pontoon	4,191	.....	.....	1,165	6,883	641	115
Needles–Fauquier	Power	1,008	256	.....	30	2,186	682	36
Nelson (West Arm, Kootenay Lake)	Power	26*	21,343	.....	2,910	104,935	1,220	767
No. 3 Indian Reserve (Miworth)	Pontoon	391	4	2	148	458	29	.....
Pacific	Scow	671	33	.....	.....	874	17	10
Pavilion	Rowboat	1,308	.....	.....	.....	2,038	19	45

Quesnel	Pontoon	4,535	739	.....	1,722	14,902	441	2,059
Quesnel River (Gravels)	Pontoon	491	.....	.....	135	426	2	128
Reclamation Farm (Kootenay River)	Scow, current and engine	7,070	1,317	.....	4,071	4,181	.....	6,164
Remo	Pontoon	2,322	.....	16	325	4,079	95	5
Shuswap Lake	Steamboat (subsidized)	.....	.....	.....	.....	366	398	.....
Soda Creek	Pontoon	1,903	23	.....	728	2,707	44	309
Sorrento–Scotch Creek	Gas-boat and scow	943	673	.....	489	6,209	39	2,710
Squilax–Little River	Pontoon	4,154	1,865	19	1,272	7,876	727	806
Summerland–Naramata	Power-boat	904	.....	.....	15	4,853	254	28
Taylor Flats (Peace River)	Scow, underwater cable	423	.....	.....	104	673	12	627
Terrace	Pontoon	6,946	3,745	.....	2,087	14,472	.....	.....
Twelve-mile	Scow, current-ferry	1,921	1,223	42	124	4,802	695	2,541
Usk (Skeena River)	Pontoon	3,177	.....	.....	271	4,615	77	166
Vavenby (North Thompson)	Pontoon	1,808	83	.....	1,027	3,407	56	1,789
Vinsula (North Thompson)	Pontoon	1,456	38	.....	221	2,296	81	250

* Daily.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act," Chapter 103, R.S.B.C. 1924.

STATEMENT SHOWING HIGHWAYS CLASSIFIED DURING THE YEAR 1924–25.

District.	Name of Road.	Ref. No.	Location.	Miles.	Classification.	Date gazetted.
Village of Abbotsford	Trans-Provincial Highway (Yale Road)	21A	From the westerly boundary Village of Abbotsford to the southerly boundary Village of Abbotsford	0.52	Primary ...	Nov. 27, 1924.
Village of Abbotsford	Riverside Road via Essendene and Gladys Avenue	48B	From the northerly limit of the Village of Abbotsford along Riverside Road to Hazel Street, along Hazel Street to Gladys Avenue, along Gladys Avenue to Essendene Avenue, and along Essendene Avenue to its intersection with the Trans-Provincial Highway	0.33	Secondary	Nov. 27, 1924.
Municipality of South Vancouver	Fraser Street.....	47B	From Twenty-fifth Avenue (City Limits, Vancouver) to Marine Drive (Riverway)	2.55	Secondary	Aug. 7, 1924.

Mileage classified during year 1924-25: Primary, 0.52 miles; Secondary, 2.88 miles.

TOTAL MILEAGE, HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1925.

	Primary Highways, Miles.	Secondary Highways, Miles.	Total Miles.
City Municipalities.....	10.31	17.55	27.86
District Municipalities	103.55	169.66	273.21
Villages.....	0.52	2.78	3.30
Totals.....	114.38	189.99	304.37

INVENTORY OF ROAD MACHINERY AND PLANT, 1924–25.

Electoral District.	Air-compressors.	Automobiles.	Cars (Dump).	Carts.	Concrete-mixers.	Derricks.	Ditchers.	Donkey-engines.	Engines (Stationary).	Graders.	Harness.	Horses.	Mechanical Loaders.	Motor-trucks.	Oiling-machines.	Painting-machines.	Pile-drivers.	Pile-driver (Hammers only).	Ploughs.	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Motor).	Rowboats and Canoes.	Scarifiers (Heavy).	Scrapers (Miscellaneous).	Steam-shovels.	Tents.	Tractors.	Tractor-graders.	Wagons.	Wagons (Sprinkling).
Alberni		1		2			6			8			1	11			1		8		11	2	2		2		12		6	2	1	5	
Atlin			5					2		2	3			2			2		7		1						20		25	2		4	
Cariboo		3		4			5			17	15	11		2				2	29	1	4		2				32		56	8			
Chilliwack										3			1	4			1	1	1		5						2			1			1
Columbia		1		12						20			1	4				1	36	1			2		2		44		27	3		22	
Comox		1		5				1	1	11				6			2	2	6	2	15		1	1	1		19		10			3	
Cowichan-Newcastle		1		2		1	2	1	1	14				6			1		23	1	10		1				14		3			7	
Cranbrook		2		8		2	6			9	8		1	5				1	19		19	1		1			34		43		1	4	1
Delta	1	1								4			1	4			1		5	1	2			1			8				1		
Dewdney		1		1		1		1		5			1	7					1		4	1	1	1		1	11		1	2	1	1	2
Esquimalt		1						1	1	7			1	7					8		5	1	1				12		7				
Fernie		1			1		1	1	1	6				4					3	2			1				10		16	1			
Fort George		4		2			3			14	9	12		1			1	2	26	1	22		1		1		2		63	4		23	
Grand Forks-Greenwood		2		6				2		9	4			4					12		7		2	1			23			1		1	1
Islands		1							2	4				5	1				8		8	2		2			9						
Kamloops		2								15	7	8		8			2			2	1	2		2	22	1	21		38	2		18	
Kaslo				3					1	5				1			1		13		4	1		1	1		18		10	2			1
Lillooet		2			1		4		1	23		3		6			2		23	4	2						27		40	3		11	
Mackenzie																													2				
Nanaimo		1					2			2				1								1					6						
North Okanagan		2						1	1	15			1	5			2	2	16		13	1					24		3	3		2	
North Vancouver																			1								2						
Omineca										5	4	8		2			1	1	4		2						18	1	36			7	
Prince Rupert			2	2				2		7		1		2				5	25		8				1	8	42		36	2		8	
Revelstoke		1						1		9				2			1	2	12		2		1		3		21		18	2		4	
Richmond		1								1				1				1	2						1		2		2	1			
Rossland							1			1				1					1													1	
Similkameen		1		2						14				5			1		18		5		3				56		24	3	2		
Skeena		1		2				1		7	10	10	1	1					9	1	4				1		19		31	1		14	
Slocan				4			1			7	1	1							9		10						29		4				
South Okanagan		3	2							5				5			1		17					1		2	34		4	4	3	3	
Trail and Nelson	1	2		2			3	1	2	6				5		1		2	16		5						46		11	3	1	6	
Yale		1		1				1		18	3	4	1	4					10		1						15		16	2		11	
Headquarters, Victoria		3																															
District Engineer No. 4		1																															
District Engineer No. 5																													1				
District Engineer No. 9		2																															
Totals	2	43	9	58	2	4	34	16	11	263	64	58	10	121	1	1	20	22	368	16	170	12	18	12	42	4	632	1	533	52	10	155	6

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1925.

Electoral District.	(1.) Live Stock.	(2.) Machinery and Plant.	(3.) Tools.	(4.) Boats and Launches.	(5.) Stationery and Office Sundries.	(6.) Safes, Type-writers, and Calculating Machines.	(7.) Cameras and Scientific Instruments.	(8.) Motor-vehicles.	(9.) Unissued Stores.	(10.) Furniture.	(11.) Camp Equipment.	(12.) Harness.
Alberni	.....	$ 9,275 00	$ 1,225 00	$ 20 00	$ 9 65	$ 60 00	$ 134 00	$ 3,400 00	$ 480 48	$ 170 00	$ 315 25	.....
Atlin	.....	7,782 50	2,027 00	.....	108 70	155 00	475 30	3,250 00	2,717 05	608 00	2,273 30	$ 10 00
Cariboo	$ 795 00	17,318 50	1,756 15	.....	.....	135 00	.....	4,650 00	2,762 53	131 25	1,245 75	218 00
Chilliwack	.....	2,262 00	126 50	.....	.....	.....	.....	1,563 00	.....	.....	.....	.....
Columbia	.....	9,243 00	1,726 88	85 00	42 75	415 00	67 00	3,150 00	352 02	154 00	803 00	.....
Comox	.....	9,551 00	1,742 95	40 00	.....	190 00	497 00	5,700 00	.....	163 00	675 15	45 00
Cowichan-Newcastle	.....	7,565 00	1,730 85	.....	85 25	50 00	166 00	4,300 00	.....	50 50	50 00	.....
Cranbrook	.....	11,519 00	1,271 74	.....	.....	590 00	101 25	11,386 00	352 31	440 70	1,460 50	100 00
Delta	.....	7,932 00	173 23	560 00	.....	.....	.....	5,590 00	.....	.....	.....	.....
Dewdney	.....	13,103 00	1,141 60	.....	.....	.....	.....	9,150 00	.....	225 00	15 00	.....
Esquimalt	.....	7,688 50	2,700 75	.....	32 65	160 00	.....	14,562 65	.....	159 50	400 00	.....
Fernie	.....	4,729 00	1,310 05	.....	.....	110 00	254 00	1,600 00	2,024 12	99 50	890 65	.....
Fort George	2,430 00	16,755 00	3,027 25	3,100 00	.....	210 00	282 50	2,550 00	.....	429 25	3,409 55	.....
Grand Forks-Greenwood	.....	4,823 50	810 55	.....	.....	65 00	.....	7,050 00	.....	153 00	50 00	.....
Islands	.....	12,985 00	1,300 50	.....	58 75	140 00	.....	3,250 00	.....	129 50	.....	.....
Kamloops	1,050 00	14,524 00	2,378 50	10,860 30	63 30	330 00	480 65	8,825 00	2,482 20	110 50	3,042 96	448 80
Kaslo	.....	9,687 00	1,555 25	1,638 39	25 00	50 00	.....	2,750 00	895 00	50 00	591 58	.....
Lillooet	100 00	11,837 70	2,710 75	1,700 00	.....	55 00	54 50	6,025 00	1,209 90	130 00	.....	.....
Mackenzie	.....	.....	264 50	.....	.....	.....	.....	.....	.....	.....	64 60	.....
Nanaimo	.....	1,767 00	331 25	.....	11 30	.....	105 00	1,325 00	.....	.....	.....	.....
North Okanagan	.....	10,830 00	681 90	.....	.....	125 00	32 50	7,810 00	.....	338 10	90 00	.....
North Vancouver	.....	54 00	82 50	.....	.....	.....	.....	.....	27 30	.....	.....	.....
Omineca	1,225 00	12,836 20	521 10	20,745 00	.....	.....	.....	2,800 00	706 17	.....	1,714 50	160 00
Prince Rupert	75 00	12,962 00	3,238 50	18,990 00	25 00	245 00	853 50	4,750 00	2,510 00	678 00	1,890 00	.....
Revelstoke	.....	9,434 30	1,955 55	4,720 00	100 00	100 00	.....	5,350 00	.....	350 00	1,645 95	.....
Richmond	.....	3,712 75	309 00	10,010 00	.....	50 00	.....	956 25	.....	141 50	.....	.....
Rossland	.....	450 00	271 55	.....	.....	.....	.....	723 00	.....	.....	139 50	.....
Similkameen	.....	10,588 00	1,818 00	.....	.....	50 00	.....	4,750 00	1,840 10	62 50	680 00	.....
Skeena	1,425 00	11,843 00	903 70	6,420 00	.....	290 00	130 00	300 00	1,290 35	166 00	1,603 98	430 00
Slocan	100 00	2,175 00	1,014 50	.....	30 00	40 00	.....	.....	51 00	50 00	196 00	52 25
South Okanagan	.....	11,639 00	426 20	.....	12 30	145 00	.....	8,585 80	961 35	181 65	309 00	.....
Trail and Nelson	.....	8,845 00	1,120 50	12,442 00	.....	.....	.....	7,600 00	785 75	.....	627 50	.....

Yale	525 00	12,099 85 1,722 00	1,451 45 1,731 45	.....	19 95	100 00	190 00	6,275 00 800 00	1,330 40	120 05	1,035 80 4,900 00	331 40
Head Office, Victoria	.....	.....	.....	3,300 00	940 10	1,930 00	502 00	.....	.....	.....	.....	.....
Boiler-room	.....	.....	452 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carpenter	.....	.....	544 50	.....	.....	.....	.....	.....	.....	.....	.....	.....
Electrician	.....	.....	88 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gardener	.....	.....	699 60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Garage, Victoria	.....	.....	430 00	.....	.....	.....	.....	2,550 00	.....	.....	.....	.....
Garage, Kamloops	.....	.....	3,015 08	.....	.....	.....	.....	.....	1,828 92	.....	.....	.....
District Engineer No. 4	.....	.....	.....	.....	105 05	180 00	185 00	900 00	.....	.....	.....	.....
District Engineer No. 5	.....	.....	.....	.....	200 00	140 00	239 50	.....	.....	232 00	173 50	.....
District Engineer No. 9	.....	.....	.....	.....	.....	227 71	133 19	375 00	.....	.....	.....	.....
Totals	$7,725 00	$289,538 80	$50,066 33	$94,630 69	$1,869 75	$6,337 71	$4,882 89	$154,601 70	$24,606 95	$5,523 50	$30,293 02	$1,795 45

Grand total, $671,871.79.

STATEMENT OF EXPENDITURE.

Salaries and Expenses.

VOTE 244—MINISTER'S OFFICE.

Salaries	$ 9,300 00
Expenses:	
Office	1,004 03
Travelling	1,618 02
	$ 11,922 05

VOTE 245—ADMINISTRATION.

Salaries	$ 48,415 38
Expenses:	
Office	6,869 78
Travelling	5,602 85
	$ 60,888 01

VOTE 246—MAINTENANCE OF PARLIAMENT BUILDINGS AND GROUNDS.

Salaries	$ 53,432 58
Expenses:	
Fuel, light, and water	26,367 78
Maintenance and repairs	15,994 06
Grounds	7,658 59
Janitors' supplies	2,027 74
Telephones	794 37
Taxes	391 65
Garage	2,853 84
Miscellaneous	95 14
	$109,615 75

VOTE 247—MAINTENANCE OF GOVERNMENT HOUSE AND GROUNDS.

Salaries	$ 3,600 00
Expenses:	
Fuel, light, and water	5,012 75
Repairs	8,734 39
Grounds	12,560 55
Greenhouse	3,266 80
Rent, Secretary's residence	750 00
Taxes	149 83
Insurance	686 90
Miscellaneous	833 89
	$ 35,595 11

VOTE 248—DISTRICT ENGINEERS.

Salaries	$ 35,480 65
Expenses:	
Office	6,663 33
Travelling	14,262 70
	$ 56,406 68

Vote 249—Steam-boiler Inspection.

Salaries	$ 41,829 60
Expenses:	
Office	2,004 47
Travelling	6,350 37
Launch	5,747 00
Testing instruments	224 86
	$ 56,156 30

Vote 250—Electrical Energy Inspection.

Salaries	$ 6,090 00
Expenses:	
Office	569 18
Travelling	921 04
	$ 7,580 22

Roads, Trails, Streets, Bridges, and Wharves, etc.

(Vote 251.)

Roads, Trails, and Streets.

Alberni District.

Road—		Minor Road—	
Alberni, 4a (primary)	$ 130 19	Best	$ 69 99
Port Alberni, 5a (primary)	423 48	Cowley	168 00
Alberni, 5b (secondary)	102 01	Drinkwater	102 50
Alberni, 39b (secondary)	37 50	Bland	13 60
Creamery (secondary)	164 75	Grandview	25 50
Boorman	125 00	Hector	67 26
Beaver Creek	562 45	Milltown	44 13
Bainbridge	11 75	McCoy Lake	111 69
Belleview	106 75	China Creek	106 78
Biological	72 80	Compton	22 00
Central Lake	185 88	McKenzie	147 88
Cherry Creek	275 25	Withers	28 25
Coombs	287 68	Matterson	17 25
Church	324 00	Dunn's	28 50
Canadian Highway	4,351 41	Price	99 25
Clayoquot Wharf Approach	22 35	Swayne	48 50
Departure Bay	121 20	School-house	46 75
Dumont	168 80	Taylor River	74 00
Deep Bay	211 25	Station	281 50
Errington Cross	190 00	Virginia	8 50
Faber	235 75	Palmer	286 76
Fern	7 00	Kerr's	31 25
Grafton Avenue	541 43	Batty	20 50
Hillier	412 50	Greenard	123 38
Halpenny	6 05	Auld	47 90
Holberg-Cape Scott	1,235 93	Oliver	210 69
Island Highway	11,920 02	Robson	13 80
Kitsukus Creek	55 35	Brickyard	78 90
Kaye	149 00	Malpass	3 00
Jenkins	568 25	Godfrey	22 50
Jensen	139 00	Harlech	115 50
Lake Shore	263 50	Chester	106 00
Lagoon	647 00	Maggie Lake	207 25
Lot 1, D.L. 74	3 50	Kitsukus	31 20

Alberni District—Continued.

Minor Road—*Continued.*	
Woodward	$ 64 00
Lowery	134 50
Wright	55 00
Bym's	105 00
Bath's	24 50
Stanhope	36 50
Moilliet	44 50
Ward	80 75
Tofino-Ucluelet	211 50
Port Alberni	66 06
Stamp Falls	4 50
Beggs	27 40
Gillifillen	20 40
Sea Otter Cove	176 19
Young	37 50
Limestone	24 25
Leffler	539 50
Claudet	11 50
Morrell	23 00
North-west Bay	109 00
Stewart	3 50
Kaye	168 50
Dawson	68 00
Sebastion	108 25
River Road	17 00
Glanville	23 00
Wrotnowski	29 75
Church	12 50
Long Beach	95 00
Halpenny	36 75
Peninsula	96 38
Comox	64 25
Dickenson	47 90
Fisher	41 50
Rutherford	34 00
Bayne	5 25
Mission	6 13
Noot and Bland	50 00
Barclay Sound	25 00
Thornton	7 00
Minor Road—*Continued.*	
Wreck Bay	$ 29 00
Shown's	34 50
Chatsworth	8 00
Giant Powder	8 75
Goose Harbour	39 50
Road—	
Oliver	61 30
Parksville Cross	138 25
Parksville Settlement	71 50
Popham	5 25
Pratt's	253 25
Qualicum Settlement	102 00
Quatsino	91 50
Sproat Lake	302 26
Superior	434 42
Station	231 25
Sea Otter Cove	24 13
Thompson	23 75
Turner	52 30
Tofino-Ucluelet	87 75
Winchester	198 75
Wellington	161 90
General roads	42 91
Trail—	
Bamfield	314 95
Colony Lake	200 00
Horn Lake	460 87
Stranby	346 25
San Joseph	282 33
Taylor River	6 00
Plant and tools	8,609 05
Camp equipment	34 30
Material	2,234 72
Supervision—	
Assistant Engineer	3,059 59
Office	1,602 16
Auto	324 10
Total	$ 49,480 99

Atlin District (North).

Streets—Atlin	$ 360 50
Road—	
Atlin–Surprise	314 50
Birch Creek	17 50
Indian River	304 50
McKee Creek	257 50
O'Donnel	174 00
Ruby Creek	89 50
Rainy Hollow	25 00
Spruce Creek	430 00
Volcanic Creek	145 12
Trail—	
Dixie Lake	$ 300 00
Moose Arm	15 00
Telegraph Creek	150 00
Plant and tools	239 91
Material	321 45
Supervision—	
Assistant Engineer	282 20
General Foreman	2,438 30
Office	13 05
Total	$ 5,878 09

Atlin District (South).

Road—	
Alice Arm Shore	$ 912 00
Anyox Court-house Walk	424 68
Bear River	2,021 94
Dunwell Mines	251 81
Grease Harbour–Cranberry (east)	213 50
Irene Meadow	502 00
Stewart–Hyder	4,243 32
Salmon River Extension	364 50
General roads	1 00
Streets—Stewart	1,196 02
Trail—	
American Creek	400 00
Aiyanish–Grease Harbour	136 00
Aiyanish–Sand Creek	24 00
Bitter Creek	400 00
Bear–Nass	500 00
Climax	50 00
Esperanza	249 00
Glacier Creek	694 25
Goose Creek	200 00
Trail—*Continued.*	
Georgia River	$ 100 00
George Copper	236 00
Illiance	283 50
Kitsault River	887 75
Kitsault River – Dolly Varden Railway	3,324 83
La Rose Mine	100 00
Marmot River	235 00
Glacier Creek river protection	599 00
Plant and tools	3,256 72
Camp equipment	713 48
Material	1,525 53
Powder-house	9 10
Supervision—	
Assistant Engineer	3,805 32
General Foreman	1,517 35
Assistant Foreman	700 00
Office	2,518 01
Total	$ 32,595 61

Atlin District (Telegraph Creek).

Road—	
Glenora	$ 200 00
Telegraph–Dease	1,461 30
Streets—Telegraph	370 50
Trail—	
Dease Lake	500 37
Glenora	20 00
Klappan	150 00
Teslin	160 00
Thibert Creek	250 00
Plant and tools	$ 804 35
Camp equipment	158 62
Material	188 93
Supervision—	
Assistant Engineer	326 40
Office	14 09
Total	$ 4,604 56

Summary.

Atlin (North)	$ 5,878 09
Atlin (South)	32,595 61
Telegraph Creek	4,604 56
	$43,078 26

Cariboo District.

Road—	
Alexis Creek–Inagio	$ 302 00
Abban Lake	150 00
Barkerville Main	4,317 75
Barkerville–Bear Lake	451 19
Blackwater–Quesnel	337 00
Beaver Valley	2,240 41
Barkerville–Antler Creek	579 62
Blackwater–Fraser River	390 00
Beaver Lake–Beavermouth	776 07
Bell's	733 62
Bear Lake–Indian Point	90 00
Barkerville–Keithley Creek	170 37
Bear Valley–Antoine Lake	203 22
Road—*Continued.*	
Chilcotin Main	$ 4,418 12
Chilcotin–Soda Creek	338 09
Chimney Valley	217 76
Chilanko Forks–Chezacut	57 25
Dragon Lake (west)	148 30
Dibbs–Cottonwood Canyon	160 00
Dragon Lake (east)	66 00
Dragon Lake, Lot 6677	215 00
Fraser (South Boundary–South Creek)	286 60
Fraser (Alexandria–Quesnel)	2,486 92
Freeman	68 00
Government Creek	50 00

Cariboo District—Continued.

Road—*Continued.*	
Grundall's	$ 90 00
Harpers Camp Main	4,700 31
Hospital	110 00
Harpers Camp–Horsefly Lake	130 00
Keithley Main	3,805 62
Keithley–Barkerville	73 12
Lot 6427	125 75
Lot 59 to 9505	256 00
Le Bourdais	73 00
Likely–Cedar Creek	52 50
Main Trunk	5,843 95
Mission	134 70
Meldrum Creek	1,785 86
MacAlister Ferry Approach	653 25
Morris	511 25
McCoomb's	200 00
Mackin Creek Meadow	199 50
Mountain (to Morris Ranch)	200 00
North Star	50 00
Norgard's	310 00
Nazko–Hayhill's Ranch	50 00
177-Mile–Beaver Lake	4 05
108-Mile–Harpers Camp	217 00
150-Mile House	75 96
156-Mile–Williams Lake	1,470 03
Peavine Ridge	1,701 07
Punchan	852 33
Quesnel–Blackwater	275 50
Quesnel–Horsefly	22 50
Quesnel–Nazko	1,715 98
Road—*Continued.*	
Quesnel–Little Lake	$ 811 59
Springhouse–Williams Lake	2,638 78
Soda Creek–Mud Lake	3 50
Soda Creek–Deep Creek	97 25
Soda Creek–Alexandria	17 00
Sisters Creek–Dragon Lake	863 91
Stack Valley	870 50
Spokins Lake	166 62
Swan Meadow	100 00
Teasdale	163 84
Upper Horsefly	2,214 46
Williams Lake–Comer Ranch	59 75
Woodpecker Landing	117 00
Streets—	
Quesnel	180 00
Williams Lake	132 88
Trail—	
Bear River	110 00
Summit Lake–Spanish Mountain	48 75
Victoria Creek	172 00
Plant and tools	4,814 65
Camp equipment	294 50
Stable	3,326 16
Material	4,807 46
Supervision—	
General Foreman	2,716 72
Office	1,083 04
Auto	904 82
Total	$ 71,657 70

Chilliwack District.

Secondary Road—	
Abbotsford–Riverside	$ 1,210 68
Rosedale Ferry	39 82
Road—	
Pumping Plant–Glen Valley	1,250 00
Abbotsford–Aldergrove	307 55
Abbotsford Townsite	46 40
Bench	4 00
Clayburn–Straiton	145 80
Columbia Valley	1,423 16
Chilliwack River	2,137 55
Lot 439, Group 2	35 00
Huntingdon Townsite	663 00
Provincial Highway, No. 1	4,827 89
Provincial Highway, No. 2	1,745 74
Road—*Continued.*	
Provincial Highway, No. 5	$ 2,775 14
Provincial Highway, No. 7	3,212 12
Provincial Highway, No. 10	1,732 54
Provincial Highway, No. 11	2,720 24
Sumas Mountain	281 38
General roads	1 65
Plant and tools	550 00
Supervision—	
Assistant Engineer	1,838 92
Office	298 67
Auto	1,430 53
Total	$ 28,677 78

Columbia District.

Road—	
Athalmer	$ 431 49
Athalmer–Wilmer	110 00
Adolph Johnson	55 50
Arnold	60 02
Road—*Continued.*	
Anderson	$ 62 13
Brisco	143 91
Blaeberry School	86 75
Beard's Creek	30 38

Columbia District—Continued.

Road—*Continued.*	
Canyon Creek	$ 35 63
Campbell	319 35
Dejordie	71 00
Decrespigny	21 25
Dorney	50 38
Eustace	111 75
Findlay Creek	298 87
Forster's Landing	190 23
Forde Station	125 25
Flemstrom	24 38
Golden–Donald (lower)	901 24
Golden–Donald (lower)	619 08
Graham	50 88
Giant Mine	7 50
Grainger	37 50
Horsethief	873 49
Hartley	134 44
Holmes and Deacon	130 25
Houlgrave	38 75
Invermere Siding	56 99
Invermere Wharf	101 00
Johnston	50 00
Kettleson	95 25
Leadville	353 92
Main Trunk, No. 1	12,484 80
Main Trunk, No. 2 (west)	2,458 11
Mitchell	1,055 73
Moberly Branch	48 06
Mons	65 25
Madden	56 75
Oberg and Johnson	102 75
Ottason	40 31
Paradise Mine	524 31
Ptarmigan Mine	90 50
Road—*Continued.*	
Pagliaro	$ 22 50
Red Rock	137 56
Spence	75 25
Sanborn	121 39
Sandwall	12 25
Sinclair Loop	41 25
Toby Cut-off	493 50
Toby Creek	803 16
Toby Hill	73 50
Windermere Cemetery	219 37
Windermere Loop	139 88
Williamson	49 00
Wilmer Wharf	477 24
Wisted	145 88
Wills	4 00
Wilmer Pontoon	6 62
General roads	35 25
Streets—	
Athalmer	139 13
Golden	2,237 64
Invermere	171 00
Wilmer	62 74
Windermere	46 25
Trail—Jubilee Mountain	76 25
Plant and tools	6,687 75
Camp equipment	450 80
Supervision—	
Assistant Engineer	2,459 36
Locating Engineer	83 90
Office	1,734 77
Auto	516 25
Total	$ 40,128 57

Comox District.

Primary Road—Island Highway, Parksville North, 6A	$ 77 36
Secondary Road—	
Cumberland Road and Union Street	59 16
Courtenay–Cumberland	207 05
Courtenay–Comox (in city limits)	32 31
Lake Trail (in city limits)	9 50
Road—	
Anderton	441 40
Burns and Parkins	255 12
Back	89 66
Courtenay–Headquarters	878 71
Cumberland–Headquarters	198 16
Courtenay–Comox	958 96
Cumberland–Comox Lake	555 42
Courtenay–Cumberland	946 98
Cross, Ryan's	126 06
Road—*Continued.*	
Cross, Hodgson's	$ 129 81
Cross, Bridge's	349 85
Cross, Smith's	85 60
Cross, Union	17 75
Cross, Rennison	29 13
Cache Creek–Shushartie	16 00
Cessford	15 50
Comox School	23 99
Condensery	53 55
Cumberland and Roy	723 89
Courtenay Avenue	10 12
Concession, No. 2	416 00
Comox and Cape Lazo	34 95
Concession, No. 1	110 50
Cortes Island	416 60
Denman Island	1,382 04
Endall and Hopkins	100 25

Comox District—Continued.

Road—*Continued.*	
Fraser and Harrigan	$ 24 62
Falls	85 50
Gainsberg's	434 10
Grant and Mounce	23 50
Huband's	490 81
Higgins and Knight	116 11
Hornby Island	453 67
Hardy Bay–Coal Harbour	354 50
Island Highway, Parksville N.	75 93
Kelland's	50 00
Kirby	189 25
Little	866 88
Lund–Powell River	822 25
Lund–Malaspina	11 36
Lot 172	570 76
Lever's	9 75
Lasqueti Island	903 33
Kitty–Coleman, No. 107	338 49
Kitty–Coleman, No. 108	15 54
Hodgins	110 70
Tsolum River	480 52
Wright's	19 75
Sackville	80 09
Merville–Headquarters	97 27
Larkin's	117 31
Howard's	71 40
Tyee Valley	24 12
Isart's	7 00
Dove Creek	72 78
Lot 117	7 00
Cliffe's	3 62
Seaborn	22 75
McQuillan and Piercey	9 74
Marine Drive–Royston	85 50
McLeod	157 50
Maruya	390 07
Marsden & Kilpatrick	253 77
McAllen	15 13
Milligan & Parkins	55 50
Muir & Hawkins	14 00
Malcolm Island	19 25
McDonald	28 75
Road—*Continued.*	
Minto School	$ 76 50
Percy	82 50
Powell River–Grief Point	1,800 28
Powell River–Cranberry Lake	201 88
Ryan and Hudson	18 50
Read Island	363 58
Road to Powell River Bridge	114 14
Radford	80 25
Salmon River roads	1,551 56
Stewart & Cameron	33 25
Sharpe's	18 13
Seaborne's	63 00
Savory Island	38 44
Smith and Ledingham	1 80
Texada Island	1,407 24
Torrent's	218 47
Victoria–Campbell River	20,285 43
Valdes Island	1,395 28
Thos. Wood	13 34
General roads	35 34
Compensation, C. Dalton	102 80
Trail—	
Alert Bay	199 42
Buttle Lake	227 00
Lake	463 90
Lake Trail to Power-house	36 81
Port Harvey	49 50
Plant and tools	5,191 63
Powder-magazine	187 87
Material	700 45
Supervision—	
Assistant Engineer	3,109 40
Office	2,085 35
Auto	1,071 34
Launch	544 37
Purchase of Assistant Engineer's residence	100 00
	$ 58,605 00
Less credits	91 06
Total	$ 58,513 94

Cowichan District.

Primary Road—	
Victoria–Campbell River	$ 2,826 18
Station Street	176 47
Road—	
Bowden–Vaux	20 75
Bench	299 39
Beach	889 26
Cowichan Lake	3,408 71
Cherry Point	225 11
Carvell–Jackson	41 56
Road—*Continued.*	
Cameron–Taggart	$ 315 40
Cunningham Approach (Shawnigan)	13 75
Cowichan River	279 18
Duncan–Sahtlam	230 23
Fisher	296 32
Freeman	350 00
Footpath across E. & N. Railway, Shawnigan	14 00

Cowichan District—Continued.

Road—*Continued.*	
Glenora	$ 420 30
Howie	517 55
Hillbank	79 67
Halhead	182 86
Hinks–Parry	94 44
Indian	317 83
Koksilah–Riverside	317 71
Koksilah Flats	254 78
Lakeside	428 26
Marshall	157 19
Mountain	116 22
Miller	90 60
Menzies	55 50
McKinley–Doupe	28 78
Roberts	85 85
Cavin	139 61
Carvell–Jackson	1 60
Forrest	156 84
Hopkins Swamp	10 00
Robinson	16 00
Garinder	14 75
Wallich	117 45
Sheppard	38 66
Whisky Point	34 00
Lane	139 75
Thain	51 00
Wilmot	27 42
Chaplin	9 01
Phipps	8 43
Deloume	62 00
Baggett	25 50
Road—*Continued.*	
Wilkinson	$ 27 00
Chapman	63 60
Wilson	9 73
Old Koksilah	1,009 87
Old Victoria	1,555 42
Old School-house	160 07
Rowe's	45 51
Sahtlam River	361 70
Shaw	145 23
School-house	1 20
Shawnigan–Mill Bay	314 55
Shawnigan Lake Station	1 00
Telegraph	599 47
Victoria–Campbell River	6,502 12
Waters	263 65
Wilson	122 94
General roads	168 68
Ditching and drainage	2,921 91
Street—Duncan sidewalk	611 35
Trail—	
Clo-oose	475 24
Silver Mine	50 00
Plant and tools	2,031 94
Material	603 57
Powder-house	45 50
Supervision—	
Assistant Engineer	1,354 90
Office	1,052 75
Auto	1,029 34
Total	$ 34,914 11

Cranbrook District.

Road—	
Black Bear	$ 83 00
Bulkot	210 09
Bull River	31 75
Bell's	232 00
Brander	25 50
Baker-Estate	135 24
Cranbrook–Sheep Creek	3,367 89
Cranbrook–Kimberley	5,045 35
Cranbrook–Baker Mountain	95 26
Cranbrook–Moyie	2,876 87
Cranbrook–Gold Creek	761 09
Cranbrook–New Lake	620 43
Cranbrook–Kingsmill	310 16
Curzon Junction–Kingsgate	883 55
Canal Flat	267 90
Cranbrook Fair Grounds	6 75
Cranbrook Hog Ranch	2 25
Eager Hill–Fort Steele	797 25
Edward's Ranch	51 52
Fox Ranch Lane	79 30
Road—*Continued.*	
Green	$ 287 00
Gold Creek Settlement	168 25
Green Bay	70 02
Godderis	125 87
Hanson–Campbell	531 28
Hatchery	111 00
Horie Subdivision	24 52
Hill	124 50
Ha-ha Creek	1,037 01
Kelly	25 97
Kimberly–Cherry Creek	200 00
Kootenay Orchards	826 03
Moyie–Goatfell	4,117 81
McKenzie Mill	7 50
McPhee	489 81
Meadowbrook Settlement	245 06
Mission–Marysville	98 11
Mission–Fort Steele	25 50
Munroe Lake	65 00
Mission School	32 00

Cranbrook District—Continued.

Road—*Continued.*	
Pighin	$ 289 50
Pitt Creek	230 94
Peter Bull	5 06
Owen	61 25
Palmer	330 75
Perry Creek	40 38
Skookumchuck River	332 42
St. Joseph Prairie Settlement	594 58
Society Girl Mine	98 51
St. Mary Lake	866 11
St. Mary Prairie Settlement	131 18
Twin Lakes	109 69
Wardner–Cranbrook	5,083 22
Wardner–Casey	1,395 20
Wycliffe–Cherry Creek	234 56
Wycliffe Branch	12 75
Wanklyn School	185 61
Wallace Ranch	15 00
Road—*Continued.*	
Watering	$ 16 00
General roads	62 55
Streets—	
Kimberley	1,539 39
Moyie	84 50
Slaterville	1,627 87
Wardner	2,020 10
Trail—Whitefish	48 75
Plant and tools	4,635 10
Material	12 08
Camp equipment	284 30
Garage	3,104 34
Supervision—	
General Foreman	2,356 28
Office	593 65
Auto	8 00
Total	$ 50,905 01

Delta District.

Secondary Road—	
Secondary	$ 945 13
Ladner Trunk	113 95
Scott	2,082 72
Road—	
County Line	100 00
Port Kells Townline	800 00
Ocean Park	2,500 00
Pacific Highway	1,824 89
Provincial Highway, No. 1	1,502 27
Provincial Highway, No. 2	5,565 31
Provincial Highway, No. 3	1,206 35
Siding, Fraser Valley	80 89
Regent	250 00
Townline	500 00
Hunt	250 00
Road—*Continued.*	
Bergstrom	$ 150 00
Nichol	100 00
Ruin	100 00
Westminster Bridge (trestle cribbing)	1,438 50
General roads	2 36
Plant and tools	1 53
Material	1 19
Glen Valley pumping plant	1,250 00
Supervision—	
Assistant Engineer	1,015 70
Office	38 28
Auto	239 13
Total	$ 22,058 20

Dewdney District.

Secondary Road—	
Washington Avenue	$ 2,396 44
Dewdney Trunk Road, 41B	1,204 76
Clarke Hill, 42B	823 59
Road—	
Athey	390 75
Barker	50 00
Beaulieu	50 00
Dewdney Trunk, No. 1	611 75
Dewdney Trunk, No. 2	2,839 67
Dewdney Trunk, No. 3	2,510 19
Dewdney Trunk, No. 4	935 38
Dewdney Trunk, No. 7	1,012 86
Dewdney Trunk, No. 6	2,016 47
Dewdney Dyke	2,501 08
Road—*Continued.*	
Dewdney–Port Moody	$ 1,328 90
Dewdney Trunk, No. 8	644 00
Dewdney Trunk, Section 9	264 25
Deroche	102 50
Dale	202 50
Farms	343 55
Hyde and Bunker	200 00
Haney Cut-off	10 00
Hawkins-Pickles	67 75
Ioco–Sunnyside	348 65
Ioco Townsite	329 38
Ioco–Port Moody	88 00
Johnston	50 00
Knowles	301 33

Dewdney District—Continued.

Road—*Continued.*	
Kilpatrick	$ 25 00
Malcolm	320 79
McIntyre	42 00
McDonald	50 00
Morton	569 38
Mission–Stave Lake	130 88
North Nicomen	124 50
Newton	50 00
Nicomen Island Dyke	84 35
Nicomen Island Trunk	611 00
North Deroche	5 40
Ontario Street, River Road	3,070 06
Pickle's	134 25
River (south)	100 00
River	1,125 65
Road through Indian Reserve	16 00
Stave Lake	184 75
Sterling	3 50
Rennie	78 00
Salvaster	1,558 68
Road—*Continued.*	
Smith	$ 159 75
Shook	139 50
Stave Lake	77 00
Sterling	315 00
Tremblay Island	71 00
Taylor	1,155 57
South Lillooet Protection	3,026 79
General roads	157 00
Street—	
City of Port Moody, Main	10 00
City of Port Moody, Jones	15 00
Mission	43 51
Plant and tools	11,669 62
Material	1,823 60
Supervision—	
Assistant Engineer	1,709 80
Office	787 51
Auto	444 76
Total	$ 51,313 35

Esquimalt District.

Road—	
Admiral's	$ 576 29
Atkins	151 80
Arden	14 00
Albert Head	65 19
Bennett	242 50
Ball's	441 00
Belmont	131 25
Boyd	23 00
Blythwood	37 50
Beach Drive	10 00
Colwood	328 81
Clark	31 75
Corry	25 75
Dunford	116 20
Deloume	34 50
Deacon's	98 25
East Sooke	728 50
Fisher	17 76
Florence Lake	483 50
Finlayson	165 09
Goldstream Cross	73 13
Goldstream	289 60
Glen Lake	25 00
Grant	51 35
Green	50 00
Glinz	24 50
Gillespie	13 25
Harbour View	42 66
Happy Valley	315 05
Jordan River	2,282 26
Jones	75 00
Road—*Continued.*	
Haltasin	$ 175 57
Latoria	214 50
Lagoon	476 25
Leigh	113 00
Metchosin	657 30
Millstream	652 15
Metchosin Cross	147 75
Milne's	14 00
Munn's	147 00
Maple Avenue	43 88
Murray	28 62
Muir Avenue	538 88
Mill Bay Wharf Road	4 00
Otter Point	853 25
Poirier's	50 63
Port Renfrew	213 67
Peatt's	6 75
Parkland's	30 00
Parry	70 00
Quarantine	538 62
Producers	979 26
Phillips	29 50
Parkinson	174 50
Ross–Durrance	1,149 77
Rocky Point	765 14
Sooke	2,782 29
Sooke River	227 93
Station	487 24
Shawnigan Lake	1,063 74
Swaunick	13 50
Shirley	757 37

Esquimalt District—Continued.

Road—*Continued.*	
Sawyer	$ 53 30
Summit	416 50
San Juan (east)	354 54
Thetis Lake	155 25
Sheringham Point	18 00
Vancouver Is. Trunk (Malahat)	2,950 09
Victoria–Campbell River	230 00
Wilson	172 92
Wright	92 14
Woodlands	38 90
Trail—	
Elliot's	71 50
Julius Barrons	15 00
Plant and tools	3,248 38
Camp equipment	$ 16 25
Material	720 98
Buildings and yard, Colwood	5,369 21
Purchase of Lots 1, 2, Sec. 69	820 00
Compensation for land	75 00
Supervision—	
General Foreman	2,295 00
Office	1,980 78
Auto	520 67
	$ 39,984 91
Less credit	1,000 00
Total	38,984 91

Fernie District.

Road—	
Bull River–Fort Steele, No. 5	$ 182 03
Ainsworth	101 00
Beard	71 50
Baynes Lake Cemetery	195 25
Bull River (south)	33 75
Columbia River	473 45
Elko–Roosville	3,157 24
Elko–Morrissey	1,592 32
Elk Valley	1,294 18
Elko–South Forks	92 44
Elko–Waldo	90 65
Fernie–Morrissey	349 88
Fernie–Hosmer	1,520 24
Fernie–Coal Creek	568 57
Fernie–Lizard Creek	289 38
Fernie Cemetery	80 00
Fort Steele–Wasa	876 07
Fort Steele–Wildhorse	1,702 64
Fort Steele–Columbia	1,720 42
Flathead	388 67
Fort Steele Station	514 38
Fenwick	102 00
Gateway–Roosville	50 00
Hosmer–Michel	2,464 01
Hampton	149 75
Jaffray–Elko	754 88
Lohn	53 00
Lewis Creek	17 00
Morrissey–Fernie	1,853 47
Michel–Crowsnest	1,619 38
Road—*Continued.*	
Minton's	$ 749 65
Mouse Creek	51 00
Premier	267 75
Sheep Creek	459 59
Sand Creek	1,055 95
Sage Creek	15 00
Suec	49 94
Waldo–Flagstone	750 12
Wilson Creek–Mansfield Ranch	10 60
Wardner–Waldo	61 63
Wardner–Jaffray	751 50
Wasa–Sheep Creek	40 00
Wardner–Bull River	96 00
Streets—	
Bull River	116 61
Elko	56 00
Fort Steele	84 75
Michel	225 25
Michel–Natal	318 14
West Fernie	455 25
Plant and tools	5,161 48
Camp equipment	340 35
Material	856 51
Supervision—	
Assistant Engineer	2,641 95
Office	1,540 36
Auto	875 82
Total	$ 39,388 75

Fort George District.

Road—	
Anderson	$ 201 50
Bobtail Lake–Upper Mud	389 86
Bearhead	312 47
Braeside	150 12
Road—*Continued.*	
Burney	$ 28 12
Cariboo	4,150 25
Croydon	349 63
Chowsunket	67 69

Fort George District—Continued.

Road—*Continued.*	
Campbell–Hulatt	$ 96 00
Clay	291 00
Crescent Lake	355 66
Chief Lake	50 50
Cluculz	3 74
Camp Creek	337 61
Drykin	314 74
Dale	367 50
Dunster (east)	6 63
Dome Creek–Kidd	694 97
Darwin's	180 00
Encombe	286 94
Erickson	785 84
Engen (north)	72 75
Fort George–Hazelton	2,254 64
Foreman	683 62
Finlaison	569 78
Fort George–Willow River	155 87
Fort George–Isle de Pierre	620 33
Francois Lake Settlement	313 41
Fort Fraser–Stella	126 09
Fort George–Chief Lake	768 49
Fort George–Blackwater	277 31
Green	3 42
Giscombe (south)	416 27
Goose County	111 31
Garrett	248 00
Gray	52 50
Hulatt (south)	954 02
Hofercamp	500 18
Hargraves	211 25
Hemmingville–Canoe River	93 50
Hutchinson	377 25
Hedlund	233 85
Jamieson	46 00
Kelley	60 67
Kimball	654 12
Kinney	336 56
Loos	198 50
Lind	100 00
Larsen	15 50
McBride–Dunster	418 10
McBride (east)	749 20
McBride (south)	351 00
Mapes	884 92
Mud River Valley (south)	800 60
Moore	546 35
Martin	402 78
McGaghran	42 12
Mt. Robson	1,108 89
McBride–Cariboo	256 89
McGaghran	433 36
McLarty	143 75
McLeod	167 25
Mulki Lake	176 75
Newlands (north)	34 65
Road—*Continued.*	
Ness Lake	$ 393 00
Nichol–Bednesti	223 51
Nithi River	202 09
Ormonds Lake	738 11
Nechako Flats	73 18
Necoslie	8 56
Red Rock–Canyon Creek	83 00
Red Rock	90 00
Red Rock–Fraser Canyon	211 50
Schafer	1,320 25
Smedley	42 37
Shelley Road (east)	587 71
Sob Lake	536 62
Samuel	214 75
Sowchea	614 69
Shere	196 00
Six-mile–Buckhorn Lake	210 00
Shelly (south)	198 75
Stella–Fort Fraser	184 00
Tachic Lake	223 87
Taylor	240 25
Vanderhoof–Stuart Lake	1,257 07
Vanderhoof–Sturgeon Point	1,301 85
Vanderhoof (west)	9 65
Vanderhoof–Nooula	79 25
Vanderhoof–Sackner	130 50
Willow River Bridge	6 03
West Lake–Fraser River	100 00
West Lake	72 50
Willow River	1,262 49
Williams	148 87
Willow River–Giscome	210 00
Wills	275 25
General	86 80
Streets—	
Fort George	67 82
McBride	275 84
South Fort George	249 81
Vanderhoof	1,125 63
Trail—	
Fort St. James–Manson Creek	695 60
Finger Lake	56 25
Plant and tools	4,881 47
Camp equipment	3,612 73
Material	2,277 38
Stable	3,828 49
Vanderhoof barn	101 50
Supervision—	
General Foreman	190 05
General Foreman	2,165 90
General Foreman	2,710 65
Office	1,386 38
Auto	3,163 43
Total	$ 64,713 67

Fort George District (Peace River Section).

Road—		Road—*Continued.*	
Grande Prairie	$ 1,126 49	R.A. 10	$ 67 50
R.A. 11	898 82	Rolla and Fort St. John	2 75
R.A. 18	60 47	Sunset	2 40
R.A. 21	510 88	Watson	44 00
R.A. 26	341 49	Taylor's Flats–Fort St. John	186 12
R.A. 38	487 22	Tate Creek	125 61
R.A. 1	324 27	Telegraph	65 88
R.A. 30	350 25	Waldie	135 84
R.A. 17	954 73	Plant and tools	1,714 88
R.A. 19	281 00	Material	43 25
R.A. 25	165 50	Stable	238 75
R.A. 27	275 25	Supervision—	
R.A. 50	564 62	General Foreman	2,146 10
R.A. 15	421 87	Office	117 17
R.A. 42	35 00	Auto	755 69
R.A. 7	30 00		
R.A. 22	11 00	Total	$ 12,654 77
R.A. 29	169 97		

Summary.

Fort George	$64,713 67
Peace River Section	12,654 77
Total	$77,368 44

Grand Forks District.

Road—		Road—*Continued.*	
Bear Creek–Pass Creek	$ 958 50	Moody Creek–Cascade	$ 250 50
Cascade–Laurier	174 25	Morrissey Creek (east)	199 50
Christina Lake (west)	410 75	Nord	35 00
Cascade–Paulson	1,886 25	Phoenix–Greenwood	45 50
Cascade–Fife	234 00	Sub-lot 184–1475	87 00
Christina Lake–Rossland	1,049 25	Sutherland Creek–Fife	1,612 63
Deep Creek–Boundary	110 00	Sub-lot 700	52 50
English Cove–Head of Lake	102 00	Sub-lot 519	23 50
Fife–Christina Lake	272 50	Trans-Provincial Highway	87 50
Grand Forks–Pass Creek	569 25	General roads	3 05
Grand Forks–Summit City	1,830 25	Plant and tools	2,652 08
Grand Forks–Carson (south)	294 25	Material	291 34
Grand Forks–Franklin	2,726 15	Supervision—	
Grand Forks–Carson (north)	633 50	General Foreman	2,223 95
Grand Forks–Cascade (north)	2,117 39	Office	756 26
Grand Forks–Cascade (south)	297 00	Auto	640 64
Grand Forks–Mill Crest	526 50		
Grand Forks–Hardy Mountain	322 50	Total	$ 23,475 24

Greenwood District.

Road—		Road—*Continued.*	
Anaconda	$ 203 50	Caron	$ 141 95
Beaver Creek	550 25	Camp McKinney–McLean's	179 75
Botty	43 00	Camp McKinney–Rock Creek	87 50
Bridesville	749 43	Deadwood–Copper Camp	102 00
Baker Creek	31 75	Elliot–Summit	476 75
Boundary Creek	136 00	Greenwood–Midway	1,372 56
Beaverdale Station	126 13	Greenwood–Phoenix	137 25

Greenwood District—Continued.

Road—*Continued.*	
Greenwood–Eholt	$ 983 75
Hartley–Phoenix	25 00
Ingram Mountain	183 00
Johnson Creek	296 75
Kettle River (main)	2,275 35
Kettle River (east)	25 50
Kettle River (west)	708 55
Kerr Creek	418 00
Kelowna–Conni	225 00
Long Lake–Jewel Mine	309 75
Lynn Creek	223 00
Link Creek	33 00
Midway–Rock Creek	1,129 87
Meyers Creek	1,648 14
McCarren Creek	613 25
Nicholson Creek	871 10
Road—*Continued.*	
Rock Creek–Myncaster	$ 494 50
Rock Creek–9-Mile	2,056 52
Rock Mountain	56 25
Rock Mountain–Bridesville	264 20
Rock Mountain–Myncaster	366 25
Sally Mine	236 00
Sidley Mountain	1,004 72
Twin Creek	9 00
Plant and tools	1,130 42
Supervision—	
General Foreman	2,255 65
Office	661 00
Auto	1,450 93
Total	$ 24,202 27

Islands District.

Gabriola Island—	
Road—	
Beach	$ 13 00
Centre	68 50
Coast	21 00
East	316 00
Eastholm	12 00
Main	446 75
Martin	17 75
Silva–Low	857 05
Yarrows (Ardmore)	469 25
Galiano Island—	
Road—	
Cook's	95 50
Main	808 00
Morgan	53 75
North End	110 50
Retreat Cove	18 00
Trail—Leighton	46 00
Mayne Island—	
Road—	
Gallagher	300 00
Main	187 78
Mill's	64 50
Point Comfort	280 00
Village Bay	128 00
Waugh	20 00
North Saanich—	
Road—	
Amelia Avenue	99 46
Beach Drive	261 00
Beacon Avenue	243 07
Beaufort	24 50
Birch	237 00
Bradley–Dyne	31 00
Breed's Cross	191 50
North Saanich—*Continued.*	
Road—*Continued.*	
Centre	$ 127 00
Chalet	281 00
Cypress	48 00
Downey	54 87
East Saanich	442 90
Harbour	35 00
Horth Cross	32 00
Laurel	48 00
Madrona Drive	838 75
Marine Drive	453 62
Mount Baker	66 00
Mount Newton	45 50
Queen's Avenue	482 99
Resthaven Bridge Culvert	36 29
School Cross	121 15
Sidney Yard	22 00
Swartz Bay	39 50
West Saanich	332 25
Wilson	288 84
Street—	
Second	108 56
Third	538 38
Fourth	140 00
Fifth	493 77
Sixth	79 49
Sidney	170 51
North Pender Island—	
Road—	
Clam Bay	311 50
Corbett	7 86
Hooser	3 00
Hope Bay–Port Washington	196 00
Hope Bay–Wallace Point	458 25
James Point	60 00

Islands District—Continued.

North Pender Island—*Continued.*	
Road—*Continued.*	
Otter Bay–Church Hill	$ 15 00
Otter Bay–Port Washington	174 19
South Otter Bay	62 93
South Pender Island—	
Road—	
Boulder	4 00
General	49 00
North Saltspring—	
Road—	
Atkins	20 00
Beddis	245 25
Broadwell Mountain	10 00
Canal	2 64
Collins–Crofton	20 00
Cranberry	343 88
Divide	236 49
Dodd's	4 50
Fernwood	30 00
Ganges School	13 93
Hereford Avenue	4 00
Jameski	14 00
Le Page	10 48
Long Harbour	75 49
Lower Ganges	164 40
Maxwell Lake	391 53
Mansell	10 00
Mansell–Mahon	414 00
McFadden	187 25
McPhillips Avenue	42 46
North End	1,806 47
Rainbow	30 00
Rosmer	303 75
Scott	36 00
Smith, No. 1	54 75
Smith, No. 2	108 15
Stark's	160 00
Toynbee	45 22
North Saltspring—*Continued.*	
Road—*Continued.*	
Tripp	$ 94 61
Upper Ganges	229 25
Vesuvius	531 26
Wright	14 50
Walker's Hook	189 00
Wilkinson	8 00
South Saltspring—	
Road—	
Beaver Point	738 72
Burgoyne Bay	854 41
Fulford–Ganges	336 49
Gardin and Muldoon	726 78
Hill and Branford	33 25
Isabella Point	328 28
Lasseter	20 00
Smith	41 13
Saturna Island—	
Road—	
Deep Bay	34 75
Efford's Bay	164 25
Lyall Harbour	406 05
Section 10	25 00
Trail—Harris	8 00
Thetis Island—	
Road—Main	80 50
Road—General	63 00
Plant and tools	4,721 78
Material	1,749 86
Accident to Elmer Johns	15 00
Supervision—	
General Foreman	2,516 17
Locating Engineer	32 05
Office	1,434 29
Launch	759 90
Auto	935 93
Total	$ 33,765 91

Kamloops District.

Road—	
Adams Lake	$ 1,247 75
Blind Bay–Eagle Bay	2,246 15
Bruce Meadows–Robins Range	200 00
Boulder Creek	300 00
Barriere River	182 85
Birch Island–Lost Creek	200 78
Badger Creek	100 00
Beaton–Fish Lake	100 00
Chase–Hault–Salmon Arm	1,606 00
Campbell Meadows	190 00
Celista	1,957 69
Clearwater	125 00
Chase–Squilax–Sorrento	622 96
Road—*Continued.*	
Copper Creek	$ 200 00
Campbell Creek	400 00
Coal Hill–Sugar Loaf	180 00
Chase Town	609 71
China Valley	100 00
Chase Creek	803 60
Carlin Gulch	100 00
C.P.R. Crossing at Tappen	147 50
C.P.R. Crossing at Squilax	120 10
C.P.R. Crossing at Notch Hill	72 69
Ducks–Monte Creek	800 00
Ducks Range (general)	1,088 54
Douglas Lake–Grande Prairie	300 00

Kamloops District—Continued.

Road—*Continued.*	
Edith Lake	$ 100 00
Ferguson–Hazlehurst	150 00
Fruitlands	180 00
Goose Lake	100 00
Harpers Camp	200 00
Hudson Bay Meadows	100 00
Kamloops–Nicola	3,463 33
Kamloops–Savona	2,614 36
Kamloops–Salmon Arm	1,980 00
Kamloops–Shuswap (north)	1,147 11
Kamloops–Chase	1,981 22
Kault Hill	1,499 50
Kamloops–Tranquille–Criss Creek	1,732 17
Knouff Lake	806 75
Lac du Bois	165 00
Leigh	100 00
Long Lake and branches	437 00
Louis Creek	1,221 85
Little Fort–Horse Lake	200 00
Martin Prairie and branches	510 37
Mobley–Tappen	553 50
Mamette Lake	200 00
North Thompson (east)	2,667 42
North Thompson (west)	4,052 31
Notch Hill–Blind Bay–Greer	300 00
Notch Hill– Sorrento Wharf	418 55
Notch Hill (general)	1,319 78
Notch Hill–Tappen	1,725 82
Notch Hill–Davis	100 00
Notch Hill–Chase	100 00
Paxton Valley	846 22
Oxley Valley	328 62
Reserve Creek	1,276 99
Road—*Continued.*	
Rose Hill (old)	$ 616 25
Rose Hill (new)	112 85
Robins Range	363 50
Squilax–Anglemont	1,003 49
Squilax–Turtle Valley	835 77
Strawberry Heights	100 00
Sullivan Valley	98 00
Sullivan Valley–Vinsulla	98 00
Shuswap–Turtle Valley	139 85
Smith–Pinantan	200 00
Salmon Arm Municipality	601 23
Tappen–Carlin	779 80
Todd Hill–Grande Prairie–Falkland	2,097 89
White Lake	200 00
General	524 24
Street—Columbia	437 75
Trail—	
Mad River	200 00
Raft River	238 75
Savona–Copper Creek	6 30
Plant and tools	2,338 01
Garage	13,718 07
Camp equipment	266 95
Material	5,090 38
Stable	1,679 04
Supervision—	
Assistant District Engineer	669 40
General Foreman	5,359 65
Office	1,155 95
Auto	647 30
Total	$ 86,157 61

Kaslo District.

Road—	
Argenta	$ 217 75
Ainsworth (north)	535 09
Ainsworth (south)	163 20
Alice	434 75
Arrow Creek	31 00
Boswell–LaFrance	382 97
Bartholomew	63 74
Bevan	44 00
Beach	15 00
Boswell–Kuskanook	326 99
Bathie	25 00
Creston Summit	1,400 06
Creston–Erickson	396 37
Crawford Bay–Grey Creek	282 52
Crawford Creek	168 73
Creston–Goatfell	3,265 22
Corn Creek Road	111 55
Creston–Goat River	30 50
Road—*Continued.*	
Creston–Kuskanook	$ 2,146 17
Creston–Lister	557 61
Canyon City	1,005 65
Canyon–Porthill	1,265 44
Camp Lister Settlement	456 25
Elsie Holmes	475 11
Ferguson	1,188 87
Fulmer	51 75
Glengarry	30 00
Grey Creek–LaFrance	208 64
Gardner	141 00
Glacier Creek Protection	197 75
Hope	8 25
Hood	217 98
Haskins (east)	32 25
Howser–Argenta	211 30
Houston	263 37
Howser Station	31 75

Kaslo District—Continued.

Road—*Continued.*	
Jackson Street	$ 24 37
Kaslo–Ainsworth	1,803 68
Kaslo (south)	241 50
Kaslo (north)	1,005 04
Kaslo–Zwickey	1,086 81
Kaslo Creek (South Fork)	1,486 42
Lindsay	710 39
Lynchville	359 24
LaFrance Creek	24 37
Leach	60 00
Lardeau River (east)	22 50
Little	45 37
Lizard Creek	1,138 20
McIntyre	60 00
McMurtrie	93 00
Nettie L.	8 75
Princess Creek	41 25
Peters	50 00
Pilot Bay	11 25
Queen's Bay–Balfour	379 47
Queen's Bay	17 62
Robson	73 00
Summit	121 00
Swanson	105 61
Simmons	49 50
Samuelson	76 60
Trout Lake	685 12
Trout Lake (east)	13 12
Wadd's	50 00
Woolgar	49 60
Williams	407 00
Winslow	40 00
Whitewater	49 87
Woodbury Creek (North Fork)	27 00
Streets—	
Ainsworth	387 77
Creston	36 25
Kaslo	685 00
Streets—*Continued.*	
Lardeau	$ 7 50
Trout Lake	32 50
Trail—	
Argenta–Bulmer	24 00
Aralu	45 00
Blue Bell	48 75
Beaver	15 75
Brown Creek	12 50
Blue Ridge	15 75
Cariboo Creek	30 00
Canadian	8 75
Deanshaven	388 75
8-Mile	22 50
Ethel	27 50
Fidelity	20 62
Ferguson Northern	8 75
Fry Creek	20 65
Gainor	17 50
Gold Gulch	8 75
Healy Creek	48 75
Howser Lake (east)	71 25
Kaslo Creek (North Fork)	185 35
Lardeau River (North Fork)	71 25
Lardeau River (South Fork)	12 50
Lucky Boy	31 50
Silver Camp	33 75
Spring Creek	24 00
Silver Glance	15 75
Triune	8 75
Walker's	52 50
Plant and tools	2,158 32
Camp equipment	280 14
Material	1,111 90
Supervision—	
General Foreman	3,080 90
Office	113 63
Total	$ 35,971 01

Lillooet District.

Road—	
Big Bar	$ 834 55
Big Creek	799 75
Big Bar–Big Bar Mountain	605 34
Big Bar Lake	145 75
Big Bar Mountain–Crow's Bar	200 00
Big Creek–Robertson	29 36
Bonaparte Valley	204 14
Bridge River	1,984 27
Bridge Creek–Horse Lake	1,069 17
Beaumont	1,032 47
Buffalo Lake	100 00
Buffalo–Canim Lake	100 00
Cariboo Main	3,839 99
Road—*Continued.*	
Chilcotin Main	$ 2,715 14
Canim Lake–McNeill's	1,901 35
Churn Creek–Hanceville	465 50
Clinton Station	461 15
Cayoosh Creek	358 34
Clinton–Alkali	832 50
Clinton–Alkali (via Kelly Lake)	543 16
Canoe Creek–Churn Creek	701 77
Cooper Creek	610 00
Criss Creek	655 88
Deadman Creek	313 03
Deka Lake	704 20
Dog Creek–Churn Creek	200 00

Lillooet District—Continued.

Road—*Continued.*	
Eagle Creek	$ 816 50
83-Mile House–Green Lake	300 00
Empire Valley	152 50
Forest Grove	104 25
Foster Bar	299 00
Hat Creek	465 70
Hat Creek (upper)	200 00
Horse Lake	52 50
Jones–Dickie	1,120 77
Lillooet–Lytton	2,548 59
Lillooet–Clinton	764 72
Lillooet–Seton Lake	255 50
Lillooet Station	295 87
Lone Butte–Bridge Lake	2,266 86
McKinley–Lac la Hache	343 50
McKinley–Hamilton–Ogden	500 00
McKinley–Horsefly	154 00
Moon	100 00
Mound–Loon Lake	112 00
North Fork	1,092 94
North Bonaparte	540 65
North Bonaparte (via Green Lake)	189 60
100-Mile House Station–Canim	1,420 95
127-Mile House–Springhouse	299 38
111-Mile House–Horsefly	100 00
Raphael–70-Mile House	96 75
Spider Creek	100 00
South Bonaparte	264 50
Seton Lake	91 50
Road—*Continued.*	
Scottie Creek	$ 156 00
Springhouse	85 37
Tatlayoko	200 00
Upper Big Creek	400 00
Upper Dog Creek	103 40
Upper Deadman Creek	150 00
Watch Lake	194 62
West of Fraser River	213 75
Willowfield–Buffalo	343 50
Watch Lake–Lone Butte	300 00
Woods Box–High Bar	282 50
Trail—	
Anderson Lake	100 00
Gunn Creek	187 80
Pavilion Ferry	91 75
Pavilion High Bar	81 75
Streets—	
Clinton	78 20
Lillooet	198 86
Plant and tools	5,209 73
Camp equipment	708 15
Material	5,924 05
Stable	1,200 64
Supervision—	
Assistant Engineer	3,816 05
Office	1,374 53
Auto	1,172 86
Total	$ 59,028 85

Nanaimo District.

Road—	
Bigg's	$ 129 25
Brechin	120 52
Departure Bay	592 16
Extension	47 17
Five Acres	1,883 14
Frew	58 00
Gordon	383 15
Gorge	185 45
Harewood	102 00
Jingle Pot	170 50
Marshall	57 50
Newcastle Townsite	242 61
Northfield	31 50
Old Victoria	97 50
Right-of-way through Lots 15, 16, 17, Sec. 1	557 10
South Wellington	108 01
Victoria–Campbell River	2,239 46
Road—*Continued.*	
Waddington	$ 787 86
Wakeside Avenue	76 50
Wellington	17 50
Streets—	
Macleary	52 20
Nichol	194 75
Pine	118 85
Twelfth, Chase River	280 86
Plant and tools	455 97
Material	9 90
Ditching and drainage	2,314 69
Supervision—	
Assistant Engineer	1,582 60
Office	237 15
Auto	223 59
Total	$ 13,357 44

Nelson District.

Road—	
Mountain–Extension	$ 398 11
Bealby	96 00
Streets—	
Rosemont	410 74
South Nelson	1,408 71
Supervision—	
General Foreman	$ 180 00
Office	36 00
Total	$ 2,529 56

Newcastle District.

Road—	
Adshead	$ 86 16
Ainscough	8 00
Andreas	92 15
Beck	77 32
Bennie	300 39
Brenton	82 48
Brightman	60 00
Brooks	33 50
Bryant	1,857 87
Carmichael and Vanden	174 00
Code's	21 50
Departure Bay	99 00
East Wellington	373 45
Extension	997 62
Fourth Avenue	6 25
Haro	4 00
Haslam	119 60
Heemer	42 00
Holden–Corso	736 36
Jingle Pot	493 55
Lake	25 00
Ladysmith Wharf	6 86
Lockner	381 76
Maxey	3,088 10
Michael and Hill	96 46
Mount Benson	131 50
Nanaimo Lakes	103 13
Old South Wellington	93 00
Quennell	61 75
Shepard	146 30
Southins	3 50
South Wellington	589 19
Takala	32 50
Thomas, Yellow Point	450 07
Victoria	1,135 45
Road—*Continued.*	
Vowell	$ 35 25
Victoria–Campbell River	4,017 85
Waterloo	650 15
Waterloo Crossing	16 14
Westwood	30 00
White	306 74
White–Cochrane	150 00
General	46 46
Minor Road—	
Barnes and Fiddick	77 00
Branden	46 00
Bell	51 60
Cloke	6 25
Clarke	93 50
Cordova	111 50
Davis	28 00
Forster	55 00
Godfrey	103 00
Gifford	6 25
Meredith	46 50
McLean	3 00
McMillan	22 75
Patricia	175 90
Spencer	29 00
Takelas	46 00
Sidewalks—Ladysmith	221 30
Plant and tools	933 20
Material	211 91
Pitching and drainage	1,180 79
Supervision—	
Assistant Engineer	483 45
Office	161 62
Auto	111 39
Total	$ 21,467 27

New Westminster District.

Road—	
D.L. 172	$ 1,240 58
New Westminster Bridge Approach	1,529 03
Total	$ 2,769 61

North Okanagan District.

Primary Road—	
Vernon–Salmon Arm, Spallumcheen Municipality	$ 1,784 71
Vernon–Salmon Arm, City of Armstrong	249 45
Secondary Road—	
Armstrong–Salmon River	439 25
Monashee	461 32
Road—	
Brickyard Gulch	49 00
Commonage	1,094 59
Creighton Valley	1,047 26
Deep Creek and branches	1,525 74
Eagle Creek and branches	2,560 71
East Vernon Subdivision	1,530 23
Enderby–Grindrod	1,559 36
Eastside and branches	145 17
Fowler–Willett	386 38
Glenemma–Armstrong	300 00
Glenmary–Loon Lake	209 84
Grindrod Village streets	277 24
Kamloops	1,547 22
Kelowna	1,981 67
Kamloops–Vernon	4,617 71
Kedleston	1,362 14
Long Lake Drive	2,836 62
L. and A. Subdivision	236 24
Mabel Lake–Enderby	2,382 50
Road—*Continued.*	
Mabel Lake–Lumby	$ 2,681 33
Mara Village	654 05
Monashee and branches	3,550 13
Mud Lake	1 00
Okanagan Landing	2,221 23
Oyama Fruit Lots	142 01
Pillar Lake–Paxton Valley	116 86
Salmon River–Enderby	872 39
Salmon River Valley	3,123 30
Seymour Arm	143 00
6-Mile Creek	99 75
Sugar Lake and branches	1,312 17
Trinity Valley	2,675 08
Vernon–Salmon Arm	3,892 69
Westside and branches	1,839 74
Whitevale Subdivision	41 12
Woods Lake Subdivision	262 53
Streets—Lumby Village	307 08
Plant and tools	6,963 82
Material	43 50
Supervision—	
Assistant Engineer	2,144 70
Office	2,041 69
Auto	1,012 75
Total	$ 64,726 27

North Vancouver District.

Primary Road—Marine Drive	$ 1,337 58
Road—	
Avalon Bay	3 50
Bargain Harbour	84 00
Beach Avenue (east)	132 00
Beach Avenue (west)	25 75
Bowen Island	209 93
Cariboo	49 00
Chamberlin	15 00
Chaster	36 00
Cowan	142 25
Crowder	12 30
Eaglecliffe	33 25
Gambier Island	17 50
Gibson–Sechelt	1,544 30
Grafton	200 00
Gibson Heights	77 00
Grantham's Landing	100 00
Henry	40 00
Kearton	117 50
Lower	89 75
Lockyer	147 00
Langlois	80 00
Moodyville	714 71
Miller	38 75
Road—*Continued.*	
Mintie	$ 101 50
Mason	36 00
North	106 25
North-west Bay	1,043 63
Orange	274 75
Pratt	117 50
Paradise Valley	240 50
Pemberton Meadows	4,109 58
Pemberton Portage	556 50
Reid	292 96
Salmon Arm	105 00
Squamish Dyke	193 61
Shaw	60 00
Squamish Valley	3,047 07
Soldiers' Settlement	93 63
Tenquille Valley Cut-off	400 00
Wiren	49 50
Wilson Creek	605 50
Trail—	
Archibald	24 00
Austin	16 62
Driston	7 00
Egmont	10 50
Grey	8 00

North Vancouver District—Continued.

Trail—*Continued.*	
Garibaldi	$ 24 00
Grace Harbour	46 39
Healy	43 21
Skookumchuck	30 00
Saginaw	54 25
Tenquille	200 00
West Bay	60
Sidewalks—Squamish	57 35
Plant and tools	$ 2,279 41
Supervision—	
General Foreman	1,845 03
Office	512 97
Auto	30 13
Launch	92 52
Total	$ 21,962 53

Omineca District.

Road—	
Aldermere–Pleasant Valley	$ 1,464 30
Adams Settlement	100 00
Aitken Settlement	100 00
Barrett Station	101 24
Bourgon Settlement	100 00
Bedore Settlement	263 48
Buck River	232 12
Clarke's–Forestdale	400 00
Crow Creek	150 00
Chicken Lake–Glacier	1,344 37
Chicken Lake (east)	22 50
Colleymount	468 65
Carnaby	193 75
Cronin	33 75
Driftwood Creek	81 25
Endako–Francois Lake	278 99
East Side of Lake Kathlyn	300 00
Eakin Settlement	410 50
East Francois Lake	150 00
Forestdale–Day Lake	200 00
Glenn Meadow	200 00
Hudson Bay Mountain	1,921 11
Hazelton–Skeena Crossing	2,165 76
Hazelton–Aldermere	3,979 91
Hyne's Settlement	1,018 49
Hawkin's Settlement	96 74
Hutter's Settlement	105 00
Hubert–Babine–Dome Mountain	311 08
Houston–North Bulkley	349 12
Heal–Norris	498 70
Kispiox	2,881 76
Kispiox–Swan Settlement	214 25
Keefe's Landing–Ootsa Lake	658 00
Kerr Settlement	299 37
Kitsequekla Valley	100 00
Lawson Settlement	50 00
Main Fraser Lake	4,699 24
Nancy Settlement	50 00
McCabe Settlement	146 50
Mortimer Settlement	400 75
Morden Settlement	96 25
McKilligan Settlement	150 37
McClure Cut-off	200 00
Road—*Continued.*	
McDonald Landing	$ 303 41
Mile 106–Forest Lake	300 00
Molice Lake	378 50
North Francois Lake	8,780 86
North Round Lake	825 85
New Hazelton–High Level	803 35
New Hazelton–South Hazelton	326 37
Neal Settlement	300 00
Nine-mile	98 00
Norberg	250 00
Palling Settlement	758 36
Pleasant Valley	1,417 75
Poplar Park	265 75
Quick School	11 00
Rosenthal	50 00
Rocher Déboulé	157 50
Raymond Settlement	269 75
Smithers Bridge–Hudson Bay Mountain	631 05
Smithers–Canyon Creek	50 62
Smith Settlement	158 57
Telkwa–Canyon Creek	2,024 45
Telkwa–Canyon Cut-off	500 00
Telkwa–Howson Creek	50 00
Telkwa Collieries	50 00
Telkwa River (north)	577 10
Topley Settlement	122 23
Thompson	150 00
Uncha Lake	49 25
West End of Francois–Ootsa Lake	2,309 80
West Francois Lake	901 49
West Side of Bulkley, Chicken Lake–Telkwa	4,135 07
West Side of Bulkley, Moricetown–Chicken Lake	691 12
West Side of Skeena (west)	340 50
West Side of Skeena (east)	112 75
West Side of Kispiox	414 37
Widen Settlement	270 75
White Settlement	248 40
Walker Settlement	109 00
Wakefield	273 59
General	157 50

Omineca District—Continued.

Trail—	
Brewer–Wicks	$ 20 00
Chicken Lake	18 75
Driftwood Basin	125 62
Groundhog	917 90
Manson Creek	1,129 64
North Trout Creek	172 50
Street—	
Telkwa "A"	50 00
Plant and tools	7,913 21
Camp equipment	1,136 62
Material	$ 3,692 24
Stable	7,403 31
Shed at Burns Lake	457 08
Powder-magazine	29 15
Supervision—	
Assistant Engineer	3,805 40
General Foreman	208 85
Office	1,941 23
Auto	225 59
Total	$ 85,858 45

Prince Rupert District.

Road—	
Approach to Terrace Bridge	$ 235 00
Ardagh	294 50
Breckenridge–Copper City	1,089 79
Bedore	362 12
Cedarville–Woodcock	496 22
Clayton (north)	814 85
Canoe Crossing	2,533 04
Copper City–Kitimat	657 36
Corlette	160 00
Delkatla–Chown Point	1,387 76
Firvale	529 17
Grant	85 46
Gold Creek–Usk	153 99
Gibb	58 00
Hagensborg	1,702 25
Kitwanga Wagon	416 95
Kitwanga–Woodcock	2,847 40
Kitwanga–Andemaul	140 00
Keith	264 75
Kohne	231 75
Kitsumgallum–Terrace	191 50
Kitimat	244 63
Kitsumgallum Main	6,150 29
Kaien Island	6,613 22
Meanskinisht–Kitwanga	3,594 49
McPherson	578 91
Maroon Creek	101 25
Port Clement–Meyer Lake	64 38
Phillips Creek	183 75
Port Clements–Nadu River	402 50
Port Clements–Tlell	860 30
Skidegate–Queen Charlotte City	561 90
Skidegate–Tlell	1,739 77
Sandspit–Copper Bay	201 00
Stonie–Atnarko	187 00
Terrace Ferry	213 00
Tian Point–Tow Hill	49 88
Terrace–Remo	380 00
Terrace Bridge	874 50
Usk–Vanarsdal	1,124 90
Road—*Continued.*	
Woodcock–Kitwanga	$ 498 87
West Settlement	281 99
Waterfront	12 00
Walker	195 75
Zimachord River	70 61
Yakoun Point–Tow Hill	140 62
Trail—	
Anaham Lake	220 75
Cedar River	188 00
Copper River	806 45
Gold Creek	887 12
Houston Inlet	100 00
Kitsumgallum Lake Shore	138 00
Legate Creek	175 00
Kitwanga–Kitsequekla	339 50
Klinaklini	1,042 50
Oona River	630 96
Salt Lake	478 48
Smith Island	772 75
St. Croix Creek	136 00
Williams Creek	100 00
Yakoun River	299 99
Streets—	
Bella Coola	61 00
Ikeda	149 63
Port Essington	1,029 36
Port Simpson	499 73
Port Clements	24 96
Skidegate	108 38
Terrace	847 23
Plant and tools	5,524 43
Camp equipment	85 28
Material	15,230 73
Stable	94 06
Supervision—	
General Foreman	2,460 60
Office	107 15
Total	$ 62,515 41

Revelstoke District.

Road—	
Arrow Lake	$ 301 90
Beaton–Trout Lake	1,960 97
Beaton–Comaplix	12 75
Big Bend	1,467 15
Beaton–Camborne	609 24
Craigellachie–Malakwa	92 69
Deepwater Landing	76 87
Edwards	10 50
Fish River	244 18
5-Mile (south)	214 88
Galena Bay (south)	494 87
Hall's (near Solsqua)	55 03
Hall's Landing (south)	216 13
Husted	32 00
Kelch	147 76
Le Beau	33 75
Malakwa–Johnson–Ross	198 04
Malakwa–Somerville	122 00
Malakwa–Erickson	306 64
Malakwa–Venn	25 00
Michael	50 00
Montana Slough	53 96
Nichol	1,143 28
Power-house	24 40
Revelstoke–Arrowhead	5,414 08
Revelstoke (south), No. 52	1,654 74
Revelstoke (south) (west side of river), No. 54	1,109 74
Revelstoke (east)	895 60
Revelstoke (local)	623 13
Revelstoke (west)	8,142 02
6-Mile (south)	3,385 96
Road—*Continued.*	
Sidmouth	$ 122 12
Solsqua–Bowie	28 13
Samuelson	18 75
Ski Hill	253 89
Wigwam	212 48
Trail—	
Benier and Nelson	26 25
Beatrice	9 38
Big Bend	3,728 36
Carnes Creek	40 00
Dosonie Creek	75 00
Eva and Oyster	16 50
Fish River (main)	41 25
Goldfinch	22 50
Halcyon	105 50
Keystone Creek	100 00
Mica Creek	9 15
Nakusp Hot Springs	218 53
Pool Creek	164 38
Rosebery	118 00
Twineis	101 25
Streets—	
Arrowhead	1,105 54
Beaton	1 20
Revelstoke	57 38
Plant and tools	2,582 82
Supervision—	
General Foreman	2,422 50
Office	1,497 03
Auto	827 89
Total	$ 43,025 04

Richmond District.

Secondary Road—	
Granville Street	$ 1,015 80
Marine Drive	2,421 42
Road—	
Marine Drive	3,882 59
No. 3	229 33
No. 5	62 82
River, Corner of No. 3 and River	35 59
University Bridge	31 50
Street—Imperial	$ 1,294 39
Plant and tools	1,059 60
Launch	12 18
Supervision—	
General Foreman	1,172 06
Office	1,011 81
Auto	378 87
Total	$ 12,607 96

Rossland District.

Road—	
Deschamps	$ 191 37
Drake's and branches	87 84
Merry	25 77
Rossland–Patterson	1,394 90
Rock Creek	174 50
Rossland–Cascade	575 20
Stony Creek	140 00
Sheep Creek	322 50
Trail–Rossland	3,975 26
Trail–Rossland (old)	62 80
Road—*Continued.*	
Violin Lake	$ 268 61
General	20 00
Trail—	
Murphy Creek	50 00
Sheep Lake	50 00
Willingfore	40 00
Plant and tools	679 61
Supervision—General Foreman	180 00
Total	$ 8,238 36

Saanich District.

Primary Road—Gorge	$ 1,686 67
Secondary Road—	
Quadra, East Saanich, West Saanich	900 54
Road—	
Burnside	935 60
Helmcken	587 00
Holland Avenue	55 00
Road—*Continued.*	
Observatory	$ 1,468 82
Ross–Durrance	618 25
Scott	271 00
Wharf Approach, Brentwood	35 75
Plant and tools	68 75
Total	$ 6,627 38

Similkameen District.

Primary Road—Fairview–Summerland	$ 32 00
Secondary Road—Penticton–Naramata	592 50
Road—	
Allison–Copper Mountain	13 50
Cross	12 00
Cedar Creek	275 18
Copper Mountain	474 10
China Creek	51 06
Darcy Mountain	91 87
Dalby Meadows	28 50
Dog Lake	64 00
Deer Valley	332 06
Fairview–Penticton	4,256 66
5-Mile	231 18
Fairview–White Lake	329 75
Fairview–Rock Creek	474 00
Fairview–Osoyoos	136 50
Fairview–Keremeos	54 75
Farleigh	48 25
Fairview–Summerland	363 00
Fish Lake–Nickel Plate	42 25
Granite Mountain	35 66
Granite Creek	310 00
Granite–Coalmont	131 25
Hembrie Mountain	54 00
Hope–Princeton	86 18
Hedley–Princeton	1,786 53
Hedley–20-Mile	24 00
Jura Station	73 73
Keremeos–Hedley	2,886 18
Keremeos Station	1,346 15
Keremeos Junction	851 82
Keremeos Creek Crossing	127 50
Kruger Mountain	43 25
Kaleden–Okanagan Falls	131 40
Kaleden Townsite	117 35
Lowe Subdivision	832 69
Marron Valley	687 50
Myers Flat–Okanagan Falls	268 50
McLean Creek	184 25
1-Mile	414 87
Road—*Continued.*	
Osoyoos–Sidley Mountain	$ 702 95
Osoyoos–Similkameen	420 25
Osoyoos Orchard	177 00
Oliver–Osoyoos	1,118 00
Penticton–Fish Lake	3,553 65
Princeton–Otter Lake	2,924 87
Princeton–Tulameen	7 00
Princeton–Stevenson Creek	21 50
Penticton–Summerland	901 38
Penticton–Carmi	113 00
Richter Mountain	22 50
Shingle Creek	686 75
Summers Creek	234 27
South Similkameen	480 75
South Keremeos	44 00
Similkameen City–Burr	12 00
Slate Creek	10 50
S. Okanagan Irrigation Project	553 75
Tulameen–Summit City	244 50
General	21 00
Trail—	
Camp Rest–Nickel Plate	42 00
Hope	74 00
Sterling Creek	94 50
Streets—	
Coalmont	112 53
Hedley	68 50
Okanagan Falls	78 75
Oliver	80 00
Princeton	675 82
Tulameen	307 75
Plant and tools	6,492 72
Camp equipment	160 48
Material	210 95
Supervision—	
General Foreman	2,384 15
Locating Engineer	75 00
Office	727 40
Auto	567 46
Total	$ 42,697 55

Slocan District.

Road—	
Alexander Avenue	$ 189 55
Appledale	46 25
Arrow Park	31 71
Beaver Creek	114 00
Belleview Landing	126 22
Brookes	69 89
Brouse	133 75
Burton City	149 58
Box Lake–Rosebery	22 73
Crescent Bay	355 00
Cedar Creek	46 31
Cariboo Creek	100 25
Columbia River (west)	1,158 95
Columbia River (east)	2,556 32
Edgewood–Vernon	1,485 20
Enterprise	17 95
Edgewood Cemetery	158 40
Ellis	7 58
Ewing	72 80
4-Mile Creek	1,290 08
Fauquier Landing	17 25
Ferret	286 88
Goat Creek	12 00
Glenbank	1,594 61
Hewitt Mine	18 75
Harrison	12 00
Jacobs	40 63
Lucky Thought	27 50
Langill's	45 00
Little Slocan River	107 50
McCormack	17 50
North Fork of Carpenter Creek	22 50
New Denver–Rosebery	443 65
New Denver–Silverton	1,279 37
New Denver Town	703 72
New Denver–Three Forks	1,799 16
Nakusp Town	1,287 70
Nakusp (east)	115 76
Nakusp–Box Lake	311 88
Needles (north)	15 00
Needles–Fire Valley	28 75
Noonday Mine	26 25
Passmore	163 03
Perry	22 00
Payne	120 00
Queen Bess Mine	20 00
Ottawa Mine	4 50
Road—*Continued.*	
Red Mountain	$ 266 65
Renata Town	71 13
Reveller	5 63
Rambler Mine	47 50
Sandon–Three Forks	555 75
Sandon–Cody	152 50
Sandon Town	227 35
Silverton Town	431 18
Shakespeare Avenue	308 61
Standard Mine	163 07
Slocan River (east)	1,827 13
Slocan River (west)	2,319 70
Slocan Star Mine	140 50
Stevenson	12 50
Springer Creek	255 63
Three Forks–Bear Lake	240 06
10-Mile Creek	235 64
Whatshan Lake	26 25
Whatshan Falls	124 73
Trail—	
Arrow Park	250 00
Black Bear	13 38
Elkhorn	47 50
8-Mile–10-Mile	20 00
Evening Star	35 63
4-Mile Creek	56 00
Hot Springs	18 50
Jo-Jo	18 76
Kooskanax	117 50
Lemon Creek	84 75
Lightning Peak	43 88
L.T.	25 50
Lone Batchelor	33 00
Monarch Group	46 00
Mountain	27 50
Millie Mack	131 05
Noble Five	26 25
Reco	30 00
12-Mile–Slocan City	18 00
Wilson Creek	10 88
Plant and tools	749 20
Stable	105 50
Supervision—	
General Foreman	2,612 05
Office	1,538 34
Total	$ 30,146 09

South Okanagan District.

Primary Road—	
Lake Shore, 15A	$ 2,248 70
Lake Shore, 16A	568 31
Road—	
Benvoulin	110 00
Bear Creek	111 00
Road—*Continued.*	
Belgo Subdivision	$ 632 60
Bathville	8 00
Bulman Subdivision	21 50
Experimental Farm	55 00
Deep Creek and branches	3,007 45

South Okanagan District—Continued.

Road—*Continued.*	
Glenrose Subdivision	$ 39 00
Glenmore Valley	77 00
Glenrosa Main	14 50
Gellatly–Lake Shore	69 00
Hydraulic Creek	140 87
Harris	38 75
J. Rich	748 87
Kelowna–Vernon	8,019 14
K.L.O. Main	529 25
K.L.O. Subdivision	107 25
Lake Shore (Okanagan–Mission)	157 25
Lake Shore, No. 46	1,978 61
Lewis–Bailey	93 00
Meadow Valley	198 75
Naramata Subdivision	1,108 70
North Naramata	22 00
Okanagan Centre Subdivision	2,072 05
Penticton–Naramata	768 50
Peachland-Princeton	384 00
Rutland Subdivision	167 25
South Okanagan and branches	168 60
S.K.L. Fruit Lots	118 00
Road—*Continued.*	
Spears	$ 86 66
Shingle Creek	16 00
Trepanier	61 50
Woods Lake	2,377 17
Westbank–Kelowna Ferry	832 17
Westside	57 00
Westbank–Peachland	719 50
Westbank Subdivision	619 90
Woodlawn Subdivision	34 00
General	611 54
Plant and tools	4,918 25
Material	853 03
Compensation (L. Ramponi)	100 00
Lots purchased for tool-shed site	130 00
Supervision—	
General Foreman	2,475 07
Locating Engineer	112 50
Office	1,654 53
Auto	2,002 99
Total	$ 41,444 71

South Vancouver District.

Primary Road—Kingsway	$ 4,724 14
Secondary Road—	
Hastings–Barnet	7,909 87
Riverway (Marine Drive)	884 75
Commercial Drive	3 33
North	111 02
Fraser Street	98 69
Knight Street	75 00
Supervision—	
Assistant Engineer	$ 841 90
Office	350 94
Auto	329 62
Total	$ 15,329 26

Trail District.

Road—	
Begg	$ 109 06
Bonnington	17 00
Carney's Mill	75 00
Columbia Avenue	96 87
Dickson	613 50
East Robson (north)	556 87
Emerald Mine	31 25
Erie Townsite	188 39
Fruitvale Subdivision	165 00
Forty-nine Creek	53 01
Fraser Landing	443 25
Fern Mine	18 00
Granite	1,177 68
Granite (upper)	733 49
Granite Mill	75 00
Harrop–Procter	735 96
Hudson Bay	219 00
Kootenay River	5,199 45
Knox	352 59
Road—*Continued.*	
Lot 183–Willow Point	$ 124 00
Marsden	322 50
Molly Gibson	226 53
Molly Mine	197 76
Milestone	196 24
Nelson–Balfour	2,802 41
Nelson–Ymir	2,473 56
Nelson–United States Boundary	948 80
Nelson–Waneta	1,664 05
Pass Creek	298 12
Pend d'Oreille	1,151 75
Procter	14 55
Rosebud Lake–Boundary	250 00
Robinson	71 75
Slocan River	955 92
Silver King	115 00
Trail–Castlegar	2,871 41
Trail–Sayward	1,908 72
Trail–Fruitvale	95 00

Trail District—Continued.

Road—*Continued.*	
Trail (east)	$ 598 47
Trail–Fort Sheppard	62 62
Thompson	34 38
Yellowstone	1,425 47
Ymir–Wilcox	232 62
Ymir Mine	100 00
Webster	217 49
General	15 00
Trackage (tool-house)	5 00
Trail—	
Bayonne	106 50
Kokanee	1,135 58
Streets—	
Procter	$ 245 93
Salmo	59 18
Trail (east)	539 14
Plant and tools	6,972 96
Camp equipment	165 20
Supervision—	
General Foreman	1,965 80
Office	1,071 25
Auto	651 82
Total	$ 43,152 85

Yale District.

Secondary Road—	
Harrison Hot Springs	$ 684 46
Road—	
Ashcroft Town	186 35
Aberdeen Mine	50 00
Anglesey Estate	38 00
Benjamin	39 60
Back Valley	72 25
Botanic Creek	275 08
Barnes Lake	90 00
Bates	50 00
Bridge Fill	573 00
Brookmore	37 50
Cariboo	979 08
Cornwall	151 45
Coldwater	845 45
Chaumox	1,484 46
Colletville	369 37
Cache Creek–Savona	570 22
Cumming's	75 00
Cisco	106 00
Coutlee Mountain	38 25
Deadman Creek	118 00
8-Mile	64 25
5-Mile	163 00
Fish Lake	140 25
Grande Prairie	1,418 96
Gladwin	160 00
George	270 00
Hope–Rosedale	2,893 88
Hope Town	644 50
Harrison Hot Springs	349 94
Haigh	35 52
Harper's Mill	69 25
Highland Valley	791 40
Kamloops	4,024 07
Kawkawa	21 75
Kane Valley	40 00
Lindley Creek	216 75
Lauder–Hawkins	104 50
Lytton–Lillooet	2,225 13
Lytton Town	498 15
Road—*Continued.*	
Merritt City	$ 7 50
Marshall	12 00
Midday Valley	167 25
Mamette Lake	689 00
Mill Creek	157 50
Merritt–Spences Bridge	5,225 61
Murray Creek	100 00
Matthews	45 00
Othell's	78 50
Otter Valley	826 44
1-Mile	984 47
Princeton	1,729 51
Pike Mountain	308 25
Petit Creek	409 75
Ray Lake	45 50
Sunshine Valley	25 00
Spences Bridge–Boston Flats	2,656 22
Summers Creek	17 50
Silver Creek	116 63
Savona	76 50
Upper Venables Valley	125 00
Upper Hat Creek	404 00
Upper Creek	10 00
Venables Valley	515 41
Voight Valley	111 00
Woodward	23 00
Walhachin	164 00
Winch	198 85
Yale	184 75
Trail—Nicholson	80 00
Plant and tools	5,174 51
Camp equipment	515 44
Material	3,453 75
Stable	2,300 63
Supervision—	
Assistant Engineer	2,921 50
Office	1,128 24
Auto	845 09
Total	$ 52,798 12

Bridges.

Alberni District.

Alberni, No. 1	$ 16 00	Holberg, No. 6	$ 230 81
Alberni, No. 2	811 50	Holberg, No. 7	358 95
Alberni, No. 3	751 81	Holberg, No. 9	277 61
Alberni, No. 4	41 96	Holberg, No. 10A	208 91
Alberni, No. 9	7 50	Holberg, No. 11	20 00
Alberni, No. 13	13 50	Holberg, No. 15	8 00
Alberni, No. 14	8 94	Holberg, No. 23	10 63
Alberni, No. 15	84 81	Holberg, No. 34	2 06
Alberni, No. 16	92 46	Holberg, No. 35	4 00
Alberni, No. 17	3 50	Holberg, No. 30	4 00
Alberni, No. 20	10 00	Holberg, No. 29	4 50
Alberni, No. 21	899 74	Holberg, No. 37	4 50
Alberni, No. 23	62 66	Nanoose, No. 4	172 67
Alberni, No. 24	132 00	Nanoose, No. 3	60 16
Alberni, No. 25	370 37	Nanoose, No. 2	40 91
Alberni, No. 26	12 00	Nanoose, No. 5	963 30
Alberni, No. 27	18 50	Nanoose, No. 6	34 00
Alberni, No. 28	40 10	Nanoose, No. 7	91 52
Alberni, No. 29	33 50	Nanoose, No. 8	16 00
Alberni, No. 30	22 13	Nanoose, No. 9	8 00
Alberni, No. 34	401 11	Nanoose, No. 10	391 50
Alberni, No. 39	513 43	Parksville, No. 1	19 00
Alberni, No. 42	187 99	Parksville, No. 3	390 36
Alberni, No. 43	2 98	Parksville, No. 4	930 35
Alberni, No. 47	110 98	Parksville, No. 5	51 50
Alberni, No. 48	91 67	Parksville, No. 6	29 50
Alberni, No. 49	179 54	Parksville, No. 7	103 00
Alberni, No. 50	129 05	Qualicum, No. 1	38 50
Alberni, No. 52	10 00	Qualicum, No. 2	10 50
Alberni, No. 54	10 00	Qualicum, No. 3	67 25
Alberni, No. 61	173 15	Qualicum, No. 4	235 71
Alberni, No. 66	1 97	Quatsino, No. 4	265 71
Alberni, No. 67	1 31	Quatsino, No. 4A	39 50
Alberni, No. 68	49 16	Qualicum, No. 6	21 00
Alberni, No. 79	554 79	Qualicum, No. 7	26 50
Alberni, No. 80	103 30	Qualicum, No. 8	22 00
Coombs, No. 1	43 01	Qualicum, No. 9	13 50
Coombs, No. 4	5 87	Qualicum, No. 10	17 50
Coombs, No. 5	13 13	Qualicum, No. 11	14 00
Coombs, No. 6	63 77	Qualicum, No. 12	7 00
Coombs, No. 7	247 04	Stranby, No. 4	27 00
Coombs, No. 9	729 07	Stranby, No. 6	9 00
Coombs, No. 10	961 10	Stranby, No. 7	13 50
Coombs, No. 13	45 38	Tofino, No. 3	40 23
Coombs, No. 19	11 00	Ucluelet, No. 18	39 77
Errington, No. 1	35 25	Ucluelet, No. 6	360 11
Errington, No. 2	9 00	Ucluelet, No. 13	213 91
Errington, No. 3	9 00	Wellington	16 00
Errington, No. 4	21 50	General	1,204 18
Errington, No. 5	15 47		
Holberg, No. 4	299 50	Total	$ 15,703 85
Holberg, No. 5	231 94		

Atlin District, Bridges.

Alice Arm Suspension	$ 11,361 57	Kitsault (East Creek)	$ 600 00
Bear River	12,374 02	Kitsault (suspension)	20 20
Bitter Creek	210 65	Marmot River	100 50
Cascade Creek	567 10	Nakina (pack)	100 00
Casca, No. 4	200 00	Paul Claduc	1,523 40
Casca, No. 5	150 00	South Fork, No. 67	300 00
Bridges on Bear–Nass Trail	990 28	South Fork, No. 119	1,452 73
Bernachez Creek	74 98	6-Mile	100 00
Falls Creek	899 98	Snow service	628 75
Davidson	300 00	Stewart-Hyder	596 96
Glacier Creek	895 00	Tooya	299 50
Glenora, No. 1	100 00	22-Mile	317 75
Glenora, No. 2	150 00	Little Tahltan	262 00
Goose Creek	400 00	Trout Creek	10 00
Granite Creek	1,122 65	Tahltan	3,813 81
Indian Creek (Indian Mine Road)	690 50		
Illiance	10 00	Total	$ 40,622 33

Cariboo District.

Anaham Indian Reserve	$ 3,047 00	Mining Creek, No. 2	$ 76 00
Antler Creek	50 00	15-Mile	93 00
Big Lake	97 88	18-Mile	430 00
Beaver Lake	32 38	8-Mile	10 00
Beavermouth	56 59	Nazko	20 00
Big Meadow	65 00	Newton's	15 00
Burns Creek	183 00	Onward	120 00
Bortland Hill, No. 2	179 11	Pine Grove	90 00
Bortland Hill, No. 3	204 63	Quesnel	555 35
Bowerman	231 62	Quesnel–Fort George Road Station	1,234 86
Bouchie	105 00	Quesnel–Fort George Road	21 00
Cottonwood, No. 1	4,557 25	Siwash	1,036 06
Canyon Creek	495 38	Squaks	73 00
China	35 00	Syers	35 00
Chisholm Creek	110 50	Sitkum	304 99
Chilcotin	15 00	Slough Creek	238 67
Choate	411 92	Slough	155 65
Deep Gulch	25 00	Spanish	11 50
Dry Gulch	30 00	Stephenson	249 12
Dry Gulch	524 59	Spokin Creek	167 85
Deep Creek	150 00	Snowshoe	22 50
Eop	349 99	Smith Fork, Quesnel River	33 75
Falls Creek	248 85	West Creek–Fish Lake Road	380 25
General Creek	298 36	Veda Creek	59 86
Horsefly	61 25	Williams Creek	852 25
Knife Creek	200 00	Wingdam, No. 1	350 00
La Bourdale	12 00	Wingdam, No. 2	260 00
Likely	286 25	Wingdam, No. 3	440 00
Lees	31 50	Wingdam No. 4	354 10
Lynes	103 10	Wingdam Flume	493 62
Material	826 71	Willow River	150 40
Mackay	210 00		
Mining Creek No. 1	75 00	Total	$ 21,643 64

Chilliwack District, Bridges.

Chilliwack River	$ 72 34
Sumas	13 65
Vedder Canal	652 48
Sumas Reclamation	33,679 07
Total	$ 34,417 54

Columbia District.

Abel Creek	$ 55 50	Kootenay	$ 66 40
Athalmer	83 70	Latet	88 50
Bott	268 48	Lesook	1,622 13
Briscoe	12 90	Lamonte	12 15
Bugaboo	78 31	Lapeep	12 15
Blaeberry (upper)	91 09	Lapelle	13 55
Channell	9 44	Lapcosh	13 55
Campbell	7 50	Laplash	12 15
Canim	138 10	Leadville, No. 199	90 85
Copper Creek	383 65	Leadville, No. 210	1,938 46
Dola	921 45	McDonald Creek	295 68
Dutch Creek	113 85	Mineral Creek	416 68
Forster	27 25	Page	151 86
Francis Creek	9 50	Spillamacheen	130 00
Firth	83 30	Spillamacheen (swing)	37 01
Firman	42 75	Toby High Level	51 80
Finlay Creek	333 92	Wilmer (pontoon)	110 00
Hospital Creek	3 75	Watkins	139 64
Hykwa	1,095 73	General and plant	583 33
Horsethief	4 00		
Kicking Horse	63 75	Total	$ 9,787 43
Kullagh	170 62		

Comox District.

Anderson's	$ 417 88	McKelvie	$ 497 29
Blubber Bay	374 52	Minto School	153 93
Cape Mudge	303 34	May	1 55
Cedar	8 00	McMillan	306 63
Cougar Creek	39 70	Oyster River	942 42
Cumberland–Headquarters	93 48	Powell River–Grief Point	2 75
Curran's	233 81	Piercy	42 80
China Creek	2,441 25	Power-house	103 86
Cross-road, No. 1	403 51	Puntledge	10 34
Cooks' Creek	122 39	Powell River	14,917 15
Courtenay	95 06	Quinsam River	138 70
Courtenay Slough	35 50	Rennison	6 00
Garven	11 03	Rosewall	2,448 14
Gowland	255 22	Salmon River, Third Crossing	5,862 59
Gwilt	407 88	Salmon River, Sach Crossing	424 53
Howe	47 81	Salmon River, No. 149	496 49
Headquarters	16 56	Salmon River, No. 154	105 00
Harrigan	597 38	Salmon River, No. 159	62 00
Jones	48 00	Salmon River, No. 166	33 50
Jack Lake	165 03	School-house, No. 1	5 25
Knight	23 56	Sieverson	24 00
Lagoon	344 79	Sandhills	11 00
Lund	86 85	Stafford	24 27

Comox District, Bridges—Continued.

Trent River	$ 227 86	Wolfson Creek	$ 2,536 21
Thames River	17 50	White River	12 25
Washer Creek	218 31	General and plant	123 14
Waterloo	43 50		
Wharf	212 91	Total	$ 36,584 42

Cowichan District.

Alder Street	$ 95 00	McLennan	$ 49 20
Barkley	51 25	McCallum	15 80
Cavin	8 25	McIntosh	740 35
Cowichan Station	270 64	No name, No. 56	20 00
Corfield	38 11	No name, No. 69	10 36
Clemclemlitz	71 50	No name, No. 70	8 44
Cowichan Lake, No. 69	25 34	No name, No. 76	4 60
Cowichan Lake, No. 70	25 53	No name, No. 84	4 70
Cowichan Lake, No. 67	36 62	No name, No. 67	2 35
Cowichan Lake, No. 6	140 38	Pimbury	330 82
Colvin	42 88	Quamichan	36 70
Curry	16 25	Riverside	666 46
Chemainus	13,489 01	Somenos	996 11
Duncan	95 02	Sheppard's	226 64
Dodd's	136 16	St. Anne's	21 65
Doney	43 00	Slide	20 00
Elliott	35 30	Twin, No. 104	40 69
Flett	30 00	Twin, No. 105	52 99
Flats, No. 62	510 15	Wager	51 41
Grant	165 26	Victoria–Campbell River	27 63
Jordan	53 60	Vye	57 60
Keating's	607 52	General	282 22
Koksilah Crossing	98 87		
Meade	7 00	Total	$ 20,657 83
Millett	898 37		

Cranbrook District.

Bidder	$ 3 00	Kootenay Reserve, No. 86	$ 49 00
Brander	260 74	Kootenay Reserve, No. 87	258 13
Bird	72 00	Lippett	87 39
Boundary	129 95	Marysville	47 00
Copper Lake	8 95	Mark Creek, No. 129	31 25
Colony	20 83	Mark Creek, No. 130	27 91
Cottonwood	127 20	Norfolk	20 50
Coulee	537 42	McLure	50 00
Goatfell (small)	103 94	McGinty	41 12
Gold Creek	518 81	Matthew Creek, No. 205	212 75
Guindon	228 50	Matthew Creek, No. 105	43 50
Harold Street	4 32	Perry Creek	62 13
Ha-ha Creek	99 91	Pighin	3 00
Hospital Creek	821 71	Pitt Creek	46 75
Irishman Creek, No. 206	625 36	Plumbob	608 30
Irishman Creek, No. 211	229 97	St. Joseph Creek	339 38
Kimberley (foot)	164 70	St. Mary Lake	358 06
Kootenay Reserve, No. 81	1,774 73	St. Mary Slough	625 17
Kootenay Reserve, No. 82	25 00	St. Mary Lake	515 95
Kootenay Reserve, No. 83	49 50	Tata Creek	8 50

Cranbrook District, Bridges—Continued.

Thompson	$ 102 18	Yahk	$ 8,253 45
Ward's Ranch	5 50	General	359 72
Westport, No. 80	106 29		
Westport, No. 24	366 83	Total	$ 18,489 59
Westport (upper), No. 279	53 40		

Delta District.

Canoe Pass	$ 39,256 66
Campbell River	5 20
New Westminster (south approach)	2,845 46
Total	$ 42,107 32

Dewdney District.

Blaney	$ 15 00	Mill, No. 2	$ 12 53
Alderside	142 47	Marcolen	143 00
Clark	221 60	McDonald	28 60
Conley	117 30	McKinney	19 75
Anderson	39 00	McKay	136 75
Coquitlam River	25 83	Morton Road	350 56
Bell's	36 64	Montgomery	11 25
Dewdney	44 63	Nicomen Quarry	16 03
Graham	13 00	Nicomen	408 20
George	952 88	Que Alive Nich	36 13
Eagle	170 45	O'Mara	1 75
Giles	50 17	Pitt River	3,310 41
Hearsine	10 58	Peart	285 05
Haney	10 75	Red	61 18
Hampton	246 69	Ross, No. 162	18 00
Kanaka	39 25	Ross, No. 163	46 00
Hatzic Pump	98 61	Sharpe	23 75
Hopkins	360 87	Silas	94 11
Harris Road	3,984 94	School-house	39 00
Hoy	93 75	Silver Creek	63 32
Ioco, No. 5	25 00	Thather	13 00
Ioco, No. 6	26 75	Tom	8 25
Kanaka Creek	11 54	Whonnock Creek	325 77
Indian Reserve	151 46	Yoemans	70 00
Lampart	3,574 81	General	159 87
Legaee	61 24		
Lucy Harris	4 60	Total	$ 16,212 07

Esquimalt District.

Bristol Creek	$ 493 66	Happy Valley, No. 159	$ 8 32
Burnside	20 35	Jordan River Road, No. 45	2,199 24
Duke's Road	275 36	Jordan River Road, No. 46	1,105 23
Finlayson Arm	352 25	Jordan River Road, No. 47	986 34
Fitzgerald	484 43	Jordan River Road, No. 48	250 00
Goldstream, No. 120	4,137 42	Jordan River Road, No. 50	45 00
Goldstream, No. 121	40 25	Jordan River Road, No. 52	562 83
Goldstream, No. 122	37 00	Jordan River Road, No. 58	47 50
Goldstream Cross	476 49	Jordan River Road, No. 59	49 50
Goldstream Creek	372 00	Jordan River Road, No. 60	26 00
Goldstream, No. 30	233 56	Jordan River Road, No. 61	543 48
Hall's	628 20	Metchosin Road	197 39
Happy Valley, No. 37	251 86	Metchosin Cross-road	18 75

Esquimalt District, Bridges—Continued.

Muir Creek, No. 115	$ 161 69	Sooke River, No. 4 (Armour's)	$ 270 50
Muir Avenue (no number)	235 92	Sherwood	170 87
Millstream	114 01	Sooke Road, No. 96	146 62
Millstream Lake Road, No. 65	49 67	East San Juan Road, No. 101	184 17
Millstream Lake Road, No. 66	29 65	East San Juan Road, No. 102	213 98
Otter Point, No. 82	206 18	East San Juan Road, No. 103	12 50
Otter Point, No. 83	251 79	East San Juan Road, No. 104	10 00
Milne's	299 25	Waugh Creek	14 50
Parsons	20 75	V.I. Trunk Road, No. 123	65 63
Quarantine Station Road	526 39	V.I. Trunk Road, No. 126	171 16
Ross Road	733 00	V.I. Trunk Road, No. 128	157 44
Sooke Road, No. 89	64 68	V.I. Trunk Road, No. 130	1,796 78
Sooke Road, No. 90	112 56	V.I. Trunk Road, No. 131	141 19
Sooke Road, No. 93	352 67	V.I. Trunk Road, No. 138	2,157 14
Sooke Road, No. 94	3 50	Generally	510 36
Sooke Road, No. 95	138 66		
Sooke River, No. 100	123 64	Total	$ 23,289 26

Fernie District.

Barn	$ 100 94	Letcher's Siding	$ 267 56
Cedar Valley (west)	790 42	Michel Mouth	13,575 08
Eddy's (Natal)	10,643 98	Old Town	40 30
Doyle's	2,019 67	Morrissey	149 00
Dorr	613 79	Phillips	175 98
Elko	1,680 65	Quirk's (north)	2,698 65
Elkmouth (small)	42 51	Rock Creek	266 69
Elko Waterworks	377 48	Side Trestle	206 29
Fairy Creek	117 00	Skookumchuck	382 74
Fernie	250 60	Tipple	758 82
5-Mile (west)	80 38	Waldo	1,454 27
Flathead	15 00	Wasa	496 50
French Camp	3,243 69	Wardner	14 75
Hosmer	5,282 23	Wilson Creek	446 90
Loop	2,236 89	Material	859 88
Little Fairy Creek	196 36		
Lizard Creek	102 23	Total	$ 49,587 23

Fort George District.

Artho	$ 453 54	Dome Creek	$ 65 00
Black Creek	106 75	Dore River	82 00
Beaver	344 00	Dunster	138 85
Baker Creek	708 47	Eaglet Creek	32 12
Bailey	338 60	Erdman, No. 1	15 00
Boothroyd	824 43	Erdman, No. 2	20 12
Burnt Gulch	77 25	Grand Forks	568 74
Corkscrew Creek	102 25	Hall	148 99
Cuzner	5 62	High Trestle Creek	139 35
Cassler Creek	61 25	Hughes	23 25
Chief Lake	29 84	Indian Creek, No. 318	455 35
Campbell, No. 1	275 00	Indian Creek, No. 316	3 50
Campbell, No. 2	309 00	King	153 16
Clear Creek	1,190 03	Kolling	119 87
Camp Creek	72 75	Little Snowshoe	198 71
Chinchickey	1 00	Moss Creek	312 00
Cunningham	15 50	McGregor	301 50

Fort George District, Bridges—Continued.

McGaghran	$ 289 62	Stone Creek	$ 34 50
McKenzie Creek	185 62	Stony Creek	110 50
Nautley River	2,897 47	Spinning Bridge	68 50
Nechako	440 84	6-Mile Meadow	98 24
Newman Creek	154 12	30-Mile	22 50
Nechako (at Vanderhoof)	1,182 40	Tong Creek	231 55
Nechako (at Fort Fraser)	141 18	Todd River	327 95
Pilot Mountain, No. 1	243 25	Thompson, No. 1	145 93
Pilot Mountain, No. 2	297 36	Thompson, No. 2	145 94
Queen Street North, Prince George	5 62	Unnamed, Cariboo Road	5 50
Round Meadow, No. 1	111 27	Unnamed, Cariboo Road	191 50
Round Meadow, No. 2	108 94	Unnamed, Fort George, Hazelton	326 09
Reade Creek	99 37	Vanderhoof Trestle	7 75
Red Rock Creek	72 50	Willow River	552 70
Sargent	415 25	Willow Creek	26 50
Stuart River	812 17	Yard Creek, No. 1	266 95
Stellaco	6,132 15	Yard Creek, No. 2	247 40
Scott Creek	150 00	General	4 13
Sand Creek	50 25		
Sturgeon Point	15 00	Total	$ 24,311 30

Fort George District (Peace River Section).

Beaulne	$ 227 00	Pouce Coupe	$ 7 50
Beaton Ravine	7 00	Paul	200 75
Birley	99 25	Quinn	75 12
Buffalo Creek	37 50	Russian	328 37
Devereau	74 87	Wilfred	439 66
Fish Creek	100 50	Unnamed	3 50
Gourlay	177 36	Supervision	368 00
Doe Creek	43 00	Material	985 77
Gardner	1,223 23		
Charles	199 61	Total	$ 4,643 62
Cutbank	45 63		

Summary.

Fort George	$24,311 30
Fort George (Peace River Section)	4,643 62
Total	$28,954 92

Grand Forks District.

Carson	$ 79 50	Lynch Creek	$ 37 00
Cascade (lower)	585 23	McCarthy	110 00
Cascade (upper)	60 50	Sawmill	34 88
Cooper	239 38	Suspension	18 50
East Fork of North Fork	35 00	Vaughan	18 50
First Street	193 00	Yale	97 50
Fornelli	732 50		
Franklin	38 00	Total	$ 2,353 49
Hardy	74 00		

Greenwood District.

Boundary Falls	$ 33 12	Caron	$ 19 00
Blythe	57 00	Ingram	500 46
Beaverdell	208 20	Kettle River	737 07

Greenwood District, Bridges—Continued.

Midway	$ 437 82	White Cabin	$ 26 00
Mayers Creek	70 65	General	179 25
Sater	12 00		
Westbridge	57 00	Total	$ 2,337 57

Islands District.

Chalet Road (North Saanich)	$ 1,106 45	Saltspring (Fulford)	$ 84 00
Hoggan (North Gabriola)	16 00	North Saltspring	55 25
Main Road (Galiano)	136 00		
Galiano, No. 29	204 47	Total	$ 1,707 17
Galiano, No. 41	105 00		

Kamloops District.

Allen's	$ 77 17	Louis Creek	$ 7 10
Augusta	122 77	Kamloops (Salmon Arm)	299 75
Avely	25 00	Mackenzie	499 62
Berry's	95 00	Martin's Prairie, No. 1	130 00
Blackburn	175 00	Martin's Prairie, No. 2	130 00
Bulman's (Salmon River)	130 35	McMurphy	177 60
Barriere River Forks	478 00	Paxton Creek	300 00
Barriere (North Thompson)	246 00	Percival	199 56
Campbell Creek	85 16	Pritchard	429 90
Chase Creek	197 38	Rose Hill	180 00
Carlin Gulch	1,364 75	Savona	146 00
Clearwater	40 00	Sinclair	110 00
Craven	159 20	Syphon Creek	77 82
Fusee	230 00	Shuswap	260 60
Forestry	160 00	Skimiken	237 00
Dilworth	498 23	Skookumbridge	44 60
Elson	90 30	Stillwater Flats, No. 10	40 00
Edmunds	248 76	Stillwater Flats, No. 13	35 00
Harpers Camp, No. 1	100 00	Stillwater Flats, No. 15	25 00
Harpers Camp, No. 2	99 40	Stillwater Flats, No. 26	75 00
Jake Creek	188 31	Stillwater Flats, No. 28	75 00
Jones	25 00	White Creek	815 93
East Bridge	679 33		
West Bridge	280 80	Total	$ 10,237 99
Long Lake	146 50		

Kaslo District.

Alpine	$ 3 00	Gerrard	$ 116 89
Bunker Hill	51 00	Gainor	36 00
Crocker	251 25	Grady	206 82
Canyon	446 88	Goat River	1,349 90
Coulee	18 00	Koehle's	849 87
Coffee	4 00	Kitchener	2,139 34
Canadian	24 70	Kidd Creek	43 75
Crawford Creek	41 04	Kootenay Valley	1,036 86
Canadian	28 50	Jackson	4 12
Cedar Creek	48 95	Hagen	62 75
Canning	595 14	Hamil Creek	835 87
Duck Creek	358 62	Hooper	9 00
Dog Creek	500 00	Hascroft	235 76
Flossie	376 35	Lardeau River	4 00
Floyd	324 94	Leach	376 90

Kaslo District, Bridges—Continued.

Lyle	$ 8 25	Surprise	$ 15 00
Liberty Hill	3 00	Trout Creek	5 00
Long Creek	3 00	Texas	16 50
MacPherson	591 00	Snow service	228 00
Millie Mack.	29 75	Victoria	16 79
Moir	4 00	Wynndel	50 00
Ridd	149 88	Ward	316 12
Simmons	149 86	William Road	19 67
Russell Creek	249 68	Whitewater	8 13
Robson	248 03	Generally	12 00
Silver Cup	48 00		
Sproules	8 25	Total	$ 12,560 23

Lillooet District.

Antoine Creek	$ 283 20	Lochore Creek	$ 247 75
Alkali	366 00	Lone Butte	399 00
Atwood Creek	265 64	Muskrat Lake	162 86
Brigham	246 98	McGillivray Creek	242 56
Bridge River Forks	424 22	McMillan	107 90
Big Bar, No. 1	317 50	McNeil Trail, No. 1	546 08
Big Bar Forks	317 50	McNeil Trail, No. 2	503 57
Big Bar Grinder	316 67	McNeil Trail, No. 3	385 57
Big Bar Mountain	308 86	McNeil Trail, No. 4	555 08
Bunting	130 00	105-Mile Creek	336 33
Big Creek, No. 2	738 72	Nordland (suspension)	44 35
Coldwell	50 00	111-Mile Creek	161 75
Churn Creek	716 37	116-Mile Creek	284 50
Chasm	120 70	9-Mile Bluff	360 02
Coal-pits	285 14	Pavilion Hat Creek	763 68
Contingencies	212 87	Porcupine Creek	249 75
Copper Mine Creek	249 00	Roe Lake	1,276 12
Chilcotin	13,010 82	Ruth	312 93
Dog Creek, No. 2	237 50	Seton, No. 1	28 50
Dry Gulch	335 85	Seton, No. 2	28 50
11-Mile Creek	249 80	South Fork	1 15
49-Mile Creek	81 00	Siwash	248 99
41-Mile Creek	968 87	61-Mile Post	251 53
Gang Ranch, No. 66	254 75	Tatla Lake	199 50
Gang Ranch, No. 67	254 10	Tatla Slough	198 00
Gaspard Bluff	264 80	Ward Creek	299 62
Hat Creek	311 90	Watson Bar	300 00
Hanceville	77 80	Tobacco Flats, No. 1	345 80
Gustafsen	262 30	Tobacco Flats, No. 2	241 50
50-Mile Post	200 50	Generally	412 96
52-Mile Post	201 25		
Lillooet Hatchery	20 00	Total	$ 31,576 46

Nanaimo District.

Brechin	$ 35 20	Millstone, No. 1	$ 94 15
Cook's, No. 4	162 20	Millstone, No. 2	352 76
Chase River	156 25	Nanaimo River	694 29
Dickson's	30 00	Paterson's No. 3	20 70
Dickinson's, No. 3	162 05	Twelfth Street	56 00
Dickinson's, No. 4	8 85	Bridges generally	28 69
Gourley's	109 35		
Fiddick	41 30	Total	$ 2,048 38
Five Acre Lots	96 59		

Nelson District, Bridges.

Cottonwood Creek	$ 183 68

Newcastle District.

Brenton's	$ 55 90	Heamer's	$ 13 95
Brenton Creek	76 40	Morrison, No. 1	51 80
Boat Harbour	40 20	Morrison, No. 2	91 90
Bush Creek, No. 1	93 15	Morrison, No. 3	315 15
Bush Creek, No. 2	146 11	Morden	30 35
Bush Creek, No. 3	26 85	Nanaimo	424 37
Cassidy's	151 43	Old South Wellington	17 40
Diamond Crossing	472 80	Patricia Road Creek	170 10
Davis Creek	387 86	Patterson	160 38
East Wellington, No. 1	11 70	South Forks	4 00
East Wellington, No. 2	46 80	Swamp	42 60
Evans, No. 45	169 00	Thatcher's	15 80
Evans, No. 46	149 00	Waterworks	83 44
First Creek (fill)	9,961 38	Waterloo	199 90
Haslam Creek (old)	163 39	Westwood	45 85
Haslam Creek (old)	23,784 92	Walker's	68 30
Jingle Pot, No. 1	287 26	General material	4 16
Jingle Pot, No. 2	278 07		
Jingle Pot, No. 3	75 95	Total	$ 38,117 62

North Okanagan District.

Ashton Creek	$ 23 50	Mara (swing)	$ 447 79
Baxter's	5,287 68	Massey	481 73
Bonneau	9 75	McKay's	95 54
Brash	25 00	Reiswig	12 50
Cook's	166 50	Ruck's, No. 1	496 19
Davidson	576 78	Ruck's, No. 2	235 71
Dry Gulch	674 37	Swift	245 77
Finlaison	20 50	6-Mile	296 70
Enderby	21 50	Siwash Creek	73 00
Grindrod	502 08	Trinity Creek	133 76
Hardy	87 91	Unnamed	530 22
Kelso	191 34	Unnamed	40 25
Kingfisher	117 75	Whiteman's	170 00
Lassie	98 57		
Laurence	57 25	Total	$ 11,153 14
Maple Street	33 50		

North Vancouver District.

Birkenhead	$ 190 09	James Creek	$ 140 25
Cool Creek	156 28	Magee	5 50
Cheakamus	183 55	Miller Creek	48 00
Beach	100 00	Mamquam Washout	2,021 74
Chaster	235 60	Marine Drive, Nos. 3, 7, 9	32 34
Burns	133 00	Nos. 5, 7, 9, 10	10 34
Carter	8 25	Nos. 8, 12	3 66
Big Slough	103 00	Notch, No. 1	200 00
Hill Point	157 79	Nameless, No. 2	4 50
Hanbury	83 50	Nameless, No. 62	232 42
High	58 00	Nameless, No. 69	169 00
Hammon	111 79	Nameless, No. 63	50 00
Kirk	61 00	Nameless, No. 64	119 79

North Vancouver District, Bridges—Continued.

Nameless, No. 111	$ 250 00	Pillchuck	$ 59 38
Nameless, No. 112	239 50	Smithson	51 12
Nameless, No. 154	91 50	Station	24 25
Nameless, No. 155	100 00	Wilson	156 50
Red	245 07	West Vancouver	244 68
Ryan	98 00		
Ryan Creek	4 58	Total	$ 6,183 97

Omineca District.

Burns Lake	$ 717 50	McEvoy Creek, No. 53	$ 98 12
Buck River	31 00	McEvoy Creek, No. 54	112 50
Babine Trail	32 50	Mission Creek	46 00
Baterne River	35 00	Moricetown	3 75
Dodd's Creek	911 33	Nadina	222 25
Bulkley	4 00	Quick	307 75
Bulkley (suspension)	500 00	Porphyry Creek	25 00
Burns Lake (trestle)	693 00	Savory Creek	3,906 05
Cedar Creek	300 00	Smithers	399 50
Endako, No. 1	2,897 98	Skeena (suspension)	696 55
Endako, No. 2	2,902 11	Telkwa	17,206 92
Goat Creek	91 00	General	150 00
Haguelgate (suspension)	2,796 36		
Hazelton High Level	31 50		$ 36,784 15
Haynes Settlement, Canyon Creek	99 70	*Less* credit	08
Hazelton	496 83		
Johnston	947 32	Total	$ 36,784 07
Kispiox	122 63		

Prince Rupert District.

Alwyn Creek	$ 31 06	Phillips Creek Road, No. 2	$ 50 50
Bruce Creek	452 02	Necleetsconnay	553 06
Bohler	27 05	Queen Charlotte City	686 26
Canyon Slough	25 15	Saloomt	291 61
Canoe Crossing	97 00	Skimlick	48 00
Clayton (Bella Coola River)	2,263 46	Sangon River	107 00
Clayton Road (north) (small road)	248 99	Spring Creek	113 61
Clayton Road (north) (Indian Slough)	481 00	Snow service	131 36
Douglas Creek	79 50	Terrace Slough	215 08
Deep Creek	654 31	Taylor Creek	25 00
Delkatla Slough	9,514 42	Thorsen Creek, No. 1	67 84
Eby's	6 32	Tea Creek	84 94
Fiddler Creek	49 84	Vanarsdol, No. 1	40 00
4-Mile	200 73	Vanarsdol, No. 2	40 21
Gilbert	25 70	White Creek	216 25
Johnston Creek	50 00	Zimacord Road	31 24
Kitwancool River	906 28	Generally	504 55
Lorne Creek	95 51		
Lamb Creek	16 00	Total	$ 18,470 85
Phillips Creek Road, No. 1	40 00		

Revelstoke District.

Anderson	$ 2 25	Cranberry Creek	$ 90 00
Beaton–Comaplix	27 00	Colling's	5 00
Clanwilliam (overhead)	26 00	Campbell's	31 00
Columbia	4,727 58	Bridge Creek	5 75

Revelstoke District, Bridges—Continued.

Creek, No. 2	$ 20 00	McIntosh	$ 26 75
Crowle's Ranch	23 00	Mammoth	352 20
Downie Creek	66 10	Mackenzie Creek	34 84
8-Mile Creek	440 62	Malakwa, No. 135	21 00
Eagle River, No. 156	42 00	Menhinick Creek	82 50
Eagle River, No. 164	603 73	9-Mile	13 25
Eagle River, No. 166	70 50	Nichol, No. 1	210 43
Eagle River, No. 169	310 74	Nichol, No. 2	22 40
Eagle River (Sicamous), No. 172	90 88	Pool Creek	50 00
5-Mile (Big Bend Road)	2 70	Sicamous (foot)	10 00
Gulch (Arrowhead North Road)	30 50	Sand and Slide Trestle, No. 48 (Big Bend)	133 40
Kelch	412 26	Sand and Slide Trestle, No. 49 (Big Bend)	92 75
Greely	77 80	Silver Creek Trail	12 00
Kay Falls	42 00	Side-hill Trestle	47 00
Hill Creek, No. 103	22 50	Slough (Solsqua)	65 97
Hill Creek, No. 104	13 13	Slough (West Road), No. 149	20 00
Halfway Creek	48 00	Slough (Arrowhead North)	44 00
Jenning Creek	7 50	Slough (West Road), No. 150	10 00
Halcyon	81 80	Snow service	865 92
Lower Illecillewaet	686 01		
Upper Illecillewaet	2,927 69	Total	$ 13,494 54
Malakwa–Erickson	315 00		
Malakwa–Anderson	131 09		

Richmond District.

Eburne	$ 4,671 31
Marine Drive, No. 1	192 86
Marine Drive, No. 2	159 76
Total	$ 5,023 93

Rossland District.

Deschamps Road (north), No. 1B	$ 20 25	Trail–Rossland Road, No. 4	$ 37 88
Deschamps Road (north), No. 2B	20 00	Violin Lake Road	29 95
Deschamps Road (north), No. 3B	20 00	Rossland–Patterson	105 00
Deschamps Road (north), No. 4B	30 00	Deschamps Road (north), No. 1	24 00
Deschamps Road (north), No. 5B	249 42	Deschamps Road (north), No. 2	20 00
Trail–Rossland Road, No. 1	228 53	Deschamps Road (north), No. 3	25 00
Trail–Rossland Road, No. 2	424 79		
Trail–Rossland Road, No. 3	175 95	Total	$ 1,410 77

Saanich District.

Craigflower	$ 36 13

Similkameen District.

Allison–Copper Mountain, No. 1	$ 179 25	Princeton,	$ 16 50
Allison–Copper Mountain, No. 4	149 50	Princeton–Otter Lake, No. 127	299 65
Hedley–Princeton	53 75	Princeton–Otter Lake, No. 134	75 00
Hope–Princeton	94 25	Sterling Creek, No. 2	50 00
Granite Creek	21 00	Sterling Creek, No. 3	177 00
1-Mile, No. 2	213 80	South Keremeos, No. 1	841 50
Okanagan Falls	35 75		
Okanagan River	26 60	Total	$ 2,491 50
Penticton–Summerland	257 95		

Slocan District, Bridges.

Arrow Park (north), No. 1	$ 1 88	Harrison Road	$ 5 63
Arrow Park (south), No. 2	12 31	McCormack's Road	12 25
Arrow Park (south), No. 3	25 80	New Denver–Rosebery	415 84
Arrow Park (south), No. 4	17 36	New Denver–Silverton	25 94
Arrow Park (south), No. 5	43 05	Nakusp–Box Lake	10 00
Arrow Park (south), No. 6	14 25	Nakusp	64 13
Arrow Park (south), No. 7	58 38	North Fork of Carpenter Creek,	
Arrow Park (south), No. 8	5 50	No. 160A	56 35
Arrow Park (south), No. 14	46 00	North Fork of Carpenter Creek,	
Arrow Park (south), No. 19	32 00	No. 160	1,822 68
Arrow Park (south), No. 20	29 61	Perry's	63 76
Appledale	141 20	Passmore, Nos. 33, 162	564 24
Bear Lake, No. 1	51 88	Passmore, Nos. 33, 162A (4-Mile)	27 50
Broadwater	25 00	Red Mountain Road	182 51
Colegrave's	10 00	Republic Road	48 00
Cariboo Creek	96 40	Slocan City	207 09
Columbia River Road, No. 10	270 77	School	304 97
Columbia River Road, No. 13	225 90	Slocan River Road, Nos. 33, 188	236 94
Columbia River Road, No. 12	17 25	Slocan River Road, No. 1	24 00
Columbia River Road, No. 43	148 38	Slocan River Road, No. 2	50 12
Columbia River Road, No. 44	150 00	Slocan River Road, No. 3	34 01
Columbia River Road, No. 53	142 90	Slocan River Road, No. 10 (Lemon	
Columbia River Road, No. 54	50 63	Creek)	811 10
Columbia River Road, No. 28	86 50	Slocan River Road (west), No. 3	23 41
Columbia River Road, Nos. 29, 30	31 15	Slocan River Road (west), No. 4	27 76
Columbia River Road, No. 77	26 63	Shakespeare Avenue	41 37
Columbia River Road, No. 78	25 00	Snow service	18 75
Columbia River Road, No. 48	74 94	Slocan River Road (east), No. 3	7 00
Columbia River Road, No. 57	25 00	Slocan River Road (east), No. 4	7 00
Columbia River Road, No. 59	25 00	Slocan River Road (east), No. 5	
Columbia River Road, No. 60	25 00	(Boulder Creek)	8 00
Columbia River Road, No. 71	52 50	Slocan River Road (east), No. 8	186 95
Columbia River Road, No. 72	49 00	Slocan River Road (east), No. 9	33 31
Columbia River Road, No. 73	51 03	Slocan River Road (east), No. 10	37 01
Columbia River Road, No. 74	50 50	Springer Creek, No. 3	7 50
Columbia River Road, No. 75	48 31	Springer Creek, No. 4	48 00
Cody	46 75	Three Forks–Sandon, Nos. 1, 211	49 62
Columbia River, Nos. 79, 80	56 50	Three Forks–Sandon, Nos. 2, 212	27 18
Columbia River Road, No. 50	65 78	10-Mile, No. 3	40 50
Crescent Bay Road	5 75	10-Mile, No. 4	81 25
Columbia River Road	61 50	10-Mile, No. 5	36 00
Columbia River Road	12 50	10-Mile, No. 6	62 75
4-Mile Creek, Nos. 33, 143, 146	186 45	10-Mile, No. 8	30 25
4-Mile Creek, Nos. 1, 2, 140, 142	35 05	Winlaw	1,820 96
Ferret's Road	9 25	Whatsham	126 64
8-Mile Creek	826 38	Vallican	331 66
Goat Creek	1,546 28	Wonderful Trail	17 50
4-Mile Creek	279 23		
Kooskanax	637 09	Total	$ 13,992 95

South Okanagan District.

Bear Creek	$ 127 05	Duck Creek, No. 1	268 41
Canyon Creek	568 14	Duck Creek, No. 2	438 71
Camp Creek, No. 2	25 00	Duck Creek, No. 3	472 86
Camp Creek, No. 3	25 00	Duck Creek, No. 5	529 00
Camp Creek, No. 4	25 00	Mill Creek	15 25

South Okanagan District, Bridges—Continued.

Mission Creek, No. 1	$ 21 80	Slough, No. 62	$ 6 60
Mission Creek, No. 2	114 50	Smith Creek	141 00
Mission Creek, No. 3	114 50	Sawmill Creek	128 75
Mission Creek, No. 4	9 00	Trout Creek, No. 1	117 25
McDougall Creek	200 29	Trout Creek, No. 2	8 75
Powers Creek	454 42	Trout Creek, No. 3	183 75
Slough, No. 52	96 00		
Slough, No. 53	27 86	Total	$ 4,131 29
Slough, No. 58	12 40		

South Vancouver District.

Hastings–Barnet	$ 1,497 92
Mill	20 75
Total	$ 1,518 67

Trail District.

Birchbank Gulch (Castlegar Road)	$ 2,503 64	Reno Mine Road, No. 1	$ 200 00
Carney Mill	1 00	Reno Mine Road, No. 2	274 50
Cottonwood Creek	185 15	Reno Mine Road, No. 3	274 00
Castlegar (foot)	383 42	Sharp's	168 75
Granite Road, No. 4	1 90	Slocan River (Shoreacres)	243 15
Granite Road, No. 5	1 85	Slocan River Road, No. 2	5 00
Knox Road, No. 1	5 92	Sullivan Creek	901 11
Knok Road, No. 2	30 00	Shoreacres	166 25
Knox Road, No. 3	49 50	Yellowstone Road (at Salmo)	546 32
Knox Road, No. 4	44 00	Yellowstone Road, No. 1	1,971 96
Knox Road, No. 5	42 00	Yellowstone Road, No. 7	25 25
Kootenay River Road, No. 3	225 75	Ymir–Wilcox Road, No. 1	510 48
Kootenay River Road, No. 4	106 54	Ymir Mine Road	54 87
Nelson–Balfour Road, No. 11	51 54	Taghum	358 90
Nelson–Balfour Road, No. 12	45 00	Trail–Fort Sheppard, No. 1	45 00
Nelson–Balfour Road, No. 13	52 00	Trail–Fort Sheppard, No. 2	26 00
Nelson–Balfour Road, No. 14	97 00	Trail–Castlegar, No. 3	35 00
Nelson–Balfour Road, No. 16	45 00	Trail–Castlegar, No. 4	39 00
Nelson–Balfour Road, No. 18	45 00	Trail–Castlegar, No. 7	38 00
Nelson–Balfour Road, No. 19	809 94	Trail–Castlegar, No. 8	60 68
Nelson–Balfour Road, No. 2	32 00	Trail–Castlegar, No. 9	100 04
Nelson–Balfour Road	45 15	Trail–Castlegar, No. 10	60 81
Nelson–Ymir	10 55	Trail–Castlegar, No. 11	37 00
Nelson–Waneta Road	170 40	Trail–Fruitvale Cut-off	6 87
Nelson–United States Boundary	42 00	Trail–Rossland Road	6 00
Nelson–Waneta	211 20	Trail–Sayward Road	29 75
Pass Creek Road, No. 1	464 68	Trail (Columbia River)	55 00
Pass Creek Road, No. 2	639 40	Generally	69 90
Pass Creek Road, No. 3	656 08		
Pass Creek Road, No. 4	73 75	Total	$ 13,475 32
Pend d'Oreille	94 37		

Yale District.

Armitage	$ 936 42	Bluff, No. 89	$ 108 68
Alexander Cable Crossing (Spuzzum)	1,337 05	Colletville	239 23
Ashcroft	14 20	Canford	24 65
Beaks	1,071 79	Chapman	124 75
Bluff, No. 85	6 00	Chaumox Road (unnamed, No. 57)	24 50

Yale District, Bridges—Continued.

Coquihalla	$ 35 50	Nameless, No. 32	$ 6 50
Curnow	443 50	Nameless, No. 33	9 50
8-Mile	117 75	Oregon Jack, No. 1	141 50
Flood's	15 25	Oregon Jack, No. 2	193 50
Douglas Lake	1,154 70	Oregon Jack, No. 3	286 50
Gavelin	19 25	Quilchena (1 mile south)	207 15
Grande Prairie	123 50	Spences Bridge	703 91
Hope–Rosedale Road, No. 11	40 00	Salt Spur	203 22
Hope Rosedale Road, No. 15	37 45	Sunshine Valley	5 47
Haulis Creek	26 00	Silver Creek	11 50
Harper's Mill	2,947 87	Thynne	20 00
Hope	6,886 78	10-Mile	207 95
Lytton–Lillooet Road	518 15	Unnamed, No. 68	245 50
Lorenzette Creek	260 09	Unnamed, No. 94 (Spences Bridge–Ashcroft Road)	220 54
Jones Creek, No. 26	48 00	Unnamed, No. 167 (Merritt–Princeton)	299 42
Jones Creek, No. 27	25 50	Unnamed, No. 165	869 48
Kaignan	9 50	Ward	237 61
Kirby	385 00		
Minnabarriett	244 95		
Middlesboro	15,495 47		
Nicola–Princeton Cut-off, No. 1	238 20	Total	$ 37,513 36
Nicola–Princeton Cut-off, No. 2	684 43		

Bridges generally.

Expenditure ..... $ 4,879 93

Wharves.

Cowichan—Cowichan Bay		$ 792 62
Prince Rupert—		
Bella Coola	$982 27	
Cow Bay—Launch Harbour	185 93	
Salt Lake Float	750 00	
		1,918 20
Saanich—Mill Bay Ferry Landings		20,604 47
Revelstoke—Hall's Landing		42 26
Similkameen		59 00
Total		$ 23,416 55

Prince Rupert Wharf.

Expenditure ..... $ 13,885 88

Road Machinery.

Expenditure ..... $ 84,573 09

Launch "I'll Away."

Expenditure ..... $ 2,525 14

Contingencies.

Expenditure ..... $ 11,848 91

MAINTENANCE OF MAIN TRUNK ROADS.

Cariboo—	
Road—Quesnel–Fort George	$ 5,004 80
Comox—	
Road—	
Cumberland–Comox Lake	497 99
Howard's	599 99
Victoria–Campbell River	3,001 30
Columbia—	
Road—Columbia River	3,491 39
Delta—	
Secondary Road—Scott	2,347 00
Dewdney—	
Road—	
Dewdney Trunk, Section 1	9,597 07
Dewdney Trunk, Section 7	38 08
Esquimalt—	
Road—	
Colwood	$ 776 45
Fitzgerald Cut-off	763 88
Goldstream (Malahat)	2,368 06
Island Highway	79 50
Location of Island Highway, Malahat Indian Reserve	60 00
McKenzie–Luxton	10 00
Metchosin	10 00
V.I. Trunk Road (Malahat)	16,242 40
Fernie—	
Road—	
Bull River–Fort Steele	914 75
Elko–Morrissey	1,371 09
Fernie—*Continued.*	
Road—*Continued.*	
Fernie–Hosmer	$ 619 95
Fort Steele–Columbia	681 00
Hosmer–Michel	1,063 24
Jaffray–Elko	43 50
Michel–Crowsnest	137 50
Morrissey–Fernie	1,061 06
Sheep Creek–Columbia	715 50
Wardner–Jaffray	59 00
Wasa	332 50
Kaslo—	
Road—	
Creston (west)	1,154 89
Kaslo Creek (South Fork)	980 25
Nanaimo—	
Road—Comox	1,787 79
Newcastle—	
Road—Nanaimo Lakes	3,588 16
North Vancouver—	
Road—	
Gibson–Sechelt	1,929 80
Kearton	1,430 50
Revelstoke—	
Road—Revelstoke (west)	1,015 73
Richmond—	
Road—Marine Drive	3,500 00
Total	$ 67,274 12

Steamboats, Ferries, and Bridge-tenders.

(VOTE 252.)

Ferry—	
Agassiz–Rosedale	$ 9,137 16
Avola	820 00
Alexandria	1,985 43
Barnston Island	1,637 83
Birch Island	1,385 70
Blackpool	971 72
Braeside	1,399 69
Big Bar	1,241 40
Bridge River	373 10
Castlegar	3,501 43
Chinook Cove	933 89
Clearwater Crossing	1,400 26
Copper City	144 00
Cedarvale	882 88
Chilliwack–Harrison	1,200 00
Ducks	941 12
Donald	1,648 21
East Summerland	3,260 00
Finmore	1,989 49
Francois Lake	7,289 51
Flagstone (Brulotte)	100 38
Ferry—*Continued.*	
Fort Fraser	$ 915 13
Gravel's (Quesnel River)	806 90
Grease Harbour	445 50
Goldstream	312 00
Hall's Landing	6,214 65
Hammond	106 24
Hazelton	2,236 61
Harrop–Long Beach	4,064 69
Hulatt	1,004 79
High Bar	1,161 05
Indian Reserve	1,401 70
Isle de Pierre	3,096 90
Kelowna–Westbank	5,023 55
Kitsault	500 55
Kitwanga	1,040 20
Kootenay R. Reclamation Farm	2,253 19
Ladner–Woodward	27,067 18
Lytton	1,008 35
Mission	16,123 24
Mount Olie	1,256 02
Macalister	1,836 06

Steamboats, Ferries, and Bridge-tenders—*Continued.*

Ferry—*Continued.*	
McBride	$ 925 86
McLure Station	884 65
Nelson	8,308 18
Needles–Fauquier	591 00
Parson	140 81
Pavilion	1,063 54
Pacific	539 95
Quesnel	5,804 25
Remo	788 50
Sorrento–Scotch Creek	2,686 95
Squilax	1,199 58
Soda Creek	1,500 00
Saanich Inlet	51 10
Terrace	1,693 54
Takla Lake	200 00
Taylor Flats	1,950 95
Ferry—*Continued.*	
12-Mile	$ 4,984 65
Usk	2,378 36
Vavenby	922 69
Vinsulla	873 40
Woodjam	109 39
Bridge-tender—	
Canoe Pass	1,120 00
Eburne	2,835 86
Kamloops	1,060 60
Pitt River	1,680 00
Steamboat Subsidies—	
Shuswap Lake	4,000 00
Arrow Lake–Beaton	3,900 00
Total	$172,311 51

Relief-work.

(Vote 252a.)

Roads.

Alberni—Parksville Settlement	$ 565 98
Dewdney—	
Deroche–Harrison Bay	819 58
Hastings–Barnet	5,976 21
Ioco–Sunnyside	247 75
River	4,477 16
Salvaster	5,072 13
Esquimalt—	
Admiral's	249 00
Albert Head	110 93
Atkins	245 03
Belmont	250 00
Beresford	179 77
Battersby	11 75
Burnside	49 00
Church	80 03
Colwood	217 40
Craigflower	80 00
Denman	335 65
East Sooke	579 00
Finlayson Arm	136 50
Fitzgerald Cut-off	5,157 25
Goldstream	22 16
Grant	104 63
Happy Valley	471 63
Helmcken	141 25
Jordan River	617 14
Millstream	562 00
Maple Avenue	95 38
Metchosin	432 35
Otter Point	344 18
Plowright	100 00
Poirier	82 13
Esquimalt—*Continued.*	
Quarantine	$ 56 00
Rocky Point	500 24
Ross–Durrance	200 00
Shirley	382 62
Sooke	1,947 00
Station	20 00
Shawnigan Lake	150 00
Thetis Lake	250 31
Victoria–Campbell River	17 50
Vancouver Island Trunk	564 08
Wright's	64 51
Fernie—	
International Highway (Crowsnest)	9,569 95
International Highway (Hairpin)	10,970 33
Destitute supplies	304 50
Fort George—	
Cariboo	1,702 97
Fort George–Chief Lake	54 25
Hartley Flats–Shelley	751 87
Nechako Bridge Fill	697 86
Prairiedale School	149 98
Rolla–Fort St. John	991 83
Vanderhoof–Stuart Lake	12 15
Grand Forks—	
General roads	104 20
Grand Forks–Cascade (north)	1,808 00
Grand Forks–Franklin	487 50
Grand Forks–Hardy Mountain	189 25
Grand Forks–Summit	1,280 43
Morrissey Creek (east)	29 75

RELIEF-WORK—*Continued.*

Greenwood—	
General roads	$ 256 95
Greenwood–Midway	1,028 65
Midway–Rock Creek	701 25
Rock Creek–9-Mile	1,110 25
Kamloops—	
Chase–Kault–Salmon Arm	1,636 83
Kamloops–Chase	42 95
Kamloops–Tranquille–Criss Creek	1,234 36
North Thompson (east)	161 77
Notch Hill–Blind Bay–Greer	193 74
Squilax–Anglemont	135 50
Todd Hill–Grande Prairie–Falkland	551 37
Nanaimo—	
Chase River sidewalks	2,284 00
Pine Street	1,499 66
Victoria–Campbell River	100 00
Newcastle—	
Departure Bay	196 75
Ditching and drainage	172 25
East Wellington	146 50
Jingle Pot	69 50
Morden	100 00
Maxey	54 00
Northfield	3 95
South Wellington	1,876 37
Victoria–Campbell River	284 75
Westwood	59 50
North Vancouver—	
Marine Drive	2,000 00
North-west Bay	472 50
New Westminster—Grant	$ 2,500 00
Revelstoke—Revelstoke–Arrowhead	805 84
Richmond—Point Grey lands	15,146 27
Slocan—	
Applegrove–Sherwood	54 94
Box Lake–Rosebery	3,037 29
Columbia River	388 29
Edgewood Cemetery	33 75
Edgewood–Vernon	167 83
4-Mile Creek	290 94
New Denver–Rosebery	23 75
New Denver–Silverton	330 52
New Denver–Three Forks	26 25
New Denver Town	10 00
Passmore	22 50
Red Mountain	25 75
Slocan River (east)	298 66
Slocan River (west)	363 51
Silverton Town	15 25
South Vancouver—	
Hastings–Barnet	3,962 03
Oakalla Prison Farm	18,280 67
South Vancouver	6,262 62
Trail—	
Nelson–Balfour	4,477 11
Trail–Castlegar	2,643 43
Victoria—Parliament grounds	6,450 26
Yale—Kamloops	1,031 34
General roads	49 13
Total	$144,141 33

"Mines Development Act."

(VOTE 202.)

Alberni—		
Road—China Creek to Grizzly Claim	$ 50 00	
Trail—Taylor River	674 00	
		$ 724 00
North Atlin—		
Road—		
Bear River	$ 2,500 00	
Glacier Creek–L. L. Mine	319 00	
Glacier Creek–Dunwell	11,804 98	
Indian Mines Wagon	12,573 64	
Kitsault Creek–Homestake Mine; Trout Creek–Kitsault Bridge	2,217 61	
Marmot River	1,657 84	
Prince John–M.C. Mines	5,000 00	
Telegraph–Dease	7,981 85	

"MINES DEVELOPMENT ACT"—*Continued.*

North Atlin—*Continued.*		
Trail—		
Bay View	$ 500 00	
Goose Creek and Bridge	544 20	
Engineer Mine	1,473 00	
Kitsault River–Copper Cliff	500 00	
Kitsault River–Dolly Varden Railway	3,845 47	
Marmot River	3,303 20	
Sutton River	500 00	
Terminus Mines	495 40	
Winter Trail—Atlin Lake–Ruffner Mines	500 00	
		$ 55,716 19
Cariboo—		
Road—		
Antler–Cunningham	$ 1,498 45	
Barkerville–Antler	5,239 96	
Cunningham Mountain	249 70	
Likely–Cedar Point	999 98	
Likely–Cedar Creek	50 00	
Stouts Gulch	246 50	
Swift River	300 00	
Trail—		
Black Bear	484 00	
Harvey Creek	200 00	
Hudson Group	250 00	
Likely–Spanish Creek	1,999 79	
North Fork of Quesnel River	600 00	
		12,118 38
Columbia—		
Road—		
Boulder Creek	$ 1,508 04	
Chakko Bridge	503 13	
Horsethief	448 81	
Hot Punch–Ball's Claim	191 88	
Lead Queen Mine	159 38	
Maud S. Claim	99 50	
Paradise Mine	316 25	
Toly Cut-off	506 33	
Trail—		
Bugaboo	107 75	
Moose Creek	99 38	
		3,940 45
Comox—		
Road—		
Hotham Sound–Lillie Groven Claims	$ 2,000 00	
Quatsee Bridge–Caledonia	408 00	
		2,408 00
Cowichan—		
Road—Lenora–Grofton	$ 600 00	
Trail—Silver Leaf and Monarch	327 63	
		927 63
Esquimalt—		
Road—Campbell Mining Claim		150 00

"MINES DEVELOPMENT ACT"—*Continued.*

Fernie—		
Road—		
Copper King Mine	$ 195 00	
Eagle Plume Claim	300 00	
Fort Steele–Wildhorse	247 00	
Trail—Dibble–Lost Creek	75 00	
		$ 817 00
Greenwood—		
Road—		
Bridge, Providence Creek	$ 97 75	
D.A. Fraction Claim	150 00	
Sally Mine–Bell Mine	150 00	
Silver King Mine	25 00	
Standard Mine	115 50	
Strathmore Mine	100 00	
		638 25
Kamloops—		
Trail—		
Minnesota Girl	$ 49 87	
North Thompson–Clearwater	400 00	
Seymour Arm	294 25	
Upper Lemieux Creek–Tawell and Mahood Lake	395 50	
		1,139 62
Kaslo—		
Road—		
Cork Province Mine	$ 150 00	
Dismuth	503 00	
Fidelity	75 00	
Ferguson	149 75	
Utica	577 16	
Trail—		
Cascade Creek	519 20	
Gainor Creek	765 33	
Hamil Creek	792 31	
Lockhart Creek	109 75	
James Tighe's Claim–Ark Trail	50 00	
LaFrance Creek	101 25	
Surething	50 00	
Surprise	150 00	
		3,992 75
Lillooet—		
Road—		
Bridge River–Eldorado Creek	$ 152 00	
Bridge River Forks	275 50	
Ida May Claim	100 00	
		527 50
Newcastle—		
Bridge—South Fork of Nanaimo River		750 00
North Vancouver—		
Road—		
Pykett's Claim	$ 250 00	
Truss bridge across Ashloo Creek	125 00	
Trail—		
Blue Jack	500 00	
Mamquam River	600 00	
McNab Creek	250 00	
		1,725 00

"Mines Development Act"—*Continued.*

Omineca—		
Road—		
Empire Group	$ 500 00	
9-Mile	1,249 87	
Owen Lake Sleigh-road	484 25	
Trail—		
Debenture	148 00	
Hunter Basin	294 00	
Kispiox-Nass River	1,000 00	
McCabe	202 50	
Tahtsa River	996 08	
Telkwa River	302 10	
Red Rose	396 75	
		$ 5,573 55
Prince Rupert—		
Trail—		
Chimdemash	$ 248 00	
Douglas Creek	100 00	
Lucky Luke	299 47	
Seven Sisters	98 00	
Saloomt	800 00	
		1,545 47
Revelstoke—		
Road—Fish River	$ 173 25	
Trail—		
Big Bend Main	998 75	
Downie Creek	75 00	
Fish River	86 25	
Goldfinch-Independence Group	22 50	
Keystone Creek	98 00	
Pool Creek	31 88	
		1,485 63
Rossland—		
Road—		
Cariboo Mining Claim	$ 75 00	
Gold King Mine Claim	100 00	
Pearl Mining Claim	75 00	
Trail—		
Adjoining I.X.L. Claims	100 00	
Jumbo Mine	200 00	
		550 00
Similkameen—		
Road—		
Eagle Creek Bridge-Champion Creek	$ 148 90	
Fish Lake-Nickel Plate	127 00	
John Marks' Placer Lease	100 00	
Penticton Wagon-20-Mile Creek Bridge	2,371 72	
South Similkameen	765 75	
Tulameen Valley Coal-mine	235 68	
Trail—		
Bear Creek	300 00	
Copper Creek-Bridge	200 00	
Siwash Creek	50 00	
Smith	150 00	
Summit Creek	149 75	
		4,598 80

"MINES DEVELOPMENT ACT"—*Continued.*

Slocan—		
Road—		
Approach, 10-Mile Creek Wharf	$ 226 50	
Canadian Group	148 75	
Enterprise Road and Bridge	650 00	
Galena Farm Group	77 38	
Monitor Mine	126 93	
North Fork of 10-Mile Creek	140 25	
Queen's Bay Mine	302 25	
Three Forks–Bear Lake	256 25	
Victor Group	420 15	
Trail—		
Alma Group	56 25	
Black Grouse	56 25	
Lightning Peak	2,135 01	
L.T.	77 26	
		$ 4,673 23
Trail—		
Road—		
Emerald Mine	$ 289 87	
Fern Mine–Hall Creek	81 00	
Granite Poorman and Central	120 00	
Hudson Bay	149 00	
Humming Bird Group	100 00	
King George V.	200 00	
Molly Gibson	383 00	
McLeod's Claim	45 00	
Reno–Sheep Creek–Falcon Creek	9,397 72	
Smallwood's Claim	100 00	
Wildhorse Creek	416 15	
Trail—		
Broken Hill Group	150 00	
Golden Age	499 87	
Hall Creek	228 00	
Red Bird Group	502 00	
Silver Reef	75 00	
		12,736 61
Yale—		
Road—		
Fencing Marston Road	$ 749 22	
Lucky Mike	225 00	
Oregon Jack Hill	1,197 79	
Trail—		
Eureka Mine	1,000 00	
Jessica Group	250 00	
		3,422 01
Total		$120,160 07

Songhees Reserve.

(VOTE 260.)

Songhees Reserve (partial)	$ 9,827 89

Capital Account.

STATUTORY EXPENDITURE.

"B.C. Loan Act, 1919," Sec. 7a. 1924–25

General engineering	$ 4,186 00

"Highway Loan Act, 1920."

Columbia—Golden–Yoho Park	$ 1,710 75	North Okanagan—Enderby	$ 12 00
Esquimalt—Coal Creek Division	3 75	Prince Rupert—	
Fort George—		Kaien Island	75
Cariboo	7 00	Port Clements–Tlell	19 65
Croydon (west)	1 90	Revelstoke—Columbia River Bridge	1,276 88
Finmore (south)	12 66	Slocan—Needles Townsite	29 45
Fort George–Giscome	7 00	Trail—	
Fort George–Hazelton	107 67	Trail–Castlegar	8,535 01
Nelson	6 00	Nelson–Ymir	1,663 37
Rolla–Fort St. John	321 26	Nelson–Balfour	123 87
R.A. 18	155 50	Ymir–Boulder	617 00
R.A. 22	693 11	Yale—	
R.A. 57	668 49	Hope–Rosedale	932 88
Taylor Flats	557 75	Harrison–Agassiz	1,733 88
Vanderhoof–Stuart Lake	120 00	Fraser Canyon	1,279 06
Vanderhoof (west)	6 00		
Kaslo—			$ 27,131 79
Bathie	259 15	*Less* refund, Colwood Road, 1923–24, Esquimalt	$114 00
Creston–Kuskanook	2,892 45	*Less* refund, Fort George, 1923–24	2 35
Creston (west)	25 11		116 35
Creston–Goatfell	566 00		
Filmer	51 21	Total	$ 27,015 44
Kaslo–Ainsworth	1,511 64		
Lizard Creek	1,059 34		
Queen's Bay–Ainsworth	164 25		

"B.C. Loan Act, 1923," Sec. 6 (*b*).

Alberni—Tofino–Ucluelet	$ 7,687 88	Comox—*Continued.*	
Atlin—		Cumberland sidewalks	$ 10 90
Alice Arm	6,847 60	Gillies Bay	129 49
Bear River	3,848 20	Hardy Bay–Coal Harbour	13,163 62
Indian Mines	1,647 14	Lang Bay–Powell River	1,979 44
Salmon River	4,998 21	Main	577 20
Stewart–Hyder	6,489 98	Powell River–Myrtle Point	5,884 54
Cariboo—Quesnel–Fort George	9,969 17	Sayward Progressive Association	467 25
Chilliwack — Hard - surfacing, Abbotsford	66 05	Salmon River Extension	2,892 64
Columbia—		Cowichan—Halhead Extension	1,080 19
Barbour	286 51	Cranbrook—	
Brisco	454 15	Cranbrook–Kimberly	1,015 91
Columbia River (west)	861 65	Curzon Junction–Kingsgate	2,429 52
Golden–Yoho Park	16,166 56	Downhill	914 40
Golden streets	17 09	Kimberly streets	3,762 63
Invermere streets	1,067 77	Moyie–Goatfell	10,696 82
Johnston	131 99	Slaterville Slough	467 87
Red Rock	982 00	Tunnel	285 25
Windermere Loop	380 99	Waldo Settlement	5,886 00
Comox—		Delta—	
Blubber Bay	791 05	Boundary Bay	5,763 62
Courtenay Bridge	298 42	Trans-Provincial Highway	13,203 87

"B.C. LOAN ACT, 1923," SEC. 6 (*b*)—*Continued.*

Dewdney—	
Colony Farm Dyke	$ 15 85
Dewdney Trunk, Section 2	48,951 09
Dewdney Trunk, Section 6	2,011 28
Ioco–Port Moody	7,372 08
Ioco–Sunnyside	1,803 50
Esquimalt—	
Coal Creek Diversion	599 26
Fitzgerald Diversion	372 05
Leigh Extension	719 01
Malahat	194 00
Muir Avenue Extension	191 24
Sheringham Point	155 75
Fernie—	
Sand Creek	909 64
Wilson Creek–Mansfield Ranch	1,577 84
Fort George—	
Blackwater–Stony Creek	1,566 85
Cariboo	2,253 55
Croydon (west)	450 47
Finlay Rapids	101 25
Finmore (south)	17 85
Fort George–Hazelton	6,365 82
Fort George–Willow River	3,251 66
McBride–Dunster	1,110 37
McClelland	264 39
Prince George Land Settlement	1,006 85
Stewart Station (south)	810 12
Vanderhoof Land Settlement	418 72
Vanderhoof–Stewart Lake	2,954 87
Vanderhoof (west)	2,080 05
Peace River Section.	
Fort St. John–Rolla	884 63
R.A. 17	44 99
R.A. 18	905 68
R.A. 50	504 35
R.A. 77	491 40
Sunset Prairie	322 42
Taylor Flats–Fort St. John	1,656 86
Grand Forks—	
Cascade–Paulson	1,691 86
Grand Forks–Cascade (north)	835 25
Rossland–Christina Lake	2,516 67
Greenwood—	
Kelowna–Carmi	4,681 46
Rock Creek–9-Mile	6,969 70
West Fork of Kettle River	2,297 51
Islands—	
East Saanich	2,753 49
Ganges–Fulford	7,862 57
North Saanich Quarry	80 82
Kamloops—	
Celista	1,392 47
Kamloops West Bridge	118,054 05
Notch Hill–Tappen	10,042 89
Kamloops—*Continued.*	
Squilax–Turtle Valley	$ 719 00
White Lake	887 25
Kaslo—	
Bathie	68 50
Butt's	699 07
Creston–Goatfell	1,240 87
Creston–Kuskanook	1,360 24
Filmer	207 00
Kaslo–Ainsworth	7,358 98
Lizard Creek	139 75
Queen's Bay–Ainsworth	2,710 40
Lillooet—	
Beaumont	512 45
Canim Lake–McNeil's	1,307 76
Chilcotin Main	1,832 50
Eagle Creek	245 00
Empire Valley	999 65
Hat Creek	1,261 74
Lone Butte–Bridge Lake	2,850 00
McKinley–Lac la Hache	1,499 19
North Okanagan—	
Brickyard Gulch	1,981 75
Deep Creek and branches	421 23
Deep Creek–Salmon Arm Cut-off	35 51
Eagle Pass Diversion	1,633 06
Enderby, Main Street	10,280 15
Grandview Heights Diversion	1,213 30
Mabel Lake–Enderby	832 61
McInnes, B.X. Creek	1,816 63
Okanagan Landing	997 00
Vernon–Kamloops	8,994 70
North Vancouver—	
Second Narrows Bridge	60,000 00
Omineca—	
Colleymount	5,614 89
Endako–Francois Lake	110 15
Fort George–Hazelton	16,397 16
McDonald's Landing	1,000 49
West End of Francois–Ootsa	2,000 00
Prince Rupert—	
Bella Coola	2,280 42
Kaien Island	5,394 66
Port Clements–Tlell	5,728 39
Skidegate–Tlell	1,431 19
Terrace Bridge	65,200 35
Revelstoke—	
Big Bend	30,595 91
Columbia River Bridge	39,375 98
Power-house	4,927 29
Revelstoke–Arrowhead	17,993 17
Revelstoke (west)	6,889 64
Richmond—Eburne bridges	6 82
Rossland—Rossland–Cascade	4,413 19

"B.C. Loan Act, 1923," Sec. 6 (*b*)—*Continued.*

Saanich—	
Gorge Road Drainage	$ 24 00
West Saanich	3,859 28
Similkameen—	
5-Mile Creek	476 63
Goodwin Hill	3,249 75
Hope–Princeton	606 00
Oliver Townsite	1,280 04
Penticton–Oliver	3,522 05
Penticton–Osoyoos	75 00
Penticton – Summerland Bridge Diversion	8,489 26
Slocan—	
Belleview–Graham	1,506 60
Box Lake–Rosebery	2,796 28
Columbia River (east)	853 52
Columbia River (west)	1,421 55
Edgewood–Vernon	73,733 09
Slocan City Approach	1,163 00
Slocan City–Silverton	13,273 85
South Okanagan—	
Kelowna–Naramata	9,518 32
Kelowna–Vernon	150 00
Westside	1,440 84
South Vancouver—Hastings–Barnet	$ 6,629 23
Trail—	
Nelson–Balfour	2,342 29
Nelson–Ymir	15,563 00
Trail–Castlegar	7,340 43
Trail–Fruitvale Cut-off	1,520 61
Yale—	
Brookmere	10,559 73
Fraser Canyon	10,563 23
Harrison–Agassiz	9,098 60
Hope–Rosedale	3,252 51
Lots 134, 135, Lower Nicola	583 50
Morris Valley	2,568 26
Welsh	49 34
Westside–Harrison River	47 80
Yale–Spences Bridge	512 47
General Engineering	3,251 36
	$909,904 46
Less refund by Dominion Government	15,000 00
Total	$894,904 46

"B.C. Loan Act, 1924," Sec. 6 (*b*).

Alberni—	
Bamfield Trails	$ 9 00
Canadian Highway	71 50
Tofino–Uclulet	2,099 41
Atlin—	
Alice Arm	162 25
Bear River	1,143 05
Irene Meadows	1,599 80
Salmon River	10,000 00
Telegraph streets	939 00
Cariboo—Quesnel–Fort George	10,468 26
Columbia—	
Barbour	187 75
Eustace	389 00
Golden–Yoho Park	44,293 34
Mitchell	1,217 58
Red Rock	662 73
Westside	32 10
Comox—	
Hardy Bay–Coal Harbour	5,042 47
Lang Bay–Powell River	1,392 12
Powell River–Myrtle Point	1,118 96
Powell River Bridge Approach	648 59
Relief-work in vicinity of Lang Bay	1,450 27
Salmon River	132 17
Victoria–Campbell River (at Rosewall)	1,583 43
Dewdney—	
Dewdney Trunk Road, Section 1	399 25
Dewdney Trunk Road, Section 2	28,003 82
Dewdney—*Continued.*	
Dewdney Trunk Road, Section 7	$ 751 75
Ioco–Port Moody	9,367 95
Ioco–Sunnyside	38 50
Esquimalt—	
Fitzgerald Cut-off	5,891 95
Florence Lake	288 23
Island Highway	60 75
Malahat	36 25
Fernie — International Provincial Highway (Hairpin)	2,900 52
Fort George—	
Aleza Lake–Newlands	887 31
Blackwater–Stony Creek	3 25
Cariboo	5,036 04
Chowsunkit	1,281 85
Croyden (west)	272 25
Fort George–Hazelton	3,221 35
Fort George–Willow River	3,020 10
Fraser River Bridge	24,313 86
Hudson Hope	472 25
Mapes	1,100 56
McBride–Dunster	1,108 43
Newlands (north)	911 24
Prince George Land Settlement	1,140 85
Rolla–Fort St. John	1,279 50
R.A. 11	42 00
R.A. 22	657 87
R.A. 77	112 75
Stuart Station (south)	174 86
Vanderhoof–Stuart Lake	1,010 21

"B.C. LOAN ACT, 1924," SEC. 6 (*b*)—*Continued.*

Islands—	
Beacon Avenue	$ 17 00
Centre	267 32
East Saanich	7,330 60
Saltspring Island	2,311 06
Second Street, Sidney	17 00
Kamloops—	
Kamloops–Chase	845 75
Kamloops–Savona	99 25
Kamloops West Bridge	43,246 77
North Thompson (east)	3,168 90
Kaslo—	
Carson	375 00
Creston–Goatfell	1,498 46
Creston–Kuskanook	3,597 51
Creston (west)	52 50
Kaslo–Ainsworth	874 48
Queen's Bay–Ainsworth	957 24
Winlaw	1,000 00
Lillooet—	
Beaumont	1,491 34
Canim Lake–McNeil's	1,693 12
Chilcotin Main	166 51
Eagle Creek	747 60
Empire Valley	499 75
Lone Butte–Bridge Lake	150 00
Nelson—Mountain	582 50
Newcastle—Nanaimo Lakes	396 26
North Okanagan—	
Deep Creek and branches	551 62
Eagle Pass	365 56
Kamloops	872 50
Kelowna–Vernon	468 75
Mabel Lake–Enderby	161 25
North Vancouver—	
Chester	495 25
Marine Drive	1,578 81
Omineca—	
Colleymount	85 35
Fort George–Hazelton	19,394 11
Prince Rupert—	
Bella-Coola Valley	19,529 84
Kaien Island	4,727 61
Port Clements–Tlell	851 26
Saloomt Bridge	199 85
Skidegate–Tlell	168 62
Terrace Bridge	29,756 09
Revelstoke—	
Big Bend	$ 2,694 82
Columbia River Bridge	213 13
Power-house	291 51
Revelstoke (west)	1,571 33
7-Mile (south)	402 46
Richmond—Eburne Bridges	52,365 17
Rossland—Trail–Rossland	1,685 46
Saanich—West Saanich	12,712 30
Similkameen—	
5-Mile and branches	611 25
Penticton–Summerland Bridge Diversion	290 80
South Okanagan Project	959 05
Slocan—	
Belleview–Graham's	329 36
Box Lake–Rosebery	5,536 21
Edgewood–Needles	1 24
Edgewood–Vernon	1,424 61
Slocan City–Silverton	1,726 42
South Okanagan—	
Joe Riche	1,132 16
Kelowna–Naramata	426 93
Penticton–Naramata	47 50
South Vancouver—Hastings–Barnet	200 00
Trail—	
Harrop–Longbeach Ferry Approach	1,433 93
Nelson–Balfour	7,031 39
Nelson–Ymir	2,085 53
Trail–Castlegar	3,530 08
Ymir–Boulder	14,020 76
Yale—	
Brookmere	165 50
Cabin, Alexander Crossing	817 08
Fraser Canyon	62,640 41
Harrison–Agassiz	537 76
Harrison Hot Springs	663 48
Hope–Rosedale	74,710 47
Hope–Yale	2,491 60
Jones Hill Diversion	1,931 00
Spences Bridge	843 48
General engineering	335 84
Total	$586,880 69

Construction, Maintenance, and Repairs to Buildings.

Vote	64. Victoria Court-house	$ 975 16
,,	67. Lock-ups	3,715 33
,,	69. Oakalla Prison Farm	10,896 71
,,	70. Girls' Industrial School	472 50
,,	78. Elk Lake Game Farm	8,055 67

Construction, Maintenance, and Repairs to Buildings—*Continued.*

Vote 90.	Technical School, Vancouver	$ 3,000 00	
„ 92.	Normal School, Vancouver	4,535 36	
„ 93.	Normal School, Victoria	170 15	
„ 94.	Deaf, Dumb, and Blind School	1,980 00	
„ 99.	School Buildings throughout the Province	56,247 66	
„ 115.	Alberni Government Office	29 50	
„ 116.	Anyox Government Office	29 28	
„ 119.	Barkerville Government Office	310 41	
„ 120.	Clinton Government Office	139 60	
„ 121.	Cranbrook Court-house	212 55	
„ 122.	Cumberland Court-house	475 45	
„ 123.	Duncan Court-house	17 50	
„ 124.	Fernie Court-house	793 50	
„ 125.	Fort Fraser Court-house	106 23	
„ 126.	Prince George Court-house	123 65	
„ 127.	Golden Court-house	24 00	
„ 128.	Grand Forks Court-house	287 67	
„ 129.	Greenwood Court-house	447 75	
„ 130.	Kamloops Court-house	578 19	
„ 132.	Lillooet Court-house	15 90	
„ 133.	Merritt Court-house	489 25	
„ 134.	Nanaimo Court-house	1,189 93	
„ 135.	Nelson Court-house	976 88	
„ 136.	New Westminster Court-house	1,109 17	
„ 138.	Princeton Court-house	11 47	
„ 139.	Pouce Coupe Court-house	194 14	
„ 140.	Prince Rupert Court-house	318 55	
„ 142.	Quesnel Court-house	196 13	
„ 144.	Revelstoke Court-house	116 60	
„ 147.	Stewart Office	15 00	
„ 149.	Vancouver Court-house	13,137 43	
„ 150.	Vernon Court-house	956 70	
„ 152.	Williams Lake Court-house	54 40	
„ 154.	Various Buildings	918 45	
„ 216.	Mental Hospital, New Westminster	525 00	
„ 218.	Mental Home, Saanich	65 53	
„ 219.	Provincial Home, Kamloops	1,751 00	
„ 220.	Tranquille Sanatorium	512 91	
„ 222.	Boys' Industrial School	2,054 35	
			$ 118,232 61
"British Columbia University Loan Act, 1920"—			
Sec. 7, subsection (1) (*b*)—			
	University Science Building	$386,476 56	
	University Library	343,613 75	
	University semi-permanent buildings and power-house	714,228 78	
	University temporary heating	28,703 45	
	University steam, gas, sewerage, and water-mains	184,467 76	
	University Forest Products Laboratory	9,965 00	
	University aerial tramway	1,090 76	
	Road, Marine Drive to University Building	2,764 48	
Sec. 7, subsection (2) (*a*) and (*b*)—			
	Development of Point Grey Townsite	197,214 38	
			1,868,524 92

CONSTRUCTION, MAINTENANCE, AND REPAIRS TO BUILDINGS—*Continued.*

"British Columbia Loan Act, 1922," sec. 6, subsection (*a*)—		
Mental Hospital, Essondale, Acute Buildings, power-house, and cottages	$275,350 02	
Tranquille Sanatorium	19,542 75	
Boys' Industrial School	18,329 53	
Prince George Court-house	2,974 67	
Anyox Court-house	1,870 50	
Smithers Court-house	412 49	
Deaf, Dumb, and Blind School	179 75	
Parliament Buildings, Victoria, vault doors	9,853 48	
Vancouver Court-house, vault doors	3,545 00	
		$ 332,058 19

Statement of Expenditure.

Vote 244. Salaries and expenses, Minister's Office		$ 11,922 05
„ 245. Salaries and expenses, Administration		60,888 01
„ 246. Maintenance of Parliament Buildings and Grounds		109,615 75
„ 247. Maintenance of Government House and Grounds		35,595 11
„ 248. Salaries and expenses, District Engineers		56,406 68
„ 249. Salaries and expenses, Steam-boiler Inspection		56,156 30
„ 250. Salaries and expenses, Electrical Energy Inspection		7,580 22
„ 250A. Retiring allowance, H. H. Hobbis		420 00
„ 251. Roads, trails, and streets	$1,440,324 76	
Bridges	629,740 52	
Protection to river-banks	38,211 26	
Wharves	23,416 55	
Wharf, Prince Rupert	13,885 88	
Road machinery	84,573 09	
Launch "I'll Away"	2,525 14	
Contingencies	11,848 91	
Maintenance, main trunk roads	67,274 12	
		2,311,800 23
„ 252. Ferries		172,311 51
„ 252A. Relief-work		144,141 33
"Mines Development Act"		120,160 07
Vote 260. Songhees Reserve (partial)		9,827 87
"British Columbia Loan Act, 1919" sec. 7 (*a*)		41 86
"Highway Loan Act, 1920"		27,015 44
"British Columbia Loan Act, 1923," sec. 6 (*b*)		894,904 46
"British Columbia Loan Act, 1924," sec. 6 (*b*)		586,880 69
Construction, maintenance, and repairs to buildings	$ 118,232 61	
"British Columbia University Loan Act," sec. 7	1,868,524 92	
"British Columbia Loan Act, 1922," sec. 6, subsection (*a*)	332,058 19	
		2,318,815 72
Total		$6,924,483 30

TENDERS RECEIVED AND CONTRACTS AWARDED.

April 1st, 1924, to March 31st, 1925.

ROADS.

Work and Tenderer.	Amount.	Remarks.
ARMSTRONG—Paving:		
Robertson Bros.	$ 20,185 77	
D. N. Ferguson	20,538 65	
A. B. Palmer Co., Ltd.	21,151 35	Awarded.
F. J. Dawson	21,189 19	
Co Hon Co., Ltd.	25,323 65	
Wood & Hallam	27,280 10	
CUMBERLAND—Concrete Sidewalks:		
First call:		
A. A. Brown	725 00	
G. D. Brown	1,000 00	
Second call:		
G. D. Brown	750 00	Awarded.
GOLDEN–YOHO PARK ROAD:		
F. J. Dawson	62,362 31	Awarded.
W. P. Tierney	64,555 15	
Dartt & Paterson	68,025 54	
HARDY BAY–COAL HARBOUR ROAD:		
Robertson Bros.	9,471 00	Awarded.
Jones & Rant	11,800 25	
JONES HILL DIVERSION (HOPE–ROSEDALE):		
Nickson Construction Co.	21,972 50	Awarded.
Fred Clarke	22,149 87	
Montizambert & Rolston	22,297 00	
H. W. Roberts	24,685 10	
C. D. Collard	26,426 40	
A. B. Palmer Co.	29,284 75	
Paving.		
DEWDNEY TRUNK ROAD NO. 2, BRUNETTE CREEK BRIDGE TO PORT COQUITLAM—Asphaltic Macadam (Penetration) Paving:		
(a.) Using Crushed Rock:		
General Construction Co., Ltd.	69,582 56	Awarded.
Cotton Co., Ltd.	73,121 95	
Ritchie Co., Ltd.	91,067 30	
(b.) (Alterative.) Using Crushed Gravel:		
Cotton Co., Ltd.	70,233 35	
Cotton Co., Ltd.	84,091 83	Alternative tender.
Cotton Co., Ltd.	95,080 00	Alternative tender.
Grading, etc.		
BELLA COOLA ROAD FROM NEAR 4-MILE BRIDGE TO B.C. PACKERS' CANNERY (5.24 MILES APPROX.):		
Robertson Bros.	61,440 00	Awarded.
F. J. Dawson	69,476 00	
Hanson & Shockley	75,372 00	
Montizambert & Rolston	78,094 50	
TRANS-PROVINCIAL HIGHWAY, FRASER CANYON ROUTE:		
Contract 1, Yale to Alexandra Bridge (13⅓ Miles approx.):		
A. B. Palmer Co., Ltd.	142,570 25	
W. P. Tierney & Co.	143,308 50	Awarded.
Cotton Co., Ltd.	150,462 00	
Northern Construction Co. and J. W. Stewart	161,541 75	

ERRATA.

Page 99, line 6: "Co Hon Co." should read "Cotton Co., Ltd."

Page 100, lines 2 and 5: "Co Hon Co." should read "Cotton Co., Ltd."

ROADS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
Grading, etc.—Continued.		
TRANS-PROVINCIAL HIGHWAY, FRASER CANYON ROUTE—*Continued.*		
Contract 2, Alexandra Bridge to Boothroyd Indian Reserve (Low Line) (21⅔ Miles approx.):		
A. B. Palmer Co., Ltd.	$ 447,733 50	Not awarded.
Cotton Co., Ltd.	470,381 00	
Northern Construction Co. and J. W. Stewart	502,959 00	
Armstrong, Morrison & Co., Ltd.	542,733 80	
Contract 2A (Alterative), Alexandra Bridge to Boothroyd Indian Reserve (High Line) (21⅔ Miles approx.):		
A. B. Palmer Co., Ltd.	375,584 00	Awarded.
W. P. Tierney & Co.	389,661 00	
Cotton Co., Ltd.	397,956 50	
Northern Construction Co. and J. W. Stewart	414,194 00	
Armstrong, Morrison & Co., Ltd.	441,398 40	
Contract 3, Lytton to Spences Bridge (24 Miles approx.):		
A. B. Palmer Co., Ltd.	197,030 00	Awarded.
W. P. Tierney Co.	213,640 00	
Cotton Co., Ltd.	219,560 00	
Northern Construction Co. and J. W. Stewart	225,165 00	
Tomlinson Construction Co., Ltd.	225,625 50	
Campbell Construction Co., Ltd.	238,380 00	

BRIDGES.

REVELSTOKE—Paving:		
Co Hon Co., Ltd.	$ 14,779 60	Awarded.
Columbia Bitulithic Co.	15,182 85	
KAMLOOPS—Paving:		
Co Hon Co., Ltd.	10,232 75	Awarded.
Columbia Bitulithic Co.	10,641 62	
EBURNE:		
Contract A:		
Nickson Construction Co.	118,903 00	Awarded.
Northern Construction Co.	118,994 10	
W. Greenlees	123,814 88	
Fraser River Pile Driving Co.	125,072 00	
McCharles & McDougall	135,238 20	
Smith Bros. & Wilson	135,790 60	
Ryan Construction Co.	143,714 50	
Stewart & Barber	147,726 50	
Contract B:		
Hamilton Bridge Works	42,830 00	Awarded.
Dominion Bridge Co.	49,570 00	
Nickson Construction Co.	56,000 00	
Canadian Bridge Co.	58,050 00	
Coughlan & Son	64,800 00	
HASLAM CREEK—Superstructure only:		
W. Greenlees	5,494 53	Awarded.
MIDDLESBORO:		
F. Davies	8,400 00	
W. Greenlees	9,400 00	Awarded.
F. J. Dawson	11,725 00	

Ferries.

Work and Tenderer.	Amount.	Remarks.
Kelowna–Westbank:		
A. E. T. Raymer	$ 3,500 00	
Hayman Bros.	5,000 00	Awarded.
Mill Bay (Saanich Inlet) (Charter):		
Cascade Freighting & Towing Co. (as per schedule)	.....	Awarded.
Mill Bay—Approaches at Brentwood:		
McDonald Pile Driving Co.	12,794 98	Awarded.
J. McDonald & Wither	12,982 40	
Fraser River Pile Driving Co.	13,503 05	
W. Greenlees	13,968 02	
Geo. McWilliam	14,548 05	
A. W. Watson	15,320 16	
Vancouver Pile Driving Co.	17,656 92	

Government Buildings.

Essondale Power-house:		
McDougall & McNeill	$ 132,800 00	Awarded.
Dominion Construction Co.	136,073 00	
Aivazoff & Moncrieff	138,095 00	
Poole Construction Co.	139,456 00	
Smith Bros. & Wilson	143,815 00	
Adkinson & Dill, Ltd.	148,000 00	
Essondale Power-house—Equipment:		
Leek & Co.	59,930 00	Awarded.
C. C. Moore & Co.	61,957 00	
Vancouver Engineering Works	65,490 00	
Bar & Anderson	66,483 00	
Murray Bros.	67,385 00	
Marpole Hospital for Incurables:		
Rodger and Purdy	52,340 00	Awarded.
Smith Bros. & Wilson	55,989 00	
John Galloway & Son	56,700 00	
J. W. Bye & C. F. Perry	65,190 00	
Oliver Lock-up:		
Fromey & Barton	5,900 00	Awarded.
M. A. Clark	5,930 95	
Boone & Norton	6,330 00	
F. P. Rogers	6,550 00	
D. N. Ferguson	7,396 18	
Penticton Construction Co. (J. Rossi)	7,745 50	
Elk Lake—Superintendent's Residence:		
D. McK. Lindsay	4,485 00	Awarded.
Geo. McWilliams	4,850 00	
Ernest Stevens	4,962 00	
Turley Bros.	5,285 00	
E. J. Merrett	5,545 00	

Schools.

Anyox:		
E. H. Shockley	$ 4,874 00	Awarded.
Department's estimate	5,350 00	

SCHOOLS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
BRECHIN:		
T. Carson	$ 14,970 00	Awarded.
Percy & Weeden	15,840 00	
Smith Bros. & Wilson	16,738 00	
Trerise & Williams	16,900 00	
Watson, Stewart & Kennedy	16,994 27	
J. W. Bye	17,500 00	
C. Wilson	17,993 00	
T. W. Frost	18,111 00	
Turley Bros.	18,246 00	
Rodger & Purdy	19,675 00	
COLWOOD—Addition:		
Geo. McWilliams	2,590 00	Awarded.
Geo. Main	2,626 44	
Jas. Smethurst	2,790 00	
COWICHAN LAKE:		
F. P. Rogers (Vancouver)	3,033 00	
J. M. Campbell (Duncan)	3,050 00	Awarded.
Turley Bros. (Parksville)	3,285 00	
NORTH SAANICH:		
Geo. McWilliam	1,978 00	Awarded.
H. W. Dutton	2,575 00	
G. E. Bonner	2,925 00	
F. P. Rogers	2,395 00	
DEAF AND DUMB SCHOOL (POINT GREY):		
H. P. Leck	8,130 00	Awarded.
Harrison & Lamond	8,771 00	
Smith Bros. & Wilson	9,250 00	
John Galloway & Sons	9,275 00	
Harvie & Simmonds, Ltd.	9,301 00	
J. W. Bye	9,397 00	
W. Tinney & Co.	9,800 00	
F. P. Rogers	10,138 00	
Rodger & Purdy	10,585 00	
Hilchey & Redmond	9,985 00	Received too late.
MICHEL:		
Bennett & White (Calgary)	46,700 00	Not awarded.
R. A. Kerr	47,879 00	
Dicken & Golightly	48,427 00	
Geo. McWilliam	49,875 00	
T. Carson	49,970 00	
J. A. Broley	52,965 00	
Coulson, Percy & Weeden	57,000 00	
CLINTON:		
E. C. Fromey	4,950 00	Awarded.
P. McRae	4,985 00	
Seward & Cartwright	5,445 00	
F. P. Rogers	5,775 00	
G. J. Barker	5,903 00	
T. Carson	6,100 00	
H. G. Coldwell	6,555 50	
FALKLAND:		
W. A. Cryderman	2,850 00	Awarded.
D. N. Ferguson	3,100 00	
G. J. Barker	3,162 75	
PARKSVILLE:		
Turley Bros.	3,740 00	Awarded.
Chas. Wilson	4,200 00	
Teskey & Young	4,333 00	
Geo. McWilliam	4,700 00	
Glendary & Clark	5,108 74	

UNIVERSITY OF BRITISH COLUMBIA.

Work and Tenderer.	Amount.	Remarks.
POWER-HOUSE AND SEMI-PERMANENT BUILDINGS:		
E. J. Ryan Contracting Co.	$ 963,330 00	Awarded.
Poole Construction Co.	972,000 00	
Adkinson & Dill, Ltd.	1,044,265 00	
Nickson Construction Co.	1,044,709 00	
Aivazoff & Moncrieff	1,060,709 00	
Smith Bros. & Wilson	92,495 00	Power-house structure only.
Vulcan Iron Works	149,670 00	Power-house mechanical equipment only.
FOREST PRODUCTS LABORATORY:		
E. J. Ryan Contracting Co.	39,388 00	Awarded.
Smith Bros. & Wilson	40,295 00	
Adkinson & Dill, Ltd.	42,850 00	
PAVING, VICINITY OF POWER-HOUSE AND SEMI-PERMANENT BUILDINGS:		
A. B. Palmer Co.	188,992 54	Not awarded.
Columbia Bitulithic Co.	190,765 30	Not awarded.
SEWERS:		
F. J. Dawson	88,428 77	Awarded.
General Construction Co.	93,775 45	
Adkinson & Dill, Ltd.	105,995 30	
Dominion Construction Co.	108,519 78	
Smith Bros. & Wilson	110,593 25	
Robertson Bros.	111,410 21	
Nickson Construction Co.	126,746 04	
Cotton Co., Ltd.	137,969 43	
INSTALLATION OF WATER AND GAS MAINS:		
E. J. Ryan Contracting Co.	16,900 00	Awarded.
Murray Bros.	18,750 00	
STEAM-DISTRIBUTING SYSTEM:		
Barr & Anderson and E. J. Ryan Construction Co. (jointly) (*a*)	156,500 00	
Barr & Anderson and E. J. Ryan Construction Co. (jointly) (*b*)	157,490 00	Awarded.
Barr & Anderson and E. J. Ryan Construction Co. (jointly) (*c*)	159,900 00	
Murray Bros. (*a*)	179,000 00	
Murray Bros. (*b*)	178,000 00	
Murray Bros. (*c*)	188,560 00	
D. G. Brison (*a*)	171,000 00	
D. G. Brison (*b*)	189,300 00	
D. G. Brison (*c*)	181,000 00	
Explanatory Note.—(*a.*) Using concrete ducts and insulation between buildings and areas. (*b.*) Using Johns-Manville conduit and insulation. (*c.*) Using Ric-Wil conduit and insulation.		
PAVING ROADWAYS IN PORTION OF UNIT 1 OF POINT GREY LANDS ADJOINING UNIVERSITY SITE.		
SCHEDULES 1 AND 2 COMBINED.		
(1.) ASPHALTIC CONCRETE OR WARRENITE-BITULITHIC IN SCHEDULE 1 AND ASPHALTIC MACADAM IN SCHEDULE 2:		
(a.) Using Broken Stone:		
A. B. Palmer Co., Ltd.	139,534 34	
Cotton Co., Ltd.	148,380 54	
(b.) (Alternative.) Using Gravel:		
A. B. Palmer Co., Ltd.	135,549 04	
Cotton Co., Ltd.	143,379 50	

UNIVERSITY OF BRITISH COLUMBIA—*Continued.*

Work and Tenderer.	Amount.	Remarks.
PAVING ROADWAYS IN PORTION OF UNIT 1 OF POINT GREY LANDS ADJOINING UNIVERSITY SITE—*Continued.*		
SCHEDULES 1 AND 2 COMBINED—*Continued.*		
(2.) CEMENT CONCRETE IN SCHEDULE 1 AND ASPHALTIC MACADAM IN SCHEDULE 2:		
(a.) Using Broken Stone in Asphaltic Macadam:		
A. B. Palmer Co., Ltd.	$ 144,433 19	
C. D. Collard	149,825 28	
Cotton Co., Ltd.	154,254 54	
F. J. Dawson	156,616 82	
(b.) (Alternative.) Using Gravel in Asphaltic Macadam:		
A. B. Palmer Co., Ltd.	142,713 89	
C. D. Collard	147,762 12	
Cotton Co., Ltd.	152,879 10	
F. J. Dawson	154,381 00	
A. B. Palmer Co., Ltd.	144,433 19	Alternative tender.
A. B. Palmer Co., Ltd.	142,713 89	Alternative tender.
C. D. Collard	151,285 97	Alternative tender.
SCHEDULE 1 ONLY.		
(*a.*) ASPHALTIC CONCRETE OR WARRENITE-BITULITHIC (BROKEN STONE):		
Columbia Bitulithic, Ltd.	90,854 17	
(*b.*) (ALTERNATIVE.) ASPHALTIC CONCRETE OR WARRENITE-BITULITHIC (GRAVEL):		
Columbia Bitulithic, Ltd.	88,588 17	
Columbia Bitulithic, Ltd.	59,342 47	Alternative tender.
(ALTERNATIVE.) CEMENT CONCRETE PAVING:		
C. D. Collard	89,694 88	
F. J. Dawson	93,951 49	
Nickson Construction Co.	98,259 81	
SCHEDULE 2 ONLY.		
(*a.*) ASPHALTIC MACADAM, USING CRUSHED ROCK:		
Nickson Construction Co.	56,631 85	
C. D. Collard	60,130 40	
F. J. Dawson	62,106 55	
F. J. Dawson	61,828 71	Alternative tender.
F. J. Dawson	66,136 73	Alternative tender.
(*b.*) (ALTERNATIVE.) ASPHALTIC MACADAM, USING GRAVEL:		
Nickson Construction Co.	52,333 60	
C. D. Collard	58,067 24	
F. J. Dawson	59,871 46	
F. J. Dawson	59,628 06	Alternative tender.

NOTE.—Contract awarded to A. B. Palmer Company for Warrenite-Bitulithic pavement (mineral aggregate of broken stone) on asphaltic concrete base (mineral aggregate of gravel) on all roads under Schedules 1 and 2.

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1925.

As at September 1925

DEPARTMENT OF PUBLIC WORKS

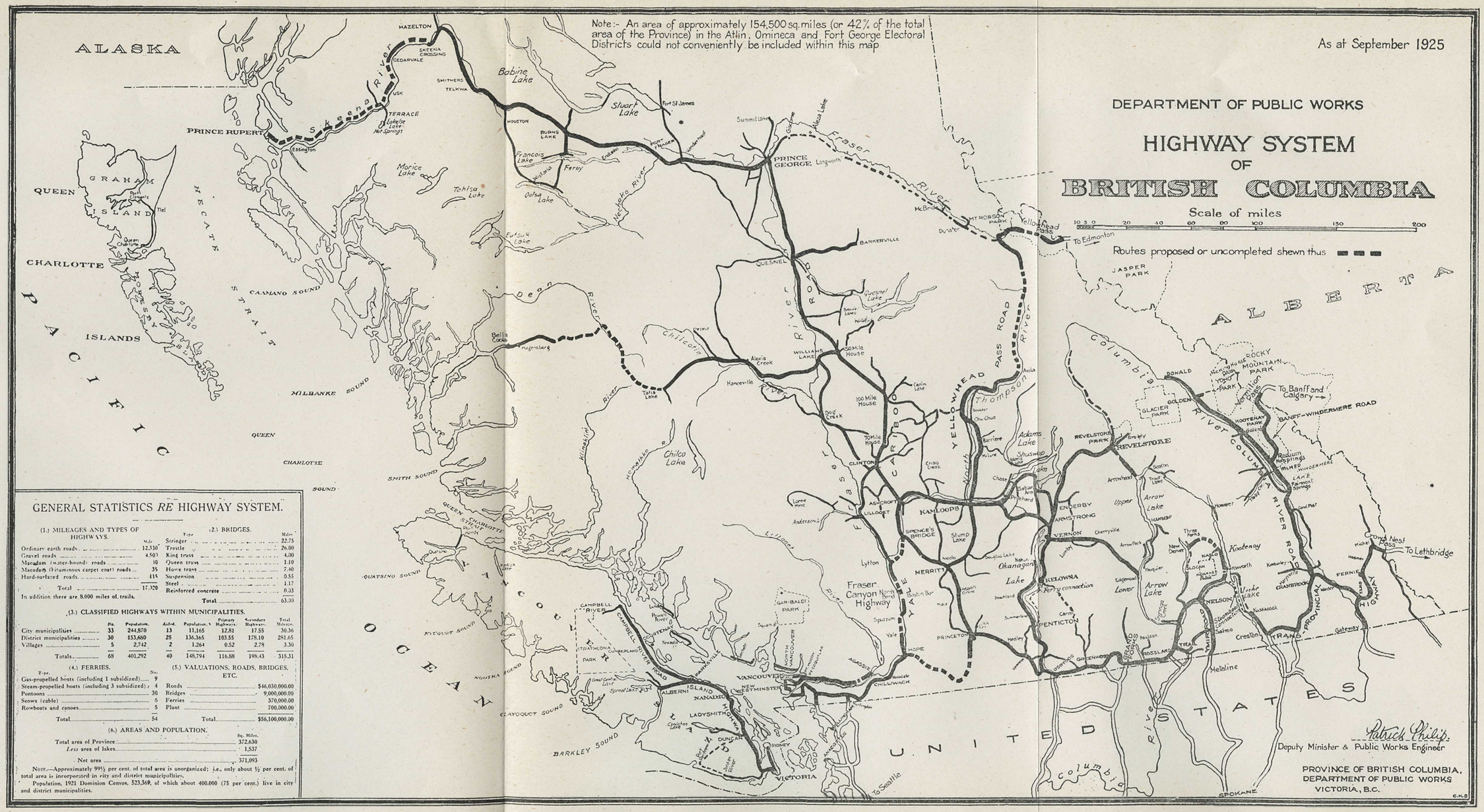
HIGHWAY SYSTEM OF BRITISH COLUMBIA

Scale of miles

10 5 0 20 40 60 80 100 150 200

Routes proposed or uncompleted shewn thus

Note:- An area of approximately 154,500 sq. miles (or 42% of the total area of the Province) in the Atlin, Omineca and Fort George Electoral Districts could not conveniently be included within this map


ALASKA
PACIFIC OCEAN
UNITED STATES
ALBERTA
QUEEN CHARLOTTE ISLANDS
GRAHAM ISLAND
HECATE STRAIT
CAMANO SOUND
MILBANKE SOUND
QUEEN CHARLOTTE SOUND
SMITH SOUND
QUATSINO SOUND
NOOTKA SOUND
CLAYOQUOT SOUND
BARKLEY SOUND
HAZELTON
SKEENA CROSSING
CEDARVALE
SMITHERS
TELKWA
USK
TERRACE
PRINCE RUPERT
Skeena River
Bobine Lake
HOUSTON
BURNS LAKE
Francois Lake
Ferry
Stuart Lake
Fort St. James
Summit Lake
PRINCE GEORGE
Longworth
Fraser River
Nechako River
Morice Lake
Tahtsa Lake
Bella Coola
Hagensborg
Dean River
Talla Lake
Chilcotin River
Chilco Lake
Alexis Creek
Hanceville
WILLIAMS LAKE
150 Mile House
100 Mile House
70 Mile House
CLINTON
BARKERVILLE
QUESNEL
Quesnel Lake
Cariboo River
CARIBOO ROAD
YELLOWHEAD PASS ROAD
Thompson River
Adams Lake
Shuswap Lake
ASHCROFT
LILLOOET
KAMLOOPS
SPENCE'S BRIDGE
Stump Lake
Lytton
Fraser Canyon Highway
MERRITT
Okanagan Lake
KELOWNA
Ferry connection
PENTICTON
PRINCETON
HOPE
AGASSIZ
CHILLIWACK
VANCOUVER
NEW WESTMINSTER
NORTH VANCOUVER
STANLEY PARK
GARIBALDI PARK
CAMPBELL RIVER
ALBERNI
NANAIMO
LADYSMITH
DUNCAN
SIDNEY
VICTORIA
To Seattle
Columbia River
REVELSTOKE
REVELSTOKE PARK
ENDERBY
ARMSTRONG
VERNON
Upper Arrow Lake
Lower Arrow Lake
GRAND FORKS
GREENWOOD
PHOENIX
ROSSLAND
TRAIL
NELSON
Kootenay Lake
Ainsworth
Kootenay
SLOCAN
NEW DENVER
Three Forks
Kaslo
Creston
Cranbrook
Kimberley
Fernie
Michel
Crow Nest Pass
To Lethbridge
Elko
Wycliffe
Galbraith
Gateway
Cranbrook
Moyie
Yahk
Kitchener
Bonners Ferry
Salmo
Creston
Meteline
SPOKANE
GOLDEN
BANFF-WINDERMERE ROAD
To Banff and Calgary
ROCKY MOUNTAIN PARK
Vermilion Pass
Kootenay Park
Radium Hot Springs
Invermere
Lake Fairmont Springs
Windermere
Canal Flat
Spillimacheen
Golden
Donald
GLACIER PARK
MT. ROBSON PARK
Yellowhead Pass
To Edmonton
JASPER PARK
Dunster
McBride
Valemount
Tête Jaune Cache
Clearwater
Vavenby
Blue River
Avola
Barriere
Chase
Salmon Arm
Sicamous
Malakwa
Revelstoke
Three Valleys
Sorrento
Trout Lake
Arrowhead
Cherryville
Lumby
Vernon
Okanagan Landing
Kelowna
Peachland
Summerland
Penticton
Oliver
Osoyoos
Midway
Greenwood
Grand Forks
Rossland
Trail
Nelson
Kaslo
Slocan
Ainsworth
Kootenay Lake
Creston
Cranbrook
Fernie
Michel
Crow Nest Pass
To Lethbridge
Elko
Wycliffe
Galbraith
Gateway
Cranbrook
Moyie
Yahk
Kitchener
Bonners Ferry
Salmo
Meteline
SPOKANE
Columbia River
Kootenay River
Kootenay Lake
Arrow Lake
Okanagan Lake
Nicola Lake
Shuswap Lake
Quesnel Lake
Chilcotin River
Nechako River
Fraser River
Thompson River
Kitimat River
Skeena River
Nass River
Stikine River
Dease Lake
Atlin Lake
Tatlatui Lake
Takla Lake
Babine Lake
Stuart Lake
Francois Lake
Fraser Lake
Cheslatta Lake
Tahtsa Lake
Morice Lake
Kitsumkalum Lake
Kitimat River
Kitsumgallum Lake
Lakelse Lake
Hot Springs
Esketemc
Lillooet
Anderson L.
Lytton
Spuzzum
Yale
Hope
Agassiz
Chilliwack
Mission
Pitt Meadows
Langley
Ladner
Tsawwassen
Sidney
Saltspring Island
Galiano Island
Mayne Island
Pender Island
Saturna Island
Texada Island
Denman Island
Hornby Island
Vancouver Island
Queen Charlotte Islands
Masset
Tlell
Skidegate
Queen Charlotte
Port Clements
Port Simpson
Prince Rupert
Esselmont
Kitimat
Kitwanga
Hazelton
Smithers
Telkwa
Usk
Terrace
Cedarvale
Skeena Crossing
Stewart
Hyder
Atlin
Carcross
Whitehorse
Dawson
Mayo
Keno
Ross River
Watson Lake
Teslin
Carmacks
Pelly Crossing
Stewart Crossing
Mayo Landing
Dawson
Fort Simpson
Fort Nelson
Fort St. John
Dawson Creek
Pouce Coupe
Tumbler Ridge
Chetwynd
Hudson's Hope
Fort St. James
Vanderhoof
Fort Fraser
Burns Lake
Houston
Smithers
Telkwa
Hazelton
Kitwanga
Terrace
Prince Rupert
Port Edward
Port Essington