REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1937-38

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1938.

To His Honour ERIC WERGE HAMBER,
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, 1938, in compliance with the provisions of the "Public Works Act."

F. M. MACPHERSON,
Minister of Public Works.

Office of the Minister of Public Works,
Parliament Buildings,
October 5th, 1938.

The Pattullo Bridge over the Fraser River at New Westminster. Total length, 7,800 feet. Vertical clearance in shipping channel, 150 feet.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., September 27th, 1938.

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

SIR,—I have the honour to submit the following report on the work and activities of the Department of Public Works during the fiscal year 1937–38:—

GENERAL OUTLINE OF WORK.

The highway programme as carried out during the previous year was actively pursued with a view to reconstruction, widening, surfacing, and generally improving the main highways of the Province in order that they may constitute the safe, expeditious, and comfortable means of communication. It was possible to carry out considerably more surfacing of highways due to the practice pursued the previous year, whereby the question of reconstruction and improvement assumed more importance than the actual surfacing. This practice was continued this year, having regard to the surfacing that will be necessary in the forthcoming year. The continual increase in the last few years of the number of foreign automobiles visiting this Province may be taken as an indication of the success of our highway programme.

DOMINION-PROVINCIAL WORKS AGREEMENTS.

The employment situation showed improvement over the previous year, notwithstanding which public works for the stimulation of employment and industry was still necessary, and, accordingly, agreements were entered into with the Dominion Government under the "Dominion Unemployment and Agricultural Assistance Act, 1937," providing for contributions from the Federal Government towards the cost of undertaking construction and employment work on certain schedule projects.

The agreement, dated June 11th, 1937, provided for the expenditure of not more than $1,000,000 on a 50-50 basis for the construction and improvement of main highways, which embraced twenty-three different projects. There was also available the sum of $43,921.56, being the amount carried forward from the previous year's agreement for continuation of last year's projects.

A condition of the foregoing agreements was that at least 50 per cent. of those employed should be selected from persons in receipt of relief at date of agreement or from other needy persons in the district, and that fair wages should be paid; the maximum number of hours of work per day and per week was stipulated.

An expenditure of $272,833 was made in the continuation of the construction, improvement, and hard-surfacing of "Roads to National Parks" in accordance with the agreement entered into with the Dominion Government, dated June 27th, 1936.

RELIEF OF SINGLE HOMELESS MEN.

A large number of single homeless men and transients migrate to the Pacific Coast each winter to take advantage of the milder climate. Many of these men are in needy circumstances and it is necessary to provide for their assistance. Accordingly, an agreement, dated November 16th, 1937, was entered into by the Department of Labour for an equal division by the Dominion Government and the Province of the cost of certain forestry development and one highway-construction project. The highway-construction project was under the direction of this Department and consisted of reconstructing and widening a portion of the West Coast Road in Esquimalt District. Under this scheme, 627 men were given relief on this project during the period November 26th, 1937, to April 12th, 1938, and a total of 36,913 man-days were given. The men received $2.40 per day for an eight-hour day, less 75 cents

for board; deductions were made at the rate of $4 per week until each man had accumulated a sufficient sum for his maintenance when unemployed. Upon his release from camp he was given deferred-pay coupons representing the total credit he had accumulated while in camp. These coupons were redeemable at certain specified post-offices throughout the Province at $4 weekly.

HIGHWAY-CONSTRUCTION.

Progress was made in extending the Hope–Princeton Road and also the Northern Trans-Provincial Highway. Considerable improvement and reconstruction was undertaken on the Southern Trans-Provincial Highway, including reconstruction of several bridges. The construction, grading, and surfacing of the approaches to the Pattullo Bridge were completed.

SURFACING.

New bituminous surfacing carried out during the year comprised 112 miles of mulch and 188 miles of spray-coat work. In addition to this, new work consisting of improvement of and renewal of existing surface was carried out on 228 miles of road. Further details of the surfacing programme are given in the Surfacing Engineer's report.

CONTRACTS.

Considerable contract-work was awarded during the year in connection with the reconstruction of the main highways, and accompanying this report is a list of tenders received and contracts awarded.

WORK PERFORMED—HIGHWAYS.

The following is a summary of highway construction and reconstruction, etc., performed during the year:—

Class of Highway-work.	Trunk and Main Highways.	Other Roads.	Total.
	Miles.	Miles.	Miles.
New construction (including diversions)	24	88	112
Major reconstruction and improvement over a distance of	254	262	516
New gravel surfacing	------	------	220
Gravel surfacing renewed	------	------	253
Trails constructed	------	------	177

Accompanying this report is a tabulation showing major highway projects in progress or undertaken during the year, including mining-road projects, and the progress made, arranged by electoral districts. For further details, reference may be made to the district reports.

MAINTENANCE OF ROADS, BRIDGES, FERRIES.

Total expenditure from what is termed "District Vote" for the maintenance and minor betterment of roads, bridges, and ferries, including maintenance of paved highways, amounted to $2,404,311 (exclusive of bituminous surfacing), as compared with $1,774,848 during the previous year. As in past years, work of maintenance and minor betterment was also done by men in return for direct relief, where this could be organized on an economical basis.

FLOODS.

The past year was remarkably free of serious floods in comparision with the year 1936–37, the only flood of consequence being in the Squamish Valley, and the damage suffered was slight.

SNOW-REMOVAL.

Generally speaking, the snowfall was normal with the exception of certain parts of the Columbia River Valley and South Cariboo, where it was exceptionally heavy. Taking the Province as a whole, 8,245 miles of roads were kept open by snow-ploughing, involving a total of 102,754 snow-plough miles at an average cost of $18.94 per mile kept open. During the previous year 7,955 miles of roads were ploughed at an average cost of $23.46 per mile kept open.

HIGHWAY SIGNS.

The practice of furthering the safety of the travelling public by the intelligent and careful erection of highway signs was continued, and, as far as funds were available, new standard metal signs were erected in place of the old wooden type.

ROAD MILEAGE.

Elsewhere in this report will be found the usual statement of mileage and type of construction of Provincial highways. The total of 20,415 miles shows an increase of 244 miles over the previous year; this increase is not necessarily all due to new construction. District officials periodically revise their road registers and adjustments are necessary from time to time. It will be noted that the Provincial highway system includes 514 miles of municipal highways, classified as arterial, primary, or secondary.

The total mileage may be classified as follows:—

	Miles.
Trunk and main highways	6,222
Local roads	5,189
Settlement, industrial, and mining roads	9,004
Total	20,415

In addition, there are 10,149 miles of trails on the registers, of which 5,672 miles are classed as mining-trails.

MINING-ROADS.

Again, during the fiscal year 1937–38, an agreement was entered into with the Dominion Government whereby, in collaboration with the Department of Mines and Resources, Ottawa, assistance was given in providing transportation facilities into mining areas. Total expenditures were $330,562 under the Dominion-Provincial Works Agreement and $57,662 from Vote 117, " Aids to Mining Roads and Trails."

BRIDGES.

This subject is fully covered in the report of the Bridge Engineer and in the district reports; a tabulation is attached showing the major work carried out in bridge construction and reconstruction.

PATTULLO BRIDGE.

During the year one of the outstanding events from an engineering point of view was the opening of the new Pattullo Bridge, which was a modern and vital link in the Trans-Canada and Pacific Highways. The bridge is of the most modern construction and embodies the latest practice in bridge design. It is lighted by sodium vapour lamps, and its opening greatly relieved the congestion in the traffic flow over the Fraser River into the Cities of Vancouver and New Westminster. From the opening date to March 31st, 1938, a total of 517,125 motor-vehicles crossed the bridge, and the revenue collected during the same period was $78,908.

FERRIES.

A tabulation is attached showing the traffic carried by all the more important ferries. The following comparison is of interest, showing trend in traffic:—

RECORDS OF TRAFFIC FOR FIVE IMPORTANT FERRIES.

Name of Ferry.	Total Number of Vehicles carried.			
	1931–32.	1933–34.	1935–36.	1937–38.
Castlegar (Southern Trans-Provincial Highway)	62,806	49,863	68,713	107,961
Kelowna–Westbank (Okanagan Highway)	35,750	31,424	41,766	57,707
Ladner–Woodward (Vancouver to Delta)	52,343	47,152	53,691	61,746
Agassiz–Rosedale (Fraser River, north to south side)	35,030	25,184	24,199	30,299
Nelson (over West Arm of Kootenay Lake)	98,705	97,654	106,470	121,217
Totals	284,634	251,277	294,839	378,930

There is also attached a tabulation showing traffic over the Cariboo Road (Fraser Canyon section).

MACHINERY AND EQUIPMENT.

The report of the Mechanical Superintendent is attached, which gives a list of the plant and machinery owned and operated by this Department during the fiscal year.

CLASSIFICATION OF HIGHWAYS (PART III., "HIGHWAY ACT").

Attached is a statement showing all municipal highways, classified as arterial, primary, and secondary, respectively, under Part III. of the "Highway Act."

The totals as at March 31st, 1938, were as follows:—

	Miles.
Classified as arterial	311.95
Classified as primary	59.92
Classified as secondary	142.51
Total	514.38

Such changes in classified highways as were made were duly reported in The British Columbia Gazette, as required by the Statutes.

HIGHWAY TRANSPORT BRANCH.

On February 1st, an Administrator was appointed to take complete charge of the Highway Transport Branch, with head office in the Hall Building, Vancouver, and a full report of the Administrator for the fiscal year 1937–38 is attached.

GOVERNMENT BUILDINGS.

The report of the Chief Architect attached hereto outlines the activities of the Architectural Branch of the Department.

MISCELLANEOUS.

The Thirteenth Field Staff Convention was held in Victoria during the month of January, 1938. The convention was an undoubted success, as it gave the field officials from widely scattered parts an opportunity of discussing matters of importance personally and, in view of the discussions entered into, the work and correspondence with the field officials has been considerably expedited and improved.

Several new sections were added to the Manual of Instructions, and other parts revised and brought up to date.

The work of revising the Department's standard specifications with respect to "highway and construction" and "bituminous surfacing" was completed. Correspondence comprised 56,656 inward and outward letters. All accounting for unemployment relief continued to be done by the Accounting staff of the Public Works Department.

In conclusion, it gives me great pleasure to place on record the loyalty and efficiency of the various officials of this Department and to commend the high standard of their work.

All of which is respectfully submitted.

A. DIXON,
Chief Engineer.

REPORT OF THE CHIEF ARCHITECT.

I have pleasure in submitting the Annual Report of the Architectural Branch for the fiscal year 1937–38.

Hospitals.—The Branch has been asked by various hospital boards to prepare preliminary plans for projected hospital construction at various points, the two major programmes being the Vancouver General Hospital and New Westminster Royal Columbian Hospital. Considerable amount of work has been done on the former and consultations with Dr. Walsh, Medical Consultant from Chicago, have taken place.

Sketch-plans have been provided for other hospital projects, as follows: Salmon Arm, Kamloops, Chilliwack, and Port Alberni. Complete plans and specifications have been provided for new hospitals at Prince Rupert, Rossland, and Quesnel.

Government Buildings.—The reconstruction of two buildings at the New Westminster Mental Hospital was completed during this period, as well as a new Nurses' Home at Essondale; at the same point a new sewage-disposal scheme was completed.

A new Borstal Unit in Vancouver was taken over and a start made on the reconstruction and renovation.

The following other buildings were erected during the year: Mining Recorder's office, residence, and lockup at Barkerville; lockup at Port Alberni; Government Offices at New Denver, replacing those destroyed by fire; toll-house at Spuzzum; toll-gates at Pattullo Bridge; shops building and boat-house for Forestry Branch at Nelson; auditorium at Provincial Home for Incurables at Marpole. Sketch-plans were also made for the new laboratory building at the University of B.C.

Schools.—Plans and specifications for a junior high school at Quesnel were provided and for sundry standard school-houses of various sizes at different points in the Province. Owing to the change in the curriculum of the Education Department, this Branch has pioneered the planning of various junior high schools and has given assistance to other architects along these lines and checked over and assisted them in their planning.

Repairs.—While the funds allocated for repairs and maintenance to public buildings are still short of requirements, yet good work has been accomplished by endeavouring, where possible at various buildings, to concentrate and completely renovate the building, particularly externally, where the greatest amount of money should be expended to safeguard the structure. Much work along these lines has been done at the Court-house, Vancouver, Government House and Parliament Buildings, besides other smaller centres.

Owing to the overcrowding in our Provincial hospitals, money that under ordinary circumstances would be used for the above purpose has had to be utilized to obtain more bed accommodation and equipment to care for the additional patients. This only prolongs the period when these repairs will have to be taken care of at a much greater expense.

I wish to express to you, the District Engineers, and the staff and tradesmen under the direction of this Branch, my appreciation for the co-operation and assistance rendered to me during this period.

HY. WHITTAKER,
Chief Architect.

REPORT OF BRIDGE ENGINEER.

Conditions for bridge-work were unusually favourable. Flood levels were generally below normal, extraordinary freshets occurred on only one stream—namely, the Squamish River in Lillooet District. This is in striking contrast to the previous year. As a consequence no serious flood-damage resulted.

Capable bridgemen were available in nearly all districts who were prepared to and did render very good service indeed.

The prices of structural materials were rather high during the first eight months, but these eased off towards the end of the year. Deliveries for the most part were prompt. Some of the local mills fell down in this respect, however, causing considerable expense on account of delays.

Since bridge funds were limited, it was possible to carry out only a few major renewals. Work was, therefore, confined to the most urgent minor renewals and to extensive repairs and reinforcements. Special attention was given to renewals of structures on highways that were being reconstructed and surfaced. Culverts and fills were substituted in many cases, and permanent bridges of greater capacity put in when culverts were considered inadequate.

The bridge problem continues to become more serious on account of the steadily increasing gross weight of vehicles and volume of traffic. Furthermore, this heavy traffic is not confined to the main roads by any means. The structures on the secondary roads would, under normal conditions, be safe perhaps for several years, but the moment heavy logging or mining trucks start to operate their weaknesses soon become apparent, and expenditure of funds that would otherwise be available for more important structures is generally made imperative.

The programme of renewals included the following: The Landry crossing of Pouce Coupe River in Peace River District; the Meaniskinisht Bridge and Driftwood Creek in Skeena District; the McEvoy, Priestley, and Sinkut Bridges in Omineca; Stone Creek in Prince George; Canyon Creek and Knife Creek in Cariboo; and Stawamus Creek in Lillooet. A very large programme of repairs was carried out, particularly in the matter of renewal of floor systems.

Three new railway grade separations were constructed—namely, Red Gap at Nanoose and Dodds at Duncan, on Vancouver Island; and Craigellachie in Revelstoke District.

On November 15th, 1937, the new Pattullo Bridge over the Fraser River at New Westminster was opened to traffic with due ceremony. It had been about two and a half years under construction; naturally this Department was glad that the strain which a project of this kind always imposes was finally relieved. So much has been published in the Public Works Journal, in engineering journals, and newspapers that a description of the structure is unnecessary here. Suffice it to say that it is the largest bridge so far erected by this Department; not only so, but the difficulties overcome, particularly with the subaqueous-work, were such as to place the project among the major works so far carried out in British Columbia.

It is a pleasure to again record the unfailing support of Headquarters staff and faithful service of the men in the field. The quality of work being done is steadily improving, as it should. This can be attributed, in part at least, to a closer adherence to plans, specifications, and instructions.

A. L. CARRUTHERS,
Bridge Engineer.

REPORT OF THE MECHANICAL SUPERINTENDENT.

INSPECTION OF EQUIPMENT AND MACHINERY.

The condition of the equipment and machinery owned and operated by the Department is remarkably good, when it is taken into consideration that most of the major units are close to ten years old and have been employed practically to capacity, often under unfavourable conditions. A number of the older trucks were replaced and the snow-ploughing equipment was greatly augmented last year. The equipment has been maintained as far as possible in first-class working condition, but in sectors where hard-surfacing of highways has been in progress modern pneumatic-tired equipment will be required in place of the crawler-type now in use. The truck-type snow-ploughs purchased proved to be efficient wherever used, although the snowfall last winter, generally speaking, was below normal.

The general improvement in repair-shop practice, which is reflected in the good condition of the equipment, has been well maintained. Valuable repair-shop equipment and tools have been purchased and installed, and this, together with better organization in the shops and supervision of operators in the field, should make for better and more economical repairs in future.

Every district in the Province was visited during 1937–38, and detailed reports submitted as a result of the inspections conducted.

The undernoted new units were purchased during 1937–38, in addition to equipment installed in garages and repair-shops: 78 trucks, 27 snow-ploughs, 10 automobiles, 3 hand-spraying outfits, 4 distributer-tanks, 1 power-roller, 1 portable dryer, 1 asphalt plant, 1 Diesel tractor, 1 angledozer, 1 pull-grader, 2 compressors, 2 Gurney scales (Pattullo Bridge).

EQUIPMENT-SHEDS AND REPAIR-SHOPS.

With the exception of making provision for materials for equipment-sheds to store the surfacing equipment at Cassidy, V.I., there is no alteration in this situation since last report.

POWER-FERRIES.

The undernoted power-ferries were inspected and reported on: Kelowna–Westbank, Francois Lake, 12-Mile, 24-Mile, Sorrento–Scotch Creek, Agassiz–Rosedale, Castlegar, Shuswap Lake, Nelson, Ladner–Woodward, Harrop–Longbeach, Taylor Flats, Kootenay Lake, Needles–Fauquier, and Creston.

All ferries operated subject to the provisions of the "Canada Shipping Act" have been inspected and certified by the Dominion Steamship Inspector.

A new ferry was provided at Creston, on the Kootenay River, replacing the old one. The original plans called for a power cable-ferry, but were later altered to a side-wheel paddle type. The necessary towers to carry overhead cables, travellers, etc., were constructed. The ferry was powered with a Model 1-30 McCormick-Deering Industrial Tractor unit with special transmission and other adjustments, and this unit has given satisfaction.

A new scow was provided for the Harrop–Longbeach service, the machinery from the old ferry being transferred and installed.

Work was commenced on a new ferry to replace the Castlegar Ferry and was still in progress at the close of fiscal year 1937–38.

J. W. ARMSTRONG,
Mechanical Superintendent.

REPORT OF THE SURFACING ENGINEER.

During the year the following work was done:—

BITUMINOUS SURFACING, 1937–38.

Name of Highway.	Mileage and Class of Work carried out.						
	New Surface.			Improvement or Renewal of Existing Surface.			Total.
	Mulch.	Single Spray.	Double Spray.	Mulch.	Single Spray.	Double Spray.	
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Trans-Canada Highway	32.13	0.99	63.63	4.10	39.52	1.93	142.30
Southern Trans-Provincial Highway	28.22	1.08	47.99	1.56	36.40	.....	115.25
Kootenay-Columbia Highway	18.20	.....	.....	.....	10.00	.....	28.20
Okanagan Highway	12.33	3.00	4.00	2.42	6.00	.....	27.75
Island Highway	8.05	.....	.....	4.11	16.95	12.30	41.41
Canadian Highway	2.35	.....	0.67	1.55	6.50	.....	11.07
Lougheed Highway	.....	.....	6.60	.....	10.07	7.60	24.27
Other roads	10.59	10.13	50.53	2.75	42.04	22.16	138.20
Total	111.87	15.20	173.42	16.49	167.48	43.99	528.45

Also, in connection with the Pattullo Bridge, 0.7 mile of new penetration macadam surfacing was built for the bridge approaches and 0.4 mile of paving adjustment made for the City of New Westminster. In Engineering District No. 1, 6.25 miles of road were newly oil-sprayed.

Maintenance of all bituminous-surfaced roads was attended to. A great improvement in the maintenance effort was noticeable. Repair-work was done promptly and neatly.

The total expenditure on new work and resurfacing was $1,007,004.46, and on maintenance and spraying oil the expenditure was $57,880.23.

W. P. BEVAN,
Surfacing Engineer.

REPORT OF ADMINISTRATOR, HIGHWAY TRANSPORT BRANCH.

A change was made in the administration of Part V. of the "Highway Act" by the appointment, on February 1st, 1938, of the undersigned as Administrator. The decision to create a branch of the Department in charge of a full-time Administrator was made as a result of the increasing importance of this section of the departmental activities.

During the licence-year 1937 a total of 11,148 carrier's licences were issued, these being classified as shown by the statement accompanying this report. The above total shows an increase in the number of licences issued of 42 per cent. over the previous year. The regulations were altered and reprinted under date of April 1st, 1938, the principal changes being necessary alterations to definitions; the provision for a special form of licence for vehicles employed by the Provincial Government; amplification of the scope of special permits under Regulation 3; clarification of the regulation respecting fees; provision for changing the conditions of licences; and provision for the adoption of a standard bill of lading.

The new arrangements for the administration of Part V. of the "Highway Act" made it possible to institute a system of regular hearings of applications before the Advisory Board. These hearings are open to such members of the public as may be interested, and a notice of the matters to be dealt with is posted in advance on a notice-board in the public space of the office of the Branch.

The personnel of the Advisory Board consists of the Administrator as chairman, with two members of the former Board, Messrs. W. F. McClintock and Elmer Johnston, as members.

H. L. SWAN,
Administrator.

DISTRICT REPORTS.

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

DISTRICT ENGINEER, H. L. SWAN, VICTORIA.

ALBERNI-NANAIMO ELECTORAL DISTRICT.

General.—The year has shown a marked change for the better in general conditions, indicated by increased building activity and development of lands adjacent to the highways. Employment conditions have also improved, the number of persons working for relief having diminished at all points, and in several instances disappeared entirely. These remarks apply also to Cowichan-Newcastle District.

Operations.—Outstanding was the rapid development of the Zeballos mineral area on the west coast of the Island. A new town has grown there in the few months since a subdivision was made for the purpose. This town is situated on tide-water at the terminus of 6 miles of road which was completed during the year and which penetrates to the heart of the mineral area. A wharf was constructed to provide accommodation for deep-sea shipping, with ample depth of water at all tides.

An undertaking of note was a contract let for reconstruction of 1.8 miles of the Canadian Highway to improve alignment and grades on the Mountain section near Mount Arrowsmith. Other projects include gravelling of 6 miles of highway near Tofino, reconstruction of 1 mile of South Wellington Road, and improvement of 4 miles of Central Lake Road and 2 miles of Beaver Creek Road, near Alberni.

A dangerous level railway crossing was eliminated by construction of an overhead bridge near Nanoose.

Bituminous Surfacing.—Bituminous mulch and spray-coat work was carried out on Alberni and Port Alberni Classified Highways, Canadian Highway.

COWICHAN-NEWCASTLE ELECTORAL DISTRICT.

General.—Employment and general conditions were improved, as reported for Alberni District.

Operations.—A contract was let for construction of a diversion of the Island Highway, 5.6 miles in length, which will relieve the traffic congestion at Cowichan Bay and eliminate the Buena Vista hill. This latter work was not completed at March 31st. Other projects include improvement of ½ mile of the Island Highway north of Ladysmith.

A dangerous level railway crossing was eliminated by construction of an overhead bridge 1 mile north of Duncan.

Bituminous Surfacing.—Bituminous mulch and spray-coat work was carried out on the Island Highway, Cowichan Lake Road, and other roads.

Weather Conditions.—The year was not a good construction period. Heavy rains were frequent from August to Christmas, and snow was plentiful in January and February but not notable for heavy falls. During Christmas holidays snow-ploughing was continuous. These remarks apply also to Alberni District.

Rains interfered considerably with the progress of construction of the Cowichan Bay Diversion.

Comox Electoral District.

Highway Construction and Improvement.—On the Island Highway, immediately south of Campbell River, 6.5 miles were graded and prepared for surfacing, together with the construction and improvement of 1 mile at Fanny Bay, under contract, and 2.2 miles of the new work on this highway at Buckley Bay were completed by day-labour.

Bridges.—No. 42 Dry Creek Bridge at Hardy Bay: A 60-foot King-truss span was built.

Surfacing.—Seven miles of mulch were laid on the Island Highway immediately south of Campbell River. Fourteen miles of the Island Highway between Parksville and Courtenay were sprayed. Additional surfacing-work included 2.2 miles on Hilliers Cross Road, 1.7 miles on Anderton Road, 1.7 miles on Lazo Road (double-flushed), 1.6 miles on Crescent Road (double-flushed), 2.5 miles on Alert Bay Road oiled, 1.5 miles Campbell River to Campbellton oiled.

Ferries.—Denman Island Ferry operated throughout the year under contract with Messrs. Baikie Bros., Denman Island.

Snow-removal.—During the period from December 25th, 1937, to the first week of March, 1938, there was a considerable amount of snow to be contended with. During this time 990 miles of road were kept open, which totalled 4,787.5 snow miles.

Esquimalt Electoral District.

Highway Construction and Improvement.—One and three-quarter miles of standard highway on alignment were constructed from Mile 17.3, Island Highway, eliminating a large amount of curvature and reducing grades. On the West Coast Road, between Muir Creek and Coal Creek, 1.5 miles were revised and constructed to standard width, eliminating some very faulty alignment. The through cut, eliminating the extreme curvature around Coal Creek Hill on west side, was completed and gravelled; 2 miles of the West Coast Road between Muir Creek and Jordan River were widened to standard width; 24 acres along the sides of the highway were slashed and burned; 4.95 miles of 5-foot woven-wire fence erected; 594 lineal feet of concrete culvert-pipe were laid; 3,400 cubic yards of screened and 1,400 cubic yards of gravel, crushed to 1½ inches, were stock-piled.

An extension, 0.33 mile in length, on Shirley Road was constructed. General widening, clearing brush, etc., carried out over all major roads.

Bridges.—No. 12–120, Goldstream, on the Island Highway, was completed and painted. Details of this bridge are given in report for 1936–37.

Surfacing.—New work: 1.05 miles Island Highway (Mile 17.4 to Mile 18.45) were surfaced with plant-mix mulch; 3.20 miles on Old Trunk Road (Shawnigan to Cobble Hill) were surfaced with double flush-coat. Resurfacing: 3.61 miles on Island Highway between Miles 12.5 and 16.5 were resurfaced with road-mix mulch and seal-coated; 12.35 miles were resurfaced on various roads, chiefly single flush-coat.

Snow-removal.—Light fall in November; heavy fall commenced on December 24th; intermittent storms till 10th January; another light fall occurred in February. In all 749 snow-plough miles were covered by the various units.

Miscellaneous.—Nine thousand lineal feet of standard guard-fence were erected along the Island Highway, Malahat Drive, and 1,688 lineal feet erected along the West Coast Road.

Eleven miles of preliminary line and 2.5 miles of preliminary location were surveyed between Rosamund (8-Mile) Creek (7½ miles west of Jordan River) and Port Renfrew.

One-quarter mile extension on Silver Mine Trail was constructed. Clearing and cleaning out carried out over 7 miles of ordinary trails.

Unemployment Relief.—The direct relief situation showed considerable improvement; some 1,026 individuals being afforded 5,811 man-days work as against 1,607 individuals being afforded 9,171 man-days in 1936–37, and 2,207 individuals and 13,098 man-days work in 1935–36. The relief camps, which closed down in June, 1937, were opened again in November, 1937, and closed in April, 1938. Some 628 men were afforded employment on the deferred-pay system.

Islands Electoral District.

Highway Improvement.—Along West Saanich Road 1.2 miles were widened and re-ditched. Widening and slashing was carried out on 35 miles of local road. Forty-two culverts were installed.

Maintenance of Highways.—Usual cleaning out of ditches, brush-slashing, weed-cutting, etc., carried out on the various roads.

Surfacing.—New work consisted of 1 mile of flush-coat on Saltspring Island, and 1.10 miles of flush-coat connecting up paved portions of streets in Sidney; 8.67 miles was resurfaced on various roads.

Snow-removal.—Heavy during latter part of December and first two weeks in January; light falls in November and February; in all some 1,330 snow-plough miles cleared.

Surveys.—The more important roads on Saltspring Island were traversed so as to make gazetting possible. Cut-off from Cusheon Lake to Stewart Road was located.

Trails.—No new construction. Seven miles of existing trails were cleaned out.

Unemployment Relief.—A considerable decrease was shown in 1937–38 as against 1936–37. In 1936–37, 1,238 individuals were afforded 7,382 man-days work, as against 792 individuals being afforded 4,863 man-days work in 1937–38.

Mackenzie Electoral District (Northerly Part).

On the Mainland, Murray Road was cleared and graded 0.30 mile, and clearing and gravelling was done on Joncas Road. Three miles of the Thunder Bay Road were widened and gravelled and improvements were made to Claridge Road and Joyce Road.

On Texada Island, work done on Central Road included six new culverts, 2 miles of gravel resurfacing between Miles 9 and 12, and elimination of a bad curve at Mile 2. Blubber Bay Road was gravelled between Mile-posts 3 and 5; one new culvert was constructed. Gravelling was done between Mile 9 and Mile 10 on Gillies Bay Road, and widening between Miles 5 and 6.

On Lasqueti Island, 5 miles of gravelling was done. All roads which were washed out during the flood of November, 1936, at Bella Coola were relocated and gravelled; 400 lineal feet of wire brush and heavy slide-rock were used for repair of washout below Canoe Crossing. The brush mattress at Store Branch, Hagensborg, was reconstructed 910 feet long, 100 feet double mattress, the remainder single.

A total of 2.65 miles of road were given bituminous-treatment and 5 miles of semi-recapping.

Saanich Electoral District.

Highway Improvement.—Improvement of shoulders, widening at bad corners, etc., was carried out on East and West Saanich Roads. Two miles of local roads were regravelled and corners widened.

Surfacing.—Two and a quarter miles of widening shoulders, paving improved corners, etc., carried out with plant-mixed mulch; minor shoulder-widening carried out over some 3 miles.

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

DISTRICT ENGINEER, E. H. VERNER, VANCOUVER.

BURNABY ELECTORAL DISTRICT.

Construction.—Reconstruction-work on the Dewdney Trunk Road No. 19R (in the City of Port Moody) was carried out under contract. Two heavy side-cuts were taken out and the material deposited in adjoining fills; one bridge was demolished and the gap filled. This work brought another mile of this highway to a satisfactory alignment and grade. An appropriation from B.C. Loan was expended on the Central Arterial Highway extending the construction-work which has been in abeyance for some years.

Bituminous Surfacing.—The previous year's reconstruction-work on Dewdney Trunk Road No. 19R was given a double spray-surface treatment of asphalt and it has stood up well under the heavy traffic to which this road is subjected.

Bridges.—The steel highway bridge over the Coquitlam River was scraped and given two coats of paint. Wet weather prevented the application of the final coat, which will be applied early next year.

Snow-removal.—The snowfall was light during the winter and no difficulty was experienced in keeping all roads open. The new truck snow-plough stationed at Coquitlam proved very satisfactory in handling the work in that vicinity.

DEWDNEY ELECTORAL DISTRICT.

Construction.—A realignment of the Lougheed Highway No. 26R (Kent Municipality) for a distance of 0.75 mile was constructed under contract. This is an improvement which is much appreciated by the travelling public.

River-bank Protection.—Five additional pile groynes were driven for this purpose, continuing the work which has been in progress for two years on the Fraser River east of Agassiz. Twelve hundred cubic yards of rock were placed as an added protection.

Bituminous Surfacing.—Seal coats on existing mulch surfaces were sprayed on 11.5 miles of the Lougheed Highway No. 21R, No. 22R, and No. 23R. A double spray asphaltic surface was laid on the Lougheed Highway No. 26R throughout. This completed the surfacing on the above highway and there is now a hard-surfaced road from Vancouver to Harrison Hot Springs and to the Agassiz Ferry Landing.

Relief Camps Nos. 203, 226, and 227.—These camps were in operation at the beginning of the fiscal year, and continued until the middle of July when they were closed down. The men were employed on reconstruction-work on Agassiz Mountain (Lougheed Highway No. 26R), and a marked improvement on the road at that point is noted.

Snow-removal.—From Deroche west the highway was easily kept open, but east of that point, especially on the Agassiz Flats, heavy snowfall, accompanied by high winds during the last half of December, made it impossible to keep the highway open continuously. Two snow-ploughs mounted on tractors were in operation twenty-four hours a day during this storm and traffic was able to move each day at certain intervals, except on one occasion when the highway was blocked for twenty-four hours.

MACKENZIE ELECTORAL DISTRICT (SOUTHERLY PART).

Highway Construction and Improvements.—The major work undertaken this year was the continued construction of the Sechelt–Pender Harbour Road at the westerly end around the head of Pender Harbour, where 4.07 miles were constructed between Nor West Bay and Halfmoon Bay; 3.8 miles were reconstructed to standard width with improvements to grade and alignment, and 4.8 miles were given a gravel surface. This work was all carried out with relief-camp labour.

In the Gibsons Landing area, 1.55 miles of local roads were constructed and 1.75 miles reconstructed, chiefly by local relief labour. New gravel surfacing was laid for 0.80 mile and gravel renewal on the roads throughout the district for a total distance of 3.8 miles was carried out.

Bridges.—Three single-span bridges were constructed on the new section of road around the head of Pender Harbour so that it could be opened to traffic. Steinbrunner Bridge

was replaced with a standard pile trestle and five other bridges were put in good repair and three were converted to culverts and filled in.

Miscellaneous.—All roads and trails throughout the district were well maintained, with minor improvements to grades and alignment being carried out at various points. Two and a half miles of road were given a spray-coat of tarphalt in the various business sections throughout the district to eliminate the dust nuisance with good results. Ditching and draining was further extended on all important roads, as this class of work lends itself to hand-labour for men working out relief.

North Vancouver Electoral District.

Highway Construction and Improvements.—The east end of Dollarton Highway was double flush-coated for a distance of 1.83 mile and on No. 66A Marine Drive, 1 mile long, the berms were built up and widened. The width of the pavement was extended 2 feet, giving a 20-foot roadway. The excessive camber on this section was taken out and the whole surfaced with a coat of fine premixed mulch.

The ditches on Dollarton Highway were widened and deepened for a distance of 3 miles, the brush cut and burned 8 feet beyond the ditch-line, and the berms built up to conform with the pavement.

General.—General maintenance was carried out on all roads and trails. Four hundred and eighty lineal feet of standard guard-fence were erected at danger-points on Marine Drive and Dollarton Highway, and 0.25 mile was flush-coated on Bowen Island Trunk Road.

Vancouver-Point Grey Electoral District.

Highway Construction and Improvements.—Major improvements were made to the Theological Road, 0.38 mile being entirely reconstructed. A 6-inch crushed-rock base was laid and consolidated; this was covered with a 2-inch mulch-cap and seal-coated. In order to have this road conform to other roads in this area, 4,000 lineal feet of concrete curb were constructed; a section 0.10 mile long, without curbs, received a double flush-coat.

Further protection-work was carried out at the Spanish Banks section with the erection of additional groynes and filling in the slope with 20,000 cubic yards of sand. This work is now completed for a distance of 2,656 lineal feet along the sea-front and is proving very effective.

Flush-coating was carried out on Imperial Street and Twenty-ninth Avenue for 0.38 mile.

General.—General maintenance was carried out on all roads, and considerable patching had to be done with pre-mix and hand-mixed materials on the old section of Marine Drive and Imperial Street. Imperial Street was reditched for the entire length and new take-off ditches constructed. Approximately 1 mile of guard-fence was painted the standard colours and 1 mile of centre line marked on Marine Drive. The beach at Kitsilano Indian Reserve was thoroughly cleaned up and all squatters removed. The underbrush and old logs cut and burned, trails constructed through the reserve and all holes filled in.

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

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

New Westminster Electoral District.

The major work in this district was the completion of the Pattullo Bridge over the Fraser River at New Westminster, half of which lies in the above electoral district.

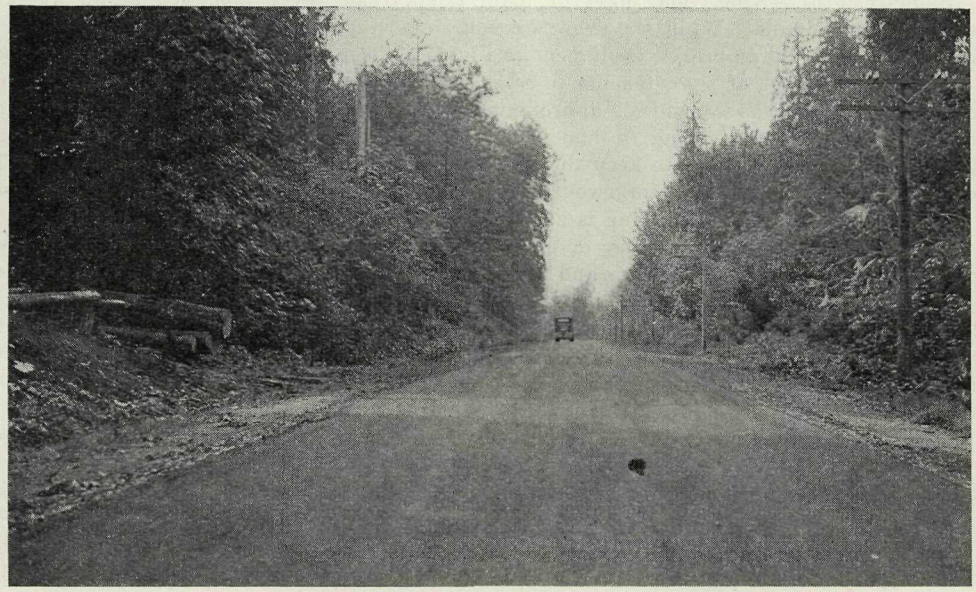
There was also a considerable amount of work carried out in the surfacing of the necessary approaches, which involved the laying of 10,822 square yards of penetration macadam.

Delta Electoral District.

Construction.—The most important highway work carried out in this district during the year was the completion of the approaches to the new Pattullo Bridge. A four-lane highway was constructed, using part of the original pavement for a distance of 1 mile south from the bridge. This was surfaced with an asphaltic-mulch pavement. In the construction of this grade it was necessary to pave over a peat bog which had not been

consolidated by traffic, and stabilization of subgrade was carried out, using emulsified asphalt. The base was stabilized to a depth of 8 inches below the finished surface and has proved to be very satisfactory. To provide for an improved approach for Scott Road traffic, ½ mile of new grade was constructed from the Old Yale Road northerly to the Trans-Canada Highway, thus eliminating four right-angle turns. It is regretted it was found necessary to abandon an undercrossing of the B.C. Electric Railway and replace same with a level crossing. However, the new level crossing is being protected by the latest type of automatic electric signal.

Approximately ½ mile of new road was constructed on the Peace Arch Highway. With this work, approximately 5.6 miles of this highway is completed with the exception of gravelling. Extensive surveys were undertaken during the year and complete plans prepared for the extension of the Peace Arch Highway from Elgin to the Trans-Canada Highway, a distance of 8 miles, to provide an alternative route to the International Boundary. The new route will shorten the distance between New Westminster and Blaine by 2¼ miles.



Trans-Canada Highway, 5–13–Mile 79; 1937 construction and 1937 asphaltic-mulch surfacing.

Surfacing.—In addition to the mulch surfacing laid on the reconstructed approach to the Pattullo Bridge, 4 miles of flush-coating was carried out on the Aldergrove–Bellingham Highway No. 77R; 4.5 miles on No. 5 Road (on Lulu Island). One mile of the Scott Road south of Kennedy Station was resurfaced. Subsequent to classification as secondary, the Department, in conjunction with the municipalities, surfaced 2.01 miles in Delta Municipality and 4.03 miles in Langley Municipality. This surfacing-work was carried out on main municipal roads which are carrying a large volume of intermunicipal traffic.

Snow-removal.—Four new truck ploughs were purchased for new truck units bought during the year, and with this equipment 60 miles of trunk roads were ploughed at an average cost of $6 per mile.

Bridges.—Excepting Pattullo Bridge, the construction of which was not under my supervision, the chief bridge-work was the replacing with pile trestle and steel I-beams three King trusses at Canoe Pass. General repairs were carried out on all other bridges throughout the district.

Ferries.—The Ladner–Woodward and Barnston Island Ferries continued to be operated satisfactorily. At the Ladner Landing of the Ladner–Woodward Ferry the seasonal silting of the Fraser River continued to cause trouble and delays.

General.—Extensions of centre-line marking on the Trans-Canada Highway has found favour with the travelling public. Much study was given to the proper placing of suitable

traffic and warning signs on the Pattullo Bridge and on the approaches thereto. The installation of weigh-scales at the southerly approach to the bridge has proved a sound investment. It is now possible expeditiously to check vehicles suspected of being overloaded, and generally control what was hitherto a difficult situation.

Chilliwack Electoral District.

Construction.—A section of the Trans-Canada Highway east of Rosedale, 1.2 miles in length, was reconstructed on new grade and alignment to connect up with work carried out during the previous year. Work which had been commenced in 1936–37 on the Abbotsford–Clayburn section of the Huntingdon–Mission Highway was completed.

Surfacing.—Approximately 13 miles of surfacing were laid during the year, the principal work being 10 miles on the Trans-Canada Highway east of Rosedale. One mile of asphaltic mulch was also laid between Matsqui Village and Mission Bridge. A double flush-coat treatment was given the Rosedale Ferry Road.

Snow-removal.—Ninety-one miles of main trunk roads were ploughed at an average cost of $16.50 per mile. While the snow was not so deep or heavy as in previous winters, it was possible with the improved equipment available to keep trunk and main highways open at all times. The use of snow-fencing to combat drift conditions, which was started during the previous year, was continued, approximately 2 miles of fence being in use. Where, previous to using snow-fencing, it had been found necessary to use heavy tractor-plough equipment, it is now possible to keep the same sections open with light truck ploughs. The use is being continued of lath interwoven with wire type of fence strung on short sections of 20-lb. railway-steel. The fencing is all treated with creosote.

Bridges.—Continuing the policy of eliminating as many trestle bridges as feasible, two structures were replaced by culverts and fills. At Wilson Creek Bridge on the Trans-Canada Highway No. 8R, two lines of 60-inch reinforced-concrete pipes were laid, and the completed fill subfaced with mulch. Three lines of 24-inch concrete pipe were laid at the Bridal Falls Bridge site on the Hope–Rosedale Road. The usual maintenance was undertaken on several bridges. Bituminous wearing surfaces were applied to the Sumas River Bridge on the Old Yale Road No. 61R and to the Cheam Bridge on the Hope–Rosedale Road.

Ferries.—Excepting two days at the end of December, 1937, when the ferry was obliged to cease operations owing to the Rosedale Ferry Road being closed by snow-drifts, the ferry was satisfactorily maintained throughout the year. The Rosedale approaches to the Agassiz–Rosedale Ferry were materially improved by the construction of a gravel fill.

River-bank Protection.—Before the spring freshet, the rock mattress at Rosedale was continued for an additional 448 feet. A 60-foot break in previous protection-work was also repaired. The work was done by the Chilliwack Municipality at a cost of approximately $12,000, the municipal, Provincial, and Federal authorities sharing equally in the expenditure. To complete the protection-work there remains 1 mile of river-bank which should be protected if the previous years' substantial investments are to be adequately safeguarded. Such remedial works not only protect the Rosedale Ferry Landing, but also remove the possibility of danger from flooding of the Rosedale Ferry Road in event of the river dykes not holding at high water.

Every year further improvements are effected in clearing channels and reinforcing the protection-work on Vedder River.

Dewdney Electoral District (Easterly Part).

Reconstruction-work was confined to the completion of the Hope–American Creek section of the Trans-Canada Highway, 90 per cent. of which was finished by contract in 1936–37. By day-labour forces, 2.5 miles of this road were gravel-resurfaced preparatory to the application of a spray-coat. Exclusive of the 0.09 mile of the concrete paving (1,200 square yards) at the Haig Overhead Bridge, the entire distance from Hope Bridge to the Dewdney-Yale Boundary, 4.3 miles, was covered.

Bridges.—Excepting the completion of the overhead reinforced-concrete superstructure at Haig, commenced the previous year, no new bridges were constructed. This splendid structure, the first of its type to be erected in Western Canada, has been the subject of highly favourable comments.

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

DISTRICT ENGINEER, R. M. TAYLOR, KAMLOOPS.

KAMLOOPS ELECTORAL DISTRICT.

Roads.—Maintenance repairs were carried out under favourable weather conditions. The winter snow-plough work was moderately heavy.

Reconstruction-work was carried out on the Trans-Canada Highway west of Savona, on the North Thompson Highway at Chinook Cove, and at Barriere.

Ten miles of bituminous-mulch paving were laid west of Savona, on the Trans-Canada Highway; 15 miles of existing mulch paving were flush-coated; 3 miles of gravel road on the North Thompson Highway were double flush-coated.

Bridges.—Many bridges were reinforced to carry heavy trucks and loads; many smaller bridges were rebuilt. The season's run-off was moderate and did not cause any serious damage to bridges.

Ferries.—A programme was started of replacing the reaction ferries on the North Thompson River with the standard 5-ton reaction ferry. One was installed complete at McLure and others are under construction.

Equipment.—Repairs to the equipment were carried out at the Kamloops garage. All units were kept in a very satisfactory condition.

YALE ELECTORAL DISTRICT.

Maintenance.—The work of cleaning out the slides on the various main roads in the spring was excessively heavy, approximately 10,000 cubic yards of material being moved off the Cariboo Highway. Maintenance expenditure for the year was heavy, as it included the cost of putting the various portions of the road selected for bituminous surfacing into shape to receive the treatment. Considerable improvement was done by way of gravelling and widening to Hope–Princeton Road from Mile 9 to Mile 24.

Construction.—One-half mile of rock construction on the Spences Bridge–Merritt Road was completed from Camp 329 at Clapperton under the relief programme for single homeless men.

Coalmont Road: Three miles were widened to 18 feet width. One mile gravelled and ½ mile of guard-rail erected.

Spences Bridge–Merritt Road: Construction of ¾ mile of relocated road completed, chiefly in hard-pan at Mile 19, from Spences Bridge; ½ mile construction of relocated road completed at Mile 3 from Spences Bridge Road.

Cariboo Highway, Project No. 1: ½ mile of previous work completed and also 1 mile of new construction.

B.C. Nickel Mine Road, Project No. 18M: Approximately 5 miles of this road widened to 14 feet width and gravelled. Bridges redecked and new culverts installed.

Hope–Princeton Highway—A.M. Mine Road—Project No. 17M: Approximately 2 miles new construction completed from Mile 24 towards Mile 28.5. Bridges from 9-Mile to 23-Mile braced and stiffened with running deck.

Bituminous Surfacing.—The Cariboo Highway received a double flush-coat from Dewdney boundary to Cisco Bridge approximately 61 miles. The existing mulch surface between Cisco Bridge and Lytton received a single flush-coat. Between Spences Bridge and Lytton an additional 4 miles of mulch were laid, leaving only ½ mile in this section unsurfaced. The Spences Bridge–Merritt Road received a double flush-coat for the first 3 miles out of Spences Bridge.

Traffic Operation.—The winter was mild but snowfall was heavy. In the Merritt-Princeton area and on the Cariboo Highway 5 feet of snow had to be moved in one snowfall. Snowslides occurred on the Cariboo Highway which were removed. All other roads were kept open without undue trouble.

Salmon Arm Electoral District.

Maintenance of Roads.—Numerous culverts were installed and considerable ditching done; also gravelling and improvements to the highway.

Bridges.—Four bridges were reconstructed to standard specifications. General maintenance-work to others was done where necessary.

Construction.—Trans-Canada Highway: At Pritchard, 3.09 miles were constructed to standard specifications. East of Salmon Arm, ½ mile of construction and 3 miles of ditching and widening were done. Larch Hill was reduced from 10 to 6 per cent. grade.

Bituminous Surfacing.—A bituminous-mulch surface was laid to a depth of 2 inches and 20 feet wide for a distance of 4.525 miles east of Salmon Arm.

Railway Grade Separation.—An overhead bridge, 280.4 feet long was constructed to standard specifications over the C.P.R. at Craigellachie.

Revelstoke Electoral District.

Maintenance of Roads.—Twenty-one culverts were replaced. Considerable gravelling and widening was done on sections of the Revelstoke–Arrowhead Highway; 3½ miles of the Austrian Settlement Road were completely regravelled. The completed section of the Big Bend Highway from Revelstoke to Goldstream, a distance of 58.5 miles, was turned over to the Province for maintenance on December 1st by the Federal Department of Mines and Resources.

The snowfall during the winter months was 174½ inches. All main roads were ploughed and kept open to traffic.

Maintenance of Bridges and Ferries.—Several structures were redecked. Two hundred and forty feet of cribbing was constructed along Crawford Creek in an endeavour to divert this stream, which has caused considerable damage during the high-water period.

New towers, foundations, and anchor-blocks were erected at 24-Mile Ferry, and a new overhead cable installed. Construction of a new sheer-boom at 24-Mile Ferry commenced but was incompleted as at March 31st.

Construction.—Reconstruction to standard grade of 0.18 mile was carried out on Trans-Canada Highway, Mile 423.52 to Mile 424.66, by day-labour.

Big Bend Highway.—Construction operations commenced on April 14th and closed down December 18th. Major work carried out during the year was as follows: Clearing, 35 acres; grubbing, 29 acres; brushing, ½ mile; grading, 11 miles; reshaping, 3 miles; surfacing, 27 miles; ditching, 6 miles; tote-road, 6 miles. Also maintenance of finished section. One bridge was rebuilt and two new ones constructed. The average number of men employed during the season 1937 was 275. This work was done by the Federal Government.

North Okanagan Electoral District.

Construction.—The completion of the reconstruction of Miles 7.5 to 9.5 on the Vernon–Kelowna Highway was carried out by contract and day-labour. This part of the road is of standard width on good alignment; in the course of the work 20,000 cubic yards of rock were moved.

Work of similar nature was completed by the Department's regular forces on the Vernon–Armstrong Road, closing the gap between the surfaced portions, preparatory to completing the bituminous surfacing between the two cities during the coming season.

Assistance was given in the construction and improvement of playing-grounds at Vernon, Lumby, and Armstrong.

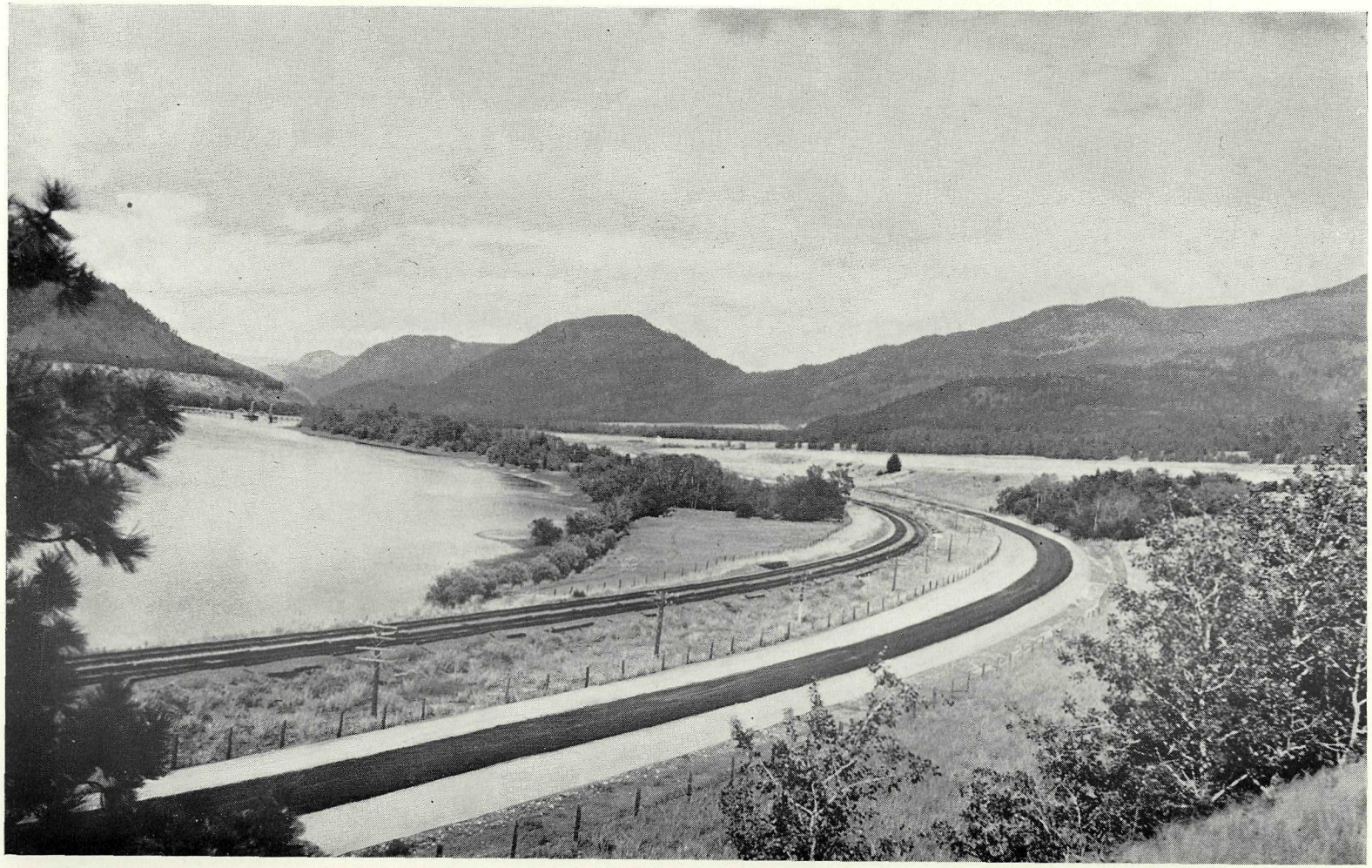
Bituminous Surfacing.—The surfacing-work was continued on the main highways. Six miles of mulch paving were laid between Oyama and Armstrong, and 6 miles of road north of Enderby were seal-coated.

Maintenance.—General maintenance operations were greatly assisted by work done in lieu of payment of taxes, chiefly in gravelling and drainage. Some attention was given to dust-laying in the populous centres at Lumby and Okanagan Landing.

Snow-removal.—Snow-removal was extremely light, there being little drifting.

South Okanagan Electoral District.

Construction.—Improved alignment and width were secured in Peachland by contract-work on the main Okanagan Highway. Two miles of the Vernon–Kelowna Road between



Trans-Canada Highway, near Mile 299, looking east toward Pritchard.

Petrie's Corner and Winfield have been standardized. The lacrosse play-ground at Kelowna was greatly improved.

Bituminous Surfacing.—Six miles of mulch paving were laid between Summerland and Peachland and some 8 miles of road in the orchard districts received oil-treatment as a dust-layer.

Snow-removal.—Snow-removal was facilitated by the addition of two truck ploughs to the ordinary equipment.

Bridges.—A 30-foot I-beam steel span on concrete abutments was constructed over Deep Creek on the Okanagan Highway. The approaches to the overhead crossing, north of Kelowna, were completed and the structure opened to traffic.

Similkameen Electoral District.

Construction.—Three and one-half miles of construction on new location were carried out within 10 per cent. of completion, by day-labour, between Miles 13.8 and 17.3 on the Penticton–Oliver Road, and opened to traffic. At Bates Corner 0.60 mile of new construction was completed, except for gravelling, eliminating two 90-degree bends. On the Hedley–Princeton Road, 0.60 mile of reconstruction was completed, except for gravelling, eliminating further bad features on this highway, where traffic is increasing since the closing of the Great Northern Railway. This work was also a day-labour operation. Work was continued by day-labour on the Hope–Princeton Highway on the 4.90 miles which were commenced the previous year. New clearing and grubbing was completed on 1.8 miles and 1.2 miles of pilot-road, 12 feet in width, constructed thereon. The location survey was advanced 3 miles.

Bituminous Surfacing.—Six miles of mulch surface were laid northerly from Oliver, and 4.90 miles of major renewal was undertaken through Penticton.

Bridges.—China Creek Bridge was replaced by a concrete-arch culvert and embankment.

Maintenance.—The continued surfacing programme has resulted in releasing some funds for gravel road maintenance.

Grand Forks–Greenwood Electoral District.

Laurier–Christina Lake Road.—Work was done in grading, widening, and building up the road to standard width and grade and flush-coat surfacing same.

Southern Trans-Provincial Highway.—Eholt–Greenwood: General reconstruction, widening, grading and ditching; 1½ miles. Williamson Lower: Widening, ditching, grading, and gravelling; bringing up to standard width; flush-coating same. Rock Creek Ingram Bridge: Grading, gravelling, and ditching; flush-coating same. Rock Creek Canyon: Moving solid rock wall in widening road.

Phoenix–Greenwood.—General repairs, road surfaced with crushed rock (mining-road).

General Maintenance.—Revision of curves, grading, surfacing, ditching the main highway and rural roads. Flush-coat surfacing 16.4 miles of main highway.

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

District Engineer, E. S. Jones, Cranbrook.

Cranbrook Electoral District.

Highway Construction and Reconstruction.—An extension of the previous year's contract was carried out on Project 16. The Moyie Lake section, which last year was reported as 50 per cent. completed, was finished during the season. This work eliminated a very dangerous piece of road. The Moyie Narrows section, which consisted of a 0.7-mile diversion, was also completed and gravelled. The Aldridge section was completely finished. The Tochty section, which was started late in the season, was only 75 per cent. completed; this work, however, will be completed in the early spring in time for next year's surfacing. In all, a total of 11.57 miles was covered by this year's work on Project 16.

The sections of road which, the previous year had been reconstructed under Project 16, were hard-surfaced during the season. This comprised the Lumberton section, the Ta Ta Creek section and the Skookumchuck section for a distance of 15.4 miles. This work was all carried out by contract.

The most important work carried out by the Department's forces was the reconstruction of 4 miles west of Wardner on the Southern Trans-Provincial Highway. This mileage was completely reconstructed and hard-surfaced during the season. Three miles of hard-surface were also laid down west of Curzon.

Maintenance.—Snow conditions during the winter were extremely bad, especially during the latter part of the season, and it was only with the addition of the two blades for the light trucks that main roads could be kept open to traffic.

Fernie Electoral District.

The Hosmer–Natal section, which was started last year, was completed this year and gravelled by our own forces. This work practically completes the highway between Fernie and Crowsnest, with the exception of the Crooked Bridge Diversion.

Another 12 miles of double flush-coat were laid down during the summer on the Southern Trans-Provincial Highway between Crowsnest and Galloway.

No important bridge-work was carried out during the season. All structures were kept in repair.

Snow conditions duing the winter were practically the same as previous years.

Columbia Electoral District.

Reconstruction was carried out on 4.5 miles of the Kootenay–Columbia Highway between Radium and Golden. This comprised a 2-mile section between Mile 9 and Mile 11 from Golden and a 2.5-mile section at Edgewater. The former was reconstructed on new alignment and was carried out by day-labour; the latter was a new diversion and was carried out under contract.

During the winter relief recipients were employed in widening a narrow portion of the Trans-Canada Highway (Kicking Horse section) near Golden.

Snowfall was heavier than usual but all main roads were kept open throughout the winter with little delay to traffic.

Nelson-Creston Electoral District.

Construction.—During the year considerable progress was made in standardizing the main trunk roads in this district. On the Southern Trans-Provincial Highway four projects were carried out by day-labour while four sections were completed by contract. One contract was completed on the Nelson–Nelway Road, while extensive gravelling was also carried out by day-labour. On the Creston–Porthill Road 2 miles were standardized by day-labour.

The above, combined with the new bituminous surfacing has made a very definite improvement in the roads of this district. The Nelson–Castlegar section is standardized from South Slocan to Castlegar and all but 5.2 miles surfaced with asphaltic-mulch. The remainder of this road is now laid out for completion. The Nelson–Balfour Road was given a double flush-coat for 10 more miles, so that the main roads out of Nelson are pleasant to travel on. The mud condition at Goatfell has been eliminated by gravelling.

The Nelson–Nelway Road has been improved to the point where cars can travel throughout the year without interruption by impassable mud, although trucks have still to be kept off for short periods.

Mining-roads.—The mining-roads were definitely improved by gravel and all the main trails opened up. The Goat River channel was excavated to protect the bridge. It now appears that about 3,000 feet more will have to be improved.

Ferries.—New ferries were built and installed at Harrop, Longbeach, and Kootenay River at Creston. Auxiliary ferries were operated at Porthill and Nick's Island during the harvest season.

Maintenance.—Snow-ploughing was improved by better equipment and all roads were kept open without trouble. The spring break-up occurred early in March, with the result that most of the main roads were in good condition by March 31st.

Extensive use has been made of sand-pads in attempting to overcome bad water conditions. Good results have been obtained, and several sections of road where bad mud conditions formerly existed are now insulated against capillary action.

Rossland-Trail Electoral District.

The work carried out comprised a ¾-mile diversion at Sullivan Creek on the Castlegar–Trail Road, and 2 miles of new construction on the Rossland–Patterson Road from the International Boundary-line north; the former job was carried out by day-labour and the latter by contract. In each case the old road was abandoned and a standard highway was built on a new location with a much improved alignment, and it is the intention to put a bituminous surface on this work during the coming season.

A number of smaller jobs were carried out earlier in the season, including the construction and gravelling of several roads on the Castlegar Townsite; reconstruction of a settlers' road at Blueberry; the construction and gravelling of a road on the Warfield subdivision; the reconstruction and gravelling of 1½ miles of road on the Fruitvale subdivision, and, later in the year, the gravelling of 5 miles on the Trail–Fruitvale Road.

In carrying out this construction-work a total of 64,000 cubic yards of material were moved and 13,000 cubic yards of gravel used for surfacing.

Bridges.—A large number of bridges were repaired or reconstructed; among them the Columbia River Bridge at Trail, using more than 130,000 F.B.M. Coast lumber, having the stringers and decking replaced; this was carried out by local labour and was a very satisfactory job. The stringer bridge at Sullivan Creek was replaced by a 5- by 6-foot sawn timber box culvert, 130 feet long, containing 43,000 F.B.M.

Ferries.—Tenders were called for a new ferry-scow to replace the one operating at Castlegar; this scow is now completed with the machinery installed and is ready to run when the new ferry landings are completed. The new ferry-scow is 32 by 72 feet and will handle eight cars. The ferry approaches at Castlegar are being replaced by new structures, immediately above and parallel to the old ones; these new landings consist of cedar piling with steel beams supporting heavy decking, which is capable of handling extremely heavy loads.

Surfacing.—Four and three-quarter miles of bituminous-mulch surfacing were laid on the Castlegar–Trail Road during the season, of which 2¾ miles were from Castlegar south and 2 miles from Tadanac Municipality north; a ½-inch repair-cap was placed on the old pavement on the Schofield Highway from Warfield Railway Crossing to the Rossland City limits. In addition, 7¼ miles of seal coat was put down on the mulch pavement between Castlegar and Trail.

Maintenance.—A total of 132 miles of road were kept open to traffic by snow-ploughing, entailing 1,225 machinery hours and 4,401 snow-plough miles at a cost of $4,834.31. Due to the fact that truck ploughs had been supplied, it was possible to give a much better and faster service to the public than in former years.

The roads with bituminous surfacing came through the winter in fine shape, but considerable trouble was experienced during the month of March, 1938, with some earth and gravel roads, especially south and east of Trail, and in some cases the roads became almost impassable for two or three weeks until the frost came out and the surface got dry enough for grading.

Kaslo-Slocan Electoral District.

Maintenance.—During the year special attention was given to settlers' and industrial roads all over the district. At Arrowhead approximately 2,000 feet of new plank sidewalk was laid.

The main highways throughout were well maintained and gravelling on many portions of the highways was carried out. Roads have been in excellent condition all year, except during November and December, when heavy rains caused many slides and washouts.

Construction.—Major work done this year included 2 miles of a 9-mile diversion on the Slocan Valley–Nakusp Highway, known as Project 13 Vallican, and the Box Lake Project on the same highway. Both of these projects were under contract. One-half mile was standardized on the Nelson–Kaslo Road, known as Project 11, Cedar Creek section.

Mining-road projects which were undertaken during the year included the Kaslo–New Denver Road Project 36M, many short, dangerous curves and narrow sections being widened and gravelled; most of this work comprising solid rock excavation. The balance of the projects undertaken and completed were as follows: Springer Creek Road; Project

38M, Enterprise Creek Road; Project 39M, Ferguson-8-Mile Road; Project 57M, Beaton–Ferguson Road; and Project 37M, Sandon–Reco Road.

Surfacing.—Six and one-half miles of bituminous spray-coat surface were laid during the year, 1.67 miles on the Nelson–Kaslo Road; 1 mile on the Nakusp Streets; and 3.85 miles on the Slocan Valley–Nakusp Highway, between Silverton and New Denver. All this work stood up well, with the exception of 0.37 mile at Ainsworth, on the Nelson–Kaslo Road. This section was laid near the Ainsworth Hot Springs and it is thought that the hot water which seeps under this road is the cause of this breaking up.

Ferries.—Both Arrow Park and Needles–Fauquier Ferries ran continuously throughout the year. The Needles Ferry was laid off for two days for much-needed repairs, a gasoline motor-boat and barge being used to handle the traffic while this ferry was being repaired.

Bridges.—Forty-six bridges were maintained during the year. Nine of these were replaced by culverts and fills. Three stringer bridges and one standard pile-trestle bridge over the Innonaklin River on the Jordan Road were renewed.

Office Building.—On April 7th of this year the office building was destroyed by fire, including office supplies and all furniture. Since then a new building has taken its place. This building houses the Public Works, Mining Recorder, and Forestry Offices, and is a credit to the contractor and the Government.

Snow-removal.—Snow-ploughing was very expensive this year. Although snowfall was lighter than last year, the wet weather after each storm brought down numerous slides on main highways, consisting of rock, mud, and snow. Two hundred and eighty-one miles of road were kept open at an average cost of $30.42 per mile. The addition of a new truck plough greatly aided in the work.

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

District Engineer, W. Ramsay, Williams Lake.

North Cariboo Electoral District.

General maintenance was undertaken on approximately 300 miles of the more important trunk and main roads, but principally on the Cariboo Road from Mile 158 to Woodpecker, and on the Quesnel–Barkerville Road.

Reconstruction and minor betterments were carried out on the Fraser River Road (west side of the Fraser River) at Alexandria and Narcosli Creek, thus improving transportation facilities for ranchers doing business with Quesnel.

Widening and some gravel surfacing was done on the Blackwater Road between Miles 6 and 9. A diversion was constructed on the Nazko Road at Mile 12, culverts installed and ditching and gravelling carried out. General improvements, including gravelling, ditching, and installation of culverts were carried out on Hixon settlers' roads, Macalister–Mud Lake–Soda Creek Road, and Quesnel–Hydraulic Road.

On the Cariboo Highway, between Mile 221 and Mile 222 north of Quesnel, approximately 1.5 miles of the road was reconstructed on new location to a road-bed width of 30 feet. A relocated section was also constructed on the Soda Creek–Williams Lake Cut-off in Soda Creek Canyon, eliminating a narrow, dangerous side-hill section with steep grades.

Extensive improvements were carried out on several mining-roads, in particular the Barkerville Road, which includes a diversion between Mile 7 and Mile 8, eliminating thirteen curves on the existing road.

Bridges.—The construction of a 130-foot-span Howe truss with creosoted chords and four pile-trestle approach-spans on the Cariboo Highway at Canyon Creek formed the outstanding bridge-work during the season. Six thousand cubic yards of fill were also put in place and angular rock protection to high-water mark.

A new bridge consisting of a standard 20-ton pile-trestle on fir piles was constructed over Slough Creek on the Barkerville Road, replacing an old spruce structure. In order to eliminate a blind turn and heavy grades, a standard 10-ton trestle on cedar bents was erected on the down-stream side of the existing 5-Mile Bridge on Keithley Road, making a great improvement at this point, particularly for truck traffic.

South Cariboo Electoral District.

General maintenance-work was carried out on approximately 700 miles of road, and, on additional side-road mileage, brush was cut and rocks removed from the centre of the road-bed.

Deka Lake Road was extended 4 miles, while the remainder of this road was graded and gravel placed on the worst sections.

Reconstruction and minor betterments were undertaken on the following roads:—

Alexis Creek: General repairs and patch-gravelling on 4 miles.

Chilcotin: Grading, ditching, patch-gravelling 1.3 miles near Springhouse.

Horsefly Upper (Black Creek): Widening and improving 8 miles.

Canim Lake: Grading and gravelling 2 miles.

Mile 93-Bridge Lake and Deka Lake area: General grading, patch-gravelling, and installing new culverts.

Beaver Valley: Grading and improving 15 miles.

The following work was undertaken on the Cariboo Highway: At Mile 141: Building 0.6 mile of new diversion to standard width and gravel surfacing. Mile 147 to Mile 149: Constructing 1.2 miles of new diversion to standard width and part gravelling.

As a Mining-road Project, 1.5 miles of new grade on the Williams Lake–Likely Road was constructed on new location, reducing maximum gradient from 19 to 7.5 per cent. Several other mining-roads were improved under this heading.

Bridges.—Several small stringer bridges were constructed in various parts of the district and a new pile structure 152 feet long was put in at Mile 141 on Cariboo Road.

General.—In connection with the working-out of tax arrears in South Cariboo every effort was made to get as much as possible spent on gravelling side-roads, and altogether 5,300 cubic yards of gravel were placed on various roads in this way. In addition, a considerable mileage of road was brushed out, also rocks and stumps removed and general improvement-work carried out at many points throughout the district.

Snow-removal work was undertaken on 529 miles of road and the units in operation covered 2,984 snow-plough miles. The Cariboo Road was open for auto traffic every day during the winter months for the first time.

Lillooet Electoral District.

Single Homeless Men's Relief Camps.—Two camps, continuing from the previous year, were operated at Squamish and Lytton, respectively, from April 1st to June 30th. At Squamish the work consisted of completing and extending 3 miles of the Squamish–Britannia Road, involving the moving of 43,000 cubic yards excavation, 250 lineal feet of bridging, and sundry culvert structures. Approximately 40 per cent. of the length of Squamish–Britannia Road has been completed.

At Lytton the work comprised the reconstruction of 2 miles of the Lytton–Lillooet Road from Lytton north, involving the moving of 15,000 cubic yards of rock excavation and 16,000 cubic yards of earth and hard-pan excavation. Owing to the closing-down of the Lytton Camp, a small amount of the work remains to be done on the Lytton Project to complete the grading of the improved portion.

Mining Projects.—Five projects were carried out under this heading, four in the Bridge River area and one at Squamish. Eleven and one-half miles of mining-road and 1½ miles of mining-trail were constructed. All of these projects require further work and extension to reach their objectives.

Roads Generally.—Maintenance and minor improvements were carried out to the extent permitted by available funds. Improvements were made to various settlers' roads by tax workers and Government forces. The renewing and construction of crib-work is an expensive item in this district.

On October 29th the Squamish Valley was subjected to serious flood conditions, causing much damage to the roads and bridges of that area. Repairs and replacements have been carried out, but it was not feasible to complete all the necessary work, which will require further attention next fiscal year. Two washouts on the Lytton–Lillooet Road were rebuilt with improved structures.

Bituminous Surfacing.—Two miles of Lillooet Main Street were treated with a spray-coat of Tarvia. Five miles of Trans-Canada Highway west of Ashcroft Manor were surfaced

with asphalt pre-mix. Flush-coating was carried out on the old surfacing between Lytton and Spences Bridge. The total mileage of surfaced roads in this district is now 33.85 miles.

Bridges.—A 60-foot King-truss span with pile approaches, was erected over Stawamus River in the Squamish area, and various repairs and renewals necessitated by flood damage were made to the various bridges in the same area. Necessary maintenance was carried out on a number of bridges in many parts of the district.

Ferries.—A new ferry-boat was provided for the Pavilion Ferry. All the other ferries were maintained, and operated successfully throughout the year.

River-bank Protection Dyking.—Extensive improvements were made to the dykes and river at Pemberton Meadows.

Snow-removal.—Snowfall was not as heavy as last year, but falls were more frequent, particularly in the Bridge River area, requiring frequent ploughing. Snow-ploughing by machines totalled 4,346 miles.

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

DISTRICT ENGINEER, J. C. BRADY, PRINCE RUPERT.

PRINCE RUPERT ELECTORAL DISTRICT.

The North Trans-Provincial Highway was built from Mile 10.02 to Mile 11. A very considerable proportion of this work was heavy construction. The flat on each side of Diana Creek was muskeg and required heavy corduroy and rocking. Clearing and grubbing was also very heavy on this mile. A new pile bridge was built over Diana Creek. From Mile 1 to Mile 10 on the North Trans-Provincial Highway work was done in widening curves and putting super-elevation where necessary.

At Port Simpson new construction was done on Road No. 38. This road, the Shore or Hospital Road, was badly washed out by storms and high tides. At Dodge Cove, on Digby Island, most of the work was in the nature of surfacing with clam-shell mixed with sand. At Jap Inlet 318 feet of new sidewalk was built to connect with the new Dominion Wharf. At Oona River much gravelling was done on the trails; gravel being taken from the river-bed at low tide. Some cribbing was necessary.

Approximately 1,175 lineal feet of new construction was completed to give access to the Miller shingle-mill; and the road surfaced with crushed rock and gravel.

Surfacing was necessary on the Court-house approaches with crushed rock and gravel. At the Court-house Building repairs have been carried out in the different offices as required and improvements have been made on the Court-house grounds.

Bridges.—Railings of Galloway Rapids Bridge No. 68 were painted white. Spans were trussed, decking repaired, and chords and braces tightened. At Oona River Bridge caps were renewed and pier strengthened by putting rock around footing. Necessary maintenance and repairs were also carried out on McBride Street Footbridge No. 18, and on Jap Inlet Bridge No. 71.

Wharves.—A considerable amount of work was done on the Prince Rupert Wharf, chiefly on the loading-platform. New joists and false piling were put in in different places under the fish-houses and the whole structure kept in good repair.

At the Cow Bay floats, a new anchorage block for ramp was installed and the ramp moved approximately 10 feet. A new float 122 by 10 feet and another 94 by 14 feet were built. One six-pile dolphin was driven. Repairs to the other floats were necessary.

Queen Charlotte Islands (South End).—Improvements were made to Marine Drive between Port Clements and Queen Charlotte City and to the Tlell–Skidegate Road. On the Queen Charlotte City–Skidegate Road some widening and gravel surfacing was done. Work was also done on Third Avenue West, Queen Charlotte City. Settlers' roads were improved by gravelling, ditching, grading, and surfacing. An approach was opened up to give access to the Dominion Government Wharf at Skidegate. A new bridge (No. 21) 125 feet in length with rock-fill replaces the old and longer structure at Queen Charlotte City. The superstructure of No. 13, Kumdis Bridge, 224 feet in length, was renewed.

Queen Charlotte Islands (North End).—Necessary repairs were carried out to the old Masset–New Masset Road and Masset Streets. Cook Street was opened up for 200 feet and

Delkatlah Street for 600 feet, 20 feet wide. Delkatlah Shore Road was improved by a fill 600 feet long. Masset–Tow Hill Road was maintained, improvements made at Mile 1.6 and 0.8 mile of new road cleared, rough-graded, and planked near White Creek, over which a new bridge was built. A reconnaissance survey was made of the proposed road from Port Clements to Masset, a distance of 31 miles, and 4¼ miles located at the Port Clements end and 4¼ miles at the Masset end.

ATLIN ELECTORAL DISTRICT.

South Atlin.—Alice Arm—Project No. 6—Dolly Varden Railway: Work commenced April 1st, 1937, and discontinued November 19th, 1937. The track, which extends for 17 miles, was put in fair condition for light speeder traffic. Slides were cleared, the track brushed out, some new ties and track put in, bridges and cribbing replaced. At Paul Kladuc Creek a log-jam was cleared and new cribbing put in, 300 feet of track, including new ties replaced. At Mud Creek Canyon 600 feet of track and trestle-work had to be replaced. A new 87-foot bridge was put in at 9-Mile.

Project No. 23, Upper Kitsault Trail: Work commenced July 2nd and discontinued September 30th, 1937. The first 7 miles were brushed out and slides removed, windfalls cut out and cleared. Some excavation was done and puncheon put in where required. This trail is in good shape for pack-horses, with the exception of two small bluffs, where the trail is narrow.

Illiance Trail was brushed out for 14 miles, windfalls cut out and considerable rock-work and grading done.

Wing Dam (Bridge Protection): Three hundred and fifty cubic yards of rock was used to strengthen the dam. Snags were blasted out of the river, and general repairs were made.

At Aiyansh the Grease Harbour Road was improved, clearing and grading carried out where necessary and some new culverts installed. Work was also done on the Irene Meadow Road, the Grease Harbour–Cranberry Road, and the Aiyansh–Sand Lake Road. One hundred and fifty-six lineal feet of new bridging, 4 feet wide, were constructed on Port Nelson–Arrandale Trail.

Stewart.—Project No. 20, Bear River Protection: Work, which commenced on April 1st, 1937, was completed, as far as funds would permit, on November 30th, 1937. The old groyne extends from the west end of Bear River Bridge to a point 3,360 feet in a southerly direction. The present work included the strengthening of the old groyne where necessary, and its extension in a south-westerly direction for 1,755 feet. A total of 8,500 cubic yards of rock was used. The average width of the wall or groyne is 16 feet at the base, tapering to 6 feet at the top. Three hundred feet of ditching and excavation was also done.

Project No. 4, Big Missouri Road: Work was continued on this project, commencing May 2nd, 1937, and finishing on October 30th, 1937. Rock points were removed and the road widened as far as possible; 30 new culverts were put in and 13,200 feet of new ditching, 200 lineal feet of cribbing, 62 lineal feet of timbered bridges, 275 cubic yards of dry-stone wall, 40 cubic yards of riprap, and 2,480 cubic yards of gravelling. A number of mining-trails were brushed out, cleared, and generally maintained in a passable condition. The Salmon River Road, Stewart–Hyder Road, Bear River Road, and the arterial highway in Stewart were maintained.

Unuk River.—Sulpherettes Creek: About 9 miles of new pack-trail were cut and slashed, windfalls cut out, and grading done. The cable-crossing at 3-Mile was moved about 300 feet farther up. Some heavy grading was done between 3-Mile and 4-Mile on steep side-hill.

Mouth of Sulphide Creek, Project No. 42: Work on this project was commenced on July 26th, 1937, and discontinued October 14th, 1937. This trail is 16 miles, 10 miles of it being completed at the end of the season's work. Thirty-six and a half acres were cleared and 12 acres grubbed. One thousand cubic yards of earth excavated, 400 feet of corduroy put in, and 300 feet of small log bridges.

North Atlin.—Whitewater Mine Road, Project No. 1: This is a new road, 7 miles in length, from Taku Landing to the Polaris Taku Mine. The road was cleared an average width of 33 feet, the width of the road being 10 to 12 feet, average width of finished surface 10 feet.

Atlin Surprize Road: Some major improvements were made on this road. Ditches were cleared and improved, culverts cleaned, and new ones put in where required.

Spruce and Ruby Creek Roads: Major improvements were made on this road. This work included clearing and improving existing culverts and putting in new ones where necessary. Ditches were cleaned and improved, and grades reduced or improved as required. General maintenance and repairs were carried out on other roads during the season.

Stikine.—Telegraph Creek–Dease Lake Road, Project No. 11: Work on this project was commenced on May 17th, 1937, and completed on September 24th, 1937, and comprised general improvements on that portion between Mile 26 and Mile 65.

McDames Creek–Quartz City Road, Project No. 12: Improvement-work was commenced on this project July 2nd, 1937, and completed September 18th, 1937. The work, which was done from Mile 1 to Mile 17, has placed the road in fair condition for the distance covered.

Calbreath Road: Some improvements were done on this road during the season, consisting of clearing brush, ditches, and grading. Road in fair shape.

Skeena Electoral District.

Maintenance of Highways.—All roads were maintained during the year; relief labour was available in all parts of this district.

Highway Construction and Improvements.—Six miles of the North Trans-Provincial Highway have been opened up east of Usk. Three miles are complete, and about 3 miles 40 per cent. complete. Between Skeena Crossing and Kitwanga 1 mile of the highway was graded about 80 per cent., to replace the road washed out by 1936 floods.

Driftwood Road No. 23 was widened and improved for 4 miles, and Silver Lake Trail No. 281 widened to a tractor road for 3 miles. A regrading scheme was carried out in connection with the reconstruction of the Driftwood Bridge. Repairs were made to the plank roads in Port Essington.

Trails.—Numerous mining-trails were improved.

Bridge Maintenance and Construction.—Minor repairs were made to a number of bridges throughout the district. A new 70-foot King-truss span was erected over Driftwood Creek, with trestle approaches. Two new 60-foot King-truss spans were erected over Cedarvale Slough with trestle approaches. A 70-foot King-truss span of hewn timber over Chimdemash was completed. The northerly tower of the 4-Mile suspension bridge on Kispiox Road was reinforced and stiffened by new timber and concrete. With the exception of Chimdemash Bridge, all new construction was made necessary by flood damage.

Ferries.—A new 5-ton reaction ferry was built and launched at Remo to replace one destroyed by floods in 1936. A 14- by 16-foot cabin was built for the Hazelton Ferry to replace the ferry-house washed away in the 1936 floods. Minor repairs were carried out to the other ferries in the district. Sunday and holiday service was inaugurated during the summer on the ferries, and proved a great convenience to the residents of the different communities.

Snow-removal.—A total of 220 miles of road were ploughed and kept open for traffic, the equipment ploughing 1,934 snow-plough miles. The snow, while not heavy, became rain-soaked after every individual fall, making removal difficult, and resulting in icy roads after ploughing. Snow-fences were used for the first time in the district at Hazelton and Terrace, and proved their effectiveness during drift conditions.

Surveys.—Location surveys on different parts of the road between Skeena Crossing and Kitwanga for a total of 1.25 miles were made. Two miles of relocation were run east of Usk. Surveys were made and plans prepared for the gazetting of several roads throughout the district.

Omineca Electoral District.

Construction and Reconstruction.—Five different projects were undertaken between Telkwa and Vanderhoof. The McDowell Creek Project, which was only about 75 per cent. completed in 1936, was finally completed in 1937. This work consisted of a double 5- by 6-foot culvert and fill. The culvert, which was 110 feet in length, was constructed of 12- by 12-inch cedar timber. This work has greatly improved the alignment at this point and has also eliminated a very dangerous section of road.

The Houston Project, which was commenced in 1937, was totally completed this season. This work comprised the excavation of a new channel at Buck River, 1,672 feet in length, 60 feet wide, and 5 feet deep. A 60-foot King-truss span with four 15-foot pile-bent

approaches was constructed over this channel and the Buck River then turned into the new channel. The fill approaches to the bridge were constructed from material taken from the new channel. In all about 16,000 cubic yards of material were used for this purpose. Three thousand six hundred feet of road leading to the bridge were reconstructed to standard width and surfaced.

One-half mile of road was reconstructed to standard width about ½ mile east of Endako. This was surfaced with gravel. At Le Jac, ¾ mile was reconstructed and surfaced with gravel. One mile was reconstructed and gravel-surfaced east of Fort Fraser.

Work was carried out on the Smithers–Babine Road, 2½ miles of new right-of-way being cleared, 1½ miles graded 7 feet wide, culverts installed, and thirteen small bridges constructed. Clearing and 2¾ miles of grading 18 feet wide was done on the Burns Lake–Babine Road. On the Colleymount Road, the rock-cut at Colleymount was widened and the road-bed raised above lake-level at high water. One mile of the Vanderhoof–Stuart Lake was reconstructed, straightened, and gravelled at Mile 11, and 2 miles reconstructed and gravelled between Mile 16 and 17. Reconstruction and gravelling were also done on several other roads.

Mining Projects.—Project No. 3, Fort St. James–Manson Creek: This work was carried out under contract. Starting at Mile 13 the contractors reconstructed to width of 16 feet to Mile 25. All necessary culverts were put in and the road gravelled. In addition, three pile-trestle bridges of 20 tons loading were constructed over the Ocock, Tslicoch, and 14-Mile.

Project No. 3A, Fort St. James–Manson Creek: This work consisted of making repairs and general improvements between 32-Mile and Manson Creek. A great improvement in this road has taken place during the last year. The section between Mile 13 and Mile 18, was probably the most difficult section of road to construct in this section of the country. The nature of material is extremely difficult to handle, it being of a very heavy gumbo.

Other mining-road projects included No. 13, Takla Landing–Old Hogam—improved so that trucks can travel the entire distance of 42 miles; No. 56, Aiken Lake–Croyden Mine, comprising the cutting of a sleigh-road 8 miles long, the crews being sent in and brought out by air-plane; and No. 43, Dome Mountain, 4 miles of trail having been cleared and graded.

Bridges.—Ten new bridges were constructed, including the following: Three bridges on the Fort St. James–Manson Creek Road. Tsingut River Bridge, 10 miles east of Vanderhoof, comprising a pile-trestle. Stoney Creek Bridges, Nos. 1 and 2, pile-trestle, 160 feet and 200 feet in length, respectively. McEvoy Bridge, No. 7, 60-foot King-truss span and pile-trestle approaches; channel excavated 700 feet long and 40 feet wide. Priestley Bridge, No. 156, 60-foot King-truss span and pile-trestle approaches.

Maintenance.—All roads in the district were well maintained during the year, and considerable new gravelling was done at different points throughout the district.

Snow-removal.—About 700 miles of road were kept open during the entire winter. A section of road between Fort St. James and Shoemaker, on the Manson Creek Road, was opened up on February 1st, and kept open the remainder of the season. This work was done at considerable cost on account of the heavy fall of snow in that section. However, freighters and mine operators were permitted to take in several hundred tons of freight at a very low transportation cost.

Ferries.—The ferries were kept in operation continuously until freeze-up and were cleaned, repaired, and put in order during the winter.

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

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

Highway Reconstruction and Improvement.—Cariboo Highway: Between Stone Creek and the southerly boundary of the district, approximately 2 miles were widened to standard and gravel surfaced, and between Prince George and Summit Lake a further 10 miles of this highway were gravelled.

Northern Trans-Provincial Highway: Near Willow River major improvements were made on a 2-mile section, including the reconstruction on improved alignment of ½ mile. Between Giscome and Hansard, 9 miles were regravelled and an additional 3 miles gravelled, making an all-weather road from Prince George to a point 1½ miles east from Aleza Lake. On the section east of Hansard, toward Sinclair Mills, 3 miles through swampy, heavily timbered country were hand-ditched and several fills were made. From McBride to Valemount

the highway was generally improved and several narrow side-hill sections were widened. On the section of this highway west of Prince George to the district boundary, 3 miles were gravelled; a 1-mile section at the airport was widened to standard, and the right-of-way cleared on several short diversions on improved alignment to eliminate dangerous curves.

Bridges and Culverts.—An old 40-foot King-truss span at Stone Creek was replaced by a 60-foot King-truss span, with pile-trestle approaches.

The stringers and floor were renewed in the pile-trestle over Dome Creek, and numerous other bridges, chiefly minor structures, were reconstructed, repaired, or reinforced to carry loads in excess of the standard to which they were built, but which are now imposed upon them by modern trucks.

The 35-Mile bridge at Woodpecker was replaced by a 24-inch concrete culvert and 4,500 cubic yards fill on improved alignment. Six other concrete-pipe culverts of 24- and 36-inch diameter were also constructed, three of which replaced 20-foot stringer bridges.

Ferries.—The Isle Pierre reaction ferry was reconditioned at the end of the season, and sheathed to above water-line with heavy gauge galvanized sheet iron as protection from frazil ice in the early winter. It would appear that traffic on this ferry is decreasing with the improvement of the alternate route to Prince George via the Chief Lake Highway.

Snow-removal.—With a snowfall slightly below average and few bad wind-storms, little difficulty was experienced in keeping open approximately 200 miles of highway with equipment which proved inadequate to meet the conditions experienced the previous winter. Results obtained with the V-type truck plough proved beyond reasonable doubt that this type of equipment is more efficient and economical than tractor ploughs. The average cost per plough-mile using truck and tractors was 61 cents as compared with $1.76 the previous winter when the truck plough was only in service for a short period and the cost per mile kept open was $9.37. The previous year this was $27.

Buildings.—A much-needed equipment-shed 100 feet in length was built in the Prince George yard.

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

DISTRICT ENGINEER, H. L. HAYNE, POUCE COUPE.

Maintenance of Highways.—Load restrictions were placed on all roads during the spring break-up, resulting in a material saving in maintenance costs. Patrol maintenance started earlier than usual, but owing to the exceptionally dry summer and heavy traffic the main roads ravelled badly and continued dusty until freeze-up. The patrol system was extended to include some of the more travelled local roads where equipment was available. A total of 245 miles were covered by this way.

Highway Construction and Improvement.—Grande Prairie–Fort St. John–Peace Pass: Work was continued westward towards Hudson Hope. An entirely new location was run from Cache Creek to the Halfway River, eliminating two steep hills and shortening the distance over 1 mile. Six miles of this diversion were completed before freeze-up, the remaining 3 miles being made passable. The old wagon-trail from the Halfway to the head of the portage, 13 miles beyond Hudson Hope, was made passable for motor-vehicles by minor improvements making it possible, for the first time, for cars to reach Hudson Hope under their own power all the way. In addition, 22.9 miles of old grade between Dawson Creek and Fort St. John were brought up to the 24-foot standard laid down by the Department, and new gravel was laid on 5½ miles between Mile 29.8 and Mile 42. The cut-bank hill was widened to 30 feet by the use of a power-shovel, and numerous culverts were installed and small fills made between Mile 56 and the Peace River.

Dawson–Rolla–Clayhurst: The section between Mile 1 and Mile 6 was brought up to the 24-foot standard width. The north and south hills approaching Saskatoon Creek Bridge were relocated and reconstructed to a maximum gradient of 7 per cent. and a coat of gravel laid down. An entirely new grade, 1.6 miles in length, to connect with the new Clayhurst ferry-site over the Peace River, was built from the top of the hill to water-level, a drop of nearly 900 feet.

Dawson–Moberly–Hudson Hope: Four miles were graded 20 feet wide, and Chase's Hill at Mile 5.5 was relocated and the grade cut down from 16 to 7 per cent. Numerous new culverts and small fills were made between Dawson Creek and East Pine. Beyond the Pine River, the old wagon-trail to Moberly Lake was improved by minor repairs and diversions.

Fort St. John–Hines Creek: Work was continued with the widening of the 3-mile east approach hill to the Beatton River, and 6 miles of the old trail to Cecil Lake were graded, fills made and culverts installed.

Tupper–Hays–Pouce Coupe: A 2-mile diversion following the railway east from Pouce Coupe was completed, giving a level road where two bad hills and a bridge had to be negotiated before. Seven miles of old wagon-road were improved by grading and numerous culverts installed.

Roads General.—Numerous farm and settlement roads were improved to a higher standard by grading and installing culverts and ditching.

Bridges Constructed.—Landry Bridge: A 130-foot creosoted Howe-truss span was built across the Pouce Coupe River at Landry to take the place of a ford. While only a small number of farmers in British Columbia benefit directly by this bridge, it opens an outlet from the Alberta side of the border to a large farming area, all residents of which do their trading in British Columbia.

McWha Bridge: A 210-foot 10-ton standard pile-trestle spanning Canyon Creek on the Hays Road. It was built to eliminate two bad hills on the road to Hays District.

Four other new bridges totalling 187 feet in total length were built to give crossings where none existed before.

Bridges Reconstructed and Maintained.—Seven old structures were replaced with new ones having a total length of 324 feet and twenty-two structures were maintained.

Ferries.—A new ferry-site has been approved over the Peace River to give access to residents of the Clayhurst area. Material is on the ground and construction has started.

A temporary power-ferry, consisting of one 34-foot power-boat and a 32-foot rowboat with a plank deck between, was put in operation over the Halfway River to allow cars wishing to make the trip to Hudson Hope to cross the river.

All other ferries were maintained and no trouble was experienced other than the usual ice conditions over the Peace River during the fall freeze-up and spring break-up.

Snow-removal.—Snow conditions were below normal and all roads were open. Only one trip with the plough was necessary between rail-head and Fort St. John.

Government Buildings.—All buildings have been well maintained and foundations put in for a six-bay machinery-shed at the Pouce Coupe Government Yard.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act."

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31st, 1938.

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	.....	.....
	77A	Comox Road	Primary	.....	1.06	.....
	3B	Cumberland Road and Union St.	Secondary	.....	.....	1.10
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	.....	.....
	101B	Third Avenue (part of)	Secondary	.....	.....	0.88
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 Road (Semiamu Rd.)	Primary	.....	9.00	.....
	69A	Scott Road (western portion)	Primary	.....	5.15	.....
	40B	Boundary Bay Road	Secondary	.....	.....	7.80
	87B	Parts of Bridge Street and Westminster Avenue	Secondary	.....	.....	0.52

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1938—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Delta	99B	Point Roberts Road	Secondary	.....	.....	1.55
	103B	Portions of Goudy Road and Farrell Road	Secondary	.....	.....	3.51
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
	102B	Glover Road (Fort Langley Road)	Secondary	.....	.....	6.00
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	.....	.....
	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
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	.....	.....
	84R	Scott Road and portion of Mount Newton Cross-road	Arterial	1.60	.....	.....
	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	.....	.....
	59B	Vye Road	Secondary	.....	.....	3.00
	60B	Vedder Mountain	Secondary	.....	.....	3.75

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1938—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Summerland	41R	Penticton–Kelowna	Arterial	8.60	-------	-------
Surrey	15R	Peace Arch Highway	Arterial	5.60	-------	-------
	2R	Trans-Provincial (Yale Road)	Arterial	12.91	-------	-------
	13R	Pacific Highway	Arterial	9.55	-------	-------
	85R	Scott Road Extension	Arterial	0.44	-------	-------
	61A	Scott Road (eastern portion)	Primary	-------	7.60	-------
	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
Pouce Coupe	83R	Arterial Highway, Pouce Coupe	Arterial	0.43	-------	-------
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	86R	Tofino–Ucluelet Road	Arterial	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	5.40	5.84
District Municipalities	265.68	59.49	135.52
Village Municipalities	16.72	0.18	3.05
Total classified mileage	311.95	65.07	144.41
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	311.95	59.92	142.51

PART V. OF THE "HIGHWAY ACT."

MOTOR CARRIERS—STATEMENT OF LICENCES ISSUED DURING LICENCE-YEAR ENDED FEBRUARY 28TH, 1938.

Kind of Licence.	Number of Licences issued.		
	Renewals.	New.	Total.
A. Public Passenger-vehicles	75	43	118
B. Limited Passenger-vehicles (more than seven passengers)	50	41	91
C. Limited Passenger-vehicles (seven passengers and under)	173	197	370
D. Public and Limited Passenger-vehicles	101	40	141
E. Public Passenger and Freight-vehicles	4	1	5
F. Limited Passenger and Freight-vehicles	1	3	4
G. Public Freight-vehicles	131	55	186
H. Limited Freight-vehicles	879	962	1,841
J. Public and Limited Freight-vehicles	29	15	44
K. Private Freight-vehicles (farmers)	1,992	1,575	3,567
L. Private Freight-vehicles (other than farmers)	2,536	2,245	4,781
Totals	5,971	5,177	11,148

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Spuzzum, April 15th to December 20th, 1937, inclusive.

(FIGURES FOR 1936 SEASON ARE SHOWN IN ITALICS.)

	Month.																		Year Total.	
	April.		May.		June.		July.		August.		September.		October.		November.		December.			
	1936 (15th to 30th).	1937. (15th to 30th).	*1936.*	1937	*1936.*	1937.	*1936.*	1937.	*1936.*	1937.	*1936.*	1937.	*1936.*	1937.	*1936 (1st to 15th).*	1937.	*1936.*	1937 (1st to 20th).	*1936* (April 15th to Nov. 15th).	1937 (April 15th to Dec. 20th).
Automobiles.																				
FOREIGN—																				
Alberta	*2*	2	*25*	28	*56*	53	*163*	114	*89*	93	*33*	46	*39*	25	*12*	17	.....	4	*419*	382
Saskatchewan	*2*	2	*10*	15	*25*	41	*85*	94	*33*	66	*18*	56	*29*	39	*9*	23	.....	3	*211*	339
Manitoba	*1*	1	*7*	9	*16*	17	*31*	20	*20*	24	*31*	25	*13*	19	*2*	7	.....	1	*121*	123
Eastern Canada	*1*	2	*15*	13	*19*	23	*57*	41	*37*	43	*19*	32	*16*	19	*1*	9	.....	1	*165*	183
Washington	*8*	29	*113*	136	*160*	247	*378*	481	*428*	520	*241*	405	*127*	178	*17*	61	.....	17	*1,472*	2,074
Oregon	*1*	.....	*9*	6	*20*	18	*56*	67	*47*	55	*32*	29	*11*	17	*2*	12	.....	.....	*178*	204
California	*5*	5	*17*	29	*72*	104	*266*	261	*199*	262	*102*	95	*39*	42	*2*	2	.....	.....	*702*	800
Idaho	.....	.....	.....	.....	.....	1	*2*	9	*7*	14	*2*	6	*1*	3	.....	1	.....	.....	*12*	34
Miscellaneous	*4*	1	*16*	8	*39*	34	*146*	145	*144*	154	*47*	68	*16*	21	*5*	4	.....	1	*417*	436
Total Foreign	*24*	42	*212*	244	*407*	538	*1,184*	1,232	*1,004*	1,231	*525*	762	*291*	363	*50*	136	.....	27	*3,697*	4,575
BRITISH COLUMBIA	*634*	599	*2,191*	2,470	*2,161*	2,525	*3,015*	3,402	*3,419*	3,810	*2,991*	3,998	*2,381*	3,084	*644*	1,006	.....	334	*17,436*	21,228
Total automobiles	*658*	641	*2,403*	2,714	*2,568*	3,063	*4,199*	4,634	*4,423*	5,041	*3,516*	4,760	*2,672*	3,447	*694*	1,142	.....	361	*21,133*	25,803
Motor-trucks	*148*	214	*384*	505	*387*	550	*411*	538	*437*	592	*438*	556	*467*	579	*189*	411	.....	202	*2,861*	4,147
Motor-cycles	*7*	2	*13*	9	*19*	21	*31*	36	*28*	36	*8*	17	*8*	15	*2*	5	.....	2	*116*	143
Total motor-vehicles	*813*	857	*2,800*	3,228	*2,974*	3,634	*4,641*	5,208	*4,888*	5,669	*3,962*	5,333	*3,147*	4,041	*885*	1,558	.....	565	*24,110*	30,093
Daily ave. (all vehicles)	*51*	54	*90*	104	*99*	121	*150*	168	*158*	183	*132*	178	*101*	130	*59*	52	.....	28	*112*	120

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS (EXCLUSIVE OF HARD-SURFACING) DURING FISCAL YEAR 1937–38.

(NOTE.—Mining Trails denoted by " M.")

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1938.
						Per Cent.
Alberni-Nanaimo	.....	South Wellington Road	Nanaimo River, north	1.00	Reconstruction, widening, and gravelling	50.0
		Island Highway	Mile 91	0.40	Overhead railway crossing and approaches to replace level crossing	100.0
	1A	Canadian Highway	Alberni Mountain	1.85	Reconstruction	100.0
	1A	Canadian Highway	Mile 121.6 and Mile 125	1.58	Reconstruction	100.0
	1A	Tofino–Ucluelet	Long Beach section	10.00	Gravelling	80.0
		Beaver Creek Road	Point 12 miles north from Alberni	2.00	Clearing, grubbing, grading, and gravelling	60.0
		Central Lake	East from Great Central Lake	4.00	Clearing, grubbing, grading, and gravelling	100.0
	M-2	Zeballos River Road	Zeballos to mines	2.00	Construction	60.0
	M-27	Sproat Lake–Kennedy Lake	West from Sproat Lake	13.00	Clearing and bridging	100.0
	M-41	Cowichan Lake–Arrowsmith	South from Canadian Highway	10.00	Clearing	100.0
	2A	Zeballos River	Zeballos to mines	2.00	Construction, continuation of	100.0
	2B	Spud Creek	Junction Zeballos Road at Spud Creek to mines	2.50	Construction	100.0
	2C	Spud Creek	Junction Zeballos Road at Spud Creek to mines	2.50	Gravelling	100.0
	M-62	Zeballos Road	Zeballos Wharf	.....	Wharf construction with approaches at Zeballos	100.0
Atlin	1	Whitewater Mine Road (Taku)	Taku Landing–Polaris Mine	7.00	New construction	75.0
	4	*Big Missouri Road*	*Salmon River Road–Big Missouri Mine*	5.50	*Reconstruction, widening, ditching, and general improvements*	50.0
	6	Dolly Varden Railway	Mile 1 to Mile 9	9.00	Reconstruction and major improvements	50.0
	11	Telegraph Creek–Dease Lake Road	Mile 26 to Mile 65	39.00	Reconstruction and major improvements	50.0
Burnaby	8	Dewdney Trunk Road (19B, *Port Moody*)	Mile 10 to Mile 12	2.00	Construction-work on relocation	100.0
Cariboo, North	.....	Cariboo Road	Mile 216 from Ashcroft	0.56	Reconstruction, new diversion	100.0
	5	Cariboo Road	Mile 190 from Ashcroft	0.53	Reconstruction, realignment	100.0
	5	Cariboo Road	Mile 221 from Ashcroft	1.26	Reconstruction, new diversion	100.0
	5	Williams Lake Cut-off	Soda Creek	1.00	Reconstruction, new diversion	100.0
	M-19	Keithley	Likely to Keithley	16.70	Diversion and widening, patch-gravelling	100.0
	M-21	Barkerville–Cunningham Creek	Barkerville to Cunningham Creek	6.00	Widening, grade revision, and drainage	100.0
	M-45	Barkerville	Mile 8 from Quesnel	0.60	New diversion, realignment	100.0

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS—*Continued.*

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1938.
						Per Cent.
Cariboo, North	M-45	Barkerville	Quesnel to Barkerville	58.00	Brushing, widening, gravelling, and culverts	100.0
	M-46	Willow River–Sugar Creek	Wells to Hardscrabble Junction	5.00	Diversions, widening, grading, and gravelling	100.0
	M-47	Barkerville–Bear Lake	Barkerville to Bear Lake	17.00	Widening, grading, gravelling, and culverts	100.0
	M-52	Hixon Creek	Cariboo Road at Hixon to Quesnel Quartz Mine	0.22	New diversion	100.0
	M-46A	Sugar Creek Road Extension	Hardscrabble Junction	2.00	Reconstruction, widening	100.0
Cariboo, South	5	Cariboo	Mile 140.5 to Mile 141.1	0.60	Constructing diversion of 0.6 mile to standard width, and surfacing with gravel	100.0
	5	Cariboo	Mile 147.8 to Mile 149	1.20	Constructing diversion of 1.2 miles to standard width, and part surfacing with gravel	80.0
	M-5	Taseko Lake	Mile 60.6 to Mile 63.7	3.10	Constructing road 9 ft. wide, placing necessary culverts and three stringer bridges	100.0
	5A	Taylor–Windfall (Taseko Lake–Battlement Creek)	Mile 0.00 to Mile 4.9	4.90	Constructing tractor-road 6 ft. wide	50.0
	M-20	Williams Lake–Likely	Mile 47 to Mile 48.5	1.50	Constructing diversion around Likely Hill, road-bed 14 ft. to 16 ft. wide	90.0
		Deka Lake	Mile 5.1 to Mile 9.7	4.60	Regrading 1.6 miles of existing road and extending road 9 ft. wide for 3 miles	100.0
Chilliwack	9	Mission–Huntingdon (Abbotsford–Clayburn section)	Gladys Street, Abbotsford to Clayburn	2.21	New construction of 0.20 mile; reconstruction on improved alignment and increased width; completion of clearing, grading, and gravelling, 0.51 mile (all contract-work)	100.0
	1	Trans-Canada Highway (Rosedale–Cheam section)	Rosedale, Mile 72.6 to Mile 73.8	1.20	Reconstruction on improved grades and alignment, completion of grading and gravelling by contract; also mulch surfacing by another contract	100.0
Columbia	15	Kootenay–Columbia Highway (Radium–Golden)	Mile 9 to Mile 11	2.00	Reconstruction on new alignment	80.0
			Mile 62 to Mile 64.2	2.20	Reconstruction, new diversion	80.0
Comox	2	Nanaimo–Menzies Bay Highway	Mile 168 to Mile 174.5 Mile 123.5 to Mile 134.7 Mile 131 to Mile 132	9.70	Reconstruction	95.0

						Per Cent.
Cowichan-Newcastle	1	Island Highway	Mile 33 to Mile 39.5	5.60	Diversion, construction on new location	70.0
		Arterial Highway 31R	Dodds Bridge overhead crossing	0.64	Overhead crossing of E. & N. Rly. to replace level crossing	80.0
		Island Highway	2 miles north of Ladysmith	0.50	Widening and gravelling	60.0
	M-22	Mount Sicker Road	At Mount Sicker, near Westholme	1.75	Widening, ditching, and gravelling	100.0
	M-40	Cowichan Lake–Chemainus River	North from Cowichan Lake along Cottonwood Creek	6.00	Clearing	100.0
Cranbrook	16	Trans-Provincial Highway, Tochty	Mile 400 to Mile 403.6	3.60	Reconstruction, new diversion, realignment, and grade revision	75.0
	16	Trans-Provincial Highway, Aldridge	Mile 406.2 to Mile 410	3.80	Reconstruction, new diversion, realignment, and grade revision	100.0
	16	Trans-Provincial Highway, Moyie	Mile 416.5 to Mile 424.2	7.70	Reconstruction, new diversion, realignment, and grade revision	100.0
	16	Trans-Provincial Highway, Moyie Narrows	Mile 414.8 to Mile 415.7	0.90	Reconstruction, new diversion, realignment, and grade revision	100.0
	6	Trans-Provincial Highway, Wardner	Mile 454.6 to Mile 458.1	3.50	Reconstruction, new diversion, realignment, and grade revision	100.0
Delta	.....	Trans-Canada Highway (2R)	South end Pattullo Bridge easterly for 1.30 miles	1.30	(*a.*) Constructing approach to Pattullo Bridge along side existing pavement, comprising a heavy gravel-fill (90,000 cu. yds.) and surfacing with penetration macadam (0.22 mile)	100.0
					(*b.*) Reconstruction by widening, realigning, building up new formation on improved grades, and resurfacing for 4-lane traffic (0.51 mile)	100.0
					(*c.*) Constructing diversion through heavy excavation, grading and surfacing with mulch for 4-lane traffic (0.46 mile)	100.0
					(*d.*) Reconstructing on existing location by widening for 4-lane traffic, and gravelling (temporarily) (0.11 mile)	80.0
		Scott Road Extension (85R)	Trans-Canada Highway (2R) south to existing Scott Road	0.44	Clearing, grading, and gravelling new road-bed on new location	100.0
	114	Peace Arch Highway (15R)	Campbell River Road to Elgin	4.66	New construction (continuation of), comprises 2 ac. cleared, 11,270 cu. yds. excavation, and 76 lin. ft. of 30-inch concrete culvert	95.0

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS—*Continued.*

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1938.
						Per Cent.
Dewdney	8	Lougheed Highway (26R) (Agassiz Flats)	Mile 71 to Mile 72	1.00	Reconstruction, widening and raising road-bed	100.0
		Trans-Canada Highway (Hope–American Creek section)	Vicinity of Haig	.....	Revision of alignment and gradients by the construction of an overhead crossing (with gravel-fill approaches) over C.P. Rly., thereby eliminating level crossing, completion of work commenced 1936–37	100.0
Esquimalt	1	Island Highway	Mile 17.25 to Mile 19	1.75	Reconstruction, diversion of existing road	100.0
Fernie	6	Southern Trans-Provincial Highway (Hosmer–Natal)	Mile 513.1 to Mile 519.5	6.40	New construction	100.0
Fort George	4	Northern Trans-Provincial Highway	Mile 18 to Mile 20 (between Prince George and Willow River)	2.00	Reconstruction, widening and realignment	40.0
			Mile 32 to Mile 43 (between Giscome and Aleza Lake)	11.00	Reconstruction, gravelling	60.0
			Mile 50 to Mile 51 (between Aleza Lake and Hansard)	1.00	Reconstruction, widening and gravelling	30.0
			Mile 53.8 to Mile 56.8 (between Hansard and Sinclair Mills)	3.00	Reconstruction, ditching and grading	30.0
			Between McBride and Valemont	8.00	Reconstruction, widening and gravelling	50.0
	5	Cariboo Road	Between Mile 25 and northerly boundary Cariboo District	2.50	Reconstruction, widening, realignment, and gravelling	75.0
Grand Forks-Greenwood	6	Southern Trans-Provincial Highway	Between Eholt and Greenwood	3.00	Reconstruction, widening, etc., to standard width and grade	50.0
			Between Laurier and Christina Lake	4.80	Reconstruction, widening, etc., to standard width and grade, and flush-coating	100.0
			Between Greenwood and Midway	1.90	Reconstruction, widening, etc., to standard width and grade, and flush-coating	100.0
			Between Midway and Rock Creek	2.18	Reconstruction, widening, etc., to standard width and grade, and flush-coating	100.0
			Rock Creek Canyon	.....	Removing solid rock wall in widening road	
	M-24	Phoenix–Greenwood		.....	General repairs, road surfaced with crushed rock	
Islands	18	Fulford–Ganges	Mile 0 to Mile 10	3.00	Reconstruction, widening, improving alignment, resurfacing, etc.	100.0

						Per Cent.
	19	West Saanich Road	Mile 14 to Mile 20	6.00	Reconstruction, widening, improving shoulders, ditching, etc.	100.0
Kamloops	1	Trans-Canada Highway (Kamloops–Cache Creek)	Deadman Creek to Savona Bridge, Mile 245.35 to Mile 247.20	1.85	Reconstruction, new diversion on improved location	100.0
	10	North Thompson Highway (Kamloops–Valemont)	Barriere Bridge Fill, Mile 40 to Mile 40.35	0.35	Reconstruction, widening and raising existing fill	100.0
			Chinook Cove, Mile 44 to Mile 44.65	0.65	Reconstruction, new diversion on improved location	100.0
Kaslo–Slocan	13	Slocan Valley–Nakusp (Vallican Diversion)	Mile 2.10 to Mile 11.60	8.875	Reconstruction, new diversion	40.0
		Slocan Valley–Nakusp (Box Lake section)	Mile 64.20 to Mile 67.70	3.50	Reconstruction, widening and realignment	75.0
	11	Nelson–Kaslo (Cedar Creek section)	Mile 5 to Mile 6	1.00	Reconstruction, widening and realignment	40.0
	M-36	Kaslo–New Denver Road	Different sections over entire road	5.00	Reconstruction, widening	100.0
	M-39	Ferguson–8-Mile	Ferguson to 8-Mile Creek	2.00	Reconstruction, new diversion and widening	100.0
	M-57	Beaton–Ferguson	Mile 0 to Mile 17	5.00	Reconstruction, widening sections of entire road	100.0
	M-35	Springer Creek	Mile 0 to Mile 8	8.00	Reconstruction, widening	100.0
	M-38	Enterprise Creek	Mile 0 to Mile 6	6.00	Reconstruction, widening	100.0
Lillooet	M-10	Ashloo Mine	Mile 0 to Mile 2.36	2.36	New construction	30.0
	M-31	Tyaughton Creek	Mile 4 to Mile 8	4.00	New construction	90.0
	M-33	Gun Creek	Mile 0 to Mile 3.25	3.25	New construction	90.0
	M-55	Mud Creek	Mile 7 to Mile 9	1.60	Revision and reconstruction	100.0
	M-61	Tommy Creek (Trail)	Mile 0 to Mile 1.6	1.60	New construction	60.0
	S-338	Lytton–Lillooet	Mile 0 to Mile 2	2.00	Widening and improvement	
	S-903	Squamish–Britannia	Mile 0 to Mile 3.5	3.50	Improvement and new construction	50.0
Mackenzie	.....	Murray Road (No. 252)	Mile 0 to Mile 0.30	0.30	New construction, clearing and grading	100.0
		Joncas Road (No. 253)	Mile 0 to Mile 0.16	0.16	New construction, clearing 0.06 mile, grading and gravelling 0.10 mile	65.0
		Thunder Bay Road (No. 137)	From Surgenor Bridge south 2½ miles	2.50	Reconstruction, widening and realignment	100.0
			Deighton Hill	0.25	Reconstruction, widening and realignment	100.0
			School-house Hill, Lang Bay	0.25	Reconstruction, widening and realignment	100.0
		Bella Coola Road (No. 9)	At Store Branch	0.17	Reconstruction after flood, 910 ft. of brush and wire mattress reconstructed	100.0
			Between Hagensborg and Belarko	8.50	Relocation and reconstruction after flood	100.0
		Sechelt–Pender Harbour (No. 314)	Sta. 625 to Sta. 879	4.80	New construction	90.0
			Halfmoon Bay to Sechelt	11.70	Reconstruction, including new diversion, widening, realignment, and grade revisions	70.0

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS—*Continued.*

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1938.
Nelson-Creston	.....	Southern Trans-Provincial Highway—				Per Cent.
		Nelson–Castlegar section	Mile 271 to Mile 272.5 (Shoreacres)	1.50	Reconstruction on diversion	100.0
			Mile 278.2 to Mile 278.3 (Falls Creek)	0.10	Reconstruction to standard, bridge filled	100.0
			Mile 260 to Mile 264.65 (Brilliant)	4.65	Reconstruction to standard	100.0
		Creston–Wynndel section	Mile 359 to Mile 361.45	2.45	Construction to standard	100.0
			Mile 358.4 to Mile 365	6.60	Gravelling	100.0
		Creston–Goatfell section	Mile 374 to Mile 377 (Kitchener)	3.00	Widening	10.0
			Mile 379.46 to Mile 385.8 (Goatfell)	5.34	Gravelling	100.0
		Creston–Porthill Road	Mile 4 to Mile 6	2.00	Reconstruction to standard, gravelling	100.0
		Nelson–Nelway Road	Mile 8.5 to Mile 10.5	2.00	Reconstruction to standard	100.0
			Mile 25.5 to Mile 26	0.50	Gravelling	
			Mile 26.7 to Mile 32	5.30	Gravelling	
			Mile 30 to Mile 32	2.00	Reconstruction	100.0
		Sheep Creek Road	Mile 3 to Mile 7	4.00	Ditching and gravelling	100.0
		Reno Mine Road	Mile 1 to Mile 6	6.00	Clearing and building passing places	50.0
		Pend d'Oreille Road	Mile 1 to Mile 6	6.00	Widening with bulldozer	50.0
		Durango Mine Road	Mile 4.5 to Mile 6	1.50	Widening with bulldozer	50.0
		Wisconsin Mine Road	Mile 5 to Mile 7	2.00	New construction	50.0
		Bayonne Mine Road	Mile 10 to Mile 13	3.00	Gravelling	25.0
		Syringa Creek Road	Mile 2 to Mile 8	6.00	Widening with bulldozer	25.0
		Southern Trans-Provincial Highway (Canyon Street, Creston)	Mile 365.35 to Mile 365.53	0.18	Excavated and back-filled to get foundation and drainage	100.0
		Creston Flats	.....	14.40	Graded by farmers working out taxes	50.0
North Okanagan	5	Prince George–Osoyoos—				
		(Vernon–Kelowna, No. 68)	Mile 7.5 to Mile 9.5	1.25	Reconstruction, widening	100.0
		(Vernon–Armstrong, No. 63R)	Mile 4 to Mile 10	4.20	Reconstruction, widening and ditching	100.0
Omineca	M-3	Fort St. James–Manson Road	12 miles north Fort St. James	13.00	Reconstruction	100.0
	3A	Fort St. James–Manson Road	Mile 31 to Manson Creek	15.00	Reconstruction	100.0
	M-43	Dome Mountain Road	N.E. Lot 1218, Tp. 6, R. 5, to Dome Mountain	4.00	Reconstruction	100.0
	M-56	Aiken Lake–Croydon Mine Winter Road	Aiken Lake to Croydon Mine	8.00	New construction	100.0
	M-13	Takla Landing–Old Hogem	Takla Landing to Old Hogem	40.00	Reconstruction	100.0
	4	Northern Trans-Provincial Highway	McDowell Creek, 2 miles east of Telkwa	.....	Reconstruction, culvert and fill	100.0
			At Houston	0.75	Reconstruction, realignment	100.0
			At Endako	0.50	Reconstruction, widening and realignment	100.0

						Per Cent.
			At Lejac	0.75	Reconstruction	100.0
			Sec. 16, 6 miles east of Fort Fraser	1.00	Reconstruction	100.0
Peace River	.....	Dawson–Rolla–Clayhurst	N.W. cor. Sec. 7-82-13 to Peace River	1.60	New construction	90.0
		84–20–5	Road No. 1, Mile 74 to S.W. cor Sec. 12-84-20	2.00	New construction	100.0
		78–14–7	Road No. 4, Mile 2.5 to S.E. cor. Sec. 22-78-14	1.00	New construction	100.0
		Grand Prairie–Fort St. John–Peace Pass	Cache Creek near Halfway River	5.90	New construction	100.0
			From Mile 27.3 to Mile 42	14.70	Reconstruction, widening to 24-ft. standard	100.0
			From Mile 49.3 to Mile 57.5	8.20	Reconstruction, widening to 24-ft. standard	100.0
			From Mile 57.5 to Peace River	9.00	Reconstruction, widening to 20-ft. standard	80.0
			From Peace River to Fort St. John	13.00	Reconstruction, widening to 20-ft. standard	85.0
		Dawson Creek–Clayhurst	From Mile 1 to Mile 6	6.00	Reconstruction, widening to 24-ft. standard	100.0
			From Mile 10 to Mile 17	7.00	Reconstruction, widening to 20-ft. standard	80.0
		Dawson–Moberly–Hudson Hope	From Mile 1 to Mile 4.1	4.10	Reconstruction, widening to 20-ft. standard	85.0
		Various local roads		38.00	Filling, widening, ditching, and grade revisions	Varies from 50.0 to 100.0
Prince Rupert	4	Northern Trans-Provincial Highway	From Mile 10 to Mile 11, east of Prince Rupert	1.00	New construction	100.0
Revelstoke	1	Trans-Canada Highway (Revelstoke West Road)	From Mile 3.92 to Mile 4.73, west of Revelstoke	0.81	Reconstruction to standard and realignment	54.0
Rossland-Trail	12	Rossland–Paterson	From International Boundary at Paterson, north for 2 miles	2.00	Reconstruction, realignment, widening, and grade revision	100.0
	6	Castlegar–Trail Road	Sullivan Creek Diversion, Mile 248 to Mile 248.68	0.68	Reconstruction, realignment, widening, and grade revision	100.0
		Warfield Subdivision Road	Road through Warfield Subdivision	0.25	New construction	100.0
		Bruce Subdivision Road	Road through Bruce Subdivision	0.50	New construction	100.0
		Castlegar Townsite	Road through Castlegar Townsite	1.50	Reconstruction, widening and realignment	100.0
Saanich	19	West Saanich Road	Between Mile 0 and Mile 6	4.00	Reconstruction, widening and realignment	100.0
Salmon Arm	1	Trans-Canada Highway—				
		(Kamloops–Revelstoke section)	Mile 295.25 to Mile 298.34 (Pritchard)	3.09	Reconstruction to standard width	90.0
			Mile 348 to Mile 351.5 (Salmon Arm East)	3.50	Reconstruction to standard width	100.0
		(Sicamous–Revelstoke section)	Mile 396.47 to Mile 397.57 (29 miles west of Revelstoke, near Craigellachie)	1.10	Overhead crossing over C.P.R., eliminating existing level crossing	85.0

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS—*Continued.*

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1938.
						Per Cent.
Similkameen	6	Southern Trans-Provincial Highway—				
		Crowsnest Pass–Hope: Hope-Princeton	Mile 46.76 to Mile 51.66	4.90	New construction (10 per cent. additional work done, 1937)	40.0
			Mile 51.66 to Mile 54.66	3.00	New location 3 miles, of which 1.8 miles grubbed and 1.2 miles pilot road	25.0
		Crowsnest Pass–Hope–Vasseau Lake	Mile 13.8 to Mile 17.3	3.50	Reconstruction	90.0
		Princeton–Hedley	Sta. 1085 to Sta. 1115	0.60	Reconstruction	95.0
		Penticton–Oliver (diversion at Bates Corner)	Mile 20.1 to Mile 20.7	0.60	Reconstruction	95.0
Skeena	4	Northern Trans-Provincial Highway—				
		Usk–Cedarvale section	Mile 0 to Mile 6, east of Usk	6.00	New construction, clearing, grubbing, excavation, ditching, culverts, bridges, gravelling 3.0 miles	75.0
		Kitwanga–Skeena Crossing section	3 miles west of Skeena Crossing	1.00	Reconstruction, new diversion, clearing, grubbing, excavation, and culverts	60.0
	29	Driftwood Road	Mile 4 to Mile 8	4.00	Reconstruction, widening and realignment	100.0
	16	Silver Lake Road	Mile 2.5 to Mile 5.5	3.00	Reconstruction, widening	100.0
		Telkwa High Road	7 miles north-east of Smithers	0.50	Reconstruction, grade revision	100.0
South Okanagan	5	Kelowna–Vernon	At Petrie's Corner on main highway, Mile 15.86 to Mile 17 from Kelowna	1.14	Relocation, 0.17 mile new construction, 0.97 mile reconstruction by widening, realignment, and grade revision	100.0
	5	Peachland–Kelowna	Rock corner at Peachland on main highway, 15.5 miles south from Kelowna	0.17	Relocation, reconstruction by realignment and widening to new standard construction, old grade was revised	100.0
Vancouver-Point Grey	14	Marine Drive–Spanish Banks	From city boundary D.L. 140, westerly 2,656 feet	0.50	New construction, erecting rock groynes and making sand-fill for highway-protection from sea erosion	100.0
Yale	1	Trans-Canada Highway	Mile 136.5 to Mile 140.6, Boston Bar	4.00	Reconstruction, realignment	95.0
	M-18	B.C. Nickel Mine Road	Mile 2 to Mile 7	5.00	Reconstruction, widening and gravelling existing road	100.0
	M-17	A.M. Mine Road (Southern Trans-Provincial Highway)	Mile 25 to Mile 28.5	3.50	New construction	30.0
	S-329	Spences Bridge–Merritt	Mile 11, near Clapperton Camp	0.50	Reconstruction, grade revision	75.0
		Coalmont	Mile 2.5 to Mile 5.5 from Princeton	3.00	Reconstruction, widening existing road	60.0
		Spences Bridge–Merritt	Mile 18 to Mile 19 from Spences Bridge	1.00	Reconstruction, new diversion	50.0
			Mile 3 to Mile 3.5 from Spences Bridge	0.50	Reconstruction, new diversion	75.0

TENDERS RECEIVED AND CONTRACTS AWARDED.

ROADS.

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 1:		
Reconstruction of 1.5 Miles of Malahat Section, Trans-Canada Highway:		
Associated Engineering Co.	$71,925.60	Awarded.
Coast Quarries, Ltd.	$75,832.00	
General Construction Co.	77,140.00	
Columbia Bitulithic, Ltd.	79,466.40	
Dawson, Wade & Co., Ltd.	82,338.00	
PROJECT No. 1:		
Reconstruction of 6.5 Miles of Cowichan Bay Diversion, Trans-Canada Highway:		
W. C. Arnett & Co., Ltd.	42,249.00	Awarded.
General Construction Co., Ltd.	$45,525.00	
Associated Engineering Co.	45,594.12	
E. R. Taylor Construction Co., Ltd.	47,604.00	
Coast Quarries, Ltd.	51,201.00	
PROJECT No. 1:		
Reconstruction of 1.2 Miles of Rosedale–Cheam Section, Trans-Canada Highway:		
Dawson, Wade & Co., Ltd.	16,749.00	Awarded.
General Construction Co., Ltd.	$18,374.50	
Associated Engineering Co.	19,652.50	
Bennett & White Construction Co., Ltd.	20,232.10	
PROJECT No. 1:		
Reconstruction of 2.2 Miles, Kamloops–Cache Creek Section, Trans-Canada Highway:		
Dawson, Wade & Co., Ltd.	17,681.50	Awarded.
Interior Contracting Co., Ltd.	$18,246.85	
Fitzgerald Construction Co., Ltd.	18,903.90	
W. C. Arnett & Co., Ltd.	19,086.00	
Baynes & Horie, Ltd.	19,342.50	
PROJECT No. 1A:		
Reconstruction of 3.4 Miles of Parksville–Tofino Highway:		
Coast Quarries, Ltd.	32,406.00	Awarded.
J. R. Paget	$33,565.00	
Associated Engineering Co.	33,781.50	
PROJECT No. 2:		
Reconstruction and Gravelling of 19 Miles, Nanaimo–Menzies Bay Section of Island Highway:		
Coast Quarries, Ltd.	29,871.00	Awarded.
E. R. Taylor Construction Co., Ltd.	$29,961.50	
Dawson, Wade & Co., Ltd.	29,965.00	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 5:		
Reconstruction of 2 Miles, Vernon–Kelowna Section, Prince George–Osoyoos Highway:		
W. C. Arnett & Co., Ltd.	$10,823.50	Awarded.
Nickson Construction Co., Ltd.	$12,009.00	
M. McGeer	12,523.90	
J. R. Paget	13,540.25	
F. R. McCharles	13,828.75	
Dawson, Wade & Co., Ltd.	17,902.75	
PROJECT No. 5:		
Reconstruction, 0.25 Mile of Kelowna–Peachland Section, Prince George–Osoyoos Highway:		
W. C. Arnett & Co., Ltd.	4,923.00	Awarded.
Interior Contracting Co., Ltd.	$6,068.15	
Dawson, Wade & Co., Ltd.	6,626.80	
Bennett & White Construction Co., Ltd.	7,810.50	
Coast Quarries, Ltd.	8,057.50	
PROJECT No. 5:		
Reconstruction of 1.14 Miles, Kelowna–Vernon Section, Prince George–Osoyoos Highway:		
Interior Contracting Co.	5,965.00	Awarded.
Nickson Construction Co., Ltd.	$6,094.00	
W. C. Arnett & Co., Ltd.	6,190.25	
J. R. Paget	6,615.00	
Dawson, Wade & Co., Ltd.	6,745.75	
M. McGeer	7,254.00	
F. R. McCharles	9,321.50	
PROJECT No. 6:		
Reconstruction, Miles 271 to 272.5, Nelson–Castlegar Section of Southern Trans-Provincial Highway:		
General Construction Co., Ltd.	8,490.00	Awarded.
W. C. Arnett & Co., Ltd.	$9,914.00	
Bennett & White Construction Co., Ltd.	11,453.00	
PROJECT No. 6:		
Reconstruction, Miles 274.5 to 276, South Slocan Section of Southern Trans-Provincial Highway:		
Bennett & White Construction Co., Ltd.	40,389.51	Not awarded.
A. H. Green Co., Ltd.	43,846.50	
General Construction Co., Ltd.	43,243.00	
W. C. Arnett & Co., Ltd.	45,808.40	
Dawson, Wade & Co., Ltd.	48,193.00	
PROJECT No. 6:		
Reconstruction, Miles 278.2 to 278.3, Falls Creek Section, and Miles 358.5 to 359.1, Wynndel Section, Southern Trans-Provincial Highway:		
A. H. Green Co., Ltd.	20,676.40	
Bennett & White Construction Co., Ltd.	20,987.20	Awarded.
General Construction Co., Ltd.	$21,791.50	
W. C. Arnett & Co., Ltd.	24,935.30	
Dawson, Wade & Co., Ltd.	25,936.50	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 6:		
Gravelling, Miles 381.3 to 385.1, Kitchener–Goatfell Section, Southern Trans-Provincial Highway:		
Bennett & White Construction Co., Ltd.	$10,176.00	Awarded.
General Construction Co., Ltd.	$10,230.00	
Columbia Bitulithic, Ltd.	14,220.00	
General Truck Co., Ltd.	14,448.00	
PROJECT No. 7:		
Reconstruction, Miles 7.91 to 11.11, Apex–Hall Creek Section of Nelson–Nelway Road:		
A. H. Green Co., Ltd.	35,692.80	
L. H. Rawlings & Co.	35,843.48	
General Construction Co., Ltd.	37,398.10	Awarded.
Poole Construction Co., Ltd.	$39,208.90	
W. C. Arnett & Co., Ltd.	40,828.00	
Bennett & White Construction Co., Ltd.	45,994.10	
PROJECT No. 8:		
Reconstruction, Miles 10 to 12, Dewdney Trunk Road:		
General Construction Co., Ltd.	11,350.50	Awarded.
E. R. Taylor Construction Co., Ltd.	$11,734.50	
J. R. Paget	12,117.00	
Dawson, Wade & Co., Ltd.	12,161.75	
W. C. Arnett & Co., Ltd.	12,359.50	
PROJECT No. 8:		
Reconstruction, Miles 71 to 72, Lougheed Highway:		
J. R. Paget	13,599.30	Awarded.
General Construction Co., Ltd.	$17,124.20	
Dawson, Wade & Co., Ltd.	19,121.80	
Bennett & White Construction Co., Ltd.	19,947.90	
E. R. Taylor Construction Co., Ltd.	20,194.00	
W. C. Arnett & Co., Ltd.	20,338.00	
PROJECT No. 9:		
Reconstruction, Abbotsford–Clayburn Section, Huntingdon–Mission Road:		
W. C. Arnett & Co., Ltd.	10,991.00	Awarded.
Dawson, Wade & Co., Ltd.	$11,650.80	
General Construction Co., Ltd.	12,974.20	
Associated Engineering Co.	13,960.40	
PROJECT No. 12:		
Reconstruction of 2 Miles, Rossland–Paterson Road:		
A. H. Green Co., Ltd.	16,136.60	
General Construction Co., Ltd.	17,737.00	Awarded.
Poole Construction Co., Ltd.	$17,947.30	
W. C. Arnett & Co., Ltd.	18,826.60	
Baynes & Horie, Ltd.	23,592.00	
Bennett & White Construction Co., Ltd.	24,523.40	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 13:		
Reconstruction, 4.25 Miles of Vallican Diversion, Slocan Valley Road:		
General Construction Co., Ltd.	$27,430.30	Awarded.
Poole Construction Co., Ltd.	$30,777.45	
W. C. Arnett & Co., Ltd.	34,413.70	
Fitzgerald Construction Co., Ltd.	35,029.20	
Bennett & White Construction Co., Ltd.	37,199.40	
J. R. Paget	41,193.10	
PROJECT No. 13:		
Reconstruction, 2.65 Miles of Box Lake Diversion, Slocan Valley Road:		
General Construction Co., Ltd.	11,030.40	Awarded.
Poole Construction Co., Ltd.	$11,847.55	
W. C. Arnett & Co., Ltd.	13,358.00	
Bennett & White Construction Co., Ltd.	14,188.25	
Coast Quarries, Ltd.	14,644.10	
Dawson, Wade & Co., Ltd.	16,468.10	
PROJECT No. 15:		
Reconstruction, Miles 62 to 64.5 from Golden, Radium–Golden Highway:		
Fitzgerald Construction Co., Ltd.	11,222.00	Awarded.
W. C. Arnett & Co., Ltd.	$11,825.70	
Dawson, Wade & Co., Ltd.	11,836.59	
M. McGeer	13,226.70	
General Construction Co., Ltd.	13,499.75	
Bennett & White Construction Co., Ltd.	14,175.60	
PROJECT No. 3M:		
Reconstruction, Miles 13 to 25 and Miles 32 to 46, Fort St. James–Manson Road:		
Associated Engineering Co.	53,950.00	Awarded.
W. C. Arnett & Co., Ltd.	$55,855.00	
E. R. Taylor Construction Co., Ltd.	59,489.50	
Baynes & Horie, Ltd.	62,462.50	
GREAT CENTRAL LAKE ROAD:		
Reconstruction, Miles 7 to 11.03 from Alberni:		
E. R. Taylor Construction Co., Ltd.	17,659.00	Awarded.
Columbia Bitulithic Co., Ltd.	$17,925.00	
General Construction Co., Ltd.	18,542.50	
Associated Engineering Co.	18,785.00	

FERRIES.

Description of Work and Names of Tenderers.	Amount of Tender.	Remarks.
HARROP–LONG BEACH FERRY:		
Construction of Timber Ferry-scow:		
F. R. McCharles	$3,025.00	Awarded.
A. H. Green Co., Ltd.	$3,590.00	
Bennett & White Construction Co.	3,950.00	
West Coast Salvage & Contracting Co., Ltd.	4,200.00	
North Vancouver Ship Repairs, Ltd.	6,592.00	
CRESTON FERRY:		
Construction of Timber Ferry-scow, Complete with Deck-house, Aprons, and Hull Fittings:		
F. R. McCharles	10,165.10	Awarded.
Bennett & White Construction Co.	$12,250.00	
West Coast Salvage & Contracting Co., Ltd.	12,950.00	
A. H. Green Co., Ltd.	13,290.00	
North Vancouver Ship Repairs, Ltd.	23,620.00	
CASTLEGAR FERRY:		
Construction of Timber Ferry-scow, Complete with Deck-house, Aprons, and Hull Fittings:		
F. R. McCharles	10,332.17	Awarded.
Bennett & White Construction Co.	$11,436.00	
West Coast Salvage & Contracting Co., Ltd.	11,931.00	
Gibbard & Bonthron	14,465.00	

OTHER WORKS.

GOAT RIVER CHANNEL REGULATION:		
Excavation of Goat River Channel:		
General Construction Co., Ltd.	$8,800.00	Awarded.
Bennett & White Construction Co.	$11,200.00	

INVENTORY OF ROAD MACHINERY AND PLANT AS AT MARCH 31st, 1938.

Electoral District.	Air-compressors.	Automobiles.	Ferry-boats.	Cars (Dump).	Concrete-mixers.	Hand-winches.	Engines (Stationary).	Power-shovels.	Graders (Pull).	Loaders (Mechanical).	Motor-trucks.	Pile-driver Hammers.	Ploughs (Snow).	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Power).	Scrapers.	Tents.	Tractors.	Power-graders.	Lighting Plants.	Hoists.	Road-rippers.	Back-fillers.	Trailers.	Launches.	Rowboats and Canoes.	Jack-hammers.
Alberni-Nanaimo	1					1			4		15	2	2		3		2		4	19	1	2	1	3						1
Atlin	1			7		3	1		5		8	1	1		2			1	14		5			2					1	
Burnaby					1						4		1			1	1					1		2	1					
Cariboo (North)		1	4			3		1	13		7		4	2	6		1		9	25	6			1	1		4			
Cariboo (South)		1	1			1		1	11		7	2	6		5		1		25	31	7	1			3		5			
Chilliwack			1					1	3	1	5		3				2		1		4	3			3				2	
Columbia		1	1			1		2	14		8	2	7		2		1		15	15	3	3		1	2	1				
Comox		1				2		1	1		13	3	3		4		1	1	6		1	5		2	1		1			
Cowichan-Newcastle		1				2	1	1	3		12	2	1						2		1	3		1			1			
Cranbrook		2					2	3	9	1	14	1	6	1		3			8	9	5	4		2	3	1	4			
Delta	5		2		2			2	2	1	18	1	4	4				1	8		3		8	1		1	1		2	10
Dewdney	1	1		20			1	2	2	1	13		3	1					4		3	3		1	1					
Esquimalt	3	2			1		2	2	3	1	15	1	2	4					5	5	4	1	3	3	4		2			8
Fernie					1	2	1	1	16	1	9	3	6			2	1		16	4	4	5		1	3		2			
Fort George		2	4				1	2	11	1	12	1	3	1	13	2	1		46	10	6	1		5	2	2	6			
Grand Forks-Greenwood	1	1							7		10	2	5	1			2	1	10		5	2		1	1	1				
Islands	1						2		2		9							2	2		1									
Kamloops		3	10		1			1	15		10	2	5		1				16	21	5	3		1	1	1	2		1	
Kaslo-Slocan	2	1	2					1	12		10	1	7						2	3	5	1		1	1	1				4
Lillooet	1	1	4			2		1	15		8	2	3						19	25	7	3		1	3	3	6		1	2
Mackenzie (North)		1				1			6		7	2	1						3	2	2	1		2			1		2	
Mackenzie (South)	1	1							6		4	1	1						4		4			1	3		1			6
Nelson-Creston	3	1	5				2	4	5		19	2	10	1				1	10	8	5	3		2	2	2	2			
New Westminster																														
North Okanagan	1	2		2		1	2	2	12	2	11	2	6	2					6	1	5	4	3	1	2		1			
North Vancouver									2		2								1		1									
Omineca		1	5					2	18		11		5		6				34	12	8		1	1	1	1	8			
Peace River		1	4				1	1	22		4	2	2		4				111	26	4			2	2		4			
Prince Rupert	1	1				2			3		8	1				1			5	9	1			2			1		1	7
Revelstoke	2		3					4	1		10	3	1						5		5	1	3	2	2	1	1		1	3
Rossland-Trail		1	1	5	1		1	2	2		8		4	1				1	1		2	1	1	1						
Saanich		1									2							2												
Salmon Arm	1	1	3					2	12		11		1					1	3	12	5	2	1	1	1	3	6		1	2
Similkameen	1	1			1			1	4		17	2	5	4		1	1	1	15	13	7	4	4	1	5	3	1			3
Skeena	1	1	8					1	9	1	8	2	4						8	14	5	1	1	2			3			2
South Okanagan	1		1						6	1	6		3			1			3		6	2		2	1	1	2			
Vancouver-Point Grey		1							1		1																			
Yale	2	1				3	3	4	11	1	21		3	5		2			19	19	8	2	2	1	2					5
Headquarters		3																										1		
Headquarters (Garage)		2																												
Engineering District No. 1		1																												
Engineering District No. 2		5																												
Engineering District No. 3		2																												
Surfacing equipment		1			1						2							1				1								
Totals	30	47	59	34	9	24	20	45	268	12	359	43	118	27	46	13	14	13	440	283	144	63	28	50	51	22	65	1	12	53

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31st, 1938.

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Cameras and Scientific Instruments.	Automobiles and Trucks (not included in Equipment Fund).	Trailers and Cabooses.	Unissued Stores.	Camp Equipment.	Equipment Fund.	Total.
Alberni-Nanaimo	$2,856.82	$1,029.15		$58.50	$1,650.00			$856.00	$5,760.00	$12,210.47
Atlin	11,612.00	1,406.00	$35.00	255.00	900.00		$275.00	1,415.00	4,990.00	20,888.00
Burnaby	1,664.00	492.45			800.00					2,956.45
Cariboo (North)	5,774.00	2,762.00	2,625.00	206.00	1,875.00	$295.00		1,963.83	7,095.00	22,595.83
Cariboo (South)	5,118.00	1,923.85	160.00	159.25	1,527.00	260.00		1,577.65	8,045.00	18,770.75
Chilliwack	2,868.00	333.75	8,160.00		1,375.00		164.00	216.00	6,320.00	19,436.75
Columbia	6,418.00	2,585.10		337.00	1,875.00			886.80	5,395.00	17,496.90
Comox	3,422.50	1,768.90		266.00	1,525.00	10.00	69.40	170.80	6,110.00	13,342.60
Cowichan-Newcastle	1,542.00	961.55		322.50	1,550.00	60.00			4,540.00	8,976.05
Cranbrook	11,405.00	2,755.00		337.00	6,465.00	420.00		795.00	16,400.00	38,577.00
Delta	26,477.50	2,103.05	40,465.00		4,100.00		2,131.50	406.25	18,375.00	94,058.30
Dewdney	3,055.00	797.37		2,900.00			442.50	229.50	7,645.00	15,069.37
Esquimalt	7,883.75	4,116.37		3,436.00			1,008.63	1,685.28	11,015.00	29,145.03
Fernie	10,888.00	904.85		12.00	1,550.00	100.00		478.20	6,650.00	20,583.05
Fort George	11,123.50	3,301.60	1,540.00	491.00	5,225.00	595.00	2,988.00	2,653.70	11,390.00	39,307.80
Grand Forks-Greenwood	4,502.50	672.60			3,525.00		100.00		13,320.00	22,120.10
Islands	1,717.00	645.20			3,301.00		35.20		700.00	6,398.40
Kamloops	15,609.72	2,375.00	7,008.00	641.00	4,150.00	100.00	1,162.00	2,783.00	11,375.00	45,203.72
Kaslo-Slocan	3,695.00	2,016.89	2,100.00	15.00	3,125.00			357.70	7,570.00	18,879.59
Lillooet	13,921.00	1,337.50	2,986.00	665.00	5,455.00	210.00	296.00	637.00	4,345.00	29,852.50
Mackenzie (North)	2,268.02	1,147.00	80.00	20.00	2,560.00			26.00	3,075.00	9,176.02
Mackenzie (South)	2,540.00	1,772.25			1,850.00	25.00	271.00		4,620.00	11,078.25
Nelson-Creston	17,920.00	4,805.80	62,600.00	457.00	9,075.00	125.00	1,454.44	2,962.95	14,915.00	114,315.19
New Westminster		44.35								44.35
North Okanagan	6,824.50	1,510.60		520.25	4,660.00	72.00		219.86	5,970.00	19,777.21
North Vancouver	252.00	467.15			1,000.00		96.38			1,815.53
Omineca	13,075.50	3,783.70	10,575.00	170.00	1,450.00	945.00		1,442.40	7,115.00	38,556.60
Peace River	11,805.00	3,067.60	7,527.00	453.50	1,650.00	250.00	1,492.15	2,056.50	6,720.00	35,021.75
Prince Rupert	5,215.00	1,540.75	20.00	266.00	3,300.00	45.00	525.40	975.80	3,320.00	15,207.95
Revelstoke	3,611.00	3,532.50	4,267.40	359.00	3,179.00	172.00	1,306.00	281.00	8,275.00	24,982.90
Rossland-Trail	1,950.00	1,094.55	1,681.00	97.50	4,870.00	50.00		1,302.30	13,200.00	24,245.35
Saanich	2,184.00	504.39		1,332.75	595.00		392.04			5,008.18
Salmon Arm	7,199.00	5,416.35	22,505.00	653.50	2,825.00	805.00		1,232.70	5,320.00	45,956.55

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.—*Continued.*

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Cameras and Scientific Instruments.	Automobiles and Trucks (not included in Equipment Fund).	Trailers and Cabooses.	Unissued Stores.	Camp Equipment.	Equipment Fund.	Total.
Similkameen	$6,514.00	$4,447.40	.....	$496.75	$8,225.00	$75.00	$2,221.38	$2,598.05	$7,795.00	$32,372.58
Skeena	3,340.00	1,491.00	$10,069.00	142.00	1,705.00	40.00	872.00	1,619.00	5,645.00	24,923.00
South Okanagan	2,885.00	1,003.25	9,315.00	105.00	2,050.00	530.00	.....	32.00	8,015.00	23,935.25
Vancouver-Point Grey	185.00	535.20	.....	.....	.....	.....	30.00	.....	.....	750.20
Yale	23,260.45	3,312.70	.....	589.65	12,200.00	.....	6,915.41	5,672.55	9,875.00	61,825.76
Surfacing equipment	4,500.00	150.60	.....	.....	.....	.....	.....	156.15	10,260.00	15,066.75
Headquarters	.....	.....	4,000.00	.....	1,450.00	.....	.....	.....	.....	5,450.00
Garage (Victoria)	.....	.....	.....	.....	2,500.00	.....	.....	.....	.....	2,500.00
Engineering District No. 1	.....	.....	.....	.....	300.00	.....	.....	.....	.....	300.00
Engineering District No. 2	.....	.....	.....	1,547.25	1,800.00	.....	.....	.....	.....	3,347.25
Engineering District No. 3	.....	.....	.....	1,336.00	1,300.00	.....	.....	.....	.....	2,636.00
Totals	$267,081.76	$73,915.32	$197,718.40	$18,647.40	$118,517.00	$5,184.00	$24,248.43	$37,688.97	$271,160.00	$1,014,161.28

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS.

STATEMENT AS AT MARCH 31st, 1938.

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	11.55	103.06	195.37		2.40	1.95	8.32	60.88		383.53
	Classified			*2.03*				*2.45*	*3.23*		*7.71*
Atlin	Provincial	11.60	173.40	167.70			2.00			8.00	362.70
	Classified			*1.42*					*0.36*		*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*	*10.04*	*2.58*		*55.12*
Cariboo (North)	Provincial	246.50	617.47	236.55							1,100.52
	Classified								*1.29*		*1.29*
Cariboo (South)	Provincial	904.60	783.15	251.30							1,939.05
	Classified								*1.00*		*1.00*
Chilliwack	Provincial	0.10	18.21	33.76				9.31	1.30		62.68
	Classified			*33.34*	*7.34*	*6.29*		*24.85*	*3.70*	*0.40*	*75.92*
Columbia	Provincial	2.60	345.67	279.35				15.00			642.62
Comox	Provincial	23.49	146.11	252.00				23.26	77.14		522.00
	Classified							*4.08*			*4.08*
Cowichan-Newcastle	Provincial		35.30	193.35					55.80		284.45
	Classified				*0.05*				*21.23*		*21.28*
Cranbrook	Provincial		407.41	137.82	0.20			70.70	0.50		616.63
Delta	Provincial		2.40	2.60							5.00
	Classified	*0.50*	*4.10*	*7.05*	*22.41*	*9.76*	*12.12*	*43.74*	*1.95*		*101.63*
Dewdney	Provincial	0.16	50.11	64.04	0.09			4.30	23.75		142.45
	Classified		*0.12*	*32.89*	*0.34*			*41.84*	*16.65*		*91.84*
Esquimalt	Provincial	12.30	23.42	266.90	3.39	1.10		4.35	76.39		387.85
Fernie	Provincial		210.20	310.00					35.20		555.40
Fort George	Provincial	240.35	330.35	258.25							828.95
Grand Forks-Greenwood	Provincial		557.10	145.91					32.59		735.60
	Classified							*0.25*	*3.90*		*4.15*
Islands	Provincial	1.13	22.37	163.02	3.71			0.70	39.60		230.53
Kamloops	Provincial		616.50	388.22				39.68	3.44		1,047.84
Kaslo-Slocan	Provincial		383.65	261.21					5.79		650.65
	Classified								*0.73*		*0.73*

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS—*Continued.*

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.		
Lillooet	Provincial	1.00	500.06	488.32				37.38	4.97		1,031.73
Mackenzie (North)	Provincial	10.16	76.68	132.71				2.24	12.44		234.23
Mackenzie (South)	Provincial		25.59	79.48							105.07
	Classified			*0.40*					*0.40*		*0.80*
Nelson-Creston	Provincial	2.00	394.24	225.13				19.17	21.45		661.99
	Classified				*0.42*			*0.18*	*0.23*		*0.83*
New Westminster	Provincial	0.70	1.23	1.70			0.53				4.16
North Okanagan	Provincial	10.25	397.08	244.41				11.10			662.84
	Classified			*30.23*	*0.33*			*6.70*			*37.26*
North Vancouver	Provincial	0.50	1.32	15.47							17.29
	Classified					*12.86*	*0.81*	*1.00*	*4.73*		*19.40*
Omineca	Provincial	453.60	709.35	312.01							1,474.96
	Classified			*1.77*							*1.77*
Peace River	Provincial	602.45	643.55	21.35							1,267.35
	Classified			*0.43*							*0.43*
Prince Rupert	Provincial	15.74	65.44	45.60						27.96	154.74
Revelstoke	Provincial	0.40	55.16	116.20					5.55		177.31
Rossland-Trail	Provincial		103.06	36.21		2.25		19.49	2.00		163.01
Saanich	Provincial			2.92					2.20		5.12
	Classified			*2.08*		*15.18*	*5.62*		*5.84*		*28.72*
Salmon Arm	Provincial		516.82	329.08			0.30	10.10			856.30
	Classified			*16.67*	*0.43*		*0.40*	*6.25*			*23.75*
Similkameen	Provincial	4.90	561.88	122.96				24.52	7.79		722.05
	Classified								*10.09*		*10.09*
Skeena	Provincial	32.75	339.07	188.00							559.82
	Classified			*4.37*							*4.37*
South Okanagan	Provincial		331.18	218.35				12.50	17.34		579.37
	Classified			*6.68*				*6.81*	*3.20*		*16.69*
Vancouver-Point Grey*	Provincial	4.87	0.50	2.50		11.40	5.75	1.47	2.85		29.34
Yale	Provincial		432.12	190.70				6.50	58.46	2.49	690.27
	Classified			*3.19*			*0.55*				*3.74*
Total	Provincial	2,593.70	9,980.21	6,384.16	7.39	17.15	11.28	321.53	547.43	38.45	19,901.30
	Classified	*9.93*	*8.32*	*143.18*	*36.22*	*51.28*	*35.75*	*148.19*	*81.11*	*0.40*	*514.38*
Grand total, Provincial and Classified (miles)		2,603.63	9,988.53	6,527.34	43.61	68.43	47.03	469.72	628.54	38.85	20,415.68

* Includes roads within limits of University Endowment Lands.

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1937–38.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Red Gap Overhead Crossing	On Island Highway, 1 mile south of Nanoose, over C.P.R.	Alberni-Nanaimo	One 34-ft. steel-beam span on pile-bents and nine 15-ft. bays of pile-trestle approach, 20-ft. roadway; 173 ft. long over all. (Built under Grade Separation Fund.) *New construction.*
Coquitlam River Bridge, No. 3-18	On Dewdney Trunk Road over Coquitlam River at Coquitlam	Burnaby	Repainting 200-ft. steel span and renewal of timber deck.
Canyon Creek Bridge, No. 31	On Cariboo Main Road over Canyon Creek, 40 miles north of Quesnel	Cariboo (North)	One 130-ft. through Howe-truss span on pile piers and four 17-ft. bays of pile-trestle approach, 16-ft. roadway; 200 ft. long over all. *Renewal.*
Knife Creek Bridge, No. 1	On Knife Creek Road over Knife Creek, 1½ miles from Cariboo Main Road	Cariboo (South)	Eight 19-ft. bays of pile trestle, 16-ft. roadway; 153 ft. long over all. *Renewal.*
Overhead Crossing replacing Dodd's Bridge	On Island Highway over C.P.R. and Holmes Creek, 1¼ miles north of Duncan	Cowichan-Newcastle	One 30-ft. steel-beam span on framed-bents on concrete footings and eleven 17-ft. bays of pile and frame approach, 20-ft. roadway; 218 ft. long over all. (Built under Grade Separation Fund.) *New construction.*
Canoe Pass Bridge	On Ladner–Westham Island Road over Canoe Pass–Fraser River	Delta	Major repairs, consisting of replacing two King trusses at the east end with five 30-ft. steel-beam spans on pile piers and replacing one King truss on the west end with two 30-ft. steel-beam spans on pile piers.
Meason Bridge	Over slough at Hatzic Prairie	Dewdney	Twelve 17-ft. bays of pile trestle, 14-ft. 8-in. roadway; 205 ft. long over all. *Renewal.*
Kanaka Creek Bridge	On Baker Road over Kanaka Creek	Dewdney	One 60-ft. King-truss span on pile piers and ten 19-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 253 ft. long over all. *New construction.*
Stone Creek Bridge, No. 121	On Cariboo Main Road over Stone Creek, 25.4 miles south of Prince George	Fort George	One 60-ft. King-truss span on pile piers and two 17-ft. bays of trestle approach, 16-ft. roadway; 95 ft. long over all. *Renewal.*
Stawamus Creek Bridge	On North Vancouver–Squamish Road over Stawamus Creek, 1 mile south of Squamish	Lillooet	One 60-ft. King-truss span on pile piers and four 19-ft. bays of pile-trestle approach, 16-ft. roadway; 137 ft. over-all length, approximately. *New construction.*
Taghum Bridge—Nelson–Castlegar, No. 6	On Southern Trans-Provincial Highway over Kootenay River at Taghum	Nelson-Creston	Renewal of timber deck and floor system; over-all length of new deck, 672 feet.
Sinkut River Bridge, No. 128	On Northern Trans-Provincial Highway over Sinkut River, 10 miles east of Vanderhoof	Omineca	Six 19-ft. bays of pile trestle with bents on a skew of 30°, 16-ft. roadway; 115 ft. long over all. *Renewal.*
McEvoy Bridge, No. 56	On Northern Trans-Provincial Highway over Byman Creek, 95 miles east of Hazelton	Omineca	One 60-ft. King-truss span on pile piers and two 15-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 94 ft. long over all. *Renewal.*
Priestley Bridge, No. 156	On Northern Trans-Provincial Highway over Endako River, 1 mile from Priestley	Omineca	One 60-ft. King-truss span on pile piers and six 17-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 165 ft. long over all. *Renewal.*

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1937–38—*Continued.*

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Landry Bridge, No. 4-1	On Road No. 4 over Pouce Coupe River, near Rolla	Peace River	One 130-ft. creosoted through Howe-truss span on creosoted pile piers and five 17-ft. bays of pile-trestle approach, 16-ft. roadway; 220 ft. long over all. *New construction.*
Trail Bridge	Over Columbia River at Trail	Rossland-Trail	Renewal of timber deck and floor system; over-all length of deck, 693 ft.
Craigellachie Overhead Crossing	On Trans-Canada Highway over the C.P.R. at Craigellachie	Salmon Arm	One 35-ft. steel-beam span on pile bents, two 12-ft. 2-in. spans, and thirteen 17-ft. spans of pile trestle, 22-ft. roadway; 281 ft. 6 in. long over all. (Built under Grade Separation Fund.) *New construction.*
China Creek Bridge, No. 34-127	On Princeton–Otter Lake Road over China Creek, 1 mile from Princeton	Similkameen	Converted to culvert and fill; one 6- by 6-ft. concrete-arched culvert and 500 ft. of fill.
Meanskinisht Bridge, No. 70	On Northern Trans-Provincial Highway over slough of Skeena River at Cedarvale	Skeena	Two 68-ft. King-truss spans on pile piers and five 19-ft. bays and one 15-ft. bay of pile-trestle approach, 14-ft. 8-in. roadway; 256 ft. long over all. *Renewal.*
Driftwood Creek No. 2 Bridge, No. 27	On Telkwa High Road, 46 miles from Hazelton	Skeena	One 70-ft. King-truss span on pile piers and four 17-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 142 ft. long over all. *Renewal.*
Deep Creek Bridge, No. 36-19	On Lake Shore Road over Deep Creek, 3 miles from Peachland	South Okanagan	One 30-ft. steel-beam span on concrete abutments, 20-ft. roadway; 30 ft. long over all. *Renewal.*

DETAILS OF FERRIES AND FERRY LANDINGS BUILT OR REPAIRED, 1937–38.

McLure Ferry	Over North Thompson River at McLure	Kamloops	Construction of standard 5-ton reaction ferry, towers, rigging, and landings.
Black Pool Ferry	Over North Thompson River at Black Pool	Kamloops	Construction of two pontoons for standard 5-ton reaction ferry.
Halls Landing Ferry	Over Columbia River at Sidmouth	Revelstoke	Renewal of towers and running rigging and construction of shear boom.
Castlegar Ferry Landings	Columbia River at Castlegar	Rossland-Trail	Construction of new ferry landings for new ferry: North landing—eight 30-ft. steel-beam spans, eight pile-bents, and one concrete abutment on pile foundation; 239 ft. 10 in. over-all length. South landing—five 30-ft. steel-beam spans, five pile-bents, and one concrete abutment on pile foundation; 149 ft. 8½ in. over-all length.

MISCELLANEOUS WORKS CONSTRUCTED, 1937–38.

Flume	City of Greenwood	Grand Forks-Greenwood	Construction of 3- by 2-ft. 2-in. cedar box culvert beneath Greenwood Street, from Skylark Street to Silver Street; total length, 916.3 ft.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1937–38.

Name of Ferry.	Type.	No. of Round Trips.	Autos, Buses, and Motor-cycles.	Trucks.	Rigs.	Passengers (excluding Drivers).	Tons of Freight.	Horses, Cattle, etc.
Ferries operated by Department.								
Alexandria	Pontoon (reaction)	1,728	270	490	249	3,035	68	338
Avola	Pontoon (reaction)	2,497	.....	.....	396	4,908	360	159
Barnston Island	Gas-boat and scow	7,591	5,386	2,655	58	16,627	2,344	371
Big Bar	Pontoon (reaction)	1,091	.....	.....	.....	1,566	16	4,559
Birch Island	Pontoon (reaction)	7,989	2,689	838	840	11,953	442	352
Black Pool	Pontoon (reaction)	2,979	755	287	777	3,797	88	464
Castlegar	Scow and power-cable	29,162	80,476	25,857	1,628	263,782	16,247	885
Cedarvale	Pontoon (reaction)	5,117	236	268	522	19,130	305	.....
Chinook Cove	Pontoon (reaction)	326	44	8	179	752	60	773
Copper City	Pontoon (reaction)	5,527	718	435	.....	8,874	.....	479
Crown Mountain	Raft ferry	523	.....	.....	.....	1,273	1	14
Ducks (Monte Creek)	Pontoon (reaction)	4,582	454	382	173	4,319	224	1,941
East Arrow Park	Gas-boat and scow	5,738	3,143	1,065	320	11,159	936	1,187
Finmoor	Pontoon (reaction)	1,749	256	28	303	2,102	39	130
Fort Fraser	Pontoon (reaction)	1,308	102	275	479	1,920	.....	234
Francois Lake	Power-ferry	1,137	1,916	1,778	217	4,917	1,017	338
Gravels (Quesnel River)	Pontoon (reaction)	997	37	106	222	1,353	1	619
Halls Landing	Scow (reaction and auxiliary power)	10,662	7,811	3,525	2,725	31,922	7,813	1,133
Harrop–Longbeach	Scow and power-cable	9,499	7,737	3,989	154	27,874	1,534	203
Hazelton	Pontoon (reaction)	3,477	189	176	540	7,230	211	6
High Bar	Pontoon (reaction)	1,656	94	77	55	2,169	16	1,549
Isle de Pierre	Pontoon (reaction)	4,110	185	923	883	6,527	1,677	113
Kelowna–Westbank	*Power-ferry	6,416	37,315	20,186	206	126,192	17,957	797
Kitwanga	Pontoon (reaction)	4,203	323	168	491	6,378	265	180
Kootenay Lake	*Steamboat	949	10,605	1,904	3	24,416	1,490	194
Kootenay River	Scow (reaction and auxiliary power)	17,867	6,068	8,674	1,701	16,690	.....	1,400
Macalister	Pontoon (reaction)	3,375	385	736	627	5,309	577	1,356
McLure Station	Pontoon (reaction)	1,545	207	326	290	2,497	89	216
Miworth (I.R. No. 3)	Pontoon (reaction)	2,220	272	470	239	2,956	583	658
Mount Olie	Pontoon (reaction)	4,393	667	195	548	10,130	308	409
Needles–Fauquier	Scow and power-cable	6,823	6,185	2,861	911	22,305	1,292	228
Nelson	Scow and power-cable	21,584	99,065	21,424	728	372,726	12,660	189
Remo	Pontoon (reaction)	2,557	.....	.....	112	4,750	54	8
Shuswap Lake	*Steamboat	50	.....	1	.....	215	137	11
Soda Creek	Pontoon (reaction)	1,752	240	21	138	2,579	105	896
Sorrento–Scotch Creek	Power-ferry	1,641	3,257	1,693	545	13,208	613	973
Takla Lake	Gas-boat	137	.....	.....	.....	376	.....	181
Taylor Flats (Peace River)	Gas-boat and scow	6,090	3,581	3,903	1,213	20,058	6,193	6,240
12-Mile	Scow (reaction and auxiliary power)	7,654	5,362	1,639	.....	16,497	267	421
Usk	Pontoon (reaction)	6,406	229	987	289	12,096	567	773
Vavenby (North Thompson)	Pontoon (reaction)	3,931	567	520	581	7,760	188	6,619
Vinsulla (North Thompson)	Pontoon (reaction)	695	.....	.....	.....	1,147	.....	52
Subsidized Ferries.								
Agassiz–Rosedale	*Power-ferry	6,337	27,762	2,514	23	47,375	666	297
Arrowhead–Beaton	*Steamboat	182	171	10	1	1,344	128	17
Bowen Island	*Gas-boats	827	.....	.....	.....	11,038	.....	.....
Denman Island	*Power-ferry	1,656	2,492	319	.....	6,354	.....	12
Gabriola Island	*Power-ferry	861	425	279	.....	10,090	4	.....
Gulf Islands	*Power-ferry	852	6,288	1,549	.....	14,818	4	10
Ladner–Woodward	*Power-ferry	7,373	54,509	7,214	23	88,259	21	607
Mill Bay	*Power-ferry	3,121	17,056	2,240	.....	27,088	.....	25
Totals		.....	395,529	122,995	19,389	1,311,840	77,567	38,616

* Denotes that tolls are charged.

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

STATEMENT OF EXPENDITURE.

SUMMARY.

Vote 156. Minister's Office		$11,034.71	
Vote 157. Administration		192,989.44	
Vote 158. Maintenance of Parliament Buildings and Grounds		180,075.22	
Vote 159. Government House		29,439.88	
Vote 162. Maintenance and Repairs to Government Buildings		332,140.63	
Vote 163. Coronation Celebrations		6,593.11	
Vote 164. Steam-boiler Inspection	$33,782.75		
Less Boiler Inspection and Examiners' Fees	33,772.75		
		10.00	
Vote 165. Electrical Energy Inspection		14,874.20	
Total, Votes 156, 157, 158, 159, 162, 163, 164, 165			$767,157.19
(For detail *see* Public Accounts.)			
Vote 160. Roads		$1,541,110.79	
Bridges		382,746.10	
Ferries	$244,723.68		
Ferries (credit)	55,791.04		
		188,932.64	
Traffic Operation		154,380.48	
Launch		4,039.52	
Maintenance of Paved Highways (Bituminous Surfacing)		81,913.34	
National Parks		11,499.96	
Wharves		12,495.69	
		$2,377,118.52	
Wharves (credit)		9,704.66	
Total, Vote 160			2,367,413.86
Vote 160B. Automobile Club, Victoria			50.00
Vote 160C. Dewdney Dyking Commission			2,500.00
Vote 160D. Supplementary Estimates			90,000.00
Vote 161. Local Highways within Municipalities			4,298.18
Vote 117. Grants in Aid of Mining Roads and Trails			57,661.71
CAPITAL EXPENDITURE (ROADS, BUILDINGS, ETC.).			
"B.C. Loan Act, 1929," Sec. 6 (*b*)—			
New T.B. Hospital, Vancouver			170.00
"B.C. Loan Act, 1930," Sec. 6 (*b*)—			
New T.B. Hospital, Vancouver			628.50
"B.C. Loan Act, 1931," Sec. 6 (*d*)—			
Victoria Court-house Site			45,100.00
"B.C. Loan Act, 1936," Sec. 6—			
Nicomen Right-of-way			690.00
Bituminous Surfacing			900,754.81
Roads			447,402.15
Ferries			42,706.98
Roads to National Parks		$272,833.17	
Less Dominion Government Credit		136,416.59	
			136,416.58
"B.C. Loan Act, 1936," Sec. 6 (*b*)—			
Buildings			290,389.69
Equipment Fund			100,000.00
"Fraser River (New Westminster) Bridge Act, 1935"			1,436,003.39
UNEMPLOYMENT RELIEF FUND.			
Provincial Works (P.C. 2013)—			
Buildings		$105.20	
Highways		524.87	
			630.07
Carried forward			$6,689,973.11

STATEMENT OF EXPENDITURE—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward		$6,689,973.11
Provincial Works (K)—		
Buildings	$3,648.18	
Highways	400.00	
Tranquille Water-supply	3,130.68	
		7,178.86
Highway-construction, June 11th, 1937, Agreement		1,039,519.90
Mining Roads and Trails, July 13th, 1937, Agreement		330,561.55
Highway-construction, November 16th, 1936, Agreement		214,014.11
Highway-construction, November 16th, 1936, Agreement (Non-contributory)		105,418.04
Highway-construction, November 16th, 1937, Agreement		103,070.44
Highway-construction, November 16th, 1937, Agreement (Non-contributory)		1,745.60
Total expenditure, Public Works Department		$8,491,481.61

LABOUR DEPARTMENT—UNEMPLOYMENT RELIEF FUND.

(E.) Municipal Direct Relief	$2,857,231.20	
(L. and M.) Advances to Municipalities	15,638.91	
(F.) Provincial Direct Relief	992,892.87	
(F.) Assistance to Settlers	14,404.57	
(G.) Non-contributory	326,548.69	
(G.) Forestry	2,826.54	
(H.) Supervision	233,896.79	
(J.) Public Health	226,897.04	
(P.) Suspense	2,854.68	
(R.) Physically Unfit	545,048.74	
(S.) Farm Employment Plan	1,011.65	
Farm Employment and Improvement Plan	11,000.00	
Assistance to Settlers Plan	24,442.47	
Forestry Development Plan, November 16th, 1936, Agreement	142,663.80	
Forestry Development Plan, November 16th, 1936, Agreement (Non-contributory)	954.44	
Youth Training, August 11th, 1937, Agreement	195,258.48	
Youth Training, August 11th, 1937, Agreement (Non-contributory)	8,175.21	
	$5,601,746.08	
(G.) Placer-mining (credit)	323.12	
Total expenditure, Labour Department		$5,601,422.96
Total expenditure, Public Works and Labour Departments		$14,092,904.57

ROADS, STREETS, BRIDGES, WHARVES, ETC.

ALBERNI-NANAIMO DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
66.	Bamfield Trail	$1,528.75	
1.	Beaver Creek Road	8,784.63	
217.	Errington	923.72	
33.	Grappler Creek Trail	77.00	
47.	McCoy Lake	1,296.43	
199.	Peninsular Trail	659.60	
18.	Tofino–Ucluelet	601.31	
86R.	Arterial Highway (Campbell Street)	624.00	
	Total, Capital Account—Roads		$14,495.44

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

502.	Bradley Street	$20.51	
534.	Fifth Street (townsite)	18.06	
558.	Second Street	46.26	
595.	Robbins Street	50.75	
311.	Departure Bay	1,307.64	
432.	Northfield	246.05	
504.	Bruce Avenue	221.26	
524.	Extension	271.41	
	Fifth Street (Five Acres)	165.35	
535.	Fourth Street	146.67	
546.	Stewart Avenue	63.39	
548.	Harewood Road	240.54	
550.	Howard Avenue	244.57	
552.	Holy Avenue	20.51	
558.	Second Street	45.53	
576.	Nicol Street	41.46	
589.	Pine Street	43.46	
597.	Rosehill Avenue	126.08	
100.	Canadian Highway	14,779.19	
156.	Island Highway	3,977.63	
33R.	Arterial Highway (Alberni)	5,361.18	
53R.	Arterial Highway (Port Alberni)	4,324.94	
101B.	Secondary Highway (Port Alberni, Third Avenue)	3,646.09	
	Total, Capital Account—Bituminous Surfacing		35,408.53

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Beaver Creek	$1,877.73	
100.	Canadian Highway	5,981.43	
10.	Central Lake	19,898.29	
11.	Cherry Creek	221.50	
312.	Doumont	488.73	
311.	Departure Bay	868.73	
438.	East Wellington	246.68	
739.	Extension	186.44	
223.	Grafton Avenue	221.55	
27.	Grandview	156.90	
550.	Howard Avenue	363.24	
548.	Harewood	253.29	
156.	Island Highway	3,119.24	
462.	Jingle Pot	301.31	
34.	Kitsuksus	276.50	
84.	King	153.20	
38.	Lake Shore	366.23	
47.	McCoy Lake	186.89	
469.	Nanaimo Lakes	630.80	
	Carried forward	$35,798.68	$49,903.97

ALBERNI-NANAIMO DISTRICT.—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$35,798.68	$49,903.97
REG. NO.		
124. Sproat Lake Trail	385.02	
703. South Wellington	1,644.15	
18. Tofino–Ucluelet	894.13	
632. Townsite	305.08	
727. Thatcher	161.60	
567. Wall Street	189.76	
536. Wakesiah Avenue	176.58	
36. Zeballos River	1,215.07	
Zeballos Wharf	348.19	
33R. Arterial Highway (Alberni)	489.93	
53R. Arterial Highway (Port Alberni)	686.93	
86R. Arterial Highway (Tofino)	2.16	
Sundry roads (units under $150)	5,914.09	
Supervision	4,280.51	
Tools and Plant Account	1,119.25	
Truck Account	4,330.39	
Total, Vote 160—Roads, Trails, etc.		57,941.52

VOTE 160—CLASSIFIED HIGHWAYS.

76A. Primary Highway (River Road, Alberni)	$91.20	
39B. Secondary Highway (Beaver Creek, Alberni)	13.56	
Total, Vote 160—Classified Highways		104.76

VOTE 160—BRIDGES: MAINTENANCE.

81. Bishop	$1,472.81	
72. Burde	1,640.00	
82. Deer Creek	892.87	
81A. Drinkwater	495.82	
123. Dry Creek	203.96	
93. Kitsuksus	2,721.92	
3. Larston	149.28	
135. Mabens	267.85	
7. Millstone	162.00	
116. Moores	303.48	
70. Stoney	339.10	
128. Woolsey	116.80	
Sundry bridges (units under $150)	716.27	
Total, Vote 160—Bridges: Maintenance		9,482.16

VOTE 160—ROADS: BITUMINOUS SURFACING.

100. Canadian Highway	$459.81	
156. Island Highway	4,147.09	
Hospital Road, Port Alberni	29.51	
Standard Equipment-shed, Cassidy	965.05	
Total, Vote 160—Roads: Bituminous Surfacing		5,601.46

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Snow-removal	$1,999.85	
Total, Vote 160—Traffic Operation (Snow-removal)		1,999.85

VOTE 161—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

Hospital Road (Port Alberni)	$575.00	
Total, Vote 161—Local Highways within Municipal Limits		575.00
Carried forward		$125,608.72

ALBERNI-NANAIMO DISTRICT—*Continued.*

Brought forward		$125,608.72

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

REG. NO.			
51.	Spud Creek	$991.59	
198.	Bar Creek Trail	400.00	
	Black Panther Group	250.00	
58.	Moyeha River Trail	281.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,922.59

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Parksville–Tofino	$30,393.71	
Tofino–Revelstoke (Trans-Canada)	6,999.90	
Parksville–Tofino (Long Beach–Tofino Section)	9,915.81	
Playing-grounds	500.00	
	$47,809.42	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Cowichan Lake–Arrowsmith Trail	$1,324.39	
Zeballos River Road	7,121.03	
Spud Creek Extension, Zeballos River Road	8,500.00	
Zeballos Wharf	17,733.06	
Zeballos River Road	2,500.00	
Zeballos River Road to Privateer Camp	1,496.68	
Sproat Lake–Kennedy Lake	4,589.41	
	$43,264.57	
Labour Department.		
(F.) Direct Relief	$125,461.61	
(G.) Non-contributory	15,154.61	
(H.) Supervision	8,650.74	
(J.) Public Health	9,577.84	
	$158,844.80	
Total expenditure, Unemployment Relief Fund		249,918.79
Total expenditure, Alberni-Nanaimo District		$377,450.10

ATLIN DISTRICT (NORTH).

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

1.	Atlin–Surprise Road	$606.50	
17.	Spruce Road	2,076.10	
	Total, Capital Account—Roads		$2,682.60

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

46.	Atlin streets	$316.30	
	Aerial approach	912.70	
13.	O'Donnell River	578.50	
15.	Ruby	494.50	
17.	Spruce Creek	1,021.25	
	Garage	902.29	
	Sundry roads (units under $150)	365.50	
	Total, Vote 160—Roads, Trails, etc.		4,591.04
	Carried forward		$7,273.64

ATLIN DISTRICT (NORTH)—*Continued.*

Brought forward		$7,273.64

Vote 160—Bridges: Maintenance.

Reg. No.			
234.	O'Donnell River	$151.65	
14.	Ruby Creek	76.25	
35.	Spruce Creek	76.80	
	Total, Vote 160—Bridges: Maintenance		304.70
	Total expenditure, Atlin District (North)		$7,578.34

ATLIN DISTRICT (STIKINE).

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

48.	Callbreath's	$398.70	
57.	McDame–Quartz City Trail	295.70	
51.	Telegraph Creek–Dease Lake	1,983.53	
	Sundry roads (units under $150)	305.57	
	Total, Vote 160—Roads, Trails, etc.		$2,983.50

Vote 160—Bridges: Maintenance.

47.	Casca	$111.30	
64.	Glenora–6-Mile	363.50	
61.	Little Tahltan	246.70	
72.	Tuya	100.00	
	Total, Vote 160—Bridges: Maintenance		821.50
	Total expenditure, Atlin District (Stikine)		$3,805.00

ATLIN DISTRICT (SOUTH).

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

68.	Aiyansh–Grease Harbour	$400.00	
138.	Irene Meadow	150.00	
65.	Gwinaha	400.00	
22.	Aiyansh–Sand Lake	533.20	
80.	Georgia River	566.90	
131.	Port Nelson–Arrandale Trail	266.19	
	Total, Capital Account—Roads		$2,316.29

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

138.	Aiyansh–Sand Lake	$170.00	
72R.	Arterial Highway	371.76	
63.	Bear River	178.50	
73.	Big Missouri	142.15	
84.	Dolly Varden	313.90	
138.	Irene Meadow	168.00	
102.	Stewart–Hyder	248.90	
109.	Unuk River Trail	477.95	
	Snow-removal	589.77	
	Garage	1,654.20	
	Machinery	891.15	
	Camp equipment	1,203.36	
	Supervision	1,091.88	
	Supervision (office)	4,975.96	
	Sundry roads (units under $150)	323.87	
	Total, Vote 160—Roads, Trails, etc.		12,801.35
	Carried forward		$15,117.64

ATLIN DISTRICT (SOUTH)—*Continued.*

Brought forward		$15,117.64

VOTE 160—BRIDGES: MAINTENANCE.

REG. No.			
120.	Alice Arm Suspension	$3,143.24	
	Bear River	700.00	
227.	Bear River Summit	288.92	
110.	Fletcher Creek	918.69	
42.	Gingit	150.00	
85.	Glacier Creek	559.47	
165.	Seaux	50.00	
91.	Stewart–Hyde, No. 2	250.00	
	Total, Vote 160—Bridges: Maintenance		6,060.32

VOTE 160—ROADS: BITUMINOUS SURFACING.

72R.	Stewart–Bear River Highway	$141.32	
	Total, Vote 160—Roads: Bituminous Surfacing		141.32

VOTE 160—FERRIES.

2–40–1.	Upper Nass–Grease Harbour	$600.00	
	Total, Vote 160—Ferries		600.00

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

	Snow-removal	$1,997.98	
	Total, Vote 160—Traffic Operation (Snow-removal)		1,997.98

VOTE 160—WHARVES.

	Stewart Airplane Landing	$995.79	
	Total, Vote 160—Wharves		995.79

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

67.	American Creek Trail	$999.60	
226.	Beverly Trail	50.00	
118.	Combine Frac. Trail	100.00	
80.	Georgia River Trail	815.75	
183.	Ida Trail	250.00	
83.	Illiance Trail	1,245.91	
183.	Lakeview Trail	200.00	
100.	Larose Trail	100.00	
88.	Lime Creek Trail	85.00	
148.	Lucky Boy	100.00	
89.	Marmot River Road	74.40	
185.	Mastodon Trail	75.00	
185.	McGrath Mountain Trail	200.00	
67.	Ontario–Stop and Rest	250.00	
155.	Oral M.	224.75	
184.	Saddle Mountain Trail	50.00	
185.	Sunset Trail	50.00	
112.	Sulphurettes	1,970.95	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		6,841.36
	Total expenditure, Atlin District (South)		$31,754.41

ATLIN DISTRICT.

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Bear River Protection-work	$19,807.72	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
McDame Creek	$3,398.63	
Dolly Varden Railway	5,906.70	
Telegraph Creek–Dease Lake	9,507.93	
Whitewater Mine–Tulsequah River	16,571.18	
Unuk River Trail	3,818.45	
Upper Kitsault Trail	2,920.80	
Big Missouri Mine	23,984.48	
	$66,108.17	
Labour Department.		
(F.) Direct Relief	$3,305.20	
(J.) Public Health	253.25	
	$3,558.45	
Total expenditure, Unemployment Relief Fund		$89,474.34
Total expenditure, Atlin District	$132,612.09	

BURNABY DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
42B.	Clarke	$1,956.50	
10R.	Coquitlam	1,290.92	
14R.	Hastings–Barnet	212.00	
17R.	Central Arterial Highway	9,025.81	
	Sundry roads (units under $150)	513.19	
	Total, Capital Account—Roads		$12,998.42

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

14R.	Hastings–Barnet Road	$1,127.81	
	Total, Capital Account—Bituminous Surfacing		1,127.81

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2.	Ioco–Sunnyside	$227.10	
17R.	Central Arterial Highway	224.56	
67R.	Central Arterial Highway (Lougheed Highway)	220.00	
18R.	Dewdney Trunk	280.05	
19R.	Dewdney Trunk	2,024.91	
20R.	Dewdney Trunk	470.02	
14R.	Hastings–Barnet	1,972.61	
57R.	Ioco–Port Moody	474.98	
1R.	Kingsway	1,810.56	
10R.	Coquitlam	1,068.82	
	Sundry roads (units under $150)	405.87	
	Assistant District Engineer's office and expenses	304.95	
	Plant and tools	1,433.03	
	Total, Vote 160—Roads, Trails, etc.		10,917.46
	Carried forward		$25,043.69

BURNABY DISTRICT—*Continued.*

Brought forward		$25,043.69

VOTE 160—CLASSIFIED HIGHWAYS.

Sundry roads (units under $150) (credit)		9.81

VOTE 160—BRIDGES: MAINTENANCE.

Sundry bridges (units under $150)	$307.80	
Total, Vote 160—Bridges: Maintenance		307.80

VOTE 160—BRIDGES: CLASSIFIED.

REG. NO.			
10–15.	Scott	$297.84	
10–4.	Brunette	304.68	
3–18.	Coquitlam River	3,787.27	
10–7.	Hoy	271.02	
3–2.	Barnet Mill	509.61	
	Sundry bridges (units under $150)	146.30	
	Total, Vote 160—Bridges: Classified		5,316.72

VOTE 160—ROADS: BITUMINOUS SURFACING.

2.	Ioco–Port Moody	$18.50	
1R.	Kingsway	301.51	
10R.	Coquitlam	415.56	
14R.	Hastings–Barnet	527.76	
18R.	Dewdney Trunk	163.10	
19R.	Dewdney Trunk	312.75	
20R.	Dewdney Trunk	600.14	
57R.	Port Moody	56.45	
62A.	Grandview–Douglas Highway	50.40	
	Total, Vote 160—Roads: Bituminous Surfacing		2,446.17

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Sundry roads (units under $150)	$203.04	
Total, Vote 160—Traffic Operation (Snow-removal)		203.04

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Dewdney Trunk Road, Mile 10 to Mile 12	$10,632.29	
Playing-grounds	586.67	
Playing-grounds, Port Moody	252.00	
	$11,470.96	

Labour Department.

(F.) Direct Relief	$1,336.80	
(G.) Non-contributory	245.70	
(H.) Supervision	161.00	
(J.) Public Health	3,615.00	
	$5,358.50	
Total expenditure, Unemployment Relief Fund		16,829.46
Total expenditure, Burnaby District		$50,137.07

CARIBOO DISTRICT (NORTH).

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
19.	Macalister–Beaver Lake	$188.00	
32.	Fraser	1,644.43	
58.	Quesnel–Blackwater	1,037.06	
59.	Quesnel–Nazko	1,062.58	
60.	Quesnel–Hydraulic	160.00	
168.	Colebank West	280.30	
	Sundry roads (units under $150)	1,125.38	
	Total, Capital Account—Roads		$5,497.75

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

5.	Keithley	$230.98	
10.	Cariboo	6,499.43	
11.	Williams Lake Cut-off	1,080.41	
31.	Barkerville–Antler–Cunningham	265.18	
32.	Fraser	1,768.04	
38.	Barkerville	8,086.97	
45.	Dragon Lake West	210.38	
48.	Ewing	284.80	
50.	Kersley Dales Landing	161.60	
55.	Marguerite–Cuisson Lake	190.40	
58.	Quesnel–Blackwater	456.62	
59.	Quesnel–Nazko	579.37	
60.	Quesnel–Hydraulic	348.12	
67.	Willow River–Sugar Creek	245.86	
93.	Allcock	267.30	
103.	Carlson–Rau	197.60	
129.	Bastin	227.20	
162.	Durrell	204.80	
47R.	Cariboo–Village of Quesnel	672.08	
	Sundry roads (units under $150)	2,941.66	
	Garage	3,524.60	
	Warehouses	83.00	
	Machinery	2,764.74	
	Plant and tools	1,675.94	
	Camp equipment	425.65	
	Supervision	5,063.67	
	Total, Vote 160—Roads, Trails, etc.		38,456.40

Vote 160—Bridges: Maintenance—Unclassified.

4.	Antler Creek, No. 2	$1,102.47	
31.	Canyon Creek	14,897.39	
72.	Healey	2,998.61	
73.	Cuisson Creek	1,012.74	
75.	5-Mile Creek	1,401.97	
90.	Keithley Creek	186.60	
97.	Quesnel River	1,219.79	
98.	Quesnel South Fork	563.77	
106.	Slough Creek	2,718.89	
133.	Little Cottonwood	2,097.55	
	Sundry bridges (units under $150)	610.47	
	Total, Vote 160—Bridges: Maintenance—Unclassified		28,810.25

Vote 160—Ferries.

1.	Fraser River–Alexandria	$1,739.86	
2.	Quesnel River–Gravel's	1,405.66	
3.	Fraser River–Macalister	1,433.76	
4.	Fraser River–Soda Creek	1,671.53	
	Total, Vote 160—Ferries		6,250.81
	Carried forward		$79,015.21

CARIBOO DISTRICT (NORTH)—*Continued.*

	Brought forward		$79,015.21
REG. NO.	VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).		
5.	Keithley	$286.70	
10.	Cariboo	411.28	
38.	Barkerville	4,653.11	
	Sundry roads (units under $150)	97.63	
	Total, Vote 160—Traffic Operation (Snow-removal)		5,448.72
	VOTE 160—ROADS: BITUMINOUS SURFACING.		
47R.	Cariboo–Village of Quesnel	$27.72	
	Total, Vote 160—Roads: Bituminous Surfacing		27.72
	VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
465.	Hogshead Creek Trail	$50.00	
458.	McMillan Trail	50.00	
476.	Iron Creek Trail	50.00	
461.	Trail to Baker–Johnson Property	150.00	
479.	Maud Creek Trail	100.00	
39.	Barkerville–Stanley	199.28	
469.	Ahbau Lake Trail	150.00	
104.	Irvine	124.80	
123.	Charleson Creek	251.10	
166.	Hixon Creek	499.59	
130.	Road to Mackie's Dam	50.00	
9.	Old Keithley Creek	150.00	
18.	Slade Bridge	150.00	
466.	Norn Trail	100.00	
482.	Keithley–Yanks Peak Trail	802.28	
194.	Jamieson Bridge	250.00	
475.	Porter Creek Trail	917.28	
136.	Diatomite	100.45	
60.	Quesnel–Hydraulic	249.91	
16.	Antler Creek	99.20	
195.	Road from Barkerville to Stout's Gulch	149.40	
5.	Likely–Keithley	750.00	
483.	Coughlin's Trail, Cottonwood River	100.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		5,493.29
	UNEMPLOYMENT RELIEF FUND.		
	Dominion-Provincial Works Agreement, June 11th, 1937—Highways—Prince George–Osoyoos, Mile 221–Mile 223, Williams Lake Cut-off	$16,496.81	
	Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
	Alexis Creek–Tatla Lake	$668.53	
	Quesnel–Barkerville	6,995.32	
	Barkerville–Cunningham Creek	3,367.34	
	Bowron Lake	2,789.09	
	Likely–Keithley	2,499.77	
	Hixon Creek	1,461.63	
	Sugar Lake Branch	3,497.78	
	Sugar Creek	348.24	
		$21,627.70	
	Labour Department.		
	(F.) Direct Relief	$10,698.25	
	(G.) Non-contributory	1,427.67	
	(H.) Supervision	1,596.00	
	(J.) Public Health	1,032.25	
		$14,754.17	
	Total expenditure, Unemployment Relief Fund		52,878.68
	Total expenditure, Cariboo District (North)		$142,863.62

CARIBOO DISTRICT (SOUTH).

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
18.	Chilcotin	$594.36	
411.	Alexis Creek–Nazko	224.00	
370.	Mile 93–Bridge Lake	637.62	
318.	Canim Lake	451.75	
328.	Deka Lake	539.54	
417.	Beaver Valley	905.89	
371.	Mile 100–Roe Lake	387.14	
425.	Upper Horsefly	888.64	
37.	Williams Lake–57-Mile	566.06	
419.	Horsefly	91.80	
332.	Eagle Creek	124.80	
410.	Willcox	85.60	
	Total, Capital Account—Roads		$5,497.20

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

79R.	Williams Lake–Soda Creek Arterial Highway	$377.07	
	Total, Capital Account—Bituminous Surfacing		377.07

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

411.	Alexis Creek–Nazko	$364.70	
2.	Beaver Lake–Beavermouth	150.00	
306.	Big Creek	493.60	
314.	Bridge Lake North	332.80	
417.	Beaver Valley	393.20	
10.	Cariboo	7,542.98	
18.	Chilcotin	5,311.05	
318.	Canim Lake	1,652.61	
328.	Deka Lake	913.62	
332.	Eagle Creek	243.20	
334.	Empire Valley	231.80	
342.	Hanceville–Canoe	674.33	
346.	Houseman–Buffalo	228.20	
419.	Horsefly	1,764.13	
421.	Horsefly Lake	227.04	
422.	Horsefly–Quesnel Lake	165.76	
348.	Kelly Lake–Canoe Creek	325.06	
15.	Likely	2,882.15	
353.	Little Timothy Mountain	710.40	
358.	Meldrum Creek–Fraser River	345.60	
360.	Mission	184.68	
362.	Murphy Lake	166.27	
370.	Mile 93–Bridge Lake	1,355.93	
371.	Mile 100–Roe Lake	293.68	
375.	Mile 108–Horsefly	334.16	
376.	Mile 111–Mirage Lake	311.00	
383.	Mile 168–Williams Lake	469.20	
364.	McKinley–Ogden	300.80	
389.	Pigeon	315.20	
392.	Redstone–Chezacut	879.52	
394.	Riske Creek–Durrells	184.05	
398.	Spokin Lake	896.00	
405.	Tatlayoko	174.45	
435.	Taylor–Windfall–Taseko Lake	236.90	
433.	Taseko Lake	433.04	
407.	Upper Dog Creek	215.00	
425.	Upper Horsefly	248.62	
11.	Williams Lake Cut-off	3,497.25	
	Carried forward	$35,447.98	$5,874.27

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$35,447.98	$5,874.27
REG. NO.			
37.	Williams Lake–57-Mile	2,009.28	
	Sundry roads (units under $150)	2,831.44	
	Plant and tools	4,169.44	
	Garage and warehouse	710.14	
	Camp equipment	184.48	
	Total, Vote 160—Roads, Trails, etc.		45,352.76

VOTE 160—BRIDGES: MAINTENANCE.

446.	Anahim, No. 1	$169.46	
177.	Beaver, No. 1	502.76	
454.	Burgess	184.21	
340.	Chilcotin Suspension	553.18	
450.	Crazy	155.11	
319.	Dog Creek, No. 1	230.18	
330.	Holland	201.29	
141.	Likely	743.68	
360.	Mile 141	3,563.77	
348.	122-Mile	195.17	
433.	Sitkum Jim	1,001.30	
338.	Vedan	220.00	
	Sundry bridges (units under $150)	2,897.60	
	Total, Vote 160—Bridges: Maintenance		10,617.71

VOTE 160—FERRIES.

11.	Woodjam	$84.40	
	Total, Vote 160—Ferries		84.40

VOTE 160—TRAFFIC OPERATION.

417.	Beaver Valley	$85.05	
314.	Bridge Lake North	67.00	
18.	Chilcotin	1,057.55	
10.	Cariboo	708.48	
318.	Canim Lake	313.09	
336.	Exeter–McKinley	7.00	
332.	Eagle Creek	27.00	
419.	Horsefly	306.94	
15.	Likely	890.29	
383.	Mile 168–Williams Lake	6.00	
371.	Mile 100–Roe Lake	76.20	
370.	Mile 93–Bridge Lake	500.84	
360.	Mission	13.00	
389.	Pigeon	6.40	
433.	Taseko Lake	12.80	
407.	Upper Dog Creek	11.10	
37.	Williams Lake–57-Mile	260.22	
11.	Williams Lake Cut-off	53.35	
348.	Kelly Lake–Canoe Creek	18.75	
	Plant and tools	424.88	
	Total, Vote 160—Traffic Operation		4,845.94

VOTE 160—ROADS: BITUMINOUS SURFACING.

79R.	Williams Lake–Soda Creek Arterial Highway	$437.10	
	Total, Vote 160—Roads: Bituminous Surfacing		437.10
	Carried forward		$67,212.18

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$67,212.18

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

Reg. No.			
533.	Josiah Mine Trail	$150.00	
	Trail following eastern side of Tatlayoko Lake	99.20	
18.	Chilcotin (Redstone–Tatla Lake Section)	299.20	
12.	McKinley Cable Ferry	48.31	
435.	Fall Creek Trail	400.00	
533.	Chimney Creek Road (road to Chimney Creek placers)	199.80	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,196.51

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Prince George–Osoyoos, Mile 147.5 and Mile 141	$14,958.64	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Tatla–Blackhorn Mountain	$2,796.74	
Taseko Lake–Battlement Creek	2,718.11	
Williams Lake–Likely	6,057.80	
Taseko Lake	3,221.77	
Lac la Hache–Eagle Lake	999.70	
	$15,794.12	
Labour Department.		
(F.) Direct Relief	$7,280.13	
(G.) Non-contributory	1,235.60	
(H.) Supervision	2,916.45	
(J.) Health	837.20	
	$12,269.38	
Total expenditure, Unemployment Relief Fund		43,022.14
Total expenditure, Cariboo District (South)		$111,430.83

CHILLIWACK DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

8R.	Trans-Provincial Highway	$4,342.70	
9R.	Rosedale Ferry	3,340.28	
12R.	Abbotsford–Mission	6,488.92	
13.	Hope–Rosedale	58,594.96	
	Total, Capital Account—Bituminous Surfacing		$72,766.86

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

6.	Columbia Valley	$3,198.33	
13.	Hope–Rosedale	14,966.58	
31.	Sumas Mountain	648.35	
4R.	Trans-Provincial Highway	9,591.03	
5R.	Trans-Provincial Highway	151.34	
6R.	Trans-Provincial Highway	2,430.76	
7R.	Abbotsford–Huntingdon	812.74	
8R.	Trans-Provincial Highway	3,116.12	
9R.	Rosedale Ferry	1,811.87	
11R.	Abbotsford–Mission	194.32	
12R.	Abbotsford–Mission	5,507.54	
	Carried forward	$42,428.98	$72,766.86

CHILLIWACK DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$42,428.98	$72,766.86
REG. NO.		
61R. Yale	890.75	
Vedder River Protection	2,874.64	
Fraser River Bank Protection	2,000.00	
Sundry roads (units under $150)	842.89	
Supervision	5,317.41	
Plant and tools	5,096.18	
Total, Vote 160—Roads, Trails, etc.		59,450.85

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

61B. Vedder Mountain	$217.38	
62B. Sardis	928.04	
Total, Vote 160—Classified Roads		1,145.42

VOTE 160—BRIDGES: MAINTENANCE.

5–10. Sumas River	$195.54	
5–52. Hope Slough	271.54	
5–62. Wilson Creek	3,711.83	
40–1. Bridal Vale	577.55	
40–10. Jones Creek	198.90	
40–11. Lorenzetti	212.69	
Sundry bridges (units under $150)	726.61	
Total, Vote 160—Bridges: Maintenance		5,894.66

VOTE 160—FERRIES.

Agassiz–Rosedale	$7,688.50	
Herrling Island	238.39	
Rosedale Winter Landing	4,660.79	
Total, Vote 160—Ferries		12,587.68

VOTE 160—ROADS: BITUMINOUS SURFACING.

6. Columbia Valley	$404.62	
13. Hope–Rosedale	249.40	
4R. Trans-Provincial Highway	2,893.30	
5R. Trans-Provincial Highway	113.60	
6R. Trans-Provincial Highway	2,913.80	
8R. Trans-Provincial Highway	2,257.37	
9R. Rosedale Ferry	170.78	
12R. Abbotsford–Mission	294.00	
Total, Vote 160—Roads: Bituminous Surfacing		9,296.87

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

13. Hope–Rosedale	$332.80	
61R. Yale	160.85	
8R. Trans-Provincial Highway	407.10	
9R. Rosedale Ferry	150.33	
Sundry roads (units under $150)	635.55	
Total, Vote 160—Traffic Operation (Snow-removal)		1,686.63

VOTE 161—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

George Street	$850.87	
Total, Vote 161—Local Highways within Municipal Limits		850.87
Carried forward		$163,679.84

CHILLIWACK DISTRICT—*Continued.*

Brought forward		$163,679.84

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Trans-Canada Highway, Rosedale–Cheam	$17,007.39	
Hunting–Mission Highway, Abbotsford–Clayburn	12,739.96	
Playing-grounds	334.62	
	$30,081.97	
Labour Department.		
(F.) Direct Relief	$6,346.68	
(G.) Non-contributory	958.03	
(J.) Public Health	349.95	
	$7,654.66	
Total expenditure, Unemployment Relief Fund		37,736.63
Total expenditure, Chilliwack District		$201,416.47

COLUMBIA DISTRICT.

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.		
2. West Side	$1,971.61	
4. Toby Creek	983.83	
5. Horse Thief	594.45	
6. Athalmer	2,964.00	
7. Campbell	554.40	
10. Forsters Landing	717.07	
17. Beards Creek	192.77	
42. Golden Donald Upper	505.96	
58. Sanborn	288.94	
87. Trans-Canada Highway (Kicking Horse Section)	174.09	
255. Windermere Loop	253.68	
263. Faber	187.73	
296. Headley	192.00	
Sundry roads (units under $100)	917.63	
Total, Capital Account—Roads		$10,498.16

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1. Kootenay–Columbia Highway	$10,462.24	
2. West Side	1,049.90	
4. Toby Creek	493.80	
5. Horse Thief	101.48	
6. Athalmer	427.53	
87. Trans-Canada Highway (Kicking Horse Section)	1,471.17	
208. River Avenue, Golden	110.38	
258. Fourth Avenue, Golden	231.97	
280. Trans-Canada Highway (Big Bend Section)	1,477.36	
Sundry roads (units under $100)	1,000.53	
Supervision	6,770.55	
Plant and tools	4,343.19	
Tax Account	2,145.00	
Total, Vote 160—Roads, Trails, etc.		30,085.10

Vote 160—Bridges: Maintenance.

1. Calipeen	$1,574.86	
4. Kicking Horse	253.68	
Carried forward	$1,828.54	$40,583.26

COLUMBIA DISTRICT—*Continued.*

VOTE 160—BRIDGES: MAINTENANCE—*Continued.*

Reg. No.			
	Brought forward	$1,828.54	$40,583.26
33.	Fairmont	158.14	
35.	Dutch Creek	662.10	
40.	Kootenay	1,162.97	
44.	Brady Creek	2,704.24	
46.	Toby	1,627.35	
53.	Horse Thief	634.09	
58.	Oglestone	848.40	
82.	Anderson	496.73	
95.	Horse Shoe	873.52	
126.	Kushis	255.00	
156.	Spillimacheen	148.60	
159.	Grimnes	410.46	
165.	Brisco	219.06	
	Sundry bridges (units under $100)	880.20	
	Total, Vote 160—Bridges		12,909.40

VOTE 160—FERRIES: MAINTENANCE.

8.	Donald	$35.20	
	Ritchers Basket	49.90	
	Total, Vote 160—Ferries		85.10

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

1.	Kootenay–Columbia Highway	$1,153.75	
2.	West Side	144.57	
6.	Athalmer	259.85	
7.	Campbell	101.19	
280.	Trans-Canada Highway (Big Bend Section)	213.69	
	Sundry roads (units under $100)	617.67	
	Plant and tools	993.04	
	Total, Vote 160—Traffic Operation (Snow-removal)		3,483.76

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

4.	Toby Creek	$350.13	
109.	Bugaboo Creek Trail	149.19	
167.	McMurdo Creek Trail	500.00	
143.	Parson–Vermont Creek Trail	500.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,499.32

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Radium–Golden	$24,444.48	
Radium–Golden, Edgewater Diversion	13,607.76	
	$38,052.24	
Labour Department.		
(F.) Direct Relief	$21,437.40	
(G.) Non-contributory	3,450.78	
(H.) Supervision	887.40	
(J.) Public Health	1,132.10	
	$26,907.68	
Total expenditure, Unemployment Relief Fund		64,959.92
Total expenditure, Columbia District		$123,520.76

COMOX DISTRICT.

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
2.	Anderton	$645.16	
12.	Bevan	254.95	
14.	Lazo	1,150.04	
31.	Malcolm Island	249.95	
38.	Seaford (Cortes Island)	109.41	
41.	Allen Trail (Cortes Island)	6.40	
42.	Colter Bay (Cortes Island)	19.20	
48.	Squirrel Cove (Cortes Island)	272.71	
54.	Denman (Denman Island)	707.38	
71.	Hardy Bay	436.97	
162.	Sayward	759.64	
185.	Cape Mudge (Quadra Island)	236.00	
187.	Gowlland Harbour (Quadra Island)	69.40	
188.	Heriot Bay (Quadra Island)	678.65	
192.	Pidcock (Quadra Island)	40.80	
196.	Island Highway (Campbellton)	1,997.23	
234.	Granite Bay (Quadra Island)	323.25	
235.	Beattie (Cortes Island)	68.80	
300.	Whaletown Trail (Cortes Island)	6.40	
343.	Holberg–Cape Scott	294.54	
360.	Quatsino	12.25	
380.	Colony Lake Trail (Quatsino)	231.39	
382.	Green and Illstadt Trail (Quatsino)	241.35	
386.	Limestone Island Trail	14.40	
401.	Hoskyn (Read Island)	210.79	
423.	Cemetery (Alert Bay)	647.59	
429.	Gregson Trail (Cortes Island)	12.80	
430.	Lyle Trail (Cortes Island)	12.80	
	Total, Capital Account—Roads		$9,710.25

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

2.	Anderton	$695.04	
9.	Cumberland	61.20	
11.	Royston	195.20	
14.	Lazo	471.01	
196.	Island Highway	52,014.45	
333.	Crescent	1,518.63	
341.	Hilliers	1,366.75	
	Total, Capital Account—Bituminous Surfacing		56,322.28

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Alert Bay	$881.95	
2.	Anderton	541.94	
3.	Back	330.37	
8.	Comox	937.85	
9.	Cumberland	1,150.16	
10.	Headquarters	906.49	
11.	Royston	1,405.52	
12.	Bevan	417.84	
14.	Lazo	1,153.07	
49.	Campbell River	1,383.08	
51.	East Side	370.00	
71.	Hardy Bay	345.21	
76.	Central	903.35	
77.	Goose Spit	370.12	
91.	Kye Bay	169.64	
93.	Lake Trail	565.91	
105.	Dove Creek	350.59	
107.	Coleman	457.66	
111.	Merville	379.40	
113.	Tsolum River	328.27	
	Carried forward	$13,348.42	$66,032.53

COMOX DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
	Brought forward	$13,348.42	$66,032.53
162.	Sayward	589.81	
188.	Heriot Bay	174.14	
196.	Island Highway	15,996.32	
233.	Plateau	204.60	
293.	Dove Creek	179.60	
341.	Hilliers	953.61	
344.	Horn Lake	156.63	
377.	Texada	250.36	
32R.	Arterial Highway	187.65	
	Sundry roads	5,558.18	
	Salaries	4,803.17	
	Travelling expenses	1,442.80	
	Office supplies, etc.	1,134.33	
	Plant and tools	879.14	
	Addition to Courtenay Office	829.07	
	Sundry surveys	199.92	
	Total, Vote 160—Roads, Trails, etc.		46,887.75

VOTE 160—CLASSIFIED HIGHWAYS.

77A.	Courtenay (primary)	$365.32	
3B.	Courtenay (secondary)	527.14	
54B.	Courtenay (secondary)	13.12	
34B.	Cumberland (secondary)	20.86	
35B.	Cumberland (secondary)	21.21	
	Total, Vote 160—Classified Highways		947.65

VOTE 160—BRIDGES: MAINTENANCE.

23.	Forrest	$160.07	
41.	Drew Harbour	308.78	
42.	Dry Creek	556.00	
93.	Kitty	227.75	
115.	Oyster River	371.38	
148.	Lewis	343.40	
149.	Hammond	698.15	
197.	Tsable River	533.33	
218.	White River	225.04	
317.	Chester Road	251.29	
	Sundry bridges	2,524.40	
	Total, Vote 160—Bridges		6,199.59

VOTE 160—FERRIES.

	Denman Island	$3,731.00	
	Total, Vote 160—Ferries		3,731.00

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

2.	Anderton	$45.70	
3.	Back	25.50	
5.	Burns	6.40	
8.	Comox	158.90	
9.	Cumberland	86.85	
10.	Headquarters	62.20	
11.	Royston	40.45	
12.	Bevan	16.20	
14.	Lazo	123.80	
49.	Campbell River	149.25	
51.	East (Denman Island)	5.75	
52.	Lacon (Denman Island)	4.38	
54.	Denman (Denman Island)	23.50	
	Carried forward	$748.88	$123,798.52

COMOX DISTRICT—*Continued.*

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

	Brought forward	$748.88	$123,798.52
REG. NO.			
56.	North West (Denman Island)	8.37	
67.	Knight	20.00	
71.	Hardy Bay	58.80	
76.	Central (Hornby Island)	36.80	
93.	Lake Trail	38.40	
96.	Little River	64.00	
119.	Minto	23.40	
185.	Cape Mudge (Quadra Island)	32.88	
188.	Heriot Bay (Quadra Island)	27.52	
189.	Hyacinth Bay (Quadra Island)	39.20	
196.	Island Highway	1,417.29	
202.	Masters	14.00	
224.	Falls	12.00	
296.	Filberg	20.00	
331.	Coombs	8.90	
341.	Hilliers	15.70	
353.	Parksville Cross Road	4.20	
	Ironing snow-ploughs	22.82	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,613.16

VOTE 160—ROADS: BITUMINOUS SURFACING.

1.	Alert Bay	$928.31	
196.	Island Highway	906.32	
	Total, Vote 160—Roads: Bituminous Surfacing		1,834.63

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

Trail to H.P.H. and Dorlon Claims, east end of Nahwitti Lake	$350.00	
Trail from Hardy Bay to Kain's Lake	50.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		400.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Nanaimo–Menzies Bay, Buckley Bay	$10,032.52	
Nanaimo–Menzies Bay	29,806.46	
Nanaimo–Menzies Bay (engineering)	381.25	
	$40,220.23	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Campbell Lake Trail	$19.13	
Labour Department.		
(F.) Direct Relief	$37,920.00	
(G.) Non-contributory	3,134.10	
(H.) Supervision	2,752.51	
(J.) Public Health	5,102.83	
	$48,909.44	
Total expenditure, Unemployment Relief Fund		89,148.80
Total expenditure, Comox District		$217,795.11

COWICHAN-NEWCASTLE DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
23.	Cowichan Lake	$102.19	
132.	Island Highway	1,290.07	
71.	Lane	269.86	
24.	North Shore	668.20	
95.	Old Koksilah	844.00	
110.	Riverside Drive	405.36	
31R.	Arterial Highway	384.31	
	Total, Capital Account—Roads		$3,963.99

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

7.	Bench	$1,477.46	
23.	Cowichan Lake	13,845.75	
95.	Old Koksilah	2,700.60	
98.	Old Trunk	1,232.75	
121.	South Wellington	1,158.50	
132.	Island Highway	6,994.01	
165.	Hillcrest	549.75	
31R.	Arterial Highway	1,215.86	
	Total, Capital Account—Bituminous Surfacing		29,174.68

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

10.	Bennie–Yellow Point	$211.45	
23.	Cowichan Lake	2,772.77	
48.	Cherry Point	168.80	
224.	Coast	164.05	
42.	Fourth Avenue	151.59	
124.	Halhead (Porter)	288.80	
132.	Island Highway	8,450.60	
132.	Island Highway (Cowichan Bay Diversion)	2,651.94	
70.	Lakeside	170.56	
208.	Mayo	153.53	
24.	North Shore	2,026.28	
234.	North	227.76	
95.	Old Koksilah	311.58	
98.	Old Trunk	508.06	
113.	Sahtlam	417.90	
238.	South	429.81	
121.	South Wellington	869.06	
	Sundry surveys	822.88	
129.	Thomas–Yellow Point	228.37	
31R.	Arterial Highway	4,994.94	
	Sundry roads (units under $150)	1,929.05	
	Supervision	2,727.03	
	Tools and Plant Account	895.77	
	Truck Account	1,210.34	
	Total, Vote 160—Roads, Trails, etc.		32,782.92

Vote 160—Classified Highways.

63A.	Cowichan Lake (primary)	$230.85	
36B.	Quamichan Lake (secondary)	397.30	
	Total, Vote 160—Classified Highways		628.15

Vote 160—Bridges: Maintenance.

19.	Cowichan Station	$988.32	
14.	Chemainus River	1,009.09	
29.	Dodds	2,538.08	
30.	Duncan	219.10	
23.	Davis Lagoon	336.64	
	Carried forward	$5,091.23	$66,549.74

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

VOTE 160—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$5,091.23	$66,549.74
REG. NO.		
54. Kelvin Creek	247.00	
56. Koksilah	483.92	
168. Mariners	104.60	
83. Tennis-courts	1,396.54	
Sundry bridges (units under $150)	637.55	
Total, Vote 160—Bridges: Maintenance		7,960.84

VOTE 160—FERRIES.

Gabriola Island	$7,343.02	
Total, Vote 160—Ferries		7,343.02

VOTE 160—ROADS: BITUMINOUS SURFACING.

7. Bench	$5.00	
23. Cowichan Lake	6.00	
95. Old Koksilah	20.00	
98. Old Trunk	14.00	
121. South Wellington	1,847.00	
132. Island Highway	873.47	
165. Hillcrest	12.25	
31R. Arterial Highway	2,532.20	
Total, Vote 160—Roads: Bituminous Surfacing		5,309.92

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Sundry roads (Snow-removal)	$1,905.63	
Total, Vote 160—Traffic Operation (Snow-removal)		1,905.63

VOTE 161—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

Methuen Street (Ladysmith)	$49.80	
Total, Vote 161—Local Highways within Municipal Limits		49.80

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

166. El Capitan Trail	$250.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		250.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Cowichan Bay Diversion Mile 33–Mile 39.6	$42,249.00	
Playing-grounds, Duncan	181.42	
Playing-grounds, Ladysmith	389.20	
	$42,819.62	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Cowichan Lake–Chemainus	$923.60	
Mount Sicker	1,906.82	
	$2,830.42	
Labour Department.		
(F.) Direct Relief	$27,769.01	
(G.) Non-contributory	4,319.63	
Carried forward	$32,088.64	$89,368.95

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Labour Department—Continued.

Brought forward	$32,088.64	$89,368.95
(H.) Supervision	688.61	
(J.) Public Health	3,135.85	
	$35,913.10	
Total expenditure, Unemployment Relief Fund		81,563.14
Total expenditure, Cowichan-Newcastle District		$170,932.09

CRANBROOK DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. No.			
1.	Trans-Provincial Highway	$7,054.69	
3.	Mission	466.80	
18.	St. Mary	186.20	
20.	Torrent	179.60	
24.	Perry Creek	1,261.75	
25.	Sullivan Mine	1,189.10	
51.	Cranbrook–Wycliffe	1,342.78	
103.	Skookumchuck	459.90	
273.	Doctor Creek Trail	497.20	
	Blacksmith-shop	1,963.83	
	Sundry roads (units under $150)	896.15	
	Total, Capital Account—Roads		$15,498.00

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

1.	Southern Provincial Highway, Cranbrook–Curzon	$9,605.63	
1.	Southern Provincial Highway, Curzon Junction West	13,266.81	
1.	Southern Provincial Highway, west of Wardner	15,731.49	
2.	Cranbrook–Kimberley	8,980.57	
29.	Kingsgate–Curzon	6,479.98	
	Total, Capital Account—Bituminous Surfacing		54,064.48

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Trans-Provincial Highway	$20,807.01	
	Trans-Provincial Highway (reconstruction, Wardner and Eager)	4,946.37	
2.	Cranbrook–Kimberley	3,490.07	
9.	Meadowbrook–Settlement	205.40	
12.	Kootenay Orchards	877.26	
13.	Phillips	389.40	
15.	Kootenay–Columbia	4,789.42	
17.	Mission–Wycliffe	329.50	
18.	St. Mary	267.33	
22.	Wycliffe–Cherry Creek	151.55	
23.	Clarke	250.55	
24.	Perry Creek–Sawmill Creek	2,500.00	
25.	Sullivan Mine (Kimberley)	224.20	
28.	Wattsburg–Weaver Creek	254.54	
29.	Curzon–Kingsgate	791.73	
60.	Kimberley (north)	1,304.82	
65.	Gold Creek	299.20	
72.	Pighin	477.60	
157.	Sullivan Mine	566.70	
	Carried forward	$42,922.65	$69,562.48

CRANBROOK DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$42,922.65	$69,562.48
REG. NO.			
187.	St. Joseph Street	434.30	
204.	Abbott Street	189.80	
203.	Harold Street	173.95	
233.	Chapman	1,958.26	
	Bateman compensation	1,013.40	
	Sundry roads (units under $150)	1,894.49	
	Garage	10,352.47	
	Supervision	5,099.25	
	Plant	9,149.06	
	Total, Vote 160—Roads, Trails, etc.		73,187.63

VOTE 160—BRIDGES: MAINTENANCE.

52.	Alki	$231.93	
53.	Alki	354.70	
10.	Dry Channel	330.80	
40.	Gold Creek	153.42	
14.	Palmer Bar	307.21	
11.	Peavine Creek	1,861.79	
13.	Swansea	188.56	
33.	Skookumchuck	230.51	
26.	Wycliffe	304.25	
12.	Wards Ranch	188.00	
13.	Bridges (units under $150)	1,249.12	
	Total, Vote 160—Bridges: Maintenance		5,400.29

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

1.	Trans-Provincial Highway	$862.26	
2.	Cranbrook–Kimberley	802.12	
4.	Gold Creek	210.74	
15.	Kootenay–Columbia	653.11	
18.	St. Mary–Prairie	268.87	
24.	Perry Creek	180.09	
	Sundry local roads	259.83	
	Total, Vote 160—Traffic Operation (Snow-removal)		3,237.02

VOTE 160—ROADS: BITUMINOUS SURFACING.

1.	Trans-Provincial Highway	$965.27	
2.	Cranbrook–Kimberley	1,634.35	
129.	Boundary Street	30.00	
130.	Howard Street	29.00	
165.	Wallinger Avenue	37.20	
	Total, Vote 160—Roads: Bituminous Surfacing		2,695.82

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Cranbrook–Curzon	$782.50	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Meacham Creek–Goat River	$2,466.37	
St. Mary River	2,418.42	
	$4,884.79	
Carried forward	$5,667.29	$154,083.24

CRANBROOK DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$5,667.29	$154,083.24
Labour Department.		
(F.) Direct Relief	$56,390.40	
(G.) Non-contributory	8,833.63	
(H.) Supervision	5,637.55	
(J.) Public Health	3,923.10	
	$74,784.68	
Total expenditure, Unemployment Relief Fund		80,451.97
Total expenditure, Cranbrook District		$234,535.21

DELTA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

REG. No.			
66R.	Fraser Avenue, No. 5	$3,377.60	
77R.	Aldergrove–Bellingham	2,724.62	
	Total, Capital Account—Bituminous Surfacing		$6,102.22

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2R.	Trans-Provincial Highway	$5,581.25	
3R.	Trans-Provincial Highway	4,541.89	
13R.	Pacific Highway	2,377.04	
15R.	Peace Arch Highway	2,549.42	
66R.	Fraser Avenue, No. 5	418.42	
77R.	Aldergrove–Bellingham Highway	616.26	
80R.	Ladner Marsh	220.97	
85R.	Scott Road Diversion	2,407.47	
	Sundry roads (units under $150)	131.20	
	Plant and tools	4,935.72	
	Supervision	3,853.22	
	Total, Vote 160—Roads, Trails, etc.		27,632.86

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

61A.	Scott	$249.84	
69B.	McLellan	385.51	
90B.	Campbell River	240.03	
40B.	Boundary Bay	848.03	
68A.	Ladner Trunk	509.74	
69A.	Scott	6.01	
99B.	Point Roberts	77.68	
103B.	Goudy–Farrell	9.25	
102B.	Glover	7.00	
50B.	Woodward's Highway	383.64	
84B.	Steveston Highway	88.26	
	Total, Vote 160—Classified Roads		2,804.99

VOTE 160—BRIDGES: MAINTENANCE.

4 and 5	Eburne	$11,090.44	
6 and 8	Fraser Avenue	3,967.39	
10.	Canoe Pass	10,821.80	
18.	No. 1 Slough	385.39	
19.	No. 2 Slough	323.24	
20.	No. 3 Slough	318.64	
29.	Schoolhouse	174.94	
35.	Serpentine	237.01	
	Sundry bridges (units under $150)	281.56	
	Total, Vote 160—Bridges: Maintenance		27,600.41
	Carried forward		$64,140.48

DELTA DISTRICT—*Continued.*

Brought forward		$64,140.48
Vote 160—Bridges: Maintenance—Classified Highways.		
Reg. No.		
16. Chillikthan Slough (on 68A, Ladner Trunk Road) (credit)	$18.91	
Total, Vote 160—Bridges: Maintenance—Classified Highways (credit)		18.91
Vote 160—Ferries.		
1. Barnston Island	$5,270.73	
Ladner–Woodward	2,729.98	
Ladner–Woodward (landings)	2,354.94	
Total, Vote 160—Ferries		10,355.65
Vote 160—Roads: Bituminous Surfacing.		
2R. Trans-Provincial Highway	$1,284.15	
3R. Trans-Provincial Highway	2,099.58	
13R. Pacific Highway	414.13	
15R. Peace Arch Highway	11.80	
40B. Boundary Bay	13.55	
50B. Woodward's Highway	26.12	
61A. Scott	1,760.61	
66R. Fraser Avenue, No. 5	980.50	
68A. Ladner Trunk	411.05	
69A. Scott	57.05	
99B. Point Roberts	9.00	
103B. Goudy–Farrell	9.00	
Total, Vote 160—Roads: Bituminous Surfacing		7,076.54
Vote 160—Traffic Operation (Snow-removal).		
3R. Trans-Provincial Highway	$481.43	
Sundry roads (units under $150)	258.14	
Total, Vote 160—Traffic Operation (Snow-removal)		739.57
Vote 161—Local Highways within Municipal Limits.		
Town Line	$500.00	
Total, Vote 161—Local Highways within Municipal Limits		500.00
Unemployment Relief Fund.		
Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Peace Arch Highway	$9,518.73	
Playing-grounds, Ladner	705.61	
Playing-grounds, Cloverdale	143.98	
	$10,368.32	
Labour Department.		
(F.) Direct Relief	$30.10	
(G.) Non-contributory	5.00	
(J.) Public Health	586.50	
	$621.60	
Total expenditure, Unemployment Relief Fund		10,989.92
Total expenditure, Delta District		$93,783.25

DEWDNEY DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
59R.	Hammond Loop	$1,621.25	
25R.	Lougheed Highway (Mission retaining-wall)	801.16	
65.	Lillooet Avenue (Harrison Hot Springs Townsite)	1,010.99	
26R.	Lougheed Highway	1,853.82	
21R.	Lougheed Highway	449.80	
22R.	Lougheed Highway	410.20	
23.	McKamey	546.65	
38.	Salvaster	1,469.60	
	Sundry roads (units under $150)	143.60	
	Nicomen right-of-way	690.00	
	Total, Capital Account—Roads		$8,997.07

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

11–7.	Lougheed Highway	$6,569.44	
21R.	Lougheed Highway (Pitt Meadows)	2,587.70	
22R.	Lougheed Highway (Maple Ridge)	3,694.14	
23R.	Lougheed Highway (Mission)	4,744.55	
26R.	Trans-Provincial Highway (Kent)	12,564.89	
59R.	Sharp	827.38	
69R.	Port Haney–Loop (Maple Ridge)	742.90	
64.	Trans-Canada Highway	5,456.61	
	Total, Capital Account—Bituminous Surfacing		37,187.61

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

5.	Dale	$241.35	
7H.	Dewdney Trunk Road, Section 7	1,073.25	
7I.	Dewdney Trunk Road, Section 8	2,412.51	
7J.	Dewdney Trunk Road, Section 9	236.86	
7K.	Dewdney Trunk Road, Section 10	156.70	
11.	Farms	1,841.82	
13.	Hawkins–Pickles	1,048.03	
59R.	Hammond Loop	471.02	
15.	Hyde and Buker	1,176.42	
20.	Kilpatrick	335.15	
65.	Lillooet Avenue	903.50	
21R.	Lougheed Highway	427.01	
22R.	Lougheed Highway	1,715.00	
23R.	Lougheed Highway	3,316.21	
25R.	Lougheed Highway	563.68	
26R.	Lougheed Highway	2,743.43	
22.	Malcolm	420.10	
23.	McKamey	424.10	
54.	McNeil	208.36	
29.	Newton	1,097.50	
30.	Nicomen Island Trunk Road	649.52	
	Nicomen Island Highway Protection	418.90	
47.	Upper Pitt	257.12	
35.	Rennie	290.92	
38.	Salvaster	1,882.27	
41.	Stave Lake	604.77	
44.	Thompson	621.35	
43.	Taylor	889.41	
	River Bank Protection, Agassiz	4,146.32	
	Sundry roads (units under $150)	2,074.78	
	Assistant District Engineer's office and expenses	4,530.69	
	Auto A-6	679.63	
	Plant and tools	4,201.29	
	Total, Vote 160—Roads, Trails, etc.		42,058.97
	Carried forward		$88,243.65

DEWDNEY DISTRICT—*Continued.*

Brought forward		$88,243.65

VOTE 160—CLASSIFIED HIGHWAYS.

REG. NO.			
77B.	Dewdney Trunk	$2,799.38	
96B.	Cedar Valley	240.00	
73B.	Dewdney Trunk	600.00	
	Sundry roads (units under $150)	396.56	
	Total, Vote 160—Classified Highways		4,035.94

VOTE 160—BRIDGES: MAINTENANCE.

40–131.	Harrison River	$717.10	
10–169.	Kelly Creek	399.14	
10–55.	McIntosh	222.34	
10–168.	Malcolm Road	611.85	
106–1.	Mission–C.P.R.	10,698.81	
10–143.	Meason	2,649.24	
10–41.	Pitt River	2,381.54	
10–162.	Ross	151.81	
10–81.	Hussey	266.27	
10–78.	Minnie	265.92	
10–75.	Peterson	500.00	
10–77.	Sproule	707.23	
10–80.	Steelhead	390.50	
	Sundry bridges (units under $150)	1,146.37	
	Total, Vote 160—Bridges: Maintenance		21,108.12

VOTE 160—BRIDGES: CLASSIFIED.

	Sundry bridges (units under $150)	$5.12	
	Total, Vote 160—Bridges: Classified		5.12

VOTE 160—ROADS: BITUMINOUS SURFACING.

51.	Harrison Hot Springs	$194.96	
21R.	Lougheed Highway	248.00	
22R.	Lougheed Highway	494.85	
23R.	Lougheed Highway	2,648.76	
26R.	Lougheed Highway	2,182.08	
59R.	Hammond–Loop	11.15	
60A.	Harrison Hot Springs	57.40	
69R.	Haney–Loop	5.30	
92B.	Dewdney Trunk	77.96	
7H.	Dewdney Trunk	340.14	
71.	Dewdney Trunk	1,031.90	
	Total, Vote 160—Roads: Bituminous Surfacing		7,292.50

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

26R.	Lougheed Highway	$512.38	
	Sundry road (units under $150)	925.37	
	Total, Vote 160—Traffic Operation (Snow-removal)		1,437.75

VOTE 161—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

100B.	Baker (bridge over Kanaka Creek)	$2,322.51	
	Total, Vote 161—Local Highways within Municipal Limits		2,322.51

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

	Boise Creek Trail	$125.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		125.00
	Carried forward		$124,570.59

DEWDNEY (EAST) DISTRICT.

Brought forward		$124,570.59
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
REG. NO.		
61. Hope–Rosedale	$1,467.90	
64. Hope–Yale	2,991.83	
Total, Capital Account—Roads		4,459.73
VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
61. Hope–Rosedale	$2,612.62	
62. Hope–Princeton	388.71	
64. Hope–Yale	145.67	
Sundry roads	48.81	
Total, Vote 160—Roads, Trails, etc.		3,195.81
VOTE 160—BRIDGES: MAINTENANCE.		
Sundry bridges	$126.81	
Total, Vote 160—Bridges: Maintenance		126.81
VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).		
61. Hope–Rosedale	$764.94	
64. Hope–Yale	139.86	
Sundry roads	141.02	
Total, Vote 160—Traffic Operation (Snow-removal)		1,045.82
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
78. Road to Anfeas Mine, Wardle Creek	$300.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		300.00
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Lougheed Highway, Mile 71–72	$13,568.83	
Playing-grounds	508.56	
	$14,077.39	
Labour Department.		
(F.) Direct Relief	$4,985.90	
(G.) Non-contributory	2,791.52	
(H.) Supervision	1.75	
(J.) Public Health	48,472.38	
	$56,251.55	
Total expenditure, Unemployment Relief Fund		70,328.94
Total expenditure, Dewdney District		$204,027.70

ESQUIMALT DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
76. Island Highway	$34,029.02	
117. Old Trunk	2,565.29	
147. Sooke	2,999.70	
192. West Coast	64,535.45	
Total, Capital Account—Roads		$104,129.46
Carried forward		$104,129.46

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$104,129.46

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

REG. NO.			
68.	Halhead	$924.83	
76.	Island Highway	19,835.98	
99.	Metchosin	2,973.27	
117.	Old Trunk	4,546.95	
141.	Shawnigan Lake	1,476.46	
	Total, Capital Account—Bituminous Surfacing		29,757.49

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Atkins	$210.57	
15.	Belmont	244.34	
26.	Cameron-Taggart	235.22	
	Clo-ose District	458.51	
36.	Cuthbert	304.65	
45.	Dunford	171.20	
47.	East Sooke	509.19	
150.	Fitzgerald	212.20	
183.	Forebay	260.64	
66.	Gillespie	197.58	
69.	Happy Valley	544.91	
73.	Helmcken	260.45	
76.	Island Highway	13,545.10	
79.	Jordan River	630.34	
87.	Lagoon	200.40	
99.	Metchosin	666.21	
101.	Millstream	551.97	
102.	Millstream Lake	193.90	
112.	Munn's	393.71	
117.	Old Trunk	2,060.28	
	Port Renfrew District	996.71	
132.	Rocky Point	452.06	
133.	Ross-Durrance	383.70	
141.	Shawnigan Lake-Mill Bay Cross	496.61	
147.	Sooke	2,274.94	
157.	Thetis Lake	198.80	
190.	West Shawnigan Lake	202.00	
	Sundry roads (units under $150)	3,450.59	
	Auto Account	984.86	
	Plant and tools	401.70	
	Repairs, district machinery	127.95	
	Supervision	2,412.98	
	Total, Vote 160—Roads, Trails, etc.		34,234.27

VOTE 160—BRIDGES: MAINTENANCE.

208.	China Creek	$385.37	
19.	Craigflower	170.92	
120.	Goldstream	429.64	
209.	Maidenhair Gulch	246.21	
179.	Millstream	3,559.78	
115.	Muir Creek	403.71	
124.	Niagara	1,091.82	
106.	Purney's	207.52	
97.	Sooke River	157.34	
138.	Village Point	1,615.98	
178.	Wilmot	801.39	
	Sundry bridges (units under $150)	1,585.93	
	Total, Vote 160—Bridges: Maintenance		10,655.61
	Carried forward		$178,776.83

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$178,776.83

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. No.			
3.	Atkins	$14.00	
15.	Belmont	25.20	
26.	Cameron–Taggart	32.00	
310.	Cannery Trail	10.60	
35.	Craigflower	11.00	
36.	Cuthbert	20.60	
45.	Dunford	46.00	
47.	East Sooke	209.62	
50.	Finlayson	10.60	
51.	Fisher	20.60	
150.	Fitzgerald	120.90	
66.	Gillespie	2.40	
68.	Halhead	137.80	
67.	Hall and Hawkins	23.80	
76.	Island Highway	1,987.54	
316.	Leechtown Trail	4.80	
90.	Letoria	20.62	
105.	Milne	6.20	
101.	Millstream	71.60	
102.	Millstream Lake	58.60	
242.	Munsie	32.00	
117.	Old Trunk	254.95	
133.	Ross–Durrance	63.00	
141.	Shawnigan–Mill Bay Cross	143.60	
147.	Sooke	305.02	
149.	Station	30.00	
312.	School Trail	14.80	
155.	Telegraph	24.15	
196.	Wilfert	20.18	
166.	Wilson	10.00	
	Total, Vote 160—Traffic Operation (Snow-removal)		3,732.18

VOTE 160—ROADS: BITUMINOUS SURFACING.

6.	Admirals	$6.90	
15.	Belmont	20.70	
35.	Craigflower	105.63	
68.	Halhead	31.60	
69.	Happy Valley	55.20	
76.	Island Highway	1,712.32	
87.	Lagoon	13.80	
99.	Metchosin	41.50	
117.	Old Trunk	70.00	
132.	Rocky Point	6.90	
141.	Shawnigan Lake	36.60	
147.	West Sooke	277.25	
	Total, Vote 160—Roads: Bituminous Surfacing		2,378.40

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

Carlin's Trail	$49.60	
Hodgson's Trail (Silvermine)	400.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		449.60

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Trans-Canada, Malahat Section	$82,867.43	
Playing-grounds	489.73	
Carried forward	$83,357.16	$185,337.01

ESQUIMALT DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$83,357.16	$185,337.01
Labour Department.		
(F.) Direct Relief	$22,971.73	
(G.) Non-contributory	4,262.62	
(H.) Supervision	714.87	
(J.) Public Health	3,052.43	
	$31,001.65	
Total expenditure, Unemployment Relief Fund		114,358.81
Total expenditure, Esquimalt District		$299,695.82

FERNIE DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
1.	Trans-Provincial Highway	$714.40	
2.	Wardner–Gateway	1,164.80	
3.	Elko–Roosville	593.50	
4.	Elk Valley	884.00	
8.	Sand Creek	1,052.40	
17.	Mansfield	311.20	
94.	Kootenay–Columbia River Highway	3,011.38	
123.	Spreull	440.00	
148.	Pacific Avenue–Natal	296.18	
	Sundry roads (units under $150)	1,680.99	
	Total, Capital Account—Roads		$10,148.85

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

1.	Trans-Provincial Highway	$18,491.70	
	Total, Capital Account—Bituminous Surfacing		18,491.70

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Trans-Provincial Highway	$12,597.20	
2.	Wardner–Gateway	390.40	
3.	Elko–Roosville	2,557.46	
4.	Elk Valley	1,303.10	
8.	Sand Creek	1,191.05	
10.	Elko-Waldo	246.76	
16.	Baynes–Elk Bridge	185.60	
19.	Flathead Valley	7,500.00	
31.	Fort Steele–Wild Horse	299.20	
48.	Maus Creek	166.40	
93.	Kootenay–Columbia River Highway	442.63	
94.	Kootenay–Columbia River Highway	1,502.17	
101.	Taylor's Mill	240.00	
149.	Muirhead	748.72	
127.	Cedar Valley	231.20	
	Sundry roads (units under $150)	1,577.21	
	Plant and tools	4,017.28	
	Supervision	5,974.83	
	Total, Vote 160—Roads, Trails, etc.		41,171.21

VOTE 160—BRIDGES: MAINTENANCE.

4.	Fernie	$810.16	
6.	Elko	178.40	
8.	Elkmouth	177.72	
55.	Fairy Creek	1,446.66	
60.	Little Fairy Creek	170.40	
	Carried forward	$2,783.34	$69,811.76

FERNIE DISTRICT—*Continued.*

VOTE 160—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$2,783.34	$69,811.76
REG. NO.			
62.	Barn	415.21	
84.	Round Prairie	311.87	
87.	Fernie Park	492.83	
146.	Swinton	962.79	
147.	Tunnel	156.64	
148.	C.P.R.	227.28	
157.	McCool	249.80	
158.	Lake's	252.13	
	Sundry bridges (units under $150)	1,743.06	
	Total, Vote 160—Bridges: Maintenance		7,594.95

VOTE 160—ROADS: BITUMINOUS SURFACING.

1.	Trans-Provincial Highway	$2,463.70	
	Total, Vote 160—Roads: Bituminous Surfacing		2,463.70

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

	Snow-removal	$3,721.82	
	Total, Vote 160—Traffic Operation (Snow-removal)		3,721.82

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

205.	Burt Group	$125.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		125.00

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
	Crowsnest Pass–Hope, Fernie–Natal	$19,941.02	
	Southern Trans-Provincial Highway, Hosmer–Natal	1,344.64	
		$21,285.66	
	Labour Department.		
(F.)	Direct Relief	$114,712.25	
(G.)	Non-contributory	24,415.79	
(H.)	Supervision	3,113.24	
(J.)	Public Health	7,875.40	
		$150,116.68	
	Total expenditure, Unemployment Relief Fund		171,402.34
	Total expenditure, Fernie District		$255,119.57

FORT GEORGE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

119.	Bend	$116.80
85.	Bevier	581.96
25.	Cariboo	4,949.92
77.	Eckel	145.60
24.	Fort George–Chief Lake	1,322.16
26.	Fort George–Hazelton	1,733.31
106.	Fort George–Yellowhead	88.05
30.	Foreman	31.20
35.	Giscome South	440.00
111.	Mount Robson	1,189.19
91.	McCabe	1,543.10
	Carried forward	$12,141.29

FORT GEORGE DISTRICT—*Continued.*

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS—*Continued.*

	Brought forward	$12,141.29	
REG. NO.			
59.	Red Rock	456.50	
88.	Thompson	303.25	
74.	Willow River	98.20	
	Total, Capital Account—Roads		$12,999.24

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

99.	Beaverley Creek–Bednesti	$300.05	
25.	Cariboo	7,444.89	
126.	Camp Creek	166.00	
69.	Ellis	1,198.40	
26.	Fort George–Hazelton	5,991.60	
106.	Fort George–Yellowhead	6,482.36	
24.	Fort George–Chief Lake	3,119.41	
28.	Fort George–Isle Pierre	943.85	
32.	Goose Country	700.10	
83.	Gunn	175.40	
148.	Hiller	308.10	
140.	Johnson	335.39	
109.	Loos	535.37	
144.	Lund	1,938.00	
54.	Mud River Valley (south)	759.00	
111.	Mount Robson	738.84	
51.	McBride East	183.00	
50.	McBride–Cariboo	225.00	
91.	McCabe	2,532.74	
57.	Nichol	227.60	
58.	Ness Lake	248.75	
9.	Okanagan–North Thompson	277.60	
49.	Reid Lake	880.59	
59.	Red Rock	257.80	
135.	Shelley East	363.54	
75.	Shovar	230.20	
88.	Thompson School	1,591.15	
42.	Young	766.20	
	Sundry roads (units under $150)	1,663.62	
	Supervision—		
	Office	7,403.53	
	Auto	609.72	
	Plant	6,298.13	
	Total, Vote 160—Roads, Trails, etc.		54,895.93

VOTE 160—BRIDGES: MAINTENANCE.

643.	Bonnett	$435.84	
663.	Bonnett Gulch	197.42	
239.	Carlson	184.67	
583.	Dome Creek	756.35	
317.	Johnson	374.64	
628.	Josephine	182.48	
80.	McMillan	481.01	
89.	Nechako	194.60	
97.	Price	174.75	
109.	6-Mile Meadow	700.63	
121.	Stone Creek	2,759.89	
153.	35-Mile	997.18	
416.	Willow River–Giscome Portage	195.78	
	Sundry bridges (units under $150)	1,377.20	
	Total, Vote 160—Bridges: Maintenance		9,012.44
	Carried forward		$76,907.61

FORT GEORGE DISTRICT—*Continued.*

Brought forward		$76,907.61

VOTE 160—FERRIES: MAINTENANCE.

REG. NO.			
12.	Croydon	$447.67	
9.	Isle Pierre	1,677.26	
3.	Indian Reserve (Miworth)	1,215.91	
	Total, Vote 160—Ferries: Maintenance		3,340.84

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Traffic operation	$1,293.84	
Total, Vote 160—Traffic Operation (Snow-removal)		1,293.84

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

Buckhorn Lake Trail	$50.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		50.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Fort George–Longworth	$8,226.54	
Prince George to Southerly Boundary of District	2,966.13	
Prince George–Woodpecker	6,491.91	
Prince Rupert to Alberta Boundary	43,370.24	
Playing-grounds	377.51	
	$61,432.33	
Labour Department.		
(F.) Direct Relief	$44,448.62	
(G.) Non-contributory	6,085.68	
(H.) Supervision	5,557.33	
(J.) Public Health	4,974.79	
	$61,066.42	
Total expenditure, Unemployment Relief Fund		122,498.75
Total expenditure, Fort George District		$204,091.04

GRAND FORKS-GREENWOOD DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

17B. Cascade–Bridesville	$842.44	
30. Grand Forks–Franklin	610.08	
43. Kettle River (main)	2,235.56	
44. Kettle River (west)	1,150.00	
69. Sidley Mountain	122.96	
70. Sutherland Creek	108.80	
75. Wallace Mountain	930.40	
Total, Capital Account—Roads		$6,000.24

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

Southern Trans-Provincial Highway	$25,087.08	
Total, Capital Account—Bituminous Surfacing		25,087.08
Carried forward		$31,087.32

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

Brought forward		$31,087.32

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
18B.	Bridesville–Osoyoos	$869.85	
17B.	Cascade–Bridesville	16,925.01	
13.	Cascade–Laurier	1,783.62	
16.	Christina Lake (east)	1,188.47	
30.	Grand Forks–Franklin	588.16	
43.	Kettle River (main)	706.96	
44.	Kettle River (west)	1,375.69	
52.	Mill Creek	249.60	
69.	Sidley Mountain	319.40	
74.	Vernon–Edgewood	189.57	
75.	Wallace Mountain	419.58	
	Snow-removal	155.60	
	Greenwood Flume	364.37	
	Sundry roads	1,323.98	
	Administration and office supplies	1,708.57	
	Supervision (General Foreman's wages and expenses)	2,865.95	
	Ford Sedan A-3 (gas, oil and repairs)	295.29	
	Ford Sedan A-32 (purchase, gas, oil, and repairs)	1,074.03	
	Plant and tools	5,062.82	
	Warehouses	696.56	
	Material	1,133.69	
	Total, Vote 160—Roads, Trails, etc.		39,296.77

VOTE 160—BRIDGES: MAINTENANCE.

15–16.	Bubar	$241.63	
15–138.	Bubar	211.54	
15–144.	Callas Creek, No. 1	324.78	
15–41.	First Street	511.20	
15–44.	Fourth July	167.40	
15–55.	Ingram	337.70	
15–147.	Klinoski	379.10	
15–88.	Motherlode	328.30	
15–111.	Sutherland	626.43	
15–126.	Savage	209.44	
15–113.	Vaughan	1,388.98	
15–114.	Volcanic	157.17	
15–116.	Wartman	461.55	
15–143.	Wynn Creek	240.87	
	Sundry bridges (35)	2,244.36	
	Total, Vote 160—Bridges: Maintenance		7,830.45

VOTE 160—ROADS: BITUMINOUS SURFACING.

Southern Trans-Provincial Highway	$109.00	
Total, Vote 160—Roads: Bituminous Surfacing		109.00

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

1.	Anaconda, No. 7	$111.00	
81.	Athelstan	52.00	
18B.	Bridesville–Osoyoos	120.40	
17B.	Cascade–Bridesville	1,366.04	
13.	Cascade–Laurier	44.00	
16.	Christina Lake	35.96	
30.	Grand Forks–Franklin	67.00	
46.	Long Lake–Jewel Mine	293.54	
43.	Kettle River (main)	215.82	
44.	Kettle River (west)	49.25	
59.	Phoenix–Greenwood	295.21	
63.	Rock Creek–Myncaster	58.00	
	Carried forward	$2,708.22	$78,323.54

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

	Brought forward	$2,708.22	$78,323.54
REG. No.			
72.	Valley (south)	26.00	
75.	Wallace Mountain	870.40	
80.	City of Paris	22.60	
	Total, Vote 160—Traffic Operation (Snow-removal)		3,627.22

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

B.C. Mine Road	$84.48	
Brooklyn–Stemwinder	100.00	
City of Paris	149.40	
Golden Claim	200.00	
Mabel Mine	249.10	
Mogul Mine	148.80	
North Star	200.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,131.78

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Eholt and Greenwood	$950.08	
Crowsnest Pass–Hope	14,950.69	
	$15,900.77	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Phoenix–Greenwood	$998.74	
Labour Department.		
(F.) Direct Relief	$9,789.85	
(G.) Non-contributory	1,528.87	
(H.) Supervision	1,622.53	
(J.) Public Health	1,718.75	
	$14,660.00	
Total expenditure, Unemployment Relief Fund		31,559.51
Total expenditure, Grand Forks–Greenwood District		$114,642.05

ISLANDS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

4.	Beacon Avenue	$98.71	
5.	Bazan Bay	168.67	
8.	Centre	252.65	
20.	Oakland	145.66	
26.	Beaufort	113.51	
30.	Queens	362.44	
32.	First Avenue	153.21	
34.	Third Avenue	133.95	
35.	Fourth Avenue	246.06	
36.	Fifth Avenue	221.25	
116.	Fulford–Ganges	47.86	
179.	Mount Baker	173.26	
	School	14.85	
15.	Wain's	27.00	
	Total, Capital Account—Bituminous Surfacing		2,159.08
	Carried forward		$2,159.08

ISLANDS DISTRICT—*Continued.*

Brought forward		$2,159.08

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. No.			
97.	Andrews	$63.10	
186.	Bazan Bay	11.28	
107.	Beaver Point	66.00	
74.	Bedwell Harbour	58.79	
197.	Bluff	159.40	
90.	Boulder	49.70	
62.	Cape Horn	224.76	
167.	Clam Bay	15.06	
78.	Corbett's	351.60	
63.	David's	85.40	
94.	Deep Bay	616.00	
217.	Ellis	39.00	
116.	Fulford–Ganges	55.78	
121.	Ganges Lower	18.70	
82.	James Point	658.60	
18.	Madrona Drive	18.78	
58.	Main	299.50	
180.	Musgrave	85.00	
162.	Montague	276.32	
58.	North End	373.50	
83.	Otter Bay	11.06	
95.	Page Point	190.00	
72.	Point Comfort	10.47	
73.	Simpson	142.80	
93.	Spalding	78.75	
102.	Thetis	477.96	
187.	Tyron	9.36	
165.	Village Bay	82.40	
169.	Wallace Point	445.20	
166.	Waugh	9.00	
	Total, Capital Account—Roads		4,983.27

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

4.	Beacon Avenue	$622.81	
107.	Beaver Point	763.16	
6.	Birch	345.58	
8.	Centre	179.30	
113.	Cranberry	173.45	
63.	David	189.54	
94.	Deep Bay	204.30	
14.	East Saanich	830.45	
116.	Fulford–Ganges	1,118.69	
121.	Ganges Lower	614.53	
214.	King's	251.84	
18.	Madrona Drive	200.17	
58.	Main (North End)	215.20	
180.	Musgrave	662.41	
135.	North End	322.20	
83.	Otter Bay	420.00	
150.	Tahoney	212.45	
211.	Towner Park	1,164.00	
151.	Vesuvius	176.50	
69.	Wallace Point	172.80	
22.	West Saanich	825.67	
35.	Yarrows	224.92	
	Sundry roads (units under $150)	3,133.41	
	Supervision	2,063.07	
	Plant and tools	871.99	
	Repairs to district machinery	1,034.79	
	Total, Vote 160—Roads, Trails, etc.		16,993.23
	Carried forward		$24,135.58

ISLANDS DISTRICT—*Continued.*

Brought forward		$24,135.58

VOTE 160—BRIDGES: MAINTENANCE.

Reg. No.			
2.	Akerman	$357.09	
39.	Retreat	324.90	
46.	Scott	158.80	
	Sundry bridges (units under $150)	151.86	
	Total, Vote 160—Bridges: Maintenance		992.65

VOTE 160—FERRIES.

Fulford Harbour–Swartz Bay	$7,000.00	
Total, Vote 160—Ferries		7,000.00

VOTE 160—ROADS: BITUMINOUS SURFACING.

116.	Fulford–Ganges	$32.90	
	Total, Vote 160—Roads: Bituminous Surfacing		32.90

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

186.	Bazan Bay	$49.00	
4.	Beacon Avenue	10.00	
107.	Beaver Point	52.50	
106.	Beddes	19.00	
74.	Bedwell Harbour	50.28	
90.	Boulder	37.30	
156.	Bradley-Dyne	24.20	
52.	Burrill	43.47	
62.	Cape Horn	69.74	
167.	Clam Bay	24.12	
113.	Cranberry	15.00	
63.	David	31.30	
64.	Deacon	7.80	
94.	Deep Bay	36.00	
14.	East Saanich	31.60	
116.	Fulford–Ganges	187.40	
121.	Ganges Lower	13.00	
122.	Ganges Upper	10.00	
18.	Madrona Drive	31.61	
162.	Montague	38.66	
135.	North End	34.60	
58.	North End Main	40.84	
83.	Otter Bay	32.97	
72.	Point Comfort	12.80	
85.	Port Washington	46.55	
154.	Prospect	1.50	
57.	South End	8.70	
93.	Spalding	5.80	
157.	Swartz Bay	61.40	
102.	Thetis	8.20	
151.	Vesuvius	20.00	
152.	Walker Hook	15.00	
22.	West Saanich	64.73	
103.	Wharf	8.20	
159.	Wilson	80.00	
193.	Yarrow	22.50	
	Total, Vote 160—Traffic Operation (Snow-removal)		1,245.77

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937, Highways—		
Divide Road, Saltspring	$5,999.95	
Saanich West	3,839.92	
Playing-grounds	497.40	
Carried forward	$10,337.27	$33,406.90

ISLANDS DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$10,337.27	$33,406.90

Labour Department.

(F.) Direct Relief	$20,127.90	
(G.) Non-contributory	2,299.55	
(H.) Supervision	720.73	
(J.) Public Health	2,589.05	
	$25,737.23	
Total expenditure, Unemployment Relief Fund		36,074.50
Total expenditure, Islands District		$69,481.40

KAMLOOPS DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
8.	North Thompson Area	$3,124.67	
11.	Boulder Mountain–Darlington	174.25	
21.	Clearwater Area	945.33	
24.	Edith Lake–Long Lake Area	2,161.31	
26.	North Kamloops Area	361.76	
35.	Hudson's Bay Meadows	94.92	
44.	Knouff Lake–Sullivan Valley	565.56	
65.	Criss Creek Area	536.92	
68.	Walhachin Area	32.00	
	Total, Capital Account—Roads		$7,996.72

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: FERRIES.

3.	McLure	$2,409.75	
5.	Mount Olie	835.55	
6.	Black Pool	1,661.62	
	Total, Capital Account—Ferries		4,906.92

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

41.	Trans-Canada Highway, east and west of Savona	$56,369.12	
8.	North Thompson Highway	2,337.52	
	Total, Capital Account—Bituminous Surfacing		58,706.64

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

8.	North Thompson Highway	$15,488.52	
23.	Deadman–Vidette	6,488.40	
26.	Fruitlands	678.31	
28.	Goose Lake	188.53	
32.	Highland Valley	242.60	
38.	Kamloops–Salmon Arm	274.88	
40.	Kamloops–Merritt	4,237.50	
41.	Kamloops–Cache Creek	7,694.27	
43.	Kamloops–Tranquille	234.63	
48.	Long Lake	359.75	
49.	Louis Creek–Heffley	640.08	
59.	Rose Hill–Beresford	3,236.14	
65.	Tranquille–Criss Creek	188.60	
	Carried forward	$39,952.21	$71,610.28

KAMLOOPS DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$39,952.21	$71,610.28
REG. No.			
71.	Westsyde	249.88	
	Sundry roads (units under $150)	977.25	
	Camp equipment	1,157.95	
	Plant and tools	7,770.18	
	Supervision—		
	Assistant Engineer	2,937.45	
	Travelling and Auto	1,013.42	
	Office expenses	429.18	
	Total, Vote 160—Roads, Trails, etc.		54,487.52

VOTE 160—BRIDGES: MAINTENANCE.

15.	Canyon Creek, No. 1	$176.00	
31.	Deadman Creek, No. 1	312.82	
34.	Deadman Creek, No. 4	195.30	
49.	Kamloops (east)	400.44	
50.	Kamloops (west)	523.03	
57.	Lemieux Creek, No. 4	515.65	
65.	Barriere	285.29	
66.	Peterson Creek	152.95	
84.	Spring Creek	168.05	
92.	Leonie Creek	182.88	
120.	MacAbee	153.59	
122.	Goose Lake, No. 1	214.18	
136.	Nehaliston	257.53	
140.	Barriere (east)	350.00	
142.	Snowball	170.00	
144.	Larsen's	162.60	
145.	Cottonwood, No. 10	170.00	
155.	Cherry Creek	234.00	
159.	C.N.R. overhead crossing, Savona	720.21	
164.	Deadman Creek, No. 7	413.69	
165.	Deadman Creek, No. 8	275.00	
166.	Joeross Creek	185.00	
	Sundry bridges (units under $150)	2,091.03	
	Total, Vote 160—Bridges: Maintenance		8,309.24

VOTE 160—FERRIES.

1.	Vinsulla	$443.20	
3.	McLure	1,478.71	
4.	Chinook Cove	874.45	
5.	Mount Olie	960.00	
6.	Black Pool	924.98	
7.	Birch Island	786.67	
8.	Vavenby	1,022.25	
9.	Ovola	504.78	
	Ferries generally (constructing pontoons)	688.21	
	Total, Vote 160—Ferries		7,683.25

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

8.	North Thompson Highway	$489.61	
9.	Blue River Townsite	400.00	
23.	Deadman–Vidette	271.03	
28.	Goose Lake	256.80	
36.	Jackson	264.65	
40.	Kamloops–Merritt	550.76	
41.	Kamloops–Cache Creek	512.33	
46.	Lac LeJeune	263.63	
48.	Long Lake	264.07	
57.	Paul Lake	256.20	
	Carried forward	$3,529.08	$142,090.29

KAMLOOPS DISTRICT—*Continued.*

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

Brought forward	$3,529.08	$142,090.29
REG. NO.		
59. Rose Hill–Beresford	469.40	
Plant and tools	401.03	
Total, Vote 160—Traffic Operation (Snow-removal)		4,399.51

VOTE 160—MAINTENANCE OF PAVED HIGHWAYS.

38. Kamloops–Salmon Arm	$445.04	
41. Kamloops–Cache Creek	253.39	
43. Kamloops–Tranquille	1,802.48	
Total, Vote 160—Maintenance of Paved Highways		2,500.91

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

North Star (Birk Creek Trail)	$77.20	
Road to Malim Group	100.00	
Lookout Trail	74.80	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		252.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Kamloops–Valemount, Barriere Bridge	$8,988.58	
Barriere River Bridge and Approaches	39.84	
Trans-Canada Highway, Mile 245.28 and Mile 247.48	17,669.86	
Kamloops–Cache Creek	96.80	
Playing-grounds	500.00	
	$27,295.08	
Labour Department.		
(F.) Direct Relief	$45,878.13	
(G.) Non-contributory	11,690.07	
(H.) Supervision	8,952.70	
(J.) Public Health	7,955.97	
	$74,476.87	
Total expenditure, Unemployment Relief Fund		101,771.95
Total expenditure, Kamloops District		$251,014.66

KASLO-SLOCAN DISTRICT (KASLO SECTION).

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

141. Howser–Argenta	$587.80	
168. Kaslo North	271.60	
412. Argenta–Johnson's Landing	294.40	
Sundry roads (units under $150)	29.20	
Total, Capital Account—Roads		$1,183.00

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

204. Nelson–Kaslo	$2,534.06	
Total, Capital Account—Bituminous Surfacing		2,534.06

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

41. Canning	$165.20	
140. Houston	325.60	
141. Howser–Argenta	1,054.35	
143. Howser Station	332.80	
165. Kaslo–New Denver	3,960.96	
167. Kaslo Creek (South Fork)	1,067.35	
Carried forward	$6,906.26	$3,717.06

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

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
	Brought forward	$6,906.26	$3,717.06
168.	Kaslo (north)	723.10	
204.	Nelson–Kaslo	5,511.37	
412.	Argenta–Johnson's Landing	294.40	
579.	Joker	170.00	
	Sundry roads and trails (units under $150)	1,613.45	
	Plant and tools	194.77	
	Truck Account	693.30	
	Supervision—General Foreman, etc.	755.84	
	Total, Vote 160—Roads, Trails, etc.		16,862.49

VOTE 160—BRIDGES: MAINTENANCE.

66.	Canning	$164.70	
226.	Flint	188.05	
	Sundry bridges (units under $150)	256.79	
	Total, Vote 160—Bridges: Maintenance		609.54

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

141.	Howser–Argenta	$355.20	
143.	Howser Station	197.25	
165.	Kaslo–New Denver	819.46	
168.	Kaslo North	232.65	
204.	Nelson–Kaslo	1,161.49	
	Sundry roads (units under $150)	189.20	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,955.25

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

1.	Ainsworth (north)	$250.00	
272.	Utica	299.20	
484.	Duncan River (west)	442.35	
518.	Firebrand	175.00	
608.	Long Creek	175.00	
735.	Up and Up	200.00	
	Sundry roads and trails (units under $150)	520.60	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		2,062.15
	Total, Kaslo-Slocan District (Kaslo Section)		$26,206.49

KASLO-SLOCAN DISTRICT (SLOCAN SECTION).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

Applegrove	$489.40
Arrowhead sidewalks	911.12
Arrowhead (north)	855.60
Arrow Park–Belleview	837.40
Arrow Park–West Demars	373.20
Beaton–Camborne	305.80
Beaton–Trout Lake	354.60
Deer Park–Syringa	464.60
Edgewood–Inonoaklin Valley	982.40
Galena Bay (south)	179.20
Hall's Landing (south)	787.11
Nakusp–Vernon	912.20
Needles (north)	158.80
Sandon–Cody	449.00
Surina	616.80
Trout Lake	163.20
Carried forward	$8,840.43

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

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS—*Continued.*

Brought forward	$8,840.43	
Whatshan Lake	606.40	
Slocan Valley–Nakusp	274.80	
Sundry roads (units under $150)	75.20	
Total, Capital Account—Roads		$9,796.83

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

Slocan Valley–Nakusp	$7,246.62	
Total, Capital Account—Bituminous Surfacing		7,246.62

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Arrowhead (north)	$884.95	
Arrow Park–West Demars	167.20	
Beaton–Camborne	259.60	
Beaton–Trout Lake	257.20	
Deer Park–Syringa	902.50	
Edgewood–Inonoaklin	413.57	
Galena Bay (south)	867.60	
Kaslo–New Denver	1,002.81	
Lemon Creek	302.80	
Mammoth	466.40	
Nakusp–Vernon	9,702.18	
Nakusp streets	152.25	
Nelson–Kaslo	301.53	
Sandon–Cody	338.40	
Sandon–Three Forks	276.80	
Slocan Valley–Nakusp	15,882.71	
Springer Creek	399.05	
Sunshine Group	2,500.00	
Sundry roads (units under $150)	602.33	
Plant and tools	8,187.60	
Supervision	7,148.90	
Total, Vote 160—Roads, Streets, etc.		51,016.38

VOTE 160—BRIDGES: MAINTENANCE.

Camborne Canyon	$200.10	
Cayuse Creek	432.50	
Colgrave	329.15	
Columbia River, " S " No. 2	757.20	
Columbia River	160.71	
Dog Creek	551.48	
Jordan	1,532.10	
Lemon Creek	289.30	
New Denver	1,032.60	
Pool Creek	471.20	
Porter's	297.96	
Salmon Creek	190.00	
Slade	164.30	
Slocan bridges	494.25	
Stoney Creek	497.69	
Walker	430.25	
West Demars, No. 2	194.33	
Sundry bridges (units under $150)	844.85	
Total, Vote 160—Bridges: Maintenance		8,869.97
Carried forward		$76,929.80

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

Brought forward		$76,929.80

VOTE 160—FERRIES.

Arrow Park (east and west)	$2,930.53	
Needles–Fauquier	5,638.19	
Arrowhead–Beaton	7,000.00	
Total, Vote 160—Ferries		15,568.72

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Arrowhead (north)	$22.00	
Arrow Park–West Demars	25.60	
Beaton–Camborne	355.80	
Beaton–Ferguson	37.50	
Beaton–Trout Lake	199.20	
Broadwater	9.60	
Ferguson	88.40	
Galena Bay (south)	132.00	
Hall's Landing (south)	16.00	
Kaslo–New Denver	372.40	
Nakusp–Vernon	734.12	
Nakusp streets	9.10	
Renata (north)	14.20	
Slocan Valley–Nakusp	1,637.18	
Whatshan Lake	13.30	
Total, Vote 160—Traffic Operation (Snow-removal)		3,666.40

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

Beaton–Camborne	$45.50	
Beaton–Ferguson	100.00	
Beaton–Trout Lake	100.00	
Canadian and Ivanhoe Groups	119.18	
Deer Creek Trail	50.00	
Hewitt Mine	355.50	
Kaslo–New Denver	991.47	
Lightning Peak	460.45	
Mammoth Road	400.00	
Pool Creek Trail	438.00	
Queen Bess	38.40	
Rambler Road and Trail to Rio	76.00	
Standard Mine	589.10	
Trail to Black Bear and Millie Mack Mines	24.80	
Trail from Camborne P.O. to Gilman and Iron Dollar	249.80	
Trail to Silver Queen	75.00	
Trail to V.A.L. and Para Claims	50.00	
Victor Mine	100.00	
North Fork Carpenter Creek	235.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,498.20
Total, Kaslo-Slocan District (Slocan Section)		$100,663.12

KASLO-SLOCAN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—	
Slocan Valley–Vallican Diversion	$341.26
Vallican–Box Lake	40,568.93
Kaslo–Nelson, Cedar Creek	9,727.84
Carried forward	$50,638.03

KASLO-SLOCAN DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$50,638.03	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Kaslo–New Denver	$9,874.39	
Beaton–Ferguson	2,145.87	
Ferguson–8-Mile	1,837.47	
Enterprise Creek	984.86	
Sandon Reco Mine	749.94	
Springer Creek	2,489.61	
	$18,082.14	
Labour Department.		
(F.) Direct Relief	$48,304.02	
(G.) Non-contributory	6,705.35	
(H.) Supervision	2,011.78	
(J.) Public Health	4,734.93	
	$61,756.08	
Total expenditure, Unemployment Relief Fund		$130,476.25
Total expenditure, Kaslo-Slocan District	$257,345.86	

LILLOOET DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
1.	Trans-Canada Highway	$604.99	
10.	Cariboo	847.75	
85.	Green Lake	219.00	
111.	Jones–Dickey Extension	1,048.71	
154.	North Bonaparte	181.33	
165.	Pemberton Meadows	1,971.79	
218.	Watch Lake	632.12	
	Sundry roads (units under $150)	141.37	
	Total, Capital Account—Roads		$5,647.06

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

1.	Trans-Canada Highway—		
	Thompson Slide–Drynock	$22,810.91	
	Ashcroft–Manor West	20,962.44	
	East of Lytton	8,890.41	
	West of Spences Bridge	1,099.73	
44.	Merritt–Spences Bridge	4,200.13	
126.	Main Street, Lillooet	2,970.55	
	Total, Capital Account—Bituminous Surfacing		60,934.17

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.B.	Trans-Canada Highway (Spences Bridge–Cache Creek)	$3,587.87	
10.	Cariboo	2,129.35	
12A.	Lytton–Lillooet	5,507.25	
12B.	Lillooet–Clinton	1,193.42	
14.	Ashloo Mine	702.24	
20.	Barnes Lake	167.70	
24.	Big Bar	342.15	
27.	Big Bar Lake	642.40	
31.	Bonaparte Valley	163.00	
33.	Botanie	300.30	
	Carried forward	$14,735.68	$66,581.23

LILLOOET DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
	Brought forward	$14,735.68	$66,581.23
36.	Bridge River	6,340.09	
55.	Carson	377.90	
77.	Fountain Valley	175.20	
85.	Green Lake	439.87	
93.	Hat Creek	434.96	
96.	Highland Valley	330.97	
111.	Jones–Dickey	651.04	
118.	Kelley Lake–Canoe Creek	564.66	
137.	Marble Canyon	808.13	
141.	Mound–Loon Lake	495.86	
154.	North Bonaparte	191.51	
155.	North Fork	350.20	
165.	Pemberton Meadows	2,093.02	
166.	Pemberton Portage	583.09	
184/92	Squamish streets	655.64	
193.	Squamish Valley	3,717.30	
194.	70-Mile–Bridge Lake	222.00	
220.	Woods Box–High Bar	241.00	
	Sundry roads and trails (units under $150)	1,852.74	
	Camp equipment	362.03	
	Plant and tools	3,428.42	
	Supervision	7,154.54	
	Clinton waterworks	1,238.65	
	Total, Vote 160—Roads, Trails, etc.		47,444.50

VOTE 160—BRIDGES: MAINTENANCE.

34.	Bridge River	$323.76	
37.	Bryson, No. 1	200.00	
56.	Cheakamus	1,683.36	
75.	Dunlop	218.20	
83.	Erickson	183.40	
110.	Green Lake	253.94	
145.	Johnny Coy	1,040.17	
159.	Lahore	526.00	
165.	Lillooet Suspension	196.67	
216.	Owl Creek	578.53	
229.	Portage, No. 2	482.38	
258.	Mashiter	176.05	
262.	Stawamus River	1,604.72	
292.	Washout (Mamquam)	2,977.76	
	Sundry bridges (units under $150)	2,620.49	
	Total, Vote 160—Bridges: Maintenance		13,065.43

VOTE 160—FERRIES.

45.	Pavilion	$955.26	
46.	Big Bar	972.22	
47.	Crown Mountain	208.98	
48.	High Bar	1,057.97	
49.	Lytton	928.53	
	Total, Vote 160—Ferries		4,122.96

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

10.	Cariboo	$798.94	
12A.	Lytton–Lillooet	312.98	
36.	Bridge River	2,112.28	
118.	Kelley Lake–Canoe Creek	390.41	
165.	Pemberton Meadows	265.31	
	Sundry roads (units under $150)	813.21	
	Total, Vote 160—Traffic Operation (Snow-removal)		4,693.13
	Carried forward		$135,907.25

LILLOOET DISTRICT—*Continued.*

Brought forward		$135,907.25

Vote 160—Roads: Bituminous Surfacing.

Reg. No.			
1.	Trans-Canada Highway	$66.40	
36.	Bridge River	72.12	
126.	Lillooet streets	65.75	
	Total, Vote 160—Roads: Bituminous Surfacing		204.27

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

407.	Astra-Cambria Trail	$200.00	
417.	Birkenhead River Trail	249.70	
439.	Gun Creek Trunk Trail	249.60	
483.	Noel Creek Trail	298.80	
492.	Pemberton (Hurley River) Trail	248.80	
	Cadwallader Road to Standard Gold Mine	600.00	
439.	Gun Creek	661.94	
446.	Road to Iron Ore Claims	300.00	
	Sundry trails (units under $150)	1,002.40	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		3,811.24

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Ashloo Mine	$9,773.50	
Tommy Creek, Bridge River	995.17	
Gun Creek	2,183.33	
Tyaughton Creek	1,891.99	
Mud Creek Mine	1,000.00	
	$15,843.99	
Labour Department.		
(F.) Direct Relief	$14,754.54	
(G.) Non-contributory	799.52	
(H.) Supervision	3,376.52	
(J.) Public Health	1,773.40	
	$20,703.98	
Total expenditure, Unemployment Relief Fund		36,547.97
Total expenditure, Lillooet District		$176,470.73

MACKENZIE DISTRICT (NORTH).

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

9.	Bella Coola	$3,797.99	
50.	Atnarko-Anahim Trail	296.81	
65.	Belarko-Hotnarko Trail	351.04	
102.	Main	337.40	
111.	Lund	262.40	
137.	Thunder Bay	2,411.85	
154.	Savary Island	590.96	
177.	Gillies Bay	294.59	
237.	Ocean View Avenue	199.50	
	Sundry roads (units under $150)	95.75	
	Westview Workshop	1,670.77	
	Hagensborg mattress	5,690.69	
	Total, Capital Account—Roads		$15,999.75
	Carried forward		$15,999.75

MACKENZIE DISTRICT (NORTH)—*Continued.*

Brought forward		$15,999.75

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

Reg. No.			
3.	Martin Valley	$4,386.96	
111.	Lund Road	546.84	
134.	Cranberry Lake	1,062.95	
137.	Thunder Bay	4,194.59	
148.	Manson	840.25	
154.	Savary Island	222.32	
	Sundry roads (units under $150)	175.73	
	Total, Capital Account—Bituminous Surfacing		11,429.64

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

3.	Martin Valley	$591.20	
9.	Bella Coola	1,506.95	
50.	Atnarko–Anahim Trail	682.00	
63.	Sakumtha Pass Trail	249.60	
102.	Main	922.68	
111.	Lund	508.45	
134.	Cranberry Lake	157.48	
137.	Thunder Bay	1,299.04	
175.	Central	658.64	
177.	Gillies Bay	168.67	
	Sundry roads (units under $150)	1,884.60	
	Supervision	3,937.63	
	Trucks, etc.	1,048.16	
	Plant and tools	2,053.40	
	Hard-surfacing	1,037.09	
	Total, Vote 160—Roads, Trails, etc.		16,705.59

Vote 160—Bridges: Maintenance.

8.	Canoe Crossing	$1,165.36	
12.	Dry Gulch	399.32	
22A.	Burnt	1,996.75	
23.	Leese	427.10	
32.	Sinclairs, No. 1	559.33	
73.	Grant Road, No. 4	223.29	
74.	Grant Road, No. 5	167.98	
83.	Creswell	238.90	
100.	Hammers	223.65	
124.	Grief Point	669.18	
153.	Wharf	601.58	
160.	Menzies	2,402.14	
168.	Bloedel	170.78	
173.	Deighton	214.49	
205.	Grant Road, No. 2	191.13	
	Sundry bridges (units under $150)	898.72	
	Total, Vote 160—Bridges: Maintenance		10,549.70

Vote 160—Ferries.

	Hagensborg–Salloomt	$650.00	
	Total, Vote 160—Ferries		650.00

Vote 160—Roads: Bituminous Surfacing.

111.	Lund	$50.00	
134.	Cranberry Lake	50.00	
137.	Thunder Bay	50.00	
148.	Manson	50.00	
	Total, Vote 160—Roads: Bituminous Surfacing		200.00
	Carried forward		$55,534.68

MACKENZIE DISTRICT (NORTH)—*Continued.*

Brought forward		$55,534.68
VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).		
Sundry roads (units under $150)	$244.13	
Total, Vote 160—Traffic Operation (Snow-removal)		244.13
Total Expenditure—Mackenzie District (North)		$55,778.81

MACKENZIE DISTRICT (SOUTH).

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

432. Garden Bay	$999.60	
Total, Capital Account—Roads		$999.60

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

70R. Gibsons Landing–Pender Harbour	$214.50	
271. Beach Avenue	564.27	
272. Gower Point	154.21	
273. Port Mellon Survey	692.87	
278. Russell	167.78	
281. Gibson–Sechelt	1,260.48	
291. Lower	228.11	
297. Ocean Beach Esplanade	227.43	
302. Roberts Creek	144.02	
304. Selma Park	157.90	
312. Oyster Bay	268.77	
313. Franklin	245.15	
314. Sechelt–Pender Harbour	669.76	
328. King	174.95	
Sundry roads (units under $100)	1,185.67	
Auto A-54	389.62	
General Foreman's office and expenses	1,321.05	
Plant and tools	182.79	
Total, Vote 160—Roads, Trails, etc.		8,249.33

VOTE 160—BRIDGES: MAINTENANCE—UNCLASSIFIED.

274. Phillip	$156.79	
286. Hannon, No. 1	322.46	
288. Hannon, No. 2	341.76	
294. Low	260.47	
301. Roberts Creek, No. 1	131.85	
302. Roberts Creek, No. 2	89.88	
307. Soames	33.90	
308. Steinbrunner	341.17	
313. Wyngaert	247.46	
314. Wilkman	134.00	
416. Cline, No. 1	176.29	
417. Cline, No. 2	310.30	
Fills on bridges around head of Pender Harbour	1,434.59	
Total, Vote 160—Bridges		3,980.92

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

470. King Midas Group	$249.60	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		249.60
Total expenditure, Mackenzie District (South)		$13,479.45

MACKENZIE DISTRICT.

Unemployment Relief Fund.

Labour Department.

(F.) Direct Relief	$44,381.14	
(G.) Non-contributory	5,266.00	
(H.) Supervision	4,564.86	
(J.) Public Health	5,749.81	
	$59,961.81	
Total expenditure, Unemployment Relief Fund		$59,961.81

Total expenditure, Mackenzie District $129,220.07

NELSON-CRESTON DISTRICT.

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
188.	Airport Road–Creston Flats	$1,511.93	
45R.	Canyon	5,835.16	
144.	Erie–Fruitvale	601.81	
144.	Fruitvale–Trail Boundary	1,375.04	
57.	Kootenay River Ferry	1,397.91	
125.	Nelson–Nelway	1,318.11	
130.	Porcupine Creek	696.67	
132.	Procter	196.20	
143.	Salmo streets	390.75	
154.	South Nelson streets	2,437.73	
65.	Syringa Creek	1,660.18	
179.	Ymir streets	423.64	
	Miscellaneous roads	2,851.08	
	Total, Capital Account—Roads		$20,696.21

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Ferries.

Harrop–Longbeach	$4,246.20	
Creston	19,980.57	
Total, Capital Account—Ferries		24,226.77

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

2. Creston–Goatfell	$5,454.75	
2. Creston–Gray Creek	8,465.05	
45R. Canyon	2,164.11	
2. Nelson–Balfour	19,857.69	
2. Nelson–Castlegar	47,794.54	
Total, Capital Account—Bituminous Surfacing		83,736.14

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

4. Arrow Creek (east)	$228.80	
5. Arrow Creek (west)	374.39	
59. Bayonne	250.00	
2. Boulder Creek Camp	982.01	
41. Canyon–Porthill	2,107.99	
50. Cory	167.26	
51. Crawford Bay–Gray Creek	470.05	
52. Crawford Creek	269.50	
53. Creston–Erickson	242.98	
2. Creston–Goatfell	1,764.25	
2. Creston–Gray Creek	4,463.91	
56. Creston–Porthill	1,967.70	
57. Creston–Summit	1,701.04	
2. Creston–Wynndel	2,169.71	
Carried forward	$17,159.59	$128,659.12

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$17,159.59	$128,659.12
REG. NO.			
65.	East Robson	598.64	
83.	Granite Upper	352.34	
89.	Harrop–Procter	619.86	
201.	Indian	160.00	
	Kootenay–Ore Hill	1,500.00	
107.	Lister Settlement	312.80	
2.	Nelson–Balfour	8,464.78	
2.	Nelson–Castlegar	16,965.37	
	Nelson Garage	261.87	
27.	Nelson–Kaslo	463.86	
125.	Nelson–Nelway	10,550.29	
126.	Pass Creek	208.80	
190.	Reclamation Farm	1,141.50	
139.	Rosemount streets	402.27	
144.	Salmo–Trail	1,229.03	
147.	Second Relief	476.33	
148.	Sheep Creek	1,722.15	
153.	6-Mile	152.00	
29.	Slocan Valley	1,697.56	
154.	South Nelson streets	222.07	
196.	Wilson	507.50	
	Sundry roads	10,841.66	
	Surveys	6,242.73	
	Salaries	4,967.97	
	Office	936.55	
	Travelling expenses	765.97	
	Assistant District Engineer's car	810.99	
	Nelson shop	1,744.88	
	Plant and tools	4,872.68	
	Supervision, Creston	2,703.64	
	Total, Vote 160—Roads, Trails, etc.		99,055.68

VOTE 160—BRIDGES: MAINTENANCE.

31.	Creston–Goatfell, No. 8	$540.80	
32.	Creston–Goatfell, No. 9	207.05	
35.	Creston–Porthill, No. 3	291.43	
36.	Creston–Porthill, No. 4	404.46	
67.	Fruitvale–Columbia Gardens, No. 2	291.70	
79.	Goat Creek	335.03	
	Goat River (bank-protection)	13,953.16	
91.	Hadden	201.15	
145.	Nelson–Balfour, No. 2	575.11	
146.	Nelson–Balfour, No. 3	592.82	
148.	Nelson–Balfour, No. 5	152.28	
151.	Nelson–Castlegar, No. 1	10,101.32	
152.	Nelson–Castlegar, No. 2	256.79	
153.	Nelson–Castlegar, No. 3	401.15	
154.	Nelson–Castlegar, No. 4	162.49	
173.	Nelson–Nelway, No. 15	553.50	
181.	Okell	1,208.64	
216.	Rosemount	170.96	
237.	Selwyn	621.60	
	Sundry bridges	2,556.54	
	Total, Vote 160—Bridges: Maintenance		33,577.98

VOTE 160—FERRIES.

	Kootenay Lake	$31,114.93	
	Nelson	17,371.37	
	Harrop–Longbeach	4,718.78	
	Kootenay River	3,318.05	
	Carried forward	$56,523.13	$261,292.78

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 160—FERRIES—*Continued.*

Brought forward	$56,523.13	$261,292.78
Harrop–Longbeach (new)	1,569.51	
Nick's Island	1,686.75	
Porthill	1,178.00	
Slocan River	58.56	
Glade	22.52	
Creston Ferry (new approaches)	5,188.79	
	$66,227.26	
Kootenay Lake Ferry—Revenue	26,482.85	
Total, Vote 160—Ferries		39,744.41

VOTE 160—ROADS: BITUMINOUS SURFACING.

REG. NO.			
2.	Trans-Provincial Highway	$468.41	
2.	Nelson–Castlegar	910.04	
45R.	Canyon	121.55	
	Total, Vote 160—Roads: Bituminous Surfacing		1,500.00

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

5.	Bayonne	$250.00	
2.	Creston–Goatfell	375.70	
2.	Creston–Gray Creek	245.43	
83.	Granite (upper)	181.45	
2.	Nelson–Balfour	518.78	
2.	Nelson–Castlegar	767.51	
27.	Nelson–Kaslo	201.75	
125.	Nelson–Nelway	1,709.75	
148.	Sheep Creek	324.39	
29.	Slocan Valley	186.19	
	Plant and tools	1,309.20	
	Sundry roads	750.83	
	Total, Vote 160—Traffic Operation (Snow-removal)		6,820.98

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

45.	Clubine Comstock	$284.66	
130.	Porcupine Creek	299.95	
11.	Little McPhee Trail	200.00	
59.	Sanca Creek–Goat River Trail	500.00	
80.	Goodenough–Tamarac	500.00	
147.	Second Relief	498.59	
59.	Bayonne Mine	1,000.33	
	Summit Belle and Montana Trail	250.00	
80.	Goodenough–Tamarac	500.00	
5.	Bayonne Mine	250.00	
	Sundry roads, etc.	888.98	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		5,172.51

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Nelson–Castlegar, Mile 301.1–301.26, Mile 302.6–303.2; Nelson–Balfour, Mile 263.4–264.65	$5,773.92	
Nelson–Castlegar, Mile 262.73–263.4	1,022.32	
Nelson–Castlegar, Brilliant, gravelling	7,376.56	
Kitchener–Goatfell, Mile 378.6–384.9	3,911.76	
Kitchener–Goatfell, gravelling	9,999.33	
Creston–Porthill	19,992.54	
Nelson–Nelway	40,308.45	
Crowsnest Pass–Hope, Wynndel Section	1,942.24	
Crowsnest Pass–Hope, Falls Creek and Wynndel	20,052.02	
Crowsnest Pass–Hope, South Slocan and Shoreacres	12,034.27	
Crowsnest Pass–Hope, Mile 262.73–266	28,895.13	
Carried forward	$151,308.54	$314,530.68

NELSON-CRESTON DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$151,308.54	$314,530.68
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Salmo–Sheep Creek	$6,599.96	
Wisconsin Mine	4,746.17	
Reno Mine	1,919.50	
Porcupine Creek	656.85	
Dewdney Trail	1,077.67	
Durango Mine	1,127.41	
Hall Creek	2,158.01	
Sheep Creek	5,797.49	
Reeves-MacDonald Mine	648.96	
Bayonne Mine	2,499.85	
Nelson–Nelway	2,511.20	
Nelson–Nelway	2,350.63	
	$32,093.70	
Labour Department.		
(F.) Direct Relief	$64,133.56	
(G.) Non-contributory	14,913.19	
(H.) Supervision	6,442.39	
(J.) Public Health	4,590.30	
	$90,079.44	
Total expenditure, Unemployment Relief Fund		273,481.68
Total expenditure, Nelson-Creston District		$588,012.36

NEW WESTMINSTER DISTRICT.

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Streets in District Lot 172	$1,560.59	
Sundry roads	162.97	
Total, Vote 160—Roads, Trails, etc.		$1,723.56

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Streets in District Lot 172	$51.20	
Total, Vote 160—Traffic Operation (Snow-removal)		51.20

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$1,295.67	
(G.) Non-contributory	6,746.20	
(H.) Supervision	4,186.50	
(J.) Public Health	1,890.70	
	$14,119.07	
Total expenditure, Unemployment Relief Fund		14,119.07
Total expenditure, New Westminster District		$15,893.83

NORTH OKANAGAN DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
2.	Albers	$474.60	
30.	Commonage	512.90	
31.	Creighton Valley	523.90	
29.	Coell Jones	100.00	
34.	Deep Creek	504.56	
37.	East Vernon	260.80	
74.	Enderby–Mabel Lake	509.24	
75.	Lumby–Mabel Lake	870.45	
100.	Oyama	106.95	
105.	Riverside	179.95	
148.	Smedik	200.72	
78.	Trans-Canada	227.70	
130.	Trinity Valley	288.48	
131.	Tronson	158.10	
68.	Vernon–Kelowna	879.50	
138.	Westside	695.80	
	Total, Capital Account—Roads		$6,493.65

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

68.	Okanagan Highway (Vernon–Kelowna)	$8,374.83	
88-199.	Vernon–Edgewood (Shuswap Avenue, Lumby)	828.29	
97.	Okanagan Landing	721.70	
102-78.	Vernon–Salmon Arm (Trans-Canada)	6,179.94	
63R.	Vernon–Salmon Arm (Spallumcheen Municipality)	25,459.00	
	Total, Capital Account—Bituminous Surfacing		41,563.76

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2.	Albers	$1,160.61	
4.	Bella Vista	626.32	
19.	Brickyard Gulch	443.32	
142.	Baker–Hogg	108.80	
30.	Commonage	145.41	
31.	Creighton Valley	736.33	
221.	Callens	226.27	
34.	Deep Creek	1,165.20	
74.	Enderby–Mabel Lake	1,310.30	
37.	East Vernon	668.00	
39.	Enderby–Grindrod	1,976.88	
176.	Enderby–Brickyard	121.60	
49.	Grandview Bench	835.01	
41.	Grayston–McKinnon	146.34	
60.	Headgates	130.90	
56.	Hadow	163.33	
63.	Inch Logan	300.59	
64.	Irish Creek	216.88	
65.	Kamloops	605.08	
66.	Kedleston (east)	113.71	
67.	Kedleston (north)	351.65	
70.	L. & A.	562.96	
75.	Lumby–Mabel Lake	1,859.29	
73.	Lumby streets	796.93	
71.	Long Lake	169.31	
72.	Loon Lake	126.13	
76.	Mallory	177.06	
94.	North Fork	710.27	
97.	Okanagan Landing	934.20	
100.	Oyama	1,296.73	
110.	Old Sicamous	178.63	
107.	Rollings Lake	140.73	
105.	Riverside	730.28	
	Carried forward	$19,235.05	$48,057.41

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$19,235.05	$48,057.41
REG. No.		
129. Sugar Lake	419.93	
225. Schwartz	106.13	
121. Shuswap River	213.86	
126. Squaw Valley	133.07	
131. Tronson	259.93	
130. Trinity Valley	871.20	
78. Trans-Canada	3,290.73	
68. Vernon–Kelowna	8,067.32	
88. Vernon–Edgewood	6,678.56	
102. Vernon–Salmon Arm	1,447.94	
138. Westside	2,460.80	
139. Whitevale	772.93	
222. Watershed–Enderby	376.55	
137. Waterside	201.13	
62R. Vernon–Kamloops (arterial), Spallumcheen Municipality	343.65	
63R. Vernon–Salmon Arm (arterial), Spallumcheen Municipality	2,430.36	
Sundry roads (units under $100)	2,151.03	
Salaries	3,030.00	
Office	797.55	
Automobile	419.20	
Travelling expenses	166.13	
Plant, tools, and equipment	1,864.57	
Total, Vote 160—Roads, Trails, etc.		55,737.62

VOTE 160—CLASSIFIED HIGHWAYS.

52A. Vernon–Edgewood (primary), Coldstream Municipality	$514.06	
32B. Armstrong–Salmon Arm (secondary), Spallumcheen Municipality	430.22	
33B. Armstrong–Salmon River (secondary), City of Armstrong	159.16	
Total, Vote 160—Classified Highways		1,103.44

VOTE 160—BRIDGES: MAINTENANCE.

6. Ashton Creek	$120.74	
9. Baxters	387.64	
20. Cherry Creek	130.62	
79. Massey	197.47	
94. O'Keefe	1,171.18	
97. Pearcy	105.07	
103. Robertson	219.79	
105. Rucks	140.20	
117. 6-Mile	378.18	
Sundry bridges (units under $100)	953.04	
Total, Vote 160—Bridges: Maintenance		3,803.93

VOTE 160—MAINTENANCE OF PAVED HIGHWAYS.

102. Vernon–Salmon Arm	$146.91	
63R. Vernon–Salmon Arm (arterial), Spallumcheen Municipality	399.09	
68. Vernon–Kelowna	53.69	
Total, Vote 160—Maintenance of Paved Highways		599.69

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

21. Brash Allen	$6.00	
31. Creighton Valley	49.24	
30. Commonage and branches	69.80	
34. Deep Creek and branches	81.15	
39. Enderby–Grindrod and branches	18.30	
113. Enderby–Salmon River branches	32.75	
Carried forward	$257.24	$109,302.09

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

	Brought forward	$257.24	$109,302.09
REG. NO.			
176.	Enderby–Brickyard and branches	6.00	
74.	Enderby–Mabel Lake and branches	254.70	
37.	East Vernon and branches	32.75	
55.	Gunter–Ellison	8.00	
111.	Grindrod streets	7.00	
53.	Grindrod–West Bench	21.43	
49.	Grandview Bench and branches	53.36	
68.	Kelowna	80.15	
65.	Kamloops and 62R, Vernon–Kamloops, Spallumcheen Municipality	190.35	
66.	Kedleston and branches	86.30	
75.	Lumby–Mabel Lake and branches	65.73	
70.	L. & A. and branches	12.15	
73.	Lumby streets	10.10	
92.	Mud Lake	12.16	
125.	Old Salmon Arm	41.00	
97.	Okanagan Landing	24.52	
105.	Riverside	12.16	
129.	Sugar Lake	65.73	
126.	Squaw Valley	16.28	
130.	Trinity Valley and branches	262.45	
78.	Trans-Canada and branches	203.75	
102.	Vernon–Salmon Arm and branches, including 34R, 36R, and 63R (Spallumcheen Municipality)	276.00	
88.	Vernon–Edgewood and branches	224.34	
138.	Westside and branches	106.32	
139.	Whitevale and branches	16.28	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,346.25

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

311.	Kalamalka Gold Mine	$388.47	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		388.47

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Prince George–Osoyoos, Vernon–Kelowna, Mile 7.5–9.5	$10,553.16	
Prince George–Osoyoos, Vernon–Armstrong, Mile 4–10	8,854.62	
Prince George–Osoyoos, Vernon–Armstrong	7,585.21	
Vernon–Kelowna, retaining-wall, Mile 8.5	6,434.50	
Kamloops–Kelowna	1,049.72	
Playing-grounds, Vernon	499.21	
	$34,976.42	
Labour Department		
(F.) Direct Relief	$22,966.98	
(G.) Non-contributory	4,226.04	
(H.) Supervision	2,174.20	
(J.) Public Health	2,646.03	
	$32,013.25	
Total expenditure, Unemployment Relief Fund		66,989.67
Total expenditure, North Okanagan District		$179,026.48

NORTH VANCOUVER DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

3. Cowan	$80.90	
7. Langlois	32.00	
9. Miller	244.15	
11. Smith	115.30	
14. Woods	26.30	
16. Dickie	53.10	
21. West Bay	102.70	
22. Grace Harbour	66.50	
23. Austin	14.40	
29. Ecclestone	146.70	
67A. Marine Drive	1,094.88	
Total, Capital Account—Roads		$1,976.93

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

66A. Marine Drive	$5,062.89	
73A. Dollarton	2,605.57	
Total, Capital Account—Bituminous Surfacing		7,668.46

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1. Bowen Trunk	$753.24	
2. Carter	57.50	
3. Cowan	77.20	
4. Dorman	28.00	
6. Grafton	127.55	
7. Langlois	28.85	
9. Miller's Landing	103.00	
10. Scarborough	31.20	
11. Smith	6.40	
13. Collins	11.00	
14. Woods	22.65	
16. Dickie	11.00	
17. Harding	11.28	
21. West Bay	59.20	
22. Grace Harbour	53.40	
23. Austin	43.10	
25. Avalon Bay	7.60	
26. Eastbourne	.70	
29. Ecclestone	7.30	
General Foreman's office and expenses	250.40	
Plant and tools	221.15	
Total, Vote 160—Roads, Trails, etc.		1,911.72

Vote 160—Classified Highways.

66A. Marine Drive	$224.50	
67A. Marine Drive	1,447.51	
72A. Chatham Street	81.64	
73A. Dollarton	702.26	
Total, Vote 160—Classified Highways		2,455.91

Vote 160—Bridges: Maintenance.

27. Cowan	$49.48	
31. School-house	193.43	
35. Grafton Bay	17.20	
39. Davies	242.51	
41. Eagle	27.48	
42. Collins	54.59	
Supervision	392.20	
Total, Vote 160—Bridges: Maintenance		976.89
Carried forward		$14,989.91

NORTH VANCOUVER DISTRICT—*Continued.*

Brought forward		$14,989.91

VOTE 160—BRIDGES: CLASSIFIED.

REG. NO.			
3.	Reserve	$99.49	
5.	Sandy Cove	18.75	
40.	Cypress Creek	56.37	
	Total, Vote 160—Bridges: Classified		174.61

VOTE 160—ROADS: BITUMINOUS SURFACING.

66A.	Marine Drive	$5.20	
67A.	Marine Drive	195.13	
71A.	Nelson Avenue	4.00	
72A.	Chatham Street	4.00	
73A.	Dollarton	303.37	
	Total, Vote 160—Roads: Bituminous Surfacing		511.70

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Dollarton Highway–Queens Avenue	$4,957.32	
Playing-grounds	688.05	
	$5,645.37	

Labour Department.

(F.)	Direct Relief	$1,145.20	
(G.)	Non-contributory	309.60	
(H.)	Supervision	164.50	
(J.)	Public Health	1,839.07	
		$3,458.37	
	Total expenditure, Unemployment Relief Fund		9,103.74
	Total expenditure, North Vancouver District		$24,779.96

OMINECA DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

200.	Burns Lake–Babine	$2,703.30	
16.	Campbell–Hulatt	550.70	
21.	Colleymount	486.80	
14.	Hargreaves	154.80	
58.	Jones	552.60	
59.	Keefes Landing—Ootsa	468.40	
39.	North Trans-Provincial Highway	3,098.21	
84.	Ootsa Lake Shore (east)	351.60	
65.	Mapes	167.20	
95.	Quick Station Road	471.04	
69.	Rose Lake Cut-off	468.80	
254.	Smithers–Babine	3,002.37	
102.	Sob Lake	281.60	
104.	Schaefer	764.92	
122.	Uncha	152.00	
124.	Vanderhoof–Stuart Lake	3,160.34	
40.	Vanderhoof–Stoney Creek	191.60	
127.	Vanderhoof–Sturgeon Point	310.15	
130.	Woodmere–Round Lake	439.18	
	Sundry roads (units under $150)	210.19	
	Total, Capital Account—Roads		$17,985.80
	Carried forward		$17,985.80

OMINECA DISTRICT—*Continued.*

	Brought forward		$17,985.80

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
257.	Aiken Lake	$220.82	
10.	Blackwater–Fort Fraser	239.20	
153.	Brandon	181.60	
16.	Campbell–Hulatt	317.35	
21.	Colleymount	1,902.40	
117.	Fort St. James–Manson Creek	935.59	
33.	Forestdale–Mile 106	168.00	
90.	Houston–Wisteria	455.40	
155.	Houston–Owen Lake	283.20	
59.	Keefes Landing–Ootsa	404.98	
65.	Mapes	279.10	
39.	North Trans-Provincial Highway	17,643.00	
80.	North Francois	751.87	
84.	Ootsa Lake Shore (east)	223.00	
	Office Buildings	381.17	
	Plant	6,295.84	
19.	Rose Lake Cut-off	255.60	
	Snow-removal	3,499.01	
104.	Schaefer	301.80	
	Supervision	5,698.44	
	Supervision, auto	534.18	
	Highway signs	653.67	
202.	Telkwa Coal-mine Road	307.40	
97.	Tatlow	196.80	
181.	Tatalrose	170.10	
122.	Uncha	164.18	
124.	Vanderhoof–Stuart Lake	3,888.62	
40.	Vanderhoof–Stoney Creek	323.75	
127.	Vanderhoof–Sturgeon Point	275.36	
130.	Woodmere–Round Lake	719.00	
	Sundry roads (Tax Account)	17,357.87	
	Sundry roads (units under $150)	1,936.05	
	Total, Vote 160—Roads, Trails, etc.		66,964.35

VOTE 160—BRIDGES: MAINTENANCE.

11.	Burns Lake Trestle	$307.89	
7.	Bulkley River	550.00	
522.	Conrad	782.45	
35.	Houston	499.05	
19.	Johnson	198.80	
47.	Lund Creek	1,010.02	
210.	Mathieson	174.40	
56.	McEvoy	3,009.22	
	Nation River bridges	428.62	
156.	Priestley	3,246.58	
128.	Sinkut River	2,925.13	
113.	Stoney Creek, No. 1	1,351.35	
114.	Stoney Creek, No. 2	1,912.22	
433.	Shaw Creek	215.33	
101.	Telkwa River	1,364.41	
17.	Telegraph Creek	1,006.65	
418.	Woodmere	459.25	
	Sundry bridges (units under $150)	353.92	
	Total, Vote 160—Bridges: Maintenance		19,795.29

VOTE 160—FERRIES.

61.	Finmoore	$1,187.19	
62.	Fort Fraser	1,113.55	
63.	Francois Lake	6,706.09	
64.	Takla Lake	329.44	
65.	Hulatt	332.00	
	Total, Vote 160—Ferries		9,668.27
	Carried forward		$114,413.71

OMINECA DISTRICT—*Continued.*

Brought forward		$114,413.71

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Sundry roads	$2,099.97	
Total, Vote 160—Traffic Operation (Snow-removal)		2,099.97

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

Old Hogem–Aiken Lake	$1,484.38	
Jack Rabbit Group	50.00	
Jubilee Trail	149.60	
Road to Gold and Golden Eagle Group	499.55	
Telkwa River Trail	233.08	
Three Star Road	50.00	
Road to Last Chance Claims	300.00	
Trail to Norman Group	100.00	
Manson Creek Road	5,599.78	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		8,466.39

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Telkwa–Vanderhoof	$2,230.76	
Prince Rupert–Alberta Boundary	22,977.21	
	$25,207.97	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Fort St. James–Manson, Mile 31 to Manson Creek	$6,438.92	
Fort St. James–Manson Reconstruction	49,786.21	
Takla Landing–Old Hogem	10,000.00	
Dome Mountain Road	2,865.68	
Aiken Lake–Croydon Mine Winter Road	2,623.39	
	$71,714.20	
Labour Department.		
(F.) Direct Relief	$26,604.79	
(G.) Non-contributory	3,391.82	
(H.) Supervision	185.00	
(J.) Public Health	2,987.40	
	$33,169.01	
Total expenditure, Unemployment Relief Fund		130,091.18
Total expenditure, Omineca District		$255,071.25

PEACE RIVER DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
1.	Grande Prairie–Fort St. John–Peace Pass	$23,130.60	
4.	Pouce Coupe–Belle View	6,412.28	
5.	Dawson Creek–Rolla–Clayhurst	684.07	
	Total, Capital Account—Roads		$30,226.95

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Grande Prairie–Fort St. John–Peace Pass	$17,998.81	
2.	Pouce Coupe–Brier Ridge	913.47	
3.	Pouce Coupe–South Dawson	1,544.40	
	Carried forward	$20,456.68	$30,226.95

PEACE RIVER DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$20,456.68	$30,226.95
REG. NO.		
4. Pouce Coupe–Belle View	1,463.83	
5. Dawson–Rolla–Clayhurst	9,468.14	
6. Rolla (east)	429.22	
7. Rolla (west)	438.16	
8. Dawson–Moberly–Hudson Hope	3,510.71	
9. Dawson–Sweetwater–Sunrise	3,248.06	
10. Progress–Sunset–Groundbirch	1,031.49	
12. Fort St. John–Hines Creek	1,080.73	
13. Fort St. John–Rose Prairie	1,579.04	
14. McKibbin Cut-off	187.40	
15. Charlie Lake–Nelson River	426.88	
17. Baldonnel East–Fort St. John	360.73	
21. Tupper–Kelly Lake	293.20	
23. Tupper–Hays–Pouce Coupe	1,857.52	
28. Rolla–Valley View	153.40	
30. Arras–Fellers–Hanshaw	556.65	
31. Arras School	233.80	
33. Sunset–Pine	418.40	
35. Little Prairie–Pine Pass	193.40	
41. Taylor–Peace View	475.55	
42. Baldonnel–Two Rivers	671.55	
48. Lower Deep Creek	980.30	
77-17-4	167.60	
77-17-9	225.80	
78-14-2	230.40	
78-14-6	630.95	
78-14-9A	150.40	
78-15-4B	210.10	
78-16-2B	182.85	
78-16-3	297.20	
78-17-2	214.80	
78-17-4	259.80	
78-17-6	569.80	
78-18-2	179.60	
78-18-10	356.20	
78-19-8	361.00	
78-19-9	790.40	
79-13-12	169.30	
79-14-1B	221.50	
79-14-4A	152.75	
79-14-10A	227.25	
79-14-12B	395.20	
79-15-1B	163.20	
79-15-2A	318.05	
79-16-2	267.10	
79-17-2	214.75	
79-17-9A	175.80	
79-17-12	296.35	
79-18-2	206.40	
79-18-8	183.40	
79-18-9A	195.40	
79-19-2	314.40	
80-13-3	192.65	
80-13-12	486.45	
80-14-9A	342.10	
81-14-1B	355.45	
81-14-10A	344.20	
83-18-3	338.20	
84-18-10A	156.80	
84-18-5B	156.60	
86-18-6	564.67	
Carried forward	$60,779.71	$30,226.95

PEACE RIVER DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$60,779.71	$30,226.95
REG. NO.		
86-18-10	309.80	
86-19-2	252.05	
86-19-8B	352.80	
86-19-12	172.20	
87-18-2	201.30	
87-19-5A	268.20	
Plant and tools	2,512.53	
Roads, general	4,184.57	
Sundry roads (units under $150)	10,893.99	
Construction in Government Yards	203.60	
Total, Vote 160—Roads, Trails, etc.		80,130.75

VOTE 160—BRIDGES: MAINTENANCE.

1-1. Boundary	$313.90	
84-19-2. Brown	547.14	
38-1. Dawson Town	167.20	
1-7. High Level	947.95	
84-19-1. Hudson Bay	743.72	
8-7. Keiser	267.16	
4-1. Landary	12,698.05	
1-9. Manse	227.19	
23-3. McWha	1,219.53	
1-30. Spring Creek	234.40	
10-1. Sunset	473.41	
10-2. Sunset High Level	283.18	
1-25. Tea Creek	271.38	
79-19-3. Willow Valley	500.25	
79-19-2. Willow Valley School	517.12	
Sundry bridges (units under $150)	1,039.20	
Bridges, general	650.02	
Total, Vote 160—Bridges: Maintenance		21,100.80

VOTE 160—FERRIES: MAINTENANCE.

89. Clahurst	$1,841.50	
68. East Pine	667.25	
66. Halfway	586.24	
69. Hudson Hope	460.12	
67. Taylor	7,756.83	
Total, Vote 160—Ferries: Maintenance		11,311.94

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

1. Grande Prairie–Fort St. John–Peace Pass	$438.77	
Sundry roads (units under $150)	147.73	
Total, Vote 160—Traffic Operation (Snow-removal)		586.50

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$45,567.54	
(G.) Non-contributory	9,436.23	
(H.) Supervision	4,551.89	
(J.) Public Health	5,705.65	
	$65,261.31	
Total expenditure, Unemployment Relief Fund		65,261.31
Total expenditure, Peace River District		$208,618.25

PRINCE RUPERT DISTRICT.

Reg. No.	Capital Account—" B.C. Loan Act, 1936," Sec. 6: Roads.		
5.	Masset–Tow Hill	$2,941.04	
8.	Dunroe's	507.45	
9.	North Trans-Provincial Highway	2,718.88	
16.	Old Masset	735.71	
17.	Port Clements–Mayer Lake	157.75	
18.	Port Clements–Tlell	2,857.29	
23.	Sandspit–Copper Bay	394.00	
24.	Skidegate–Tlell	3,561.77	
25.	Queen Charlotte City–Skidegate	1,571.76	
30.	Port Clements streets	152.60	
36.	Masset streets	1,275.47	
42.	Queen Charlotte City streets	339.20	
45.	Miller	1,717.10	
54.	Oona River (north)	556.00	
	Oona River (south)	446.70	
	Port Simpson streets	873.90	
128.	Salt Lakes Trail and Floats	254.62	
148.	Dodge Cove	414.40	
149.	Jap Inlet	418.35	
134.	Yakoun Trail	185.85	
	Sundry roads (units under $150)	884.65	
	Masset Garage	334.80	
	Total, Capital Account—Roads		$23,299.29
	Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.		
3.	Cow Bay Crossing	$573.81	
5.	Masset–Tow Hill	2,696.81	
9.	North Trans-Provincial Highway	6,667.52	
15.	Oona River	188.25	
16.	Old Masset	355.62	
18.	Port Clements–Tlell	295.45	
24.	Skidegate–Tlell	646.28	
35.	Court-house approaches	757.90	
38.	Port Simpson streets	1,324.62	
40.	Masset streets	639.01	
47.	Carpenter's	197.98	
58.	Delkatlah Beach	242.10	
59.	Skidegate Wharf	289.70	
127.	Osland sidewalks	561.85	
128.	Salt Lakes Trail and Floats	264.45	
	Sundry roads (units under $150)	808.72	
	Salaries, General Foreman	1,980.00	
	Travelling expense	206.55	
	Plant and tools	1,270.21	
	Reconnaissance survey, Port Clements–Masset	1,070.02	
	Total, Vote 160—Roads, Trails, etc.		21,036.85
	Vote 160—Bridges: Maintenance.		
7.	Hiellen	$358.50	
13.	Kumdis Island	712.37	
21.	Queen Charlotte City	1,396.26	
41.	White Creek	803.72	
68.	Galloway Rapids	448.70	
	Sundry bridges (units under $150)	509.40	
	Total, Vote 160—Bridges: Maintenance		4,228.95
	Vote 160—Wharves.		
	Prince Rupert (maintenance)	$6,634.94	
	Cow Bay Floats	4,864.96	
		$11,499.90	
	Prince Rupert (Toll receipts)	9,704.66	
	Total, Vote 160—Wharves		1,795.24
	Carried forward		$50,360.33

PRINCE RUPERT DISTRICT—*Continued.*

Brought forward		$50,360.33
VOTE 117—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Sewell–Kootenai Trail	$39.90	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		39.90
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Prince Rupert–Alberta Boundary, Mile 10–11	$34,945.02	
Playing-grounds	511.20	
	$35,456.22	
Labour Department.		
(F.) Direct Relief	$8,566.53	
(G.) Non-contributory	1,586.00	
(H.) Supervision	51.59	
(J.) Public Health	371.45	
	$10,575.57	
Total expenditure, Unemployment Relief Fund		46,031.79
Total expenditure, Prince Rupert District		$96,432.02

REVELSTOKE DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
REG. NO.		
6. Austrian Settlement	$3,270.02	
71. Revelstoke–Arrowhead	4,720.00	
Sundry roads (units under $150)	4.48	
Total, Capital Accounts—Roads		$7,994.50
CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.		
74. Revelstoke West	$4,456.04	
Total, Capital Account—Bituminous Surfacing		4,456.04
VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
6. Austrian Settlement	$243.32	
11. Begbie	1,035.22	
13. Big Bend	916.67	
31. Golf Links and branches	157.56	
67. Nicoll	637.60	
71. Revelstoke–Arrowhead	5,808.95	
72. Revelstoke (east)	420.24	
74. Revelstoke (west)	1,448.66	
78. Sidmouth–Sproat	431.39	
84. Wagner	269.68	
103. McKay	168.77	
Sundry roads (units under $150)	124.64	
Supervision—Salaries and expenses	5,068.01	
Plant and tools	2,331.94	
Total, Vote 160—Roads, Trails, etc.		$19,062.65
Carried forward		$31,513.19

REVELSTOKE DISTRICT—*Continued.*

Brought forward		$31,513.19

VOTE 160—BRIDGES: MAINTENANCE.

REG. NO.			
80.	Revelstoke–Arrowhead, No. 1	$467.48	
97.	Revelstoke East, No. 9	600.97	
103.	Revelstoke West, No. 1	231.20	
	Crawford Creek Protection	591.85	
	Sundry bridges (units under $150)	314.92	
	Total, Vote 160—Bridges: Maintenance		2,206.42

VOTE 160.—FERRIES.

2.	Goldstream	$275.15	
3.	Hall's Landing	8,200.00	
4.	12-Mile	4,601.64	
	Total, Vote 160—Ferries		13,076.79

VOTE 160.—ROADS: BITUMINOUS SURFACING.

74.	Revelstoke West	$478.00	
	Total, Vote 160—Roads: Bituminous Surfacing		478.00

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

11.	Begbie	$165.36	
13.	Big Bend	304.43	
71.	Revelstoke–Arrowhead	957.09	
73.	Revelstoke (south)	152.06	
74.	Revelstoke (west)	394.22	
	Sundry roads (units under $150)	848.94	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,822.10

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

Carnes Creek Trail to A. and E. Group	$50.00	
Carnes Creek Trail to J. and L. Group	250.00	
Keystone Trail to Standard Basin	50.00	
Old Goldstream Trail, No. 125	100.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		450.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—Trans-Canada Highway, Mile 423–424.5	$19,748.52	

Labour Department.

(F.)	Direct Relief	$1,895.40	
(G.)	Non-contributory	333.13	
(H.)	Supervision	843.00	
(J.)	Public Health	267.49	
		$3,339.02	
	Total expenditure, Unemployment Relief Fund		23,087.54
	Total expenditure, Revelstoke District		$73,634.04

ROSSLAND-TRAIL DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
7.	Bruce Subdivision	$465.48	
9.	Castlegar Townsite	1,263.20	
58.	Shaver's Subdivision	879.36	
67.	Trail–Pend d'Oreille	388.03	
69.	Trail–Salmo	37.10	
77.	Warfield Subdivision	1,966.56	
	Total, Capital Account—Roads		$4,999.73

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Ferries.

	Castlegar Ferry	$13,573.29	
	Total, Capital Account—Ferries		13,573.29

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

10.	Castlegar–Trail	$28,490.86	
57.	Schofield Highway	3,375.60	
	Total, Capital Account—Bituminous Surfacing		31,866.46

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

10.	Castlegar–Trail	$4,182.26	
51.	Rossland–Cascade	1,100.44	
53.	Rossland–Paterson	582.49	
57.	Schofield Highway	788.64	
58.	Shaver's Subdivision	343.80	
64.	Trail Creek	191.60	
67.	Trail–Pend d'Oreille	1,458.40	
69.	Trail–Salmo	1,400.00	
	Sundry roads	4,053.22	
	Supervision	5,650.00	
	Plant and tools	3,267.77	
	Total, Vote 160—Roads, Trails, etc.		23,018.62

Vote 160—Bridges: Maintenance.

5.	Castlegar–Trail, No. 5	$497.19	
6.	Castlegar–Trail, No. 6	1,019.20	
10.	Columbia River Bridge at Trail	7,836.76	
71.	Trail–Fort Sheppard, No. 1	549.87	
76.	Trail Creek, No. 2	235.84	
81.	Trail–Pend d'Oreille, No. 1	235.18	
82.	Trail–Pend d'Oreille, No. 2	403.05	
84.	Trail–Pend d'Oreille, No. 4	464.20	
	Sundry bridges	336.40	
	Total, Vote 160—Bridges: Maintenance		11,577.69

Vote 160.—Ferries.

	Castlegar	$18,822.91	
	Total, Vote 160—Ferries		18,822.91

Vote 160.—Roads: Bituminous Surfacing.

10.	Castlegar–Trail	$323.81	
57.	Schofield Highway	103.00	
67.	Trail–Pend d'Oreille	114.80	
	Total, Vote 160—Roads: Bituminous Surfacing		541.61
	Carried forward		$104,400.31

ROSSLAND-TRAIL DISTRICT—*Continued.*

Brought forward		$104,400.31

Vote 160—Traffic Operation (Snow-removal).

Reg. No.			
10.	Castlegar–Trail	$315.83	
51.	Rossland–Cascade	174.15	
53.	Rossland–Paterson	230.37	
57.	Schofield Highway	202.72	
67.	Trail–Pend d'Oreille	244.60	
69.	Trail–Salmo	224.00	
	Sundry roads	1,196.84	
	Plant and tools	411.30	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,999.81

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

34.	Paulson to Inland Empire Road	$524.72	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		524.72

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Crowsnest Pass–Hope, Sullivan Creek	$14,989.10	
Rossland–Paterson	18,723.21	
	$33,712.31	
Labour Department.		
(F.) Direct Relief	$2,348.20	
(G.) Non-contributory	1,211.10	
(J.) Public Health	127.50	
	$3,686.80	
Total expenditure, Unemployment Relief Fund		37,399.11
Total expenditure, Rossland-Trail District		$145,323.95

SAANICH DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

30R.	East Saanich	$372.62	
7.	Helmcken	183.35	
28R.	Island Highway	413.20	
29R.	Saanich and Quadra Street	478.60	
52R.	West Saanich	2,373.29	
	Total, Capital Account—Roads		$3,821.06

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

7.	Helmcken	$369.87	
28R.	Island Highway	1,020.60	
29R.	Saanich and Quadra Street	481.65	
30R.	East Saanich	1,383.22	
52R.	West Saanich	5,719.09	
	Sundry roads (units under $150)	167.17	
	Auto Account	394.00	
	District Office	7,048.84	
	Plant and tools	1,522.03	
	Repairs to district machinery	1,201.95	
	Total, Vote 160—Roads, Trails, etc.		19,308.42
	Carried forward		$23,129.48

SAANICH DISTRICT—*Continued.*

Brought forward		$23,129.48

VOTE 160—CLASSIFIED HIGHWAYS.

Keating Cross Road (Secondary 85B)	$251.67	
Total, Vote 160—Classified Highways		251.67

VOTE 160—ROADS: BITUMINOUS SURFACING.

REG. NO.			
28R.	Island Highway	$21.80	
30R.	East Saanich	20.00	
52R.	West Saanich	20.00	
	Total, Vote 160—Roads: Bituminous Surfacing		61.80

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

30R.	East Saanich	$115.38	
28R.	Island Highway	120.69	
29R.	Saanich and Quadra Street	49.35	
57A.	Verdier Avenue	147.25	
52R.	West Saanich	184.22	
	Total, Vote 160—Traffic Operation (Snow-removal)		616.89

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
East and West Road	$9,999.11	
Playing-grounds	500.00	
	$10,499.11	
Labour Department.		
(G.) Non-contributory	$579.33	
(H.) Supervision	2.20	
(J.) Public Health	1,367.50	
	$1,949.03	
Total expenditure, Unemployment Relief Fund		12,448.14
Total expenditure, Saanich District		$36,507.98

SALMON ARM DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.

38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	$2,420.08	
11.	Blind Bay–Balmoral	1,051.95	
12.	Blind Bay–Eagle Bay	561.01	
21.	Chase–Falkland	243.49	
27.	Duck Range	452.72	
48.	Loakin Creek	548.45	
49.	Magna Bay	286.25	
52.	Martin Prairie	396.01	
67.	Pritchard–Pinantan–Paul Lake	307.50	
70.	Robbin Range	304.55	
	Sundry roads (units under $150)	426.97	
	Total, Capital Account—Roads		$6,998.98
	Carried forward		$6,998.98

SALMON ARM DISTRICT—*Continued.*

Brought forward		$6,998.98

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

REG. NO.		
37R.	Trans-Provincial Highway (arterial), Salmon Arm City	$3,385.50
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	20,403.77
90.	Trans-Canada Highway, Kamloops–Salmon Arm	7,364.04
	Total, Capital Account—Bituminous Surfacing	31,153.31

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

8.	Bear Creek	$444.02	
10.	Bestwick	307.25	
11.	Blind Bay–Balmoral	1,644.79	
12.	Blind Bay–Eagle Bay	423.53	
16.	Campbell Creek	143.39	
17.	Campbell Meadows	288.45	
19.	Cedar Hill	210.00	
20.	Celista District	229.48	
21.	Chase–Falkland	1,422.56	
22.	Chase Town	488.92	
26.	Douglas Lake–Grande Prairie	1,455.80	
27.	Duck Range	1,255.18	
32.	Falkland District	252.20	
33.	Fowler–Willette	726.77	
38.	Harper Valley	159.40	
43.	Kamloops–Shuswap	374.18	
44.	Kamloops–Vernon	6,201.96	
47.	Line 17	427.89	
48.	Loakin Creek	425.86	
49.	Magna Bay	315.35	
52.	Martin Prairie	475.12	
53.	Meadow Creek	596.75	
55.	Monte Creek	168.62	
62.	Notch Hill District	304.90	
64.	Paxton Valley	582.41	
67.	Pritchard–Pinantan–Paul Lake	1,420.02	
68.	Pritchard District	320.59	
70.	Robbin Range	1,016.23	
72.	Salmon River	2,088.65	
73.	Spa Creek	169.00	
78.	Sicamous–Vernon	194.53	
80.	Sorrento–Blind Bay	176.12	
82.	Sorrento District	217.70	
83.	Squilax–Anglemont	837.45	
84.	Squilax–Turtle Valley	549.14	
86.	Sunnybrae	252.20	
87.	Tappen–Carlin–Notch Hill	492.96	
88.	Tappen–Skimiken–Chase Creek	721.38	
90.	Trans-Canada Highway—		
	Kamloops–Salmon Arm	6,282.19	
	Sicamous–Canoe	292.79	
	Sicamous–Revelstoke	3,777.51	
95.	White Lake	531.54	
37R.	Trans-Provincial Highway (arterial), Salmon Arm City	68.09	
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	2,774.61	
	Sundry roads (units under $150)	1,142.29	
	Salaries	4,140.00	
	Travelling expenses and car	1,433.51	
	Office expenses	608.98	
	Camp equipment	205.74	
	Plant and tools	2,940.60	
	Carried forward	$51,978.60	$38,152.29

SALMON ARM DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$51,978.60	$38,152.29
Plant maintenance	925.07	
Plant and equipment	1,479.26	
Total, Vote 160—Roads, Trails, etc.		54,382.93

VOTE 160—CLASSIFIED HIGHWAYS.

Salmon Arm–Grande Prairie (Secondary 26B)	$387.10	
Canoe Road (Secondary 76B)	216.76	
Total, Vote 160—Classified Highways		603.86

VOTE 160—BRIDGES: MAINTENANCE.

REG. NO.		
4. Bear Creek, No. 1	$225.89	
14. Bostock	666.03	
32. Dodds	1,388.38	
71. Monte Creek, No. 6	448.39	
91. Salmon River, No. 1	195.66	
112A. Chase Bridge	1,496.09	
118. Taylor	271.78	
168. Eagle River	884.22	
175. Pemberton	318.36	
Bridges generally	1,267.63	
Sundry bridges (units under $150)	1,898.89	
Total, Vote 160—Bridges: Maintenance		9,061.32

VOTE 160.—FERRIES.

3. Sorrento–Scotch Creek	$4,332.51	
5. Ducks	1,026.79	
6. Shuswap Lake	2,712.65	
7. Sicamous	22.00	
	$8,093.95	
Shuswap Lake Ferry—Revenue	1,035.40	
Total, Vote 160—Ferries		7,058.55

VOTE 160.—ROADS: BITUMINOUS SURFACING.

38R. Trans-Provincial Highway (arterial), Salmon Arm Municipality	$536.08	
90. Trans-Canada Highway, Kamloops–Salmon Arm	1,000.83	
Total, Vote 160—Roads: Bituminous Surfacing		1,536.91

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

44. Kamloops–Vernon	$259.20	
90. Trans-Canada Highway, Kamloops–Salmon Arm	195.45	
Sundry roads (units under $150)	568.62	
Total, Vote 160—Traffic Operation (Snow-removal)		1,023.27

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

Twin Mountain Mineral Group	$246.80	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		246.80
Carried forward		$112,065.93

SALMON ARM DISTRICT—*Continued.*

Brought forward		$112,065.93

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Trans-Canada Highway, Mile 296–298, 339–340	$17,993.31	
Playing-grounds	499.25	
	$18,492.56	
Labour Department.		
(F.) Direct Relief	$22,394.21	
(G.) Non-contributory	2,876.59	
(H.) Supervision	4,456.33	
(J.) Public Health	2,985.51	
	$32,712.64	
Total expenditure, Unemployment Relief Fund		51,205.20
Total expenditure, Salmon Arm District		$163,271.13

SIMILKAMEEN DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
16.	D'Arcy Mountain	$89.60	
41.	Keremeos–Hedley (S.T.P.)	975.61	
20.	Penticton–Oliver (S.T.P.)	8,350.82	
60.	Penticton–Keremeos (S.T.P.)	251.73	
78.	Summers Creek	310.40	
	Total, Capital Account—Roads		$9,978.16

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

35.	Hedley–Princeton (S.T.P.)	$3,137.82	
48.	Hedley streets (S.T.P.)	85.31	
41.	Keremeos streets (S.T.P.)	85.63	
86.	Oliver–Osoyoos (S.T.P.)	13,476.51	
68.	Princeton streets	586.66	
20.	Penticton–Oliver (S.T.P.)	38,561.11	
42R.	Okanagan Highway (Summerland–Penticton–Oliver)	4,248.15	
	Total, Capital Account—Bituminous Surfacing		60,181.19

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Allison–Copper Mountain	$188.80	
10.	Copper Mountain	324.58	
22.	Fairview–Cawston	272.27	
29.	5-Mile Princeton	732.11	
110.	Hedley–Nickel Plate	3,883.88	
35.	Hedley–Princeton	2,966.80	
48.	Hedley streets	547.87	
34.	Hedley–20-Mile	2,158.58	
59.	Hope–Princeton	3,042.93	
101.	Keremeos–Cawston	395.00	
41.	Keremeos–Hedley	1,295.84	
47.	Marron Valley	625.92	
51.	McLean Creek	229.26	
65.	Mascot	5,000.00	
86.	Oliver–Osoyoos	287.92	
90.	Oliver streets	200.78	
81.	Okanagan Falls streets	216.94	
53.	1-Mile–Princeton	652.32	
	Carried forward	$23,021.80	$70,159.35

SIMILKAMEEN DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$23,021.80	$70,159.35
REG. NO.			
20.	Penticton–Oliver	7,928.66	
73.	Penticton–Summerland	895.84	
60.	Penticton–Keremeos	826.30	
68.	Princeton streets	1,349.66	
80.	Shingle Creek	229.14	
93.	S.O.L. Projects	691.60	
78.	Summers Creek	261.42	
40.	White Lake	183.36	
	Sundry roads (units under $150)	2,117.48	
	Plant and tools	5,025.64	
	Supervision—Office, General Foreman, and auto	6,758.60	
	Total, Vote 160—Roads, Trails, etc.		49,289.50

VOTE 160—CLASSIFIED HIGHWAYS.

86B.	Fairview	$18.04	
29B.	Penticton–Naramata	621.04	
42R.	Okanagan Highway (Summerland–Penticton–Oliver)	223.90	
	Total, Vote 160—Classified Highways		862.98

VOTE 160—BRIDGES: MAINTENANCE.

20.	Copper Mountain	$673.00	
27.	Penticton–Oliver, No. 5	937.72	
127.	China Creek	3,363.98	
	Sundry bridges (units under $150)	582.78	
	Total, Vote 160—Bridges: Maintenance		5,557.48

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

10.	Copper Mountain	$950.18	
59.	Hope–Princeton	397.00	
110.	Hedley–Nickel Plate	344.92	
35.	Hedley–Princeton	192.26	
53.	1-Mile–Princeton	1,008.21	
68.	Princeton streets	214.76	
80.	Shingle Creek	200.04	
78.	Summers Creek	309.22	
	Sundry roads (units under $150)	957.39	
	Total, Vote 160—Traffic Operation (Snow-removal)		4,573.98

VOTE 160—ROADS: BITUMINOUS SURFACING.

20.	Penticton–Oliver (S.T.P.)	$241.54	
	Total, Vote 160—Roads: Bituminous Surfacing		241.54

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

Apex Mountain	$1,100.00	
Oliver–Cawston–Fairview	150.00	
Siwash Creek	50.00	
Steves Creek	115.00	
Shoemaker Creek	75.00	
70-Mile Creek	50.00	
Larcau Creek	400.00	
Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		1,940.00
Carried forward		$132,624.83

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$132,624.83

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Crowsnest Pass–Hope–Princeton	$21,692.58	
Crowsnest Pass–Hope–Vaseaux Lake	25,307.42	
Princeton–Hedley	4,991.32	
	$51,991.32	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Hedley Mine	$66.59	
Princeton–Copper Mountain	2,496.20	
	$2,562.79	
Labour Department.		
(F.) Direct Relief	$45,565.51	
(G.) Non-contributory	7,457.38	
(H.) Supervision	3,389.34	
(J.) Public Health	2,809.80	
	$59,222.03	
Total expenditure, Unemployment Relief Fund		113,776.14
Total expenditure, Similkameen District		$246,400.97

SKEENA DISTRICT.

Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.

Usk and vicinity	$195.92	
Kitwanga and vicinity	688.20	
Cedarvale and vicinity	466.05	
Doreen and vicinity	198.40	
Smithers and vicinity	1,555.75	
Hazelton and vicinity	1,514.20	
Terrace and vicinity	1,374.90	
Remo roads	393.80	
Sundry roads (units under $150)	612.70	
Total, Capital Account—Roads		$6,999.92

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
	Prince Rupert Highway—		
	Terrace–Usk	$825.93	
	Usk–Cedarvale	566.49	
	Cedarvale–Kitwanga	644.39	
	Skeena Crossing–Hazelton	366.46	
	Hazelton–Moricetown	1,717.45	
	Moricetown–Smithers	1,235.07	
	Smithers–Omineca Boundary	499.10	
118.	Billeter	222.40	
9.	Braun's Island	238.70	
140.	Higginbottom	209.00	
304.	Hazelton streets	260.00	
123.	Hodkin	415.50	
35.	Hudson Bay Mountain	1,344.47	
49.	Kispiox	610.60	
43.	Kitsumgallum	423.50	
40.	Kitwanga Valley	227.99	
52.	Lakelse Lake	426.00	
	Carried forward	$10,233.05	$6,999.92

SKEENA DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. No.			
	Brought forward	$10,233.05	$6,999.92
61.	McCabe	153.20	
62.	New Hazelton High Level	843.00	
300.	Port Essington streets	458.48	
19.	Snake Hill	259.40	
107.	Telkwa High	1,684.60	
	Usk streets	242.29	
	Snow-removal	178.32	
	Sundry roads (units under $150)	1,139.52	
	Salaries	4,213.84	
	Travelling expenses	1,245.08	
	Office expenses	562.96	
	Non-contributory charges	2,979.01	
	Machinery units	2,735.59	
	Material and supplies	6,277.83	
	Equipment-sheds	128.40	
	Plant and tools	1,738.19	
	Tax Account	5,228.75	
	Total, Vote 160—Roads, Trails, etc.		40,301.51

VOTE 160—CLASSIFIED HIGHWAYS.

	Arterial Highway 51R (Terrace)	$126.50	
	Secondary Highway 58B (Smithers)	4.50	
	Secondary Highway 67B (Terrace)	73.60	
	Total, Vote 160—Classified Highways		204.60

VOTE 160—BRIDGES: MAINTENANCE.

	Bridges generally	$128.09	
174.	Beament	334.05	
159.	Baun's Island	1,499.22	
162.	Doughty	222.61	
27.	Driftwood Creek	5,092.07	
70.	Meanskinisht	5,399.87	
59.	Nine Mile, Kispiox	1,051.10	
214.	Remo Trestle	600.00	
96.	Salmon River	195.35	
97.	Skeena Suspension	2,373.94	
110.	Thornhill	526.14	
105.	Two Bridge Creek	216.24	
124.	Williams Creek	282.82	
	Sundry bridges (units under $150)	928.38	
	Total, Vote 160—Bridges: Maintenance		18,849.88

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

299.	Silver Lake	$100.00	
	Silver King Camp to Cronin Mine	150.00	
308.	Silver Bow	100.00	
310.	Ridge Trail to Triangle Group	25.00	
250.	Bornite King	50.00	
278.	Canadian Swede	50.00	
263.	Buccaneer of the North	50.00	
239.	McCabe Trail	50.00	
266.	Little Beaver River	100.00	
121.	Victory Road	100.00	
307.	A.B. Trail	100.00	
205.	Black Bull	150.00	
214.	Douglas Creek	124.80	
306.	Phillips Creek	50.00	
	Carried forward	$1,199.80	$66,355.91

SKEENA DISTRICT—*Continued.*

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

	Brought forward	$1,199.80	$66,355.91
REG. NO.			
277.	Fiddler Creek	100.00	
222.	Hardscrabble Ridge	50.00	
264.	Bermaline and August	150.00	
251.	Porcupine Creek	100.00	
103.	Glacier Gulch	494.90	
240.	Mud Creek	25.00	
208.	Chindemash Creek	248.20	
	Toboggan Creek	500.00	
64.	9-Mile Mountain	775.00	
235.	Maroon Mountain	100.00	
305.	Caledonia	50.00	
206.	Cedar River	300.00	
23.	Driftwood Creek	235.80	
282.	Snowshoe Group	100.00	
309.	Copper King Trail	100.00	
221.	Harvey Group	150.00	
213.	Grotto	300.00	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,978.70

VOTE 160—FERRIES.

78.	Cedarvale	$1,393.68	
79.	Copper City	1,240.79	
80.	Hazelton	1,882.23	
81.	Kitwanga	1,535.81	
82.	Remo	3,526.52	
83.	Usk	1,151.58	
84.	Pacific	36.55	
85.	Kalum River	.....	
	Total, Vote 160—Ferries		10,767.16

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

Snow-removal	$2,307.31	
Total, Vote 160—Traffic Operation (Snow-removal)		2,307.31

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Terrace–Smithers	$1,616.27	
Prince Rupert to Alberta Boundary, Usk–Cedarvale	49,396.76	
	$51,013.03	
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Driftwood Creek	$2,483.30	
Silver Lake	1,981.44	
	$4,464.74	
Labour Department.		
(F.) Direct Relief	$17,601.34	
(G.) Non-contributory	2,905.71	
(H.) Supervision	411.50	
(J.) Public Health	1,788.64	
	$22,707.19	
Total expenditure, Unemployment Relief Fund		78,184.96
Total expenditure, Skeena District		$162,594.04

SOUTH OKANAGAN DISTRICT.

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Roads.

Reg. No.			
12.	Glenrosa Subdivision	$288.90	
15.	Joe Riche District	259.23	
24.	Meadow Valley and branches	192.60	
31.	Peachland–Princeton	555.90	
34.	Rutland Subdivision	659.73	
40.	Summerland–Peachland	479.46	
42.	Shingle Creek and branches	164.90	
46.	Westside	284.80	
47.	Westbank Subdivision	990.00	
40R.	Peachland–Kelowna (arterial), Peachland Municipality	2,033.20	
41R.	Penticton–Kelowna (arterial), Summerland Municipality	460.60	
	Sundry roads (units under $150)	630.10	
	Total, Capital Account—Roads		$6,999.42

Capital Account—" B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing.

16.	Kelowna–Vernon (north)	$3,050.46	
17.	Kelowna–Vernon (south)	3,513.14	
18.	K.L.O. Main	1,209.26	
21.	Lake Shore–Mission	2,656.00	
27.	Naramata roads	6,256.19	
29.	Okanagan Centre	157.26	
34.	Rutland Subdivision	1,822.67	
35.	Richter Street	409.85	
40.	Summerland–Peachland	24,769.52	
48.	Westbank Ferry	937.19	
41R.	Penticton–Kelowna (arterial), Summerland Municipality	361.64	
	Total, Capital Account—Bituminous Surfacing		45,143.18

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

3.	Belgo Subdivision (north)	$243.78	
4.	Belgo Subdivision (south)	1,002.53	
5.	Bear Creek	251.60	
7.	Benvoulin Subdivision	2,925.15	
10.	Gellatly–Lake Shore	270.09	
12.	Glenrosa Subdivision	279.41	
15.	Joe Riche District	869.86	
16.	Kelowna–Vernon (north)	6,127.14	
17.	Kelowna–Vernon (south)	1,014.77	
18.	K.L.O. Main	2,635.34	
19.	K.L.O. Subdivision	281.90	
21.	Lake Shore	403.90	
23.	McDougall Creek	330.87	
24.	Meadow Valley and branches	379.45	
25.	North Naramata	198.33	
27.	Naramata Subdivision	465.63	
28.	Oceola	269.95	
29.	Okanagan Centre Subdivision	565.42	
31.	Peachland–Princeton	161.98	
33.	Penticton–Naramata	346.46	
34.	Rutland Subdivision	5,850.42	
38.	South Okanagan and branches	308.35	
40.	Summerland–Peachland	2,145.99	
46.	Westside	461.54	
47.	Westbank Subdivision	2,329.95	
48.	Westbank Ferry	2,008.60	
49.	Woods Lake Bottom	907.99	
54.	T. Bulman	1,159.48	
40R.	Peachland–Kelowna (arterial), Peachland Municipality	2,984.08	
	Carried forward	$37,179.96	$52,142.60

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$37,179.96	$52,142.60
REG. NO.		
41R. Penticton–Kelowna (arterial), Summerland Municipality	1,681.09	
Sundry roads (units under $150)	2,046.79	
Office expenses	3,788.66	
Travelling expenses	500.77	
Plant, tools, and equipment	4,615.63	
Total, Vote 160—Roads, Trails, etc.		49,812.90

VOTE 160—BRIDGES: MAINTENANCE.

19. Deep Creek, No. 1	$2,497.79	
29. Mill Creek, No. 5	1,002.15	
34. Mission Creek, No. 2	996.49	
35. Mission Creek, No. 3	159.34	
60. Trout Creek, No. 4	1,098.19	
70. Mill Creek, No. 8	1,021.13	
80. Priest Creek	261.77	
Bridges generally	839.89	
Sundry bridges (units under $150)	382.95	
Total, Vote 160—Bridges: Maintenance		8,259.70

VOTE 160.—FERRIES.

Kelowna–Westbank—		
Revenue	$28,272.79	
Expenditure	27,254.22	
Total, Vote 160—Ferries (credit balance)		1,018.57

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

5. Bear Creek	$125.44	
2. Bulman Subdivision	7.99	
3. Belgo Subdivision (north)	8.97	
4. Belgo Subdivision (south)	7.32	
7. Benvoulin Subdivision	16.00	
9. Glenmore Subdivision	12.54	
10. Gellatly–Lake Shore	3.35	
12. Glenrosa Subdivision	16.20	
13. Hydraulic Creek	281.33	
15. Joe Riche District	215.38	
16. Kelowna–Vernon (north)	22.50	
17. Kelowna–Vernon (south)	16.28	
18. K.L.O. Main	17.66	
19. K.L.O. Subdivision	14.18	
20. Lewis Bailey	12.54	
21. Lake Shore–Okanagan Mission	32.88	
23. McDougall Creek	9.85	
24. Meadow Valley and branches	19.20	
25. North Naramata	12.15	
26. Naramata Village	25.94	
27. Naramata Subdivision	32.44	
33. Penticton–Naramata	16.40	
34. Rutland Subdivision	41.83	
37. S.K.L. Subdivision	12.54	
38. South Okanagan and branches	3.50	
40. Summerland–Peachland	45.30	
46. Westside	71.35	
47. Westbank Subdivision	38.89	
48. Westbank Ferry	101.12	
43. Trepanier and branches	43.75	
40R. Peachland–Kelowna (arterial), Peachland Municipality	43.30	
41R. Penticton–Kelowna (arterial), Summerland Municipality	56.40	
Plant and tools	111.64	
Total, Vote 160—Traffic Operation (Snow-removal)		1,496.16
Carried forward		$110,692.79

SOUTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$110,692.79

VOTE 160.—ROADS: BITUMINOUS SURFACING.

REG. NO.		
17. Kelowna–Vernon (south)	$966.19	
33. Penticton–Naramata	15.40	
82R. Kelowna–Vernon Highway	44.00	
Total, Vote 160—Roads: Bituminous Surfacing		1,025.59

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Prince George–Osoyoos, Kelowna–Vernon (Mile 15.86–17)	$5,955.52	
Prince George–Osoyoos, Peachland	4,109.89	
Playing-grounds, Kelowna	313.60	
	$10,379.01	
Labour Department.		
(F.) Direct Relief	$20,474.05	
(G.) Non-contributory	3,310.01	
(H.) Supervision	3,906.54	
(J.) Public Health	2,286.00	
	$29,976.60	
Total expenditure, Unemployment Relief Fund		40,355.61
Total expenditure, South Okanagan District		$152,073.99

VANCOUVER-POINT GREY DISTRICT.

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Twenty-ninth Avenue	$32.40	
2. Imperial Street	281.16	
3. Marine Drive	2,271.86	
4. Theological Area	7,598.07	
University of British Columbia	149.84	
Auto A-42	345.99	
General Foreman's office and expenses	570.00	
Plant and tools (credit)	481.62	
Total, Vote 160—Roads, Trails, etc.		$10,767.70

VOTE 160—ROADS: BITUMINOUS SURFACING.

1. Twenty-ninth Avenue	$84.50	
2. Imperial Street	578.35	
3. Marine Drive	375.36	
4. Theological Area	218.95	
Total, Vote 160—Roads: Bituminous Surfacing		1,257.16

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Spanish Banks, Marine Drive	$10,955.63	
Kitsilano Indian Reserve	8,863.90	
Playing-grounds, Point Grey	700.00	
Playing-grounds, Vancouver East	869.64	
Carried forward	$21,389.17	$12,024.86

VANCOUVER-POINT GREY DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$21,389.17	$12,024.86
Labour Department.		
(F.) Direct Relief	$27,629.79	
(G.) Non-contributory	165,425.85	
(H.) Supervision	95,510.69	
(J.) Public Health	70,124.61	
	$358,690.94	
Total expenditure, Unemployment Relief Fund		380,080.11
Total expenditure, Vancouver-Point Grey		$392,104.97

YALE DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.

REG. NO.			
	Hope–Princeton (South Yale)	$1,124.41	
14.	Coalmont	6,998.29	
44.	Spences Bridge–Merritt	14,999.93	
	Total, Capital Account—Roads		$23,122.63

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.

1.	Trans-Canada Highway	$86,108.25	
	Total, Capital Account—Bituminous Surfacing		86,108.25

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

	North Bend, Spuzzum (surveys)	$393.67	
2.	Trans-Provincial (Southern)	1,482.52	
12.	Chaumox	330.30	
14.	Coalmont	2,598.77	
17.	Coldwater	461.79	
25.	Douglas Lake	582.26	
27.	Gavelin	192.00	
35.	Kamloops	4,038.59	
44.	Spences Bridge–Merritt	4,886.56	
46.	Mamette Lake	1,143.65	
47.	Mamette Lake Branch	288.00	
57.	Midday Valley	164.16	
58.	Neil	187.20	
70.	Merritt–Princeton	2,868.32	
	Sundry roads (units under $150)	1,530.10	
	Supervision—Salaries, travelling and office expenses	6,988.89	
	Plant and tools	1,101.40	
	Garage operation	2,175.15	
	Repairs, machinery	892.81	
	General cost (machinery)	2,210.80	
	Total, Vote 160—Roads, Trails, etc.		34,516.94

VOTE 160—BRIDGES: MAINTENANCE.

75.	Clarke	$110.25	
89.	Corner	162.76	
86.	Dutchman Bar	100.00	
74.	Flume	356.49	
69.	Gordon	359.71	
95.	Hell's Gate	640.11	
87.	Lee	565.48	
	Carried forward	$2,294.80	$143,747.82

YALE DISTRICT—*Continued.*

VOTE 160—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$2,294.80	$143,747.82
REG. No.			
88.	McCrae	483.85	
80.	Overhead Crossing (C.P.R.), Spuzzum	1,270.01	
79.	Sailor Bar	4,553.58	
77.	Saddle Rock	554.32	
90.	Sidehill	138.46	
93.	17-Mile Creek	494.42	
84.	Tierney	1,174.59	
82.	Urquhart	290.43	
	Sundry bridges (units under $100)	724.26	
	Total, Vote 160—Bridges: Maintenance		11,978.72

VOTE 160—TRAFFIC OPERATION (SNOW-REMOVAL).

	Snow-removal	$2,149.32	
	Total, Vote 160—Traffic Operation (Snow-removal)		2,149.32

VOTE 160—ROADS: BITUMINOUS SURFACING.

1.	Trans-Canada Highway	$77.00	
	Total, Vote 160—Roads: Bituminous Surfacing		77.00

VOTE 160—TRANS-CANADA HIGHWAY.

	Trans-Canada Highway	$1,999.98	
	Total, Vote 160—Trans-Canada Highway		1,999.98

VOTE 160—CARIBOO HIGHWAY.

	Traffic Operation (snow-removal)	$5,321.91	
	Cariboo Highway (maintenance)	36,896.85	
		$42,218.76	
	Less toll-gate receipts	46,136.62	
	Total, Vote 160—Cariboo Highway (credit balance, $3,917.86)		

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

8.	Allison Pass to A.M. Mine	$494.03	
5.	Aurum Mine Road	499.95	
30.	Bear Creek–Grasshopper Trail	200.00	
2.	Dewdney Trail	124.80	
3.	Emory Creek and Old Settler, Norway, and Emory View Groups	274.80	
5.	Granite Creek Trail	200.00	
8.	Hope–Princeton Trail	987.90	
34.	Homestake Trail	150.00	
36.	Hicks Group Trail	100.00	
6.	Home Gold Mine Road	500.00	
32.	Murphy Lake Logging-road	100.00	
33.	Reynolds Quarry	250.00	
31.	Squeah Creek Trail	100.00	
35.	Sunnyside–Queen Bess Trail	150.00	
26.	Thelma Mine Road	231.80	
	Sundry roads and trails (units under $100)	433.30	
	Total, Vote 117—Grants in Aid of Mining Roads and Trails, etc.		4,796.58

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
	Hope–Princeton	$2,032.91	
	Trans-Canada Highway near Anderson Creek	4,981.65	
	Tofino–Revelstoke (Trans-Canada)	4,941.33	
	Carried forward	$11,955.89	$160,831.56

YALE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$11,955.89	$160,831.56
Dominion-Provincial Works Agreement, July 13th, 1937—Mining Roads—		
Roads to B.C. Nickel Mine	$19,846.55	
A.M. Mine Road	10,425.80	
	$30,272.35	
Labour Department.		
(F.) Direct Relief	$6,881.17	
(G.) Non-contributory	8,469.24	
(H.) Supervision	1,035.65	
(J.) Public Health	490.70	
	$16,876.76	
Total expenditure, Unemployment Relief Fund		59,105.00
Total expenditure, Yale District		$219,936.56

VICTORIA DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, June 11th, 1937—Highways—		
Playing-grounds	$552.34	
Labour Department.		
(F.) Direct Relief	$9,493.27	
(G.) Non-contributory	5,432.11	
(H.) Supervision	52,658.90	
(J.) Public Health	6,175.91	
	$73,760.19	
(G.) Non-contributory (credit)	16,670.56	
	$57,089.63	
Total expenditure, Unemployment Relief Fund		$57,641.97

MISCELLANEOUS.

VOTE 160.

Roads, generally	$16,100.37	
Roads, machinery	20,405.81	
Bridges, generally	1,218.05	
Ferries, generally	97.75	
Traffic operation and machinery	58,940.71	
Bituminous surfacing, machinery	24,033.11	
Launch	4,039.52	
National Parks	11,499.96	
		$136,335.28
Vote 160B. Automobile Club, Victoria		50.00
Vote 160C. Dewdney Dyking Commission		2,500.00
Vote 160D. Supplementary Estimates		90,000.00
"B.C. Loan Act, 1929," Sec. 6 (*b*)— New T.B. Hospital, Vancouver		170.00
"B.C. Loan Act, 1930," Sec. 6 (*b*)— New T.B. Hospital, Vancouver		628.50
"B.C. Loan Act, 1931," Sec. 6 (*d*)— Victoria Court-house, Site		45,100.00

MISCELLANEOUS—*Continued.*

"B.C. Loan Act, 1936," Sec. 6—		
Roads to National Parks	$272,833.17	
Less Dominion Government Credit	136,416.59	
		$136,416.58
"B.C. Loan Act, 1936," Sec. 6 (*b*)—		
Buildings		290,389.69
Equipment Fund		100,000.00
"Fraser River Bridge Act, 1935"		1,436,003.39

UNEMPLOYMENT RELIEF FUND.

Provincial Works (P.C. 2013)	$630.07	
Provincial Works (K)	7,178.86	
Highway Construction, November 16th, 1936, Agreement	214,014.11	
Highway Construction, November 16th, 1936, Agreement (Non-contributory)	105,418.04	
Highway Construction, November 16th, 1937, Agreement	103,070.44	
Highway Construction, November 16th, 1937, Agreement (Non-contributory)	1,745.60	
		432,057.12

LABOUR DEPARTMENT—UNEMPLOYMENT RELIEF FUND.

(E.) Municipal Direct Relief	$2,857,231.20	
(L. and M.) Advances to Municipalities	15,638.91	
(F.) Assistance to Settlers	14,404.57	
(R.) Physically Unfit	545,048.74	
(G.) Forestry	2,826.54	
(P.) Suspense	2,854.68	
(S.) Farm Employment Plan	1,011.65	
Farm Employment and Improvement Plan	11,000.00	
Assistance to Settlers Plan	24,442.47	
Forestry Development Plan, November 16th, 1936, Agreement	142,663.80	
Forestry Development Plan, November 16th, 1936, Agreement (Non-contributory)	954.44	
Youth Training, August 11th, 1937, Agreement	195,258.48	
Youth Training, August 11th, 1937, Agreement (Non-contributory)	8,175.21	
	$3,821,510.69	
(G.) Placer-mining (credit)	323.12	
		3,821,187.57
		$13,325,747.38
Votes 156–159, 162–165 (for detail *see* Public Accounts)		767,157.19
		$14,092,904.57

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