REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1925-26

PRINTED BY
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1926.

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To His Honour ROBERT RANDOLPH BRUCE,

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, 1926, in compliance with the provisions of the "Public Works Act."

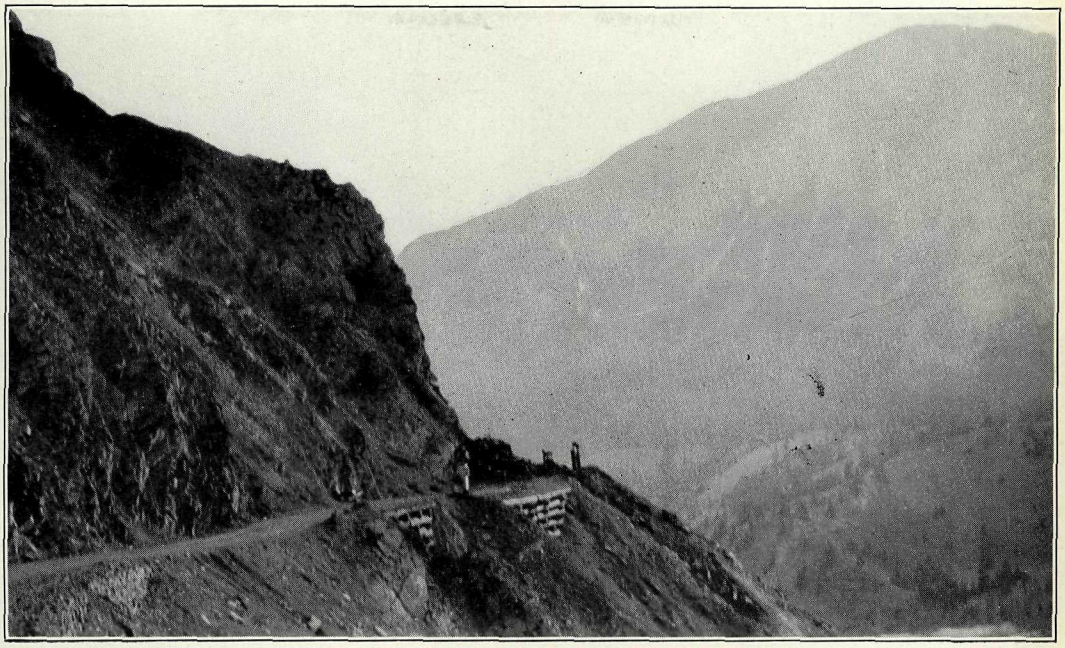
W. H. SUTHERLAND,

Minister of Public Works.

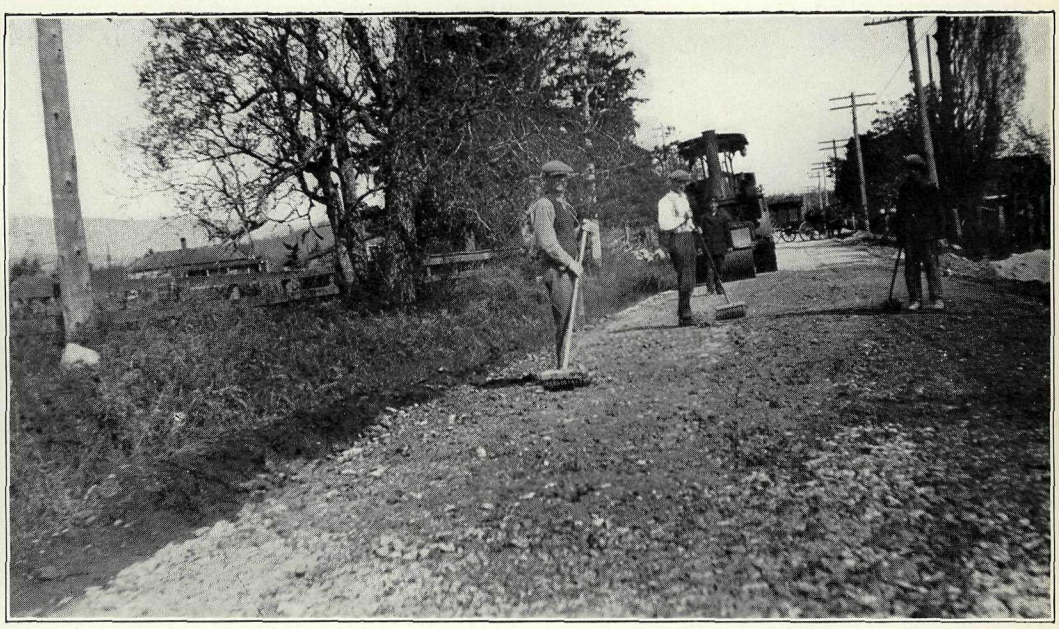
Department of Public Works,

Parliament Buildings,

Victoria, B.C., October 1st, 1926.



Widening Lytton–Lillooet Road at Big Rock-slide by day-labour.



Macadamizing by day-labour, East Saanich Road, near Sidney.

PUBLIC WORKS REPORT.

REPORT OF THE DEPUTY MINISTER AND PUBLIC WORKS ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., June 22nd, 1926.

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 1925–26.

ORGANIZATION AND LABOUR.

The changes made the previous year in the outside organization have all been in the best interests of the Department, the transfer of district officials having proved both efficient and economical. The following new appointments were made: J. E. Milne, Assistant District Engineer, Prince Rupert, in place of General Foreman Anderson, resigned; W. A. Talbot, Assistant District Engineer for Atlin District, in place of the former assistant, J. A. Stephens, resigned; and R. M. Corning, Assistant District Engineer, Salmon Arm, in place of General Foreman Currie, resigned. All the appointments were filled by men who had previously proved their ability and worth as temporary assistants on different contract, day-labour, and surveying operations, promotion on merit being our express aim and object. It is with regret I accepted the resignation of Assistant District Engineer Taylor, New Westminster, who left the Department to enter into the contracting business. He was a most capable, conscientious, and zealous official. This is the third Assistant District Engineer to go into contract-work, proving the efficiency and enterprise of our engineers in general.

The outstanding feature of the year's operations was the general excellence of the day-labour work, men giving better class of work when they understand the Department's requirements. The improved system of uniform account-keeping introduced in the district offices and at the Victoria headquarters, whereby closer checks are kept on all expenditures, worked very satisfactorily.

ROADS AND TRAILS.

Interest centred in the Cariboo Road construction, which comprised the major portion of the year's highway programme. Owing to the very open winter, construction operations on this road were expedited to such an extent that the highway will be open for travel about the time arranged for last year. Because of the importance and immensity of this highway undertaking, the years 1925–26 will be outstanding in the Department's history. Despite numerous difficulties and such disabilities as proximity of railways and the Fraser River, over 40 miles of generally heavy construction were undertaken by contract without any fatalities and with no serious accidents. The excellent work done by the contractors was chiefly due to the splendid organization under experienced supervision. Simultaneous with this contract-work carried out between Yale and Boothroyd, extensive day-labour operations, in constructing, reconstructing, and improving the portions of the Cariboo Road respectively between Rosedale and Yale and between Boothroyd and Lytton, a total distance of 58 miles, were efficiently and economically carried out under the supervision respectively of District Engineers Verner and Taylor and their assistants. In comparison with the contract-work the day-labour work measures up very favourably, the extensive use of power equipment on the latter materially reducing the unit costs. Altogether throughout the 100 miles this highway embraces all the finest features of location and construction consequent upon the use of the best available engineering experience and skill. Truly the Cariboo Road will in itself be a permanent memorial to the engineers, contractors, and supervisors variously employed in its conception and construction, Owing to the comparatively large appropriations set aside for this major work, necessarily there were not the same amounts available, as in former years, for other highway undertakings. Nevertheless a creditable mileage of construction and improvement work was carried out on important main trunk highways.

The opening to motor traffic of the Fraser Canyon section of the Cariboo Road will encourage a considerable amount of traffic up the north portion of this road to Prince George and thence to Hazelton. Thus, to anticipate requirements, the Department completed by day-labour 18 miles of the Cariboo Road between Quesnel and Prince George in addition to gravelling several long

stretches of the existing road. The Fort George–Hazelton Highway (302 miles in extent) was opened for through traffic in the summer of 1925, about 19 miles of the remaining section between Burns Lake and Endako having been satisfactorily completed by day-labour. Hence, on completion of the Fraser Canyon section of the Cariboo Road, there will be a continuous stretch of almost 800 miles of good road available for motor traffic from Vancouver to Hazelton. Towards ultimately connecting up Hazelton and Prince Rupert by highway, construction at intervals of short stretches of this road was carried out. Fair progress was made by day-labour on the construction of the Kaien Island Highway from the city limits of Prince Rupert to Galloway Rapids—5 miles. All the clearing, 2.7 miles of grubbing, and about 0.5 mile of grading have so far been done.

Partly to accommodate the expected increase in motor traffic through the Fraser Canyon, the old Yale Road (Trans-Provincial Highway) winding round the foot of Vedder Mountain on adverse grades was diverted by day-labour forces across the Sumas flats. Such a diversion provides a splendidly gravel-surfaced highway, on almost level grades throughout, for a distance of about 13 miles.

On the Trans-Provincial Highway leading to the Crowsnest Pass extensive work was undertaken in making necessary diversions and in widening and gravel-surfacing the existing road-bed. Such diversions were efficiently carried out by day-labour near Greenwood, between Sullivan and Murphy Creek (3 miles), at Crawford Hill (between Creston and Goatfell), and near the Crowsnest Pass. A macadam surface was placed on the upper 3 miles of the Trail–Rossland Road, which carries heavy motor traffic between those cities.

On the Nelson–United States Boundary Road, which takes care of increasing motor traffic from the States of Washington and Idaho, a much-needed diversion (1.6 miles) near Boulder was undertaken by contract, while by day-labour several sections of this highway were materially improved by widening and gravel-surfacing. Another important outlet from Nelson—that of the Kootenay Lake Road to Kaslo—was practically completed, about 6½ miles of the portion between Queens Bay and Ainsworth having been undertaken by contract.

The completion of the Edgewood–Vernon Road in the summer of 1925 witnesses the consummation of the project to link up the Lower Arrow Lakes with the Okanagan District. Incidentally, producing mines in the Lightning Peak mining area have been rendered more easily accessible. Besides completing this road by contract, several miles of poor road near the Okanagan end were materially improved and considerable stretches gravelled by day-labour. In an endeavour to ultimately provide an outlet by highway from Silverton, on the Slocan Lake, to Slocan, an additional 1½ miles of the Silverton–Slocan Highway were constructed by day-labour. On the Arrowhead Road to Revelstoke considerable gravel-surfacing was carried out, the new ferry installed at 12-Mile in 1924 having increased the motor traffic on this highway. North of Revelstoke work was continued by contract on the Big Bend Road, between 7-Mile and 9-Mile Hill. On the Revelstoke West Road, which is proving very popular as a scenic motor-highway, a 0.4 mile diversion was made at Cambie and considerable gravel-surfacing done on the entire road—all by day-labour. The Kootenay–Columbia River Highway between Cranbrook and Golden was kept in excellent condition by a well-organized day-labour patrol system. (The opening of the Banff–Windermere Highway has been responsible for the heavy tourist travel which the Kootenay–Columbia River Road has had to take care of.) North of Golden the Golden–Yoho Park Highway was extended by contract an additional 3 miles, leaving about 7.5 miles to complete in 1926 before the westerly boundary of the Yoho Park can be reached. This contract included the construction of two timber Howe-truss bridges at different points on the Kicking Horse River. With the completion, by the Federal Government, of the roads across the Yoho National Park, through connection will be made from the Banff–Louise Lake Road to Golden.

Mention of the main trunk highways would be incomplete without reference to the Island Highway, Vancouver Island, which is yearly carrying increased motor traffic almost throughout the year. Encouraged by the success of previous treatment, the Malahat section towards Mill Bay was treated with tarvia an additional 17 miles, the treatment costing only about 15 cents per square yard. Necessary diversions of the Island Highway were undertaken by day-labour at Rosewall Creek and Oyster River. To withstand the excessive strain of motor-buses and general motor traffic, the Department maintained satisfactorily the entire 175 miles of the Island Highway as funds would permit. A total of 8 miles of roads at Goldstream, Happy Valley, and Metchosin were also tarviated.

It will thus be noted that an extensive construction, reconstruction, and improvement programme was satisfactorily undertaken on main trunk highways to the benefit not only of special localities, but also to the entire Province. A commendable feature of the work was that, with the exception of two sections of the Fraser Canyon (Cariboo Road), by far the major proportion of the work was creditably undertaken by Provincial day-labour, every engineering district having a reliable force of competent foremen and generally good all-round workmen.

Particularly for the benefit of important industries the following work was undertaken: Completion by contract of the hard-surfacing of the Ioco–Port Moody Road; continuation by day-labour of the Hardy Bay–Coal Harbour Road (north end of Vancouver Island); construction of streets in Kimberley, and the adjacent subdivision of Blarchmont, to accommodate the greatly increased settlement resulting from the enormous development at the Kimberley Mines. On the Cranbrook–Kimberley Road a 2-mile diversion at Black Bear Crossing was made by contract. This highway was otherwise materially improved by day-labour. To cope with the mining activity, particularly in the north, considerable construction and reconstruction works were undertaken respectively on the Telegraph Creek–Dease Lake Road, the Bear River Road, Marmot River Road, and the Dunwell Mine Road, all in the Atlin District. Some work was carried out by day-labour on the road from Hazelton to Kispiox. A contract for the construction of about 5 miles of the Bella Coola Valley Road to 4-Mile Bridge was satisfactorily completed. Other work in the Mackenzie Electoral District comprised day-labour improvements at Powell River, Myrtle Point, and Lang Bay. To provide for the developments on Queen Charlotte Islands, improvements were carried out by day-labour on the Port Clements–Tlell Road and other local roads. In the Fort George District day-labour work was undertaken on the McBride–Dunster Road and the highway from Prince George to Giscome completed. In addition to providing for settlers in these areas, several accommodation roads were built for settlers in the Peace River District. In the Salmon Arm District work was carried out by day-labour on the White Creek Hill and a new road on greatly improved grades and alignment completed from Squilax to Turtle Valley.

In the Similkameen District work was done on the 5-Mile Road and a diversion made on the Penticton–Summerland Highway. Work in Yale District, additional to that already referred to on the Cariboo Road and Yale Road, comprised the completion of the Brookmere Road Cut-off, the improvements of Morris Creek Road, and the continuation of the Harrison–Agassiz Road—all day-labour undertakings. The completion of the latter highway provides a circuitous highway route traversing both sides of the Fraser River between Vancouver and Harrison Lake. Improvements on Vancouver Island comprised the Sayward Road, Alberni–Tofino Road, Fitzgerald Cut-off, the Canadian Highway, and the East Saanich Road—all day-labour works. Some excellent macadamizing was carried out by day-labour on the East Saanich Road north of Beacon Avenue, Sidney.

CLASSIFIED HIGHWAYS.

Details of the 67.32 miles of primary highways and 12.95 miles of the secondary highways classified during the year are given elsewhere in the Annual Report. The most important classification, particularly to the eight municipalities specially interested, was the change from secondary to primary classification of the highway known mostly as the Dewdney Trunk Road north of the Fraser River between the city limits of Vancouver and the easterly boundary of Mission Municipality, a distance of about 50 miles. Developments along the south shore of Burrard Inlet and in the Dewdney District generally have created this highway an increasingly important artery. The Department has thus fulfilled an earlier promise to change the classification of this highway from secondary to primary as soon as conditions justified.

As the 1925 highway programme called for the minimum of hard-surfacing, the work on classified highways consisted principally of ordinary maintenance of existing roads. However, considerable improvements were undertaken in hard-surfacing further portions of the Scott Road (between Surrey and Delta Municipalities) and on the Boundary Bay Road in Delta, on both of which roads there has been greatly increased motor-travel. The hard-surfacing of the Coquitlam Road between New Westminster and Port Coquitlam was satisfactorily completed, and proved a great boon to the numerous buses and motorists daily using this trunk highway.

Toward continuing the Marine Drive along the north shore of Burrard Inlet to Whytecliff the Department contributed 50 per cent. of the cost of construction.

It is a pleasure to record the great encouragement which the Department received from the municipalities in the improvement of the 323 miles of highways classified at the end of the fiscal year. Municipal officials have shown an increased desire to co-operate with Department officials in an endeavour to obtain the very best results for the funds appropriated for classified highways. Since such highways affect forty cities and district municipalities, being about 60 per cent. of the organized districts in the Province, the practical results of such harmonious co-operation can be appreciatively recognized.

BRIDGES.

Chief amongst the bridge-work undertaken during the fiscal year was the completion of the combined steel and timber structure over the North Arm of the Fraser River at Eburne, a substantial improvement of immense benefit to suburban traffic. Full details of this structure are supplied in the report of District Engineer Verner. Work was commenced by contract in the construction of the concrete piers and towers for the Alexandra Suspension Bridge at the site of the old Fraser River Bridge at Spuzzum. Details of the other bridge contracts are supplied elsewhere in the Annual Report. A commendable feature of the year's bridge programme was the number of important timber bridges efficiently and economically built under the supervision of our special Bridge Foremen.

The most important of such day-labour undertakings were as follows: Muir Creek, Esquimalt District, 90-foot Howe truss; Saloomt Bridge, Bella Coola, two 140-foot Howe trusses with 260-foot pile trestle approach; Bulkley River–Moriceton Bridge, Skeena, 90-foot Howe truss; American Creek Bridge, Cariboo Road, 100-foot Howe truss; Spuzzum Creek Bridge, Cariboo Road, 90-foot Howe truss; Bitter Creek, Stewart, 80-foot Howe truss with 180-foot trestle approach; Baxter's Bridge, North Okanagan District, one 120-foot Howe truss and one 60-foot king truss; Silver Creek, Yale Road, 120-foot Howe truss.

FERRIES AND WHARVES.

The only new ferries of importance installed during the fiscal year were those on the West Arm of Kootenay Lake, from Harrop to Long Beach, particulars of which are given in report of District Engineer Ramsay, and a scow cable-ferry at Clearwater, on the North Thompson River.

To accommodate the increased traffic on the Ladner–Woodward Ferry a new timber hull was built by contract. The Mission–Matsqui Ferry received considerable overhaul. Several of the ferries in the Interior were able to operate uninterruptedly throughout the year, an unprecedented event, illustrating the extreme mildness of the weather.

The only work of importance on wharves was the reconstruction by contract of portion of the westerly end of the Prince Rupert Wharf, the piling of which had deteriorated through age.

PLANT.

To more efficiently handle the large projects now being undertaken by day-labour the Department invested in some gasolene-shovels and power-graders. Reports from the district officials amply testify as to the efficiency and economy of operation of such up-to-date equipment. It is calculated that in time such investments will fully recoup themselves for the comparatively heavy initial outlay involved.

GENERAL.

Chiefly owing to the rapid growth of motor-vehicles, the public is taking much more aggressive interest in our highways, and the demands for improvements were consequently heavier this year. During 1925 about 56,000 motor-vehicle licences were taken out, being an increase of almost 8,000 over the previous year. The proportion of motor-vehicles to the population is now 1 in 10 in this Province. Tourist traffic is also developing rapidly. During 1925, 106,176 United States cars entered British Columbia, as compared with 75,581 cars in 1924, a gain of almost 40 per cent. in one year. The subject of installing a uniform system of direction and warning signs is one now receiving the earnest consideration of the Department.

It is gratifying to note that the Government garages at Kamloops and Cranbrook are now being satisfactorily operated on a paying basis.

Details of the many projects undertaken by this Department are provided in the interesting and instructive reports of the district officials and the Supervising Architect. I am very pleased

once more to gratefully record the excellent services rendered by the various officials at head-quarters and in the district offices. Their whole-hearted support and co-operation have largely contributed towards making my duties easier and pleasanter.

In conclusion, permit me to state how greatly I have appreciated your encouraging advice and helpful assistance in the discharge of my duties.

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 the Deputy Minister and Public Works Engineer.)

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

Roads and Trails.—The conditions existing at the close of the year were very satisfactory so far as the roads were concerned. This was due principally to the unusually mild winter, the rainfall being light with practically no snow or frost.

Throughout the year our aim was to improve existing roads to enable them to carry the ever-increasing traffic, rather than to undertake further extension of the road system.

Widening of about 5 miles of the Island Highway in the vicinity of Parksville and Qualicum and of about 3 miles of the Canadian Highway were satisfactorily carried out by day-labour.

The Tofino–Ucluelet Road work is proceeding satisfactorily.

At Bamfield we completed a programme of reconstruction of trails.

Motor-driven vehicles are being gradually introduced into remote sections of the district where there are only short stretches of road available for their use. Outstanding instances are: Ucluelet, with 13 miles of the Tofino–Ucluelet Road to Long Beach, with its 14 miles of hard sand; Tofino, with 2 miles of the same road; and Holberg, with 10 miles of the Holberg–Cape Scott Road.

Development of the timber industry proceeded rapidly during the year, and the haulage of logs, poles, shingle-bolts, and sawn lumber caused increased use of the roads, particularly in the Alberni Valley, where, with the opening-up of hitherto untouched stands of timber, the traffic was harder to deal with, making maintenance difficult and expensive.

Bridges.—No bridges were built on new locations. Some smaller structures were rebuilt, but generally repairs such as redecking and strengthening of existing structures were carried out. Where traffic was heavy and continuous new decks were generally laid longitudinally, tending to reduce vibration and the loosening of the planks.

At Alberni a footpath was added to a bridge, much used by pedestrians, by cantilevering from the caps.

A heavy flood in the Spruce River at Holberg washed out the support at one end of the span, which will have to be replaced by a longer span. This river has an exceptional flow after rains and has been known to rise 9 feet in six hours and to flood many acres along its course.

Reinforcement of several Howe-truss and king-truss spans was carried out, prolonging their life a few years.

Much heavier expenditures will have to be made in the near future to replace many of the old bridges now in use.

In concluding, I wish to mention appreciatively the courtesy and assistance received in the transaction of departmental business with Victoria, and the co-operation and interest of foremen, which contributed to the satisfactory work completed.

Report of H. C. Mann, Assistant District Engineer for Cowichan-Newcastle District.

Roads and Trails.—So far as weather conditions were concerned, the year was favourable for road maintenance, the complete absence of snow and frost enabling the highways to be kept in good condition during the winter. In order to keep the gravelled roads in proper shape on

account of the increasingly heavy traffic, the continual use of a power-grader is necessary; the use of this equipment being a vast improvement on the former system.

The Island Highway was tarviated through Duncan City, the latter bearing 50 per cent. of the cost. The results have been satisfactory, little or no repairs being necessary during the year.

The main roads are being maintained with the best material procurable, in order that a good base may be secured for probable hard-surfacing.

Bridges.—During the year four bridges were replaced by fills and fifty-five bridges repaired. No new bridges were constructed.

I wish to record the good service rendered by the foremen and the workmen and the usual hearty support and encouragement received from the officials at headquarters.

REPORT OF W. P. BEAVEN, ASSISTANT DISTRICT ENGINEER FOR COMOX AND MACKENZIE (PORTION OF) ELECTORAL DISTRICTS.

Roads and Trails.—Construction during the year comprised 4.5 miles of the Hardy Bay–Coal Harbour Road, which, with other work done on that road to March 31st, 1926, leaves only 3 miles of grading, etc., and 4 miles of gravelling to be done to complete the job.

On the Island Highway the revision south of Rosewall Creek was completed. The new line of the highway eliminates an extremely bad curve and shortens the road by about 0.25 mile. At Oyster River the reconstruction of 1.55 miles of the highway was completed, thus shortening the mileage by 0.71 mile. At Comox the Little River Road was straightened and improved at D.L. 173. At Sayward the Sayward Road was widened and generally improved over a distance of 6 miles.

Small expenditures were made in connection with the construction of two mining-trails—one to the Spider group of mineral claims near Rock Bay; the other to the Quatse Trail, between the Hardy Bay–Coal Harbour Road and the Quatse group of mineral claims.

Maintenance, including work on primary and secondary highways in the Cities of Courtenay and Cumberland, resulted generally in a greatly improved condition of all the roads in the district. The use of power-graders largely contributed to the success of the year's work.

Bridges.—Three new bridges were built—one short standard trestle on the Island Highway at the Rosewall Diversion; a log trestle on Lacon Road, Denman Island; and a log trestle on Tells Road, Read Island.

Twenty-two old bridges were renewed—nineteen of them as standard trestle and three log-stringer trestles, making altogether twenty-five bridges built during the year. The combined length of the bridges reconstructed was 1,313 feet and the average reconstruction cost about $8 per linear foot.

Maintenance-work, including clearing log-jams, was done on sixty-six bridges.

Miscellaneous work included a small job repairing the sea-wall at Campbell River; plumbing at the Cumberland Court-house and the inspection of a number of subdivisions for approval; also a number of applications for permits for skid-log and railway crossings on various highways.

Mackenzie District.—Roads and trails: Construction-work was advanced 1.25 miles on the Thunder Bay Road–Powell River to Myrtle Point, while approximately 2 miles of new road were constructed in the Government subdivision at Michigan.

The Malaspina Road from Lund was greatly improved, the new location being used to avoid a very steep grade on the old road. Maintenance and general improvement on roads and trails were effectively carried out, notably on the Cranberry Lake Road and roads on Lasqueti Island.

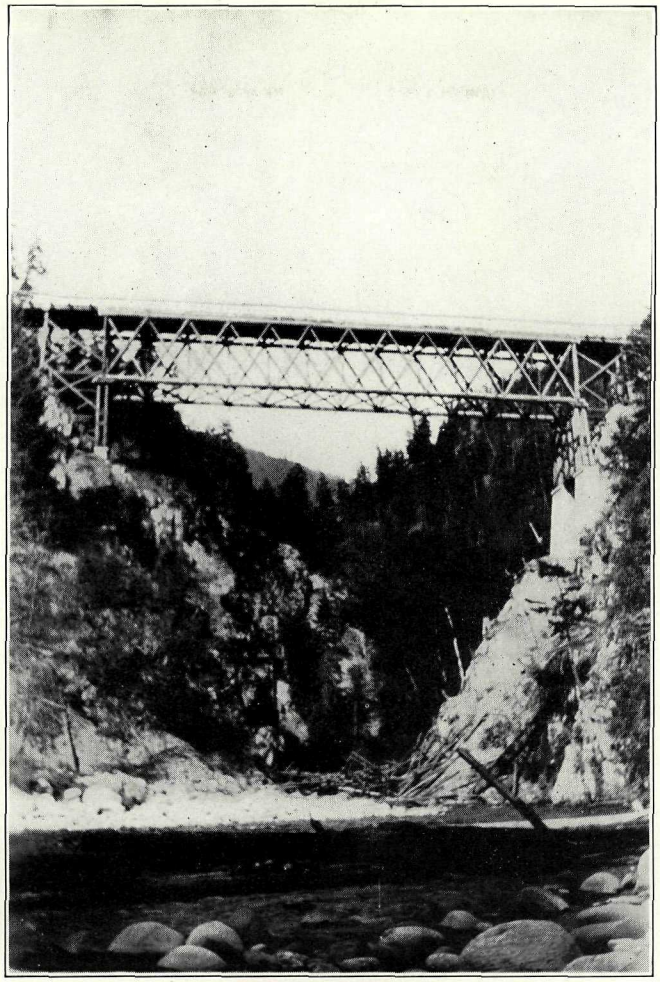
Two and a half miles of trail were constructed by the owners to the Doratha Morton group of mineral claims.

Industrial development at Powell River and other places throughout the district is such that improvement and development of our road system there are imperative.

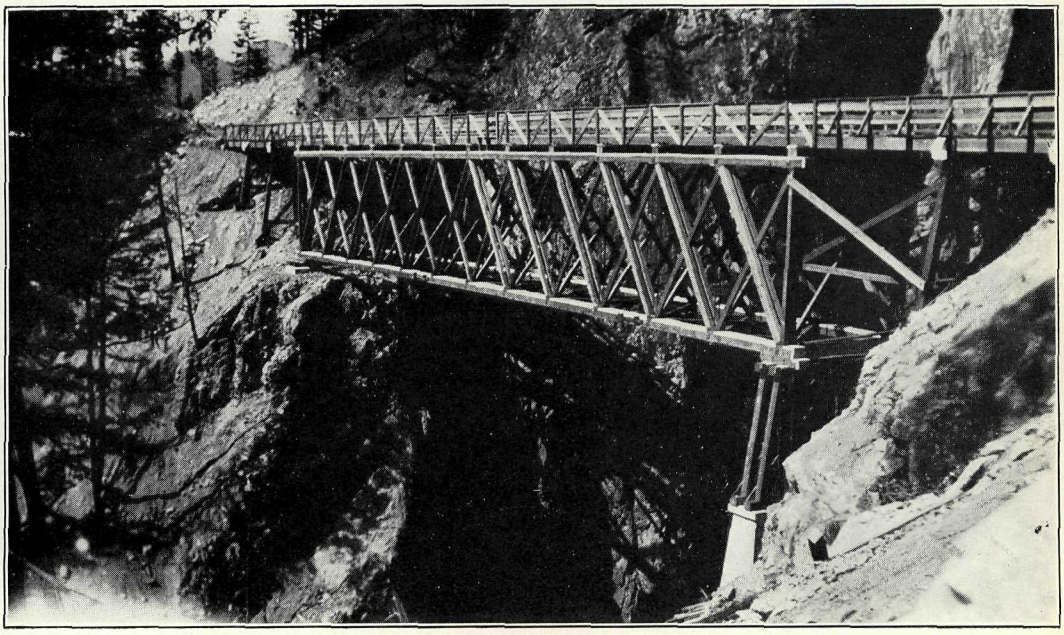
Bridges: Three new bridges were built—one on the Lund Road and two on the Main Road, Lasqueti Island. Three old bridges were renewed. Maintenance-work was done on seventeen bridges.

In general the work of all ranks of our employees was very creditable and I feel that full value was received therefor.

I thank you for the kindly consideration given to all matters affecting the district and for the courtesy of all at headquarters.



160-foot Howe-truss deck bridge (timber), Anderson River, Cariboo Road.



160-foot Howe-truss deck bridge (timber), Stoyoma Creek, Cariboo Road.

Report of P. J. Campbell, General Foreman for Islands and Saanich Districts.

Islands District Roads.—Maintenance and reconstruction: During the fiscal year 1925–26 a boom in railway-ties caused much apprehension in connection with the upkeep of gravelled roads. On Saltspring Island ten tie-mills were operating and all the ties were hauled over the Government roads, but owing to the mild winter and constant maintenance the situation was normal at the beginning of the new fiscal year.

Several miles of ordinary roads were gravelled, bad corners cut off, and narrow parts widened. One mile of macadam was laid in North Saanich and treated with two coats of Tarvia B.

An air-compressor and rock-crusher were installed at North Saanich and are giving entire satisfaction and producing crushed rock at a low cost.

Saanich District.—On the Gorge Road (a primary highway) 1 mile of permanent ditches and culverts were installed and 8-inch concrete drain-tiles were laid in the bottom of the ditch and covered to a depth of 3 feet with very coarse gravel. One dangerous curve was eliminated by grading and paving a diversion, making it safe for the motoring public. A 200-foot section of the old paving was dug up and a new piece was laid in its place, partly for experimental purposes.

Secondary roads received the attention of the municipality. Several miles were regraded and treated with asphaltic oil, this Department paying half the cost.

Bridges.—Several small bridges were repaired throughout the district.

Ferries.—Brentwood ferry-slip was repaired and two new mooring-dolphins driven and braced.

General.—I would like to emphasize the fact that to the modern machinery engaged is due a very large percentage of efficiency obtained.

Report of C. Donnelly, Assistant District Engineer for Nanaimo District.

Roads and Trails.—The roads throughout the district have been maintained in serviceable and satisfactory condition and no complaints have been received from the public.

The volume of traffic is increasing and, the district being a mining one as well as embracing a seaport city, the roads required a much higher percentage of upkeep than districts to the north or south, the wear and tear being very much greater in comparison. Nevertheless, the traffic requirements have been efficiently met with good serviceable roads.

Drainage has been thoroughly looked after and vastly improved.

As far as the funds would permit, roads have been widened, sharp curves eased off, and particular attention paid to the cutting-down of all brush so as to give an uninterrupted view at all intersections, curves, corners, etc.

Special attention has been paid to railway crossings with a view to safeguarding the public at such places by the removal of all brush, trees, etc., obstructing the view.

Bridges.—All the bridges have been adequately maintained in good and sound condition, and wherever bridge floors and stringers have had to be renewed advantage has been taken of the opportunity of strengthening same to meet the increasing weights of trucks and loads.

Report of C. A. Helgeson, General Foreman for Esquimalt District.

Roads and Trails.—The following roads have been built during the year: Fitzgerald Cut-off, diversion of Summit Road (0.90 mile). It is a great boon to all users of the old trunk road to Shawnigan Lake and up-Island points, in that it does away with three steep, dangerous hills.

Florence Lake Road, approximately ¾ mile long, was built to afford access to Florence Lake from the Island Highway.

Brotherstone Road is a settlers' access road, of approximately ⅛ mile long.

Lagoon Spit Road (extension), approximately ½ mile, was built to afford access to the end of Esquimalt Lagoon for some hundreds of visitors who use this as a holiday resort. It is greatly appreciated.

Continuing the bituminous-surfacing programme initiated in 1924, which proved so great a success, approximately 17 miles of main road were recoated with liquid asphalt and Tarvia B respectively, and 9 miles of new work carried out, principally in the heaviest-travelled sections of the district. This work has met with the most favourable commendation from all motorists and has carried heavy traffic throughout the wet season with but little damage to the road-bed.

Maintenance and repairs: Owing to the favourable winter season, with but slight frost damage, it has been possible not only to maintain roads generally in good repair, but to effect several notable improvements in the way of widening main roads at dangerous curves, straightening crooked sections on trunk roads, etc. Such improvement-work was carried out in spite of a volume of traffic that grows greater and heavier each year.

Trails in general have been kept open and in good repair throughout the year.

Bridges.—Three main road bridges were built—a 90-foot Howe truss on concrete piers at Muir Creek, Jordan River Road, a standard trestle-bent bridge to replace a 100-foot Howe truss on the Island Highway, and a new 140-foot trestle-bent bridge on the Gillespie Road.

The increased use of longitudinal running deck has kept bridge repairs down to a minimum. Thirty-six bridges were repaired.

During the construction of Muir Creek Bridge a notable improvement in alignment with the road was effected by putting in a short diversion at the west end of the bridge.

REPORT OF ENGINEER, DISTRICT No. 2.

DISTRICT ENGINEER'S OFFICE,
COURT-HOUSE, NEW WESTMINSTER, B.C., July 7th, 1926.

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

SIR,—I beg to submit herewith annual report of work done in the above district during the fiscal year 1925–26.

Burnaby District.—Roads: The primary and secondary highways in this district were kept in good repair by the municipalities concerned. The gravel section of Hastings–Barnet Road was, however, maintained by the Department at the request of the Municipality of Burnaby.

Bridges: Four bridges on the Hastings–Barnet Road were replaced—two by new bridges and two by pipe culverts and fills.

Chilliwack District.—Roads: The most important highway-work carried out in this district during the past year was the construction by day-labour of approximately 13 miles of new road through the Sumas Lake area. The advantages of this new highway are, that from a mile south of Abbotsford to the City of Chilliwack, the road is entirely level and there are no curves rendered dangerous by poor vision. The new highway now makes Chilliwack accessible over a level road, where in the past it was necessary to travel over 10 miles of mountain road across Vedder Mountain, where grades are steep and curvature extremely heavy, and where many accidents have occurred, due to the narrowness of the road and other disadvantages.

Chilliwack Lake Trail: Considerable work was done in improving the existing trail between Vedder Crossing and Chilliwack Lake.

River-bank Protection: Constant vigilance at the Vedder River protection-work enabled us to keep the work in good condition, with a maintenance cost of $800.

Bridges: No bridge-work other than minor maintenance, such as tightening up Howe-truss spans, etc., was found necessary.

Agassiz–Rosedale Ferry: During the year it was realized that consideration must be early given to the shortening of the trip between Agassiz Landing and Rosedale.

Delta District.—Roads: Very little major works were carried out during the year, but mention should be made of the Boundary Bay Road, where 1.07 miles of asphalt macadam penetration was constructed (16 feet wide) by the municipality in conjunction with Department. This brings the mileage of this road now paved up to 4.26 miles, showing how a little done each year soon amounts to a considerable stretch of improved highway.

Scott Road: 1.51 miles of asphalt macadam 16 feet wide was constructed, bringing the total now paved on this highway up to 3.3 miles.

General: The balance of the work carried out in the district consisted of maintenance of both permanent highways and gravelled roads. Due to the extremely mild winter, the gravelled roads were in first-class condition throughout the entire year.

Dewdney District.—Roads: The only major work carried out this year was 1.5 miles of asphalt macadam paving on the Ioco–Port Moody Road. This road is now completely paved from

the head of the bay to the Ioco Refinery, with the exception of 800 feet, which is known as the "New Diversion," near Ioco Townsite. The asphalt macadam laid down is wearing well and no repairs have been necessary.

General: The usual maintenance-work was carried out during the year. As the winter has been a particularly mild one no trouble was experienced due to frost, and the roads at all times have been open to the permissible maximum weight of traffic. Considerable regravelling has been done on all of the main trunk roads.

Deroche–Harrison Road: A certain amount of preliminary work in the way of relocation and construction surveys was done to this road.

Bridges: Two new bridges (18 feet in width) were reconstructed by contract this year—Whonnock Bridge 420 feet long and the McKay Bridge 120 feet long. The usual maintenance-work was carried out and the bridges in general are in good condition, the only bridge at present giving any anxiety being the Red Bridge over the Stave River, which will either shortly require replacing on a new location or reconstructing.

Ferries: The Mission–Matsqui Ferry continued to give good service during the year, but some inconvenience was experienced by the public in the spring of 1925, caused by the wash-out to the ferry-slip on the Mission side. This slip was thoroughly repaired and certain alterations made to the Matsqui side. Both slips are now in good condition, but it will not be long before the Matsqui slip will require reconstruction.

New Westminster District.—General: Outside of the usual maintenance in this district no work of importance was carried out during the year.

Richmond-Point Grey District.—Roads: The usual maintenance was the only road-work undertaken in this district during the year.

Bridges: The construction of two new bridges between Marpole and Lulu Island was carried out by contract. This work may be more particularly described as follows:—

The Sea Island and Lulu Island Bridges are situated near the mouth of the North Arm of the Fraser River, the Sea Island Bridge spanning the northernmost channel of the North Arm, between Marpole, on the mainland, and Sea Island.

The new Lulu Island Bridge was not constructed on the site of the old bridge, it being deemed advisable to maintain the old bridge to carry the traffic between Lulu Island and Sea Island during the construction of the new bridge. The centre line was therefore shifted 36 feet down-stream.

The Lulu Island Bridge is 1,589.6 feet in length. The south trestle approach is 951.5 feet long, extending over Duck Island and the channel between Duck Island and Lulu Island, and is constructed on a grade of 2.8 per cent. for 760 feet. Between Piers No. 1 and No. 3, numbering from the Lulu Island end, are two 130-foot timber Howe-truss spans having an over-all length of 134 feet each. Between Piers No. 3 and No. 5 is a 134-foot hand-operated steel swing-span of the pony-truss type, weighing 61.2 tons and having an over-all length of 138.58 feet, supported on a concrete pivot-pier. Between Piers No. 5 and No. 6 is a third 130-foot timber Howe-truss span having an over-all length of 134 feet, constructed on a 2-per-cent. grade. The north trestle approach to Sea Island is 96.5 feet in length and has a grade of 4.1 per cent.

The trestle approaches are carried on bents of five cedar piles spaced at 5 feet 6 inches, the outside piles battered approximately 1¼ inches to the foot. The bents are capped with 12- by 12-inch, 26 feet long; are sway-braced with 3- by 10-inch, and have bottom walings of 4- by 8-inch timbers. The bents are spaced at 19 feet and carry a decking of 6- by 14-inch stringers, twelve in number, under the roadway, with an additional stringer spaced at approximately 6 feet to carry the sidewalk. The decking is of 3- by 4-inch timber laid on edge, spiked together and toenailed to the stringers. At 6-foot 4-inch intervals three pieces of 3- by 4-inch decking are continued out to the outside stringer to carry the three lines of 3- by 8-inch stringers supporting the sidewalk, which is planked with 2½- by 12-inch material and is 6 feet in width. The wheel-guards are of 6- by 8-inch material and have a clear width of 18 feet between them. The timber spans have a width of 20 feet between the trusses, with a 5-foot sidewalk on the up-stream side and a clear width of 18 feet of roadway between wheel-guards. The roadway is paved with 2½ inches of Warrenite wearing surface. The average penetration of piling in the south trestle approach is 23.6 feet, while those of the north approach have an average penetration of 25.9 feet.

The Sea Island Bridge is 903.5 feet in length and has two trestle approaches, the north trestle approach being 400.5 feet long, with grades of 2.52 per cent., and the south trestle approach is 211 feet long, with grades of 4.52 per cent. for six bents, 3.8 per cent. for five bents, and 2 per cent. for one bent. The construction of the approaches is the same as those of the Lulu Island Bridge, the bents having the same spacing of 19 feet.

Between Piers No. 1 and No. 3 is a 154-foot steel swing-span, also of the pony-truss type and weighing 89.5 tons. This span is electrically operated with a 25-horse-power motor. The gates are also electrically operated and have an interlocking system which will not permit of the span being opened until the gates are closed. The span has an over-all length of 158 feet.

Between Piers No. 3 and No. 4 is a 130-foot timber Howe-truss span of the same dimensions as those in the Lulu Island Bridge.

Construction of the Lulu Island Bridge was commenced on January 20th, 1925. Construction of the Sea Island Bridge was commenced on March 23rd, when the timber Howe-truss span in the old bridge was lifted on scows and floated to the false-work near Duck Island, where it was dismantled. On March 24th the steel swing-span was lifted and floated to the false-work near Duck Island. The timber span for the new bridge was erected on the false-work where the old span had been dismantled and was then lifted on scows and floated into position on July 17th, 1925.

Ladner-Woodward Ferry: During the year it was decided that the question of providing improved conditions would be necessary during the coming year. Consideration was given to securing a road across the river-flats from a point opposite Woodward's Landing, where the channel is deep and where a more frequent ferry service could be operated.

South Vancouver District.—Roads: The usual maintenance of both primary and secondary highways was carried out by the Municipality of South Vancouver. In addition to maintenance, a small amount of bitulithic paving was done on Commercial Drive. The asphalt concrete surface on Kingsway was also resurfaced where badly rutted.

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

Cariboo Highway: Under this name reference will be made to sections of road hitherto known as "Rosedale to Hope" and "Hope to Yale."

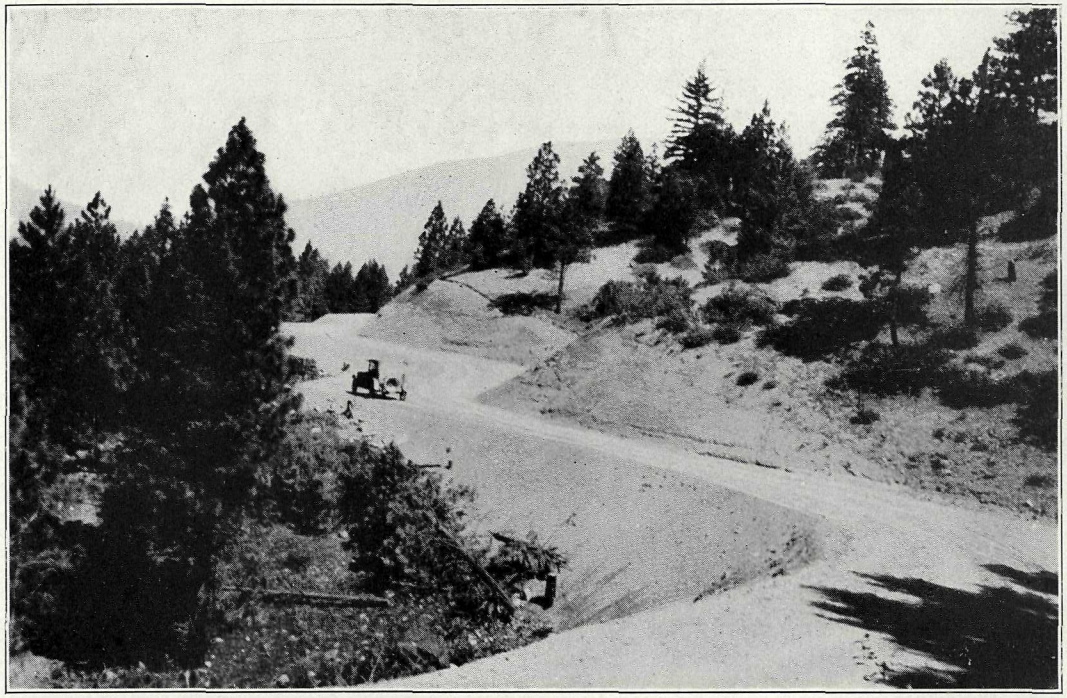
Jones Hill Diversion: An important piece of work on the reconstruction of this highway was the work carried out by contract on what is known as Jones Hill, where the old road had a gradient of approximately 18 per cent. and a curvature, in places, of a radius of 100 feet. The maximum grade on the new alignment is not over 8 per cent. and the heaviest curvature 20°. The old road had a maximum width of 12 feet, which on the new road has been increased to 18 feet. The new road constructed at this point has a length of 1.25 miles and eliminates one of the most dangerous points on the road. Approximately 6,400 cubic yards of solid rock, 2,800 cubic yards of loose rock, and 2,500 cubic yards of earth were handled. Considerable dry stone wall was necessary and the embankment side of the road was fully protected with log curbing and in portions rock parapet.

Cheam View Section: At this point 0.7 mile of the old road was reconstructed. The material encountered was principally loose rock. This was moved by means of a rented gas-shovel. The work here chiefly consisted of the widening of the old road, which was extremely narrow, and the new work was carried out so that the maximum grade did not exceed 8 per cent.

Cheam View to Laidlaw: The old road at this section for some 2 miles was reconstructed by day-labour to a width of 18 feet on maximum grades of 8 per cent. The new work eliminated a section of road that was for its entire length a series of dangerous turns and sharp pitches in the grade. On this section of the old road a number of accidents had been reported in the past. The material handled in this section was almost entirely slide-rock.

Floods Section: At this point it was found highly desirable to eliminate two level crossings where the travelling public was endangered by reason of poor vision from all points. This necessitated carrying the road alongside the railway, supported by a dry masonry wall some 12 feet high and 420 feet long. This work was carried out satisfactorily by day-labour.

Silver Creek Diversion: The king truss over Silver Creek having been taken out by the fall freshet in 1924, the question of a safe crossing over this river presented itself. The river runs in a bed of boulders, and there is no deepening of the channel by scour; consequently, in a freshet, the channel is widened or it breaks through, cutting new channels. The banks are low,



Cariboo Road south of Lytton. Grading by day-labour.

making it expensive to build a bridge with enough clearance to allow the safe passage of roots and logs, as a long ramp would have to be built to give access to the bridge. Moreover, the country adjacent to this old crossing is very low and there is over a mile of country that is menaced at flood-time. Accordingly a new bridge-site was located about ¾ mile above the old crossing. Here the creek has deep well-defined banks, and although a 120-foot Howe truss was required to span it, a crossing absolutely safe under all conditions was obtained. The old road was accordingly diverted to this bridge; 2.75 miles of new road being required to link it up with the old. While the diversion is 0.8 mile longer than the old road, several advantages have been obtained—namely, the elimination of two grade railway crossings, four bridges, and heavy grades. The work was carried out by day-labour.

Hope Crossing, C.N.R.: The existing crossing at this point was considered to be highly dangerous. The road-grade on the crossing being 13 per cent., with very poor vision from both approaches. The new crossing constructed at this point has a maximum grade of 7.5 per cent. and the vision from the approaches very greatly improved. To construct this new crossing involved the building of about 0.5 mile of new road. The materials encountered were heavy clay and large boulders, which were handled by a rented gas-shovel, which enabled us to carry out this work most economically.

Hope to American Creek Section: This work consisted of practically a new alignment for a distance of approximately 3½ miles. Considerable difficulty was encountered in securing an 8-per-cent. grade through this section, as the country was badly cut up. The old road had in places a grade of 26 per cent., with extremely heavy curvature at points. This was the heaviest section encountered between Rosedale and Yale. The work was carried out by day-labour and the help of a gas-shovel, which handled the materials most economically. Some 47,000 cubic yards of material were moved, of which 24,000 cubic yards were solid rock, 3,000 cubic yards loose, and 20,000 cubic yards earth. Some 3,000 cubic yards of earth were handled by teams and scrapers.

At American Creek a new Howe truss was constructed some 100 feet long, with trestle approaches, the bridge deck being about 50 feet above water-level. A 4-per-cent. grade was secured for the steepest approach to the bridge and the alignment was practically straight. In order to secure the above-mentioned advantages it was necessary to take out on either side two solid rock-cuts 12 feet deep. From American Creek northerly some 5 miles, little was done during the fiscal year, except clearing and grubbing.

Emery Creek to Yale Road: Some 4 miles were reconstructed by contract; 1 mile of this was of rock and quite a large percentage of the balance was gravel and large boulders. The clearing was fairly heavy over the creek-bar. With the exception of one new bridge, which was built where the old road had been abandoned on account of excessive grades, the existing bridges were used. Two crossings of the Canadian Pacific Railway were eliminated.

In general, the greatest improvements effected between Rosedale and Yale were the elimination of fifteen level crossings. Two additional crossings may be eliminated later. Throughout the entire section dangerous curves are a thing of the past and no grade over 8 per cent. will be found on the new road.

Morris Valley Road: About 1 mile of new road has been added to the construction of this roadway, making in all about 2.77 miles constructed to date. It is hoped to complete this work in the near future.

Harrison Mills to Agassiz Road: During the year it was realized that this road, which was started as a wagon-road, was likely to become an important motor-highway, and with this in view considerable work was carried out in widening the portion already constructed and in constructing the new portion to a standard width. A great deal of this work lay through heavy rock bluffs and side-hill. The entire length of this road is approximately 5 miles to the bridge at Harrison River and it is now possible to motor over the road from Agassiz to Harrison Mills. This work was carried out by day-labour, with the aid of a rented gas-shovel, and with the exception of about ½ mile the road is 18 feet wide.

Bridges: Numerous small bridges and a few king trusses were constructed on the new alignment.

All of which is respectfully submitted.

E. H. Verner,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 3.

DISTRICT ENGINEER'S OFFICE,
KAMLOOPS, B.C., June 2nd, 1926.

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 1925–26.

Roads.—General maintenance-work has been done on all roads in this district and the weather conditions have been such that maintenance was light. The increased use of machinery has enabled us to do considerable widening and straightening of existing main roads, and it is proposed to continue this work.

Where existing roads have been brought to their proper width and alignment, gravel surfacing with trucks has been carried out. Considerable alteration in grade has also been made and many short pitches cut out.

On narrow settlers' roads, curves have been widened and passing-places graded, but owing to the increased use of motor-vehicles such a general widening policy will have to be carried out on all roads. Whenever possible, short-span culverts are being replaced with pipe and fill.

Some small diversions have been constructed, and it is hoped to carry on this work for the improvement of grade and alignment.

Considerable trouble has been experienced on existing gravel roads with "wash-board," and while light scarifying and regrading remedy this condition for a short time, unless carried out continuously corrugation soon reappears.

Fast motor traffic with balloon tires also sucks out the clay or earth binder, causing dust and speedy disintegration of the road-surface. The only remedy seems to be oiling, but this is not advisable until roads are brought to proper width, grade, and alignment.

Power-graders are being used in this district, and while it is yet too early to find out their real value, for light and fast maintenance grading they have been very successful to date.

The use of two tractors and two graders with a road-maintainer in the centre has been found to work very successfully, one trip over the road being sufficient to put it in shape.

Road-signs placed on all main roads by the Automobile Club, with the financial assistance of the Department, have been found of great value.

Cariboo Road: Between Boothroyd and Lytton a small amount of day-labour work was done on this highway during the spring and summer of 1925 and work was carried out all winter on Jackass Mountain. A large cut and fill at Tilton Creek was completed by contract in November. Early in spring of 1926 day-labour gangs were increased, camps put in, and work started on Cisco Diversion, Falls Creek Diversion, and Kanaka Diversion; work was also started on Cisco Bridge.

The work on Jackass Mountain was continued and clearing carried out over the whole line.

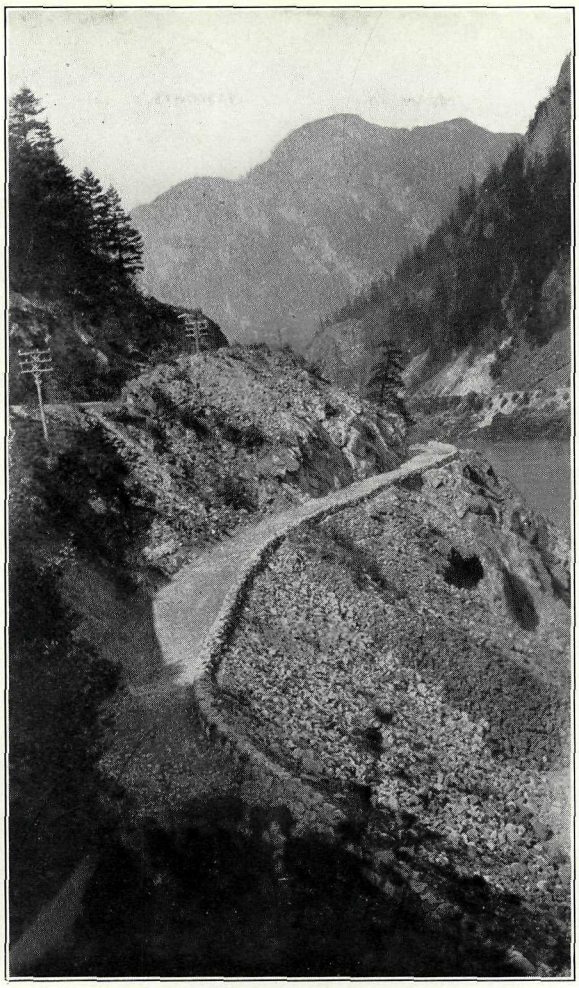
Much of the work on this section has been costly and difficult owing to the fact that the Canadian National Railway is not only below the Cariboo Road, but between the road and the Fraser River. It has been impossible to shoot or deposit heavy waste material over the bank. Particularly was this so on Jackass Mountain, where the road is 600 feet above the Canadian National Railway and the centre line of our road and the railway only about 200 feet apart. All diversions are now nearing completion, but considerable work still remains to be done in widening and straightening the old road.

Trails.—Considerable maintenance-work was done on trails, but it has been found that those which serve mining properties are getting useless and the anxiety now seems to be to get roads instead of trails.

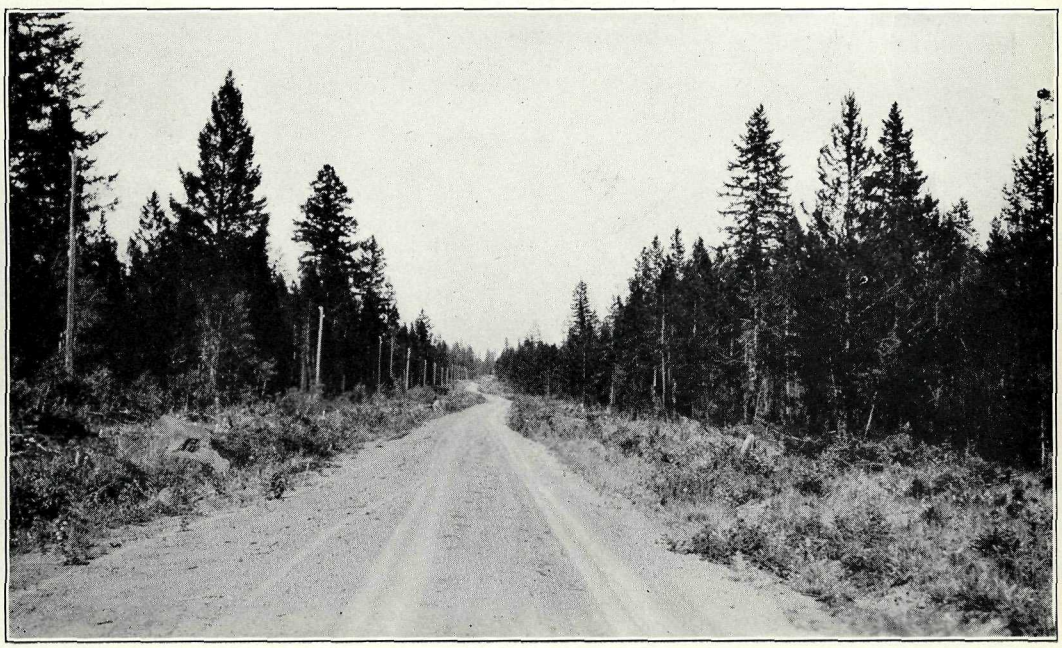
Mining outfits are anxious to get machinery in to prove up their properties, and there are many applications to have trails relocated and made into wagon-roads.

Bridges.—Many small bridges were rebuilt, but no large bridge-work undertaken. Repairs, such as redecking, tightening trusses, and recribbing piers, were carried out on several large bridges, and new bents put in on approach trestle, Kamloops East Bridge. New mattress-work was put in on one pier of Ashcroft Bridge and new foundation-piles driven.

Automatic lighting-switch was put in on Kamloops West Bridge (new) and works satisfactorily.



Cariboo Road north of Yale.



Cariboo Road north of Clinton.

Temporary repairs were done on several bridges across the Salmon River in Salmon Arm District, but early renewal will be necessary.

The life of timber in the Dry Belt, particularly piles in alkali ground, is very short.

Several small bridges were built on the Cariboo Road.

Ferries.—General repairs were carried out on all ferries. A new ferry was built at the Clearwater, in the North Thompson Valley. On several ferries, landings were repaired and improved and cables replaced.

General.—On account of the increased motor traffic the road problems become more serious each year. Speed of cars and weight of trucks and cars are all increasing. The motor traffic is so general now that the public requirement is for "all-weather" roads.

In a country with a heavy snowfall and severe weather during the winter it is impossible to keep all roads open. However, with the use of snow-plough and tractor it is hoped to keep the main roads open, but funds so far have not been available for this work.

Labour conditions are good and by giving as constant employment as possible to road-gangs a much better class of labour is available. There is also a better understanding among Road Foremen as to the class of work required.

The general public is taking an ever-increasing interest in the road problems of the Province, owing to the much more general use of roads as means of transport and pleasure, and while much criticism is met, many helpful suggestions are made by Auto Clubs and Boards of Trade.

All departments of the Provincial and Federal Government lend willing co-operation, and every assistance was received from the Department and officials in Victoria. Inspecting officials give ready assistance and advice.

Assistant Engineers, General Foreman, Local Foreman, and other officials gave satisfactory and willing service.

Kamloops garage showed a fair profit for the season's operations.

All of which is respectfully submitted.

R. M. Taylor,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 4.

District Engineer's Office,
Penticton, B.C., September 2nd, 1926.

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

Sir,—I beg to submit annual report of work undertaken in the above district during the fiscal year 1925–26.

The mileage taken care of in this district for maintenance and repairs is approximately 2,800 miles, and the average cost, including supervision, plant, and tools, $60 per mile.

There was a considerable increase in traffic for last year and we were continually faced with the problem of earth and gravel roads being destroyed, more or less, by excessive loads.

Considering the amount available for maintenance, etc., I think the roads have kept in very fair condition, as it costs approximately $1,000 to gravel a mile of road for a 1-mile haul.

We have had the usual trouble, expense, and inconvenience caused by irrigation seepage and carelessness generally on the part of those using irrigation-water, for which the general public has blamed the Department.

There was no very heavy construction programme in this district during the last year. Our programme consisted of the construction and reconstruction of 16 miles of road and 88 bridges. It has been the policy for many years to try and eliminate as many bridges as possible where little or no inconvenience is caused to the general public. In North Okanagan District two large bridges were cut out and replaced by a small span and connecting roads at an approximate saving to the Province of $40,000. The credit for this is entirely due to Mr. Tassie, Assistant District Engineer. With help from the Department, I hope in future to be able to save considerable amounts in this way.

One very important piece of work was carried out when a very dangerous level railway crossing was replaced by an overhead structure 5 miles east of Grand Forks. I do not think there can be any question but that good value has been obtained for all the money expended in this district.

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, 1926.

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

SIR,—I beg to submit the following report covering the work carried out in Engineering District No. 5 during the fiscal year 1925–26:—

Nelson Electoral District.—No new construction-work was undertaken in the Nelson Electoral District, and beyond regular maintenance-work on streets, roads, and sidewalks, the only work of importance was the regrading of about ⅓ mile on the lower end of the Silver King Road to better meet the needs of several ranchers.

Rossland-Trail Electoral District.—General repairs were carried out on 103 miles of roads and 15 miles of trails in the Rossland-Trail Electoral District.

Over 30 per cent. of our district vote was spent on 25 miles of the Rossland–Cascade section of the Trans-Provincial Highway, which passes through very mountainous country, reaching an elevation of 5,400 feet.

The upper 3 miles of the Trail–Rossland Road were covered with two courses of crushed rock and rolled.

The Consolidated Mining & Smelting Company assisted materially on this work by providing rock free at its Rossland bins, and during 1926–27 we expect to treat this macadamized road with heavy asphaltic oil.

Another very essential road improvement was the completion of the Murphy–Sullivan Diversion on the Castlegar–Trail Road, much appreciated by the travelling public as it eliminated one of the most dangerous portions of road between Nelson and Trail.

In this connection it might be pointed out that between April, 1918, and May, 1926, we have reconstructed 15.25 miles of a total of 48 miles between Nelson and Trail, and this work has entailed an expenditure of $120,000. The fact that the whole of such work was carried out efficiently, expeditiously, and economically by our day-labour forces is all the more in its favour.

Creston Electoral District.—In the Creston District we maintained 340 miles of road and 73 miles of trail, the Department of Mines assisting financially on 6 miles of the former and 42 miles of the latter.

Mile 3 of the Nelson–United States Boundary Road was gravelled and gravelling operations by truck-haul were carried on by day-labour throughout the district as far as funds would permit.

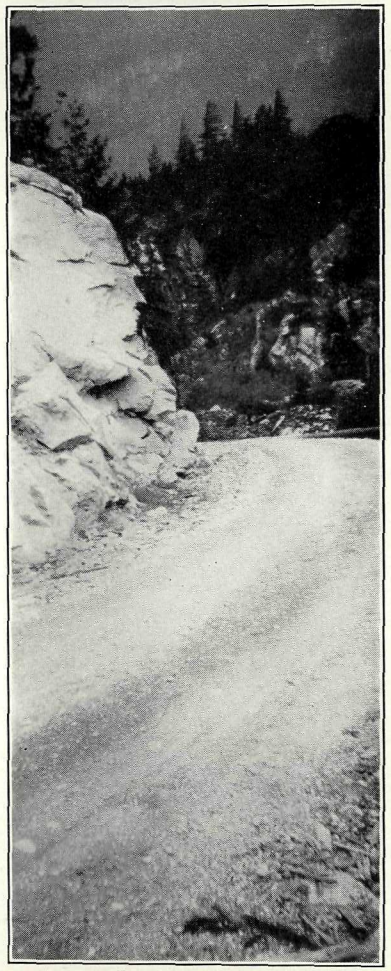
No further macadamizing was done in the Creston Valley, but 1.5 miles of macadam were treated with 70-per-cent. asphaltic oil, with excellent results.

New work in the Creston District comprised the completion by contract of the Ymir–Boulder Diversion on the Nelson–United States Boundary Road and the construction by day-labour of ¾ mile of new road to the Goodenough Mine at Ymir, on which the Mines Department assisted.

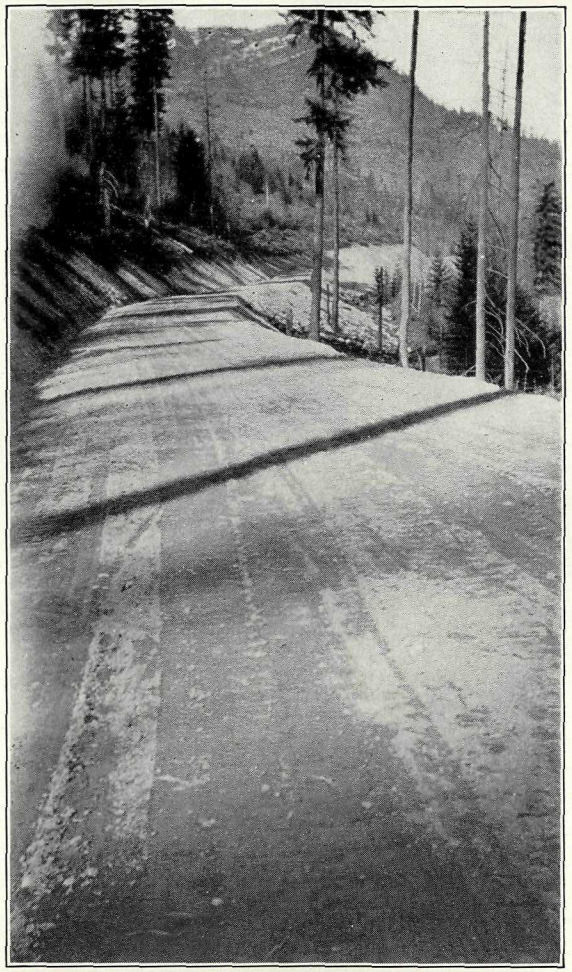
A start was made on reconstruction of a portion of the Nelson–Castlegar Road between Garrity Creek and Bonnington, while a much-needed diversion was completed around Crawford Hill near Creston. Both were day-labour undertakings.

Kaslo-Slocan Electoral District.—Usual maintenance-work was undertaken on 335 miles of roads and 316 miles of trails in the Kaslo-Slocan District, while in addition to this the Department of Mines assisted financially in opening up 52 miles of trails and 42 miles of roads, also the construction or reconstruction of 7 miles of trail.

Trunk-road construction was confined to day-labour work on further extension of the Slocan City–Silverton Road to the point where it crosses 10-Mile Creek and the letting of a contract



Cariboo Road near Haig Crossing.
Day labour.



Diversion built by day-labour, Trans-Provincial Highway,
Garrity Creek, near Nelson.

for the construction of 6½ miles of road between Queen's Bay and Ainsworth, which was near completion at March 31st, 1926, and when completed will give through road connection between Nelson and Kaslo, a distance of 45 miles.

Road connection was also established between Edgewood and Vernon and the road was officially opened to traffic on September 17th, 1925.

Revelstoke Electoral District.—On the main roads in the Revelstoke District considerable gravel surfacing was done with trucks. Altogether 8 miles of road were gravelled by day-labour.

Lateral roads and trails were repaired and cleaned out, a total of 180 miles of road and 155 miles of trail receiving attention.

New construction-work was carried out by contract on 2 miles of diversion on the Big Bend Road between 7-Mile and the top of 9-Mile Hill and the Cambie Diversion of 2,100 feet on the Revelstoke West Road. An extension of 1 mile to the Austrian Settlement Road was undertaken by day-labour.

We also constructed by day-labour 1½ miles of settlers' roads at different points in the district.

Surveys.—In Engineering District No. 5 we located, during 1925–26, 24 miles of line between Kuskanook and Grey Creek, in the Creston District, and 5 miles between LaForme Creek and Carnes Creek, in the Revelstoke District, the average cost of field-work and plans working out about $200 per mile.

Bridges.—The following new bridges were erected by day-labour during 1925–26:—

Rossland-Trail Electoral District: Stringer spans 127 feet long over Murphy Creek on Castlegar–Trail Road.

Creston Electoral District: Stringer spans 80 feet long over Kelly Creek near Fruitvale.

Kaslo-Slocan District: One 50–55-foot king-truss span over 4-Mile; one 40–44-foot king-truss span over Cooper Creek.

Revelstoke District: Stringer spans 70 feet long over 8-Mile Creek.

In addition, the following work was undertaken by day-labour on bridges: 300 lineal feet of bridge replaced by culvert and fill; 13 truss bridges trussed and repaired; 267 stringer and trestle bridges overhauled; 15 stringer bridges reconstructed.

The whole of the steel bridge over the Columbia River at Trail was cleaned by sand-blast and repainted by power-spray with Bitulac B, a paint strongly recommended as being able to withstand acid fumes from smelter-smoke. So far the paint has not cracked or broken, nor is there any indication of rust on any of the bridge members.

Ferries.—All ferries in the district continue to operate successfully. One new power-ferry over the West Arm of Kootenay Lake between Harrop and Longbeach was opened for service on August 22nd, 1925. Hitherto Harrop was isolated from trunk-road connection.

In conclusion, I would like to again point out the advisability of setting aside larger appropriations for road maintenance, as one of our most difficult tasks with the funds now available is to keep our roads in condition for the ever-increasing auto and truck traffic. Power-shovels are also very essential not only for construction or reconstruction, but also for widening existing roads, which is expensive under present methods of hand-work.

During 1925–26 I have had excellent support from all General Foremen and Resident Engineers in charge of contract-work, while a word of commendation is also due the contractors, who are undoubtedly taking a pride in their work and are ever ready to fall in line with any suggested improvements in methods.

I wish also to thank the Department for consideration of matters submitted in connection with this district, and for co-operation received from the Mines Department and Forest Branch of Lands Department.

Respectfully submitted.

Wm. Ramsay,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 6.

DISTRICT ENGINEER'S OFFICE,
CRANBROOK, B.C., June 5th, 1926.

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, 1926:—

On May 20th, 1925, we had a sudden rise of water in the Moyie and St. Mary Rivers, creating a flood in one night. The Moyie damaged some sections of the Trans-Provincial Highway near Swansea and the St. Mary flooded our roads and bridges near Westport and did considerable damage in the way of eroding the bank and making bad conditions for the future. Two bridges on the Upper St. Mary—one over the East Fork and the other over the North Fork—suffered considerable damage and had to be renewed. Streams tributary to the St. Mary were also in flood, and Perry Creek did some damage to the Perry Creek Road, now being used extensively in a revival of mining interests in that vicinity. This flood necessitated an expenditure of our maintenance-money which we could ill afford. On the Lower Moyie, Glenlily Bridge went out. This was an old structure due for renewal and has been replaced by a standard king-truss structure on good pile piers.

No construction of a major nature was done this year on the Trans-Provincial Highway in Cranbrook District, but considerable attention was given to its maintenance, including the erection of guard-rails along the Moyie Lake Diversion. In the Fernie District the improvement at the Hairpin Turn and another improvement about 1 mile west of Fernie were completed.

On the Kootenay–Columbia River Highway, which connects with points northerly from Wardner to Golden, no major work was done, but here again the maintenance was especially considered.

Construction-work was commenced on the West Side Road between Invermere and Dutch Creek, over 3 miles being built as part of a programme in which some 16 miles of this road will eventually be improved.

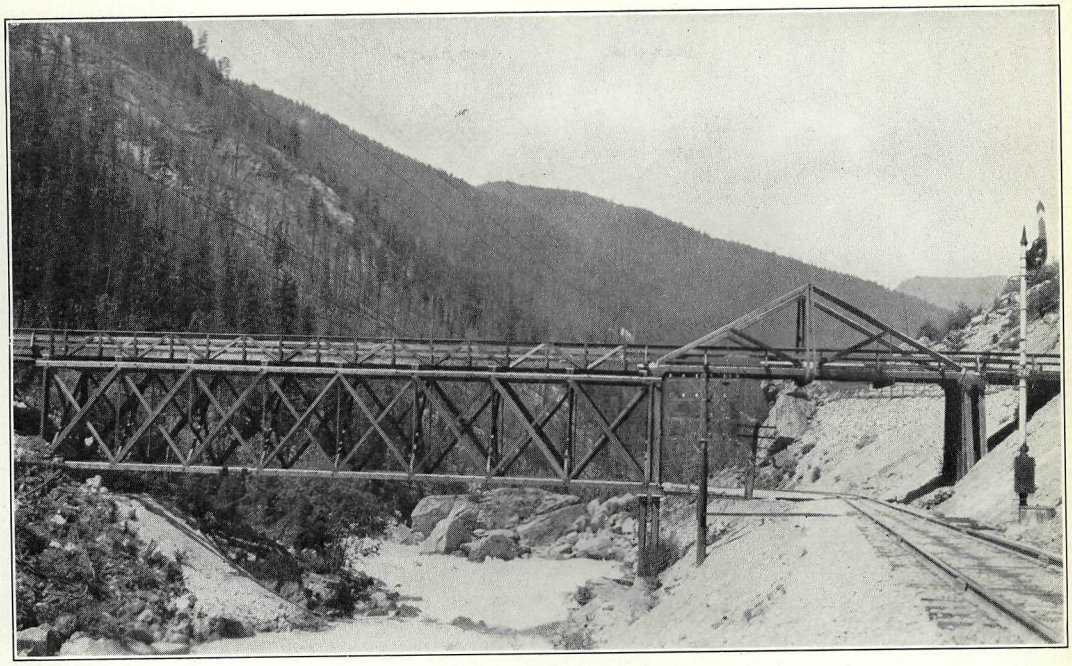
Further contracts were carried out on the Golden–Yoho Park Road, including two bridges, both of which serve as overhead crossings of the Canadian Pacific Railway, as well as crossings of the Kicking Horse River. The grading of about 9½ miles of this road has now been completed, there remaining 7½ miles to do, as well as all the surfacing. One commendable feature in connection with this work so far, is the fact that sections have been built by three different contractors and in no instance have the estimated sums been exceeded. The work is difficult and of a costly nature, and with the main line of the Canadian Pacific Railway below the route especial care is required in construction.

The Corbin Road, joining the Trans-Provincial Highway in the Crowsnest vicinity with the coal-mining town of Corbin, was definitely decided upon. There is no existing road, the only means of reaching Corbin being by a branch railway-line extending from McGillivray, on the main Crowsnest line of the Canadian Pacific Railway. Money voted for the relief of unemployed was expended in clearing and grubbing on the route of the Corbin Road, thus helping to further this project.

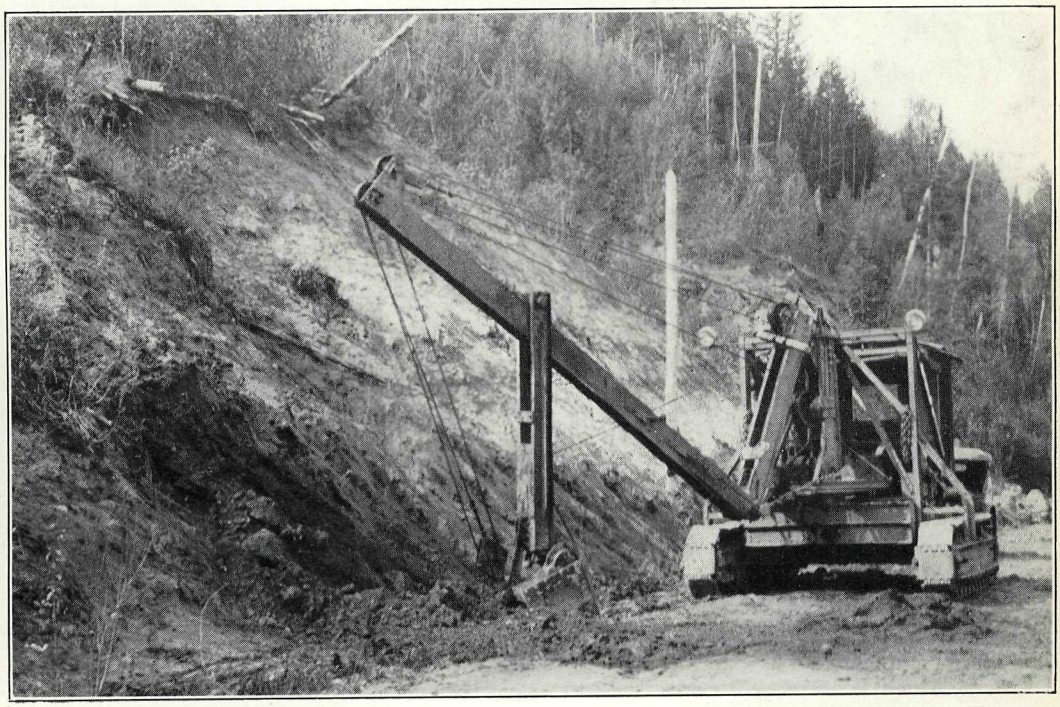
At Kimberley heavy demands were made on this Department in fulfilment of matters considered in the previous fiscal year. There were various phases to consider, such as the investigation and approval of subdivisions laid out adjoining the original one of Kimberley; the opening of streets and lanes in these subdivisions to accommodate the rapid building programme; the laying of cement sidewalks in the business section on a contributing basis from those benefited; the approval of plans for transmission-lines, electric light, water-supply, automatic telephone system, and for gasolene-pumps and supply-stations.

The question of a new road from Cranbrook to Kimberley was also thoroughly gone into and preliminary surveys made. The road through Blarchmont, forming part of this scheme, was completed and a railway crossing obtained to give direct access to the older part of Kimberley. Part of the newly projected road between Cranbrook and Kimberley was commenced, that portion between Blarchmont and Marysville being presently under construction.

In connection with the vast operations of the Consolidated Mining and Smelting Company, a new mill of 500 tons daily capacity has been erected at Moyie. This has revived a town which



Bridge at Mile 6.36, Golden–Yoho Park Road.



"Bear Cat" shovel clearing slides and widening Cariboo Road, Fort Feorge District.

has been practically deserted since the St. Eugene Mine closed down, and has made it necessary for this Department to consider it in the light of street improvements, etc. Power for this mill is brought in over a transmission-line from Cranbrook and there connected with the East Kootenay Power Company's system. A diversion of the Trans-Provincial Highway for ¼ mile past the new mill-site was approved and arranged for.

Besides the ordinary repairs to existing trails, the following trails were constructed: Moose Creek, Puzzle Group, Lead Mountain, Findley Creek, and Monarch Mine, and trail to Skookumchuck Hot Springs.

In addition to the bridges already mentioned, the following were the most important constructed or reconstructed: A 40-foot king truss over Mark Creek at Kimberley; two other stringer bridges over the same creek and also a foot-bridge, all part of Kimberley development; Damstrom's, Sand Creek, Tipple, Agnew Creek, Botts, Frances, and Spillimacheen.

The two bridges already mentioned in connection with the Golden–Yoho Park Road were the only ones of real magnitude, the others being either stringers or small trusses. Tipple Bridge has good concrete piers and considerable trouble was experienced in getting solid foundation on one side, a grillage of piles having been driven into the gumbo.

In ferries, some repair-work and improvements were made to Donald and Parson Ferries.

In river-bank protection, the new channel with the crib on one side was completed at Natal. Minor repairs were made to existing protection at West Fernie, on the St. Mary River, and on the Kicking Horse at Golden.

An investigation was made of the conditions at and near the mouth of the St. Mary River, where quite a problem presents itself—one of those cases where a great deal of valuable property might be swept out of existence in one flood. The scheme of permanent protection is a costly one.

On the subject of gazetting roads, considerable effort has been made to gather data and prepare the plans. The following were gazetted: Hough Road, Invermere Siding Road, Invermere Wharf Road, Tegart Road, Windermere Cemetery Road, and St. Mary Prairie Settlement Roads.

New road and trail registers were prepared, following the ruling that all roads must have a definite name and number, as well as the streets in subdivisions, and that trail numbers had to be different from road numbers.

In Government buildings, a new school was built at Invermere; a new gaol at Natal; additions made to the school and police quarters at Kimberley; suitable yard and housing provided for the larger equipment at Golden. The Forestry Department acquired part of our grounds and built a combined garage and storehouse in Cranbrook.

The following new plant was acquired: A "Bear Cat" power-shovel; two Sawyer-Massey power-graders; one 2½-ton and one 1½-ton G.M.C. trucks; 20 dump-carts; one Russell highway-patrol grader; two Ford light delivery-trucks; four Ford 1-ton trucks; one 2-ton caterpillar tractor.

The Cranbrook Garage finished the fiscal year with a slight profit in keeping with the policy of making it pay its way. Percy Adlard, the assistant garage mechanic, resigned to become operator of the "Bear Cat," shovel, and James Fox took his place. A welding apparatus was purchased for the garage and has proven very serviceable.

Labour conditions were normal and there was no change in the scale of wages throughout the district this year.

The winter of 1925–26 was exceptionally mild and noted for its very light snowfall.

Forest fires occurred near the Crowsnest in July, 1925, and some of our small stringer bridges at Erickson Creek were damaged.

Mr. Sheppard, Dominion Government Topographical Surveyor, spent the summer in the field, getting data for a topographical map of the area between Cranbrook and Kimberley.

In addition to the officials who yearly visit the district, it was a pleasure to have Mr. Macpherson, the Office Engineer, in company with Captain Wheatley, Secretary of the Professional Engineers of British Columbia, come through the district on their way to and from Banff, and look over some of the roads. This resulted in Mr. Macpherson being able to render us considerable assistance, both here and after his return to Victoria, in official matters pertaining to Department work, which is especially appreciated by me.

Bridge Engineer Carruthers's recommendation to have all old bridge-iron collected and shipped to Vancouver was carried out.

The towns of Bull River and Elko were visited by rather disastrous fires during the winter, as was also Blakley's stopping-place at Radium Hot Springs.

In January, 1926, I had a conference with C. A. Davidson, Commissioner of Highways for Alberta, our object being to secure a suitable meeting-place for the Trans-Provincial Highway at Crowsnest and thereafter develop our respective sides of this project.

J. E. Warren was obliged to leave our employ as District Engineer's clerk, and he was succeeded by D. A. Dallas in March, 1926. Mrs. Forrest also commenced then as General Foreman's clerk.

All the staff of this district have given me splendid co-operation this year.

I wish to again thank you and your staff for the assistance always promptly given us.

Respectfully submitted.

J. C. BRADY,
District Engineer.

REPORT FOR ENGINEERING, DISTRICT No. 7.

COURT-HOUSE,
PRINCE RUPERT, B.C., June 21st, 1926.

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 1925–26, covering Atlin, Prince Rupert, Skeena, and part of Mackenzie Electoral Districts.

District.	Roads.			Trails.		Bridges.		
	Constructed.	Reconstructed.	Maintained.	Constructed.	Maintained.	Constructed.	Reconstructed.	Maintained.
	Miles.	Miles.	Miles.	Miles.	Miles.	No.	No.	No.
Atlin	1.0	17	256	....	547	13	7	28
Prince Rupert	6.5	....	65	....	8	2	2	7
Skeena	7.0	8	395	25	416	9	8	33
Mackenzie	3.0	....	50	....	30	....	2	15

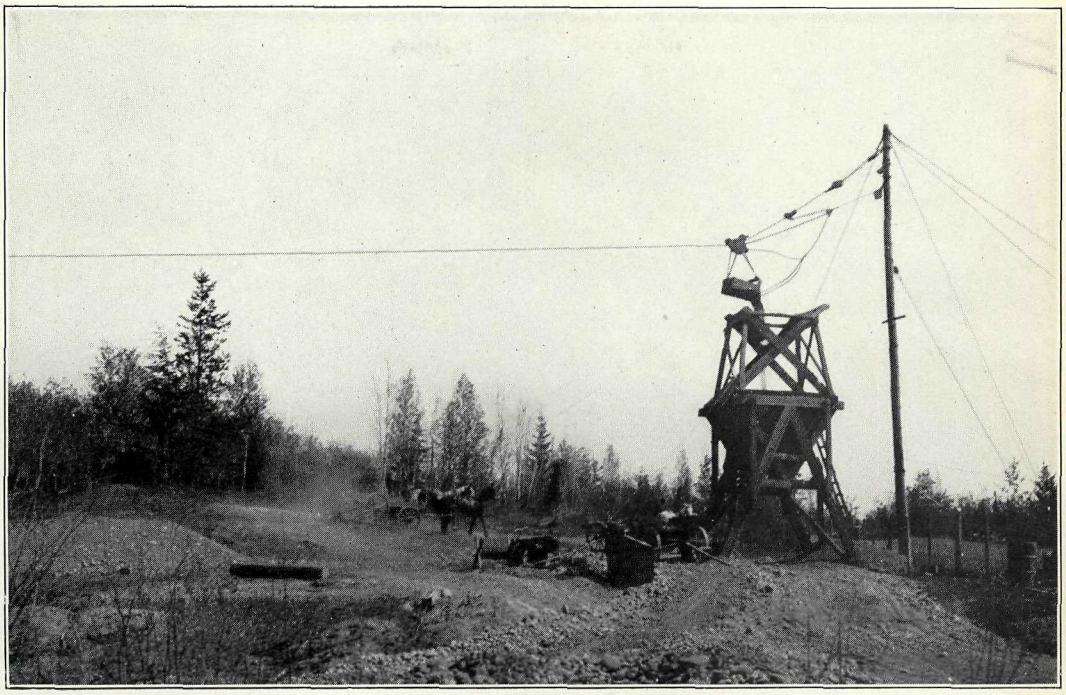
The new construction of roads includes that from the Cannery Wharf at Bella Coola to 4-Mile Bridge, which consists of heavy rock-work and was undertaken to avoid expensive maintenance of old roads near the Necleetsconnay River, also rebuilding the old wharf; the road from Prince Rupert towards Galloway Rapids; the road from Tow Hill on Graham Island towards the east coast, opening up good agricultural land; the commencement of the extension of the main trunk road to Terrace along the southerly side of the Skeena River from Hazelton to Skeena Crossing; the Kispiox West Side Road, built to open a direct road to settlement and avoid the renewal of a bridge across the Kispiox River; the completion of the road between Terrace and Kitsumgallum Lake; the commencement of the Marmot River Road.

The most important bridge-work comprises Saloomt, two 140-foot Howe trusses with 200-foot trestle approach across Bella Coola River; Bitter Creek, one 80-foot Howe truss with 180-foot trestle approach; Moricetown, across the Bulkley River, one 90-foot Howe truss on concrete abutments; Tlell River, standard trestle 352 feet long; Cedar River, one 68-foot king truss with 60-foot trestle approach.

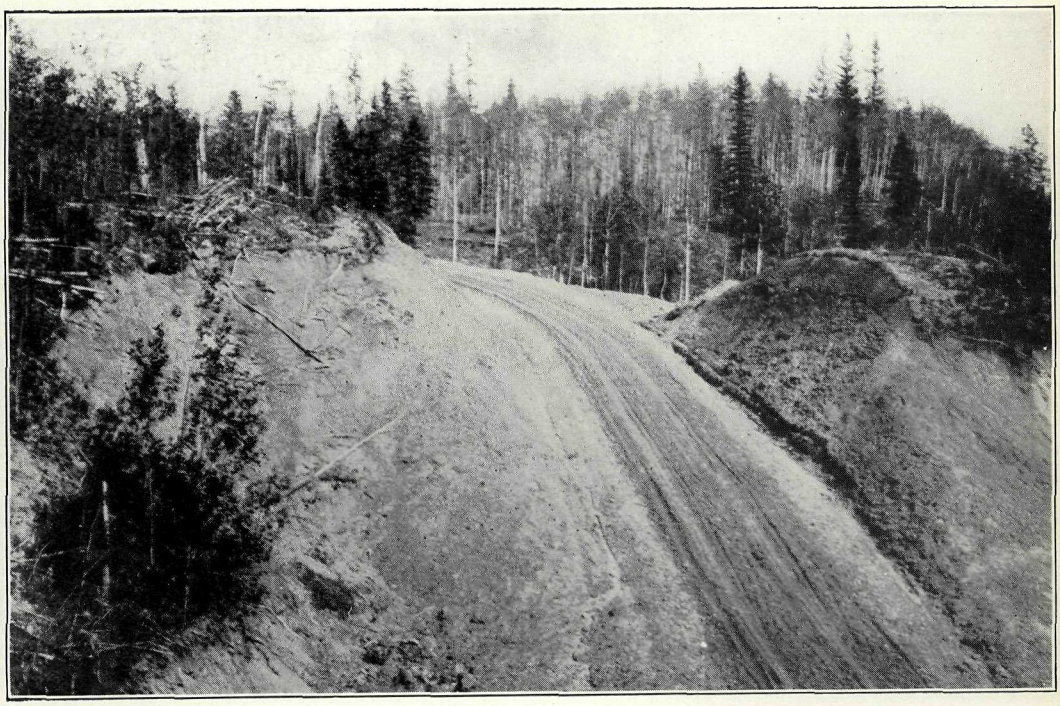
River-bank protection was undertaken near the Alice Arm Suspension Bridge, Bear River and Saloomt Bridges.

A sea-wall approximately 900 feet long, consisting of piles 8 feet centre to centre, 20 feet long, with split-cedar lagging, was built at Port Essington, the Department of Indian Affairs bearing half the cost of this work.

New towers and floating landings were built at Kitwanga Ferry. The Remo Ferry was reconstructed, using the pontoons formerly at Terrace; eight other ferries were repaired and operated.



Cableway scraper with gravel-bin. Surfacing Cariboo Road, Fort George District.



Through cut made by drag-line scraper, Fort George—Hazelton Road.

General maintenance-work was done at Prince Rupert Wharf and a contract was entered into for rebuilding the westerly portion for substructure of Biological Station.

All offices in the Engineering District adopted the standard filing system with very satisfactory results.

Concluding, I desire to express my great appreciation of the co-operation of officials in other departments, with special reference to Government Agents and Resident Mining Engineers.

Respectfully submitted.

G. C. MACKAY,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 8.

DISTRICT ENGINEER'S OFFICE,
PRINCE GEORGE, B.C., July 13th, 1926.

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, 1926. The commencement of this fiscal year saw a change in boundary of this Engineering District, and much added territory was taken in by reason of the new Omineca and Fort George Ridings being formed into a unit, with an Assistant Engineer's office established at Burns Lake.

A continued programme of improving the main trunk road system in this district formed the major part of the year's work. The early spring saw this work well under way, and, being favoured with excellent weather conditions, a good showing was made.

Cariboo Road.—Grading operations on this road being practically completed, consideration was primarily given to surfacing all the side-hill clay cuts, many of which had become dangerous in wet weather, and while suitable gravel had to be hauled over 2 miles in order to accomplish this, a much-appreciated improvement was provided.

Fort George–Hazelton Road.—This main road, extending over a distance of some 286 miles, the greater portion lying within this Engineering District, was much improved at many points. The opening-up of the Burns Lake–Endako link comprised the major undertaking, and with this section completed the whole of the road from Prince George to Hazelton was open for through traffic. Much necessary heavy work was accomplished with a Marion shovel.

Between Prince George and Vanderhoof a stretch of 14 miles hithertofore unimproved was widened out and graded for some 8 miles. At many other points along the road substantial improvements were effected.

Vanderhoof–Fort St. James.—This highway was greatly improved, especially the centre section, which was straightened out and graded, natural gravel forming the greater part of the road-bed.

McBride–Tete Jaune Road.—This road was again improved between McBride and Dunster, but on account of the heavy nature of the work it was not possible to complete it.

Fort George–Giscome Road.—Leading easterly from Prince George, this important road was visibly improved, although it was not possible to complete the whole of the grading between Willow River and Giscome. The work was heavy and it will take another season to provide a highway of standard construction.

Fort George–Chief Lake.—This road, which has in years past been subject to more or less repair-work owing to its faulty location, was given much attention. The first 10 miles having been relocated and over 2 miles of construction carried out, a continuous annual construction programme is planned until the whole diversion is complete. Next season the heaviest work should be finished.

Peace River District.—The outstanding work of the season was the improvement of the Rolla–Taylor Flats Road. This trunk road connects the settlements on the north and south sides of the Peace River and forms one of the most important projects in the district. Much more expenditure will be necessary before standard construction is reached. The balance of the work in this territory consisted of general maintenance and opening up new road allowances where required.

Bridge-work.—No damage was caused by high water, and apart from the construction of a king-truss span bridge over the Fraser River at Tete Jaune, bridge-work was chiefly confined to maintenance, together with the erection of a few small structures of minor importance.

All work was carried out by day-labour, which was plentiful all over the district.

I wish again to express my appreciation of the sincere co-operation received from all connected with the Department.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
150-MILE HOUSE, B.C., May 26th, 1926.

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

SIR,—I beg to submit herewith annual report of work done in the above district during the fiscal year 1925–26.

Lillooet District.—A diversion, 2½ miles in length, of the Lillooet–Clinton Road was constructed during the year in order to avoid a series of irrigation-ditches which were a cause of considerable trouble on the old road. Reconstruction-work on this road was commenced during the latter part of the season and a very much-needed half-mile diversion was constructed; the old 20-per-cent. grade being replaced by a 7½-per-cent grade. One and a half miles of gravelling were done through the Marble Canyon and several dangerous curves eliminated. On the Lytton–Lillooet Road at the "Big Slide" a considerable amount of work was carried out under very difficult conditions, as the workmen were in constant danger from rock-slides. Fortunately no serious accident occurred. The road was widened from 6 to 9 feet. Throughout the Lillooet District 862 miles of road and 217 miles of trails were maintained.

Extensive river-bank protection work on the Lillooet River at Pemberton was carried out, the residents affected by the scouring of river paying 50 per cent. of the cost of work done along their property. This work was carried out only in places where the road was also in danger. Further work on this river will be necessary before the danger of erosion can possibly be eliminated. No large bridges were constructed during the year, but a number of small ones were rebuilt and several replaced by culverts and fills.

Cariboo District.—The chief work carried out in this district was the completion, under favourable weather conditions, of the Quesnel–Prince George section of the Cariboo Road. In addition to 8 miles of construction, 6½ miles of the worst portions were gravelled; 6,618 cubic yards of gravel having been laid down at a cost of 89.5 cents per cubic yard. The necessary gravelling of another 5 miles will put this highway in good condition.

Mining operations in the Barkerville and Antler Creek sections warranted considerable attention to the Barkerville Main; 10½ miles were reconstructed. The balance of the reconstruction-work will be completed next year. Extensive repairs were also carried out on the Keithley Main Road, 5 miles having been reconstructed, besides the usual maintenance on the remaining 50 miles.

No new construction was carried out on the Hanceville Timber Diversion this year, our efforts being confined to the maintenance of the whole road between Williams Lake and Redstone, a distance of 93 miles.

The chief bridge-work was the rebuilding of the Cottonwood No. 1 and the Nazko River Bridge; the former comprising two 62-foot king trusses and the latter one 62-foot king truss.

Owing to the exceptionally mild winter the Quesnel Ferry was able to remain in operation throughout the whole year, making it very satisfactory to residents on the west side of the Fraser River. There are no records of this ferry having previously been in operation for a year continuously. The remainder of the ferries were out of the river for a short time to undergo minor repairs.

North Vancouver District.—The chief work in this district was the extension, by contract under municipal supervision, of the Marine Drive through West Vancouver. The remainder of the roads were well maintained throughout the year.

General.—Upon the completion of the Fraser Canyon section of the Cariboo Road, a greater amount of work will be necessary on our main trunk roads in order to provide for the expected increase in motor traffic. I would therefore respectfully urge the necessity for additional road machinery and large appropriations for our main trunk roads in order to carry out much-needed work during the next two or three years.

I wish to convey our thanks to you and your staff at Victoria for the helpful co-operation received at all times.

All of which is respectfully submitted.

E. S. Jones,
District Engineer.

REPORT OF SUPERVISING ARCHITECT.

Department of Public Works,
Victoria, B.C., September 16th, 1926.

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

Sir,—I have great pleasure in submitting for your consideration the annual report of the work carried out by the Architectural Branch for the fiscal year ended March 31st, 1926.

Capital Expenditure.

University of B.C.—The main part of the work in the office during this period has been the preparation of plans and specifications, etc., in connection with the erection of the various units of the University buildings, which were completed and formally opened on October 16th, 1925, by the Honourable Dr. Sutherland, Minister of Public Works, who handed over the keys to the Chancellor of the University, Dr. McKechnie.

The work has been one of great magnitude, involving a great deal of study and consideration in order to arrive at a solution which would adequately meet the requirements of the University. Accommodation was provided for approximately 1,700 pupils. All such services as steam, water, sewage, gas, and light had to be developed on, or brought to, the site from a considerable distance.

From the expressions of opinion at the opening celebration, and from the written appreciation of our efforts by the University authorities, we have produced the nucleus of a University that is a credit to this Province and to the University itself, and, might I add, a lasting memorial to the Department of Public Works.

It has been a great pleasure indeed for me to be associated with you, the University authorities, and various technical officers in the erection of these buildings, and to express my appreciation of the loyal way in which all have co-operated in bringing about the completion of this work.

The contractors also are entitled to our appreciation in that they have endeavoured to the best of their ability to faithfully interpret our ideas, and, considering the magnitude of the undertaking, the work proceeded without the slightest friction.

You will no doubt be pleased to know that we effected a saving of over $40,000 on the total appropriation voted for this work.

Mental Hospital, Essondale.—The new power-house at Essondale was completed and put in operation during the year, and the results have been most satisfactory from an operation point of view. The Department has received favourable comment on the design of the building and plant.

A residence for a medical officer at this institution was completed, erected by the patients and the institution tradesmen under our direction, and a most creditable piece of work has been performed.

Boys' Industrial School.—A start on a swimming-pool and gymnasium has been made to this institution, the work being carried out by the boys and their instructors and has progressed very favourably. Improvements have been made also to the grounds, playing-fields, etc.

Court-house, Clinton.—Plans for new Government buildings at Clinton were prepared and tenders called for, but the work was held over for the coming year.

Smithers Court-house.—The construction of the building has been carried out and completed and is a great improvement over the former quarters; accommodation is also provided for the Police Department.

Lock-ups.—Two new lock-ups were erected at Natal and Mission City. The maintenance and repairs to various lock-ups were carried out; Kamloops Gaol being renovated internally and the Warden's quarters externally.

Biological Station, Prince Rupert.—At the request of the Dominion Government we prepared plans and specifications for the new Biological Station on the Government Wharf, the Provincial Government giving a substantial grant to the same.

Fumigation Station, Vancouver.—A new heating system was installed in this building.

Schools.—Several small schools were erected and additions made to existing ones. This Department examined a considerable number of plans submitted by outside architects where the Government assisted in the cost of erection.

T.B. Hospital, Vancouver.—This Branch prepared plans for the reconstruction of the old permanent University Building in Vancouver for a T.B. Hospital. These plans have now been turned over to the Vancouver General Hospital, who are carrying out the work with the assistance of a Government grant.

University Heights Subdivision.—We have examined all the plans submitted and supervised to an extent the new residences, etc., being erected on this subdivision.

Elk Lake Game Farm.—The Department's staff has erected pens for over 3,000 birds at this farm, including the transfer of those from the old farm.

Parliament Buildings.—Extensions to these buildings were made by our own tradesmen by additions for the Finance Department and Lands Department in the two courtyards; one courtyard was also paved and flower-beds formed, which has greatly improved the appearance of these courts.

Hospitals.—Examinations have been made of a considerable number of plans submitted by outside architects for hospitals, to which the Government were assisting by grants, and have prepared sketches and plans for same where required.

We examined the old building at Greenwood, purchased by the Board, and remodelled it for hospital purposes.

REPAIRS AND MAINTENANCE.

Parliament Buildings.—The usual maintenance and repairs to these buildings have been carried out by our tradesmen in an efficient manner.

Government House.—Repairs, improvements, and redecoration of the interior of this building have been commenced; it is the intention to complete the work as far as funds are available.

Normal Schools, Vancouver and Victoria.—General repairs and upkeep of grounds have been effected to these buildings.

Hospitals.—The maintenance and upkeep of the Mental Hospitals at Essondale, New Westminster, and Saanich have been carried out by the institution staff and tradesmen under our direction. Also sundry repairs and improvements were made at the Home for Incurables, Marpole; at Tranquille the interior of the main building was extensively replastered.

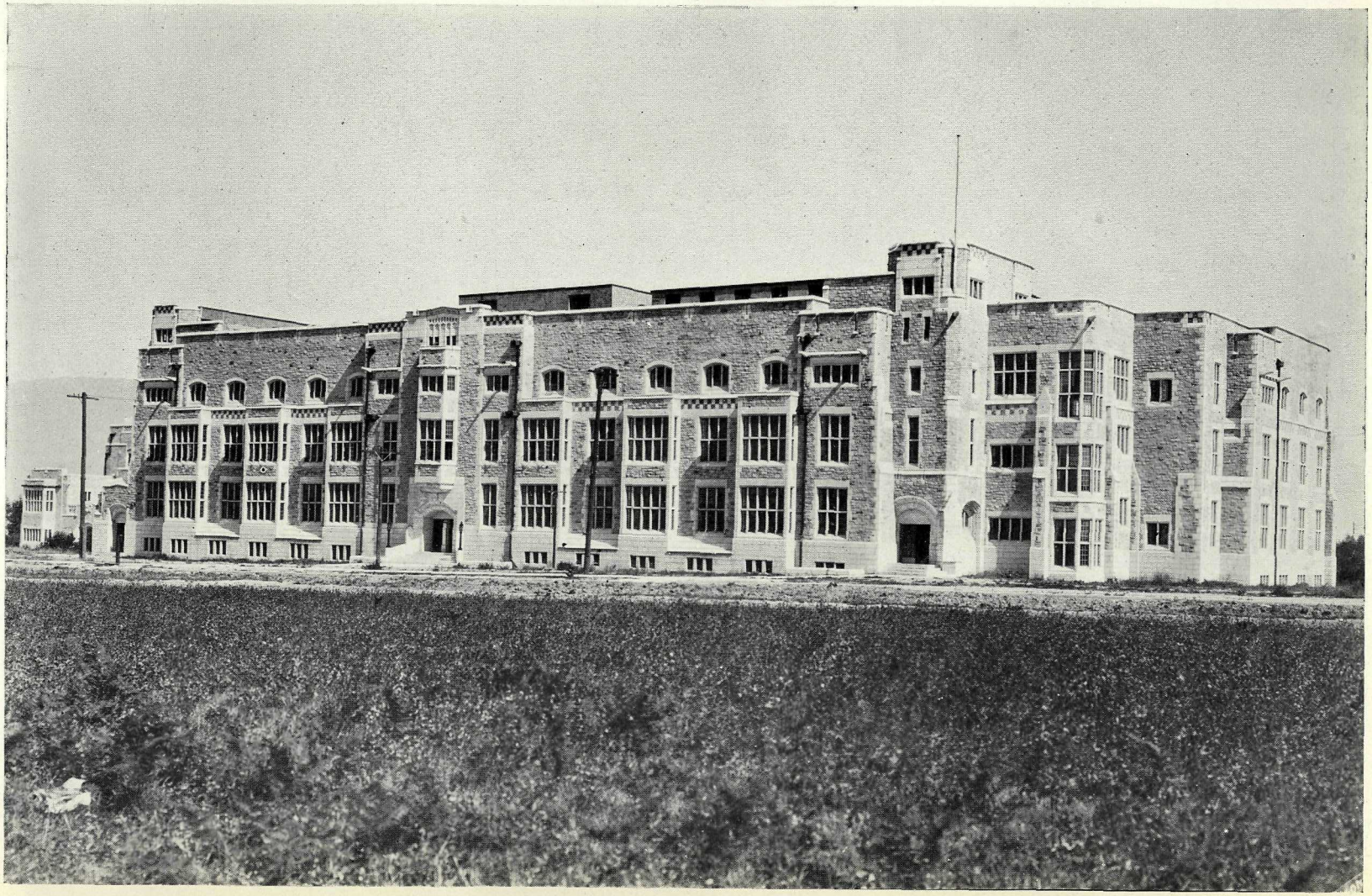
Agencies.—The upkeep and maintenance of the various agencies were carried out. At Vancouver Court-house the redecoration has been continued and several alterations made.

Gaols, Oakalla and Nelson.—The usual repairs were effected and a new concrete silo erected at Oakalla by prison labour and the grounds further improved.

I note with pleasure that it has been arranged during the forthcoming year that the maintenance and repairs to all Government buildings will be a public-works vote, as it will be easier to handle and I believe economies will be effected as a result of this arrangement.

I would respectfully request that serious consideration be given to the question of setting aside a sum sufficient to carry out extensive repairs and adequately maintain all Government buildings; it is in the interests of economy to constantly maintain and keep in good repair these structures.

If this suggestion is acted upon, the matter of maintenance would be a simple matter, and each year a percentage of the value of the buildings could be set aside for this purpose. At the present, however, we cannot do this as we are practically only taking care of immediate needs.



Science Building, University of British Columbia, Point Grey, B.C.

In conclusion, I wish to express my thanks to you, sir, and to Mr. Napier for your co-operation and kind assistance in our problems, and to the members of my staff and tradesmen of our various buildings, who have given me their whole-hearted support and assistance in the various works we have carried out during the year. I also take this opportunity of expressing my thanks to your staff in the various engineering districts for their hearty co-operation.

Attached hereto are several photographs of the University buildings completed during this period.

All of which is respectfully submitted.

HENRY WHITTAKER,
Supervising Architect.

ORGANIZATION CHART—PUBLIC WORKS DEPARTMENT

(As at April, 1926.)

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
21 Janitors
3 Watchmen
1 Usher
1 Asst. Usher
Chief Gardener and Helpers
1 Telegraph Operator

DISTRICT OFFICES

1 VICTORIA
4 Asst. District Engineers
2 General Road Foremen
1 Clerk and Draughtsman

2 NEW WESTMINSTER
District Engineer
2 Asst. District Engineers
1 General Road Foreman
1 Clerk

3 KAMLOOPS
District Engineer
2 Asst. District Engineers
1 General Road Foreman
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

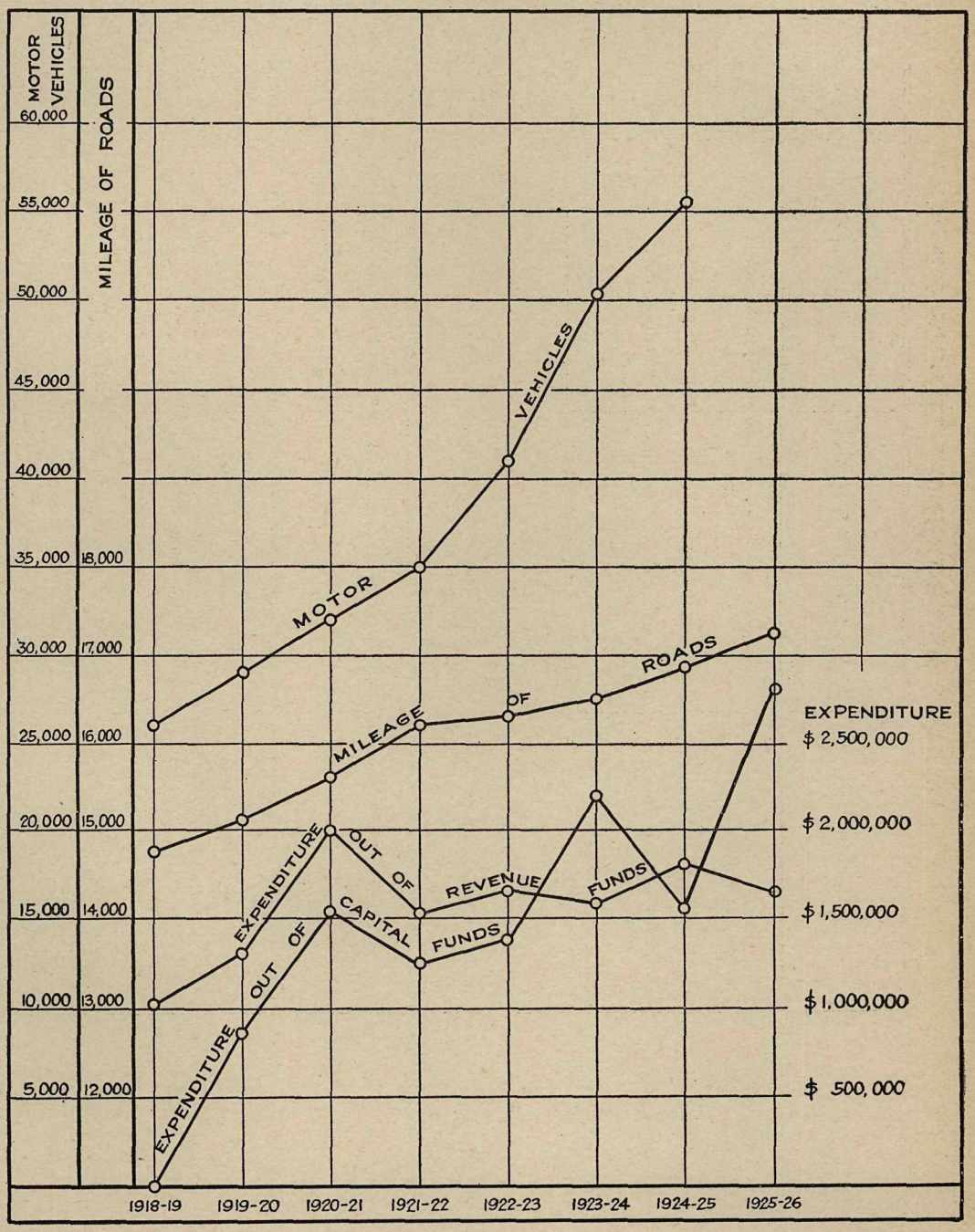
6 CRANBROOK
District Engineer
2 Asst. District Engineers
1 General Road Foreman
1 Clerk

7 PRINCE RUPERT
District Engineer
3 Asst. District Engineers
2 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 showing Road Mileage, Number of Motor Vehicles and Expenditure out of Capital and Revenue Funds



DETAILS OF BRIDGE CONTRACTS, 1925–26.

Name.	Location.	Type and Description of Work.	Contractors.	Unit Costs.		
				Timber in Place, M.B.M.	Iron in Place, per lb.	Concrete in Place, Cu. Yd.
Gilpin Bridge	5 miles east of Grand Forks, overhead C. & W. Rly.	Timber deck on 15 in. I beams supported on concrete piers	Bonthron & McDonald	$52 00	$0 10	$16 50
Eburne Bridges	Over North Arm of Fraser River to Lulu Island	Warrenite-Bitulithic surfacing	Columbia Bitulithic, Ltd.	$1.88 per sq. yard.		
Alexandra Bridge	Over Fraser River at Spuzzum	Piers and towers for suspension bridge	A. B. Palmer Co.	1 : 2½ : 5 concrete in piers, $19.50 cu. yd.; 1 : 2 : 4 concrete in towers, $27.50 cu. yd.; metal reinforcement in place, 12 cents per lb.		
Alexandra Bridge	Over Fraser River at Spuzzum	Anchorages and east abutment		Excavation, solid rock, $2 cu. yd.; excavation, other material; 1 : 2½ : 5 concrete, $19.50 cu. yd.		
Alexandra Bridge	Over Fraser River at Spuzzum	Fabrication of steel	Coughlan & Sons	$6.70 per 100 lb. F.O.B. Chapman or Spuzzum.		
Anderson River Bridge	On Caribou Road south of Boston Bar	160 ft. timber deck Howe truss with trestle approaches and timber piers	McCharles & McDougall	Timber $85 M.B.M.; iron and steel, 4 cents per lb.		
Stoyoma Creek Bridge	On Cariboo Road north of Boston Bar	Ditto	McCharles & McDougall	Ditto. Material supplied by Government, F.O.B. cars.		
Bridges No. 3–1 and No. 3–2	Hastings–Barnet Road, Burnaby Municipality	Timber trestle	Fraser River Pile Driving Co.	Cedar piling in place, 60 cents lin. ft.; sawn timber in place, $45 M.B.M., including ironwork.		
Bridges No. 3–3 and No. 3–4	Hastings-Barnet Road, Burnaby Municipality	Making fill at old bridge-sites	A. B. Palmer Co.	Excavation and filling, 85 cents cu. yd.		
Kanaka Creek Bridge	On River Road, Maple Ridge Municipality	One 60 ft. king truss with trestle approaches	Fraser River Pile Driving Co.	King-truss timber in place, $67 M.B.M.; ironwork in place, 8 cents per lb.; trestle-timber in place, $38 M.B.M.; piers, timber in place, $41 M.B.M.		
Kicking Horse River Bridge	Golden–Yoho Road, Mile 6.35 east of Golden	One 120 ft. Howe deck truss and one 60 ft. king truss with trestle approach	Cotton & Co.	Timber in trusses (erection only), $60 M.B.M.; ironwork, 2 cents per lb.; timber in trestle approaches and piers, including materials, $60 M.B.M.; ironwork, 10 cents per lb.		
Kicking Horse River Bridge	Golden–Yoho Road, Mile 9.35 east of Golden	One 160 ft. Howe through truss with trestle approach	Cotton & Co.	Ditto.		

DETAILS OF ROAD CONTRACTS, 1925–26.

Name.	Location.	Length, Miles.	Description of Work.	Contractors.	Unit Prices.		
					Clearing and Grubbing per Acre.	Excavation.	
						Earth, Cu. Yd.	Solid Rock, Cu. Yd.
Cariboo Road	Tilton Creek, Sta. 2113 to Sta. 2143	0.57	Construction of diversion	Raymond Leighton	.....	$0 40	$1 65
Cariboo Road	South of Yale to Alexandra Bridge site	15.50	Clearing and grading 16 ft. road-bed	W. P. Tierney & Co.	$400 00	0 30	2 00
Cariboo Road	Alexandra Bridge site to Boothroyd	24.00	Clearing and grading 16–20 ft. road-bed	A. B. Palmer Co.	300 00	0 35	2 00
Yale–Cariboo Road	Jones Hill between Rosedale and Hope	1.20	Construction of diversion, 16 ft. wide	Nickson Construction Co.	500 00	0 40	1 45
Golden–Yoho Road	Mile 6.33 to Mile 9.5, Golden, easterly	3.17	Extension of construction	Cotton Co., Ltd.	200 00	0 40	1 20
Cranbrook–Kiberley Road	Kimberley to Black Bear Crossing	2.00	Construction of diversion	De Wolf and Ham Construction Co.	100 00	0 50	2 00
Nelson–Kaslo	Queen's Bay to Ainsworth	6.50	Clearing and grading 16 ft. road-bed	Rawlings & La Brash	250 00	0 40	1 20
Nelson–U.S. Boundary Road	At Boulder	1.60	Construction of diversion	C. & J. Maglio	200 00	0 40	1 30
Big Bend Road	Between Canyon and top of Nine-mile Hill	3.30	Extension of construction	Kay Alexander	200 00	0 55	1 30
Edgewood–Vernon Road	In vicinity of Kettle River	0.80	Completion of construction and widening existing road	Rawlings & La Brash	250 00	0 60	1 40

MILEAGE AND TYPE OF CONSTRUCTION.

STATEMENT AS AT MARCH 31ST, 1926.

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	217.68	.....	.....	.....	.....	.....	.....	5.16	355.79	360.95
Atlin	.....	245.90	.....	123.60	.....	.....	.....	.....	.....	.....	.....	369.50	369.50
Burnaby	.....	.....	3.80	.....	1.40	.....	12.95	.....	6.30	.....	24.45	.....	24.45
Cariboo	.....	2,176.76	.....	134.07	.....	.....	.....	.....	.....	.....	.....	2,310.83	2,310.83
Chilliwack	.....	31.10	54.04	4.50	.....	.....	7.81	.....	.....	.....	61.85	35.60	97.45
Columbia	.....	403.62	.....	103.59	.....	.....	.....	.....	.....	.....	.....	507.21	507.21
Comox	.....	285.19	2.66	225.51	.....	.....	.....	.....	0.36	.....	3.02	510.70	513.72
Cowichan-Newcastle	.....	88.00	14.25	280.75	.....	.....	.....	2.00	.....	.....	14.25	370.75	385.00
Cranbrook	.....	386.27	.....	104.34	.....	.....	.....	.....	.....	.....	.....	490.61	490.61
Creston	.....	451.50	.....	95.00	.....	7.00	.....	.....	.....	.....	.....	553.50	553.50
Delta	1.10	.....	8.80	.....	.....	.....	46.02	.....	.....	.....	55.92	.....	55.92
Dewdney	0.10	42.15	32.85	28.17	1.00	8.85	7.75	1.00	7.80	.....	49.50	80.17	129.67
Esquimalt	.....	26.80	.....	318.60	.....	6.50	.....	7.00	.....	.....	.....	358.90	358.90
Fernie	.....	302.72	.....	133.63	.....	.....	.....	.....	.....	.....	.....	436.35	436.35
Fort George	.....	1,127.50	.....	21.00	.....	.....	.....	.....	.....	.....	.....	1,148.50	1,148.50
Grand Forks-Greenwood	.....	533.41	2.00	157.50	.....	4.40	.....	.....	.....	.....	2.00	695.31	697.31
Islands	.....	78.55	.....	239.00	.....	4.00	.....	3.83	.....	.....	.....	325.38	325.38
Kamloops	.....	859.00	2.00	80.00	.....	.....	.....	.....	.....	.....	2.00	939.00	941.00
Kaslo-Slocan	.....	467.00	.....	35.00	.....	.....	.....	.....	.....	.....	.....	502.00	502.00
Lillooet	.....	664.00	.....	197.00	.....	.....	.....	.....	.....	.....	.....	861.00	861.00
Mackenzie	.....	71.05	.....	43.80	.....	.....	.....	.....	.....	.....	.....	114.85	114.85
		98.00	.....	18.00	.....	.....	.....	.....	.....	.....	.....	116.00	116.00
Nanaimo	.....	.....	.....	65.11	.....	.....	.....	2.00	.....	.....	.....	67.11	67.11
Nelson	.....	9.35	.....	1.00	.....	.....	.....	.....	.....	.....	.....	10.35	10.35
New Westminster	.....	0.20	.....	0.20	.....	.....	0.13	.....	.....	0.54	0.13	0.94	1.07
North Okanagan	5.60	535.20	28.80	156.55	.....	.....	0.33	.....	.....	.....	34.73	691.75	726.48
North Vancouver	.....	6.62	.....	8.75	.....	.....	.....	.....	.....	3.00	.....	18.37	18.37
Omineca	.....	854.00	.....	16.00	.....	.....	.....	.....	.....	.....	.....	870.00	870.00
Prince Rupert	.....	90.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	90.30	90.30
Revelstoke	.....	170.00	.....	77.00	.....	.....	.....	.....	.....	.....	.....	247.00	247.00
Richmond-Point Grey	2.48	.....	.....	.....	1.59	.....	14.47	.....	14.36	.....	32.90	.....	32.90
Rossland-Trail	.....	94.75	.....	18.00	.....	.....	.....	.....	.....	.....	.....	112.75	112.75
Saanich	.....	.....	16.10	.....	.....	.....	18.40	.....	.....	.....	34.50	.....	34.50
Salmon Arm	.....	674.00	10.00	74.00	.....	.....	0.25	.....	.....	.....	10.25	748.00	758.25
Similkameen	.....	501.80	8.10	142.50	0.30	.....	.....	.....	.....	.....	8.40	644.30	652.70

Skeena	.....	514.30	.....	18.00	.....	.....	.....	.....	.....	.....	.....	532.30	532.30
South Okanagan	.....	323.00	15.00	248.00	.....	1.75	.....	.....	.....	.....	15.00	572.75	587.75
South Vancouver	.....	.....	.....	.....	.....	.....	3.89	.....	4.05	.....	7.94	.....	7.94
Yale	1.94	8.65	.....	12.25	.....	.....	.....	.....	.....	.....	1.94	20.90	22.84
	1.00	585.60	6.00	224.00	.....	.....	.....	.....	.....	.....	7.00	809.60	816.60
Totals	12.22	12,844.40	209.56	3,622.10	4.29	32.50	112.00	15.83	32.87	3.54	370.94	16,518.37	16,889.31

MILEAGE AND TYPE OF ROADS CONSTRUCTED

During Period April 1st, 1917, to March 31st, 1926.

Eng. Dist. No.	Electoral District.	(1.) Main Trunk. (a.) Improved (Hard Surfaced) Macadam and Gravel.	(1.) Main Trunk. (b.) Non-imp. (Dirt, etc.).	(2.) Lateral Roads. (a.) Improved (Macadam and Gravel).	(2.) Lateral Roads. (b.) Non-imp. (Dirt, etc.).	(3.) Industrial. Exclusive of Mining.	(4.) Mining. Exclusive of Industrial.	(5.) Settlement and Farm Roads.	(6.) Ordinary Trails.	(7.) Mining Trails.
1	Alberni	.....	3.09	1.00	3.00	.....	.....	19.50	340.25	15.00
	Comox	1.75	.....	0.19	.....	4.65	0.70	51.35	6.55	6.20
	Cowichan-Newcastle	.....	.....	1.20	.....	.....	3.00	1.92	.....	.....
	Esquimalt	4.65	.....	1.60	0.80	.....	.....	17.00	2.50	11.75
	Islands	14.00	3.50	2.40	.....	.....	.....	22.00	6.00	.....
	Mackenzie	1.50	3.50	.....	.....	.....	.....	.....	.....	.....
		12.00	31.50	27.00	4.90	.....	.....	42.20	29.40	2.50
	Nanaimo	2.00	.....	1.53	0.25	.....	.....	0.11	.....	.....
	Totals	35.90	41.59	34.92	8.95	4.65	3.70	154.08	384.70	35.45
2	Burnaby	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Chilliwack	20.81	2.80	.....	.....	.....	.....	.....	.....	.....
	Delta	46.02	.....	2.02	1.10	.....	.....	.....	.....	.....
	Dewdney	7.30	2.00	6.50	1.40	7.00	.....	6.70	.....	0.25
	Richmond-Point Grey	9.11	.....	.....	.....	.....	.....	.....	.....	.....
	South Vancouver	3.50	.....	1.80	.....	.....	.....	.....	.....	.....
	New Westminster	0.54	.....	.....	.....	.....	.....	.....	.....	.....
	Totals	87.28	4.80	10.32	2.50	7.00	.....	6.70	.....	0.25
3	Kamloops	22.00	.....	1.00	.....	.....	32.00	26.00	16.00	43.00
	Salmon Arm	26.25	10.00	.....	.....	.....	8.00	80.00	.....	35.00
	Yale	23.61	6.20	.....	.....	.....	.....	.....	.....	30.00
	Yale	8.50	14.97	.....	9.30	7.00	8.30	7.20	8.75	9.75
	Totals	80.36	31.17	1.00	9.30	7.00	48.30	113.20	24.75	117.75
4	Grand Forks	5.02	11.50	0.50	16.78	.....	9.83	3.00	5.00	67.02
	Greenwood	.....	.....	.....	.....	.....	.....	.....	.....	.....
	North Okanagan	3.33	3.25	2.25	7.25	.....	.....	23.52	.....	2.50
	Similkameen	32.75	2.83	2.68	3.80	.....	0.25	12.02	.....	.....
	South Okanagan	3.50	.....	14.00	1.00	.....	.....	28.75	4.00	.....
	Totals	44.60	17.58	19.43	28.83	.....	10.08	67.29	9.00	69.52

5	Creston	16.00	35.50	.....	3.00	3.75	12.75	18.00	3.70	34.65
	Kaslo-Slocan	12.00	18.50	.....	6.20	0.35	8.00	8.60	8.00	19.15
	Nelson	.....	.....	.....	1.20	.....	.....	0.50	.....	.....
	Revelstoke	19.00	20.40	1.75	.....	.....	5.25	15.00	6.50	13.58
	Rossland-Trail	13.00	20.00	.....	1.00	.....	0.10	0.50	.....	5.43
	Totals	60.00	94.40	1.75	11.40	4.10	26.10	42.60	18.20	72.81
6	Columbia	23.63	12.11	8.29	1.23	1.78	12.10	32.89	20.75	75.59
	Cranbrook	44.99	2.50	10.20	4.72	0.50	9.75	9.05	0.25	1.00
	Fernie	13.15	.....	4.46	10.70	.....	9.32	13.81	.....	5.75
	Totals	81.77	14.61	22.95	16.65	2.28	31.17	55.75	21.00	82.34
7	Atlin	10.00	54.30	.....	0.50	.....	29.20	14.00	173.50	305.00
	Prince Rupert	0.50	26.50	.....	10.00	1.30	1.50	57.50	4.50	25.50
	Skeena	.....	4.25	8.75	.....	.....	58.75	28.00	20.00	116.75
	Totals	10.50	85.05	8.75	10.50	1.30	89.45	99.50	198.00	447.25
8	Fort George	12.00	95.00	.....	141.00	.....	9.00	215.00	146.00	6.00
	Omineca	.....	7.65	.....	51.30	.....	15.00	187.50	57.00	125.60
	Totals	12.00	102.65	.....	192.30	.....	24.00	402.50	203.00	131.60
9	Lillooet	2.00	2.66	14.00	76.05	5.10	7.40	46.54	53.50	64.50
	Cariboo	17.00	58.13	15.00	117.62	.....	10.00	47.10	.....	36.75
	Totals	19.00	60.79	29.00	193.67	5.10	17.40	93.64	53.50	101.25
	Grand Totals	431.41	452.64	128.12	474.10	31.43	250.20	1,035.26	912.15	1,058.22

MILEAGES OF ROADS AND STREETS IN CITY MUNICIPALITIES, DECEMBER 31ST, 1925.

(COMPILED FROM DATA RECEIVED FROM MUNICIPAL OFFICIALS.)

City.	Cleared, not graded.	Rough-graded.	Graded, Ordinary Earth or Sand.	Gravelled.	Macadamized.	Planked.	Carpet Coat, Tarviated, 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	2.00	1.25	2.00	4.00	.....	.....	3.00	.....	.....	0.10	.....	.....	.....	12.35
Enderby	2.08	3.20	0.84	1.36	0.29	.....	.....	.....	.....	.....	.....	.....	.....	7.77
Fernie	0.76	1.35	3.80	1.75	1.78	.....	0.95	.....	.....	0.07	.....	.....	.....	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	.....	18.50	4.00	.....	2.50	.....	.....	.....	.....	.....	.....	37.00
Kaslo	2.10	0.50	3.48	0.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.68
Kelowna	3.00	2.00	2.50	16.00	3.00	.....	1.50	.....	.....	.....	.....	.....	.....	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	.....	0.61	.....	.....	.....	16.99
Nelson	.....	.....	17.10	2.10	5.20	.....	0.20	.....	.....	.....	.....	.....	.....	24.60
New Westminster	5.00	.....	15.00	10.31	.....	3.15	32.54	.....	5.20	3.63	0.42	0.34	0.30	75.89
North Vancouver	6.00	.....	42.00	.....	10.00	.....	9.50	.....	2.90	0.90	.....	.....	.....	71.30
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	.....	.....	9.25	0.15	7.10	4.00	1.15	.....	.....	.....	.....	.....	.....	21.65
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	2.15	5.50	.....	9.00	0.50	.....	.....	.....	.....	.....	.....	.....	.....	17.15
Vancouver	.....	93.15	.....	.....	118.58	69.37	34.69	31.98	2.00	3.84	0.16	2.00	27.25	383.02
Vernon	3.35	13.32	.....	38.08	1.28	.....	0.65	.....	.....	.....	.....	.....	.....	56.68
Victoria	.....	.....	66.08	.....	.....	.....	19.55	55.70	4.14	1.65	.....	0.60	2.78	150.50
Total Miles	75.19	171.55	216.25	207.89	178.54	77.52	107.53	89.56	19.09	11.40	0.58	2.94	30.33	1,188.47

MILEAGES OF ROADS AND STREETS IN DISTRICT MUNICIPALITIES AND VILLAGES, DECEMBER 31st, 1925.

(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	138.15	67.26	68.29	2.25	4.81	40.01	4.11	3.83	.....	.....	335.71
Burns Lake Village	0.50	0.75	.....	0.75	.....	.....	.....	.....	.....	.....	.....	2.00
Chilliwack	10.25	9.25	31.00	264.75	.....	.....	.....	.....	6.22	.....	.....	321.47
Coldstream	2.10	.....	16.78	21.35	.....	.....	.....	.....	.....	.....	.....	40.23
Coquitlam	1.75	8.80	2.91	27.63	5.67	.....	6.75	.....	.....	.....	.....	53.51
Creston Village	1.00	2.00	1.00	.....	0.75	.....	.....	.....	.....	.....	.....	4.75
Delta	11.54	2.14	19.86	63.42	10.33	.....	4.32	.....	14.06	2.03	.....	127.70
Esquimalt	4.45	2.61	.....	0.57	7.75	.....	11.99	.....	0.42	.....	.....	27.79
Fraser Mills	.....	.....	.....	.....	.....	1.00	.....	.....	.....	.....	.....	1.00
Glenmore	.....	.....	7.00	13.00	.....	.....	.....	.....	.....	.....	.....	20.00
Kent	4.00	5.25	13.25	37.00	.....	.....	.....	.....	.....	.....	.....	59.50
Langley	6.50	34.00	33.00	150.00	.....	.....	1.00	.....	.....	2.00	.....	226.50
Maple Ridge	.....	6.00	24.25	64.00	4.00	1.50	.....	.....	.....	.....	.....	99.75
Matsqui	25.00	23.00	79.50	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	99.20	9.75	.....	.....	.....	.....	.....	.....	138.20
North Vancouver	1.91	0.50	95.31	5.85	14.84	0.50	19.71	.....	1.38	0.92	.....	140.92
Oak Bay	15.04	2.63	.....	4.08	.....	.....	27.01	3.86	0.21	.....	.....	52.83
Peachland	.....	.....	27.00	.....	.....	.....	.....	.....	.....	.....	.....	27.00
Penticton	.....	.....	36.00	75.00	.....	.....	.....	.....	.....	.....	.....	111.00
Pitt Meadows	3.00	12.00	.....	25.50	.....	1.00	.....	.....	.....	.....	.....	41.50
Point Grey	63.00	101.00	.....	.....	63.50	3.75	16.18	4.00	13.99	6.17	.....	271.59
Richmond	4.75	30.00	4.00	.....	40.00	4.75	32.75	.....	5.50	1.85	.....	123.60
Saanich	69.75	25.08	42.54	63.50	27.60	.....	57.50	.....	28.06	.....	.....	314.03
Salmon Arm	.....	.....	49.00	14.20	7.00	.....	.....	.....	.....	.....	.....	70.20
Smithers Village	6.00	7.00	3.00	3.00	.....	.....	.....	.....	.....	.....	.....	19.00
South Vancouver	53.20	29.20	17.89	42.00	19.97	.....	13.81	3.00	2.90	4.30	2.00	188.27
Spallumcheen	20.00	20.00	40.00	75.00	.....	.....	.....	.....	.....	.....	.....	155.00
Sumas	2.00	5.00	12.25	41.50	.....	.....	.....	.....	.....	.....	.....	60.75
Summerland	7.18	4.37	65.25	.....	.....	.....	.....	.....	.....	.....	.....	76.80
Surrey	58.30	61.25	110.85	168.25	1.70	0.50	1.75	.....	.....	18.20	.....	420.80
Tadanac	.....	1.66	.....	0.44	2.34	.....	.....	.....	.....	.....	.....	4.44
Vanderhoof Village	.....	2.60	.....	1.10	.....	.....	.....	.....	.....	.....	.....	3.70
West Vancouver	10.51	0.60	16.56	11.04	8.38	.....	.....	4.00	.....	.....	.....	51.09
Total Miles	420.73	566.54	850.71	1,455.72	225.83	18.56	234.28	18.97	76.57	35.47	2.00	3,905.38

FERRY RETURNS, 1925–26.

Name.	Type.	No. of Round Trips.	Autos.	Trucks.	Rigs.	Passengers.	Tons of Freight.	Horses, Cattle, etc.
Agassiz–Rosedale	Wood hull, gas-engine	1,780	11,021	1,387	368	16,767	4	249
Alexandria	Pontoon	1,254	83	.....	373	3,563	18	739
Arrowhead–Beaton	Steamboat (subsidized)	290	43	.....	.....	1,369	174	30
Avola	Pontoon	1,006	.....	.....	.....	1,728	5	160
Barnston Island	Gas-boat	1,789	.....	.....	.....	5,152	196	63
Big Bar	Pontoon	950	1	.....	.....	1,427	46	4,736
Birch Island	Pontoon	5,953	559	20	1,327	8,869	390	1,082
Black Pool	Pontoon	3,851	536	107	1,077	3,005	1,489	32
Braeside	Pontoon	1,110	.....	.....	739	1,083	27,914	258
Bridge River	Cable-ferry	481	15	75	28	862	18	26
Castlegar	Power, underwater cable	11,140	12,904	.....	5,021	70,330	2,121	2,205
Cedarvale (Miniskinisht)	Pontoon	2,386	4	.....	1,178	6,629	9	4
Chilliwack–Harrison	Power-boat (subsidized)	741	.....	.....	.....	3,877	406	.....
Chinook Cove	Pontoon	2,290	38	.....	1,503	1,497	635	876
Clearwater Crossing	Pontoon	4,274	3	70	2,450	3,600	1,718	22
Copper City	Pontoon	1,361	.....	.....	7	2,799	30	74
Croydon	Rowboat	528	.....	.....	.....	364	12	45
Ducks (South Thompson)	Scow	2,275	18	49	161	3,647	38	482
Finmore (Stuart Siding)	Scow	1,304	.....	.....	201	1,885	30	93
Fort Fraser	Pontoon	2,117	.....	2	489	3,544	10	236
Francois Lake	Steel hull, twin screw	1,645	3,274	.....	2,833	14,181	2,096	153
Hall's Landing	Scow, current-ferry	4,019	1,640	43	2,849	13,449	1,376	395
Harrop–Long Beach	Power, underwater cable	2,542	1,998	.....	1,223	14,251	822	333
Hazelton	Pontoon	2,580	74	.....	678	4,625	141	279
High Bar	Pontoon	1,019	.....	.....	102	1,423	35	2,629
Hulatt	Pontoon	2,563	41	.....	770	1,772	59	316
Isle de Pierre	Scow	2,372	.....	.....	694	1,104	120	87
Kelowna–Westbank	Steamboat (subsidized)	1,842	10,922	.....	223	28,552	29	776
Kitwanga	Pontoon	1,691	2	.....	213	2,947	62	147
Ladner–Woodward	Stern-wheel steamer	2,261	20,052	9,153	272	62,918	11,061	1,311
Lytton	Rowboat	2,869	.....	.....	.....	7,807	32	18
Macalister	Pontoon	2,898	41	7	660	2,546	162	959
Mission	Steel hull, gas-power	5,275	28,645	.....	1,717	28,936	3,992	491
McClure	Pontoon	1,572	209	58	360	1,675	75	659
Mount Olie	Pontoon	7,034	.....	2	1,238	9,826	1,454	148
Needles–Fauquier	Power	1,852	2,553	4	56	4,037	42	100
Nelson	Power	25*	28,468	.....	2,208	129,978	1,065	692
No. 3 Indian Reserve (Miworth)	Pontoon	547	.....	.....	204	589	39	10

Pacific	Scow	784	.....	.....	.....	995	7	18
Pavilion	Rowboat	1,272	.....	.....	.....	2,072	17	33
Quesnel	Pontoon	6,517	332	16	2,899	18,522	667	1,357
Quesnel River at Gravels	Pontoon	589	.....	.....	252	396	25	273
Reclamation Farm (Kootenay River)	Scow current and engine	6,097	1,413	.....	3,672	3,927	.....	1,890
Remo	Pontoon	1,675	.....	.....	512	3,393	43	.....
Shuswap Lake	Steamboat (subsidized)	.....	.....	.....	.....	415	233	.....
Soda Creek	Pontoon	1,942	14	.....	452	3,214	59	606
Sorrento–Scotch Creek	Gas-boat and scow	1,702	999	104	408	7,280	98	5,657
Squilax–Little River	Pontoon	3,970	1,702	508	1,060	6,734	367	1,032
Summerland–Naramata	Power-boat	924	.....	.....	1	4,588	241	1
Taylor Flats (Peace River)	Scow, underwater cable	687	5	.....	163	816	69	799
Twelve-mile	Scow, current-ferry	2,931	1,691	1,141	50	5,674	261	3,758
Usk	Pontoon	8,259	.....	.....	237	12,039	67	336
Vavenby (North Thompson)	Pontoon	3,183	81	1	1,057	3,993	374	4,253
Vinsula (North Thompson)	Pontoon	1,177	29	.....	136	1,764	32	272

* Daily.

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1926.

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.	Total.
Alberni	.....	$ 11,543 00	$ 1,361 00	.....	$ 23 95	$ 40 00	$ 187 00	$ 6,775 00	$ 1,153 08	$ 240 75	$ 289 30	.....	$ 21,613 08
Atlin	.....	15,638 50	2,723 50	.....	111 95	485 00	470 00	2,925 00	3,330 25	663 00	3,658 50	$ 266 00	30,271 70
Cariboo	$ 455 00	6,866 50	1,085 50	.....	.....	115 00	.....	1,250 00	830 20	121 75	792 95	.....	23,331 69
Cariboo	280 00	5,147 00	455 00	.....	.....	140 00	.....	4,500 00	785 95	.....	446 75	60 00	
Chilliwack	.....	8,623 45	75 50	$ 9,000 00	.....	125 00	.....	6,610 70	.....	93 50	.....	.....	24,528 15
Columbia	.....	9,571 00	1,555 50	152 50	42 75	280 00	104 95	3,250 00	49 66	154 00	720 00	234 00	16,114 36
Comox	.....	6,280 00	1,013 25	40 00	.....	455 00	333 00	6,750 00	167 04	119 00	992 70	.....	16,149 99
Cowichan-Newcastle	.....	9,579 00	1,563 45	.....	53 15	50 00	155 00	5,257 00	.....	100 50	30 00	.....	16,788 10
Cranbrook	.....	10,389 00	1,132 15	.....	.....	530 00	83 00	5,425 00	.....	376 00	1,653 00	90 00	19,678 15
Creston	.....	23,049 45	1,698 60	9,263 00	.....	.....	.....	9,950 00	894 55	.....	810 00	.....	45,665 60
Delta	.....	6,071 00	158 20	450 00	.....	.....	.....	3,700 00	.....	.....	.....	.....	10,379 20
Dewdney	.....	5,120 00	662 85	26,119 39	.....	80 00	.....	9,110 00	.....	95 25	151 50	.....	41,338 99
Esquimalt	.....	6,151 00	2,322 10	.....	27 95	150 00	.....	12,450 00	.....	126 00	230 00	.....	21,457 05
Fernie	.....	3,870 50	1,080 40	.....	.....	95 00	229 00	2,882 50	16 11	92 50	707 33	.....	8,973 34
Fort George	1,320 00	14,450 00	1,917 75	.....	.....	320 00	280 50	2,042 00	.....	392 50	2,291 40	240 00	23,254 15
Grand Forks-Greenwood	.....	7,882 45	813 85	.....	.....	200 00	.....	6,400 00	.....	238 50	42 00	.....	15,576 80
Islands	.....	19,010 00	834 50	.....	.....	317 00	20 00	7,610 00	.....	168 25	20 00	.....	27,979 75
Kamloops	975 00	11,887 00	2,291 70	2,980 00	57 95	290 00	679 65	3,408 00	3,537 49	507 00	1,830 33	520 40	28,964 52
Kaslo-Slocan	.....	495 00	1,084 25	.....	15 00	.....	.....	812 00	580 75	100 00	384 00	.....	9,002 25
Kaslo-Slocan	100 00	2,750 00	1,130 50	.....	18 00	20 00	13 00	700 00	216 00	70 00	462 00	51 75	
Lillooet	.....	5,980 00	1,586 25	1,900 00	.....	50 00	131 00	4,825 00	445 05	102 50	634 00	88 00	15,741 80
Mackenzie	.....	3,115 00	599 50	.....	40 00	125 00	.....	700 00	1,158 00	.....	90 00	.....	7,840 65
Mackenzie	.....	1,260 00	490 00	.....	.....	.....	.....	.....	.....	.....	263 15	.....	
Nanaimo	.....	1,838 00	453 90	.....	11 45	.....	162 50	2,021 00	.....	.....	.....	.....	4,486 85
North Okanagan	.....	7,046 00	994 50	.....	.....	103 00	31 80	5,978 00	.....	445 45	212 75	.....	14,811 50
North Vancouver	.....	50 00	125 00	.....	.....	.....	.....	.....	63 75	75 00	.....	.....	313 75
Nelson	.....	.....	.....	9,032 00	.....	.....	.....	.....	.....	.....	.....	.....	9,032 00
Omineca	1,225 00	12,385 00	1,423 25	20,480 00	.....	130 00	95 75	3,450 00	.....	111 00	2,162 50	340 00	41,802 50
Prince Rupert	.....	3,395 00	2,616 50	25 00	75 00	220 00	646 00	.....	1,082 00	634 50	1,526 00	.....	10,220 00

Revelstoke	.....	7,915 50	1,503 95	4,360 00	100 00	200 00	.....	11,176 47	150 00	200 00	1,421 00	.....	27,026 92
Richmond-Point Grey	.....	2,650 00	221 15	8,010 00	.....	25 00	.....	891 50	59 75	.....	.....	.....	11,857 40
Rossland-Trail	.....	622 00	200 00	2,010 00	.....	.....	.....	570 00	.....	.....	100 50	.....	3,502 50
Salmon Arm	.....	3,522 00	474 65	7,470 30	42 80	137 70	.....	6,500 00	.....	370 00	780 15	.....	19,297 60
Similkameen	.....	9,448 00	1,920 50	.....	.....	50 00	.....	3,400 00	.....	12 50	580 00	.....	15,411 00
Skeena	1,050 00	14,406 71	716 55	18,780 80	.....	270 00	62 00	4,600 00	305 00	250 05	1,006 74	230 00	41,677 85
South Okanagan	.....	10,840 00	381 85	.....	17 90	125 00	.....	6,856 96	863 60	.....	.....	.....	19,085 31
Yale	.....	5,715 00	958 65	.....	.....	.....	.....	1,342 90	.....	.....	2,850 00	.....	} 33,365 00
Yale	400 00	11,790 00	1,659 60	.....	26 35	75 00	115 00	6,090 00	82 50	212 50	1,778 60	268 90	
Head Office, Victoria	.....	.....	.....	8,000 00	968 50	884 00	.....	.....	.....	.....	.....	.....	9,852 50
Garage, Victoria	.....	.....	400 00	.....	.....	.....	.....	2,250 00	.....	.....	.....	.....	2,650 00
Garage, Kamloops	.....	.....	3,148 03	.....	.....	.....	.....	.....	1,611 10	.....	.....	.....	4,759 13
Gardener, Victoria	.....	.....	374 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	374 20
Carpenter-shop	.....	.....	448 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	448 25
Electrician	.....	.....	78 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	78 00
Boiler-room	.....	.....	465 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	465 25
Dist. Engineer No. 2	.....	.....	.....	.....	.....	230 00	2,344 00	1,800 00	.....	186 45	.....	.....	4,560 45
Dist. Engineer No. 4	.....	.....	.....	.....	93 30	170 00	185 00	500 00	.....	602 00	.....	.....	1,550 30
Dist. Engineer No. 5	.....	.....	.....	.....	50 00	140 00	299 00	.....	.....	203 00	140 50	.....	832 50
Dist. Engineer No. 9	.....	.....	.....	.....	.....	204 96	119 80	1,310 00	.....	547 50	.....	.....	2,182 26
Totals	$5,805 00	$286,352 06	$46,199 08	$128,072 99	$1,776 00	$6,831 66	$6,746 95	$166,069 03	$17,381 83	$7,610 95	$29,057 65	$2,389 05	$704,292 25

INVENTORY OF ROAD MACHINERY AND PLANT, 1925–26.

Electoral District.	Air-compressors.	Automobiles.	Boats.	Cars (Dump).	Carts.	Concrete-mixers.	Derricks.	Ditchers.	Donkey-engines.	Engines (Stationary).	Graders.	Harness.	Horses.	Mechanical Loaders.	Motor-trucks.	Oiling-machines.	Pile-drivers.	Pile-driver (Hammers only).	Ploughs.	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Motor).	Scarifiers.	Scrapers.	Steam-shovels.	Tents.	Tractors.	Tractor-graders.	Wagons.	Wagons (Sprinkling).
Alberni	....	1	....	....	2	....	....	6	1	....	6	....	....	1	11	....	1	2	6	....	10	2	2	....	....	13	....	10	2	2	5	....
Atlin	1	....	....	5	....	....	....	....	1	....	3	....	....	....	2	....	2	....	7	....	1	....	....	....	....	24	....	33	3	....	7	....
Cariboo	....	2	6	....	4	....	....	5	....	....	21	18	13	....	3	....	....	1	29	2	6	....	2	....	....	33	....	36	5	....	22	....
Chilliwack	....	....	1	....	....	....	....	1	....	....	5	....	....	....	4	....	....	2	1	....	4	....	....	....	....	2	....	....	2	1	....	....
Columbia	....	1	3	....	14	1	....	....	....	....	22	14	....	1	3	....	....	....	34	....	....	....	2	....	....	45	....	21	....	....	18	....
Comox	....	1	1	5	....	....	....	2	1	1	8	....	....	....	9	....	2	2	4	3	10	....	1	1	....	15	....	16	2	....	3	....
Cowichan-Newcastle	....	1	....	....	....	....	1	2	1	....	13	....	....	....	7	....	1	....	23	1	10	....	1	....	....	14	....	1	1	1	3	....
Cranbrook	....	1	....	....	18	....	2	5	....	....	9	8	....	1	4	....	....	1	17	....	24	1	....	....	....	28	....	37	1	1	3	2
Creston	3	1	3	....	2	....	....	4	1	2	11	....	....	....	5	....	....	2	12	....	6	1	....	2	....	41	....	16	7	1	7	1
Delta	1	1	2	....	....	....	....	....	....	....	3	....	....	1	4	....	1	....	4	1	1	....	....	1	....	5	....	....	....	1	....	....
Dewdney	....	1	....	1	1	....	....	....	....	....	4	....	....	2	8	1	....	....	1	....	4	1	1	1	2	10	....	1	....	2	1	2
Esquimalt	....	1	....	....	....	....	....	....	1	1	7	....	....	1	8	....	....	....	8	....	4	1	1	....	....	14	....	5	....	....	....	....
Fernie	....	1	1	....	5	....	....	1	1	1	6	6	....	....	5	....	....	....	3	2	....	....	1	....	....	8	....	13	1	....	....	....
Fort George	....	3	....	....	2	....	....	2	....	....	10	6	9	....	1	....	2	2	17	....	11	....	....	1	1	1	....	44	3	....	13	....
Grand Forks-Greenwood	....	2	....	....	6	....	....	....	1	1	8	4	....	....	5	....	....	....	12	....	4	....	2	1	....	19	....	....	2	....	1	1
Islands	1	1	....	....	....	....	....	....	....	2	4	....	....	....	8	1	....	....	8	....	8	3	....	2	....	1	....	....	....	....	....	....
Kamloops	....	2	19	....	....	....	....	....	....	....	10	7	8	1	5	....	2	....	13	1	2	1	....	1	....	14	....	18	3	....	9	....
Kaslo-Slocan	....	....	....	....	8	....	....	1	....	....	9	1	1	....	2	....	....	....	16	....	2	....	1	....	....	45	....	14	....	....	....	....
Lillooet	....	2	6	....	....	....	....	2	1	1	12	1	....	....	5	....	2	2	16	3	1	....	....	....	1	22	....	22	2	....	4	....
Mackenzie	....	....	....	....	1	....	....	1	1	....	4	....	....	....	1	....	....	....	8	....	3	....	....	....	....	4	....	12	2	....	5	....
Nanaimo	....	1	....	....	....	....	....	2	....	....	3	....	....	....	2	....	....	....	2	....	....	1	....	....	....	1	....	....	....	....	....	....
Nelson	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
North Okanagan	....	1	....	....	....	....	....	....	1	1	15	....	....	1	5	....	2	2	17	....	13	....	....	....	....	24	....	9	3	....	8	....
North Vancouver	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	2	....	....	....	....	....	....
Omineca	....	2	4	....	....	....	....	....	....	....	14	7	13	....	3	....	....	1	14	2	14	....	....	....	....	30	1	71	2	1	18	....
Prince Rupert	....	....	1	....	....	....	....	....	2	....	....	....	....	....	....	....	....	2	8	....	1	....	....	....	....	14	....	26	....	....	5	....
Revelstoke	....	2	6	....	....	....	....	....	1	....	9	....	....	....	3	....	1	2	19	....	2	....	1	....	....	15	....	19	1	....	4	....
Richmond-Point Grey	....	1	....	....	....	1	....	....	....	....	1	....	....	....	1	....	....	1	2	....	....	....	....	....	....	1	....	....	1	....	....	....
Rossland-Trail	....	....	2	3	1	....	....	2	....	....	1	....	....	....	....	....	....	....	2	....	....	....	....	....	....	8	....	....	....	....	3	....
Salmon Arm	....	1	12	....	....	....	....	....	....	....	9	....	....	....	3	....	....	....	8	....	1	....	....	....	....	15	....	14	1	....	....	....
Similkameen	....	1	....	....	4	....	....	....	....	....	14	....	....	....	5	....	1	....	17	....	5	....	3	....	4	61	....	19	3	2	....	....
Skeena	....	2	8	....	1	....	....	....	....	1	7	10	9	1	4	....	....	....	13	1	8	....	....	....	....	30	....	12	3	....	12	....
South Okanagan	....	1	....	3	....	....	....	....	....	....	4	....	....	....	8	....	1	....	16	....	7	....	1	1	2	42	....	4	3	3	....	....
Yale	1	1	....	....	....	....	....	....	1	....	13	2	4	1	8	....	....	1	11	....	4	....	....	....	....	38	....	32	4	....	10	....
Headquarters, Victoria	....	2	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 2	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 4	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....
District Engineer No. 5	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 9	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Totals	6	42	78	17	69	2	3	36	15	11	265	84	57	11	142	2	18	23	369	16	167	11	19	11	10	639	1	506	57	15	161	6

CLASSIFICATION OF HIGHWAYS.

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

STATEMENT SHOWING HIGHWAYS, CLASSIFIED AS AT JUNE 30TH, 1926.

PRIMARY HIGHWAYS.

City or District Municipality.	Name of Highway and Reference Number.	From	To	Mileage.
Abbotsford, Village of	Yale Road (Trans-Provincial Highway) 21A	W. bdy., Village of Abbotsford	S. bdy., Village of Abbotsford	0.52
Alberni, City of	Trans-Provincial (V.I.) (Canadian Highway) 4A	City bdy., East Line, D.L. 14	S. end, Victoria Quay, Rogers Creek	1.70
Armstrong, City of	Vernon-Salmon Arm Road 20A	S. bdy., City of Armstrong	E. bdy., City of Armstrong	1.25
Burnaby, Municipality of	Trans-Provincial Highway (Kingsway) 8A Hastings-Barnet (Dewdney Road) 32A	Boundary Road (Park Street) Boundary Road (city limits, Vancouver)	Tenth Avenue (city limits, New Westminster) North Road	4.25 7.00
Chilliwack, Municipality of	Trans-Provincial Highway (Yale Road) 12A	S. bdy., Chilliwack Municipality (except portion through Chilliwack City)	E. bdy., Chilliwack Municipality	20.50
Coldstream, Municipality of				
Coquitlam, Municipality of	Dewdney Trunk Road 34A Coquitlam Road 26A	E. bdy., Port Moody Brunette River Bridge, city limits, New Westminster (except portion through Lot 16 but including portions through Lots 60, 170, and 305)	W. bdy., Port Moody City limits, Port Coquitlam	1.75 5.60
Courtenay, City of	Island Highway (Parksville N.) 6A	S. bdy., City of Courtenay	N. bdy., City of Courtenay	1.35
Cumberland, City of				
Delta, Municipality of				
Duncan, City of	Trans-Provincial (V.I.) (Island Highway) 2A	S. bdy., City of Duncan	N.W. bdy., City of Duncan	1.50
Enderby, City of	Vernon-Salmon Arm Road 18A	S. bdy., City of Enderby	N. bdy., City of Enderby	1.00
Grand Forks, City of	Trans-Provincial Highway 22A	E. bdy., Gold Avenue (city limits) (via Boundary Road, Victoria Avenue, Winnipeg Avenue, Bridge Street, and Bluff Avenue)	S. city limits	2.50
Greenwood, City of	Trans-Provincial Highway 19A	S. bdy., City of Greenwood	N. bdy., City of Greenwood	2.00
Kent, Municipality of				
Langley, Municipality of	Trans-Provincial Highway (Yale Road) 9A	W. bdy., Langley Municipality	E. bdy., Langley Municipality	10.75
Maple Ridge, Municipality of	Dewdney Trunk and River Road 25A	W. bdy., Maple Ridge (via Ontario Street and Port Haney, including portions through Indian Reserves and portion N. side of C.P. Rly., Kanaka Creek to Baker Road)	E. bdy., Maple Ridge	14.50
Matsqui, Municipality of	Trans-Provincial Highway (Yale Road) 10A	E. bdy., Langley Municipality	W. bdy., Abbotsford	7.75
Merritt, City of				
Mission, Municipality of	River Road and Hatzic Front Road 30A	W. bdy., Mission Municipality	E. bdy., Mission Municipality	12.75
Mission, Village of	Dewdney Trunk Road 29A	W. bdy., Village of Mission	E. bdy., Village of Mission	1.85
North Cowichan, Municipality of	Trans-Provincial (V.I.) (Island Highway) 3A	N.W. bdy., City of Duncan	N. bdy., North Cowichan Municipality	13.00
Peachland, Municipality of	Peachland-Kelowna 16A	W. bdy., Peachland Municipality	E. bdy., Peachland Municipality	7.00
Penticton, Municipality of	Fairview-Summerland Road 14A	S. bdy., Penticton Municipality	N. bdy., Penticton Municipality	2.60
Pitt Meadows, Municipality of	Dewdney Trunk Road 28A	Pitt River Bridge	W. bdy., Maple Ridge Municipality	4.00
Point Grey, Municipality of				
Port Alberni, City of	Trans-Provincial (V.I.) (Canadian Highway) 5A	City bdy., Rogers Creek Bridge	Argyle Street at intersection of Kingsway	1.51
Port Coquitlam, City of	Dewdney Trunk Road 27A	W. bdy., Port Coquitlam	E. bdy., Port Coquitlam (Pitt River Bridge)	3.25
Port Moody, City of	Dewdney Trunk Road 33A	North Road (W. bdy., Port Moody)	E. bdy., Port Moody	3.78
Richmond, Municipality of				
Saanich, Municipality of	Trans-Provincial (V.I.) (Island Highway) 1A	Harriet Road (city limits, Victoria)	Craigflower Bridge (bdy., Esquimalt Electoral District)	1.70
Salmon Arm, City of				
Salmon Arm, Municipality of				
South Vancouver, Municipality of	Trans-Provincial Highway (Kingsway) 7A	Knight Street (city limits, Vancouver)	Park Street (Boundary Road)	3.75
Spallumcheen, Municipality of	Vernon-Salmon Arm Road 17A	S. bdy., Spallumcheen	N. bdy., Spallumcheen	12.50
Sumas, Municipality of	Trans-Provincial Highway (Yale Road) 11A Huntingdon Road 13A	S. bdy., Abbotsford Trans-Provincial Highway (Yale Road)	E. bdy., Sumas Municipality N. bdy., Huntingdon Townsite	11.50 0.50
Summerland, Municipality of	Lakeshore Road (Peachland-Summerland Road) 15A	S. bdy., Municipality of Summerland	N. bdy., Municipality of Summerland	7.75
Surrey, Municipality of	Trans-Provincial Highway (Yale Road) 23A Pacific Highway 24A	S. end of Fraser River Bridge, New Westminster Trans-Provincial Highway (Yale Road) at Clayton	E. bdy., Surrey Municipality (via Clayton) United States bdy.	12.56 9.36
Vanderhoof, Village of	Burrard Avenue, First Street, Fraser Avenue, Third Street, Nechako Avenue 31A	Centre line, Louvain Street (N. bdy., Village of Vanderhoof)	Centre line, Fourth Street (S. bdy., Village of Vanderhoof)	0.95
West Vancouver, Municipality of				

	Mileage.
City Municipalities, Primary Highways	19.84
District Municipalities, Primary Highways	171.07
Village Municipalities, Primary Highways	3.32
Total Mileage, Primary Highways	194.23

SECONDARY HIGHWAYS.

Name of Highway and Reference Number.	From	To	Mileage.
Abbotsford-Riverside Road 48B	N. limit, Village of Abbotsford (via Riverside Road, Hazel Street, Gladys Avenue, and Essendene Avenue).	Yale Road (Trans-Provincial Highway)	0.33
River Road 5B	Intersection Victoria Quay and Johnson Street	City bdy., D.L. 9, River Bend Bridge across Somass River.	1.80
Beaver Creek Road 39B	River Road (intersection of)	E. bdy., Indian Reserve	0.45
Armstrong-Salmon River Road 33B	Vernon-Salmon Arm Road	N. bdy., City of Armstrong	0.90
North Road (W. half) 14B Riverway (Marine Drive) 22B Grandview Highway 55B	City limits, New Westminster Boundary road (Park Street) Boundary Road (city limits, Vancouver)	Clarke Road, Coquitlam S.W. bdy., D.L. 172, N.W.D. Douglas Road, near Sprott Street	1.40 3.30 2.23
Rosedale Ferry Road 19B	Rosedale	Ferry Landing	2.00
Monashee Road (White Valley) 30B	N. bdy., Coldstream	E. bdy., Coldstream	9.00
North Road (E. half) 14B Clarke Road 15B	City limits, New Westminster North Road	Clarke Road S. bdy., Port Moody	1.40 1.12
Cumberland Road and Union Street 3B Comox Road 54B	Island Highway Island Highway, Sec. 14, Comox District	W. bdy., city limits of Courtenay City limits, Courtenay, Sec. 9, Comox District	1.10 1.05
Dunsmuir Avenue 34B Courtenay-Cumberland Road (Fourth Street) 35B	W. bdy., City of Cumberland N. bdy., Dunsmuir Avenue	E. bdy., City of Cumberland N. bdy., City of Cumberland	0.36 0.21
Semiamo Road 17B Scott Road (W. portion) 18B Boundary Bay Road 40B	Ladner Semiamo Road Semiamo Road	Scott Road Sec. 36, Block 5 N., Range 3 W. International Boundary	9.75 5.60 7.90
Harrison Hot Springs Road 28B	Ferry Landing, Fraser River	N. bdy., Municipality of Kent	6.77
Abbotsford-Riverside Road 12B	N. bdy., Abbotsford	Riverside Ferry Landing	5.80
Nicola Avenue 37B Voigt Street 38B	W. boundary, City of Merritt Quilchena Avenue	E. bdy., City of Merritt E. bdy., City of Merritt	2.18 1.16
Horne Avenue and Harbour Street 45B	Dewdney Trunk Road	Ferry-slip, Fraser River	0.60
Cowichan Lake Road 4B Quamichan Lake Road 36B	Trans-Provincial (V.I.) (Island Highway) Trans-Provincial (V.I.) (Island Highway)	W. bdy., North Cowichan Municipality Maple Bay	2.50 4.25
Penticton-Naramata Road 29B	Main Street (Fairview-Summerland Road)	N. bdy., Penticton Municipality	5.50
Granville Street 16B Marine Drive 20B Marine Drive (extension of) 52B Hudson Street 49B	City limits, Vancouver (a.) Alma and Fourth Avenue (b.) W. bdy., D.L. 320 Bianca Drive S. limit, Marine Drive	Marine Drive (a.) Bianca Drive; Amended bdy., Point Grey Municipality N. end of Eburne Bridge over North Arm, Fraser River	3.50 6.50 0.41 0.17
Clarke Road 42B	Dewdney Trunk Road (Albert Street)	S. bdy., City of Port Moody	1.06
Woodward Highway 50B	Eburne Bridge, S. end (via Roads Nos. 13, 1, 3, 9, and 5 respectively).	Woodward's Landing	7.50
Quadra Street and Saanich Road 1B West Saanich Road 2B Verdier Avenue 51B	Tolmie Avenue (city limits, Victoria) East Saanich Road West Saanich Road	Junction of East and West Saanich Roads N. bdy., Saanich Municipality Tod Inlet	3.65 10.00 0.77
Salmon Arm-Enderby Road 23B Salmon Arm-Grande Prairie Road 25B	Salmon Arm Station, C.P.R. Salmon Arm Station, C.P.R.	E. bdy., city limits E. bdy., Indian Reserve	1.00 0.30
Salmon Arm-Enderby Road 24B Salmon Arm-Grande Prairie Road 26B Salmon Arm Road 27B	E. bdy., city limits of Salmon Arm S. bdy., Indian Reserve Palmer's Cor. (except portion through I.R.)	Intersection of Old Enderby Road S.W. bdy., Municipality of Salmon Arm N. bdy., Municipality of Salmon Arm	4.20 7.50 1.50
Marine Drive 21B Victoria Drive, Twenty-second Avenue, Commercial Drive 46B Fraser Street 47B	W. bdy., South Vancouver Kingsway (via Victoria Drive, Twenty-second Avenue, and Commercial Street). Twenty-fifth Avenue (East) (city limits, Vancouver)	Park Street (Boundary Road) Sixteenth Avenue Marine Drive (Riverway)	5.00 0.89 2.55
Vernon-Kamloops Road 31B Armstrong-Salmon River Road 32B	S. bdy., Spallumcheen Vernon-Salmon Arm Road	N. bdy., Spallumcheen W. bdy., Spallumcheen	2.60 7.10
Scott Road (E. portion adjoining Delta and entire road northward) 18B	Semiamo Road	Trans-Provincial Highway (Yale Road) at New Westminster Bridge	7.75
Marine Drive 43B	W. bdy., Capilano I.R. No. 5 (E. limit, D.L. 237)	Intersection with Piccadily, D.L. 811	4.88
Marine Drive (extension of) 53B	Piccadily, D.L. 811	N. bdy., D.L. 771	4.10

Deduct for duplicate mileage—North Road in Burnaby and Coquitlam Municipalities 1.40
Scott Road in Delta and Surrey Municipalities 5.60
7.00

	Mileage.
City Municipalities, Secondary Highways	11.57
District Municipalities, Secondary Highways	142.09
Village Municipalities, Secondary Highways	0.93
Total Mileage, Secondary Highways	154.59
Grand Total, Classified Highways	348.82

STATEMENT OF EXPENDITURE.

Salaries and Expenses.

Vote 244—Minister's Office.

Salaries	$ 9,300 00
Expenses:	
Office	586 70
Travelling	1,318 33
	$ 11,205 03

Vote 245—Administration.

Salaries	$ 46,638 55
Expenses:	
Office	5,523 29
Travelling	5,097 57
	$ 57,259 41

Vote 246—Maintenance of Parliament Buildings and Grounds.

Salaries	$ 45,634 78
Expenses:	
Fuel, light, and water	15,074 43
Maintenance and repairs	16,456 95
Grounds	8,727 31
Janitors and supplies	2,056 51
Telephones	1,918 00
Taxes	363 96
Garage	2,848 08
Miscellaneous	368 05
	$ 93,448 07

Vote 247—Maintenance of Government House and Grounds.

Salaries	$ 3,772 75
Expenses:	
Fuel, light, and water	4,227 38
Repairs and maintenance	6,978 60
Gardens and grounds	8,825 80
Taxes	149 83
Secretary's house-rent	600 00
Miscellaneous	1,047 70
	$ 25,602 06

Vote 248—District Engineers.

Salaries	$ 37,515 64
Expenses:	
Office	7,621 21
Travelling	10,530 42
	$ 55,667 27

Vote 249—Boiler Inspection and Electrical Energy Inspection.

Boiler inspection	$ 3,283 25
Electrical inspection	6,274 25
	$ 9,557 50

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

(VOTE 251.)

ROADS, TRAILS, AND STREETS.

Alberni District.

ROAD REG. NO.			ROAD REG. NO.		
1. Beaver Creek	$	531 11	109. Church	$	94 50
3. Bland's		44 25	110. Corfield		47 00
4A. Alberni City (primary)		361 57	111. Departure Bay		140 50
5A. Port Alberni (primary)		962 19	112. Dumont		175 25
5B. Alberni City (secondary)		160 35	114. Dunn's		50 00
6. Batty		6 37	115. Dickinson		16 00
8. Chalet		16 50	116. Tennah		15 00
10. Central Lake		790 53	117. Errington Cross		205 75
11. Cherry Creek		31 68	119. Fisher		50 00
13. Compton		26 20	121. Grafton Avenue		584 51
16. Cowley		121 11	122. Giant Powder		68 00
18. Tofino–Ucluelet		149 88	124. Lagoon–Goose Harbour		205 50
22. Drinkwater		48 43	125. Coombs		378 37
24. Faber's		39 61	126. Greig		22 00
27. Grandview		5 00	128. Lagoon–Wellington		315 00
28. Greenwood		4 50	129. Lowery		48 00
29. Glanville		126 25	132. Morelles		10 25
30. Halpenny		19 00	133. Morrison		4 00
31. Hector		5 00	134. Dawson		15 50
32. Hill's		22 57	135. McKibben		23 00
33. Holberg–Cape Scott		1,597 45	137. North-west Bay		238 60
34. Kitsuksus		9 38	139. Pillar's		24 50
36. Lateline		15 75	140. Parksville Cross		115 25
38. Lake Shore		158 75	141. Pym's		45 00
39B. Alberni City (secondary)		84 73	142. Parksville Settlement		119 50
41. Rutherford		165 75	144. Rath's		29 00
43. Moore's		10 75	146. School-house (Errington)		6 75
44. McKenzie		7 06	147. Jensen		166 50
45. Milltown		31 88	148. Swayne		17 30
46. Mission		12 50	151. Stewart		29 25
47. McCoy Lake		181 50	154. Turner		35 11
51. Quatsino		83 00	156. Island Highway		12,451 56
55. Somers		39 38	158. Hilliers		887 75
56. Sproat Lake		389 27	159. Wellington		352 50
58. San Josef		69 25	160. Wright		55 00
59. Strandby		59 50	162. Young		35 00
60. Thompson		24 50	163. Chatsworth		92 00
64. Withers		6 75	164. Bellevue		109 25
66. Banfield		129 00	165. Harlech		96 00
71. Colony Lake		133 25	169. Price		9 00
82. Horne Lake		116 75	170. Leffler		59 25
95. Sea Otter Cove		345 25	171. Clark's		33 50
99. Auld		37 00	172. Kerr		36 25
100. Canadian Highway		3,411 69	173. Shelley		32 00
102. Biggs		108 50	174. Gillifillian		24 00
103. Beaver Creek Wharf		56 00	175. Brickyard		78 00
104. Biological		108 00	178. Pratt's		179 25
107. Robson		27 50	180. Winchester		387 25
108. Claudet		23 00	183. Bainbridge		35 60

Alberni District—Continued.

Road Reg. No.		Road Reg. No.	
185. Coombs Station (Nanoose)	$ 217 75	225. Station	$ 46 00
186. Virginia	20 50	228. Hirst	420 50
187. Jenkins	240 00	229. Soderlund	81 00
191. Gilbert	60 00	Trail Reg. No.	
192. Ward	42 50	7. Barclay Sound	151 10
193. Garden	23 00	39. Maggie Lake	46 25
194. River	149 00	86. Limestone Island	25 50
200. Goose Harbour	47 50	88. Mount Arrowsmith	65 00
205. Superior	70 50	90. Noot and Bland	35 00
206. Barker	5 95	98. Kennedy Lake	20 99
207. Bayne	53 40	199. Peninsula	157 80
208. Moillet	54 50	Plant and tools	9,569 89
209. Chester	42 00	Camp equipment	54 40
210. Crescent	20 00	Material	1,205 02
211. Fern	74 00	Supervision—	
212. Parker's	17 50	Assistant District Engineer	2,970 01
220. Oliver	75 00	Office	1,734 54
221. Kaye	131 00	Auto	497 58
222. Qualicum Settlement	24 50		
224. Palmer	168 00	Total	$ 47,780 32

Atlin District (North).

Road Reg. No.		Street Reg. No.	
1. Atlin-Surprise	$ 457 00	16. Atlin streets	$ 656 57
4. Birch Creek	159 50	Plant and tools	75 87
8. Indian River	451 50	Material	503 76
10. McKee Creek	265 00	Supervision—	
13. O'Donnel River	266 50	Salaries and expenses	2,610 70
14. Otter Creek	63 50	Auto	158 65
15. Ruby Creek	89 50		
17. Spruce Creek	668 50	Total	$ 7,375 55
21. Volcanic Creek	949 00		

Atlin District (South).

Road Reg. No.		Trail Reg. No.	
62. Aiyansh-Sand Creek	$ 390 10	73. Big Missouri	$ 100 00
63. Bear River	6,920 13	75. East Fork of Kitsault	100 00
65. Grease Harbour-Cranberry	18 00	76. Esperanza	199 25
69. Aiyansh-Sand Creek	474 50	77. Glacier Creek (south)	885 44
78. Glacier Creek (south)	497 90	80. Georgia River	200 00
102. Stewart-Hyder	4,160 12	83. Illiance River	300 00
103. Alice Arm Shore	1,000 00	84. Kitsault	988 10
120. Salmon River Extension	767 50	89. Marmot River	498 55
138. Irene Meadow	1,195 40	100. LaRose Mine	100 00
141. Indian Mines	300 00	107. Climax	500 00
Street Reg. No.		114. George Copper	293 74
101. Stewart streets	1,799 90	119. East Creek	500 00
145. Alice Arm streets	484 34	125. Goose Creek	394 00
Trail Reg. No.		126. Indian Mines	250 00
67. American Creek	600 00	133. Roundy Creek	781 43
68. Aiyansh-Grease Harbour	145 75	135. Stewart	211 50
70. Bitter Creek	598 27	137. Vanguard	200 00
71. Bear-Nass	495 02	144. Salmon River Glacier	299 81

Atlin District (South)—Continued.

TRAIL REG. No.	
156. Wynes	$ 103 50
Plant and tools	2,775 32
Camp equipment	599 75
Material	3,500 00
Warehouse	400 00
Supervision—	
Assistant District Engineer	$ 6,022 30
Office	3,389 25
Total	$ 43,438 87

Atlin District (Stikine).

ROAD REG. No.	
50. Glenora	$ 430 00
51. Telegraph–Dease	9,072 59
STREET REG. No.	
Telegraph streets	400 00
TRAIL REG. No.	
52. Dease Lake	123 50
53. Dease Creek	297 00
55. Glenora	111 00
59. Teslin	170 00
TRAIL REG. No.	
60. Thibert Creek	$ 71 50
Plant and tools	884 57
Camp equipment	134 05
Materials	141 15
Supervision—	
Assistant District Engineer	1,271 55
Office	176 11
Total	$ 13,283 02

Summary.

Atlin (North)	$ 7,375 55
Atlin (South)	43,438 87
Atlin (Stikine)	13,283 02
Total	$64,097 44

Burnaby District.

ROAD REG. No.	
6B. Hastings–Barnet	$ 2,766 45
8A. Kingsway	2,975 94
22B. Rivermay	572 58
Material	18 75
Supervision—	
Assistant District Engineer	$ 600 00
Office	221 51
Auto	246 88
Total	$ 7,402 11

Cariboo District (Northern).

ROAD REG. No.	
1. Alexis Creek–Nazko	$ 156 00
4. Chilcotin Main	5,126 77
5. Cariboo Main	6,044 90
6. Chilanko Forks–Chezacut	287 00
7. Chilcotin–Meldrum Creek	138 25
10. Hanceville–Christie's	299 37
16. Beaumont	50 00
19. 177-Mile–Beaver Lake	250 00
22. Moore	50 00
23. Soda Creek–Mud Lake	31 49
27. Blackwater–Mud River	200 00
28. Soda Creek–Deep Creek	69 00
32. Fraser	1,731 99
33. Alexandria Ferry (east)	50 00
34. Alexandria Ferry (west)	20 00
36. Barkerville–Antler	194 00
37. Barkerville–Bear Lake	543 50
38. Barkerville Main	5,742 01
40. Bear Lake–Indian Point	100 00
ROAD REG. No.	
45. Dragon Lake (west)	$ 50 00
46. Dragon Lake (east)	50 00
50. Kersley–Dale's Landing	25 00
53. Lowhee–Jack o' Clubs	190 00
58. Quesnel–Blackwater	930 75
59. Quesnel–Nazko	699 80
60. Quesnel–Little Lake	500 00
62. Stewart	44 00
63. Sisters Creek–Dragon Lake	75 00
67. Willow River–Sugar Creek	100 00
68. North Fork–Riske Creek	100 00
74. North Star	45 00
75. Sheep Creek–Moon's	70 00
79. Soda Creek Ferry	104 75
80. Quesnel Ferry Approach	199 75
82. Higdon's	25 00
96. Government Creek	12 00
97. Punchau	72 50
103. Meldrum Creek	200 00

Cariboo District (Northern)—Continued.

Road Reg. No.	
110. Freeman's	$ 50 00
113. Macalister Ferry (west approach)	30 00
117. Salmon	100 00
120. Durrell's	163 10
122. Cotton's	125 00
123. Jasper	50 00
158. Hanceville Cut-off	75 00
159. Colobank's	300 00
161. Lebourdais	198 99
164. Wade's	57 69
215. Keithley–Barkerville	174 54
219. Ahbau	100 00
Road Reg. No.	
220. Victoria Creek	$ 50 00
Street Reg. No.	
77. Quesnel streets	311 00
Plant and tools	1,258 14
Camp equipment	45 03
Material	1,221 72
Stables	1,531 49
Supervision—	
General Foreman	2,499 50
Office	848 50
Auto	888 05
Total	$ 34,655 58

Cariboo District (South).

Road Reg. No.	
2. Beaver Lake–Beavermouth	$ 50 00
3. Beaver Valley	409 80
4. Chilcotin Main	1,440 07
5. Cariboo Main	5,421 29
12. 108-Mile–Harpers Camp	122 49
15. Harpers Camp Main	990 69
18. Keithley Main	5,749 93
21. Mission	69 49
25. Quesnel Forks–Quesnel Lake	949 89
29. Upper Horsefly	350 00
42. Harpers Camp–Horsefly Lake	1,200 01
72. Clinton–Williams Lake	865 38
90. Likely–Cedar Creek Camp	499 53
98. Bridge Creek–Horse Lake	159 99
104. Buffalo–Canim Lake	150 00
105. Big Creek	1,163 37
118. Canoe Creek–Church Creek	200 00
121. Churn Creek–Hanceville	724 79
125. Dog Creek–Churn Creek	199 50
126. Deka Lake	99 50
129. Eagle Creek	199 52
130. Empire Valley	150 75
131. Exeter Station–Canim Lake	1,477 71
136. 111-Mile House–Mirage Lake	7 00
Road Reg. No.	
139. 111-Mile House–Horsefly	$ 538 57
141. Lone Butte–Bridge Lake	1,930 49
142. McKinley–Hamilton–Ogdon	349 87
143. McKinley–Lac la Hache Stn.	249 87
151. Springhouse–127-Mile House	100 00
152. Springhouse–U.S. Meadows	92 00
154. Upper Dog Creek	92 75
157. Willowford–Buffalo	233 75
180. Chilcotin Main–Springhouse	101 50
181. 114-Mile House–Nedel's Ranch	75 00
Street Reg. No.	
109. Williams Lake streets	100 00
Trail Reg. No.	
202. Cedar Creek–Spanish Mtn.	30 00
Plant and tools	2,880 68
Camp equipment	196 13
Material	1,658 51
Stables	1,573 04
Supervision—	
General Foreman	1,388 55
Office	753 75
Auto	354 05
Total	$ 35,349 21

Summary.

Cariboo (Northern)	$34,655 58
Cariboo (South)	35,349 21
Total	$70,004 79

Chilliwack District.

Road Reg. No.	
1. Provincial Highway	$ 3,470 12
2. Provincial Highway	1,547 25
5. Provincial Highway	3,548 89
6. Huntingdon Townsite	977 57
Road Reg. No.	
7. Provincial Highway	$ 3,299 99
8. Columbia Valley	837 71
9. Chilliwack River	1,782 38
10. Provincial Highway	2,243 90

Chilliwack District—Continued.

ROAD REG. No.	
11. Provincial Highway	$ 2,503 52
12. Sumas Mountain	216 54
13. Clayburn–Stratton	128 70
123. Abbotsford–Riverside	861 64
193. Rosedale Ferry	177 23
TRAIL REG. No.	
L-15. Chilliwack Lake–Dolly Varden	2,000 00
Plant and tools	$ 6,673 89
Supervision—	
Assistant District Engineer	1,787 68
Office	825 55
Auto	379 61
Total	$ 33,262 17

Columbia District.

ROAD REG. No.	
1. Columbia River	$ 12,738 41
1B. Sinclair Loop	25 50
1C. Windermere Loop	138 54
2. West Side	2,707 40
3. Golden–Donald (lower)	805 54
4. Toby Creek	1,212 19
5. Horsethief	495 82
6. Athalmer	338 25
7. Campbell	346 52
8. Findlay Creek	292 37
9. Brisco	397 43
10. Forrester's Landing	449 74
11. Wilmer Pontoon	12 25
13. Canyon Creek	23 13
14. Mitchell	148 67
15. Mons	95 38
17. Beards Creek	74 46
18. Hynes	3 75
19. Giant Mine	1,649 87
21. Red Rock	238 00
25. Paradise Mine	497 75
26. Toby Hill	99 77
27. Athalmer–Wilmer	44 75
28. Toby Creek Cut-off	499 75
29. Johnston	38 00
34. Oberg and Johnson	69 75
35. Kettleson	99 75
36. Holmes and Deakin	108 25
37. Blaeberry School	183 00
38. Moberley Branch	65 75
39. Hartley	81 00
40. Anderson	182 82
42. Golden–Donald (upper)	624 39
48. Boulder Creek	265 30
52. Windermere Cemetery	54 00
55. Houlgrave	24 74
57. Adolph Johnson	55 50
58. Sanborn	97 13
60. Flemstrom	11 25
62. Madden	237 03
66. Spence	62 26
67. Dejordy	98 25
68. Ottason	165 00
69. Graham	57 50
ROAD REG. No.	
70. McBeath	$ 51 63
73. Lafontaine	35 88
76. Arnold	67 32
80. Sandwell	10 50
81. Forde Station	39 50
82. Pagliaro	15 00
83. Chalmers	23 50
84. Hawke	304 32
85. Dorney	170 88
86. Thompson Fort	163 39
90. Cumins	15 00
91. Golden Cemetery	299 10
92. Wilmer Sawmill	15 00
93. Wilmer Wharf	149 37
94. Barber	28 25
96. George Johnson	10 50
98. Invermere Wharf	207 35
102. Leadville (road to Perlain Mine)	1,026 55
103. Tegart Application	491 75
104. Stoddart	50 70
200. Hough	124 05
STREET REG. No.	
43. Golden streets	2,293 41
44. Wilmer streets	377 41
45. Athalmer streets	98 38
46. Invermere streets	242 93
TRAIL REG. No.	
109. Bugaboo	149 75
114. Canoe River	150 00
125. Horsethief	152 50
156. Vermont Creek	32 50
Kicking Horse River-bank protection	135 27
Francis Bridge approach	1,150 99
Plant and tools	3,287 34
Camp equipment	312 46
Material	575 70
Supervision—	
Assistant District Engineer	2,623 05
Office	1,662 28
Auto	549 12
Total	$ 43,008 54

Comox District.

Road Reg. No.		
1. Road at Alert Bay	$	288 30
2. Anderton		400 00
3. Back		156 25
3B. Cumberland Road–Union St. (Courtenay)		7 82
5. Burns		325 40
6. Butcher's		7 00
6A. Island Highway (Courtenay)		821 21
8. Comox		1,020 75
9. Cumberland		1,028 32
10. Courtenay–Headquarters		810 95
11. Royston		484 94
12. Cumberland–Headquarters (Bevan)		309 32
13. Comox Lake		146 72
14. Lazo		188 15
18. Condensory		108 25
19. Cowie A		2 25
20. Cessford		132 75
26. Hodgson		11 25
27. Rennison Cross		18 00
28. Ryan Cross		29 00
29. Smith		22 50
33. Reef Point–Manson's Landing		154 50
34B. Dunsmuir Ave.–Cumberland		160 76
38. Seaford		159 25
39. Miller and Quimby		73 62
43. Gorge Harbour		246 50
48. Sled		180 25
51. East		182 00
52. Lacon		452 84
53. Lake		24 75
54. Main		253 59
55. North (central)		51 00
56. North (west)		262 22
57. Pickles		56 87
58. Swan		96 75
60. Endall and Hopkins		588 12
62. Fraser and Harrigan		109 70
64. Gainsberg		30 10
65. Grant		67 50
67. Higgins and Knight		204 77
68. Huband		53 00
76. Central		341 00
77. Goose Spit		60 24
80. Osby		52 50
81. Phipps Point		81 24
82. St. John's Point		43 00
84. Strachan's		24 87
87. Savoie		125 00
89. Kelland's		8 50
90. Kirby		38 50
93. Lake Trail Road		554 31

Road Reg. No.		
94. Lake Trail–Powder-house	$	87 00
96. Little River		469 12
100. Hodgins		17 13
105. Dove Creek		1,510 55
106. Howard's		144 00
107. Kitty Coleman		400 51
108. Kitty Coleman (left)		73 50
109. Larkins		6 25
110. Mitchell		37 37
111. Merville Cross		243 88
112. Sackville		62 25
113. Tsolum		246 75
114. Tyee Valley		394 10
115. Williams		74 45
117. Poulton's		24 25
119. Minto School		271 43
121. Kilpatrick		88 13
123. Muir and Hawkins		6 50
128. McAllen		78 50
131. Malcolm Island		598 75
139. Ryan and Hudson		26 50
140. Radford		54 00
145. Road to Lot 117		26 25
149. Burd's Cove		130 29
150. Hoskyn's Gulch		50 00
150A. East		9 75
150B. Tell's		130 68
151. Stewart's		133 50
156. Sharpe's		100 00
160. Frenchman's		1 75
161. Hern's		139 62
162. Main		527 39
164. School		80 00
167. Cavanagh		97 24
185. Cape Mudge		608 00
187. Gowlland Harbour		259 99
188. Heriot Bay		297 50
189. Hyacinth Bay		423 99
191. Main Road (west)		14 50
192. Pidcocks		61 00
193. Road to Lot 125 (south)		20 00
194. Smith's		30 00
196. Island Highway		16,215 79
203. Marine Drive		38 50
206. Marsden		53 50
209. Torrent's		596 49
210. J. Bryant-Howes		89 75
211. Corrigal		20 25
213. Thulin		250 85
Trail Reg. No.		
148. Burdwood Bay		245 02
150C. School		16 00
200. Maurelle Island		188 50

Comox District—Continued.

STREET.	
Municipal streets	$ 19 83
Plant and tools	9,702 09
Material	1,030 87
Launch	357 18

Supervision—	
Assistant District Engineer	$ 5,624 86
Office	1,014 29
Auto	279 34
Total	$ 54,855 86

Cowichan-Newcastle District.

ROAD REG. No.	
1. Adshead	$ 278 50
2. Andreas	45 00
2A. Island Highway (primary)	375 69
3A. Victoria-Campbell River (primary)	3,227 03
5. Beach	736 75
7. Bench	401 55
8. Benson	249 13
9. Becks	637 59
10. Bennie-Yellow Point	502 58
11. Brenton's	91 64
12. Bowden-Vaux	55 50
13. Brooks (north)	62 00
16. Carvell-Jackson	317 95
17. Carmichael's	42 00
19. Cavin	27 95
20. Chaplin	26 00
23. Cowichan Lake	3,580 66
24. Cowichan Lake (north shore)	136 50
26. Cowichan River	364 67
27. Cowichan Lake (south shore)	100 50
30. Code's	95 00
32. Departure Bay	79 50
34. Devine-McLay	69 50
35. Duncan	146 34
36. Duncan-Sahtlam	14 00
38. East Wellington	534 67
39. Extension	1,064 83
41. Haslam Creek Bridge Approach	200 00
42. Fourth Avenue	53 75
46. Greenway's	9 00
47. Gifford	11 50
48. Cherry Point	187 87
49. Grouhel	61 50
50. Glenora	491 36
53. Hillbank	177 86
55. Holden Corso	379 13
57. Heemer's	130 00
58. Haslam's	152 55
60. Howie	26 63
61. Indian	415 58
62. Jingle Pot	768 12
65. Koksilah	384 28
67. Koksilah-Riverside	99 60

ROAD REG. No.	
69. Lake	$ 580 09
70. Lakeside	454 54
71. Lane	21 00
73. Locknees	706 94
76. Marshall	73 75
78. Maxey's	103 05
79. McKinley-Doupe	37 00
82. Meredith	15 00
85. Michael and Doole's	218 60
87. Miller	107 30
90. Mountain	215 00
95. Old Koksilah	921 68
96. Old School-house	281 62
97. Old South Wellington	354 35
98. Old Victoria	1,191 63
100. Pannell's	25 00
103. Patricia	103 70
106. Quennell's	295 49
111. Rossville	30 00
112. Rowe's	67 00
113. Sahtlam River	187 87
114. Saltair	12 50
115. Scannell	59 50
116. Shaw	56 36
120. South Oyster School	94 50
121. South Wellington	1,007 17
122. South Forks	25 00
129. Thomas-Yellow Point	745 04
130. Tiesus	54 74
131. Takallus	37 00
132. Victoria-Campbell River	7,029 05
133. Vowel's	229 70
134. Wallich	41 22
135. Waterloo	794 37
136. Waters	44 63
142. White's	59 00
145. Wilson	48 22
147. Hinks-Parry	77 28
149. Telegraph	86 76
STREET.	
Twelfth Street, Sec. 20, Range 4, Cranberry	150 00
Caledonia Avenue	16 20

Cowichan-Newcastle District—Continued.

New Ladysmith Lumber Co. Railway Crossings	$ 36 90
Plant and tools	2,849 31
Material	201 33
Supervision—	
Assistant District Engineer	2,335 05
Supervision—*Continued.*	
Office	$ 653 83
Auto	417 21
Total	$ 39,964 24

Cranbrook District.

Road Reg. No.	
1. Interprovincial Highway	$ 15,836 08
2. Cranbrook–Kimberley	7,155 04
3. Cranbrook–Sheep Creek Section	3,289 37
4. Cranbrook–Gold Creek	741 99
5. Cranbrook–Baker Mountain	22 62
6. Cranbrook–Hog Ranch	893 60
7. Cranbrook–Kingsmill	1,566 43
8. Gold Creek Settlement	178 87
9. Meadowbrook Settlement	782 13
10. Haha Creek Settlement	498 25
12. Kootenay Orchards	100 00
13. Buena Vista Subdivision	30 00
14. Fairview Addition	99 50
15. Wasa Section	49 00
17. Mission–Marysville	198 25
18. St. Mary Lake	917 75
19. Hanson–Campbell	582 57
20. Canal Flat	773 57
23. St. Mary Prairie Settlement	1,087 96
24. Perry Creek	943 59
25. Kimberley–Sullivan Mine	155 81
26. Power-house	134 55
27. Kimberley–North Star	307 50
29. Curzon Junction–Kingsgate	1,130 76
31. Eager Hill–Steele Section	986 75
38. Mission–Fort Steele	85 00
40. Wardner–Casey	475 75
41. Manners	8 64
44. Kimberley–Cherry Creek	546 12
45. McPhee	26 50
46. Baker Estate Subdivision	95 00
48. Benbow	13 25
55. Johns and Mennie's	56 25
58. Horie Subdivision	38 50
Road Reg. No.	
59. Cranbrook–New Lake	$ 27 00
72. Pighin	321 99
80. Green Bay	44 00
81. Munro Lake	1 54
83. Green	50 50
84. Kelly	182 35
85. St. Joseph Prairie Settlement	195 93
95. Brander	176 65
99. Bulkot	9 89
125. Wallace Ranch	49 00
128. River Avenue	108 00
129. Marsden Avenue	424 55
Street Reg. No.	
49. Kimberley streets	1,279 75
51. Moyie streets	282 04
61. Slaterville streets	68 86
82. Yahk streets	149 50
Trail Reg. No.	
400. St. Mary	252 50
401. Whitefish	52 00
402. Alki Creek	104 00
404. Hellroaring	25 00
406. Hot Springs	75 00
St. Mary River-bank protection	112 40
Plant and tools	4,621 85
Camp equipment	28 41
Cranbrook Garage	6,434 54
Supervision—	
General Foreman	2,383 05
Office	613 38
Auto	25 91
Total	$ 57,906 54

Creston District.

Road Reg. No.	
1. Alice	$ 22 00
4. Arrowsmith	62 37
14. Begg	45 15
15. Bevan	27 00
18. Boswell–Kuskanook	175 00
19. Boswell–LaFrance	298 85
27. Cameron	250 00
29. Canyon–Porthill	850 00
31. Carney's Mill	75 00
Road Reg. No.	
32. Columbia Gardens	$ 50 00
33. Columbia River	73 60
34. Corn Creek	120 00
35. Cory	218 25
36. Cranford Bay–Gray Creek	262 37
37. Creston–Erickson	600 00
38. Creston–Goatfell	3,961 59
40. Creston–Kuskanook	1,487 57
41. Creston–Lister	250 00

Creston District—Continued.

ROAD REG. No.		ROAD REG. No.	
42. Creston–Summit Creek	$ 299 99	119. Salmo–Trail	$ 1,449 08
48. East Robson (north)	187 50	120. Samuelson	150 00
50. Emerald Mine	60 00	121. Second Relief	80 62
53. Filmer	147 87	122. Sheep Creek	799 99
56. Fruitvale–Columbia Gardens	271 25	125. Silver King	76 91
58. Fruitvale Subdivision	82 50	127. 6-Mile	200 00
61. Granite–Beasley	48 49	128. Slocan River	729 14
62. Granite Mill	136 02	131. Swanson	100 00
63. Granite (upper)	338 98	133. Trail–Pend d'Oreille	1,540 00
64. Gray–LaFrance	290 12	136. Waneta	50 00
70. Harrop–Procter	461 81	138. Webster	75 00
73. Heddle	100 00	142. Ymir	312 54
75. Hudson Bay	100 00	143. Ymir Townsite	32 18
80. Lambert's	7 50	144. Ymir–Wilcox	105 00
81. Langill	50 00	TRAIL REG. No.	
82. Leach	145 00	210. Boswell–Kuskanook	89 59
85. Lister	250 00	217. Cultus Creek	15 00
89. Longbeach Wharf	275 00	— Bayonne	125 50
91. Marsden's	15 00	— Kokanee	40 00
94. Mill Creek	17 00	— Summit Creek	150 00
95. Molly Gibson	189 28	Plant and tools	6,455 94
99. McMurtie	54 00	Camp equipment	2 45
100. Nelson–Balfour	2,669 96	Supervision—	
101. Nelson–Castlegar	8,696 27	General Foreman	3,598 08
102. Nelson–U.S. Boundary	7,216 71	Office	1,155 52
104. Pass Creek	261 25	Auto	1,615 83
108. Queens Bay	25 00		
110. Queens Bay–Balfour	250 54	Total	$ 50,432 26
118. Salmo Streets Road	8 10		

Delta District.

ROAD REG. No.		ROAD REG. No.	
1. Pacific	$ 1,921 36	17B. Semiamo (secondary)	$ 81 64
1A. Provincial Highway	2,555 48	18B. Scott (secondary)	666 42
2. Provincial Highway	6,345 70	40B. Boundary Bay (secondary)	951 73
3. Provincial Highway	1,468 81	Material	253 07
8. Port Kells Townline	500 00	Supervision—	
9. Ocean Park–Crescent Beach	750 00	Assistant District Engineer	1,264 80
10. Bear Creek Soldier Settlement	500 00	Office	347 15
11. Port Kells Townline	500 00	Auto	210 84
12. County Line	400 00		
13. Rinn	100 00	Total	$ 18,817 00

Dewdney District.

ROAD REG. No.		ROAD REG. No.	
1. Athey	$ 78 25	7F. Dewdney Trunk, Sec. 5	$ 1,069 35
3. Clark (Port Coquitlam)	62 03	7G. Dewdney Trunk, Sec. 6	1,657 20
5. Dale	171 76	7H. Dewdney Trunk, Sec. 7	2,353 59
6. Davis	50 00	7I. Dewdney Trunk, Sec. 8	1,060 75
7B. Dewdney Trunk, Sec. 1	958 38	7J. Dewdney Trunk, Sec. 9	842 08
7C. Dewdney Trunk, Sec. 2	1,140 77	7L. Ontario Street–River Road (Dewdney Trunk)	3,798 98
7D. Dewdney Trunk, Sec. 3	1,270 60	9. Durieu	50 00
7E. Dewdney Trunk, Sec. 4	1,412 67		

Dewdney District—Continued.

Road Reg. No.		Road Reg. No.	
11. Farms	$ 696 04	42. Sterling	$ 30 00
13. Pickles–Hawkins	400 30	43. Taylor	125 00
15. Hyde and Buker	151 25	45. Tremblay	110 65
16. Ioco–Port Moody	134 75	47. Upper Pitt	90 00
17. Ioco–Sunnyside	338 25	48. Ioco Townsite	312 25
18. Johnston	50 00	51. Ioco–Belcara Trail	161 00
19. Jones	49 00	Street Reg. No.	
20. Kilpatrick	10 50	7M. Washington Street	724 54
21. Knowles	467 90	Dewdney Dyke	2,973 52
22. Malcolm	42 00	C.P.R. Crossing–Dewdney Cinders	38 25
23. McKamey	15 00		
24. McDonald	49 00		$ 26,604 27
25. McIntyre	150 00	*Less* credit, Road No. 7A, Dewdney Trunk (Port Moody)	681 70
27. Mission–Stave Lake	50 00		
29. Newton	61 75		
30. Nicomen Island Trunk	1,558 21		$ 25,922 57
33. North Nicomen	177 50	Plant	12,722 86
34. Parks–Deroche	103 25	Material	3,257 98
35. Rennie	90 75	Supervision—	
36. River (south)	196 40	Assistant District Engineer	1,778 04
37. Rowan	163 05	Office	760 07
38. Salvaster	1,045 50	Auto	610 71
40. Shock	9 75		
41. Stave Lake	52 50	Total	$ 45,052 23

Esquimalt District.

Road Reg. No.		Road Reg. No.	
1. Albert Head	$ 256 00	28. Chapman (old)	$ 50 00
2. Arden, Sr.	46 00	29. Cherry Point	100 00
3. Atkins	258 53	30. Clark's Head	50 00
4. Anderson's	20 00	31. Corry's Head	220 00
5. Arden, Jr.	41 00	32. Colwood	590 35
6. Admiral's	215 62	33. Church	150 00
7. Bamberton	30 00	34. Coleman	153 50
8. Ball	29 00	35. Craigflower	241 13
9. Barrow's	46 75	36. Cuthbert	100 50
10. Battersby	99 38	37. Dalmain	20 00
11. Bazett	150 00	38. Deacon's	74 75
12. Beattie–Johnson	50 00	39. Deloume	200 00
13. Beach–Mill Bay	20 00	40. Denman's	50 00
14. Beach–Parry Bay	40 50	41. Dumbleton's	27 57
15. Belmont	177 25	42. Duke's	116 00
16. Bennett, Jas.	143 00	43. Dunn's	49 50
18. Beckingham	49 00	44. Dutnall's	143 50
19. Beresford	62 83	45. Dunford	115 00
20. Blanchard's	20 00	46. Dougan	100 00
21. Blackberry Lane	30 00	47. East Sooke	1,014 46
22. Boyd's	20 00	49. Elford	33 00
23. Brown's	75 00	50. Finlayson Arm	213 20
24. Burnside	95 00	51. Fisher	50 26
25. Calvert's	100 00	52. Furlong's	48 00
26. Cameron–Taggart	195 75	53. Freeman's	50 00
27. Chapman (new)	150 00	55. French's Avenue	30 00

Esquimalt District—Continued.

Road Reg. No.		
56.	Glenz	$ 92 75
57.	Glen Lake	45 00
58.	Grant	350 00
60.	Goldstream	254 47
61.	Goldstream Cross	106 75
62.	Golden Gate	150 00
64.	Green's	32 88
65.	Garland Avenue	30 00
66.	Gillespie	265 02
67.	Hall and Hawkins	100 00
68.	Halhead	196 25
69.	Happy Valley	794 09
70.	Hart	205 00
71.	Harbour View	89 50
73.	Helmcken	184 50
74.	Helgreen's	25 00
75.	Hopkins Swamp	49 75
76.	Island Highway	3,408 17
77.	Island	151 00
78.	Invermuir	50 00
79.	Jordan River	1,579 60
80.	Jones	72 50
81.	Kaltasin	150 85
82.	Kemp's	178 00
83.	King's	99 27
84.	Koksilah–Riverside	400 00
85.	LaBonne's	50 00
86.	LaFortune	151 50
87.	Lagoon	268 66
88.	Lagoon Spit	89 50
89.	Landing	50 00
90.	Latoria	418 84
91.	Lakeside	100 00
92.	Leach River	50 00
93.	Leigh	50 00
94.	Lomax	20 00
95.	Lighthouse	193 62
96.	Manley	50 00
97.	Maple Avenue	166 00
98.	McKenzie–Luxton	75 00
99.	Metchosin	617 00
100.	Metchosin Cross	283 80
101.	Millstream	313 50
102.	Millstream Lake	440 67
103.	Milligan's	50 00
105.	Milne's	50 00
106.	Miller's	98 50
108.	Morris	20 00
109.	Mount View Avenue	15 00
110.	Mount Baker	50 00
111.	Muir Avenue	268 76
112.	Munn's	143 00
113.	Murray	30 00
114.	Neild's	90 00
115.	Nightingale	120 00
116.	Otter Point	$ 484 45
117.	Old Trunk	645 93
119.	Park Drive	25 00
120.	Parkland's	89 63
121.	Parry	145 25
123.	Pears	40 00
124.	Poirier	20 00
125.	Powell	36 00
126.	Phillips	109 00
127.	Pike Lake	50 00
129.	Parkinson's	328 92
130.	Quarantine	317 80
131.	Renfrew	37 50
132.	Rocky Point	786 24
133.	Ross–Durrance	733 68
134.	Robinson's	30 00
135.	Rogers	20 00
136.	San Juan (west)	150 00
138.	School-house, Cobble Hill	50 00
139.	Shirley	318 38
140.	Sheppard	59 00
141.	Shawnigan–Mill Bay Cross	485 10
142.	Silver Mine	93 50
143.	Slab Pile	50 00
144.	Soule	50 00
145.	Sawyer	59 00
146.	Snell	50 00
147.	Sooke	1,967 80
148.	Sooke River	149 00
149.	Station	295 50
150.	Summit	618 70
151.	Swanwick	20 00
152.	Sylvester	157 50
153.	17-Mile	42 00
154.	Taylor	78 70
155.	Telegraph	257 00
156.	Thain	159 00
157.	Thetis Lake	262 00
158.	West Lake	3 00
160.	Whitty–Tappin	90 00
161.	Whiffen Spit	250 00
163.	Whisky Point	63 58
165.	Wilkinson	179 25
166.	Wilson	20 00
167.	Willow Grouse	26 60
169.	Woodlands	49 95
171.	Wotton	45 00
172.	Wright's	57 51
173.	West Lagoon	77 00
174.	Young's Lake	50 00
175.	Florence Lake	249 38
178.	Rosebank Company's	35 00
202.	Botanical	37 50
206.	Old Millstream	30 00
207.	Providence Cove	22 00

Esquimalt District—Continued.

Road Reg. No.	
209. Week's	$ 62 00
Trail Reg. No.	
210. Clo-oose trails generally	310 10
Plant and tools	3,426 67
Material	1,632 02
Launch	93 79
Supervision—	
General Foreman	$ 2,359 30
Office	1,757 04
Auto	475 37
Total	$ 40,468 67

Fernie District.

Road Reg. No.	
1. Interprovincial Highway—Wardner–Crowsnest	$ 12,558 80
2. Wardner–Gateway	500 00
3. Elko–Roosville	2,225 70
4. Elk Valley	916 45
5. Columbia River	4,901 68
6. Bull River (south)	56 50
10. Elk–Waldo	500 00
11. Gateway–Roosville	50 00
12. Fernie–Lizard Creek	244 50
13. Fernie–Coal Creek	497 25
18. Gateway Ferry	53 59
19. Flathead Valley	200 43
30. Elko–South Forks	49 75
31. Fort Steele–Wildhorse	359 25
33. Fenwick's	17 00
34. Lewis Creek	97 39
36. Cocato Settlement	50 00
46. Bull River (north)	98 00
48. Mouse Creek	136 00
51. McBraynes Lake	48 38
55. Fernie Cemetery	203 65
57. Beard's	48 75
59. Fort Steele Station	42 50
Road Reg. No.	
63. Minton's	$ 50 00
69. Ainsworth's	100 00
77. Fort Steele Cemetery	150 00
78. Eimer	628 37
80. Land Settlement	33 50
82. Marinaro	46 75
98. Matheson's	25 00
Street Reg. No.	
— Armstrong	3 25
22. Michel and Natal streets	157 75
24. West Fernie streets	250 00
25. Elko streets	25 48
27. Bull River streets	48 75
28. Fort Steele streets	54 76
Plant and tools	4,047 79
Camp equipment	40
Material	16 11
Supervision—	
Assistant District Engineer	2,748 55
Office	1,592 66
Auto	1,099 89
Total	$ 34,944 58

Fort George District.

Road Reg. No.	
1. Aleza Lake–Newlands	$ 2,396 01
3. 6-Mile Lake	47 81
9. Chilako	144 75
12. Dewey	299 99
14. Dome Creek–Kidd	729 24
15. Wright Creek	174 37
17. Dunster–Rausch Valley	163 68
23. Fort George–Blackwater	1,010 61
24. Fort George–Chief Lake	4,751 54
25. Cariboo	8,323 86
26. Fort George–Hazelton	2,045 39
27. Fort George–Willow River	1,717 34
28. Fort George–Isle de Pierre	985 45
30. Foreman	24 62
32. Goose Country	319 49
33. Giscome Station (north)	278 36
35. Giscome Station (south)	101 25
Road Reg. No.	
40. Red Rock–Fraser Canyon	$ 200 61
43. Hoffercamp	30 18
44. Jorgenson	63 75
45. Kelley	150 75
47. Longworth (south)	22 50
49. Reid Lake	96 68
50. McBride–Cariboo	634 74
51. McBride (east)	436 97
53. McBride–Dunster	845 93
54. Mud River Valley	1,295 49
57. Nichol–Bednesti	493 08
58. Ness Lake	20 62
60. 6-Mile–Buckhorn	707 53
69. Ellis	371 41
73. Willow River–Giscome Portage	76 50
74. Willow River	54 00
75. West Lake–Fraser River	8 44

Fort George District—Continued.

Road Reg. No.		Road Reg. No.	
84. Croydon–Dunster	$ 432 09	160. Button	$ 26 25
85. Bevier	466 19	167. Hutchison	198 25
90. Mirch Lake	412 49	169. Hedlund	17 50
94. Erickson	252 92	173. Garratt	381 70
97. Caus	288 24	176. Moore	148 49
102. Dale	291 87	184. Hartley Flats–Shelley	501 73
104. Shelley (south)	499 94	185. Davies	247 74
110. Williams	252 75	186. Widdis	98 25
111. Mount Robson	567 59	187. Gerlitzki	254 86
116. Hammond	83 50	188. Penny	197 37
120. Croydon	95 99	189. Holzwarth	200 62
123. Newlands (north)	294 65	190. Weller	930 51
127. Anderson	97 12	— Halfway	104 25
131. McGaghran	185 50	Plant and tools	6,124 67
135. Shelley (east)	371 25	Camp equipment	926 79
136. Hornby	100 37	Material	3,959 29
138. Kinney	19 00	Stable	1,677 39
142. Bendixon	86 50	Supervision—	
143. Martin	28 74	General Foreman	2,619 30
144. Lund	83 00	Office	996 50
145. Farr (east)	132 50	Auto	457 94
148. Hillier	150 00		
153. McBride (south)	286 75	Total	$ 54,773 79
156. Damm's	202 50		

Fort George District (Peace River Section).

Road Reg. No.		Road Reg. No.	
7. R.A.	$ 283 85	78. Hudson Hope–Grand Canyon	$ 28 00
9. R.A.	98 25	80. South Pine	245 11
10. R.A.	615 25	82. Hudson Hope–Red River	149 75
11. R.A.	510 00	85. Peace River–Taylor Flats, No. 1	100 00
13. R.A.	658 73	178. Sunset	899 11
14. R.A.	99 00	189. Fort St. John–North Pine	50 00
15. R.A.	200 00	199. Rolla Landing	60 00
16. R.A.	136 50	200. Swan Lake	50 00
17. R.A.	3 00	— Halfway	95 75
18. R.A.	150 00	Plant and tools	1,017 85
21. R.A.	540 00	Camp equipment	16 45
22. R.A.	197 00	Material	925 31
23. R.A.	45 00	Stable	579 95
25. R.A.	145 50	Supervision—	
26. R.A.	30 00	General Foreman	2,566 90
27. R.A.	60 50	Office	239 49
29. R.A.	103 22	Auto	366 51
30. R.A.	636 13		
76. Rolla–Fort St. John	294 65	Total	$ 12,496 76
77. Grande Prairie	300 00		

Summary.

Fort George	$54,773 79
Peace River Section	12,496 76
Total	$67,270 55

Grand Forks-Greenwood District.

Road Reg. No.		Road Reg. No.	
1. Anaconda, No. 7	$ 356 00	47. Kerr Creek	$ 425 00
3. Baker Creek	250 00	48. Kettle River (east)	99 54
4. Bear Creek–Pass Creek	180 00	49. Kettle River (main)	2,241 10
5. Beaver Creek	168 25	50. Kettle River (West Forks)	1,773 45
6. Beaverdell Station	225 00	51. Link Creek	50 00
7. Boltz	50 00	52. Long Lake–Jewel Mine	250 00
8. Boundary Creek	525 00	53. Lynn Creek	236 00
9. Bridesville–Moulson	150 00	54. McCarren Creek	250 65
10. Camp McKinney–Rock Creek Crossing	150 00	55. Myers Creek	300 00
11. Camp McKinney–McLean's	100 00	56. Midway–Rock Creek	2,340 95
12. Carmi–McCullough	300 00	57. Mill Creek–Grand Forks	483 00
13. Caron	233 77	58. Moody Creek–Grand Forks	97 25
14. Cascade–Fife	99 00	59. Morrisey Creek (east)	56 50
15. Cascade–Laurier	97 50	61. Nicholson Creek	575 60
16. Cascade–Paulson	2,299 00	62. Nord	576 95
18. Christina Lake–Rossland	1,707 89	64. Okley	38 00
20. Deadwood	135 00	65. Phoenix–Greenwood (north)	24 50
21. Deep Creek–Boundary	42 00	67. Pass Creek–Rock Candy	100 00
22. Eholt–Moore	62 00	68. Rice Creek	25 00
22a. Trans-Provincial Highway	54 40	69. Rock Creek–Myncaster	550 10
23. Eholt–North Fork	55 55	70. Rock Creek–Bridesville–Summit	2,193 75
24. Eholt–Summit	242 25	71. Rock Mountain–Myncaster	200 00
25. English Cove–Head of Lake	80 50	72. Rock Mountain–Bridesville	200 00
27. Filmore	75 00	73. Rock Mountain roads	275 00
28. Fish Lake	50 00	74. Sally Mines	293 75
30. Grand Forks–Carson (north)	89 90	75. Summit–Phoenix	138 50
31. Grand Forks–Carson (south)	173 25	76. Sutherland Creek–Fife	1,694 00
32. Grand Forks–Cascade (north)	2,773 89	77. Sub-lot 519	16 50
33. Grand Forks–Cascade (south)	266 00	83. Sub-lot 700	16 50
35. Grand Forks–Franklin	1,557 25	85. Twin Creek	35 00
36. Grand Forks–Hardy Mountain	195 75	86. Vernon–Edgewood	14 00
37. Grand Forks–Pass Creek	499 25	Plant and tools	3,265 62
38. Grand Forks–Summit	1,612 70	Camp equipment	2 00
39. Greenwood–Eholt	700 00	Material	4 00
40. Greenwood–Midway	1,868 58	Supervision—	
41. Greenwood–Phoenix	125 00	General Foreman	4,607 35
42. Hartford–Boundary	35 00	Office	1,417 31
43. Hartley–Phoenix	50 00	Auto	1,972 93
44. Ingram Mountain	285 25		
45. Johnson Creek (east)	90 00	Total	$ 44,929 23
46. Johnson Creek (west)	79 50		

Islands District.

North Saanich— Road Reg. No.		North Saanich—*Continued.* Road Reg. No.	
4. Beacon Avenue	$ 510 77	14. East Saanich	$ 3,169 48
5. Bazan Bay	34 00	15. Horth Cross	213 12
6. Birch	373 21	16. Henry Avenue	54 73
7. Breed's Cross	557 00	17. Mount Newton	158 00
8. Centre	200 31	18. Madrona Avenue	260 28
10. Chalet	193 50	19. Marine Drive	201 03
13. Downey	483 38	21. School	319 48

Islands District—Continued.

North Saanich—*Continued.*

ROAD REG. No.

22. West Saanich	$ 513 89
25. Beach	173 62
27. Beaufort	25 58
30. Queen's Avenue	144 38
154. Prospect	50 00
155. Maple	50 00
156. Bradley–Dyne (Holman's)	97 62
157. Swartz Bay	25 90
158. Laurel	542 08
159. Wilson	9 63
175. Derrick	209 91
193. Yarrows	312 65

STREET REG. No.

32. First Street	68 00
33. Second Street	104 00
34. Third Street	301 07
35. Fourth Street	79 50
36. Fifth Street	210 05
37. Sixth Street	39 90

Gabriola Island—

ROAD REG. No.

38. Beach	22 00
39. Centre	420 44
40. Coast	4 00
41. Eastholm's	62 75
45. Main	189 55
48. School Cross	101 85
50 Silva Law	10 00

Galiano Island—

ROAD REG. No.

52. Burrill	50 00
54. Cook's–North End	206 95
57. Main	246 76
58. Main (south)	470 79
59. Morgan's	50 00
60. McLure's	50 00
160. Retreat Cove	62 75
161. Bluff	50 00
162. Montague	100 00
199. Enke (Higgs)	100 00

Mayne Island—

ROAD REG. No.

63. David's	50 00
68. Gallagher's	50 00
70. Horton Bay	95 00
71. Main	296 00
72. Point Comfort	190 75
165. Village Bay	163 00
166. Waugh (Jock)	50 50

North Pender Island—

ROAD REG. No.

78. Corbett's	50 00
80. Hope Bay–Wallace Point	200 00
81. Hooson's	50 00

North Pender Island—*Continued.*

ROAD REG. No.

82. James Point	$ 105 57
83. Otter Bay	54 25
84. Otter Bay Diversion	50 00
85. Port Washington	200 00
87. Razor Point	150 00
167. Clam Bay	150 00

South Pender Island—

ROAD REG. No.

90. Boulder	59 00
91. East Side	50 00
92. Main	46 25
93. Spalding's	50 00

Saturna Island—

ROAD REG. No.

94. Deep Bay	164 50
95. Page Point	117 25
96. Lyall Harbour (Payne's)	398 80

TRAIL REG. No.

306. Lighthouse	57 00
308. Roman	112 25
— Quarry	3 50

Thetis Island—

ROAD REG. No.

97. Andrews	50 00
98. Clam Bay Wharf	50 00
100. Noxon's	49 50
102. Thetis	100 00
103. Wharf	48 25

Saltspring Island—

ROAD REG. No.

105. Atkins	20 00
106. Beddis	350 24
107. Beaver Point	528 18
108. Broadwell and Curtis	169 42
110. Burgoyne Bay	231 74
111. Baker's	40 00
112. Collins–Crofton	50 00
113. Cranberry	509 04
114. Cranberry Marsh	44 00
115. Cucheon	47 75
116. Divide and Fulford	1,868 83
117. Dodd's	52 50
119. Eperon's	40 50
120. Fernwood	253 56
121. Ganges (lower)	326 61
122. Ganges (upper)	388 02
124. Hill and Brantford's	242 25
126. Jones	33 00
129. Le Page's	32 38
130. Lasetter's	95 25
132. Mansell and Mason's	321 01
133. McFadden	162 01
135. North End	400 00
136. Nobb's	40 00

Islands District—Continued.

Saltspring Island—*Continued.*

Road Reg. No.

137.	Pottinger–Wilkinson	$ 219 66
138.	Rainbow	72 87
139.	Reynolds	49 24
140.	Robinson's	47 99
142.	Rosman's	86 75
143.	Scotts	220 75
144.	Smith's, No. 1	99 76
146.	Starks'	50 00
148.	Toynbee	66 00
149.	Tripp's	150 50
150.	Tahouney	10 50
151.	Vesuvius	204 00

Saltspring Island—*Continued.*

Road Reg. No.

152. Walter Rock	$ 100 39
169. Herefore Avenue	20 00
170. Isabella Point	228 50
Plant and tools	2,308 77
Launch	852 00
Supervision—	
General Foreman	2,630 45
Office	2,061 75
Auto	1,465 22
Total	$ 32,332 17

Kamloops District.

Road Reg. No.

1.	Adams Lake	$ 486 00
2.	Armour	100 00
4.	Badger Creek	50 00
6.	Barriere River	335 00
7.	Barriere Townsite	150 00
9.	Beaton–Fish Lake	297 00
10.	Birch Island–Lost Creek	198 07
11.	Boulder Mountain	250 00
12.	Bulman–Fraser–Palmer	150 00
13.	Cache Creek–Deadman	448 00
14.	Campbell Creek	346 50
17.	Coal Creek	124 00
18.	Coal Hill–Sugar Loaf	180 00
20.	Copper Creek	738 50
21.	Clearwater	622 20
23.	Deadman Creek and branches	700 00
24.	Edith Lake	200 00
25.	Fadear	100 00
26.	Fruitlands	400 00
27.	General roads, Walhachin Div.	184 19
29.	Guichon Creek	50 00
30.	Harpers Camp	300 00
32.	Highland Valley	250 00
33.	Holt	100 00
35.	Hudson Bay Meadows	100 00
36.	Jackson	100 00
38.	Kamloops–Chase	579 32
40.	Kamloops–Nicola	3,801 99
41.	Kamloops–Savona	1,484 26
42.	Kamloops–Shuswap	74 06
43.	Kamloops–Tranquille	796 52
44.	Knouff Lake	200 00
45.	Lac du Bois	252 00
46.	Leigh	80 00

Road Reg. No.

47. Little Fort–Horse Lake	$ 189 72
48. Long Lake	399 13
49. Louis Creek	1,085 55
50. Mamette Lake	240 00
52. North Thompson (east side)	3,209 25
53. North Thompson (west side)	3,616 55
55. Peterson–Betts	100 00
56. Powers Addition	50 00
57. Reserve Creek	620 50
58. Rose Hill (new)	229 08
59. Rose Hill (old)	91 41
60. Savona–Cache Creek	1,009 35
61. Sullivan Valley	50 00
62. Sullivan Valley–Knouff Lake	50 00
63. Sullivan Valley–Vinsulla	100 00
64. Strawberry Heights	35 00
65. Tranquille–Criss Creek–Deadman	550 00
Trail Reg. No.	
106. Raft River	98 00
Street Reg. No.	
19. Columbia Street	360 80
Plant and tools	5,975 69
Camp equipment	317 27
Material	4,765 06
Stable	2,380 72
Kamloops Garage	5,780 15
Supervision—	
General Foreman	2,245 80
Office	858 25
Auto	30 70
Total	$ 48,665 59

Kaslo-Slocan District (Kaslo).

ROAD REG. No.		
1. Ainsworth (north)	$	98 50
2. Ainsworth (south)		212 26
8. Argenta		93 50
22. Beach		98 12
28. Blue Bell		30 75
29. Blue Bell (east)		3 75
40. Canning		245 75
49. Crawford Bay–Gray Creek		897 54
50. Crawford Creek		417 71
62. Deanshaven		7 50
96. Ferguson		1,587 71
106. Gardener		68 50
115. Hammill Creek		118 51
121. Hope		20 25
123. Houston		182 96
124. Howser–Argenta		458 95
125. Howser Station		96 50
126. Howser Lake (east)		1,057 03
136. Jackson		34 00
138. Jacobson		23 25
145. Kaslo–New Denver		1,364 38
147. Kaslo Creek (South Fork)		2,051 48
148. Kaslo (north)		893 58
149. Kaslo (south)		90 50
151. Kohle		80 62
163. Lynchville		1,087 13
171. McIntyre's		39 37
186. Nelson–Kaslo		3,263 05
187. Nettie L.		73 80
200. Ott		144 25
211. Peter		50 00
212. Pilot Bay		50 62
213. Princess		41 25
233. Riondel Wharf		21 00
253. Summit		49 37
255. Smith		125 00
270. Trout Lake		721 16
271. Trout Lake (east)		37 00
281. Utica		211 50
290. Wadd's		423 64
299. Whitewater		64 18
301. Woolgar		24 00
— Meadow Creek		58 12
STREET REG. No.		
95. Ferguson streets		84 50
146. Kaslo Addition streets		455 00
159. Lardeau streets		15 00
STREET REG. No.		
272. Trout Lake streets	$	55 00
TRAIL REG. No.		
402. Alpine		12 75
404. American		48 74
409. Argenta–Bulmer		20 25
423. Beaver		16 50
431. Blue Ridge		16 50
434. Brown Creek		15 50
437. Bullock		49 69
453. Canadian		5 00
457. Cariboo Creek		12 75
460. Cascade Creek		65 25
468. Cooper Creek		48 75
471. Crawford Creek		56 00
491. 8-Mile		22 50
496. Ethel		15 00
501. Extension		3 75
510. Ferguson–Northern		10 30
550. Hull Creek		149 34
554. Healey Creek		49 50
579. Joker		46 50
581. Johnson–McIntyre's Landing		246 32
585. Kaslo Creek (North Fork)		50 25
586. Keen		24 37
594. Lardeau (North Fork)		119 55
595. Lardeau (South Fork)		37 05
596. Lardeau River (west)		90 75
601. Levina		37 50
609. Lucky Boy		18 75
693. Scranton		18 75
696. Silver Cup		17 50
698. Silver Glance		16 50
701. Smuggler		29 00
704. Spring Creek		24 75
719. Tenderfoot		26 12
725. Triune		7 50
741. Walkers		52 50
747. Winslow		48 35
749. Woodbury		18 75
— Cascade		4 10
Plant and tools		662 03
Supervision—		
General Foreman		2,347 90
Office		314 08
Total	$	22,204 48

Kaslo-Slocan District (Slocan).

Road Reg. No.		
4.	Alexandra Avenue	$ 150 00
5.	Appledale	26 06
6.	Applegrove–Sheppard	26 38
10.	Arrow Park	192 38
11.	Arrow Park (north)	152 88
12.	Arrow Park–Graham's Landing	456 17
23.	Beaver Creek	184 50
19–25.	Belleview Landing	100 70
32.	Brooks	109 01
33.	Brouse	100 00
36.	Box Lake–Rosebery	26 20
41.	Cariboo Creek	328 97
43.	Cedar Creek	30 00
47.	Columbia River	11,230 51
51.	Crescent Bay	265 73
78.	Edgewood Cemetery	82 66
79.	Edgewood Town	300 00
80.	Edgewood–Vernon	1,000 00
85.	Edgewood–Needles	892 28
94.	Fauquier (upper)	47 53
97.	Ferret	214 68
99.	4-Mile Creek	966 40
105.	Galena Park	55 00
107.	Glenbank	150 00
109.	Goat Creek	15 00
119.	Hewitt	95 00
137.	Jacobs	78 00
140.	Jordan	100 00
145.	Kaslo–New Denver (Slocan)	2,093 10
157.	Langill	22 50
160.	L.H.	26 25
161.	Little Slocan River	200 25
162.	Lucky Thought	50 00
170.	McCormach	94 55
173.	McNicol	361 00
175.	Morton's	15 56
180.	Nakusp–Box Lake	578 11
181.	Nakusp (east)	179 79
183.	Needles–Fire Valley	100 00
188.	New Denver–Canyon	147 60
189.	New Denver–Rosebery	708 30
190.	New Denver–Silverton	1,159 11
193.	Noonday	68 50
194.	North Park–Carpenter	308 25
203.	Ottawa	31 50
208.	Passmore (upper)	429 19
209.	Payne	83 00
210.	Ferry	7 07
221.	Queen Bess	692 32
226.	Red Mountain	307 76
228.	Renata Town	103 52
230.	Reveller	14 72
231.	Robinson	7 50
232.	Ruth	42 00
240.	Sandon–Cody	139 00
241.	Sandon–Three Forks	$ 1,476 98
242.	Sandon Town and Flume	535 92
244.	Shakespeare Avenue	141 91
245.	Silversmith	62 50
246.	Silverton Town	338 74
248.	Slocan River (east)	2,473 37
249.	Slocan River (west)	2,705 26
251.	Springer Creek	196 05
252.	Standard	123 66
254.	Surina	31 00
267.	10-Mile Creek	314 44
285.	Van Roi	115 13
294.	West Demars	147 93
297.	Whatshan Lake	192 50
298.	Whatshan Settlement	100 50
322.	10-Mile–Springer	7 50
Street Reg. No.		
35.	Burton streets	80 06
65.	Deer Park streets	13 50
182.	Nakusp streets	2,480 22
191.	New Denver streets	1,112 74
Trail Reg. No.		
28.	Black Grouse	30 00
277.	Reco	50 00
405.	American Boy	10 00
407.	Anaconda	15 00
408.	Antoine	26 50
425.	Belleview–Graham's Landing	199 02
435.	Buffalo	37 00
458.	Carnation	64 00
467.	Condor	50 00
470.	Coykendahl	58 50
492.	Elkhorn	114 00
499.	Evening Star	3 75
508.	Fauquier–Applegrove	8 00
514.	4-Mile Creek	262 75
555.	Hewitt	20 00
557.	Hope	34 00
558.	Hot Springs	76 44
572.	Ivanhoe	25 00
580.	Jo-Jo	7 50
597.	Lemon Creek	126 38
607.	Lone Batchelor	52 50
638.	Mountain Chief, No. 1	8 00
640.	Mountain Con	24 00
650.	Needles (north)	37 50
653.	Noonday	15 00
668.	Prescott	7 50
677.	Reco	71 95
709.	Sunshine	22 95
720.	10-Mile	36 00
731.	12-Mile–Slocan City	10 00
737.	Victor Group	73 00
751.	Wonderful	23 00
752.	Wonderful–Queen Bess	41 95

Kaslo-Slocan District (Slocan)—Continued.

TRAIL REG. No.	
— Eagle Creek–Edgeware River-bank protection	$ 36 13
Surveys generally	359 42
Plant and tools	1,411 83
Stable	57 23

Supervision—	
General Foreman	$ 2,733 02
Office	1,597 54
Total	$ 45,832 76

Summary.

Kaslo	$22,204 48
Slocan	45,832 76
Total	$68,037 24

Lillooet District.

ROAD REG. No.	
1. Cariboo Main	$ 2,683 57
3. Clinton Station	100 00
4. Scottie Creek	50 00
5. Bonaparte Valley	100 00
6. 70-Mile–Margarette Mines	50 00
7. 70-Mile–Lone Butte	100 00
31. Hat Creek (Marble Canyon)	1,330 65
32. Upper Hat Creek	300 50
33. Boyle	50 00
34. Williamson–Smile Creek	50 00
35. Grange–Pavilion	50 00
51. Mound	200 00
52. Mound–Loon Lake	225 00
53. Loon Lake–North Bonaparte	225 00
54. Bonaparte Forks	199 62
55. North Bonaparte	384 34
56. North Bonaparte via Green Lake	305 53
57. South Bonaparte	199 62
58. 83-Mile House–Green Lake	97 75
59. Watch Lake	100 00
71. Criss Creek Valley	50 00
72. Deadman River	53 00
73. Dowse	50 00
74. Upper Deadman River	50 00
81. Clinton–Springhouse	249 75
82. Big Bar Lake	150 00
83. Big Bar Lake–59-Mile House	73 99
84. 59-Mile House–Beaver Dam	75 00
85. 70-Mile House–Raphael	50 00
91. Lillooet–Clinton	4,974 01
92. Fountain Valley	99 50
94. Kelly Lake–Canoe Creek	200 00
95. Woods Box–High Bar	111 25
96. Big Bar	116 00
97. Big Bar–McNeill's	50 00
98. Big Bar–Grinder–Kostering	50 00
99. Big Bar Ferry	50 00
100. Big Bar Mountain	50 00
101. Big Bar Mountain–Cross Bar	100 00

ROAD REG. No.	
103. Little Big Bar Lake	$ 50 00
108. Lillooet–Lytton	2,799 91
111. Lillooet–Seton Lake	259 24
113. Lillooet Station	225 37
114. Jones–Dickey	299 09
115. Cayoosh Creek	100 00
116. North Fork	638 87
118. Bridge River	548 80
201. Cariboo (old)	50 00
202. Hammill	50 00
203. Lineman	50 00
204. Pemberton Meadows	2,075 22
205. Portage (Pemberton)	350 00
206. Station	899 92
241. Judd	150 00
242. Lorimer	149 93
243. Paradise Valley	300 00
245. Squamish Valley	4,701 01
246. Fourth Avenue	50 00
273. Beach Drive	164 50
274. Burns	15 00
276. Cemetery	11 50
277. Chamberlain	98 50
278. Chaster	339 50
281. Gibson–Sechelt	1,575 10
287. Kaymer	50 00
288. Kearton	21 00
290. Lockyer	21 00
291. Lower	367 75
293. Mason	108 50
294. Mintie	184 50
295. North	170 50
296. North-west Boundary	620 00
297. Ocean Beach Esplanade	25 00
298. Grange	24 75
300. Pratt	75 00
301. Reid	75 00
302. Roberts	65 00
303. Salmon Arm	112 50
305. Shaw	50 00

Lillooet District—Continued.

Road Reg. No.	
308. Wilson Creek	$ 19 50
309. Skid-road–Wilson	200 00
310. Seymour	56 00
404. Bonaparte Valley	50 00
406. Bridge River (south)	50 00
407. Bridge River Canyon	50 00
411. Gun Creek	188 13
415. North Fork	50 00
417. Pavilion Ferry	24 50
418. Pavilion–High Bar	25 00
425. Texas Creek	50 00
426. West of Fraser	50 00
430. Bargain Harbour	50 00
431. Egemont	75 00
432. Garden Bay	25 00
433. Hooley	247 74
434. Klyne	862 00
435. Newlands	25 00
436. Redroof	35 00
437. Saginaw	100 00
438. Skookumchuck	75 00
441. Archibald	50 45
442. Judd and Daisy Lake	79 50
443. Nye's	81 68
Street Reg. No.	
2. Clinton streets	100 01
112. Lillooet streets	149 45
246. Fourth Avenue	50 00
Street Reg. No.	
247. Main Street	$ 50 00
248. Second Avenue	50 00
249. Third Avenue	50 00
250. Vancouver Street	50 00
251. Victoria Street	50 00
252. Winnipeg Street	42 12
271. Beach Avenue (east)	62 00
272. Beach Avenue (west)	688 28
Trail Reg. No.	
27. Pope's Landing	1 20
439. Dorriston	15 00
445. Pope's–Bargain	100 00
451. Dorriston	10 00
453. Secret Cove–Halfmoon Bay	136 99
454. Duncan	100 00
Squamish Dykes	55 00
Plant and tools	3,126 29
Camp equipment	59 25
Material	1,651 92
Stables	199 93
P.W.D. House	2,685 25
Supervision—	
Assistant District Engineer	3,029 49
Office	1,314 94
Auto	577 69
Total	$ 48,200 35

Mackenzie District (Powell River Section).

Road Reg. No.	
31. Concession, No. 1	$ 194 50
32. Concession, No. 2	120 00
97. Malaspina	641 60
98. Lund	1,598 76
99. Conn Puirance	50 49
133. Padgett	296 00
134. Cranberry Lake–Powell River	852 25
137. Thunder Bay	2,764 52
153. Rowe	60 00
173. Bell's	113 00
174. Blubber Bay	1,213 75
175. Central	1,103 33
176. Cross Road Central	52 50
177. Gillies Bay	334 25
179. Iron Mine	42 00
180. Shelter Point	5 25
181. Wharf	9 62
181A. Crescent Bay	351 77
Trail Reg. No.	
7. Blunden Harbour	$ 982 01
100. Grant's	25 00
101. Lake	218 11
102. Main Trail (west)	624 49
103. Tucker Bay	961 47
104. Weldon	75 11
136. Olsen Lake	357 25
154. Savary Island	200 75
191. Port Harvey	35 00
Plant and tools	884 63
Material	551 08
Launch	271 44
Powder-magazine	75 00
Supervision—	
Assistant District Engineer	1,171 19
Office	719 39
Auto	1 70
Total	$ 16,957 21

Mackenzie District (Bella Coola Section).

ROAD REG. No.	
1. Anaham–Chilcotin	$ 38 00
2. Clayton (north)	550 98
3. Canoe Crossing	931 42
5. Firvale	605 61
6. Grant's	48 29
7. Hagensborg	1,196 84
9. Cliff Estate–Bella Coola	145 87
56. Stouie–Atnarko	250 00
TRAIL REG. No.	
50. Anaham Lake	437 17
TRAIL REG. No.	
59. Klinaklini	$ 100 00
Bella Coola River protection	612 26
Necleetsconnay River protection	35 30
Plant and tools	358 90
Material	370 46
Supervision—	
General Foreman	2,147 70
Office	277 08
Total	$ 8,205 88

Summary.

Powell River Section	$16,957 21
Bella Coola Section	8,205 88
Total	$25,163 09

Nanaimo District.

ROAD REG. No.	
3. Brechin	$ 272 87
4. Bruce Avenue	361 95
11. Cedar School	248 00
15. Departure Bay	350 00
16. Douglas Avenue	130 00
24. Extension	100 00
30. Fiddick's	47 00
31. Fielding and House's	73 50
32. Frew's	74 90
34. Five Acres	202 00
42. Gordon	50 00
48. Harewood	211 83
49. Hamilton Avenue	148 90
50. Howard Avenue	250 00
51. Harewood Mines	20 00
58. Jingle Pot	358 05
77. Newcastle Townsite	250 00
83. Old Victoria	206 50
88. Park Avenue	350 00
94. Raine's	144 00
95. Roads generally	177 96
103. South Wellington	172 00
106. Sheppard	25 00
108. Sterling	25 00
121. Union Avenue	150 00
126. Vancouver Avenue	75 00
127. Victoria–Campbell River	928 21
128. Victoria–Campbell River	1,643 02
133. Wilkinson	174 50
134. Wellington	100 00
135. Waddington	50 00
136. Wakesiah	462 60
137. Winchester	25 00
138. Watfield	100 00
ROAD REG. No.	
143. York	$ 50 00
STREET REG. No.	
1. Blythe Street	50 00
2. Bradley Street	50 00
10. Craig Street	50 00
22. Eighth Street	130 00
23. Elizabeth Street	50 00
35. Fourth Street	189 28
37. Fifth Street (Newcastle Townsite)	50 00
62. Lambert Street	70 00
67. Macleary Street	124 93
70. Manning Street	50 00
71. Murray Street	30 00
76. Nicol Street	200 00
78. Ninth Street	50 00
89. Pine Street	352 52
95. Robins Street	74 50
96. Renfrew Street	25 00
104. Sixth Street	50 00
105. Seventh Street	75 00
107. Short Street	30 00
109. Strickland Street	133 50
110. Second Street	206 95
111. Shaft Street	76 75
114. Third Street	85 00
Plant and tools	1,665 54
Supervision—	
Assistant District Engineer	2,153 00
Office	387 12
Auto	595 22
Total	$ 15,012 10

Nelson District.

Road Reg. No.	
1. Bealby	$ 49 50
3. Mountain	221 85
5. Silver King	586 66
Street Reg. No.	
2. Fairview streets	88 12
4. Rosemont streets	493 05
Street Reg. No.	
6. South Nelson streets	$ 400 00
Plant and tools	918 43
Supervision— General Foreman	190 00
Total	$ 2,947 61

New Westminster District.

Road Reg. No.	
1. D.L. 172	$ 127 00

North Okanagan District.

Road Reg. No.	
2. Albers	$ 29 00
4. Bella Vista	32 40
5. Ashton–Cooke	25 50
8. Bass	50 75
16. Bobbie Burns	22 50
17A. Vernon–Salmon Arm Trunk (Spallumcheen Municipality)	1,878 45
18A. City of Enderby	6 75
19. Brickyard Gulch	1,012 09
20A. City of Armstrong	390 48
21. Brash–Allen	29 22
25. Byers	2,967 94
29. Coell–Jones	23 75
30. Commonage	296 17
30B. Monashee (Goldstream Municipality)	507 62
31. Creighton Valley	343 37
31B. Vernon–Kamloops (Spallumcheen Municipality)	22 78
32B. Armstrong–Salmon Arm (Spallumcheen Municipality)	432 64
33. Dure Meadows	103 62
34. Deep Creek	948 47
36. Eastside	54 81
37. East Vernon Subdivision	459 92
38. Emeny	4 50
39. Enderby–Grindrod	1,005 24
40. Ewing's	39 00
42. Fortune	26 52
43. Martin	26 50
45. Gibson	58 00
46. Glenemma	55 50
47. Glenmary	41 48
49. Grandview Bench	513 55
52. Grindrod (east side)	600 61
53. Grindrod–West Bench	25 00
54. Grindrod (west side)	17 88
55. Gunter–Ellison	24 22
56. Hadow	14 25
57. Herbert	253 06
59. Harris Creek	10 75
Road Reg. No.	
60. Headgate's	$ 52 88
62. Hodges	218 10
63. Inch Logan	247 00
65. Kamloops	887 58
66. Kedleston (east)	125 50
68. Kelowna	3,137 50
70. L. & A. Subdivision	81 59
71. Long Lake Drive	129 96
72. Loon Lake	30 15
74. Mabel Lake–Enderby	2,458 25
75. Mabel Lake–Lumby	11,240 44
76. Mallory	24 40
78. Eagle Pass	1,451 03
79. Mathews	56 50
80. McManus	20 25
81. McInnes	16 68
84. Miller's	5 50
88. Monashee	2,798 27
89. Monk's	24 75
90. Morris–Pixton	25 00
92. Mud Lake	23 50
93. Mud Lake (east)	238 50
94. North Fork	31 25
96. Okanagan Landing Bench	9 52
97. Okanagan Landing	1,097 67
99. Old Upper	14 00
100. Oyama Fruit Lots	307 32
102. Vernon–Salmon Arm	2,415 47
103. Richlands Subdivision	87 50
105. Riverside	536 35
107. Rollings Lake	23 50
110. Old Sicamous	45 88
111. Fourth Avenue–Grindrod	73 70
112. Lakeside	260 50
113. Salmon River–Enderby	180 33
116. Shafer	27 75
118. School-house	29 38
119. Shuswap Avenue (south)	40 90
122. Sigalet Cut-off	123 00
124. 6-Mile	35 75
126. Squaw Valley	418 97

North Okanagan District—Continued.

ROAD REG. NO.	
127. Stone Quarry	$ 169 15
128. Stuckey	161 75
129. Sugar Lake	206 23
130. Trinity Valley	1,227 94
131. Thornton	52 57
138. Westside	959 32
139. Whitevale Subdivision	29 50
140. Woods Lake Subdivision	635 78
142. Baker–Hogg	11 49
143. Deep Creek–Salmon Arm Cut-off	22 50
146. Wolfgang	280 95
147. Pyott	45 95
ROAD REG. NO.	
148. Smedix	$ 59 25
STREET REG. NO.	
73. Lumby Village streets	598 86
TRAIL REG. NO.	
301. Loon Lake	16 00
Plant and tools	3,778 37
Supervision—	
Assistant District Engineer	2,563 95
Office	2,529 60
Auto	478 68
Total	$ 55,234 20

North Vancouver District.

ROAD REG. NO.	
1. Bowen Island Trunk	$ 495 75
2. Carter	51 78
3. Cowan	149 00
4. Dorman	35 50
5. Eagle Cliff	5 25
6. Grafton	384 25
7. Langlois	325 75
8. Magee	84 00
9. Miller	70 25
ROAD REG. NO.	
10. Scarborough	$ 8 00
21. New Brighton–West Bay Trail	185 00
22. New Brighton–Grace Harbour	99 44
Supervision—	
Assistant District Engineer	393 69
Office	214 90
Total	$ 2,502 56

Omineca District.

ROAD REG. NO.	
4. Bearhead	$ 450 00
5. Becker	280 22
9. Bickle's–McDonald's Landing	177 56
10. Blackwater–Stony Creek	796 29
11. Bobtail–Upper Mud	76 25
12. Braeside	597 49
16. Campbell	275 00
17. Campbell–Hulatt	750 00
20. Cluculz Lake	103 87
21. Colleymount	800 00
24. Crescent Lake	700 00
25. Eakin Settlement	142 25
26. Encombe	246 84
27. Endako–Francois Lake	720 37
29. Engen (north)	241 71
30. Fort George–Hazelton	151 50
31. Fenmore–Webber Lake	1,330 13
35. Forestdale Station	150 00
36. Fort Fraser Settlement	200 00
37. Fort Fraser–Stella	1,042 12
38. Fort Fraser–Rorison	351 70
39. Fort George–Hazelton	8,024 11
42. Fraser Lake–Francois	1,500 00
44. Fort Fraser–Dog Creek	385 37
47. Greerer Valley	559 57
51. Hargreaves	131 87
ROAD REG. NO.	
52. Hamre Settlement	$ 524 90
55. Hulatt (south)	231 25
58. Jones	899 75
59. Keefe's Landing–Ootsa	5,292 00
61. Greenhalgh	150 00
63. Larson	50 37
65. Mapes	900 00
71. McDonald's Landing	131 93
75. McLeland	141 37
79. Nithi River	587 21
80. North Francois Lake	1,163 19
81. Nuley Lake–Corkscrew Creek	284 26
84. Ootsa Lake (east)	147 83
86. Ormonde Lake	829 72
89. Palling–Decker Lake	500 00
90. Pleasant Valley–Francois Lake	1,000 00
92. Poole–Fraser Lake	399 87
95. Quick Station	1,503 83
100. Round Lake (east)	145 50
101. Round Lake (north)	300 00
104. Schaefer	457 75
110. Sowchea	450 00
112. Stuart Lake–Douglas Lodge	994 02
119. Toplet Settlement	98 80
123. Vanderhoof–Noonla	421 05
124. Vanderhoof–Stuart Lake	8,095 79

Omineca District—Continued.

Road Reg. No.	
126. Vanderhoof–Sturgeon Point	$ 221 00
127. Vanderhoof (west)	550 00
128. Vanderhoof–Sackner	500 26
134. West End of Francois–Ootsa	1,498 54
200. Burns Lake–Babine Trail	110 74
214. Topley–Babine	351 62
Plant and tools	3,388 05
Camp equipment	952 41
Material	$ 1,343 34
Stables	4,170 71
Supervision—	
Assistant District Engineer and General Foreman	5,416 55
Office	2,543 48
Auto	2,467 54
Total	$ 69,401 85

Prince Rupert District.

Road Reg. No.	
3. Cow Bay Crossing	$ 2,254 88
5. Delkatla–Crown Point	872 42
16. Old Masset–New Masset	124 00
17. Port Clements–Meyer Lake	575 67
18. Port Clements–Tlell	4,581 54
23. Sandspit–Copper Bay	127 50
24. Skidegate–Tlell	2,366 23
25. Skidegate–Queen City	845 14
31. Masset–Tow Hill	1,973 43
32. West Settlement	180 00
36. Yakoun Point–Tow Hill	442 61
140. Port Clements–Graham Centre	112 50
141. Hollanders Settlement	508 09
— Tow Hill–East Coast	90 00
Street Reg. No.	
38. Port Simpson streets	482 85
142. Queen Charlotte streets	285 87
Trail Reg. No.	
15. Oona River	$ 241 36
108. Ikeda–Jedway	75 00
121. Kundis Island	100 00
127. Smith Island	567 56
128. Salt Lakes	982 15
134. Yakoun River	210 60
— Goose Bay	10 00
Plant and tools	3,608 26
Camp equipment	31 36
Material	1,025 86
Supervision—	
Assistant District Engineer	3,689 84
Office	130 45
Total	$ 26,495 17

Revelstoke District.

Road Reg. No.	
4. Arrow Lake	$ 28 50
5. Austrian School-house	2 00
6. Austrian Settlement	2,711 60
7. Austrian Cemetery	25 00
8. Beaton–Camborne	694 13
10. Beaton–Trout Lake	1,025 14
11. Begbie	392 05
12. Bell Townsite	112 63
13. Big Bend	3,327 41
17. Craigellachie–Malakwa	189 19
18. Deepwater Landing	570 75
20. Edwards	39 25
21. Fish River	1,373 82
23. Fourth Street Subdivision	541 55
25. Galena Bay Logging	160 88
26. Galena Bay–Olson	25 00
27. Galena Bay (south) and branches	194 91
28. Galena Bay Wharf	32 50
30. Girling's	13 50
31. Golf Links and branches	461 06
Road Reg. No.	
34. Hall's Landing (south)	$ 102 00
37. Holten's	78 37
38. Husted	25 00
45. Levesque	46 30
49. Malakwa–Erikson	23 60
50. Malakwa–Johnson–Ross	128 00
52. Malakwa–Sederberg	16 00
53. Malakwa–Somerville	258 45
54. Malakwa–Tredgett	34 88
55. Malakwa–Venn	30 00
58. Mazierek	5 25
59. Michaluk	186 75
62. Montana Slough	51 56
67. Nichol	272 13
67A. Norberg's	350 25
70. Power-house	206 54
71. Revelstoke–Arrowhead	2,883 77
72. Revelstoke (east)	1,117 10
73. Revelstoke (south)	206 70
74. Revelstoke (west)	6,981 02
76. Samuelson	45 01

Revelstoke District—Continued.

ROAD REG. No.	
77. Sicamous-Mara	$ 168 20
78. Sidmouth-Sproat	382 13
79. Siltas	229 43
80. Ski Jump	288 61
81. Solsqua-Bowie	66 50
84. Wagner Point	64 26
88. Beaton Meadows	32 50
92. Petroszewski's	109 75
STREET REG. No.	
3. Arrowhead streets	240 50
TRAIL REG. No.	
102. Beatrice	37 50
104. Big Bend Main	1,004 34
107. Carnes Creek	80 00
108. Downie Creek	48 75
109. Dunvegan	80 00
114. Halcyon	16 00
115. Halfway Creek	48 00
TRAIL REG. No.	
117. Keystone Creek	$ 175 00
122. Mastadon	5 00
125. Oyster and Eva	22 50
126. Pool Creek	681 99
128. Rosebery	12 00
131. Silver Creek	52 00
137. Camp Creek	423 64
138. Laforme	44 00
Plant and tools	3,631 20
Camp equipment	47 80
Supervision—	
General Foreman	2,335 55
Office	1,647 21
Auto	1,895 52
Total	$ 38,839 43

Richmond-Point Grey District.

ROAD REG. No.	
5. Marpole-Woodward Landing	$ 109 22
9. No. 3 Road	165 73
20B. Marine Drive (secondary)	6,363 68
— Deaf and Dumb School	26 25
STREET REG. No.	
2. Imperial Street	912 89
16B. Granville Street (secondary)	1,516 40
49B. Hudson Street (secondary)	163 20
Plant and tools	$ 1,230 33
Material	75 00
Supervision—	
General Foreman	2,013 67
Office	1,010 10
Auto	823 87
Total	$ 14,410 34

Rossland-Trail District.

ROAD REG. No.	
2. Big Sheep Creek	$ 200 00
4. Castlegar-Trail	4,608 20
6. Columbia-Kootenay	75 00
7. Deschamps (north)	269 99
8. Drake	81 24
9. Duncan	50 00
10. Jones	50 00
11. Merry	50 00
14. Rossland-Cascade	6,300 50
15. Rossland-Deer Park	150 00
16. Rossland-Paterson	1,797 25
17. Stony Creek (upper)	100 00
18. Stony Creek (lower)	50 00
19. Sullivan	50 00
22. Trail-Fort Sheppard	125 00
ROAD REG. No.	
23. Trail-Rossland	$ 2,601 00
24. Trail-Rossland (old)	75 00
25. Violin Lake	303 00
26. Warfield	70 00
TRAIL REG. No.	
37. Murphy Creek	55 75
39. Sheep Creek	62 00
40. Sullivan Creek	33 25
— Molly Creek	7 00
Plant and tools	673 50
Camp equipment	33 75
Supervision—General Foreman	380 00
Total	$ 18,251 43

Saanich District.

ROAD REG. No.	
1. Observatory	$ 226 27
2. Scott	226 27
3. Ross-Durrance	347 75
ROAD REG. No.	
4. Burnside	$ 942 95
5. Helmcken	323 00
— Gorge (primary)	2,276 07

Saanich District—Continued.

Road Reg. No.	
— Saanich and Quadra (secondary)	$ 1,080 00
Street Reg. No.	
— High	106 50
Material	$ 239 84
Total	$ 5,768 65

Salmon Arm District.

Road Reg. No.	
1. Albas	$ 50 00
2. Adams Lake and branches	300 00
4. Anglemont (east)	160 00
6. Armstrong–Silver Creek	47 67
8. Bolean Creek	250 00
9. Blind Bay–Eagle Bay	600 00
10. Blind Bay–Carlin	350 00
12. Buse Meadows–Robins Range	100 00
13. Campbell Creek	199 87
14. Campbell Meadows	224 31
15. Carlin Gulch	50 00
16. Chase Creek	269 50
17. Cedar Hill and branches	225 00
18. Chase Town	552 93
19. Chase–Skimikin–Salmon Arm	499 29
20. Chum Creek and branches	600 00
21. China Valley	150 00
23. Celista	624 50
24. Douglas Lake–Grande Prairie	250 00
25. Ducks Station–Disdero	108 70
26. Duces Range	250 00
28. Fowler–Millett	811 64
29. Falkland Vicinity	300 00
31. Grande Prairie	388 53
33. Glenemma–Armstrong	187 00
36. Harper Valley District	199 52
39. Kamloops–Salmon Arm	3,119 73
40. Kamloops–Vernon	1,497 72
41. Kamloops–Shuswap	200 00
42. Ingram Creek	149 62
45. Mitchell–Moore	450 00
47. Martin Prairie and branches	450 00
48. Meadow Creek	250 00
49. Magna Bay	100 00
Road Reg. No.	
50. Morgan's	$ 100 00
53. Notch Hill–Blind Bay and branches	450 00
54. Notch Hill–Carlin–Tappen	549 17
55. Notch Hill Vicinity	549 06
56. Notch Hill–Davis	100 00
57. Okley Valley	300 00
59. Paxton Valley	300 00
60. Paul Lake–Pritchard	250 00
61. Pinantan District	498 50
64. Pillar Lake	348 61
65. Robins Range	264 21
67. Salmon Arm–Enderby	30 30
69. Salmon Arm Municipality	600 00
70. Salmon River	748 24
71. Sicamous–Vernon	213 80
72. Squilax–Anglemont	799 87
73. Sorrento–Blind Bay	395 62
75. Seymour Arm	350 00
77. Scotch Creek	399 55
78. Shuswap–Chase Creek	50 00
79. Squilax–Turtle Valley	124 93
80. Tappen–White Lake	414 85
81. Tappen–Mobley–Brown	549 83
Plant and tools	420 81
Camp equipment	83 90
Material	763 64
Supervision—	
General Foreman	2,683 04
Office	1,043 27
Auto	457 12
Total	$ 27,803 85

Similkameen District.

Road Reg. No.	
1. Allison–Copper Mountain	$ 7 00
2. Armstrong–Chopaka	50 00
8. Beaver Lake	7 50
10. Copper Mountain	757 55
11. Cedar Creek	21 00
13. Cross Road, 1-Mile to 5-Mile	219 86
14. China Creek	95 75
14a. Fairview–Summerland (primary)	23 93
15. Darcy Mountain	82 10
Road Reg. No.	
17. Dog Lake	$ 12 00
18. Deer Valley	136 00
20. Penticton–Oliver	2,758 06
21. Fairview–Camp McKinney	299 50
22. Fairview–Cawston	50 50
23. Fairview roads	247 00
24. Farleigh	15 00
26. Fairview–White Lake	152 00
29. 5-Mile–Princeton	318 98

Similkameen District—Continued.

Road Reg. No.	
29B. Penticton–Naramata (secondary	$ 527 44
31. Granite Creek	127 50
35. Hedley–Princeton	2,416 00
37. Dalby Meadows	49 00
38. Kaleden–Okanagan Falls	330 67
39. Kaleden Townsite	150 00
40. White Lake	550 00
41. Keremeos–Hedley	1,327 48
42. Kruger Mountain	209 25
43. Keremeos Station	570 50
44. Granite Creek–Blakeburn	470 00
45. Myers Flat–Okanagan Falls	255 50
47. Marron Valley	521 00
48. Hedley Streets Road	24 50
51. McLean Creek	60 00
52. Richter Pass	399 50
53. 1-Mile–Princeton	404 30
54. Osoyoos–Sidley Mountain	1,382 00
56. Pearce	21 00
57. Princeton–Pump Station	66 25
58. Princeton–East Similkameen	15 50
59. Hope–Princeton	100 00
60. Penticton–Keremeos	2,977 25
63. Princeton–Otter Lake	2,977 98
67. Cawston	693 25
70. Richter	90 75
72. South Similkameen	969 50
Road Reg. No.	
73. Penticton–Summerland	$ 686 10
74. Penticton Creek	49 88
75. Similkameen City–Burr	82 00
78. Summers Creek	101 25
79. South Keremeos	122 00
80. Shingle Creek	612 25
86. Oliver–Osoyoos	699 83
87. Tulameen–Summit City	396 95
93. S. Okanagan Irrigation Project	250 65
95. Letts Sawmill	241 00
96. Sidley–Camp McKinney	250 00
97. Sidley Mountain	385 55
Street Reg. No.	
30. Coalmont streets	730 00
66. Keremeos streets	753 00
68. Princeton	699 12
Trail Reg. No.	
206. Camp Rest–Nickel Plate	60 00
214. Hope	70 00
Plant and tools	5,047 73
Camp equipment	192 88
Material	29 77
Supervision—	
General Foreman	2,480 50
Office	1,325 45
Auto	408 18
Total	$ 38,613 94

Skeena District.

Road Reg. No.	
1. Aldermere and Pleasant Valley	$ 250 00
2. Adams Settlement	25 00
6. Ardagh	50 00
7. Breckenbridge–Copper City	496 38
9. Braun's Island	83 00
10. Bedore	11 25
13. Cronin	131 50
14. Chicken Lake (east side)	22 50
15. Copper City–Kitimat	547 95
16. Corlette	312 15
17. Cedarvale–Kitwanga	368 87
19. Canyon Creek (lower)	499 37
23. Driftwood Creek	200 00
25. Evelyn Station	100 00
29. Graham	11 25
30. Glenn Meadow–Salmon Creek	250 00
32. Hazleton–Aldermere	3,519 66
33. Hazleton–Skeena Crossing	583 99
34. Heal–Norris	25 00
35. Hudson Bay Mountain	1,264 56
36. Hunter Basin	46 00
37. Hynes Settlement	309 37
Road Reg. No.	
39. Johnston	$ 11 50
40. Kitwanga Wagon	652 72
42. Kitimat	444 37
43. Kitsumgallum	5,559 00
44. Kitsumgallum–Terrace	41 00
45. Keith's	18 75
47. Kerr Settlement	100 00
48. Kispiox–Swann	250 00
49. Kispiox Valley	675 62
54. McPherson	91 70
56. Meanskinisht–Kitwanga	507 68
58. Maney Settlement	25 00
59. McDonald	25 00
60. McLure Lake Cut-off	100 00
62. New Hazelton High Level	220 62
63. New Hazelton Station	22 50
64. Nine-mile Mountain	165 66
66. Poplar Park	102 50
67. Phillips Creek	150 00
69. Rocher Déboulé	26 25
70. Rosenthal	25 00
71. South Hazelton–New Hazelton	200 00

Skeena District—Continued.

Road Reg. No.	
77. Smithers–Telkwa	$ 953 62
79. Terrace Ferry	25 00
82. Telkwa–Howson Creek	750 00
83. Telkwa River (north side)	400 00
85. Terrace Bridge	175 00
86. Usk–Vanarsdol	292 74
89. West Side of Kitsumgallum	25 00
90. W. side of Bulkley—Smithers–Telkwa	257 17
91. W. side of Bulkley—Moricetown–Smithers	4,663 05
92. West side of Skeena (north)	250 00
93. West side of Skeena (south)	250 00
95. Zimacord	50 00
96. C.N.R. Station (Usk)	711 47
97. Beach Road to Lake Kathlyn	325 00
Street Reg. No.	
65. Dominion Street (Hazelton)	664 08
300. Port Essington streets	461 00
302. Terrace streets	300 00
303. Smithers streets	333 00
Trail Reg. No.	
205. Copper River	296 75
206. Cedar River	38 75
208. Chimdemash Creek	50 00
209. Chicken Lake	100 00
213. Driftwood Basin	100 00
Trail Reg. No.	
214. Douglas Creek	$ 25 00
217. Empire Group	22 50
219. Gold Creek	86 25
220. Groundhog Mountain	498 35
227. Kitwanga–Kitsequekla	100 00
232. Legate Creek	100 00
236. Manson Creek	500 00
237. Main Fork of Telkwa	50 00
245. St. Croix Creek	250 00
249. Thornhill Mountain	50 00
252. Williams Creek	50 00
253. Kitwanga–Woodcock	350 00
254. Terrace–Kitimat	147 00
261. Mink Creek	45 00
Port Essington Sea-wall	1,255 33
Plant and tools	3,778 99
Camp equipment	117 77
Materials	4,442 01
Stable	2,365 27
Garage	192 18
Supervision—	
Assistant District Engineer	3,133 50
Office	2,060 06
Auto	346 23
Total	$ 49,941 76

South Okanagan District.

Road Reg. No.	
1. Arawana and Branches–Naramata	$ 17 00
2. Bulman Subdivision	90 00
3. Belgo Subdivision (north)	396 00
4. Belgo Subdivision (south)	572 50
5. Bear Creek	122 00
6. Bathville	30 19
7. Benvoulin	532 50
8. Experimental Farm	8 00
9. Glenmore Valley	235 60
10. Gellatly–Lake Shore	4 50
11. Glenrosa Main	124 00
12. Glenrosa Subdivision	226 25
13. Hydraulic Creek	8 50
15. Joe Rich District	823 25
15a. Summerland Municipality (primary)	950 05
16. Kelowna–Vernon North Section	1,543 50
16a. Peachland Municipality (primary)	941 44
17. Kelowna–Vernon South section	3,243 18
18. K.L.O. Main	1,281 50
19. K.L.O. Subdivision	575 50
Road Reg. No.	
20. Lewis–Bailey	$ 189 50
21. Lake Shore (Okanagan Mission)	543 00
23. McDonald Creek	35 50
24. Meadow Valley and branches	64 25
25. North Naramata	296 00
26. Naramata Village	488 50
27. Naramata Subdivision	885 75
28. Ooela	14 50
29. Okanagan Centre Subdivision	651 55
31. Peachland–Princeton	87 50
32. Penticton–Summerland	937 82
33. Penticton–Naramata	483 75
34. Rutland Subdivision	1,164 35
36. Scottie Creek	166 90
37. S.K.L. Subdivision	525 80
38. South Okanagan and branches	745 75
39. Spiers	661 50
40. Summerland–Peachland	1,017 91
42. Shingle Creek and branches	45 50
44. Trout Creek–Bald Range	175 00
46. West Side	90 50
47. Westbank Subdivision	597 08

South Okanagan District—Continued.

ROAD REG. NO.	
48. Westbank Ferry	$ 1,370 29
49. Woods Lake Bottom	306 50
— Roads, general	1,795 91
STREET REG. NO.	
35. Richter Street	52 50
Plant and tools	9,275 66
Material	$ 1,338 43
Supervision—	
General Foreman	2,473 35
Office	1,553 81
Auto	679 86
Total	$ 40,439 68

South Vancouver District.

ROAD REG. NO.	
7A. Kingsway (primary)	$ 2,393 54
21B. Marine Drive (secondary)	105 26
STREET REG. NO.	
47B. Fraser Street (secondary)	72 50
Material	36 25
Supervision—	
Assistant District Engineer	$ 24 50
Office	89 85
Auto	83 35
Total	$ 2,805 25

Yale District (Merritt Section).

ROAD REG. NO.	
20. Chaumox	$ 739 75
22. Lytton–Lillooet	2,482 66
23. Lytton Town	182 00
25. Botanie Creek	647 01
26. Winch	177 66
28. George's	40 00
30. Spences Bridge–Ashcroft	1,953 18
31. Murray Creek	40 00
32. Venables Valley	120 00
33. Salt Spur	20 00
34. Upper Venables	120 00
35. Upper Hat Creek	668 96
36. Cariboo	1,428 72
37. Harper Mill	94 50
38. Ashcroft Town	199 19
39. Benjamin	124 00
40. Highland Valley	432 50
41. Barnes Lake	235 75
42. Cache Creek–Savona	913 11
43. Back Valley	87 00
44. Merritt–Spences Bridge	3,864 77
45. Lindley Creek	198 75
46. Lindley Creek–Shulas	178 75
48. Aberdeen Mine	46 50
49. Sunshine Valley	40 75
50. Woodward's	105 25
51. Petit Creek	201 25
52. Cumming's	37 50
53. Davidson	27 00
55. Mamette Lake	848 56
56. Coutlee Mountain	30 00
57. 8-Mile	80 00
ROAD REG. NO.	
58. Rey Lake	$ 50 00
59. Leese	25 00
60. Colletville	258 00
61. Merritt City	190 00
62. Midday Valley	223 25
63. Kamloops–Merritt	2,804 62
64. Mill Creek	78 62
66. Princeton Cut-off	133 11
68. Grande Prairie	905 23
69. Lauder–Hawkins	73 25
70. Merritt–Princeton–1-Mile	2,757 39
71. Coldwater	652 22
72. Iron Mountain	90 00
73. Kane Valley	74 50
75. Bates	56 50
76. Aspen Grove–Princeton	989 41
78. Voght Valley	52 00
79. Pike Mountain	199 50
80. 5-Mile	40 00
81. Summers Creek	95 73
Plant and tools	4,459 83
Camp equipment	285 79
Material	1,532 33
Stable	1,261 51
Government Warehouse	1,443 73
Supervision—	
Assistant District Engineer	2,850 62
Office	1,290 07
Auto	2,126 82
Total	$ 41,364 08

Yale District (New Westminster Section).

Road Reg. No.		Road Reg. No.	
1. Harrison Hot Springs	$ 680 40	18. Kawkawa	$ 50 00
2. Harrison Hot Springs	409 90	19. Nicholson	80 50
4. Harrison Hot Springs Town-site	25 30	83. West side of Harrison Bay	253 78
6. Hope–Rosedale	2,488 46	Trail Reg. No.	
13. Hope Townsite	459 25	82. Princeton	446 25
14. Main	140 75	Supervision—Office	6 51
15. Yale	750 38		
16. Othello	207 25	Total	$ 5,998 73

Summary.

Merritt Section	$41,364 08
New Westminster Section	5,998 73
Total	$47,362 81

Bridges.

Alberni District.

Bridge No.		Bridge No.	
1. Townsite	$ 191 24	63. Buller	$ 81 70
2. Bay Road	13 00	64. Kiaori	4 00
5. Millstream	5 75	65. Chatsworth	4 00
8. Vipond	30 00	66. Marple's	2 50
10. Morgan Creek	69 95	68. Paris	9 00
11. Island Highway	395 09	73. Niagara Creek	42 25
12. Island Highway	383 51	78. Hill's	428 75
15. Thompson	29 47	79. McKenzie	476 92
20. Englishman's River	20 00	80. Trueman's	524 30
21. Gaetzen	46 00	92. Roger Creek	1,610 78
22. Morning Star	12 00	93. Kitsuksus Creek	565 30
23. French Creek	18 66	94. Clark's	3 00
24. Beach Road	91 96	95. River Bend	803 49
30. Grandon Slough (west)	24 00	98. Sproat Falls	80 91
31. Little Qualicum	69 62	99. Central Lake Road	796 22
32. Crump's Gulch	4 00	101. Foster	7 75
33. Burnt Gulch	25 00	102. Wise	1 50
34. Blair Athol	17 75	116. Moore's	18 00
36. Bridge over Big Qualicum River	144 75	121. Best Road	181 91
38. Chester Road (north)	329 15	123. Third Avenue	1,184 72
38a. Chester Road (south)	488 39	126. Grandview	82 57
40. Overflow (Errington, No. 1)	56 25	145. Lost Shoe Creek	5 00
41. Canyon	145 61	146. Sand Hill Creek	5 00
44. Errington	38 00	149. Sandfords	5 00
49. Hemlock	44 50	150. Tofino, No. 1	5 00
52. Whisky	3 75	151. Tofino, No. 2	5 00
53. Lockwood Creek	192 15	152. Tofino, No. 3	5 00
54. Pipe-line Creek	221 16	154. Tofino	6 00
55. Rock Bluff (east) (Coombs, No. 6)	3 50	193. Spruce River	188 41
56. Coombs, No. 7	342 57	200. Sharps Creek	955 77
58. Cameron (east)	9 50	212. Slough	44 00
61. Sinnot's	798 97	216. War	5 00
		219. Slide	14 00

Alberni District, Bridges—Continued.

Bridge No.		Bridge No.	
224. Teal	$ 2 00	302. Thornton	$ 1 50
229. Millington Trail	347 12	Bridges generally	4 00
241. Jensen's	236 24		
263. Russell	48 00	Total	$ 13,056 86

Atlin District.

Bridge No.		Bridge No.	
26. McKee Creek	$ 500 00	156. Granite Creek	52 75
60. Little Delorie	389 00	160. Glacier Creek North Road	300 00
62. Nahlin	20 00	161. Glacier Creek North Road	490 00
69. Tahlton	361 30	162. Glacier Creek North Road	250 00
72. Tooya	989 50	163. Glacier Creek North Road	355 59
81. Bear River	9,606 76	164. Glacier Creek North Road	250 00
90. Stewart–Hyder, No. 1	375 00	165. Sea River	52 00
91. Stewart–Hyder, No. 2	695 00	166. Gitsan Creek	481 00
95. Cranberry Creek	400 00	168. Aiyansh–Terrace, No. 1	346 80
97. Marmot River (North Fork)	235 00	169. Aiyansh–Terrace, No. 2	346 80
101. Illiance, No. 1	500 00	170. Aiyansh–Terrace, No. 3	301 00
102. Kitsault Suspension	348 45	171. Grease Harbour–Cranberry Rd.	274 08
105. Bear–Nass, No. 5	395 25	172. Grease Harbour–Cranberry Rd.	200 00
110. Fletcher Creek, No. 1	294 60	173. Grease Harbour–Cranberry Rr.	192 00
120. Alice Arm Suspension	2,789 60	174. Grease Harbour–Cranberry Rd.	200 00
129. Glacier Creek	300 00	175. Grease Harbour–Cranberry Rd.	275 00
134. Kitsault Homestake	200 00	176. Grease Harbour–Cranberry Rd.	275 00
137. Bridge (no name)	47 50	177. Grease Harbour–Cranberry Rd.	275 00
138. Silver Lake	596 00	178. Grease Harbour–Cranberry Rd.	225 00
140. Surprise Creek	999 24	179. Grease Harbour–Cranberry Rd.	225 00
143. Alice Arm Shore Road, No. 4	496 95	180. Grease Harbour–Cranberry Rd.	183 34
146. Kitsault–East Creek	48 00	184. Georgia River, No. 1	105 00
147. Kitsault–Vanguard	299 00	185. Georgia River, No. 2	67 50
152. Alice Arm Shore Road, No. 2	96 50	Snow clearing, bridges generally	774 75
153. Alice Arm Shore Road, No. 3	299 95		
154. Paul Claduc	20 00	Total	$ 27,800 11

Burnaby District.

Bridge No.	
3, 4. Hastings–Barnet bridges	$ 2,539 56
10, 11. Hastings–Barnet bridges	1,607 65
Total	$ 4,147 21

Cariboo District.

Bridge No.		Bridge No.	
8. Australian Creek	$ 14 50	31. Canyon Creek	$ 187 44
12. Baker Creek	100 00	35. Cottonwood, No. 1	5,579 75
13. Bear River	36 00	36. Cottonwood	325 97
16. Blackwater	40 00	39. Copelands	480 00
17. Beaver Lake	5 50	50. Chilcotin Suspension	221 90
19. Halfway	137 50	69. 4-Mile Creek, No. 1	199 06
22. Blanche Creek	148 00	70. 4-Mile Creek, No. 2	200 00
23. Blue Stone Creek	18 00	71. 4-Mile Creek, No. 3	250 00
26. Hogodone	224 49	72. Healey	41 65
27. Bouchie Creek	60 00	74. Hanceville	1,102 68

Cariboo District, Bridges—Continued.

Bridge No.		Bridge No.	
75. Fraser Creek	$ 50 00	244. Stack Valley	$ 125 00
79. Gridiron	13 00	245. Fish Lake	124 50
82. Hixon Creek	107 00	246. South Fork, Riske Creek	200 00
85. Horsefly	460 67	247. Sawmill Creek	199 90
90. Keithley	430 42	248. Mud River	150 00
97. Quesnel	604 47	252. Big Valley Creek	110 00
98. South Fork, Quesnel River	10 37	253. Seeley	25 00
102. Saunders	649 00	301. Alkali	17 45
110. Syers	1,351 69	309. Crooked Lake	19 00
120. Udy	25 00	324. Gaspard Creek	864 10
133. Little Cottonwood	270 00	338. Vedau	44 99
139. Allcock	87 64	362. Lone Butte	99 50
140. Chubb	165 36	367. Jean	75 00
141. Likely	108 87	368. Railroad Creek	155 00
142. Nazko	2,729 39	369. Battle Creek	50 00
143. Moffat's	149 50	370. Trout	225 30
179. Woodjam	75 45	371. White Lake Creek	15 00
189. Cremin Creek	75 00	Material	247 50
192. Snowshoe, No. 2	95 00		
211. Boyd's	200 87	Total	$ 19,778 38

Chilliwack District.

Bridge No.		Bridge No.	
— Vedder Canal	$ 145 27	20. Vedder River	$ 44 00
4. Deep Creek	448 68		
		Total	$ 637 95

Columbia District.

Bridge No.		Bridge No.	
4. Kicking Horse River	$ 36 00	80. Findlay Creek	$ 7 50
5. Horse Creek	15 00	83. Kahnaway	74 57
10. Canyon Creek	37 05	92. Katsuk	89 50
40. Kootenay	13 50	103. Toby High Level	147 65
46. Toby Creek	95 45	106. Klahanie	74 56
48. Boulder Creek	197 87	115. Elbow	24 50
53. Horsethief	133 50	160. Blaeberry	109 75
55. Forster's	30 25	163. Moola	451 64
56. Francis	4,457 87	164. Mowitch	32 70
63. Bugaboo	340 50	165. Brisco	124 15
64. Spillimacheen	6,724 38	176. Porcupine	84 75
67. Spillimacheen (swing)	67 50	210. Leadville	46 75
68. Athalmer (swing)	161 89	Bridges generally	33 95
69. Bott's	2,696 13		
71. Wilmer (pontoon)	275 87	Total	$ 16,617 73
73. Blaeberry (upper)	33 00		

Comox District.

Bridge No.		Bridge No.	
1. Bennet	$ 20 25	25. Coal Creek	$ 123 00
3. Black Creek	78 65	26. Cook's	24 00
8. Bridge's Cross Road, No. 2	196 81	29. Courtenay River	121 80
9. Brooklyn	24 00	30. Courtenay	68 75
24. China Creek	16 12	37. Curran's	4 50

Comox District, Bridges—Continued.

Bridge No.		Bridge No.	
46. Ford's	$ 10 50	145. Salmon River	$ 17 20
47. Foot, Tsolum River	12 00	146. Salmon River, No. 8	34 20
50. Garven's	18 00	147. Salmon River, No. 9	63 79
57. Harrigan	24 25	148. Salmon River No. 10	478 77
58. Howe's	10 50	150. Salmon River, Sachts Crossing	659 11
59. Headquarters, No. 1	37 50	152. Salmon River, No. 13	36 85
60. Headquarters	14 25	153. Salmon River, No. 14	100 06
62. Hopkins	45 00	155. Salmon River, No. 15	81 00
73. Hardy Bay, No. 3	21 50	156. Salmon River, No. 16	15 00
74. Hardy Bay, No. 4	30 00	157. Salmon River, No. 17	15 00
76. Hardy Bay, No. 6	20 00	158. Salmon River, Third Crossing	1,067 43
77. Hardy Bay, No. 7	24 50	160. Salmon River, No. 19	10 00
80. Hardy Bay, No. 10	49 25	161. Salmon River, No. 20	25 00
81. Hardy Bay, No. 11	175 00	163. Salmon River, No. 22	22 50
82. Hardy Bay, No. 12	3 00	164. Salmon River, No. 23	20 25
83. Hardy Bay, No. 13	74 25	165. Salmon River, No. 24	12 00
84. Hardy Bay, No. 14	246 00	177. Sandhills	73 80
85. Hardy Bay, No. 15	220 00	186. Smith's (south)	528 54
89. Hardy Bay, No. 19	394 53	189. Stafford	122 87
90. Jones	12 50	195. Thames River	502 15
92. Coleman (right), No. 1	5 00	196. Trent River	23 25
93. Coleman (right), No. 2	7 00	197. Tsable River	266 84
94. Coleman (left)	25 00	212. Washer Creek, No. 1	580 45
97. Little River	9 00	216. Whaletown, No. 1	495 51
98. Hanniger's	284 09	224. Gwill's	117 31
99. Teeter's	414 90	233. Bird	8 00
100. Ford's	488 27	235. Hood	17 00
101. Law's	445 21	238. Philip	30 00
102. Bigold	411 89	247. Larkin's	10 00
108. Mitchell's	416 56	252. North (Rosewall Creek)	1,215 40
115. Oyster River	48 10	253. South (Rosewall Creek)	197 00
124. Puntledge River	149 00	255. Bridge over creek, Tell's Road	308 03
125. Puntledge River, No. 2	78 00	256. Hardy Bay (king truss)	339 56
133. Rennison's	37 25	257. Hardy Bay (king truss)	467 63
135. Rosewall	2 25	258. Hardy Bay	325 01
138. Reece's	11 50	260. Lacon's	393 99
139. Salmon River, No. 1	15 00	261. McLeod's	258 25
140. Salmon River, No. 2	12 76	266. Granite	817 42
141. Salmon River, No. 3	15 00	267. Quadra	174 95
142. Salmon River, No. 4	15 00	268. Stramberg	36 62
143. Salmon River, No. 5	55 00		
144. Salmon River, No. 6	56 00	Total	$ 15,489 93

Cowichan-Newcastle District.

Bridge No.		Bridge No.	
2. Alder Street	$ 557 06	19. Cowichan Station	$ 66 06
4. Bonsall	9 02	21. Currie	39 50
8. Brenton's Creek	7 50	23. Davis	50 00
9. Bush Creek, No. 1	65 30	27. Diamond Crossing	462 08
10. Bush Creek, No. 2	50 94	29. Dodd's Crossing	194 62
14. Chemainus	22 25	30. Duncan Wagon	226 90
15. Clemclemlitz	58 27	31. East Wellington, No. 1	72 62
15A. Fill at First Creek	85 00	32. East Wellington, No. 2	41 00
17. Corfield	31 20	33. Evans	47 10

Cowichan–Newcastle District, Bridges—Continued.

Bridge No.			Bridge No.		
35. Flett's	$	229 87	80. No name	$	252 88
37. Glenora		37 30	90. No name		54 22
38. Goulding		44 87	104. Victoria–Campbell River Road		273 54
39. Haslam Creek		70 55	105. No name		142 46
41. Haslam Creek (new)		65 74	106. Norie		13 29
46. Indian		20 50	107. Quamichan		165 90
47. Indian Crossing		253 40	108. Payne's		481 61
49. Jingle Pot, No. 1		68 30	110. Pimbury's		45 00
50. Jingle Pot, No. 2		42 87	111. Quamichan		14 49
53. Keating		19 75	113. Riverside		389 70
54. Kelvin Creek		8 02	119. Somenos		25 00
55. Koksilah Station		210 75	122. St. Anne's		18 56
56. Koksilah		73 00	124. Swamp		140 54
57. Kier		47 72	127. Vye		4 02
58. Lewis		30 50	129. Waterworks		25 75
63. Marshall		80 49	131. Walker's		50 49
64. Manson Creek		220 00	132. Westholme		216 38
68. Miller		19 50	133. Westwood's		29 85
69. Morrison, No. 1		96 01	135. Morden		20 92
70. Morrison, No. 2		47 14	139. Haslam Creek (foot)		68 00
71. Morrison, No. 3		50 12			
74. McCallum		72 01	Total	$	6,603 41
78. Nanaimo River, No. 2		273 98			

Cranbrook District.

Bridge No.			Bridge No.		
7. Abbot	$	10 75	99. Kimberley	$	188 20
14. Waldo		94 63	100. Skookumchuck		65 00
15. Hospital Creek		118 19	106. Black Bear		3 88
18. Newgate		1,320 60	108. Alki		454 80
19. Wardner		2,301 98	116. Jap Ranch		9 45
20. Fort Steele		1,122 62	121. Perry Creek		146 14
24. Westport		5 50	140. Paris Creek		45 00
35. St. Mary Lake		45 56	143. Dublin Creek		75 00
36. Wycliffe		2,113 24	144. Walsh Creek		95 00
37. McPhee		321 70	148. Glasgow		163 15
42. Wasa		81 41	149. Glasgow		86 59
49. Old Town		224 64	172. Ward's Ranch		126 70
53. Fox		45 00	176. Ryan		49 93
62. Jensen		10 00	204. Tochty		193 00
66. Curzon		70 23	205. Matthew		20 00
67. Kingsgate		141 21	209. Sylvester		134 19
68. Little Moyie		68 22	213. St. Mary Lake Slough		20 00
69. Yahk		50 00	217. Yahk Slough		202 50
70. Aldridge		48 00	233. East Fork		320 50
72. Swansea Lake		18 31	236. North Fork		860 36
77. Westport		5 50	240. Gold Creek		26 50
78. Westport		5 50	247. Cotton Creek		120 38
79. Westport		5 50	251. Linklater		672 04
80. Westport		5 50	271. Bird		50 00
82. Kootenay Reserve		1,521 79	275. Mission		466 10
83. Kootenay Reserve		1,397 95	281. Baines		114 00
90. Glenlily		7,073 13	282. Morrison		228 50
91. Goatfield		61 24	283. Howard Street (foot)		65 77

Cranbrook District, Bridges—Continued.

Bridge No.		Bridge No.	
284. River Avenue	$ 182 03	296. Bulkot	$ 44 25
285. Kimberley	45 64	297. Mark Street	822 41
286. Rock Cut	764 53	298. Torrent	99 78
289. McLure	35 75	299. Lundeen (foot)	55 25
293. St. Joseph's Creek	6 00		
294. Marsden Avenue	564 68	Total	$ 26,473 12
295. Smith	185 55		

Creston District.

Bridge No.		Bridge No.	
14. Blair	$ 80 00	133. Nelson–Balfour Road, No. 12	$ 75 69
15A. Suspension Traffic	600 00	134. Nelson–Balfour Road, No. 13	57 95
18. Carney's, Mill Road	129 30	135. Nelson–Balfour Road, No. 14	61 51
21. Dundee Road, No. 1	38 00	147. Nelson–Castlegar Road, No. 9	297 34
24. Dickson	120 00	148. Nelson–Castlegar Rd., No. 10B	355 76
34. Eli	478 50	150. Nelson–Castlegar Road, No. 12	1,128 55
37. Erickson	22 04	156. Pass Creek, No. 18	331 12
40. No name	1,712 50	163. Nelson–U.S. Boundary, No. 7	35 00
42. Fruitvale – Columbia Gardens Road, No. 1	273 77	164. Nelson–U.S. Boundary, No. 8	42 00
50. Fruitvale Subdivision, No. 5	400 00	169. Nelson–U.S. Boundary, No. 13	185 69
52. Goatfield	147 00	182. Nick's	50 00
53. Goat River Flats	1,300 00	183. Creston–Kuskanook (north)	100 00
62. Hagan	12 75	186. Pass Creek, No. 1	10 00
66. Harrop–Procter Road, No. 1	9 00	187. Pass Creek, No. 2	29 00
72. Hazel	56 87	208. Reclamation	50 00
73. Henderson	140 00	241. Silver King Road, No. 3	50 70
77. Kidd Creek	1,509 91	242. Silver King Road, No. 4	35 00
84. Kootenay Valley	777 25	243. Silver King Road, No. 5	50 00
85. Leach	88 12	244. Silver King Road, No. 6	80 00
86. Lizard	50 00	245. Silver King Road, No. 7	89 50
92. May and Jenny, No. 1	49 00	259. Slocan River Road, No. 1	84 70
94. May and Jenny, No. 3	48 00	260. Slocan River Road, No. 2	55 00
95. May and Jenny, No. 4	41 00	261. Slocan River Road, No. 3	45 00
97. May and Jenny, No. 6	39 00	263. Stevens	50 00
99. May and Jenny, No. 8	38 00	264. Sullivan Creek	398 62
102. May and Jenny, No. 11	45 00	270. Pend d'Oreille Road, No. 4	20 00
105. May and Jenny, No. 14	38 00	271. Pend d'Oreille Road, No. 5	20 00
112. Meadows	80 00	272. Pend d'Oreille Road, No. 6	20 00
113. Meadows	145 25	273. Pend d'Oreille Road, No. 7	36 75
122. Nelson–Balfour Road	178 76	279. Walker	191 60
123. Nelson–Balfour Road	141 25	280. Washout	110 00
124. Nelson–Balfour Road	117 66	286. Ymir Mine Road, No. 1	248 75
125. Nelson–Balfour Road, No. 4B	199 73	290. Ymir Townsite	46 98
126. Nelson–Balfour Road, No. 5B	72 33	291. Ymir–Wilcox Road	27 75
127. Nelson–Balfour Road, No. 6B	82 06	Total	$ 13,795 01
132. Nelson–Balfour Road, No. 11	65 00		

Delta District.

Bridge No.		Bridge No.	
10. Canoe Pass	$ 945 71	9. Campbell River	$ 5 25
8. Nicomekel	5 25		
		Total	$ 956 21

Dewdney District, Bridges.

Bridge No.			Bridge No.		
1. Aliceville	$	278 21	100. Silad	$	13 50
7. Hoy		150 16	101. Donatelli		14 00
15. Scott Creek		10 50	107. Shocke		14 00
18. Coquitlam		1,131 94	108. Pump-house		121 36
19. Knowles		40 25	109. Hawkins		24 25
41. Pitt River		354 67	116. Eagle		28 00
42. Blaney		2 50	124. Catherwood		30 96
43. Graham		2 50	136. Legace		135 00
44. Hampton		295 50	137. Judd		31 54
45. Marsolen		119 00	139. Dale		55 53
46. Sharpe		10 50	143. Meason		15 00
47. McKinney		15 00	150. Dewdney		122 33
50. Kanaka Creek		50 25	152. Quw-Aline-Nich		42 15
52. McKay		1,361 55	154. Nicomen		159 85
53. Whonnock Creek		5,109 77	159. Siddle		28 00
93. McDonald, No. 3		24 00	160. Morris		15 25
94. McDonald, No. 4		32 60	169. North Nicomen Road		69 82
95. McDonald, No. 5		29 54	170. Deroche–Alphonse		3 00
96. Wilson		51 88	173. Yeoman		217 74
97. Coquitlam River		26 50			
99. Red		760 39	Total	$	10,998 49

Esquimalt District.

Bridge No.			Bridge No.		
2. Atkins Road	$	427 25	108. East Sooke Road	$	400 00
3. Atkins Road		749 70	111. East Sooke Road		99 46
5. Bilston Creek		301 00	112. East Sooke Road		100 00
17. Coal Creek		62 50	113. Tugwell Creek		125 00
18. Deloume Road		124 25	114. Skookum Gulch		450 00
19. Craigflower		3 45	115. Muir Creek		48 98
33. Gelespie		1,007 50	122. Island Highway		12 50
58. Sandstone Creek		85 00	123. Island Highway		10 50
61. Black Creek		150 00	131. Malahat		2,155 20
66. Millstream Lake Road		392 03	134. Island Highway		20 84
72. Munn's Road		166 36	157. Dallimore's		274 99
73. Munn's Road		273 24	166. Dobson's		151 64
75. Metchosin Road		249 88	178. Wilmott's		22 75
78. Metchosin Cross-road		378 35	181. McLennan's		15 94
84. Parsons		206 63	182. Knight's		124 13
88. Humpback		159 54	185. Stubbs		17 41
91. Veitch's		140 39	193. Cheewhat River		62 79
92. Doran's		218 85			
98. Skinner's		483 87	Total	$	9,803 40
107. East Sooke Road		131 48			

Fernie District.

Bridge No.			Bridge No.		
2. Hosmer	$	117 75	8. Elkmouth	$	90 65
4. Fernie		459 00	9. Michel Mouth		45 50
5. Morrissey		210 61	10. Old Town		696 13
6. Elko		253 86	11. Eddy's		136 67
7. Phillips		500 00	12. Michel		66 48

Fernie District, Bridges—Continued.

Bridge No.		Bridge No.	
13. Loop	$ 135 00	92. Carbon Creek (east)	$ 50 00
17. Newgate Slough	142 27	99. Alexander	28 08
33. Bull River Wagon	160 70	109. Agnew Creek	194 34
49. Coal Creek	300 00	113. Weigate (south)	183 00
55. Fairy Creek	1,454 95	114. Weigate (north)	179 75
57. Unnamed	274 59	115. Martin Creek	170 75
58. Elk Lodge Channel	450 00	116. Sand Creek	2,363 17
60. Little Fairy Creek	35 00	117. Damstrom	449 05
61. Tipple	4,986 21	120. Johnson's	52 79
69. Big Sand Creek	275 16	122. Natal Waterworks	450 00
72. Ranger	741 76	123. 4-Mile	85 50
74. Elkmouth (small)	7 50	124. Swede	73 50
78. Sand Creek (lower)	19 37	128. Woods	188 60
87. Fernie Park (south)	180 00	129. Lancaster's	465 34
88. Erickson Creek	500 00	Removal of old bridges	97 75
89. Erickson Creek	125 00		
90. Carbon Creek (west)	50 00	Total	$ 17,495 78
91. Carbon Slough	50 00		

Fort George District.

Bridge No.		Bridge No.	
6. Beatton Ravine	$ 43 75	432. Chief Lake, No. 1	$ 127 75
8. Beaver	280 50	435. Chief Lake, No. 3	80 00
9. Beaverley Creek, No. 1	519 50	436. Chief Lake, No. 4	160 00
10. Beaverley Creek, No. 2	1,397 87	437. Chief Lake, No. 5	119 97
39. Dore River	83 50	459. Vincent	250 00
55. Hudson's Bay Slough	175 00	509. Van Buskirk	338 75
56. Hudson's Bay Slough (Queen Street)	2,532 36	529. Fraser River	375 18
89. Nechako River	1,464 77	530. Red Rock	30 00
98. Pouce Coupe	48 52	537. Cunningham	106 00
118. Sweet Creek, No. 1	100 00	582. Vanderwater	250 00
130. Wright Creek	92 75	584. Eaglet Creek	1,469 46
131. 30-Mile	56 50	585. McFee Creek	145 99
135. Fraser River	43 24	586. Tyner	159 11
138. Bagot	200 00	587. Kerkhoff, No. 2	151 75
140. Squirrel Creek	78 38	588. Woods, No. 1	227 31
148. 21-Mile	59 40	589. Woods, No. 2	227 31
149. 22-Mile	59 40	590. Croydon Creek	149 81
156. Tate	443 12	592. 12-Mile	199 24
159. Cut-bank	235 62	593. Golder	250 00
168. Fox	38 12	594. Foreman	114 00
187. Smith	69 50	595. Mud River, No. 4	2,053 43
213. Bateman	309 48	596. King Creek	1,439 84
216. Newlands	72 75	597. Bateman, No. 2	49 50
242. McGaghran	3 75	598. 8-Mile	246 87
244. Willow River	1,319 62	599. Clarricoates	227 85
293. Fraser River	104 50	— Henderson	350 00
357. Perry	70 00	600. No name	8,627 69
398. Tradestsa, No. 1	70 00	601. Toneko Creek	51 85
399. Tradestsa, No. 2	65 61	602. Weller	155 95
400. Tradestsa, No. 3	66 00	Total	$ 28,238 12

Grand Forks-Greenwood District, Bridges.

Bridge No.		Bridge No.	
8. Blythe	$ 77 50	82. Meyer's Creek, No. 4	$ 140 86
11. Boundary Falls Smelter	100 00	87. Midway	97 60
23. Carson	46 50	90. Nicholson	66 65
24. Cascade (lower)	226 45	91. Norway Mountain, No. 1	149 50
25. Cascade (upper)	190 00	113. Vaughan	142 02
28. Christina	899 59	116. Wartman	89 18
30. Cooper	1,114 51	117. Westbridge	100 00
38. East Fork of North Fork	22 00	118. White Cabin	78 49
41. First Street	129 50	119. Wilkinson Creek	200 00
47. Gilpin	498 50	123. Yale	304 35
51. Hardy	1,255 89	124. Gilpin (overhead)	5,625 12
55. Ingram	96 00	126. Castle Creek	100 00
61. Kettle River	131 35		
64. Lynch Creek	48 50	Total	$ 11,930 06

Islands District.

Bridge No.		Bridge No.	
4. Walters	$ 150 00	35. Kuper Bay	$ 251 36
7. Chalmer's	100 00	43. Langdon	40 00
13. Canal	194 95	44. Crusher	100 00
31. Hoggan's	147 55		
34. South Gabriola Island	5 40	Total	$ 989 26

Kamloops District.

Bridge No.		Bridge No.	
1. Alexander Slough	$ 240 00	56. Lemieux Creek, No. 3	$ 156 20
5. Barriere River	1,049 03	61. Louis Creek, No. 2	124 67
7. Blackpines	126 90	63. Myrtle River	174 40
10. Blackwater	109 55	65. North Thompson River	628 58
14. Candle Creek	949 49	71. Rocker Creek	99 12
18. Cedar Creek	149 75	75. Savona	325 27
23. Clearwater River	239 31	92. Tunbridge Creek	179 20
26. Copper Creek	209 39	94. Whitewood Creek	216 90
28. Criss Creek, No. 2	719 79	96. Lost Creek, No. 1	645 00
32. Deadman Creek, No. 2	99 28	97. Gorge Creek	124 10
33. Deadman Creek, No. 3	648 22	98. Meadow Creek	399 08
46. Homestake	100 00	99. Witcher Creek, No. 1	197 76
49. Kamloops (east)	1,708 97	100. Witcher Creek, No. 2	197 63
51. Kamloops (west)	134 39		
55. Lemieux Creek, No. 2	129 80	Total	$ 10,081 78

Kaslo-Slocan District.

Bridge No.		Bridge No.	
3. Ajax	$ 75 75	20. Arrow Park (south), No. 8	$ 10 75
6. Alexandra	4 01	21. Arrow Park (south), No. 9	12 51
8. Alphine	32 50	22. Arrow Park (south), No. 10	10 75
9. Anderson	43 67	24. Arrow Park (south), No. 12	40 00
10. Appledale	117 79	26. Arrow Park (south), No. 14	62 41
13. Arrow Park (south), No. 1	9 00	27. Arrow Park (south), No. 15	155 09
14. Arrow Park (south), No. 2	42 00	41. Ben Hur	43 66
15. Arrow Park (south), No. 3	10 87	48. Broadview	18 00
16. Arrow Park (south), No. 4	48 00	51. Briggs Creek	96 75
18. Arrow Park (south), No. 6	40 01	52. Brouse	83 95
19. Arrow Park (south), No. 7	14 00	64. Canadian	100 00

Kaslo-Slocan District, Bridges—Continued.

Bridge No.		Bridge No.	
66. Canning	$ 75 52	323. Liberty Hill	$ 2 50
92. Clever	27 50	328. Little Slocan River	815 03
95. Columbia River Road, No. 1	20 60	332. Lucas	75 00
98. Columbia River Road, No. 4	9 38	337. Long	2 50
105. Columbia River Road, No. 11	211 48	344. McAllister	350 03
120. Columbia River Road, No. 26	184 60	345. McCormack	11 25
123. Columbia River Road, No. 29	119 00	370. Nakusp–Box Lake Road, No. 1	98 61
133. Columbia River Road	105 50	371. Nakusp–Box Lake Road, No. 2	6 40
135. Columbia River Road	748 39	372. Nashville	43 66
137. Columbia River Road, No. 43	314 82	373. Nettie L.	24 00
138. Columbia River Road, No. 44	32 10	374. Needles (north), No. 1	12 64
140. Columbia River Road, No. 46	32 15	375. Needles (north), No. 2	6 66
141. Columbia River Road, No. 47	32 15	379. New Denver	254 71
142. Columbia River Road, No. 48	32 13	390. Passmore	468 36
143. Columbia River Road, No. 49	29 82	391. Payne	47 00
144. Columbia River Road, No. 50	21 81	392. Perry Siding	39 88
145. Columbia River Road, No. 51	21 81	396. Pontiac	2 00
146. Columbia River Road, No. 52	21 81	397. Porcupine	2 00
147. Columbia River Road, No. 53	21 81	398. Poplar Creek	50 00
157. Columbia River Road, No. 63	49 56	400. Pre-emption	18 76
158. Columbia River Road, No. 64	59 69	401. Perry	65 00
159. Columbia River Road, No. 65	19 00	419. Rapid Creek	150 00
161. Columbia River Road	149 50	421. Renata (north) No. 2	553 61
164. Colegrave	23 60	433. Robertson Creek, No. 1	422 63
166. Cooper Creek	840 51	435. Rosebery (over Wilson Creek)	379 05
171. Crebbin	27 40	447. School	4 50
172. Crocker's	500 00	451. Shakespeare Avenue	3 75
175. Copper Queen	32 00	453. Silver Cup	300 09
187. Deer	43 67	460. Silverton	70 19
190. Desmond	43 66	464. Slocan City	113 36
196. 8-Mile	22 00	467. Slocan River (east), No. 3	17 62
200. English	2 00	469. Slocan River (east), No. 5	18 28
213. Ferrets	5 25	472. Slocan River (west), No. 1	36 78
215. 4-Mile Creek, No. 1	3 75	473. Slocan River (west), No. 2	33 41
219. 4-Mile Creek, No. 5	1,486 82	474. Slocan River (west), No. 3	34 35
243. Goat Creek	725 05	475. Slocan River (west), No. 4	71 42
245. Gold Creek, No. 2	28 00	476. Slocan River (west), No. 5	25 00
249. Grant	2 00	485. Springer Creek Road, No. 1	502 38
251. Grimes, No. 2	34 00	492. Stobo	198 81
262. Halfway	38 00	495. Sturgis	43 67
264. Hammil Road	96 39	509. Tait Creek	92 79
269. Harms	46 12	526. Three Forks Depot	165 21
272. Healy Creek	50 50	534. Twin Creek	50 00
274. Hooper	43 67	535. Fraves	535 19
276. Howard	13 00	543. Underhill	2 00
292. Jessie	2 00	544. United	299 60
293. Jesby	45 00	548. Valican	330 74
295. Joker	49 50	549. Victoria	22 50
309. Lardeau	5 00	557. Ward–Poplar Creek	83 00
312. Lemon Creek	79 31	578. Winlaw	14 66
313. Lemon Creek Trail, No. 1	15 75	596. Zwicky	43 68
314. Lemon Creek Trail, No. 2	15 75	597. Zwicky, No. 1	43 66
316. Lemon Creek Trail, No. 4	160 00	Snow-shovelling	234 90
319. Lemon Creek (North Fork), No. 1	8 64	Total	$ 15,192 50

Lillooet District, Bridges.

Bridge No.		
2.	Hat Creek, No. 1	$ 24 93
8.	Clinton	100 05
9.	Clinton Station	124 78
10.	50-Mile	174 97
12.	52-Mile	149 17
31.	Cayoosh Creek	74 00
34.	Hat Creek, No. 2	240 91
35.	Hat Creek, No. 3	179 53
36.	Hat Creek, No. 4	179 89
45.	Hat Creek Bluffs, No. 3	50 00
53.	Mound	147 59
54.	Tin Cup	199 66
58.	To Hy	199 72
64.	Hansen's Meadow	124 65
92.	Fountain, P.G.E.	249 85
93.	11-Mile Creek	175 09
95.	Garrigan's Spring	150 48
103.	Coldwell	25 00
104.	Dry Gulch	99 25
124.	Lillooet–Lytton Road	249 98
131.	Lillooet Station	99 82
132.	Seton Creek, No. 1	25 00
133.	Seton Creek, No. 2	250 14
134.	Lillooet Hatchery	40 00
143.	Bridge River	30 00
144.	Michel	150 00
147.	Ward's	99 90
164.	Ward's Ferry	50 00
165.	Sebring Creek	225 25
166.	Cedar Creek	60 00
167.	False	98 39
168.	Alexander	100 05
169.	Tyaxon	174 90
170.	Gun Creek, No. 1	25 00
172.	South Fork	340 17
180.	Eagleson	149 75
193.	McEwen's	250 00
195.	Trembly	$ 300 00
196.	Watson Bar, No. 2	200 74
203.	Cut-bank	199 64
207.	Miller Creek	149 69
212.	Phelix Sam	39 00
217.	No name	35 00
222.	Salmon Slough	250 75
227.	Red	137 31
231.	Ryan Slough	49 80
234.	Pemberton Meadows Slough	49 80
236.	Lee	200 31
241.	Alice Creek	893 69
253.	Judd	299 65
255.	Mosquito–Chartee's	233 34
258.	No name	50 00
260.	No name	249 75
266.	21-Mile Creek	180 00
268.	Power-house	250 60
269.	No name	250 00
282.	Fowler	294 00
283.	Gladwin	193 93
284.	Hazelmere	200 75
285.	Heath	334 16
290.	Kink	175 00
300.	Roberts	244 00
302.	Roberts Creek, No. 2	194 00
305.	Schrobringer	143 20
306.	School-house	193 00
307.	High	243 50
328.	Saginaw	499 98
341.	Murphy	174 42
356.	Lineman	631 69
357.	Mons Creek	75 00
358.	Alta Creek	155 74
363.	Timber Limit	75 00
	Total	$ 13,033 61

Mackenzie District.

Bridge No.		
4.	Clayton, No. 2	$ 604 98
5.	Clayton, No. 3	500 00
8.	Canoe Crossing	1,100 00
14.	4-Mile	1,105 00
15.	Grant, No. 1	100 00
25.	Nygaard's, No. 1	9 49
26.	Nygaard's, No. 2	157 82
28.	Necleetsconnay River	6 00
29.	Nootsatsem	150 00
34.	Store	236 65
38.	Cannery	301 25
41.	Snootchley, No. 1	50 00
42.	Snootchley, No. 2	53 57
43.	Snootchley, No. 3	50 00
44.	Eagle River	$ 20 00
48.	Theodosia	287 75
51.	Thorsen, No. 1	50 00
52.	Thorsen, No. 2	685 08
53.	Thorsen, No. 3	144 67
55.	Saloomt River	1,145 85
95.	Lagoon	21 50
117.	Powell River–Grief Point	9 75
118.	Powell River–Grief Point, No. 3	5 37
119.	Powell River–Grief Point, No. 4	48 70
122.	Powell River	28 00
131.	Raven Creek, No. 1	7 00
185.	Sliamin	16 00
193.	School-house, No. 2	76 90

Mackenzie District, Bridges—Continued.

Bridge No.		Bridge No.	
198. Tucker Bay Trail, No. 1	$ 23 81	246. McKenzie	$ 250 00
202. Texada, No. 3	20 00	247. View	197 92
206. Texada, No. 7	30 00	248. Powell River Road	653 38
207. Texada, No. 8	34 80	249. Menzie	1,308 76
225. Wolfson Creek	20 00	250. Reitz	68 47
243. Kelly	393 87		
244. Manson	427 17	Total	$ 10,399 51

Nanaimo District.

Bridge No.		Bridge No.	
1. Chase River	$ 278 83	9. Patterson	$ 197 92
2. Cook's	259 85	10. Brechin	1 50
3. Dickinson's	1 50	11. Subway–Vancouver Avenue	574 42
4. Five Acre Lot	1 50	12. Wilkinson	597 13
5. Gourley	241 47	13. Hamre	1 50
6. Millstone	1 50		
7. Millstone, No. 2	591 11	Total	$ 3,017 25
8. Nanaiamo River	269 02		

Nelson District.

Bridge No.	
6. Silver King Road, No. 2	$ 4 13

North Okanagan District.

Bridge No.		Bridge No.	
9. Baxter's	$ 2,884 27	84. Monk's, No. 2	$ 22 43
14. Butter's	9 75	101. Reiswig (Byers)	23 75
20. Cherry Creek	43 19	109. School-house	46 34
27. Dure Meadow	341 50	111. Shuswap Avenue (south)	555 99
28. Dure Meadow, No. 2	228 54	117. 6-Mile, No. 1	52 00
36. Enderby	486 17	120. Siwash	52 00
37. Creighton Valley, No. 1	286 25	123. Sugar Lake	8 00
40. Inglis	585 34	124. Sullivan Creek	24 75
43. Foulds and Lang	256 50	125. Shuswap Falls	3,178 24
46. 8-Mile	21 25	127. Baker–Hogg	145 00
48. Grindrod	61 20	132. Wallen	98 00
53. Hupel	146 09	133. Whiteman's	52 00
59. Horner	27 25	Bridges generally	31 62
65. Johnson	15 75		
70. Kingfisher	3,958 90	Total	$ 13,695 82
78. Mara (swing)	53 75		

North Vancouver District.

Bridge No.		Bridge No.	
4. West Bay	$ 83	12. Kettle's	$ 170 78
5. Sandy Cove	240 70	24. Grafton	200 00
7. Bell's	181 24	25. No name	98 50
8. Sherman's	210 24	38. Magee	175 48
9. Cypress Creek	210 71		
10. Bailey's	10 45	Total	$ 1,744 29
11. Caulfields	245 36		

Omineca District, Bridges.

Bridge No.		Bridge No.	
3. Aitken Creek	$ 18 86	93. Topley Creek	$ 18 92
5. Barrett Creek	18 92	94. Tchesinkut	800 00
6. Buck River, No. 1	67 00	95. Wiggins Creek	18 92
7. Beaumont	31 25	97. Quick	40 00
8. Buck River, No. 3	1,239 50	99. Burrows	350 00
9. Buck Creek, No. 4	458 54	101. Redmond	540 25
10. Buck River, No. 5	304 00	112. Stellako, No. 1	84 49
11. Buck	449 14	122. Bulkley River	394 50
13. Buck River, No. 2	368 30	128. Tsinkut River	74 50
14. Burns Lake	497 19	132. Stuart River	25 00
15. Finlay Creek	54 04	136. Bird's	350 00
17. Telegraph Creek	506 00	137. Bamford	371 26
18. Cessford Creek	426 00	138. Hamre	200 00
19. Johnson	1,136 27	144. Tony Creek	50 00
20. Day Lake	375 43	150. Silverson	497 06
23. Tintagel	242 00	151. Palling	517 00
31. Cuzner	50 00	152. Saunders	199 12
35. Houston	270 05	153. Poison	1,094 30
37. Grassy Creek	44 50	155. Sheraton	2,877 73
39. Hatch Creek	21 60	156. Priestly	2,355 80
43. Rentoul Creek	34 18	157. Pine Creek	60 00
46. Log, Burns Lake	3,135 50	158. Kimball	136 00
47. Lund Creek	23 92	159. Dutchman Creek	50 00
48. Endako, No. 1	14 31	161. Bickle, No. 2	77 70
51. Stellako, No. 2	75 25	162. Bickle, No. 3	70 00
53. Holmes	175 74	163. Bickle, No. 4	130 00
56. McEvoy Creek, No. 1	1,941 86	164. Nicholson	450 00
58. 6-Mile Creek	18 92	184. 24-Mile	316 95
59. 113-Mile	22 92	198. Tsilcoh	125 00
62. 105-Mile	23 92	283. Fellertey	249 00
63. 112-Mile	43 92	329. Mountain Creek	258 50
65. 115-Mile	18 92	345. Ocock	438 63
70. Ross Creek	603 36	379. Smith Creek	146 25
71. Moss	550 11	392. Tatal Rose	110 00
83. McAllen	40 00	409. Vanderhoof (trestle), No. 1	75 00
85. Savory	80 00	410. Vanderhoof (trestle), No. 2	74 12
87. Tong	45 00		
89. Nadina	6,285 64	Total	$ 33,584 02
91. Nachako, No. 2	102 47		

Prince Rupert District.

Bridge No.		Bridge No.	
13. Kumdis River	$ 92 63	48. Meyer Lake Road	$ 54 00
18. McBride Street (foot)	102 25	49. Murry	468 25
19. Miller Creek	6 75	50. Tlell River	5,330 91
23. Sangon River	24 00	51. Gee Key Creek	386 89
42. Swan Creek	239 44	52. Gold Creek	386 89
43. Dyson Creek	3 75	53. Woodpile Creek	386 89
45. Crown Brook	145 12	54. Mallory Creek	386 11
46. Kumdis Island Trail	113 75		
47. Port Clements Creek	22 25	Total	$ 8,149 88

Revelstoke District, Bridges.

Bridge No.		Bridge No.	
2. Beaton (Salmon Creek)	$ 129 15	123. Revelstoke Road (west)	$ 21 50
12. Beaton–Comaplix Road	102 60	125. Revelstoke Road (west)	37 00
16. Begbie Road (Tumtum Creek)	147 28	126. Revelstoke Road (west)	4 00
21. Sidehill Trestle, Big Bend Rd.	74 51	127. Revelstoke Road (west)	15 00
27, 28, 29. Diversion, Big Bend Rd.	314 43	128. Revelstoke Road (west)	80 53
30. 8-Mile Creek	1,343 90	129. Revelstoke Road (west)	23 13
38. Craigellachie–Malakwa Road	15 00	132. Revelstoke Road (west)	76 84
40. Fish River Road	69 60	136. Sidmouth–Sproat Road	30 00
48. Galena Bay Road (Hill Creek)	12 50	137. Sidmouth–Sproat Road	18 00
49. Galena Bay Road (Mackenzie Creek)	8 75	138. Sidmouth–Sproat Road	21 00
56. Hall's Landing Road (south)	89 88	139. Solsqua–Bowie Road, No. 1	112 78
57. Hall's Landing Road (south), No. 2	2,176 66	146. Suspension Foot-bridge (Eagle River)	420 45
68. Kelch	126 43	218. Big Bend Main Trail	34 00
72. Malakwa–Sommerville Road	82 28	233. Big Bend Main Trail	65 00
73. Malakwa–Sommerville Road	34 38	234. Big Bend Main Trail	67 50
74. Malakwa–Sommerville Road	4 38	240. Big Bend Main Trail	34 00
75. Malakwa–Sommerville Road	3 00	241. Big Bend Main Trail	34 00
80. Upper Illecillewaet	2,154 54	245. Downie Creek	467 50
85. Revelstoke–Arrowhead Road, No. 6	1,664 45	246. Big Bend Main Trail	32 00
86. Revelstoke–Arrowhead Road (slough)	340 85	248. Old Columbia River	79 31
91. Revelstoke Road (east), No. 3	175 54	253. Big Bend Main Trail	45 25
92. Revelstoke Road (east), No. 4	159 97	256. Big Bend Main Trail	45 25
93. Revelstoke Road (east), No. 5	703 62	259. Big Bend Main Trail	10 00
95. Revelstoke Road (east), No. 7	30 91	261. Big Bend Main Trail	167 50
96. Revelstoke Road (east), No. 8	106 39	275. Big Bend Main Trail	150 00
100. Illecillewaet River	186 91	291. Silver Creek Trail	86 98
103. Columbia River	250 09	294. Waverley Trail	12 00
117. Revelstoke Road (west)	123 97	295. Camp Creek Trail	105 59
		Snow service	608 69
		Total	$ 13,536 77

Richmond-Point Grey District.

Bridge No.		Bridge No.	
2. University	$ 47 25	4. Eburne	$ 528 05
3. Fraser Avenue	3,000 00		
4. Sea Island	2,549 51	Total	$ 6,124 81

Rossland-Trail District.

Bridge No.		Bridge No.	
1. Castlegar–Trail Road, No. 1	$ 67 48	37. Trail–Rossland Road, No. 2	$ 119 25
3. Castlegar–Trail Road, No. 3	378 25	40. Violin Lake Road, No. 1	25 00
10. Murphy Creek	2,024 78	41. Violin Lake Road, No. 2	30 00
12. Castlegar–West Robson Road, No. 1	39 60	— Castlegar (foot)	245 82
14. Columbia River	6,829 38	Total	$ 9,834 56
36. Trail–Rossland Road, No. 1	75 00		

Saanich District.

Bridge No.	
19. Craigflower	$ 223 25

Salmon Arm District, Bridges.

Bridge No.			Bridge No.		
20. Cedar Hill	$	71 68	118. Stillwater Flats	$	150 62
23. Chase Creek, No. 1		49 64	123. Stillwater Flats, No. 18		250 00
34. Dilworth		1,346 98	146. Granite Creek, No. 2		210 90
54. Kelso		348 00	147. Hague		106 50
74. McMurphy (suspension)		131 72	148. Squilax-Anglemont Road		51 00
80. Pritchard		329 75	149. Canoe River		1,097 41
84. Salmon Arm Municipal		249 79	150. Scott		50 00
85. Howe truss		598 80	151. McLennan River		250 00
87. Salmon River		89 67	246. Squilax-Anglemont Road		297 99
96. Shuswap (Thompson River)		150 36			
100. Slate Creek		130 00	Total	$	6,220 61
117. Stillwater Flats		159 80			

Similkameen District.

Bridge No.			Bridge No.		
2. Allison-Copper Mountain, No. 2	$	220 00	138. Richter Mountain, No. 2	$	75 00
18. Copper Mountain, No. 1		300 00	163. Tulameen-Summit City, No. 5		50 00
29. Penticton-Oliver, No. 7		500 96	166. Champion Creek, No. 1		750 00
48. Granite Creek		278 87	175. Smart		50 00
133. Princeton-Otter Lake, No. 7		75 00			
136. Princeton		75 00	Total	$	2,448 83
137. Richter Mountain, No. 1		74 00			

Skeena District.

Bridge No.			Bridge No.		
7. Telkwa	$	836 80	103. 39-Mile Gulch	$	150 00
8. Bohler		100 00	108. Trout Creek		1,200 00
15. Cedar Creek		33 75	109. Thornhill, No. 1		197 12
22. Collins Creek		100 00	110. Thornhill, No. 2		144 19
26. Driftwood Creek, No. 1		1,839 88	112. Tea Creek		149 37
32. Deep Creek		225 00	113. 3-Mile		41 75
39. 4-Mile		45 12	114. 20-Mile Creek		1,900 00
42. Glacier Creek		125 00	116. Usk-Vanardsol, No. 1		75 00
44. Glacier Creek		33 25	120. Usk-Vanardsol, No. 5		101 19
48. Gramophone Creek		96 35	124. Williams Creek		69 70
50. Hagnelgate		472 75	135. Terrace		106 90
51. Hazelton		1,187 86	136. Pacific		1,528 12
52. Hynes Settlement		148 50	137. Elephant Creek		350 00
58. Kennedy Creek		150 00	138. Date Creek		1,206 26
59. Kispiox Village		100 00	139. Cherry Tree Creek		663 60
60. Kispiox Canyon		200 00	140. Comean Creek		496 65
65. Leanto Creek		60 00	141. 17-Mile		348 94
67. Lorne Creek		220 57	142. 18½-Mile (Kitsumgallum Rd.		199 87
70. Meanskinisht		140 50	143. Sealey Creek		150 00
74. Telkwa		121 92	144. Golden Wonder Creek		224 25
75. Mission Creek		49 87	145. Tramville Creek		174 25
76. Moricetown		7,030 63	147. Price Creek		185 45
88. Remo Slough, No. 2		91 76	148. Whisky Creek		130 00
98. Smithers		231 53			
101. Telkwa River		500 00	Total	$	23,933 65

South Okanagan District, Bridges.

Bridge No.		Bridge No.	
18. East Side of Woods Lake	$ 856 40	49. Slough, No. 3	$ 331 76
19. Deep Creek, No. 1	571 46	52. Slough, No. 6	476 82
26. Clark Creek	249 60	54. Slough, No. 8	672 55
27. Mill Creek, No. 3	352 25	55. Slough, No. 9	526 72
33. Mission Creek	2,829 61	58. Trout Creek, No. 2	309 31
35. Mission Creek, No. 3	80 88	62. Trepanier Creek	30 80
38. Mission Creek, No. 6	3 50	68. Mill Creek, No. 9	7 00
42. Powers Creek, No. 2	58 55		
43. Sawmill Creek	180 95	Total	$ 8,416 05
47. Slough, No. 1	877 89		

Yale District.

Bridge No.		Bridge No.	
— Alexander Cable Crossing	$ 50 90	124. Gavelin	$ 22 25
25. Coquihalla	415 11	125. Sunshine Valley	221 45
33. Silver Creek	7,064 38	127. 10-Mile	1,531 37
37. Jessica	2,038 66	132. Middlesboro	298 33
44. American Creek	6,718 31	166. No name	736 94
52. Yale Creek	1,471 98	167. No name	582 99
53. 5-Mile	2,831 19	213. Jackass Mountain	5 41
54. Spuzzum Creek	5,645 12	214. Falls Creek	440 00
66. Lytton	5,655 51	215. Brooks	365 57
76. No name, (Botanie Road)	193 75	216. Alexandra	53 22
94. No name	8 00		
95. Ashcroft	1,785 13	Total	$ 38,182 07
97. No name (Highland Valley Road)	46 50		

Bridges generally.

Expenditure	$ 7,610 07

PROTECTION OF RIVER-BANKS.

Atlin—Kitsault River		$ 1,500 00
Chilliwack—Vedder River		1,369 31
Comox—Campbell River		299 50
Fernie—		
West Fernie River	$ 195 26	
Natal River	4,326 03	
		4,521 29
Kaslo-Slocan—		
Glacier Creek	$ 238 77	
Slocan River	72 80	
Sandon Flume	311 60	
		623 17
Lillooet—Pemberton Meadows		2,998 21
Revelstoke—		
Cranberry Creek	$ 788 05	
Illecillewaet River	2,497 56	
		3,285 61
Similkameen—Tulameen River		1,330 77
Yale—Coldwater River		8,712 63
Total		$ 24,640 49

Road Machinery.

Alberni District	$ 10,163 83	Lillooet District	$ 1,512 75
Atlin District	8,068 42	Mackenzie District	1,488 00
Cariboo District	5,328 97	Nanaimo District	1,059 00
Chilliwack District	2,692 80	Nelson District	822 20
Columbia District	886 53	North Okanagan District	5,150 15
Comox District	6,317 60	Omineca District	3,469 00
Cowichan-Newcastle District	3,386 00	Prince Rupert District	830 00
Cranbrook District	7,118 30	Revelstoke District	6,217 50
Creston District	822 20	Rossland-Trail District	3,260 80
Delta District	1,309 00	Salmon Arm District	10,327 32
Dewdney District	7,732 61	Similkameen District	3,763 42
Esquimalt District	6,331 35	Skeena District	911 20
Fernie District	1,621 00	South Okanagan District	927 45
Fort George District	2,282 41	Yale District	8,590 72
Grand Forks-Greenwood District	801 00	General	1,203 00
Kamloops District	1,817 65		
Kaslo-Slocan District	1,488 20	Total	$117,700 38

Maintenance of Main Trunk Roads.

Alberni—	
Road—Port Alberni	$ 487 01
Chilliwack—	
Road—Sumas Lake Trunk	9,779 50
Columbia—	
Road—Columbia River	5,484 24
Comox—	
Road—	
Island Highway–Oyster River	8,747 62
Island Highway–Royston	502 01
Little River Diversion	699 49
Sayward	4,995 36
Cranbrook—	
Road—Inter-Provincial Highway, No. 1	2,996 00
Creston—	
Road—Goatfell	2,011 19
Delta—	
Road—Scott	1,250 00
Esquimalt—	
Road—	
Colwood (Luxton)	2,570 77
Goldstream	1,892 39
Island Highway (Malahat)	21,529 45
Island Highway (Mill Bay)	2,161 87
Drainage, Island Highway, Sec. 92	145 26
Metchosin	990 26
Sooke	1,225 91
Summit (Detour)	297 50
Fernie—	
Road—	
Columbia River	587 75
Interprovincial Highway, No. 1	2,411 08
Islands—	
Road—Laurel	$ 506 62
Kaslo-Slocan—	
Road—	
Edgewood–Needles	500 00
Edgewood–Vernon	12,358 55
McLachlin	742 25
McKenzie—	
Road—Lund–Malaspina	498 00
North Okanagan—	
Road—Edgewood–Vernon	246 37
North Vancouver—	
Road—Marine Drive	1,110 48
Prince Rupert—	
Road—	
Hollander Settlement	3,445 49
Kaien Island Highway	17,472 62
Port Clements–Tlell	3,939 98
Revelstoke—	
Road—	
Arrowhead	3,335 87
Revelstoke (west)	5,120 64
Rossland-Trail—	
Road—Castlegar-Trail	793 87
Saanich—	
Survey—Gorge Road (Harriet–Wascana)	51 00
Yale—	
Roads	4,364 89
Total	$125,251 29

WHARVES.

Prince Rupert—Cow Bay—Launch Harbour	$ 1,508 63
Islands—Mill Bay Ferry Landing	5,470 13
Total	$ 6,978 76

PRINCE RUPERT WHARF.

Expenditure	$ 7,439 50

LAUNCHES.

"I'll Away"	$ 1,261 02
"Insboy" (now "L. & H.")	5,306 54
Total	$ 6,567 56

CONTINGENCIES.

Expenditure	$ 11,592 70

Steamboats, Ferries and Bridge-tenders.

(VOTE 252.)

Ferry—			
Agassiz-Rosedale	$ 15,036 09	Kootenay R. Reclamation Farm	$ 2,302 26
Alexandria	3,839 75	Ladner-Woodward	28,001 27
Avola	746 84	Lytton	932 14
Barnston Island	1,494 85	Mission	15,081 93
Big Bar	1,362 64	Mount Olie	1,080 71
Birch Island	881 57	Macalister	1,896 43
Black Pines	98 50	McLure Station	979 35
Black Pool	1,027 19	Needles-Fauquier	1,387 96
Braeside	1,272 81	Nelson	8,296 69
Bridge River	370 00	Pacific	533 81
Cariboo	739 09	Parson	117 51
Castlegar	3,896 56	Pavilion	942 89
Cedarvale	1,256 86	Quesnel	2,326 02
Chilliwack-Harrison	1,200 00	Remo	4,290 13
Chinook Cove	976 83	Soda Creek	2,164 55
Clearwater Crossing	1,531 68	Sorrento-Scotch Creek	3,211 32
Copper City	817 79	Squilax	1,180 26
Croydon	150 00	Taylor Flats	1,905 62
Donald	353 67	Takla Lake	498 87
Ducks	917 20	12-Mile	1,983 59
East Summerland	3,260 00	Usk	2,024 17
Francois Lake	6,908 33	Vavenby	923 63
Fort Fraser	1,336 20	Vinsulla	760 11
Finmoore	1,823 82	West Vancouver-Bowen Island	76 65
Gravel	821 35	Woodcock	69 00
Grease Harbour	580 00	Bridge-tender—	
Hall's Landing	4,851 35	Canoe Pass	720 00
Harrop-Longbeach	12,686 31	Eburne	2,216 98
Hazelton	1,988 78	Kamloops	1,065 19
High Bar	1,352 74	Pitt River	1,680 00
Horsefly-Woodjam	140 64	Steamboat subsidies—	
Hulatt	1,334 60	Arrowhead-Beaton	3,900 00
Isle de Pierre	1,614 52	Shuswap Lake	4,039 44
Indian Reserve No. 3	1,757 48	Contingencies—Expenditure	37 36
Kelowna-Westbank	5,438 82		
Kitsault	420 00	Total	$183,177 60
Kitwanga	2,266 90		

Relief-work.

(Vote 252a.)

Burnaby—		
Beresford Street	$ 102 37	
Gamma Avenue	501 35	
Keefer Street	266 68	
		$ 870 40
Point Grey—Vancouver and Districts Joint Sewerage and Drainage Board		7,451 36
Total		$ 8,321 76

"Mines Development Act."

(Vote 202.)

Alberni—		
Trail—		
Kennedy	$ 150 00	
Spruce River Bridge—Millington	333 21	
Zeballos River	300 00	
		$ 783 21
Atlin—		
Road—		
Bear River	$ 370 00	
Glacier Creek–Dunwell	7,745 25	
Gleanor Group	300 00	
Marmot River	4,995 50	
Ruby Creek	478 50	
Trail—		
American Creek–Terminus	4,500 92	
Arberarder	748 70	
Bear River–United Empire	1,000 00	
Bitter Creek	230 00	
East Creek	2,497 52	
East Fork of Kitsault River	500 00	
Elmer–Ness	349 10	
Georgia River	2,451 95	
Goose Creek	1,000 00	
Kitsault River–Dolly Varden Railway	2,756 32	
K.R. Mining Co.	200 00	
Lime Creek	497 45	
LaRose	498 90	
Marmot River	1,000 00	
Missouri–Forty-nine	500 00	
North Fork of Glacier Creek	3,498 63	
Ore Mountain Mining Co.	1,200 00	
Riel	400 00	
Roundy	400 00	
Standard Claims	500 00	
		38,618 74
Cariboo—		
Road—		
Barkerville–Antler	$ 264 25	
Cottonwood Canyon–Blackwater	624 92	
Dragon Creek	332 00	
Keithley Creek	904 09	

"MINES DEVELOPMENT ACT"—*Continued.*

Cariboo—*Continued.*		
Road—*Continued.*		
Myrtle Group–Barkerville	$ 199 00	
Rough	344 15	
Trail—		
Black Creek–Horsefly Forks	70 00	
Cariboo Mountain	150 00	
Cottonwood House	68 00	
French Snowshoe Creek	188 00	
North Fork of Quesnel River	99 37	
		$ 3,243 78
Chilliwack—		
Trail—Dolly Varden		4,009 53
Columbia—		
Road—		
Boulder Creek	$ 1,601 62	
Horsethief Creek	1,746 63	
Hot Punch Creek	747 84	
Lead Queen Mine	721 25	
Paradise Mine	97 50	
Toby Creek	699 72	
Trail—		
Bugaboo Creek	285 13	
Canoe River	150 00	
Carbonate–Spruce Camp	101 94	
Findlay Creek	499 50	
Horsethief	100 06	
Lead Mountain	150 00	
Monarch Mine	750 00	
Moose Creek	249 37	
Puzzle Group–Horsethief Creek	75 00	
Vermont	100 00	
		8,075 56
Comox—		
Trail—		
Spider Mineral Claim	$ 50 00	
Quatzee Bridge–Quatsee Lake	92 00	
		142 00
Cowichan-Newcastle—		
Road—South Forks	$ 500 00	
Trail—Sutton River	150 00	
		650 00
Cranbrook—		
Road—North Star Mine	$ 307 50	
Trail—Perry Creek	371 11	
		678 61
Creston—		
Road—		
Cultus Creek	$ 1,000 00	
Emerald Mine	646 24	
Goodenough Mine	1,198 62	
Midnight Mine	300 00	
Reno—Sheep Creek–Fawn Creek	1,024 82	
Trail—		
Acme	100 00	
Alfres, Josephine Mineral Claims	175 00	

"MINES DEVELOPMENT ACT"—*Continued.*

Creston—*Continued.*		
Trail—*Continued.*		
Golden Eagle Mine	$ 75 00	
Gold Hub Claim	125 00	
Humming Bird Mineral Claim	300 00	
Hunter V. Mine	150 00	
Iron Properties near Kitchener	300 00	
Lockhart Creek	150 00	
Nancy Claim	50 00	
North of Cultus Creek	351 10	
Rainbow Mineral Claim	100 00	
Summit Creek	150 00	
Bridge—Cultus Creek	500 07	
		$ 6,695 85
Dewdney—		
Trail—Pitt Lake-Viking Group	500 00	
Esquimalt—		
Trail—North Fork of Leach River	448 75	
Fernie—		
Bridge—Lost Creek Trail	75 00	
Grand Forks-Greenwood—		
Road—		
Beaver Mine Mineral Claim	$ 150 00	
Grand Forks-Franklin	122 00	
Keno and Evening Star Mineral Claims	150 00	
Sally Mine	749 49	
Yankee Girl Mine	43 50	
Bridge—Paulson- Berlin Mine	243 00	
		1,457 99
Kamloops—		
Road—Copper Creek	$ 250 00	
Trail—Raft River	207 50	
		457 50
Kaslo-Slocan—		
Road—		
Ainsworth-Silver Hoard	$ 247 59	
Crawford Creek	165 37	
Enterprise Mine	580 13	
Ferguson-10-Mile	736 85	
4-Mile Creek	581 66	
McAllister Mine	1,333 00	
Utica Mine	302 62	
Trail—		
Arralu	50 00	
Campbell Creek	15 68	
Cascade Creek	502 40	
Curtis Manganese Properties	100 00	
Eagle Mineral Claim	150 00	
Empire	150 50	
Fry Creek	200 36	
Hall Creek	150 75	
Hewitt Mine	100 00	
Lavina Lake	45 00	
Liberal Group	150 00	
Lightning Peak Claim	348 05	
North Fork of Carpenter Creek	150 00	

"MINES DEVELOPMENT ACT"—*Continued.*

Kaslo-Slocan—*Continued.*		
Trail—*Continued.*		
Ophir Group–Gainer Creek	$ 500 00	
Poplar	80 49	
Spring Creek	62 00	
Tenderfoot	75 74	
		$ 6,778 19
Lillooet—		
Road—		
Big Bar	$ 246 75	
Bridge River	1,999 86	
Bridge River–Mission Mountain	499 72	
Trail—		
Goat Creek	200 00	
Gunn Creek	199 50	
Native Son Group	297 00	
Squamish–Indian River	300 00	
Tenquille Creek	1,183 02	
Upper Squamish–Ashloo Creek	249 36	
Warners Pass–Whitewater	200 00	
		5,375 21
Mackenzie—		
Trail—Doratha Morton Mine		599 62
North Okanagan—		
Trail—Silver Queen and Silver Tip		75 00
North Vancouver—		
Bridges and Trail—Mineral Claims, West Fork of Lynn Creek		298 25
Omineca—		
Road—Venus Group Mineral Claims	$ 400 00	
Trail—Burns Lake–Babine	5,518 09	
Manson Creek	1,081 00	
Tahtsa River	966 60	
Trail and Bridges—Takla Landing	1,996 31	
		9,962 00
Revelstoke—		
Road—		
Big Bend	$ 80 00	
Fish River	844 72	
Pingston Creek	168 00	
Trail—		
Big Showing and Scout	150 00	
Cambourne–Beatrice Mine	37 50	
Downie Creek	86 25	
Dunvegan	80 00	
Silver Creek	48 00	
Bridge—Silver Creek Trail	117 00	
		1,611 47
Salmon Arm—		
Road—Harper Valley	$ 150 00	
Trail—Cottonbelt Claims	998 52	
		1,148 52
Similkameen—		
Road—		
Robert Schalli Coal-mine	$ 100 00	
Similkameen Gold & Dredging Co.	200 00	
South Similkameen	234 25	

"Mines Development Act"—*Continued.*

Similkameen—*Continued.*		
Trail—		
Rabbit Mountain	$ 75 00	
Roach River	50 00	
Siwash Creek	100 00	
Summit Camp	250 00	
Bridge—Champion Creek, No. 1	750 00	
Bridge and Trail—Treasure Mountain	2,500 00	
		$ 4,259 25
Skeena—		
Road—		
Hunter Basin-Telkwa	$ 350 00	
Nine-mile Mountain	2,499 90	
Smithers-Duthie Mine	2,999 24	
Telkwa Collieries	500 00	
Terrace-Kitsumgallum Lake	1,188 36	
Trail—		
Brunswick Claim-Balsam Lake	200 00	
Chimdemash Creek	2,049 78	
Douglas Creek	100 00	
Driftwood Creek	1,499 86	
Evelyn Group	296 87	
Goat Mountain	100 00	
Kitchener Group	896 67	
Kitnayakwa River	200 00	
Maroon Creek	300 00	
Mohawk Claim	249 00	
Mud Creek	486 25	
Shamrock Group	100 00	
South Fork of Telkwa River	150 00	
Van Metre's Camp-Vanarsdol	150 00	
Yukon Group	250 00	
		14,565 93
Yale—		
Road—		
Highland Valley-Toketic Siding	$ 25 00	
Oregon Jack-Epsom Spar	299 00	
Vimy Ridge Group	200 00	
Trail—		
Emory Creek Nickel Deposit	681 05	
Galena Group	50 00	
Skagit River	149 75	
Bridge—Jessica	475 20	
		1,880 00
Total		$112,389 96

Building Loans.

"B.C. LOAN ACT, 1922," CHAP. 46, SEC. 6, SUBSEC. (*a*).

Mental Hospital, Essondale—	
Power-house	$ 85,989 63
Cottages	13,637 80
Clearing	4,136 26
Tranquille Sanatorium	13,841 16
Lands Property Room	4,576 03
Old Drill Hall	4,011 28
Smithers Court-house	29,570 58
Clinton Court-house	60 99
Vault for Treasury and other offices	411 09
Biological Station, Prince Rupert	71 95
Tranquille Sanatorium, 1921–22, 1922–23, part refund of Capital Expenditure out of Income	80,000 00
Total	$236,306 77

"B.C. LOAN ACT, 1923," SEC. 6 (*c*).

Mental Hospital, New Westminster	$ 3,855 00
Mental Hospital, Essondale—	
Clearing	1,190 39
Cottages	19 80
Mental Home, Colquitz	611 00
Tranquille Female Boarding-house	36 41
Nelson Court-house	5,591 47
Ashcroft Government Building	4,095 99
Addition to Treasury Office	2,310 75
Lock-ups—	
Natal	68 41
Mission	7,869 96
Kimberley	3,477 87
Total	$ 29,127 05

CAPITAL ACCOUNT (VOTE 260—LOCK-UPS).

Campbell River	$ 11 56
Courtenay	32 30
Kimberley	235 00
Oliver	843 30
Terrace	47 97
Total	$ 1,320 13

"GOVERNMENT LIQUOR ACT," SEC. 108 (1) (*b*).

Home for Incurables	$ 6,657 21

BRAID BEQUEST ACCOUNT.

Deaf, Dumb, and Blind School	$ 1,061 60

Capital Account.

STATUTORY EXPENDITURE.

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

North Vancouver—Second Narrows Bridge	$ 60,000 00

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

Alberni—	
Canadian Highway	$ 2,778 01
Tofino	12,025 52
Bamfield Trails	1,125 40
Atlin—	
Bear River	22,459 77
Marmot River	5,037 17
Stewart-Hyder	1,000 00
Telegraph Creek-Dease Lake	14,995 80
Kitsault River Trail	744 40
Retaining-wall, Telegraph Creek	1,058 02
Bitter Creek Bridge	9,498 60
Burnaby — Hastings-Barnet Road Bridge	10,588 93
Cariboo—	
Canim Lake-McNeill's	1,834 01
Chilcotin Main	1,659 19
Quesnel-Fort George	51,060 72
Chilliwack—	
Provincial Highway through Sumas Reclaimed Area	16,300 33
Silver Chief Mining Camp Trail	1,982 45
Columbia—	
Allen	722 36
Arnold	984 36
Eustace	990 54
Golden-Yoho Park	94,979 78
Horsethief	1,741 98
Mitchell	1,292 50
West Side	6,998 38
Glenogle Bridge	292 35
Golden-Yoho Bridges	22,341 75
Comox—	
Hardy Bay-Coal Harbour	30,888 00
Victoria-Campbell River	2,028 86
Sidewalks at Cumberland	770 48
Cranbrook—	
Cranbrook-Kimberley Road	24,048 87
Kimberley Streets	10,113 36
Creston—	
Creston-Goatfell	3,991 66
Winlaw	1,500 00
Ymir-Boulder Diversion	19,093 38
Harrop-Longbeach Ferry	2,002 69
Survey, Kuskanook to Gray Creek	4,906 99
Delta—	
Boundary Bay	7,319 16
Scott	10,683 37
Dewdney—Ioco-Port Moody	29,781 21
Esquimalt—	
Fitzgerald Cut-off	$ 2,685 56
Island Highway	7 00
San Juan Roads	1,170 94
Fernie—	
Crowsnest	842 63
Hairpin Trestle and Fill	2,085 33
Sand Creek	713 27
Wilson Creek-Mansfield Ranch	1,813 01
Fort George—	
Cariboo	10,586 55
Fort George-Hazelton	5,784 25
Fort George-Giscome	16,044 92
McBride-Dunster	6,902 14
Rolla-Fort St. John	7,000 00
R.A. No. 9	300 00
R.A. No. 11	499 52
R.A. No. 18	500 00
R.A. No. 21	700 00
Fraser River Bridge	4,590 15
Grand Forks-Greenwood—	
Grand Forks - Cascade (north) Approaches to Overhead Crossing	1,699 75
Grand Forks - Cascade Trans-Provincial Highway	1,745 06
Greenwood-Midway	1,489 99
McRae Diversion	2,503 70
Islands—East Saanich	7,694 80
Kamloops—	
Kamloops-Chase	499 50
Kamloops-Nicola	999 25
Kamloops-Savona	990 42
Kamloops-Tranquille	998 91
North Thompson (east)	2,499 07
North Thompson (west)	2,883 39
Kamloops Bridge	10,171 67
Kaslo-Slocan—	
Columbia River	9,998 02
Columbia River (Dog Creek Diversion)	5,465 52
Queens Bay-Ainsworth	86,997 93
Slocan City-Silverton	19,735 15
Slocan and Grace Avenues (Nakusp Streets)	1,509 66
Lillooet—	
Beach Avenue (west)	2,499 04
Mason-Sechelt	2,499 74

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

Mackenzie—		
Bella Coola Valley		$ 55,553 04
Lang Bay		15 00
Powell River Roads		5,000 00
Powell River-Myrtle Point		4,995 34
Saloomt Bridge		16,941 83
North Okanagan—		
Edgewood-Vernon		7,954 90
Grandview Heights-Salmon Arm		2,983 25
North Vancouver—		
Marine Drive Extension Caulfield to Whytecliff		25,000 00
Omineca— —		
Burns Lake-Endako		51,487 01
Endako-Francois Lake		1,199 61
Palling Settlement		1,204 65
Vanderhoof-Stuart Lake		3,993 77
Prince Rupert—		
Biological Station		321 12
Hollanders Settlement		506 24
Kaien Island Highway		10,934 98
Port Clements-Tlell		327 45
Revelstoke—		
Austrian Settlement		227 00
Big Bend		30,938 75
Clough		775 69
Finlayson's		349 55
Kelch Road, Craigellachie		1,020 20
Markstrom's Road, Hall's Landing		1,020 90
Revelstoke (west)		5,724 13
Road to Austrian Settlers		137 75
Revelstoke-Arrowhead		3,125 71
Big Bend Trestle		19,199 84
Columbia River Bridge		1,215 30
Richmond-Point Grey—		
Marine Drive		14,492 19
Eburne Bridges		157,690 47
Rossland-Trail—		
Castlegar-Trail		14,975 97
Trail-Rossland		8,051 00
Saanich—Gorge Road		9,373 27
Salmon Arm—		
Kamloops-Salmon Arm		7,887 40
Secondary Highway		1,876 79
Salmon Arm—*Continued.*		
Turtle Valley-Squilax		$ 2,989 63
Tappen Diversion		646 00
White Creek Hill		2,377 29
Similkameen—		
5-Mile Rd. & Branches	$ 912 00	
Nickel Plate	1,250 00	
Penticton - Oliver Main Trunk	150 25	
Penticton-Keremeos	1,504 00	
Penticton - Summerland Bridge Diversion	85 00	
Southern Okanagan Lands Project	2,730 56	
South Similkameen	1,000 00	
	$7,631 81	
Less credit	244 44	
		7,387 37
Skeena—		
Hazelton-Skeena Crossing		10,040 96
West Side-Kispiox		10,003 53
South Vancouver—		
Fraser Avenue		27,258 44
Paving Commercial Drive		1,283 58
Yale—		
Brookmere		10,143 25
Fraser Canyon		1,195,913 25
Harrison-Agassiz		24,456 63
Hope-Rosedale		37,238 90
Hope-Yale		80,920 52
Jones Hill Diversion, Hope-Rosedale		22,960 72
Morris Valley-Morris Creek		4,201 44
Trans-Provincial Highway, Lytton-Boothroyd		18,682 57
Trans-Provincial Highway, Lytton-Spences Bridge		2,177 64
Trans-Provincial Highway, Cisco Diversion		16,000 25
Jackass Mountain Bridge		124 00
General engineering		2,462 49
Total		$2,600,494 75

"B.C. LOAN ACT, 1925," SEC. 6 (*a*).

Cariboo—	
Chilcotin Main	$ 67 85
Quesnel River Bridge	644 00
Chilliwack—Sumas Reclamation	2,485 00
Columbia—	
Brisco	946 15
Golden-Yoho Park	826 33
Comox—	
Hardy Bay-Coal Harbour	1,371 37
Comox—*Continued.*	
Island Highway	$ 441 95
Salmon River	426 49
Cranbrook—Cranbrook-Kimberley	509 29
Creston—	
Arrow Creek	761 65
Columbia River	6,000 00
Nelson-Castlegar	13,528 72
Falls Creek Bridge	2,426 25

"B.C. Loan Act, 1925," Sec. 6 (*a*)—*Continued.*

Dewdney—	
Dewdney Trunk	$ 3,050 25
Deroche–Harrison	4,424 09
Kanaka Creek Bridge	102 42
Esquimalt—	
Parkinson	298 88
Rainbow	418 75
Deacon's Sawmill Trail	410 20
Muir Creek Bridge	10,249 00
Fernie—Corbin	5,177 05
Islands—Reconstruction of Main Trunk Road, Saltspring Island	921 54
Kaslo-Slocan—Box Lake–Rosebery	9,836 40
Lillooet—	
Hat Creek via Marble Canyon	2,860 73
Lillooet–Lytton	3,328 55
Mackenzie—	
Lasqueti Island	92 80
Powell River–Thunder Bay	15 40
Skeena—Cedar River Bridge	$ 3,099 10
Yale—	
Cariboo, Hope–Yale	32,559 28
Cariboo, Hope–Rosedale	22,911 38
Cariboo, Boothroyd–Lytton	30,420 55
Cariboo, Fraser Canyon	11,664 68
Cariboo, Lytton–Spences Bridge	102 58
Deroche–Harrison	11,712 04
Hope–American Creek	4,000 00
Alexandra Bridge	42,728 77
Anderson River Bridge	6,920 90
Cisco Creek Bridge	4,329 81
Harrison River Bridge	194 90
Stoyoma Creek Bridge	3,131 53
Cariboo Road, engineering and inspection	4,400 87
Total	$249,617 50

Construction, Maintenance, and Repairs to Buildings.

Vote	64. Victoria Court-house	$ 967 51
„	65. Chilliwack Court-house	75 00
„	67. Powell River Lock-up	291 50
„	68. Nelson Gaol	20 25
„	69. Oakalla Prison Farm	300 00
„	70. Girls' Industrial School	438 63
„	78. Elk Lake Game Farm	9,458 60
„	90. Technical School, Vancouver	1,116 18
„	92. Normal School, Vancouver	2,931 81
„	93. Normal School, Victoria	922 20
„	94. Deaf, Dumb, and Blind School	1,691 84
„	99. Schools throughout Province	43,533 63
„	115. Alberni Government Office	192 00
„	116. Anyox Government Office	130 71
„	117. Ashcroft Government Office	12 75
„	118. Atlin Government Office	83 95
„	120. Clinton Government Office	77 20
„	121. Cranbrook Government Office	7 50
„	122. Cumberland Court-house	1,584 00
„	124. Fernie Court-house	12 50
„	125. Fort Fraser Government Buildings	57 43
„	127. Grand Forks Court-house	1,008 10
„	128. Greenwood Court-house	23 85
„	129. Kamloops Court-house	170 90
„	131. Lillooet Government Office	48 63
„	132. Merritt Government Office	61 70
„	133. Nanaimo Court-house	739 55
„	134. Nelson Court-house	133 10
„	135. New Westminster Court-house	2,117 32
„	137. Penticton Government Office	160 95
„	138. Pouce Coupe Government Office	147 45
„	139. Prince George Government Office	454 25
„	140. Prince Rupert Court-house	554 41

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

Vote 142.	Quesnel Government Office	$ 622 58
„ 144.	Revelstoke Court-house	24 00
„ 146.	Smithers Government Office	443 52
„ 147.	Stewart Government Office	220 35
„ 149.	Vancouver Court-house	4,204 97
„ 150.	Vernon Government Office	532 68
„ 152.	Williams Lake Government Office	35 40
„ 154.	Nakusp Government Office	338 00
„ 215.	Mental Hospital, Essondale	1,203 60
„ 216.	Mental Hospital, New Westminster	215 00
„ 217.	Colony Farm, Essondale	2,850 00
„ 218.	Mental Hospital, Saanich	212 52
„ 219.	Provincial Home, Kamloops	2,019 88
„ 220.	Tranquille Sanatorium, Maintenance	7,506 48
„ 221.	Tranquille Sanatorium, Farm Buildings	3,111 00
„ 222.	Boys' Industrial School	3,164 82
„ 224.	Incurable Hospital, Marpole	329 35
„ 240.	Monument, Parliament Buildings Grounds	315 54
	Total	$ 96,875 09

Songhees Reserve.

(VOTE 261.)

Songhees Reserve	$ 1,172 08

Special Warrant.

Saanich—West Saanich Road	$ 2,906 80

"British Columbia University Loan Act, 1920," and Amendment Act, 1925.

SEC. 7 (1) (*b*) AND (2) (*a*) AND (*b*).

University Science Building	$ 94,935 44
University Library	119,022 09
University semi-permanent buildings and power-house	440,527 68
University temporary heating	3,063 49
University fire-alarm system	6,109 40
University steam, gas, sewerage, and water mains	239,181 20
University aerial tramway	2,350 00
University electrical conduits	1,739 00
University telephone clocks and bells	69,516 53
University furnishing and equipment	194,262 36
University paving in campus	106,315 47
University land development and clearing, grading, and paving	27,932 57
University Forest Products Laboratory	29,003 33
University electrical work, additional to general contracts	30,518 67
University Architects', Heating, and Electrical Engineers' fees	23,500 11
University Clerk of Works' Office, expenses and contingencies	8,877 15
Total	$1,396,854 49

Statement of Expenditure.

Vote 244. Salaries and expenses, Minister's Office		$ 11,205 03
„ 245. Salaries and expenses, Administration		57,259 41
„ 246. Maintenance of Parliament Buildings and Grounds		93,448 07
„ 247. Maintenance of Government House and Grounds		25,602 06
„ 248. Salaries and expenses, District Engineers		55,667 27
„ 249. Salaries and expenses, Steam-boiler Inspection and Electrical Inspection		9,557 50
„ 250. Retiring allowance, H. H. Hobbis		420 00
„ 251. Roads, trails and streets	$1,398,552 60	
Bridges	450,244 49	
Protection to river-banks	24,640 49	
Wharves	6,978 76	
Prince Rupert Wharf	7,439 50	
Road machinery	117,700 38	
Launches, "I'll Away" and "Insboy" (now "L. & H.")	6,567 56	
Contingencies	11,592 70	
Maintenance, main trunk roads	125,251 29	
		2,148,967 77
„ 252. Ferries		183,177 60
„ 252A. Relief-work		8,321 76
„ 202. "Mines Development Act"		112,389 96
"British Columbia Loan Act, 1922," chap. 46, subsec. (*a*)		236,306 77
"British Columbia Loan Act, 1923," sec. 6 (*c*)		29,127 05
"British Columbia Loan Act, 1923," sec. 6 (*b*)		60,000 00
"British Columbia Loan Act, 1924."		2,600,494 75
"British Columbia Loan Act, 1925"		249,617 50
Vote 260. Lock-ups		1,320 13
"Government Liquor Act," sec. 108 (1) (*b*), Home for Incurables		6,657 21
Braid Bequest Account, Deaf, Dumb, and Blind School		1,061 60
Various votes. Construction, maintenance, and repairs to buildings		96,875 09
Vote 261. Songhees Reserve		1,172 08
Special Warrant No. 15. West Saanich Road		2,906 80
"B.C. University Loan Act, 1920," and Amendment Act, 1925		1,396,854 49
Total		$7,388,409 90

TENDERS RECEIVED AND CONTRACTS AWARDED.

April 1st, 1925, to March 31st, 1926.

GOVERNMENT BUILDINGS.

Work and Tenderer.	Amount.	Remarks.
REPAIRS AND ALTERATIONS, ASHCROFT COURT-HOUSE, AND LOCK-UPS, ENDERBY AND NORTH BEND:		
W. M. Orr	$ 4,462 00	Awarded.
Kamloops Construction Co.	5,797 00	
Pinchbeck & Pinchbeck	6,119 40	
TRANQUILLE BOARDING-HOUSE:		
Thos. Carson	23,870 00	Not awarded.
Interior Construction Co.	23,964 00	
Kamloops Construction Co.	24,060 00	
H. J. Davies	24,535 00	
Rodger & Purdy	25,945 00	
Smith Bros. & Wilson	26,200 00	
E. H. Shockley	29,920 00	
TRANQUILLE COTTAGES:		
Thos. Carson	3,800 00	Not awarded.
H. J. Davies	4,250 00	
Interior Construction Co.	4,513 80	
J. B. Stewart	4,900 00	
Rodger & Purdy	5,050 00	
Kamloops Construction Co.	5,193 00	
Smith Bros. & Wilson	5,550 00	
E. H. Shockley	6,299 00	
TRANQUILLE BOARDING-HOUSE:		
H. J. Davies	20,965 00	Awarded.
Thos. Carson	21,000 00	
Interior Construction Co.	21,449 50	
Kamloops Construction Co.	21,896 00	
E. H. Shockley	22,200 00	
Rodger & Purdy	23,450 00	
TRANQUILLE COTTAGES:		
Thos. Carson	3,500 00	Withdrawn.
H. J. Davies	4,290 00	Awarded.
Rodger & Purdy	4,547 00	
Kamloops Construction Co.	4,565 00	
Interior Construction Co.	4,793 40	
E. H. Shockley	5,277 00	
PRINCE RUPERT BIOLOGICAL STATION:		
Mitchell & Currie	10,190 00	Awarded.
Hanson & Shockley	10,842 00	
George Scott	11,300 00	
CLINTON:		
Kamloops Construction Co.	12,052 00	Not awarded.
E. C. Fromey	13,390 00	
Rodger & Purdy	13,468 00	
McBeth & Miller	13,975 00	
Wm. Orr	14,875 00	
VANCOUVER COURT-HOUSE:		
Chas. Nicol	610 95	Awarded.
A. V. Lewis	635 00	
J. K. Ramsay	750 00	
C. J. Seamer	1,074 00	
M. Spicer	875 00	Received too late.

GOVERNMENT BUILDINGS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
VANCOUVER NORMAL SCHOOL:		
H. P. Leck	$ 2,990 00*	
J. K. Ramsay	3,235 00	
W. F. Gooding & A. Blackley	3,567 00	
Rodger & Purdy	3,395 00	
* Awarded to H. P. Leck in part only, $1,736.		
VANCOUVER FUMIGATION STATION:		
Weeks & Co.	1,866 00	
Barr & Anderson	2,077 00	Awarded.
Murray Bros.	2,085 00	
Orr Bros. Ltd.	2,087 00	
KIMBERLEY LOCK-UP.		
R. E. Crerar	3,840 00	Awarded.
G. R. Leask	4,065 00	
MISSION CITY LOCK-UP:		
A. B. Catherwood	5,500 00	
R. P. Wardrop	5,940 00	Awarded.
Turley Bros.	5,980 00	
M. J. Dunphy	6,300 00	
F. P. Rogers	6,593 00	
KAMLOOPS HOME CHICKEN-HOUSE:		
Kamloops Construction Co.	757 40	Awarded.
Robert MacKay	936 00	
SMITHERS COURT-HOUSE:		
Hanson & Shockley	28,244 00	Awarded.
R. Moncrieff	29,668 00	
Bulkley Valley Construction Co.	33,790 20	
Mitchell & Currie & M. P. McCaffery	35,500 00	
NATAL LOCK-UP:		
R. Kerr	6,542 00	Awarded.
George Cody	7,350 00	
W. Golightly	7,500 00	
G. Leask	7,815 00	
R. E. Crerar	9,600 00	
TERRACE LOCK-UP:		
H. M. Willson	2,830 65	Not awarded.
COURTENAY LOCK-UP:		
Turley Bros.	2,815 00	Awarded.
Orr, Bennett & Rushton	3,264 00	
Macdonald & Brethour	3,450 00	

WHARVES.

PRINCE RUPERT WHARF RECONSTRUCTION:		
J. Currie	$ 11,020 85	Awarded.

UNIVERSITY OF BRITISH COLUMBIA.

ELECTRICAL DISTRIBUTION:		
Hume & Rumble	$ 54,550 00	Awarded.
W. W. Fraser	55,000 00	
C. C. Carter	56,350 00	
C. H. E. Williams Co., Ltd.	57,800 00	
Jarvis Electric Co., Ltd.	62,100 00	

UNIVERSITY OF BRITISH COLUMBIA—*Continued.*

Work and Tenderer.	Amount.	Remarks.
LANDS ADMINISTRATION OFFICE:		
Mr. Edmondson	$ 4,900 00	Not awarded.
Rodger & Purdy	5,650 00	
F. P. Rogers	5,765 00	
E. H. Shockley	6,197 00	
E. J. Ryan Construction Co.	6,994 00	
Smith Bros. & Wilson, Ltd.	7,300 00	

SCHOOLS.

ATHALMER:		
F. P. Rogers	$ 9,018 00	Awarded.
R. Kerr	10,906 00	
J. Henderson	12,076 00	
G. Leask	14,800 00	
DEEP CREEK:		
M. C. Dunwoodie	2,650 00	Awarded.
Millar & Emslie	4,500 00	
FORT FRASER:		
A. R. Brown	4,450 00	Not awarded.
A. P. Anderson	5,128 00	
J. McInnes	5,350 00	
GANGES HARBOUR:		
H. O. Allen	2,366 00	Awarded.
E. C. La Trace	2,945 00	
B. C. Footner	2,980 00	
HATZIC PRAIRIE:		
A. B. Catherwood	2,560 00	Awarded.
J. H. Gibbard	2,900 00	
Turley Bros.	3,250 00	
NEW HAZELTON:		
E. C. La Trace	3,245 00	Awarded.
E. Hann	4,240 00	
T. Cook	4,280 00	
PENDER ISLAND:		
J. S. Stigings	1,750 00	Awarded.
D. Robertson	2,150 00	
H. O. Allen	2,165 00	
Turley Bros.	2,165 00	
QUESNEL:		
S. Norwood	10,466 00	Not awarded.
SOOKE:		
Eli Hume	1,650 00	Awarded.
Richardson Bros.	1,700 00	
Curtis T. Muir	1,825 00	
S. J. Jones	1,895 00	

FERRIES.

CHARTER FOR OPERATION OF FERRY BETWEEN WEST VANCOUVER AND BOWEN ISLAND:		
Sannie Transportation Co., Ltd.	*Nil.*	Awarded.
C. H. Hooper	$200 per an.	

FERRIES—*Continued.*

Work and Tenderer.	Amount.	Remarks.
CHARTER FOR OPERATION OF SHUSWAP LAKE FERRY (SUBSIDY):		
Shuswap Transportation Co., Ltd.	60 cts. per mile	Not awarded.
Frank H. McMahon	$825 per an.	
LADNER–WOODWARD FERRY-BOAT AND FERRY CHARTER:		
Subsidy for Operation between Present Landings, the Ferry-boat to become the Property of Charterer on Completion of Charter. (Five-year Charter):		
B.C. Ferry Co.	$8,000 per an.	
F. M. Yorke & Son	6,000 per an.	
Subsidy for Operation between Woodward's Landing and Point marked A on Blue-print, the Ferry-boat to become Property of Charterer on Completion of Charter (Five-year Charter):		
B.C. Ferry Co.	7,000 per an.	
F. M. Yorke & Son	5,000 per an.	
Subsidy for Operation between Present Landings, the Charterer to have Option of purchasing Ferry-boat for Sum of $20,000 on Completion of Charter (Five-year Charter):		
B.C. Ferry Co.	12,000 per an.	
F. M. Yorke & Son	10,000 per an.	
G. A. Herrling & L. M. Robson	7,000 per an.	Awarded.
Subsidy for Operation between Woodward's Landing and Point marked A on Blue-print, the Charterer to have Option of purchasing Ferry-boat for Sum of $20,000 on Completion of Charter (Five-year Charter):		
B.C. Ferry Co.	11,000 per an.	
F. M. Yorke & Son	9,000 per an.	
G. A. Herrling & L. M. Robson	5,000 per an.	Awarded.
LADNER–WOODWARD FERRY—CONSTRUCTION OF HULL:		
Westminster Marine Railway Co., Ltd.	$ 12,475 00	Tender not in order.
Star Ship Yard Co.	14,049 19	Accepted.

ROADS.

QUEEN'S BAY–AINSWORTH ROAD:		
Rawlings and La Brash	$ 83,996 00	Awarded.
Nickson Construction Co.	86,664 60	
Cotton Co.	89,155 00	
Stewart & Barber	89,280 40	
G. A. Campbell	91,366 00	
Warburton & Green	92,595 80	
McCharles & McDougall	99,390 00	
DeWolf & Ham	101,482 70	
A. B. Palmer Co.	101,931 50	
B. D. Griffin Co.	102,239 50	
Robertson Bros.	103,098 05	
W. P. Tierney & Co.	111,991 00	
GOLDEN–YOHO PARK ROAD (MILE 9.5 TO 17.2):		
Dawson, Wade & Co.	78,859 20	Accepted.
Cotton Co., Ltd.	83,630 00	
Northern Construction Co.	88,490 75	
A. B. Palmer Co.	89,928 25	
B. D. Griffin Co.	90,948 50	
W. P. Tierney & Co.	92,119 83	
Pacific Engineers, Ltd.	95,749 25	

ROADS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
Paving.		
ASPHALTIC SURFACING, EBURNE BRIDGES AND APPROACHES:		
Asphaltic Macadam (Penetration) on Highway Approaches:		
Columbia Bitulithic, Ltd.	$ 4,372 50	Not awarded.
Cotton Co., Ltd.	4,534 20	
A. B. Palmer Co., Ltd.	4,600 20	
Asphaltic Concrete on Spans and Trestle Approaches:		
Columbia Bitulithic, Ltd.	11,234 08	
A. B. Palmer Co., Ltd.	12,152 25	
Cotton Co., Ltd.	12,422 30	
(Alternative.) Warrenite-Bitulithic (Type A) on Spans and Trestle Approaches:		
Columbia Bitulithic, Ltd.	11,234 08	
A. B. Palmer Co., Ltd.	12,152 25	
Cotton Co., Ltd.	12,422 30	
(Alternative.) Warrenite-Bitulithic (Type B) on Spans and Trestle Approaches:		
Columbia Bitulithic, Ltd.	11,234 08	Awarded.
A. B. Palmer Co., Ltd.	12,692 25	
Cotton Co., Ltd.	12,962 40	

BRIDGES.

ALEXANDRA:		
Piers and Towers:		
Robertson Bros., Ltd.	$ 29,808 63	
A. B. Palmer Co., Ltd.	29,872 00	Awarded.
Pacific Engineers, Ltd.	29,960 97	
Stewart and Barber	32,419 00	
E. H. Shockley	33,633 75	
Trusses and Floor System:		
W. Greenlees	25,329 00	Not awarded.
A. B. Palmer Co., Ltd.	30,715 00	
Hodgson King and Marble	35,425 00	
ANDERSON RIVER, STOYOMA CREEK, AND CISCO CREEK:		
Proposal A—Anderson River:		
McCharles & McDougall	8,545 95	Not awarded
A. B. Palmer Co., Ltd.	14,603 59	
W. Greenlees	16,105 74	
Proposal B—Stoyoma Creek:		
McCharles & McDougall	8,234 23	Not awarded.
A. B. Palmer Co., Ltd.	13,743 78	
W. Greenlees	13,996 82	
Proposal C—Cisco Creek:		
W. Greenlees	14,646 08	Not awarded
A. B. Palmer Co., Ltd.	16,546 06	
Proposal D—Anderson River and Stoyoma Creek:		
McCharles & McDougall	16,780 18	Awarded.
A. B. Palmer Co., Ltd.	28,347 37	
W. Greenlees	29,527 91	
Proposal G—Anderson River, Stoyoma Creek, and Cisco Creek:		
W. Greenlees	44,128 44	Not awarded.
A. B. Palmer Co., Ltd.	44,681 09	

BRIDGES—*Continued.*

Work and Tenderer.	Amount.	Remarks.
KANAKA CREEK:		
Fraser River Pile Driving Co., Ltd.	$ 5,480 05	Awarded.
Vancouver Pile Driving Co., Ltd.	5,745 18	
C. F. Robinson	5,755 19	
W. R. Jaynes Co.	5,839 75	
W. Greenlees	6,017 67	
Cameron Construction Co., Ltd.	6,412 54	
E. H. Shockley	7,373 83	
HARRISON RIVER:		
Fraser River Pile Driving Co., Ltd.	23,199 60	Awarded.
W. R. Jaynes Co.	23,995 30	
Vancouver Pile Driving Co., Ltd.	28,150 70	
W. Greenlees	29,154 95	
Georgia Construction Co., Ltd.	34,670 31	
Cleaning and Painting 140-foot Steel Swing-span:		
F. L. Cummings Co., Ltd.	1,125 00	Awarded.

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1926.

As at September 1926

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

ALASKA

PACIFIC OCEAN

UNITED STATES

ALBERTA

QUEEN CHARLOTTE ISLANDS

GRAHAM ISLAND

HECATE STRAIT

CAAMANO SOUND

MILBANKE SOUND

QUEEN CHARLOTTE SOUND

SMITH SOUND

QUATSINO SOUND

NOOTKA SOUND

CLAYOQUOT SOUND

BARKLEY SOUND

VANCOUVER ISLAND

HAZELTON

SKEENA CROSSING

CEDARVALE

SMITHERS

TELKWA

TERRACE

Lakelse Lake Hot Springs

PRINCE RUPERT

Essington

Babine Lake

Stuart Lake

Fort St. James

Francois Lake

Fraser River

Nechako River

Morice Lake

Tahtsa Lake

Ootsa Lake

Eutsuk Lake

Bella Coola

Hagensborg

Chilcotin River

Chilko Lake

Taseko River

Hanceville

Alexis Creek

Quesnel River

QUESNEL

BARKERVILLE

Quesnel Lake

WILLIAMS LAKE

150 Mile House

PRINCE GEORGE

Summit Lake

Nazko River

McBride

Dunster

MT. ROBSON PARK

Yellowhead Pass

To Edmonton

JASPER PARK

YELLOWHEAD PASS ROAD

Thompson River

Adams Lake

Shuswap Lake

CLINTON

100 Mile House

ASHCROFT

ULLOOCH

KAMLOOPS

SPENCE'S BRIDGE

Lytton

Nicola

MERITTY

PRINCETON

Okanagan Lake

Penticton

KELOWNA

Ferry connection

ENDERBY

ARMSTRONG

VERNON

Cherryville

REVELSTOKE

REVELSTOKE PARK

Columbia River

GLACIER PARK

GOLDEN

DONALD

ROCKY MOUNTAIN PARK

Yoho Park

Kicking Horse Pass

To Banff and Calgary

BANFF-WINDERMERE ROAD

KOOTENAY PARK

Radium Hot Springs

Windermere Lake

Fairmont Springs

Upper Arrow Lake

Lower Arrow Lake

Kootenay Lake

NELSON

CRANBROOK

Crowsnest Pass

To Lethbridge

FERNIE

Michel

Elkhorn

Gateway

Creston

Moyie

Yahk

Kingsgate

Salmo

Meadow Creek

Zincton

Slocan

Kaslo

Nakusp

Revelstoke

Trail

Rossland

Grand Forks

Greenwood

Midway

Osoyoos

Oliver

Keremeos

Princeton

Hope

Vale

Spuzzum

Yale

Lillooet

Pemberton

Squamish

Whistler

Alta Lake

Cheakamus

Garibaldi Park

Squamish

North Vancouver

VANCOUVER

NEW WESTMINSTER

Chilliwack

Agassiz

Mission

Abbotsford

Sumas

Sardis

Yarrow

Rosedale

Chilliwack Lake

Cultus Lake

Harrison Hot Springs

Port Alberni

ALBERNI

Port Alberni

Cathedral Grove

Qualicum Beach

Parksville

NANAIMO

Nanaimo

Ladysmith

Chemainus

Duncan

Cowichan Lake

Lake Cowichan

Sooke

Sooke Lake

Sooke River

Goldstream Park

Shawnigan Lake

Cobble Hill

Mill Bay

Brentwood Bay

Saanichton

Sidney

Victoria

Saanich

Cordova Bay

Gordon Head

Cadboro Bay

Oak Bay

Esquimalt

Colwood

Metchosin

Sooke

Port Renfrew

Jordan River

Sooke River

Leechtown

Langford

Duncan

Cowichan River

Nitinat Lake

Port Alberni

Bamfield

Ucluelet

Tofino

Campbell River

Courtenay

Comox

Cumberland

Union Bay

Qualicum Beach

Parksville

Nanoose Bay

Lake Cowichan

Port Renfrew

Sooke

Victoria

To Seattle

SPOKANE

Columbia River

Kootenay River

Pend Oreille River

Kettle River

Okanogan River

Similkameen River

Nicola River

Thompson River

Fraser River

Chilcotin River

Nechako River

Skeena River

Bulkley River

Babine Lake

Stuart Lake

Francois Lake

Ootsa Lake

Tahtsa Lake

Morice Lake

Eutsuk Lake

Chilko Lake

Quesnel Lake

Shuswap Lake

Okanagan Lake

Kootenay Lake

Arrow Lake

Upper Arrow Lake

Lower Arrow Lake

Slocan Lake