REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1934-35

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1935.

To His Honour JOHN WILLIAM FORDHAM JOHNSON,
Lieutenant-Governor of the Province of British Columbia.

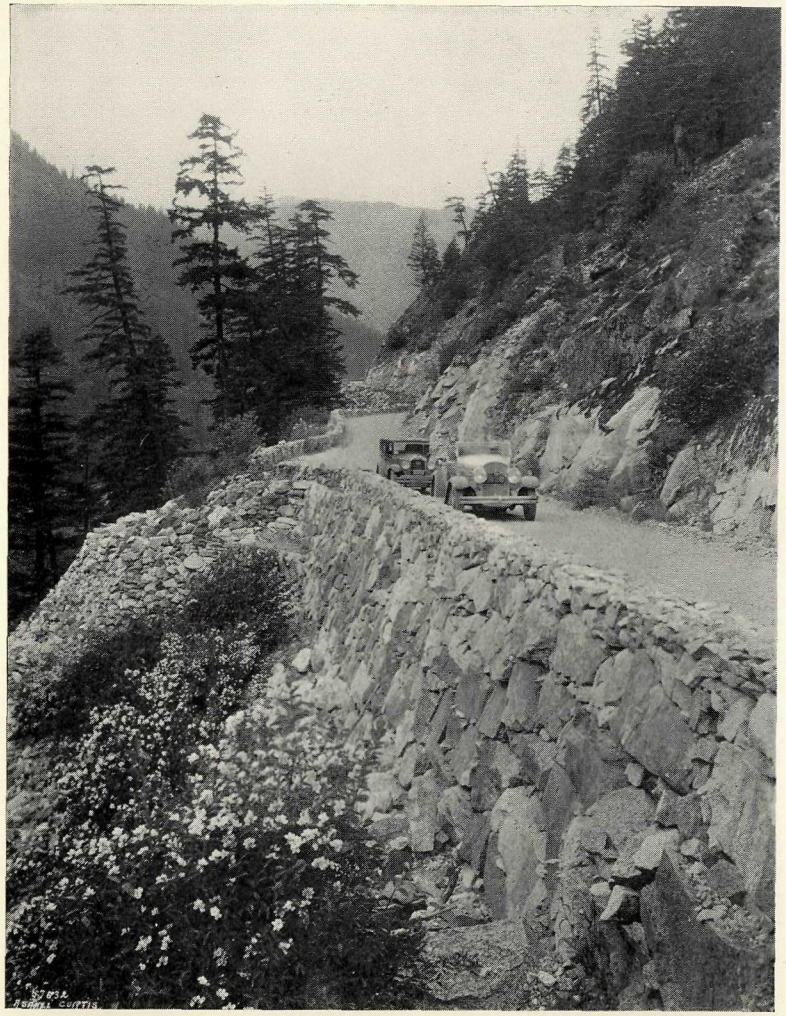
MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ended March 31st, 1935, in compliance with the provisions of the "Public Works Act."

F. M. MACPHERSON,
Minister of Public Works.

Office of Minister of Public Works,
Parliament Buildings,
December 15th, 1935.

THE FRASER CANYON SECTION OF THE CARIBOO ROAD.



A view of the present highway.

An old photograph showing the original wagon-road.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., November 2nd, 1935.

Hon. F. M. MacPherson,
Minister of Public Works, Victoria, B.C.

SIR,—I have the honour to report as follows on the work and activities of this Department during the fiscal year 1934–35:—

ROADS AND BRIDGES.

Maintenance.—Expenditures for maintenance of roads, bridges, and ferries, including maintenance of paved highways, totalled $1,317,718.84, as compared with $1,226,741.60 in the previous year; while this expenditure is considerably below the average under this heading for the ten years prior to 1931, it must be remembered that a considerable amount of maintenance and minor betterment work is now done by men working in return for direct relief; it is not, however, possible readily to state the value of such work in dollars and cents.

Construction.—Under this heading, the Department was decidedly more active than during the previous year; in addition to the work carried out by single homeless men in relief camps, under the care of the Department of National Defence, it was possible to finance other work from capital funds and from what was termed "Provincial Works Loan (P.C. 2013) Unemployment Relief Fund," which latter funds were loaned by the Dominion Government for the purpose of stimulating employment. Details of the expenditures are given in the financial section of this report and particulars of the work done will be found in the attached individual reports of District Engineers and other officials. An analysis of the accounts shows expenditures of $575,699.26 on roads, $304,144.45 on bridges, $58,665.47 on buildings, $19,274.35 on trails to mineral areas and on mining-roads, as well as $120,731.61 under the heading of "flood damage," or a total of $1,078,515.14, exclusive of expenditures on equipment and equipment-sheds and exclusive of expenditures on relief.

In organizing the work of the Department, first consideration was given to the preparation of main roads as a preliminary to bituminous surfacing, especially in the southern interior portion of the Province, and particularly on the Trans-Canada, Southern Trans-Provincial, and the Okanagan Highways; good progress was made, nearly 300 miles of road being ready for surfacing by the early summer of 1935. In this connection it may be said that, for this class of surfacing, it is of primary importance that the road shall be in proper condition to take the surface; the grading of the existing gravel surface must be good and the drainage satisfactory; unless these conditions are met, the resulting surfacing job is liable to be unsatisfactory and expensive to maintain.

The following is a summary of the works undertaken on highways during the year, including work carried out by relief crews from the Department of National Defence relief camps:—

Class of Highway-work.	Trunk and Main Highways.	Other Roads.	Total.
	Miles.	Miles.	Miles.
New construction (including diversions)	24	151	175
Major reconstruction or improvement over a distance of	123	70	193
New gravel surfacing	-----	-----	232
Gravel surfacing renewed	-----	-----	360
Trails constructed	-----	-----	119

Attached to this report is a schedule showing the highway relief projects undertaken or continued during the year by the Department of National Defence. Construction-work was continued at both ends of the Hope–Princeton section of the Southern Trans-Provincial Highway and on the Revelstoke end of the Big Bend section of the Trans-Canada Highway, these being the two most important road-construction projects in progress at the present time. Owing to the conditions under which this relief-work is organized, progress is, unfortunately, somewhat slower than could be wished for. The Province continued to supply and maintain the machinery in use on these relief projects and to pay the mechanics' and operators' wages as well as the cost of additional wages for skilled labour. The cost of surveys is also paid by the Province. Camps were supplied by the Province and are maintained by the Department of National Defence.

THE UNEMPLOYMENT SITUATION.

As reported last year, the Department of Public Works has been relieved of the burden of administering this major problem of Provincial Government; all relief accounting, however, is still handled by this Department under the direction of the Chief Accountant. As far as possible, Provincial direct relief in unorganized territory was again on a "work basis" and officials of this Department, as in previous years, co-operated with Government Agents in supervising the work.

Returns received show that on January 31st, 1935, the total number of men in relief camps was 7,142, this being the highest number for the year; the lowest number occurred at the end of August. The details are as follows:—

NUMBER OF MEN IN RELIEF CAMPS.

	Highest as at January 31st, 1935.	Lowest as at August 31st, 1934.
In Department of National Defence relief camps:—		
(*a*.) On Provincial road projects	6,041	3,164
(*b*.) On other projects, such as airports	636	490
(*c*.) Headquarters of projects	161	145
In Provincial relief camps	304	326
Totals	7,142	4,125

In the previous year the peak was 7,783 men in camps.

STORM AND FLOOD DAMAGE.

During the month of January a disastrous snow-storm took place, which was followed, on the Coast, by a sudden rise in temperature and by heavy and prolonged rains, resulting in extensive floods. Included in this report is a tabulation, based on figures kindly supplied by the Superintendent of the Gonzales Heights Meteorological Observatory, which clearly shows the enormous precipitation for January, 1935, compared with the average precipitation for January.

The heaviest snowfall occurred on January 20th and 21st, 1935; during the following week transportation and communication in the Lower Fraser Valley were entirely disrupted, and it was not until January 29th, 1935, that the transcontinental railway service was again in operation. The town of Chilliwack was isolated for about one month, owing to a break in the Sumas Dyke, which flooded the main highway. The Fraser Canyon section of the Cariboo Road was blocked by slides and through traffic for light vehicles only was not resumed until March 6th, 1935. In order to prevent damage to flooded highways by traffic, the provisions of section 33 of the "Highway Act" were invoked by the passing of regulations temporarily restricting traffic to 2½ tons gross on roads in Esquimalt and Cowichan-Newcastle Districts, and temporarily closing the Pacific Highway to all traffic.

The Bridge River Road was closed for nine days owing to slides, a condition which caused much anxiety. An enormous washout occurred on Marine Drive in the University Endowment area; approximately 370,000 cubic yards of material were required in order to repair the road at this point. Many bridges were washed out, but in a number of cases these were nearing obsolescence. The sum of $120,731.61 is shown in the accounts this year for repairs to storm damage, although this amount does not represent the entire cost, many of the repairs having been effected during the fiscal year 1935–36. When all accounts have been received,

it is expected that the entire cost will be about one-half million dollars; in return for this expenditure the Department will have several new bridges and also improved roads in many cases.

BRIDGES.

Attached is report of the Bridge Engineer, together with statement of bridges constructed or reconstructed, which shows that there was more activity in this branch of the work than during the previous year. Attention is drawn to the Bridge Engineer's remarks concerning the increase in weight and volume of traffic and obsolescence of many structures.

FERRIES.

The report of the Mechanical Superintendent gives, in some detail, the result of inspection made on power-ferries; the condition of such ferries, generally, is satisfactory as well as the service given. A tabulation is attached showing traffic handled by the more important ferries during the year.

MACHINERY AND EQUIPMENT.

The opportunity was taken to utilize a portion of the special funds available to construct equipment-sheds and repair-shops at several points; in particular, sheds were constructed at two points on the Barkerville Road and at two points on the Bridge River Road in order to provide more adequate accommodation for snow-ploughing equipment. Although the situation with regard to housing of equipment is greatly improved, further accommodation is still necessary.

An inventory and schedule showing valuation of plant and tools accompanies this report.

BITUMINOUS SURFACING.

The work for 1934–35 comprised 24.54 miles of new bituminous surfacing and 2.86 miles of resurfacing and spraying of about 5 miles of tar dust-layer, the total cost being $44,782.01. Expenditures according to districts are given in the financial section of this report. Expenditures for maintenance charges amounted to $58,829.89.

SUMMARY OF BITUMINOUS-SURFACING WORK CARRIED OUT, FISCAL YEAR 1934–35.

Class of Work.	Provincial Highways.	Classified Highways.		Total.
		Arterial.	Primary.	
	Miles.	Miles.	Miles.	Miles.
Two-coat tar spray	8.85	4.90	1.55	15.30
One-coat tar spray with asphalt seal	2.60	------	------	2.60
Tar road mix mulch and asphalt seal	1.45	------	------	1.45
Asphalt road mix mulch	4.59	0.60	------	5.19
One-coat tar respray	------	2.30	------	2.30
Asphalt premix mulch, recap	0.56	------	------	0.56
Totals	18.05	7.80	1.55	27.40

SNOW-REMOVAL.

As will be noted from the individual reports of District Engineers, heavy snow was experienced during the winter, resulting in an increase in the mileage ploughed as well as the cost per mile.

In all, 6,239 miles of roads were ploughed, some requiring ploughing only once, others several times, and, in some cases, continuously for as long as six weeks. The total cost, including machinery charges based on fair rentals for machinery used, averaged $21.17 per mile of road kept open; the average cost per snow-plough mile (i.e., the average cost for ploughing 1 mile of road once) was $3.79, the highest for any district being $24.39. Operation, wages, gasoline, oil, and supplies represented 73 per cent. of the total cost. These roads were ploughed an average of 5.6 times during the season.

The unusually heavy snowfall experienced during January, 1935, has drawn attention to the inadequacy of the snow-removal equipment at present owned by this Department. In his report, the Mechanical Superintendent has recommended that four or five modern snow-fighting units be acquired, these to be located at strategic points throughout the Province.

Most of the trouble encountered in snow-removal is caused by slides or drifts. While it is seldom possible to prevent drifting entirely, well-placed snow-fences are found to be of great assistance, but before any expense for such fences is incurred a careful study of the conditions in each location—and some experimentation—is generally necessary. During the fiscal year a general survey was made with regard to drifting conditions throughout the Province and the opinion of the various District Engineers was obtained, and studies will be made during the winter of 1935–36 with a view to a somewhat more general use of snow-fencing in the future, if it can be shown that such use is economical.

TRAILS.

The Department has 4,372 miles of ordinary trails and 5,387 miles of mining-trails on the registers at the present time, the total being 9,759 miles. In addition to ordinary maintenance, assistance was provided by the Mines Department in the amount of $36,155.78 as grants in aid of mining trails and roads; in addition to this, $6,320.58 was provided from capital account and $12,953.77 from the "Provincial Works Loan," or a total of $55,430.13.

ROAD MILEAGE.

Included in this report is the usual statement of total Provincial road mileage, showing classified highways separately, by electoral districts, the total being 19,739.84 miles as at March 31st, 1935. Some slight changes in various districts are due to revision of road registers which has been undertaken during the year; this revision is not yet complete. It will be noted that, according to the returns received, there are 6,688 miles of gravelled and 632 miles of paved or bituminous-surfaced highways. The total Provincial and classified mileage of 19,739.84 miles may be classed as follows:—

	Miles.
Trunk and main highways	5,986.44
Local roads	4,624.39
Settlement, farm, and industrial roads	9,129.01

CLASSIFIED HIGHWAYS.

Very few changes were made under this heading during the fiscal year. In the City of Alberni the classification of the River Road, No. 5B, was raised from secondary to primary, the total distance being 1.6 miles; in Delta Municipality, the arterial classification of the unconstructed portion of the Ladner–Marsh Road, No. 80R, a distance of 0.73 mile, was rescinded. A change was made in the Municipality of Spallumcheen, the arterial classification of a portion of the Vernon–Salmon Arm Road, 3.36 miles in length, having been rescinded, and the Lansdowne Loop Road, No. 70A, formerly primary, was reclassified as arterial to form part of the Vernon–Salmon Arm Highway. As at October 31st, 1935, there was a total of 307.60 miles of municipal roads classified as arterial, 58.86 miles classified as primary, and 151.62 miles classified as secondary.

HIGHWAY TRAFFIC.

Traffic on the Cariboo Road, as recorded from April 16th to November 15th, 1934, showed a daily average of 103 vehicles as compared with ninety-two vehicles in 1933, the daily average of foreign vehicles being fourteen as compared with thirteen for the previous year. A total of 22,105 vehicles passed through the toll-gate during the year 1934 between April 16th and November 15th. A tabulation of the monthly records of 1934 traffic is attached, showing also the figures for 1935.

In the 1932–33 report a comparative tabulation was given showing records of traffic for four important ferries, as an indication of the fluctuation of volume of traffic generally throughout the Province; this tabulation has been brought up to date as follows (an increase of about 10 per cent. in total traffic on these ferries in the year 1934–35 will be noted):—

RECORDS OF TRAFFIC FOR FOUR IMPORTANT FERRIES.

Name of Ferry.	Total Number of Vehicles carried.					
	1928–29.	1930–31.	1931–32.	1932–33.	1933–34.	1934–35.
Castlegar (Southern Trans-Provincial Highway)	50,139	60,194	62,806	51,266	49,863	54,305
Kelowna–Westbank (Okanagan Highway)	29,097	34,755	35,750	33,080	31,424	38,033
Ladner–Woodward (Vancouver to Delta)	38,200	39,642	52,343	48,328	47,152	52,155
Agassiz–Rosedale (Fraser River, north to south side)	29,756	36,808	35,030	30,644	25,184	24,296
Totals	147,192	171,399	185,929	163,318	153,623	168,789

MOTOR CARRIERS.

The report of the Traffic Superintendent indicates that there was very little change in the number of licences for public carriers issued or in the amount collected in fees. In my last report I referred to the problem of the " contract carrier "; careful consideration was given to this question during the year, resulting in the preparation of a Bill to amend Part V. of the " Highway Act." This matter is dealt with more fully under the heading of " Legislation."

It is desired to take this opportunity of placing on record the services rendered by the Advisory Board in dealing with applications for licences and in connection with preparation of the draft amendments referred to.

LEGISLATION.

Bill No. 65, " An Act to amend the ' Highway Act,' " received assent on March 23rd, 1935. Section 8 was amended to give the Minister the power to erect, maintain, and remove snow-fences on private property; provision was also made, under this section, for the amendment of Gazette notices establishing highways for the purpose of correcting any error or supplying any omission therein; power was also given to the Minister, under this section, to give a name to or change the name of any highway in unorganized territory by notice in the Gazette.

Section 11 (2) was re-enacted; by this amendment it is now only necessary to advertise the intention to close or discontinue a highway when such highway is in actual use by any person. Minor amendments were made to sections 17, 34, and 36.

Part V., dealing with licensing of motor carriers, was entirely re-enacted, and this portion of the Act now applies to all vehicles carrying freight, whether or not for compensation, and to all vehicles carrying passengers for compensation on highways in unorganized territory or on arterial or primary highways within a municipality, unless exempted by the Act or regulations thereunder.

Under this Act, carriers are divided into three main classes—namely, public carriers of passengers or freight, limited carriers of passengers or freight, and private freight-vehicles. Fees are fixed by regulation, but may not exceed the maximum amounts provided in the Schedule to the Act; all fees are payable in advance. The Act provides penalties for soliciting of transportation business by persons who do not hold a carrier's licence. It was provided that this amended Part V. of the Act should come into force on the Proclamation of the Lieutenant-Governor in Council; before this could be effected it was necessary to draft the new regulations, and, accordingly, the amended Part V. did not come into operation during the fiscal year under review.

While it is, as yet, too early to judge whether the new provisions will be entirely satisfactory, there is no doubt that some action of this nature was necessary in order to control the activities of persons who were undoubtedly making use of the highway for gain but whose operations did not come under the provisions of the old Act.

Data were obtained and a draft was prepared for a revision of the regulations, pursuant to section 34 of the " Highway Act," governing weights of vehicles, as the old regulations were rapidly becoming obsolete. This revision did not, however, become effective during the fiscal year.

ADMINISTRATION.

Effective April 1st, 1934, the field organization of the Department was revised, the number of engineering districts being reduced to eight in number; the electoral districts included in

each engineering district and the names and location of the District Engineers are given at the head of the individual reports for the various engineering districts. The reorganization achieved the dual purpose of economy and increased efficiency of administration. The present staff of the Department includes eight District Engineers, fourteen Assistant District Engineers in charge of one or more electoral districts, and twelve General Foremen in charge of an electoral district or portion thereof. In addition, the outside staff includes a Highway Traffic Branch and Right-of-way Agent with offices in Vancouver.

For the purpose of standardization, the general wage-scale for public works was revised during the year.

Correspondence at headquarters showed a slight increase, 44,400 inward and outward letters being attended to and approximately 68,000 files handled.

A total of 117 sets of subdivision plans, submitted for approval under the terms of the "Land Registry Act," were dealt with during the fiscal year.

It is a pleasure to record the loyal and faithful services rendered by the various officials at headquarters and by the field staff.

During the first four months of the fiscal year Mr. P. Philip was Chief Engineer of the Department, my appointment to this position having been effective August 1st, 1934.

All of which is respectfully submitted.

A. DIXON,
Chief Engineer.

REPORT OF THE CHIEF ARCHITECT.

Maintenance of Public Buildings.—The appropriation for maintenance of public buildings was supplemented by funds made available from the Provincial Works Loan; it was therefore possible to effect some greatly needed repairs to public buildings which could not otherwise have been attempted, with the result that several buildings have been saved from falling into a serious state of disrepair. It would greatly assist in placing the buildings in a sound structural condition if further funds could be made available, as the general repair vote is inadequate for the purpose.

Accommodation.—It is desired respectfully to draw your attention to the overcrowding of office and hospital accommodation in buildings under Provincial control. The saturation-point has been reached in the Parliament Buildings and in the Court-houses at Vancouver, Kamloops, Nelson, New Westminster, and elsewhere. In our mental hospitals, in particular, it is now necessary to improvise ways and means in order to provide adequately for the increased population in these institutions; such services as nursing, laundry, bakery, and sewerage-disposal are also inadequate to meet the demands which such increases make upon them, and the Province will undoubtedly be faced with a considerable outlay in the near future to remedy this condition.

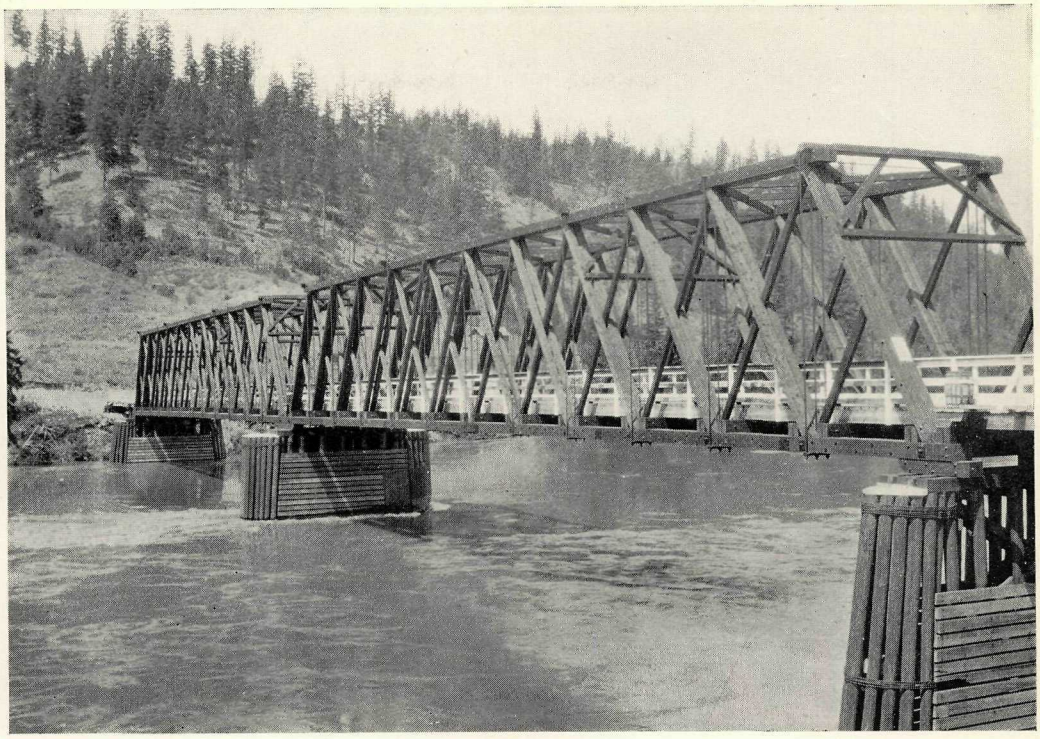
Tranquille Sanatorium.—The construction of an additional unit to the boiler plant is nearly complete; this unit will have sufficient capacity to take the whole load at this institution in the coldest weather and is so constructed as to be capable of using coal from mines in the interior of the Province to advantage, providing that the price of such fuel is favourable.

Furniture.—The expansion of the public services has resulted in increased demands on available funds for the equipment of new offices, and a considerable amount of renewals and repairs have been necessary to typewriters and other office machinery.

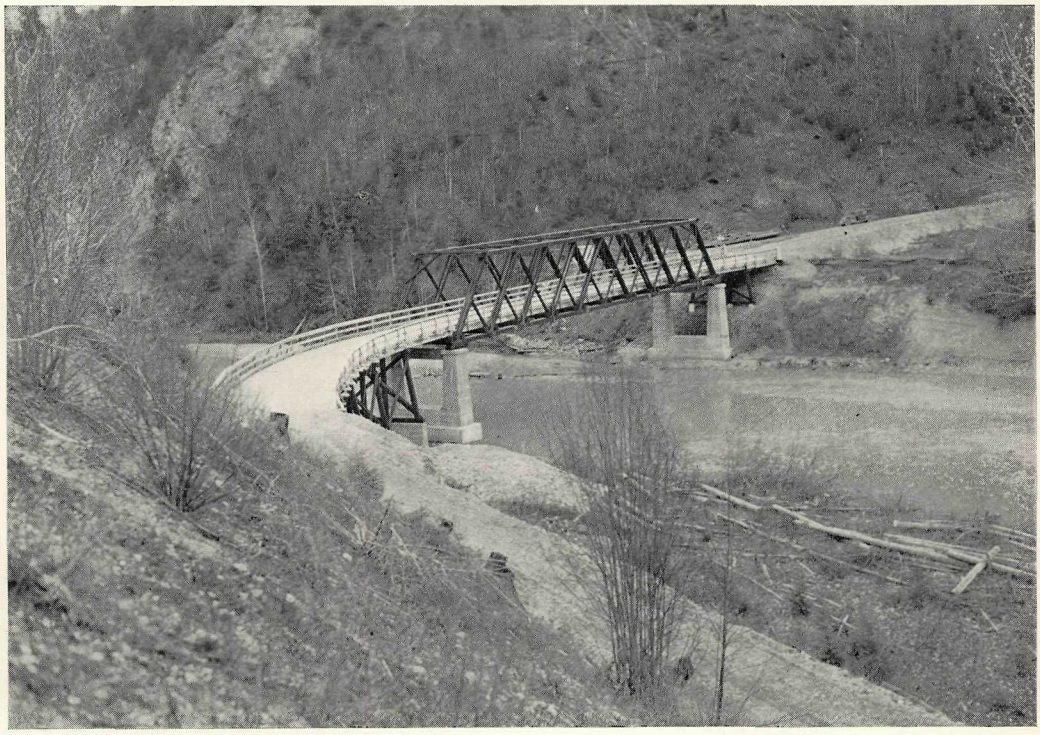
Grounds.—The grounds at the various public buildings and institutions are being steadily improved, and in this connection use has been made of a number of shrubs from the nursery at Essondale.

Plans for Schools and Hospitals.—This Branch has supplied a number of plans and specifications for rural schools throughout the Province; the calling of tenders, however, was dealt with by the various Boards and the work carried out under their direction. Sketch-plans have been supplied for several small hospitals during the year.

New Work.—Work is in progress on the new Home for the Aged and remodelling of the Boys' Industrial School at Coquitlam. Plans are being prepared for a tubercular wing at



BARRIERE BRIDGE, NORTH THOMPSON RIVER, KAMLOOPS DISTRICT.
Two 150-foot creosoted timber spans on creosoted pile piers.



COTTONWOOD BRIDGE, OVER COTTONWOOD RIVER, CARIBOO DISTRICT.
One 140-foot Howe-truss span of creosoted timber and seven 19-foot trestle spans, all on concrete piers. Total length, 276 feet. Roadway width, 16 feet.

the Vancouver General Hospital. This Branch has also prepared complete plans and specifications for the stadium at the University of British Columbia.

Staff.—During the year an engineer was appointed to the technical staff of the Branch to supervise heating plants in public buildings throughout the Province; it is expected that a distinct saving will be accomplished by careful supervision of these plants, particularly by the selection of the right type of coal and equipment in each case. The work carried out by the various tradesmen at the Parliament Buildings and institutions during the exceptional floods in the early part of this year is worthy of special mention; they gave freely of their time and service, and it is gratifying to report that, through their efforts, damage to public buildings was negligible.

All of which is respectfully submitted.

HENRY WHITTAKER,
Chief Architect.

REPORT OF THE BRIDGE ENGINEER.

I have the honour to report upon the construction, reconstruction, and maintenance of bridges throughout the Province for the fiscal year 1934–35, as follows:—

During the first nine and one-half months of the fiscal year—that is from April 1st, 1934, to January 15th, 1935—the weather conditions were generally favourable; summer high water did not reach stages above the average on any of the rivers and creeks. Fall floods in the Coast region are expected during October and November, but there were no fall floods of consequence anywhere in the Province except on the Bella Coola River; an extraordinary flood even for this turbulent stream took place in October, resulting in the almost complete destruction of two major bridges at Hagensborg. It appeared as though the Department would finish the season without other serious loss, but, unfortunately, one of the worst storms experienced on the Coast in many years broke on January 20th.

The southern half of Vancouver Island and the Fraser Valley from Agassiz to Vancouver suffered the worst tie-up of transportation facilities in their history. All the smaller rivers and creeks rose to unprecedented levels. Within twenty-four hours, communications by railway, road, telephone, and telegraph were cut off, making it all but impossible to get crews to points of danger or even to get reliable information as to what was happening.

The damage done to structures was very considerable; fortunately, such damage was confined largely to the minor bridges and culverts and, luckily enough, to structures that were altogether or nearly due for renewal. The main exceptions to this statement were the San Juan River and Jordan River Bridges on Vancouver Island and the damage to one of the main piers in the Stave River Bridge.

The effect in some parts of the Province of the mild weather and rains was to cause rivers to rise sufficiently to bring down large quantities of ice, with the result that two major bridges were lost—namely, the Kiskatinaw Bridge in Peace River District and the Cottonwood River Bridge in the Cariboo District; these both were old structures and plans had already been made to renew them, so that their loss was not really a serious matter.

Altogether, therefore, it was a difficult year. Funds badly needed for other works had to be applied to the repair of storm damage and the orderly prosecution of the Department's regular bridge programme was seriously disrupted.

In all districts skilled men were available who were glad to get the work and prepared to render quite satisfactory service. Material costs were a little higher than in the previous year. Delivery of materials was generally prompt.

The major structures renewed during the year were as follows: Cottonwood River Bridge, Cariboo District; Kootenay River Bridge at Fort Steele, Cranbrook District; Old Town Bridge over Michel Creek, Fernie District; Barriere Bridge over North Thompson River, Kamloops District; Delkatla Slough Bridge, Prince Rupert District; and Canford Bridge over the Nicola River, Yale District. Many minor structures were renewed and a very considerable sum was expended on repairs; some of the older and larger bridges had to be extensively repaired and reinforced.

Many structures throughout the Province are rapidly becoming unfit for traffic and beyond repair; their renewal will be necessary in the near future. Highway traffic is still increasing both in weight and in volume; consequently, risks are being taken in trying to maintain in service structures that are old, too light, and otherwise inadequate.

The reaction ferries received considerable attention, as several of them are getting old and are below capacity to take care of traffic properly.

Funds do not permit of doing much in the way of bank-protection and stream-regulation; with the heavy equipment now available it would seem advisable to consider more modern and less expensive ways of preventing erosion of banks and flooding of lands and works.

It is a pleasure to again record the efficient and dependable services of the whole staff.

Respectfully submitted.

A. L. CARRUTHERS,
Bridge Engineer.

REPORT OF THE MECHANICAL SUPERINTENDENT.

EQUIPMENT AND MACHINERY.

A detailed inspection of the equipment and machinery in every district in the Province was carried out during the fiscal year 1934–35, with the exception of Peace Diver District; reports were submitted showing major repairs and replacements to each unit at time of inspection and repairs recommended to place it in working condition; 1,889 units were inspected. During the year the following units were purchased: Twelve autos, sixty-eight trucks, two caterpillar tractors, one bulldozer, nine snow-ploughs, six snow-blades, two hoists, one pump, and one concrete-mixer.

Practically every unit owned by the Department was employed in order to provide equipment to carry out the ordinary work of the Department and the relief operations of the Department of National Defence. Some of the older trucks were withdrawn from service and replaced by new units, but there are still a great many trucks and other units in operation which have reached the stage where the annual maintenance costs and losses incurred due to lack of dependability are in excess of the cost of replacement.

The storms and heavy snowfall experienced during January disclosed the fact that the snow-removal equipment owned by the Department is inadequate and most of it has insufficient speed to cope with emergency conditions. In order to keep the main highways open even during normal winter conditions, four or five modern snow-fighting units are urgently required and recommended. These should consist of four-wheel-drive trucks equipped with V-type snow-ploughs with wings and should be located at strategic points throughout the Province.

EQUIPMENT-SHEDS AND REPAIR-SHOPS.

Buildings were constructed as follows: In the Cariboo District, equipment-sheds on the Barkerville Road at Stanley and at Barkerville; in the Lillooet District, equipment-sheds on the Bridge River Road at Mission Mountain and at Goldbridge; in the Peace River District, equipment-shed at Fort St. John; in the Alberni-Nanaimo District, a repair-shed at Nanaimo; in the Fernie District, an equipment-shed and repair-shop at Fernie; in the Fort George District, a repair-shop at Prince George.

Some preliminary work was also done clearing a site at Nelson for a repair-shop.

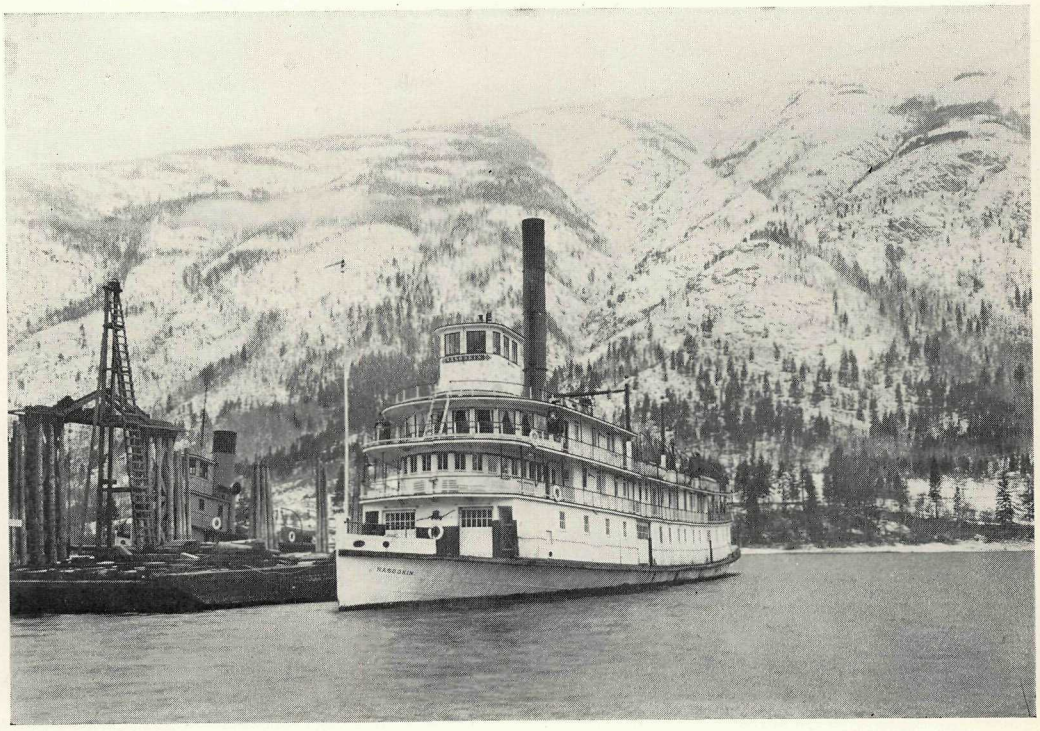
The situation with regard to the housing of equipment is much improved since last report, but there are still many districts where accommodation for housing and storing equipment is inadequate.

POWER-FERRIES.

In addition to the road machinery and equipment, the power-ferries operated by the Department were inspected and reported on.

Kelowna–Westbank Ferry.—This ferry was hauled out on the ways owned by the Canadian Pacific Railway Company at Okanagan Landing in March, 1935, when extensive repairs, occasioned by the presence of dry-rot in the timbers above the water-line, were carried out.

PROTECTION-WORK, COQUITLAM RIVER.



KOOTENAY LAKE FERRY, S.S " NASOOKIN."

A view of the boat after removal of the third and part of the second decks.

The main engine and auxiliaries were overhauled while the vessel was on the ways and the ferry generally put in first-class condition. While repairs to the engine and hull were being made, the ferry service was maintained by the Canadian National Railway Company's Tug No. 5 and one of their car-barges.

Agassiz–Rosedale Ferry.—The 90-horse-power Wisconsin engines on the M.S. " Eena," which had been in almost constant operation since 1919, were replaced in September, 1934, by two 106-horse-power Ruston-Lister Diesel engines, with a 7-horse-power Ruston-Lister Diesel engine as auxiliary equipment; these engines have given entire satisfaction to date. The service is maintained by the " Eena " under licence by J. T. Henley.

Nelson Ferry.—This cable power-ferry has maintained a continuous 24-hour-per-day service for years with very little interruption. Dry-rot which has been reported in the barge for the last three years has increased to such an extent that extensive repairs or replacement will be necessary during fiscal year 1935–36.

Kootenay Lake Ferry.—A service of three round trips daily in the summer and two round trips daily in the winter is maintained between Gray Creek and Fraser's Landing on Kootenay Lake by the S.S. " Nasookin." Alterations to the superstructure during fiscal year 1934–35 included the removal of the second and third decks, with the exception of the observation-room on the second deck, and pilot-house lowered to second deck and set farther forward. These alterations have made the vessel easier to handle and have reduced the fuel-consumption. Two new Class A lifeboats were also installed and the vessel painted generally. Major repairs to the boiler will require to be undertaken during next fiscal year.

Francois Lake Ferry.—This ferry service is supplied by a vessel of steel construction 66 feet 8 inches in length, beam 27 feet 6 inches, powered with two 30-horse-power Vivian gas-engines, and has been maintained without interruption, except when conditions have made it necessary to haul the vessel out, a very creditable performance. The lake froze over on January 12th, 1935, and service was resumed early in May. During the time the vessel was hauled out minor repairs to the hull and engines were carried out.

Castlegar Ferry.—Dry-rot has been reported in the barge of this ferry for the last two years, and this condition should be kept under close observation until an opportunity occurs to have the ferry hauled out and a detailed inspection made. This is a power cable-ferry operating across the Columbia River near Castlegar.

Ladner–Woodward Ferry.—M.S. " Agassiz " was transferred from the Agassiz–Rosedale run in November, 1932, to replace Ladner–Woodward Ferry No. 3, withdrawn from service. The service was maintained according to the terms of the licence granted to L. H. Robson.

Needles–Fauquier Ferry.—A power cable-ferry supplies an hourly schedule between the above points on the Arrow Lakes. Dry-rot has developed in the barge and this condition will require attention in the near future.

Twelve-mile Ferry.—This is a power cable-ferry on the Columbia River, 12 miles south of Revelstoke; barge, engine, and towers are all in good condition.

Twenty-four-mile Ferry.—The old barge, which was in a very serious and unsafe condition, was replaced with a new one in the winter of 1934 and the ferry is now in a safe and satisfactory condition.

Harrop–Long Beach Ferry.—The barge was hauled out during the fall of 1934 on the Canadian Pacific Railway Company's ways at Nelson and some of the timbers affected by dry-rot were replaced. It is possible that further repairs will be necessary before the condition of the barge can be considered to be satisfactory.

Kootenay River Ferry.—Some damage was done to the housework on this ferry by fire last December; the housework has been rebuilt and the ferry is in good working condition. The ferry traffic in this area has increased rapidly during the last few years, due to the increased acreage brought under cultivation by the reclamation schemes in progress. The question of replacing the present ferry with a larger one or building a bridge across the Kootenay River at the ferry crossing should be given consideration when estimates are being considered for 1936–37.

Sorrento–Scotch Creek Ferry.—A service of five round trips per day is maintained between the above points on Shuswap Lake by the M.S. " G. B. Wright." The hull and engines are in first-class condition.

Shuswap Lake Ferry.—This service was formerly undertaken with the S.S. " Whitesmith " under licence, whereby Messrs. White and Smith were paid an annual subsidy of $8,000. The licence expired in November, 1934, since which date a weekly trip between Sicamous and Seymour Arm and extending to Salmon Arm, Eagle Bay, and Anglemont on the main lake has been furnished under the supervision of this Department.

Ferries Generally.—Overhauls and repairs to the hulls and engines of the power-ferries operated by the Department have been carried out with a minimum of interruption in the scheduled runs and the least possible inconvenience to the travelling public. Wherever possible a substitute ferry service has been supplied when it was necessary to withdraw the regular ferry from service to make repairs. All ferries which are operated subject to the provisions of the " Canada Shipping Act " have been inspected and certified by the Dominion Steamship Inspector.

Respectfully submitted.

J. ARMSTRONG,
Mechanical Superintendent.

REPORT OF THE TRAFFIC SUPERINTENDENT.

Attached hereto is a statement of public passenger- and freight-vehicle licences issued during the calendar year 1934; the total number of passenger licences in force as at December 31st, 1934, was 193, this being 3.76 per cent. more than the previous year; the number of freight-vehicle licences in force at the same date was 161, a decrease of 3 per cent.

Licence fees collected during the calendar year of 1934 were as follows:—

Licence-plate fees	$886.00
Passenger licence fees	7,022.35
Freight licence fees	3,696.39
Total	$11,604.74

During the calendar year 1934, 520 applications were considered and 444 licences issued.

The mechanical inspection of public vehicles during the year was largely carried out by the Mechanical Inspection Department of the Provincial Police. The Department's Traffic Inspector's time has been fully occupied by investigations and weighing of vehicles at Spuzzum and in the Bridge River and Cariboo areas, as well as on the Lower Mainland and on Vancouver Island, for the purpose of checking up and preventing the overloading of motor-trucks as far as possible.

The Department has again been greatly assisted by the co-operation of the Provincial Police in the enforcement of the " Highway Act " and regulations thereunder, in so far as they relate to traffic.

There were five prosecutions for violation of the provisions of Part V. of the " Highway Act."

Thirteen meetings of the Advisory Board were held for the purpose of dealing with various applications for public carrier licences; in addition, the members of the Board attended a considerable number of special meetings held for the purpose of investigating complaints. The valuable assistance rendered by the members of this Board in the preparation of the draft of the amendments to Part V. of the " Highway Act " is gratefully recorded.

Respectfully submitted.

R. J. STEWART,
Traffic Superintendent.

PART V. OF "HIGHWAY ACT"—LICENSING OF PUBLIC VEHICLES.

Statement of Licences issued for Public Passenger-vehicles during the Calendar Year 1934.

Carrying Capacity.	No. of Vehicles licensed.	No. of Licences cancelled during Period.
1 to 5 passengers	38	13
6 to 10 passengers	78	27
11 to 20 passengers	43	3
21 to 30 passengers	65	1
Over 30 passengers	13	----
	237	44

Total passenger licences issued	237
Total passenger licences cancelled	44
Total passenger licences in force at December 31st, 1934	193

Statement of Licences issued for Public Freight-vehicles during the Calendar Year 1934.

Carrying Capacity.	No. of Vehicles licensed.	No. of Licences cancelled during Period.
Up to 1½ tons	72	19
Over 1½ tons and up to 2½ tons	93	21
Over 2½ tons	42	6
	207	46

Total freight licences issued	207
Total freight licences cancelled	46
Total freight licences in force at December 31st, 1934	161

DISTRICT REPORTS.

ENGINEERING DISTRICT No. 1 (VANCOUVER ISLAND, THE ISLANDS, AND NORTH PART OF MACKENZIE ELECTORAL DISTRICTS).

Report of District Engineer, H. L. Swan, Victoria.

General.—The change of electoral district boundaries according to the redistribution in 1932 was made effective for the purposes of administration on April 1st, 1934. The most important result was the moving of the Comox District boundary southerly from Big Qualicum River to Craig's Crossing, thus transferring Parksville and Qualicum into the Comox District.

The Alberni constituency was combined with that of Nanaimo into the Alberni-Nanaimo Electoral District, and the Ladysmith office was retained as the headquarters for the Cowichan-Newcastle and Alberni-Nanaimo Districts, including Gabriola Island, formerly in the Islands District, now in the Cowichan-Newcastle District.

During the fiscal year 1933–34, Esquimalt, the Islands, and Saanich were combined with one district office, using for the purpose the office which was formerly the headquarters for the Saanich District. This allowed the offices at Langford and Sidney to be closed, resulting in a considerable saving in administrative costs. This change, having proved to be satisfac-

tory, was confirmed in April, 1934, by the appointment of an Assistant District Engineer, with headquarters at the Burnside office, in charge of the three districts. The southern portion of the Mackenzie District from Jervis Inlet south was, for convenience in administration, transferred to Engineering District No. 2.

Storm Damage.—The winter of 1934–35 was remarkable for its severity, starting with a flood in the Bella Coola Valley in October, which reached a height greater than has been recorded during the past forty years, causing the flooding of the settlement of Hagensborg, and the loss of a bridge over the Bella Coola River and another over the Store Branch at Bella Coola, and damage to minor bridges and to several miles of road.

This was followed by a heavy snowfall all over Vancouver Island in December and January; very low temperatures in the early part of January were succeeded by a particularly bad snow-storm on January 20th, which left from 1 to 4 feet of snow on the Island Highway. On the night of the 20th a rise of approximately 20° in temperature and a warm rain caused acute flood conditions in the southerly districts. The flood did not abate until the 26th, on which date the rain stopped.

Minor washouts were general and one of a serious character occurred at Mile 12 on the Island Highway (Goldstream). By noon of the 21st travel over the Malahat became impossible, two King-truss bridges being damaged beyond economical repair and 900 feet of road being washed out by the changing of the channel of the Goldstream. All up-island traffic was diverted by way of the Mill Bay Ferry, as the bridge across Wolf Creek on the Old Trunk Road near Kapoor was washed out.

On January 24th it was necessary temporarily to close all highways in the Esquimalt and Cowichan Districts to vehicles weighing more than 2½ tons gross. On January 25th work was started on a diversion at Goldstream and on February 14th the Malahat was opened to one-way traffic over the new diversion.

At Port Renfrew approximately 1,000 feet of the highway traffic-bridge over the San Juan River was completely washed out, as also was the bridge at Jordan River.

In the Northerly Districts of Alberni and Comox the snow was deeper and the thaw not quite so sudden; nevertheless, a severe flood occurred at the end of January and one span of the Condensory Bridge at Courtenay and two trestle bridges on the Sproat Lake Road were washed out, besides many minor washouts and general road damage throughout the districts.

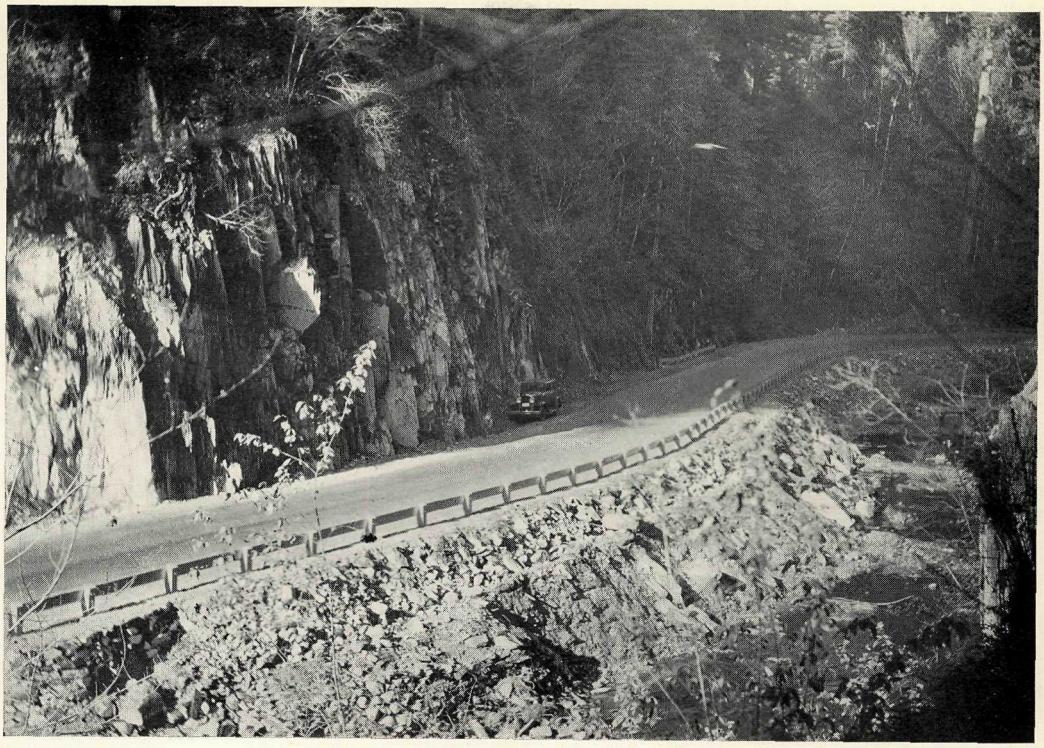
In the Cowichan District, at Duncan, the Cowichan River eroded the bank and washed out 900 feet of the Island Highway between Mile 41 and Mile 42. This washout was repaired during the fiscal year 1935–36 by hauling rock from Cassidy over a spur to the Esquimalt & Nanaimo Railway, built by the Department. The assistance and close co-operation of the officials of the railway company in connection with this work is gratefully acknowledged.

Acknowledgment is made of the skill, loyalty, and sense of responsibility displayed by the men in the service of this Department during a period of trial such as, it is to be hoped, will not be experienced again.

The winter storms have been dealt with at some length, as this overshadows in importance all the other work of the district and has had very important results by the relocation and reconstruction to modern standards of sections of the road which were damaged by the storm.

Construction and Reconstruction—Island Highway.—At Mile 20 on the Malahat a very dangerous corner was improved by widening in rock. At Koksilah, Mile 40, ½ mile on the Island Highway was regraded and gravelled to improve the surface alignment. As this piece of road is a tangent paralleling the railway, the removal of the wavy surface has made an improvement which is very noticeable. At Mile 48.2 a culvert was replaced by a pile-trestle bridge to prevent flooding. Through the Oyster Bay Indian Reserve, Mile 63.5, work was continued by relief crews on the major diversion which it is expected will be finished during the fiscal year 1935–36. At Mile 66.0 a diversion of the South Wellington Cut-off to avoid the wavy section of this piece of road was continued. The increase in vehicle speeds is making it more apparent every year that a road which provided sufficiently smooth riding even five years ago may now be altogether unsatisfactory, and this condition is worse where the surface is well maintained, as it is difficult to see the humps and hollows.

North of Nanaimo work was continued on the diversion at Mile 87, which will be completed during the fiscal year 1935–36. North of Courtenay, between Mile 150 and the end of the paving at Mile 154, special attention was paid to the condition of the shoulders and, by



GOLDSTREAM DIVERSION, ISLAND HIGHWAY, MILE 12, OCTOBER, 1935.

Road formerly crossed the creek at a point opposite the parked car.

TSABLE RIVER BRIDGE.

Showing 130-foot creosoted Howe-truss span on creosoted pile abutments. This structure replaces the old bridge which was located farther up-stream and this relocation has resulted in a great improvement in alignment.

heavy grading, additional road width was obtained, making a marked improvement to this section of the highway.

Canadian Highway.—On the Canadian Highway a revision was constructed at Mile 128 and some minor improvements were made between Mile 114 and Mile 128.

Other Roads.—On the Sooke Road a relocation was made at Mile 10.7 which eliminated a dangerous turn on a hill and raised the whole standard of this section of the road. On the West Coast Road the Department of National Defence completed 3 miles of road on a new location between Sooke and Muir Creek. On the West Saanich Road a crossing over the Colquitz River, which was washed out in the storm, was replaced with a 6-foot concrete-arch culvert. In the Mackenzie District the principal work was the reconstruction and repair of the road damaged by the flood at Bella Coola and the construction of a short piece of brush mattress as a temporary measure to protect the town of Hagensborg. This mattressing is being continued during the fiscal year 1935–36.

On Texada Island 400 feet of the central road was widened, brushed, and graded, and two new culverts constructed. On Lasqueti Island over ½ mile of road was graded, stumped, gravelled, and generally improved. The Manson Bridge at Powell River was replaced with a cedar culvert and fill and the Wolfson Creek Bridge was rebuilt. On Saltspring Island some effective widening was done on the North End Road and the Scott Road was lengthened for a distance of approximately ¾ mile.

Ferries.—The Saltspring, Mill Bay, Gabriola, and Denman Island Ferries operated throughout the year without change and a temporary rowboat ferry was established across the Bella Coola River to serve the Saloomt area, which was cut off by the destruction of the Bella Coola River bridges.

ENGINEERING DISTRICT No. 2 (BURNABY, DEWDNEY, NORTH VANCOUVER, VANCOUVER-POINT GREY, AND SOUTHERLY PART OF MACKENZIE ELECTORAL DISTRICTS).

Report of District Engineer, E. H. Verner, Vancouver.

Burnaby Electoral District.

Maintenance of Roads.—The change in electoral district boundaries resulted in the addition of 20 miles of classified highways and 6 miles of other roads to this district; with the same District Vote appropriations available as in the previous fiscal year, the expenditures had necessarily to be distributed over a wider area; however, all roads were kept in good state of maintenance. Abnormal snowfalls, followed by floods, caused additional work, but the unique conditions were satisfactorily overcome. About 35 miles of main roads were kept open throughout the winter with snow-ploughing equipment.

Bridges.—The principal work undertaken was the renewal of three 5-pile trestle bridges on the Ioco–Port Moody Road. The usual maintenance-work was carried out.

Dewdney Electoral District.

Maintenance.—With the inclusion of 72 miles of roads in unorganized territory and 16 miles of classified highways (exclusive of Hope Village) in the revised electoral district, the mileage of highways was increased one-third. The District Vote appropriations being the same as in the previous year, it was not possible to undertake as much work as desirable. Bituminous-surfaced highways were kept in good state of repair and gravelled main roads were continually maintained by grader.

Surfacing.—A tar carpet coat 20 feet in width was laid on 5.3 miles of the Lougheed Highway (21R and 22R), consisting of a priming coat at the rate of ⅓ gallon per square yard and a second coat at the rate of ¼ gallon per square yard, with a cover-coat of torpedo gravel applied at the rate of 100 cubic yards per mile. This work was of considerable interest as the cost was actually less than the usual cost of maintaining this stretch of road when gravelled only, so that not only has the travelling public had the advantage of a dust-free surface in summer and a surface free from mud in the winter at no extra cost to the Department, but, after twelve months' continuous service under such improved conditions, this surface is in excellent condition and of great value as a base to receive a more permanent surface such as

a 2-inch asphaltic-mulch treatment. Tar, as a dust-layer, was applied on 2.3 miles of the Lougheed Highway (21R) at the rate of ⅓ gallon per square yard, but did not last very well and was therefore unsatisfactory as a dust-layer.

Construction—Deroche–Agassiz Section of Trans-Provincial Highway.—Reconstruction-work under the Department of National Defence was continued satisfactorily on the Deroche–Agassiz section of the Trans-Provincial Highway. Two miles of highway were substantially improved by widening and straightening, much of the work comprising heavy rock excavation. The distance covered by this project is approximately 11 miles, from Deroche to the east end of Agassiz Mountain. Of this, 5.5 miles have been completed with the exception of 1.5 miles of surface-gravelling which is now in progress, the work consisting of a heavy rock-cut and a 60-foot tunnel through the highest point on Agassiz Mountain to eliminate 12 per cent. adverse gradients to a maximum 6 per cent.; on this good progress is being made. There still remains 2,000 feet involving heavy rock-work on the east slope of Agassiz Mountain; this is on a 10-per-cent. gradient and the road is quite narrow. It would appear too costly to eliminate this gradient, but if the road is widened to the standard width of 30 feet all traffic requirements would be met.

A 229-foot trestle bridge has recently been completed over a deep gulch ½ mile east of Camp 226. The bridge is on an 8° curve, 1.5-per-cent. gradient, with super-elevation of 1 foot in 20 feet; this work completes the renewal of bridges on this section of the highway. On the west side of Agassiz Mountain there is still ¾ mile of major revision to be made; the present road, however, is quite good and this work is being left until all the other more essential work has been completed. The existing road across the Harrison Flats, which has three sharp turns, is also being left for the time being; there still remains approximately 3 miles on which considerable improvement can be made; this work can be carried out from Camp 203, Harrison Bay.

Traffic has increased considerably during the past year and many favourable comments have been passed on the improved condition of the highway; with the completion of the paving, which is now well under way, the road will be of great benefit to the commercial and tourist traffic. The linking-up with Haig on the north side of the river would make this one of the most attractive highways on the Lower Mainland.

Bridges.—With the exception of the redecking of the Dewdney Bridge, other bridge-work was confined to minor repairs and general maintenance. At the Pitt River Bridge the power-installation system was renewed.

Flood Damage.—Snow and storm conditions were most unusual and called for extraordinary attention, involving greatly increased expenditures. Credit is due to the foremen in particular, and the operators of snow-removal equipment in general, for the splendid team-work with which they met the abnormal situation. The phenomenal conditions called for long hours in severe weather. Approximately 100 miles of highways were snow-ploughed several times. Owing to the deep drifts it was found impracticable to keep the Deroche–Agassiz Highway open continually, and it was closed from January 11th to 13th and again from January 27th to February 3rd, ten days in all.

North Vancouver Electoral District.

Maintenance and Reconstruction.—General maintenance was carried out on all roads in the district. A considerable amount of surface-patching was done on Marine Drive, which was necessary owing to the increased traffic on this section. A 120-foot section of masonry guard-wall set in mortar was built at a dangerous curve at Caulfeild, also several sections of guard-fence at dangerous points. The increased traffic on Dollarton Highway necessitated constant maintenance of the gravel surface and a surface treatment is strongly recommended for this road. At Bowen Island 0.25 mile of the Trunk Road was oiled with good results, 1.2 miles of roads were reconstructed, and 2.9 miles gravelled.

Bridges.—Eleven bridges were repaired. The steel structure over Capilano River was scraped and given three coats of aluminium paint, which is proving very satisfactory. Caulfeild Creek Bridge was converted to concrete culvert and fill.

South Mackenzie Electoral District.

Maintenance.—General maintenance was carried out on all roads in the district and the surfaces kept in good condition. A considerable amount of damage was done in different

sections by the storm-water in January. One and nine-tenths miles of road, scattered in the various business sections, were sprayed with oil. Ditching and gravelling constituted the larger portion of work, which was mainly done by relief labour. Unemployment is still a grave matter in this district, and by far the largest proportion of our work is carried out by men on relief.

Construction—Sechelt–Pender Harbour Road.—The only major construction-work carried out in this district was on the Sechelt–Pender Harbour Road at Camps 901 and 902 by the Department of National Defence, 1.6 miles being completed, in the construction of which the following quantities were handled: Solid rock, 10,172 cubic yards; loose rock, 1,731 cubic yards; earth, 2,075 cubic yards; also 3,491 lineal feet of cedar logs hewed and built into culverts and 3,000 cubic yards of gravel distributed. Reconstruction and widening was carried out, mainly by hand-labour, on several minor roads to the extent of 1.2 miles.

Vancouver-Point Grey Electoral District.

Maintenance.—General maintenance was carried out on all roads, Marine Drive and Imperial Street being slashed and cleared to the full width of right-of-way and ditches thoroughly overhauled.

Improvements.—Major improvements were made on Marine Drive by widening and sloping at Spanish Banks, construction of 1,430 lineal feet of guard-fence, diversion of road at Musqueam Bridge to improve alignment, and installation of a concrete culvert and fill.

University Endowment Lands.—During the storm period in January much damage was done; heavy slides occurred at Spanish Banks and large washouts occurred in front of the University Endowment Lands, disrupting the sewer system of that area and also doing great damage at Jordan Creek, where two bridges and a large quantity of material were washed out. This necessitated the installation of a temporary system which was very satisfactory. Work is still in progress of refilling the various ravines and installing a new sewer outfall.

A small amount of work was carried out on Chancellor Boulevard extension by the Department of National Defence; the grounds at the University Hill School were partly levelled up, approximately 3,000 cubic yards of earth being moved.

The usual maintenance was carried out at the University Endowment Lands, where the roads, sidewalks, and boulevards were kept in good repair.

ENGINEERING DISTRICT No. 3 (DELTA, NEW WESTMINSTER, CHILLIWACK, AND PARTS OF YALE AND DEWDNEY ELECTORAL DISTRICTS).

Report of District Engineer, H. C. Anderson, New Westminster.

Delta Electoral District.

Maintenance.—Up to the time of the exceptional snowfall in January, all roads in this district were generally maintained in good condition, notwithstanding the fact that appropriations had to cover an increased road mileage as a result of the extension of the boundaries of the district to include Richmond Municipality. The January storm, however, which was followed by unprecedented floods, necessitated extraordinary expenditures to restore washouts and damaged road-surfaces. The bituminous-surfaced highways withstood the floods without material damage to the road-beds. The portions of concrete pavement on the Pacific Highway which were raised last year by means of a "mud-jack" remained in their adjusted positions, and it is considered that the unqualified success of this work justifies its continuation, if possible, on a larger scale.

Surfacing.—The principal work undertaken was the 2-inch asphaltic-mulch surfacing, by day-labour, of the twin road connections, each 18 feet wide, on the Peace Arch Highway from the Canadian Customs to the International Boundary on plans in conformity with the paved surface south of the boundary-line. Other work included construction of bituminous spray-coat, averaging 20 feet in width, on the 0.30-mile gravel portion of the Snake Hill on Scott Road and the 0.25-mile gravel portion of the Enderby Hill on Ladner Trunk Road; there is now a continuous hard-surfaced highway between New Westminster Bridge and Ladner, a distance of 16 miles. The road-bed of Fraser Avenue (Ref. No. 66R) was widened and materially improved by gravel surfacing by day-labour.

Construction.—Construction-work was continued on the Peace Arch Highway in the vicinity of Camps 205 and 206 as a relief measure under the Department of National Defence. This project is now in such a condition that, by the use of a small amount of machinery in place of hand-labour, the road could be completed between Campbell River Road and Elgin Road in a very short time, to the advantage of the travelling public. Work was also completed during the year by the Department of National Defence on the Aldergrove–Bellingham Highway, with the exception of some minor trimming and installation of culverts.

Bridges.—The Indian Reserve Bridge on Campbell River Road (Ref. No. 90B) was renewed by contract, the cost being borne equally by the Provincial Government and the Municipality of Surrey. The new structure consists of eighteen 5-pile bents supporting a roadway 20 feet wide between guards; to improve the gradients of the approaches a vertical curve has been provided.

Material improvements were undertaken by day-labour on the Eburne bridges at a total cost of approximately $13,000. The floor systems were entirely renewed and the decking bituminous-surfaced. Some temporary renewals were carried out on portions of the Canoe Pass Bridge. Complete reconstruction of most of this structure will shortly be imperative. It was necessary to drive some protection-piles at Haldi Island Bridge.

Protection-work.—River-bank protection-work was carried out on the Fraser River at the Rice Mill, Lulu Island, in co-operation with the Federal Government and Richmond Municipality, each authority contributing one-third of the total cost.

New Westminster Electoral District.

The entire reconstruction and resurfacing of the ½-mile stretch of Riverway through District Lot 172 was satisfactorily undertaken at a cost of approximately $4,400. In addition to the provision of more effective surface-water drainage, the road-bed was widened and flattened preparatory to laying by contract a pre-mixed asphaltic-macadam surface 2½ inches compacted thickness and 18 feet wide at an approximate cost of 62 cents per square yard. The usual maintenance-work, chiefly by relief labour, was undertaken on the streets in District Lot 172. The abnormal floods severely tested the special drainage installed the previous year.

Chilliwack Electoral District.

Maintenance.—The extension of the boundaries of this district resulted in an increase of about 77 per cent. in road mileage and, consequently, it was not possible to undertake as much maintenance-work as desirable, but the roads were generally maintained in passable condition at a minimum of expenditure. The unusual floods, following the very heavy snowfalls in January, necessitated extensive repairs to the roads and bridges eroded or undermined and many roads were rendered unpassable for several days. The breaking of the Sumas Lake Dyke resulted in the flooding of the main highway for a distance of about 2 miles and Chilliwack was isolated for about a month. In addition to such renewals and repairs, 0.14 mile of bituminous spray-coat surface was laid on the Trans-Canada Highway (Ref. No. 6R) south of Abbotsford Village.

Construction.—Very satisfactory progress was made by the Department of National Defence, from Camps 208 and 209, in the work of reconstruction of portions of the old Hope–Rosedale Road by realignment and regrading and by the construction of necessary diversions. The use of machinery supplied and maintained at the cost of the Province has assisted materially in the progress of the work. In addition, this road was improved elsewhere by widening, ditching, and renewal of gravel surface by the Provincial Government.

Bridges.—Improvements were undertaken at the Vedder Canal Bridge; the two 150-foot-span Howe trusses were redecked and the approach trestles were renewed and shortened almost 600 feet by means of a substantial gravel-fill at each end. The entire deck was flush-coated with bitumen and torpedo gravel.

Four of the old central bents in the Ferry Slough Bridge on the Rosedale Ferry Road were replaced by a 60-foot-span King truss. The pile trestle, 114 feet in length, over Lorenzetti Creek on Dent Road was entirely renewed. Several bridges were redecked and one bridge replaced by culvert and fill. All bridge-work was undertaken by day-labour.

Ferry.—New Diesel engines were installed on the M.S. "Eena," which operates on the Agassiz–Rosedale run, under licence.

River-protection.—The Vedder River presents a difficult problem annually; protection-work was again an urgent necessity and consisted of removal of driftwood debris, which was placed at chosen points and lashed in place as protection, a system which is satisfactory; no doubt the continuation of this type of work over a period of years will finally provide a fairly effective type of protection; in any case the removal of driftwood debris will be necessary every year for some time to come.

East Portion of Dewdney Electoral District.

Maintenance of the Hope–Rosedale Road and the roads in Hope and vicinity comprised the only road-work carried out by this Department's forces. Heavy snowfalls in this district resulted in the cessation of road traffic for several weeks, and credit is due to the local foremen and operators of equipment for the manner in which they endeavoured to cope with the abnormal conditions.

The Hope–Yale section of the Trans-Canada Highway was improved in places as a relief measure under the Department of National Defence from Camp 346. Camp labour disturbances and exceptional winter weather account for the lack of progress on this project; up to the present time only hand-labour has been available and work has been chiefly confined to clearing of right-of-way. Construction of road-bed on the revised alignment will in the main comprise fairly heavy work and, to obviate waste at some points and borrow at other, a considerable amount of haulage will be involved. In order to make any marked progress on this job, equipment such as air-drills, power-shovel, and trucks will be required.

Bridges.—The reconstruction by day-labour of the decking system of the Fraser River Bridge at Hope was undertaken. Assistance to the extent of about $550 was given the local settlers towards the construction of a cable-bridge, 170 feet between towers, at Othello.

South Portion of Yale Electoral District.

Construction of Hope–Princeton Road (West End).—The work, under the Department of National Defence, was between Mile 2.25 (Bridal Veil Falls) and Mile 8.6 (top of 10-Mile Hill) and was undertaken from three camps at Miles 4, 7, and 9 respectively. Approximately 3 miles were opened to traffic during the year; with the exception of a small portion above Camp 7, the new grade is in use from Camp 4 to the top of 10-Mile Hill. All work was tied up from the middle of December to the first of April owing to heavy snow. During the year 6 acres were cleared, 1.36 acres grubbed, and 33,447 cubic yards of material excavated.

Cariboo Road.—The snow-ploughing equipment at Hope was utilized as far north as Boston Bar; extremely deep snow necessitated closing the road from January 20th to March 6th.

General.

The operation of the Government-owned garage at Cloverdale continues to be entirely satisfactory and economical. Several large equipment units, including some from other engineering districts, were overhauled. A rearrangement of duties of the office staff resulted in more efficient and economical administration; road registers and other office records were revised and brought up to date. During a winter of unprecedented weather, my assistants and local foremen rendered notable service under the most trying conditions.

ENGINEERING DISTRICT No. 4 (YALE, KAMLOOPS, SALMON ARM, REVELSTOKE, NORTH AND SOUTH OKANAGAN, SIMILKAMEEN, AND GRAND FORKS-GREENWOOD ELECTORAL DISTRICTS).

Report of District Engineer, R. M. Taylor, Kamloops.

General.—The reorganization of the Department in April, 1934, resulted in the combination of the old Engineering Districts Nos. 3 and 4, to which was added Revelstoke Electoral District, which, previously, was part of the old Engineering District No. 5.

During this year every effort was made, as far as funds would allow, to maintain the highways in good condition, but, owing to the volume of fast and heavy traffic, gravel roads became very badly "washboarded," a condition which cannot very well be rectified without

hard-surfacing, which, on main roads, is a vital necessity. In addition to maintenance-work financed from the District Vote, relief labour was also available and work was also done by settlers under special appropriation allotted for the purpose of allowing them to "work out" delinquent taxes. The majority of all construction, reconstruction, and improvement work in this district was performed by men from the relief camps.

There were very heavy snowfalls during the months of January and February, requiring almost continuous snow-ploughing over a period of six weeks. Spring Chinook winds caused sudden thaws which occasioned much damage to the roads, especially in the Coalmont-Tulameen-Princeton area and in the Fraser Canyon, which was closed to traffic for some time.

Yale Electoral District.

Roads.—Maintenance-work on the Fraser Canyon section of the Trans-Canada Highway was financed from the District Vote and was done by the Department's forces, reconstruction and improvement on various sections was continued as relief work under the Department of National Defence, as well as similar operations between Merritt and Spences Bridge, between Merritt and Kamloops, and on the Merritt–Princeton Road. A start was made on the elimination of the heavy grade at Peterson Hill on the Princeton–Coalmont Road.

Bridges.—The following bridges were renewed: Canford, Princeton Cut-off, Marshall, Otter No. 3, Otter No. 6, Voght Street (Nicola River), Rabbitt, Aspen Grove, MacKenzie, and Godey Creek.

Kamloops Electoral District.

Roads.—In addition to maintenance-work paid for out of the District Vote, some work was done by relief labour. Several revisions were constructed on the North Thompson Highway and several miles of road were gravelled. The Department of National Defence reopened Deadman Creek Camp in preparation for work on the Trans-Canada Highway between Savona and Ashcroft.

Bridges.—The most important work was the renewal of the bridge over the North Thompson River at Barriere; the new bridge consists of two 180-foot-span Howe trusses of creosoted timber on creosoted pile piers. Several small bridges were also entirely renewed, including Eakins No. 2, Homestake, Louis Creek No. 1, and Sweedall. The usual maintenance and repairs were effected on bridges generally in the district.

Salmon Arm Electoral District.

Roads.—In addition to maintenance-work, for which purpose relief labour was available, preparation was made for future surfacing of main roads by ditching and other improvements. Work was continued, under the Department of National Defence, on construction of the Canoe–Sicamous Road and improvement of the Trans-Canada Highway at Tappen and at Sorrento. Much difficulty was experienced during the winter in keeping the roads open to traffic, on account of the heavy snowfall.

Bridges and Ferries.—Bridges were maintained and three small bridges were reconstructed. The S.S. "Whitesmith," operating under licence as a ferry on the Shuswap Lake, was taken over and operated by the Government in November, 1934. The Scotch Creek–Sorrento Ferry landings were repaired.

Revelstoke Electoral District.

Roads.—All travelled roads were maintained and a considerable amount of ditching was done. Heavy snowfall and subsequent thaws caused a great deal of damage both to roads and to bridges, especially on the Revelstoke West Road. The Department of National Defence relief crews continued reconstruction-work on the latter road and on the Big Bend Highway north of Revelstoke.

Bridges and Ferries.—Minor repairs were made to bridges and two new bridges were constructed on the Big Bend Highway; La Forme Creek Bridge on this highway was strengthened by the addition of extra bracing. Ferries were maintained and a new ferry was constructed at Sidmouth, 24 miles south of Revelstoke.

North and South Okanagan Electoral Districts.

Roads.—The usual maintenance-work was performed in these districts and relief labour was utilized to assist by way of gravelling, clearing ditches, and improving roadsides generally. The main roads were kept open during the winter by snow-ploughing. The Kelowna–Westbank Ferry maintained the regular operating schedule throughout the year. The Department of National Defence did some improvement-work, with relief crews, on the Eagle Pass Road and also widened a section of the Vernon–Kelowna Road along the length of Woods Lake; they also constructed about 1 mile of settlement road on the west side of Okanagan Lake.

Similkameen Electoral District.

Roads.—In addition to general maintenance-work which was carried out as effectively as funds would permit, a certain amount of road-improvement work was performed on the main highways between Hedley and Princeton and between Summerland and the International Boundary, in preparation for bituminous surfacing. The construction of the easterly section of the Princeton–Hope section of the Southern Trans-Provincial Highway was continued as a relief measure by the Department of National Defence, the pioneer road having been opened up to Mile 43 from Princeton by the end of the fiscal year; about 5 miles are completed to standard requirements.

Grand Forks-Greenwood Electoral District.

Roads and Bridges.—Road-work consisted of maintenance and a considerable amount of minor reconstruction, with some gravel surfacing and ditching, in preparation for bituminous surfacing. Some work was also done on mining roads and trails financed by appropriations from the Department of Mines. Work on bridges comprised general repairs to thirty-nine bridges and reconstruction of the following: Williamson, Upper and Lower; 9-Mile; Mill Creeks.

ENGINEERING DISTRICT No. 5 (CRANBROOK, FERNIE, COLUMBIA, NELSON-CRESTON, KASLO-SLOCAN, AND ROSSLAND-TRAIL ELECTORAL DISTRICTS).

Report of District Engineer, E. S. Jones, Cranbrook.

Organization.—At the beginning of the fiscal year the change in organization resulted in the combination of the area covered by the old Engineering Districts Nos. 5 and 6 into one district, with the exception of Revelstoke Electoral District, which was transferred to Engineering District No. 4.

Maintenance of Roads.—Very dry weather conditions rendered the carrying-out of the maintenance programme extremely difficult. The silty nature of the soil does not act as a binder between the gravel and the subgrade, with the result that the gravel is pushed off the road during the extreme dry weather. This condition is probably more noticeable in this district than in any other in the Province, and it is therefore apparent that hard-surfacing is necessary to give the motorists the type of surface which they are now demanding.

Owing to lack of equipment, only a very small programme of reconstruction was carried out during the year, practically all this type of work being done by relief.

Snow-ploughing operations were very heavy; the extremely cold weather rendered this operation very difficult, except for one week; the main roads were, however, kept open to traffic.

Cranbrook Electoral District.

Roads.—Important reconstruction-work took place on the Cranbrook–Kimberley Road in preparation for hard-surfacing; most of this work was carried on between Mark Creek and Kimberley. The hard-surfacing programme was started on this road when 1.5 miles of tar mulch with asphalt flush-coat were laid from Cranbrook north and 2.5 miles of asphalt mulch were laid from Marysville north.

The work 5 miles north of Kingsgate (Project No. 60), under the Department of National Defence, was completed and the personnel from this project were moved to Goatfell, east; excellent work was done on both these projects. Reconstruction and gravelling were continued between Ta Ta Creek and Kimberley.

Bridges.—The renewal of Fort Steele Bridge constituted the most important bridge-work in this district. This structure consists of three 120-foot-span through Howe trusses, with 16-foot-wide roadway, on pile piers, with nine 19-foot bays of pile-trestle approach at the right bank and two 16-foot bays at the left bank; all piles, timber for trusses, and caps for piers and bents are creosoted. The work was done by day-labour.

Columbia Electoral District.

Reconstruction-work was undertaken on the Yoho Road by crews from the Provincial relief camp and some good work in widening was accomplished. Near Windermere, a 1-mile diversion of the Kootenay–Columbia Highway was completed. Maintenance on all roads was carried out during the summer season.

The Department of National Defence established a relief camp at Canal Flats for the purpose of reducing the heavy gradient of the existing hill and widening the road generally.

Fernie Electoral District.

Roads.—An important diversion of the Southern Trans-Provincial Highway at Jaffray was started under the Provincial relief-camp system; this diversion should be completed next year. A considerable amount of gravelling and widening was done between Elko and Fernie.

Under the Department of National Defence, progress was made on the reconstruction of the Southern Trans-Provincial Highway between the Alberta Boundary and Michel. The work on the diversion at Roosville, however, did not progress very favourably, owing to lack of men and equipment.

One-half mile of tar flush-coat was laid in Michel and in Natal; the elimination of the dust at both these points was greatly appreciated.

Bridges.—The new Michel Bridge was completed. This bridge is on a new location and the whole project is a great improvement over the old bridge and old location.

Nelson-Creston Electoral District.

Roads.—Excellent work was accomplished from the Provincial relief camp at Sirdar, widening having been done at several dangerous points; the men from this camp, since its commencement, have done some very valuable work.

The majority of the road machinery in this district was on loan to the Department of National Defence, who are carrying out some very important road projects as a part of the scheme for relief. Diversions were commenced east and west of Goatfell and at Kitchener; although these projects are far from completed, the work which has been done is good. Only slight progress was made on the diversion of the Southern Trans-Provincial Highway at Longbeach (east of Nelson), but it is expected that this project will be completed next year. Progress was made on the Nelson–Nelway Road from the Nelway Camp (Project No. 65), where most of the equipment referred to is stationed.

During the season 17,600 cubic yards of gravel were laid down by this Department's forces.

Work was continued on the Gray Creek–Crawford Bay section of the Southern Trans-Provincial Highway under Provincial relief; the progress was, however, slow. It is desirable that every effort be made to finish this project, as its completion will be necessary before the Kootenay Lake ferry route can be shortened.

Ferry.—Extensive alterations were carried out to the S.S. "Nasookin," operating on the Kootenay Lake ferry run, one deck being eliminated and the entire vessel painted. With these alterations, thirty cars can now be taken on the one trip.

Rossland-Trail Electoral District.

Roads.—Reconstruction-work of some importance was carried out on the Castlegar–Trail section of the Southern Trans-Provincial Highway, both by the relief crews under the Department of National Defence and by the Department's own forces; 1.3 miles of asphaltic mulch and 2.8 miles of double spray-coat were laid.

Bridges.—During the year the Castlegar–Trail Bridges Nos. 1 and 3 were renewed. Bridge No. 1 consisted of a 35-foot steel I-beam span on pile piers and one 19-foot timber span and six 15-foot bays of pile-trestle approach; construction for Bridge No. 3 was one 39-foot steel I-beam span on pile piers with four 17-foot bays of pile-trestle approach. The roadway was 18 feet wide in each case. These spans are considered to be a marked improvement over the King-truss type.

Work was started on the Castlegar–Trail Bridge No. 7.

Kaslo-Slocan Electoral District.

Thirteen miles of new gravel surface were laid during the season and 9 miles of existing gravel surface were renewed. Five miles of highway were reconstructed.

Extensive repairs were carried out on the Sandon Flume. Further work will be necessary on this project next year. River-bank protection was also carried out on Carpenter Creek at New Denver.

ENGINEERING DISTRICT No. 6 (LILLOOET AND CARIBOO ELECTORAL DISTRICTS).

Report of District Engineer, W. Ramsay, Williams Lake.

Maintenance of Highways.—Maintenance-work, to the extent of funds available, was chiefly confined to the more heavily travelled roads, although the needs of settlers were not neglected. The main highways were generally maintained in fair condition, and it was possible, during October and the early part of November, to give these roads a final grading for the season, so that they were in good shape for the winter.

Every effort was made during the fiscal year to ensure that unemployment relief was kept on a " work basis " and those on relief throughout the district are working in return for relief received. The results which have been accomplished in this way are now becoming evident in several parts of the district where widening, ditching, and gravelling has been done on this basis.

Snow-removal.—In spite of abnormal snowfall, 940 miles of highway were kept open during the winter months. Much difficulty was experienced on the Barkerville and Bridge River Roads; the former was open practically all through the winter, but the Bridge River Road was closed for about nine days in January, following a heavy thaw which brought down slides on 8½ miles of road. Removal of snow from the road-beds during the winter was beneficial in the spring, as the roads were dry while the snow was still melting on either side.

Improvements and Reconstruction.—Improvements consisting of reduction of gradient and curvature were carried out in various sections of the Engineering District, but more particularly on Barkerville, Bridge River, and Cariboo Roads.

On Barkerville Road the work consisted of widening and reduction of gradient through Devil's Canyon, while at Cottonwood approximately ⅓ mile of road was raised to be clear of flooding due to ice-jams in the river. On both projects gas-shovel and trucks were used. The remainder of the road was well ditched and graded, additional culverts being put in where necessary.

On Bridge River Road most of the widening was done on the upper end between Goldbridge and the Pioneer Mine, and this widened section was afterwards gravelled. Power-shovel and trucks handled both operations.

On the Cariboo Road a very necessary diversion was completed at Mile 83, where the alignment was greatly improved and the maximum gradient reduced from 16 per cent. to 8 per cent.

In the whole of the Engineering District a large programme of gravelling was undertaken, consisting of 48 miles of new gravel and 32 miles of gravel renewal.

National Defence Projects.—Project No. 88, between Spences Bridge and Ashcroft, was in operation from April 1st to September 30th, on which date the camps on this project were closed; 8.5 miles of highway were widened, ditched, and resurfaced in places, and rock retaining-walls and timber cribbing were built where necessary.

Work on Project No. 117, being construction of the Squamish–Britannia Road, did not show the progress that was expected, due in some measure to unrest and dissatisfaction amongst the men. At the present time it is not possible to make connection between Squamish

and the camp, pending construction of fills and a bridge over Manus River. From the end of the proposed fill a considerable amount of grading has been done for more than 1 mile to the camp-site and some right-of-way is cleared beyond the camp.

Bridges.—Bridges were examined and necessary repairs made in accordance with the recommendations of the Bridge Engineer. Rods and bolts in truss spans were tightened where necessary. In North Cariboo, one 60-foot-span King truss was built as a replacement over Soda Creek, and in South Cariboo one pile-trestle structure, 153 feet long, was constructed over Williams Lake Creek. A start was made on the construction of a new Howe-truss span on concrete abutments over Cottonwood Creek, to replace the structure which was washed out by flood.

River-bank Protection.—Necessary work was undertaken at several points on the Lillooet River in the Pemberton Meadows area, and on the Cheakamus and Mamquam Rivers in the Squamish area. This work included rock and brush mattressing and the removal of log-jams and snags from the channels, the work being very successful at each point.

Ferries.—Spring overhaul and reconditioning of pontoons, when essential, was carried out on all ferries and these continued to give satisfactory service to the travelling public.

Equipment-sheds.—Standard one-bay equipment-sheds were built at Devil's Canyon and Barkerville on the Barkerville Road, also at Mission Mountain and Goldbridge on the Bridge River Road, for the housing and efficient care of snow-removal equipment and proved to be of great assistance.

Extraordinary Flood Damage.—The district as a whole suffered from the storms of January, but more particularly in the Bridge River and Barkerville areas, where drifts, snow-slides, and ice-jams combined to make it very difficult to keep the roads open for traffic.

ENGINEERING DISTRICT No. 7 (PRINCE RUPERT, ATLIN, SKEENA, AND OMINECA ELECTORAL DISTRICTS).

Report of District Engineer, J. C. Brady, Prince Rupert.

General.—The rigid economy and curtailment of expenditures was continued as in the previous year. Some changes were made in organization for the sake of economy—Atlin District as a whole now being administered without the services of a General Foreman, and Omineca District being added to Engineering District No. 7, with an office established at Vanderhoof.

Maintenance of Highways and Bridges.—Relief labour continued to be used as much as possible for this class of work and, on the whole, satisfactory results were obtained. North Atlin and Telegraph Creek had only a slight amount of relief labour as compared to other parts of the Engineering District.

Floods, though not as bad as in the previous year, caused some concern in Omineca and Skeena Districts, and repairs were necessary to Clearwater Road in the Atlin District.

Slides were removed by gas-shovel on the Telkwa Coal Mine Road—it being important to assist this industry in the transportation of coal to the railway shipping-point.

Terrace Bridge over the Skeena River was entirely refloored, as was also the Bulkley River Bridge on the road from Old Hazelton to the railway-station. The Kitsequekla Bridge was redecked and a new pier put in. The bridge over the Bulkley River at Quick was redecked.

Bighorn Bridge in the North Atlin section was repaired and strengthened, as was also the South Fork Bridge near Telegraph Creek and a bridge on Teslin Trail.

Highway Construction and Improvements.—A considerable amount of work was done this year on the Northern Trans-Provincial Highway; 5 miles in the vicinity of Barrett's ranch were regraded to a width of 24 feet, properly ditched, and culverts installed; 3 miles between Savory and Priestly were regraded to a width of 24 feet; 10 miles between Vanderhoof and the eastern boundary of Omineca District were regraded; 2 miles of reconstruction was undertaken just east of Vanderhoof, the clearing having been done and fills constructed in preparation for grading. A small diversion at Smithers Hill was made to improve alignment.

At the Prince Rupert end, ½ mile of new construction was finished in linking up previously constructed portions between Mile 7 and Cloyah Bay; this was heavy work of solid

rock alternating with muskeg. In addition to the new work, a considerable amount of repair and reconstruction work had to be done to the previously constructed part on account of slides, sloughing away of fills, and filling-up of culverts since they were originally built.

On the Vanderhoof–Stuart Lake Road, 5 miles in the vicinity of Stuart Lake were reconstructed to a width of 30 feet. This was well ditched and road-level built to a height of 2 feet above ditches. Fifteen culverts were put in this section, with off-take ditches at each. In the vicinity of Charles Nicholl's on this same road, ¾ mile was reconstructed on revised location with improved alignment.

On the Fort St. James–Manson Creek Road culverts and fills were put in in many places between Miles 17 and 40. In the vicinity of Baldy Mountain several side-cuts were made and corduroy put in.

On the North Francois Lake Road several narrow and dangerous places were widened and improved.

On the Burns Lake–Babine Road approximately 5 miles of right-of-way were cut 45 feet wide, and stumps blown out for a width of 20 feet.

On the Queen Charlotte Islands, the Masset–Tow Hill Road was extended for ¾ mile from Alfred Charles's place, where it formerly branched to the beach. This road is well built, with plank running-boards flush with the ground, similar to the remainder of the road extending out from Masset. Branching to the beach at this point avoids the dangerous beach section where cars were continually being stalled. It is recommended that this road be continued in progressive stages for a distance of 3¾ miles, so that, eventually, beach travel will be entirely avoided. A new portion of Harrison Avenue was opened up in Masset. On the road from Port Clements to Queen Charlotte City, improvements were made, notably in widening some of the rock points between Skidegate and Queen Charlotte City.

On the Spruce Creek Road in North Atlin, a diversion was made at Pini Hill to avoid a very steep rise, or hummock, which formerly was dangerous in icy weather. Assistance was given to a mining company in constructing a road north-easterly from Surprise Lake. At Telegraph Creek a lane was opened up to give access to dwellings.

Extensive repairs were made to the Big Missouri Road, an extension or branch of the Premier Mine Road, on account of new development in that area—the road having remained practically unused for years. The Bear River Road was extended about ½ mile in the vicinity of American Creek.

Bridges Constructed and Reconstructed.—Delkatla Slough Bridge was completed. It is 969 feet long with fill approaches and cost $9.52½ per lineal foot, being of pile-trestle construction and cedar throughout. The piles were creosoted, except those beyond reach of teredo. Barge Creek Bridge, near Queen Charlotte City, and Oona River Bridge, at the fishing village of that name, were reconstructed. Cranberry River Bridge in the Upper Nass Valley was rebuilt, having gone in the flood the previous year. Casca Bridge at Telegraph Creek was reconstructed.

Plans were made for renewing Necoslie Bridge and the work commenced; the strengthening of the spans of the Nechako Bridge at Vanderhoof by tower reinforcement was undertaken.

Ferries.—Construction of a new 5-ton ferry was commenced at Usk. The marine ways for the Francois Lake Ferry were repaired and the track lined up. A general overhaul was given to the ferry. Braeside Ferry was moved to Fort Fraser to replace the old one there, the traffic at Braeside now only requiring a rowboat.

Recommendations were made for a new ferry at Finmoore, where traffic has increased on account of the tie industry, the old ferry at this point being now in bad condition.

Unemployment Relief.—The arrangements made for Omineca District were very successful—the relief recipients being worked steadily for certain periods, and part of their relief money retained to be paid them in monthly instalments during the winter. Effective road-work was done by this means. Throughout the Engineering District generally, work was done by all those receiving relief and little or no trouble was experienced. In the Omineca District, farmers receiving assistance from the Lands Department were looked after by the Public Works Department, and their supplies requisitioned for them. In Omineca, Skeena, and Queen Charlotte Islands, quite a number of farmers took advantage of the opportunity to work off their taxes.

Machinery and Plant.—Additional snow-ploughing equipment was supplied for Skeena, Atlin, and Omineca Districts. Trucks are in great demand for the class of work now being done, as they fit in with relief labour—not only for transportation of men, but for work on the job, principally gravelling. A new truck was purchased for Terrace and one for Burns Lake.

Surfacing.—On the Northern Trans-Provincial Highway, 15 miles were regravelled, and 5½ miles newly gravelled in Omineca District, and a great deal of patch-gravelling was done in the Skeena section. At the Prince Rupert end the new piece recently constructed for about ½ mile was surfaced with crushed rock, there being no gravel within economical hauling distance. The cost of importing gravel at the bins would be $1.75 per cubic yard by contract. Careful figures were kept on costs, and rock was delivered at the bin ready for crushing for $1.71 per cubic yard.

On the Fort St. James–Manson Creek Road, a considerable amount of gravelling was done between Miles 17 and 40. Gravelling was done on the North Francois Lake Road. On the Port Clements–Queen Charlotte City Road, 1¼ miles were gravelled near Tlell and patch-gravelling was done in other places. Several stretches of the Fourth of July Road in North Atlin were gravelled.

Snow-removal.—The Trans-Provincial Highway was kept open during the greater part of the winter, but in Omineca District portions were closed for a period of ten days at a time, as the equipment, or the power handling it, was too light to move the heavy drifts. This also applies to the road from Burns Lake to Francois Lake. The Vanderhoof–Stuart Lake Road was only closed for a few days.

In Skeena District, 225 miles of road were kept open during the winter. The cost per mile of road kept open was $8.06. In Atlin District, 24.78 miles were kept open at a cost of $85 per mile.

On Queen Charlotte Islands occurred the heaviest snowfall in years. As it was unprecedented, we had no equipment to cope with it, but every assistance was rendered by the Department in helping traffic.

Surveys.—A reconnaissance survey was made from Manson Creek to Finlay Forks.

The Burns Lake–Babine Road was surveyed with a view to ascertaining the cost of improvements and for acquiring right-of-way through the Indian reserve near Burns Lake.

A survey was made from Cloyah Bay to Prudhomme Lake and valuable information obtained as to reduction in cost of construction in this section.

A survey and complete plan were made of the Prince Rupert water-front in connection with a proposed exchange of certain lands belonging to the Canadian National Railway and the Provincial Government.

A reconnaissance survey and plan were made in the Unuk River area, showing proposed route of trail from the International Boundary to mining properties. A great deal of information was gathered and a plan prepared showing the roads in a large area of Omineca District. Numerous other surveys were made.

Trails.—A foot-trail up Mount Oldfield to the Ski Chalet, surveyed in the previous year, was built; 5½ miles of the Unuk River Trail was built, leaving about 10 to 15 miles still to be done—according to requirements of mining development. Trails and footpaths on Porcher Island, Digby Island, and to Salt Lakes were repaired and improved, mostly by relief labour. The trail up the east coast of Graham Island from Tlell was repaired and some small bridges put in. About 2½ miles of new trail were built from the end of Dunroe's Road, to give access to settlers on Kumdis Island. This was done mostly by relief labour and is of exceptional benefit to these settlers. Repairs were made to the trail from Cumshewa Inlet to the west coast of Moresby Island.

A great deal of work was done on trails generally, through the aid of the Mines Department.

Protection-work.—Repairs to the protection of Pleasant Valley Bridge near Houston were started; this protects the Trans-Provincial Highway as well as the bridge and consists of a pile wall and a section of concrete slabs. The pile wall had become weakened by reason of the bank washing out behind; this is to be filled with brush.

Conditions at the mouth of the Bear River at Stewart were investigated, in company with the Dominion Government Assistant District Engineer. Some temporary work was done here

by throwing down trees to prevent further immediate erosion, and a report submitted on the whole situation.

Buildings and Wharf.—The corridors of Prince Rupert Court-house were all redecorated and the radiators gilded. The Government Agents' offices, the police offices, and the main office of the Public Works Department were redecorated and the furniture varnished.

The Government Wharf buildings were repainted. A new pipe-line was installed to the Government Wharf, in conjunction with the City of Prince Rupert, to give adequate fire-protection and to improve the water-supply to the ships. Thirty-six new fender piles were put in the wharf—all fender piles have now been renewed in the last two years.

The warehouse that formerly was located at Cow Bay was torn down and re-erected at a very suitable location on First Avenue near the Court-house.

Repairs and alterations were made to Government Agents' buildings at Atlin Lake, Telegraph Creek, Stewart, and Anyox. A cellar was dug under the warehouse at Burns Lake and an improvised furnace installed. Many minor jobs were done to other buildings, such as lockups, liquor stores, and to the Government Agent's house at Prince Rupert.

ENGINEERING SUB-DISTRICT No. 7A (FORT GEORGE ELECTORAL DISTRICT).

Report of Assistant District Engineer, J. W. Miers, Prince George.

Maintenance of Highways.—Owing to an early break-up and a dry April, it was possible to get the main roads in good condition somewhat earlier than usual and to maintain them in that condition until freeze-up, notwithstanding an extremely wet fall. A considerable mileage of main and trunk roads was regravelled with a light coat of screened gravel. Maintenance on the less important roads was carried out chiefly with relief labour.

Highway Reconstruction—Cariboo Highway.—On the Prince George–Woodpecker section, 3½ miles were regraded to a wider standard and regravelled, and at Stone Creek and Camp Creek short sections were reconstructed on improved alignment to eliminate blind curves.

Fort George–Hazelton Highway.—Approximately 7 miles of this highway were gravelled, thus making a continuous gravel surface through the district.

Fort George–Yellowhead Highway.—A 4-mile section was graded between Small River and Tete Jaune.

Fort George–Chief Lake Highway.—Six miles of this highway were gravelled and more than 2 miles regravelled.

Other Highways.—Four miles of new gravelling and 3½ miles of regravelling was done by sleigh-haul during the winter in the Pineview District, and similar work was done on a smaller scale in several parts of the district, particularly at McBride and Dunster.

Bridges and Culverts.—During the spring freshet the Salmon River, overflowing its banks, washed out the road at the east approach of No. 105, Salmon River Bridge, and threatened to cut a new channel. A new approach has been built which acts as a dyke to prevent further overflowing. Heavy scour at the west pier necessitated the construction of a rock-loaded mattress which has proved very effective in preventing further scour. The Hudson Bay Slough (Queen Street) Bridge (No. 55), which was built in 1914, was replaced by four bays pile trestle and 14,000 cubic yards of fill on much improved alignment.

The old 30-inch concrete culvert at 11-Mile Fill on the Cariboo Road, 11 miles south of Prince George, washed out and was replaced by a double 36-inch concrete-pipe culvert, 112 feet. It was necessary to drive a double tunnel in order to install this culvert. This work was done by day-labour by an experienced C.N. Railway culvert crew.

On the Cariboo Highway south, Red Rock Bridge was renewed on improved alignment and several other structures were redecked and strengthened. The 30-Mile Trestle, commenced last year, was completed.

Ferries.—The usual service was provided at Isle Pierre, Miworth, Shelley, and Croydon Ferries, and some minor repairs were made to the ferries at Isle Pierre and Shelley.

Garage.—A new garage, 50 by 70 feet, of frame construction on a concrete foundation, was built in Prince George and completed except for the floor, which is to be of concrete. The doors of this garage are 15 feet wide and 12 feet high to enable easy access of large equipment and, as the roof is of Howe-truss construction, the floor is clear of any obstructions.

Snow-removal—The combination of a heavy snowfall and high winds made it much more difficult than usual to keep the roads open and in some instances it was necessary to shovel out the drifts. The Cariboo Road was kept open except for a few hours after the January storm, but in order to do so it was necessary to operate day and night at temperatures as low as 54° below zero. The new Baker V. plough proved an efficient unit, but in heavy going it was found necessary to use an auxiliary tractor; by doing so it was possible to plough 4 feet or more of packed snow.

ENGINEERING DISTRICT No. 8 (PEACE RIVER ELECTORAL DISTRICT).

Report of District Engineer, H. L. Hayne, Pouce Coupe.

Roads.—Maintenance-work was carried out early in the season, but rains in the month of May necessitated doing much of this work a second time. An appropriation of $15,000 was allotted to this district to provide work for farmers not on relief, and this sum, together with relief labour, was utilized in carrying out gravelling, ditching, and improvement-work; gravelling was done on the Saskatoon Hill and on the hill into Pouce Coupe; this work was followed by three more extensive projects—namely, from Pouce Coupe to Dawson Creek, a distance of 7 miles, from Rolla towards the railway, and from Taylor Ferry to the top of the Peace Trench; altogether about 11½ miles of gravel were laid; a considerable amount of ditching and widening of main roads was also done, but progress on the work was somewhat retarded by a wet and early fall.

Owing to the inability to put men to work during the winter in this district, a considerable amount of "back relief labour" had accumulated; two gravelling camps were organized and this "back relief labour" was utilized in conjunction with the loan; at one time more than 100 teams were employed on these gravelling projects and 90 per cent. of the labour was worked out. Where it was not practicable to place relief workers in camps, projects were started in several sub-districts, and a total of 16.8 miles of unimproved trails were brought up to standard section and many minor improvements were made to existing roads.

Bridges.—Many small trestle spans were renewed; the pile foundations of the "High Level Bridge" near Pouce Coupe started to slide and these were resurfaced with new piling.

Ferries.—All ferries were maintained and kept in operation, but it was found that the tug at Taylor Flats did not have sufficient power to operate the new ferry-scow installed during the previous year; when the water in the river was high it was necessary to employ an additional launch, which added considerably to the cost of operation. This difficulty has now been remedied by the installation of launch V-51, which was shipped in from Revelstoke during the fiscal year 1935–36.

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Spuzzum, May 1st to November 15th, 1935, inclusive.

(FIGURES FOR 1934 SEASON ARE SHOWN IN ITALICS.)

	Month.																Year Total.	
	April.		May.		June.		July.		August.		September.		October.		November.		*1934 (Apr. 16th to Nov. 15th).*	1935 (May 1st to Nov. 15th).
	1934 (16th to 30th).	1935.	*1934.*	1935.	*1934.*	1935.	*1934.*	1935.	*1934.*	1935.	*1934.*	1935.	*1934.*	1935.	*1934 (1st to 15th).*	1935 (1st to 15th).		
Automobiles.																		
FOREIGN—																		
Alberta	*6*	.....	*45*	21	*87*	57	*188*	130	*96*	106	*62*	48	*32*	11	*28*	4	*544*	377
Saskatchewan	*2*	.....	*16*	6	*46*	24	*92*	56	*48*	27	*22*	14	*24*	13	*6*	2	*256*	142
Manitoba	*4*	.....	*9*	7	*18*	13	*40*	11	*36*	22	*15*	10	*7*	7	*4*	2	*133*	72
Eastern Canada	*2*	.....	*11*	1	*19*	17	*36*	31	*38*	30	*23*	20	*13*	9	*5*	3	*147*	111
Washington	*8*	.....	*70*	80	*156*	157	*283*	249	*293*	348	*170*	171	*58*	72	*15*	12	*1,053*	1,089
Oregon	*2*	.....	*8*	7	*15*	14	*31*	23	*32*	30	*15*	18	*12*	6	*2*	1	*117*	102
California	*2*	.....	*17*	26	*54*	77	*187*	152	*162*	143	*53*	54	*22*	24	.....	2	*497*	478
Idaho	*1*	.....	.....	.....	*4*	1	*6*	2	*5*	3	*4*	2	.....	1	.....	.....	*20*	9
Miscellaneous	*2*	.....	*8*	6	*28*	40	*77*	80	*79*	99	*27*	27	*1*	13	*4*	2	*226*	267
Total Foreign	*29*	.....	*184*	154	*427*	400	*940*	737	*789*	808	*391*	364	*169*	156	*64*	28	*2,993*	2,647
BRITISH COLUMBIA	*617*	.....	*2,179*	2,008	*2,528*	2,486	*3,481*	2,736	*3,389*	3,173	*2,889*	2,877	*1,813*	2,019	*485*	564	*17,381*	15,863
Total automobiles	*646*	.....	*2,363*	2,162	*2,955*	2,886	*4,421*	3,473	*4,178*	3,981	*3,280*	3,241	*1,982*	2,175	*549*	592	*20,374*	18,510
Motor-trucks	*100*	.....	*263*	239	*226*	309	*260*	311	*256*	373	*244*	357	*211*	396	*60*	143	*1,620*	2,128
Motor-cycles	*6*	.....	*14*	4	*14*	14	*26*	18	*26*	17	*10*	11	*12*	8	*3*	1	*111*	73
Total Motor-vehicles	*752*	.....	*2,640*	2,405	*3,195*	3,209	*4,707*	3,802	*4,460*	4,371	*3,534*	3,609	*2,205*	2,579	*612*	736	*22,105*	20,711
Daily average (all vehicles)	*50*	.....	*85*	77	*106*	107	*152*	123	*144*	141	*118*	120	*71*	83	*41*	49	*103*	104

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1935.

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Cameras and Scientific Instruments.	Motor-vehicles (not including Equipment Fund).	Unissued Stores.	Harness.	Live Stock.	Camp Equipment.	Equipment Fund.	Total.
Alberni-Nanaimo	$3,000.00	$1,755.10	.....	.....	$4,425.00	.....	.....	.....	$300.70	$5,832.00	$15,312.80
Atlin	12,957.00	1,151.00	$90.00	$45.00	720.00	$770.00	.....	.....	912.00	6,557.00	23,202.00
Burnaby	1,050.00	639.00	.....	.....	500.00	634.75	.....	.....	983.35	.....	3,807.10
Cariboo (North)	9,034.00	953.35	3,000.00	206.25	600.00	.....	.....	.....	1,488.84	13,369.00	28,651.44
Cariboo (South)	7,178.00	2,179.55	300.00	.....	1,315.00	.....	.....	.....	2,661.72	15,930.00	29,564.27
Chilliwack	11,423.00	616.45	13,010.00	.....	5,375.00	70.00	.....	.....	660.75	13,584.00	44,739.20
Columbia	8,115.00	1,781.00	20.00	293.00	3,975.51	429.57	.....	.....	2,216.55	12,400.00	29,230.63
Comox	3,010.00	2,376.00	.....	197.50	2,400.00	.....	.....	.....	633.00	5,550.00	14,166.50
Cowichan-Newcastle	1,845.00	1,418.95	.....	452.00	2,140.00	.....	.....	.....	269.85	9,400.00	15,525.80
Cranbrook	8,610.00	2,121.20	.....	267.00	12,744.00	.....	.....	.....	1,470.35	44,177.00	69,389.55
Delta	12,734.00	2,398.75	55,750.00	.....	1,375.00	1,491.45	.....	.....	1,933.35	35,934.00	111,616.55
Dewdney	2,885.00	1,275.90	.....	.....	1,505.00	432.00	.....	.....	88.80	21,158.00	27,344.70
Esquimalt	7,391.25	4,489.45	.....	.....	2,535.00	579.32	.....	.....	103.65	23,668.00	38,766.67
Fernie	9,790.00	675.90	.....	2.00	3,500.00	.....	.....	.....	357.90	17,800.00	32,125.80
Fort George	12,127.00	3,183.00	1,845.00	665.00	1,660.00	.....	.....	.....	4,084.25	25,395.00	48,959.25
Grand Forks-Greenwood	3,172.00	634.15	.....	.....	2,760.00	.....	.....	.....	190.00	11,516.00	18,272.15
Islands	5,390.00	1,024.35	.....	.....	4,900.00	117.00	.....	.....	.....	4,350.00	15,781.35
Kamloops	20,464.82	3,664.00	3,522.00	652.00	5,129.00	1,784.40	$50.50	$130.00	383.31	21,099.00	56,879.03
Kaslo-Slocan	3,450.00	999.45	5,500.00	35.00	5,400.00	.....	.....	.....	697.00	13,820.00	29,901.45
Lillooet	8,164.00	1,632.50	4,715.00	501.50	5,360.00	74.00	.....	.....	1,024.75	8,750.00	30,221.75
Mackenzie (North)	2,855.00	1,779.55	30.00	.....	1,565.00	281.95	5.00	.....	122.00	6,350.00	12,988.50
Mackenzie (South)	3,358.00	1,487.75	1,220.00	.....	3,050.00	187.00	.....	.....	1,630.25	13,430.00	24,363.00
Nelson-Creston	10,560.00	2,321.70	23,255.00	256.00	7,625.00	.....	.....	.....	46.25	44,486.00	88,549.95
New Westminster	.....	93.00	.....	.....	.....	.....	.....	.....	.....	.....	93.00
North Okanagan	9,525.50	2,450.50	.....	508.50	1,875.00	.....	.....	.....	845.29	20,495.00	35,699.79
North Vancouver	349.00	252.15	.....	.....	600.00	48.10	.....	.....	.....	.....	1,249.25
Omineca	7,317.00	2,515.00	11,084.00	69.00	1,300.00	.....	.....	.....	2,166.85	17,210.00	41,661.85
Peace River	11,530.00	1,982.50	4,190.00	603.50	3,250.00	806.30	.....	.....	724.65	25,825.00	48,911.95
Prince Rupert	8,523.00	1,172.00	20.00	522.50	1,675.00	105.25	.....	.....	1,145.45	.....	13,163.20
Revelstoke	10,011.19	3,380.15	5,571.00	936.25	4,951.34	1,196.61	139.00	465.00	520.65	32,798.00	59,969.19
Rossland-Trail	2,819.00	818.50	4,625.00	77.50	6,830.00	.....	.....	.....	385.75	19,565.00	35,120.75
Saanich	680.00	722.65	.....	1,210.00	600.00	98.75	.....	.....	.....	.....	3,311.40
Salmon Arm	8,580.00	7,187.75	25,750.00	318.00	4,725.00	.....	.....	.....	1,233.65	24,325.00	72,119.40
Similkameen	11,301.50	3,017.15	.....	542.80	10,490.00	1,078.80	.....	.....	355.90	25,950.00	52,736.15

Skeena	$4,855.00	$1,704.00	$10,243.00	$174.00	$2,625.00	$328.00	.....	.....	$1,836.00	$12,625.00	$34,390.00
South Okanagan	3,505.00	1,061.10	13,500.00	10.00	1,725.00	.....	.....	.....	405.10	17,100.00	37,306.20
Vancouver-Point Grey	300.00	142.10	.....	.....	1,400.00	48.50	.....	.....	239.27	.....	2,129.87
Yale	23,350.50	9,950.81	.....	567.70	13,925.00	5,070.13	.....	.....	19,185.13	35,300.00	107,349.27
Headquarters (Victoria)	.....	.....	7,500.00	.....	1,700.00	.....	.....	.....	.....	.....	9,200.00
Garage (Victoria)	.....	.....	.....	.....	1,100.00	.....	.....	.....	.....	.....	1,100.00
Engineering District No. 1	.....	.....	.....	.....	150.00	.....	.....	.....	.....	.....	150.00
Engineering District No. 2	.....	.....	.....	1,388.50	1,325.00	.....	.....	.....	.....	.....	2,713.50
Engineering District No. 3	.....	.....	.....	1,387.50	3,526.00	.....	.....	.....	.....	.....	4,913.50
Engineering District No. 6	.....	.....	.....	152.50	400.00	.....	.....	.....	.....	.....	552.50
University Endowment	6,850.25	532.25	.....	187.00	2,125.00	4,707.35	.....	.....	.....	.....	14,401.85
Surfacing equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,220.84	12,220.84
Totals	$278,060.01	$77,539.66	$194,740.00	$12,227.50	$146,855.85	$20,339.23	$194.50	$595.00	$51,302.31	$617,968.84	$1,399,822.90

RECORD OF ABNORMAL PRECIPITATION AS RECORDED AT VARIOUS STATIONS DURING JANUARY, 1935.

Station.	Total Precipitation.			Rain.	Snow.	
	Total Precipitation, January, 1935.	Average Total Precipitation for Month of January.	Ratio: January, 1935. / Average, January.	Heaviest Rain during January, 1935.	Total Snow, January, 1935.	Heaviest Snow, January, 1935.
Vancouver Island.	Inches.	Inches.		Inches.	Inches.	Inches.
Victoria	13.28	4.31	3.08	8.14 in 5 days	10	8 on 20th.
Goldstream	27.38	10.16	2.69	17.22 in 5 days	46	18 on 20th and 21st.
Sooke Lake	30.70	10.25	2.99	19.37 in 5 days	47	25 on 21st.
Jordan River	22.39	11.00	2.03	15.35 in 5 days	13	7 on 20th.
Beer Creek	44.32	16.38	2.70	29.57 in 6 days	64	18 on 20th.
Shawnigan Lake	18.64	6.37	2.84	8.94 in 5 days	43	22 on 20th.
Duncan	15.95	5.84	2.73	7.16 in 5 days	31	24 on 20th and 21st.
Nanaimo	12.62	5.58	2.26	4.90 in 5 days	39	24 on 20th.
Alberni	20.11	9.41	2.14	4.33 in 4 days	44	35 on 20th.
Cameron Lake	19.46	7.39	2.63	4.99 in 4 days	38	25 on 20th and 21st.
Cowichan Lake	20.48	10.09	2.04	8.70 in 5 days	27	17 on 20th.
Henderson Lake	72.01	34.77	2.08	41.11 in 11 days	43	24 on 20th.
Cumberland	16.94	7.15	2.37	2.86 in 3 days	59	38 on 20th.
Crofton	12.70	5.83	2.18	5.86 in 4 days	24	18 on 20th.
Chemainus	15.44	6.22	2.48	7.55 in 5 days	24	18 on 20th and 21st.
Courtenay	17.31	.....	.....	3.66 in 5 days	60	46 on 20th and 21st.
Mainland.						
Vancouver	20.65	8.40	2.46	11.19 in 4 days	38	17½ on 20th.
Britannia Beach	21.63	9.95	2.18	.....	31	24 on 20th and 21st.
New Westminster	20.98	8.05	2.61	12.67 in 5 days	34	23 on 20th and 21st.
White Rock	15.84	.....	.....	10.13 in 5 days	27	15½ on 20th and 21st.
Agassiz	19.49	7.43	2.62	10.20 in 4 days	55	18 on 20th.
Pitt Lake	30.92	.....	.....	12.81 in 4 days	76	48 on 21st.
Cultus Lake	15.76	.....	.....	8.43 in 5 days	40	26 on 20th.
Seymour Intake	38.11	15.09	2.62	19.79 in 5 days	66	26 on 20th.
Hollyburn	21.51	9.54	2.26	11.13 in 4 days	19	11 on 20th.
Alta Lake	21.34	.....	.....	.....	136	62 on 20th and 21st.
Bralorne	7.70	.....	.....	.....	50	26 on 21st and 22nd.
Fernie	12.01	4.97	2.42	.....	83	37 on 21st–24th.
Revelstoke	10.97	5.41	2.21	.....	102	82 on 20th–23rd.
Kaslo	9.69	3.49	2.78	.....	80	30 on 20th–22nd.
Cranbrook	6.70	1.62	4.13	.....	67	40 on 22nd.
Nakusp	7.52	.....	.....	.....	64	37 on 20th–23rd.

NOTE.—" Total precipitation " includes snowfall, 10 inches of snow being taken as the equivalent of 1 inch of rain. Averages are for ten years or more. In cases where stations have been established for less than ten years the averages are omitted.

INVENTORY OF ROAD MACHINERY AND PLANT, 1934–35.

Electoral District.	Air-compressors.	Automobiles.	Ferry-boats.	Cars (Dump).	Concrete-mixers.	Hand-winches.	Ditchers.	Engines (Stationary).	Power-shovels.	Graders (Pull).	Harness.	Horses.	Loaders (Mechanical).	Motor-trucks.	Outboard Motors.	Pile-driver Hammers.	Ploughs (Snow).	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Power).	Scrapers.	Tents.	Tractors.	Power-graders.	Wagons.	Lighting Plants.	Hoists.	Road-rippers.	Back-fillers.	Trailers.	Launches.	Rowboats and Canoes.	Jack-hammers.
Alberni-Nanaimo		1				3		1		5				16		2	1		3		2		6		1	5		1	1						
Atlin	1	2		7		4		2		4				6	1	2	2		1	1		1	20	3	7		6		3					2	2
Burnaby					1									5						1	1									1					
Cariboo (North)		1	4		1	2	1		2	10				6			4		7		1		14	22	6	1			2	1		1			
Cariboo (South)			1			1	1			13				10		2	5				1		15	34	7	2	2								
Chilliwack	3		1		1				2	6			1	10		5					2		1		5	3		3		1					5
Columbia		1				1	2		2	16				8		1	7		2		1		50	29	3	3	16		1	2	1			2	
Comox		1				1			1	3				16		2	4	1			1	1	11	6	1	6		1	2	1					
Cowichan-Newcastle		1				2	2	1	1	4				13		2	1	1			1		2	9	1	1			1						
Cranbrook	1	2					4	2	3	9			2	16		2	4	1		3			6	14	4	6			2	3					2
Delta		1	2	4						1				8	1	1	2	5					8		2	2		5		1	1	1				
Dewdney	1			2				1	1	8			3	17			3	1					4	7	3	7		3	1	1					1
Esquimalt	2	1			1			1	2	4			2	14		1	1	4	2	1	1		9		4	1		3	4	4		3			11
Fernie				2	1	2	1	1	1	17				15		2	4			1	1		14		4	5			2	3					
Fort George	1	2	5			1	1	1	2	12			1	7		1	2	1	16	1	1		36	53	7	2	7		6	2	2	3			
Grand Forks-Greenwood	1	1								6				9		2	5	1			2	1	9		4	2	1		1	1					
Islands	1							2		5				9						2		4	2		1										
Kamloops		2	9						1	15	2	2		9		1	3		1			1	20	22	8	3	6		1	2	1	1		9	
Kaslo-Slocan	1	1	1	1					1	11				6			3							12	3				1						3
Lillooet		1	3	4		2	2		1	17				12		3	3		1				14		8	4	4		1	3	1			2	
Mackenzie (North)		1				1	1			5				5		3			3		1		6	6	3	2	1		2						
Mackenzie (South)	2			4						6				5				1					3	5	4				1	2	1		1	1	6
Nelson-Creston	2	2	4	10		2		1	4	9				13		2	7	1		3		2	11		6	3	1		2	1					
New Westminster																																			
North Okanagan	1	1				1	2	1		11			2	8		3	4	1					18	3	6	4	5	2	1	1	1	1			
North Vancouver										2				1									3				1								
Omineca		1	5						2	19				11		1	5		13				40	51	7						2	3			
Peace River		2	3						1	11				6		2	2		4				93	22	4		8		2	2		1			
Prince Rupert	1	1				2				3				5	1	1			1	1			6	4	2				1					1	4
Revelstoke	2	1	3						4	5		9		13	2	4	4		1				5	2	6	1	1	3	2	2	2		1	2	5
Rossland-Trail	1	1	1	6	1			2	2	2				9			2	1		1		1	5		2	1			2			1			
Saanich		1												5																					
Salmon Arm	1		3					2	2	11			1	14	1		2			2	1		3	27	5	2		1		1	1		1		3
Similkameen	1	2			2				1	7			1	22		2	3	3	8	1	3	1	23	5	7	4		3	1	4	3	1			
Skeena		2	7					1	1	9			1	10		3	1						6	17	7	1			2	1					
South Okanagan	1		1						1	6				13		1	3			1			4		6	3			1	2	1				
Vancouver-Point Grey														2									3		1					1					
Yale	5	2		31					7	7			1	37		1	6	12					43	9	9	3		3	1	1	1				14
Headquarters		3																															1		
Garage (Victoria)		3																																	
Eng. Dist. No. 1		1																																	
Eng. Dist. No. 2		6																																	
Eng. Dist. No. 3		2												1																					
Eng. Dist. No. 6		1																																	
Surfacing equipment		1			2			2						1						1		1				1									
University Endowment		1				1								3											2										
Totals	29	53	53	71	10	26	17	21	45	279	2	11	15	396	6	52	93	34	63	20	20	13	513	362	156	78	59	28	47	44	18	16	4	19	56

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1934–35.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Ioco–Port Moody Road Bridges, Nos. 5, 16, and 17	On Ioco–Port Moody Road at Ioco Townsite	Burnaby	Pile trestle, twenty-two 19-ft. bays in all, with 16-ft. roadway; 421 ft. long over all for the three bridges. *Renewal.*
Soda Creek Bridge, No. 107	On Cariboo Main Highway, ½ mile from Soda Creek	Cariboo (North)	One 60-ft. King-truss span, 14-ft. 8-in. roadway. *Renewal.*
Cottonwood No. 2 Bridge, No. 36	On Cariboo Main Highway, 16 miles north of Quesnel	Cariboo (North)	One 140-ft. through Howe-truss span, 16-ft. roadway, on concrete piers, and seven 19-ft. bays of framed trestle approach on concrete footings and sills. All timber, except floor system and fences, is creosoted. *Renewal.*
Williams Lake Creek Bridge, No. 133	On Chilcotin Main Road, ½ mile from Williams Lake	Cariboo (South)	Pile trestle, nine 17-ft. bays, with 14-ft. 8-in. roadway; 154 ft. long over all. *Renewal.*
Ferry Slough Bridge, No. 55	On Rosedale Ferry Road, over high-water channel, 2.2 miles from Rosedale	Chilliwack	60-ft. King-truss span on pile piers, 14-ft. 8-in. roadway. Renewal of span and piers only and repairs to pile-trestle approaches.
Lornzetti Bridge, No. 28	On Dent Road No. 3	Chilliwack	Pile trestle, six 19-ft. bays, with 14-ft. 8-in. roadway; 115 ft. long over all; 10-ton loading. *Renewal.*
Horse Thief Creek Bridge, No. 53	West Side Road, over Horse Thief Creek, 33 miles from Spillimacheen	Columbia	Reinforcing 120-ft. Howe-truss span at end panels.
Howe Bridge, No. 58	On Central Road, Hornby Island, 3 miles from Hornby Wharf	Comox	Pile trestle, 14-ft. 8-in. roadway; 102 ft. long over all. *Renewal.*
Mark Creek Bridge, No. 130	On Cranbrook–Kimberley Road, over Mark Creek at Cranbrook	Cranbrook	One 49-ft. steel-beam span on pile piers and two 17-ft. bays of pile-trestle approach, 18-ft. roadway; 84 ft. long over all. *Renewal.*
Fort Steele Bridge, No. 20	On Cranbrook–Golden Road, over Kootenay River at Fort Steele	Cranbrook	Three 120-ft. through Howe-truss spans, 16-ft. roadway, on pile piers, with nine 19-ft. bays of pile-trestle approach at right bank and two 16-ft. bays at left bank. All piles, timber for trusses, and caps for piers and bents are creosoted. *Renewal.*
Eburne Bridges	Over North Arm, Fraser River, at Eburne	Delta	Renewal of timber decks and treatment with asphalt of Eburne and Sea Island Bridges.
Indian Reserve Bridge, No. 25	On Campbell River Road, 1.7 miles west of Pacific Highway	Delta	Pile trestle, seventeen 17-ft. bays, 20-ft. roadway; 290 ft. long over all. *Renewal.*
Bouchier Bridge, No. 132	On Stave Lake Road, 6 miles north-west of Mission	Dewdney	Pile trestle, five 17-ft. bays, with 14-ft. 8-in. roadway. *Renewal.*
Legace No. 3 Bridge, No. 135	On Farms Road, Hatzic Prairie, 5 miles north of Dewdney	Dewdney	50-ft. King-truss span on pile piers, 14-ft. 8-in. roadway. *Renewal.*
Finlayson Bridge, No. 29	On Finlayson Arm Road, over Goldstream Creek, 12 miles from Victoria	Esquimalt	60-ft. King-truss span on pile piers, with two 16-ft. bays of pile-trestle approach. *Renewal.*
Aikman Bridge, No. 3	On Atkins Road, over Millstream Creek, 7½ miles from Victoria	Esquimalt	70-ft. King-truss span with framed timber piers on concrete sills, and six 17-ft. bays of framed trestle approach on concrete sills. *Renewal.*
Old Town Bridge, No. 10	On Road No. 1, over Michel Creek, 24.2 miles east of Fernie	Fernie	One 150-ft. through Howe-truss span, 14-ft. 8-in. roadway, on pile piers, and two 17-ft. bays of pile-trestle approach. *Renewal.*

Hosmer Bridge, No. 2	On Road No. 1, over Elk River, 8.75 miles east of Fernie	Fernie	Redriving piles for piers and general repairs. *Partial renewal.*
Mile 30 Bridge, No. 151	On Cariboo Road, 30 miles from Prince George	Fort George	Pile trestle, thirteen 17-ft. bays, on superelevated curve, 14-ft. 8-in. roadway; 222 ft. long over all. *Renewal.*
Upper Williamson Bridge, No. 120	On Southern Trans-Provincial Highway, 1.7 miles from Greenwood	Grand Forks-Greenwood	Pile trestle, one 21-ft. bay and two 17-ft. bays, 18-ft. roadway; 56 ft. long over all. *Renewal.*
Lower Williamson Bridge, No. 121	On Southern Trans-Provincial Highway, 2.2 miles from Greenwood	Grand Forks-Greenwood	Pile trestle, one 19-ft. bay and five 17-ft. bays, 18-ft. roadway; 105 ft. long over all. *Renewal.*
Barriere Bridge, No. 65	On Okanagan–North Thompson Highway, over North Thompson River, 41 miles north of Kamloops	Kamloops	Two 180-ft. through Howe-truss spans, 16-ft. roadway, on pile piers, and six 19-ft. bays of pile-trestle approach. All piles, timber for trusses, and caps for piers and bents are creosoted. *Renewal.*
McMurphy Suspension Footbridge, No. 74	Over North Thompson River at McMurphy	Kamloops	One 295-ft. suspension span, 3-ft. 6-in. width of footwalk, with 1-inch wire rope reinforced with ⅞-inch wire rope for each cable. Timber towers and concrete anchorages. *Renewal.*
Stony Creek Bridge, No. 139	On Columbia River Road, over Stony Creek, 7 miles from Burton	Kaslo-Slocan	Pile trestle, four 19-ft. bays, 18-ft. roadway; 77 ft. long over all. *Renewal.*
Lytton Bridge, No. 161	On Lytton–Lillooet Road, over Thompson River, 3 miles from Lytton	Lillooet	Renewal of wearing-surface following asphalt treatment of existing deck on one 250-ft. steel span, two 70-ft. steel spans, one 50-ft. steel span, and eleven 19-ft. bays of trestle approach, 16-ft. roadway; 647 ft. over all. *Partial renewal.*
Wolfson Creek Bridge, No. 156	On Thunder Bay Road, over Wolfson Creek, 2 miles from Lang Bay	Mackenzie	One 70-ft. King-truss span, 14-ft. 8-in. roadway, and three 23-ft. bays of framed trestle approach; 140 ft. long over all. *Renewal.*
Queen Mine Bridge, No. 245	On Sheep Creek Road at Queen Mine Mill, 9.8 miles from Salmo	Nelson-Creston	One 60-ft. King-truss span, 14-ft. 8-in. roadway with framed timber piers, and three bays of framed trestle approach; 112 ft. long over all. *Renewal.*
New Westminster Bridge	Main Highway and Railway Bridge over the Fraser River at New Westminster	New Westminster	Widening of approach at north end. Additional 60-ft. span steel girder and new steel post erected. Floor system extended to improve curve of approach.
Quick Bridge, No. 97	On Quick Station Road, over Bulkley River at Quick Station	Omineca	Renewal of timber decks on two 150-ft. Howe-truss spans and approaches; 504 ft. long over all. *Partial renewal.*
Necoslie River Bridge, No. 92	On Vanderhoof–Stuart Lake Road, over Necoslie River, 40 miles from Vanderhoof	Omineca	Pile trestle, fourteen 17-ft. bays, 16-ft. roadway; 238 ft. long over all. *Renewal.*
Nechako No. 1 Bridge, No. 90	On Vanderhoof–Stuart Lake Road, over Nechako River, ½ mile from Vanderhoof	Omineca	Reinforcing of two 150-ft. spans at end panels.
Flavelle and Kirkpatrick Bridges	At Carmichael Hill, Taylor	Peace River	Pile trestles, five 17-ft. and four 17-ft. bays respectively, 16-ft. roadway; 155 ft. over all for the two bridges. *New.*
Delkatla Slough Bridge	On Masset–Tow Hill Road at Delkatla, Graham Island, Queen Charlotte Group	Prince Rupert	Pile trestle, fifty-one 19-ft. bays, 12-ft. roadway. Creosoted piling and caps for thirty-four bents, and cedar piling and caps for eighteen bents on approaches; 970 ft. long over all. *Renewal.*
Blueberry Creek Bridge, or Castlegar–Trail Bridge, No. 3	On Castlegar–Trail Road or Southern Trans-Provincial Highway, over Blueberry Creek, ½ mile from Blueberry Station, C.P.R.	Rossland-Trail	One 39-ft. steel-beam span on pile piers, 18-ft. roadway, and four 17-ft. bays of pile-trestle approach; 108 ft. long over all. *Renewal.*

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1934–35—*Continued.*

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Castlegar Overhead Crossing, or Castlegar–Trail Bridge, No. 1	On Castlegar–Trail Road or Southern Trans-Provincial Highway, over C.P.R. at Castlegar	Rossland-Trail	One 35-ft. steel-beam span on pile piers and one 19-ft. timber span, 18-ft. roadway, with six 15-ft. bays of pile-trestle approach; 145 ft. long over all. Roadway superelevated for 20° curve. *Renewal.*
Fairview–Camp McKinney No. 1 Bridge, No. 31	On Fairview–Camp McKinney Road, over the Okanagan River near Oliver	Similkameen	Pile trestle, five 19-ft. and two 15-ft. bays, 16-ft. roadway; 126 ft. long over all. *Renewal.*
Terrace Bridge, No. 135	On Terrace Road, over the Skeena River, 1½ miles from Terrace	Skeena	Renewal of timber decks, and painting of steelwork underneath deck, on steel spans—one 250 ft., one 160 ft., two 140 ft., and two 90 ft.—and deck-renewal on twenty-nine 19-ft. bays of trestle approach; 1,440 ft. long over all. *Partial renewal.*
China Bar Bridge, No. 98	On Cariboo Road, over dry gulch, 9.2 miles north of Spuzzum	Yale (North)	One 60-ft. King-truss span, 18-ft. roadway; 65 ft. long over all. *Renewal.*
Canford Bridge, No. 252	On Petit Creek Road, over Nicola River at junction of Petit Creek Road with Spences Bridge–Merritt Road	Yale (North)	One 110-ft. through Howe-truss span, 10-ft. 6-in. roadway, and four 17-ft. bays of pile-trestle approach; 173 ft. long over all. The north pier for span is a framed bent pier on concrete substructure, and the south pier is of pile construction. *Renewal.*
4-Mile Creek Bridge	On Hope–Princeton Road, 3.9 miles from Hope	Yale (South)	Framed trestle, one 20-ft. bay and two 12-ft. bays; 46 ft. long over all. *Renewal.*

DETAILS OF FERRIES BUILT OR REPAIRED, 1934–35.

Kootenay Lake Ferry (S.S. "Nasookin")	Kootenay Lake, between Gray Creek and Fraser's Landing	Creston	Structural alterations to ferry, including removal of cabin on top deck and part of cabin-work on boat-deck; replacing pilot-house above forward observation-room; relocating lifeboats, davits, etc., and reconditioning generally from gunwale up.
Hall's Landing (24-Mile Ferry)	On Columbia River at Hall's Landing, 24 miles South of Revelstoke	Revelstoke	Scow ferry (reaction and auxiliary power). New scow constructed of creosoted timber.
Usk Ferry	On Skeena River at Usk	Skeena	5-ton reaction ferry. Rebuilding pontoons and general repairs.
Kalum River Ferry	At Kalum River	Skeena	Scow ferry. New timber pontoon constructed, 8 by 24 ft.
East and Main Pine River Crossing	At East Pine over the East and Main Pine Rivers	Peace River	Basket ferry, 1-ton capacity, suspended from aerial trucks running on 1⅛-in. wire-rope cable.

RIVER-BANK PROTECTION-WORK, ETC., 1934–35.

Coquitlam River-bank Protection-work	On west bank of Coquitlam River at Colony Farm	New Westminster	Seven groynes of pile and timber construction, average number of eighteen piles to each groyne, to protect cut-bank.
Sandon Flume	Carrying Carpenter Creek at Sandon	Kaslo-Slocan	Rebuilding about 100 ft. of timber flume, 6- by 10-ft. section, on piling.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1934–35.

Name of Ferry.	Type.	No. of Round Trips.	Autos.	Trucks.	Rigs.	Passengers.	Tons of Freight.	Horses, Cattle, etc.
Ferries Operated by Department.								
Alexandria	Pontoon (reaction)	2,375	705	118	295	5,088	102	741
Avola	Pontoon (reaction)	2,369	.....	.....	348	4,409	311	85
Barnston Island	Gas-boat and scow	6,278	4,105	1,771	76	13,190	1,738	646
Big Bar	Pontoon (reaction)	1,267	.....	.....	.....	2,016	19	1,301
Birch Island	Pontoon (reaction)	7,657	2,060	24	1,428	12,040	541	326
Black Pool	Pontoon (reaction)	2,799	874	292	825	3,623	63	533
Braeside (Engen)*	Pontoon (reaction)	481	106	21	128	696	12	113
Castlegar	Scow and power-cable	20,083	36,364	15,246	2,695	154,094	8,334	910
Cedarvale	Pontoon (reaction)	3,249	90	432	420	11,037	13	73
Chinook Cove	Pontoon (reaction)	1,280	207	301	495	1,379	207	21
Copper City	Pontoon (reaction)	6,434	400	787	53	9.604	37	235
Crown Mountain	Raft ferry	386	.....	.....	.....	837	1	53
Ducks (Monte Creek)	Pontoon (reaction)	2,393	398	133	60	3,343	40	1,267
East Arrow Park	Gas-boat and scow	4,144	2,749	1,029	200	10,272	781	612
Finmoore	Pontoon (reaction)	1,065	105	53	225	1,593	66	81
Fort Fraser	Pontoon (reaction)	2,219	99	312	711	3,181	.....	402
Francois Lake	Power-ferry	1,025	1,880	937	353	6,627	1,187	910
Gravels (Quesnel River)	Pontoon (reaction)	915	34	1	155	615	1	338
Hall's Landing	Scow (reaction and auxiliary power)	7,335	4,313	738	2,342	19,339	589	821
Harrop–Longbeach	Scow and power-cable	8,894	6,836	3,158	357	29,258	1,702	91
Hazelton	Pontoon (reaction)	3,604	242	340	587	8,492	322	79
High Bar	Pontoon (reaction)	1,316	75	.....	69	1,972	21	3,542
Isle de Pierre	Pontoon (reaction)	7,773	279	1,772	2,166	10,825	2,703	35
Kelowna–Westbank	†Power-ferry	5,323	25,955	11,633	445	96,834	6,107	1,089
Kitwanga	Pontoon (reaction)	4,150	446	140	745	8,067	398	484
Kootenay Lake	†Steamboat	942	8,071	848	20	15,164	513	177
Kootenay River	Scow (reaction and auxiliary power)	9,158	1,944	730	3,667	9,942	.....	2,107
Macalister	Pontoon (reaction)	2,631	436	860	344	4,860	625	1,089
McLure Station	Pontoon (reaction)	1,773	521	73	97	3,300	31	253
Miworth (I.R. No. 3)	Pontoon (reaction)	1,957	89	272	193	1,938	14	63
Mount Olie	Pontoon (reaction)	3,524	10	40	719	9,506	277	434
Needles–Fauquier	Scow and power-cable	5,427	4,446	1,735	700	18,449	719	605
Nelson	Scow and power-cable	21,171	79,450	17,562	972	346,897	8,711	325
Remo	Pontoon (reaction)	2,727	2	128	340	5,942	261	10
Shelley	Pontoon (reaction)	2,325	36	.....	163	3,855	29	84
Soda Creek	Pontoon (reaction)	1,444	51	22	277	1,889	145	1,056
Sorrento–Scotch Creek	Power-ferry	1,606	2,436	1,557	436	14,525	650	3,619
Takla Lake	Gas-boat	41	.....	.....	.....	61	13	62
Taylor Flats (Peace River)	Gas-boat and scow	3,233	1,923	1,174	1,532	8,248	.....	2,933
12-Mile	Scow (reaction and auxiliary power)	6,223	4,097	896	.....	11,254	70	449
Usk	Pontoon (reaction)	8,055	1,156	1,166	311	17,654	889	765
Vavenby (North Thompson)	Pontoon (reaction)	3,869	622	66	587	7,980	62	4,368
Vinsulla (North Thompson)	Pontoon (reaction)	1,221	32	10	143	2,310	29	132
Subsidized Ferries.								
Agassiz–Rosedale	†Power-ferry	5,558	21,837	2,406	53	38,152	434	283
Arrowhead–Beaton	†Steamboat	153	70	2	1	1,242	297	54
Bowen Island	†Gas-boats	796	.....	.....	.....	9,883	.....	.....
Denman Island	†Power-ferry	1,356	958	444	.....	2,309	11	11
Gabriola	†Power-ferry	835	324	232	.....	6,800	4	.....
Gulf Islands	†Power-ferry	812	5,972	643	1	15,387	196	12
Ladner–Woodward	†Power-ferry	6,582	45,423	6,677	55	80,046	.....	370
Mill Bay	†Power-ferry	3,188	16,080	3,575	1	28,675	.....	36
Shuswap Lake	†Steamboat	139	1	.....	1	717	415	104
Totals		.....	284,309	80,356	25,794	1,085,416	39,693	34,189

* Denotes ferry discontinued. † Denotes that tolls are charged.

NOTE.—The above comprises the more important ferries operated or subsidized by the Department and is exclusive of some twenty-five less important ferries, such as basket-ferries, rowboats, small reaction ferries, etc.

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS.

STATEMENT AS AT MARCH 31ST, 1935.

SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF HIGHWAYS CLASSIFIED UNDER PART III. OF THE "HIGHWAY ACT."
(Figures for Classified Highways shown in Italics.)

Electoral District.	Whether Provincial or Classified.	Cleared only.	Ordinary Earth, Sand, Clay, etc.	Gravel or Water-bound Macadam.	Paved.		Bituminous-surfaced.			Other Types.	Total (Miles).
					Portland Cement Concrete.	Asphaltic Concrete.	Bituminous Penetration Macadam.	Bituminous Mulch Surface.	Bituminous Spray-coat Surface.		
Alberni-Nanaimo	Provincial	24.52	100.93	240.51		2.40	1.95		44.83		415.14
	Classified		*1.17*	*1.83*				*0.50*	*3.33*		*6.83*
Atlin	Provincial	11.60	169.90	160.70			2.00			8.00	352.20
	Classified			*1.78*							*1.78*
Burnaby	Provincial			3.71			0.75	1.44			5.90
	Classified	*9.43*	*4.10*	*0.63*	*4.90*	*7.19*	*16.25*	*10.44*	*2.18*		*55.12*
Cariboo (North)	Provincial	347.96	595.20	246.90							1,190.06
	Classified			*1.29*							*1.29*
Cariboo (South)	Provincial	879.55	684.95	184.90							1,749.40
	Classified			*1.00*							*1.00*
Chilliwack	Provincial	0.10	18.21	43.56					0.20		62.07
	Classified			*47.84*	*7.34*	*6.29*		*11.92*	*2.15*	*0.40*	*75.94*
Columbia	Provincial		343.48	217.27							560.75
Comox	Provincial	24.08	153.31	269.45				2.86	75.10		524.80
	Classified								*4.07*		*4.07*
Cowichan-Newcastle	Provincial		12.45	235.74					41.40		289.59
	Classified				*0.05*				*21.23*		*21.28*
Cranbrook	Provincial		406.03	203.55	0.20			4.29	1.00		615.07
Delta	Provincial		2.40	2.60							5.00
	Classified	*2.10*	*2.63*	*24.42*	*22.95*	*9.76*	*17.30*	*23.63*	*2.84*	*0.18*	*105.81*
Dewdney	Provincial		51.11	88.58					1.93		141.62
	Classified	*0.38*	*0.12*	*52.16*	*0.34*			*30.90*	*7.94*		*91.84*
Esquimalt	Provincial	24.00	39.90	270.95	3.39	1.10		1.50	74.36		415.20
Fernie	Provincial		215.20	335.30					1.00		551.50
Fort George	Provincial	263.35	391.35	157.75							812.45
Grand Forks-Greenwood	Provincial		555.10	182.65							737.75
	Classified			*2.95*					*1.20*		*4.15*
Islands	Provincial		104.55	177.40	3.71				33.57		319.23
Kamloops	Provincial		639.39	393.79				15.97			1,049.15
Kaslo-Slocan	Provincial		369.80	267.00							636.80
	Classified			*0.73*							*0.73*
Lillooet	Provincial	6.35	460.30	533.05				1.48			1,001.18

Mackenzie (North)	Provincial	14.34	73.67	134.51	.....	.....	.....	.....	6.93	.....	229.45
Mackenzie (South)	Provincial	1.40	34.87	59.48	.....	.....	.....	.....	.....	.....	95.75
	Classified	.....	.....	*0.80*	.....	.....	.....	.....	.....	.....	*0.80*
Nelson-Creston	Provincial	.....	427.58	164.10	.....	.....	.....	.....	5.30	.....	596.98
	Classified	.....	.....	*0.42*	.....	.....	.....	*0.18*	*0.23*	.....	*0.83*
New Westminster	Provincial	0.48	1.60	1.55	.....	.....	0.53	.....	.....	.....	4.16
North Okanagan	Provincial	10.25	400.45	248.74	.....	.....	.....	1.40	.....	.....	660.84
	Classified	.....	.....	*36.93*	*0.33*	.....	.....	.....	.....	.....	*37.26*
North Vancouver	Provincial	.....	1.82	14.72	.....	.....	.....	.....	.....	.....	16.54
	Classified	.....	.....	*4.59*	.....	*13.86*	*0.81*	.....	*0.14*	.....	*19.40*
Omineca	Provincial	442.60	694.85	281.51	.....	.....	.....	.....	.....	.....	1,418.96
	Classified	.....	.....	*1.77*	.....	.....	.....	.....	.....	.....	*1.77*
Peace River	Provincial	451.20	402.00	11.80	.....	.....	.....	.....	.....	.....	865.00
Prince Rupert	Provincial	16.77	66.00	37.91	.....	.....	.....	.....	.....	29.00	149.68
Revelstoke	Provincial	.....	48.66	120.25	.....	.....	.....	.....	.....	.....	168.91
Rossland-Trail	Provincial	.....	112.61	37.80	.....	2.25	.....	5.30	2.80	.....	160.76
Saanich	Provincial	.....	.....	2.92	.....	.....	.....	.....	3.52	.....	6.44
	Classified	.....	.....	*2.00*	.....	*15.18*	*5.62*	.....	*4.32*	.....	*27.12*
Salmon Arm	Provincial	.....	527.82	327.68	.....	.....	0.30	0.50	.....	.....	856.30
	Classified	.....	.....	*21.70*	*0.43*	.....	*0.40*	*1.22*	.....	.....	23.75
Similkameen	Provincial	.....	558.70	127.90	.....	.....	.....	1.60	.....	.....	688.20
	Classified	.....	.....	*2.89*	.....	.....	.....	.....	*8.14*	.....	*11.03*
Skeena	Provincial	29.50	339.00	181.50	.....	.....	.....	.....	.....	.....	550.00
	Classified	.....	.....	*4.37*	.....	.....	.....	.....	.....	.....	*4.37*
South Okanagan	Provincial	.....	333.30	238.70	.....	.....	.....	.....	.....	.....	572.00
	Classified	.....	.....	*15.76*	.....	.....	.....	.....	.....	.....	*15.76*
Vancouver-Point Grey*	Provincial	4.87	0.50	4.38	.....	11.40	6.50	.....	1.35	.....	29.00
Yale	Provincial	.....	471.51	249.00	.....	.....	.....	.....	.....	.....	720.51
	Classified	.....	.....	*3.02*	.....	.....	*0.55*	.....	.....	.....	*3.57*
Totals	Provincial	2,552.92	9,808.50	6,459.81	7.30	17.15	12.03	36.34	293.29	37.00	19,224.34
	Classified	*11.91*	*8.02*	*228.88*	*36.34*	*52.28*	*40.93*	*78.79*	*57.77*	*0.58*	*515.50*
Grand total, Provincial and Classified (miles)		2,564.83	9,816.52	6,688.69	43.64	69.43	52.96	115.13	351.06	37.58	19,739.84

* Includes roads within limits of University Endowment Lands.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act," Chapter 24 of the Statutes of British Columbia, 1930.

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31ST, 1935.

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
City Municipalities.						
Alberni	33R	Canadian Highway	Arterial	2.00		
	76A	River Road	Primary		1.60	
	39B	Beaver Creek Road	Secondary			0.43
Armstrong	34R	Vernon–Salmon Arm	Arterial	1.50		
	33B	Armstrong–Salmon Arm	Secondary			0.90
Courtenay	32R	Island Highway	Arterial	1.35		
	3B	Cumberland Road and Union St.	Secondary			1.10
	54B	Comox Road	Secondary			1.05
Cumberland	34B	Dunsmuir Avenue	Secondary			0.36
	35B	Courtenay–Cumberland Road (Fourth Street)	Secondary			0.21
Duncan	71R	Island Highway	Arterial	0.90		
Enderby	36R	Vernon–Salmon Arm	Arterial	1.11		
Grand Forks	44R	Trans-Provincial	Arterial	2.40		
Greenwood	43R	Trans-Provincial	Arterial	1.75		
Kaslo	78R	Nelson–Kaslo	Arterial	0.73		
Ladysmith	68R	Island Highway	Arterial	0.63		
Merritt	73R	Merritt–Spences Bridge	Arterial	1.00		
	75A	Merritt–Kamloops	Primary		1.53	
	74A	Merritt–Princeton	Primary		1.21	
Port Alberni	53R	Canadian Highway	Arterial	1.63		
Port Coquitlam	20R	Dewdney Trunk Road	Arterial	3.25		
	75R	Central Arterial	Arterial	3.70		
Port Moody	19R	Dewdney Trunk Road	Arterial	4.05		
	57R	Ioco–Port Moody	Arterial	2.65		
	42B	Clarke Road	Secondary			1.06
Salmon Arm	37R	Trans-Provincial	Arterial	0.90		
	23B	Salmon Arm–Enderby	Secondary			0.69
	80B	Salmon Arm–Enderby	Secondary			0.21
District Municipalities.						
Burnaby	1R	Trans-Provincial (Kingsway)	Arterial	4.22		
	14R	Hastings–Barnet	Arterial	6.38		
	17R	Central Arterial	Arterial	6.15		
	62A	Grandview–Douglas	Primary		5.43	
	14B	North Road (west half)	Secondary			1.40
	22B	Riverway (Marine Drive)	Secondary			3.30
Chilliwack	8R	Trans-Provincial (Yale Road)	Arterial	15.27		
	9R	Rosedale Ferry Road	Arterial	2.25		
	61B	Vedder Mountain	Secondary			6.00
	62B	Sardis Road	Secondary			3.65
Coldstream	52A	Monashee Road (White Valley)	Primary		9.00	
Coquitlam	18R	Dewdney Trunk Road	Arterial	1.96		
	67R	Central Arterial	Arterial	3.53		
	10R	Coquitlam Road	Arterial	6.14		
	14B	North Road (east half)	Secondary			1.40
	15B	Clarke Road	Secondary			1.12
Delta	80R	Ladner Marsh Road	Arterial	1.12		
	68A	Ladner Trunk Rd. (Semiamu Rd.)	Primary		9.00	
	69A	Scott Road (western portion)	Primary		5.15	
	40B	Boundary Bay Road	Secondary			7.80

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31ST, 1935—*Con.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Delta	87B	Parts of Bridge Street and Westminster Avenue	Secondary	-------	-------	0.52
	99B	Point Roberts Road	Secondary	-------	-------	1.55
Fraser Mills	76R	Central Arterial	Arterial	0.78	-------	-------
Glenmore	82R	Kelowna–Vernon	Arterial	0.93	-------	-------
Kent	26R	Trans-Provincial (Deroche–Agassiz Road and Agassiz Ferry Road)	Arterial	13.82	-------	-------
	60A	Harrison Hot Springs	Primary	-------	2.37	-------
Langley	3R	Trans-Provincial	Arterial	10.82	-------	-------
	77R	Aldergrove–Bellingham	Arterial	4.04	-------	-------
	71B	McLellan Road	Secondary	-------	-------	1.10
Maple Ridge	22R	Trans-Provincial	Arterial	12.46	-------	-------
	59R	Port Hammond Loop	Arterial	2.00	-------	-------
	69R	Port Haney Loop	Arterial	0.74	-------	-------
	73B	River Rd. and Dewdney Trunk Rd.	Secondary	-------	-------	10.80
Matsqui	4R	Trans-Provincial (Yale Road)	Arterial	7.88	-------	-------
	12R	Abbotsford–Mission	Arterial	5.45	-------	-------
Mission	23R	Trans-Provincial	Arterial	9.10	-------	-------
	94B	Silverdale–Mission	Secondary	-------	-------	4.66
	77B	Dewdney Trunk Road	Secondary	-------	-------	15.50
	96B	Cedar Valley Road	Secondary	-------	-------	2.00
North Cowichan	31R	Island Highway	Arterial	13.00	-------	-------
	63A	Cowichan Lake Road	Primary	-------	2.50	-------
	36B	Quamichan Lake Road	Secondary	-------	-------	4.25
North Vancouver	73A	Dollarton Highway	Primary	-------	4.73	-------
	66A	Marine Drive (Robson Road)	Primary	-------	1.00	-------
	56B	Mountain Highway	Secondary	-------	-------	1.73
Peachland	40R	Peachland–Kelowna	Arterial	7.16	-------	-------
Penticton	42R	Summerland–Penticton–Oliver Rd.	Arterial	4.59	-------	-------
	86B	Fairview Road (Green Mountain Road to Keremeos)	Secondary	-------	-------	0.94
	29B	Penticton–Naramata	Secondary	-------	-------	5.50
Pitt Meadows	21R	Trans-Provincial (Dewdney Trunk Road)	Arterial	3.23	-------	-------
	92B	Old Dewdney Trunk Road	Secondary	-------	-------	3.50
	78B	Harris Road	Secondary	-------	-------	1.90
	74B	Harris Road	Secondary	-------	-------	1.70
	75B	Hammond Road	Secondary	-------	-------	0.90
	79B	McNeil Road	Secondary	-------	-------	2.00
Richmond	66R	No. 5 Road	Arterial	5.89	-------	-------
	50B	Woodward Highway	Secondary	-------	-------	6.28
	84B	Steveston Highway	Secondary	-------	-------	2.90
	70B	No. 19 Road	Secondary	-------	-------	6.54
Saanich	28R	Island Highway	Arterial	1.70	-------	-------
	29R	Quadra Street and Saanich Road	Arterial	3.65	-------	-------
	52R	West Saanich Road	Arterial	10.00	-------	-------
	30R	East Saanich Road	Arterial	9.00	-------	-------
	57A	Verdier Avenue	Primary	-------	0.77	-------
	85B	Keating Cross-road	Secondary	-------	-------	2.00
Salmon Arm	38R	Trans-Provincial	Arterial	8.25	-------	-------
	24B	Salmon Arm–Enderby	Secondary	-------	-------	4.20
	26B	Salmon Arm–Grand Prairie	Secondary	-------	-------	6.25
	76B	Canoe Road	Secondary	-------	-------	3.25
Spallumcheen	63R	Vernon–Salmon Arm	Arterial	12.75	-------	-------
	62R	Vernon–Kamloops	Arterial	4.90	-------	-------
	32B	Armstrong–Salmon River	Secondary	-------	-------	7.10
Sumas	6R	Trans-Provincial	Arterial	11.68	-------	-------
	7R	Abbotsford–Huntingdon	Arterial	2.54	-------	-------
	61R	Yale Road	Arterial*	13.60*	-------	-------

* Classification to be rescinded upon completion of construction of highway in new location.

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31ST, 1935—*Con.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Sumas	59B	Vye Road	Secondary	------	------	3.00
	60B	Vedder Mountain	Secondary	------	------	3.75
Summerland	41R	Penticton–Kelowna	Arterial	8.60	------	------
Surrey	15R	Peace Arch Highway	Arterial	5.60	------	------
	2R	Trans-Provincial (Yale Road)	Arterial	12.20	------	------
	13R	Pacific Highway	Arterial	9.55	------	------
	61A	Scott Road (eastern portion)	Primary	------	7.60	------
	89B	Johnston Road	Secondary	------	------	9.80
	90B	Campbell River Road	Secondary	------	------	2.50
	69B	McLellan Road	Secondary	------	------	2.50
West Vancouver	67A	Marine Drive	Primary	------	11.13	------
	71A	Nelson Avenue	Primary	------	0.41	------
	72A	Parts of Chatham Street, Royal Avenue, and Bay Street	Primary	------	0.40	------
Village Municipalities.						
Abbotsford	5R	Trans-Provincial (Yale Road)	Arterial	0.50	------	------
	11R	Abbotsford–Mission	Arterial	0.35	------	------
Burns Lake	49R	Prince Rupert Highway	Arterial	0.53	------	------
	65A	Burns Lake–Francois Lake Road	Primary	------	0.18	------
Creston	45R	Trans-Provincial (Canyon Road)	Arterial	0.83	------	------
Gibsons Landing	70R	Pender Harbour Highway	Arterial	0.80	------	------
Hope	46R	Trans-Provincial (Water Street)	Arterial	0.98	------	------
	81R	Hope–Princeton	Arterial	1.52	------	------
Mission	25R	Trans-Provincial (Dewdney Trunk Road)	Arterial	1.40	------	------
	24R	Abbotsford–Mission Road (Horne Avenue and Harbour Street)	Arterial	0.56	------	------
	93B	Seventh Street and Grand Avenue	Secondary	------	------	0.70
	97B	Cedar Valley Road (easterly half)	Secondary	------	------	0.50
Quesnel	47R	Cariboo Road	Arterial	1.29	------	------
Smithers	50R	Prince Rupert Highway	Arterial	1.45	------	------
	58B	Hudson Bay Mountain Road	Secondary	------	------	1.35
Stewart	72R	Stewart–Bear River Highway	Arterial	1.78	------	------
Terrace	51R	Prince Rupert Highway	Arterial	1.07	------	------
	67B	Kalum Street	Secondary	------	------	0.50
Tofino	98B	Tofino–Ucluelet Road	Secondary	------	------	1.17
Vanderhoof	48R	Prince Rupert Highway	Arterial	0.52	------	------
	64R	Fort St. James Highway	Arterial	0.54	------	------
Williams Lake	79R	Williams Lake–Soda Creek Road	Arterial	1.00	------	------
		Summary.				
City Municipalities				29.55	4.34	6.01
District Municipalities				262.93	59.49	143.29
Village Municipalities				15.12	0.18	4.22
Total classified mileage				307.60	64.01	153.52
Deduct for duplicate mileage—						
North Road in Burnaby and Coquitlam Municipalities				------	------	1.40
Scott Road in Delta and Surrey Municipalities				------	5.15	------
Cedar Valley Road in Mission District and Mission Village				------	------	0.50
Net total classified mileage				307.60	58.86	151.62

SCHEDULE OF RELIEF HIGHWAY PROJECTS UNDERTAKEN IN BRITISH COLUMBIA BY DEPARTMENT OF NATIONAL DEFENCE, FISCAL YEAR 1934–35.

Electoral District.	Project No.	Road.	Extent and Location of Project.	Mileage of Project.	Nature of Work.	Date commenced by Dept. of National Defence.
Chilliwack	73	Trans-Canada (Rosedale–Hope)	Between Mile 73 and Mile 99	5.50		June, 1933.
			(*a.*) Mile 79		Major widening 4,100 ft., diversion and improvement 500 ft.	
			(*b.*) Mile 82		New diversion ½ mile, widening ½ mile	
			(*c.*) Mile 83		Widening	
			(*d.*) Mile 84		Diversion 1,300 ft., widening and improvement 3,980 ft.	
			(*e.*) Mile 85		Diversion 2,712 ft., widening and improvement 2,568 ft.	
			(*f.*) Mile 86		New diversion ½ mile, widening ½ mile	
			(*g.*) Mile 87		Widening	
Columbia	154	Kootenay–Columbia	Canal Flats	1.67	Reconstruction	Nov., 1934.
Cranbrook	60	Kingsgate	Glenlily to Kingsgate	4.50	Reconstruction	June, 1933.
	62	Kimberley–Wasa	Approximately 9 miles east of Kimberley	4.70	New construction	June, 1933.
	125	Trans-Provincial	At Aldridge, Mile 23 west of Cranbrook	3.00	Reconstruction	Dec., 1933.
	135	Trans-Provincial	Three sections near Yahk	1.25	Reconstruction	Jan., 1934.
Delta	114	Peace Arch	Campbell River Road to Nicomekl River	4.66	Continuation of new construction	Oct., 1933.
	115	Aldergrove–Bellingham	International Boundary to Trans-Canada Highway, 1 mile west of Aldergrove	4.04	¾ mile new construction (diversion) north of U.S. Boundary and reconstruction of existing road	Oct., 1933.
Dewdney	74	Deroche–Agassiz and Arterial Highway No. 26R	From a point 3½ miles east of Deroche to a point 4 miles west of Agassiz	11.00	Widening, straightening, and gravel surfacing	June, 1933.
Esquimalt	57	West Coast	(*a.*) Sooke to Tugwell Creek	7.00	New construction	June, 1933.
			(*b.*) French Creek to Mink Creek	1.50	New construction	June, 1933.
			(*c.*) Philip Creek to Port Renfrew	23.00	New construction	Oct., 1933.
Fernie	61	Trans-Provincial	Crowsnest to Michel	9.00	Reconstruction and widening	June, 1933.
	98	Elko–Newgate	Roosville Road to Elko–Newgate Road	3.50	Construction of diversion	Nov., 1933.
Lillooet	88	Spences Bridge–Ashcroft	Mile 0 to Mile 12	12.00	Widening and improvement	July, 1933.
	117	Squamish–Britannia	Squamish–Britannia	7.65	New construction	Oct., 1933.
Mackenzie (South)	116	Sechelt–Pender Harbour	Station 310 to Station 550	4.50	New construction	Oct., 1933.
Nelson-Creston	63 W.	Nelson–Balfour (Longbeach Diversion)	From Mile 14.50 to Mile 15.75 east of Nelson	1.25	New construction	Nov., 1933.
	63 E.	Nelson–Balfour (Longbeach Diversion)	From Mile 15.75 to Mile 16.95 east of Nelson	1.20	New construction	June, 1933.
	136	Creston–Goatfell	East approach, Kitchener	3.75	Widening and improvement	Jan., 1934.
	64 W.	Creston–Goatfell	3.75 miles east of Kitchener	2.25	Relocation and widening	Nov., 1933.

SCHEDULE OF RELIEF HIGHWAY PROJECTS UNDERTAKEN IN BRITISH COLUMBIA BY DEPARTMENT OF NATIONAL DEFENCE, FISCAL YEAR 1934–35—*Continued.*

Electoral District.	Project No.	Road.	Extent and Location of Project.	Mileage of Project.	Nature of Work.	Date commenced by Dept. of National Defence.
Nelson-Creston—*Continued.*	64 E.	Creston–Goatfell	6.00 miles east of Kitchener	2.50	Relocation and widening	June, 1933.
	65	Nelson–Nelway	International Boundary (North)	12.00	Widening and reconstruction	July, 1933.
	67	Nelson–Castlegar	At Shoreacres	4.00	Widening and reconstruction	June, 1933.
	124	Nelson–Castlegar	At Taghum	2.50	Widening and reconstruction	Dec., 1933.
North Okanagan	130	Vernon–Kelowna	Mile 5 to Mile 17	12.00	Widening and realignment	Dec., 1933.
Revelstoke	101	Big Bend	Mile 3.5 to Mile 21.5 north of Revelstoke	18.00	Widening and improvement	Aug., 1933.
	102	West Road, Revelstoke–Sicamous	Between Mile 10 and Mile 19	8.00	Widening	Aug., 1933.
Rossland-Trail	66	Castlegar–Trail	From China Creek railway crossing to Kinnaird railway crossing	5.25	Reconstruction	June, 1933.
	68	Castlegar–Trail	From north boundary of Tadanac Municipality to Murphy Creek Hill	4.00	Reconstruction	June, 1933.
	69	Rossland–Cascade	From Mile-post 21 to Mile-post 25	4.00	Reconstruction	June, 1933.
Salmon Arm	96	Trans-Canada	Salmon Arm–Sorrento	3.50	Widening	June, 1933.
	97 (*a*)	Trans-Canada	Sicamous–Canoe	13.00	Widening, improvement, and completing new construction	July, 1933.
	(*b*)	Sicamous–Vernon	Sicamous–Mara	2.50	Widening	July, 1933.
Similkameen	56	Hope–Princeton	Princeton, westerly	54.00	New construction and widening	June, 1933.
South Okanagan	131	Westside (Westbank to Nahun)	Mile 26 to Mile 40	14.00	Reconstruction and widening	Dec., 1933.
Vancouver-Point Grey	105 (*a*)	Chancellor Boulevard	Drummond Drive to Acadia Road	1.16	Continuation of new construction (double roadway and central boulevard, 76 ft. wide)	Aug., 1933.
	(*b*)	Marine Drive	From Vancouver City boundary along Spanish Banks	0.30	Widening roadway and sloping banks	Aug., 1933.
	(*c*)	Marine Drive	Musqueam Diversion and Fill	0.20	Installing culvert, filling ravine, and grading	Feb., 1935.
Yale	55	Hope–Princeton	Hope, easterly	11.00	New construction	June, 1933.
	76	Cariboo Highway	Hope–Boston Bar	43.00	Widening and improvement	June, 1933.
	82	Merritt–Princeton	Mile 30 to Mile 40	10.00	Widening and improvement	July, 1933.
	87 (*a*)	Cariboo Highway	Boston Bar–Spences Bridge	10.00	Widening and improvement	July, 1933.
	(*b*)	Spences Bridge–Merritt	Mile 1	1.00	Railway-crossing diversion	July, 1933.
	89 (*a*)	Spences Bridge–Merritt	Mile 2 to Mile 22	10.00	Short diversions and widening	July, 1933.
	(*b*)	Merritt–Kamloops	Nicola–Stump Lake	5.00	Widening and improvement	July, 1933.

STATEMENT OF EXPENDITURE.

Vote 152. Minister's Office	$9,887.45	
Vote 153. Administration	145,704.06	
Vote 154. Maintenance, Parliament Buildings and Grounds	142,537.30	
Vote 155. Government House	19,471.37	
Vote 158. Repairs to Government Buildings (except Parliament Buildings and Government House)	236,517.55	
Total, Votes 152–155 and 158		$554,117.73

(For details *see* Public Accounts.)

Vote 156. Roads	$798,922.61	
Bridges	255,565.78	
Ferries	180,288.00	
Traffic Operation and Snow Service	45,360.16	
Launch	9,297.28	
Maintenance of Paved Highways	82,942.45	
Right-of-way Agent's Office	3,721.22	
Contingencies	614.50	
	$1,376,712.00	
Wharves (credit balance)	1,694.69	
Total, Vote 156		1,375,017.31
Vote 117. Grants in Aid of Mining Roads and Trails, etc.	$36,155.78	
Vote 160A. Grant to Dewdney Dyking Commission	2,500.00	
Vote 157. Local Highways within Municipal Limits	4,351.46	
		43,007.24

Capital Account.

"B.C. Loan Act, 1928," Sec. 6 (*a*)—Flood Damage		1,992.60
"B.C. Loan Act, 1929," Sec. 6 (*a*)—		
Bridges	$100,000.00	
Flood Damage	2,561.64	
Trails to Mineral Areas	6,320.58	
		108,882.22
"B.C. Loan Act, 1930," Sec. 6 (*a*)—Flood Damage		22,220.71
"B.C. Loan Act, 1931," Sec. 6 (*a*)—		
Bridges	$87,770.56	
Flood Damage	60,846.76	
		148,617.32
"B.C. Loan Act, 1932," Sec. 6 (*b*)—		
Roads	$3,330.60	
Flood Damage	33,109.90	
		36,440.50
"B.C. Loan Act, 1930," Sec. 6 (*b*)—Buildings		20,522.47

Unemployment Relief Fund.

(E.) Municipalities	$2,518,463.19	
(F.) Provincial Direct Relief	1,494,757.82	
(G.) Non-contributory	575,267.47	
(J.) Public Health	176,082.40	
(L.) (*a.*) Physically Unfit Men	37,567.66	
(L.) (*b.*) Physically Unfit Men	4,885.30	
(R.) Physically Unfit	812,555.16	
(M.) Advances to Municipalities	337,521.30	
(H.) Supervision	188,898.14	
Employment Relief Plan	487.73	
Carried forward	$6,146,486.17	$2,310,818.10

STATEMENT OF EXPENDITURE—*Continued.*

Brought forward	$6,146,486.17	$2,310,818.10
Provincial Works Loan (P.C. 2013), Unemployment Relief Fund.		
Roads	$567,985.00	
Bridges	116,373.89	
Buildings	38,143.00	
Mining-roads	12,953.77	
Equipment sheds and shops	11,568.58	
Machinery	95,015.69	
Bituminous surfacing	4,383.66	
	$846,423.59	
Relief Land Settlement Plan, U.R.F.	$1,499.43	
Total, Unemployment Relief Fund		6,994,409.19
		$9,305,227.29

ROADS, STREETS, BRIDGES, WHARVES, ETC.

ALBERNI-NANAIMO DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Capital Account—"B.C. Loan Act, 1930," Sec. 6 (*a*): Flood Damage		$3,620.28
Provincial Works Loan, P.C. 2013.		
Roads	$15,202.25	
Bridges	3,262.04	
Mining-roads	350.00	
Equipment-sheds	738.66	
Bituminous surfacing	1,269.47	
Total, Provincial Works Loan, P.C. 2013	$20,822.42	
(F.) Direct Relief	$167,128.14	
(G.) Non-contributory	8,373.58	
(H.) Supervision	6,550.88	
(J.) Public Health	8,315.10	
	$190,367.70	
Less refunds	15.00	
	$190,352.70	
Total, Unemployment Relief Fund		211,175.12

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
66.	Bamfield trails	$243.41	
104.	Biological	183.68	
1.	Beaver Creek	164.30	
100.	Canadian Highway	4,475.09	
10.	Central Lake	1,044.35	
111.	Departure Bay	1,289.12	
38.	East Wellington	355.55	
39.	Extension	127.50	
127.	Haliburton Street	120.73	
156.	Island Highway	1,997.99	
62.	Jingle Pot	643.34	
34.	Lake Shore	117.90	
69.	Nanaimo Lakes	380.28	
103.	South Wellington	449.07	
18.	Tofino–Ucluelet	316.93	
135.	Waddington	122.96	
33R.	Canadian Highway (arterial)	339.57	
53R.	Canadian Highway (arterial)	270.70	
	Sundry roads (units under $100)	1,742.77	
	Supervision	2,223.72	
	Tools and Plant Account	703.20	
	Haulage-truck Account	2,387.44	
	Total, Vote 156—Roads, Trails, etc.		19,699.60

VOTE 156—CLASSIFIED HIGHWAYS.

5B.	River Road (secondary highway)	$21.25	
39B.	Beaver Creek Road (secondary highway)	60.40	
76A.	River Road (primary highway)	92.75	
	Total, Vote 156—Classified Highways		174.40

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

123.	Dry Creek	$118.84	
9.	Dickinson	166.36	
93.	Kitsuksus	148.69	
	Carried forward	$433.89	$234,669.40

ALBERNI-NANAIMO DISTRICT—*Continued.*

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED—*Continued.*

	Brought forward	$433.89	$234,669.40
REG. No.			
6.	Mountainstream	129.46	
56.	Rock Bluffs (west)	122.40	
25.	Wall's	106.59	
107.	Woodward	168.58	
	Sundry bridges (units under $100)	872.30	
	Total, Vote 156—Bridges: Maintenance—Unclassified		1,833.22

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

3.	Brechin Road	$7.74	
5.	Bush Street	6.32	
100.	Canadian Highway	1,872.55	
39.	Extension	87.46	
48.	Harewood Road	8.16	
158.	Hilliers	28.62	
156.	Island Highway	2,748.06	
69.	Nanaimo Lakes	8.37	
95.	Robins Road	111.96	
103.	South Wellington	573.25	
135.	Waddington Road	43.86	
136.	Wakesiah Avenue	77.75	
	Total, Vote 156—Maintenance of Paved Highways		5,574.10

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

China Creek	$75.00	
Trail to W.W.W. Group	500.00	
Sproat Lake Trail	250.00	
Cameron River Trail	97.82	
Kennedy River–Taylor River Trail	250.00	
Road to Vancouver Island Gold Mines	500.00	
Trail to A. H. Rowan Placer Workings	50.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,722.82
Total expenditure, Alberni-Nanaimo District		$243,799.54

ATLIN DISTRICT (NORTH).

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

50.	Atlin streets	$318.25	
57.	Fourth of July	230.95	
59.	Indian River	246.90	
62.	O'Donnel River	165.50	
65.	Ruby Creek	386.75	
67.	Spruce Creek	991.25	
	Sundry roads (units under $100)	298.65	
	Auto "C"	108.16	
	Garage	188.45	
	Material and supplies	802.91	
	Plant and tools	81.65	
	Supervision	30.90	
	Total, Vote 156—Roads, Trails, etc.		$3,850.32

VOTE 156—BRIDGES: MAINTENANCE.

5.	Big Horn	$300.00	
59.	Boulder Creek	55.00	
	Total, Vote 156—Bridges: Maintenance		355.00
	Carried forward		$4,205.32

ATLIN DISTRICT (NORTH)—*Continued.*

Brought forward		$4,205.32
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
REG. NO.		
57. Fourth of July	$500.00	
63. Norgold	500.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,000.00
Total expenditure, Atlin District (North)		$5,205.32

ATLIN DISTRICT (SOUTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (*a*): TRAILS TO MINERAL AREAS.		
6. Big Missouri Road	$2,471.25	
9. Unuk River Trail	1,700.47	
Total, Capital Account: Trails to Mineral Areas		$4,171.72
UNEMPLOYMENT RELIEF FUND. *Provincial Works Loan, P.C. 2013.*		
Roads	$12,155.14	
Mining-roads	1,571.35	
Total, Provincial Works Loan, P.C. 2013	$13,726.49	
(F.) Direct Relief	$8,743.61	
(G.) Non-contributory	178.00	
(H.) Supervision	35.85	
(J.) Public Health	617.43	
	$9,574.89	
Total, Unemployment Relief Fund		23,301.38
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
5. Bear River	$305.55	
6. Big Missouri	822.89	
16. Salmon River	525.42	
17. Stewart-Hyder	241.15	
Snow-removal	1,387.39	
Sundry trails (units under $100)	365.10	
Supervision—		
(A.)	3,727.23	
Office	681.24	
Garage	582.49	
Plant and tools	134.44	
Total, Vote 156—Roads, Trails, etc.		8,772.90
VOTE 156—BRIDGES: MAINTENANCE.		
95. Cranberry River	434.20	
85. Glacier Creek	118.50	
140. Surprise Creek	291.00	
Sundry bridges (units under $100)	599.90	
Total, Vote 156—Bridges: Maintenance		1,443.60
VOTE 156—FERRIES.		
2. Upper Nass-Grease Harbour	$480.00	
Total, Vote 156—Ferries		480.00
Carried forward		$38,169.60

ATLIN DISTRICT (SOUTH)—*Continued.*

Brought forward		$38,169.60

VOTE 156—TRAFFIC OPERATION.

Reg. No.			
B 113.	Stewart	$6,442.37	
	Total, Vote 156—Traffic Operation		6,442.37

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

70.	Bitter Creek Trail	$149.60	
184.	Elkhorn Trail	250.00	
183.	Lakeview Trail	111.26	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		510.86
	Total expenditure, Atlin District (South)		$45,122.83

ATLIN DISTRICT (STIKINE).

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

32.	Clearwater	$333.55	
34.	Dease Lake	3,919.79	
59.	Teslin Trail	100.00	
	Material and supplies	287.70	
	Total, Vote 156—Roads, Trails, etc.		$4,641.04

VOTE 156—BRIDGES: MAINTENANCE.

44.	Casca	$952.15	
119.	South Fork	200.00	
70.	Teslin Trail	95.00	
	Total, Vote 156—Bridges: Maintenance		1,247.15

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

32.	Clearwater	$300.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		300.00
	Total expenditure, Atlin District (Stikine)		$6,188.19
	Total expenditure, Atlin District	$56,516.34	

BURNABY DISTRICT.

Capital Account—"B.C. Loan Act, 1928," Sec. 6 (*a*): Flood Damage	$1,992.60	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): ROADS.

67R. Central Arterial Highway (compensation for right-of-way)	255.60	
Total, Capital Account: Roads		$2,248.20

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$9,971.27	
Bridges	5,327.84	
Total, Provincial Works Loan, P.C. 2013	$15,299.11	
Carried forward	$15,299.11	$2,248.20

BURNABY DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$15,299.11	$2,248.20
(F.) Direct Relief	$1,851.35	
(G.) Non-contributory	2,132.20	
(J.) Public Health	3,662.73	
	$7,646.28	
Total, Unemployment Relief Fund		22,945.39

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
1R. Kingsway	$1,015.73	
1R. Kingsway (storm-sewer)	538.57	
10R. Coquitlam	805.78	
14R. Hastings-Barnet	1,137.09	
17R. Lougheed Highway	14.00	
18R. Dewdney Trunk	164.50	
19R. Dewdney Trunk	666.14	
20R. Dewdney Trunk	535.47	
57R. Ioco-Port Moody	259.57	
67R. Central Arterial Highway	267.48	
Sundry roads (units under $100)	43.50	
Coquitlam Warehouse	80.22	
Plant and tools	566.46	
Snow-removal	800.73	
	$6,895.24	

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

62A. Grandview-Douglas	845.46	
Total, Vote 156—Roads, Trails, etc.		7,740.70

VOTE 156—BRIDGES: MAINTENANCE.

1, 2. Mill bridges	$80.61	
5. Government Creek	81.91	
16. School	90.40	
17. Wharf Creek	27.50	
Total, Vote 156—Bridges: Maintenance		280.42
Total expenditure, Burnaby District		$33,214.71

CARIBOO DISTRICT (NORTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (*a*): TRAILS TO MINERAL AREAS.

166. Hixon Creek	$999.72	
Total, Capital Account—Trails to Mineral Areas		$999.72

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): FLOOD DAMAGE.

38. Barkerville Road	$3,034.36	
36. Cottonwood No. 2 Bridge	10,976.44	
Total, Capital Account—Flood Damage		14,010.80
Carried forward		$15,010.52

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$15,010.52

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$20,438.45	
Bridges	949.26	
Mining-roads	557.20	
Equipment-sheds	852.57	
Machinery	1,492.55	
Total, Provincial Works Loan, P.C. 2013	$24,290.03	
(F.) Direct Relief	$10,327.74	
(G.) Non-contributory	4,681.21	
(H.) Supervision	1,764.70	
(J.) Public Health	1,836.19	
	$18,609.84	
Total, Unemployment Relief Fund		42,899.87

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
5.	Cariboo	$2,337.03	
18.	Likely	784.19	
37.	Barkerville–Bear Lake	384.06	
38.	Barkerville	11,606.83	
46.	Dragon Lake (east)	355.96	
58.	Quesnel–Blackwater	305.31	
59.	Quesnel–Nazko	226.14	
60.	Quesnel–Hydraulic	149.00	
166.	Hixon Creek	138.19	
175.	Meadow Creek	216.45	
47R.	Cariboo–Village of Quesnel	357.25	
	Wells Townsite	284.65	
	Sundry roads (units under $100)	392.21	
	Plant and tools	2,553.02	
	Supervision	4,550.48	
	Total, Vote 156—Roads, Trails, etc.		24,640.77

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

1.	Antler, No. 1	$101.40	
5.	Antler, No. 2	140.70	
13.	Bear River	100.00	
20.	Bouchie, No. 1	115.02	
31.	Canyon Creek	860.40	
36.	Cottonwood, No. 2	262.53	
44.	Hawks, No. 1	441.98	
45.	Hawks, No. 2	442.04	
63.	Spratt's	100.35	
66.	Fraser River (Quesnel)	167.63	
90.	Keithley	464.43	
133.	Little Cottonwood	539.08	
139.	Allcock	377.33	
140.	Chubb	465.84	
154.	Buckskin Creek	200.00	
185.	Devils Creek, No. 1	116.27	
186.	Devils Creek, No. 2	116.27	
195.	LeBourdais	123.90	
207.	Slum Creek	104.95	
216.	Cameron	187.83	
	Sundry bridges (units under $100)	895.44	
	Total, Vote 156—Bridges: Maintenance—Unclassified		6,323.39
	Carried forward		$88,874.55

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$88,874.55
Reg. No. — Vote 156—Ferries.		
2. Fraser River–Alexandria	$1,558.21	
3. Fraser River–Macalister	1,926.61	
4. Fraser River–Soda Creek	1,479.41	
5. Quesnel River–Gravel's	684.40	
Total, Vote 156—Ferries		5,648.63
Vote 156—Maintenance of Paved Highways.		
47R. Cariboo Road–Village of Quesnel	$918.72	
Total, Vote 156—Maintenance of Paved Highways		918.72
Vote 117—Grants in Aid of Mining Roads and Trails, etc.		
Trail to Canyon Creek, Willow River via Beaver Pass Trail	$50.40	
Trail to Grotto Mine, Keithley	50.40	
Hixon Creek Road	699.66	
Cottonwood–Ahbau Lake Trail	151.20	
Road up Donovan Creek, Stanley	50.40	
Trail from Sailor Creek to Falls, North Fork of Quesnel River	50.40	
Road to property of Cariboo-Coronado Gold Mines, Ltd.	100.00	
Jack of Clubs Creek Road, Barkerville	149.70	
Branch road to Lazaroff Ranch, Prince George–Quesnel Highway	99.85	
Barkerville–Antler Creek Road	149.81	
Trail from Mackin Creek to Lamora 1 and 2 Mines, Soda Creek	50.40	
Road to Anderson Creek from Quesnel–Barkerville Road near Stanley	50.00	
Black Bear Creek Trail near Likely	100.80	
Road to property of Guyet Placers, Ltd., Barkerville	149.60	
Trail to Lower Antler Creek from Barkerville via Grouse Creek	50.00	
Trail up Pine Grove Creek near Wingdam	50.40	
Trail to lease of G. Long, Likely	25.60	
Trail from Cottonwood, following Cottonwood River	50.40	
Barkerville–Bear Lake Road	249.51	
Keithley Creek Trail	249.85	
Refractories Road	25.00	
Trail from Barkerville to Stony Lake	24.80	
Trail to Hebson Group, Little Snowshoe Creek, Keithley	25.20	
Barkerville–Cunningham Creek Road	250.00	
Houseman Creek Road, Stanley	39.15	
Trail via Beaver Pass to Moose and Moosehorn Creeks	250.00	
Likely–Keithley Road	149.15	
Downey Pass Road near Barkerville	100.00	
Road to Cottonwood from Quesnel via 10-Mile Lake and P.G.E. Railway Grade	200.00	
Road from Barkerville–Bear Lake Road to Antler Creek, Cariboo Mining Division	250.00	
Proposed road, Keithley to Barkerville	300.00	
Dragon Creek Road	100.50	
Harvey Creek Trail	250.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,542.18
Total expenditure, Cariboo District (North)		$99,984.08

CARIBOO DISTRICT (SOUTH).

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$19,099.76
Bridges	3,684.25
Equipment-sheds	344.92
Total, Provincial Works Loan, P.C. 2013	$23,128.93
Carried forward	$23,128.93

CARIBOO DISTRICT (SOUTH)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$23,128.93	
(F.) Direct Relief	$19,505.32	
(G.) Non-contributory	1,369.67	
(H.) Supervision	2,143.44	
(J.) Public Health	392.50	
	$23,410.93	
Total Unemployment Relief Fund		$46,539.86

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Alexis Creek–Nazko	$117.20	
421.	Tatlayoko	405.60	
3.	Beaver Valley	163.46	
314.	Bridge Lake (north)	835.82	
315.	Buffalo Lake–Horse Lake	102.60	
318.	Canim Lake	778.18	
5.	Cariboo	5,534.63	
320.	Chilcotin	4,033.76	
522.	Capoose Trail	150.15	
325.	Churn Creek	286.77	
328.	Deka Lake	100.00	
332.	Eagle Creek	293.20	
336.	Exeter–McKinley	169.68	
15.	Horsefly	2,138.50	
42.	Horsefly–Horsefly Lake	162.69	
343.	Hanceville Cut-off	108.25	
353.	Little Timothy Mountain	115.30	
355.	Lone Butte–Horse Lake	575.72	
358.	Meldrum Creek–Fraser River	226.90	
360.	Mission	117.35	
370.	Mile 93–Bridge Lake	1,588.61	
386.	North Bonaparte–Bridge Lake	180.75	
389.	Pigeon's	171.95	
419.	Reserve	126.75	
392.	Redstone–Chezacut	353.15	
28.	Soda Creek–Williams Lake	257.33	
414.	Sheridan	166.35	
407.	Upper Dog Creek	163.93	
411.	Williams Lake–Canoe Creek	2,244.90	
412.	Williams Lake–150-Mile	412.12	
	Plant and tools	3,927.64	
	Sundry roads and trails (units under $100)	1,370.99	
	Total, Vote 156—Roads, Trails, etc.		27,380.23

VOTE 156—BRIDGES: MAINTENANCE.

425.	Anahim–Chilcotin, No. 2	$582.05	
312.	Borland, No. 2	145.30	
137.	Crosina	244.93	
372.	Lees	625.27	
388.	Ladoucer	112.11	
378.	Onward	189.66	
337.	Tretheway	107.92	
	Sundry bridges (units under $100)	723.08	
	Total, Vote 158—Bridges: Maintenance		2,730.32

VOTE 156—FERRIES.

7.	Woodjam	$12.80	
	Total, Vote 156—Ferries		12.80
	Carried forward		$76,663.21

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$76,663.21
VOTE 156—TRAFFIC OPERATION.		
Snow-tractor equipment	$312.24	
Total, Vote 156—Traffic Operation		312.24
VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.		
REG. NO. 79R. Williams Lake–Soda Creek (arterial highway)	$894.64	
Total, Vote 156—Maintenance of Paved Highways		894.64
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
111. Beaver Valley–Antoine Creek Trail	$149.10	
518. Black Creek Trail	149.80	
520. Elbow Lake–McKee Lake Trail	174.75	
78. Horsefly–Quesnel Lake Trail	149.93	
512. Timothy Mountain Trail	149.80	
Tatlayoko Lake Trail	370.35	
523. Taylor–Windfall	150.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,293.73
Total expenditure, Cariboo District (South)		$79,163.82
Total expenditure, Cariboo District	$179,147.90	

CHILLIWACK DISTRICT.

Capital Account—"B.C. Loan Act, 1929," Sec. 6 (*a*): Flood Damage		$2,561.64
UNEMPLOYMENT RELIEF FUND.		
Provincial Works Loan, P.C. 2013.		
Roads	$7,142.01	
Bridges	3,251.99	
Machinery	5,432.77	
Total, Provincial Works Loan, P.C. 2013	$15,826.77	
(F.) Direct Relief	$24,933.48	
(G.) Non-contributory	19,115.52	
(H.) Supervision	700.80	
(J.) Public Health	345.75	
	$45,095.55	
Total, Unemployment Relief Fund		60,922.32
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
Huntingdon Townsite Subdivision	$231.81	
8. Columbia Valley	421.63	
12. Sumas Mountain	386.86	
16. Rosedale Ferry	108.00	
231. Hope–Rosedale	3,272.71	
4R. Trans-Provincial Highway (Matsqui)	2,530.87	
6R. Trans-Provincial Highway (Sumas)	4,555.31	
7R. Abbotsford–Huntingdon (Sumas)	449.52	
8R. Trans-Provincial Highway (Chilliwack)	855.10	
9R. Rosedale Ferry (Chilliwack)	119.56	
12R. Abbotsford–Mission	1,080.63	
61R. Yale (Sumas)	830.71	
Snow-removal	1,466.08	
Vedder River (bank-protection)	354.92	
Carried forward	$16,663.71	$63,483.96

CHILLIWACK DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$16,663.71	$63,483.96
Sundry roads (units under $100)	233.33	
Plant and tools	3,848.70	
Supervision	4,517.63	
	$25,263.37	

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

REG. NO.		
61B. Vedder Mountain	$239.85	
62B. Sardis	176.19	
	$416.04	
Total, Vote 156—Roads, Trails, etc.		25,679.41

VOTE 156—BRIDGES: MAINTENANCE.

16. Vedder Canal	$4,628.78	
28. Lorenzetti	1,007.16	
55. Ferry Slough	2,391.64	
Sundry bridges (units under $100)	880.40	
Total, Vote 156—Bridges: Maintenance		8,907.98

VOTE 156—FERRIES.

1. Agassiz–Rosedale	$21,286.17	
Herrling Island	54.61	
Total, Vote 156—Ferries		21,340.78

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

4R. Trans-Provincial Highway	$752.16	
5R. Rosedale Ferry	20.95	
6R. Trans-Provincial Highway	381.00	
7R. Abbotsford–Huntingdon	6.95	
8R. Trans-Provincial Highway	79.10	
9R. Trans-Provincial Highway	6.95	
12R. Abbotsford–Mission	5.00	
Total, Vote 156—Maintenance of Paved Highways		1,252.11

VOTE 117.—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Chilliwack Lake Trail–Vedder Crossing	$131.14	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		131.14
Total expenditure, Chilliwack District		$120,795.38

COLUMBIA DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$14,509.75	
Bridges	760.00	
Mining-roads	300.34	
Machinery	1,426.51	
Total, Provincial Works Loan, P.C. 2013	$16,996.60	
(F.) Direct Relief	$28,483.93	
(G.) Non-contributory	2,747.08	
(H.) Supervision	1,753.70	
(J.) Public Health	1,231.87	
	$34,216.58	
Total, Unemployment Relief Fund		$51,213.18
Carried forward		$51,213.18

COLUMBIA DISTRICT—*Continued.*

Brought forward		$51,213.18

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Kootenay–Columbia Highway	$7,808.63	
2.	West Side	386.37	
4.	Toby	286.55	
29.	Johnston	199.09	
87.	Trans-Canada Highway (Kicking Horse Section)	2,381.61	
258.	Fourth Avenue, Golden	234.80	
280.	Trans-Canada Highway (Big Bend Section)	249.05	
	Sundry roads (units under $100)	634.79	
	Assistant District Engineer—		
	Salary and expenses	2,442.03	
	Auto	827.90	
	Office Account	2,110.76	
	Plant and tools	1,207.86	
		$18,769.44	
	Less gasoline-tax refunds	221.52	
	Total, Vote 156—Roads, Trails, etc.		18,547.92

VOTE 156—BRIDGES: MAINTENANCE.

4.	Kicking Horse River	$703.02	
13.	Galena	636.67	
17.	North Vermilion	508.29	
48.	Boulder Creek	316.15	
53.	Horsethief	1,111.47	
73.	Blaeberry (upper)	224.37	
100.	Kinootl	213.05	
165.	Brisco	201.15	
169.	Passiooks	647.55	
194.	Kimtah	155.00	
195.	Kiskisk	142.05	
213.	Park	165.00	
215.	Mount Hunter	159.40	
226.	Parson	173.06	
	Sundry bridges (units under $100)	412.88	
	Total, Vote 156—Bridges: Maintenance		5,769.11

VOTE 156—FERRIES.

	Donald	$293.60	
	Total, Vote 156—Ferries		293.60

VOTE 156—TRAFFIC OPERATION.

1.	Kootenay–Columbia Highway	$479.09	
	Total, Vote 156—Traffic Operation		479.09

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

4.	Toby	$689.95	
109.	Bugaboo Creek Trail	50.00	
48.	Boulder Creek	499.35	
	Total, Vote 117.—Grants in Aid of Mining Roads and Trails, etc.		1,239.30
	Total expenditure, Columbia District		$77,542.20

COMOX DISTRICT.

Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*b*): Flood Damage.

Roads.

Sayward	$741.68	
Comox	180.74	
Quadra Island	87.51	
Island Highway	1,411.70	
Campbell River	127.57	
Cumberland	349.01	
Courtenay	299.14	
Endall	39.40	
Alert Bay	57.75	
Hardy Bay	1.89	
	$3,296.39	

Bridges.

Condensory	$1,292.40	
Quelhorts	14.85	
Campbell River	174.40	
Oyster River	7.00	
Sayward	873.03	
Holberg	41.60	
	$2,403.28	
Total, Capital Account—Flood Damage		$5,699.67

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$14,420.14	
Bridges	6,198.95	
Mining-roads	250.00	
Bituminous surfacing	907.44	
Total, Provincial Works Loan, P.C. 2013	$21,776.53	
(F.) Direct Relief	$63,830.40	
(G.) Non-contributory	2,702.17	
(H.) Supervision	1,351.33	
(J.) Public Health	1,164.75	
	$69,048.65	
Total, Unemployment Relief Fund		90,825.18

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
2.	Anderton	$256.77	
3.	Back	175.86	
8.	Comox	177.93	
9.	Cumberland	425.61	
10.	Headquarters	193.01	
11.	Royston	128.35	
12.	Bevan	139.04	
13.	Comox Lake	125.43	
14.	Lazo	271.19	
48.	Squirrel Cove	141.04	
49.	Campbell River	223.95	
52.	Lacon	273.34	
60.	Endall	186.88	
62.	Fraser	159.88	
71.	Hardy Bay	318.26	
	Carried forward	$3,196.54	$96,524.85

COMOX DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$3,196.54	$96,524.85
REG. No.			
76.	Central	203.48	
93.	Lake Trail	237.93	
96.	Little River	306.75	
162.	Sayward	400.30	
188.	Heriot Bay	127.70	
196.	Island Highway	8,628.52	
285.	Tipton	113.65	
320.	Morland	179.94	
341.	Hilliers	178.81	
344.	Horne Lake	102.65	
359.	Qualicum Settlement	116.54	
360.	Quatsino	194.08	
	Sundry roads (units under $100)	2,287.39	
	Salaries	3,598.53	
	Travelling expenses	689.11	
	Office supplies	636.39	
	Plant and tools	1,954.53	
32R.	Arterial Highway, Courtenay	75.26	
		$23,168.10	
	Classified Highways (credit balance)	72.39	
	Total, Vote 156—Roads, Trails, etc.		23,095.71

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

3.	Black Creek	$174.70	
32.	Mill Creek	146.09	
50.	Garvin	146.35	
57.	Harrigan	135.52	
58.	Howes	911.95	
59.	Headquarters, No. 1	245.12	
120.	Power-house	288.68	
133.	Rennison	168.48	
158.	Third Crossing–Salmon River	200.20	
316.	Mosquito Creek	610.96	
	Sundry bridges (units under $100)	577.08	
	Total, Vote 156—Bridges: Maintenance—Unclassified		3,605.13

VOTE 156—FERRIES.

	Denman Island	$4,542.62	
	San Josef River	19.42	
	Total, Vote 156—Ferries		4,562.04

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

8.	Comox Road	$4.96	
9.	Cumberland Road	53.39	
11.	Royston Road	103.15	
148.	Parksville Road	57.76	
196.	Island Highway	7,337.34	
341.	Hilliers Road	1,093.20	
3B.	Cumberland Road and Union Street (Courtenay)	28.24	
32R.	Island Highway (Courtenay)	151.53	
34B.	Dunsmuir Avenue (Cumberland)	191.82	
54B.	Comox Road (Courtenay)	2.44	
	Total, Vote 156—Maintenance of Paved Highways		9,023.83
	Carried forward		$136,811.56

COMOX DISTRICT—*Continued.*

Brought forward		$136,811.56

VOTE 157—LOCAL ROADS AND BRIDGES WITHIN ORGANIZED TERRITORY.

Reg. No.			
125.	Condensory Bridge	$948.35	
	Total, Vote 157—Local Roads and Bridges within Organized Territory		948.35

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

61.	Buttle Lake Trail	$100.00	
72.	Kains Lake Trail	100.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		200.00
	Total expenditure, Comox District		$137,959.91

COWICHAN-NEWCASTLE DISTRICT.

Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage		$5,128.43

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$10,652.86	
Bridges	1,091.98	
Bituminous surfacing	1,962.27	
Total, Provincial Works Loan, P.C. 2013	$13,707.11	
(F.) Direct Relief	$51,547.35	
(G.) Non-contributory	3,577.20	
(H.) Supervision	614.27	
(J.) Public Health	3,038.56	
	$58,777.38	
Total, Unemployment Relief Fund		72,484.49

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

7.	Bench	$143.78	
10.	Bennie–Yellow Point	126.13	
23.	Cowichan Lake	1,146.55	
50.	Glenora	160.85	
132.	Island Highway	4,816.16	
61.	Indian	121.63	
95.	Koksilah	613.52	
70.	Lakeside	86.90	
90.	Mountain	85.60	
87.	Miller	247.60	
24.	North Shore	273.74	
234.	North	151.49	
113.	Sahtlam River	174.79	
238.	South	96.36	
121.	South Wellington	704.77	
129.	Thomas–Yellow Point	63.22	
98.	Trunk	397.45	
31R.	Island Highway (arterial)	2,121.00	
68R.	Island Highway (arterial)	57.44	
	Sundry roads (units under $50)	324.94	
	Supervision	3,129.42	
	Tools and Plant Account	429.78	
	Haulage-truck Account	1,400.38	
	Total, Vote 156—Roads, Trails, etc.		16,873.50
	Carried forward		$94,486.42

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$94,486.42

VOTE 156—CLASSIFIED HIGHWAYS.

REG. NO.		
63A. Cowichan Lake Road (primary highway)	$27.48	
36B. Quamichan Lake Road (secondary highway)	494.32	
Total, Vote 156—Classified Highways		521.80

VOTE 156—BRIDGES: MAINTENANCE.

160. Bennett	$99.60	
9. Bush Creek	354.76	
15. Clemclemlitz	562.82	
29. Dodd's	78.82	
22. Doney	97.70	
111. Jaynes	249.34	
55. Koksilah Station	392.16	
115. Robertson River	71.25	
116. Robinson	1,246.26	
47. Solly's	500.80	
83. Tennis-courts	143.80	
Sundry bridges (units under $50)	809.78	
Total, Vote 156—Bridges: Maintenance		4,607.09

VOTE 156—FERRIES.

Gabriola Island	$7,080.00	
Total, Vote 156—Ferries		7,080.00

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

23. Cowichan Lake Road	$250.22	
165. Hillcrest Road	75.89	
132. Island Highway	7,026.04	
31R. Island Highway (arterial), North Cowichan	280.52	
71R. Island Highway (arterial), Duncan	290.78	
121. South Wellington Road	952.53	
Total, Vote 156—Maintenance of Paved Highways		8,875.98

VOTE 157—LOCAL ROADS AND BRIDGES WITHIN ORGANIZED TERRITORY.

Bonsall and Crofton Roads	$250.00	
Mount Sicker Road	950.00	
Total, Vote 157—Local Roads and Bridges within Organized Territory		1,200.00

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

El Capitan	$200.00	
Sutton Trail	150.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		350.00
Total expenditure, Cowichan-Newcastle District		$117,121.29

CRANBROOK DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$20,754.79	
Bridges	10,945.15	
Mining-roads	750.55	
Machinery	10,888.73	
Total, Provincial Works Loan, P.C. 2013	$43,339.22	
Carried forward	$43,339.22	

CRANBROOK DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$43,339.22	
(F.) Direct Relief	$73,266.72	
(G.) Non-contributory	26,938.18	
(H.) Supervision	1,625.15	
(J.) Public Health	5,558.71	
	$107,388.76	
Less refunds	28.17	
	$107,360.59	
Total, Unemployment Relief Fund		$150,699.81

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Trans-Provincial Highway	$10,151.48	
2.	Cranbrook–Kimberley	6,036.18	
12.	Kootenay Orchards	172.20	
15.	Kootenay–Columbia	1,593.84	
24.	Perry Creek	164.27	
25.	Kimberley–Sullivan Mine	708.35	
60.	Kimberley–Wasa	188.70	
72.	Pighin	135.80	
	Sundry roads (units under $100)	402.36	
	Garage Account	11,801.58	
	Plant and tools	3,702.04	
	Supervision	4,439.20	
	Total, Vote 156—Roads, Trails, etc.		$39,496.00

VOTE 156—BRIDGES: MAINTENANCE.

20.	Fort Steele	$33,915.80	
20.	Fort Steele	611.76	
96.	Hellroaring Creek	121.90	
206.	Irishman Creek	1,135.40	
100.	Skookumchuck	242.19	
19.	Wardner	840.48	
42.	Wasa	258.02	
241.	Wattsburg	111.60	
	Sundry bridges (units under $100)	1,767.97	
	Total, Vote 156—Bridges: Maintenance		39,005.12

VOTE 156—FERRIES.

Bechtel	$24.80	
Total, Vote 156—Ferries		24.80

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

2.	Cranbrook–Kimberley Road	$13,172.60	
	Kimberley streets	337.89	
	Total, Vote 156—Maintenance of Paved Highways		13,510.49

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Hellroaring Creek	$75.60	
Trail to Wellington Group	50.40	
Trail to Evans Group	149.80	
Trail to Perry Creek	47.60	
Wild Horse Creek	33.40	
St. Mary Trail	35.20	
Trail to Lead Group	220.80	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		612.80
Total expenditure, Cranbrook District		$243,349.02

DELTA DISTRICT.

Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*b*): Roads.

Reg. No.			
77R.	Aldergrove–Bellingham Highway	$190.00	
	Total, Capital Account—Roads		$190.00

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

	Roads	$10,816.12	
	Bridges	6,588.44	
	Total, Provincial Works Loan, P.C. 2013	$17,404.56	
	(F.) Direct Relief	$857.55	
	(G.) Non-contributory	12,895.09	
	(J.) Public Health	2.00	
		$13,754.64	
	Total, Unemployment Relief Fund		31,159.20

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2R.	Trans-Provincial Highway	$1,550.15	
3R.	Trans-Provincial Highway	3,198.15	
13R.	Pacific Highway	1,433.18	
15R.	Peace Arch Highway	134.01	
66R.	Fraser Avenue	1,925.96	
77R.	Aldergrove–Bellingham Highway	840.75	
	Lulu Island (protection-work)	375.23	
	Sundry roads	71.81	
	Snow-removal	381.98	
	Supervision	4,879.95	
	Plant and tools	4,032.79	
		$18,823.96	

Vote 156—Maintenance and Minor Betterments: Classified Roads.

40B.	Boundary Bay (Delta)	$213.69	
50B.	Woodward's (Richmond)	104.02	
61A.	Scott (Surrey)	388.04	
68A.	Ladner Trunk (Delta)	200.43	
69A.	Scott (Delta)	144.12	
69B.	McLellan (Surrey)	80.00	
70B.	No. 19 Road (Richmond)	28.85	
84B.	Steveston (Richmond)	89.53	
87B.	Bridge Street and Westminster Avenue (Delta)	310.51	
89B.	Johnston (Surrey)	320.00	
90B.	Campbell River (Surrey)	239.88	
		$2,119.07	
	Total, Vote 156—Roads, Trails, etc.		20,943.03

Vote 156—Bridges: Maintenance.

4, 5.	Eburne bridges	$14,140.35	
6.	Fraser Avenue	3,057.10	
10.	Canoe Pass	983.57	
26.	Haldi Island	397.76	
		$18,578.78	
	Carried forward	$18,578.78	$52,292.23

DELTA DISTRICT—*Continued.*

Brought forward	$18,578.78	$52,292.23
VOTE 156—BRIDGES: MAINTENANCE—CLASSIFIED HIGHWAYS.		
Indian Reserve	$1,920.99	
Eburne	174.40	
	$2,095.39	
Total, Vote 156—Bridges: Maintenance		20,674.17
VOTE 156—FERRIES.		
Barnston Island	$3,409.01	
Ladner–Woodward	3,338.26	
Ladner–Woodward (landings)	145.14	
Total, Vote 156—Ferries		6,892.41
VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.		
REG. NO.		
3R. Trans-Provincial Highway	$734.10	
13R. Pacific Highway	44.13	
15R. Peace Arch Highway	3.47	
61A. Scott Road (Surrey)	355.27	
66R. Fraser Avenue	123.75	
68A. Ladner Trunk	242.87	
69A. Scott (Delta)	16.37	
80R. Ladner–Marsh	26.13	
Total, Vote 156—Maintenance of Paved Highways		1,546.09
VOTE 157—LOCAL ROADS WITHIN ORGANIZED TERRITORY.		
Sundry roads	$2,000.00	
Total, Vote 157—Local Roads within Organized Territory		2,000.00
Total expenditure, Delta District		$83,404.90

DEWDNEY DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$11,887.77	
Bridges	3,482.00	
Bituminous surfacing	163.19	
Total, Provincial Works Loan, P.C. 2013	$15,532.96	
(F.) Direct Relief	$14,856.60	
(G.) Non-contributory	34,678.28	
(J.) Public Health	17,521.82	
(L.A.) Physically Unfit Men	28,944.85	
(L.B.) Physically Unfit Men	4,004.82	
	$100,006.37	
Total, Unemployment Relief Fund		$115,539.33
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
209. Harrison Hot Springs	$351.30	
7H. Dewdney Trunk	400.44	
7I. Dewdney Trunk	1,049.57	
7J. Dewdney Trunk	1,288.40	
7K. Dewdney Trunk	202.90	
Carried forward	$3,292.61	$115,539.33

DEWDNEY DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$3,292.61	$115,539.33
REG. NO.			
8.	Hyde and Buker	915.42	
11.	Farms	380.70	
13.	Hawkins–Pickles	144.00	
30.	Nicomen Island Trunk	112.08	
33.	North Nicomen	107.83	
38.	Salvaster	1,089.56	
39.	Seux	250.00	
43.	Taylor	318.49	
66.	Hartley	242.35	
67.	Hope–Rosedale	680.14	
68.	Hope–Yale	660.79	
	Nicomen Island Highway Protection	361.60	
21R.	Dewdney Trunk	2,206.74	
22R.	Dewdney Trunk	1,175.11	
23R.	Dewdney Trunk	1,439.95	
25R.	Dewdney Trunk	17.48	
26R.	Deroche–Agassiz	1,555.77	
59R.	Port Hammond Loop	68.83	
69R.	Port Haney Loop	74.68	
	Sundry roads (units under $100)	637.45	
	Plant and tools	1,068.64	
	Warehouses	170.00	
	Snow-removal	1,357.29	
	Supervision	4,177.35	
		$22,504.86	

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

60A.	Harrison Hot Springs (Kent Municipality)	$35.10	
73B.	Dewdney Trunk (old) (Maple Ridge)	595.95	
75B.	Hammond (Pitt Meadows)	6.89	
78B.	North Harris	275.56	
79B.	McNeil	100.44	
77B.	Dewdney Trunk (old) (Mission)	1,011.88	
92B.	Dewdney Trunk Road (old) (Pitt Meadows)	.59	
93B.	Seventh Street and Grand Avenue	81.80	
94B.	Silverdale–Mission	200.40	
96B.	Cedar Valley (Mission)	177.12	
97B.	Cedar Valley (Mission Village)	87.32	
		$2,573.05	
	Total, Vote 156—Roads, Trails, etc.		25,077.91

VOTE 156—BRIDGES: MAINTENANCE.

12.	Hunter Creek	$281.40	
16.	Johnston Creek	171.31	
41.	Pitt River (including Bridge-tenders)	3,251.15	
52.	McKay	100.44	
53.	Whonnock Creek	100.97	
	Mission, C.P.R. (including Bridge-tenders)	11,442.91	
	Othello Cable	556.36	
	Farm	238.34	
61.	Hope–Fraser River	484.50	
131.	Harrison River (including Bridge-tender)	848.66	
150.	Dewdney	798.81	
	Sundry bridges (units under $100)	496.44	
	Total, Vote 156—Bridges, Maintenance		18,771.29
	Carried forward		$159,388.53

DEWDNEY DISTRICT—*Continued.*

Brought forward		$159,388.53

Vote 156—Maintenance of Paved Highways.

Reg. No.			
21R.	Trans-Provincial Highway	$1,192.54	
22R.	Trans-Provincial Highway	6,061.33	
73B.	Dewdney Trunk Road	387.21	
92B.	Dewdney Trunk Road (old)	67.92	
	Total, Vote 156—Maintenance of Paved Highways		7,709.00

Vote 117—Grants in Aid of Mining Roads and Trails, etc.

Fire Mountain Trail	$149.85	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		149.85
Vote 160A—Grant to Dewdney Dyking Commission		2,500.00
Total expenditure, Dewdney District		$169,747.38

ESQUIMALT DISTRICT.

Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*b*): Flood Damage.

Roads.

3.	Atkins	$260.40	
	Clo-oose District	146.88	
47.	East Sooke	231.16	
76.	Island Highway	22,131.78	
79.	Jordan River	959.12	
99.	Metchosin	124.80	
102.	Millstream Lake	186.40	
112.	Munn's	275.20	
117.	Old Trunk	317.67	
122.	Peatt	260.40	
	Port Renfrew District	139.06	
132.	Rocky Point	161.74	
147.	Sooke	432.35	
	Sundry roads (units under $100)	865.98	
		$26,492.94	

Bridges.

72.	Munn's Creek	$111.20	
124.	Niagara Canyon	171.28	
	Sundry bridges (units under $100)	634.81	
		$917.29	
	Total, Capital Account—Flood Damage		$27,410.23

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$15,410.92	
Machinery	1,450.75	
Total, Provincial Works Loan P.C. 2013	$16,861.67	
(F.) Direct Relief	$47,711.83	
(G.) Non-contributory	22,619.71	
(H.) Supervision	1,348.05	
(J.) Public Health	752.12	
	$72,431.71	
Total, Unemployment Relief Fund		89,293.38
Carried forward		$116,703.61

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$116,703.61

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
32.	Brandon	$105.80	
	Clo-oose District	319.42	
45.	Dunford	149.07	
47.	East Sooke	397.19	
66.	Gillespie	310.27	
69.	Happy Valley	145.20	
68.	Halhead	245.52	
76.	Island Highway	2,376.60	
79.	Jordan River	1,088.43	
90.	Latoria	226.85	
99.	Metchosin	196.80	
101.	Millstream	381.17	
102.	Millstream Lake	139.73	
112.	Munn's	167.45	
117.	Old Trunk	1,322.84	
	Port Renfrew	663.44	
132.	Rocky Point	747.83	
133.	Ross-Durrance	222.04	
147.	Sooke	1,186.89	
198.	View Royal	104.24	
190.	West Shawnigan Lake	149.76	
	Sundry roads (units under $100)	1,935.20	
	Auto Account	313.75	
	Plant and tools	1,640.89	
	Repairs, district trucks	1,983.58	
	Supervision	2,216.59	
	Snow-removal	328.10	
	Total, Vote 156—Roads, Trails, etc.		19,064.65

Vote 156—Bridges: Maintenance—Unclassified.

3.	Aikman	$1,912.69	
2.	Atkins	297.59	
4.	Armour	312.50	
110.	Caffery	146.90	
44.	Clarke Creek	352.92	
19.	Craigflower	117.13	
145.	Deer Creek	660.20	
29.	Finlayson	2,363.98	
40.	Helmcken	110.21	
109.	Kiel's	286.47	
139.	Logan	291.57	
287.	Lost Lake	135.10	
72.	Munn's Creek	245.27	
124.	Niagara Canyon	134.16	
37.	Poole's	142.21	
153.	Reid's	155.12	
144.	Wolfe Creek	392.68	
	Sundry bridges (units under $100)	692.29	
	Total, Vote 156—Bridges: Maintenance—Unclassified		8,748.99

Vote 156—Maintenance of Paved Highways.

76.	Island Highway	$11,721.82	
117.	Old Trunk Road	1,476.37	
147.	Sooke	115.14	
101.	Millstream	193.82	
	Sundry roads (units under $100)	359.87	
	Total, Vote 156—Maintenance of Paved Highways		13,867.02
	Carried forward		$158,384.27

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$158,384.27
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Silver Mine Trail	$67.38	
Talc Mine Trail, Wolfe Creek	75.00	
Wolfe Creek Trail	74.75	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		217.13
Total expenditure, Esquimalt District		$158,601.40

FERNIE DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$16,977.10	
Bridges	10,964.15	
Mining-roads	250.30	
Equipment-sheds	3,249.89	
Machinery	3,706.82	
Total, Provincial Works Loan, P.C. 2013	$35,148.26	
(F.) Direct Relief	$87,566.43	
(G.) Non-contributory	20,057.25	
(H.) Supervision	1,709.61	
(J.) Public Health	6,413.73	
	$115,747.02	
Total, Unemployment Relief Fund		$150,895.28

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
1.	Trans-Provincial Highway	$9,581.21	
3.	Elko–Roosville	305.37	
4.	Elk Valley	166.90	
6.	Bull River (south)	112.90	
48.	Maus Creek	489.90	
94.	Kootenay–Columbia River Highway	292.91	
106.	Corbin	349.01	
	Sundry roads (units under $100)	351.86	
	Snow-removal	1,834.07	
	Plant and tools	4,210.45	
	Material	645.23	
	Camp equipment	5.50	
	Supervision	4,955.16	
	Total, Vote 156—Roads, Trails, etc.		23,300.47

VOTE 156—BRIDGES: MAINTENANCE.

1.	Michel Prairie	$258.35	
2.	Hosmer	1,554.32	
4.	Fernie	397.12	
8.	Elkmouth	4,538.74	
12.	Michel	405.71	
52.	Wilson Creek	503.95	
55.	Fairy Creek	235.38	
60.	Little Fairy Creek	174.32	
68.	Rock Creek	135.44	
71.	Brule Creek	418.65	
85.	Flathead	178.40	
	Carried forward	$8,800.38	$174,195.75

FERNIE DISTRICT—*Continued.*

VOTE 156—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$8,800.38	$174,195.75
REG. NO.		
111. Lizard Creek	134.92	
144. Bryant's	114.95	
Bridge material	848.38	
Sundry bridges (units under $100)	562.84	
Total, Vote 156—Bridges: Maintenance		10,461.47

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

1. Trans-Provincial Highway	$1,514.84	
Total, Vote 156—Maintenance of Paved Highways		1,514.84

VOTE 156—TRAFFIC OPERATION.

S.V. 60. LaPlant-Choate snow-plough, with wings, complete	$6,419.60	
Total, Vote 156—Traffic Operation		6,419.60
Total expenditure, Fernie District		$192,591.66

FORT GEORGE DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$18,958.79	
Bridges	7,866.39	
Equipment-sheds	3,479.33	
Total, Provincial Works Loan, P.C. 2013	$30,304.51	
(F.) Direct Relief	$103,639.31	
(G.) Non-contributory	6,987.82	
(H.) Supervision	3,016.06	
(J.) Public Health	8,670.47	
	$122,313.66	
Total, Unemployment Relief Fund		$152,618.17

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

142. Bendixon	$558.30	
25. Cariboo	8,473.27	
147. Cumming	687.20	
106. Fort George–Yellowhead	3,970.97	
26. Fort George–Hazelton	4,040.49	
24. Fort George–Chief Lake	1,816.65	
28. Fort George–Isle Pierre	470.93	
32. Goose Country	270.40	
124. Miworth (west)	105.80	
111. Mount Robson	151.30	
50. McBride–Cariboo	133.40	
58. Ness Lake	254.80	
141. Pooley	521.10	
Material	1,226.59	
Plant and tools	5,400.37	
Supervision—		
Office	5,617.73	
Auto	518.47	
Snow-removal	2,033.20	
Sundry roads (units under $100)	482.06	
Total, Vote 156—Roads, Trails, etc.		36,733.03
Carried forward		$189,351.20

FORT GEORGE DISTRICT—*Continued.*

Brought forward		$189,351.20

Vote 156—Bridges: Maintenance.

Reg. No.			
	11-Mile Fill	$1,944.66	
56.	Hudson Bay Slough	632.53	
89.	Nechako	111.00	
147.	Red Rock	566.47	
105.	Salmon River	414.98	
121.	Stone Creek	322.53	
679.	Swede Creek	121.37	
151.	30-Mile	1,600.07	
153.	35-Mile	671.81	
148.	21-Mile	355.50	
149.	22-Mile	286.27	
	Sundry bridges (units under $100)	650.72	
	Total, Vote 156—Bridges: Maintenance		7,677.91

Vote 156—Ferries: Maintenance.

12.	Croydon	$456.62	
9.	Isle de Pierre	1,438.66	
3.	Indian Reserve	1,287.77	
10.	Shelley	971.01	
	Total, Vote 156—Ferries: Maintenance		4,154.06

Vote 156—Traffic Operation.

	Traffic operation	$2,696.35	
	Total, Vote 156—Traffic Operation		2,696.35

Vote 117—Grants in Aid of Mining Roads and Trails, etc.

	Skaret Creek Trail	$49.60	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		49.60
	Total expenditure, Fort George District		$203,929.12

FORT GEORGE DISTRICT (PEACE RIVER SECTION).

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$16,255.33	
Equipment-sheds	1,267.48	
Total, Provincial Works Loan, P.C. 2013	$17,522.81	
(F.) Direct Relief	$74,549.23	
(G.) Non-contributory	5,111.35	
(H.) Supervision	4,706.57	
(J.) Public Health	6,794.02	
	$91,161.17	
Total, Unemployment Relief Fund		$108,683.98

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Rolla–Pouce Coupe	$705.00	
Pouce Coupe District	860.00	
Rolla District	558.00	
Dawson Creek District	702.90	
Carried forward	$2,825.90	$108,683.98

FORT GEORGE DISTRICT (PEACE RIVER SECTION)—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$2,825.90	$108,683.98
Fort St. John District	1,555.10	
Rolla (south)	442.12	
Rolla (west)	251.88	
Kilkerran District	356.00	
Fort St. John–Taylor	565.00	
Progress–Sunset	568.00	
Dawson Creek–Rolla	216.25	
Cutbank–Taylor	527.12	
Taylor District (south)	249.63	
Tupper District	351.60	
Sweetwater District	252.35	
Fort St. John–Hudson Hope	416.05	
Arras District	450.16	
Pouce Coupe–Gundy	500.00	
Swan Lake (north)	250.15	
Pouce Coupe (east)	583.25	
Riverside–Pouce Coupe	203.00	
Pouce Coupe–Dawson	685.00	
Rolla Landing	231.24	
Fort St. John Townsite	162.37	
Fort St. John–Montney	504.04	
Fort St. John–Charlie Lake	418.13	
Stoddart–Montney	288.12	
Hay's	418.08	
Tupper	419.30	
Progress–Groundbirch	600.00	
Arras–Progress	184.00	
Dawson Creek Townsite	420.00	
Dawson–Sweetwater	417.00	
Spring Creek–Cutbank	236.00	
Montney (north)	167.00	
Baldonnel (east)	189.26	
Plant and tools	2,249.21	
Sundry roads (units under $100)	1,466.64	
Total, Vote 156—Roads, Trails, etc.		19,618.95

VOTE 156—BRIDGES: MAINTENANCE.

Beatton River	$226.19	
High Level	1,806.77	
Birley	948.76	
Old and New Dawson	629.32	
8-Mile	539.66	
Kirkpatrick	549.31	
Flavell	622.10	
Taylor Ferry Hill	302.36	
Kiskatinaw	177.98	
Coal Creek	781.99	
Doe River	264.71	
Phillips	600.00	
Little	301.35	
Mowick	275.00	
Charlie Lake	146.13	
Michaud	400.00	
6-Mile	437.93	
Burroughs	400.00	
Saskatoon	1,800.00	
Allen's Coulee	200.00	
Indian	600.00	
Sundry bridges (units under $100)	2,139.13	
Total, Vote 156—Bridges: Maintenance		14,148.69
Carried forward		$142,451.62

FORT GEORGE DISTRICT (PEACE RIVER SECTION)—*Continued.*

Brought forward		$142,451.62
VOTE 156—FERRIES: MAINTENANCE.		
Hudson Hope	$412.57	
Halfway	433.17	
East Pine	522.44	
Taylor Flats	7,127.19	
Total, Vote 156—Ferries: Maintenance		8,495.37
Total expenditure, Fort George District (Peace River Section)		$150,946.99
Total expenditure, Fort George District	$354,876.11	

GRAND FORKS-GREENWOOD DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (*a*): TRAILS TO MINERAL AREAS.		
Highland Lass Road	$652.50	
Total, Capital Account—Trails to Mineral Areas		$652.50
UNEMPLOYMENT RELIEF FUND.		
Provincial Works Loan, P.C. 2013.		
Roads	$17,981.71	
Bridges	2,856.79	
Mining-roads	475.00	
Total, Provincial Works Loan, P.C. 2013	$21,313.50	
(F.) Direct Relief	$27,336.71	
(G.) Non-contributory	2,049.57	
(H.) Supervision	457.90	
(J.) Public Health	2,087.75	
	$31,931.93	
Total, Unemployment Relief Fund		53,245.43
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
REG. NO.		
4. Bridesville–Santa Rosa	$9,288.06	
12. Carmi–McCullough	140.00	
14. Cascade–Laurier	108.04	
15. Cascade–Paulson	103.00	
30. Grand Forks–Franklin	658.90	
32. Grand Forks–Lynch Creek	207.22	
33. Greenwood–Phoenix	157.50	
43. Kettle River (main)	794.54	
44. Kettle River (west)	1,232.56	
54. Osoyoos–Sidley Mountain	126.65	
63. Rock Creek–Myncaster	191.75	
65. Rock Mountain–Bridesville	141.00	
68. Southerland Creek	115.80	
72. Vernon–Edgewood	119.33	
73. Wallace Mountain	656.25	
43R. Arterial Highway	75.00	
44R. Arterial Highway	185.60	
Sundry roads (units under $100)	962.50	
Supervision (Foreman's wages and expenses)	2,161.78	
Essex Sedan A-73 (gasoline, oil, etc.)	441.43	
Ford Sedan A-3 (purchase, gasoline, oil)	981.05	
Plant and tools (trucks, tractors, and tools)	3,183.84	
Material	3.10	
Carried forward	$22,034.90	$53,897.93

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$22,034.90	$53,897.93
Administration and office supplies	1,420.41	
Snow-removal	1,492.68	
Total, Vote 156—Roads, Trails, etc.		24,947.99

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

REG. NO.		
22.	Caron	$111.95
23.	Carson	770.81
24.	Cascade (lower) (shear-boom)	212.05
24.	Cascade (lower)	621.36
30.	Cooper	106.24
45.	Floyd's	187.38
	Greenwood Freight-shed	166.94
31.	Hardy	333.70
	Hood	142.35
	Mill	411.10
77.	McRae	221.20
	9-Mile	951.59
124.	Overhead	176.58
118.	White Cabin	207.00
121.	Williamson (lower)	623.23
	Sundry bridges (units under $100)	1,372.11
	Bridges generally	273.60
	Total, Vote 156—Bridges: Maintenance—Unclassified	6,889.19

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Baldy Creek	$75.00
	Bay Mines	50.00
	Camp McKinney	299.15
	Carmi Mine–Butcher Boy	140.00
	Conkle Lake–Old Camp McKinney	300.00
	C.O.D. Group	200.00
	Dictator Gold Mines	500.00
	Dynamo	150.00
	Franklin Creek	25.00
	Golconda	25.00
	Imperial Group	150.00
	Little Joe–Crystal Butte	100.00
	Winner Group	75.00
	Union Mine–Dentonia Mine	391.97
	Yankee Boy	298.97
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.	2,780.09
	Total expenditure, Grand Forks-Greenwood District	$88,515.20

ISLANDS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): FLOOD DAMAGE.

107.	Beaver Point	$208.80
106.	Beddis	329.87
55.	Cook	149.90
113.	Cranberry	292.27
116.	Divide	289.03
14.	East Saanich	376.81
135.	Main North End	136.45
58.	Main North End	334.70
22.	West Saanich	475.95
	Sundry roads (units under $100)	891.25
	Total, Capital Account—Flood Damage	$3,485.03
	Carried forward	$3,485.03

ISLANDS DISTRICT—*Continued.*

Brought forward		$3,485.03

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$7,602.64	
(F.) Direct Relief	$24,300.33	
(G.) Non-contributory	982.28	
(H.) Supervision	51.02	
(J.) Public Health	1,489.00	
	$26,822.63	
Total, Unemployment Relief Fund		34,425.27

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
186.	Bazan Bay	$109.18	
4.	Beacon	183.92	
26.	Beaufort	144.00	
107.	Beaver Point	402.44	
106.	Beddis	152.73	
6.	Birch	109.40	
90.	Boulder	125.91	
113.	Cranberry	300.28	
94.	Deep Bay	128.15	
116.	Divide	976.17	
118.	Duke's	166.30	
14.	East Saanich	478.24	
36.	Fifth	270.85	
121.	Ganges (lower)	103.82	
124.	Hill–Brantford	141.60	
18.	Madrona Drive	106.75	
57.	Main South End	270.88	
58.	Main North End	332.71	
71.	Main	150.24	
135.	North End	277.71	
72.	Point Comfort	153.95	
143.	Scott	121.10	
165.	Village Bay	157.11	
152.	Walker Hook	106.88	
22.	West Saanich	243.00	
	Sundry roads (units under $100)	2,739.53	
	Auto Account	50.08	
	Plant and tools	474.33	
	Supervision	1,490.00	
	Total, Vote 156—Roads, Trails, etc.		10,467.26

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

23.	Defty	$159.85	
	Sundry bridges (units under $100)	140.15	
	Total, Vote 156—Bridges: Maintenance—Unclassified		300.00

VOTE 156—FERRIES.

Fulford Harbour–Swartz Bay	$7,000.00	
Total, Vote 156—Ferries		7,000.00

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

116.	Divide	$775.15	
14.	East Saanich	110.40	
121.	Ganges (lower)	193.35	
	Carried forward	$1,078.90	$55,677.56

ISLANDS DISTRICT—*Continued.*

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS—*Continued.*

	Brought forward	$1,078.90	$55,677.56
REG. NO.			
30.	Queen's Avenue	102.44	
157.	Swartz Bay	342.42	
22.	West Saanich	190.41	
	Sundry roads (units under $100)	167.51	
	Total, Vote 156—Maintenance of Paved Highways		1,881.68
	Total expenditure, Islands District		$57,559.24

KAMLOOPS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): BRIDGES.

65.	Barriere	$37,770.56	
	Total, Capital Account—Bridges		$37,770.56

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

	Roads	$17,607.47	
	Bridges	1,390.25	
	Mining-roads	2,488.13	
	Machinery	9,469.03	
	Total, Provincial Works Loan, P.C. 2013	$30,954.88	
(F.)	Direct Relief	$59,448.59	
(G.)	Non-contributory	4,249.57	
(H.)	Supervision	8,774.03	
(J.)	Public Health	10,455.85	
(L.A.)	Physically Unfit Men	8,665.98	
(L.B.)	Physically Unfit Men	880.48	
		$92,474.50	
	Total, Unemployment Relief Fund		123,429.38

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Adams Lake	$264.56	
8.	North Thompson Highway	7,174.69	
10.	Birch Island–Lost Creek	160.68	
17.	Cold Creek	104.40	
21.	Clearwater	358.20	
23.	Deadman Creek (Savona–Vidette)	1,705.22	
26.	Fruitlands	1,284.08	
40.	Kamloops–Merritt	570.43	
41.	Kamloops–Cache Creek	1,548.95	
43.	Kamloops–Tranquille	178.00	
44.	Knouff Lake	257.60	
48.	Long Lake	299.23	
49.	Louis Creek	789.66	
52.	Dunn Lake	1,418.65	
53.	Kamloops–Barriere	675.64	
57.	Paul Lake	108.20	
58.	Rose Hill (old)	170.20	
59.	Rose Hill (new)	255.50	
61.	Sullivan Valley	125.49	
65.	Tranquille–Criss Creek	193.30	
76.	Smith–McLeod	163.10	
	Carried forward	$17,805.78	$161,199.94

KAMLOOPS DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$17,805.78	$161,199.94
Sundry roads (units under $100)	954.13	
Camp equipment	217.04	
Plant and tools	6,325.98	
Supervision—		
General Foreman	1,973.18	
Travelling and auto	773.66	
Stenographer	65.00	
Office expenses	686.86	
Total, Vote 156—Roads, Trails, etc.		28,801.63

VOTE 156—BRIDGES: MAINTENANCE.

Reg. No.		
4. Barriere River (main bridge)	$102.43	
5. Barriere River Forks	362.60	
14. Candle Creek	174.20	
28. Criss Creek, No. 2	228.88	
31. Deadman, No. 1	147.68	
32. Deadman, No. 2	155.78	
39. Eakens, No. 2	246.02	
46. Homestake	158.69	
49. Kamloops (east)	255.00	
50. Kamloops (west)	350.04	
60. Louis Creek, No. 1	679.57	
65. Barriere	427.79	
66. Peterson Creek	243.51	
126. Sweedall	203.05	
Bridges generally (protection during high water)	348.20	
Sundry bridges (units under $100)	99.70	
Total, Vote 156—Bridges: Maintenance		4,183.14

VOTE 156—FERRIES.

1. Vinsulla	$777.72	
2. Black Pines	80.00	
3. McLure	821.20	
4. Chinook Cove	780.44	
5. Mount Olie	942.41	
6. Black Pool	961.57	
7. Birch Island	803.76	
8. Vavenby	834.80	
9. Avola	406.55	
Total, Vote 156—Ferries		6,408.45

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Road to Gypsum Deposit, Louis Creek	$21.20	
Road from Chu Chua to Windpass	35.20	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		56.40
Total expenditure, Kamloops District		$200,649.56

KASLO-SLOCAN DISTRICT (KASLO SECTION).

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$7,999.50
Bridges	1,096.38
Mining-roads	300.00
Total, Provincial Works Loan, P.C. 2013	$9,395.88
Carried forward	$9,395.88

KASLO-SLOCAN DISTRICT (KASLO SECTION)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$9,395.88	
(F.) Direct Relief	$92,472.83	
(G.) Non-contributory (*see* Slocan Section)	----------	
(H.) Supervision	150.90	
(J.) Public Health	221.90	
	$92,845.63	
Total, Unemployment Relief Fund		$102,241.51

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
24.	Beaton–Camborne	$201.45	
96.	Ferguson	320.32	
136.	Houston	157.50	
137.	Howser–Argenta	326.09	
139.	Howser Station	301.46	
165.	Kaslo–New Denver	1,569.14	
167.	Kaslo Creek (South Fork)	128.55	
168.	Kaslo (north)	216.75	
217.	Nelson–Kaslo	2,127.13	
299.	Trout Lake	205.55	
666.	Poplar Creek	138.70	
749.	Woodbury Creek (North Fork)	112.25	
	Sundry roads (units under $100)	948.68	
	Plant and tools	315.59	
	Truck Account	624.64	
	Supervision—General Foreman, etc.	1,303.33	
	Total, Vote 156—Roads, Trails, etc.		8,997.13

VOTE 156—BRIDGES: MAINTENANCE.

43.	Bjerkness Creek	$149.95	
65.	Canal	250.00	
66.	Canning	622.00	
227.	Florida	248.95	
581.	Woodbury Creek	100.00	
	Sundry bridges (units under $100)	50.00	
	Total, Vote 156—Bridges: Maintenance		1,420.90

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

96.	Ferguson	$149.73	
155.	Jackson	200.00	
304.	Utica	503.77	
439.	Bear Creek	125.00	
456.	Canyon Creek	250.00	
484.	Duncan River (west)	100.00	
594.	Lardeau River (North Fork)	200.00	
747.	Winslow	294.95	
	Sundry roads and trails (units under $100)	150.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,973.45
	Total expenditure, Kaslo-Slocan District (Kaslo Section)		$114,632.99

KASLO-SLOCAN DISTRICT (SLOCAN SECTION).

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$16,603.16
Bridges	5,255.01
Mining-roads	688.45
Total, Provincial Works Loan, P.C. 2013	$22,546.62
Carried forward	$22,546.62

KASLO-SLOCAN DISTRICT (SLOCAN SECTION)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$22,546.62	
(F.) Direct Relief (*see* Kaslo Section)	.....	
(G.) Non-contributory	$11,282.03	
(J.) Public Health	5,947.00	
	$17,229.03	
Total, Unemployment Relief Fund		39,775.65

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Arrowhead (west)	$466.39	
Arrow Park–Belleview	230.70	
Beaton–Camborne	812.75	
Beaton–Trout Lake	507.45	
Columbia River	5,416.41	
Dog Creek	122.62	
Deer Park–Syringa	140.63	
Edgewood–Vernon	1,333.67	
Edgewood–Needles	427.30	
Galena Bay (south)	295.25	
Hall's Landing (south)	510.35	
Kaslo–New Denver	792.84	
L.H.	612.84	
Lightning Peak	378.64	
Nakusp–Rosebery	1,942.67	
Needles–Fire Valley	207.79	
New Denver Canyon	390.86	
New Denver–Rosebery	302.96	
New Denver–Silverton	2,763.06	
Renata (north)	120.95	
Sandon–Three Forks	589.92	
Slocan–Silverton	2,806.17	
Slocan (east)	3,192.84	
Slocan (west)	870.11	
Sundry roads (units under $100)	657.20	
Plant and tools	566.25	
Janitor and office supplies	649.23	
General Foreman—		
Salary and expenses	2,553.70	
Car	1,565.70	
Clerk's salary	864.00	
Stenographer's salary	388.80	
Trails.		
Corinth	179.30	
Sundry trails (units under $100)	49.35	
Snow-removal	64.05	
Total, Vote 156—Roads, Trails, etc.		32,772.75

VOTE 156—BRIDGES: MAINTENANCE.

Beaton–Camborne, No. 4	$475.95	
Beaton–Camborne, No. 5	475.95	
Beaton–Camborne, No. 6	864.72	
Beaton–Camborne, No. 7	475.95	
Fish River, No. 3	102.95	
Hardy's	291.55	
Columbia River, No. 26	417.04	
Little Slocan	150.00	
Silverton	126.67	
Sundry bridges (units under $100)	544.60	
Total, Vote 156—Bridges: Maintenance		3,925.38
Carried forward		$76,473.78

KASLO-SLOCAN DISTRICT (SLOCAN SECTION)—*Continued.*

Brought forward		$76,473.78

VOTE 156—FERRIES.

Arrow Park (east and west)	$2,018.55	
Needles–Fauquier	4,859.07	
Arrowhead–Beaton	7,000.00	
Total, Vote 156—Ferries		13,877.62

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Bluebird Trail to Grey Copper Mine	$24.80	
Lightning Peak	500.00	
L.H. Mine	200.00	
Trail to McLeod Group	24.80	
Silversmith	249.20	
Springer Creek	49.90	
Upper Springer Creek	24.85	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,073.55
Total expenditure, Kaslo-Slocan (Slocan Section)		$91,424.95
Total expenditure, Kaslo-Slocan District	$206,057.94	

LILLOOET DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$27,679.19	
Bridges	3,372.49	
Mining-roads	908.75	
Equipment-sheds	1,259.99	
Machinery	7,379.11	
Total, Provincial Works Loan, P.C. 2013	$40,599.53	
(F.) Direct Relief	$10,782.21	
(G.) Non-contributory	7,956.47	
(H.) Supervision	1,047.80	
(J.) Public Health	680.65	
	$20,467.13	
Total, Unemployment Relief Fund		$61,066.66

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Roads.

REG. NO.			
1.	Trans-Canada Highway (Spences Bridge–Cache Creek)	$1,012.19	
10.	Cariboo Main	1,251.52	
12A.	Lytton–Lillooet	2,432.39	
12B.	Lillooet–Clinton	748.77	
28.	Big Bar Mountain	119.65	
36.	Bridge River	9,316.15	
38.	Butte Ranch	130.92	
93.	Hat Creek	164.60	
111.	Jones–Dickey	262.95	
118.	Kelly Lake–Canoe Creek	384.55	
125.	Lillooet–Seton Lake	167.86	
137.	Marble Canyon	378.71	
155.	North Fork	672.87	
165.	Pemberton Meadows	845.00	
166.	Pemberton Portage	610.06	
	Squamish dykes	919.76	
	Carried forward	$19,417.95	$61,066.66

LILLOOET DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Roads—Continued.

Brought forward	$19,417.95	$61,066.66
REG. NO.		
184–92. Squamish streets	305.49	
193. Squamish Valley	1,197.84	
199. Tyaxon	159.00	
Trails.		
415. Bridge River Forks	100.80	
Sundry roads and trails (units under $100)	738.82	
Camp equipment	238.74	
Plant and tools	5,077.46	
Supervision	6,608.42	
Total, Vote 156—Roads, Trails, etc.		33,844.52

VOTE 156—BRIDGES: MAINTENANCE.

2. Alkali	$173.66	
45. Cache Creek, No. 1	299.02	
60. Coal Creek	173.50	
108. Gorge	125.15	
128. Hat Creek, No. 8	107.42	
164. Lillooet Station	222.72	
165. Lillooet Suspension	1,882.51	
170. Lytton	1,470.74	
254. 6-Mile	346.35	
259. South Fork	167.20	
261. Stony Creek	382.34	
291. Ward's Ferry	367.31	
292. Washout (Mamquam)	666.65	
Sundry bridges (units under $100)	470.42	
Total, Vote 156—Bridges: Maintenance		6,784.99

VOTE 156—FERRIES.

1. Big Bar	$921.65	
2. High Bar	915.10	
3. Pavilion	926.26	
4. Lytton	1,090.26	
5. Crown Mountain	90.00	
7. Pemberton	19.86	
Total, Vote 156—Ferries		3,963.13

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

49. Clinton streets	$33.88	
126. Lillooet streets	46.80	
Total, Vote 156—Maintenance of Paved Highways		80.68

VOTE 156—TRAFFIC OPERATION.

36. Bridge River Road	$675.50	
Total, Vote 156—Traffic Operation		675.50

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Roads.

46. Cayoosh Creek	$180.80	
97. Hurley River	289.65	
Carried forward	$470.45	$106,415.48

LILLOOET DISTRICT—*Continued.*

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$470.45	$106,415.48
Trails.		
REG. NO.		
406. Ashloo Creek	250.00	
412. Blackwater	64.40	
428. D'Arcy–Duffy Lake	149.80	
439. Gun Creek	249.20	
445. Squamish–Indian River	150.00	
483. Noel Creek	140.00	
491. Pemberton–Tenquille	246.80	
509. Tenquille Creek	149.65	
511. Tyaughton Creek	650.00	
Butte and Standard Mines	500.00	
P.E. Gold Claims	500.00	
Pemberton–Bridge River	909.60	
Ray Creek	49.70	
Watson Bar	40.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,519.60
Total expenditure, Lillooet District		$110,935.08

MACKENZIE DISTRICT (NORTH AND SOUTH).

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$12,052.41	
Mining-roads	599.55	
Machinery	2,923.37	
Bituminous surfacing	81.29	
Total, Provincial Works Loan, P.C. 2013	$15,656.62	
(F.) Direct Relief	$49,793.75	
(G.) Non-contributory	15,163.23	
(H.) Supervision	617.21	
(J.) Public Health	1,152.36	
	$66,726.55	
Total, Unemployment Relief Fund		$82,383.17
Total expenditure, Mackenzie District (North and South)		$82,383.17

MACKENZIE DISTRICT (NORTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): FLOOD DAMAGE.

9. Bella Coola Road	$409.10	
102. Main (Lasqueti)	124.36	
111. Lund	643.18	
115. Westview	386.93	
134. Cranberry Lake	110.54	
137. Thunder Bay	675.90	
200. Dixon	114.50	
157. Thunder Bay Bridge	64.00	
Sundry bridges	36.00	
Bella Coola River Protection	13,031.07	
Bella Coola River Protection	111.29	
Plant and tools	32.50	
Sundry roads (units under $100)	405.01	
Total, Capital Account—Flood Damage		$16,144.38
Carried forward		$16,144.38

MACKENZIE DISTRICT (NORTH)—*Continued.*

Brought forward		$16,144.38

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
9.	Bella Coola	$1,374.56	
101.	Lake (Lasqueti)	131.51	
102.	Main (Lasqueti)	282.34	
111.	Lund	674.07	
115.	Westview	118.21	
134.	Cranberry Lake	284.18	
137.	Thunder Bay	1,220.32	
148.	Manson	213.45	
168.	Scotch Fir Point	129.26	
175.	Central (Texada)	215.74	
228.	Anderson	551.16	
	Snow-removal	158.03	
	Bella Coola River Protection	261.28	
	Bella Coola Ferries	111.30	
	Thorsen Creek Bridge Protection	200.00	
	Administration	366.72	
	Materials and supplies	71.45	
	Patching hard-surfacing	125.13	
	Plant and tools	878.13	
	Supervision	2,756.51	
	Trucks, etc.	513.83	
	Sundry roads (units under $100)	1,156.39	
	Total, Vote 156—Roads, Trails, etc.		11,793.57

VOTE 156—BRIDGES: MAINTENANCE.

	Bella Coola River Protection	$117.50	
60.	Sakumtha	157.40	
120.	Manson	751.65	
156.	Wolfson Creek	2,032.77	
	Sundry bridges (units under $100)	630.57	
	Total, Vote 156—Bridges: Maintenance		3,689.89

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

111.	Lund	$77.76	
134.	Cranberry	74.11	
137.	Thunder Bay	88.99	
148.	Manson Highway	3.55	
234.	First Street	3.55	
235.	Second Street	1.35	
236.	Poplar Avenue	3.55	
237.	Ocean View Avenue	14.27	
	Total, Vote 156—Maintenance of Paved Highways		267.13

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

63.	Sakumtha Pass Trail	$50.00	
233.	Nancy Bell	350.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		400.00
	Total expenditure, Mackenzie District (North)		$32,294.97

MACKENZIE DISTRICT (SOUTH).

Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage		$643.27

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

275.	Bridgeman	$201.43	
281.	Gibson–Sechelt	816.61	
	Carried forward	$1,018.04	$643.27

MACKENZIE DISTRICT (SOUTH)—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,018.04	$643.27
REG. NO.			
293.	Mason	149.75	
295.	North	100.23	
302.	Roberts Creek	141.74	
314.	Sechelt–Pender Harbour	777.36	
	Sundry roads (units under $100)	705.91	
	General Foreman's office and expenses	821.34	
	Automobile A-54	50.94	
	Launch V-33	145.03	
	Plant and tools	527.84	
	Total, Vote 156—Roads, Trails, etc.		4,438.18

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

272.	Bowden	$179.92	
	Haslam Creek	602.91	
297.	Olson	129.12	
	Sandy Creek	605.76	
317.	Wyron	114.15	
	Sundry bridges (units under $100)	465.46	
	Total, Vote 156—Bridges: Maintenance—Unclassified		2,097.32

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Britain River Trail	$200.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		200.00
	Total expenditure, Mackenzie District (South)		$7,378.77
	Total expenditure, Mackenzie District	$122,056.91	

NELSON-CRESTON DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): ROADS.

57.	Creston–Kuskonook	$2,885.00	
	Total, Capital Account—Roads		$2,885.00

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

	Roads	$23,995.51	
	Bridges	5,270.73	
	Mining-roads	1,498.12	
	Equipment-sheds	375.74	
	Machinery	9,803.08	
	Total, Provincial Works Loan, P.C. 2013	$40,943.18	
(F.)	Direct Relief	$104,042.74	
(G.)	Non-contributory	69,306.61	
(H.)	Supervision	5,332.17	
(J.)	Public Health	10,389.30	
		$189,070.82	
	Total, Unemployment Relief Fund		230,014.00
	Carried forward		$232,899.00

NELSON-CRESTON DISTRICT—*Continued.*

Brought forward		$232,899.00

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
23.	Blue Bell	$167.90	
42.	Canyon–Porthill	194.25	
52.	Crawford Bay–Gray Creek	646.56	
54.	Creston–Erickson	265.70	
55.	Creston–Goatfell	2,840.34	
57.	Creston–Kuskonook	1,934.61	
58.	Creston–Lister	141.98	
59.	Creston–Porthill	1,703.95	
61.	Creston (west)	355.48	
76.	East Robson (north)	331.69	
101.	Granite (upper)	310.14	
	Gray Creek–Pilot Bay	394.10	
111.	Harrop–Procter	594.65	
116.	Hood	103.40	
136.	Kuskonook–Gray Creek	621.54	
172.	Nelson–Balfour	4,077.20	
173.	Nelson–Castlegar	5,232.03	
174.	Nelson–Nelway	4,238.01	
188.	Porcupine Creek	383.06	
196.	Queens Bay–Ainsworth	117.11	
197.	Queens Bay–Balfour	697.83	
216.	Salmo–Trail	504.20	
217.	Salmon River	113.40	
219.	Second Relief	435.97	
220.	Sheep Creek	672.49	
226.	Slocan River	948.44	
227.	South Nelson streets	120.61	
239.	Tooze	106.72	
275.	Ymir–Wilcox	108.64	
	Sundry roads (units under $100)	1,275.71	
	Surveys	754.75	
	Plant and tools	5,600.21	
	Supervision	8,786.68	
	Total, Vote 156—Roads, Trails, etc.		44,779.35

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

13.	Bridal Vale	$116.98	
33.	Creston–Porthill, No. 1	175.02	
34.	Creston–Porthill, No. 2	249.98	
35.	Creston–Porthill, No. 3	232.76	
148.	Nelson–Balfour, No. 5	884.42	
162.	Nelson–Nelway, No. 4	422.94	
163.	Nelson–Nelway, No. 5	107.03	
215.	Ross–Parks	150.50	
230–6.	Second Relief bridges	830.07	
250.	Silver King, No. 5	112.10	
251.	Silver King, No. 6	144.82	
	Sundry bridges (units under $100)	562.75	
	Total, Vote 156—Bridges: Maintenance—Unclassified		3,989.37

VOTE 156—FERRIES.

Kootenay Lake	$17,040.18	
Nelson	15,138.86	
Harrop–Longbeach	6,248.69	
Kootenay River	3,671.98	
Slocan River	79.20	
Total, Vote 156—Ferries		42,178.91
Carried forward		$323,846.63

NELSON-CRESTON DISTRICT—*Continued.*

Brought forward		$323,846.63
REG. No. VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.		
45R. Canyon	$529.89	
55. Creston–Goatfell	3,243.83	
57. Creston–Kuskonook	101.00	
Total, Vote 156—Maintenance of Paved Highways		3,874.72
VOTE 156—TRAFFIC OPERATION.		
Plant and tools	$5,299.40	
Total, Vote 156—Traffic Operation		5,299.40
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Yankee Girl Mine	$100.00	
Porcupine Creek	202.78	
Alice Mine	99.40	
Sitkum Creek Trail	100.00	
Good Hope Property	100.00	
Summit Creek Trail	199.20	
Golden Eagle Trail	100.00	
Royal Canadian Mine	30.00	
Hall Creek	222.00	
Black Rock Group	500.00	
Ore Hill Trail	6.40	
Porto Rico Mine	150.00	
Reno Gold Belt	499.88	
Wilcox Mine	75.00	
Second Relief Mine	425.00	
Cultus Canyon Creek Road and Trunk Trail	499.50	
Tamarac Trail	33.60	
Wild Horse Creek	50.00	
Goodenough Mine	300.00	
Goat Creek Trail	100.00	
Granite Poorman–Alma N.	100.00	
Athabasca Mine	200.00	
Midge Creek Trail	50.00	
Ymir–Two Star Mine	339.16	
Myrtle	41.20	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,523.12
Total expenditure, Nelson-Creston District		$337,543.87

NEW WESTMINSTER DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$4,251.81	
(F.) Direct Relief	$2,720.08	
(G.) Non-contributory	7,733.71	
(H.) Supervision	3,249.33	
(J.) Public Health	220.50	
	$13,923.62	
Total, Unemployment Relief Fund		$18,175.43
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
Streets in District Lot 172	$421.28	
Approach, New Westminster Bridge	446.35	
Plant and tools	49.08	
Total, Vote 156—Roads, Trails, etc.		916.71
Carried forward		$19,092.14

NEW WESTMINSTER DISTRICT—*Continued.*

Brought forward		$19,092.14
VOTE 156—BRIDGES: MAINTENANCE.		
New Westminster Bridge	$65.58	
Total, Vote 156—Bridges: Maintenance		65.58
VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.		
Approach to New Westminster Bridge	$6.47	
Total, Vote 156—Maintenance of Paved Highways		6.47
Total expenditure, New Westminster District		$19,164.19

NORTH OKANAGAN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$19,159.72	
Mining-roads	175.00	
Total, Provincial Works Loan, P.C. 2013	$19,334.72	
(F.) Direct Relief	$25,063.39	
(G.) Non-contributory	10,221.05	
(H.) Supervision	4,104.76	
(J.) Public Health	2,300.80	
	$41,690.00	
Total, Unemployment Relief Fund		$61,024.72

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
30.	Commonage	$172.01
31.	Creighton Valley	242.21
34.	Deep Creek	334.76
220.	Davy	200.18
78.	Eagle Pass	1,228.26
39.	Enderby–Grindrod	235.67
74.	Enderby–Mabel Lake	659.56
65.	Kamloops–Vernon	540.78
66.	Kedleston	150.74
68.	Kelowna–Vernon	2,642.90
75.	Lumby–Mabel Lake	706.28
219.	Lawrence (upper)	182.52
76.	Mallory	158.78
100.	Oyama	423.74
97.	Okanagan Landing	192.23
121.	Shuswap River	105.48
126.	Squaw Valley	184.34
130.	Trinity Valley	161.82
88.	Vernon–Edgewood	1,812.02
102.	Vernon–Salmon Arm	3,132.00
138.	Westside	916.14
		$14,382.42

Highways, Arterial.

34R.	Vernon–Salmon Arm (City of Armstrong)	$250.90
62R.	Vernon–Kamloops (Spallumcheen Municipality)	188.39
63R.	Vernon–Salmon Arm (Spallumcheen Municipality)	1,495.17
		$1,934.46
Carried forward	$1,934.46	$61,024.72

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$1,934.46	$61,024.72
Highways, Primary.		
REG. NO.		
52A. Vernon–Edgewood (Coldstream Municipality)	$533.18	
Refund, Coldstream Municipality, 1933–34	396.65	
	$136.53	
Highways, Secondary.		
32B. Armstrong–Salmon River (Spallumcheen Municipality)	$244.04	
33B. Armstrong–Salmon River (City of Armstrong)	40.04	
	$284.08	
Sundry roads (units under $100)	$1,736.29	
Supervision—		
Salaries	2,603.05	
Automobile and travelling expenses	1,102.90	
Plant, tools, and equipment	1,776.89	
Traffic operation and snow-removal	811.11	
	$8,030.24	
Total, Vote 156—Roads, Trails, etc.		24,767.73

VOTE 156—BRIDGES: MAINTENANCE.

1. Abbott	$211.85	
4. Aummond	160.58	
14. Butters	139.46	
11. Brash	151.32	
41. Fortune	221.54	
75. Long Lake	527.13	
154. Swift	325.25	
118. Smith	116.00	
124. Sullivan Creek	142.13	
156. Tyrer	334.75	
Sundry bridges (units under $100)	326.64	
Total, Vote 156—Bridges: Maintenance		2,656.65

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

307. South Fork, Cherry Creek	$49.84	
309. Beverley–Peggy	53.45	
308. LeRoy and Otogan	50.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		153.29
Total expenditure, North Okanagan District		$88,602.39

NORTH VANCOUVER DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$4,995.66	
(F.) Direct Relief	$1,573.80	
(G.) Non-contributory	464.10	
(J.) Public Health	1,973.40	
	$4,011.30	
Total, Unemployment Relief Fund		$9,006.96
Carried forward		$9,006.96

NORTH VANCOUVER DISTRICT—*Continued.*

Brought forward		$9,006.96
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
REG. NO.		
1. Bowen Island Trunk	$161.49	
9. Miller	173.01	
Sundry roads (units under $100)	450.14	
General Foreman's office and expenses	321.03	
Launch	19.60	
Plant and tools	35.39	
Total, Vote 156—Roads, Trails, etc.	$1,160.66	
VOTE 156—CLASSIFIED HIGHWAYS.		
Marine Drive (Primary 66A)	$65.07	
Marine Drive (Primary 67A)	757.25	
Dollarton Highway (Primary 73A)	795.89	
Total, Vote 156—Classfied Highways	$1,618.21	
Total, Vote 156—Roads		2,778.87
VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.		
2. Capilano	$1,530.63	
3. Rogers Creek	102.53	
11. Caulfeild Creek	2,098.18	
Sundry bridges (units under $100)	370.94	
Total, Vote 156—Bridges: Maintenance—Unclassified		4,102.28
Total expenditure, North Vancouver District		$15,888.11

OMINECA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (*a*): TRAILS TO MINERAL AREAS.		
Fort St. James–Finlay Forks	$496.64	
Total, Capital Account—Trails to Mineral Areas		$496.64
UNEMPLOYMENT RELIEF FUND.		
Provincial Works Loan, P.C. 2013.		
Roads	$19,563.20	
Bridges	4,411.19	
Total, Provincial Works Loan, P.C. 2013	$23,974.39	
(F.) Direct Relief	$61,272.13	
(G.) Non-contributory	5,401.01	
(H.) Supervision	1,414.81	
(J.) Public Health	4,599.70	
	$72,687.65	
Total, Unemployment Relief Fund		96,662.04
VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
200. Burns Lake–Babine	$146.28	
21. Colleymount	227.02	
39. Fort George–Hazelton	7,922.51	
117. Fort St. James–Manson Creek	2,566.54	
59. Keefe's Landing–Ootsa	300.03	
Carried forward	$11,162.38	$97,158.68

OMINECA DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
	Brought forward	$11,162.38	$97,158.68
182.	Loop Road	145.93	
	Material Account	1,131.15	
80.	North Francois Lake	436.68	
	Plant	2,555.90	
19.	Rose Lake Cut-off	257.24	
202.	Telkwa Coal Road	409.87	
124.	Vanderhoof–Stuart Lake	2,085.22	
127.	Vanderhoof (west)	489.09	
128.	Vanderhoof–Sackner	258.92	
90.	Wistaria–Houston	115.60	
	Snow-removal	3,324.17	
	Supervision and office expenses	4,427.36	
	Supervision, auto	708.29	
	Sundry roads (units under $100)	1,145.36	
	Total, Vote 156—Roads, Trails, etc.		28,653.16

VOTE 156—BRIDGES: MAINTENANCE—UNCLASSIFIED.

536.	Aveling Coal Road	$1,000.00	
7.	Bulkley River	1,131.90	
	Conrad Bridges, Nos. 1 and 2	609.87	
22.	Deep Creek	146.76	
	Fort St. James–Manson Creek	1,047.50	
56.	McEvoy	159.50	
221.	4-Mile Creek	123.53	
102.	Pine Creek	252.90	
97.	Quick	1,762.98	
490.	Rose Lake	109.60	
85.	Savory	233.83	
115.	Stony Creek	314.75	
130.	Swanson	297.25	
132.	Stuart River, No. 1	351.00	
184.	Twenty-four	125.00	
23.	Tintagle	120.09	
126.	Turcotte	680.09	
101.	Telkwa River	204.80	
	Sundry bridges (units under $100)	915.75	
	Total, Vote 156—Bridges: Maintenance—Unclassified		9,587.10

VOTE 156—FERRIES.

1.	Francois Lake	$6,984.51	
2.	Fort Fraser	1,052.12	
3.	Braeside	908.81	
4.	Hulatt	326.35	
5.	Finmoore	1,062.66	
6.	Takla Lake	266.25	
	Total, Vote 156—Ferries		10,600.70

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail from Takla Landing to Vital and Tom Creeks	$448.00	
Trail from Houston to Peacock Creek	25.00	
Trail to Jack Rabbit (Topley)	25.00	
Dome Mountain, Telkwa	499.80	
Ingenika Trail	150.00	
Trail to Hidden Group, Fort Fraser	50.40	
Hazelton–Manson Creek	200.00	
Trail to Stella Group, Endako	50.00	
Trail to Hunter Basin	25.00	
Fall River Trail	48.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,521.20
Total expenditure, Omineca District		$147,520.84

PRINCE RUPERT DISTRICT.

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$28,762.48	
Mining-roads	198.60	
Total, Provincial Works Loan, P.C. 2013	$28,961.08	
(F.) Direct Relief	$18,652.60	
(G.) Non-contributory	2,519.10	
(H.) Supervision	372.10	
(J.) Public Health	622.00	
	$22,165.80	
Total, Unemployment Relief Fund		$51,126.88

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Cow Bay Crossing, No. 3	$197.25	
Masset–Tow Hill, No. 5	1,268.94	
Dunroe's, No. 8	353.52	
North Trans-Provincial, No. 9	1,722.36	
North Trans-Provincial Survey	228.74	
Old Masset–New Masset, No. 16	275.80	
Port Clements–Tlell, No. 18	673.30	
Sandspit–Copper Bay, No. 23	191.83	
Skidegate–Tlell, No. 24	584.19	
Queen Charlotte City–Skidegate, No. 25	229.05	
Court-house approaches, No. 35	174.50	
Port Simpson streets	226.80	
Masset streets	520.40	
Kumdis Island, No. 121	192.15	
Yakoun River, No. 134	221.80	
Mount Oldfield, No. 143	267.60	
Plant and tools, Prince Rupert	2,672.96	
Plant and tools, Queen Charlotte Islands	1,262.01	
Sundry roads (units under $100)	349.90	
Total, Vote 156—Roads, Trails, etc.		11,613.10

Vote 156—Bridges: Maintenance.

Delkatla, No. 4	$9,234.76	
Sundry bridges, Graham Island (south)	2,972.25	
Barge Creek, No. 69	212.35	
Oona River, No. 20	225.20	
Sundry bridges (units under $100)	11.20	
Total, Vote 156—Bridges: Maintenance		12,655.76

Vote 117—Grants in Aid of Mining Roads and Trails, etc.

Cumshewa Trail	$239.05	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		239.05
		$75,634.79

Vote 156—Wharves.

Prince Rupert (toll receipts)		$9,631.64	
Prince Rupert (maintenance)	$7,439.10		
Cow Bay Launch Harbour	497.85		
		7,936.95	
Total, Vote 156—Wharves (credit balance)			1,694.69
Total expenditure, Prince Rupert District			$73,940.10

REVELSTOKE DISTRICT.

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$15,863.31	
Bridges	3,070.65	
Machinery	3,101.34	
Total, Provincial Works Loan, P.C. 2013	$22,035.30	
(F.) Direct Relief	$13,373.63	
(G.) Non-contributory	44,348.37	
(H.) Supervision	795.75	
(J.) Public Health	1,589.39	
	$60,107.14	
Total, Unemployment Relief Fund		$82,142.44

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
15.	Cranberry Creek	$2,258.22	
70.	Power-house	215.25	
71.	Revelstoke–Arrowhead	170.68	
72.	Revelstoke (east)	232.89	
73.	Revelstoke (south)	458.99	
74.	Revelstoke (west) (No. 1B, Trans-Canada)	673.62	
	Sundry roads and trails (units under $100)	171.84	
	Supervision—Salaries and expenses	4,490.27	
	General Foreman's salary	295.34	
	Plant and tools	8,031.20	
	Total, Vote 156—Roads, Trails, etc.		16,998.30

Vote 156—Bridges: Maintenance.

19.	Big Bend	$287.90	
103.	Revelstoke (west)	152.86	
148.	Big Bend	383.76	
151.	Big Bend	948.92	
	Sundry bridges (units under $100)	323.83	
	Total, Vote 156—Bridges: Maintenance		2,097.27

Vote 156—Ferries.

2.	Goldstream	$200.00	
3.	Hall's Landing	6,238.79	
4.	12-Mile	2,814.86	
	Total, Vote 156—Ferries		9,253.65

Vote 156—Traffic Operation.

Snow-plough	$2,642.79	
Total, Vote 156—Traffic Operation		2,642.79

Vote 117—Grants in Aid of Mining Roads and Trails, etc.

A. & E. Group Mining Trail	$100.00	
Carnes Creek Trunk Trail	194.00	
Goldstream–French Creek Trail	61.60	
Keystone Trail	50.00	
LaForme Creek Trail	99.90	
McCulloch Creek Trail	74.80	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		580.30
Total expenditure, Revelstoke District		$113,714.75

ROSSLAND-TRAIL DISTRICT.

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$13,987.60	
Bridges	8,876.80	
Mining-roads	699.96	
Machinery	8,116.36	
Total, Provincial Works Loan, P.C. 2013	$31,680.72	
(F.) Direct Relief	$6,167.35	
(G.) Non-contributory	21,504.69	
(H.) Supervision	21.33	
(J.) Public Health	453.50	
	$28,146.87	
Total, Unemployment Relief Fund		$59,827.59

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
10.	Castlegar–Trail	$2,603.81	
51.	Rossland–Cascade	1,974.46	
53.	Rossland–Paterson	855.46	
57.	Schofield Highway	1,105.00	
67.	Trail–Pend d'Oreille	1,444.24	
69.	Trail–Salmo	158.64	
	Sundry roads (units under $100)	302.71	
	Plant and tools	1,834.02	
	Administration	2,887.13	
	Total, Vote 156—Roads, Trails, etc.		13,165.47

Vote 156—Bridges: Maintenance—Unclassified.

1.	Columbia River (at Trail)	$1,608.28	
2.	Castlegar–Trail, No. 2	208.38	
3.	Castlegar–Trail, No. 3	110.00	
	Sundry bridges (units under $100)	215.85	
	Total, Vote 156—Bridges: Maintenance—Unclassified		2,142.51

Vote 156—Ferries.

	Castlegar	$7,871.38	
	Total, Vote 156—Ferries		7,871.38

Vote 156—Maintenance of Paved Highways.

10.	Castlegar–Trail	$5,461.21	
57.	Schofield Highway	1,290.96	
	Total, Vote 156—Maintenance of Paved Highways		6,752.17

Vote 117—Grants in Aid of Mining Roads and Trails, etc.

	Road from Trail to Waneta on west side	$50.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		50.00
	Total expenditure, Rossland-Trail District		$89,809.12

SAANICH DISTRICT.

Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage.

	Colquitz River	$1,342.01	
30R.	East Saanich Road	188.61	
	Sundry roads (units under $100)	53.40	
	Total, Capital Account—Flood Damage		$1,584.02
	Carried forward		$1,584.02

SAANICH DISTRICT—*Continued.*

Brought forward		$1,584.02

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$3,904.13	
(J.) Public Health	$16.50	
(H.) Supervision	1.20	
	$17.70	
Total, Unemployment Relief Fund		3,921.83

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
30R. East Saanich	$1,644.14	
7. Helmcken	562.77	
28R. Island Highway	775.92	
29R. Saanich and Quadra	264.37	
52R. West Saanich	821.22	
Sundry roads (units under $100)	99.70	
Auto Account	478.58	
District office	3,203.62	
Plant and tools	1,298.84	
Repairs, district trucks	637.38	
Supervision	2,147.89	
	$11,934.43	

VOTE 156—CLASSIFIED HIGHWAYS.

Keating Cross-road (Secondary 85B)	$154.16	
Verdier Avenue (Primary 57A)	11.02	
	$165.18	
Total, Vote 156—Roads, Trails, etc.		12,099.61

VOTE 156—MAINTENANCE OF PAVED HIGHWAYS.

28R. Island Highway	$31.87	
30R. East Saanich	33.80	
52R. West Saanich	38.40	
Total, Vote 156—Maintenance of Paved Highways		104.07

VOTE 157—LOCAL ROADS AND BRIDGES WITHIN ORGANIZED TERRITORY.

2. Scott	$203.11	
Total, Vote 157—Local Roads and Bridges within Organized Territory		203.11
Total expenditure, Saanich District		$17,912.64

SALMON ARM DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$13,498.41
Machinery	2,869.02
Total, Provincial Works, Loan, P.C. 2013	$16,367.43
Carried forward	$16,367.43

SALMON ARM DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$16,367.43	
(F.) Direct Relief	$46,217.23	
(G.) Non-contributory	30,853.78	
(H.) Supervision	4,558.15	
(J.) Public Health	3,025.12	
	$84,654.28	
Total, Unemployment Relief Fund		$101,021.71

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
12.	Blind Bay–Eagle Bay	$165.49	
20.	Celista District	118.95	
21.	Chase–Falkland	397.57	
22.	Chase Town	107.58	
26.	Douglas Lake–Grand Prairie	112.74	
33.	Fowler–Willette	188.69	
43.	Kamloops–Shuswap (north side)	394.70	
44.	Kamloops–Vernon	2,796.81	
49.	Magna Bay	151.16	
66.	Pinantan	314.71	
67.	Pritchard–Pinantan–Paul Lake	170.40	
70.	Robbins Range	106.04	
72.	Salmon River	355.64	
74.	Sand Hill	208.95	
83.	Squilax–Anglemont	513.82	
86.	Sunnybrae	264.50	
87.	Tappen–Carlin–Notch Hill	240.70	
88.	Tappen–Skimiken–Chase Creek	130.50	
90.	Trans-Canada Highway—		
	Sicamous–Canoe	325.46	
	Kamloops–Salmon Arm	3,653.68	
	Sicamous–Revelstoke	1,486.17	
	City of Salmon Arm—Trans-Provincial (Arterial 37R)	37.10	
	Municipality of Salmon Arm—Trans-Provincial (Arterial 38R)	1,214.37	
	Sundry roads (units under $100)	1,029.52	
	Supervision—Salaries and expenses	2,472.24	
	Plant and tools	1,484.30	
	Plant maintenance	3,268.99	
	Plant and equipment	1,044.24	
	Total, Vote 156—Roads, Trails, etc.		22,755.02

VOTE 156—CLASSIFIED HIGHWAYS.

Canoe Road (Secondary 76B)	$120.02	
Salmon Arm–Grand Prairie (Secondary 26B)	120.00	
Total, Vote 156—Classified Highways		240.02

VOTE 156—BRIDGES: MAINTENANCE.

41.	Frost	$195.48	
49.	Harper Ranch	371.52	
73.	McKay	137.45	
80.	Pritchard (salary, Bridge-tender)	237.12	
91.	Salmon River, No. 1	219.20	
113.	Squilax	233.79	
113.	Squilax (salary and expenses, Watchman)	143.89	
	Sundry bridges (units under $100)	807.41	
	Total, Vote 156—Bridges: Maintenance		2,345.86
	Carried forward		$126,362.61

SALMON ARM DISTRICT—*Continued.*

Brought forward		$126,362.61

VOTE 156—FERRIES.

REG. No.			
3.	Sorrento–Scotch Creek	$4,652.44	
5.	Ducks	905.78	
6.	Shuswap Lake	6,449.08	
7.	Sicamous	325.38	
	Total, Vote 156—Ferries		12,332.68

VOTE 156—TRAFFIC OPERATION.

Snow-removal, machinery	$1,103.88	
Total, Vote 156—Traffic Operation		1,103.88

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to King Tut Group, Adams Plateau	$199.89	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		199.89
Total expenditure, Salmon Arm District		$139,999.06

SIMILKAMEEN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$18,733.21	
Bridges	2,116.33	
Mining-roads	492.47	
Machinery	10,340.70	
Total, Provincial Works Loan, P.C. 2013	$31,682.71	
(F.) Direct Relief	$73,301.99	
(G.) Non-contributory	36,718.23	
(H.) Supervision	4,812.48	
(J.) Public Health	3,277.46	
	$118,110.16	
Total, Unemployment Relief Fund		$149,792.87

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

5.	Ashnola	$140.70	
67.	Cawston	293.80	
17.	Dog Lake	135.62	
22.	Fairview–Cawston	224.44	
29.	5-Mile–Princeton	189.07	
35.	Hedley–Princeton	1,078.07	
48.	Hedley streets	156.69	
59.	Hope–Princeton	183.22	
41.	Keremeos–Hedley	375.47	
66.	Keremeos Streets	152.28	
47.	Marron Valley	257.64	
25.	Nickel Plate	129.64	
86.	Oliver–Osoyoos	961.01	
53.	1-Mile–Princeton	809.56	
55.	Oro Fino	455.27	
62.	Penticton–Carmi	440.37	
	Carried forward	$5,982.85	$149,792.87

SIMILKAMEEN DISTRICT—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$5,982.85	$149,792.87
REG. No.			
60.	Penticton–Keremeos	408.95	
20.	Penticton–Oliver	2,589.96	
73.	Penticton–Summerland	745.53	
	Penticton Tool-shed	158.58	
	Pleasant Valley Coal–mine	181.81	
68.	Princeton streets	111.66	
	Princeton Tool-shed	159.41	
77.	Schisler	123.20	
93.	S.O.L. Project	225.89	
79.	South Keremeos	127.86	
72.	South Similkameen	109.05	
78.	Summers Creek	308.46	
40.	White Lake	152.62	
	Sundry roads (units under $100)	1,221.63	
	Plant and tools	3,511.23	
	Supervision—Office, General Foreman, and auto	6,209.06	
		$22,327.75	

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

Trans-Provincial (Arterial 42R)	$966.81	
Penticton–Naramata Road (Secondary 29B)	1,632.64	
Fairview Road (Secondary 86B)	119.74	
	$2,719.19	
Total, Vote 156—Roads, Trails, etc.		25,046.94

VOTE 156—BRIDGES: MAINTENANCE.

19. Copper Mountain, No. 2	$125.00	
31. Fairview–Camp McKinney, No. 1	354.65	
Sundry bridges (units under $100)	704.27	
Total, Vote 156—Bridges: Maintenance		1,183.92

VOTE 156—TRAFFIC OPERATION.

B 110. Snow-plough	$3,067.50	
Total, Vote 156—Traffic Operation		3,067.50

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Nickel Plate	$122.50	
Oliver–Cawston	144.27	
Repairs to road from 9-Mile Bridge up Whipsaw Creek, 13 miles	150.00	
Road to Hedley Sterling Gold Mines, Ltd.	150.00	
Road to Twin Lakes and Grandoro Mines	500.00	
Siwash Creek Trail	75.00	
Trail to Lost Horse and Independent Groups of Claims	199.85	
Trail up Steve Creek	150.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,491.62
Total expenditure, Similkameen District		$180,582.85

SKEENA DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$17,241.03	
Bridges	1,844.37	
Mining-roads	400.00	
Machinery	1,484.51	
Total, Provincial Works Loan, P.C. 2013	$20,969.91	
(F.) Direct Relief	$32,403.43	
(G.) Non-contributory	3,340.25	
(H.) Supervision	257.60	
(J.) Public Health	3,092.84	
	$39,094.12	
Total, Unemployment Relief Fund		$60,064.03

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
	Prince Rupert Highway—Omineca Boundary–Moricetown	$673.50	
	Prince Rupert Highway—Moricetown–Hazelton	1,183.59	
	Prince Rupert Highway—Hazelton–Cedarvale	333.50	
	Prince Rupert Highway—Usk–Terrace	789.11	
50R.	Smithers	457.30	
51R.	Terrace	60.25	
17.	Cedarvale–Woodcock	101.20	
	Dorreen	106.35	
112.	Hazelton Station	261.30	
49.	Kispiox	397.42	
43.	Kalum Lake	474.44	
40.	Kitwanga Valley	180.80	
52.	Lakelse Lake	258.17	
99.	Lanfere	217.52	
300.	Port Essington streets	428.20	
7.	Remo	186.22	
	Rosswood	120.00	
281.	Silver Lake	408.90	
107.	Telkwa High	154.90	
	Usk–Vanarsdol	247.97	
	Sundry roads (units under $100)	833.79	
	Salaries	3,536.65	
	Travelling expenses	1,021.07	
	Office expenses	475.85	
	Plant and tools	8,400.03	
	Material and supplies	170.03	
		$21,478.06	

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

58B.	Main Street, Smithers	$7.04	
67B.	Kalum Street, Terrace	6.55	
		$13.59	
	Total, Vote 156—Roads, Trails, etc.		21,491.65

VOTE 156—BRIDGES: MAINTENANCE.

159.	Braun's Island	$287.16	
10.	Bruce Creek	118.85	
14.	Cedar River	123.65	
51.	Hazelton	221.92	
	Carried forward	$751.58	$81,555.68

SKEENA DISTRICT—*Continued.*

VOTE 156—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$751.58	$81,555.68
REG. No.			
61.	Kitsequekla	1,617.24	
57.	Kitwancool	205.00	
67.	Lowrie	273.35	
	Merkley Road	142.95	
92.	Slough	260.79	
112.	10-Mile, Kitwanga	791.77	
102.	4½-Mile, Kitwanga	515.60	
135.	Terrace	4,801.85	
	Usk	120.17	
	Sundry bridges (units under $100)	1,383.56	
	Material and supplies	437.09	
	Total, Vote 156—Bridges: Maintenance		11,300.95

VOTE 156—FERRIES.

Cedarvale	$955.23	
Copper City	1,277.36	
Hazelton	1,309.73	
Kitwanga	1,449.35	
Pacific	22.89	
Usk	1,584.03	
Remo	1,476.58	
Ferries generally	14.63	
Total, Vote 156—Ferries		8,089.80

VOTE 156—TRAFFIC OPERATION.

Snow-removal	$2,648.90	
Total, Vote 156—Traffic Operation		2,648.90

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. No.			
264.	Bermaline Group	$99.75	
202.	Big Four Group	50.00	
250.	Bornite King Group	9.98	
263.	Buccaneer of the North	49.70	
208.	Chimdemash Creek Trail	149.80	
277.	Dorreen-Fiddler Creek Trail	50.00	
227.	Dream Mineral Claim	24.80	
255.	Helen Group Trail	24.85	
216.	Hudson Bay Mountain Trail	24.85	
292.	Kleanza Creek Trail	99.75	
268.	Little Joe Group	25.00	
237.	Main Telkwa River Trail	100.00	
235.	Maroon Mountain Trail	100.00	
239.	McCabe Trail	49.90	
251.	Porcupine Creek Trail	24.85	
261.	Silver Basin Trail	50.00	
281.	Silver Lake	500.00	
231.	South Fork of Lorne Creek	50.00	
249.	Thornhill Mountain Group	99.80	
295.	Waverley Group	25.00	
205.	Zymoetz River Trail	249.12	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,857.15
	Total expenditure, Skeena District		$105,452.48

SOUTH OKANAGAN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$18,321.41	
(F.) Direct Relief	$25,927.62	
(G.) Non-contributory	7,567.85	
(H.) Supervision	3,572.75	
(J.) Public Health	2,102.60	
	$39,170.82	
Total, Unemployment Relief Fund		$57,492.23

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
2.	Bulman Subdivision	$181.76	
4.	Belgo Subdivision (south)	110.98	
5.	Bear Creek	199.97	
8.	Glenmore Valley	472.45	
10.	Gellatly–Lake Shore	162.56	
13.	Hydraulic Creek	180.32	
15.	Joe Riche District	742.05	
16.	Kelowna–Vernon (north)	1,276.52	
17.	Kelowna–Vernon (south)	1,156.29	
18.	K.L.O. Main	255.06	
20.	Lewis–Bailey	245.78	
21.	Lake Shore (Okanagan Mission)	826.58	
22.	McKinley Wharf	104.05	
23.	McDougall Creek	121.83	
25.	North Naramata	160.47	
27.	Naramata Subdivision	404.93	
29.	Okanagan Centre Subdivision	265.70	
31.	Peachland–Princeton	109.65	
33.	Penticton–Naramata	264.12	
34.	Rutland Subdivision	768.59	
38.	South Okanagan and branches	177.04	
40.	Summerland–Peachland	935.36	
46.	Westside	288.24	
47.	Westbank Subdivision	118.63	
48.	Westbank Ferry	1,211.09	
49.	Woods Lake Bottom roads	215.09	
53.	Rutland Packing-house	214.20	
40R.	Peachland–Kelowna (arterial) (Peachland Municipality)	1,141.26	
41R.	Penticton–Kelowna (arterial) (Summerland Municipality)	1,426.81	
	Sundry roads (units under $100)	936.11	
	Office	2,745.12	
	Travelling expenses	301.67	
	Assistant District Engineer, car	61.24	
	Roads generally	727.11	
	Supervision	503.01	
	Plant, tools, and equipment	5,419.96	
	Total, Vote 156—Roads, Trails, etc.		24,431.60

VOTE 156—BRIDGES: MAINTENANCE.

1.	Bear Creek	$414.62	
25.	Mill Creek, No. 1	160.27	
27.	Mill Creek, No. 3	155.12	
33.	Mission Creek, No. 1	585.65	
34.	Mission Creek, No. 2	203.94	
57.	Trout Creek, No. 1	274.74	
62.	Trepanier Creek	1,119.60	
71.	Scotty Creek, No. 1	312.14	
	Carried forward	$3,226.08	$81,923.83

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 156—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$3,226.08	$81,923.83
Bridges generally	178.01	
Sundry bridges (units under $100)	413.41	
Total, Vote 156—Bridges: Maintenance		3,817.50

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Woods Lake Placer Trail	$100.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		100.00
		$85,841.33

VOTE 156—FERRIES.

Kelowna–Westbank (credit balance)		272.81
Total expenditure, South Okanagan District		$85,568.52

VANCOUVER-BURRARD DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1929," SEC. 6 (*a*): BRIDGES.

Burrard Street		$100,000.00

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1931," SEC. 6 (*a*): BRIDGES.

Burrard Street		50,000.00
Total, Vancouver-Burrard District		$150,000.00

VANCOUVER-POINT GREY DISTRICT.

Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage		$33,861.63

UNEMPLOYMENT RELIEF FUND.

Provincial Works Loan, P.C. 2013.

Roads	$1,505.43	
Machinery	1,445.86	
Total, Provincial Works Loan, P.C. 2013	$2,951.29	
(F.) Direct Relief	$9,661.19	
(G.) Non-contributory	52,201.34	
(H.) Supervision	74,441.61	
(J.) Public Health	46,835.58	
	$183,139.72	
Total, Unemployment Relief Fund		186,091.01

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2. Imperial Street	$238.77	
3. Marine Drive	2,503.34	
Twenty-ninth Avenue	108.20	
Assistant District Engineer's office	265.67	
Assistant District Engineer's car	33.82	
General Foreman's office	739.67	
Cesspool at Deaf and Blind School	107.20	
Total, Vote 156—Roads, Trails, etc.		3,996.67
Total expenditure, Vancouver-Point Grey District		$223,949.31

YALE DISTRICT.

Capital Account—" B.C. Loan Act, 1930," Sec. (6 (*a*): Flood Damage		$4,589.63

Unemployment Relief Fund.

Provincial Works Loan, P.C. 2013.

Roads	$22,023.56	
Bridges	12,440.46	
Machinery	13,556.44	
Total, Provincial Works Loan, P.C. 2013	$48,020.46	
(F.) Direct Relief	$23,344.00	
(G.) Non-contributory	66,023.77	
(H.) Supervision	112.92	
(J.) Public Health	2,368.15	
	$91,848.84	
Total, Unemployment Relief Fund		139,869.30

Vote 156—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.				
44.	Merritt–Spences Bridge		$2,011.69	
55.	Mamit Lake		226.75	
63.	Merritt–Kamloops		3,231.13	
70.	Merritt–Princeton		1,839.71	
71.	Coldwater		435.85	
	Coalmont–Blakeburn		815.01	
	Coalmont–Princeton		1,095.23	
	Tulameen–Princeton		573.60	
	Slate Creek		192.10	
	Aspen Grove–Princeton		1,896.67	
	River Road–Tulameen		407.90	
	Bear Creek		195.40	
	Quilchena Creek		291.80	
	Sundry roads (units under $100)		167.43	
	Plant and tools		2,424.22	
	Supervision		7,794.28	
			$23,598.77	
	Cariboo Highway (Toll Section)—			
	Toll receipts	$24,287.27		
	Less expenditure	19,084.63		
	Credit balance		5,202.64	
	Total, Vote 156—Roads, Trails, etc.			18,396.13

Vote 156—Bridges: Maintenance.

	Unnamed, No. 98	$1,329.34	
	Slate Creek	597.43	
	Mackenzie	195.97	
12.	Nicola River (Blackwell's)	772.43	
17.	Nicola, Douglas Lake	229.54	
246.	10-Mile Creek	157.12	
262.	Coldwater River	157.12	
	Hope–Princeton	234.05	
383.	Marshall	194.34	
317.	Princeton Cut-off	358.61	
	Sundry bridges (units under $100)	3,079.83	
	Total, Vote 156—Bridges: Maintenance		7,305.78
	Carried forward		$170,160.84

YALE DISTRICT—*Continued.*

Brought forward		$170,160.84

VOTE 156—TRAFFIC OPERATIONS AND SNOW-REMOVAL.

Extraordinary storm conditions	$2,617.26	
Total expenditure—Traffic Operation and Snow-removal		2,617.26

VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

St. Patrick Group Trail, Sowagua Creek	$149.05	
Lockie Creek	19.60	
Independence Group	49.70	
Pierre River	99.80	
Siwash Creek	416.15	
Pierre River Branch Trail	150.00	
Summit Camp	250.00	
Skagit River	399.01	
Snass Canyon Creek	74.80	
Mill Creek to Sheffield Gold and Silver Mines	351.55	
Rabbit Mountain–Smith Creek Trail	99.60	
North Fork Granite Creek Road	58.40	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		2,117.66
Total expenditure, Yale District		$174,895.76

VICTORIA.

UNEMPLOYMENT RELIEF FUND.

(F.) Direct Relief	$8,103.23	
(G.) Non-contributory	770.29	
(H.) Supervision	4,531.30	
(J.) Public Health	4,863.30	
Total, Unemployment Relief Fund		$18,268.12

MISCELLANEOUS.

VOTE 156.

Roads, generally	$4,876.91	
Bridges, generally	6,434.39	
Traffic operation and snow service, generally	10,955.28	
Launch	9,297.28	
Right-of-way Agent	3,721.22	
Supervision, Maintenance of Paved Highways	5,288.71	
Contingencies	614.50	
Total, Vote 156		$41,188.29

UNEMPLOYMENT RELIEF FUND.

Insurance, machinery	$128.74
General supervision, Headquarters	42,900.61
Transportation	93.66
Feed for starving cattle	352.20
Employment Relief Plan	487.73
	$43,962.94

(E.) MUNICIPALITIES.

Alberni	$1,556.97
Armstrong	2,898.14
Carried forward	$4,455.11

UNEMPLOYMENT RELIEF FUND—*Continued.*

(E.) MUNICIPALITIES—*Continued.*

Brought forward	$4,455.11
Burnaby	325,773.54
Chilliwack City	5,656.51
Chilliwack District	2,594.62
Coldstream	13,238.30
Coquitlam	3,553.53
Courtenay	4,263.04
Cranbrook	14,780.37
Cumberland	1,140.95
Delta	6,592.28
Duncan	754.59
Esquimalt	4,216.72
Enderby	1,490.61
Fernie	63,459.07
Glenmore	183.15
Grand Forks	6,563.23
Kamloops	17,665.27
Kaslo	4,299.08
Kelowna	4,853.65
Kent	1,269.89
Ladysmith	4,580.54
Langley	16,943.74
Maple Ridge	10,847.15
Matsqui	16,209.82
Merritt	9,117.54
Mission District	10,013.33
Mission Village	3,149.91
Nanaimo	44,875.71
Nelson	17,287.10
New Westminster	107,838.62
North Cowichan	4,889.24
North Vancouver City	67,203.21
North Vancouver District	65,369.87
Oak Bay	5,642.73
Peachland	6.00
Penticton	4,249.77
Pitt Meadows	832.57
Port Alberni	9,024.02
Port Coquitlam	6,948.72
Port Moody	5,207.87
Prince George	10,489.98
Prince Rupert	31,118.10
Revelstoke	6,159.95
Richmond	16,556.60
Rossland	2,522.94
Saanich	45,792.59
Salmon Arm City	2,880.26
Salmon Arm District	4,963.77
Spallumcheen	1,199.86
Summerland	538.64
Sumas	149.40
Surrey	18,624.04
Trail	6,355.53
Vancouver	1,303,729.66
Vernon	8,910.31
Victoria	145,012.42
West Vancouver	16,418.17
Total, (E.) Municipalities	$2,518,463.19

(M.) ADVANCES TO MUNICIPALITIES.

Burnaby	$56,859.94
Chilliwack City	828.90
Carried forward	$57,688.84

UNEMPLOYMENT RELIEF FUND—*Continued.*

(M.) Advances to Municipalities—*Continued.*

Brought forward	$57,688.84
Coquitlam District	3,957.07
Cranbrook City	9,961.88
Enderby	668.44
Esquimalt	3,435.02
Fernie	12,909.90
Grand Forks	3,338.14
Kamloops City	4,049.49
Maple Ridge	3,000.00
Matsqui District	3,517.34
Merritt City	1,594.94
Nanaimo	31,300.00
New Westminster City	51,000.00
North Vancouver City	18,000.00
North Vancouver District	12,000.00
Port Alberni	1,491.16
Port Moody	2,175.32
Prince George	3,633.82
Prince Rupert	7,999.94
Trail	3,800.00
Victoria City	94,500.00
West Vancouver District	7,500.00
Total, (M.) Advances to Municipalities	$337,521.30

(R.) Physically Unfit.

Camps	$6,960.20
Central City Mission, Vancouver	774.30
Chinese Benevolent Association, New Westminster	3,537.00
Chinese Hostel, Victoria	971.75
Ex-Service Men, Vancouver	5,775.14
Oriental Board of Missions, Vancouver	29,803.75
Salvation Army, Vancouver	2,048.85
St. Vincent's Home, Vancouver	51.68
United Church Chinese Mission, Cranbrook	1,190.00
Hamilton Hall, Vancouver	660,212.81
Alberni	116.40
Armstrong	338.00
Burnaby	2,709.18
Chilliwack City	64.00
Chilliwack District	12.02
Coquitlam	228.80
Cranbrook	313.36
Delta	12.80
Duncan	133.30
Esquimalt	27.40
Fernie	981.42
Grand Forks-Greenwood	95.20
Glenmore	8.69
Kamloops	4,105.07
Kaslo	352.40
Kelowna	298.75
Langley	275.00
Maple Ridge	471.10
Mission Village	291.42
Mission District	93.18
Matsqui	356.70
Nanaimo	1,136.84
Nelson	1,616.50
New Westminster	8,826.25
North Cowichan	555.25
North Vancouver City	861.64
North Vancouver District	1,315.20
Carried forward	$736,921.35

UNEMPLOYMENT RELIEF FUND—*Continued.*

(R.) PHYSICALLY UNFIT—*Continued.*

Brought forward	$736,921.35
Oak Bay	114.00
Penticton	78.62
Port Alberni	1,820.85
Port Coquitlam	56.10
Prince George	14,449.46
Prince Rupert	19,306.53
Revelstoke	27.00
Richmond	53.80
Rossland	82.30
Saanich	1,360.74
Salmon Arm City	11.99
Spallumcheen	21.40
Surrey	152.30
Vancouver-Point Grey	22,543.28
Vernon	996.67
Victoria	14,477.81
West Vancouver	80.96
Total, (R.) Physically Unfit	$812,555.16

RELIEF LAND SETTLEMENT PLAN.

District No. 2. Dunn, A.	$56.64
District No. 3. Tuura, O.	248.18
District No. 4. Ramsden, R. H.	127.43
District No. 5. Oddy, J. E.	88.10
District No. 6. McNally, H. A.	158.61
District No. 7. Fitzsimmons, R. G.	95.57
District No. 8. Marcell, S.	185.39
District No. 9. Stinson, F.	137.96
District No. 10. McTaggart, P. J.	55.06
District No. 11. Trout, W.	89.96
District No. 12. Platts, T.	117.21
District No. 14. Martinson, C.	273.10
District No. 15. Taylor, F. A.	103.64
District No. 16. Gillingham, R. H.	88.37
District No. 17. Morrison, W. H.	76.30
District No. 18. Walker, R.	109.97
District No. 19. Davidson, T. J.	106.29
District No. 20. Clark, R. T.	73.45
District No. 21. Sheard, C.	17.90
District No. 23. Sherwin, J.	26.70
District No. 24. Hicks, C. C. J.	136.87
District No. 25. Swanky, R.	143.80
District No. 26. Moxley, L. N.	72.00
District No. 27. Sabbe, L.	82.70
District No. 28. Langley, H.	80.00
District No. 29. Sales, J. T.	64.00
District No. 30. Wells, D.	80.00
District No. 34. Parsons, M. E.	64.00
District No. 35. Kilberg, B. O.	56.00
District No. 36. Alexander, F. W.	56.00
District No. 37. Wilcox, E. G.	64.00
District No. 40. Oakes, A. S.	72.00
District No. 41. Miller, W. G. R.	25.00
District No. 42. Simard, A.	27.90
District No. 43. Baxter, O. R.	14.33
District No. 44. Sargeant, N.	205.63
District No. 47. Smith, R. J.	127.78
District No. 48. Olson, O. N.	212.56
District No. 49. Inder, R. G.	72.00
District No. 50. Allen, H.	8.00
District No. 51. Booth, E. T.	187.40
Carried forward	$4,069.75

UNEMPLOYMENT RELIEF FUND—*Continued.*

RELIEF LAND SETTLEMENT PLAN—*Continued.*

Brought forward		$4,069.75	
District No. 52. Scouler, P. G.		241.19	
District No. 53. Jones, L.		225.35	
		$4,536.29	
Less refunds	$43.50		
Less refunds, Dominion Government	2,993.36		
		3,036.86	
Total, Relief Land Settlement		$1,499.43	
Total, Unemployment Relief Fund			$3,714,002.02

PROVINCIAL WORKS LOAN, P.C. 2013—BUILDINGS.

Barkerville Government Buildings	$189.00	
Boys' Industrial School	699.50	
Cranbrook Court-house	511.14	
Deaf and Blind School	93.96	
Essondale Mental Hospital	996.00	
Grand Forks Court-house	323.00	
Greenwood Court-house	225.00	
Home for Incurables	825.88	
Kamloops Provincial Home	116.48	
Lockups	1,268.33	
Nelson Court-house	383.15	
New Westminster Mental Hospital	6,300.69	
New Westminster Court-house	711.05	
Oakalla	753.22	
Pouce Coupe Court-house	124.45	
Prince Rupert Court-house	499.22	
Rossland Court-house	359.95	
Saanich Mental Home	1,404.57	
Tranquille Sanatorium	8,168.37	
Vancouver Court-house	2,221.95	
Vancouver Normal School	733.94	
Williams Lake Court-house	617.03	
Workmen's Compensation Board	3,089.41	
Victoria Normal School	682.33	
Victoria Court-house	430.90	
Parliament Buildings	6,414.48	
Total, Provincial Works Loan, P.C. 2013—Buildings		$38,143.00

"B.C. LOAN ACT, 1930," SEC. 6 (*b*)—BUILDINGS.

Boys' Industrial School	$17.12	
Essondale Mental Hospital	2,048.97	
Tranquille Sanatorium	18,456.38	
Total, "B.C. Loan Act, 1930," Sec. 6 (*b*)—Buildings		$20,522.47
		$8,751,109.56
Votes 152–158 (for details *see* Public Accounts)		554,117.73
		$9,305,227.29

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1935.

455-1135-6440