REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1932-33

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1933.

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

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ended March 31st, 1933, in compliance with the provisions of the "Public Works Act."

R. H. POOLEY,
Minister of Public Works.

Office of Minister of Public Works,
Parliament Buildings,
September 1st, 1933.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., August 25th, 1933.

Hon. R. H. Pooley,
Minister of Public Works, Victoria, B.C.

SIR,—I have the honour to submit the following report for the fiscal year which ended on March 31st, 1933:—

GENERAL.

Conditions throughout the year remained abnormal on account of the widespread unemployment and on account of reduced appropriations for highway construction and maintenance; further adjustments to meet these conditions were necessary. The unemployment situation showed no signs of improvement, although, with the benefit of the experience of 1930 and 1931, we were well organized to provide work and shelter for many thousands of men.

With the exception of completion of municipal works commenced under the 1931 Relief Act, there was not, this year, any attempt to carry out a "Relief Works Programme" on similar lines to the programmes carried out in 1930 and in 1931; all such work was on a "Direct Relief" basis. Notwithstanding the general curtailment of appropriations, however, a surprisingly large amount of construction and reconstruction work was accomplished in the aggregate and the Department was very active in many ways.

MAINTENANCE OF HIGHWAYS.

The expenditures made under this heading for maintenance and minor betterment are set out in detail in the financial section of this report. The total expenditure for maintenance of roads from District Vote is $1,191,729.43, as compared with $1,772,098 for the previous year, and an average of $1,832,683 for the five preceding years. Some maintenance-work, however, was also done from relief funds by settlers and local residents in unorganized territory in return for Direct Relief.

In addition to the handicap of curtailed funds, we experienced quite severe weather during the winter months; the Department, however, is well served by a very able and loyal staff who devoted their utmost efforts in an endeavour to maintain the public highway services at the high standard of former years. In general, their efforts met with well-deserved success; naturally, only the more essential repairs could be undertaken and some of the less important roads could not be given as much attention as usual.

Before leaving this subject, I feel it my duty to point out that this Province has a system of highways (not including bridges and ferries) which is valued at nearly $68,000,000. Included in this valuation are 5,624 miles of Trunk and Main Highways; 4,764 miles of Local Roads; 8,890 miles of Branch Roads and Mining Roads; 9,418 miles of Trails; and, in addition, the Province's investment in 515 miles of Arterial, Primary, and Secondary Highways in the various municipalities. The value of these highways to the public of this Province, however, can hardly be expressed in dollars and cents; they are essential to our well-being and progress. The total mileage to be maintained has increased yearly at an average rate of some 360 miles per year since the year 1919, but the average appropriation for maintenance has not increased in proportion; furthermore, motor-vehicle registration, which is an index of the traffic volume, has increased more than four times since the year 1919, and the weight and speed of vehicles have also increased; in addition, a much higher standard of maintenance is now expected and snow-removal is a practical necessity. Although I fully recognize that the present times are abnormal and that economy is absolutely essential, I am of the opinion that it will, indeed, be false economy to allow our valuable and vital highway system to deteriorate for lack of necessary funds, and I should be neglecting my duty if I failed to point out that, if more funds are not

provided in the future, a substantial financial loss as well as much discomfort and possibly some danger may result. I would earnestly recommend that on all important main highways the use of crushed gravel for surfacing be the rule and not the exception.

HIGHWAY CONSTRUCTION AND IMPROVEMENT.

Work under this heading again fulfilled the dual purpose of furtherance of the carefully planned extensions and improvements of the trunk and main highways and the provision of as large a volume of employment as possible for needy persons.

On the whole, the work carried out was not as extensive as that undertaken during the previous year; the results, however, were entirely satisfactory and many projects, commenced in 1931, were completed or well advanced during the year 1932. Efforts were concentrated on trunk and main highways and, in particular, on the Trans-Canada and the Southern Trans-Provincial Highways. In contrast with the years 1930 and 1931, there was no attempt to carry out a general "Relief Works Programme"; instead, relief-work was continued under the agreement made with the Federal Government early in 1932, whereby single men in relief camps received $7.50 per month, their board, housing, and clothing, with free medical attention, in return for 120 hours' labour. Work on this basis was continued until early in November, when, except in a few cases, it was closed down for the winter.

A great amount of work under this heading was also accomplished by settlers and local residents in return for direct relief disbursed by Government Agents or their representatives. It was the general policy to require all able-bodied men receiving direct relief to perform an equivalent amount of work, at 35 cents per hour, in return; the work was carried out under the supervision of the Department's forces; suitable work was not always available, particularly during the winter; the transportation of men by truck to the work was often necessary, and, beyond a certain distance, this does not prove economical.

Details of the more important work carried out are given in narrative form towards the end of this report. In general, during the year, 309 miles of highway were constructed, of which amount 82 miles were trunk or main highway; major reconstruction and improvements were carried out over a total distance of 235 miles of trunk and main highway and over 308 miles of other roads; 195 miles of roads were gravelled and 151 miles of gravel were renewed.

In reviewing the work of construction and reconstruction of our highways as a whole, it is interesting to note the good progress made on the Big Bend link of the Trans-Canada Highway, 66 miles of which now only remain to be constructed before through travel will be possible. It is also gratifying to watch the progress which has been made on the Princeton to Hope link of the Southern Trans-Provincial Highway. The existing portions of both these trunk highways have, during the past several years, been improved beyond recognition, although of course there is still room for further betterment. Now that the definite policy for their construction has been laid down by the Government, I would advocate completion of the Princeton to Hope and the Big Bend links; I base these recommendations on the fact that large capital expenditures have been invested in said projects; when this has been accomplished, I feel that the chief necessity will be progressive improvement of the existing main roads as funds permit, and I would recommend that no new major projects be undertaken until the further settlement and development of the Province require it.

BRIDGES.

In reporting on the activities of the Department in connection with construction and maintenance of bridges, Mr. A. L. Carruthers, Bridge Engineer, stated as follows:—

In some respects the year was a trying one for all concerned. Appropriations having been very much reduced, it became imperative to confine attention strictly to the most urgent needs, but it was still found impossible to put in hand much-needed work. On the other hand, nature was very kind, in that no serious damage was done by floods, ice, or drift, and high-class labour was available at all times and prepared to render the best kind of service, so that, altogether, a creditable amount of work was accomplished with the money authorized; but the programme of bridge renewals fell very much behind all over the Province.

The well-established policy of the Department had to be abandoned temporarily; no permanent bridge of a major character was constructed in this year. To a limited extent, however, it was possible, with the assistance of relief labour, to continue the good work on the substitution of culverts and fills for existing bridges.

Two new bridges were built, one over the Beatton River in the Peace River District, and one over the Nation River in the Omineca District.

The following moderately sized structures were renewed: Salmon River, Fort George District; Braun's Island, Skeena District; Kaslo Creek, Kaslo District; Erie Bridge, Creston District; Mark Creek, Cranbrook District; Hatzic Pumps, Dewdney District; Christina Creek, Grand Forks District; Nanaimo River, Cowichan-Newcastle District; Craigflower, Esquimalt District; Reece's Bridge, Comox District; and a start was made on the Lift Bridge at Pritchard, Salmon Arm District, and on the High Level Bridge over Dawson Creek in Peace River District. Of the foregoing, Mark Creek Bridge is a small concrete and steel structure with concrete roadway; the Nanaimo River Bridge is a creosoted timber structure on concrete piers and with a concrete roadway; and the Craigflower Bridge is a creosoted pile trestle with concrete roadway and sidewalks.

One of the principal projects of the year was the subway under the Columbia and Western Railway on the Rossland–Trail Road, now officially called the Schofield Highway. This is a 20-foot, semicircular arch tunnel, 100 feet long from portal to portal, and the work constitutes a great improvement in this trunk highway.

The reinforcement and repairs of structures, already almost beyond repair, was the chief problem of the year. Such bridges as Kamloops East, Wasa, and Newgate, which are major structures, required a lot of expense to keep them in anything like a safe condition, and, in addition, there were many small structures that had to be patched up incessantly.

In spite of the difficulties the staff managed to keep all bridges open to traffic, except in a few cases where temporary closing was necessary. For this they deserve credit.

FERRIES.

No new ferries were established under the "Ferries Act." During the year tenders were called for renewal of the Arrowhead–Beaton Ferry Licence, which was granted to the original holders, the Beaton Boat Company, for one year ending August 1st, 1933. A licence for a term of five years was granted, pursuant to the "Ferries Act," to J. T. Henley to operate the Agassiz–Rosedale Ferry, previously operated by the Department; a licence was also granted for a similar period to L. M. Robson, the former licensee, to operate the Ladner–Woodward Ferry; details of the tenders received and amounts of subsidy payable are given elsewhere under "Tenders Received and Contracts Awarded."

Power Ferries.—Mr. J. Armstrong, Mechanical Superintendent, reports that inspection was carried out on all power ferries operated by the Department; the necessary repairs to hulls and engines were effected with the minimum of inconvenience to the travelling public.

The engines of the Kelowna–Westbank Ferry were completely overhauled, during which time the Canadian National Tug-boat "Radius" was hired for the purpose of towing the ferry, a service of six round trips per day being maintained.

Ladner–Woodward Ferry-boat No. 3 was withdrawn from use, having reached the end of its useful life in public service, and the M.S. "Agassiz" was transferred from the Agassiz–Rosedale run to the Ladner–Woodward run. The ferry-boat "Eena" was placed in commission and now maintains the service between Agassiz and Rosedale; the licensee, Mr. J. T. Henley, has had the vessel painted from water-line to mast-top.

The Nelson Ferry, which is a cable-ferry powered with a 40-horse-power Vivian gas-engine, has maintained a 24-hour per day service with very little interruption since June, 1929; the engine and barge are in good general condition, considering the conditions under which the service is maintained.

The service on Kootenay Lake between Gray Creek and Fraser's Landing (S.S. "Nasookin") was continued by the Canadian Pacific Railway Company under a rental agreement until February 1st, 1933; three trips per day were maintained until November 1st, 1932, at the rate of $112.60 per day; the schedule was then reduced to two trips daily and the rate was reduced to $85 per day. The Provincial Government purchased the S.S. "Nasookin" on February 1st, 1933, for the sum of $17,000, and the vessel has since that time been operated by this Department; the crew formerly employed by the Railway Company transferred their services to the Provincial Government. The removal of the upper house-work and decks is recommended when funds are available; this will result in a large saving of fuel.

The Needles–Fauquier Ferry, which is cable-operated and which runs on an hourly schedule between the above-named points on Arrow Lakes, was inspected on May 9th, 1932, and found to be in good condition. The ferry service on Francois Lake is maintained by a launch powered with two 35-horse-power Vivian gas-engines; the lake froze over on January 30th, 1932, and the vessel was hauled out and inspected, the necessary repairs were executed, and the service was resumed on April 30th, 1932.

General.—In connection with its highway system the Department maintains some fifty-five ferries, including seven ferries operated under licence granted pursuant to the "Ferries Act," thirteen power-operated ferries, and some thirty-five pontoons, scows, or boats operated by current or cable, etc. Elsewhere in this report will be found a tabulation of these ferries, together with a record of the traffic; it will be noted that a total of 370,073 vehicles and 1,012,318 passengers were carried on these ferries during the year. In most cases the ferries are free, except after hours and on holidays; tolls are charged in some cases, as shown in the tabulation; the gross amount received for tolls during the year was $53,253.11.

The operation, maintenance, and repair of these ferries is an important part of the work of the Department.

CONTRACTS.

A further reduction will be noticed in the number and value of contracts awarded, details of which will be found in tabular form elsewhere in this report.

MACHINERY AND PLANT.

Inspection of Equipment and Machinery.—The equipment and machinery in every electoral district was inspected and detailed reports and recommendations were made. Mr. J. Armstrong, Mechanical Superintendent, has reported that a marked improvement is apparent in the manner of carrying out repairs, and that these have been executed, as far as funds would permit, by the district mechanics at a minimum cost to the Department.

Equipment Fund.—Owing to the limited funds available for highway-work, it was decided that units of machinery purchased from the Equipment Fund should be used for maintenance-work free from rental charges after August 1st, 1932, on the understanding that a strict accounting would be kept and the rental charges, normally incurred, refunded from revenue when conditions are more favourable; this arrangement has resulted in there being a deficit, as at March 31st, 1933, of $161,295.30, less $157,842.08 for rentals earned on maintenance-work but not yet credited to the fund, or a net deficit of $3,453.22 after six years' operation of the fund. Inventory value of all units is $1,093,748; details of valuation and of inventory are given in tabular form elsewhere.

Equipment-sheds and Repair-shops.—During the year property was purchased at Creston and an eight-bay equipment-shed was erected; at Vernon, standard equipment-sheds and a repair-shop were erected, additional property being acquired; a repair-shop was erected at Langford to permit of repairs being carried out to machinery in the Esquimalt District.

SURFACING.

No capital funds were available for bituminous-surfacing work, with the result that, with the exception of 0.6 mile of asphaltic flush-coat on No. 111, Lund Road, at Powell River, in order to link up two portions of existing flush-coat surface, no new work was carried out.

The following is a summary of the bituminous-surfacing work and oiling carried out during the fiscal year 1932–33:—

Class of Work.	Provincial Highways.	Classified Highways.		Total.
		Arterial.	Secondary.	
	Miles.	Miles.	Miles.	Miles.
Carpet coat, new work	0.622	.....	.....	0.622
Carpet coat, resurface	45.295	4.962	0.350	50.607
Mulch, renewal	.....	2.500	.....	2.500
Oil dust-layer	3.900	0.600	.....	4.500

The Department is now responsible for the maintenance of 507.6 miles of bituminous-surfaced highways, as noted below, and there is no doubt that this type of surfacing is more economical to maintain than gravel under heavy travel conditions; from the point of view of the travelling public, it is dustless, safe, and convenient.

MILEAGE OF BITUMINOUS-SURFACED HIGHWAYS MAINTAINED BY DEPARTMENT.

	TYPE OF SURFACE (MILES).				Total.
	Bituminous Spray Coat.	Bituminous Mulch.	Bituminous Penetration.	Asphaltic Concrete.	
Provincial highways	282.0	31.4	12.1	17.1	342.6
Arterial and primary highways	31.8	62.3	26.1	44.8	165.0
Totals	313.8	93.7	38.2	61.9	507.6

SNOW-REMOVAL.

Owing to reduced appropriations, the activities of the Department in this respect had, of necessity, to be somewhat curtailed.

During the year snow-removal was carried out on 4,263 miles of trunk and main highways at an average cost of $13.37 per mile for the season, as compared with 5,547 miles at $15.25 per mile for the previous year; on 2,501 miles the snowfall was classified as heavy, necessitating removal on an average of 4.1 times; moderate snowfall occurred on 1,201 miles of road, snow being removed an average of 3.4 times; the snowfall was light for the balance of 561 miles and was removed an average of 2.7 times.

RAILWAY CROSSINGS.

The diversion of the Kamloops–Vernon Road at O'Keefe's was completed, two very dangerous level railway crossings being eliminated; a grant of 40 per cent. of the cost of this work was received from the Board of Railway Commissioners.

Two railway crossings were eliminated on the Merritt–Princeton Road at a point about 1 mile from Merritt by construction of a diversion of the highway, which originally crossed the tracks of the Kettle Valley Railway twice in a distance of 2,000 feet; the construction of the diversion also greatly improved the alignment of the road. One crossing was also eliminated at Collettville, when the old "Red Bridge" and approach road were closed.

Completion of the Delair Cut-off, on the Trans-Canada Highway just east of Abbotsford, completed the construction-work between Abbotsford and Chilliwack; this cut-off eliminates two level railway crossings and has also eliminated a very dangerous detour which had been in use during the past two years.

TRAILS.

Fifty-eight miles of trails were constructed during the year. The total mileage of trails is placed at 9,417 miles, of which 5,129 miles are classed as mining-trails. The total expenditure on mining roads and trails under the "Mines Development Act" was $32,008.83.

VOLUME OF TRAFFIC.

Despite all expectations to the contrary, traffic on the Cariboo Road, reported as passing through the toll-gate at Spuzzum, showed an increase during the 1932 season, the daily average from April 21st to November 12th being ninety-one vehicles (exclusive of trucks), as compared with ninety vehicles from April 1st to November 15th, 1931. A tabulation of the monthly records of 1932 traffic is given elsewhere in this report; 1933 figures will also be given, although, at time of writing, the records are not yet complete.

A very fine cross-section of the traffic on our Provincial highways is obtainable from the records of traffic on our ferries, which are required to be submitted by the various ferrymen monthly, showing daily traffic throughout the year; some of these records go back as far as 1917 and are most valuable. In order that a comparison may be made, figures are appended below for a few of the more important ferries.

FERRY RECORDS OF TRAFFIC.

Name of Ferry.	TOTAL NUMBER OF VEHICLES CARRIED.					
	1926.	1928.	1929.	1930.	1931.	1932.
Castlegar (Southern Trans-Provincial Highway)	22,817	36,493	50,139	60,194	62,806	51,266
Kelowna–Westbank (Okanagan Highway)	12,594	22,230	29,097	34,755	35,750	33,080
Ladner–Woodward (Vancouver to Delta)	25,883	36,757	38,200	39,642	52,343	48,328
Agassiz–Rosedale (Fraser River, north to south side)	22,180	27,175	29,756	36,808	35,030	30,644
Totals	83,474	122,655	147,192	171,399	185,929	163,318

It will be observed from the foregoing that, in all cases, the traffic carried on these ferries in the year 1932 was in excess of that carried in the year 1929, being on the average 11 per cent. greater; these ferries carried an average of 112 vehicles per day each.

CONTROL OF TRAFFIC.

The necessity of prevention of needless damage to public roads by operation of vehicles with weights in excess of those permitted by the regulations is an important function of the Department and, particularly on Vancouver Island, the Lower Fraser Valley, and, latterly, in the Cariboo District, requires a considerable amount of attention.

It is not the policy of the Department to throttle local industry such as logging, nor to cause undue hardship by rigid enforcement, but, on the other hand, the public safety and public funds must be protected.

During the year sixty special permits were issued, pursuant to the regulations, a suitable guarantee deposit being required to secure payment of the cost of any repairs made necessary to the roads. In most cases these permits were for hauling logs over a few miles of road; the operators were generally found willing to co-operate by reducing loads or refraining from hauling when the condition of the roads so required. Each year sees an improvement in the type of equipment in use on the highways and a reasonable attitude on the part of operators is now more the rule than the exception.

Mining activity has stimulated heavy hauling over the Cariboo Road from the coast to the interior, and the necessary steps were taken to check any tendency to haul excess weights over this highway.

COMMON CARRIERS.

Elsewhere will be found a statement showing the number of Public Passenger and Freight Vehicle Licences issued during the year; the total number of passenger licences in force as at December 31st, 1932, was 167, this being 14 per cent. less than the previous year; the number of freight-vehicle licences in force at the same date was 163, a drop of only 4 per cent. The falling-off in both cases was in vehicles of low capacity.

Licence fees collected during the calendar year of 1932 were as follows:—

Licence-plate fees	$852.00
Passenger licence fees	6,991.95
Freight licence fees	3,281.96
Total	$11,125.91

representing a drop of 16 per cent. over the previous year.

During the calendar year 1932, 473 applications for licences were considered and 427 licences issued.

With the experience of the two previous years to guide the Department, it is felt that the administration of the section of the "Highway Act" dealing with Public Carriers is becoming less burdensome; full acknowledgment must be made to the Chairman and Members of the Advisory Board, referred to in my previous report, for their valuable advice and assistance, and also to the Provincial Police in the investigation of complaints, assistance in the enforcement of the Act and Regulations, and in mechanical and physical inspection of vehicles. All vehicles

have been inspected and reported on at least twice during the year and, in many cases, at more frequent intervals. Approximately 200 investigations were made into the operation of private and contract carriers.

LEGISLATION AND REGULATIONS.

The "Public Works Act," with regard to opening of tenders for public works, was amended at the 1933 session to provide that all tenders received in each case shall be opened in public at a time and place stated in the advertisement or notice inviting the tenders, the prices then and there to be made known. The practice of opening tenders in public has been in force since 1928, but was not mandatory until this amendment was assented to.

CLASSIFICATION OF HIGHWAYS.

A complete list of municipal highways classified under Part III. of the "Highway Act" will accompany this report; all changes in classification and new classifications were published in the B.C. Gazette.

A portion of the main Nelson–Kaslo Highway through the City of Kaslo was classified as arterial, and the Williams Lake–Soda Creek Road, 1 mile through Williams Lake, was similarly classified; the arterial classification of Silverdale–Mission Road in Mission Municipality was changed to secondary classification; the Ladner–Marsh Road in Delta Municipality was classified as arterial; secondary classification was granted to the main road in the Village of Tofino and to 1.2 miles of road in Mission Village; the classification as arterial of the Old Yale Road in Langley and of the Old Dewdney Trunk Road in Maple Ridge was rescinded; the primary classification of Delair Road in Sumas was also rescinded.

PRINCE RUPERT WHARF.

Reference to this structure will be found in the report for Engineering District No. 7. This wharf is entirely maintained by the Provincial Government and is used by the Canadian Pacific steamships for docking and also houses five different fish companies. The revenues received are sufficient to take care of the upkeep of the main wharf and floats; the latter are widely used by fishing-boats and other smaller craft, and consist of floating platforms with berthing bays and a hinged platform and walk to give access thereto.

BUILDINGS.

The report of the Chief Architect, attached hereto, deals in full with the activities of the Department under this heading.

ADMINISTRATION.

Staff.—In submitting their reports to me, the various Public Works Engineers have referred to the efficient and loyal manner in which their staffs have carried out the duties entrusted to them.

Some changes in organization were made. Owing to the increased size and importance of Engineering District No. 2, this district was divided, the section south of the Fraser River being placed under the jurisdiction of Mr. H. C. Anderson, while Mr. E. H. Verner remained in control of the portion north of the Fraser River. Engineering District No. 4 was also subdivided for administration purposes. Revelstoke Electoral District was placed under separate control. The Districts of Cowichan-Newcastle, Nanaimo, and Alberni were consolidated for highway administration purposes, with headquarters at Ladysmith. The foregoing did not involve the appointment of any new personnel.

In general, the various engineering and office staffs were exceptionally busy. Early in the year a very great volume of statistical information was called for by the "Kidd Commission," which greatly added to the normal duties of all branches during April, May, and June. In addition, Unemployment Relief, in all its ramifications, has thrown a most unusual amount of work on the shoulders of the district officials and on the Accounting Branch and certain other officials at Victoria; this work was not necessarily lightened when the administration of unemployed and single homeless men was taken over by the Fordham Commission, as the actual servicing of the camps was still carried out by the Department of Public Works; certain duties, under the Relief Land Settlement Plan, were also added.

CORRESPONDENCE.

Some falling-off in the number of inward and outward recorded letters and in the number of files handled at Victoria is due to the arrangement under which the Unemployment Relief Committee now keep their own records. The following tabulation shows comparative records over a number of years:—

RECORDED CORRESPONDENCE.

	1926–27.	1928–29.	1930–31.	1932–33.
Inward and outward recorded letters	32,815	38,050	51,877	49,140
Departmental files handled (approx.)	48,000	60,000	80,000	76,000

UNEMPLOYMENT RELIEF ACTS.

Full details of the agreement entered into with the Dominion Government under Dominion Relief Acts are given in the report of the Minister of Labour of the Province for the year ended December 31st, 1932; details are also given in the report as to the working arrangements and the numbers of men who were housed in the camps.

All relief accounting was carried out by the Accounting Branch of this Department, under the direction of Mr. F. H. Harrison, Chief Accountant; included under this heading are all municipal relief accounts and the accounts for relief dispensed by the Special (Fordham) Relief Commission.

In view of the fact that all of the work under the "Unemployment and Farm Relief Act, 1931," had not been completed at the close of the fiscal year 1931–32, it was not possible in my last report to give the total amounts expended; these are now given below, it being understood that the bulk of the work was carried out in the fiscal year 1931–32.

"UNEMPLOYMENT AND FARM RELIEF ACT, 1931" (AMOUNTS ACTUALLY EXPENDED UNDER WORKS AGREEMENTS ON A CONTRIBUTABLE BASIS).

(Period, August 19th, 1931, to May 1st, 1932, with certain extensions.)

Authority carrying out the Works.	Dominion Government Share.	Provincial Government Share.	Municipal Share.	Total Value of Works (Labour and Materials).
Provincial Government	$1,607,094.03	$1,607,104.10†	.....	$3,214,198.13
Municipalities*	1,314,201.38	460,373.32	$853,828.06	2,628,402.76
Totals	$2,921,295.41	$2,067,477.42	$853,828.06	$5,842,600.89

* Works inspected by Public Works Department.

† The Provincial Government has also expended on a non-contributory basis the amount of $147,146.47.

DETAILS OF WORK CARRIED OUT, 1932–33.

As the Trans-Canada Highway and Southern Trans-Provincial Highway pass through several engineering districts, the description of the work of construction and reconstruction of these important routes has been consolidated and is given separately. Following this description will be found details of maintenance, construction, and reconstruction of other roads, bridges, and ferries in the various engineering districts throughout the Province.

Trans-Canada Highway.—Two miles on the Yoho–Golden section were widened and straightened, the entire section being greatly improved throughout.

The Dominion Government continued work on the eastern leg of the Big Bend section north of Donald, and the constructed highway has reached a point approximately 63 miles north of Golden at the end of the season, with an additional 9 miles partly graded.

There still remains to be constructed some 66 miles between Kinbasket Lake and Goldstream, from which latter point the highway is open in a southerly direction to Revelstoke. Improvement and reconstruction, however, are necessary between Golden and Donald and between Revelstoke and Carnes Creek.

It was not found possible to commence work on the western leg of the Big Bend section until the month of August; by the end of the season clearing had reached a point 3½ miles north of Goldstream, the latter point being 59 miles from Revelstoke; a trail had been cleared for ½ mile beyond the end of the clearing and 2½ miles had been grubbed; a considerable amount of widening, gravelling, etc., was done to the existing road, including widening around the sand-hill at Downie; the work done by the men in the relief camps is favourably reported on.

West of Revelstoke, several bad corners between Mara Lake and Sicamous have been eliminated and the road has been widened.

In Salmon Arm District, construction of the Sicamous–Salmon Arm Road was continued and the project was 75 per cent. completed. Important reconstruction-work was also carried out at Chase, at Kault Hill, and at Monte Creek.

In the Kamloops District, some very necessary improvements were carried out in the vicinity of Deadman's and the diversion through the Lemonade Ranch was completed and opened to traffic; although some 8 miles of the Kamloops–Cache Creek section remain to be improved, the balance, including what were the worst sections, are now up to standard.

The major work in the Yale District consisted of improvement of the section of this highway between Ashcroft and Spences Bridge, which involved 60,000 cubic yards of excavation, the building of 2,131 cubic yards of dry wall and of 14,781 lineal feet of cribbing, and the placing of 360 lineal feet of culvert pipe; owing to the fact that the work was carried out in close proximity to and immediately above the main line of the Canadian National Railway, the work constituted a difficult undertaking, which was carried out in a careful and efficient manner.

Emory Creek Diversion was completed, except for the bridge to be built in 1932–33.

During the year, reconstruction-work was carried out in the Jones Hill area of the Hope–Rosedale section. An abnormal storm and sudden thaw had resulted in loss of several bridges, the replacement of which and the removal of rock and mud slides gave occupation to the men from Relief Camps 208 and 209 during the early part of 1932; thereafter a definite programme of reconstruction of the damaged portion of the road was followed out until the end of August; when economically possible, the alignment and grades were materially improved; major widening was undertaken over a distance of 2½ miles, a portion of which, however, was not completed. In addition to minor improvements, 2.8 miles of the road were surfaced with gravel to an average depth of 2 inches. Altogether 24,200 cubic yards of material were excavated and 32,000 f.b.m. of timber placed in culverts, bridges, and cribs.

The construction of the Delair Cut-off, immediately east of Abbotsford, was finished during the year; the new construction-work between Abbotsford and Chilliwack is thus completed. This cut-off results in the elimination of two level railway crossings and thus the dangerous detour, in use during the last two years, has now been done away with.

Southern Trans-Provincial Highway.—Work was continued on the 9-mile section between Crowsnest and Michel, approximately 3 miles of reconstruction being completed. The diversion at McGinnis Hill, commenced during the previous year, was completed. Several short sections between Michel and Fernie were raised, ditched, and widened.

The Elko and Mott Hill Diversions were completed and surfaced with gravel and an additional 2½ miles of the highway towards Galloway were reconstructed. The Colony Hill widening was completed for a distance of 4 miles and surfaced with gravel.

Elimination of two dangerous curves immediately east of Cranbrook is proceeding, the work being about 50 per cent. completed. Between Cranbrook and Lumberton a 5-mile project of reconstruction and widening was completed and surfaced with gravel. Narrow sections of the road along Moyie Lake were widened and at Moyie a section of road 1½ miles in length was reconstructed and surfaced with crushed rock. At Tochty a diversion ½ mile in length was completed; 2½ miles of the road were also widened and generally improved.

West of Ryan, towards Yahk, commencement has been made on a diversion 1 mile in length, mostly in rock, which, when completed, will greatly improve both the alignment and grade at this point. At Curzon Junction a section of the road ¾ mile in length was widened and surfaced, and the Goatfell Diversion, 1 mile in length, was completed; rock was crushed at Curzon Junction for this work.

Near Mosquito Creek, 1.5 miles west of Goatfell, a standard diversion 0.6 mile in length was located and constructed to eliminate a stretch of narrow road with poor alignment on

gumbo side-hill; this new diversion was surfaced with crushed gravel supplied from the crusher working in Engineering District No. 6.

On either side of Creston, men working in lieu of Direct Relief were employed on improving and standardizing several stretches of the highway; at Sirdar a camp for married men working in lieu of Direct Relief was opened in September, 1932, and up to March, 1933, had accomplished some good work in improving a particularly bad stretch of the road between Sirdar and Atbara.

Men from Boswell Relief Camp constructed a diversion of standard width and ¾ mile long at Boswell, thus eliminating a narrow section of old road, built over twenty-five years ago for settlement purposes.

Between Balfour and Nelson and between Nelson and Castlegar, widening and improvement-work was carried out, much of the work being in solid rock. Between Castlegar and Trail, standardization-work was continued and the section of road crossing the Birchbank flats was raised and 3 miles were surfaced with crushed gravel, supplied from the crushing plant at Poupore.

On the Cascade–Rossland section, clearing to a width of 66 feet was carried out between Mile 2 and Mile 14. The road was widened, straightened, and improved to standard between Christina Creek Bridge and Kettle River Bridge; at one point a dry-rock retaining-wall, 360 feet in length and 7 feet high, was built to protect the road from sand-slides.

At Billings, 1 mile of road 26 feet in width was built on entirely new location. The Rock Creek Canyon section, 2½ miles in length, was widened and improved. The Parker Hill section of the Yellow Lake Road, 3 miles in length, was completed, with the exception of surfacing and fencing. Dangerous alignment was avoided by rebuilding ½ mile of road near Keremeos. Near Princeton, 2 miles of the road were entirely rebuilt to standard width and on improved alignment.

The construction of the Princeton to Hope section was advanced 9 miles to a point 43 miles west of Princeton, the construction following the located route; the road, however, is not yet built to grade or to full width.

As a major relief measure, the work previously commenced at the Hope end of the Princeton–Hope section was continued without interruption until early in December, Relief Camps 210, 212, and 213 being operated; 19.5 acres of right-of-way were cleared, 14.5 acres grubbed, 52,000 cubic yards of material, 40 per cent. of which was solid rock, were excavated, and 70,000 f.b.m. of timber was placed in bridges, culverts, and cribs; 24,400 man-days' labour was provided; progress was also made in surveying, preliminary lines having been run between Miles 12 and 15. At the end of the year 90 per cent. of the right-of-way was cleared to a point 12 miles east of Hope and 25 per cent. of the grubbing had been done.

Engineering District No. 1 (Vancouver Island, the Islands, and Mackenzie Electoral Districts).

Maintenance of Highways, Bridges, and Ferries.—The weather throughout the winter was severe. Heavy snowfalls occurred on Alberni Mountain, some falls being as deep as 2 feet; in the Mackenzie District, extensive floods occurred during the month of November. On December 22nd a violent storm, accompanied by an exceptionally high tide, lashed the coast of Vancouver Island, the effect of which was felt throughout the entire district, the estimated total amount of damage to highways and bridges being over $10,000.

Maintenance of bituminous-surfaced roads was carried out by patching and renewal, a proportion of the district maintenance vote being set aside for this important work. Appropriations for maintenance-work were lower than in previous years.

The usual bridge maintenance was attended to. The Mill Bay, Gulf Islands, Gabriola Island, and Denman Island Ferries continued to operate successfully; the Mill Bay Ferry was not operated during the months of February and March while being fitted with new engines.

Construction and Reconstruction—Island Highway.—The principal reconstruction-work done on the Island Highway during this fiscal year was that carried out from the Relief Camp at Oyster River. From this camp, 3 miles of the highway were reconstructed to standard width, curvature and grades between Oyster River and Campbell River and 2 miles were improved by major widening and improvements between Merville and Campbell River. In addition to this, 8 miles were raised in standard by widening, ditching, and minor improvements through the

Comox District. The Craigflower Bridge over the Victoria Arm was replaced with a concrete deck on creosoted piling, and this work was 82 per cent. completed at the close of the fiscal year. In the Cowichan-Newcastle District, Elliott's Bridge, near the junction of the Bell–McKinnon Road and the Island Highway, was replaced with a fill and a creosoted wood-stave pipe culvert, 3 feet in diameter. Between Chemainus and Ladysmith the alignment was improved and the grade reduced by taking out a rock-cut with relief labour. On December 22nd the coast of Vancouver Island was subjected to a particularly bad storm which piled driftwood on the Island Highway for 3 miles between Oyster River and Campbell River, making it impassable, and which caused the sea to break over the road at Cowichan Bay, washing out the bank so badly between the edge of the road and high-water mark that it will be necessary to riprap this portion of the highway over ¼ mile in order to prevent the road from being a complete loss when the next bad storm strikes it. The same storm washed out the toe of the crib near the ferry-landing at Mill Bay, making it necessary to put in a steam-shovel cut to maintain traffic safely.

Other Roads, etc.—The portion of the West Saanich Road through the Indian Reserve which was graded the previous year was gravelled and surfaced with asphalt; the work at "Little's Corner" on the East Saanich Road was 90 per cent. completed at the end of the fiscal year.

The Sooke Road was considerably improved in grade and alignment by the replacement of Bridges Nos. 75, 92, and 93, with culverts and fills; creosoted wood-stave pipe culverts were installed. An important work was the improvement of grade and alignment at what is locally known as Miller-Higgs Hill at the 17-Mile Post on the Sooke Road.

On the Jordan River Road the new location between Sooke and Otter Point was advanced by the construction of ½ mile of road and the clearing of 1½ miles. Two pile trestles on this location were also completed. This work was done from the Relief Camps at Otter Point during the time that these camps were on a work basis.

Improvement of the South Wellington Road near South Wellington and the construction of the Canyon Bridge over the Nanaimo River on a new location were carried out by relief labour. The work included some rock excavation to improve the alignment and grade on a minor relocation. The bridge over the Nanaimo River, built largely by relief labour, consists of a 110-foot creosoted timber deck truss on concrete piers with creosoted timber trestle approaches and a concrete deck. The unexpectedly severe weather which occurred during the concreting of this structure made it necessary completely to house-in the concreting operations with canvas and paper on temporary wooden frames.

The most important work in the Alberni District was the reconstruction of the Canadian Highway over the Beaufort Range for a distance of ¾ mile. On this major diversion the grade was reduced from 18 per cent. to 8 per cent. and a fill was constructed containing 6,200 cubic yards of material. The work was done as a relief project, hand-labour being employed to the maximum extent. On the same highway the rock wall, replacing the timber bridge at Cameron Lake, was completed. This work was started during the fiscal year 1931–32.

Reece's Bridge over the Tsolum River on the Island Highway near Courtenay was renewed with a 120-foot span Howe truss.

On Saltspring Island, a trestle bridge at the head of Fulford Harbour, which was damaged during the December storm, was rebuilt; the road, which was also damaged, was relocated on supporting ground away from the crib and eroded bank.

The only major road-work carried out in the Mackenzie District during the year was the reconstruction of 1 mile of the Thunder Bay Road, the other district work being confined to maintenance and location and minor improvements. Six bridges throughout this district were reconstructed or replaced.

Highway Protection.—The floods during the month of November at Bella Coola directed attention to the necessity for river-bank protection and training work, with the result that approximately 75,000 square feet of mattress were placed at Hagensborg.

Unemployment Relief.—The camps at Otter Point, Oyster River, and Tofino were in operation and some useful work was done during the summer; much useful work was also done on the roads by men on Direct Relief, but no major works programme was attempted.

General.—On April 1st, 1932, the Districts of Alberni, Cowichan-Newcastle, and Nanaimo were consolidated for highway administration purposes, with headquarters at Ladysmith.

ENGINEERING DISTRICT NO. 2 (NORTH VANCOUVER, PART OF LILLOOET, BURNABY, DEWDNEY, RICHMOND-POINT GREY, DELTA, NEW WESTMINSTER, CHILLIWACK, AND PART OF YALE ELECTORAL DISTRICTS).

Maintenance of Highways, Bridges, and Ferries.—In North Vancouver District, general maintenance-work was carried out as usual; several sections of the Dollarton Highway were surfaced with gravel, the state of this project being that a fair road is now in daily use from Deep Cove to Pipe Line Road, with the remaining short section about ¾ mile unfinished until it is expedient to construct the bridge at Seymour Creek.

In spite of bad weather over a long period, the roads in Richmond-Point Grey District were maintained at little extra cost. The four important bridges crossing the North and South Arms of the Fraser River at Eburne and Fraser Avenue were maintained successfully; during the summer freshet period a quantity of driftwood had to be removed and a certain amount of damage, but not to any serious degree, was caused by drifting ice during the winter; the dolphins designed to protect the bridges from the effects of ice and driftwood proved efficient.

In addition to ordinary maintenance of roads in the South Lillooet District, 2.7 miles of road in the Gibson-Sechelt area and at Squamish were sprayed with light oil dust-layer and a gravelling programme was carried out by men on relief, 4,400 cubic yards of gravel being spread; in outlying sections men on relief were employed in widening and improving trails. Minor repairs were carried out on eleven bridges. The ferries at Pemberton were kept in good running-order.

The classified highways in Burnaby District carry a heavy traffic. Kingsway was maintained in good condition; in order to relieve congestion, surveys have been made and plans prepared for future widening and realignment of the southerly portion between Boundary Road and Parker Avenue. With snow conditions more severe than usual, the classified highways under control of the Department were kept passable throughout.

Prolonged rains, fairly heavy snowfall, and generally unfavourable weather, together with reduced appropriations, combined to make the problem of maintenance in the Dewdney District a difficult one; despite the trying winter the asphaltic mulch surfaces gave very little trouble from "breaks," and it is becoming increasingly apparent that this type of surface is far more economical to maintain than a gravel surface. Anxiety was caused by slides along the main highway east of Albion and at these points it was found necessary to use sheet piling as a remedy, which has proven satisfactory. Snow conditions were worse and more prolonged than in the average winter. Repairs to bridges were confined to necessities only. The deck of the Pitt River Bridge was renewed, the structure painted and generally reconditioned. Coquitlam Bridge was also painted.

Extraordinary expenditures were incurred on Twentieth Street, in New Westminster District (the boundary road), complaints having been received from the City of New Westminster with regard to discharge of surface water within the city area. An adequate box drain, with suitable catch-basins, was constructed on the westerly side of the street, necessitating a sawn-timber culvert under the B.C. Electric Railway and a concrete culvert-pipe under Riverway. Repairs were made to the front entrance roadway at the New Westminster Mental Hospital and the entire surface was "flush-coated."

The classified highways in Delta District received the usual attention as to maintenance and, despite the prolonged wet weather and a long period of frost, no unusual expenditure was incurred. Owing to curtailment of appropriations, only essential repairs were undertaken; it was necessary to widen and deepen the drainage-ditch on the west side of the Pacific Highway for a distance of 2 miles south of Cloverdale; very few repairs were required to the bituminous surface of the Trans-Canada Highway, which withstood the winter practically intact.

On account of silting-in of the landing for the Ladner–Woodward Ferry on the Ladner side, it was necessary to provide a new channel for the ferry by dredging. The old ferry-boat, having reached the end of its useful life in public service, was replaced by the M.S. "Agassiz"; a new landing was built at Woodward to accommodate this vessel and alterations were made to the landing at Ladner. The greater speed of this vessel compensates for its lower carrying capacity.

In the Chilliwack District it is noted that much road material has been lost on account of dust; reduced appropriations have prevented renewal of the gravel; although, to outward

appearances, the road is in the same condition as in the past, the base is gradually wearing away and it will shortly be expedient to ask for a special appropriation for gravelling in this district, particularly between Abbotsford and Chilliwack and between Abbotsford and Mission; the latter section was again oiled and it is only on account of this policy having been in effect for several years that we are not now faced with the immediate need of gravelling this section.

The Abbotsford–Mission Road, sections of which are subject to flooding at different times of the year, and which generally lacks any stable foundation, continues to cause a considerable amount of trouble; at times the flooding necessitates closing of the road.

The bituminous surfacing on the Trans-Canada Highway, carried out during the previous year, came through the winter exceptionally well.

The bulk of the funds available for maintenance in Chilliwack District were reserved for main-travelled roads, repairs on other highways being, of necessity, reduced to a minimum. Cultus Creek Bridge was replaced and minor repairs were carried out on other bridges throughout the district. A new summer landing, consisting of pile-trestle approach with skid-carriage to compensate for rise and fall of the water, was constructed for the Agassiz–Rosedale Ferry at Rosedale. During the year this ferry, previously operated by the Department, was placed under private operation by charter.

South Yale District is included in Engineering District No. 2; appropriations being, as in other districts, considerably reduced, it was necessary to work on a part-time basis and roads were kept in as good a state of repair as could be expected. A considerable amount of direct-relief labour was available and was utilized for repairs and minor betterments.

Complaints still continue to be received regarding the condition of the Trunk Highway between Hope and Rosedale and the only remedy is reconstruction of a considerable portion; heavy washouts necessitated construction of a diversion in the vicinity of Silver Creek and advantage was taken of this necessity by improving the alignment; protection was provided against further destruction from high water from Silver Creek.

Construction and Reconstruction.—Work on the Trans-Canada Highway and Princeton–Hope section of the Southern Trans-Provincial Highway has already been described.

Work was undertaken at Colony Farm, Essondale, in raising and straightening existing dykes and was carried out on a day-labour basis, gas-shovels and other necessary equipment being rented.

Fraser Avenue (No. 5 Road) was improved by the addition of gravel to the reconstructed road-bed to the extent of funds available. Woodward Highway (No. 3 road) was improved by an application of asphaltic mulch surfacing on the new diversion from No. 20 Road to the bridge-head; an asphaltic flush-coat with non-skid surface was applied to other sections. The diversion of the New Westminster end of the Richmond Highway (No. 19 Road) was improved by further gravelling. Major improvements to Marine Drive No. 3 were made by construction of a new storm-water sewer near Wireless Point and a culvert at Musqueam Indian Reserve; improvements by widening, cribbing, etc., were effected at Spanish Banks.

Work continued during the earlier part of the year, as a relief measure, on the Sechelt–Pender Harbour Road from Relief Camps 901 and 902, between Secret Cove and Pender Harbour; much of the work is completed or nearing completion. Similarly, from Relief Camp 903, work was continued on the Squamish–Britannia Road where most suitable for hand-labour, good progress being made.

Using labour from Relief Camp 207, good progress was made on the Aldergrove–Bellingham Highway, which project consists of reconstruction of the road to connect with the United States highway at South Aldergrove; 50,000 cubic yards of material were moved and some 9,000 cubic yards of gravel surfacing were placed in addition to installation of culverts and fencing; two new pile-trestle bridges were built by the Department's forces.

The Campbell River Bridge on the Pacific Highway was replaced with a pile-trestle bridge 300 feet in length, designed for 20-ton loading, the deck being finished with asphaltic flush-coat. On the north side of the Fraser River several bridges were renewed or reconstructed, including a 68-foot King truss to replace the central pile trestle of Neave's Bridge, which was built at an elevation 5 feet higher, thus reducing the menace from log-jams.

Protection-work.—With the exception of one weak point, where a serious leak occurred, the Nicomen Island protection-dykes caused very little worry. Cribbing was constructed about ¼ mile above the Capilano Bridge on Marine Drive, West Vancouver, to throw the main volume

of flow towards the westerly sandstone bank, thereby removing the threat of the river's heading into the low land east of the bridge; this work has proved successful.

Protection-work was carried out on the main Fraser River on the south shore of Lulu Island, above the Rice Mill, in conjunction with the Canadian National Railway; the erosion was averted by placement of 800 tons of "one-man" rock and a serious situation was saved by timely action.

During the past few years seasonal floods in the Vedder River have resulted in a large amount of driftwood being deposited on bars and in the channels of the river-bed below the Vedder Crossing, and the channel has thus been diverted to cause a considerable amount of damage by erosion. This year, in conjunction with the Federal Government, the clearing of approximately 2 miles of the river-channel was undertaken as a relief measure; driftwood was cleared off the bars by the use of donkey-engines and used at some points as protection-work against further erosion of the banks. Further work remains to be done over 3 or 4 miles of the river-channel to prevent flooding of highways and property. The assistance and advice of Mr. Dixon, the Dyking Commissioner, in this work is gratefully acknowledged.

In conjunction with the Federal Government and the Municipality of Kent, further protection-work was carried out on the Fraser River, consisting of grading the river-bank and laying a rock and brush mattress.

University Endowment Lands.—Work on the development of Chancellor Boulevard in the University Endowment Lands was commenced in November and substantial progress was made in grading this street, which has a central boulevard and two roadways.

The usual maintenance-work, which is of a municipal character, was carried on in this area, including the maintenance of 11.4 miles of roads with sidewalks; the 32 acres of boulevard with flower-beds, shrubs, and lawns were kept in good condition. Waterworks and sewers were maintained. A wooden storage-tank of 100,000 gallons capacity was installed for use during periods of low pressure. The Fire Department continued to operate efficiently under the capable direction of Chief Lister.

Unemployment Relief.—A camp was established for 200 single unemployed men in the University Endowment Lands. Practically all camps in the district were in operation throughout the year and were at capacity strength during the latter part of the year. In the main, very little difficulty has been experienced in keeping the majority well satisfied. A considerable amount of "Direct Relief" was attended to in some of the districts and the work done by men from the camps and men on Direct Relief has, for the most part, been creditably performed.

General—Improvements were made to the Cloverdale Garage and Yards and, with the further addition of some modern equipment, the Department is now in a position to undertake complete overhaul of all large equipment at a considerable saving in cost.

Engineering District No. 3 (Kamloops, Salmon Arm, and Part of Yale Electoral Districts).

Maintenance of Roads, Bridges, and Ferries.—The usual maintenance-work was carried out to the extent of funds provided, with special attention to trunk and main highways; all bridges and ferries were kept in repair.

Construction and Improvement.—Details of work carried out on the Trans-Canada Highway will be found earlier in this report.

Improvements were carried out on the section of the North Thompson Highway, in Kamloops District, and on the Kamloops–Merritt and Louis Creek Roads, a total distance of 80.5 miles having been widened and 24 miles gravelled. Merritt–Spences Bridge Road was improved by 2½ miles of widening and by elimination of three railway crossings; 2 miles of the Merritt–Princeton Road were widened to standard width and 1 mile was gravelled.

Extensive widening on the section of the North Thompson Highway in Salmon Arm District was done at McMurphy, Wolfenden, and Blue River, and construction was carried on with a small crew at Red Sands and Valemont. The O'Keefe Diversion on the Kamloops–Vernon Road, to eliminate two dangerous railway crossings, was completed.

Unemployment Relief.—Throughout the year an average number of 1,313 men were housed in relief camps in the district, this being 28 per cent. of the total for the whole Province; the maximum number of 2,199 men was reached on March 18th, twenty-eight camps then being in occupation; these camps are situated at various points on the several trunk and main highways

and the work of supervision and administration naturally added very greatly to the volume of work in the three district offices in this engineering district.

Engineering District No. 4 (Similkameen, Grand Forks-Greenwood, and North and South Okanagan Electoral Districts).

Maintenance of Highways, Bridges, and Ferries.—The usual maintenance-work was carried out and relief labour, given in return for Direct Relief, was used in gravelling, clearing ditches, and improving the roadsides generally. Subgrade drainage was carried out on Arterial Highway No. 42R in Penticton, 500 feet of tile being laid in rock-filled trench. Many small roads to mining properties were improved.

Main roads were ploughed and kept open during the winter, with the exception of the Cascade–Rossland section of the Trans-Provincial Highway.

The Kelowna–Westbank Ferry maintained a regular schedule throughout the year.

Construction and Reconstruction.—Details of work carried out on the Southern Trans-Provincial Highway are given separately elsewhere in this report.

On the Okanagan Highway, minor improvements were made between Penticton and Oliver, in Similkameen District; 1½ miles in the North Okanagan District were improved by eliminating curvature and widening by relief labour.

A new road was built to Kaleden Packing-house; the Ashnola Road was extended 1 mile. Reconstruction of 1 mile of the Naramata–Penticton Road and 1 mile of the Naramata North Road was completed by relief labour. The McCulloch–Carmi Road was surfaced and extensively ditched.

On the Vernon–Edgewood Road, 4½ miles of new construction were completed, except for surfacing, as a diversion from the tortuous Shuswap Hill, and 1 mile of the Eagle Pass Road was widened to standard width and gravelled. Both these projects were done by men from relief camps.

Two miles of industrial and agricultural road were constructed as an extension of the Lumby–Mabel Lake Road. The Oro Fino Mine Road, 2 miles in length, was improved and the road to Haight Coal-mine was gravelled and drained for a distance of 1 mile.

Eleven pile-trestle bridges were constructed to replace existing structures weakened with age.

An equipment-shed 100 feet by 80 feet was erected at Vernon to house all plant and machinery adequately.

Trails.—Dewdney Trail was brushed and improved from Mile 23 to the summit, a distance of approximately 20 miles; a trail was built from Granite Creek to Rice's, a distance of 4 miles.

Engineering District No. 5 (Revelstoke, Rossland-Trail, Nelson, Creston, and Kaslo-Slocan Electoral Districts).

Maintenance of Roads, Bridges, and Ferries.—There is nothing unusual to report under this heading; in spite of reduced appropriations, roads were generally maintained in fair condition and bridges kept in safe condition; ferries continued to operate very successfully, although some difficulty is experienced in landing during high water on the Columbia River. The S.S. "Nasookin" was taken over by the Government from the Canadian Pacific Railway Company and continued in operation between Fraser's Landing and Gray Creek, on Kootenay Lake.

Deep snow, accompanied by heavy gales in certain parts of the district, was experienced during the latter part of December and all through January and February, much difficulty being experienced in keeping the Nelson–Ymir and Rosebery–Nakusp Roads open, as well as the roads in the Rossland area. The snowfall on the Revelstoke West Road was reported as 18 feet in depth.

Construction and Improvement.—Details of work carried out on the Trans-Canada Highway and on the Southern Trans-Provincial Highway will be found elsewhere, under those headings.

The Nelson–Kaslo Road was greatly improved by widening and building rock retaining-walls in the vicinity of Woodbury Creek, where formerly the road was narrow and dangerous.

Between Nelson and Nakusp, much useful widening and reconstruction-work was undertaken, particularly between Silverton and Rosebery, where a heavy diversion was built to improve a railway crossing and to give better alignment throughout.

On the Columbia River Road, in the Arrow Lakes area, noticeable improvements were made between Nakusp and Edgewood, also on the lower end of the Edgewood–Vernon Road.

In addition to several smaller structures, a 90-foot Howe-truss span with three bents of trestle approach, all on concrete footings, was built over Kaslo Creek, close to the City of Kaslo.

The Goldstream Bridge on the Big Bend link of the Trans-Canada Highway, about 59 miles north of Revelstoke, was completed; other smaller bridges were replaced or renewed in the Revelstoke District.

Protection-work.—In the Revelstoke District it was necessary to construct two mattresses, 450 by 50 feet and 290 by 40 feet respectively, on the Illecillewaet River to protect the Howe-truss span on the Arrowhead Road. On Eagle River a mattress 150 feet long at Solsqua and a mattress 250 by 50 feet at Sicamous were also necessary to protect the highway.

Further protection was also undertaken at Mosquito Creek, in the Slocan section of the Kaslo-Slocan District, to arrest bank-erosion; piling and sheeting was used.

ENGINEERING DISTRICT NO. 6 (CRANBROOK, FERNIE, AND COLUMBIA ELECTORAL DISTRICTS).

Maintenance of Highways, Bridges, and Ferries.—The usual maintenance of all important roads and bridges was carried out at less cost than in previous years, intensive patrol grader-work playing the most important part, especially during the dry season; the foundation-work carried out during the past three years has proved to be a real factor in making possible a visible reduction in maintenance expenditures.

All main highways throughout the district were kept open during the winter in spite of an unusually heavy snowfall, with the exception of the Elko–Fernie section of the Trans-Provincial Highway, which was blocked from January to April by a huge snowslide; traffic was detoured via the old road between Elko and Morrissey. Between Crowsnest and Fernie, extremely heavy snow, some 17½ feet in all, made almost continuous snow-ploughing necessary.

The necessary repairs were undertaken on bridges. The Kootenay River Bridges at Wasa and Newgate were strengthened with tower reinforcing, their useful life thus being prolonged. A few of the smaller spans were replaced with culverts and fills. There was no damage to any structures from high water.

Construction and Improvement.—Details of work carried out on the Trans-Canada Highway and on the Southern Trans-Provincial Highway will be found elsewhere, under those headings.

The adoption of a standard of construction, particularly with regard to grade and alignment, has been the most outstanding feature throughout the district, so that final location has been established on the various projects undertaken for whatever type of surface may be contemplated in the future, and while little new mileage has been effected, reconstruction or widening of the existing highways has been most pronounced. Careful surveys were made of all works, and much heavy construction proved necessary in order to achieve the desired results.

At Glenlily, on the Curzon Junction–Kingsgate Road, a project of reconstruction of 3 miles was commenced and partly completed and ½ mile of the existing road was widened in solid rock.

General improvements were carried out on the Cranbrook–Kimberley Road, ½ mile being straightened near Cranbrook.

The Northern section of the Sinclair Diversion of the Kootenay–Columbia River Highway was completed and surfaced with gravel and approximately 10 miles of the existing highway between Canal Flat and Golden were resurfaced with gravel. Widening of a 3-mile section at Thunder Hill, near Canal Flat, was carried out; at Fairmont, a section of the road 1 mile in length was improved and straightened. Between Wasa and Cranbrook, two narrow hills were widened and 1 mile of the existing road was reconstructed and surfaced with gravel. A diversion ½ mile in length at Barclay Flats was completed, which eliminates several dangerous curves.

Between Elko and Newgate, several sharp curves were improved or eliminated.

Mark Creek Bridge was reconstructed, a steel-girder span 37 feet wide, with 27 feet wide concrete deck and sidewalk, having been erected on concrete foundations.

Trails.—Some of the regularly travelled trails were kept open to the extent of funds available and several of the more important mining-trails in the vicinity of Cranbrook and Fort Steele were improved from funds available under the "Mines Development Act."

General.—More than usual activity on the highways of this district was in evidence throughout the season, due in a large measure to the amount of labour available from Relief Camps, and persons receiving Direct Relief, which made possible the linking-up and completion of most of the projects commenced the previous year. Weather conditions were favourable until the

late fall and every advantage was taken, with excellent results, of the opportunity afforded to bring our main highways up to standard. The quality of work generally and the return for funds expended was most gratifying.

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

Maintenance of Roads, Bridges, and Ferries.—The plan of general routine work, due to curtailment of capital expenditures and reduced maintenance funds, was necessarily somewhat modified, and co-operation on behalf of all concerned resulted in material savings with reasonable services maintained and without undue neglect of any travelled ways.

A considerable portion of the maintenance-work, except in Atlin and Telegraph Creek sections of the district, was done by men in "working out" relief allowances.

Pending renewal of Delkatla Bridge near Masset, on Graham Island, a pile structure 1,140 feet long, many bents were reinforced; this bridge is very important for local traffic. The life of Hazelton Bridge was extended by suitable reinforcement.

Construction and Improvement.—This class of work fell below the usual amount this year on account of reduced appropriations and on account of the exceptional expense of carrying out such work as a relief measure in this section of the Province.

Headway was made on the road to Babine Lake from a point in the vicinity of Smithers, almost 20 miles being cleared and improved to a point within 6 miles of the end of the road. Work was performed on the Terrace–Lakelse Road, including partial construction of a cut-off ¾ mile in length, which will shorten the distance by 1½ miles and eliminate a bad hill.

In North Atlin District, Ruby Creek Road was extended 2 miles.

Various repairs were carried out on the Port Clements–Masset and Port Clements–Tlell Roads; a street 400 feet in length was opened up in Port Clements running towards the Yakoun River Trail, and in Queen Charlotte City, work was done in extending the street westerly from the city.

Braun's Island Bridge, protected by dolphins and boom logs, was completed. Boundary Creek Bridge was built on the Premier Mine Road at 13-Mile.

Trails.—A considerable amount of work was done in maintenance of trails to mining properties; 3 miles of prospectors' trail were built on Indian River from its mouth to Indian River Lake, not far from Anyox, as a relief measure.

Protection-work.—A substantial crib, 360 feet long and 10 feet high, was built to protect Telkwa River Road from encroachment of the Telkwa River near the Canadian National Railway Station. At Alice Arm, some work was done as a relief measure in clearing and opening a channel to prevent the Kitsault River from taking a new course to the east of Alice Arm Suspension Bridge.

Prince Rupert Wharf.—A considerable amount of repairs were necessary this year in renewing joists and corbels, as the ice-rooms of the five fish companies impose quite a strain on this structure. Sections of the building walls and floors were also renewed and reinforced and the roof was repaired. Some repairs were also made to the Cow Bay floats and a new electric-lighting pole was erected.

ENGINEERING DISTRICT NO. 8 (FORT GEORGE AND OMINECA ELECTORAL DISTRICTS).

Maintenance of Roads, Bridges, and Ferries.—In addition to general maintenance, 30 miles of gravelling were carried out in Omineca District. The Cariboo Highway was also gravelled over a distance of 2 miles and 10 miles were patched.

Materials were purchased for a new ferry at Isle Pierre to be built in the spring when the river is open. Bridges and ferries were maintained.

Construction and Improvement.—The section of the Northern Trans-Provincial Highway west of Prince George was widened for 4 miles and 17 miles were gravelled.

The section east of Prince George towards Yellowhead was graded to Hansard and some gravelling was done near Newlands and also on the north side of Eaglet Lake. Three camps were opened up for relief-work, but only one camp was employed all the season; work was also done by settlers on Direct Relief.

At present this easterly section of the Northern Trans-Provincial Highway is in fair condition from Prince George to Giscome, a distance of 30 miles; from Giscome to the crossing of the Fraser River at Hansard, the grading of road is 90 per cent. completed, but gravelling

has yet to be done. From the crossing of the Fraser River to a point 10 miles east of McBride, portions have been cleared, portions have been partly graded, and some portions are as yet untouched. From McBride, easterly, the road is in fair condition to a point opposite Dunster, although improvements and gravelling are necessary; from Dunster, easterly, for 7 miles it will be necessary to relocate the old road to connect with the road located to Tete Jaune, 15 miles farther in, some 12 miles of which have been cleared and rough-graded, a trail having been cut over the remaining 3 miles. From Tete Jaune, easterly, it will be possible to improve and repair the old Tote Road.

On the Cariboo Road, 1 mile was reconstructed; a culvert and fill was put in to replace a small bridge at Mile 14 and a new culvert was placed at Mile 7; 4 miles of widening and ditching were also carried out. A bridge was built over Salmon River.

The McKenzie Highway to the Nation River was further improved by installation of culverts and grading of side-hills; the bridge over the Nation River was completed. This highway is now rough-graded to Nation River, but still requires widening and gravelling south of that point. North of the river a trail has been cut and trucks have hauled over it for some 20 miles to the Klawi River. From this point to Slate Creek, Mr. Ogilvie has cut a winter trail via the South Fork of the Germansen River, over which trail he hauled machinery; this trail, however, will not be suitable for summer travel until more work and gravelling have been done.

Several smaller bridges in the district were built and the old Hagwilget Suspension Bridge was re-erected as a foot-bridge over the Bulkley River at Walcott.

Engineering District No. 9 (Cariboo and Part of Lillooet Electoral Districts).

Maintenance of Roads, Bridges, and Ferries.—Due to the shortage of funds and the necessity of rotating labour, the patrol system inaugurated the previous year on the Cariboo Road had to be abandoned until such time as conditions improve. Maintenance was carried out by sending the graders over the roads once or twice during the season. Due to the exceptionally wet summer and fall, the roads were not as good on the whole as in previous years and in some sections were left frozen in a rutted condition, which continued during the winter.

The snowfall was above normal; in the interests of economy the snow-ploughing was curtailed, which caused some dissatisfaction. The mining activity in the Barkerville area and, to a lesser extent, in the Bridge River area necessitated additional equipment.

No major bridges were constructed, but a number of small spans were either renewed or replaced with fills; improvement-work was done to the approaches of several existing ferries.

Construction and Improvement.—Work was continued on reconstruction of the Williams Lake–Soda Creek Road, 2.04 miles of major reconstruction-work to a standard width of 22 feet having been completed and, in addition, 0.39 mile of new road was built to give connection through the centre of the Village of Williams Lake. Major reconstruction-work was also carried out on 1.05 miles of the Cariboo Road and 2.65 miles of the Chilcotin Main Road.

A number of important projects were started on local and settlement roads to help out the labour situation. A total of over 60 miles was constructed or improved to a higher standard. New gravelling to a total length of 12.50 miles was laid down and 3 miles of worn gravel were renewed.

Unemployment Relief.—Conditions remained about the same as last year; in the expectation of distress amongst those who had flocked to the Cariboo, the Macalister Camp was reopened for a time. Good work was accomplished by relief labour in the vicinity of Williams Lake, Quesnel, Lillooet, and elsewhere in gravelling and widening main roads.

Engineering District No. 10 (Peace River District).

Maintenance of Roads, Bridges, and Ferries.—The small appropriation was only sufficient for ordinary maintenance and supervision, the funds allotted being expended entirely for repairs, replacing culverts, and for grading and ditching.

An expenditure was necessary for replacing the approaches to Beatton River Bridge, which had been carried away by ice; the expenditure on maintenance and replacement of small bridges and repairs to bridges amounted to slightly more than $5,000.

Ferries were maintained, repaired, and kept in operation; expenditures were made on the east and main Pine Cable Crossings.

Construction and Improvement.—Very little major construction-work was carried out; only one new bridge was constructed, this being the Sunset Creek Bridge; materials were purchased for the High Level Bridge over Dawson Creek.

Unemployment Relief.—No camps in this district were erected or in use, but work was provided within a reasonable distance of the homes of those who were receiving Direct Relief, and consisted of clearing right-of-way, improving the roads generally, and cutting culvert and bridge timber. On account of the fact that most of this work, naturally, had to be performed during the winter months, when it is impossible to carry out work economically in this district, it is doubtful whether the full value for the comparatively large sums expended was obtained, but it must be remembered that the expenditures were primarily for relief of distress and that the work, though important, was of secondary importance. The cost of supervision, including compiling of records and endorsing of time-checks, was only 4.5 per cent. of the total amount expended.

CONCLUSION.

In conclusion, I commend in the highest possible terms the painstaking work and the loyalty of the various officers of the Department.

All of which is respectfully submitted.

P. PHILIP,
Deputy Minister and Chief Engineer,
Department of Public Works.

REPORT OF THE CHIEF ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
PARLIAMENT BUILDINGS,
VICTORIA, B.C., June 23rd, 1933.

P. Philip, Esq.,
Chief Engineer, Department of Public Works,
Parliament Buildings, Victoria, B.C.

SIR,—I have the honour to submit the following report on the activities of the Architectural Branch for the fiscal year ended March 31st, 1933:—

General.—On account of reduced appropriations, very little new work has been carried out, our activities having been mainly confined to maintenance of and repairs to existing buildings; the continued co-operation and assistance of the tradesmen staffs at the various institutions and buildings deserves special mention and has greatly assisted in keeping down the cost of all operations. It is gratifying to be able to report that, despite the many calls for necessary work, the combined votes for the Parliament Buildings, Government House, and Public Buildings generally, have not been exceeded.

Essondale Mental Hospital.—In addition to the annual maintenance, a series of verandahs were added to the Male Chronic Building; these verandahs are a great improvement and are a safeguard to the patients; when funds permit, it is recommended that similar verandahs be provided for other wings.

Owing to the dykes around Colony Farm being unsafe through erosion by high water, a new dyke was built under the direction of the Engineering Department and a considerable amount of improvement-work was carried out.

The Veterans' Unit not being opened, additional space has had to be provided in the other units, necessitating considerable changes and expense, resulting in overcrowding the existing units.

New Westminster Mental Hospital.—Two of the wards, comprising one building at this institution, having been condemned as unsafe and unfit for habitation, the building was "gutted" by the patients, the frame being left ready for remodelling, which, when funds are available, will be the most economical way of providing increased accommodation.

The old fire-mains having been condemned by the New Westminster Fire Department, a start was made on replacing the system with a complete and satisfactory installation.

Economies have been effected in the heating of this Hospital which have resulted in considerably reducing the fuel-consumption.

Saanich Mental Home.—The installation of two automatic stokers to the boilers at this institution is expected to result in a fuel-saving during the forthcoming year.

Home for Incurables, Marpole.—A considerable amount of work was done during the year in redecorating this Hospital, and it is expected to complete the whole of the building during the year.

Oakalla Prison Farm.—The wall and fence enclosing part of this property have been completed by prison labour, and we have now only to erect the Gate House as the final link. The whole of the south, east, and west wings have been considerably strengthened; with the completion of the Gate House, the possibility of escape from this institution will be remote. I would like to mention here the courtesy and co-operation extended to us by the Penitentiary authorities, who fabricated the grilles required for strengthening the south wing.

Provincial Home, Kamloops.—Changes, improvements, and redecoration were carried out at this institution; remodelling part of the heating system resulted in a considerable saving in fuel.

Court-houses.—In addition to the annual maintenance and repairs, the damage by fire to the Court-house at Prince George was made good; remodelling was carried out at the Vancouver Court-house for the Taxation Branch, and at the New Westminster Court-house for the Motor-vehicle Licence Branch.

Schools.—The improvement to the grounds at the Victoria Normal School has been almost completed during this period.

Numerous plans of standard schools have been forwarded to various districts throughout the Province. Plans were prepared for a four-room school at Prince George, a one-room addition at Deroche, a two-room school at Hazelton, and one-room schools at Ashcroft and Great Central Lake.

At the request of the Department of Education, a complete scheme of drawings was made for use in manual-training courses.

Furniture.—To meet various requirements, substantial savings were effected by transferring furniture from one district to another. I would recommend that, for the sake of economy and uniformity, all furniture purchases for all departments be made by this Department, as intended by the "Public Works Act," and that an adjustment be made in the various votes with this end in view.

Through co-operation with the Mental Hospital authorities it was possible to recondition a large number of chairs from the Vancouver Court-house at a nominal cost.

An inventory of Government property which was commenced last year is being completed.

Conclusion.—In concluding this report, I wish to comment on the loyalty of those of the staff who were placed on one-half or three-quarter time during this year; this expedient was, of course, a great handicap, as during the past few years the institutions have been enlarged considerably, whereas there has been no corresponding increase in staff.

I also wish respectfully to bring before your notice the condition of our buildings through insufficient funds to maintain them. While I fully realize the necessity of rigid economy, I am convinced that large sums will have to be expended in the near future to place these buildings in a state of proper repair and in a condition to withstand the ravages of time and nature.

All of which is respectfully submitted.

HENRY WHITTAKER,
Chief Architect.

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Spuzzum, April 24th to November 20th, 1933.

(FIGURES FOR 1932 SEASON ARE SHOWN IN ITALICS.)

	MONTH.														YEAR TOTAL.	
	April.		May.		June.		July.		August.		September.		October.		November.		*1932 (Apr. 21 to Nov. 12).*	1933 (Apr. 24 to Nov. 20).
	1932 (21st to 30th)	1933 (24th to 30th).	*1932.*	1933.	*1932.*	1933.	*1932.*	1933.	*1932.*	1933.	*1932.*	1933.	*1932.*	1933.	*1932 (1st to 12th).*	1933 (1st to 20th).		
Automobiles.																		
FOREIGN—																		
Alberta	*2*	1	*15*	30	*81*	67	*219*	158	*138*	109	*42*	55	*41*	32	*7*	17	*545*	469
Saskatchewan	.....	.....	*15*	16	*41*	32	*84*	89	*54*	40	*24*	22	*30*	37	*3*	9	*251*	245
Manitoba	.....	.....	*6*	8	*20*	24	*56*	29	*38*	33	*26*	16	*11*	15	*3*	4	*160*	129
Eastern Canada	*3*	1	*2*	8	*15*	28	*46*	23	*18*	29	*16*	28	*12*	25	*1*	2	*113*	144
Washington	*14*	3	*105*	53	*200*	149	*358*	292	*309*	262	*225*	182	*58*	48	*8*	10	*1,277*	999
Oregon	.....	.....	*1*	1	*17*	9	*27*	14	*24*	17	*16*	17	*6*	4	*1*	.....	*92*	62
California	*6*	2	*43*	19	*70*	73	*139*	139	*121*	110	*54*	50	21	12	*3*	6	*457*	411
Idaho	.....	.....	*1*	.....	*3*	1	*1*	1	*5*	2	*2*	1	.....	.....	.....	.....	*12*	5
Miscellaneous	*1*	1	*11*	9	*41*	21	*81*	75	*68*	60	*23*	26	*15*	15	*4*	4	*244*	211
Total Foreign	*26*	8	*199*	144	*488*	404	*1,011*	820	*775*	662	*428*	397	*194*	188	*30*	52	*3,151*	2,675
BRITISH COLUMBIA	*308*	230	*1,864*	1,567	*2,288*	2,237	*3,312*	3,548	*3,022*	3,168	*2,816*	2,696	*1,661*	1,745	*285*	580	*15,556*	15,771
Total automobiles	*334*	238	*2,063*	1,711	*2,776*	2,641	*4,323*	4,368	*3,797*	3,830	*3,244*	3,093	*1,855*	1,933	*315*	632	*18,707*	18,446
Motor-trucks	*21*	17	*121*	138	*127*	145	*178*	140	*127*	167	*113*	147	*107*	120	*26*	49	*820*	923
Motor-cycles	*1*	1	*11*	6	*12*	14	*17*	6	*9*	5	*5*	4	*1*	6	*1*	.....	*57*	42
Total motor-vehicles	*356*	256	*2,195*	1,855	*2,915*	2,800	*4,518*	4,514	*3,933*	4,002	*3,362*	3,244	*1,963*	2,059	*342*	681	*19,584*	19,411
Daily average (all vehicles)	*36*	36	*71*	60	*97*	93	*146*	146	*121*	127	*112*	108	*63*	66	*28*	34	*95*	92

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31st, 1933.

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Stationery and Office Sundries.	Safes, Typewriters, and Calculating Machines.	Cameras and Scientific Instruments.	Motor-vehicles (not including Equipment Fund).	Unissued Stores.	Furniture.	Harness.	Live Stock.	Camp Equipment.	Equipment Fund.	Total.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Alberni	5,370.00	2,070.00	.....	.....	.....	390.00	6,431.00	.....	59.00	.....	.....	359.85	12,048.00	26,727.85
Atlin	10,113.00	1,578.00	50.00	.....	165.00	25.00	1,600.00	1,933.00	165.00	.....	.....	1,450.00	12,656.00	29,735.00
Burnaby	.....	180.10	.....	.....	.....	.....	350.00	.....	.....	.....	.....	.....	.....	530.10
Cariboo (North)	5,555.00	1,519.85	3,970.00	.....	195.00	217.50	1,600.00	.....	214.50	.....	.....	2,899.17	25,435.00	41,606.02
Cariboo (South)	9,947.00	2,473.25	300.00	.....	.....	.....	3,035.00	.....	.....	.....	.....	4,576.35	37,191.00	57,522.60
Chilliwack	660.00	518.85	10,015.00	.....	.....	.....	1,050.00	46.50	.....	.....	.....	13.00	17,569.00	29,872.35
Columbia	11,203.00	1,775.00	35.00	141.00	180.00	291.00	4,200.00	732.91	338.00	.....	.....	3,625.85	25,613.00	48,134.76
Comox	5,000.00	2,748.80	.....	.....	295.00	287.00	2,900.00	108.00	169.00	.....	.....	745.00	11,659.00	23,911.80
Cowichan-Newcastle	2,069.00	2,318.50	.....	44.70	345.00	195.00	3,690.00	.....	311.00	.....	.....	267.90	30,137.00	39,378.10
Cranbrook	14,005.00	2,503.00	.....	.....	363.00	291.00	3,900.00	.....	402.00	.....	.....	4,431.00	74,964.00	100,859.00
Creston	8,034.00	2,536.75	22,250.00	.....	65.00	.....	2,135.00	431.00	18.00	.....	.....	3,559.00	50,001.00	89,029.75
Delta	17,861.00	3,891.40	68,500.00	.....	.....	.....	1,400.00	614.90	.....	.....	.....	5,421.01	50,223.00	147,911.31
Dewdney	4,675.00	2,882.38	.....	.....	180.00	.....	3,750.00	2,821.75	20.00	.....	.....	4,350.24	44,150.00	62,829.37
Esquimalt	4,802.50	5,854.65	.....	19.50	127.50	1,610.00	5,916.00	549.70	51.00	.....	.....	4,294.20	44,468.00	67,693.05
Fernie	11,274.00	1,443.90	.....	.....	350.00	79.00	1,980.00	.....	168.00	.....	.....	2,356.20	30,389.00	48,040.10
Fort George	21,223.00	4,036.00	720.00	.....	343.00	1,001.00	1,580.00	.....	293.00	.....	.....	10,188.50	39,515.00	78,899.50
Grand Forks-Greenwood	5,491.00	2,485.97	.....	.....	375.00	.....	3,175.00	.....	161.00	.....	.....	2,032.40	30,786.00	44,506.37
Islands	8,067.00	1,649.00	.....	.....	196.00	.....	7,555.00	149.00	83.00	.....	.....	75.00	10,946.00	28,720.00
Kamloops	16,872.00	4,404.00	3,237.00	.....	622.00	1,216.00	4,810.00	935.00	439.00	101.00	210.00	7,261.00	36,362.00	76,469.00
Kaslo-Slocan (Kootenay Lake Section)	450.00	1,795.85	.....	.....	.....	.....	1,960.00	163.20	125.00	.....	.....	1,087.75	22,558.00	44,246.45
Kaslo-Slocan (New Denver Section)	2,626.50	789.15	7,900.00	35.00	378.00	35.00	3,250.00	.....	39.00	.....	.....	1,054.00		
Lillooet (North)	6 839.50	1,235.50	5,714.00	.....	70.00	44.50	2,700.00	125.00	242.00	.....	.....	677.75	10,552.00	28,200.25
Lillooet (South)	10,675.00	3,942.84	1,800.00	242.65	312.55	315.00	2,611.90	639.94	146.75	.....	.....	5,795.77	21,447.00	47,929.40
Mackenzie	3,535.00	1,803.15	.....	.....	60.00	.....	2,650.00	368.00	51.00	5.00	.....	51.00	9,481.00	18,004.15
Nanaimo	680.00	953.25	.....	.....	.....	.....	825.00	.....	.....	.....	.....	.....	750.00	3,208.25
Okanagan (North)	13,902.50	4,621.09	.....	.....	265.00	515.50	3,820.00	.....	394.05	.....	.....	2,190.97	43,776.00	69,485.11
Okanagan (South)	5,075.00	1,401.15	13,950.00	.....	150.00	12.00	3,200.00	350.80	108.45	.....	.....	831.90	35,159.00	60,238.30
Nelson	.....	.....	10,899.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	28,933.00	39,832.00
New Westminster	.....	156.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	156.30
Omineca	11,032.00	2,389.00	11,860.00	.....	110.00	.....	2,450.00	.....	118.00	.....	.....	3,947.20	37,743.00	69,649.20
Peace River	11,781.00	616.30	1,450.00	67.90	245.00	379.50	3,975.00	.....	293.25	5.00	.....	1,366.90	37,353.00	57,532.85

	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Prince Rupert	9,899.00	3,470.89	80.00	125.00	260.00	632.75	2,915.00	1,480.20	526.75	.....	.....	2,378.84	.....	21,768.43
Revelstoke	7,885.00	6,462.59	15,132.11	81.45	362.50	1,620.50	6,415.00	9,152.42	487.60	325.50	325.00	5,468.29	54,411.00	108,128.96
Richmond-Point Grey	546.00	400.00	145.00	115.50	660.00	813.75	900.00	190.00	640.50	.....	.....	323.17	.....	4,733.92
Rossland-Trail	3,855.00	1,899.00	6,440.00	.....	135.00	.....	2,105.00	.....	.....	.....	.....	2,757.00	29,185.00	46,376.00
Saanich	300.00	1,158.55	.....	.....	245.00	.....	1,310.00	.....	320.50	.....	.....	.....	.....	3,334.05
Salmon Arm	11,480.00	6,114.53	9,800.00	.....	220.20	330.00	3,877.00	4,318.20	113.09	.....	.....	3,378.26	38,379.00	78,010.28
Similkameen	13,078.50	3,765.65	.....	.....	565.00	.....	2,900.00	7,579.55	102.95	.....	.....	4,460.15	45,032.00	77,483.80
Skeena	4,766.00	1,710.50	.....	.....	185.00	254.00	2,210.00	617.80	167.00	.....	.....	3,168.00	30,404.00	43,482.30
Vancouver (North)	65.70	290.25	.....	.....	.....	.....	784.00	53.90	.....	.....	.....	.....	.....	1,193.85
Yale (North)	16,120.00	16,816.75	.....	79.40	485.00	221.70	9,083.00	3,816.50	546.50	.....	.....	24,931.00	44,475.00	116,574.85
Yale (South)	10,126.00	4,237.55	.....	40.00	360.00	136.00	1,100.00	5,390.35	58.00	.....	.....	14,431.72	.....	35,879.62
Headquarters (Victoria)	.....	.....	4,000.00	718.85	5,285.00	.....	2,294.00	.....	.....	.....	.....	.....	.....	12,297.85
Garage (Victoria)	.....	171.85	.....	.....	.....	.....	2,600.00	.....	.....	.....	.....	.....	.....	2,771.85
Boiler-room (Victoria)	.....	362.31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	362.31
Carpenter-shop (Vict.)	.....	1,496.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,496.50
Gardener (Victoria)	.....	423.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	423.00
Electrician (Victoria)	.....	104.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104.00
Bricklayer (Victoria)	.....	639.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	639.75
Plumber (Victoria)	.....	175.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175.00
Paint-shop (Victoria)	.....	120.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120.75
Court-house (Victoria)	.....	40.65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40.65
Normal School (Vict.)	.....	345.95	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	345.95
Engineering Dist. No. 1	.....	.....	.....	.....	.....	.....	400.00	.....	.....	.....	.....	.....	.....	400.00
Engineering Dist. No. 2	.....	.....	.....	173.85	567.50	3,752.00	3,420.00	.....	953.00	.....	.....	.....	.....	8,866.35
Engineering Dist. No. 3	.....	.....	.....	.....	.....	.....	600.00	.....	.....	.....	.....	.....	.....	600.00
Engineering Dist. No. 4	.....	.....	.....	46.80	150.00	546.75	250.00	.....	387.00	.....	.....	.....	.....	1,380.55
Engineering Dist. No. 5	.....	.....	.....	272.00	265.00	416.00	1,300.00	.....	124.00	.....	.....	.....	.....	2,377.00
Engineering Dist. No. 9	.....	.....	.....	.....	245.00	231.00	650.00	.....	528.50	.....	.....	.....	.....	1,654.50
Bituminous-surfacing equipment	.....	.....	.....	.....	.....	.....	400.00	.....	.....	.....	.....	.....	19,998.00	20,398.00
Richmond-Point Grey (University lands)	6,797.20	2,431.95	.....	98.00	755.00	254.00	3,100.00	5,230.55	613.00	.....	.....	75.00	.....	19,354.70
	313,736.40	119,210.95	198,247.11	2,301.60	16,137.25	16,112.45	137,111.90	47,798.17	9,977.39	436.50	535.00	136,280.34	1,093,748.00	2,091,633.06

INVENTORY OF ROAD MACHINERY AND PLANT, 1932–33.

Electoral District.	Air-compressors.	Automobiles.	Ferry-boats.	Cars (Dump).	Carts.	Concrete-mixers.	Hand-winches.	Ditchers.	Donkey-engines.	Engines (Stationary).	Power-shovels.	Graders (Pull).	Harness.	Horses.	Loaders (Mechanical).	Motor-trucks.	Outboard Motors.	Pile-driver Hammers.	Ploughs (Snow).	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Power).	Scrapers.	Tents.	Tractors.	Power-graders.	Wagons.	Lighting Plants.	Hoists.	Road-rippers.	Back-fillers.	Trailers.	Launches.	Rowboats and Canoes.	Pile-driver Frames.	Jack-hammers.
Alberni	1	1	....	....	....	....	2	....	....	1	....	5	....	....	....	14	....	2	1	1	3	....	2	....	2	....	2	4	....	1	1	....	....	....	..	....	1	2
Atlin	1	2	....	7	....	....	4	....	1	3	....	4	....	....	....	6	1	2	1	....	2	1	....	1	20	2	6	....	7	....	4	....	....	....	....	1	....	2
Burnaby	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cariboo (North)	....	1	4	....	....	....	2	2	....	....	1	9	....	....	....	8	....	....	4	1	5	....	1	....	20	37	5	1	....	....	2	1	....	1	....	....	....	....
Cariboo (South)	....	....	1	....	....	1	1	1	....	....	1	13	....	....	....	8	....	2	4	1	....	....	1	....	15	54	8	4	3	....	....	3	....	....	....	....	....	....
Chilliwack	....	....	1	....	....	....	1	....	....	....	1	4	....	....	....	5	....	....	....	....	....	....	1	....	5	....	5	3	....	....	1	....	....	....	....	....	....	....
Columbia	....	2	....	....	1	....	1	2	....	....	2	17	....	....	....	7	....	1	7	....	2	....	1	....	50	56	3	3	20	....	1	2	1	1	....	2	1	....
Comox	....	2	....	....	....	....	1	....	....	....	1	3	....	....	....	16	....	2	4	1	....	1	1	1	10	13	3	5	1	1	2	1	..	....	....	....	2	....
Cowichan-Newcastle	....	1	....	....	....	....	2	2	....	1	2	4	....	....	....	16	....	2	1	1	....	....	1	....	2	9	2	2	....	....	1	....	....	....	....	....	1	....
Cranbrook	1	2	....	....	....	....	....	4	....	2	3	11	....	....	1	12	....	2	4	1	....	3	....	....	15	48	5	5	2	....	1	3	1	1	....	....	2	....
Creston	1	....	2	7	....	....	2	....	....	1	4	10	....	....	....	12	....	2	5	1	....	3	....	1	13	32	8	2	1	..	2	1	....	....	....	....	1	....
Delta	....	....	2	20	....	1	....	....	....	....	1	2	....	....	2	7	....	1	3	4	....	2	....	....	7	2	3	1	....	7	1	2	....	2	....	....	....	....
Dewdney	....	....	....	....	..	1	....	....	....	1	....	2	....	....	2	18	....	1	1	1	2	1	1	....	9	7	2	8	..	3	....	2	....	....	....	....	1	....
Esquimalt	3	1	....	....	....	1	....	....	....	1	2	3	....	....	1	16	....	1	1	4	2	1	....	....	13	15	5	1	1	2	4	4	....	3	....	....	1	15
Fernie	..	1	....	....	2	2	1	1	....	1	1	18	....	....	1	10	....	2	4	....	....	1	1	....	34	21	4	4	....	....	3	2	....	....	....	....	2	....
Fort George	1	2	5	....	....	....	1	....	....	1	2	12	....	....	1	6	....	1	1	1	8	1	1	....	52	100	7	2	9	2	6	2	2	3	....	....	....	....
Grand Forks-Greenwood	1	1	....	....	....	....	....	....	....	1	1	6	....	....	....	12	....	2	3	1	....	....	2	1	9	....	5	2	1	1	1	1	1	....	....	....	....	....
Islands	2	1	....	....	....	....	....	....	....	2	....	5	....	....	....	12	....	....	....	....	....	3	....	4	2	3	1	....	....	....	....	....	....	....	....	....	....	....
Kamloops	....	2	7	....	....	....	2	....	1	....	2	15	3	3	....	11	....	1	3	....	1	1	....	1	23	23	7	4	11	....	1	1	....	1	....	9	3	....
Kaslo-Slocan (Kootenay Lake)	1	....	....	....	....	....	....	....	....	....	....	2	....	....	....	5	....	....	1	....	2	....	....	....	4	18	1	....	....	....	....	....	....	....	....	....	....	....	....
Kaslo-Slocan (New Denver)	1	1	2	....	1	....	....	....	....	....	1	11	....	....	....	7	....	....	3	....	....	....	....	....	20	24	3	....	....	....	1	....	....	....	....	....	....	5
Lillooet (North)	....	1	2	....	....	....	1	2	....	....	1	11	....	....	....	9	....	1	2	..	1	....	....	....	10	27	4	2	4	....	....	1	1	....	....	2	....	....
Lillooet (South)	3	1	....	....	....	....	1	....	....	....	....	11	....	....	....	5	....	2	1	1	....	....	....	....	14	15	7	....	....	....	4	5	....	....	1	....	2	6
Mackenzie	....	1	....	....	....	....	1	1	1	....	....	2	....	....	....	5	....	3	....	....	3	....	....	....	6	6	3	2	3	....	1	....	....	....	....	....	1	....
Nanaimo	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....
Nelson	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Okanagan (North)	1	1	....	....	....	....	1	2	....	1	1	11	....	....	2	13	....	4	5	2	....	....	....	....	14	4	7	4	5	5	....	2	....	1	....	....	1	3
Okanagan (South)	1	1	1	....	....	....	....	....	....	....	1	6	....	....	....	13	....	1	3	....	....	....	....	....	17	10	7	3	....	....	....	2	2	....	....	....	1	....
Omineca	....	1	6	....	....	....	....	....	....	1	2	17	....	....	....	12	....	....	....	....	....	....	....	....	....	....	9	1	....	....	1	2	2	....	....	....	1	....
Peace River	....	1	3	....	....	....	....	....	....	....	1	12	....	....	....	5	....	2	2	....	6	....	....	....	32	24	4	1	8	....	2	2	....	....	....	....	2	....
Prince Rupert	1	1	....	....	....	....	1	....	....	....	....	2	....	....	....	5	2	1	....	....	1	1	....	....	....	15	2	....	5	....	1	....	....	....	....	3	1	....
Revelstoke	1	1	3	....	....	....	....	....	....	....	4	10	10	10	....	16	2	4	4	....	....	....	....	....	11	35	6	2	3	1	3	2	1	....	....	3	2	3
Richmond-Point Grey	..	....	....	....	....	....	1	....	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....
Rossland-Trail	1	....	1	6	....	1	....	....	....	1	2	2	..	....	....	4	....	....	2	....	....	1	....	1	5	12	2	1	....	....	1	....	....	....	....	....	....	....
Saanich	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Salmon Arm	1	1	4	....	....	....	....	....	....	2	2	13	....	....	1	9	....	....	2	....	....	3	....	1	5	14	5	2	....	....	....	4	1	1	....	....	....	3
Similkameen	1	1	..	....	....	2	3	....	....	1	2	6	....	....	1	16	....	1	2	3	7	1	3	1	43	63	9	4	....	3	3	4	4	..	....	....	1	2
Skeena	1	2	7	....	....	....	....	....	....	....	2	9	....	....	1	9	....	3	....	....	....	....	....	....	6	34	7	1	....	....	2	1	..	....	....	....	....	....	....
Vancouver (North)	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	1	....	....	....	....	....	....	....	....	3	....	1	..	1	....	1	....	....	....	....	....	....	....	....
Yale (North)	2	2	....	2	....	....	....	....	....	....	1	8	....	....	1	19	....	1	3	11	....	....	....	....	32	23	8	6	....	....	1	1	1	..	....	....	....	10
Yale (South)	3	....	....	11	....	....	....	....	....	....	1	1	....	....	....	6	....	....	....	3	....	....	....	....	4	23	1	2	....	5	....	1	1	....	....	....	....	2
Garage (Victoria)	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Headquarters	1	3	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....
Eng. Dist. No. 1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Eng. Dist. No. 2	....	10	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Eng. Dist. No. 3	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Eng. Dist. No. 4	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Eng. Dist. No. 5	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Eng. Dist. No. 9	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Surfacing equipment	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	1	1	....	....	....	....	....	....	....	....	....	....
University Endow. Lands	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	2	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....
Totals	30	61	52	53	4	11	29	17	3	22	45	281	13	13	14	366	6	47	77	40	45	24	16	13	527	769	170	84	85	31	52	52	18	14	2	20	27	53

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

STATEMENT OF LICENCES ISSUED FOR PUBLIC PASSENGER-VEHICLES DURING THE CALENDAR YEAR 1932.

Carrying Capacity.	No. of Vehicles licensed.	No. of Licences cancelled during Period.
1 to 5 passengers	24	10
6 to 10 passengers	54	15
11 to 20 passengers	36	9
21 to 30 passengers	87	13
Over 30 passengers	17	4
	218	51

Total passenger licences issued	218
Total passenger licences cancelled	51
Total passenger licences in force at December 31st, 1932	167

STATEMENT OF LICENCES ISSUED FOR PUBLIC FREIGHT-VEHICLES DURING THE CALENDAR YEAR 1932.

Carrying Capacity.	No. of Vehicles licensed.	No. of Licences cancelled during Period.
Up to 1½ tons	94	24
Over 1½ tons and up to 2½ tons	77	13
Over 2½ tons	35	7
¼ ton (motor-cycles)	3	2
	209	46

Total freight licences issued	209
Total freight licences cancelled	46
Total freight licences in force at December 31st, 1932	163
Total passenger licences in force at March 31st, 1932	147
Total freight licences in force at March 31st, 1932	128

TENDERS RECEIVED AND CONTRACTS AWARDED.

April 1st, 1932, to March 31st, 1933.

GOVERNMENT BUILDINGS.

Work and Tenderer.	Amount of Tender.	Remarks.
OAKALLA PRISON FARM:		
Fence Lighting:		
Mott Electric Co.	$3,257.00	Awarded.
Hume & Rumble, Ltd.	$3,382.00	
C. C. Carter	3,475.00	
Sayer-Kirkpatrick Co.	3,574.00	
F. J. Archer	3,647.00	
Maxwell H. Horie	3,887.00	
C. H. E. Williams Co., Ltd.	3,935.00	
Moulton Electric, Ltd.	4,119.85	
George H. Winklemann	4,200.00	

ROADS.

DOLLARTON HIGHWAY:		
Delivery of 2,000 Cubic Yards of Gravel for Highway:		
(a.) Loaded into Government Trucks at Bunkers:		
Arthur D. Westcott	$750.00	
Cascade Rock & Gravel Co., Ltd.	900.00	
Atlas Builders' Supplies, Ltd.	1,100.00	
B.C. Sand & Gravel Co., Ltd.	1,400.00	
(b.) Loaded, Hauled, and Spread:		
Arthur D. Westcott	1,700.00	Awarded. Unit price, 85 cents per cubic yard.
Cascade Rock & Gravel Co., Ltd.	$1,800.00	
Deeks Sand & Gravel Co., Ltd.	2,200.00	
Atlas Builders' Supplies, Ltd.	2,700.00	
B.C. Sand & Gravel Co., Ltd.	3,000.00	
ROAD-OILING—SPRAYING OIL AS SPECIFIED:		
Grand Forks-Greenwood and Similkameen Districts:		
Carter-Halls-Aldinger Co., Ltd.	1,616.60	Contract not awarded.
Interior Contracting Co., Ltd.	1,770.00	
North and South Okanagan Districts:		
Carter-Halls-Aldinger Co., Ltd.	931.60	Contract not awarded.
Interior Contracting Co., Ltd.	1,020.00	
BITUMINOUS SURFACE TREATMENT:		
Salmon Arm District:		
Department's Specification:		
Carter-Halls-Aldinger Co., Ltd.	4,420.00	Contract not awarded.
General Construction Co., Ltd.	4,775.00	
Individual Specification for Alternative Tender:		
Barrett Co., Ltd., using "Tarvia"	3,895.00	Contract not awarded.
Dewdney District:		
Department's Specification:		
General Construction Co., Ltd.	8,243.50	Contract not awarded.
E. R. Taylor Construction Co., Ltd.	9,235.50	
Carter-Halls-Aldinger Co., Ltd.	11,050.00	
Individual Specification for Alternative Tender:		
E. R. Taylor Construction Co., Ltd.	8,863.50	Contract not awarded.
General Construction Co., Ltd.	9,142.50	
Barrett Co., Ltd., using "Tarvia"	9,229.00	
Barrett Co., Ltd., using "Tarvia" with tar substitute for oil primer	9,159.00	
Cameron Construction Co., Ltd., using "Bitumuls"	10,112.50	
W. C. Davis, using "Colas"	10,343.50	

FERRIES.

Work and Tenderer.	Amount of Tender.	Remarks.
ARROWHEAD–BEATON FERRY:		
Annual Subsidy for Operation of Privately-owned Ferry:		
The Beaton Boat Co., Ltd.	$7,000.00	Awarded. One-year charter from August 1st, 1932.
AGASSIZ–ROSEDALE FERRY:		
Annual Subsidy for Operation of Government-owned Ferry:		
J. T. Henley	$8,000.00	Awarded. Five-year charter from November 1st, 1932.
H. C. Cartmell	$11,500.00	
LADNER–WOODWARD FERRY:		
Annual Subsidy for Operation of Government-owned Ferry:		
L. M. Robson	*No subsidy*; payment of $1,800 per annum to Prov. Govt. during life of charter.	Awarded. Five-year charter from October 1st, 1932.
J. H. Draney and C. R. Draney	No subsidy.	
W. J. Saddler	No subsidy.	
R. G. Good	No subsidy.	
O. F. Browne	No subsidy.	
E. Hamilton Hogg	No subsidy.	
F. J. Mavis and J. C. Garvie	$1,000.00	
Pratt, Wooler & Co. (of Canada), Ltd.	1,980.00	
D. H. Ballemy, A. Levy, and J. Lawrence	8,500.00	

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1932–33.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Spruce River, No. 193	Over Spruce River, 3½ miles from Holberg Wharf, on Holberg–Cape Scott Road	Alberni	One 110-ft. through Howe-truss span, with 10-ft. 6-in. roadway, on framed bent piers, and six 19-ft. bays of trestle approach with framed bents. *Renewal.*
Rock Bluffs Retaining-wall and Fill	At Cameron Lake, 9½ miles from Coombs, on Canadian Highway	Alberni	Concrete retaining-wall and fill, 103 ft. long. *Replacing Bridge No. 55.*
Boundary Creek, No. 111	Over Boundary Creek, 15½ miles from Stewart, on Salmon River Road	Atlin	Five bays of pile trestle. *Renewal.*
Big Creek, No. 2	Over Big Creek, 40 miles from Gang Ranch, on Big Creek Road	Cariboo (South)	One 60-ft. King-truss span on framed bent piers. *Renewal.*
Edwards, No. 442	Over Dry Gulch at Mile 1.25, Williams Lake–Soda Creek Road	Cariboo (South)	Five 19-ft. bays of pile trestle. *New.*
Cultus Creek Bridge, No. 4–31	Over Cultus Creek, 2 miles from Vedder Crossing, on Columbia Valley Road	Chilliwack	Six 19-ft. bays of pile trestle. *Renewal.*
Nanaimo River, No. 8–78	Over Nanaimo River, 7 miles south of Nanaimo on Island Highway	Cowichan-Newcastle	One 100-ft. deck Howe-truss span, with 18-ft. concrete roadway, on concrete piers, and eight 16-ft. bays of trestle approach on framed bents set on concrete sills and abutments. All timber below the level of the concrete deck is creosoted. *Renewal.*
Mark Creek	Over Mark Creek, on Wallinger Avenue, Kimberley	Cranbrook	One 36-ft. steel-beam span, with 22-ft. concrete roadway and 5-ft. sidewalk, on concrete abutments. *Renewal.*
Nelson–Balfour Road, No. 1	Over small creek, 0.1 mile from Nelson Ferry, on Nelson–Balfour Road	Creston	Timber trestle, 70 ft. long. *Renewal.*
Salmo–Trail Road, No. 2	Over North Fork of Salmon River at Erie	Creston	One 60-ft. King-truss span on crib abutments. *Renewal.*
Campbell River, No. 9	Over Campbell River, 8½ miles south of Clayton's Corner, on Pacific Highway	Delta	Sixteen bays of pile trestle, 299 ft. long over all, with 20-ft. roadway. *Renewal.*
Hatzic Pumps, No. 108	Over Spillway, 4 miles east of Mission	Dewdney	One 60-ft. King-truss span on pile piers. *Renewal.*
Hopkins, No. 10–117	Over small creek, 5½ miles north of Dewdney, on Salvaster Road	Dewdney	Trestle bridge of seven bays, with framed bents; total length, 157 ft. *Renewal.*
Pitt River, No. 10–41	Over Pitt River, 2¼ miles east of Port Coquitlam	Dewdney	Repair-work. Renewal of floor system on steel spans and timber approaches. Total length of new deck laid, 1,957 ft.
Neaves Road	Over Alouette River, on Neaves Road, Pitt Meadows Municipality	Dewdney	One 68-ft. King-truss span on pile piers constructed in centre of existing bridge. Floor-level at centre of bridge raised 5 ft. for greater clearance. Cedar-log protecting-booms constructed.
Craigflower, No. 13–19	Over Victoria Arm, 3½ miles from Victoria, on Island Highway	Esquimalt	380 lineal ft. of creosoted pile trestle, with concrete roadway 22 ft. wide and two sidewalks. *Renewal.*
Salmon River, No. 105	Over Salmon River, 16 miles north of Prince George, on Summit Lake Road	Fort George	One 130-ft. through Howe-truss span on pile piers and eleven 17-ft. bays of pile-trestle approach. *Renewal.*

Christina Creek, No. 16–28	Over Christina Creek, 2 miles from Cascade, on Cascade–Rossland Highway	Grand Forks-Greenwood	Thirteen 17-ft. bays of pile trestle; total length, 221 ft. *Renewal.*
Lemonade, No. 124	On Kamloops–Cache Creek Road at Lemonade Ranch	Kamloops	Three 19-ft. bays of framed trestle. *New.*
Kaslo Creek	Over Kaslo Creek on Fourth Street at Kaslo	Kaslo-Slocan	One 90-ft. through Howe-truss span on framed bents and concrete sills, and three 19-ft. bays of trestle approach with framed bents on concrete footings. *New.*
Grant Road Bridges, Nos. 1 and 7	Over sloughs of Bella Coola River on Grant's Road	Mackenzie	Pile-trestle bridges; total length, 235 ft. *Renewal.*
Millstone River, No. 2	Over Millstone River at Millstone Park, Nanaimo	Nanaimo	Seven bays of pile trestle, with 16-ft. roadway and 4-ft. sidewalk, 103 ft. long. *Renewal.*
Nation River	Over Nation River, on Mackenzie Highway	Omineca	One 68-ft. King-truss span on framed bent piers and four 19-ft. bays of framed trestle approach. *New.*
Walcott, No. 448	Over Bulkley River at Walcott	Omineca	400-ft. span suspension foot-bridge and five bays framed trestle approach. Timber towers on pile piers. Stiffening-trusses constructed with material from Old Haguelgate Suspension Bridge. *New.*
Beatton River, No. 331	Over Beatton River, 6 miles east of Fort St. John	Peace River	Two 110-ft. through Howe-truss spans on pile piers and nine 17-ft. bays of pile-trestle approach. *New.*
No. 1 Bridge, Rossland–Trail Road	One-half mile from Trail, on Trail–Rossland Road	Rossland-Trail	Trestle bridge of eight bays with framed bents. *Renewal.*
Subway under C. & W. Railway on Trail–Rossland Road	One-half mile from Trail, on Trail–Rossland Road	Rossland-Trail	Concrete arch subway constructed under the Columbia & Western Railway. Length between portals, 100 ft.; roadway, 19 ft. *New.*
Penticton–Oliver, No. 2	Over Okanagan River, 2 miles from Penticton, on Penticton–Oliver Road	Similkameen	Six 17-ft. bays of pile trestle, replacing swing-bridge. *Renewal.*
Brauns Island, No. 159	Over slough of Skeena River, from Brauns Island to north bank near Terrace	Skeena	One 68-ft. King-truss span on pile piers and eight 19-ft. bays of pile-trestle approach. *Renewal.*
Bridge No. 83, Spuzzum	One-half mile north of Alexandria Bridge, and 1½ miles south of Spuzzum, on Cariboo Highway	Yale	Pile trestle, 160 ft. long. *Renewal.*

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF HIGHWAYS.

STATEMENT AS AT MARCH 31ST, 1933.

(1.) Provincial Highways (exclusive of Highways classified under Part III. of the "Highway Act.")

Electoral District.	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	24.52	116.38	181.64	.....	.....	.....	.....	50.93	.....	373.47
Atlin	70.50	159.92	103.00	.....	.....	2.00	.....	.....	8.00	343.42
Burnaby	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cariboo (North)	374.50	657.30	250.40	.....	.....	.....	.....	.....	.....	1,282.20
Cariboo (South)	794.29	629.70	159.55	.....	.....	.....	.....	.....	.....	1,583.54
Chilliwack	.....	18.09	17.58	.....	.....	.....	.....	.....	.....	35.67
Columbia	33.55	359.31	208.96	.....	.....	.....	.....	.....	.....	601.82
Comox	.....	269.91	273.23	.....	.....	.....	2.86	45.69	.....	591.69
Cowichan-Newcastle	.....	28.00	245.16	.....	.....	0.75	.....	45.70	.....	319.61
Cranbrook	.....	414.85	203.85	0.20	.....	.....	0.30	.....	.....	619.20
Creston	.....	423.60	165.10	.....	.....	.....	.....	5.30	.....	594.00
Delta	.....	3.35	2.00	.....	.....	.....	.....	.....	.....	5.35
Dewdney	.....	10.82	70.88	.....	.....	0.75	1.29	.....	.....	83.74
Esquimalt	24.00	39.90	264.35	3.39	1.10	.....	1.50	73.76	.....	408.00
Fernie	.....	220.80	330.30	.....	.....	.....	.....	.....	.....	551.10
Fort George (Fort George Sec.)	300.50	312.60	132.00	.....	.....	.....	.....	.....	.....	745.10
Fort George (Peace River Sec.)	429.00	379.00	.....	.....	.....	.....	.....	.....	.....	808.00
Grand Forks-Greenwood	.....	524.10	165.15	.....	.....	.....	.....	.....	.....	689.25
Islands	.....	102.55	211.25	3.71	.....	.....	.....	33.57	.....	351.08
Kamloops	.....	668.49	278.79	.....	.....	.....	15.97	.....	.....	963.25
Kaslo-Slocan (Slocan Div.)	.....	278.05	150.20	.....	.....	.....	.....	.....	.....	428.25
Kaslo-Slocan (Kootenay Lake Sec.)	.....	180.25	8.00	.....	.....	.....	.....	.....	.....	188.25
Lillooet (North)	.....	287.25	353.50	.....	.....	.....	.....	.....	.....	640.75
Lillooet (South)	8.60	108.09	115.35	.....	.....	.....	.....	.....	.....	232.04
Mackenzie	10.06	158.18	132.61	.....	.....	.....	.....	7.35	.....	308.20
Nanaimo	.....	.....	60.74	.....	2.40	1.20	.....	12.91	.....	77.25
Nelson	.....	9.30	1.65	.....	.....	.....	.....	.....	.....	10.95
New Westminster	0.35	1.10	2.10	.....	.....	0.55	.....	.....	.....	4.10
North Vancouver	.....	3.50	13.00	.....	.....	.....	.....	.....	.....	16.50
North Okanagan	10.25	400.45	248.74	.....	.....	.....	1.40	.....	.....	660.84
Omineca	462.79	584.59	237.07	.....	.....	.....	.....	.....	.....	1,284.45

Prince Rupert	4.00	95.00	14.00	.....	.....	.....	.....	.....	24.00	137.00
Revelstoke	2.10	113.00	193.00	.....	.....	.....	.....	.....	.....	308.10
Richmond-Point Grey	4.87	0.50	4.38	.....	11.40	6.50	.....	1.35	.....	29.00
Rossland-Trail	.....	74.25	34.00	.....	2.25	.....	4.00	.....	.....	114.50
Saanich	.....	.....	2.92	.....	.....	.....	.....	3.52	.....	6.44
Salmon Arm	.....	674.20	277.80	.....	.....	0.30	0.50	.....	.....	952.80
Similkameen	.....	552.50	198.90	.....	.....	.....	1.60	.....	.....	753.00
Skeena	55.50	351.00	217.00	.....	.....	.....	.....	.....	.....	623.50
South Okanagan	.....	335.50	240.70	.....	.....	.....	.....	.....	.....	576.20
Yale (North)	.....	578.00	282.00	.....	.....	.....	2.00	.....	.....	862.00
Yale (South)	4.22	73.75	35.84	.....	.....	.....	.....	1.93	.....	115.74
Total mileage of Provincial highways	2,613.60	10,197.13	6,086.69	7.30	17.15	12.05	31.42	282.01	32.00	19,279.35

*(2.) Highways in Organized Territory which are classified under Part III. of the "Highway Act." **

Classified as arterial	.....	5.40	120.55	31.32	26.71	14.96	61.22	26.20	.....	286.36*
Classified as primary	.....	.....	18.55	4.27	18.13	11.12	1.07	5.64	.....	58.78*
Classified as secondary	.....	.....	93.71	0.75	6.83	15.10	17.18	11.93	.....	145.50
Total miles of classified highways	.....	5.40	232.81	36.34	51.67	41.18	79.47	43.77	.....	490.64*

(3.) Total, Provincial and Classified Highways.

Grand total mileage (Provincial and classified)	2,613.60	10,202.53	6,319.50	43.64	68.82	53.23	110.89	325.78	32.00	19,769.99*

* Does not include classified highway mileage under construction, as follows: Classified as arterial, 22.35 miles; classified as primary, 2.23 miles; total, 24.58 miles.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1932–33.

Name of Ferry.	Type.	No. of Round Trips.	Autos.	Trucks.	Rigs.	Passengers.	Tons of Freight.	Horses, Cattle, etc.
Ferries operated by Department.								
Alexandria	Pontoon (reaction)	1,568	378	77	553	3,735	62	719
Avola	Pontoon (reaction)	1,799	.....	.....	234	4,385	146	175
Barnston Island	Gas-boat and scow	4,500	2,137	1,521	108	9,307	730	484
Big Bar	Pontoon (reaction)	1,388	.....	.....	.....	1,738	22	4,019
Birch Island	Pontoon (reaction)	5,850	1,956	5	1,272	10,342	511	1,570
Black Pool	Pontoon (reaction)	2,308	839	312	598	3,816	36	309
Braeside (Engen)	Pontoon (reaction)	755	54	14	234	1,065	31	109
Castlegar	Engine and cable	17,620	36,049	11,967	3,250	148,221	7,210	568
Cedarvale	Pontoon (reaction)	2,894	193	315	375	10,886	16	181
Chinook Cove	Pontoon (reaction)	1,179	260	42	299	1,403	178	205
Copper City	Pontoon (reaction)	4,166	134	36	20	6,733	38	70
Crown Mountain	Raft ferry	416	.....	.....	.....	1,166	3	195
Croydon	Rowboat	1,580	.....	.....	.....	3,970	57	8
Ducks (Monte Creek)	Pontoon (reaction)	1,751	366	99	59	3,115	46	1,097
East Arrow Park	Gas-boat	4,288	2,554	837	149	10,454	419	361
Finmoore	Pontoon (reaction)	1,474	91	23	277	2,018	88	74
Fort Fraser	Pontoon (reaction)	1,891	79	99	565	2,895	30	691
Francois Lake	Power-ferry	1,111	2,907	1,041	855	6,022	712	1,339
Gravel's (Quesnel River)	Pontoon (reaction)	702	5	10	97	795	3	331
Hall's Landing	Scow (reaction and auxiliary power)	7,166	3,787	1,045	1,797	23,493	584	158
Harrop–Longbeach	Engine and cable	5,856	6,964	3,514	156	22,184	1,492	108
Hazelton	Pontoon (reaction)	2,477	237	232	606	5,933	237	173
High Bar	Pontoon (reaction)	1,178	31	19	67	1,810	13	2,605
Isle de Pierre	Pontoon (reaction)	2,816	165	.....	240	3,942	77	46
Kelowna–Westbank	*Power-ferry	5,241	25,174	7,579	327	76,950	6,596	660
Kitwanga	Pontoon (reaction)	3,567	609	322	651	7,564	404	542
Kootenay Lake	*Steamboat	980	9,403	.....	24	13,974	681	44
Kootenay River	Scow (reaction and auxiliary power)	13,801	2,235	1,069	3,273	9,918	.....	1,344
Lytton	Rowboat	7,104	.....	.....	.....	9,360	176	.....
Macalister	Pontoon (reaction)	2,376	410	496	408	5,090	87	1,104
McLure Station	Pontoon (reaction)	1,225	580	14	147	2,842	173	270
Miworth (I.R. No. 3)	Pontoon (reaction)	972	97	14	309	1,216	.....	29
Mount Olie	Pontoon (reaction)	3,832	46	60	749	9,331	390	385
Needles–Fauquier	Power-cable	4,049	3,030	1,403	369	13,203	503	135
Nelson	Power-cable	21,000	88,773	14,280	1,438	345,717	5,885	205
Pacific	Scow (reaction)	504	.....	.....	.....	763	7	.....

Pavilion	Rowboat	1,432	.....	.....	.....	2,291	16	.....
Remo	Pontoon (reaction)	2,593	.....	2	464	4,777	160	55
Shelley	Pontoon (reaction)	2,711	27	14	345	4,160	49	72
Soda Creek	Pontoon	2,139	47	11	602	4,611	206	636
Sorrento–Scotch Creek	Power-ferry	1,465	1,941	1,706	304	11,324	660	2,324
Takla Lake Ferry	Gas-boat	48	.....	.....	.....	62	.....	55
Taylor Flats (Peace River)	Scow and gas-boat	3,942	2,787	1,240	1,348	10,366	.....	4,368
12-Mile Ferry	Scow (reaction and auxiliary power)	6,472	2,741	1,218	195	11,184	684	353
Usk	Pontoon (reaction)	4,869	245	15	359	10,972	187	774
Vavenby (North Thompson)	Pontoon (reaction)	4,357	420	193	889	8,384	48	1,614
Vinsulla (North Thompson)	Pontoon (reaction)	942	38	2	58	1,954	28	617
Subsidized Ferries.								
Agassiz–Rosedale	*Power-ferry	6,608	25,618	4,978	48	45,227	118	212
Arrowhead–Beaton	*Steamboat	125	68	.....	.....	493	220	10
Denman Island	*Power-ferry	1,355	1,105	.....	4	1,101	.....	8
Gabriola	*Power-ferry	860	302	97	1	7,101	214	17
Ladner–Woodward	*Power-ferry	5,882	41,917	6,345	66	70,332	.....	226
Mill Bay	*Power-ferry	1,950	8,936	1,830	39	18,720	.....	64
Saltspring Island	*Power-ferry	900	5,491	520	2	13,604	108	.....
Shuswap Lake	*Steamboat	143	.....	.....	1	299	801	28
Totals		.....	281,226	64,616	24,231	1,012,318	31,142	31,746

* Denotes that tolls are charged.

CLASSIFICATION OF HIGHWAYS.

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

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31ST, 1933.

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
City Municipalities.						
Alberni	33R	Canadian Highway	Arterial	2.00	.....	.....
	5B	River Road	Secondary	.....	.....	1.40
	39B	Beaver Creek Road	Secondary	.....	.....	0.66
Armstrong	34R	Vernon–Salmon Arm	Arterial	1.50	.....	.....
	33B	Armstrong–Salmon Arm	Secondary	.....	.....	0.90
Courtenay	32R	Island Highway	Arterial	1.35	.....	.....
	3B	Cumberland Road and Union Street	Secondary	.....	.....	1.10
	54B	Comox Road	Secondary	.....	.....	1.05
Cumberland	34B	Dunsmuir Avenue	Secondary	.....	.....	0.36
	35B	Courtenay–Cumberland Road (Fourth Street)	Secondary	.....	.....	0.21
Duncan	71R	Island Highway	Arterial	0.90	.....	.....
Enderby	36R	Vernon–Salmon Arm	Arterial	1.11	.....	.....
Grand Forks	44R	Trans-Provincial	Arterial	2.50	.....	.....
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	.....	1.36	.....
	74A	Merritt–Princeton	Primary	.....	1.21	.....
Port Alberni	53R	Canadian Highway	Arterial	1.63	.....	.....
Port Coquitlam	20R	Dewdney Trunk Road	Arterial	3.25	.....	.....
	75R	Central Arterial	Arterial	3.70	.....	.....
Port Moody	19R	Dewdney Trunk Road	Arterial	4.25	.....	.....
	57R	Ioco–Port Moody	Arterial	2.65	.....	.....
	42B	Clarke Road	Secondary	.....	.....	1.12
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	4.25	.....	.....
	14R	Hastings–Barnet	Arterial	6.75	.....	.....
	17R	Central Arterial	Arterial	6.15	.....	.....
	62A	Grandview–Douglas	Primary	.....	5.46	.....
	14B	North Road (west half)	Secondary	.....	.....	1.40
	22B	Riverway (Marine Drive)	Secondary	.....	.....	3.30
Chilliwack	8R	Trans-Provincial (Yale Road)	Arterial	15.19	.....	.....
	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	2.10	.....	.....
	67R	Central Arterial	Arterial	3.53	.....	.....
	10R	Coquitlam Road	Arterial	6.25	.....	.....
	14B	North Road (east half)	Secondary	.....	.....	1.40
	15B	Clarke Road	Secondary	.....	.....	1.12
Delta	80R	Ladner Marsh Road	Arterial	1.85	.....	.....
	68A	Ladner Trunk Road (Semiamu Road)	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 OCTOBER 31ST, 1933—*Continued.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities—Continued.						
Fraser Mills	76R	Central Arterial	Arterial	0.78	.....	.....
Kent	26R	Trans-Provincial (Deroche–Agassiz Road and Agassiz Ferry Road)	Arterial	13.73	.....	.....
	60A	Harrison Hot Springs	Primary	.....	2.37	.....
Langley	3R	Trans-Provincial	Arterial	10.82	.....	.....
	77R	Aldergrove–Bellingham	Arterial	4.04	.....	.....
	71B	McLellan Road	Secondary	.....	.....	1.10
Maple Ridge	22R	Trans-Provincial	Arterial	12.46	.....	.....
	59R	Port Hammond Loop	Arterial	1.85	.....	.....
	69R	Port Haney Loop	Arterial	0.74	.....	.....
	73B	River Road and Dewdney Trunk Road	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	.....	.....	5.00
	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	7.75	.....	.....
Penticton	42R	Summerland–Penticton–Oliver Road	Arterial	4.59	.....	.....
	86B	Fairview Road (Green Mountain Road to Keremeos)	Secondary	.....	.....	0.94
	29B	Penticton–Naramata	Secondary	.....	.....	5.50
Pitt Meadows	21R	Trans-Provincial (Dewdney Trunk Road)	Arterial	3.40	.....	.....
	55R	Old Dewdney Trunk Road	Arterial†	3.00†	.....	.....
	78B	Harris Road	Secondary	.....	.....	1.90
	74B	Harris Road	Secondary	.....	.....	1.70
	75B	Hammond Road	Secondary	.....	.....	0.90
	79B	McNeil Road	Secondary	.....	.....	2.00
Richmond	66R	No. 5 Road	Arterial	5.89	.....	.....
	50B	Woodward Highway	Secondary	.....	.....	6.28
	84B	Steveston Highway	Secondary	.....	.....	2.90
	70B	No. 19 Road	Secondary	.....	.....	6.54
Saanich	28R	Island Highway	Arterial	1.70	.....	.....
	29R	Quadra St. and Saanich Road	Arterial	3.65	.....	.....
	52R	West Saanich Road	Arterial	10.00	.....	.....
	30R	East Saanich Road	Arterial	9.00	.....	.....
	57A	Verdier Avenue	Primary	.....	0.77	.....
	85B	Keating Cross-road	Secondary	.....	.....	2.00
Salmon Arm	38R	Trans-Provincial	Arterial	8.25	.....	.....
	24B	Salmon Arm–Enderby	Secondary	.....	.....	4.20
	26B	Salmon Arm–Grande Prairie	Secondary	.....	.....	6.25
	76B	Canoe Road	Secondary	.....	.....	3.25
Spallumcheen	63R	Vernon–Salmon Arm	Arterial	12.20	.....	.....
	62R	Vernon–Kamloops	Arterial	4.90	.....	.....
	70A	Landsdowne Loop	Primary†	.....	3.75†	.....
	32B	Armstrong–Salmon River	Secondary	.....	.....	7.10
Sumas	6R	Trans-Provincial	Arterial	11.68	.....	.....
	7R	Abbotsford–Huntingdon	Arterial	2.54	.....	.....
	61R	Yale Road	Arterial†	13.60†	.....	.....

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

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31ST, 1933—*Continued.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities—Continued.						
Sumas	59B	Vye Road	Secondary	.....	.....	3.00
	60B	Vedder Mountain	Secondary	.....	.....	3.75
Summerland	41R	Penticton–Kelowna	Arterial	8.95	.....	.....
Surrey	15R	Peace Arch Highway	Arterial	5.60	.....	.....
	2R	Trans-Provincial (Yale Road)	Arterial	12.20	.....	.....
	13R	Pacific Highway	Arterial	9.55	.....	.....
	61A	Scott Road (eastern portion)	Primary	.....	7.60	.....
	89B	Johnston Road	Secondary	.....	.....	9.80
	90B	Campbell River Road	Secondary	.....	.....	2.50
	69B	McLellan Road	Secondary	.....	.....	2.40
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	0.52	.....	.....
	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 Rd. (Horne Avenue and Harbour Street)	Arterial	0.56	.....	.....
	93B	Seventh Street and Grand Avenue	Secondary	.....	.....	0.70
	97B	Cedar Valley Road (easterly half)	Secondary	.....	.....	0.50
Quesnel	47R	Cariboo Road	Arterial	1.29	.....	.....
Smithers	50R	Prince Rupert Highway	Arterial	1.45	.....	.....
	58B	Hudson Bay Mountain Road	Secondary	.....	.....	1.35
Stewart	72R	Stewart–Bear River Highway	Arterial	1.78	.....	.....
Terrace	51R	Prince Rupert Highway	Arterial	1.07	.....	.....
	67B	Kalum Street	Secondary	.....	.....	0.50
Tofino	98B	Tofino–Ucluelet Road	Secondary	.....	.....	1.17
Vanderhoof	48R	Prince Rupert Highway	Arterial	0.52	.....	.....
	64R	Fort St. James Highway	Arterial	0.54	.....	.....
Williams Lake	79R	Williams Lake–Soda Creek Rd.	Arterial	1.00	.....	.....

Summary.

City Municipalities	29.85	2.57	7.70
District Municipalities	266.62	63.27	138.48
Village Municipalities	15.14	0.18	4.22
Total classified mileage	311.61	66.02	150.40
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	311.61	60.87	148.50

STATEMENT OF EXPENDITURE.

Vote 167. Minister's Office		$12,298.07	
Vote 168. Administration		169,720.08	
Vote 169. Maintenance, Parliament Buildings and Grounds		119,701.18	
Vote 170. Government House		20,532.08	
Vote 173. Repairs to Government Buildings (except Parliament Buildings and Government House)		191,478.36	
Vote 175. Electrical Energy Inspection		12,454.25	
		$526,184.02	
Vote 174. Steam-boiler Inspection (credit balance)		1,346.37	
Total, Votes 167–170 and 173–175			$524,837.65
(For details *see* Public Accounts.)			
Vote 171. Roads		$1,141,215.70	
Bridges		215,497.92	
Ferries		166,367.25	
Traffic Operation and Snow Service		10,198.64	
Launch		1,902.04	
Bituminous Surfacing		49,893.71	
Contingencies		6,874.78	
		$1,591,950.04	
Wharves (credit balance)	$4,116.71		
Cariboo Highway—Toll Section (credit balance)	5,578.73		
Refund on account Relief Expenditure charged to Sundry Loan Acts	73,124.95		
		82,820.39	
			1,509,129.65
Vote 132. Grants in Aid of Mining Roads and Trails, etc		$32,008.83	
Vote 171B. Arrowhead–Beaton Ferry, Subsidy		1,166.66	
Vote 171C. Dewdney Dyking District, Grant		2,500.00	
Vote 172. Local Roads within Organized Territory		620.02	
S.W. No. 5. Salary of Chauffeur, Parliament Buildings		741.00	
			37,036.51
Capital Expenditure (Roads, Bridges, Ferries, etc.).			
"B.C. Loan Act, 1928," Sec. 6 (*a*)—Roads			34,434.92
"B.C. Loan Act, 1929," Sec. 6 (*a*)—			
Roads		$24,519.34	
Bridges		2,606.00	
Ferries		17,000.00	
			44,125.34
"B.C. Loan Act, 1930," Sec. 6 (*a*)—			
Roads		$60,393.13	
Bridges		30,303.38	
Local Roads within Municipal Limits		4,799.53	
			95,496.04
"B.C. Loan Act, 1931," Sec. 6 (*a*)—			
Roads		$64,645.95	
Bridges		109,526.37	
Burrard Street Bridge		50,000.00	
Ferry Landing		3,079.30	
Bituminous Surfacing		7,581.27	
			234,832.89
"B.C. Loan Act, 1932," Sec. 6 (*b*)—			
Roads		$8,753.16	
Bridges		126,401.05	
			135,154.21
Capital Account (Unemployment Relief).			
"B.C. Loan Act, 1931," Sec. 6 (*a*)		$54,594.77	
"B.C. Loan Act, 1931," Sec. 6 (*e*)		38,003.19	
"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932)		176,007.11	
"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)		641,156.36	
Carried forward		$909,761.43	$2,615,047.21

STATEMENT OF EXPENDITURE—*Continued.*

Capital Account (Unemployment Relief)—Continued.

Brought forward		$909,761.43	$2,615,047.21
"Unemployment Relief Act, 1932"—			
Municipal Relief		963,672.17	
Single Men not in Camps		6,290.39	
Advances to Municipalities		138,946.33	
Maintenance of Men in Subsistence Camps operated by B.C. Special Commission—			
Permissible Charges in Excess of Dominion Contribution	$100,058.56		
Charges not Refundable by Dominion	34,290.65		
		134,349.21	
Public Health		72,381.31	
Provincial Direct Relief, including Non-contributory and Supervision		1,369,655.02	
Relief, Land Settlement Plan		284.48	
Camp Equipment, Machinery, etc., rejected by Dominion Government		35,634.92	
Special Warrant No. 1. Direct Relief		34,048.53	
Special Warrant No. 2. Municipal Works		53,027.82	
Special Warrant No. 18. Direct Relief, Camps		17,333.99	
Total, Unemployment Relief			3,735,385.60
Capital Expenditure (Buildings).			
"B.C. Loan Act, 1929," Sec. 6 (*b*)		$15,832.51	
"B.C. Loan Act, 1930," Sec. 6 (*b*)		25,525.80	
Total, Capital Account (Buildings)			41,358.31
			$6,391,791.12

ROADS, STREETS, BRIDGES, WHARVES, ETC.

ALBERNI DISTRICT.

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

REG. NO.			
104.	Biological (survey)	$33.50	
111.	Departure Bay (survey)	33.30	
	Total, Capital Account—Roads		$66.80

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

193.	Spruce River	$6,797.34	
	Total, Capital Account—Bridges		6,797.34
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*) : Unemployment Relief	$994.41	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory : Unemployment Relief	388.41	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932) : Direct Relief (F)	1,560.56	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory : Unemployment Relief	10,950.12	
	"Unemployment Relief Act, 1932"	93,613.50	
	Total, Unemployment Relief		107,507.00

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS : ROADS, TRAILS, AND STREETS.

1.	Beaver Creek	$74.90	
10.	Central Lake	64.80	
100.	Canadian Highway	1,993.19	
109.	Church	141.04	
253.	Crump	67.20	
111.	Departure Bay	446.53	
117.	Errington Cross-road	299.05	
33.	Holberg–Cape Scott	92.92	
158.	Hilliers	110.28	
156.	Island Highway	3,511.96	
128.	Lagoon	281.60	
137.	Northwest Bay	195.55	
199.	Peninsular Trail	53.50	
222.	Qualicum Settlement	109.90	
21.	Sebastian	75.00	
185.	Station (Coombs)	151.90	
18.	Tofino–Ucluelet	92.21	
154.	Turner	70.62	
	Sundry roads and trails (units under $50)	370.94	
	Supervision Account	4,624.59	
	Haulage-truck Account	8,415.98	
	Tools and Plant Account	753.40	
55.	Cameron Lake Bridge (fill)	2,498.95	
		$24,496.01	

CLASSIFIED HIGHWAYS.

33R.	Canadian Highway (arterial)	81.31	
	Total, Vote 171—Roads, Trails, etc.		24,577.32

VOTE 171—BRIDGES : MAINTENANCE.

1.	Townsite	$98.70	
12A.	Red Gap	103.20	
15.	Thompson	241.55	
20.	Englishman River	89.73	
22.	Morning Star	51.58	
23.	French Creek	196.07	
31.	Little Qualicum River	247.47	
35.	Shaw Creek	103.81	
	Carried forward	$1,132.11	$138,948.46

ALBERNI DISTRICT—*Continued.*

VOTE 117—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$1,132.11	$138,948.46
REG. NO.			
36.	Big Qualicum River	165.47	
42.	Fletcher	52.50	
50.	Coombs	236.32	
52.	Whisky Creek	365.95	
55.	Cameron Lake	4,029.25	
71.	Dog Creek	230.45	
72.	Burde	149.30	
74.	1-Mile	172.10	
76.	Gill's	66.49	
77.	Tinkley's	68.11	
89.	Grouse Creek	214.70	
95.	River Bend	102.80	
98.	Sproat Falls	90.94	
99.	Boot Lagoon	50.86	
141.	Fraser	88.05	
183.	Quatsino	68.40	
232.	Fisherman River (west)	51.00	
233.	Fisherman River (east)	50.35	
241.	Jensen	84.50	
244.	Log	185.00	
	Sundry bridges (units under $50)	510.78	
	Total, Vote 171—Bridges: Maintenance		8,165.43

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Trail to You Group	$200.00	
	Cableway at 3-Mile Bridge	100.00	
	Franklin Creek Trail	190.00	
	Price Creek Trail	75.00	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		565.00

VOTE 171—BITUMINOUS SURFACING.

100.	Canadian Highway	$1,048.54	
156.	Island Highway	4,050.22	
158.	Hilliers Road	534.89	
53R.	Canadian Highway	700.90	
	Total, Vote 171—Bituminous Surfacing		6,334.55
	Total expenditure, Alberni District		$154,013.44

ATLIN DISTRICT (NORTH).

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

16.	Atlin streets	$211.00	
218.	Atlin–Silver Lead	121.40	
8.	Indian Creek	188.25	
13.	O'Donnel River	147.00	
15.	Ruby Creek	759.80	
17.	Spruce Creek	503.15	
	Sundry roads (units under $50)	48.17	
	Garage	301.48	
	Material and supplies	915.95	
	Plant and tools	103.98	
	Total, Vote 171—Roads, Trails, etc.		$3,300.18

VOTE 171—BRIDGES: MAINTENANCE.

26.	McKee	$134.50	
	Sundry bridges (units under $50)	15.50	
	Total, Vote 171—Bridges: Maintenance		150.00
	Carried forward		$3,450.18

ATLIN DISTRICT (NORTH)—*Continued.*

Brought forward		$3,450.18
VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
REG. NO.		
15. Ruby Creek	$1,499.25	
17. Spruce (upper)	60.00	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		1,559.25
Total expenditure, Atlin District (North)		$5,009.43

ATLIN DISTRICT (SOUTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): ROADS.		
Alaska–Yukon Highway	$106.88	
Total, Capital Account—Roads		$106.88
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): BRIDGES.		
2-40-111. Boundary Creek	$1,532.72	
Total, Capital Account—Bridges		1,532.72
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$691.40	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	3,416.33	
"Unemployment Relief Act, 1932"	18,844.12	
Total, Unemployment Relief		22,951.85
VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
146. Alice Arm streets	$187.00	
71. Bear–Nass Trail	117.85	
63. Bear River	660.75	
70. Bitter Creek Trail	105.00	
81. Grease Harbour Trail	112.00	
65. Gwinaha–Cranberry	58.80	
83. Illiance Trail	114.20	
64. Indian	119.65	
87. Keystone	71.40	
84. Kitsault (Dolly Varden Railway)	629.20	
194. Kitsault	266.10	
75. Kitsault (North-east Fork)	190.60	
88. Lime Creek	72.80	
89. Marmot River	71.40	
185. McGrath Mountain	71.40	
66. Salmon River	551.27	
62. Sand Lake	189.40	
226. Silver City	55.80	
101. Stewart–Hyder	847.43	
Telegraph Trail–Aiyansh	106.40	
Sundry trails (units under $50)	229.80	
Traffic operation (snow-removal)	436.35	
Supervision	8,165.55	
Garage	974.38	
Plant and tools	56.96	
Material and supplies	110.75	
Total, Vote 171—Roads, Trails, etc.		14,572.24
Carried forward		$39,163.69

ATLIN DISTRICT (SOUTH)—*Continued.*

	Brought forward		$39,163.69

VOTE 171—BRIDGES: MAINTENANCE.

Reg. No.			
81.	Bear River	$334.75	
215.	Bear–Nass Trail	104.60	
127.	Cullen Creek	519.05	
184.	Georgia River	56.00	
90.	Stewart–Hyder	154.50	
140.	Surprise Creek	208.60	
	Sundry bridges (units under $50)	542.36	
	Total, Vote 171—Bridges: Maintenance		1,919.86

VOTE 171—FERRIES.

2.	Upper Nass–Grease Harbour	$582.00	
	Total, Vote 171—Ferries		582.00

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

67.	American Creek Extension	$150.00	
219.	American Creek (east side)	75.00	
78.	Black Hill (Glacier Creek)	250.00	
90.	Kinskuch Lake	74.20	
73.	Miner Creek	40.00	
277.	Red Point Cabin	74.20	
74.	Salmon Gold (west side)	150.00	
136.	Silverado	400.00	
222.	Tyee and Summit	24.85	
137.	Vanguard–Lucky Strike	74.20	
137.	Vanguard Trail	74.20	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		1,386.65
	Total expenditure, Atlin District (South)		$43,052.20

ATLIN DISTRICT (STIKINE).

	"Unemployment Relief Act, 1932"		$20.50

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

161.	Clearwater	$52.00	
51.	Telegraph–Dease	3,187.95	
217.	Telegraph Line (south)	189.00	
	Sundry roads (units under $50)	124.00	
	Total, Vote 171—Roads, Trails, etc.		$3,552.95

VOTE 171—BRIDGES: MAINTENANCE.

45.	Casca	$308.50	
245.	Clearwater	632.00	
70.	Telegraph Creek	113.51	
	Sundry bridges (units under $50)	161.00	
	Total, Vote 171—Bridges: Maintenance		1,215.01

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

180.	Clearwater Trail	$100.00	
208.	Jackson and Lady Jane	150.00	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		250.00
	Total expenditure, Atlin District (Stikine)		$5,038.46
	Total expenditure, Atlin District	$53,100.09	

BURNABY DISTRICT.

Reg. No.			
	Capital Account—"B.C. Loan Act, 1928," Sec. 6 (*a*): Roads.		
17R.	Central Arterial Highway	$4,351.00	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Roads.		
17R.	Central Arterial Highway	7,383.50	
	Total, Capital Account—Roads		$11,734.50
	Vote 171—Maintenance and Minor Betterments: Classified Roads.		
1R.	Trans-Canada, Kingsway	$3,454.38	
1R.	Trans-Canada, Kingsway (storm-sewer)	1,191.09	
14R.	Hastings–Barnet	2,843.66	
62A.	Grandview–Douglas	3,422.71	
	Total, Vote 171—Roads, Trails, etc.		10,911.84
	Vote 171—Bridges: Maintenance.		
1.	Mill, No. 1	$34.12	
2.	Mill, No. 2	15.43	
	Total, Vote 171—Bridges: Maintenance		49.55
	Total expenditure, Burnaby District		$22,695.89

CARIBOO DISTRICT (NORTH).

	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Bridges.		
303.	Big Creek, No. 2	$406.20	
	Total, Capital Account—Bridges		$406.20
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$1,097.18	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	2,787.60	
	"Unemployment Relief Act, 1932"	26,174.16	
	Total, Unemployment Relief		30,058.94
	Vote 171—Maintenance and Minor Betterments: Roads, Trails, and Streets.		
2.	Beaver Lake–Beavermouth	$91.10	
3.	Beaver Valley	309.53	
5.	Cariboo	7,351.69	
15.	Horsefly	1,573.36	
18.	Likely	3,503.09	
19.	Macalister–Beaver Lake	282.20	
23.	Soda Creek–Mud Lake	92.90	
25.	Quesnel Forks–Likely	78.05	
29.	Upper Horsefly	176.99	
32.	Fraser	920.58	
36.	Barkerville–Antler	84.45	
37.	Barkerville–Bear Lake	139.86	
38.	Barkerville	12,116.30	
39.	Barkerville–Stanley	82.45	
44.	Deacon	60.60	
45.	Dragon Lake (west)	64.25	
46.	Dragon Lake (east)	72.39	
53.	Lowhee–Jack of Clubs	173.92	
54.	McLean	82.35	
58.	Quesnel–Blackwater	1,033.06	
59.	Quesnel–Nazko	867.42	
60.	Quesnel–Hydraulic	548.09	
70.	Peavine Ridge	131.35	
71.	Morris	124.00	
	Carried forward	$29,959.98	$30,465.14

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$29,959.98	$30,465.14
REG. No.			
72.	Dattoff	150.40	
74.	North Star	78.50	
90.	Cedar Creek	262.67	
97.	Punchaw	243.80	
98.	Tibble's	310.60	
104.	Irvine	51.15	
107.	Mutch	140.00	
108.	MacFarlane	50.90	
109.	Twin Lakes	60.80	
117.	Salmon	128.50	
190.	Norwood	86.30	
208.	Soda Creek–Williams Lake	84.16	
210.	Keithley	1,043.24	
210.	Keithley (Poquette Creek Washout)	1,880.44	
47R.	Cariboo (Village of Quesnel)	113.08	
	Sundry roads (units under $50)	773.45	
	Supervision	4,838.87	
	Plant and tools	2,260.06	
	Material Account	205.40	
	Total, Vote 171—Roads, Trails, etc.		42,722.30

VOTE 171—BRIDGES: MAINTENANCE.

10.	Hyde	$59.10	
15.	Beaver Pass	698.37	
16.	Blackwater, No. 1	380.55	
31.	Canyon Creek	52.80	
34.	Wells, No. 2	144.90	
36.	Cottonwood, No. 2	295.00	
48.	Eric	67.95	
51.	Stump Creek	229.33	
61.	Cannon	359.05	
64.	18-Mile	188.65	
66.	Fraser River (at Quesnel)	114.00	
67.	15-Mile	407.72	
69.	4-Mile, No. 1	119.52	
85.	Horsefly	74.39	
98.	Quesnel (South Fork)	61.34	
108.	Swan Creek	614.76	
121.	Wolverine	75.02	
125.	West Creek, No. 4	69.35	
126.	West Creek, No. 5	182.90	
128.	Willow River, No. 1	1,089.58	
130.	Wingdam, No. 2	58.80	
141.	Likely	1,449.27	
147.	Timon Creek	353.84	
150.	Williams Creek, No. 1	299.80	
192.	Snowshoe, No. 2	157.70	
205.	Bowles	50.00	
239.	Eops	470.13	
303.	Big Creek, No. 2	1,202.08	
427.	Lackie	355.54	
	Sundry bridges (units under $50)	338.07	
	Total, Vote 171—Bridges: Maintenance		10,019.51

VOTE 171—FERRIES.

2.	Fraser River–Alexandria	$1,388.44	
3.	Fraser River–Macalister	2,393.67	
4.	Fraser River–Soda Creek	1,887.59	
5.	Quesnel River–Gravel's	659.95	
6.	Woodjam	253.24	
	Total, Vote 171—Ferries		6,582.89
	Carried forward		$89,789.84

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$89,789.84
VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Ahbau Lake–Lodi Lake Trail	$47.60	
Road to placer property of W. C. Slade	50.40	
Road from Likely along South Fork of Quesnel River	145.78	
Quesnel Forks–Quesnel Lake	247.05	
French Creek	82.10	
Barkerville–Cunningham Creek	298.99	
Road to placer property of T. H. Oliver, Soda Creek	100.00	
Overhead flume at Keith Mine	200.00	
Stanley–Houseman Creek	99.40	
White's Landing–Strathnaver	74.00	
Road to placer property of M. Sundberg	50.40	
Road to Canyon Mine, near Quesnel	50.00	
Road to Placer Leases 2709, 2710, and 2711, Kersley	50.00	
Road to Cariboo Gold Quartz	166.25	
Road from Hydraulic to property of Moorehead Mines, Ltd.	201.45	
Road from Mosquito Creek to Sugar Creek	24.50	
Road to Guyet Placers, Ltd., Barkerville, to bridge across Antler Creek	100.80	
Branch road from Quesnel–Barkerville Road, near Stanley, to placer lease of E. M. Falk	50.40	
Road to Placer Leases 2061 and 2062, Cottonwood	150.00	
Foster	50.40	
Cedar Creek	200.95	
Road to placer property of R. N. Campbell and associates, Antoine Creek	150.00	
Hixon Creek	198.90	
Road to property of Moose Syndicate, near Likely	20.00	
Road from Quesnel Forks to lease of W. F. Bendtsen	100.80	
Road to Diatomite Area, Big Bend of Fraser River	150.80	
Proserpine Mountain Trail, Barkerville	50.40	
Cottonwood–Ahbau Lake Trail	140.00	
Road to placer leases near Sailor Creek	125.00	
Trail to Lower Antler Creek, Barkerville	100.80	
Keithley–Harvey Creek Trail	99.75	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		3,576.92
Total expenditure, Cariboo District (North)		$93,366.76

CARIBOO DISTRICT (SOUTH).

Reg. No.			
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.		
5.	Cariboo Main (Williams Lake–Soda Creek)	$7,841.48	
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): ROADS.		
	Equipment-sheds, Williams Lake	29.70	
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): ROADS.		
79R.	Arterial Highway (Soda Creek, Village of Williams Lake)	999.81	
	Total, Capital Account—Roads		$8,870.99
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$291.03	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	233.10	
	"Unemployment Relief Act, 1932"	4,288.86	
	Total, Unemployment Relief		4,812.99
	VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
217.	Anderson	$100.00	
1.	Alexis–Nazko	733.49	
105.	Big Creek	136.20	
	Carried forward	$969.69	$13,683.98

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$969.69	$13,683.98
REG. NO.			
16.	Beaumont	100.00	
104.	Buffalo Lake–Horse Lake	193.82	
187.	Bates	498.77	
192.	Biss	67.35	
196.	Bridge Lake (north)	466.70	
4.	Chilcotin Main	5,347.13	
5.	Cariboo Main	2,943.54	
72.	Clinton–Williams Lake	2,708.64	
121.	Canoe Creek–Gang Ranch	1,704.51	
124.	Cooper Creek	50.00	
131.	Canim Lake	1,627.72	
208.	Canim Lake–Deka Lake	438.75	
125.	Dog Creek–Churn Creek	157.43	
126.	Deka Lake	50.50	
194.	Durrell	123.00	
8.	English	101.00	
130.	Empire Valley	130.77	
189.	Exeter–McKinley	50.00	
129.	Eagle Creek	253.60	
141.	Horse Lake (north)	71.15	
140.	Little Timothy Mountain	249.10	
98.	Lone Butte–Horse Lake	94.79	
184.	Lone Butte–Watch Lake	251.67	
21.	Mission	150.50	
145.	93-Mile–Lone Butte–Bridge Lake	3,480.45	
26.	Nehemiah Valley	88.80	
198.	North Bonaparte	115.11	
12.	108-Mile–Horsefly	182.30	
134.	100-Mile–Roe Lake	219.75	
139.	111-Mile–Spring Lake	156.00	
211.	108-Mile–Hickling	50.40	
212.	150-Mile Creek	100.00	
388.	F. Place	90.00	
6.	Redstone–Chezacut	295.45	
28.	Soda Creek–Williams Lake	693.54	
154.	Upper Dog Creek	50.00	
127.	Valley	100.10	
	Sundry roads and trails (units under $50)	570.48	
	Equipment-sheds, Williams Lake	486.98	
	Plant and tools	2,070.62	
	Total, Vote 171—Roads, Trails, etc.		27,550.11

VOTE 171—BRIDGES: MAINTENANCE.

28.	Borrowman	$450.00	
320.	Dog Creek, No. 2	239.05	
442.	Edwards Creek	1,110.27	
197.	Knife Creek	106.00	
136.	Williams Lake Creek	69.59	
365.	Willowdale, No. 2	234.37	
	Sundry bridges (units under $50)	220.92	
	Total, Vote 171—Bridges: Maintenance		2,430.20

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

237.	Trail from Lost Mine on Deception Creek	$49.96	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		49.96
	Total expenditure, Cariboo District (South)		$43,714.25

Total expenditure, Cariboo District $137,081.01

CHILLIWACK DISTRICT.

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

Vedder River Protection	$2,601.92	

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

Reg. No.			
6R.	Trans-Canada Highway, Abbotsford–Delair	6,495.74	

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

6R.	Trans-Canada Highway, Abbotsford–Delair	2,160.87	
	Total, Capital Account—Roads		$11,258.53
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$8,743.21	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—(G) Non-contributory: Unemployment Relief	1,982.00	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	113.93	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	126.00	
	"Unemployment Relief Act, 1932"	4,135.82	
	Total, Unemployment Relief		15,100.96

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

6.	Huntingdon Townsite	$436.08
8.	Columbia Valley	683.51
9.	Chilliwack River	466.37
12.	Sumas Mountain	78.40
16.	Rosedale Ferry	231.53
	Rosedale (bank-protection)	781.95
	Vedder River (bank-protection)	2,354.96
	Snow-removal	181.60
	Plant and tools	3,675.00
		$8,889.40

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

4R.	Trans-Canada Highway, Matsqui	$1,825.83
5R.	Trans-Canada Highway, Abbotsford	322.96
6R.	Trans-Canada Highway, Sumas	11,326.84
8R.	Trans-Canada Highway, Chilliwack	3,203.21
7R.	Abbotsford–Huntingdon, Sumas	268.14
9R.	Rosedale Ferry, Chilliwack	522.45
11R.	Abbotsford–Mission	25.00
12R.	Abbotsford–Mission	2,735.45
61R.	Old Yale, Sumas	3,477.17
61B.	Vedder Mountain	250.17
		$23,957.22
	Total, Vote 171—Roads, Trails, etc.	32,846.62

VOTE 171—BRIDGES: MAINTENANCE.

1.	Overhead Crossing (on 6R)	$193.87
16.	Vedder Canal (on 6R)	12.85
31.	Cultus Creek	1,357.40
58.	No. 2 Ditch (on 61R)	168.00
60.	Hop-yard (on 61R)	92.52
	Total, Vote 171—Bridges: Maintenance	1,824.64
	Carried forward	$61,030.75

CHILLIWACK DISTRICT—*Continued.*

Brought forward		$61,030.75

VOTE 171—FERRIES.

REG. NO.			
1.	Agassiz–Rosedale	$18,135.19	
	Less revenue	9,066.35	
		$9,068.84	
	Agassiz–Rosedale Ferry Landings	3,017.18	
	Ferries generally	105.00	
	Total, Vote 171—Ferries		12,191.02

VOTE 172—LOCAL ROADS WITHIN ORGANIZED TERRITORY.

13.	Clayburn–Straiton	$246.90	
	Government Subdivision near Abbotsford	302.00	
	Total, Vote 172—Local Roads within Organized Territory		548.90

VOTE 171—BITUMINOUS SURFACING.

4R.	Trans-Provincial Highway	$48.30	
	Total, Vote 171—Bituminous Surfacing		48.30
	Total expenditure, Chilliwack District		$73,818.97

COLUMBIA DISTRICT.

Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$2,498.92	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—(G) Non-contributory: Unemployment Relief	235.65	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	680.55	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	3,698.17	
"Unemployment Relief Act, 1932"	11,833.18	
Total, Unemployment Relief		$18,946.47

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Kootenay–Columbia Highway	$12,560.46	
2.	West Side	710.01	
3.	Golden–Donald (lower)	229.55	
4.	Toby	87.20	
6.	Athalmer	81.20	
7.	Campbell	148.70	
11.	Wilmer Pontoon	88.03	
13.	Canyon Creek	104.30	
38.	Moberly Branch	96.87	
58.	Sanborn	174.69	
87.	Golden–Yoho Park	4,295.02	
94.	Barber	107.00	
100.	Williamson	202.45	
202.	Third Avenue, Golden	61.40	
203.	Second Avenue, Golden	66.00	
210.	Calgary Street, Golden	91.60	
225.	Fourth Avenue, Golden	66.00	
258.	Fourth Avenue, Golden	425.66	
276.	Reeves	103.80	
277.	Hewett	437.82	
280.	Golden–Big Bend	111.80	
282.	White River	61.05	
291.	Watson's	140.15	
	Carried forward	$20,450.76	$18,946.47

COLUMBIA DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$20,450.76	$18,946.47
REG. NO.			
140.	Parson–Vermont Creek Trail	8.40	
	Sundry roads (units under $50)	565.50	
	Road Superintendent, salary and expenses	2,452.45	
	Auto Account	373.50	
	Office Account	1,939.65	
	Plant and tools	2,074.08	
	Total, Vote 171—Roads, Trails, etc.		27,864.34

VOTE 171—BRIDGES: MAINTENANCE.

4.	Kicking Horse River	$48.27	
38.	Marion Creek	7.00	
40.	Kootenay River	198.60	
46.	Toby Creek	136.09	
63.	Bugaboo Creek	2.80	
64.	Spillimacheen	12.60	
67.	Spillimacheen Swing	3.50	
212.	Yoho	47.85	
	Total, Vote 171—Bridges: Maintenance		456.71

VOTE 171—FERRIES.

	Donald	$102.80	
	Total, Vote 171—Ferries		102.80

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

113.	Canyon Creek Trail	$200.40	
140.	North Fork of Spillimacheen Trail	396.00	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		596.40
	Total expenditure, Columbia District		$47,966.72

COMOX DISTRICT.

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

	Island Highway near Menzies Bay	$211.82	
	Minto	289.47	
	Total, Capital Account—Roads		$501.29

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

138.	Reece	$1,360.95	

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

138.	Reece	977.39	
	Total, Capital Account—Bridges		2,338.34
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$999.94	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	4,384.36	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	25,556.55	
	"Unemployment Relief Act, 1932"	60,876.66	
	Total, Unemployment Relief		91,817.51
	Carried forward		$94,657.14

COMOX DISTRICT—*Continued.*

Brought forward	$94,657.14

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
1.	Alert Bay	$1,166.92
2.	Anderton	89.54
3.	Back	120.10
5.	Burns	173.31
8.	Comox	151.26
9.	Cumberland	496.63
10.	Headquarters	165.06
11.	Royston	421.36
13.	Comox Lake	102.72
14.	Lazo	73.52
23.	Cache Creek	125.63
36.	Bartholomew	50.27
38.	Seaford	102.64
48.	Squirrel Cove	179.61
49.	Campbell River	357.23
51.	East	119.29
52.	Lacon	81.19
54.	Denman	79.33
56.	North-west	77.96
57.	Pickle's	16.46
71.	Hardy Bay	566.93
76.	Central	191.89
82.	St. John's Point	51.29
91.	Kye Bay	51.73
93.	Lake Trail	311.84
96.	Little River	138.43
105.	Dove Creek	341.92
106.	Howard	80.83
107.	Coleman	210.38
108.	Left	121.10
113.	Tsolum	54.69
115.	Williams	62.60
125.	McKelvie	80.34
129.	Piercy	114.34
131.	Malcolm Island	782.97
156.	Sharpe	51.96
162.	Sayward	394.82
185.	Cape Mudge	86.52
188.	Heriot Bay	153.21
189.	Hyacinth Bay	175.78
191.	West	92.98
196.	Island Highway	9,717.40
233.	Plateau Trail	651.37
234.	Granite Bay	60.90
259.	Wharf (Comox)	113.44
263.	Buena Vista	110.54
267.	Read Island	63.44
285.	Tipton	207.03
	Sundry roads (units under $50)	1,163.62
32R.	Arterial Highway, Courtenay	133.93
3B.	Secondary Highway, Courtenay	267.03
34B.	Secondary Highway, Cumberland	1.68
35B.	Secondary Highway, Cumberland	.73
54B.	Secondary Highway, Courtenay	352.24
	Salaries	4,456.90
	Travelling expenses	541.11
	Office supplies	606.17
	Plant and tools	1,702.99
	Total, Vote 171—Roads, Trails, etc.	28,417.10
	Carried forward	$123,074.24

COMOX DISTRICT—*Continued.*

Brought forward		$123,074.24
VOTE 171—BRIDGES: MAINTENANCE.		
REG. NO.		
29. Courtenay River	$837.90	
46. Hornby	184.56	
56. Campbell River	54.85	
58. Howe's	63.74	
64. Hern	56.05	
94. Isenor	995.06	
115. Oyster River	236.26	
150. Sacht's Crossing	176.97	
154. Second Crossing	423.84	
158. Third Crossing	433.46	
162. Vose	61.44	
238. Philip	92.02	
Sundry bridges (units under $50)	244.72	
Total, Vote 171—Bridges: Maintenance		3,860.87
VOTE 171—FERRIES.		
Denman Island	$4,500.00	
Total, Vote 171—Ferries		4,500.00
VOTE 171—BITUMINOUS SURFACING.		
8. Comox Road	$44.30	
9. Cumberland Road	841.67	
11. Royston Road	412.05	
13. Comox Lake Road	12.96	
196. Island Highway	7,517.43	
32R. Island Highway	390.02	
3B. Secondary Highway	82.45	
54B. Secondary Highway	66.37	
Total, Vote 171—Bituminous Surfacing		9,367.25
Total expenditure, Comox District		$140,802.36

COWICHAN-NEWCASTLE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.		
132. Island Highway (Buena Vista Diversion)	$2,000.00	
Island Highway (Stewart's Hill Culvert)	344.69	
2. Alderstreet Bridge (fill)	2,649.52	
	$4,994.21	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): ROADS.		
23. Davis Lagoon (bridge approaches)	1,046.53	
Total, Capital Account—Roads		$6,040.74
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): BRIDGES.		
78. Canyon Bridge, Nanaimo River	$17,026.07	
Total, Capital Account—Bridges		17,026.07
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$999.96	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	613.86	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	311.59	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	7,229.89	
"Unemployment Relief Act, 1932"	120,128.73	
Total, Unemployment Relief		129,284.03
Carried forward		$152,350.84

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

	Brought forward	$152,350.84

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
10.	Bennie–Yellow Point	$133.60
23.	Cowichan Lake	361.49
38.	East Wellington	193.38
39.	Extension	268.70
58.	Haslam	120.19
132.	Island Highway	6,246.46
176.	Kilpatrick	51.20
162.	Munro	76.00
69.	Nanaimo Lakes	749.23
24.	North Shore	140.92
95.	Old Koksilah	118.68
106.	Quennell	197.86
110.	Riverside Drive	114.08
206.	Rocky Creek	183.55
121.	South Wellington	1,190.89
131.	Takala	98.87
129.	Thomas–Yellow Point	151.20
	Sundry roads (units under $50)	686.54
	Cowichan River encroachment	1,500.00
	Supervision	2,613.79
	Tools and plant	2,316.92
	Haulage-trucks	4,487.97
		$22,001.52

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

	Trans-Canada (Arterial 31R)	$645.50
	Cowichan Lake (Primary Highway 63A)	9.85
	Quamichan Lake (Secondary Highway 36B)	416.74
		$1,072.09
	Total, Vote 171—Roads, Trails, etc.	23,073.61

VOTE 171—BRIDGES: MAINTENANCE.

2.	Alderstreet	$601.36
16.	Share's	59.31
19.	Cowichan Station	393.81
21.	Currie	141.07
30.	Duncan Wagon	59.00
39.	Tee	518.27
41.	Haslam Creek	222.90
42.	Patricia	286.85
44.	Hill	82.46
48.	Jingle Pot	318.16
65.	Meade's	76.50
66.	Millett	122.26
73.	Mountain	821.25
79.	No name	115.30
80.	No name	1,249.40
83.	No name	116.91
103.	No name	86.93
110.	Pimbury	184.78
111.	Jaynes	972.23
141.	Quennell	299.23
145.	Shepherd	366.23
168.	Marriner's	112.75
	Sundry bridges (units under $50)	262.22
		$7,469.18
	Carried forward	$175,424.45

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$175,424.45
VOTE 182—BRIDGES: MAINTENANCE—CLASSIFIED HIGHWAYS.		
REG. NO.		
4. Bonsall (Arterial 31R)	$189.55	
29. Dodd's (Arterial 31R)	395.11	
34. Elliott's (Arterial 31R)	2,572.86	
	$3,157.52	
Total, Vote 182—Bridges: Maintenance		10,626.70
VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
150. Trail to Sutton Group	$75.00	
166. Road to El Capitan Group	150.00	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		225.00
VOTE 171—BITUMINOUS SURFACING.		
23. Cowichan Lake Road	$117.30	
121. South Wellington Road	50.55	
132. Island Highway	6,786.24	
187. Hillcrest Road	740.34	
31R. Island Highway	588.78	
Total, Vote 171—Bituminous Surfacing		8,283.21
Total expenditure, Cowichan-Newcastle District		$194,559.36

CRANBROOK DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): BRIDGES.		
285. Mark Creek	$7,479.46	
Total, Capital Account—Bridges		$7,479.46
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	$250.25	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	2,366.37	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	4,355.48	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	39,277.31	
"Unemployment Relief Act, 1932"	95,811.57	
Total, Unemployment Relief		142,060.98
VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
1. Trans-Provincial Highway	$14,664.99	
2. Cranbrook–Kimberley	2,715.37	
7. Smith Lake	50.20	
15. Kootenay–Columbia	2,046.01	
18. St. Mary Lake	443.86	
20. Torrent	182.10	
22. Wycliffe–Cherry Creek	90.20	
24. Perry Creek	193.46	
29. Curzon Junction	884.13	
60. Kimberley–Wasa	92.15	
64. Booth Creek	53.60	
72. Pighin	70.64	
80. Green Bay	132.15	
103. Skookumchuck Station	130.80	
117. Mission–Wycliffe	229.20	
Carried forward	$21,978.86	$149,540.44

CRANBROOK DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$21,978.86	$149,540.44
REG. NO.			
400.	St. Mary Lake Trail	207.20	
	Sundry roads (units under $50)	364.55	
	Garage	5,959.50	
	Plant and tools	1,957.62	
	Supervision	1,828.15	
	Total, Vote 171—Roads, Trails, etc.		32,295.88

VOTE 171—BRIDGES: MAINTENANCE.

10.	Baker	$595.04	
16.	Cassimayook	350.00	
41.	Cherry Creek	50.24	
201.	Chapman	200.00	
20.	Fort Steele	335.02	
285.	Kimberley	88.61	
297.	Mark Creek	96.95	
18.	Newgate	3,327.29	
146.	Paris	375.81	
5.	St. Joseph	1,698.24	
204.	Tochty	99.55	
42.	Wasa	2,089.27	
36.	Wycliffe	83.42	
	Sundry bridges (units under $50)	88.19	
	Total, Vote 171—Bridges: Maintenance		9,477.63

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Trail to Lead Group	$75.00	
	Trail to Golden Star	50.05	
	Trail to Whitefish Creek	149.80	
	Trail to Wellington Group	50.05	
	Trail to Buck Horn, Fish Lake Gulch	149.80	
	Trail to Fish Lake Creek	293.23	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		767.93
	Total expenditure, Cranbrook District		$192,081.88

CRESTON DISTRICT.

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

	Kuskonook	$17,000.00	
	Total, Capital Account—Ferries		$17,000.00

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

	Cost of small garage and sheds, etc.	$2,950.00	

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

	Upper Granite (replacing bridges)	$2,632.11	
	Kuskonook–Gray Creek	841.16	
	Fill, No. 1 Bridge, Nelson–Castlegar	2,720.77	
	Fill, No. 2 Bridge, Nelson–Castlegar	2,163.03	
	Nelson–Castlegar (Taghum Diversion)	1,311.00	
	Nelson–Balfour	345.00	
	Creston–Kuskonook	737.90	
		$10,750.97	
	Total, Capital Account—Roads		13,700.97
	Carried forward		$30,700.97

CRESTON DISTRICT—*Continued.*

Brought forward		$30,700.97
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): BRIDGES.		
No. 2 Bridge, Salmo–Trail Road	$2,813.56	
Total, Capital Account—Bridges		2,813.56
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$2,498.14	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	121.63	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	15,018.61	
"Unemployment Relief Act, 1932"	138,406.06	
Total, Unemployment Relief		156,044.44

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
3.	Arrow Creek (west)	$100.00
29.	Canyon–Porthill	245.07
31.	Carney's Mill	77.10
33.	Columbia River	161.70
36.	Crawford Bay–Gray Creek	260.60
38.	Creston–Goatfell	4,259.93
40.	Creston–Kuskonook	1,354.84
41.	Creston–Lister	101.86
41A.	Creston–Porthill	657.49
48.	East Robson (north)	524.44
56.	Fruitvale–Columbia Gardens	261.55
58.	Fruitvale Subdivision	197.43
63.	Granite (upper)	194.27
70.	Harrop–Procter	788.20
	Kuskonook–Gray Creek	3,447.50
80.	Lambert	113.70
81.	Langil	107.55
85.	Lister Settlement	73.28
90.	Lost Creek	170.00
91.	Marsden	76.00
100.	Nelson–Balfour	7,650.32
101.	Nelson–Castlegar	7,233.47
102.	Nelson–U.S. Boundary	6,759.04
104.	Pass Creek	427.66
108.	Queens Bay	68.66
109.	Queens Bay–Ainsworth	324.80
110.	Queens Bay–Balfour	791.19
112.	Reno	343.65
114.	Rosebud	194.80
115.	Ross–Park Siding	186.52
118.	Salmo streets	92.22
119.	Salmo–Trail	1,902.18
	Sanca Post-office	98.00
121.	Second Relief	90.60
122.	Sheep Creek	866.76
125.	Silver King	84.10
128.	Slocan River	857.59
133.	Trail–Pend d'Oreille	2,532.69
134.	Varseveld	226.20
140.	Wynndel	75.00
144.	Ymir–Wilcox	91.88
	Sundry roads (units under $50)	410.52
	Plant and tools	2,734.44
	Supervision	5,661.31
	Total, Vote 171—Roads, Trails, etc.	52,876.11
	Carried forward	$242,435.08

CRESTON DISTRICT—*Continued.*

	Brought forward		$242,435.08

VOTE 171—BRIDGES: MAINTENANCE.

Reg. No.			
6.	Aylmer	$158.30	
7.	Barclay	80.00	
13.	Boulder Creek	300.00	
16.	Canyon	50.00	
37.	Goat River (near Erickson)	100.00	
50.	Beaver Creek	50.00	
53.	Goat River	2,334.99	
	Fawn Creek	200.00	
	Granite (upper)	3,590.95	
61.	Gray Creek	125.22	
84.	Kootenay Valley	399.73	
122.	No. 1, Nelson–Balfour	1,097.41	
144.	Taghum	365.84	
156.	No. 18, Nelson–Castlegar	334.17	
161.	No. 5, Nelson–U.S. Boundary	112.30	
162.	No. 6, Nelson–U.S. Boundary	146.60	
165.	No. 9, Nelson–U.S. Boundary	69.50	
169.	No. 13, Nelson–U.S. Boundary	250.00	
176.	No. 20, Nelson–U.S. Boundary	270.00	
182.	Nick's	419.77	
186.	Crescent Valley	254.50	
188.	No. 3, Pass Creek	94.48	
207A.	Queens Bay	115.67	
212.	Rita	250.04	
213.	Russell Creek	1,000.00	
214.	Rykert's	147.00	
215.	No. 1, Salmo–Trail	60.00	
216.	No. 2, Salmo–Trail	200.00	
234.	No. 4, Sheep Creek	60.00	
235.	No. 5, Sheep Creek	130.00	
239.	No. 9, Sheep Creek	420.71	
266.	Tower	300.00	
275.	No. 9, Trail–Pend d'Oreille	594.90	
278.	Varseveld	121.44	
279.	Walker	150.00	
	Webster	69.14	
	Sundry bridges (units under $50)	208.90	
	Total, Vote 171—Bridges: Maintenance		14,631.56

VOTE 171—FERRIES.

	Kuskonook	$20,878.53	
	Harrop–Longbeach	3,779.53	
	Kootenay River	3,132.38	
	Slocan River	60.00	
	Total, Vote 171—Ferries		27,850.44

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Trail to Vancouver Mine	$100.80	
	Trail to St. Anthony and Catherine	11.20	
144.	Ymir–Wilcox	99.93	
	Comstock–Clubine Mine	400.00	
	Reno Mine–Gold Belt Group	200.00	
	Queen Bridge–Motherlode Mill	548.80	
	Hall Creek	149.86	
	Black Cock Trail	250.00	
	Venus Mine	199.95	
	Second Relief	99.75	
	Hummingbird Mine Trail	100.00	
	Columbia Mine Trail	74.90	
	Wolf Creek Trail	74.90	
	Trail to Gold Cup	150.00	
	Carried forward	$2,460.09	$284,917.08

CRESTON DISTRICT—*Continued.*

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$2,460.09	$284,917.08
Sheep Creek Trunk Trail	29.40	
Trail to Gamble Lake	49.70	
Reno–Gold Belt Group	279.25	
Trail to Tamarac Mine	100.00	
Trail to Royal Canadian	35.00	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		2,953.44
Total expenditure, Creston District		$287,870.52

DELTA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

REG. NO.		
15R. Peace Arch Highway	$5,230.00	

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

77R. Aldergrove–Bellingham Highway	$9,490.06	

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

15R. Peace Arch Highway	$9,973.10	
77R. Aldergrove–Bellingham Highway	11,301.67	
	$21,274.77	

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

77R. Aldergrove–Bellingham Highway	$160.00	
15R. Peace Arch Highway	209.66	
	$369.66	
Total, Capital Account—Roads		$36,364.49

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

Ladner–Woodward Ferry Landing	$3,079.30	
Total, Capital Account—Ferry Landings		3,079.30

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

26. Haldi Island	$312.27	

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

9. Campbell River	4,173.41	
Total, Capital Account—Bridges		4,485.68

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

Refund, work done for Municipality of Delta	$200.00	
Refund, work done for W. DesRochers, Delta (Work done in 1931–32.)	45.00	
Total, Capital Account—Roads, Surfacing (credit)		245.00
Carried forward		$43,684.47

DELTA DISTRICT—*Continued.*

Brought forward		$43,684.47
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$2,687.67	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	40.00	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	234.53	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	13,763.73	
"Unemployment Relief Act, 1932"	27,279.52	
Total, Unemployment Relief		44,005.45

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Roads, Barnston Island	$401.02	
Snow-removal	155.62	
Plant and tools	7,908.72	
	$8,465.36	

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

REG. NO.			
2R.	Trans-Canada Highway (Surrey)	$3,233.91	
3R.	Trans-Canada Highway (Surrey)	3,810.35	
13R.	Pacific Highway (Surrey)	2,503.94	
15R.	Peace Arch Highway (Surrey)	506.14	
77R.	Aldergrove-Bellingham Highway (Langley)	332.39	
80R.	Ladner Marsh (Delta)	220.04	
61A.	Scott (Surrey)	1,809.56	
69A.	Scott (Delta)	224.59	
69B.	McLellan (Surrey)	364.25	
71B.	McLellan (Langley)	15.68	
89B.	Johnston (Surrey)	168.34	
90B.	Campbell River (Surrey)	417.80	
40B.	Boundary Bay (Delta)	210.33	
68A.	Ladner Trunk (Delta)	1,802.03	
87B.	Bridge Street and Westminster Avenue (Delta)	75.29	
		$15,694.64	
	Total, Vote 171—Roads, Trails, etc.		24,160.00

VOTE 171—BRIDGES: MAINTENANCE.

7. Haldi Island	$37.84	
10. Canoe Pass (includes Bridge-tender)	845.66	
29. Schoolhouse	106.98	
	$990.48	

VOTE 171—BRIDGES: MAINTENANCE—CLASSIFIED HIGHWAYS.

27. Trossell 28. Richards (on 77R)	750.84	
Total, Vote 171—Bridges: Maintenance		1,741.32

VOTE 171—FERRIES.

Barnston Island	$2,934.79	
Ladner-Woodward	4,826.05	
Repairs to Ferry "Eena"	2,577.00	
Total, Vote 171—Ferries		10,337.84
Total expenditure, Delta District		$123,929.08

DEWDNEY DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

REG. NO.			
7K.	Dewdney Trunk (Section 10)	$948.00	
	Lougheed Highway (Deroche–Loch Erroch)	2,196.00	
22R.	Lougheed Highway	500.00	
23R.	Lougheed Highway	4,787.75	
		$8,431.75	

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

	Nicomen Island Highway Protection	$2,498.32	
75R.	Lougheed Highway (Central Arterial)	1,500.00	
		$3,998.32	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): LOCAL ROADS WITHIN ORGANIZED TERRITORY.

Parker (Maple Ridge)	$3,304.85	
Boundary (Maple Ridge)	398.92	
McKinney (Maple Ridge)	324.92	
Spillsbury (Maple Ridge)	532.40	
Fraser Street (Maple Ridge)	238.44	
	$4,799.53	

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

	Lougheed Highway (Deroche–Loch Erroch)	$1,898.20	
67R.	Lougheed Highway (Central Arterial)	9,885.00	
75R.	Lougheed Highway (Central Arterial)	6,781.00	
22R.	Lougheed Highway	1,650.00	
23R.	Lougheed Highway	136.00	
		$20,350.20	
	Total, Capital Account—Roads		$37,579.80

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

108.	Hatzic Pump Bridge	$1,913.25	
	Total, Capital Account—Bridges		1,913.25
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (e)—Non-contributory: Unemployment Relief	$535.02	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,139.64	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	8,198.53	
	"Unemployment Relief Act, 1932"	31,768.99	
	Total, Unemployment Relief		41,642.18

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Athey	$99.75	
5.	Dale	62.43	
7H.	Lougheed Highway (Dewdney Trunk)	5,714.21	
7I.	Lougheed Highway (Dewdney Trunk)	2,510.16	
7J.	Lougheed Highway (Dewdney Trunk)	1,618.85	
7K.	Lougheed Highway (Dewdney Trunk)	2,324.49	
8.	Deroche Landing	99.80	
11.	Farms	923.91	
16.	Ioco–Port Moody	137.25	
	Carried forward	$13,490.85	$81,135.23

DEWDNEY DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$13,490.85	$81,135.23
REG. NO.		
17. Ioco–Sunnyside	101.41	
18. Johnston	1,265.40	
21. Knowles	58.50	
22. Malcolm	211.10	
30. Nicomen Island Trunk	905.28	
33. North Nicomen	102.69	
35. Rennie	156.45	
38. Salvaster	3,198.48	
41. Stave Lake	1,724.52	
42. Sterling	148.80	
47. Upper Pitt	198.35	
48. Ioco Townsite	123.10	
51. Ioco–Belcarra Trail	129.40	
54. McNeil	166.05	
59. Eagle	67.35	
66. Hartley	439.46	
Nicomen Island Dykes	941.30	
Colony Farm Dykes	27,336.65	
Home Colony Farm–West Dyke	4,908.92	
Reddecliffe Dyke	1,262.84	
Coquitlam Warehouse	224.61	
Deroche Warehouse	18.00	
Haney Warehouse	81.29	
Mission Warehouse	48.00	
Snow-removal	445.40	
Plant and tools	1,293.14	
Sundry roads (units under $50)	365.30	
	$59,412.64	

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

19R. Dewdney Trunk	$2,177.78	
57R. Ioco–Port Moody	1,055.42	
18R. Dewdney Trunk	536.79	
10R. Coquitlam	1,467.46	
20R. Dewdney Trunk	600.55	
55R. Old Dewdney Trunk	178.90	
21R. Lougheed Highway	3,766.77	
60R. Old Dewdney Trunk	231.90	
22R. Lougheed Highway	11,473.07	
59R. Port Hammond Loop	326.78	
69R. Port Haney Loop	365.43	
58R. Silverdale–Mission	3,101.31	
23R. Lougheed Highway	569.18	
24R. Abbotsford–Mission	518.67	
25R. Lougheed Highway	329.19	
74B. Harris	16.91	
75B. Hammond	20.35	
78B. North Harris	62.00	
79B. McNeil	50.79	
73B. Dewdney Trunk	944.87	
77B. Dewdney Trunk	1,420.62	
97B. Cedar Valley	4.50	
	$29,219.24	
Total, Vote 171—Roads, Trails, etc.		88,631.88

VOTE 171—BRIDGES: MAINTENANCE.

41. Pitt River (including Bridge-tenders)	$17,516.44	
59. 1-Mile	71.85	
Carried forward	$17,588.29	$169,767.11

DEWDNEY DISTRICT—*Continued.*

VOTE 171—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$17,588.29	$169,767.11
REG. NO.			
	Mission, C.P.R. (including Bridge-tenders)	9,571.78	
108.	Hatzic Pump	134.30	
115.	Hudon	100.89	
117.	Hopkins	980.74	
118.	Tailard	93.28	
126.	Peterson's	297.51	
130.	Legace	199.59	
140.	Richards	160.25	
154.	Nicomen	192.47	
164.	Reserve, No. 2	94.45	
184.	North Deroche	56.30	
187.	Reserve, No. 3	67.62	
	Sundry bridges (units under $50)	409.42	
		$29,946.89	

VOTE 171—CLASSIFIED BRIDGES: MAINTENANCE.

6.	Gunn (on 10R)	62.43	
16.	School (on 57R)	133.44	
18.	Coquitlam (on 20R)	1,194.88	
	Sundry bridges (units under $50)	180.57	
		$1,571.32	

VOTE 171—LOCAL BRIDGES WITHIN ORGANIZED TERRITORY.

	Neaves (Pitt Meadows)	$3,655.09	
	Total, Vote 171—Bridges: Maintenance		35,173.30

VOTE 171—BITUMINOUS SURFACING.

238.	Trans-Provincial Highway	$50.10	
	Total, Vote 171—Bituminous Surfacing		50.10
	Total expenditure, Dewdney District		$204,990.51

ESQUIMALT DISTRICT.

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

Workshop	$2,492.15	

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

Jordan River	$2.80	
Kangaroo	148.88	
Metchosin–Happy Valley	22.07	
	$173.75	

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

West Shawnigan Lake	$1,975.53	
Jordan River	872.40	
Sooke–Albert Head	1,007.24	
Metchosin Producers	230.65	
Rocky Point–East Sooke	688.50	
Raymond's Crossing	47.77	
West Coast	500.00	
Malahat improvements	333.88	
Old Trunk	150.00	
	$5,805.97	
Total, Capital Account—Roads		$8,471.87
Carried forward		$8,471.87

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$8,471.87
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): BRIDGES.		
Craigflower	$17,992.48	
Total, Capital Account—Bridges		17,992.48
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$1,454.32	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	470.08	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	2,625.63	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	23,978.00	
"Unemployment Relief Act, 1932"	84,164.13	
Total, Unemployment Relief		112,692.16

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
3.	Atkins	$80.93	
1.	Albert Head	180.49	
204.	Allen	66.62	
212.	Boulding	53.61	
13.	Beach	55.85	
26.	Cameron-Taggart	66.36	
35.	Craigflower	325.11	
279.	Cogan	74.40	
272.	Church	110.02	
	Clo-oose District	371.74	
22.	Cliffside	64.78	
47.	East Sooke	567.70	
175.	Florence Lake	110.75	
150.	Fitzgerald	52.40	
52.	Furlong	57.20	
66.	Gillespie	149.97	
57.	Glen Lake	64.30	
61.	Goldstream Cross-road	95.45	
69.	Happy Valley	871.75	
67.	Hall and Hawkins	170.09	
76.	Island Highway	5,423.95	
79.	Jordan River	2,197.91	
82.	Kemp Lake	223.53	
100.	Kangaroo	483.28	
87.	Lagoon	124.20	
90.	Latoria	80.42	
98.	McKenzie-Luxton	86.75	
44.	Lamb	54.06	
99.	Metchosin	2,483.14	
102.	Millstream Lake	400.75	
101.	Millstream	389.66	
112.	Munn's	257.55	
141.	Mill Bay-Shawnigan Cross-road	425.22	
111.	Muir	52.13	
117.	Old Trunk	3,858.14	
	Port Renfrew District	818.19	
130.	Quarantine	96.88	
132.	Rocky Point	477.77	
133.	Ross-Durrance	248.95	
134.	Robinson	88.85	
147.	Sooke	6,858.51	
182.	Solarium	69.82	
157.	Thetis Lake	134.66	
155.	Telegraph	78.49	
198.	View Royal	86.58	
Carried forward		$29,088.91	$139,156.51

ESQUIMALT DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$29,088.91	$139,156.51
REG. NO.			
190.	West Shawnigan Lake	292.74	
	Sundry roads (units under $50)	1,397.65	
	Plant and tools	4,762.81	
	Snow-removal	185.66	
	Supervision—		
	Salaries	$5,000.19	
	Travelling expenses	858.68	
	Office supplies, etc.	598.16	
		6,457.03	
	Total, Vote 171—Roads, Trails, etc.		42,184.80

VOTE 171—BRIDGES: MAINTENANCE.

	Millstream, No. 1	$331.56	
	Doran's	182.65	
	Fish Camp	1,043.30	
	Black Creek	395.01	
	Corry's Creek	50.00	
	Sundry bridges (units under $50)	265.14	
	Total, Vote 171—Bridges: Maintenance		2,267.66

VOTE 171—WHARVES.

	Mill Bay Ferry	$48.75	
	Total, Vote 171—Wharves		48.75

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Leechtown–Eagle Talc Mine	$100.00	
	Sooke River Bridge at Leech River	205.00	
	Kapoor–Leech River	215.07	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		520.07

VOTE 171—BITUMINOUS SURFACING.

76.	Island Highway	$8,399.17	
117.	Old Trunk Road	1,548.58	
	Total, Vote 171—Bituminous Surfacing		9,947.75
	Total expenditure, Esquimalt District		$194,125.54

FERNIE DISTRICT.

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

106.	Corbin	$499.60	
	Total, Capital Account—Roads		$499.60
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$2,490.90	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, '1932): Unemployment Relief	1,878.65	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	20,241.93	
	"Unemployment Relief Act, 1932"	71,275.37	
	Total, Unemployment Relief		95,886.85
	Carried forward		$96,386.45

FERNIE DISTRICT—*Continued.*

Brought forward		$96,386.45

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Trans-Provincial Highway	$15,361.72	
2.	Wardner–Gateway	84.12	
3.	Elko–Roosville	697.93	
4.	Elk Valley	209.30	
9.	Jaffray–Baynes Lake	172.85	
11.	Gateway–Roosville	211.90	
13.	Fernie–Coal Creek	514.08	
17.	Mansfield	123.75	
31.	Fort Steele–Wild Horse	171.79	
37.	Douglas Settlement	64.40	
40.	Sheep Creek	50.00	
41.	Wolf Creek	50.00	
46.	Bull River (north)	63.00	
55.	Fernie Cemetery	96.00	
65.	Dorr Station	69.10	
93.	Kootenay–Columbia River Highway	1,358.78	
94.	Kootenay–Columbia River Highway	713.47	
99.	Rock Lake	151.08	
101.	Taylor's Mill	161.68	
106.	Corbin	773.40	
128.	Fernie–Elko	67.41	
	Sundry roads (units under $50)	91.10	
	Plant	1,177.87	
	Material	55.25	
	Supervision	5,277.36	
	Total, Vote 171—Roads, Trails, etc.		27,767.34

VOTE 171—BRIDGES: MAINTENANCE.

2.	Hosmer	$943.84	
5.	Morrissey	62.40	
6.	Elko	159.98	
8.	Elkmouth	74.72	
55.	Fairy Creek	298.59	
62.	Barn	55.00	
70.	Little Sand Creek	1,793.57	
72.	Ranger	66.30	
78.	Lower Sand Creek	104.20	
80.	Rock Creek	96.50	
82.	Elk Valley (south)	159.70	
84.	Round Prairie	327.10	
85.	Flathead	166.80	
95.	Cedar Valley	197.84	
106.	Chipman	72.40	
113.	Weigart (north)	165.95	
114.	Weigart (south)	185.00	
115.	Martin Creek	153.15	
125.	Crane	120.26	
145.	Dally	3,105.45	
157.	McCool	64.53	
171.	Tracey Creek	144.20	
172.	Krivenski	955.49	
	Sundry bridges (units under $50)	182.07	
	Total, Vote 171—Bridges: Maintenance		9,655.04

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Wild Horse Creek	$241.87	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		241.87
	Total expenditure, Fernie District		$134,050.70

FORT GEORGE DISTRICT.

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

REG. NO.			
89.	Nechako River	$258.71	
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): BRIDGES.		
105.	Salmon River	$10,943.51	
130.	Wright Creek	750.00	
		$11,693.51	
	Total, Capital Account—Bridges		$11,952.22
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$997.36	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	3,405.66	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	46,437.52	
	"Unemployment Relief Act, 1932"	92,981.40	
	Total, Unemployment Relief		143,821.94
	VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
203.	Assman	$69.43	
25.	Cariboo	6,755.04	
84.	Croydon–Dunster	220.67	
102.	Dale	230.35	
46.	Dutton	50.40	
14.	Dome Creek–Kidd	155.05	
26.	Fort George–Hazelton	1,655.88	
106.	Fort George–Yellowhead	3,291.25	
24.	Fort George–Chief Lake	1,155.78	
28.	Fort George–Isle Pierre	231.27	
30.	Foreman	126.70	
212.	Foreman–6-Mile	90.00	
210.	Gray's	200.00	
32.	Goose Country	82.70	
22.	Isle Pierre (north)	220.20	
54.	Mud River Valley	283.99	
51.	McBride (east)	2,449.85	
53.	McBride–Dunster	294.35	
52.	Nichol–Isle Pierre	146.12	
58.	Ness Lake	58.95	
114.	Pain	118.44	
130.	Queen Street	283.25	
104.	Shelley (south)	440.85	
135.	Shelley (east)	562.05	
88.	Thompson School	132.32	
	Land Settlement Area	962.91	
	Plant	5,224.88	
	Snow-removal	3,902.56	
	Supervision, auto	1,627.83	
	Supervision and office expenses	5,364.55	
	Sundry roads (units under $50)	415.43	
	Total, Vote 171—Roads, Trails, etc.		36,803.05
	VOTE 171—BRIDGES: MAINTENANCE.		
17.	Baker Creek	$52.45	
9.	Beaverley, No. 1	602.42	
10.	Beaverley, No. 2	76.83	
135.	Fraser River, Dunster	54.60	
293.	Fraser River, Prince George	473.96	
81.	McLennan	103.27	
690.	Kenney	256.85	
	Carried forward	$1,620.38	$192,577.21

FORT GEORGE DISTRICT—*Continued.*

VOTE 171—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$1,620.38	$192,577.21
REG. No.			
89.	Nechako	645.07	
357.	Perry	221.59	
160.	Sand Creek	50.80	
399.	Tradesta	53.00	
244.	Willow River	66.50	
418.	Giscome Portage	92.31	
	Sundry bridges (units under $50)	330.15	
	Total, Vote 171—Bridges: Maintenance		3,079.80

VOTE 171—FERRIES: MAINTENANCE.

3.	Indian Reserve	$1,067.56	
9.	Isle Pierre	2,165.18	
10.	Shelley	1,176.28	
12.	Croydon	590.05	
	Total, Vote 171—Ferries: Maintenance		4,999.07
	Total expenditure, Fort George District		$200,656.08

FORT GEORGE DISTRICT (PEACE RIVER SECTION).

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

Lone Prairie (refund)		$20.00

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

Beatton River	$2,902.19	

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

High Level	5,182.40	
Total, Capital Account—Bridges		8,084.59
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—(G) Non-contributory: Unemployment Relief	$177.31	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	985.19	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	2,712.30	
"Unemployment Relief Act, 1932"	95,865.32	
Total, Unemployment Relief		99,740.12

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Rolla–Pouce Coupe	$1,127.56	
Pouce Coupe District	1,365.34	
Rolla District	886.07	
Dawson Creek District	1,124.52	
Fort St. John District	1,907.57	
Rolla (south)	702.51	
Kilkerran District	566.03	
Rolla (west)	397.41	
Fort St. John–Taylor	849.04	
Fort St. John–Fish Creek	79.35	
Progress–Sunset	899.82	
Dawson Creek–Rolla	343.85	
Cutbank–Taylor	834.76	
South Taylor District	396.75	
Tupper District	556.77	
Sweetwater District	397.23	
Carried forward	$12,434.58	$107,804.71

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

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$12,434.58	$107,804.71
Fort St. John–Hudson Hope	661.51	
Fort Nelson Trail	132.25	
Caldwell	66.12	
Arras District	715.47	
Pouce Coupe–Gundy	926.27	
Swan Lake (north)	396.75	
Gourlay	39.67	
Pouce Coupe (east)	925.75	
Riverside–Pouce Coupe	330.62	
Pouce Coupe–Dawson	1,084.45	
McCullough	105.80	
Creamery	52.90	
Rolla–Braden	52.90	
Rolla Landing	397.01	
Dawson–Sweetwater	819.95	
Spring Creek–Cutbank	264.50	
Dawson Creek Townsite	661.25	
Dawson–Devereaux	105.80	
Arras–Progress	291.34	
Progress–Groundbirch	1,110.90	
Bentley	26.45	
Cone	39.67	
Tupper	661.25	
Baldonnel (east)	396.75	
Fort St. John–Stoddart	132.25	
Mickelson Hill	66.12	
Fort St. John Townsite	264.50	
Fort St. John–Indian Creek	132.25	
Fort St. John–Montney	846.92	
Fort St. John–Charlie Lake	662.57	
Stoddart–Montney	462.87	
Charlie Lake–Bear Flats	132.25	
Bear Flats–Attachie	159.22	
North Montney	290.95	
Hay's	661.51	
Roads, general	1,005.57	
Plant and tools	1,300.90	
Camp equipment	10.90	
Total, Vote 171—Roads, Trails, etc.		28,828.69

VOTE 171—BRIDGES: MAINTENANCE.

Austin	$150.00	
Batho	200.00	
Beatton Ravine	200.00	
Bedell	150.00	
Bissette	250.00	
Borden	100.00	
Bullen	125.00	
Canyon	140.00	
Cochrane	125.00	
Codona	320.00	
Cusack	200.00	
Dandridge	350.00	
Dawson Townsite	432.00	
Dickson	50.00	
Doe Creek	250.00	
Hargreaves	340.00	
Holland	20.00	
Hunter	430.00	
Keith	200.00	
Knudson	470.00	
McWha	130.00	
Schaffner	220.00	
Carried forward	$4,852.00	$136,633.40

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

VOTE 171—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$4,852.00	$136,633.40
Spiers	30.00	
Wallace	200.00	
Sundry bridges (units under $50)	150.61	
Sunset Prairie (construction)	2,303.85	
Total, Vote 171—Bridges: Maintenance		7,536.46

VOTE 171—FERRIES: MAINTENANCE.

East and Main Pine Cable Crossings	$839.95	
East Pine	136.85	
Taylor	5,820.83	
Halfway	338.55	
Hudson Hope	379.79	
Total, Vote 171—Ferries: Maintenance		7,515.97
Total expenditure, Fort George District (Peace River Section)		$151,685.83
Total expenditure, Fort George District	$352,341.91	

GRAND FORKS-GREENWOOD DISTRICT.

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

REG. NO.			
28.	Christina Creek	$3,715.02	
	Total, Capital Account—Bridges		$3,715.02
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$941.22	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—(G) Non-contributory: Unemployment Relief	1.30	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	137.33	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	12,550.04	
	"Unemployment Relief Act, 1932"	69,179.65	
	Total, Unemployment Relief		82,809.54

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

4.	Bridesville–Santa Rosa	$14,196.61	
6.	Beaverdell Station	112.50	
14.	Cascade–Laurier	85.00	
30.	Grand Forks–Franklin	1,996.96	
31.	Grand Forks–Hardy Mountain	146.00	
	Kelowna–Carmi	197.40	
41.	Kerr Creek	124.00	
43.	Kettle River (main)	1,351.15	
44.	Kettle River (west)	136.68	
50.	Meyers Creek	79.34	
52.	Mill Creek	110.00	
53.	Moody Creek	75.00	
54.	Morrissey Creek	186.20	
63.	Rock Creek–Myncaster	60.00	
64.	Rock Mountain–Myncaster	54.00	
68.	Sutherland Creek	96.50	
70.	Valley roads (south)	166.30	
73.	Wallace Mountain	209.65	
44R.	Arterial Highway, Southern Provincial	190.24	
	Sundry roads (units under $50)	261.26	
	Carried forward	$19,834.79	$86,524.56

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$19,834.79	$86,524.56
Supervision (Foreman's wages and expenses)	2,458.25	
Essex car (gasoline, etc.)	704.40	
Plant and tools (trucks, tractors, and tools)	5,806.89	
Administration and office supplies	1,395.33	
Snow-removal	4,510.84	
Total, Vote 171—Roads, Trails, etc.		34,710.50

VOTE 171—BRIDGES: MAINTENANCE.

REG. No.			
10.	Boundary Falls	$66.00	
23.	Carson	160.22	
24.	Cascade (lower)	60.00	
26.	Cedar Creek	275.00	
30.	Cooper	153.02	
38.	East Fork–North Fork	128.00	
41.	First Street	56.00	
46.	Franklin	127.68	
61.	Kettle River	59.80	
63.	Lancashire	90.50	
64.	Lynch Creek	130.44	
	MacRae, Nos. 1, 2, 3, 4, 5, and 6	273.48	
87.	Midway	73.57	
100.	Rock Creek	51.50	
	Toronto	114.88	
104.	Saters	116.04	
115.	Wartman	59.20	
123.	Yale	202.16	
125.	Schulli	610.63	
131.	Moody Creek	302.30	
	Bridges generally	512.87	
	Sundry bridges (units under $50)	587.04	
	Total, Vote 171—Bridges: Maintenance		4,210.33

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Contact Consolidated Gold Mines, Ltd.	$50.00	
Crystal Butte Trail	50.00	
Road to Lot 70-71, Rock Creek	199.90	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		299.90
Total expenditure, Grand Forks-Greenwood District		$125,745.29

ISLANDS DISTRICT.

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

116. Divide	$901.17	

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

Mount Baker Rock Quarry	802.50	
Total, Capital Account—Roads		$1,703.67

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

10. Fulford	$200.21	
Total, Capital Account—Bridges		200.21
Carried forward		$1,903.88

ISLANDS DISTRICT—*Continued.*

Brought forward		$1,903.88
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): ROADS, SURFACING.		
REG. NO.		
116. Divide	$1,809.51	
Total, Capital Account—Roads, Surfacing		1,809.51
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$15.40	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	225.40	
"Unemployment Relief Act, 1932"	15,701.83	
Total, Unemployment Relief		15,942.63
VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
3. Arbutus	$83.70	
4. Beacon Avenue	164.58	
6. Birch	90.95	
7. Breed's Cross-road	246.90	
8. Centre	124.29	
13. Downey	73.70	
14. East Saanich	470.64	
15. Horth's Cross-road	138.41	
16. Henry Avenue	52.13	
20. Oakland Avenue	133.65	
22. West Saanich	1,020.82	
30. Queens Avenue	77.52	
31. School Cross-road	143.22	
33. Second Street	154.54	
34. Third Street	91.95	
35. Fourth Street	72.50	
36. Fifth Street	116.89	
39. Centre	135.37	
45. Main	695.63	
57. Main South End	311.54	
58. Main North End	451.01	
70. Horton Bay	67.79	
71. Main	205.66	
72. Point Comfort	117.53	
80. Hope Bay	206.40	
85. Port Washington	317.30	
90. Boulder	78.85	
93. Spalding	117.55	
94. Deep Bay	195.50	
103. Wharf	79.29	
106. Beddis	330.36	
107. Beaver Point	792.17	
110. Burgoyne	85.50	
113. Cranberry	412.85	
116. Divide	1,007.01	
121. Ganges (lower)	147.24	
122. Ganges (upper)	91.60	
123. Yarrow's	117.39	
124. Hill-Brantford	303.23	
135. North End	98.30	
137. Pottinger-Wilkinson	94.17	
138. Rainbow	121.60	
143. Scott	104.37	
151. Vesuvius	944.59	
152. Walker Hook	302.82	
156. Bradley-Dyne	99.65	
157. Swartz Bay	225.52	
162. Montague	70.80	
Carried forward	$11,584.98	$19,656.02

ISLANDS DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$11,584.98	$19,656.02
REG. No.			
170.	Isabella Point	98.20	
173.	Munro	130.77	
199.	Enke	71.70	
205.	Churchill	98.66	
215.	Tatlow	237.38	
217.	Ellis	106.25	
221.	Towner Park	152.42	
222.	Bittaincourt	51.15	
226.	John	151.59	
232.	White Birch	53.90	
306.	Lighthouse Trail	315.90	
	Sundry roads (units under $50)	993.76	
	Plant and tools	1,400.33	
	Supervision—		
	General Foreman	4,183.38	
	Auto	333.51	
	Launch	63.04	
	Total, Vote 171—Roads, Trails, etc.		20,026.92

VOTE 171—BRIDGES: MAINTENANCE.

4.	Walters	$140.44	
7.	Chalmers	111.93	
13.	Canal	127.60	
43.	Longdon	610.55	
46.	Scott	61.68	
	Sundry bridges (units under $50)	165.35	
	Total, Vote 171—Bridges: Maintenance		1,217.55

VOTE 171—FERRIES.

	Saltspring–Saanich	$7,000.00	
	Gabriola–Nanaimo	7,173.40	
	Total, Vote 171—Ferries		14,173.40

VOTE 171—BITUMINOUS SURFACING.

4.	Beacon Avenue	$295.83	
6.	Birch Road	282.06	
13.	Downey Road	120.95	
22.	West Saanich Road	191.33	
30.	Queens Avenue	312.09	
116.	Divide Road	1,421.00	
157.	Swartz Bay Road	76.09	
	Madrona Drive	286.26	
	Lower Divide Road	41.10	
	Total, Vote 171—Bituminous Surfacing		3,026.71
	Total expenditure, Islands District		$58,100.60

KAMLOOPS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

41.	Kamloops–Cache Creek	$200.00	

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

21.	Clearwater	520.75	
	Total, Capital Account—Roads		$720.75
	Carried forward		$720.75

KAMLOOPS DISTRICT—*Continued.*

	Brought forward	$720.75
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): BRIDGES.	
REG. NO.		
33.	Deadman, No. 3	$220.00
34.	Deadman, No. 4	445.21
		$665.21
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): BRIDGES.	
41.	Fadear Creek, No. 1	$100.00
43.	Fadear Creek, No. 3	144.50
122.	Goose Lake, No. 1	126.96
123.	Goose Lake, No. 2	126.50
124.	Lemonade	746.82
		$1,244.78
	Total, Capital Account—Bridges	1,909.99
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$1,987.96
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,547.51
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	24,944.69
	"Unemployment Relief Act, 1932"	71,203.07
	Total, Unemployment Relief	99,683.23
	VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.	
1.	Adams Lake	$363.86
6.	Barriere River	337.50
8.	North Thompson	7,319.66
10.	Birch Island–Lost Creek	430.00
21.	Clearwater	322.80
23.	Deadman Creek	197.54
24.	Edith Lake	437.56
25.	Fadear Creek	96.50
26.	Fruitlands	255.60
32.	Highland Valley	180.00
36.	Jackson	63.00
38.	Kamloops–Salmon Arm	182.00
40.	Kamloops–Merritt	2,277.14
41.	Kamloops–Cache Creek	7,074.30
42.	Kamloops–Shuswap	70.90
48.	Long Lake	758.41
49.	Louis Creek	2,836.37
50.	Mamette Lake	65.75
52.	Dunn Lake	346.35
53.	Kamloops–Barriere	1,701.34
57.	Paul Lake	345.37
58.	Rose Hill (old)	115.00
59.	Rose Hill (new)	854.04
61.	Sullivan Valley	198.00
63.	Sullivan Valley–Vinsulla	176.40
65.	Tranquille–Criss Creek	888.03
	Sundry roads (units under $50)	82.81
	Plant and tools	4,358.38
	Supervision—	
	General Foreman	1,992.60
	Travelling and auto	453.07
	Stenographer	1,069.24
	Office expenses	275.69
	Total, Vote 171—Roads, Trails, etc.	36,125.21
	Carried forward	$138,439.18

KAMLOOPS DISTRICT—*Continued.*

Brought forward		$138,439.18

VOTE 171—BRIDGES: MAINTENANCE.

REG. No.			
5.	Barriere River Forks	$101.00	
23.	Clearwater River	151.15	
49.	Kamloops (east)	5,290.29	
50.	Kamloops (west)	2,789.91	
61.	Louis Creek, No. 2	204.08	
65.	North Thompson	442.67	
69.	Rattlesnake	333.69	
74.	Rose Hill, No. 3	138.20	
114.	Alpha	158.90	
	Sundry bridges (units under $50)	1.85	
	Total, Vote 171—Bridges: Maintenance		9,611.74

VOTE 171—FERRIES.

1.	Birch Island	$1,036.29	
2.	Black Pool	999.84	
3.	Chinook Cove	861.67	
4.	Mount Olie	1,107.37	
5.	McLure	1,060.57	
6.	Vinsulla	837.20	
	Total, Vote 171—Ferries		5,902.94

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Trail to Allies Mine	$72.80	
	Road to Frederick's Siding	149.10	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		221.90
	Total expenditure, Kamloops District		$154,175.76

KASLO-SLOCAN DISTRICT (KASLO SECTION).

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

186.	Nelson–Kaslo	$999.60	
	Total, Capital Account—Roads		$999.60

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

	Kaslo Creek	$6,540.68	
	Total, Capital Account—Bridges		6,540.68
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$418.44	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	91.25	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	5,902.69	
	"Unemployment Relief Act, 1932"	25,428.32	
	Total, Unemployment Relief		31,840.70

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Ainsworth (north)	$179.50	
	Ainsworth streets	175.86	
8.	Argenta	102.95	
49.	Crawford Bay–Grey Creek	594.81	
50.	Crawford Creek	172.53	
62.	Deanshaven	411.92	
	Carried forward	$1,637.57	$39,380.98

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

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,637.57	$39,380.98
REG. NO.			
96.	Ferguson	512.43	
123.	Houston	148.00	
124.	Howser–Argenta	241.41	
125.	Howser Station	110.40	
126.	Howser Lake (east)	93.20	
145.	Kaslo–New Denver	1,260.60	
147.	Kaslo Creek (South Fork)	351.25	
148.	Kaslo (north)	477.36	
149.	Kaslo (south)	56.00	
163.	Lynchville	598.74	
172.	McLachlan	67.20	
186.	Nelson–Kaslo	3,826.93	
212.	Pilot Bay	74.20	
270.	Trout Lake	512.58	
304.	Wellington	75.60	
438.	Bunker Hill	60.00	
460.	Cascade Creek	128.30	
484.	Duncan River (west)	96.35	
550.	Hall Creek	106.85	
554.	Healy Creek	84.52	
560.	Howser Lake (east)	56.00	
596.	Lardeau River (west)	54.60	
675.	Rapid Creek	205.05	
719.	Tenderfoot Creek	55.15	
749.	Woodbury Creek (North Fork)	53.20	
	Sundry roads and trails (units under $50)	841.81	
	Plant and tools	97.45	
	Truck Account	1,529.59	
	Supervision—General Foreman, office, etc.	2,902.68	
	Total, Vote 171—Roads, Trails, etc.		16,315.02

VOTE 171—BRIDGES: MAINTENANCE.

2.	Ainsworth	$147.85	
42.	Bi Bi	140.00	
173.	Cromwell	70.00	
236.	Gerrard	149.23	
	Highland Trestle	130.90	
263.	Hall Creek	169.27	
272.	Healy Creek	99.07	
290.	Jackson	594.67	
302.	Krao Creek	137.07	
341.	Marsden	124.80	
419.	Rapid Creek	253.23	
531.	Triune	141.50	
581.	Woodbury Creek	139.10	
	Total, Vote 171—Bridges: Maintenance		2,296.69

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

2.	Ainsworth (south)	$74.75	
96.	Ferguson	122.70	
147.	Kaslo Creek (South Fork)	99.10	
438.	Bunker Hill	198.00	
484.	Duncan River (west)	95.60	
560.	Howser Lake (east)	50.00	
747.	Winslow	50.00	
	Bridge across Bear Creek	124.60	
	Sundry trails (units under $50)	71.95	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		886.70
	Total expenditure, Kaslo-Slocan District (Kaslo Section)		$58,879.39

KASLO-SLOCAN DISTRICT (SLOCAN SECTION).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

Box Lake–Rosebery	$395.94	
Total, Capital Account—Roads		$395.94

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

8-Mile	$716.99	

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

Appledale	$1,620.68	
Slocan–Silverton, No. 11	1,803.59	
	$3,424.27	
Total, Capital Account—Bridges		4,141.26
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$1,060.87	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (e)—Non-contributory: Unemployment Relief	142.10	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	2,422.16	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	17,936.03	
"Unemployment Relief Act, 1932"	131,682.99	
Total, Unemployment Relief		153,244.15

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Arrow Park (north)	$214.14	
Arrow Park–West Demars	401.07	
Arrow Park–Graham's Landing	395.84	
Burton streets	94.53	
Columbia River	4,331.95	
Deer Park (south)	140.93	
Deer Park–Syringa Creek	56.09	
Edgewood–Vernon	1,001.09	
Edgewood–Needles	1,144.51	
4-Mile Creek	50.00	
Kaslo–New Denver	1,526.00	
Lemon Creek	227.30	
Lightning Peak	78.00	
Nakusp–Rosebery	2,826.30	
Nakusp–Rosebery (fill)	799.87	
Nakusp streets	90.41	
New Denver–Rosebery	1,361.82	
New Denver–Silverton	1,543.71	
Renata (north)	61.52	
Sandon–Cody	50.00	
Sandon–Three Forks	552.35	
Sandon Flume	1,084.60	
Slocan–Silverton	2,466.84	
Slocan River (east)	1,746.64	
Slocan River (west)	1,262.79	
West Demars (south)	420.19	
Young's	50.00	
Sundry roads (units under $50)	287.54	
Plant and tools	612.18	
Janitor and office supplies	713.44	
General Foreman—		
Salary and expenses	2,533.90	
Car	1,100.84	
Clerk's salary	1,063.00	
Stenographer's salary	178.20	
Carried forward	$30,467.59	$157,781.35

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

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$30,467.59	$157,781.35
Trails.		
Meteor	58.80	
Sundry trails (units under $50)	56.00	
Snow-removal	3,805.48	
Total, Vote 171—Roads, Trails, etc.		34,387.87

VOTE 171—BRIDGES: MAINTENANCE.

Arrow Park (south), No. 8	$614.92	
Mosquito Creek (protection)	435.52	
Mosquito Creek	574.61	
Slocan–Silverton, No. 11	804.58	
Seaton Creek	238.00	
Slocan River (west), No. 2	220.53	
Slocan River (west), No. 5	1,148.14	
7-Mile	144.06	
Tait Creek	126.25	
Winlaw	544.83	
Columbia River (fills)	1,144.35	
Sundry bridges (units under $50)	179.23	
Total, Vote 171—Bridges: Maintenance		6,175.02

VOTE 171—FERRIES.

Arrow Park (east and west)	$2,323.56	
Needles–Fauquier	3,615.14	
Total, Vote 171—Ferries		5,938.70

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Bosun Mine	$33.60	
Crusader Trail	149.80	
Great Western Trail	99.75	
Lemon Creek	279.80	
Lemon Creek Trail from Oro to the Gold Crown Group	49.70	
Little Daisy Trail	145.60	
Meteor Trail	300.00	
Standard Mine	140.00	
U and I Basin Trail	299.95	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		1,498.20
Total expenditure, Kaslo-Slocan District (Slocan Section)		$205,781.14
Total expenditure, Kaslo-Slocan District	$264,660.53	

LILLOOET DISTRICT (NORTH).

Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$599.40	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	448.00	
"Unemployment Relief Act, 1932"	10,179.15	
Total, Unemployment Relief		$11,226.55

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
3.	Big Bar	$476.05	
5.	Big Bar Lake	394.60	
6.	Big Bar Mountain	106.00	
	Carried forward	$976.65	$11,226.55

LILLOOET DISTRICT (NORTH)—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$976.65	$11,226.55
REG. NO.			
8.	Big Bar Mountain (Crow's Bar)	99.30	
10.	Bonaparte Valley	157.12	
13.	Bridge River	3,736.26	
16.	Cariboo Main	3,285.66	
17.	Cayoosh Creek	136.37	
18.	Cleveland	79.35	
21.	Clinton–Springhouse	129.78	
23.	Deadman River	150.20	
32.	Green Lake	601.52	
35.	Hat Creek	222.85	
36.	High Bar	868.85	
37.	Haylmore	50.00	
40.	Jones–Dickey	311.52	
43.	Kelly Lake–Canoe Creek	842.85	
46.	Lillooet–Clinton	3,073.09	
49.	Lillooet–Seton Lake	295.80	
50.	Lillooet streets	147.45	
51.	Lillooet–Lytton	3,180.37	
54.	Marble Canyon	723.87	
56.	Mound–Loon Lake	72.90	
62.	North Fork	374.29	
63.	North Bonaparte	450.27	
68.	Seton Lake	65.00	
72.	Tyaxon	76.15	
74.	Watch Lake	88.60	
75.	Watch Lake–Lone Butte	67.35	
76.	Woods Box–High Bar	129.10	
	Trails.		
403.	Antoine Creek	50.40	
407.	Bridge River Forks	50.40	
444.	West of Fraser	142.20	
	Sundry roads and trails (units under $50)	342.25	
	Supervision	4,573.18	
	Plant and tools	2,718.70	
	Camp equipment	16.80	
	Total, Vote 171—Roads, Trails, etc.		28,286.45

VOTE 171—BRIDGES: MAINTENANCE.

1.	Alexander	$92.72	
85.	Lillooet Suspension	68.45	
98.	McMillan	74.75	
121.	South Fork	174.13	
141.	Ward's Ferry	73.62	
	Sundry bridges (units under $50)	123.93	
	Total, Vote 171—Bridges: Maintenance		607.60

VOTE 171—FERRIES.

1.	Big Bar	$1,587.75	
2.	High Bar	963.00	
3.	Pavilion	873.00	
	Total, Vote 171—Ferries		3,423.75

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Bridge River	$798.49	
	Cadwallader Creek Trail	550.00	
	Cableway across Bridge River at Truax Creek	275.00	
	Gun Creek–Taseko River Trail	150.00	
	McGillivray Creek Trail	150.00	
	Road to Big Slide Mining & Development Co.	449.24	
	Carried forward	$2,372.73	$43,544.35

LILLOOET DISTRICT (NORTH)—*Continued.*

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$2,372.73	$43,544.35
Road to hydraulic placer claims, D.L. 3026 and 3027	37.40	
Trail from Hawthorn Creek up Cadwallader Creek	75.00	
Trail, Lower South Fork of Bridge River	15.00	
Tyaughton Creek Trail	300.00	
Watson Bar Creek Trail	199.50	
Bridges, South Fork of Bridge River	1,100.00	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		4,099.63
Total expenditure, Lillooet District (North)		$47,643.98

LILLOOET DISTRICT (SOUTH).

Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$494.05	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	176.48	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	30.966.44	
"Unemployment Relief Act, 1932"	23,315.52	
	$54,952.49	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*) (refund)	50.00	
Total, Unemployment Relief		$54,902.49

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
204.	Pemberton Meadows	$1,055.21
205.	Portage	565.28
206.	Station	379.30
207.	Pemberton Portage	239.16
243.	Paradise Valley	86.85
245.	Squamish Valley	2,188.81
246–252.	Squamish streets	329.02
271.	Beach Avenue East	216.23
272.	Beach Avenue West	51.53
281.	Gibson–Sechelt	977.61
291.	Lower	172.01
293.	Mason	135.40
294.	Mintie	62.56
295.	North	247.97
297.	Ocean Beach Esplanade	79.95
300.	Pratt	80.25
301.	Reed	66.61
302.	Roberts Creek	69.20
314.	Sechelt–Pender Harbour	1,283.44
324.	Porpoise Bay	179.93
436.	Squamish–Britannia	93.35
	Rollins	62.10
446.	Garibaldi	184.64
448.	Pemberton	176.28
457.	Blackwater	50.40
70R.	Gibsons Landing–Pender Harbour Highway	124.68
	Sundry roads (units under $50)	494.51
	Plant and tools	759.87
	Supervision—Salaries and expenses	4,736.13
	Pontiac coupe A-54	251.81
	Launch V-33	546.04
	Total, Vote 171—Roads, Trails, etc.	15,946.13
	Carried forward	$70,848.62

LILLOOET DISTRICT (SOUTH)—*Continued.*

Brought forward		$70,848.62

VOTE 171—BRIDGES: MAINTENANCE.

REG. NO.			
410.	Mamquam Washout	$499.68	
261.	Nameless	74.02	
327.	Saginaw, No. 1	84.25	
351.	Stony Creek	98.77	
	Sundry bridges (units under $50)	204.80	
	Total, Vote 171—Bridges: Maintenance		961.52

VOTE 171—FERRIES.

8.	Crown Mountain	$135.36	
7.	Dermody	47.28	
5.	Pemberton	136.70	
4.	Ronyan	21.05	
	Total, Vote 171—Ferries		340.39

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

450.	Goat Creek Trail	$74.91	
456.	Trail from Lillooet River to Tenquille Lake	182.10	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		257.01
	Total expenditure, Lillooet District (South)		$72,407.54
	Total expenditure, Lillooet District	$120,051.52	

MACKENZIE DISTRICT.

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

	Bella Coola River Protection	$2,458.56	
	Total, Capital Account—Roads		$2,458.56

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

4, 5, 7.	Grant Road	$1,567.87	
14.	4-Mile	281.48	
1.	Brown Creek	217.25	
		$2,066.60	

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

	Bella Coola Suspension	2,500.00	
	Total, Capital Account—Bridges		4,566.60
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$362.45	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	38.34	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	1,841.95	
	"Unemployment Relief Act, 1932"	16,911.85	
	Total, Unemployment Relief		19,154.59

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Anahim-Chilcotin	$1,061.82	
3.	Martin Valley	185.30	
9.	Bella Coola (9842)	3,456.47	
	Carried forward	$4,703.59	$26,179.75

MACKENZIE DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$4,703.59	$26,179.75
REG. NO.			
9.	Bella Coola (10519)	750.00	
50.	Atnarko–Anahim	261.29	
63.	Sakumtha Pass	200.15	
101.	Lake (Lasqueti)	71.40	
102.	Main (Lasqueti)	615.22	
106.	King	98.31	
107.	Sutherland	71.44	
110.	Malaspina	134.17	
111.	Lund	1,630.01	
115.	Westview	193.49	
133.	Padget	194.51	
134.	Cranberry Lake	507.82	
136.	Olsen Lake	55.00	
137.	Thunder Bay	1,519.63	
146.	Allan	179.40	
148.	Manson	386.17	
151.	Second	63.38	
154.	Savary Island	274.82	
155.	Fourth (Paradise Valley)	194.50	
157.	Harvey	169.34	
168.	Scotch Fir Point	153.92	
173.	Bell	55.67	
174.	Blubber Bay (Texada)	216.57	
175.	Central (Texada)	349.07	
194.	Stuart Island	135.57	
205.	Finn Bay	290.35	
207.	Valley	258.47	
208.	Patrick	67.32	
210.	Lubert	212.02	
212.	Fifth	104.89	
213.	McGregor	53.44	
214.	Wilde	250.00	
	Sundry roads (units under $50)	672.58	
	Material and supplies	238.63	
	Trucks	350.89	
	Hard surfacing	543.89	
	Plant and tools	1,359.96	
	Supervision	2,196.90	
	Administration	349.31	
	Total, Vote 171—Roads, Trails, etc.		20,133.09

VOTE 171—BRIDGES: MAINTENANCE.

52.	Thorsen Creek	$168.79	
111.	Lois River	113.70	
182.	Allan Road	74.90	
152.	Vananda	144.73	
	Sundry bridges (Bella Coola)	93.60	
	Sundry bridges (units under $50)	520.25	
	Total, Vote 171—Bridges: Maintenance		1,115.97

VOTE 171—BITUMINOUS SURFACING.

111.	Lund Road	$3,178.93	
134.	Cranberry Lake Road	2,059.81	
137.	Thunder Bay Road	2,053.53	
	Manson Road	10.00	
	Poplar Avenue	268.76	
	Ocean View Road	35.22	
	Total, Vote 171—Bituminous Surfacing		7,606.25
	Total expenditure, Mackenzie District		$55,035.06

NANAIMO DISTRICT.

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

REG. No.			
7.	Millstone	$2,498.76	
	Total, Capital Account—Bridges		$2,498.76
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$497.43	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	6,808.38	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	20,533.45	
	"Unemployment Relief Act, 1932"	71,227.72	
	Total, Unemployment Relief		99,066.98

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Brechin	$57.13	
5.	Bush Street	61.27	
15.	Deep Bay	75.27	
30.	Fiddick's	69.13	
50.	Howard Avenue	143.81	
127.	Island Highway	1,162.19	
88.	Park Avenue	82.53	
94.	Raine's	135.01	
103.	South Wellington	187.47	
126.	Wakesiah Avenue	86.00	
67.	Wall Street	197.85	
	Sundry roads (units under $50)	382.72	
	Supervision	1,697.01	
	Tools and plant	236.76	
	Haulage-trucks	1,708.74	
	Total, Vote 171—Roads, Trails, etc.		6,282.89

VOTE 171—BRIDGES: MAINTENANCE.

7.	Millstone	$953.03	
10.	Brechin	244.99	
	Total, Vote 171—Bridges: Maintenance		1,198.02

VOTE 171—BITUMINOUS SURFACING.

15.	Departure Bay Road	$196.14	
34.	Fifth Street	68.51	
127.	Island Highway	1,170.58	
146.	Stewart Avenue	48.34	
151.	Northfield Road	14.20	
	Total, Vote 171—Bituminous Surfacing		1,497.77
	Total expenditure, Nanaimo District		$110,544.42

NELSON DISTRICT.

	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$4,748.74	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	12,205.30	
	"Unemployment Relief Act, 1932"	42,175.26	
	Total, Unemployment Relief		$59,129.30

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2.	Fairview streets	$273.02	
4.	Rosemont streets	124.48	
	Carried forward	$397.50	$59,129.30

NELSON DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$397.50	$59,129.30
REG. NO.		
6. South Nelson streets	202.44	
Sundry roads (units under $50)	59.40	
Plant and tools	559.81	
Total, Vote 171—Roads, Trails, etc.		1,219.15

VOTE 171—FERRIES.

Nelson	$14,025.57	
Total, Vote 171—Ferries		14,025.57
Total expenditure, Nelson District		$74,374.02

NEW WESTMINSTER DISTRICT.

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

Twentieth Street, D.L. 172 (drainage)	$2,399.11	
Total, Capital Account—Roads		$2,399.11
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$1,142.49	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	1,070.74	
"Unemployment Relief Act, 1932"	8,794.29	
Total, Unemployment Relief		11,007.52

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Streets in District Lot 172	$1,260.71	
Approach, New Westminster Bridge	193.53	
Total, Vote 171—Roads, Trails, etc.		1,454.24
Total expenditure, New Westminster District		$14,860.87

NORTH OKANAGAN DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

63R. Arterial Highway, Spallumcheen Municipality	$188.96	

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

New equipment-shed, Vernon	$1,400.00	
63R. Arterial Highway, Spallumcheen Municipality	188.96	
	$1,588.96	

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

75. Lumby–Mabel Lake	$977.78	
88. Vernon–Edgewood	275.25	
	$1,253.03	

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

New equipment-shed, Vernon	$3,926.00	
Total, Capital Account—Roads		$6,956.95
Carried forward		$6,956.95

NORTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$6,956.95
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$997.04	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—(G) Non-contributory: Unemployment Relief	502.37	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,316.95	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	14,778.69	
"Unemployment Relief Act, 1932"	40,421.69	
Total, Unemployment Relief		58,016.74

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
2.	Albers	$57.84
161.	B.X.	112.41
4.	Bella Vista	52.91
31.	Creighton Valley	388.85
28.	Cameron's Point	101.49
30.	Commonage	364.82
34.	Deep Creek	313.51
78.	Eagle Pass	1,821.80
74.	Enderby–Mabel Lake	1,010.75
37.	East Vernon	371.27
39.	Enderby–Grindrod	394.38
113.	Enderby–Salmon River	316.80
36.	Eastside	52.99
49.	Grandview Bench	201.89
62.	Hodges	50.65
59.	Harris Creek	57.96
65.	Kamloops	937.79
68.	Kelowna	5,731.66
67.	Kedleston	158.45
75.	Lumby–Mabel Lake	818.32
70.	L. and A.	236.58
92.	Mud Lake	84.11
97.	Okanagan Landing	428.06
100.	Oyama	424.13
105.	Riverside	89.78
103.	Richlands	132.53
107.	Rollings Lake	95.04
126.	Squaw Valley	241.84
121.	Shuswap River Drive	102.21
129.	Sugar Lake	284.56
119.	Shuswap Avenue (south)	302.91
130.	Trinity Valley	711.62
131.	Tronson	78.32
163.	Trask	85.56
88.	Vernon–Edgewood	2,746.15
102.	Vernon–Salmon Arm	3,034.02
138.	Westside	677.23
	Highways, Arterial.	
34R.	Vernon–Salmon Arm, City of Armstrong	274.24
62R.	Vernon–Kamloops, Spallumcheen Municipality	619.99
63R.	Vernon–Salmon Arm, Spallumcheen Municipality	2,122.05
	Highways, Primary.	
52A.	Vernon–Edgewood, Coldstream Municipality	238.61
70A.	Landsdowne Loop, Spallumcheen Municipality	554.81
	Highways, Secondary.	
32B.	Armstrong–Salmon River, Spallumcheen Municipality	37.56
33B.	Armstrong–Salmon River, City of Armstrong	83.60
	Carried forward	$27,002.05 $64,973.69

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$27,002.05	$64,973.69
Sundry roads (units under $50)	663.34	
Supervision and travelling expenses	2,955.83	
Plant, tools, and equipment	1,880.84	
Road machinery	582.00	
Traffic operation and snow-removal	313.62	
Total, Vote 171—Roads, Trails, etc.		33,397.68

VOTE 171—BRIDGES: MAINTENANCE.

Reg. No.		
1.	Abbott	$88.48
6.	Ashton Creek	942.71
7.	Andrew	240.72
38.	Falls	50.70
45.	Genier	837.91
48.	Grindrod	117.73
80.	McKay	342.10
95.	Outlet	269.76
96.	Pass	61.05
98.	Pine	101.27
5.	Rand's	773.56
151.	Reserve	225.54
	Sundry bridges (units under $50)	129.42
	Total, Vote 171—Bridges: Maintenance	4,180.95
	Total expenditure, North Okanagan District	$102,552.32

NORTH VANCOUVER DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): ROADS.

Dollarton Highway (Primary 73A)	$2,990.54	

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

Dollarton Highway (Primary 73A)	787.41	
Total, Capital Account—Roads		$3,777.95
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$721.96	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	273.75	
"Unemployment Relief Act, 1932"	301.68	
Total, Unemployment Relief		1,297.39

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Bowen Island Trunk	$730.30	
3.	Cowan	211.93	
4.	Dorman	59.13	
6.	Grafton	471.94	
9.	Miller	120.19	
10.	Scarborough	63.54	
13.	Collins	508.45	
14.	Woods	123.49	
21.	New Brighton–Grace Bay	98.12	
22.	New Brighton–Grace Harbour	97.91	
32.	Ecclestone	95.37	
66A.	Marine Drive	7.72	
67A.	Marine Drive	680.66	
73A.	Dollarton Highway	2,059.35	
	Sundry roads (units under $50)	216.70	
	Carried forward	$5,544.80	$5,075.34

NORTH VANCOUVER DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$5,544.80	$5,075.34
Plant and tools	109.78	
Supervision	595.35	
Total, Vote 171—Roads, Trails, etc.		6,249.93

VOTE 171—BRIDGES: MAINTENANCE.

REG. NO.			
	Bridge No. 1 (Boundary)	$8.91	
2.	Capilano	1,817.71	
9.	Cypress Creek	104.05	
13.	Nelson Creek	2,407.19	
	Sundry bridges (units under $50)	374.69	
	Total, Vote 171—Bridges: Maintenance		4,712.55
	Total expenditure, North Vancouver District		$16,037.82

OMINECA DISTRICT.

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

448.	Walcott Foot-bridge	$9,191.91	
	Total, Capital Account—Bridges		$9,191.91
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*): Unemployment Relief	$62.59	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	682.02	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	5,159.30	
	"Unemployment Relief Act, 1932"	68,358.86	
	Total, Unemployment Relief		74,262.77

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

9.	Brown	$64.20	
10.	Blackwater–Stony Creek	69.92	
12.	Braeside	96.89	
13.	Buck River	68.00	
19.	Rose Lake Cut-off	155.84	
21.	Colleymount	514.51	
28.	Martin Lake	50.00	
31.	Finmoore–Webber Lake	480.18	
32.	Finmoore (south)	171.43	
33.	Forestdale–Mile 106	112.40	
36.	Fort Fraser Settlement (east)	106.25	
37.	Fort Fraser–Stella	243.67	
39.	Fort George–Hazelton	14,984.95	
47.	Greer Valley	83.85	
59.	Keefe's Landing–Ootsa	850.51	
61.	Lily Lake	285.27	
79.	Nithi River	109.84	
80.	North Francois Lake	455.25	
84.	Ootsa Lake Shore (east)	113.97	
90.	Wistaria–Houston	673.81	
95.	Quick Station	82.75	
96.	Quick School	55.40	
102.	Sob Lake Settlement	77.60	
104.	Schaefer	143.39	
117.	Fort St. James–Manson Creek	1,545.09	
118.	Topley–Babine	596.10	
	Carried forward	$22,191.07	$83,454.68

OMINECA DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$22,191.07	$83,454.68
REG. NO.			
122.	Uncha Lake	418.49	
124.	Vanderhoof–Stuart Lake	1,940.31	
125.	Owen Lake	183.75	
126.	Vanderhoof–Sturgeon Point	645.79	
127.	Vanderhoof (west)	203.80	
130.	Woodmere–Round Lake	88.75	
153.	Brandon	429.54	
161.	Menard Settlement	52.50	
182.	Loop	256.71	
197.	Skog	221.90	
200.	Burns Lake–Babine	65.97	
	Sundry roads (units under $50)	958.18	
	Plant	4,270.88	
	Supervision, auto	993.89	
	Supervision and office expenses	3,776.64	
	Snow-removal	2,582.11	
	Total, Vote 171—Roads, Trails, etc.		39,280.28

VOTE 171—BRIDGES: MAINTENANCE.

16.	Ferguson Creek	$177.60	
46.	Burns Lake Trestle, No. 2	246.53	
81.	Sowchea	75.20	
87.	Tong	100.10	
428.	Morden, No. 1	138.05	
446.	Live Creek	75.45	
450.	Nation River	2,893.98	
455.	Gale	69.25	
503.	Wakefield	94.35	
	Sundry bridges (units under $50)	208.90	
	Total, Vote 171—Bridges: Maintenance		4,079.41

VOTE 171—FERRIES.

1.	Francois Lake	$6,681.66	
2.	Fort Fraser	972.92	
3.	Braeside	1,291.32	
4.	Hulatt	413.00	
5.	Finmoore	1,170.29	
6.	Takla Lake	265.25	
	Total, Vote 171—Ferries		10,794.44

VOTE 171—WHARVES.

	Francois Lake Ferry Wharves	$650.00	
	Total, Vote 171—Wharves		650.00

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail from mouth of Omineca River to End Lake on the Osilinka River	$350.00	
Trail to property of Lafe Bartholomew, Topley	25.00	
Manson Creek Trail	1,999.34	
Road to Golden Eagle Group, Topley	100.00	
Trail to Jack Rabbit Group, near Perow	25.00	
Sakumtha Pass Trail	25.00	
Trail to Evergreen Group, Topley	25.00	
Trail to Manson Section from Hazelton	246.60	
Trail to Dog Creek from Vanderhoof–Fort St. James Road	52.85	
Trail to Golden Glory and adjoining groups from Burns Lake	50.00	
Trail to Croesus Group, Morice Mountain, Houston	50.00	
Trail to Monarch and Esther Groups, Whitesail Lake	50.00	
Grouse Mountain Road, near Telkwa	25.00	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		3,023.79
Total expenditure, Omineca District		$141,282.60

PRINCE RUPERT DISTRICT.

Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$750.01	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	3,328.91	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	19,551.22	
"Unemployment Relief Act, 1932"	62,052.55	
Total, Unemployment Relief		$85,682.69
VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
Queen Charlotte City streets	$437.60	
Jap Inlet sidewalks	144.25	
Kumdis Island Trail	407.85	
Masset–Tow Hill	1,147.37	
Oona River sidewalks	227.50	
Port Clements–Masset	468.60	
Port Clements streets	424.00	
Port Clements–Tlell	273.50	
Port Simpson streets	581.22	
Prince Rupert Highway (Galloway Rapids–Skeena City Section)	1,336.85	
Prince Rupert Highway (Kaien Island Section)	2,026.28	
Queen Charlotte City–Tlell	1,120.73	
Salt Lakes Trail	60.66	
Sandspit roads	199.34	
Sewell roads	100.50	
New Masset–Old Masset	25.20	
Masset streets	157.85	
Tow Hill–East Coast	56.60	
Smith Island Trail	50.40	
Lawson Harbour, Lewis Island, sidewalks	40.40	
Snow-removal, Prince Rupert Highway	215.25	
Plant and tools	698.67	
Roads generally	733.68	
Total, Vote 171—Roads, Trails, etc.		10,934.30
VOTE 171—BRIDGES: MAINTENANCE.		
Delkatla	$674.25	
Bridges generally, Graham Island (south) (units under $50)	539.70	
Total, Vote 171—Bridges: Maintenance		1,213.95
		$97,830.94
VOTE 171—WHARVES.		
Prince Rupert (toll receipts)	$11,304.51	
Prince Rupert (maintenance)	$6,056.40	
Cow Bay Launch Harbour	432.65	
	6,489.05	
Total, Vote 171—Wharves (credit balance)		4,815.46
Total expenditure, Prince Rupert District		$93,015.48

REVELSTOKE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*b*): ROADS.		
Big Bend	$4,827.16	
Total, Capital Account—Roads		$4,827.16
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$4,027.47	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	1,914.94	
Carried forward	$5,942.41	$4,827.16

REVELSTOKE DISTRICT—*Continued.*

Brought forward	$5,942.41	$4,827.16
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	330.65	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	4,221.45	
"Unemployment Relief Act, 1932"	56,620.86	
Total, Unemployment Relief		67,115.37

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
8.	Beaton–Camborne	$259.00
10.	Beaton–Trout Lake	584.44
13.	Big Bend	5,340.13
23.	Fourth Street Subdivision	63.13
25.	Galena Bay Logging	254.40
50.	Malakwa–Johnson–Ross	113.80
66.	Nelson	393.10
71.	Revelstoke–Arrowhead	1,568.57
72.	Revelstoke (east)	245.36
74.	Revelstoke (west)	13,809.45
	Illecillewaet River-bank Protection	2,274.26
	Orser–Swanstrom	256.92
115.	Halfway Creek Trail	105.70
	Plant and tools	3,786.24
	General Foreman's salary and travelling expenses	1,416.91
	Sundry roads and trails (units under $50)	437.85
	Total, Vote 171—Roads, Trails, etc.	30,909.26

VOTE 171—BRIDGES: MAINTENANCE.

14.	Beaton–Trout Lake	$50.00
22.	Big Bend	369.86
23.	Big Bend	277.62
81.	Revelstoke–Arrowhead	61.85
101.	Revelstoke (south)	483.31
103.	Columbia River	2,632.21
120.	Revelstoke (west)	379.95
128.	Revelstoke (west)	175.50
131.	Revelstoke (west)	194.38
149.	Big Bend	371.01
158.	Downie	63.15
159.	Goldstream	585.11
	Sundry bridges (units under $50)	626.77
	Total, Vote 171—Bridges: Maintenance	6,270.72

VOTE 171—FERRIES.

1.	Arrow Lake (North-east Arm)	$5,833.34
2.	Goldstream	312.00
3.	Hall's Landing	3,161.12
4.	12-Mile	3,236.05
	Total, Vote 171—Ferries	12,542.51

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Poole Creek Trail	$299.62
	Goose Creek Trail	200.00
	Laforme Creek Trail	150.00
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.	649.62
	Total expenditure, Revelstoke District	$122,314.64

RICHMOND-POINT GREY DISTRICT.

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

REG. NO.			
5.	Fraser Avenue (Arterial 66R)	$2,714.65	
	Total, Capital Account—Roads		$2,714.65

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

6.	Fraser Avenue	$692.75	
	Total, Capital Account—Bridges		692.75
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$1,471.11	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	280.63	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	2,306.68	
	"Unemployment Relief Act, 1932"	5,026.71	
	Total, Unemployment Relief		9,085.13

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Marine Drive	$2,632.36	
5.	Fraser Avenue (Arterial 66R)	2,696.82	
9.	Woodward Highway (Secondary 50B)	1,606.16	
19.	Richmond Highway (Secondary 70B)	782.24	
	Steveston Highway (Secondary 84B)	257.79	
	Road Foreman's office	1,526.64	
	Road Foreman's car A-11	407.89	
	Chevrolet truck S-152	74.69	
	Plant and tools	5.35	
	Roads generally	181.77	
	River-bank Protection, Lulu Island	929.87	
	Total, Vote 171—Roads, Trails, etc.		11,101.58

VOTE 171—BRIDGES: MAINTENANCE.

4, 5.	Eburne bridges	$7,958.48	
6.	Fraser Avenue	3,393.45	
3.	Third	452.06	
	Sundry bridges on Marine Drive	49.12	
	Total, Vote 171—Bridges: Maintenance		11,853.11

VOTE 171—FERRIES.

	Ladner–Woodward, No. 3	$547.55	
	Total, Vote 171—Ferries		547.55
	Total expenditure, Richmond-Point Grey District		$35,994.77

ROSSLAND-TRAIL DISTRICT.

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

	Trail Subway	$57,255.90	
	Total, Capital Account—Bridges		$57,255.90

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

4.	Trail–Castlegar Road	$4,663.25	
23.	Rossland–Trail Road (Work done 1931–32.)	1,353.51	
	Total, Capital Account—Bituminous Surfacing		6,016.76
	Carried forward		$63,272.66

ROSSLAND-TRAIL DISTRICT—*Continued.*

Brought forward		$63,272.66
Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$388.11	
Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	1,707.68	
Capital Account—" B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	2.84	
Capital Account—" B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	10,044.76	
" Unemployment Relief Act, 1932 "	39,970.57	
Total, Unemployment Relief		52,113.96

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
	New equipment	$949.38	
2.	Big Sheep Creek	295.55	
4.	Castlegar–Trail	5,536.86	
7.	Deschamps (north)	103.30	
12.	Milestone	85.57	
14.	Rossland–Cascade	3,305.48	
16.	Rossland–Paterson	875.98	
21.	Trail (east)	86.43	
22A.	Trail–Columbia Gardens	611.13	
23.	Trail–Rossland	2,943.11	
	Sundry roads (units under $50)	151.00	
	Plant and tools	1,561.34	
	Road Superintendent's salary and expenses	2,560.50	
	Total, Vote 171—Roads, Trails, etc.		19,065.63

VOTE 171—BRIDGES: MAINTENANCE.

4.	Nelson–Castlegar, No. 4	$50.47	
37.	Trail–Rossland, No. 2	189.82	
	Sundry bridges (units under $50)	174.58	
	Total, Vote 171—Bridges: Maintenance		414.87

VOTE 171—FERRIES.

Castlegar	$7,816.76	
Total, Vote 171—Ferries		7,816.76

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to Snowdrop Mine	$149.80	
Road to Evening Star Mine	159.60	
Extension of road to I.X.L. Mine	352.22	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		661.62
Total expenditure, Rossland-Trail District		$143,345.50

SAANICH DISTRICT.

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

East Saanich (Arterial 30R)	$825.43	
West Saanich (Arterial 52R)	1,231.29	
Keating Cross (Secondary 85B)	388.85	
Total, Capital Account—Roads		$2,445.57
Carried forward		$2,445.57

SAANICH DISTRICT—*Continued.*

Brought forward		$2,445.57
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$273.44	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	254.80	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	1,606.20	
"Unemployment Relief Act, 1932"	26.80	
Total, Unemployment Relief		2,161.24

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
1. Burnside	$18.27	
3. Connaught	18.26	
5. Crescent	17.50	
7. Helmcken	21.70	
8. High	20.55	
Island Highway (Arterial 28R)	1,535.50	
Quadra and Saanich (Arterial 29R)	2,323.47	
East Saanich (Arterial 30R)	999.06	
West Saanich (Arterial 52R)	2,551.33	
Verdier (Primary 57A)	171.84	
Keating Cross (Secondary 85B)	640.16	
Supervision	4,811.40	
Auto	168.90	
Plant and tools	1,270.66	
Total, Vote 171—Roads, Trails, etc.		14,568.60

VOTE 171—BITUMINOUS SURFACING.

52R. West Saanich Road	$3,681.72	
Total, Vote 171—Bituminous Surfacing		3,681.72

VOTE 172—LOCAL ROADS WITHIN ORGANIZED TERRITORY.

2. Scott	$71.12	
Total, Vote 172—Local Roads within Organized Territory		71.12
Total expenditure, Saanich District		$22,928.25

SALMON ARM DISTRICT.

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

94. Sicamous–Canoe	$4,994.68	

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

94. Sicamous–Canoe	4,771.75	
		$9,766.43

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

40. Kamloops–Vernon (credit)	113.00
Total, Capital Account—Roads	$9,653.43

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

80. Pritchard	$3,885.79	
Total, Capital Account—Bridges		3,885.79
Carried forward		$13,539.22

SALMON ARM DISTRICT—*Continued.*

Brought forward		$13,539.22
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$3,220.59	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	3,594.82	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,447.79	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	35,487.47	
"Unemployment Relief Act, 1932"	116,715.13	
Total, Unemployment Relief		160,465.80

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
2.	Adams Lake	$406.39
3.	Adams Lake–Squam Bay	59.70
7.	Bear Creek	241.36
8.	Bolean Creek	127.24
9.	Blind Bay–Eagle Bay	500.25
10.	Blind Bay–Balmoral	56.56
11.	Birch Island–Lost Creek	210.30
16.	Chase Creek	256.57
18.	Chase Town	51.79
20.	Chum Creek and branches	136.60
24.	Douglas Lake–Grand Prairie	204.00
25.	Ducks Station–Disdero	56.05
26.	Duck Range	266.52
27.	Fadear Creek	120.40
28.	Fowler–Willette	190.07
29.	Falkland	60.50
36.	Harper Valley	162.12
39.	Kamloops–Salmon Arm	10,076.05
40.	Kamloops–Vernon	3,679.08
41.	Kamloops–Shuswap	269.80
47.	Martin Prairie	351.65
54.	Notch Hill–Carlin–Tappen	453.99
55.	Notch Hill vicinity	55.85
59.	Paxton Valley	79.72
60.	Paul Lake–Pritchard	79.19
61.	Pinantan	553.30
64.	Pillar Lake	242.72
65.	Robins Range	401.51
70.	Salmon River	411.03
71.	Sicamous–Vernon	257.82
72.	Squilax–Anglemont	1,240.74
77.	Scotch Creek	51.20
80.	Tappen–White Lake	328.69
81.	Tappen–Mobley–Brown	223.92
82.	Warren Creek	51.58
83.	North Thompson Highway	1,033.30
92.	Pemberton Range	73.45
94.	Sicamous–Canoe	1,422.64
	City of Salmon Arm—Trans-Provincial (Arterial 37R)	45.45
	Municipality of Salmon Arm—Trans-Provincial (Arterial 38R)	2,339.08
	Salmon Arm–Grand Prairie (Secondary 26B)	80.00
	Canoe (Secondary 76B)	300.00
	Sundry roads (units under $50)	310.34
	Supervision—Salaries and expenses	4,448.10
	Camp equipment	66.40
	Plant and equipment	2,512.62
	Plant and tools	183.42
	Plant maintenance	2,566.35
	Material	221.15
Total, Vote 171—Roads, Trails, etc.		37,516.56
Carried forward		$211,521.58

SALMON ARM DISTRICT—*Continued.*

Brought forward		$211,521.58

VOTE 171—BRIDGES: MAINTENANCE.

Reg. No.			
10.	Brett's	$78.55	
15.	Campbell Creek, No. 3	100.05	
20.	Cedar Hill	907.76	
24.	Chase Creek, No. 4	1,202.43	
32.	Dodd's, No. 1	106.20	
33.	Dodd's, No. 2	95.85	
34.	Dilworth	63.10	
47.	Spa Creek	611.58	
59.	Mad River	93.00	
68.	Monte Creek, No. 6	364.96	
74.	McMurphy Suspension	99.63	
75.	Moore Creek	1,805.43	
80.	Pritchard	251.35	
89.	Scarf Creek	402.11	
94.	Scotch Creek, No. 5	56.62	
96.	Shuswap	381.30	
105.	Squilax	285.47	
	Sundry bridges (units under $50)	385.88	
	Total, Vote 171—Bridges: Maintenance		7,291.27

VOTE 171—FERRIES.

1.	Avola	$425.67	
2.	Vavenby	1,021.14	
3.	Sorrento–Scotch Creek	4,068.78	
5.	Ducks	879.70	
6.	Shuswap Lake	8,000.00	
	Total, Vote 171—Ferries		14,395.29

VOTE 171—BITUMINOUS SURFACING.

38R.	Trans-Provincial Highway	$50.10	
	Total, Vote 171—Bituminous Surfacing		50.10

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Dam across Adams River	$75.00	
	Trail up Spillman Creek	175.00	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		250.00
	Total expenditure, Salmon Arm District		$233,508.24

SIMILKAMEEN DISTRICT.

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

34-24.	Penticton–Oliver, No. 2 (Penticton swing-bridge)	$1,972.18	
	Total, Capital Account—Bridges		$1,972.18
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$1,997.53	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	407.75	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	3,000.47	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	29,928.63	
	"Unemployment Relief Act, 1932"	102,419.10	
	Total, Unemployment Relief		137,753.48
	Carried forward		$139,725.66

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$139,725.66

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
10.	Copper Mountain	$188.87	
67.	Cawston roads	232.66	
21.	Fairview–Camp McKinney	132.96	
22.	Fairview–Cawston	76.27	
26.	Fairview–White Lake	60.50	
29.	5-Mile–Princeton	161.79	
44.	Granite Creek–Blakeburn	619.03	
35.	Hedley–Princeton	2,717.02	
59.	Hope–Princeton	964.30	
39.	Kaleden Townsite	534.51	
41.	Keremeos–Hedley	566.63	
43.	Keremeos Station	189.26	
	Keremeos–Cawston	336.52	
47.	Marron Valley	634.48	
53.	1-Mile–Princeton	496.26	
54.	Osoyoos–Sidley Mountain	2,089.06	
86.	Oliver–Osoyoos	2,706.66	
20.	Penticton–Oliver	5,533.51	
74.	Penticton Creek	58.00	
60.	Penticton–Keremeos	1,652.28	
62.	Penticton–Carmi	58.29	
63.	Princeton–Otter Lake	1,380.42	
68.	Princeton streets	527.37	
73.	Penticton–Summerland	866.76	
52.	Richter Pass	259.85	
72.	South Similkameen	670.96	
78.	Summers Creek	90.30	
80.	Shingle Creek	100.95	
93.	S.O.L. Project	81.99	
87.	Wm. B. Dornberg	287.00	
40.	White Lake	147.52	
	Sundry roads (units under $50)	435.82	
	Trails.		
	Hope–Princeton	164.65	
	Plant and tools	2,148.78	
	Supervision—General Foreman and auto	2,973.44	
		$30,144.67	

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

42R.	Summerland–Penticton–Oliver (arterial)	$3,013.77	
29B.	Penticton–Naramata (secondary)	598.59	
86B.	Fairview Road (secondary)	200.41	
		$3,812.77	
	Total, Vote 171—Roads, Trails, etc.		33,957.44

VOTE 171—BRIDGES: MAINTENANCE.

198.	Cawston	$372.18	
231.	Cawston	190.00	
18.	Copper Mountain, No. 1	213.77	
74.	Hedley–Princeton, No. 7	1,050.46	
101.	1-Mile Creek	945.53	
116.	Penticton–Keremeos, No. 12	1,173.59	
118.	Penticton–Keremeos, No. 14	743.06	
182.	Penticton–Oliver	489.07	
24.	Penticton–Oliver, No. 2	75.87	
	Sundry bridges (units under $50)	97.60	
	Bridges generally	345.80	
	Total, Vote 171—Bridges: Maintenance		5,696.93
	Carried forward		$179,380.03

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$179,380.03
VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Ashnola–Pasayten Mining Road	$584.60	
Cambie Creek Bridge	344.15	
Golconda Road	25.00	
Haight Coal-mine Road, Lot 385	21.78	
Oro Fino Mine Road	500.00	
Proposed road from Granite Creek to Rice's	150.00	
Road to North Fork of Granite Creek	99.40	
Road from Tulameen to Summit Camp	199.82	
Road to Liquidator Mineral Claim, Tulameen	50.00	
Roads from Princeton to Pleasant Valley Coal-mines and from Princeton to Tulameen Coal-mines	188.44	
Sunnyside, Queen Bess, Last Chance, and Horsefly Trails, Summit Camp	50.00	
Siwash Creek Trail	60.00	
Trail through the Hope Mountains from 23-Mile to the Summit	299.90	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		2,573.09
Total expenditure, Similkameen District		$181,953.12

SKEENA DISTRICT.

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

Bridge at Braun's Island	$6,602.19	
Total, Capital Account—Bridges		$6,602.19
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$753.58	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	462.50	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,625.09	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	6,141.85	
"Unemployment Relief Act, 1932"	66,467.94	
Total, Unemployment Relief		75,450.96

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
	Prince Rupert Highway (Hubert–Smithers)	$3,080.25	
	Prince Rupert Highway (Smithers–Moricetown)	1,488.10	
	Prince Rupert Highway (Moricetown–Hazelton)	1,795.22	
	Prince Rupert Highway (Hazelton–Cedarvale)	2,135.75	
	Prince Rupert Highway (Cedarvale–Terrace)	1,610.36	
11.	Babine	161.35	
297.	Babine Trail	198.80	
	Brackenden	54.00	
84.	B.C. Coal	493.87	
9.	Braun's Island	1,404.15	
	Copper City Ferry	139.60	
86.	Copper City–Vanarsdol	224.92	
	Chretien	185.60	
205.	Copper River Trail	91.80	
13.	Cronin	160.60	
114.	Dairy	69.60	
23.	Driftwood	81.40	
54.	Halliwell	167.28	
	Hampton	233.11	
35.	Hudson Bay Mountain	76.00	
20.	Kalum Street	51.28	
	Carried forward	$13,903.04	$82,053.15

SKEENA DISTRICT—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$13,903.04	$82,053.15
REG. NO.			
43.	Kalum Lake	1,406.45	
45.	Keith	141.98	
49.	Kispiox	506.00	
42.	Kitimat	266.19	
52.	Lakelse Lake	692.33	
57.	Merkley	58.20	
66.	Poplar Park	65.00	
300.	Port Essington streets	362.48	
7.	Remo	398.97	
	Salmon Creek	55.00	
19.	Snake	87.50	
90.	Tatlow	130.50	
107.	Telkwa High	266.50	
	Telkwa River	321.98	
	Salaries—		
	General Foreman	1,992.60	
	Clerical employee	1,515.46	
	Travelling expenses	324.67	
	Office expenses	241.19	
	Plant and tools	9,301.78	
	Culvert stock	407.14	
	Sundry roads (units under $50)	640.35	
		$33,085.31	

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

	Main Street (Secondary 58B)	$4.50	
	Kalum Street (Secondary 67B)	26.00	
		$30.50	
	Total, Vote 171—Roads, Trails, etc.		33,115.81

VOTE 171—BRIDGES: MAINTENANCE.

159.	Braun's Island	$52.63	
168.	Copper River Suspension	61.70	
98.	Smithers	525.46	
	Cedar River, Kispiox	164.10	
14.	Cedar River, Terrace	103.00	
50.	Haguelgate Suspension	297.82	
51.	Hazelton	999.65	
89.	Kalum Lake	158.91	
109.	Thornhill Creek	401.22	
	Sundry bridges (units under $50)	463.60	
	Bridges generally	716.76	
	Total, Vote 171—Bridges: Maintenance		3,944.85

VOTE 171—FERRIES.

	Cedarvale	$901.63	
	Copper City	842.08	
	Copper River (basket)	47.00	
	Hazelton	1,195.95	
	Kitwanga	925.33	
	Pacific	793.35	
	Remo	1,524.90	
	Usk	1,382.34	
	Total, Vote 171—Ferries		7,612.58
	Carried forward		$126,726.39

SKEENA DISTRICT—*Continued.*

	Brought forward	$126,726.39

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. NO.			
270.	Usk–Singlehurst Trail	$48.69	
	Nicholson Creek Trail	24.85	
	United Province Group	24.85	
269.	Thoen Basin Trail	24.85	
261.	Mink Creek Trail	99.75	
252.	Williams Creek Trail	24.85	
249.	Thornhill Mountain Trail	49.70	
292.	Usk–Kleanza Creek Trail	146.80	
	Trail to Big Boy Group	24.85	
276.	Trail from Zymoetz River	49.60	
273.	Trail to J.D. Group	24.85	
	Zymoetz River Trail (Copper River)	149.70	
	Trail up Porcupine Creek	49.70	
	Buccaneer of the North Trail	137.64	
	Bermaline Group Trail	24.85	
21.	Dome Mountain Road	249.90	
	Trail to lease of J. Jones	24.50	
	Trail to lease of A. McNaughton	24.85	
208.	Chimdemash Creek Trail	100.00	
	Trail to Grotto Group	24.85	
237.	Telkwa River Trail	99.75	
295.	Waverley Group Trail	49.70	
281.	Silver Lakes Trail	449.64	
	Trail to A. and B. Group	147.00	
	Trail to Usk Group	24.50	
	Trail to Bornite King Group	49.70	
217.	Trail to Empire Group	99.95	
	Trail to Rob Roy Group	49.70	
	Trail to Helen Group	74.90	
239.	McCabe Trail	74.90	
23.	Driftwood Creek Road	199.95	
214.	Douglas Creek Trail (upper)	200.00	
235.	Maroon Mountain Trail	149.80	
214.	Douglas Creek Trail (lower)	149.80	
232.	Legate Creek Trail	24.85	
	Placer property of J. Matheson	49.70	
260.	Yukon Group Trail	25.00	
	Road to Victory Group	16.80	
103.	Glacier Road, Smithers	49.40	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		3,314.67
	Total expenditure, Skeena District		$130,041.06

SOUTH OKANAGAN DISTRICT.

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

Kelowna–Carmi	$994.56	

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

Culvert and fill, Bridge No. 36-7, Camp Creek	$1,557.44	
Naramata	788.21	
	$2,345.65	
Total, Capital Account—Roads		$3,340.21

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

Belgo	$1,608.91	
Total, Capital Account—Bridges		1,608.91
Carried forward		$4,949.12

PROVINCIAL LIBRARY
VICTORIA, B.C.

SOUTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$4,949.12
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$965.21	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	7,091.64	
"Unemployment Relief Act, 1932"	25,813.42	
Total, Unemployment Relief		33,870.27

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.		
3. Belgo Subdivision (north)	$223.90	
4. Belgo Subdivision (south)	384.67	
7. Benvoulin Subdivision	825.51	
8. Experimental Farm	53.00	
9. Glenmore Valley	106.70	
12. Glenrosa Subdivision	101.50	
13. Hydraulic Creek	1,099.95	
15. Joe Riche District	603.32	
16. Kelowna–Vernon (north)	1,230.82	
17. Kelowna–Vernon (south)	1,169.89	
18. K.L.O. Main	450.45	
19. K.L.O. Subdivision	302.85	
20. Lewis–Bailey	97.14	
21. Lake Shore (Okanagan Mission)	656.53	
24. Meadow Valley and branches	329.50	
25. North Naramata	307.77	
27. Naramata Subdivision	753.15	
29. Okanagan Centre Subdivision	241.96	
31. Peachland–Princeton	150.15	
32. Penticton–Summerland	2,263.66	
33. Penticton–Naramata	649.25	
34. Rutland Subdivision	968.20	
35. Richter Street	124.20	
37. S.K.L. Subdivision	89.00	
38. South Okanagan and branches	409.53	
39. Spiers	317.20	
40. Summerland–Peachland	1,019.40	
42. Shingle Creek and branches	130.53	
45. Woodlawn Subdivision	84.80	
46. Westside	237.15	
47. Westbank Subdivision	139.50	
48. Westbank Ferry	924.01	
49. Woods Lake Bottom roads	59.80	
50. Casorso	266.65	
Kelowna–Naramata Trail	58.80	
40R. Peachland–Kelowna (Municipality of Peachland)	1,312.75	
41R. Penticton–Kelowna (Municipality of Summerland)	1,590.39	
Sundry roads (units under $50)	442.42	
Plant, tools, and equipment	10,054.61	
Roads, general	86.07	
Road Foreman	1,826.55	
Road Foreman's car	427.15	
Travelling expenses	125.78	
Office	1,666.62	
Government Sub-agent's office	4.10	
Total, Vote 171—Roads, Trails, etc.		34,366.88

VOTE 171—BRIDGES: MAINTENANCE.

7. Camp Creek, No. 5	$293.08	
15. Duck Creek, No. 4	92.85	
31. Mill Creek	201.95	
52. Slough, No. 6	110.55	
62. Trepanier, No. 1	153.04	
Carried forward	$851.47	$73,186.27

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 171—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$851.47	$73,186.27
Sundry bridges (units under $50)	116.13	
Bridges, general	1.70	
Total, Vote 171—Bridges: Maintenance		969.30
		$74,155.57

VOTE 171—FERRIES.

Kelowna–Westbank—		
Revenue	$23,291.82	
Expenditure	15,324.21	
Total, Vote 171—Ferries (credit balance)		7,967.61
Total expenditure, South Okanagan District		$66,187.96

YALE DISTRICT (NORTH).

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

REG. NO.			
30.	Spences Bridge–Ashcroft	$18,654.62	
	Mazola	497.65	
		$19,152.27	
	Less credit balance, "B.C. Loan Act, 1929"	341.63	
	Total, Capital Account—Roads		$18,810.64

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

Ashcroft	$81,232.74	
Total, Capital Account—Bridges		81,232.74
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$4,483.05	
Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	3,169.16	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	1,327.64	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	50,477.99	
"Unemployment Relief Act, 1932"	98,768.05	
Total, Unemployment Relief		158,225.89

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

73R.	Merritt–Spences Bridge (arterial)	$26.11	
20.	Chaumox	129.05	
30.	Spences Bridge–Ashcroft	2,589.06	
36.	Cariboo	423.60	
42.	Cache Creek–Savona	322.15	
44.	Merritt–Spences Bridge	3,819.84	
45.	Lindley Creek	69.22	
55.	Mamit Lake	965.72	
62.	Midday Valley	55.30	
63.	Merritt–Kamloops	5,982.68	
64.	Mill Creek	90.25	
70.	Merritt–Princeton	2,192.14	
96.	Penask Lake	638.20	
	Carried forward	$17,303.32	$258,269.27

YALE DISTRICT (NORTH)—*Continued.*

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$17,303.32	$258,269.27
REG. No.			
101.	Douglas Lake	487.34	
	Sundry roads (units under $50)	115.90	
	Snow-removal	653.27	
	Plant and tools	1,868.72	
	Gasoline and oil	74.25	
	Supervision and office expenses	6,528.79	
		$27,031.59	
	Cariboo Highway (Toll Section)—		
	Toll receipts $20,640.00		
	Less expenditures 15,061.27		
	Credit balance	5,578.73	
	Total, Vote 171—Roads, Trails, etc.		21,452.86

VOTE 171—BRIDGES: MAINTENANCE.

	Ashcroft	$393.04
	Curnow	334.65
	Emory Creek	225.75
	5-Mile	261.85
	Flume	105.00
	Haig	339.81
	Jackass Mountain, No. 1	110.00
	Jackass Mountain, No. 2	2,030.27
	Jackass Mountain, No. 3	110.00
	Lytton	185.60
	Mill Creek, No. 1	352.21
	Moran	176.50
	Nicola, No. 4	143.42
	Nicola, No. 19	142.10
	Nigger Creek	275.25
	Siwash Creek	110.75
	Sailor Bar	175.50
	Thynne	285.49
	Tunnel Mouth	261.85
	Unnamed	95.00
	Unnamed	106.75
	Unnamed	106.75
	Unnamed	110.00
	Unnamed	110.74
	Unnamed	176.50
	Unnamed	176.75
	Yale	190.50
	Spuzzum	1,628.80
	Sundry bridges (units under $50)	199.25
	Total, Vote 171—Bridges: Maintenance	8,920.08

VOTE 171—FERRIES.

	Lytton	$887.70
	Total, Vote 171—Ferries	887.70

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Trail to Master Ace Group	$300.00
	Emory Creek Trail	170.70
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.	470.70
	Total expenditure, Yale District (North)	$290,000.61

YALE DISTRICT (SOUTH).

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

REG. NO.			
231.	Trans-Canada (Hope–Rosedale)	$1,165.38	
	Total, Capital Account—Roads		$1,165.38
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*a*): Unemployment Relief	$2,052.05	
	Capital Account—"B.C. Loan Act, 1931," Sec. 6 (*e*)—Non-contributory: Unemployment Relief	769.81	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	107.68	
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932)—Unorganized Territory, Non-contributory: Unemployment Relief	36,099.24	
	"Unemployment Relief Act, 1932"	88,358.43	
	Total, Unemployment Relief		127,387.21

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

206.	Farrell	$37.40	
209.	Harrison Hot Springs	492.90	
215.	Lillooet Avenue–Harrison Hot Springs	301.05	
217.	Lougheed Highway (Deroche–Agassiz)	90.94	
224.	Othello	58.50	
210.	Trans-Canada (Hope–Princeton)	595.34	
231.	Trans-Canada (Hope–Rosedale)	10,643.23	
	Snow-removal	144.40	
	Plant and tools	2,934.92	
		$15,298.68	

VOTE 171—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

60A.	Harrison Hot Springs	$215.54	
26R.	Lougheed Highway (Harrison–Agassiz)	5,933.39	
46R.	Trans-Canada (Water Street, Hope)	448.72	
		$6,597.65	
	Total, Vote 171—Roads, Trails, etc.		21.896.33

VOTE 171—BRIDGES: MAINTENANCE.

402.	Harrison Bay Washout (on 26R)	$460.37	
3.	Cheam	538.53	
132.	Pump-house (on 26R)	68.15	
131.	Harrison River (Bridge-tender)	696.28	
	Total, Vote 171—Bridges: Maintenance		1,763.33

VOTE 171—FERRIES.

	Herrling Island (cable-ferry)	$101.25	
	Total, Vote 171—Ferries		101.25

VOTE 132—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Skagit River Trail	$235.00	
	Aurum–Dawson	119.50	
	Hope–Princeton	715.01	
	Fire Mountain Trail	40.00	
	Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		1,109.51
	Total expenditure, Yale District (South)		$153,423.01
	Total expenditure, Yale District	$443,423.62	

MISCELLANEOUS.

"B.C. Loan Act, 1931," Sec. 6 (*a*).

Burrard Street Bridge	$50,000.00	
Total, "B.C. Loan Act, 1931," Sec. 6 (*a*)		$50,000.00

"B.C. Loan Act, 1931," Sec. 6 (*e*)—Unemployment Relief: Non-contributory.

Vancouver	$98.02	
Victoria	593.20	
(H.) Supervision	21,947.42	
(J.) Public Health	29.15	
	$22,667.79	
Credit, hospital deductions	2,091.70	
Total, "B.C. Loan Act, 1931," Sec. 6 (*e*)—Unemployment Relief: Non-contributory		$20,576.09

"B.C. Loan Act, 1932," Sec. 6 (*a*)—Unemployment Relief.

Vancouver	$2,760.15	
Victoria	135.43	
(H.) Supervision	3,995.76	
(J.) Public Health	15,923.16	
Total, "B.C. Loan Act, 1932," Sec. 6 (*a*)—Unemployment Relief		$22,814.50

"B.C. Loan Act, 1932," Sec. 6 (*a*)—Unemployment Relief: Unorganized Territory, Non-contributory.

Vancouver	$18,158.34	
Victoria	1,673.96	
(J.) Public Health	7,233.54	
Total, "B.C. Loan Act, 1932," Sec. 6 (*a*)—Unemployment Relief: Unorganized Territory, Non-contributory		$27,065.84

"Unemployment Relief Act, 1932."

Vancouver		$39,435.48	
Victoria		13,261.12	
General		47,614.10	
Maintenance of Men in Subsistence Camps operated by B.C. Special Commission—			
Permissible charges in excess of Dominion contribution	$10,058.56		
Charges not refundable by Dominion	34,290.65		
		134,349.21	
Public Health		72,381.31	
Camp equipment, machinery, etc., rejected by Dominion Government		35,634.92	
Total, "Unemployment Relief Act, 1932"			$342,676.14

VOTE 171.

Ferries generally	$1,170.00	
Bridges generally	2,510.91	
Traffic operation and snow service	10,198.64	
Launch	1,902.04	
Contingencies	6,874.78	
Total, Vote 171		$22,656.37

"B.C. LOAN ACT, 1932," SEC. 6 (*a*) (PRIOR TO MAY 1st, 1932).

Unemployment Relief—Municipalities.

Alberni City	$20.48	
Armstrong City	55.05	
Burnaby District	16,795.20	
Coquitlam District	432.49	
Courtenay City	273.92	
Carried forward	$17,577.14	

"B.C. LOAN ACT, 1932," SEC. 6 (*a*) (PRIOR TO MAY 1ST, 1932)—*Continued.*

UNEMPLOYMENT RELIEF—MUNICIPALITIES—*Continued.*

Brought forward	$17,577.14	
Cranbrook City	20.76	
Delta Municipality	141.68	
Enderby City	27.45	
Esquimalt Township	202.50	
Fernie City	2.99	
Kamloops City	221.38	
Kelowna City	220.75	
Kent District	256.46	
Ladysmith City	29.22	
Langley District	162.97	
Maple Ridge District	733.50	
Matsqui District	36.93	
Mission District	109.07	
Mission Village	133.92	
Nanaimo City	231.08	
Nelson City	1,683.73	
New Westminster City	3,636.03	
North Vancouver City	2,472.28	
North Vancouver District	1,103.16	
Oak Bay Municipality	126.75	
Port Coquitlam City	235.59	
Prince George City	455.64	
Prince Rupert City	1,925.70	
Revelstoke City	116.07	
Richmond Township	432.86	
Rossland City	124.17	
Saanich District	2,353.23	
Salmon Arm City	62.10	
Trail City	506.67	
Vancouver City	50,808.17	
Victoria City	11,458.97	
Total, "B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932)		$97,608.92

"B.C. LOAN ACT, 1932," SEC. 6 (*b*)—UNEMPLOYMENT RELIEF (FROM MAY 1ST, 1932).

MUNICIPAL DIRECT RELIEF.

Alberni	$27.38	
Burnaby	87,693.41	
Chilliwack City	180.40	
Chilliwack Municipality	176.93	
Coquitlam	1,346.32	
Courtenay	765.14	
Cranbrook	1,453.94	
Esquimalt	459.26	
Fernie	4,780.94	
Kamloops	449.16	
Kelowna	137.03	
Ladysmith	93.82	
Langley	976.92	
Maple Ridge	1,274.65	
Matsqui	132.93	
Merritt	67.20	
Mission District	887.26	
Mission Village	111.73	
Nanaimo	12,166.85	
Nelson	5,109.54	
New Westminster	7,939.89	
North Vancouver City	12,295.69	
North Vancouver District	18,611.29	
Oak Bay	823.17	
Pitt Meadows	7.64	
Port Alberni	503.68	
Carried forward	$158,472.17	

"B.C. LOAN ACT, 1932," SEC. 6 (*b*)—UNEMPLOYMENT RELIEF (FROM MAY 1ST, 1932)—*Continued.*

MUNICIPAL DIRECT RELIEF—*Continued.*

Brought forward	$158,472.17	
Port Coquitlam	238.67	
Prince George	760.57	
Prince Rupert	8,791.54	
Richmond	8,402.78	
Rossland	581.66	
Saanich	9,535.87	
Salmon Arm	21.70	
Surrey	1,139.61	
Vancouver	198,417.73	
West Vancouver	2,454.12	
	$388,816.42	
Less refund from Dominion Government	194,408.28	
Total, "B.C. Loan Act, 1932," Sec. 6 (*a*) (from May 1st, 1932)—Provincial share		$194,408.14

"B.C. LOAN ACT, 1932," SEC. 6 (*a*)—UNEMPLOYMENT RELIEF (FROM MAY 1ST, 1932).

MUNICIPAL DIRECT RELIEF—SINGLES AND TRANSIENTS.

Burnaby	$11,342.61	
Chilliwack City	40.80	
Chilliwack Municipality	4.00	
Coquitlam	33.00	
Cranbrook	131.28	
Esquimalt	411.76	
Fernie	119.33	
Kelowna	13.56	
Langley	110.34	
Maple Ridge	1,402.85	
Matsqui	2.68	
Mission District	183.90	
Mission Village	33.00	
Nanaimo	272.34	
Nelson	4,545.91	
New Westminster	1,814.52	
North Vancouver City	1,721.75	
North Vancouver District	4,044.45	
Oak Bay	68.24	
Port Coquitlam	69.25	
Revelstoke	1,933.33	
Richmond	755.25	
Saanich	1,409.20	
Salmon Arm	30.45	
Surrey	128.22	
Trail	164.80	
Vancouver	110,589.17	
West Vancouver	611.30	
	$141,987.29	
Less refund from Dominion Government	70,993.72	
Total, "B.C. Loan Act, 1932," Sec. 6 (*a*) (from May 1st, 1932)—Provincial share		$70,993.57

"UNEMPLOYMENT RELIEF ACT, 1932."

(M.) ADVANCES TO MUNICIPALITIES.

District of Burnaby	$70,628.06	
Coquitlam District	1,000.00	
City of Cranbrook	1,200.00	
City of Fernie	13,500.00	
Carried forward	$86,328.06	

"UNEMPLOYMENT RELIEF ACT, 1932"—*Continued.*

(M.) ADVANCES TO MUNICIPALITIES—*Continued.*

Brought forward	$86,328.06	
Maple Ridge Municipality	2,000.00	
City of Merritt	1,839.13	
Village of Mission	800.00	
City of North Vancouver	12,500.00	
North Vancouver District	18,250.00	
City of Port Alberni	5,407.56	
City of Port Coquitlam	999.19	
City of Port Moody	1,550.00	
City of Prince Rupert	4,500.00	
District of Salmon Arm	500.00	
City of Trail	3,000.00	
West Vancouver District	1,272.39	
Total, "Unemployment Relief Act, 1932"—Advances to Municipalities		$138,946.33

"UNEMPLOYMENT RELIEF ACT, 1932."

(N.) SINGLE MEN NOT IN CAMPS.

Alberni City	$19.86	
Burnaby District	511.24	
City of Chilliwack	11.20	
Chilliwhack District	10.67	
Courtenay City	3.33	
Delta District	9.37	
Grand Forks City	4.80	
Kamloops City	.75	
City of Kaslo	5.80	
Maple Ridge District	1,184.17	
Matsqui District	3.36	
Mission Village	48.00	
Nanaimo City	40.20	
City of Nelson	524.16	
North Cowichan Municipality	24.99	
North Vancouver City	25.50	
North Vancouver District	183.50	
Oak Bay Municipality	13.20	
Port Alberni City	482.16	
Port Coquitlam City	76.00	
Prince George City	435.50	
Saanich District	3.83	
City of Trail	64.40	
Vancouver City	2,234.10	
Vancouver, Board of Oriental Missions	361.20	
City of Vernon	5.60	
West Vancouver District	3.50	
Total, "Unemployment Relief Act, 1932"—Single Men not in Camps		$6,290.39

"UNEMPLOYMENT RELIEF ACT, 1932."

(E.) MUNICIPALITIES.

Alberni	$1,457.93	
Armstrong	167.30	
Burnaby District	107,907.19	
Chilliwack City	1,235.02	
Chilliwhack District	1,222.98	
Coquitlam	5,041.63	
Municipality of Coldstream	1,659.18	
Courtenay	2,267.79	
Cranbrook	4,552.30	
Cumberland	108.73	
Delta	2,576.56	
Duncan	1,072.72	
Carried forward	$129,269.33	

"UNEMPLOYMENT RELIEF ACT, 1932"—*Continued.*

(E.) MUNICIPALITIES—*Continued.*

Brought forward	$129,269.33	
Esquimalt	2,174.26	
Fernie	14,457.32	
Grand Forks	2,804.13	
Glenmore District	5.24	
Kamloops	4,128.82	
Kaslo	981.90	
Kelowna	1,993.07	
District of Kent	608.17	
Langley	5,369.58	
Maple Ridge	3,815.36	
Matsqui	820.82	
Merritt	2,162.64	
Mission District	2,769.23	
Mission Village	2,039.27	
Nanaimo	15,140.88	
Nelson	11,244.16	
New Westminster City	50,753.92	
North Cowichan	4,965.78	
North Vancouver City	19,031.83	
North Vancouver District	26,177.04	
Oak Bay	2,150.85	
Peachland	111.06	
Penticton	1,315.81	
Pitt Meadows	183.11	
Port Alberni	6,923.40	
City of Port Coquitlam	3,537.10	
Port Moody	3,838.18	
Prince George	3,011.61	
Prince Rupert	18,786.56	
Revelstoke	1,383.36	
Richmond	11,952.38	
Rossland	1,302.87	
Saanich	30,757.43	
Salmon Arm City	775.02	
Salmon Arm District	766.71	
Sumas District	298.56	
Summerland	287.86	
Surrey	10,171.07	
Trail	11,358.53	
Vancouver	435,516.07	
Vernon	3,582.13	
Victoria	107,866.40	
West Vancouver	7,083.36	
Total, "Unemployment Relief Act, 1932"—Municipalities		$963,672.17

"UNEMPLOYMENT RELIEF ACT, 1932."

RELIEF LAND SETTLEMENT PLAN.

No. 1. Heyworth, Herbert Harry	$305.92	
No. 3. Tuura, Oscar	45.53	
No. 4. Ramsden, Richard Henry	55.01	
No. 5. Oddy, Joseph Edwin	84.15	
No. 6. McNally, Hugh A.	31.12	
No. 7. Fitzsimmons, Robert George	118.23	
No. 8. Marcell, Stanley	73.59	
No. 9. Stinson, Frederick	50.00	
No. 10. McTaggart, Philip Joseph	13.02	
No. 11. Trout, Walter	44.51	
No. 12. Platts, Tom	32.00	
	$853.08	
Less municipalities' proportion of above expenditure	568.60	
Total, "Unemployment Relief Act, 1932"—Relief Land Settlement Plan		$284.48

SPECIAL WARRANT No. 1.

Unorganized Territory, Direct Relief.

Alberni	$151.46
Atlin	256.60
Cariboo (North)	376.79
Columbia	536.80
Comox	127.77
Cranbrook	8.75
Creston	1,171.59
Delta	3,142.65
Dewdney	947.38
Esquimalt	1,729.62
Fernie	1,095.90
Fort George	1,321.05
Grand Forks-Greenwood	327.60
Kamloops	3,205.40
Kaslo-Slocan	249.58
Lillooet (North)	15.67
Lillooet (South)	3,503.04
North Okanagan	1,629.16
Prince Rupert	431.40
Revelstoke	21.25
Omineca	461.31
Rossland-Trail	1,069.12
Salmon Arm	1,604.29
Similkameen	358.94
Skeena	693.78
Yale (North)	5,367.77
Yale (South)	4,243.86
Total, Special Warrant No. 1—Unorganized Territory, Direct Relief	$34,048.53

SPECIAL WARRANT No. 2.

Municipal (Unemployment Relief) Works.

Abbotsford	$166.40
Alberni	127.40
Armstrong	585.94
Burnaby	6,336.52
City of Chilliwack	137.00
District of Chilliwhack	51.32
Cranbrook	1,932.11
Cumberland	181.60
Duncan	141.00
Fernie	4,405.63
Kamloops	3,871.93
Kaslo	430.15
Kelowna	1,271.17
Langley	1,281.73
Matsqui	258.52
Merritt	468.00
District of Mission	952.84
Village of Mission	486.66
Nanaimo	1,057.77
Nelson	350.53
New Denver	131.05
New Westminster	924.47
North Cowichan	621.62
City of North Vancouver	3,047.03
Oak Bay	188.49
Peachland	180.70
Penticton	183.61
Pitt Meadows	109.31
Port Alberni	234.45
Port Moody	1,199.03
Revelstoke	895.81
City of Salmon Arm	1,380.95
District of Salmon Arm	840.75
Silverton	144.30
Carried forward	$34,575.79

SPECIAL WARRANT No. 2—*Continued.*

MUNICIPAL (UNEMPLOYMENT RELIEF) WORKS—*Continued.*

Brought forward	$34,575.79	
Slocan	119.00	
Spallumcheen	750.00	
Sumas	311.22	
Summerland	550.89	
Surrey	1,051.22	
Terrace	200.00	
Trail	772.72	
Vancouver	13,523.79	
Vernon	218.71	
West Vancouver	954.48	
Total, Special Warrant No. 2—Municipal Works		$53,027.82

SPECIAL WARRANT No. 18.

DIRECT RELIEF (CAMPS).

Alberni	$584.20	
Atlin	36.50	
Cariboo (North)	1.95	
Columbia	661.21	
Comox	400.00	
Cranbrook	4,788.65	
Creston	1,320.14	
Delta	96.33	
Dewdney	6,063.38	
Esquimalt	46.08	
Fernie	243.90	
Fort George	50.00	
Grand Forks	449.45	
Kamloops	34.62	
Lillooet (South)	125.80	
Mackenzie	33.60	
North Okanagan	15.25	
Prince Rupert	123.75	
Revelstoke	2,211.22	
Rossland	708.12	
Salmon Arm	4,397.13	
Similkameen	4,456.37	
Skeena	24.76	
South Okanagan	2,103.22	
Yale (North)	2,112.40	
Yale (South)	3,578.66	
	$34,666.69	
Less refund from Dominion Government	17,332.70	
Total, Special Warrant No. 18—Direct Relief (Camps)		$17,333.99

CAPITAL EXPENDITURES (BUILDINGS).

"B.C. LOAN ACT, 1929," SEC. 6 (*b*) (BUILDINGS).

Essondale Mental Hospital—		
Acute Building	$791.43	
Veterans' Unit	10,175.07	
New Westminster Mental Hospital—		
Fencing	216.40	
Remodelling	533.40	
Tranquille Sanatorium—Fire-truck	81.18	
Girls' Industrial Home—Accommodation, Doukhobors	3,712.52	
Saanich Mental Home—Septic tank	17.96	
Victoria Normal School—Grounds	1,290.76	
	$16,818.72	
Less refund, Invermere Lockup	986.21	
Total, "B.C. Loan Act, 1929," Sec. 6 (*b*) (Buildings)		$15,832.51

CAPITAL EXPENDITURES (BUILDINGS)—*Continued.*

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

Essondale Mental Home—Irrigation Lawn	$113.04	
New Westminster Mental Home—		
Remodelling	70.31	
Purchase of lots, D.L. 115	155.00	
Boys' Industrial School—Occupational Building	191.48	
Oakalla Prison Farm—		
Fencing	14,667.09	
Septic tank	960.25	
Pouce Coupe—Government Buildings, wiring	296.90	
Prince George Gaol—Erecting cells	570.00	
Tranquille Sanatorium—Heating	5,674.70	
Vancouver Psychiatric Clinic	2,740.78	
Victoria Normal School—Grounds	86.25	
Total, "B.C. Loan Act, 1930," Sec. 6 (*b*) (Buildings)	$25,525.80	
Total, Capital Expenditures (Buildings)		$41,358.31
		$7,127,372.50
Refund, Dominion Government, "B.C. Loan Act, 1932," Sec. 6 (*a*)	$226,456.73	
Refund, Dominion Government, "Unemployment Relief Act, 1932"	965,245.01	
Refund on account of relief expenditure charged to sundry Loan Acts	73,124.95	
		1,264,826.69
		$5,862,545.81
Votes 167–170, 173–175, 171B, 171C, and Special Warrant No. 5		529,245.31
(For details *see* Public Accounts.)		
		$6,391,791.12

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