REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1935-36

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1936.

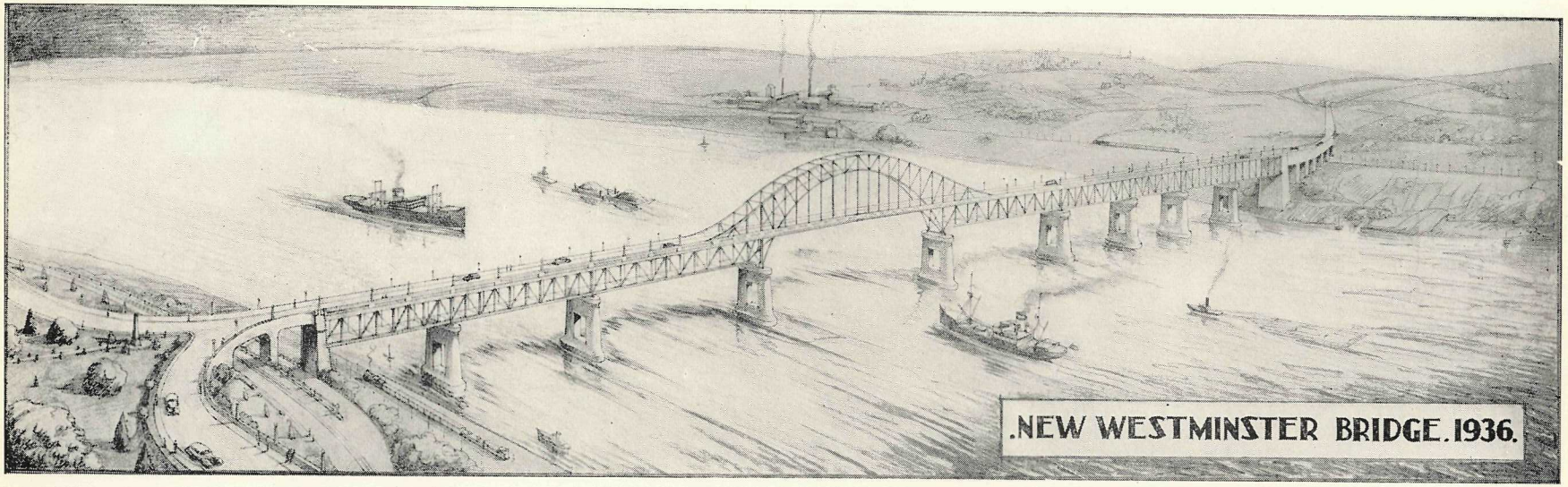
To His Honour ERIC WERGE HAMBER,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ended March 31st, 1936, in compliance with the provisions of the " Public Works Act."

F. M. MACPHERSON,
Minister of Public Works.

Office of Minister of Public Works,
Parliament Buildings,
October 26th, 1936.


.NEW WESTMINSTER BRIDGE. 1936.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., September 10th, 1936.

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

SIR,—I have the honour to present the following Annual Report with respect to the work performed by this Department during the fiscal year which ended on March 31st, 1936:—

HIGHWAYS.

Construction.—During the early part of the summer of 1935, funds were provided for a major improvement and highway-surfacing programme in addition to reconstruction-work being carried out by the men in relief camps under the Department of National Defence. The surfacing-work carried out comprised the construction of 258.11 miles of new bituminous surface, mostly in the Southern Interior portion of the Province, and resurfacing of 65.50 miles of existing bituminous pavement. Included in the new work was the surfacing of 62 miles of the Trans-Canada Highway and 92 miles of the Okanagan and Southern Trans-Provincial Highway. Details of the foregoing work are given in the attached individual reports from the Surfacing Engineer and District Engineers. It is hoped that funds can be provided, year by year, for continuation of this type of construction with a view to early completion of hard-surfacing of all main travelled routes in the southern portion of the Province, thus eliminating the present unavoidable rough and dusty conditions which prevail in the Interior during the months of July and August, when traffic is at a peak for the year.

During the year arrangements were concluded with the Dominion Government whereby the latter has taken over the completion of the construction of the western section of the Big Bend route. Under this arrangement the entire route is expected to be completed within reasonable time.

Work on the construction of the Hope–Princeton section of the Southern Trans-Provincial Highway was continued from relief camps by the Department of National Defence. At the Princeton end, the pioneer road was extended to within 1 mile of Allison Summit; at the Hope end, work has been proceeding over the first 10 miles, which are near to completion. The entire distance from Hope to Princeton is about 87 miles, on 29 miles of which no construction-work has been done.

The Prince Rupert Highway was extended to a point beyond Cloyah Bay, 9 miles out of Prince Rupert; of the total distance between Prince Rupert and Hazelton, estimated at 180 miles, 25 miles have been completed, 33 miles require to be reconstructed, leaving 122 miles of absolutely new road to be built.

Highway Relief Projects, Department of National Defence.—The scheme whereby relief camps are operated by the Department of National Defence for the relief of "single homeless men" was again continued throughout the year under similar conditions as previously reported. Attached is a schedule showing the various projects undertaken or continued under this scheme during the year.

The following is a summary of the maximum and minimum number of men in relief camps during the fiscal year 1935–36:—

NUMBER OF MEN IN RELIEF CAMPS.

	Highest at February 15th, 1936.	Lowest at September 30th, 1935.
In Department of National Defence relief camps:—		
(*a.*) On Provincial relief projects	5,347	2,087
(*b.*) On other projects, such as airports	325	525
(*c.*) Headquarters of projects	153	143
In Provincial relief camps	180	89
Totals	6,005	2,844

The peak in 1933 was 7,783 men and in 1934 was 7,142 men in camps.

Summary of Work carried out.—The following is a summary of the works undertaken and completed on highways during the fiscal year 1935–36, including the work carried out under the Department of National Defence by men in relief camps:—

Class of Highway-work.	Trunk and Main Highways.	Other Roads.	Total.
	Miles.	Miles.	Miles.
New construction (including diversions)	21	62	83
Major reconstruction or improvement over a distance of	242	81	323
New gravel surfacing	.....	.....	158
Gravel surfacing renewed	.....	.....	322
Trails constructed	.....	.....	93

Maintenance of Highways.—For the second year in succession considerable losses were suffered as a result of severe storms, although not to the same extent as during the previous year. On July 1st, 1935, very heavy rains occurred in the Kamloops, Salmon Arm, and North Okanagan Districts, several miles of road being washed out and thirty-three bridges destroyed. Extensive damage was also caused by floods during the month of July in the Peace River District. In Skeena, Lower Atlin, and Prince Rupert Districts, severe floods in October resulted in the loss of many bridges and other damage. These losses are dealt with in more detail in the report of the Bridge Engineer and in the District Reports. All damage was made good as far as practical or necessary.

The funds expended under the heading of maintenance and minor betterment of roads, bridges, and ferries, including maintenance of paved highways, amounted to $1,339,025, as compared with $1,317,718 for the previous year. Such a sum would be quite inadequate were it not for the additional work done by relief recipients "working out" their relief on the roads, a system which has been in force since the year 1931. As will be noticed from the individual district reports, the work done under this heading is very valuable.

BRIDGES.

Fraser River Bridge, New Westminster.—A contract was let for the construction of the new high-level highway traffic bridge over the Fraser River at New Westminster, this being the most important bridge to be built by this Province for many years. The existing bridge, built in 1903, has given thirty-three years' valuable service in carrying both highway traffic and the traffic of three railway-lines, but the roadway is too narrow to accommodate the increasing volume of highway traffic at this point; moreover, the frequent openings of the span are a source of delay, and also it is necessary to restrict the weight of heavy trucks using the present bridge.

During the year a start was made on the substructure and on the improvement of the south approach-road to provide a width sufficient to accommodate four lines of traffic from the top of Peterson Hill westerly.

Bridges Generally.—The Bridge Engineer's report for the year is attached; attention is directed to the influence of modern traffic demands which is resulting in gradually superseding the use of timber King-truss spans in favour of steel I-beam spans of greater width. The increased use of preservative treatment for timber structures will also be noted.

RIVER-BANK PROTECTION.

Interesting work carried out on the right bank of the Fraser River from the mouth of Maria Slough is dealt with in report for Engineering District No. 2; the work comprised the construction of eleven timber groynes which protected 1,200 lineal feet of river-bank. The work on Vedder River, referred to in the report for the previous year, was continued successfully. Other minor protection-works are described in the individual reports of the District Engineers.

FERRIES.

A tabulation is attached showing the volume of vehicular and passenger traffic carried on the more important ferries operated by or subsidized by the Province. Ferry services were maintained as usual, with the exception of the Shuswap Lake Ferry service, S.S. "Whitesmith" having met with an accident which resulted in her temporary withdrawal from service, and with the further exception of Remo Ferry, which was lost during the October storm.

MACHINERY AND EQUIPMENT.

The Mechanical Superintendent reports a noticeable improvement in the general condition of equipment, due largely to the improvement in garage and repair-shop facilities, more efficient organization, and supervision of operators and of repair-work.

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

SNOW-REMOVAL.

On the Coast, and in some parts of the Interior, snowfall was above the average, whereas elsewhere—for instance, in the eastern part of the Province—there was less snow than usual. During the winter, 6,787 miles of road were ploughed, comprising a total of 43,601 "snow-plough miles" at an average cost of $15.40 per mile of road kept open, of which $9.88 comprised wages and supplies. The average cost per "snow-plough mile" was $2.40, being the average cost of ploughing 1 mile of road once, as compared with an average of $3.79 for the previous year.

ROAD MILEAGE.

The usual statement showing mileage of highways according to electoral districts and according to type of surface is attached. This statement has been prepared following the completion of the work of revising the road registers. The total milage, as now reported, is over 20,000 miles, including 519 miles of municipal highways classified as Arterial, Primary, or Secondary under Part III. of the "Highway Act"; of the total mileage, 6,523 miles are gravelled and 901 miles are paved or bituminous-surfaced. The total mileage includes some 6,165 miles which may be classed as "Trunk or Main Highways." There are also 9,943 miles of trails on the Department's registers, of which 5,449 miles are classed as "Mining Trails."

CLASSIFIED HIGHWAYS.

The following changes were made in the status of highways classified under Part III. of the "Highway Act":—

That portion of the "Kelowna–Vernon Highway" which lies within the Municipality of Glenmore was classified as an Arterial Highway, 0.928 mile in length, Reference No. 82R.

Point Roberts Road, in Delta Municipality, was classified as a Secondary Highway, Reference No. 99B; length, 1.55 miles.

Scott Road and portion of Mount Newton Cross-road, in the Municipality of Saanich, from East Saanich Road to James Island Ferry Wharf, was classified as an Arterial Highway, Reference No. 84R; length, 1.60 miles.

RAILWAY GRADE CROSSING ELIMINATION.

The following projects were authorized by the Board of Railway Commissioners, contribution being made from the Railway Grade Crossing Fund as noted:—

	Contribution. Per Cent.
(*a.*) Overhead bridge over C.N.R. at New Hazelton on Tenth Avenue at Mileage 46.44, Bulkley Subdivision, to eliminate two existing level crossings	70
(*b.*) Diversion of highway at Laurier to eliminate two level crossings over the V.V. & E.R. & N. Company's tracks, involving the movement of tracks, etc.	100
(*c.*) Diversion of Vernon–Armstrong Highway between Miles 37.1 and and 38.5, Okanagan Subdivision, C.P.R., at Larkin, 7 miles north of Vernon, to eliminate two existing main highway crossings and construction of one crossing for local traffic	70
(*d.*) Overhead crossing of C.N.R. at point 9 miles south of Kelowna on the Kelowna–Vernon Highway	100

The amount of contribution from the Railway Grade Crossing Fund in each case is the percentage stated of the actual cost, not, however, to exceed the said percentage of the estimated cost.

HIGHWAY TRAFFIC.

The provisions of Part V. of the "Highway Act," as re-enacted during the 1935 session of the Legislature, were outlined in the report for the previous fiscal year (page T 7). The revised Part V. was duly proclaimed to come into effect on July 15th, 1935, and Regulations respecting Motor Carriers drafted and approved on June 11th, 1935.

Regulations respecting weights and dimensions of vehicles and loads, pursuant to section 34 of the "Highway Act," were also revised and the revised regulations approved on June 11th, 1935; under these regulations the weight restrictions are now on what is considered to be a more equitable basis than formerly, due allowance being made for the length of wheel-base, number of tires and number of axles, and, in particular, the type of tires, greater weights being allowed on balloon tires than on the ordinary "high-pressure" pneumatics.

The revised Part V. of the "Highway Act" provides for the licensing of all motor-vehicles operated for compensation and also all private freight-vehicles, which entailed the reorganization of the Highway Traffic Branch of the Department and the extension and activities of its staff.

Many difficulties were encountered; the legislation was, admittedly, experimental and no steps were therefore taken, at first, towards rigid enforcement. Gradually, however, the operators obtained a better understanding of the objects of and the reasons for the control of highway transportation, and it is confidently expected that, following the revisions which were subsequently made to the regulations in May, 1936, the situation will be satisfactorily cleared up by the end of the 1936 licence-year.

The honorary members of the Advisory Board continued to give generously of their time in attending many sessions (including evening sittings) in their desire and endeavour to assist and co-operate with the Department in every way to bring about the successful regulation of the transportation industry in this Province.

During the year Mr. Elmer Johnston (member of the Board) and Mr. R. J. Stewart, Traffic Superintendent, made a tour of the Southern Interior of the Province and met members of the transportation industry at several centres; their difficulties were discussed and the Act and regulations were explained. The experience gained from these meetings was of great assistance when amendments to the regulations were under consideration this spring.

Attached hereto is a statement showing the number of licences issued during the year. Of the 2,390 applications received, approximately 200 were refused, cancelled, or withdrawn and some 500 held over pending either the filing of proof of financial responsibility (insurance), filing of tolls, or payment of annual licence fees.

Mechanical inspection of motor-carrier vehicles and enforcement of the Act generally were in the hands of the Provincial Police. Traffic Inspectors of this Department were fully occupied in checking up on vehicles found operating without licences and in protection of highways during the time when the frost was coming out of the ground. More than 3,000

Hope–Princeton Highway under construction. View looking west from a point approximately 2 miles east of Hope.

University Endowment Lands—Office Building at Point Grey.

vehicles were stopped and warned for operating without a licence and fourteen prosecutions were launched under this heading; there were two prosecutions under section 33 of the "Highway Act."

Members of the Advisory Board are:—

Mr. W. F. McClintock (Chairman).
M. Elmer Johnston.
Mr. Hugh Dalton.

MISCELLANEOUS.

Under the provisions of the "Land Registry Act," 139 subdivision plans were submitted for approval and dealt with. A total of 173 permits for "Construction of Works within Crown Lands" were issued, many of them being issued to public utility companies for the construction of pole-lines, pipe-lines, and the like, on public highways.

Commencement was made on the preparation of a "Manual of Instructions" for use of officials of this Department; this will fill a great need; it is proposed to produce the book in a loose-leaf form to allow for expansion and revision in the future. During the year the publication was commenced of a quarterly journal, the first issue of which was dated January, 1936.

Correspondence at Headquarters comprised 42,770 inward and outward letters.

I desire to place on record my appreciation of the services rendered by the various officials of the Department in the performance of their respective duties.

It is with great regret that I record the death, on January 30th, 1936, of this Department's Right-of-way Agent, the late Robert James Wark, who joined the staff of the Department in the year 1928.

All of which is respectfully submitted.

A. DIXON,
Chief Engineer.

REPORT OF THE CHIEF ARCHITECT.

Through funds being available from Unemployment Relief votes, it has been possible to take care of some of the pressing needs for repairs to some public buildings. It is, however, evident that much greater sums are required to place these buildings in a more satisfactory state of repair. While, in many instances, the interiors of the buildings have now been put in such state that the staffs can work under sanitary conditions, the buildings are urgently in need of structural repairs to protect them and make good defective conditions.

Various institutions, particularly the Mental Hospitals, are becoming overcrowded; such a condition has resulted in an increase in the amount of repairs necessary, and also requires expenditure on staff and furniture greater, by reason of the overcrowding, than would be the case under normal conditions. Expenditures under this heading have been further increased by the addition of the Home for the Aged to the above institutions.

The older portion of the Mental Hospital at New Westminster is causing particular concern; its general condition is so bad that there is an ever-increasing hazard to life and property. In order to make this building fire-proof, to place it in a sanitary condition, and to bring it up to the standard of the six wards remodelled some five years ago, remodelling will be necessary. It will be remembered that one unit was gutted some four years ago and is still in that condition; naturally this unit is deteriorating under such conditions.

Accommodation.—There is no evident relief in the housing situation, either in the Parliament Buildings or in other Government buildings; no further vault accommodation is available and, with increased staff and services, it is necessary constantly to rent additional offices and provide additional furniture and equipment.

New Work.—The Boys' Industrial School and Home for the Aged have been completed and are in occupation; connecting these buildings to the steam-supply from Essondale will effect a considerable saving and reduce the fire-hazard.

The new Tubercular Wing at the Vancouver General Hospital is progressing very favourably and should be ready for occupation in the fall.

A new office building has been completed on the University Endowment Lands for the Lands Department.

School Plans.—The Branch has prepared plans for the new six-room school at Alberni and four-room school at Creston, and carried out this work. Plans are completed for a two-room addition to the Dawson Creek School, also plans for additions to the following schools: Winlaw, Castlegar, Mount Prevost, Pass Creek, Cowichan Lake, Robson, and Salmo; numerous sketch-plans have also been made for other schools, which to the present have not materialized.

Other Buildings.—Plans have been prepared for additions to New Denver Hospital and Nurses' Home at Princeton; several sketch-plans prepared and assistance rendered to various Hospital Boards. Plans have also been prepared for Liquor Stores and fittings in several places for the Liquor Control Board.

Grounds.—In order to utilize the services of a considerable number of unemployed men, it was necessary to provide some work on which they could be employed economically and usefully.

Improvements to the grounds at the Parliament Buildings and Victoria Normal School have thus been effected with very little expenditure. I wish to draw your attention to the good work carried out by Mr. Tyson, Foreman of Works, in Victoria and district, in connection with this unemployment relief-work. It has been no easy task to supervise sometimes seventy men working for varying periods of from half a day to several days in all periods of the year and under all weather conditions, usefully employ them, be responsible for their pay, and keep a good feeling existing.

All of which is respectfully submitted.

HY. WHITTAKER,
Chief Architect.

REPORT OF THE BRIDGE ENGINEER.

I have the honour to report upon the construction, reconstruction, and maintenance of bridges and ferries for the past fiscal year.

Towards the close of the fiscal year 1934–35 severe winter floods occurred over the Coast District and devastating ice-jams on some of the Interior rivers, as stated in report for that year. The damage done was not all repaired until late in 1935. Added to this, the worst floods on record occurred in the Shuswap and Peace River areas in July and in the Skeena and Lower Atlin Districts in October. The damage done was very considerable, but fortunately much less than expected and was confined largely to the older structures. Funds needed elsewhere had to be applied to rebuild these structures. The prosecution of the Department's regular programme had to be curtailed and delayed and it was therefore difficult to properly organize to carry it out.

Good men were available in nearly all districts and glad to accept employment on bridge-work at prevailing rates of pay. The quality of service rendered was generally quite satisfactory.

Prices for materials, tools, and equipment were higher than for the previous year. This applied especially to creosoted timber. Delivery of materials was not so prompt as usual. Iron and steel were so long delayed in manufacture that work had to be slowed up temporarily on several projects.

Conditions for doing work were not altogether favourable. Summer and early fall weather was ideal, but for the balance of the year quite the reverse.

During the year the new Fraser River Bridge at New Westminster got off to a good start. A very efficient plant has been assembled, large quantities of materials delivered, and the job manned by the most experienced men in the Province. An unusual quantity of ice in the river in February delayed the work for about three weeks. Nearly all the substructure-work is being serviced by floating equipment, which was unable to operate under the conditions. The work was again well in hand on April 1st of this year.

A fair-sized programme of renewals was carried out and included the Kiskatinaw Bridge, Peace River District; Quesnel Forks, Cariboo; Tsable River, Comox; Jordan River and San Juan, Esquimalt; Casorso Mission Creek, South Okanagan; Goat River, Creston; and a start made on Kamloops East Bridge at Kamloops. The above are the main bridges renewed. Numerous smaller bridges were rebuilt or replaced by culverts and fills.

Spreading mulch surface on Okanagan Highway north of Kelowna.

Laying out plant-mixed mulch surfacing on Oliver–Osoyoos–U.S. Boundary Road, 1935.
At south end near International Boundary.

An increased amount was spent on very necessary repairs. It is becoming more difficult all the time to maintain many of the older bridges in a safe condition for traffic.

The demand for wider, safer, and more capable structures is so insistent that timber King spans are being superseded by steel-beam spans, and roadway widths are being increased to as much as 24 feet on main roads.

The use of preservative treatment of timber is being expanded as much as funds will permit. This is already proving to be very good business in every way, especially as timber becomes more expensive.

It was found impossible to do much towards improving the reaction ferries. The ferry at Usk, in Skeena District, was the only one renewed. It is rapidly becoming a problem to know what to do with some of the older ferries throughout the Province as the traffic over them is increasing all the time.

River-bank protection had to be limited to only the most urgent needs.

The staff again met satisfactorily the demands placed upon them during a year full of difficulties, and carried out a fair amount of work of good quality.

A. L. CARRUTHERS,
Bridge Engineer.

REPORT OF THE MECHANICAL SUPERINTENDENT.

INSPECTION OF EQUIPMENT AND MACHINERY.

On completion of the inspection of equipment and machinery throughout the Province, it was noted that, notwithstanding the fact that the majority of our major units are over six years old and had been employed practically to capacity and subjected to extremely hard usage, there was a noticeable improvement in the general condition of the equipment. This result was brought about principally by the improvement in garage and repair-shop equipment and more efficient organization and supervision of equipment operators in the field and repair-work in the shops.

The recommendations made as a result of inspection were generally carried out as far as funds available would permit; repairs and replacements were found to be warranted and had been carried out efficiently and with a minimum of expense to the Department. Some of the older trucks were withdrawn from service and replaced by new units, but there are many trucks and other units in operation which have reached the stage where the annual maintenance cost and loss, due to lack of dependability, are in excess of the cost of replacement. Pneumatic-tire equipment is being installed on power-graders when the original solid tires wear out.

The reports submitted, although fairly comprehensive, deal only with one phase of the work of the Equipment Branch; local conditions and problems are studied on the ground and advised upon and the improved condition of the equipment reflects the general interest.

The equipment and machinery in every district in the Province was inspected during fiscal year 1935–36; in all, over 2,000 separate units were inspected and reported on. The undernoted new units were purchased at an approximate cost of $105,713:—

25 trucks.	2 road-builders.
15 autos.	1 bulldozer.
3 power-graders.	1 snow-plough.
2 pull-graders.	1 hoist.
3 rock-crushers.	1 truck-scale.
2 Diesel tractors.	1 air-compressor.

EQUIPMENT-SHEDS AND REPAIR-SHOPS.

The situation with regard to equipment-sheds and repair-shops has not materially changed since the report submitted for last fiscal year, with the exception that a standard equipment-shed and well-equipped repair-shop have been erected at Nelson. There are still many districts where storage accommodation and facilities for efficient repair-work are inadequate, and this situation should be given consideration as soon as funds are available.

POWER-FERRIES.

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

Overhauls and repairs to hulls and engines have been carried out with the least possible interruption to scheduled runs and with every possible regard to the convenience of the travelling public. Wherever possible, substitute ferry service has been provided when it was necessary to withdraw the regular ferry from service to make repairs. All ferries operated subject to the provisions of the " Canada Shipping Act " have been inspected and certified by the Dominion Steamship Inspector.

The S.S. " Whitesmith," which supplied the ferry service on Shuswap Lake, sprang a leak and sank on November 11th, 1½ miles west of Canoe. The vessel was raised and hauled out on the ways at Sicamous on November 21st; the ferry service was discontinued for the remainder of the fiscal year.

J. ARMSTRONG,
Mechanical Superintendent.

REPORT OF THE SURFACING ENGINEER.

Although it was somewhat late in the season before major operations were commenced, 258.11 miles of new bituminous surface were constructed during the fiscal year 1935–36. The work comprised 170.73 miles of mulch, 80.39 miles of double-spray coat, and 6.99 miles of single-spray work.

A total of 65.50 miles of resurfacing was done; this included 19.42 miles of 2-inch mulch-work and 22.80 miles of light mulch recap-work done on old spray-coat surfaces, 4.08 miles of double respray, and 19.20 of single respray; for most of the single-respray work the old flush-coat surfaces were first scarified and graded true, immediately ahead of the new spray.

In addition to the foregoing, all existing bituminous-surfaced roads were maintained, the total cost of maintenance-work being $65,176.78, and 6.54 miles of oil dust-layer were sprayed at a cost of $2,054.24.

During the winter and early spring months some failures occurred as the result of frost-heaving, indicating that greater attention must be paid to the matter of drainage and to the selection of suitable material in the construction of subgrade and gravel surface.

A total of 2,965,161 gallons of bituminous material was used during the season, slightly over 25 per cent. of that quantity consisting of coal-tar and refined coal-tar products.

In some instances those responsible for doing the work found it difficult to obtain the services of properly experienced men.

BITUMINOUS-SURFACING WORK, 1935–36.

Class of Work carried out.	Provincial Highways.	Classified Highways.			Total.
		Arterial.	Primary.	Secondary.	
Mulch—	Miles.	Miles.	Miles.	Miles.	Miles.
New	134.89	27.27	.....	8.57	170.73
Resurfaced	9.85	9.57	.....	.....	19.42
Light recap	22.80	.....	.....	.....	22.80
Spray—					
Double, new	70.88	7.66	.....	1.85	80.39
Double, renew	0.90	1.63	1.55	.....	4.08
Single, new	6.24	0.75	.....	.....	6.99
Single, renew	18.45	0.75	.....	.....	19.20
Totals	264.01	47.63	1.55	10.42	323.61

W. P. BEAVAN,
Surfacing Engineer.

PART V. OF THE "HIGHWAY ACT."

STATEMENT OF LICENCES ISSUED.

(*a.*) Under Part V., as enacted by chapter 24 of the Statutes of 1930, from January 1st, 1935, to July 14th, 1935.

	Licences issued.	Licences cancelled.	Licences in Force at July 14, 1935.
Public Passenger-vehicles	206	19	187
Public Freight-vehicles	170	12	159

(*b.*) Under Part V., as enacted by the "Highway Act Amendment Act, 1935," effective July 15th, 1935.

In the licence-year 1935, from July 15th, 1935, to February 29th, 1936: Total number of applications received, 2,390.

Class.	No. of Licences issued.
A. Public Passenger-vehicles	54
B. Limited Passenger-vehicles (more than seven passengers)	15
C. Limited Passenger-vehicles (seven passengers and under)	37
D. Public and Limited Passenger-vehicles	105
E. Public Passenger- and Freight-vehicles	3
F. Limited Passenger- and Freight-vehicles	-----
G. Public Freight-vehicles	107
H. Limited Freight-vehicles	173
J. Public and Limited Freight-vehicles	22
K. Private Freight-vehicles (farmer—no fees)	274
L. Private Freight-vehicles (ordinary)	882
Total	1,672

DISTRICT REPORTS.

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

REPORT OF DISTRICT ENGINEER, H. L. SWAN, VICTORIA.

General.—During the fiscal year there was some improvement throughout the district in employment conditions. In the case of the Esquimalt District, for instance, 2,207 men were afforded 13,098 man-days relief-work, as against 2,670 men and 16,532 man-days in 1934–35, a reduction of approximately 20 per cent. The improvement in employment conditions was also noticeable in the Duncan, Alberni, and Campbell River areas. An exception was noticeable in the Islands District, where the amount of relief-work afforded increased 17 per cent., due probably not to an increase in the relief afforded, but to a larger number working out their relief on the roads.

The relief situation is mentioned particularly for the reason that it has a very important bearing on the maintenance of the roads throughout the district, the general improvement having the result of reducing the available labour and thereby decreasing the amount of work which can be done with the maintenance appropriation, thus increasing the difficulty of local administration. This difficulty, I take pleasure in recording, was met by loyal and efficient service on the part of the personnel of the several districts.

The winter of 1935–36 was unusual in the fact that early frosts occurred in October, 1935, and from then on until March, 1936, there occurred alternate periods of frost and thaw, concluding with a long frost in February and a sudden thaw in March, which made it necessary to suspend heavy traffic on a number of roads throughout the district, and which caused much frost damage which it was impossible to repair effectively before the end of the fiscal year. This was particularly noticeable with the older surfacing from six to ten years of age; originally a light carpet treatment and not subsequently resprayed.

Construction and Reconstruction—Island Highway.—The work at Goldstream, made necessary by the washout in January, 1935, at Mile 12, was completed and bituminous-surfaced, and another section from Mile 9.8 to Mile 11.2 was reconstructed on a new location with very much improved alignment, and surfaced with gravel to be consolidated during the winter preparatory to surfacing during the fiscal year 1936–37. As a part of this relocation the outlet ditch to Langford Lake was straightened and widened for a distance of ½ mile.

In the Comox District the Island Highway was relocated and a new bridge built over the Tsable River at Mileage 132 to 133, with a great improvement in alignment and road safety. Between Merville and Campbell River 13.4 miles of bituminous surfacing was laid with very satisfactory results, the new mulch having weathered the winter without damage and with very low maintenance costs. This work extends the surfaced portion of the Island Highway from Mile 154 to Mile 167 from Victoria.

Canadian Highway.—On the Canadian Highway between Hilliers and Alberni the mulch surface laid last year provided greatly improved driving conditions throughout the winter, and some progress was made (as a relief project) on the Dog Creek Diversion which will, when completed, remove the worst remaining traffic hazard on this road.

Other Roads.—In the Esquimalt District 19 miles of new trail was built connecting the end of the West Coast Road with Port Renfrew. On the Sooke Road the 10-Mile hill was reconstructed and gravelled and 15.1 miles were resurfaced with bituminous premix. On the West Coast Road 2½ miles of new construction was completed by the Department of National Defence as a relief project.

In the Cowichan-Newcastle District the Cowichan Lake Road was reconstructed for 3 miles.

In the Saanich District over 2 miles of shoulder-widening was done at Shady Creek; wing-walls were added to the culvert and the crib replaced by an embankment constructed to standard width. Benvenuto Avenue was boulevarded in preparation for tree-planting.

In the Mackenzie District 3¼ miles of new road-construction was completed and 3¼ miles of bituminous spray coat was laid. The main trail between Bella Coola and Anahim Lake was reconstructed on a new location at the Sugar Camp Hill. The mattressing-work at Hagensborg, commenced during the last fiscal year, was completed.

Island Highway, Goldstream Diversion at Mile 10.5 from Victoria, showing gravelled surface, preparatory to mulch treatment.

Asphaltic mulch surfacing laid on Trans-Canada Highway in Chilliwack District. Looking west from Mile 41.5.

Bridges.—Destroyed by the flood in January, 1935, the Jordan River and Port Renfrew Bridges were replaced, as were several smaller bridges in the Esquimalt District. Repairs were made to forty-three other bridges. A bridge over Phillips Creek on the West Coast Road was built by relief labour under the Department of National Defence. Blackburn Bridge on Saltspring Island was replaced by an embankment and culvert.

Several small bridges on the Island Highway in the Cowichan-Newcastle and Alberni-Nanaimo Districts were replaced, with particular attention to alignment and grade, and with a marked improvement in traffic safety.

The Tsable River Bridge in the Comox District was replaced with a creosoted truss on pile piers.

Ferries.—The Saltspring, Mill Bay, Gabriola, and Denman Island Ferries were operated throughout the year.

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

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

Burnaby Electoral District.

Maintenance.—The usual maintenance-work was undertaken on all highways in this district. The intense cold, which reached a peak late in February, resulted in a considerable amount of damage to Douglas–Grandview Highway during the thaw. Matters were set right by the maintenance gang as soon as weather conditions permitted.

Reconstruction—Dewdney Trunk Road 19R (City of Port Moody).—Work on this road was started on August 1st and continued until November 10th; a section 1,700 feet in length was completed and gravelled and opened to traffic. The object of the work was to eliminate excessive curvature and reduce gradients, the total distance involved being 3,000 feet. Two cuts were taken out, one 400 feet long and having a maximum depth of 15 feet, and one 700 feet long and having an average depth of 15 feet throughout its length. Approximately 19,000 cubic yards of material were excavated and placed in adjacent fills. Traffic is now passing over the fills and through the smaller cut. The larger cut requires to be widened and sloped, ditched and gravelled before it will be available for use. One 36-inch reinforced culvert-pipe was lengthened and one new 36-inch reinforced culvert-pipe installed. The work was undertaken on a day-labour basis, using a ¾-yard gas-shovel; trucks were hired to transport the material. The work was all in earth, no rock being encountered, excepting a few very large boulders which required shooting.

Snow-removal.—Late in January a freeze-up occurred, which increased in intensity until the latter part of February. The break was accompanied by rain and snow. All highways were kept open by means of power-graders and very little inconvenience to the travelling public resulted.

Dewdney Electoral District.

Maintenance.—Maintenance-work of an absolute necessity was carried out on all highways in this district during the year.

River-bank Protection-work, Agassiz.—Very severe erosion of the right bank of the Fraser River has been taking place from the mouth of Maria Slough to a point about 1 mile down-stream. The work undertaken to protect this bank was started on April 17th. The protection-work consists of a series of timber groynes placed at approximately 100-foot intervals—depending on the run of the bank—and making an angle with the shore-line of 60° measured on the down-stream side of groyne. Each groyne consists of two rows of fir piling driven at 3-foot centres, securely bolted by two 10 by 12 walings placed between the rows of piles. The piling in the rows is staggered. Each row consists of fourteen piles and the completed groyne extends some 36 feet out from high-water mark. Eleven groynes in all were driven, which protected the bank for a total distance of 1,200 feet. Rock mattresses consisting of "one-man" rock enclosed in 4-foot woven-wire fencing were placed on the bank on the down-stream side of the groyne to check any tendency of the stream to cut around the structure on the landward side. A steam-hammer was used to drive the piling and very heavy driving was encountered, due not only to the very hard ground, but also to the close spacing of the piles; it required

on an average thirty minutes to drive each pile to an average penetration of 12 feet. The work was done by day-labour, a pile-driver and crew being hired for the purpose.

The whole work has proved very effective, no appreciable erosion having taken place during the last high water on the Fraser. It was hoped that, due to the retardation of the current, there might be a silting-in effect between the groynes, but no such action is noticeable.

Snow-removal.—The cold spell, which broke late in February, was accompanied by over 2 feet of snow in the eastern portion of the district around Agassiz, which was removed by "side-cut" snow-plough. Very little interruption to traffic occurred, with the exception of a few hours, when travelling was extremely difficult over the eastern slope of Agassiz Mountain. Frost penetration at Coquitlam was over 18 inches and about 27 inches deep at Harrison Bay.

Bituminous Surfacing.—On the Lougheed Highway No. 21R, in Pitt Meadows Municipality, 3 miles of asphaltic-mulch surfacing were laid, 20 feet wide and 2½ inches thick. On the Lougheed Highway No. 22R, in Maple Ridge Municipality, 4.6 miles of asphaltic mulch were laid to the same width and thickness. This was a road-mix and closed the 7.6-mile gap in the surfacing lying between the Pitt River Bridge and Kanaka Creek.

On the Lougheed Highway No. 23R, in Mission Municipality, the 2.5-mile gap between Silverdale and Mission was also closed by the laying of an asphaltic-mulch surface, the same width and thickness as above. This also was a road-mix. There is now a continuous mulch surface on the Lougheed Highway from Port Coquitlam to Hatzic.

From Hatzic to Deroche a double flush-coat surface was laid, a distance of 10.5 miles. The westerly mile of this is in Mission Municipality, on Lougheed Highway No. 23R; the remainder is in unorganized territory, but on the same road.

The work was done during July and August under contract. A surfaced road is now available for the travelling public from Vancouver to Deroche on the north side of the Fraser River. It is a matter of great satisfaction to observe the splendid way in which the newly laid mulch surface and also the spray-coat came through one of the most trying winters in the district. A few hundred dollars will be ample for repairs to all winter breaks on the mulch surface. These conditions emphasize the economy of providing a mulch surface for gravel roads. In contrast to our experience with the mulch surface our gravel roads required a considerable expenditure for repairs. On one stretch of 3 miles, where all traffic was stopped for a few days, several thousand dollars were required for repairs.

Work carried out by the Department of National Defence.—Three camps—namely, Nos. 227, 226, and 203—were in operation at the beginning of the fiscal year, but early in May Camps Nos. 227 and 226 were closed, leaving only Camp No. 203 on the work for the summer. These camps, however, were reopened in September, 1935, and remained open during the balance of the fiscal year.

The work has all been on Lougheed Highway No. 26R, in Kent Municipality, on Agassiz Mountain, between Harrison Mills and Agassiz, and consists of widening, reduction of grades, and elimination of excessive curvature; also the gravelling of completed portions. The work for the most part is in rock and some very heavy side-cuts have been completed. Work is now progressing on a through cut at the summit; this is short, but has a maximum depth of 35 feet, and when completed will make a vast improvement on this road.

Channel Regulation, Suicide Creek.—In this connection the Bridge Engineer's report of December 3rd is quoted as follows:—

"In co-operation with the Canadian Pacific Railway, channel regulation has been carried out which has improved the situation very much as far as public works are concerned. It is very probable, however, that further dredging will have to be done on the creek above the C.P.R. bridge at a later date."

North Vancouver Electoral District.

Maintenance.—General maintenance was carried out on all roads and trails in the district, strict attention being given to adequate drainage. The greatest proportion of maintenance-work in the unorganized territory is still being carried out with relief labour. The ever-increasing traffic on the Dollarton Highway necessitated constant maintenance of the gravel surface and was a heavy drain on the small district appropriation. It is again strongly recommended that this road receive a permanent surface treatment.

Construction and Reconstruction.—The only new construction in this district was that carried out at Bowen Island; ¼ mile of Settlement Road was built to give access to new homes, ½ mile was reconstructed and widened, and 1½ miles gravelled, which included ½ mile of new gravel surface. A small section of the Dollarton Highway at Deep Cove was flush-coated and is giving satisfactory service.

Bridges.—Two bridges in the unorganized territory received minor repairs. On Marine Drive No. 67A, in West Vancouver, two trestle-bent bridges were eliminated and replaced with culverts and fills. At No. 3, Rodgers Creek, a mass concrete-arch culvert 4 by 5 by 98 feet was installed, and at No. 8, Sherman, a 30-inch concrete pipe was installed, the total volume of the fills being 13,814 cubic yards. Standard guard-fences were constructed at each fill.

Southerly Portion of Mackenzie Electoral District.

Maintenance.—General maintenance was carried out on all roads and trails in the district and the travelled surfaces kept in good condition. Nearly all the work undertaken was done by hand-labour, as by far the largest proportion of our work was carried out by men on relief. As a dust-preventive, 2 miles of road scattered in the various business sections were sprayed with Tarphalt with satisfactory results.

Construction and Reconstruction.—New construction of settlers' roads to the extent of 1.7 miles was undertaken, ½ mile of which has been completed and 1.2 miles slashed and burned.

The Department of National Defence made satisfactory progress on Relief Project No. 116, Sechelt–Pender Harbour Road, having completed the section between Secret Cove and Pender Harbour with the construction of 1 mile, in which the following quantities were handled: Solid rock, 9,661 cubic yards; loose rock, 1,424 cubic yards; earth, 7,805 cubic yards; also 2,950 lineal feet of cedar logs hewn and built into culverts, 2,268 cubic yards of gravel excavated and distributed. On the extension around the head of the harbour 7.25 acres were slashed and 1.75 acres grubbed.

Reconstruction and widening was carried out on various roads, totalling 2 miles. The greater part of this was on the Gibson–Sechelt Road in the Wilson Creek section. The excessive curvature at Rat Portage Hill was eliminated, the grade greatly improved, widened, and ditched.

Between Miles 1 and 2 on the Gibson–Sechelt Road 1,760 lineal feet of 2- by 3-foot ditch were constructed; this was lined with heavy angular rock on the bottom and sides to prevent scour due to the heavy gradient, and is proving very satisfactory.

New gravelling was done for a distance of 6.1 miles and gravelling renewal for a distance of 2.9 miles on various roads throughout the district.

Bridges.—On Project No. 116, Sechelt–Pender Harbour Road, the Department of National Defence relief crews, with the aid of a Provincial bridge foreman, constructed two standard frame-bent trestle bridges, 106 feet and 96 feet in length, respectively; these were built on curves and have masonry piers to above high-water mark.

Bridges reconstructed included one 60-foot span King truss and two trestle structures. Eleven bridges were repaired and three converted to culvert and fills.

Vancouver-Point Grey Electoral District.

Maintenance.—General maintenance was attended to on all roads, and the filling-in of all washouts due to storm damage has been completed. A total of 371,350 cubic yards of material were required for repairs in the University area. The top surface of the main fill on Marine Drive was given a 6-inch dressing of top soil and a series of flume ditches installed to prevent surface-scour. These have been very satisfactory as practically no erosion has taken place to date.

Construction and Reconstruction.—No new construction was undertaken during the year. Major improvements were made on Marine Drive, along Spanish Banks, the roadway in this section being entirely reconstructed on a new alignment for a distance of 4,916 lineal feet, with a base of crushed rock 6 inches deep by 20 feet wide. This base received a light penetration of Bitumuls only and has still to receive a 2-inch mulch-cap.

Drainage has been well taken care of by adequate ditches and all culverts are of reinforced-concrete pipe. Standard guard-fences were constructed at danger-points, the total length of which is 2,230 lineal feet.

At Deep Ravine, Marine Drive, a 30-inch reinforced-concrete pipe was installed, also a concrete retaining-wall and 750 cubic yards of material filled in to replace an old crib.

To eliminate a bad curve and avoid the rebuilding of a trestle bridge, a diversion was made at Musquam Reserve on Marine Drive. A new pavement was laid with a 6-inch penetrated crushed-rock base and 2-inch mulch-cap flush-coated, and pebble-dashed, 1,200 by 18 feet. Guard-fences were erected at danger-points.

Bituminous Surfacing.—The macadam surface of Imperial Street was brought up to a fair cross-section where necessary, with a lean mulch mix and crushed rock. It was given a spray-coat of Tarphalt B, and flush-coated with 80 per cent. heavy liquid asphalt, pebble-dashed with bird's-eye, and rolled, the area covered being 7,600 lineal feet by 12 feet wide.

Relief-work carried out under the Department of National Defence.—Work undertaken by the relief crews under the Department of National Defence within the University Endowment Lands area has progressed slowly. Grading of Chancellor Boulevard from the city boundary to Acadia Road is 95 per cent. completed. During the year approximately 5,000 cubic yards of material were moved in levelling the grounds of the University Hill School.

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

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

Delta Electoral District.

Maintenance.—The usual maintenance-work on all highways was carried out with generally satisfactory results considering the funds available for this work.

During the early part of the year a considerable amount of extra work was necessary repairing damage resulting from the spring and winter flood conditions.

Construction.—Work was continued on the Peace Arch Highway, between Campbell River Road and Elgin Road, by the Department of National Defence operating from Relief Camps Nos. 205 and 206. This section of the Peace Arch Highway, 4.65 miles in length, is now 90 per cent. completed. Progress has been very slow on this project owing to all work being done with hand-labour.

In connection with the construction of the new highway traffic bridge over the Fraser River at New Westminster, extensive surveys have been carried out to improve the approach from the south side. The main improvement is the realignment of the highway from Peterson Hill. The final line and grade have been established reducing the curvature from a reverse 10–12-degree curve to a 2–4-degree curve, and providing for the ultimate construction of a four-lane approach from the top of the Peterson Hill to the new bridge. Excavation is being carried out under contract. At the end of the fiscal year the work on the Peterson Hill section was approximately 60 per cent. completed.

Surfacing.—Approximately 7¾ miles of gravelled roads were surfaced with asphaltic mulch by contract on a unit price basis. The two most important roads treated in this way were the Aldergrove–Bellingham Highway 77R, 4.04 miles, and No. 5 Road (Fraser Avenue extension) 66R, 3.68 miles.

The surfacing of the Aldergrove–Bellingham Highway linked up the Trans-Canada Highway with the pavement on the American side. Since this road was surfaced there has been a considerable increase in the traffic returns recorded at the Canadian Customs port. The American authorities are at the present time further improving their highway leading to this port, which will result in providing considerable relief for the present Pacific Highway.

The surfacing of No. 5 Road (Fraser Avenue) provides continuous pavement from the Ladner Ferry to Vancouver.

In conjunction with Richmond Municipality, 3.54 miles of asphaltic mulch were laid on No. 19 Road, the Department contributing on a 50-50 basis. This provides a bituminous-surfaced highway from New Westminster to No. 5 Road. To provide improved road access to Boundary Bay, a summer resort, 1.12 miles of asphaltic mulch were laid on Point Roberts Road 99B, in Delta Municipality, 50 per cent. of the cost being borne by the Province.

In Surrey Municipality 1 mile of asphaltic mulch was laid on the Campbell River Road, thus completing the paving of the road from the Pacific Highway to White Rock; 2.91 miles of Johnston Road 89B were also surfaced.

All of the bituminous surface laid down during the past season withstood the winter frost conditions exceptionally well, a fact which affords considerable satisfaction to the Department owing to the extreme frost conditions experienced this year.

Bridges.—No new bridges were constructed nor existing ones reconstructed. Minor maintenance-work on various structures in the district was carried out as usual.

Ferries.—The Ladner–Woodward Ferry was operated satisfactorily under private charter. Silting of sand at the Ladner landing continues to be a yearly problem, requiring periodical dredging, and it would appear that in the very near future it will be found necessary to extend the landing out into the main channel of the river, as the side-channel on which the present landing is now situated is gradually silting up. A new float was installed at the Woodward landing, making a decided improvement in landing conditions at that point. Severe ice conditions during the winter compelled the ferry to cease operations for three or four days during the month of February.

Satisfactory service continued to be given by the Barnston Island Ferry.

Chilliwack Electoral District.

Maintenance.—A considerable amount of work was carried out in this district during the year, resulting in a large improvement to the main highways, which is greatly appreciated by the travelling public. Extra work was required in the maintenance of the highways resulting from the previous winter's floods in this district. The main roads which suffered were those in the reclaimed Sumas area, which was under water for some months. Over 8,000 cubic yards of gravel were required to bring the Abbotsford–Chilliwack Highway, through the Lake area, back to its original grade. In addition to this, a number of small bridges and culverts were replaced.

Construction.—In preparation for the surfacing of the highway between Abbotsford and the Sumas Pumping Station, a contract was let for crushing the necessary 13,500 cubic yards of aggregate, which was stock-piled adjacent to the highway.

Contracts were let on a unit price basis for the surfacing of the above highway, approximately 10¾ miles in length, which was satisfactorily carried out, thus providing a continuous pavement from the City of Vancouver to Rosedale, a distance of 72½ miles. Three and one-half miles of the road between Chilliwack and Rosedale were resurfaced with a 2-inch asphaltic mulch. The Department also contributed one-half of the cost of a carpet coat (1.85 miles) on Sardis Road 62B, in the District Municipality of Chilliwack.

All of the new surfacing-work withstood the winter frost with very little damage.

With a view to hard-surfacing the Abbotsford–Huntingdon Road 7R, commencement was made on the regrading of the section north from the Canadian Customs. Surveys were also undertaken to prepare for the reconstruction of the Abbotsford–Mission Road.

Improvement was made on the Columbia Valley Road by a ¼-mile diversion having been made in the vicinity of Frost Hill, this work being carried out mostly by relief labour.

In conjunction with the Department of National Defence operating from Camps Nos. 208 and 209 at Jones Hill and Jones Creek respectively, a marked improvement was made on the Hope–Rosedale section of the Trans-Canada Highway. With the use of two power-shovels, trucks, and air-compressors, it was possible to undertake revisions eliminating some of the most dangerous curves and gradients on this road. Approximately 5 miles of the existing road were straightened and widened and otherwise substantially improved, bringing this section up to the Department's standard for the Trans-Canada Highway. There still remains a considerable amount of reconstruction-work to be carried out on this section before a satisfactory surface, either gravel or pavement, can be maintained.

The pictorial evidence previously furnished showing the extensive damage to the gravelled surface from frost conditions emphasizes the need for the reconstruction of this road to provide the necessary drainage prior to hard-surfacing.

Snow-removal.—Heavy snowfalls during January and February involved considerable expenditure in ploughing. For this purpose two tractor ploughs, one truck plough, and four power-graders were kept in continuous service for a long period, resulting in practically uninterrupted traffic. The snowfall ranged from 2 to 4 feet in depth. Approximately 80 miles of main roads in this district were kept open by the Department's equipment.

Bridges.—Several bridges on the main highways were redecked, using transverse ties and longitudinal floor, the decks being treated with a bituminous flush-coat surface, resulting in a better riding surface as well as adding to the life of the decks.

Two bridges on the Rosedale Ferry Road were reconstructed with standard pile-trestle approaches. A start was also made on a reinforced steel and concrete structure, which will replace two wooden bridges on the Hope–Rosedale Road, about 7½ miles east of Rosedale.

Ferries.—The Agassiz–Rosedale Ferry continued to operate efficiently under private charter until the severe ice conditions of February, 1936, which compelled cessation of service from February 7th to March 7th, inclusive. This is the longest shut-down on record for this ferry due to ice conditions.

There was a considerable amount of damage from the ice to the protection-dolphins of the winter landing at Rosedale, which will necessitate extensive repairs at the beginning of the fiscal year. It was fortunate, however, that the ferry itself escaped damage.

River-protection.—The work of clearing the channel of the Vedder River from the Vedder Crossing Bridge to a short distance below the B.C.E.R. bridge at Woodroof was continued, and the entire channel was successfully cleared between these points of all drift-logs, brush, and other debris, with the object of keeping the main volume of the stream in the centre of the river-bed. All material moved was placed against the vulnerable sections of the bank and laced in with cable in order to protect the banks from erosion and to block undesirable lateral channels. The channel of this river is now in better condition than it has been for many years, and with a small expenditure from year to year used to remove any driftwood, placing same in the weaker points on the bank, there is no doubt that, within a few years, the river can be definitely controlled.

Before the summer freshet of 1935 a vulnerable section of the Fraser River bank at Rosedale was protected by means of dressing the bank to a desirable angle of slope, and protecting the slope by application of one-man rock secured in place by heavy wire mattress. The work was carried out by the Chilliwack District Municipality, the municipality and the Provincial and Federal Governments sharing the expenses.

East Portion of Dewdney Electoral District.

Maintenance.—Practically all the work in this district was confined to the Trans-Canada Highway and a short section of the Hope–Princeton Highway.

The usual grader maintenance on the main highway was carried out during the year and a considerable amount of snow-removal work was done during the months of January and February.

In conjunction with the Department of National Defence operating from Camp No. 347 at American Creek, the revision of the Hope–Yale section of the Trans-Canada Highway, from Dewdney District boundary westward, was undertaken. Little progress was accomplished on this section outside of clearing and stripping rock-cuts until the early part of November, when a ½-yard shovel, together with air-compressors and trucks, were moved on to the job. Good progress was made considering the winter conditions and in view of the fact that a large percentage of the material to be moved is solid rock. Approximately 1 mile of the revision was completed at the end of the fiscal year, providing a very much improved alignment and grade. A standard road-bed width of 38 feet on fills and 34 feet in cuts, clear of the ditches, was adopted, with a maximum grade of 7 per cent.

Also in conjunction with the Department of National Defence, work was started on the section of the Hope–Princeton Highway between 4-Mile Creek and Hope, 3.4 miles in length. Construction on this section is very heavy and progress was accordingly slow. However, approximately one-half of the section to be constructed has been completed. With the completion of the above-mentioned section, 10 miles of this highway will be completed from the Hope end.

Bridges.—Bridge-work in this district consisted of redecking and flush-coating of the American Creek Bridge and flush-coating of the Hope Bridge over the Fraser River. Minor repairs were carried out on various other structures in the district.

South Portion of Yale Electoral District.

Improvement of the sections of the Hope–Princeton Highway already completed was carried out by the Department of National Defence, implemented by the use of Provincial Government equipment.

Repairs were made on the Hope–Princeton and Skagit River Trails to assist mining projects in this area.

A new King-truss bridge was placed across the Skagit River at Mile 21, using hewn timber from the bush.

New Westminster Electoral District.

The quick run-off of surface water from the higher elevations in D.L. 172 yearly causes a considerable amount of damage. In an effort better to control and distribute the drainage over several streets, the installation of built-up stave-pipe drains was commenced.

The River Road surfacing, undertaken the previous year, satisfactorily withstood the severe winter.

The heavy truck traffic on the northerly approach to the Fraser River Bridge calls for periodical patching of the bituminous surfacing.

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

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

General.—All roads were maintained, as far as funds would allow, from District Vote appropriations and by the use of relief labour. A serious flood took place on July 1st in the Kamloops, Salmon Arm, and North Okanagan Districts. This flood washed out several miles of road and thirty-three bridges. Several miles of reconstruction-work was carried out in North Okanagan between Vernon and Armstrong in preparation for hard-surfacing, and hard-surfacing was undertaken in all electoral districts on portions of highway which were suitable for this type of surfacing.

Work was carried out by the Department of National Defence relief crews in various places in the engineering district and good results were obtained, particularly where Provincial Government equipment and operators were used. Reconstruction-work was done on the Cariboo Highway immediately east of Boston Bar, where the condition of the highway had been dangerous on account of cribs having rotted out.

The National Parks Branch of the Department of the Interior (Federal Government) took over the completion of construction of the west end of Big Bend Highway near Revelstoke from the Department of National Defence, and good progress was made.

Barriere Bridge over the North Thompson River at Barriere was completed and many smaller structures which were washed out by floods were replaced.

The dam at Tranquille Lake, which is used as storage for Tranquille Sanatorium Farm, was washed out during the floods and has now been replaced. The water-supply intake-works for Tranquille Sanatorium, which were also destroyed, have been partially replaced.

Snow-ploughing was very heavy during the winter in several districts owing to heavy snowfall and high winds. This service is becoming more important each winter because of the increase in auto stage and mail routes.

Yale Electoral District.

Roads.—Maintenance-work was done on all roads in this district, and major reconstruction-work was done on Peterson Hill on the Coalmont–Princeton Road and east of Boston Bar on the Cariboo Highway.

The Department of National Defence camps were closed early in June on the Merritt–Spences Bridge Road, Merritt–Kamloops Road, and Merritt–Princeton Road. The portion of the Hope–Princeton Road within the Yale District, which is being constructed by the Department of National Defence, was transferred to Engineering District No. 3.

Good work is being carried out on the Cariboo Highway by the Department of National Defence relief camps at Yale and Anderson Creek revisions.

After the month of June all maintenance-work was done by relief labour.

Kamloops Electoral District.

Maintenance-work was started early in the spring and consisted of grading, culvert replacement, and minor gravelling. Several miles of light reconstruction-work was carried out on the North Thompson Highway near Barriere, B.C.

Heavy floods on July 1st caused serious damage to roads and bridges, and extra funds had to be allocated to repair damage. Barriere River Bridge, an 80-foot Howe-truss span, was completely destroyed, also many smaller bridges. A great deal of flood damage was caused by the failure of old irrigation-dams.

Barriere Bridge across the North Thompson River was completed.

Heavy snowfall and high winds caused expensive snow-ploughing with equipment that is far from satisfactory on account of age.

Ferries on the North Thompson were maintained, but these ferries have now reached a point where a major replacement scheme will be undertaken immediately.

A major revision of the Trans-Canada Highway was undertaken between Deadman Creek and McAbee Ranch, a distance of 8 miles, and is about 60 per cent. complete.

Salmon Arm Electoral District.

The regular maintenance was done on the trunk, main, and local roads. Particular attention was paid to drainage and many culverts were installed with the funds available. This work was done mainly by relief labour.

Snow-removal was expensive on account of blizzard conditions.

The necessary maintenance-work was carried out on bridges and ferries.

A severe storm on July 1st did great damage to bridges and roads. All bridges and 5 miles of road were washed out in the Chase Creek area, and severe damage was done in the Mara Lake area. Twenty bridges had to be replaced, the chief one being the bridge over Chase Creek.

Shuswap Lake Ferry, S.S. "Whitesmith," sank after leaving Salmon Arm on November 11th, and was beached near Canoe. The ferry was salvaged and extensive repairs made.

The Scotch Creek–Sorrento Ferry, G.B. "Wright," broke down in attempting to break heavy ice and was frozen in. A new channel had to be dynamited in the ice to get the ferry ashore for repairs.

Eight miles of hard-surfacing were laid on the Kamloops–Salmon Arm Road between the Kamloops boundary and Monte Creek, and 3 miles of asphaltic spray-coat east of Salmon Arm. Work on the Canoe–Sicamous Road was continued by relief labour under the Department of National Defence.

Revelstoke Electoral District.

The regular maintenance was carried out on trunk, main, and local roads, drainage and the installation of culverts being the chief work, as funds were not available for gravelling.

Bridges and ferries were maintained and a considerable amount of repair-work carried out on Hall's Landing Ferry.

Asphaltic spray-coat surface over a distance of 4.5 miles was laid in the district, the work including preparation of subgrade and ditching.

The Department of National Defence, Project No. 102, have three relief camps on Revelstoke West Road between Revelstoke and Three Valley. A road diversion 1 mile west of Revelstoke was completed during the winter. This diversion eliminates a heavy grade and bad curvature.

North Okanagan Electoral District.

Roads were maintained in fair condition with available maintenance funds assisted by relief labour. The main highway immediately north of Enderby was given bituminous-surface treatment for a distance of 6 miles. Reconstruction-work was carried out between Vernon and Armstrong in preparation for surface treatment, and in this connection the reconstruction of 1.5 miles of new road was undertaken at Larkin to divert traffic from two railway crossings. Reconstruction-work was also undertaken on the Vernon–Edgewood Road to eliminate the worst features of this road in the Monashee Pass.

Roads were snow-ploughed during the winter and little traffic restriction was necessary to maintain them during the spring thaw.

The northern end of the district was visited by heavy floods early in July, necessitating heavy expenditures to recondition roads and to rebuild bridges.

South Okanagan Electoral District.

Roads were maintained in fair condition by District Vote funds and the use of relief labour.

Six miles of main road due north of Kelowna and 2 miles north of Summerland were given bituminous-surface treatment.

Standard pile-trestle bridges only were used in reconstruction on main highways.

The ferry service was again uninterrupted, except for a few days during extremely troublesome ice conditions.

The Department of National Defence relief-men continued work on the Westside Road, eliminating many of the worst features on that road between Wilson's Landing and Westbank Ferry.

Similkameen Electoral District.

The increasingly difficult task of maintaining dirt and gravel roads in this dry section was undertaken as far as funds permitted.

A bituminous mulch surface was laid from Oliver to the border for a distance of 15 miles, and 4 miles south of Penticton were flush-coated.

Marked improvement was shown in work carried out by relief labour between Princeton and Hedley.

Considerable attention was given to mining trails and roads due to marked activity in mining.

Work proceeded during the whole year on the easterly end of the Hope–Princeton Road as a relief project under the Department of National Defence, the pioneer road having been extended to within a mile of the Allison Summit.

Grand Forks-Greenwood Electoral District.

Regular maintenance-work was carried out on all roads in the district and drainage-work was done on main roads in preparation for hard-surfacing.

Hard-surfacing was laid in Grand Forks and Greenwood areas and extensive repair-work was done on bridges.

Snow-ploughing was heavy during the winter and heavy costs were entailed, particularly between Cascade and Bridesville, on the Southern Trans-Provincial Highway.

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

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

General.—Dry weather conditions again made road maintenance very difficult. This condition, coupled with the lack of power maintainers that were being used on the hard-surfacing programme, resulted in most of the main roads being rough during June, July, and August.

The reconstruction and hard-surfacing programmes were more than usually extensive; the surfaces, especially in the East Kootenay, where the work was carried out under ideal conditions, stood the winter weather test extremely well. In the West Kootenay area the work was started too late in the season and the results, therefore, were not so satisfactory. The remedy, however, will not be expensive.

Snow-ploughing operations were extremely light in the East Kootenays in comparison with normal years. In the West Kootenays the usual snowfall had to be contended with.

Cranbrook Electoral District.

The most extensive work carried out in this district was on the Cranbrook–Kimberley Road, the Southern Trans-Provincial Highway at Yahk, and on the 7-mile road between Curzon and the International Boundary.

On the Kimberley Road 2½ miles were reconstructed, 3½ miles of ditching completed, 11,036 cubic yards of gravel were crushed, and 11.75 miles of asphaltic mulch laid. This leaves a gap of 4.8 miles to be surfaced next year.

At Cranbrook 1½ miles of mulch were laid north of town and ½ mile south.

Between Kingsgate and Curzon 2½ miles of reconstruction-work was carried out prior to hard-surfacing. From Kingsgate north 12.75 miles of mulch were laid. In connection with this project the Department crushed 13,333 cubic yards of rock.

In connection with the Curzon railway-crossing elimination, the overhead bridge was completed and 7,800 cubic yards of fill were placed.

The Department of National Defence relief forces completed their project at Ta Ta Creek. During the season they laid down 13,500 cubic yards of gravel over a distance of 14.15 miles.

Snow-ploughing was very light during the season—the equipment only going out three times during the winter.

Fernie Electoral District.

Important works were carried out on the Southern Trans-Provincial Highway at Olson, where 7 miles of surface were prepared for hard-surfacing, including ditching and gravelling. A double spray-coat was laid between Fernie and Elko, a distance of 19 miles; 2 miles of the same treatment were given at Michel and 1 mile west from the Provincial Boundary-line at Crowsnest.

Drainage conditions were not satisfactory for 6 miles west of Fernie, with the result that the surface broke and heaved.

Settlers' Roads.—One and a half miles of new construction were completed on the Eimer Road; 6.9 miles of the old Canadian Pacific Railway grade were converted into a road. This will constitute part of the McKay Road. New construction was completed on the Reid Road for a distance of 1 mile.

The Department of National Defence relief forces carried on their work at Crowsnest West Camp and the project is expected to be completed by next June. Slow progress was made at the Roosville Camp, the project suffering from lack of equipment.

The roads were kept open all winter, with the total snowfall 5 feet less than last year.

Columbia Electoral District.

Important work was carried out on the Kicking Horse section of the Trans-Canada Highway. Two miles of road were improved, which involved the moving of 34,000 cubic yards of material, 75 per cent. being rock.

Preparatory work to hard-surfacing was done on the 8 miles between the park gates and the junction of the Athalmere Road and later hard-surfaced with asphaltic mulch. This surface has stood the winter very well.

The Department of National Defence relief crews have been working all winter on the Canal Flats Project, having moved 10,000 cubic yards of material, 50 per cent. being solid rock.

The snowfall was very light in this district and no difficulty was experienced in keeping all roads open.

Bridges.—The Fairmont Bridge was renewed, the old King truss being replaced by a 50-foot girder span with pile-trestle approaches.

Kaslo-Slocan Electoral District.

A large programme of reconstruction was carried out in this district during the year. One mile of the Nakusp–New Denver Road was reconstructed and brought to standard, 5,260 cubic yards of material being moved. On the Columbia River Road 3,400 lineal feet were brought up to standard.

At Rosebery 2,000 lineal feet of road were brought to standard, 16,000 cubic yards of material being moved. Two miles of reconstruction were carried out on the Slocan Valley Road and gravelled. On the Nelson–Kaslo Road 5,000 cubic yards of solid rock were excavated in the vicinity of the Kootenay Florence Mine, eliminating a dangerous section.

There was no large bridge programme in the district. Repairs on twenty-nine bridges were carried out, four being replaced with culvert and fill.

Nelson-Creston Electoral District.

A total of 22,141 cubic yards of gravel were laid down on the main highway during the season; 26.75 miles of ditching were completed.

Extensive work was carried out on the Nelson–Castlegar section of the Southern Trans-Provincial Highway; ½ mile of reconstruction in solid rock was completed during the year. The Taghum Diversion was taken over from the Department of National Defence and completed; 11 miles of ditching were completed on this section and 6.3 miles of mulch were laid on various sections of this highway; the work, however, was started late in the season, which will necessitate a large portion being relaid this spring. From Mile 1 west of Nelson a double spray-coat was laid to the top of Taghum Hill.

During the winter the Department of National Defence relief forces started work again at Shoreacres and Taghum; owing to lack of equipment, progress was very slow.

On the Nelson–Balfour section of the Southern Trans-Provincial Highway, dangerous sections at Miles 3.6 and 9.0 were reconstructed and made safe for traffic. Between Nelson Ferry and Willow Point 3 miles of bituminous spray-coat were laid and, although conditions were not ideal to receive this treatment, the results were entirely satisfactory and it eliminated a very bad dust nuisance. Reconstruction along this stretch is being continued with relief labour. The Long Beach Diversion, although not completed, is open to traffic and is much appreciated by all who have travelled the old road.

The Nelson–Nelway Road received a good deal of attention during the year, with the result that, this spring, conditions were vastly improved. Most of the work consisted of gravelling, as, with the amount of money available, it was not possible to carry out a large programme of reconstruction owing to the heavy nature of the work. The total work consisted of 7,000 cubic yards of gravel laid, 6 miles of ditching, and twenty culverts installed. The Department of National Defence relief crews completed 1.2 miles.

The excellent work started at Sirdar has been completed; the whole portion is now brought up to standard. Between Crawford Bay and Grey Creek, work with relief labour was continued, 1,500 feet being completed through solid rock.

The Department of National Defence relief crews worked all year at the Goatfell East Project. Only one small portion of new road, however, was opened up. Work was also carried out during the winter at Goatfell West and Kitchener, the latter camp completing some very good work.

Bridges.—The most important bridge-work was the renewal of the Goat River Bridge at Creston. This consisted of a 185-foot Howe-truss span of creosoted timber. Improvements were carried out on the main channel. This work will enable four existing bridges to be eliminated.

The Boulder Creek Bridge was renewed with 45-foot steel beams with framed approaches. At Crawford Creek a new 60-foot King truss replaced the existing bridge. A 40-foot steel I-beam bridge was constructed across Redfish Creek.

Rossland-Trail Electoral District.

The majority of the reconstruction done in this district was carried out by the Department of National Defence relief forces, augmented by Provincial-owned equipment. Approximately 40,000 cubic yards of material were moved, covering a distance of 5 miles that were reconstructed. In connection with this work, 230 cubic yards of dry-stone wall were constructed; 8,300 lineal feet of ditches and culverts, containing 32,000 F.B.M. of timber, were constructed; 10,912 cubic yards of gravel were laid down.

Bituminous mulch was laid down for a distance of 7 miles. Two miles of bituminous spray-coat were laid on the Trail–Pend d'Oreille Road south of Trail.

The Murphy Creek Bridge was replaced by a 40-foot steel-beam span with 17-foot stringer approaches. Four bridges were renewed on the West Robson Road.

Snow conditions were about the same as usual.

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

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

Maintenance of Highways.—Maintenance-work, as far as available funds would permit, was undertaken on all the trunk, main, and more important side-roads, and included grading, ditching, patch-gravelling, and placing additional culverts.

The season for grading was shorter than usual, as heavy frost set in all over the district during the latter part of October, when the temperature registered from 12° to 20° below zero. The result was that the frost was well into the ground before there was much snow-protection, and consequently road conditions were much worse in the spring, at many points, than in previous years.

Snow-removal.—While at many points in the district, and particularly in the Bridge River area, the snowfall was considerably less than that of last year, the winter period was longer and on the Quesnel–Barkerville Road over $700 had to be expended on snow-removal in April. Close to 900 miles of road were kept open, and at no time during the winter was traffic delayed for any length of time.

It was found that truck ploughs handled many of the roads very satisfactorily, expeditiously, and economically, and an extension of this method of snow-removal is recommended for many parts of this engineering district. During the month of February it was possible to travel from Williams Lake to Ashcroft and return, a total distance of 300 miles, in 9½ hours' driving-time.

Improvements and Reconstruction.—Improvements consisted of widening and ditching several stretches of highway, already on permanent location, and reduction of grade and curvature on other sections, also a continuation of a gravelling programme started during the previous fiscal year.

The following are the more important projects under this heading:—

Quesnel–Barkerville Road.—Gardner's Hill Section: Heavy fill and improved alignment.

Wingdam Hill: 0.6 mile widened and alignment and grade improved.

Pine Grove: Cut and fills made on a short diversion, cutting out two very bad curves.

Devil's Canyon: Slides cleared and widening done.

Ketch: Road raised and widened.

Slough Creek: Curvature reduced and road widened.

Jack of Clubs Lake: Road raised and widened to 22 feet for a distance of 1 mile; 10 per cent. of this work was in solid rock.

Total length of widening and reconstruction, 4.5 miles.

On *Bridge River Road,* widening of those sections considered most necessary was done, above Goldbridge, near Minto City, and on either side of Ward's Ferry Bridge, entailing altogether the removal of 17,000 cubic yards of material.

On the foregoing roads five power-shovels were employed for a part of the season.

On the Cariboo Highway from Mileage 76 through to Woodpecker, a distance of approximately 205 miles, revision-work was continued at Mileage 85 for a distance of 0.75 mile, 24 feet wide, with maximum grade of 8 per cent. as against 12 per cent. on the old road, while the new alignment eliminates two dangerous curves. Fifty miles of right-of-way were brushed out the full width and several miles of new gravelling done.

Gravel surfacing was the principal work carried out on the Chilcotin Road. At Anahim Reserve 1 mile of road formerly impassable in spring and fall was reconstructed and raised well above ground-level. Culverts were installed and the surface gravelled 9 inches deep. Similar work was done near Riske Creek, where 2 miles were gravelled.

On the Likely Road a short diversion was partly completed at Morehead Summit, reducing the maximum grade from 18 per cent. to 9 per cent., and the work already finished assisted traffic considerably during the winter months.

During the year a total of 42,025 cubic yards of gravel was laid down throughout the engineering district. This comprised 11,870 cubic yards for North Cariboo District, 15,472 cubic yards for South Cariboo District, and 14,683 cubic yards for Lillooet District.

Unemployment Relief.—Unless in cases of direct relief, practically all relief recipients preferred to work to the value of relief received, and, where it was difficult to find profitable work during the winter months, camps were established in the early fall and the work done in advance, while the amount earned was paid out monthly, to the end of the fiscal year. By this method particularly good work was done on the Horsefly Road and on the Alkali Lake section of the Williams Lake–Canoe Creek Road just before freeze-up.

Department of National Defence Relief Projects.—During the latter part of May the camp on Project No. 117 at Squamish was closed down and therefore no progress was made

during the year. Headquarters Camp still remains at Spences Bridge, but no work was done, due principally to lack of heavy equipment.

Bridges.—Bridges were examined and work carried out as recommended by the Bridge Engineer. Rods and bolts in truss spans were tightened where necessary.

The principal structures erected during the year were as follows: Blackwater Canyon, 70-foot King-truss span; Wingdam No. 3, standard frame trestle on concrete pedestals; Quesnel Forks, four 70-foot King-truss spans on pile piers and 90 feet of pile-trestle approach, all 12 feet wide between wheel-guards; Batuni River, pile trestle 230 feet long; 150-Mile Creek, standard pile trestle 68 feet long and 18 feet wide.

Protection-work.—River-bank protection-work was continued in the Squamish and Pemberton areas, and at the latter point the road-level was raised in several places to prevent flooding during high water in Lillooet River.

On the bank of the Fraser River at Quesnel a log crib 114 feet long by 11 feet in height, and containing 3,400 lineal feet of peeled fir, was constructed to protect the bank from further erosion.

Ferries.—Overhauling and conditioning of all ferries was given attention, and no particular trouble was experienced in their operation. At Lytton Ferry, towers were reinforced and a new main cable installed.

Flood Damage.—Extraordinary flood damage as a result of cloudbursts was experienced in some parts of the district, but more particularly in the Dog Creek and Churn Creek areas, and the Department authorized additional funds to repair the damage.

Bituminous Surfacing.—The following sections of the Trans-Canada Highway were bituminous-surfaced, namely: Lytton West, 2 miles; Lytton East, 10 miles; and Spences Bridge West, 3 miles; while 7 miles of the Ashcroft–Cache Creek Road received the same treatment, making a total of 22 miles, all of which has so far stood up satisfactorily to traffic conditions.

General.—Throughout the district every effort was made to distribute the work amongst as many people as possible and in North and South Cariboo a total of approximately 1,000 different individuals benefited to some extent from the operations of the Public Works Department during the year.

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

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

General.—Conditions throughout the district were very similar to those of the previous year. An unprecedented flood occurred in October, 1935, otherwise climatic conditions were about as usual.

Maintenance of Highways and Bridges.—Relief labour continued to be used to a considerable extent.

Exceptionally heavy rain and wind storms, culminating between the dates of October 24th and 26th, resulted in much damage in an area extending down the Telkwa, Bulkley, and Skeena Rivers, and also on the Kitsault River near Alice Arm and on the Port Clements–Queen Charlotte City section of Queen Charlotte Islands.

The Skeena River is creditably reported to have risen 24 feet, and Lakelse Lake 6 feet above its highest known high-water level. Small tributary streams that heretofore had given no trouble were raging torrents, bringing with them many years' accumulation of drift.

Our main losses were as follows: Pine Creek Bridge and Aveling Coal Mine Bridge on the Telkwa River; Goat Creek Bridge, over a tributary of the Telkwa; Kitsequekla Bridge; Copper River Slough Bridge; small bridges at Kitwanga and at Remo; Remo Ferry; bridges at Rosswood at the head of Kitsumgallum Lake; Trout Creek Bridge on the Trans-Provincial Highway between Smithers and Hazelton; Lean-to Bridge and Glacier Creek Bridge on the Kitsumgallum Lake Road north of Terrace. Very little damage was done to the actual roadbeds in this area, except at Kitsequekla and at Glacier Creek. A gumbo-slide has filled the road in sections extending over ¾ mile at Kitsequekla, and a new road will be required for a mile at Glacier Creek. The Bulkley Bridge at Smithers and the Bulkley Bridge at Hazelton were saved, although drift was striking the lower members.

At Alice Arm the Dolly Varden Railway Trail, which had recently been put in good repair, was greatly damaged and it will cost $15,000 to repair. Emergency repairs had to be made to the rock retaining-wall at Alice Arm which protects the streets of the town and the suspension bridge at that point.

On Queen Charlotte Islands, Kumdis Bridge on the plank road between Port Clements and Tlell was raised 2 feet by the water, but settled back in place. Most of the plank road was under water. Culverts and some medium-sized bridges were taken out between Tlell and Skidegate and water flowed across the road for several miles in low-lying sections. A landslide occurred at Lawn Hill. The foreman reports it is possible to get around, but large rocks must be blown to avoid danger. Temporary repairs were made as soon as possible, where feasible, to let traffic by, and the more costy propositions, such as Aveling Coal Mine, Copper River, and Dolly Varden Railway, have been reported in detail.

Trout Creek Bridge has been rebuilt as a 50-foot span King truss, and the bridges near Rosswood—namely, Douglas Creek, Hall Creek, and Maroon Creek—were also rebuilt.

A survey was made for the layout of Copper Slough Bridge and everything possible arranged so that the work could proceed immediately funds were available.

Highway Construction and Improvements—Northern Trans-Provincial Highway.—Reconstruction in vicinity Fraser Lake: The road from Fraser Lake to the Fraser Lake Station was widened to a width of 24 feet, gravelled, and all culverts put in; object, to improve alignment and eliminate hill where road goes through railway fence. (Completed.)

Reconstruction in vicinity of Drywilliam Lake, approximately 6 miles east of Fraser Lake town: 2½ miles of road widened to a width of 24 feet, straightened, and gravelled; object, to improve alignment and eliminate a particularly bad portion of clay road, also bad curves. There still remain approximately 2 miles of road at this point to complete in order to connect the gravelled portions of the 24-foot road.

Reconstruction in vicinity of Fort Fraser, between Nechako River Bridge at Fort Fraser and Nautley River Bridge at Fort Fraser Indian Reserve: 1 mile of road was widened to a width of 24 feet and gravelled; object, to eliminate portion of clay road and bad curve at the Nautley River Bridge. There still remain 2 miles of road west of the Nautley River Bridge to straighten out and widen in order to connect this portion of road with the standard-width road at Beaumont Railway Crossing.

Approximately 2 miles of gravelling was done at Fort Fraser.

Reconstruction, 4 miles west of Vanderhoof: ½ mile of low-lying road was raised 3 feet, the fill base being 36 feet wide, surface of road 24 feet wide, gravelled, and hill at east end of this section pulled down to eliminate bad hill and curve, thus improving grade and alignment. (Completed.)

Reconstruction at Vanderhoof, ½ mile south of town: 2 miles of road were straightened, gravelled, and widened to 24 feet; object, to improve alignment and eliminate clay road with bad curves. (Completed.)

Reconstruction, 2 miles south of Hulatt: ¼ mile of road was cleared, widened, and gravelled and culvert and fill put in, eliminating a particularly bad curve and improving alignment.

A curve was eliminated in the vicinity of Barrett by relocation of ⅛ mile of road, slashed, stumped, graded 26 feet wide, and gravelled. (Completed.) In vicinity of Knockholt, 1 mile of road regraded to 26 feet wide, culverts put in, and gravelled. In vicinity of Forestdale, ½ mile of road was regraded to 26 feet wide, culverts put in, and partially gravelled. At Rose Lake Hill, 1,000 feet of road were widened to 20 feet, banks sloped, and gravelled.

Smithers Hill Diversion on Northern Trans-Provincial Highway, 1 mile east of Smithers: This diversion, about ½ mile long, to eliminate sharp curves and steep grades, was made and a part completed to join up with old road, but there still remains just over ¼ mile to be graded to complete the whole scheme. This piece was graded 24 feet wide, ditched, culverts put in, and gravelled.

Mile 15, west of Smithers: About ½ mile of new road was graded 24 feet wide, culverts put in, and gravelled, to eliminate two unnecessary curves.

John Brown Creek Hill, 19 miles west of Smithers: ½ mile of road was improved, regraded to 24 feet, ditched, and gravelled, to eliminate sharp curves and steep grades.

Porphyry Creek, 30 miles west of Smithers: 1¼ miles of road were revised and regraded to 24 feet, ditched, culverts put in, and gravelled, to eliminate sharp blind curves and steep grades and narrow road.

New Hazelton Cut-off, 40 miles west of Smithers and leading into New Hazelton: This diversion, 3½ miles in length, was started in 1932 and partly graded; this year the diversion was completed, graded to 24 feet in width, ditched, culverts put in, and gravelled. The diversion eliminates sharp curves and steep grades. Improvements were made to the old road for 1 mile west of this cut-off, by regrading, ditching, and gravelling, thereby completing the gravelling from Smithers to Hazelton.

Skeena Crossing to Kitwanga: About 2 miles of this section were improved and cleared of slides which had almost blocked the road. The remaining 9 miles were improved—graded, ditched, and gravelled. The recent flood caused heavy slides, and now these 2 miles are filled in and impassable.

Usk to Pacific: 3 miles of new construction-work was opened, and the right-of-way logged, stumped, and made ready for grading.

The Northern Trans-Provincial Highway at the Prince Rupert end was completed to a point beyond Cloyah Bay, 9 miles from the city limits. Revised notes were prepared for the whole route from Prince Rupert to Hazelton, an estimated distance of 180 miles, of which 25 miles have been completed, 33 miles remain to be reconstructed, and 122 miles of absolutely new road to be constructed.

No. 124, Vanderhoof–Stuart Lake Road.—Reconstruction, 17 miles north of Vanderhoof: ¾ mile was widened, straightened, and gravelled, eliminating approximately 1 mile of very crooked road which was previously only 10 feet in width. (Completed.)

Reconstruction, 20 miles north of Vanderhoof, by construction of fill 70 feet long and 14 feet high, to eliminate Bear Trap Bridge and to improve alignment.

Reconstruction, 22 miles north of Vanderhoof, by construction of culvert and fill, improving alignment of road, straightening out hill, and eliminating small bridge. (Completed.)

No. 117, Fort St. James–Manson Creek Road.—Reconstruction, commencing at Fort St. James: 13 miles of road were regraded to width of 20 feet, all culverts and all necessary off-take ditches put in; also 6 miles of this road were gravelled. North of Nation River, approximately 3 miles of road were constructed.

No. 21, Colleymount Road.—New construction: An extension approximately 3½ miles in length was slashed out and narrow-graded sufficient for winter traffic. From this point to the junction of No. 90, Wistaria–Houston, 1½ miles are incompleted.

Campbell Road.—A new road off No. 122, Uncha to Uncha Lake: 1½ miles right-of-way were slashed, stumped, narrow-graded, and culverts put in. One mile still to complete.

No. 177, Aveling Coal Mine Road.—One mile of road was reconstructed (power-shovel side-hill cut), fills put in, and grades cut down; 3 miles gravelled. (Completed.) Two bridges were washed out on this road on October 24th.

No. 97, Quick Station Road.—Three miles of this road were regraded to 26 feet wide, all culverts put in, cut-banks sloped, and 2 miles gravelled. One mile of gravelling to complete.

No. 118, Topley–Babine Road.—This road was regraded and ditched for 20 miles, 800 feet corduroy were covered with gravel, 9 new culverts were put in, 2 bridges were renewed—namely, No. 537, Tashik No. 1, and No. 538, Tashik No. 2, both 40 feet long.

No. 19, Rose Lake Cut-off.—A dangerous reverse curve was eliminated by a 60-foot R.R. culvert and a fill of 750 cubic yards.

No. 84, Ootsa Lake Shore East.—Six miles of this road were narrow-graded, small cuts and fills made, and all culverts put in. This makes an outlet for the most distant settlers east of Ootsa Lake, which was the objective.

No. 200, Burns Lake–Babine.—Reconstruction: Relocation of 7½ miles, which were slashed 40 feet to 60 feet wide, stumped 28 feet wide, and graded 26 feet wide, and all culverts put in, fills made, and banks sloped; soft stretches gravelled. Three and one-half miles remain to be completed to connect with No. 200, Taltapin Road.

No. 202, Telkwa Coal Road.—With the view of eliminating a section of this road which was subject to gumbo-slides in the spring and wet weather, 1 mile of new location was started, the right-of-way cut 50 feet wide, and side-hill grade made with power-shovel. (Fifty per cent. completed.)

Road from Smithers to Babine Lake.—A new location was surveyed for 9 miles, ⅝ mile slashed 40 feet wide, and stumped 10 feet wide. The survey was made too late in season to permit further work, as adverse weather prevailed.

Bear River Road, South Atlin District.—This road was extended toward Meziadian Lake, a distance of ½ mile, and 5 miles of the existing road resurfaced.

American Creek Trail.—This was widened to wagon-road width for a distance of 1 mile.

Premier and Big Missouri Roads.—These roads were partly widened and resurfaced. Extensive repairs were made to American Creek and Bitter Creek Trails.

Spruce Creek Road.—This road was widened, graded, and improved, to eliminate curves and lessen grades. Owing to shortage of labour, work could not be started early enough to complete this season. Other necessary improvements have been postponed until next spring, owing to weather conditions.

Dease Lake Road Diversion.—This has been completed, but may need some extra surfacing next spring.

Queen Charlotte Island Roads.—On the road from Masset to Tow Hill 0.3 mile was reconstructed near the Sanyan River and 0.3 mile of new construction built to eliminate bad section of the beach formerly used for travel. There are 3¼ miles yet to build to place the road entirely off the beach.

Between New Masset and Old Masset 0.3 mile of road was reconstructed to eliminate bad curves. Harrison Avenue, in New Masset, was opened up for ¼ mile to give access to dwellers and boat-repairing industries.

The road from Port Clements to Queen Charlotte City was extensively improved and an important diversion made at Clay Hill for ½ mile to eliminate dangerous curves on a slippery gumbo grade. Some damage was done to sections of this road in last October's storm, but the Clay Hill Diversion was not affected.

The portion of this road that is planked for 12 miles between Port Clements and Tlell will soon need extensive reconstruction. The planking was laid in the first place as a temporary measure some years ago, the intention being to construct extensive ditches and fill over the planking. Sections of this should be done as funds become available.

There is a considerable amount of rock-work to be done between Skidegate and Queen Charlotte City.

Port Simpson.—One-quarter mile of new road was built to give access to residents. A new road was built to the Stewart Cemetery, a distance of 600 feet.

Bridges Constructed and Reconstructed.—Fort Fraser Slough Bridge on Lily Lake Road, 1 mile south of Fort Fraser, was reconstructed. Bridge is of pile-bent construction, consisting of eight 20-foot spans. (Completed.)

Nautley River Bridge and Nechako River Bridge at Fort Fraser were redecked by laying longitudinal decking over original deck. Cedar River Bridge, on trail from Rosswood to Aiyansh, which was destroyed in flood a year ago, has been replaced. A new bridge was built to replace the old Fiddler Creek Bridge, near Dorreen, to serve mining operations in vicinity.

Rainey Creek Bridge has been redecked. Bear River Bridge at Stewart was redecked; new joists and stringers were put in and chords reinforced (bridge is 350 by 16 feet). Georgia River Bridge on mining trail, Portland Canal, was entirely renewed and piers and abutments were reinforced. Tlell Bridge over Tlell River, Queen Charlotte Marine Drive, Graham Island, was rebuilt to replace old structure.

The Necoslie Bridge at Fort St. James was finished. The Nechako Bridge at Vanderhoof was damaged by a fire of unknown origin in April. Prompt action on the part of the General Foreman saved the bridge, and repairs were made costing about $900.

Ferries.—A new 5-ton ferry was built at Usk, and a small ferry was installed over the Kitsumgallum River near the point where it issues from Kitsumgallum Lake. The Remo Ferry went out in the October flood and is to be replaced by a new 5-ton ferry. The new standard 5-ton ferry for Finmoore has been completed and is ready for launching.

Unemployment Relief.—The conditions remained about the same as in the previous year. In the aggregate, a great deal of road maintenance was done by relief-men.

Municipal Highways.—There was no change in the standing of the classification of these highways. No. 72R, Arterial Highway at Stewart, was given two coats of Tarvia B for a distance of 1,589 feet 18 feet wide, and 411 feet 50 feet wide.

Machinery and Plant.—Advantage was taken to procure some road equipment at a much reduced price from the Armour Towing and Salvage Company. This equipment was salvaged from a freighter which was wrecked near Prince Rupert, the machinery being destined for the Alaska Road Commission. A 1½-yard Chevrolet truck and a fine Adams leaning-wheel grader were procured for Prince Rupert District.

A new Ford V-8 truck, 2 tons capacity, was purchased for Queen Charlotte Islands. The old Model T Ford of 1928 was replaced at Prince Rupert by a 1936 V-8 model.

Under supervision of the General Foreman at Vanderhoof, two very fine trailer-cabooses were constructed, the rear portions being fitted with bunks, the front portions used for oil and gas.

A splendid unit of road-building machinery was purchased for Omineca District in the shape of a 50-horse-power Diesel tractor with a Carco attachment. This is the best bulldozing outfit we have had and is ideal for cutting down hills and filling hollows in the kind of soil throughout most of the district.

A second-hand lighting plant was procured for the Vanderhoof workshop, the engine being also used to operate other equipment. A welding outfit was purchased for the Stewart shops.

Snow-removal.—In Omineca District snow fell to a depth of from 2½ to 4 feet; 347 miles of trunk and main roads were kept open and 100 miles of local roads.

In Atlin District, in the vicinity of Stewart, the snowfall was 11 feet 8 inches between December 1st and March 1st. There was very little interruption to traffic this year throughout the whole engineering district.

Surveys.—A diversion was surveyed at Swanson Creek on the Colleymount Road in order to improve the location of the present bridge, which will soon have to be renewed.

North of Nation River about 12 miles of road were finally located. Nine miles of location survey were run on the Smithers–Babine Road in the vicinity of Chapman Lake. A survey was made for improved alignment at what is known as " Hairpin Turn " on the main highway 2 miles east of Telkwa.

From Smithers to Moricetown, 22 miles, a traverse was made of the present road and a number of revisions surveyed and plotted. This will be of very great advantage in reconstructing various sections from time to time, as money becomes available.

Between Terrace and Remo an investigation was made to ascertain what part, if any, of the present road is suitable for a permanent location and 1 mile of line was run with grades.

A reconnaissance was made from Prudhomme Lake to Wark Channel via Rainbow Lake and very encouraging information obtained showing the possibility of avoiding a number of switchbacks on a previously surveyed route, and also of somewhat shortening the road, and of having to overcome a summit of only 800 feet as compared with 1,130 feet.

Further information for ferry-sites at Skeena City was obtained, especially with regard to the action of ice at the worst time of the winter and how this would affect a ferry-boat crossing at various possible locations.

Extension of the road system at Port Simpson was surveyed.

On the Kitsumgallum Road north of Terrace a line was run for the proposed change of the road at Spring Creek, and surveys were made for improved alignment and diversions at Lean-to Creek and Glacier Creek as a result of washouts in the recent flood.

A preliminary survey was made for a road between Kitwanga and Woodcock for a distance of 4 miles.

A survey and plans were made of the Copper River Slough and vicinity in connection with replacing the bridge which went out in the flood.

Surveys and plans were made for registration of the right-of-way at Smithers Hill Diversion and also at New Hazelton Cut-off.

Railway Crossings.—Plans were prepared and arrangements made for an overhead crossing on the Trans-Provincial Highway at New Hazelton. This is over the Canadian National Railway and will replace two dangerous level crossings quite close to each other at this point. An order of the Board of Railway Commissioners directs that 70 per cent. of the cost of this crossing be borne by the Railway Grade Crossing Fund. The work was commenced at the end of the fiscal year.

Trails.—Dolly Varden Trail was repaired and open for speeder traffic during the summer. The severe storm in October did great damage to the railway. Foot-logs have been put in,

making the trail open for foot traffic. Owing to snow, nothing more can be done but keep it open for foot traffic until spring.

Fifteen miles of Unuk River Trail were built this year. There is now a good pack-trail from the International Boundary to Sulphur Creek, a distance of 20 miles. The trail should be extended next year to serve further mining development.

At Haysport a new sidewalk was built for a length of 1,100 feet to serve stores and dwellings and give access to the Dominion Government wharf without the public having to trespass on the Canadian National Railway track.

Many trails throughout the district were repaired or extended short distances through funds provided by the "Mines Development Act."

Protection-work.—A survey was made at Stewart to ascertain the inroads made by the Bear River and to form a basis of report for further protection.

At Copper River some work was done to confine the river to the main channel and direct the main flow under the suspension bridge. Had this protection had time to settle and silt up, it would have been effective under ordinary conditions of high water, but it had no sooner been finished when the unprecedented flood of October came along and swept it out, washing away a long stretch of the bank as well, so it is advisable now to let the slough channel take what water it will and build a bridge over this enlarged channel with suitable clearance.

Buildings.—Repairs were made to the foundations and a general renovating given to the Court-house at Atlin Lake.

Other buildings throughout the district had the ordinary repairs and maintenance necessary. There were no new buildings erected.

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

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

Maintenance of Highways.—The spring break-up in 1935 was somewhat later than usual and the run-off was heavy owing to excessive precipitation during the fall and winter months. As a result, considerable difficulty was experienced during the spring maintenance period, after which all main highways were maintained in good condition until "freeze-up."

Construction and Reconstruction of Highways—Cariboo Highway.—In the vicinity of Camp Creek and Cale Creek short sections were reconstructed on improved alignment and to a wider standard; 7 miles were regravelled. North from Prince George improvements were made in alignment at several points along McMillan Creek.

Northern Trans-Provincial Highway.—One mile of the Fort George–Hazelton section was reconstructed between Beaverley Creek and the Chilako River on greatly improved alignment; another 1-mile section, between Miles 4 and 5, was similarly reconstructed. A 2-mile section, between Miles 9 and 12, was relocated and the right-of-way cleared.

Fort George–Yellowhead Section.—Along Eaglet Lake 2 miles of side-hill construction were cleaned out to the original width. At several exposed points on this section it was necessary to protect the embankment from erosion by means of riprap. On the McBride–Tete Jaune section 20 miles were graded, opening a passable road for automobile and other traffic between these points; it is now possible to drive from McBride to Canoe River during the dry weather with little difficulty, the latter point being approximately 8 miles north of the Kamloops Electoral District on the main line of the Canadian National Railways.

Other Highways.—A total distance of 16 miles of highway, chiefly settlement roads, was surfaced with gravel, 10 miles of this work being undertaken by sleigh-haul.

Bridges and Culverts.—A 70-foot span King truss on pile piers and with pile-trestle approaches was constructed over Small River on the McBride–Tete Jaune section of the Fort George–Yellowhead Highway. At Baker Creek, on the same section, a July cloudburst caused a washout, necessitating the construction of an additional bay at the east end. The channel also was badly blocked with debris and had to be cleaned out. Several small frame and pile trestles were reconstructed in various parts of the district, chiefly on the main highways; in most instances these replaced trestles of the five-stringer type which had become unsafe for heavy loads. Minor repairs were carried out on a number of small bridges and a large log-jam was removed from the bridge at the mouth of the Chilako River.

Three concrete-pipe culverts, comprising one double 36-inch diameter and two single 24-inch diameter, were constructed under fills on the Cariboo Highway, replacing old hewn-timber culverts.

Ferries.—The usual service was maintained at Isle Pierre, Miworth, Shelley, and Croydon.

Garage.—The garage, built during the previous fiscal year, was completed with the laying of a 6-inch concrete floor. The yard was fenced and all equipment moved over from the old yard at South Fort George.

The need for equipment-sheds was very noticeable during the winter, when, owing to the storage of equipment and snow-ploughs, there was little working-space available.

Snow-removal.—The snowfall varied from 95 inches in Prince George to 160 inches in some parts of the district. The Cariboo Highway was kept open continuously and other main highways to a total of approximately 200 miles were kept open, except for short periods.

The snowfall in this district has been 50 per cent. above normal for the past four winters and the need for heavier or more speedy snow-removal equipment is a matter requiring serious consideration.

Unemployment Relief.—Work was provided for a monthly average of approximately 500 relief recipients. Some trouble was experienced in May, when an organized body of these men called a strike and attempted to tie up all public works in the district. Until the strike was called off some weeks later it was found necessary to have police protection for maintenance crews and on two occasions clashes occurred with pickets of from twenty to seventy men.

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

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

Maintenance of Highways.—A patrol system using eight 4-horse graders was inaugurated last May and 164 miles of main and local roads were maintained to a very fair standard. The first year's operation warrants the continuance of this system and, if funds permit, its enlargement next year. By its operation, the large power units were released for more permanent work and were kept busy all the summer in ditching and grading main and local roads. Maintenance on farm and settlement roads was taken care of by relief labour that could not be brought to camps, but, due to lack of equipment, this arrangement was not very successful.

Due to especially heavy rains in July, floods did extensive damage to small bridges and culverts, putting a heavy strain on district funds.

Highway Construction and Improvement.—The major project for the district was the reconstruction of the Grande Prairie–Fort St. John–Peace Pass Highway. On this road 39.2 miles were brought up to a standard section and, where necessary, fills and culverts installed. Five additional miles were grubbed and culverts installed ready for completion next year.

Near Fort St. John 2.7 miles of gravel were laid, and 15 miles between Fort St. John and Cache Creek were widened, ditched, and drained.

On the Dawson–Moberley–Hudson Hope Road, the 3-mile diversion, commenced last year, leading down to the Pine River, to eliminate grades up to 21 per cent., was completed and 3 miles between Groundbirch and East Pine were widened, ditched, and drained.

On the Fort St. John–Hines Creek Road, a new grade 2½ miles long to eliminate grades in excess of 18 per cent. was surveyed and opened for traffic, but considerably more widening is necessary for a standard grade.

On the Fort St. John–Rose Prairie Road, work was continued on the grade in and out of Montney Creek. The west side was widened and ditched where necessary and 1½ miles of new grade on the east side surveyed and built with a maximum grade of 9 per cent.

On the new Dawson Creek–Sunrise Road, which shortens the distance from Sunrise to rail-head by 6 miles, work was continued and 7 miles built, leaving 3 miles to complete in the year 1936–37.

A new cut-off 4½ miles long, from Fort St. John to the Charlie Lake–Fort Nelson Road, to eliminate a bad hill and shorten the distance by 1½ miles, was built.

Two miles of new construction were continued west from Sunset and a large mileage of graded roads ditched and shaped.

Road Mileage.—During the year a new road register for this district was compiled from information obtained in the field during the previous two years; this work has resulted in

the addition of 320.1 miles of existing roads, together with 20.5 miles of new construction, to the total road mileage for this district, such roads not previously having been included in the list. The new road register is the first complete register to have been compiled for this district.

Bridges Reconstructed and Maintained.—Due to flood conditions in April and July, extensive damage was done to bridges. On April 24th the old Kiskatinaw Bridge was taken out by ice. A temporary trestle 220 feet long was commenced on April 28th and opened for traffic May 12th. This trestle held until July 8th, when the river rose to a height of 23 feet, the highest water on record, and 144 feet of the temporary trestle went down the river. On August 12th work started on the new bridge, a 180-foot Howe-truss creosoted span, 268 feet over all, which was opened for traffic on October 16th.

In addition to the above, fifteen other structures ranging in size from 22 to 200 feet were washed out or badly damaged; two of these were replaced with 60-foot King trusses and a 40-foot King truss was built into the Hays Bridge to replace two bays washed out. Altogether, 1,191 feet of standard pile trestle and 286 feet of standard deck on crib abutments were constructed during the year. The High Level trestle continued to give trouble and extensive repairs will be necessary to hold the east end in place. All other structures were adequately maintained.

Ferries.—A more powerful tug was transferred from Revelstoke District to handle the new scow at the Taylor's Ferry crossing of the Peace River and a better landing on the north shore constructed 300 feet lower down. Other ferries were maintained and kept as usual.

Unemployment Relief.—Owing to the extreme weather conditions in the Peace River District during the winter months, effective work cannot be done. Agreements were entered into with relief recipients whereby they were paid their monthly allowances during this period, on the understanding they would go to camps when called on. For this purpose, nine 20-men camps were installed and were kept in operation all summer. This system proved very satisfactory and no trouble was experienced in keeping the camps full.

By the end of the summer practically all back and current relief was brought up to date.

Snow-removal.—The snowfall in the district was about normal, but, due to the absence of the usual high winds, very little drifting occurred, and snow-ploughing to the extent of 114 miles only was necessary and all main roads continued open for motor-vehicles during the entire winter.

Buildings.—A standard six-bay equipment-shed was built at Pouce Coupe and a four-bay shed at Fort St. John. The ground-plan of the Government Building was altered to give more room for the Government Agent's department and the entire building was painted outside and in. A new floor of 2- by 4-inch lumber laid on edge was put down in the Government Garage and the roof painted. All other buildings were maintained.

INVENTORY OF ROAD MACHINERY AND PLANT, 1935–36.

Electoral District.	Air-compressors.	Automobiles.	Ferry-boats.	Cars (Dump).	Concrete-mixers.	Hand-winches.	Engines (Stationary).	Power-shovels.	Graders (Pull).	Loaders (Mechanical).	Motor-trucks.	Outboard Motors.	Pile-driver Hammers.	Ploughs (Snow).	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Power).	Scrapers.	Tents.	Tractors.	Power-graders.	Wagons.	Lighting Plants.	Hoists.	Road-rippers.	Back-fillers.	Trailers.	Launches.	Rowboats and Canoes.	Jack-hammers.
Alberni-Nanaimo		1				3	1		4		15		2	1		3		2		4	5	1	4		1	1						
Atlin	1			7		4	2		5		7		2	1		1	1		1	20	4	6		6		3					1	2
Burnaby					1						4						1	1									1					
Cariboo (North)		2	4		1	3		2	10		7			4	1	7		1		11	20	6	1			2	1		1			
Cariboo (South)		1	1			1			12		8		2	5				1		13	41	6	2	2								
Chilliwack	2		1					2	4	2	9							1				3	3		1		1					3
Columbia		1				1		2	14		9		1	6		2		1		47	30	3	3	14		1	2	1				
Comox		1				1		1	3		16		3	4	1			1	1	1	1	1	5	3		2	1					
Cowichan-Newcastle		1				2	1	1	4		13		2	1				1		2	3	2	1			1			1			1
Cranbrook		2					2	3	11	2	16		2	3	1		3			6	13	6	6			2	3	1				
Delta			2	4	1			1	2		9	1		2	6					5		3	1		5			1	1			
Dewdney	5	1		2			1	3	3	2	25			3	1					7	3	5	7		10	1	3	1				12
Esquimalt	3	2					1	2	5	1	13		1	2	4	2	1			6	5	4	1		2	3	5		4			8
Fernie					1	2	1	1	18	1	10		2	4			2	1		18	3	4	5			2	3		2			
Fort George		2	5			2	1	2	12	1	7		1	2	1	16	2	1		37	43	6	2	3		6	3	2	4			
Grand Forks-Greenwood	1	1							6		9		2	5	1			2	1	9		4	2	1		1	1					
Islands	1						2		4		9						2		3	2		1										
Kamloops		3	9		1			1	17		10		1	3		1			1	18	23	7	3	4		1	1	1	1		11	
Kaslo-Slocan	1	1	1	1				1	13		8			5						1	14	5	1			1	1					4
Lillooet	1	1	3			3		1	17		12		2	3		1				18	14	6	4	1		1	3	5			2	1
Mackenzie (North)		2				1			5		5		2			3		1		6	6	3	2	1		2					2	
Mackenzie (South)	2	1							6		4									1		4				1	1					
Nelson-Creston	3	2	5	7	1		1	4	6	1	16		2	9			2		1	9	5	8	3			2	1	2	2			5
New Westminster																																
North Okanagan	1	1		4		1	1		11	2	9		3	5	2					14		6	4	5	3	1	2					2
North Vancouver									3		1									3				1								
Omineca		1	5					2	18		11		1	5		23				43	43	8		6	1		2	1	7			
Peace River		1	3					1	19		6		2	2		4				79	24	4		8		2	2		1	1	2	
Prince Rupert	1	1				2			4		7	1	3			2	1			5	5	2		2		2					2	4
Revelstoke	2	1	3				2	4	4	1	14	2	4	4			1			5		5	1		3	2	2	1			1	8
Rossland-Trail	1	1	1	6	1		2	2	2		9			3	1		1		1	2		2	1			2						
Saanich		1									5								1													
Salmon Arm	1		3					1	13		12			2			1	1		3	27	5	2		1		1	1	5	1		2
Similkameen	1	2			1			2	6		23		2	4	4	7	1	3	1	10	4	8	4		4	1	4	3	1			
Skeena		1	7				1	1	9	1	8		3	3						7	21	6	1		1	2	1		2			
South Okanagan	1		1					2	6	1	13			1			1			3		6	3			2	2	1	2			
Vancouver-Point Grey											2									3		1					1					
Yale	2	1		30				3	9		25		1	6	6					25	8	8	2		4	1	1	1				8
Headquarters		3																												2		
Headquarters (Garage)		3																														
Eng. Dist. No. 1		1																														
Eng. Dist. No. 2		7																														
Eng. Dist. No. 3		2									1																					
Eng. Dist. No. 6		1																														
Surfacing equipment		1			3		2				2						1		1				1									
Totals	30	54	54	61	11	26	21	45	285	15	389	4	46	98	29	72	21	18	12	443	365	155	75	57	36	48	49	22	34	4	21	60

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1936.

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Cameras and Scientific Instruments.	Motor-vehicles (not including Equipment Fund).	Unissued Stores.	Camp Equipment.	Equipment Fund.	Total.
Alberni-Nanaimo	$2,727.00	$1,713.35	.....	.....	$3,495.00	.....	$275.86	$4,639.00	$12,850.21
Atlin	10,725.00	1,079.00	$40.00	$45.00	1,000.00	$560.00	935.00	5,023.00	19,407.00
Burnaby	1,036.00	608.75	.....	.....	325.00	755.81	809.10	.....	3,534.66
Cariboo (North)	7,856.00	2,149.80	2,710.00	206.00	1,163.00	.....	1,441.93	8,990.00	24,516.73
Cariboo (South)	6,001.00	2,022.20	200.00	.....	2,560.00	.....	1,916.77	13,650.00	26,349.97
Chilliwack	9,215.00	447.85	12,360.00	.....	3,525.00	43.00	439.00	8,550.00	34,579.85
Columbia	6,980.00	1,785.00	.....	293.00	3,350.00	147.27	2,001.75	8,850.00	23,407.02
Comox	3,440.00	2,797.00	.....	197.00	2,500.00	.....	249.00	4,250.00	13,433.00
Cowichan-Newcastle	1,820.00	1,352.40	.....	450.00	2,650.00	.....	82.60	5,450.00	11,805.00
Cranbrook	9,975.00	2,474.50	.....	297.00	10,050.00	.....	903.75	34,150.00	57,850.25
Delta	12,482.00	2,798.45	50,590.00	.....	1,600.00	.....	1,413.15	22,330.00	91,213.60
Dewdney	12,014.00	2,254.03	.....	.....	4,510.00	219.95	1,956.33	15,250.00	36,204.31
Esquimalt	8,163.50	4,546.25	.....	245.00	2,960.00	1,010.52	225.90	18,200.00	35,351.17
Fernie	14,505.00	809.10	.....	2.00	3,500.00	.....	508.68	13,500.00	32,824.78
Fort George	14,762.00	2,769.55	1,575.00	530.00	2,725.00	.....	2,952.10	22,445.82	47,759.47
Grand Forks-Greenwood	2,438.00	320.50	.....	.....	4,225.00	.....	145.00	12,662.00	19,790.50
Islands	3,975.00	1,204.80	.....	.....	4,926.00	73.50	.....	3,350.00	13,529.30
Kamloops	15,435.99	3,677.00	3,390.00	676.00	4,820.00	1,896.00	3,615.00	17,240.00	50,749.99
Kaslo-Slocan	3,592.00	1,795.55	5,500.00	35.00	8,138.55	160.00	890.00	16,680.00	36,791.10
Lillooet	18,220.00	1,651.00	4,420.00	761.00	6,500.00	776.00	677.50	7,750.00	40,755.50
Mackenzie (North)	3,030.00	2,007.75	30.00	25.00	2,165.00	231.95	122.00	6,050.00	13,661.70
Mackenzie (South)	1,194.00	627.75	.....	.....	2,350.00	62.24	.....	11,650.00	15,883.99
Nelson-Creston	16,939.90	2,114.35	21,758.50	328.50	8,250.00	4,876.94	583.09	30,250.00	85,101.28
New Westminster	.....	79.80	.....	.....	.....	.....	.....	.....	79.80
North Okanagan	9,069.50	1,969.05	.....	508.50	3,400.00	.....	217.25	15,190.00	30,354.30
North Vancouver	349.00	354.25	.....	.....	500.00	3,505.00	.....	.....	4,708.25
Omineca	18,848.00	3,309.00	11,672.00	192.00	1,625.00	.....	1,752.65	11,650.00	49,048.65
Peace River	10,661.00	1,898.95	9,430.00	453.50	2,200.00	1,929.91	1,902.23	18,250.00	46,725.59
Prince Rupert	7,881.00	1,083.25	40.00	334.00	2,875.00	728.35	791.60	2,200.00	15,933.20
Revelstoke	7,355.70	1,911.95	5,005.80	806.00	3,410.00	1,379.02	25.40	23,550.00	43,443.87
Rossland-Trail	1,819.00	815.00	3,420.00	72.50	4,735.00	.....	439.50	14,100.00	25,401.00
Saanich	1,073.00	601.15	.....	929.25	1,070.00	210.85	.....	.....	3,884.25
Salmon Arm	8,169.00	6,800.95	24,700.00	315.00	4,002.00	.....	907.10	18,150.00	63.044.05
Similkameen	7,658.00	2,519.83	.....	528.20	10,000.00	1,066.70	429.05	18,000.00	40,201.78

Skeena	$3,930.00	$1,239.00	$8,875.50	$166.00	$2,340.00	$324.00	$1,663.00	$8,900.00	$27,437.50
South Okanagan	4,200.00	979.00	11,500.00	10.00	1,075.00	.....	61.00	11,800.00	29,625.00
Vancouver-Point Grey	300.00	179.95	.....	.....	1,400.00	.....	.....	.....	1,879.95
Yale	23,790.75	9,506.99	.....	616.50	10,345.00	4,634.68	17,954.22	22,375.00	89,223.14
Surfacing equipment	.....	.....	.....	.....	4,976.00	.....	.....	10,630.04	15,606.04
Headquarters	.....	.....	8,000.00	.....	1,200.00	.....	.....	.....	9,200.00
Garage (Victoria)	.....	.....	.....	.....	3,250.00	.....	.....	.....	3,250.00
Engineering District No. 1	.....	.....	.....	.....	1,000.00	.....	.....	.....	1,000.00
Engineering District No. 2	.....	.....	.....	1,493.15	2,450.00	.....	.....	.....	3,943.15
Engineering District No. 3	.....	.....	.....	1,500.00	2,700.00	.....	.....	.....	4,200.00
Engineering District No. 6	.....	.....	.....	147.50	950.00	.....	.....	.....	1,097.50
Totals	$291,630.34	$76,254.05	$185,216.80	$12,162.60	$152,790.55	$24,591.69	$48,286.51	$465,704.86	$1,256,637.40

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1935–36.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Aliceville Bridge, No. 10-1	On Dewdney Trunk Road, 19R, in the City of Port Moody	Burnaby	Pile trestle, eleven 18-ft. bays, 20-ft. roadway; 200 ft. long over all. *Renewal.*
Wingdam No. 3 Bridge, No. 131	On Barkerville Main Road, over gulch, 30 miles from Quesnel	Cariboo (North)	Framed trestle on concrete footings, seven 19-ft. bays, 16-ft. roadway; 133 ft. long over all. *Renewal.*
Blackwater Bridge, No. 16	On Quesnel–Blackwater Road, over Blackwater River, 45 miles from Quesnel	Cariboo (North)	One 70-ft. King-truss span, 10-ft. 4-in. roadway, on concrete foundations. *Renewal.*
Quesnel South Fork Bridge, No. 98	Over South Fork of Quesnel River at Quesnel Forks	Cariboo (North)	Four 70-ft. King-truss spans, 12-ft. roadway, on pile piers, and two 18-ft. 6-in. bays of pile-trestle approach; 326 ft. long over all. *Renewal.*
Fairmont Bridge, No. 33	On Columbia River Highway, over Columbia River, 97 miles from Golden	Columbia	One 48-ft. 9-in. steel-beam span, 20-ft. roadway on pile piers, and three 18-ft. 10-in. bays of pile-trestle approach; 106 ft. long over all. *Renewal.*
Tsable River Bridge, No. 197	On Island Highway over Tsable River, 14.3 miles from Courtenay	Comox	One 130-ft. through Howe-truss span, 18-ft. roadway on pile piers, and seven 17-ft. bays of pile-trestle approach; 252 ft. long over all. All timber except floor system and fences is creosoted. *Renewal.*
Aldridge Bridge, No. 70	On Inter-Provincial Highway No. 1 over Moyie River, 2.25 miles from Moyie	Cranbrook	Pile trestle, seven 18-ft. 10-in. bays, 18-ft. roadway; 132 ft. 10 in. long over all. *Renewal.*
Stave River Bridge, No. 10.99	On Silverdale Road over the Stave River, 3 miles north of Ruskin	Dewdney	Renewing pier of 140-ft. Howe-truss span, redecking, general repairs, and restoration. *Partial renewal.*
Sturgeon Slough Bridge, No. 10-57	On McNeil–Rennie Road over Sturgeon Slough	Dewdney	One 60-ft. King-truss span, 14-ft. 8-in. roadway on pile piers, and fourteen 19-ft. bays of pile-trestle approach. *Renewal.*
Agassiz Mountain Bridge, No. 40-133	On Dewdney Trunk Road over gulch, 2 miles east of Harrison Mills	Dewdney	Pile trestle, twelve 19-ft. bays, 18-ft. roadway; 229 ft. long over all. *Renewal.*
Jordan River Bridge, No. 13-205	On West Coast Road over Jordan River, 45 miles from Victoria	Esquimalt	One 130-ft. through Howe-truss span and one 60-ft. King-truss span, 14-ft. 8-in. roadway on pile piers, eight 17-ft. spans, one 16-ft. 3-in. and one 15-ft. span of pile-trestle approach; 361 ft. long over all. All timber except floor system and fences is creosoted. *Renewal.*
Phillips Creek Bridge	On West Coast Road, 48.5 miles from Victoria	Esquimalt	One 60-ft. King-truss span, 19-ft. roadway, and thirteen bays of pile-trestle approach; 288 ft. long over all. The material for this bridge was supplied by the Provincial Public Works Department and the construction carried out by the Department of National Defence. *New construction.*
San Juan River Bridge	Near Port Renfrew over San Juan River	Esquimalt	Twenty-one 36-ft. 8-in. bays of pile trestle added to 358 ft. of existing bridge; total length, about 1,128 ft. *Renewal.*
Small River Bridge, No. 712	On McBride–Tete Jaune section of Fort George–Yellowhead Highway over Small River	Fort George	One 70-ft. King-truss span, 14-ft. 8-in. roadway, and three bays of pile-trestle approach. *New construction.*
Woodbury Creek Bridge, No. 581	On Nelson–Kaslo Road over Woodbury Creek, 10½ miles from Kaslo	Kaslo-Slocan	One 60-ft. King-truss span, 14-ft. 8-in. roadway on concrete pedestals, and two 19-ft. bays of pile-trestle approach; 102 ft. long over all. *Renewal.*

Creston–Porthill No. 3 Bridge, No. 35	On Creston–Porthill Road over Goat River, 1.25 miles from Creston Station	Nelson-Creston	One 180-ft. through Howe-truss span, 16-ft. roadway on pile piers, and four 17-ft. bays of pile-trestle approach; 253 ft. long over all. All timber except floor system and fences is creosoted. *Renewal.*
Boulder Creek Bridge, No. 11	On Creston–Kuskonook Road over Boulder Creek, 1 mile from Kuskonook	Nelson-Creston	One 44-ft. steel-beam span, 20-ft. roadway on frame bents, and two 15-ft. and one 19-ft. bays of framed-trestle approach. *Renewal.*
Rogers Creek Bridge, No. 3	Over Rogers Creek at Mile 3, Marine Drive	North Vancouver	Converted to culvert and fill; one massed concrete arched culvert 98 by 4 by 5 ft., 10,759 cu. yds. of fill, 562 lin. ft. guard-fence, crushed-rock base for pavement 280 by 20 ft. by 6 in., and penetrating with Bitumuls. *Replacement.*
Sherman's Bridge, No. 8	Over creek, Mile 6 on Marine Drive	North Vancouver	Converted to culvert and fill; one 30-in. concrete pipe 88 ft. long, 3,055 cu. yds. of fill, 360 lin. ft. guard-fence, dry-stone retaining-wall 150 by 11 by 5 ft., crushed-rock base for pavement 180 by 20 ft. by 6 in., penetrated with Bitumuls. *Replacement.*
Basset Bridge, No. 1-6	On Road No. 1 over Basset Creek, 18.3 miles from Alberta Boundary	Peace River	One 60-ft. King-truss span, 14-ft. 8-in. roadway on pile piers, and 155 ft. of pile-trestle approach. *Renewal.*
Kiskatinaw Bridge, No. 8-5	On Road No. 8 over Kiskatinaw River, near Arras	Peace River	One 180-ft. through Howe-truss span, 16-ft. roadway on pile piers, and five 17-ft. bays of pile-trestle approach; 268 ft. long over all. All timber except floor system and fences is creosoted. *Renewal.*
Murphy Creek or Castlegar–Trail No. 7 Bridge	On Castlegar–Trail Road over Murphy Creek	Rossland-Trail	One 38-ft. steel-beam span, 20-ft. roadway, frame bents on concrete pedestals, and seven 17-ft. bays of frame-trestle approach on concrete pedestals; 157 ft. 10 in. long over all. *Renewal.*
Chase Creek Bridge, No. 22	On Kamloops–Salmon Arm Road over Chase Creek at Chase	Salmon Arm	Seven 19-ft. 6-in. bays of pile trestle, 20-ft. roadway, 5-ft. sidewalk; 137 ft. long over all. *Renewal.*
Cedar River Bridge, No. 14	On Kalum Lake Shore Trail over Cedar River, 11 miles north-east of Kalum	Skeena	One 100-ft. through Howe-truss span, 6-ft. roadway, one pile pier, one masonry pier, and one 19-ft. span trestle approach; 120 ft. long over all. *Renewal.*
Fiddler Creek Bridge, No. 37	On Lorne Creek Road over Fiddler Creek	Skeena	One 68-ft. King-truss span, 10-ft. 4-in. roadway on crib piers, and three 17-ft. bays of framed-trestle approach; 134 ft. long over all. *Renewal.*
Mission Creek No. 2 Bridge, No. 36-34	On Casorso Road over Mission Creek, 4 miles from Kelowna	South Okanagan	Two 50-ft. steel-beam spans, 18-ft. roadway on pile piers, one 22-ft. 10-in. bay, and two 16-ft. 10-in. bays of pile-trestle approach; 156 ft. 6 in. long over all. *Renewal.*

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS.

STATEMENT AS AT MARCH 31ST, 1936.

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

Electoral District.	Whether Provincial or Classified.	Cleared only.	Ordinary Earth, Sand, Clay, etc.	Gravel or Water-bound Macadam.	Paved.		Bituminous-surfaced.			Other Types.	Total (Miles).
					Portland Cement Concrete.	Asphaltic Concrete.	Bituminous Penetration Macadam.	Bituminous Mulch Surface.	Bituminous Spray-coat Surface.		
Alberni-Nanaimo	Provincial	10.05	102.54	198.37		2.40	1.95	5.97	59.93		381.21
	Classified			*1.72*				*1.90*	*3.21*		*6.83*
Atlin	Provincial	11.60	173.40	160.70			2.00			8.00	355.70
	Classified			*1.42*					*0.36*		*1.78*
Burnaby	Provincial			3.71			0.75	1.44			5.90
	Classified	*9.43*	*4.10*	*0.63*	*4.90*	*7.19*	*16.25*	*10.44*	*2.18*		*55.12*
Cariboo (North)	Provincial	347.96	520.00	220.20							1,088.16
	Classified								*1.29*		*1.29*
Cariboo (South)	Provincial	924.50	710.15	232.10							1,866.75
	Classified								*1.00*		*1.00*
Chilliwack	Provincial	0.10	18.21	43.56					0.20		62.07
	Classified			*35.61*	*7.34*	*6.29*		*22.93*	*3.35*	*0.40*	*75.92*
Columbia	Provincial	1.10	344.47	209.05				8.00			562.62
Comox	Provincial	22.49	148.49	260.29				16.26	73.14		520.67
	Classified								*4.07*		*4.07*
Cowichan-Newcastle	Provincial		33.14	205.80					41.90		280.84
	Classified				*0.05*				*21.23*		*21.28*
Cranbrook	Provincial		407.41	176.36	0.20			31.48	1.12		616.57
Delta	Provincial		2.40	2.60							5.00
	Classified	*1.10*	*3.55*	*9.94*	*22.95*	*9.76*	*17.30*	*40.81*	*1.95*		*107.36*
Dewdney	Provincial	0.16	50.11	81.28					10.41		141.96
	Classified		*0.50*	*45.35*	*0.34*			*41.00*	*4.65*		*91.84*
Esquimalt	Provincial	12.30	23.42	266.33	3.39	1.10		1.95	74.04		382.53
Fernie	Provincial		214.70	317.20					23.20		555.10
Fort George	Provincial	243.35	395.35	173.75							812.45
Grand Forks-Greenwood	Provincial		555.10	173.60					9.05		737.75
	Classified							*0.25*	*3.90*		*4.15*
Islands	Provincial	1.13	22.37	165.64	3.71				37.68		230.53
Kamloops	Provincial		625.69	394.72				29.04			1,049.45
Kaslo-Slocan	Provincial		384.15	267.00							651.15
	Classified			*0.73*							*0.73*
Lillooet	Provincial	6.35	460.30	511.63				22.90			1,001.18

Mackenzie (North)	Provincial	10.59	74.80	137.35					9.83		232.57
Mackenzie (South)	Provincial	2.20	30.67	65.58							98.45
	Classified			*0.80*							*0.80*
Nelson-Creston	Provincial	0.75	401.38	209.59				8.82	6.35		626.89
	Classified			*0.42*				*0.18*	*0.23*		*0.83*
New Westminster	Provincial	0.48	1.60	1.55			0.53				4.16
North Okanagan	Provincial	10.25	401.45	243.34				6.80			661.84
	Classified		*4.00*	*32.33*	*0.33*			*0.60*			*37.26*
North Vancouver	Provincial		1.57	15.22							16.79
	Classified			*4.59*		*13.86*	*0.81*		*0.14*		*19.40*
Omineca	Provincial	453.60	693.85	285.51							1,432.96
	Classified			*1.77*							*1.77*
Peace River	Provincial	610.90	579.20	14.50							1,204.60*
Prince Rupert	Provincial	16.77	66.00	38.46						29.70	150.93
Revelstoke	Provincial	0.40	56.66	115.55					4.70		177.31
Rossland-Trail	Provincial		106.56	37.07		2.25		12.28	2.60		160.76
Saanich	Provincial			2.92					2.20		5.12
	Classified			*2.08*		*15.18*	*5.62*		*5.84*		*28.72*
Salmon Arm	Provincial		527.82	318.08			0.30	10.10			856.30
	Classified			*18.70*	*0.43*		*0.40*	*1.22*	*3.00*		*23.75*
Similkameen	Provincial		558.05	113.73				16.77	4.17		692.72
	Classified								*11.03*		*11.03*
Skeena	Provincial	30.50	339.00	183.50							553.00
	Classified			*4.37*							*4.37*
South Okanagan	Provincial		334.80	233.83				4.87			573.50
	Classified			*13.37*				*2.82*	*0.50*		*16.69*
Vancouver-Point Grey†	Provincial	4.87	0.50	2.98		11.40	6.50		2.75		29.00
Yale	Provincial		451.51	263.90				5.10			720.51
	Classified			*3.19*			*0.55*				*3.74*
Totals	Provincial	2,722.40	9,816.82	6,346.55	7.30	17.15	12.03	181.78	363.27	37.70	19,505.00
	Classified	*10.53*	*12.15*	*177.02*	*36.34*	*52.23*	*40.93*	*122.15*	*67.93*	*0.40*	*519.73*
Grand total, Provincial and Classified (miles)		2,732.93	9,828.97	6,523.57	43.64	69.43	52.96	303.93	431.20	38.10	20,024.73

* Includes 316.4 miles of roads not previously on register. † Includes roads within limits of University Endowment Lands.

SCHEDULE OF RELIEF HIGHWAY PROJECTS UNDERTAKEN IN BRITISH COLUMBIA BY DEPARTMENT OF NATIONAL DEFENCE, FISCAL YEAR 1935–36.

Electoral District.	Project No.	Road.	Extent and Location of Project.	Mileage of Project.	Nature of Work.	Date commenced by Dept. of National Defence.
Chilliwack	73	Trans-Canada (Rosedale–Hope)	Mile 79 to Mile 87	9.00		June, 1933.
			(*a.*) Mile 79		Major widening 4,780 ft., diversion and improvement 500 ft.	
			(*b.*) Mile 80		Diversion 1,900 ft., widening and improvement 3,380 ft.	
			(*c.*) Mile 82		New diversion ½ mile, widening ½ mile	
			(*d.*) Mile 83		Widening	
			(*e.*) Mile 84		Diversion 1,500 ft., widening and improvement 3,780 ft.	
			(*f.*) Mile 85		Diversion 2,712 ft., widening and improvement 2,568 ft.	
			(*g.*) Mile 86		New diversion ½ mile, widening ½ mile	
			(*h.*) Mile 87		Diversion 600 ft., widening and improvement 4,680 ft.	
Columbia	154	Kootenay–Columbia	Canal Flats	1.67	Reconstruction	Nov., 1934.
Cranbrook	62	Kimberley–Wasa	From Kimberley to end of completed project	10.00	Widening and surfacing	June, 1935.
	125	Trans-Provincial	At Aldridge, Mile 23 west of Cranbrook	3.00	Reconstruction	Dec., 1933.
	135	Trans-Provincial	Three sections near Yahk	1.25	Reconstruction	Jan., 1934.
Delta	114	Peace Arch	Campbell River Road to Nicomekl River	4.66	Continuation of new construction	Oct., 1933.
Dewdney	74	Deroche–Agassiz and Arterial Highway No. 26R	From a point 3½ miles east of Deroche to a point 4 miles west of Agassiz	11.00	Widening, straightening, and gravel surfacing	June, 1933.
Esquimalt	57	West Coast	(*a.*) Sooke to Tugwell Creek	7.00	New construction	June, 1933.
			(*b.*) French Creek to Black Creek	2.00	Widening and reconstruction	June, 1933.
			(*c.*) Coal Creek to French Creek	2.00	Widening and reconstruction	Oct., 1933.
			(*d.*) Phillips Creek to Rosamund Creek	2.50	New construction	Mar., 1934.
Fernie	61	Trans-Provincial	Crowsnest to Michel	9.00	Reconstruction and widening	June, 1933.
	98	Elko–Newgate	Roosville Road to Elko–Newgate Road	3.50	Construction of diversion	Nov., 1933.
Kamloops	41	Kamloops–Cache Creek	Deadmans Creek Camp westward to top of McAbee Grade	10.30	Relocation, major reconstruction, and improved drainage	April, 1935.
Mackenzie (South)	116	Sechelt–Pender Harbour	Station 310 to Station 550	4.50	New construction	Oct., 1933.
Nelson-Creston	63 W.	Nelson–Balfour (Longbeach Diversion)	From Mile 14.50 to Mile 15.75 east of Nelson	1.25	New construction	Nov., 1933.
	63 E.	Nelson–Balfour (Longbeach Diversion)	From Mile 15.75 to Mile 16.95 east of Nelson	1.20	New construction	June, 1933.
	136	Creston–Goatfell	East approach, Kitchener	3.75	Widening and improvement	Jan., 1934.
	64 W.	Creston–Goatfell	3.75 miles east of Kitchener	2.25	Relocation and widening	Nov., 1933.

Nelson-Creston—*Continued.*	64 E.	Creston–Goatfell	6.00 miles east of Kitchener	2.50	Relocation and widening	June, 1933.
	65	Nelson–Nelway	International Boundary (North)	12.00	Widening and reconstruction	July, 1933.
	67	Nelson–Castlegar	At Shoreacres	4.00	Widening and reconstruction	June, 1933.
	124	Nelson–Castlegar	At Taghum	2.50	Widening and reconstruction	Dec., 1933.
North Okanagan	130	Vernon–Kelowna	Mile 5 to Mile 17	12.00	Widening and realignment	Dec., 1933.
Revelstoke	101	Big Bend	Mile 3.0 to Mile 21.5 north of Revelstoke	18.50	Widening and improvement	Aug., 1933.
	102	West Road, Revelstoke–Sicamous	Mile 1.0 to 19 miles west	19.00	Widening and realignment	Aug., 1933.
Rossland-Trail	66	Castlegar–Trail	From China Creek railway crossing to Kinnaird railway crossing	5.25	Reconstruction	June, 1933.
	68	Castlegar–Trail	From north boundary of Tadanac Municipality to Murphy Creek Hill	4.00	Reconstruction	June, 1933.
	69	Rossland–Cascade	From Mile-post 21 to Mile-post 25	4.00	Reconstruction	June, 1933.
Salmon Arm	96	Trans-Canada	Salmon Arm–Sorrento	3.50	Widening	July, 1933.
	97 (*a*)	Trans-Canada	Sicamous–Canoe	13.00	Widening, improvement, and completing new construction	July, 1933.
	(*b*)	Sicamous–Vernon	Sicamous–Mara	2.50	Widening	July, 1933.
Similkameen	56	Hope–Princeton	Princeton, westerly	54.00	New construction and widening	June, 1933.
South Okanagan	131	Westside (Westbank to Nahun)	Mile 26 to Mile 40	14.00	Reconstruction and widening	Dec., 1933.
Vancouver-Point Grey	105 (*a*)	Chancellor Boulevard	Drummond Drive to Acadia Road	1.16	Continuation of new construction (double roadway and central boulevard, 76 ft. wide)	Aug., 1933.
Yale	55	Hope–Princeton	Hope, easterly	11.00	New construction	June, 1933.
	76	Cariboo Highway	Hope–Boston Bar	43.00	Widening and improvement	June, 1933.
	82	Merritt–Princeton	Mile 30 to Mile 40	10.00	Widening and improvement	July, 1933.
	87 (*a*)	Cariboo Highway	Boston Bar–Spences Bridge	10.00	Widening and improvement	July, 1933.
	(*b*)	Spences Bridge–Merritt	Mile 1	1.00	Railway-crossing diversion	July, 1933.
	89 (*a*)	Spences Bridge–Merritt	Mile 2 to Mile 22	10.00	Short diversions and widening	July, 1933.
	(*b*)	Merritt–Kamloops	Nicola–Stump Lake	5.00	Widening and improvement	July, 1933.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1935–36.

Name of Ferry.	Type.	No. of Round Trips.	Autos and Buses.	Trucks.	Rigs.	Passengers (excluding Drivers).	Tons of Freight.	Horses, Cattle, etc.
Ferries Operated by Department.								
Alexandria	Pontoon (reaction)	1,883	501	164	262	3,928	7	724
Avola	Pontoon (reaction)	1,875	.....	.....	268	4,049	182	78
Barnston Island	Gas-boat and scow	7,267	5,621	1,842	97	15,924	2,308	507
Big Bar	Pontoon (reaction)	1,135	.....	.....	.....	1,565	19	1,710
Birch Island	Pontoon (reaction)	7,982	2,195	347	1,336	11,581	584	368
Black Pool	Pontoon (reaction)	2,862	914	219	983	3,469	85	602
Castlegar	Scow and power-cable	23,265	47,331	18,471	2,911	182,189	11,228	824
Cedarvale	Pontoon (reaction)	3,319	112	338	207	12,345	307	317
Chinook Cove	Pontoon (reaction)	504	53	41	399	1,079	73	206
Copper City	Pontoon (reaction)	6,924	447	600	24	8,779	.....	195
Crown Mountain	Raft ferry	483	.....	.....	.....	1,153	15	50
Ducks (Monte Creek)	Pontoon (reaction)	4,514	287	259	174	4,176	226	4,557
East Arrow Park	Gas-boat and scow	4,322	3,139	1,295	224	11,139	980	654
Finmoore	Pontoon (reaction)	1,334	167	114	335	1,788	196	162
Fort Fraser	Pontoon (reaction)	2,071	150	332	737	3,019	1	320
Francois Lake	Power-ferry	1,063	1,718	1,665	220	6,087	716	717
Gravels (Quesnel River)	Pontoon (reaction)	1,080	79	.....	248	992	13	635
Hall's Landing	Scow (reaction and auxiliary power)	8,282	5,306	1,659	2,287	24,821	4,556	764
Harrop–Longbeach	Scow and power-cable	9,507	6,375	3,253	333	28,864	1,463	108
Hazelton	Pontoon (reaction)	3,892	365	299	551	8,990	334	79
High Bar	Pontoon (reaction)	1,429	117	2	68	1,985	35	2,844
Isle de Pierre	Pontoon (reaction)	7,515	225	1,366	1,576	11,366	2,735	129
Kelowna–Westbank	*Power-ferry	5,257	28,873	12,602	291	104,000	7,831	1,596
Kitwanga	Pontoon (reaction)	4,145	438	86	629	6,895	369	274
Kootenay Lake	*Steamboat	899	8,474	949	25	16,109	238	112
Kootenay River	Scow (reaction and auxiliary power)	14,386	3,927	4,755	3,298	15,094	.....	1,961
Macalister	Pontoon (reaction)	2,878	472	581	382	4,061	179	1,323
McLure Station	Pontoon (reaction)	1,852	530	147	133	3,274	53	341
Miworth (I.R. No. 3)	Pontoon (reaction)	2,549	194	611	244	2,837	497	472
Mount Olie	Pontoon (reaction)	4,512	232	126	705	10,260	277	525
Needles–Fauquier	Scow and power-cable	5,637	4,805	2,077	661	18,834	820	239
Nelson	Scow and power-cable	20,549	84,703	21,268	499	330,419	11,202	226
Remo	Pontoon (reaction)	3,120	2	2	172	6,352	119	16
Shelley	Pontoon (reaction)	2,235	.....	.....	151	3,523	19	80
Soda Creek	Pontoon (reaction)	1,443	85	14	143	2,106	91	779
Sorrento–Scotch Creek	Power-ferry	1,406	2,433	1,736	366	12,930	621	1,073
Takla Lake	Gas-boat	40	.....	.....	.....	58	.....	92
Taylor Flats (Peace River)	Gas-boat and scow	2,591	1,799	1,903	2,272	8,991	.....	4,161
12-Mile	Scow (reaction and auxiliary power)	6,584	3,944	904	.....	13,576	328	370
Usk	Pontoon (reaction)	7,052	430	710	353	14,356	463	566
Vavenby (North Thompson)	Pontoon (reaction)	3,578	429	16	636	7,197	77	4,172
Vinsulla (North Thompson)	Pontoon (reaction)	1,218	2	1	26	1,748	4	54
Subsidized Ferries.								
Agassiz–Rosedale	*Power-ferry	6,015	22,398	1,761	40	38,369	411	101
Arrowhead–Beaton	*Steamboat	201	111	.....	2	1,382	409	18
Bowen Island	*Gas-boats	822	.....	.....	.....	11,397	.....	.....
Denman Island	*Power-ferry	1,464	1,268	289	1	3,953	.....	23
Gabriola	*Power-ferry	803	319	190	.....	6,517	3	.....
Gulf Islands	*Power-ferry	852	6,154	976	3	14,719	21	30
Ladner–Woodward	*Power-ferry	6,264	47,012	6,630	49	77,259	.....	260
Mill Bay	*Power-ferry	3,108	16,413	2,381	3	26,743	.....	29
Shuswap Lake	*Steamboat	101	.....	1	.....	441	339	117
Totals		.....	310,549	92,982	24,324	1,112,688	50,434	35,560

* Denotes that tolls are charged.

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

STATEMENT OF EXPENDITURE.

Vote 154. Minister's Office	$10,625.17	
Vote 155. Administration	145,677.72	
Vote 156. Maintenance, Parliament Buildings and Grounds	140,321.73	
Vote 157. Government House	19,794.04	
Vote 160. Repairs to Government Buildings (except Parliament Buildings and Government House)	247,663.31	
Total, Votes 154–157 and 160 (for details *see* Public Accounts)		$564,081.97
Vote 158. Roads	$808,385.60	
Bridges	286,337.99	
Ferries	178,663.83	
Traffic Operation	45,447.85	
Launch	2,561.81	
Maintenance of Paved Highways	65,637.94	
Right-of-way Agent's Office	4,084.51	
Contingencies	170.00	
	$1,391,289.53	
Wharves (credit balance)	2,450.93	
Total, Vote 158		1,388,838.60
Vote 115. Grants in Aid of Mining Roads and Trails, etc.	$38,722.87	
Vote 159. Local Roads and Bridges within Organized Territory	2,499.20	
		41,222.07
Capital Account.		
"B.C. Loan Act, 1929," Sec. 6 (*a*)—		
Flood Damage	$17,799.49	
Roads	6,999.70	
Bridges		
		24,799.19
"B.C. Loan Act, 1930," Sec. 6 (*a*)—		
Flood Damage	$3,890.54	
Roads	7,104.71	
Bridges		
		10,995.25
"B.C. Loan Act, 1931," Sec. 6 (*a*)—		
Flood Damage	$36,991.48	
Roads	2,000.00	
Bridges	2,461.13	
		41,452.61
"B.C. Loan Act, 1932," Sec. 6 (*b*)—		
Flood Damage	$2,588.99	
Roads	737.23	
Bridges	2,584.74	
		5,910.96
"Fraser River (New Westminster) Bridge Act, 1935"		430,658.78
Unemployment Relief Fund.		
Provincial Works, P.C. 2013—		
Roads	$68,452.01	
Bridges	38,071.58	
Buildings	20,292.12	
Mining-roads	12,145.31	
	$138,961.02	
Relief Land Settlement Plan, U.R.F.	$911.30	
Provinical Works, P.C. 1405—Flood Damage	$494,475.72	
Provincial Works (K.)—		
Roads	$742,371.73	
Bridges	121,750.40	
Buildings, general	29,629.09	
Carried forward	$893,751.22	$2,507,959.43

STATEMENT OF EXPENDITURE—*Continued.*

Unemployment Relief Fund—Continued.

Brought forward	$893,751.22	$2,507,959.43
Provincial Works (K.)—*Continued.*		
Mining-roads	31,739.46	
Bituminous surfacing	848,829.41	
Drainage	51,426.40	
Tranquille water-supply	16,703.68	
Machinery, general	33,800.19	
	$1,876,250.36	
(E.) Municipalities	$3,222,553.31	
(F.) Provincial Direct Relief	1,642,687.46	
(G.) Non-contributory	773,108.49	
(J.) Public Health	250,532.13	
(R.) Physically Unfit Men	1,098,039.20	
(H.) Supervision	220,518.44	
(G.) Forestry	91,646.34	
Placer-mining	15,806.91	
(M.) Advances to Municipalities (Works)	185,012.76	
(M.) Advances to Municipalities (Direct Relief)	507,364.08	
	$8,007,269.12	
Total, Unemployment Relief Fund		10,517,867.52
Total expenditure		$13,025,826.95

ROADS, STREETS, BRIDGES, WHARVES, ETC.

ALBERNI-NANAIMO DISTRICT.

Capital Account—" B.C. Loan Act, 1930," Sec. 6 (*a*): Flood Damage		$2,627.46

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
3.	Brechin	$123.86	
1.	Beaver Creek	642.46	
66.	Bamfield trails	315.00	
100.	Canadian Highway	2,242.05	
10.	Central Lake	1,201.63	
9.	Cameron	110.55	
11.	Cherry Creek	148.30	
111.	Departure Bay	185.40	
38.	East Wellington	567.15	
30.	Fiddick's	630.47	
156.	Island Highway	1,227.54	
62.	Jingle Pot	176.64	
38.	Lake Shore	128.27	
128.	Marine Drive	156.21	
47.	McCoy Lake	216.80	
69.	Nanaimo Lakes	381.79	
94.	Raines	130.39	
122.	South Forks	135.16	
103.	South Wellington	525.25	
18.	Tofino–Ucluelet	320.83	
140.	Westwood	395.34	
33R.	Canadian Highway (arterial)	111.44	
53R.	Canadian Highway (arterial)	403.65	
	Sundry roads (units under $100)	1,953.61	
	Supervision	2,522.02	
	Tools and Plant Account	995.69	
	Haulage-truck Account	2,444.08	
	Total, Vote 158—Roads, Trails, etc.		18,391.58

VOTE 158—CLASSIFIED HIGHWAYS.

76A.	River Road (primary highway)	$15.56	
98B.	Tofino–Ucluelet (secondary highway)	30.75	
	Total, Vote 158—Classified Highways		46.31

VOTE 158—BRIDGES: MAINTENANCE.

14.	Brunnel	$1,499.23	
1.	Chase River	266.62	
58.	Cameron (east)	476.88	
44.	Errington	369.11	
69.	Gay	494.24	
108.	Heath	231.37	
330.	Hill's, No. 2	172.52	
307.	Jacobs	158.40	
93.	Kitsuksus	197.25	
90.	Margaret Street	185.26	
109.	Pearson	184.38	
19A.	Sebastian	523.02	
92.	Roger Creek	121.10	
147.	Tractor	237.45	
77.	Tingley	101.20	
15.	Thomson	1,754.30	
326.	Tye	268.75	
52.	Whisky Creek	2,116.25	
	Sundry bridges (units under $100)	897.53	
	Total, Vote 158—Bridges: Maintenance		10,254.86
	Carried forward		$31,320.21

ALBERNI-NANAIMO DISTRICT—*Continued.*

Brought forward		$31,320.21

Vote 158—Maintenance of Paved Highways.

Reg. No.			
3.	Brechin Road	$232.07	
69.	Nanaimo Lakes Road	224.16	
100.	Canadian Highway	1,078.16	
103.	South Wellington	216.37	
135.	Waddington Road	128.29	
136.	Wakesiah Avenue	453.51	
156.	Island Highway	8,993.89	
76A.	River Road (primary)	18.60	
	Sundry roads (units under $100)	251.37	
	Total, Vote 158—Maintenance of Paved Highways		11,596.42

Vote 115—Grants in Aid of Mining Roads and Trails, etc.

Trail to W. E. Saggar's Mineral Claims	$100.00	
Trail, Toquart, Nos. 1–4, near Twist Lake	50.00	
Road to L. A. T. Howard Placer-mining Lease	65.00	
Elk River Trail	100.00	
Road to property of Abco Mines, Ltd.	500.00	
Trail to W.W.W. claims at Franklin Creek	500.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,315.00

Unemployment Relief Fund.

Provincial Works, P.C. 2013—		
Roads	$280.36	
Bridges	10.50	
Mining-roads	250.00	
	$540.86	
Provincial Works, P.C. 1405—Flood Damage	$999.85	
Provincial Works (K.)—		
Roads	$23,397.28	
Mining-roads	850.00	
Bituminous surfacing	34,624.61	
Drainage	2,199.60	
	$61,071.49	
(F.) Direct Relief	$201,513.12	
(G.) Non-contributory	16,566.63	
(H.) Supervision	8,116.33	
(J.) Public Health	10,540.25	
	$236,729.43	
Total expenditure, Unemployment Relief Fund		299,348.53
Total expenditure, Alberni-Nanaimo District		$343,580.16

ATLIN DISTRICT (NORTH).

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

50.	Atlin streets	$317.50
62.	O'Donnel River	203.75
65.	Ruby Creek	460.50
67.	Spruce Creek	1,046.75
72.	Wright Creek	114.00
	Carried forward	$2,142.50

ATLIN DISTRICT (NORTH)—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$2,142.50	
Sundry roads (units under $100)	370.70	
Garage	1,012.30	
Material and supplies	300.20	
Total expenditure, Atlin District (North)		$3,825.70

ATLIN DISTRICT (SOUTH).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
63.	Bear River	$359.20	
	Bear River Protection (survey)	300.00	
	Bear River Protection	152.05	
76.	Esperanza Trail	150.00	
80.	Georgia River	400.00	
83.	Illiance	100.00	
84.	Kitsault	282.51	
66.	Premier	152.60	
	Snow-removal	709.62	
	Unuk River	173.79	
	Garage	796.50	
	Auto "C"	754.45	
	Supervision—		
	(A.)	3,541.73	
	Office	452.54	
	Sundry roads and trails (units under $100)	127.80	
	Total, Vote 158—Roads, Trails, etc.		$8,452.79

VOTE 158—BRIDGES: MAINTENANCE.

120.	Alice Arm Suspension	$348.60	
82.	Bear River	2,283.24	
184.	Georgia River	240.00	
248.	Gitzagon	125.00	
	Sundry bridges (units under $100)	74.60	
	Total, Vote 158—Bridges: Maintenance		3,071.44

VOTE 158—FERRIES.

2.	Upper Nass-Grease Harbour Ferry	$499.20	
	Total, Vote 158—Ferries		499.20

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

	Stewart area	$1,949.46	
	Total, Vote 158—Traffic Operation (Snow-removal)		1,949.46

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

67.	American Creek Trail	$100.00	
70.	Bitter Creek (extension from Harkley's)	400.00	
77.	Glacier Creek Trail (L.S.D. Group)	300.00	
228.	Gold Link Trail	200.00	
229.	Lundeberg Mountain Trail (Munro Group)	100.00	
88.	Lime Creek	100.00	
89.	Marmot (North Fork to Star)	100.00	
142.	Marmot (Engineer Mine Road)	150.00	
230.	Mastodon	50.00	
	Carried forward	$1,500.00	$13,972.89

ATLIN DISTRICT (SOUTH)—*Continued.*

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC. —*Continued.*

	Brought forward	$1,500.00	$13,972.89
REG. NO.			
185.	McGrath Mountain Trail	100.00	
184.	Saddle Mountain Trail	200.00	
123.	Tide Lake (to Troy Group)	100.00	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,900.00
	Total expenditure, Atlin District (South)		$15,872.89

ATLIN DISTRICT (STIKINE).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

49.	Caska	$220.00	
161.	Clearwater	135.50	
51.	Dease Lake	3,791.51	
51.	Dease Lake Cut-off	303.49	
61.	Telegraph Creek streets	150.00	
59.	Teslin Trail	150.00	
	Total, Vote 158—Roads, Trails, etc.		$4,750.50

VOTE 158—BRIDGES: MAINTENANCE.

47.	Casca	$194.55	
48.	Casca	205.00	
78.	McDame Creek	250.00	
61.	Tahltan	250.14	
	Sundry bridges (units under $100)	800.00	
	Total, Vote 158—Bridges: Maintenance		1,699.69

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

161.	Clearwater Mine Trail	$150.00	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		150.00
	Total expenditure, Atlin District (Stikine)		$6,600.19

ATLIN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Mining-roads	$8,998.11	
Provincial Works (K.)—		
Roads	$19,384.28	
Bridges	2,354.54	
Mining-roads	3,776.00	
Bituminous surfacing	1,309.97	
	$26,824.79	
(F.) Direct Relief	$14,094.21	
(G.) Non-contributory	988.25	
(H.) Supervision	9.40	
(J.) Public Health	952.05	
	$16,043.91	
Total expenditure, Unemployment Relief Fund		$51,866.81

Total expenditure, Atlin District $78,165.59

BURNABY DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
1R.	Trans-Provincial (Kingsway)	$1,035.85	
1R.	Trans-Provincial (Kingsway) (storm-sewer)	949.32	
10R.	Coquitlam	1,078.11	
14R.	Hastings–Barnet	1,505.33	
18R.	Dewdney Trunk	455.12	
19R.	Dewdney Trunk	1,128.05	
20R.	Dewdney Trunk	200.53	
57R.	Ioco–Port Moody	149.80	
67R.	Lougheed Highway	155.00	
	Sundry roads (units under $100)	315.32	
	Coquitlam Warehouse	89.99	
	Plant and tools	968.85	
		$8,031.27	

Vote 158—Maintenance and Minor Betterments: Classified Roads.

14B.	North	$3.86	
22B.	Riverway	56.76	
42B.	Clarke	19.12	
62A.	Grandview–Douglas	1,731.80	
		$1,811.54	
	Total, Vote 158—Roads, Trails, etc.		$9,842.81

Vote 158—Bridges: Maintenance.

3–1.	Mill	$230.06	
3–2.	Mill	243.41	
	Sundry bridges (units under $100)	472.80	
	Total, Vote 158—Bridges: Maintenance		946.27

Vote 158—Maintenance of Paved Highways.

1R.	Trans-Provincial Highway	$21.80	
10R.	Coquitlam	278.11	
14R.	Hastings–Barnet	163.47	
16.	Ioco–Port Moody	162.77	
18R.	Dewdney Trunk	97.50	
19R.	Dewdney Trunk	100.50	
20R.	Dewdney Trunk	69.75	
42B.	Clarke	302.67	
57R.	Ioco–Port Moody	45.85	
62A.	Grandview–Douglas	157.58	
	Total, Vote 158—Maintenance of Paved Highways		1,400.00

Unemployment Relief Fund.

Provincial Works, P.C. 1405—Flood Damage	$9,114.98	
Provincial Works (K.)—		
Roads	$18,832.45	
Bridges	4,090.71	
	$22,923.16	
(F.) Direct Relief	$1,808.40	
(G.) Non-contributory	249.60	
(H.) Supervision		
(J.) Public Health	6,105.68	
	$8,163.68	
Total expenditure, Unemployment Relief Fund		40,201.82
Total expenditure, Burnaby District		$52,390.90

CARIBOO DISTRICT (NORTH).

Capital Account—"B.C. Loan Act, 1930," Sec. 6 (*a*): Roads.

Reg. No.			
38.	Barkerville	$1,991.89	
	Total, Capital Account—Roads		$1,991.89

Capital Account—"B.C. Loan Act, 1930," Sec. 6 (*a*): Bridges.

36.	Cottonwood, No. 2	$4,112.91	
	Total, Capital Account—Bridges		4,112.91

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

5.	Keithley	$408.81	
10.	Cariboo	2,802.30	
10R.	Cariboo–Village of Quesnel	311.61	
11.	Williams Lake Cut-off	255.50	
15.	Likely	250.95	
25.	Quesnel Forks–Likely	282.40	
32.	Fraser	133.74	
38.	Barkerville	6,581.56	
53.	Lowhee–Jack of Clubs	160.40	
58.	Quesnel–Blackwater	254.66	
60.	Quesnel–Hydraulic	570.65	
93.	Allcock	141.72	
	Sundry roads (units under $100)	544.29	
	Plant and tools	3,879.99	
	Supervision	4,521.56	
	Total, Vote 158—Roads, Trails, etc.		21,100.14

Vote 158—Bridges: Maintenance—Unclassified.

8.	Australian	$158.90	
16.	Blackwater	2,150.11	
31.	Canyon	276.57	
80.	Hanson's Gulch	218.26	
82.	Hixon Creek	409.02	
88.	Kersley	107.05	
95.	Pine Grove	523.83	
98.	Quesnel (South Fork)	543.76	
131.	Wingdam, No. 3	2,911.61	
133.	Little Cottonwood	196.69	
138.	Batnuni Creek	1,398.10	
157.	Malcolm	314.22	
184.	La Ronde	257.60	
214.	Armstrong	376.83	
215.	Moose	299.83	
240.	Monty's	259.58	
279.	Allcock	109.20	
	Sundry bridges (units under $100)	166.79	
	Total, Vote 158—Bridges: Maintenance—Unclassified		10,677.95

Vote 158—Ferries.

2.	Fraser River–Alexandria	$1,492.53	
3.	Fraser River–Macalister	1,999.43	
4.	Fraser River–Soda Creek	2,062.66	
5.	Quesnel River–Gravel's	1,312.71	
	Total, Vote 158—Ferries		6,867.33

Vote 158—Maintenance of Paved Highways.

10R.	Cariboo–Village of Quesnel	$326.94	
	Total, Vote 158—Maintenance of Paved Highways		326.94
	Carried forward		$45,077.16

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$45,077.16

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. NO.			
5.	Keithley	$14.40	
10.	Cariboo	117.76	
38.	Barkerville	1,802.46	
	Total, Vote 158—Traffic Operation (Snow-removal)		1,934.62

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Duck Creek Trail–Keithley	$50.00	
Trail from Beaver Pass to Willow River	100.00	
Road to Langford Placer Properties, Beaver Pass Trail	250.30	
Trail to Eagle's Nest Group	150.00	
Hydraulic–Little Lake–Quesnel River Road	500.08	
Road to placer-mining operations of Messrs. Spur, Reid, Ashley, and Comer	100.00	
Rose Lake Trail	50.00	
Sawmill Flat Road	194.63	
Bear Lake Road	98.20	
Road to E. Baity's placer holdings on Blackwater Road	150.00	
Trail to Robert's claim	50.00	
Wells–Sugar Creek Road	150.00	
Keithley–Harvey Creek Trail	150.00	
New trail to property of Cariboo Gold Mines	75.00	
Kangaroo Mountain Trail	99.20	
Road leading from Bear Lake Road into French Creek Hydraulic Placers, Ltd., on French Creek	75.00	
Road to Columbia Tungsten Co., Ltd., Hardscrabble Creek	145.60	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		2,388.01

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$13,577.62	
(F.) Direct Relief	$17,468.36	
(G.) Non-contributory	2,321.91	
(H.) Supervision	1,944.26	
(J.) Public Health	1,510.20	
	$23,244.73	
Total expenditure, Unemployment Relief Fund		36,822.35
Total expenditure, Cariboo District (North)		$86,222.14

CARIBOO DISTRICT (SOUTH).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

411.	Alexis Creek–Nazko	$236.80
414.	Bottle Creek	151.20
417.	Beaver Valley	245.50
306.	Big Creek	410.73
318.	Canim Lake	430.08
319.	Canim Lake–Deka Lake	100.00
10.	Cariboo	2,534.43
18.	Chilcotin	4,517.63
336.	Exeter–McKinley	108.42
419.	Horsefly	916.25
	Carried forward	$9,651.04

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$9,651.04	
REG. No.			
526.	Greenlee	150.00	
341.	Homathko River	149.20	
342.	Hanceville–Canoe	217.80	
349.	Knife Creek	211.40	
15.	Likely	1,259.65	
358.	Meldrum Creek–Fraser River	142.40	
360.	Mission	350.09	
370.	Mile 93–Bridge Lake	1,214.09	
375.	Mile 108–Horsefly	336.32	
381.	Mile 156–Williams Lake	107.69	
383.	Mile 168–Williams Lake	100.75	
377.	Mile 111–Spring Lake	191.60	
514.	Nemiah Valley	117.00	
389.	Pigeon's	146.00	
392.	Redstone–Chezacut	517.60	
407.	Upper Dog Creek	143.60	
11.	Williams Lake Cut-off	1,235.11	
37.	Williams Lake–57-Mile	734.33	
	Plant and tools	4,724.28	
	Sundry roads and trails (units under $100)	2,299.06	
	Total, Vote 158—Roads, Trails, etc.		$23,999.01

VOTE 158—BRIDGES: MAINTENANCE.

430.	Anahim	$299.45	
310.	Churn Creek Suspension	407.70	
340.	Chilcotin Suspension	855.90	
317.	Dessault	151.00	
425.	Empire	192.40	
356.	Frost	404.52	
423.	Fawn Creek	165.06	
386.	Moffatt	105.60	
368.	150-Mile Creek	1,716.30	
343.	106-Mile Creek	168.17	
344.	111-Mile Creek	178.96	
348.	117-Mile Creek	112.93	
178.	Sucker Creek	269.34	
335.	Sawmill	461.61	
390.	Williams Lake Creek	400.00	
	Sundry bridges (units under $100)	739.07	
	Total, Vote 158—Bridges: Maintenance		6,628.01

VOTE 158—TRAFFIC OPERATION.

11.	Williams Lake Cut-off	$220.47	
419.	Horsefly	365.32	
10.	Cariboo	300.60	
15.	Likely	343.08	
18.	Chilcotin	547.73	
370.	Mile 93–Bridge Lake	375.54	
37.	Williams Lake–57-Mile	153.68	
383.	Mile 168–Williams Lake	39.08	
360.	Mission	24.58	
381.	Mile 156–Williams Lake	27.08	
	Total, Vote 158—Traffic Operation		2,397.16

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

405.	Tatlayoko Lake	$400.00	
422.	Horsefly–Quesnel Lake	49.60	
	Carried forward	$449.60	$33,024.18

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC. —*Continued.*

Brought forward	$449.60	$33,024.18
REG. NO.		
521. Elbow Lake–McKee Lake	199.90	
514. Nemiah Valley	400.00	
525. Langara	150.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,199.50

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$3,399.78	
(F.) Direct Relief	$14,363.73	
(G.) Non-contributory	2,072.30	
(H.) Supervision	2,548.60	
(J.) Public Health	571.15	
	$19,555.78	
Total expenditure, Unemployment Relief Fund		22,955.56
Total expenditure, Cariboo District (South)		$57,179.24

CARIBOO DISTRICT (NORTH AND SOUTH).

UNEMPLOYMENT RELIEF FUND.

Provincial Works (K.)—		
Roads	$52,744.98	
Bridges	13,009.52	
Bituminous surfacing	3,114.84	
Drainage	500.00	
Mining-roads	5,246.20	
Total expenditure, Unemployment Relief Fund		$74,615.54

CHILLIWACK DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

8. Columbia Valley	$1,043.61
13. Hope–Rosedale	3,872.27
31. Sumas Mountain	408.68
4R. Trans-Provincial Highway	1,113.19
5R. Trans-Provincial Highway	827.86
6R. Trans-Provincial Highway	3,769.93
7R. Abbotsford–Huntingdon	1,789.53
8R. Trans-Provincial Highway	1,181.87
12R. Abbotsford–Mission	2,426.87
61R. Yale	1,762.31
Snow-removal	562.36
Sundry roads (units under $100)	560.86
Supervision	4,038.67
Plant and tools	2,290.71
Carried forward	$25,648.72

CHILLIWACK DISTRICT—*Continued.*

Brought forward	$25,648.72	
VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.		
REG. NO.		
61B. Vedder Mountain (Chilliwack)	$169.58	
62B. Sardis	115.43	
	$285.01	
Total, Vote 158—Roads, Trails, etc.		$25,933.73
VOTE 158—BRIDGES: MAINTENANCE.		
1. Overhead bridge (Abbotsford)	$115.03	
2. Matsqui Slough	202.89	
5. Marshall Creek, No. 2	171.06	
6. Marshall, No. 1	303.70	
23. Barton Creek	331.11	
29. Sumas Canal	1,449.33	
53. Munroe Slough	1,989.45	
New bridge (Cheam View)	3,286.94	
Sundry bridges (units under $100)	354.05	
Total, Vote 158—Bridges: Maintenance		8,203.56
VOTE 158—FERRIES.		
1. Agassiz–Rosedale	$8,362.85	
Total, Vote 158—Ferries		8,362.85
VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.		
4R. Trans-Provincial Highway	$2,661.85	
5R. Trans-Provincial Highway	82.20	
6R. Trans-Provincial Highway	470.61	
7R. Abbotsford–Huntingdon	3.80	
8R. Trans-Provincial Highway	697.58	
9R. Rosedale Ferry	79.21	
12R. Abbotsford–Mission	120.57	
77R. Aldergrove–Bellingham	2.40	
Total, Vote 158—Maintenance of Paved Highways		4,118.22
UNEMPLOYMENT RELIEF FUND.		
Provincial Works, P.C. 2013—		
Roads	$18,650.57	
Bridges	310.81	
	$18,961.38	
Provincial Works, P.C. 1405—Flood Damage	$53,383.92	
Provincial Works (K.)—		
Roads	$7,367.68	
Bridges	2,704.47	
Mining-roads		
Bituminous surfacing	68,830.18	
Drainage	5,979.38	
	$84,881.71	
(F.) Direct Relief	$19,464.28	
(G.) Non-contributory	36,375.42	
Carried forward	$55,839.70	$46,618.36

CHILLIWACK DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$55,839.70	$46,618.36
(H.) Supervision	193.89	
(J.) Public Health	327.60	
	$56,361.19	
Total expenditure, Unemployment Relief Fund		213,588.20
Total expenditure, Chilliwack District		$260,206.56

COLUMBIA DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Kootenay–Columbia Highway	$6,257.12	
2.	West Side	372.27	
4.	Toby	246.90	
87.	Trans-Canada Highway (Kicking Horse Section)	2,104.29	
202.	Third Avenue, Golden	112.00	
258.	Fourth Avenue, Golden	182.04	
280.	Trans-Canada Highway (Big Bend Section)	259.71	
143.	Parson–Vermont Creek Trail	184.50	
	Sundry roads (units under $100)	1,039.94	
	Assistant District Engineer—		
	Salary and expenses	2,608.81	
	Auto	193.04	
	Office Account	2,053.20	
	Plant and tools	3,631.74	
	Total, Vote 158—Roads, Trails, etc.		$19,245.56

VOTE 158—BRIDGES: MAINTENANCE.

33.	Fairmont	$527.89	
39.	Canal Flats	1,152.78	
58.	Oglestone	153.80	
63.	Bugaboo	554.80	
109.	Ravine	903.28	
221.	Diehl	216.90	
	Sundry bridges (units under $100)	410.03	
	Total, Vote 158—Bridges: Maintenance		3,919.48

VOTE 158—FERRIES.

Donald	$247.02	
Total, Vote 158—Ferries		247.02

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

4.	Toby	$366.58	
32.	Hot Punch Mine	83.70	
48.	Boulder Creek	123.80	
143.	Parson–Vermont Creek Trail	200.00	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		774.08

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$1,983.66	
Provincial Works, P.C. 1405—Flood Damage	$1,498.75	
Provincial Works (K.)—		
Roads	$12,038.51	
Bridges	6,652.31	
Carried forward	$18,690.82	$24,186.14

COLUMBIA DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$18,690.82	$24,186.14
Provincial Works (K.)—*Continued.*		
Mining-roads	307.80	
Bituminous surfacing	27,948.53	
Drainage	2,399.85	
	$49,347.00	
(F.) Direct Relief	$22,898.50	
(G.) Non-contributory	14,205.85	
(H.) Supervision	1,246.21	
(J.) Public Health	947.86	
	$39,298.42	
Total expenditure, Unemployment Relief Fund		92,127.83
Total expenditure, Columbia District		$116,313.97

COMOX DISTRICT.

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

Roads.		
Sayward roads	$49.09	
Hardy Bay	.55	
Island Highway	523.89	
Campbell River	163.70	
	$737.23	
REG. NO. *Bridges.*		
125. Condensory	$531.07	
288. Bevan Foot	155.48	
158. Third Crossing (Salmon River)	688.65	
Sayward bridges	167.44	
156. Cook's	222.25	
56. Campbell River	819.85	
	$2,584.74	
Total, Capital Account—Flood Damage		$3,321.97

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
1. Alert Bay	$129.72	
8. Comox	160.78	
9. Cumberland	539.31	
10. Headquarters	177.80	
11. Royston	460.33	
12. Bevan	111.42	
13. Comox Lake	144.98	
14. Lazo	230.05	
49. Campbell River	1,437.78	
52. Lacon	197.57	
71. Hardy Bay	274.10	
76. Central	321.31	
91. Kye Bay	131.54	
93. Lake Trail	195.72	
96. Little River	144.95	
105. Dove Creek	105.00	
162. Sayward	1,419.17	
Carried forward	$6,181.53	$3,321.97

COMOX DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$6,181.53	$3,321.97
REG. NO.		
196. Island Highway	7,634.44	
225. Buckley Bay	102.40	
226. Strathcona	173.24	
233. Plateau	110.73	
250. Tribune Bay	151.60	
259. Wharf Street, Comox	207.15	
344. Horn Lake	124.55	
353. Parksville Cross	209.60	
359. Qualicum Settlement	183.50	
371. Wright	129.30	
406. Garrett	400.20	
320. Morland	140.10	
32R. Arterial Highway, Courtenay	63.15	
Sundry roads (units under $100)	2,387.59	
Salaries	3,434.88	
Travelling expenses	482.18	
Office supplies	469.34	
Plant and tools	1,552.72	
Classified Highways	1.02	
Total, Vote 158—Roads, Trails, etc.		24,139.22

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

197. Tsable River	$12,174.37	
50. Garvin	834.72	
120. Power-house	728.30	
133. Rennison	133.98	
135. Rosewall Creek	129.80	
143. Giroux	650.60	
150. Sacht (First Crossing, Salmon River)	138.56	
158. Third Crossing (Salmon River)	834.81	
222. Anderson	248.52	
321. Chalet	147.69	
Sundry bridges (units under $100)	1,449.70	
Total, Vote 158—Bridges: Maintenance—Unclassified		17,471.05

VOTE 158—FERRIES.

Denman Island	$4,166.72	
Total, Vote 158—Ferries		4,166.72

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

9. Cumberland Road	$1.00	
196. Island Highway	7,110.27	
341. Hilliers Road	357.03	
373. McDonald Road	43.25	
3B. Cumberland Road and Union Street	231.72	
32R. Island Highway	256.50	
Total, Vote 158—Maintenance of Paved Highways		7,999.77

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to Ingersoll River	$100.00	
Kains Lake Trail	100.00	
Price Creek–Buttle Lake Trail	100.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		300.00
Carried forward		$57,398.73

COMOX DISTRICT—*Continued.*

Brought forward		$57,398.73

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$1,093.61	
Bridges	3,694.23	
	$4,787.84	
Provincial Works, P.C. 1405—Flood Damage	$2,662.79	
Provincial Works (K.)—		
Roads	$178.60	
Bridges	485.21	
Bituminous surfacing	75,444.00	
Drainage	5,465.96	
	$81,573.77	
(F.) Direct Relief	$72,774.62	
(G.) Non-contributory	8,168.33	
(H.) Supervision	2,549.22	
(J.) Public Health	4,020.85	
	$7,513.02	
Total expenditure, Unemployment Relief Fund		176,537.42
Total expenditure, Comox District		$233,936.15

COWICHAN-NEWCASTLE DISTRICT.

Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage		$7,620.76

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
36. Barnjum	$248.15	
7. Bench	143.52	
23. Cowichan Lake	970.83	
19. Cavin	189.22	
50. Glenora	272.96	
132. Island Highway	3,876.96	
61. Indian	192.91	
95. Koksilah	1,172.10	
70. Lakeside	103.76	
87. Miller	119.20	
24. North Shore	442.89	
234. North	104.70	
121. South Wellington	416.39	
113. Sahtlam River	519.43	
98. Trunk	285.42	
31R. Island Highway (arterial)	1,373.84	
Sundry roads (units under $100)	817.30	
Supervision	2,928.01	
Tools and Plant Account	784.64	
Haulage-truck Account	1,232.02	
Total, Vote 158—Roads, Trails, etc.		16,194.25

VOTE 158—CLASSIFIED HIGHWAYS.

63A. Cowichan Lake Road (primary highway)	$94.80	
36B. Quamichan Lake Road (secondary highway)	112.95	
Total, Vote 158—Classified Highways		207.75
Carried forward		$24,022.76

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$24,022.76

VOTE 158—BRIDGES: MAINTENANCE.

REG. NO.			
15.	Clemclemlitz	$104.00	
144.	Cloke's	106.30	
105.	Cole's	1,039.20	
23.	Davis Lagoon	125.97	
30.	Duncan	496.24	
29.	Dodd's	254.05	
38.	Goulding	330.30	
175.	Gray's	236.48	
56.	Koksilah River	733.58	
61.	Mainguy	1,477.11	
84.	No name	180.22	
79.	No name	1,265.68	
104.	Pinson	524.51	
113.	Riverside	130.20	
115.	Robertson River	582.31	
116.	Robinson	111.70	
119.	Somenos	1,916.93	
121.	Solmies	736.49	
103.	Swallowfield	811.74	
39.	Tee	2,180.69	
127.	Vye	134.82	
	Sundry bridges (units under $100)	309.62	
	Total, Vote 158—Bridges: Maintenance		13,788.14

VOTE 158—FERRIES.

Gabriola Island	$7,149.77	
Total, Vote 158—Ferries		7,149.77

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

23.	Cowichan Lake	$450.62	
187.	Hillcrest	8.62	
132.	Island Highway	3,947.70	
70.	Lakeside	5.65	
98.	Old Trunk	163.87	
121.	South Wellington	1,007.25	
31R.	Island Highway (arterial)	3,140.19	
63A.	Cowichan Lake (primary)	276.10	
	Total, Vote 158—Maintenance of Paved Highways		9,000.00

VOTE 159—LOCAL ROADS AND BRIDGES WITHIN ORGANIZED TERRITORY.

Road built by Osborn Bay Wharf Co.	$1,000.00	
Total, Vote 159—Local Roads and Bridges within Organized Territory		1,000.00

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

El Capitan Trail	$100.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		100.00

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$1,290.21	
Bridges	14.40	
Carried forward	$1,304.61	$55,060.67

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$1,304.61	$55,060.67
Provincial Works, P.C. 1405—Flood Damage	$3,339.07	
Provincial Works (K.)—		
Roads	$24,993.92	
Bituminous surfacing	2,352.88	
	$27,346.80	
(F.) Direct Relief	$46,863.76	
(G.) Non-contributory	6,566.68	
(H.) Supervision	1,159.89	
(J.) Public Health	3,158.27	
	$57,748.60	
Total expenditure, Unemployment Relief Fund		89,739.08
Total expenditure, Cowichan-Newcastle District		$144,799.75

CRANBROOK DISTRICT.

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

REG. NO.			
1.	Trans-Provincial Highway	$282.03	
2.	Cranbrook–Kimberley	1,717.67	
		$1,999.70	

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

2.	Cranbrook–Kimberley	999.91	
	Total, Capital Account—Roads		$2,999.61

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Trans-Provincial Highway	$16,012.14	
2.	Cranbrook–Kimberley	7,309.58	
5.	Baker Mountain	464.70	
7.	Smith Lake	761.45	
13.	Phillip's	260.80	
15.	Kootenay–Columbia	1,750.42	
17.	Mission–Wycliffe	104.80	
18.	St. Mary Lake	352.70	
22.	Wycliffe–Cherry Creek	185.60	
24.	Perry Creek	129.28	
27.	Kimberley–North Star	125.80	
29.	Curzon–Kingsgate	704.67	
30.	Meadowbrook–Cherry Creek	162.65	
41.	Manners	100.00	
213.	Kootenay Street	112.80	
233.	Chapman	783.23	
	Sundry roads (units under $100)	821.20	
	Garage Account	6,682.19	
	Garage addition	2,504.15	
	Plant and tools	4,476.70	
	Supervision	3,740.43	
	Total, Vote 158—Roads, Trails, etc.		47,545.29

VOTE 158—BRIDGES: MAINTENANCE.

278.	Cherry Creek	$125.00	
20.	Fort Steele	334.26	
251.	Linklater	100.00	
	Carried forward	$559.26	$50,544.90

CRANBROOK DISTRICT—*Continued.*

VOTE 158—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$559.26	$50,544.90
REG. NO.		
130. Mark Creek	1,434.45	
286. Palmer Bar	200.00	
100. Skookumchuck	169.68	
77. Westport	286.35	
23. Westport	473.68	
24. Westport	289.30	
Sundry bridges (units under $100)	821.51	
Total, Vote 158—Bridges: Maintenance		4,234.23

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

2. Cranbrook–Kimberley	$2,452.65	
Total, Vote 158—Maintenance of Paved Highways		2,452.65

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to Lead Group	$29.20	
Sawmill Creek	500.00	
Boulder Creek Trail	250.00	
Weaver Creek	65.00	
Fish Lake	199.40	
Hog Ranch	150.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,193.60

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$25,773.46	
Bridges	399.84	
Mining-roads	500.00	
	$26,673.30	
Provincial Works P.C. 1405—Flood Damage	$589.58	
Provincial Works (K.)—		
Roads	$24,808.04	
Bridges	3,349.50	
Bituminous surfacing	104,588.18	
Drainage	2,129.30	
	$134,875.02	
(F.) Direct Relief	$61,831.83	
(G.) Non-contributory	30,209.82	
(H.) Supervision	4,636.36	
(J.) Public Health	4,165.99	
	$100,844.00	
Total expenditure, Unemployment Relief Fund		262,981.90
Total expenditure, Cranbrook District		$321,407.28

DELTA DISTRICT.

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

McMillan Island Bridge	$2,000.00	
Total, Capital Account—Bridges		$2,000.00

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2R. Trans-Provincial Highway	$1,607.98	
3R. Trans-Provincial Highway	2,378.06	
Carried forward	$3,986.04	$2,000.00

DELTA DISTRICT—*Continued.*

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets—*Continued.*

	Brought forward	$3,986.04	$2,000.00
Reg. No.			
13R.	Pacific Highway	580.35	
66R.	Fraser Avenue	758.11	
77R.	Aldergrove–Bellingham	1,171.55	
	McMillan Island	510.80	
	Sundry roads (units under $100)	410.59	
	Supervision	3,773.23	
	Plant and tools	6,541.02	
		$17,731.69	

Vote 158—Maintenance and Minor Betterments: Classified Roads.

40B.	Boundary Bay (Delta)	$126.69	
50B.	Woodward's Highway (Richmond)	14.64	
61A.	Scott (Surrey)	169.97	
68A.	Ladner Trunk (Delta)	235.33	
69A.	Scott (Delta)	127.11	
69B.	McLellan (Surrey)	10.80	
70B.	No. 19 Road (Richmond)	42.75	
71B.	McLellan (Langley)	2.30	
87B.	Bridge Street and Westminster Avenue (Delta)	27.25	
90B.	Campbell River (Surrey)	.80	
99B.	Point Roberts (Delta)	8.50	
		$766.14	
	Total, Vote 158—Roads, Trails, etc.		18,497.83

Vote 158—Bridges: Maintenance.

4, 5.	Eburne	$7,561.51	
6.	Fraser Avenue	3,409.29	
10.	Canoe Pass	1,007.02	
	Sundry bridges (units under $100)	97.94	
		$12,075.76	

Vote 158—Bridges: Maintenance—Classified Highways.

24.	Nicomekl (on 89B, Johnston Road)	233.64	
	Total, Vote 158—Bridges: Maintenance		12,309.40

Vote 158—Ferries.

	Barnston Island	$3,963.82	
	Ladner–Woodward	3,941.38	
	Ladner–Woodward (landings)	1,790.36	
	Total, Vote 158—Ferries		9,695.56

Vote 158—Maintenance of Paved Highways.

2R.	Trans-Provincial Highway	$918.21	
3R.	Trans-Provincial Highway	1,217.56	
13R.	Pacific Highway	312.18	
15R.	Peace Arch Highway	1,510.95	
50B.	Woodward's Highway	340.09	
61A.	Scott (Surrey)	813.78	
66R.	Fraser Avenue	1,406.61	
68A.	Ladner Trunk	355.14	
69A.	Scott (Delta)	17.80	
69B.	McLellan (Surrey)	85.80	
71B.	McLellan (Langley)	466.10	
77R.	Aldergrove–Bellingham	9.00	
84B.	Steveston	64.92	
	Total, Vote 158—Maintenance of Paved Highways		7,518.14
	Carried forward		$50,020.93

DELTA DISTRICT—*Continued.*

Brought forward		$50,020.93

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$10,151.37	
Provincial Works (K.)—		
Roads	$23,375.43	
Bridges	633.02	
Bituminous surfacing	37,401.05	
	$61,409.50	
(F.) Direct Relief	$286.40	
(G.) Non-contributory	7,775.44	
(J.) Public Health	4.00	
	$8,065.84	
Total expenditure, Unemployment Relief Fund		79,626.71
Total, expenditure, Delta District		$129,647.64

DEWDNEY DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
3.	Bell	$124.87
7H.	Dewdney Trunk, Section 7	908.56
7I.	Dewdney Trunk, Section 8	802.94
7J.	Dewdney Trunk, Section 9	1,208.34
7K.	Dewdney Trunk, Section 10	733.21
11.	Farms	499.38
13.	Hawkins–Pickles	605.45
15.	Hyde and Buker	444.30
16.	Hartley	201.24
18.	Johnston	277.35
22.	Malcolm	222.31
29.	Newton	125.04
30.	Nicomen Island Trunk	231.51
35.	Rennie	261.23
36.	River Road (south)	250.68
38.	Salvaster	775.18
40.	Shook	287.90
41.	Stave Lake	354.28
43.	Taylor	166.85
61.	Hope–Rosedale	1,241.19
64.	Hope–Yale	646.24
78.	Boringdon	186.90
21R.	Lougheed Highway	1,476.32
22R.	Lougheed Highway	1,464.00
23R.	Lougheed Highway	2,507.58
24R.	Abbotsford–Mission	236.33
26R.	Trans-Provincial Highway	2,290.57
59R.	Hammond Loop	431.20
	Horne Avenue Crossing	251.10
	Nicomen Island Highway Protection	372.18
	River-bank Protection, Agassiz	1,799.03
	Haney Warehouse	47.20
	Mission Warehouse	58.45
	Deroche Warehouse	37.59
	Plant and tools	2,676.33
	Supervision	3,408.33
	Sundry roads (units under $100)	658.64
	Carried forward	$28,269.80

DEWDNEY DISTRICT—*Continued.*

Brought forward	$28,269.80	

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

REG. NO.			
60A.	Harrison Hot Springs	$25.53	
73B.	Dewdney Trunk	564.36	
74B.	Harris	18.07	
75B.	Hammond	15.82	
78B.	North Harris	24.40	
79B.	McNeil	36.99	
92B.	Old Dewdney Trunk	13.58	
93B.	Seventh Street and Grand Avenue	9.92	
97B.	Cedar Valley	80.96	
		$789.63	
	Total, Vote 158—Roads, Trails, etc.		$29,059.43

VOTE 158—BRIDGES: MAINTENANCE.

41.	Pitt River (including Bridge-tenders)	$2,188.22	
57.	Sturgeon Slough	3,126.36	
58.	Campbell	334.45	
61.	Hope	384.83	
64.	American Creek	1,118.01	
94.	Connelly	191.16	
95.	Silver Creek	184.29	
99.	Stave River	2,039.15	
100.	Suicide Creek	105.20	
106–1.	Mission–C.P.R.	16,885.30	
121.	Caignou	296.40	
126.	Harrison Hot Springs, No. 1	159.68	
127.	Harrison Hot Springs, No. 2	158.28	
131.	Harrison River (including Bridge-tender)	3,468.19	
157.	Tom	1,243.78	
	Lillooet River Bridge (survey)	219.09	
	Sundry bridges (units under $100)	737.73	
		$32,840.12	

VOTE 158—BRIDGES: MAINTENANCE—CLASSIFIED HIGHWAYS.

25.	Alouette (Pitt Meadows)	$22.27	
42.	Blaney (Pitt Meadows)	27.07	
		$49.34	
	Total, Vote 158—Bridges: Maintenance		32,889.46

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

7H.	Dewdney Trunk	$550.93	
21R.	Lougheed Highway	717.00	
22R.	Lougheed Highway	1,911.62	
23R.	Lougheed Highway	1,607.16	
24R.	Abbotsford–Mission	6.60	
26R.	Lougheed Highway	79.20	
46R.	Water Street (Hope)	10.80	
51.	Harrison Hot Springs	151.51	
59.	Hammond Loop	6.25	
60A.	Harrison Hot Springs	45.10	
61.	Hope–Rosedale	535.50	
69R.	Haney Loop	5.65	
92B.	Dewdney Trunk	96.64	
209.	Harrison Hot Springs	16.40	
	Total, Vote 158—Maintenance of Paved Highways		5,740.36
	Carried forward		$67,689.25

DEWDNEY DISTRICT—*Continued.*

Brought forward		$67,689.25
VOTE 159—LOCAL ROADS AND BRIDGES WITHIN ORGANIZED TERRITORY.		
Local roads and bridges (Pitt Meadows Municipality)	$933.36	
Total, Vote 159—Local Roads and Bridges within Organized Territory		933.36
UNEMPLOYMENT RELIEF FUND.		
Provincial Works, P.C. 2013—		
Roads	$6,449.71	
Bridges	3,317.90	
	$9,767.61	
Provincial Works, P.C. 1405—Flood Damage	$93,721.94	
Provincial Works (K.)—		
Roads	$3,041.14	
Bridges	2,000.00	
Bituminous surfacing	64,860.14	
Drainage	613.83	
	$70,515.11	
(F.) Direct Relief	$17,347.67	
(G.) Non-contributory	45,429.92	
(H.) Supervision		
(J.) Public Health	56,427.45	
	$119,205.04	
Total expenditure, Unemployment Relief Fund		293,209.70
Total expenditure, Dewdney District		$361,832.31

ESQUIMALT DISTRICT.

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

Roads.

REG. NO.		
76. Island Highway	$2,267.14	
Bridges.		
205. Jordan River	13,232.72	
	$15,499.86	

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

76. Island Highway	$2,536.29	
Sundry roads (units under $100)	52.70	
	$2,588.99	
Total, Capital Account—Flood Damage		$18,088.85

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Clo-oose District	$498.56	
297. Dixon	116.10	
47. East Sooke	523.64	
150. Fitzgerald	241.21	
57. Glen Lake	244.12	
Carried forward	$1,623.63	$18,088.85

ESQUIMALT DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,623.63	$18,088.85
REG. No.			
56.	Glintz	104.40	
68.	Halhead	167.26	
67.	Hall and Hawkins	142.42	
76.	Island Highway	2,838.05	
79.	Jordan River	1,254.13	
84.	Koksilah–Riverside	206.87	
91.	Lakeside	205.15	
99.	Metchosin	179.00	
101.	Millstream	214.65	
102.	Millstream Lake	204.72	
112.	Munn's	237.40	
117.	Old Trunk	1,013.71	
	Port Renfrew District	681.13	
132.	Rocky Point	554.10	
133.	Ross–Durrance	209.78	
147.	Sooke	577.88	
148.	Sooke River	156.00	
155.	Telegraph	106.05	
192.	West Coast	293.20	
	West Coast Trail	2,416.86	
190.	West Shawnigan Lake	157.92	
162.	Whiffin Spit	117.72	
	Sundry roads (units under $100)	1,735.14	
	Auto Account	184.07	
	Plant and tools	2,742.38	
	Repairs, district machinery	1,514.09	
	Supervision	2,426.53	
	Total, Vote 158—Roads, Trails, etc.		22,264.24

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

3.	Aikman	$3,491.88	
286.	Deception Creek	299.53	
145.	Deer Creek	2,329.29	
150.	Findlay Creek	516.32	
109.	Kiel's	249.60	
148.	Watson	314.47	
	Sundry bridges (units under $100)	570.74	
	Total, Vote 158—Bridges: Maintenance—Unclassified		7,771.83

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

35.	Craigflower	$811.86	
68.	Halhead	179.97	
69.	Happy Valley	100.76	
76.	Island Highway	2,764.70	
99.	Metchosin	194.76	
117.	Old Trunk	129.50	
141.	Shawnigan–Mill Bay Cross	257.42	
147.	Sooke	1,306.16	
	Sundry roads (units under $100)	254.44	
	Total, Vote 158—Maintenance of Paved Highways		5,999.57

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Carlin Mine Trail	$97.10	
Gold Mine Trail	100.00	
San Juan Trail	399.90	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		$597.00
Carried forward		$54,721.49

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$54,721.49

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$589.08	
Provincial Works, P.C. 1405—Flood Damage	$21,677.91	
Provincial Works (K.)—		
Roads	$59,880.00	
Bridges	14,739.07	
Bituminous surfacing	9,418.54	
Drainage	5,999.58	
	$90,037.19	
(F.) Direct Relief	$49,248.15	
(G.) Non-contributory	29,665.67	
(H.) Supervision	990.61	
(J.) Public Health	1,011.65	
	$80,916.08	
Total expenditure, Unemployment Relief Fund		193,220.26
Total expenditure, Esquimalt District		$247,941.75

FERNIE DISTRICT.

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

19. Flathead Valley	$5,000.00	
Total, Capital Account—Roads		$5,000.00

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Trans-Provincial Highway	$9,501.59	
3.	Elko–Roosville	188.48	
4.	Elk Valley	833.55	
10.	Elko–Waldo	224.96	
48.	Maus Creek	334.80	
78.	Eimer	147.30	
93.	Kootenay–Columbia River Highway	287.30	
94.	Kootenay–Columbia River Highway	122.50	
101.	Taylor	260.00	
106.	Corbin	125.65	
123.	Spreull	467.36	
128.	Fernie–Elko	251.85	
145.	Cameron	144.90	
	Sundry roads (units under $100)	698.67	
	Snow-removal	1,209.42	
	Plant and tools	4,206.25	
	Material	584.66	
	Supervision	4,722.09	
	Total, Vote 158—Roads, Trails, etc.		24,311.33

VOTE 158—BRIDGES: MAINTENANCE.

2.	Hosmer	$223.66	
8.	Elkmouth	1,125.55	
14.	Waldo	174.57	
143.	Dally	253.60	
	Carried forward	$1,777.38	$29,311.33

FERNIE DISTRICT—*Continued.*

VOTE 158—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$1,777.38	$29,311.33
REG. NO.		
144. Bryant	259.67	
240. Gold Creek	123.48	
Bridge material	525.02	
Sundry bridges (units under $100)	608.35	
Total, Vote 158—Bridges: Maintenance		3,293.90

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

1. Trans-Provincial Highway	$108.58	
Total, Vote 158—Maintenance of Paved Highways		108.58

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Sirdar	$248.90	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		248.90

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Bridges	$1,720.01	
Provincial Works, P.C. 1405—Flood Damage	$1,183.90	
Provincial Works (K.)—		
Roads	$6,499.73	
Bridges	1,050.24	
Bituminous surfacing	34,782.25	
Drainage	3,990.47	
	$46,322.69	
(F.) Direct Relief	$107,273.62	
(G.) Non-contributory	35,309.41	
(H.) Supervision	2,982.50	
(J.) Public Health	7,443.95	
	$153,009.48	
Total expenditure, Unemployment Relief Fund		202,236.08
Total expenditure, Fernie District		$235,198.79

FORT GEORGE DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

60. Buckhorn	$770.80
142. Bendixon	621.10
25. Cariboo	8,003.16
24. Fort George–Chief Lake	1,067.68
106. Fort George–Yellowhead	1,318.33
26. Fort George–Hazelton	3,032.20
28. Fort George–Isle Pierre	1,432.06
145. Farr (east)	621.11
30. Foreman	448.75
68. Hotchkiss	113.46
140. Johnson	384.00
164. Lund	612.59
124. Miworth (west)	134.40
57. Nichol	542.00
58. Ness Lake	1,668.78
104. Shelley (south)	474.59
Carried forward	$21,245.01

FORT GEORGE DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$21,245.01	
Plant and tools	5,125.01	
Supervision—		
Office	5,643.02	
Auto	1,491.04	
Snow-removal	897.00	
Sundry roads (units under $100)	500.36	
Total, Vote 158—Roads, Trails, etc.		$34,901.44

VOTE 158—BRIDGES: MAINTENANCE.

REG. No.			
17.	Baker Creek	$712.38	
8.	Beaver	286.88	
10.	Beaverley	102.57	
711.	Bonnett	113.50	
44.	Eaglet Creek	456.67	
157.	Fraser River (Mount Robson)	184.30	
596.	King Creek	315.85	
637.	Mud River	547.74	
73, 74.	Mud River Twin Bridges	205.51	
72.	Mud River	306.42	
145.	6-Mile Creek	296.60	
712.	Small River	3,788.06	
679.	Swede Creek	1,209.63	
146.	12-Mile	500.21	
150.	West	811.79	
244.	Willow River	291.73	
	Sundry bridges (units under $100)	602.31	
	Total, Vote 158—Bridges: Maintenance		10,732.15

VOTE 158—FERRIES: MAINTENANCE.

12.	Croydon	$425.60	
3.	Indian Reserve (Miworth)	1,454.86	
9.	Isle de Pierre	1,467.98	
10.	Shelley	814.90	
	Total, Vote 158—Ferries: Maintenance		4,163.34

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Bowron River to Barbara Ellen Group	$50.00	
Buckhorn–Willow River	150.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		200.00

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$2,041.11	
Bridges	483.95	
	$2,525.06	
Provincial Works (K.)—		
Roads	$40,866.47	
Mining-roads	500.00	
	$41,366.47	
(F.) Direct Relief	$94,730.03	
(G.) Non-contributory	7,228.77	
Carried forward	$101,958.80	$49,996.93

FORT GEORGE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$101,958.80	$49,996.93
(H.) Supervision	6,480.88	
(J.) Public Health	7,170.49	
	$115,610.17	
Total expenditure, Unemployment Relief Fund		159,501.70
Total expenditure, Fort George District		$209,498.63

GRAND FORKS-GREENWOOD DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
18B.	Bridesville–Osoyoos	$713.55	
11.	Carmi–McCulloch	105.00	
17B.	Cascade–Bridesville	8,894.02	
30.	Grand Forks–Franklin	1,211.30	
43.	Kettle River (main)	858.61	
44.	Kettle River (west)	1,394.85	
46.	Long Lake–Jewel Mine	309.28	
74.	Vernon–Edgewood	115.20	
75.	Wallace Mountain	180.00	
43R.	Arterial Highway (Southern Trans-Provincial)	1,124.50	
44R.	Arterial Highway (Southern Trans-Provincial)	78.02	
	Sundry roads (units under $100)	701.40	
	Warehouse	136.95	
	Supervision (Foreman's wages, expenses)	2,243.76	
	Ford Sedan A-3 (gasoline, oil, etc.)	612.63	
	Plant and tools (trucks, tractors, and tools)	7,204.98	
	Administration and office supplies	1,436.36	
	Snow-removal	3,347.95	
	Total, Vote 158—Roads, Trails, etc.		$30,668.36

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

15–5.	Beaver Creek	$128.70	
15–6.	Beaverdell	224.21	
15–10.	Boundary Falls	1,345.39	
15–17.	Bull Creek	288.67	
15–135.	C.P.R. Freight-sheds	289.07	
15–38.	East Fork–North Fork (30-Mile)	112.26	
15–50.	Greenwood	1,026.02	
15–122.	Haynes Creek	1,420.82	
15–64.	Lynch Creek	808.05	
15–87.	Midway	224.63	
15–132.	9-Mile	777.65	
15–100.	Rock Creek	105.75	
15–110.	Suspension	135.96	
15–111.	Sutherland	114.30	
15–124.	Schulli	282.52	
15–123.	Yale	200.17	
15–137.	Fourth of July	184.45	
	Bridges generally	272.40	
	Sundry bridges (units under $100)	696.94	
	Total, Vote 158—Bridges: Maintenance—Unclassified		8,637.96

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

43R.	Trans-Provincial Highway, Greenwood	$14.00	
44R.	Trans-Provincial Highway, Grand Forks	89.00	
	Total, Vote 158—Maintenance of Paved Highways		103.00
	Carried forward		$39,409.32

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

Brought forward		$39,409.32
VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Adams and B.C. Mineral Claims	$50.00	
Golconda Group	100.00	
Lightning Peak	247.90	
North Star	250.00	
Number Seven Group	150.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		797.90
UNEMPLOYMENT RELIEF FUND.		
Provincial Works, P.C. 2013—		
Roads	$2,682.42	
Bridges	339.97	
	$3,022.39	
Provincial Works (K.)—		
Roads	$17,744.88	
Bridges	3,276.62	
Mining-roads	718.78	
Bituminous surfacing	17,902.44	
Drainage	2,395.79	
	$42,038.51	
(F.) Direct Relief	$32,008.70	
(G.) Non-contributory	1,885.76	
(H.) Supervision	2,329.49	
(J.) Public Health	2,079.42	
	$38,303.37	
Total expenditure, Unemployment Relief Fund		83,364.27
Total expenditure, Grand Forks-Greenwood District		$123,571.49

ISLANDS DISTRICT.

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

Roads.

REG. NO.		
74. Bedwell Harbour	$100.80	
7. McTavish	100.00	
22. West Saanich	261.48	
Sundry roads (units under $100)	552.37	
Total, Capital Account—Flood Damage		$1,014.65
VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
107. Beaver Point	$221.88	
74. Bedwell Harbour	101.85	
94. Deep Bay	137.55	
116. Divide	902.20	
14. East Saanich	494.80	
68. Galligher	130.40	
121. Ganges (lower)	109.59	
214. King's	171.20	
58. North End	205.07	
72. Point Comfort	132.26	
Carried forward	$2,606.80	$1,014.65

ISLANDS DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.			
	Brought forward	$2,606.80	$1,014.65
22.	West Saanich	1,077.32	
193.	Yarrow's	127.40	
	Sundry roads (units under $100)	1,458.51	
	Plant and tools	1,995.83	
	Supervision	1,443.19	
	Total, Vote 158—Roads, Trails, etc.		8,709.05

VOTE 158—FERRIES.

Fulford Harbour–Swartz Bay	$7,000.00	
Total, Vote 158—Ferries		7,000.00

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

8.	Centre	$602.42	
22.	West Saanich	267.54	
116.	Divide	738.19	
193.	Yarrow's	284.42	
	Sundry roads (units under $100)	106.99	
	Total, Vote 158—Maintenance of Paved Highways		1,999.56

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$326.66	
Provincial Works, P.C. 1405—Flood Damage	$518.50	
Provincial Works (K.)—		
Roads	$11,324.90	
Bridges	1,503.97	
	$12,828.87	
(F.) Direct Relief	$37,263.56	
(G.) Non-contributory	2,290.71	
(H.) Supervision	465.90	
(J.) Public Health	2,989.10	
	$43,009.27	
Total expenditure, Unemployment Relief Fund		56,683.30
Total expenditure, Islands District		$75,406.56

KAMLOOPS DISTRICT.

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

65.	Barriere	$2,461.13	
	Total, Capital Account—Bridges		$2,461.13

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

6.	Barriere River	$257.60	
8.	North Thompson Highway	7,388.49	
11.	Boulder Mountain	144.10	
17.	Cold Creek	156.20	
21.	Clearwater	317.60	
23.	Savona–Vidette	1,711.45	
24.	Edith Lake	129.00	
	Carried forward	$10,104.44	$2,461.13

KAMLOOPS DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$10,104.44	$2,461.13
REG. NO.			
26.	Fruitlands	684.37	
30.	Harper's Ranch	579.80	
38.	Kamloops–Salmon Arm	437.42	
40.	Kamloops–Merritt	1,098.55	
41.	Kamloops–Cache Creek	2,853.74	
44.	Knouff Lake	1,021.46	
48.	Long Lake	660.40	
49.	Louis Creek	406.90	
52.	Dunn Lake	217.46	
53.	Kamloops–Barriere	1,098.96	
59.	Rose Hill (new)	633.70	
65.	Tranquille–Criss Creek	307.90	
88.	Blue River	150.00	
	Sundry roads (units under $100)	503.63	
	Camp equipment	769.90	
	Plant and tools	1,312.35	
	Supervision—		
	General Foreman	1,875.36	
	Travelling and auto	1,157.15	
	Office expenses	442.58	
	Total, Vote 158—Roads, Trails, etc.		26,316.07

VOTE 158—BRIDGES: MAINTENANCE.

27.	Criss Creek, No. 1	$188.31	
49.	Kamloops (east)	3,036.51	
50.	Kamloops (west)	375.00	
60.	Louis Creek, No. 1	202.53	
114.	Alpha	312.04	
128.	Windpass, No. 1	2,343.97	
129.	Windpass, No. 2	2,070.29	
	Bridges generally (protection during high water)	287.40	
	Sundry bridges (units under $100)	425.63	
	Total, Vote 158—Bridges: Maintenance		9,241.68

VOTE 158—FERRIES.

1.	Vinsulla	$820.00	
2.	Black Pines	37.96	
3.	McLure	880.00	
4.	Chinook Cove	1,010.00	
5.	Mount Olie	1,155.96	
6.	Black Pool	1,167.41	
7.	Birch Island	1,320.00	
8.	Vavenby	940.00	
9.	Avola	360.00	
	Total, Vote 158—Ferries		7,691.33

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

38.	Kamloops–Chase Road	$402.40	
41.	Kamloops–Cache Creek Road	109.00	
43.	Kamloops–Tranquille Road	1,462.99	
	Total, Vote 158—Maintenance of Paved Highways		1,974.39

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

8.	North Thompson	$324.21	
9.	Beaton–Fish Lake	21.00	
23.	Savona–Vidette	139.14	
24.	Edith Lake	32.22	
28.	Goose Lake	47.24	
40.	Kamloops–Merritt	313.60	
	Carried forward	$877.41	$47,684.60

KAMLOOPS DISTRICT—*Continued.*

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

Brought forward	$877.41	$47,684.60
REG. NO.		
41. Kamloops-Cache Creek	119.61	
48. Long Lake	327.58	
57. Paul Lake	101.58	
59. Rose Hill	203.82	
43. Kamloops-Tranquille	20.00	
88. Blue River	200.00	
Plant Account	150.00	
Total, Vote 158—Traffic Operation (Snow-removal)		2,000.00

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Road to Vidette Mine	$385.02	
Trail from Birch Island to Minnesota Girl	78.20	
Birk Creek Trail	420.00	
Lydia Trail	24.80	
Criss Creek Road to Sharp Group and McDonald Placers	98.40	
Highland Valley Road	93.60	
Mad River Trail	149.60	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,249.62

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$307.01	
Bridges	1,562.23	
Mining-roads	1,997.20	
	$3,866.44	
Provincial Works, P.C. 1405—Flood Damage	$23,990.93	
Provincial Works (K.)—		
Roads	$1,287.25	
Bridges	1,700.00	
Bituminous surfacing	46,245.93	
Drainage	1,107.35	
	$50,340.53	
(F.) Direct Relief	$61,797.57	
(G.) Non-contributory	20,599.33	
(H.) Supervision	7,914.68	
(J.) Public Health	10,999.41	
	$101,310.99	
Total expenditure, Unemployment Relief Fund		179,508.89
Total expenditure, Kamloops District		$230,443.11

KASLO-SLOCAN DISTRICT (SLOCAN SECTION).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Arrow Park (west)	$203.78
Arrow Park-Belleview	149.50
Beaton-Camborne	1,080.10
Beaton-Trout Lake	182.60
Cariboo Creek Protection	1,521.74
Columbia River	2,708.15
Edgewood-Vernon	1,500.76
Carried forward	$7,346.63

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

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$7,346.63	
Edgewood–Needles	547.02	
Hall's Landing (south)	134.05	
Kaslo–New Denver	343.50	
Little Slocan	140.39	
Lightning Peak	161.87	
Nakusp–Rosebery	1,661.02	
New Denver–Rosebery	682.54	
New Denver–Silverton	442.03	
Perry Fill	278.46	
Revelstoke–Arrowhead	310.90	
Sandon–Three Forks	296.83	
Slocan City–New Denver	1,193.10	
Slocan River (east)	1,588.37	
Slocan (west)	1,094.22	
Sundry roads (units under $100)	144.64	
Plant and tools	1,971.30	
Janitor and office supplies	697.17	
General Foreman—		
Salary and expenses	2,771.43	
Car	591.90	
Clerk's salary	864.00	
Total, Vote 158—Roads, Trails, etc.		$23,261.37

VOTE 158—BRIDGES: MAINTENANCE.

Boden	$1,088.03	
Canyon	1,469.52	
Fish Canyon	102.08	
Fish River, No. 6	290.61	
Fish River, No. 7	364.82	
Fish River, No. 8	295.59	
Fish River, No. 9	290.21	
Hall's Landing (south), No. 3	325.94	
Hall's Landing (south), No. 4	325.15	
Hall's Landing (south), No. 5	487.05	
Hall's Landing (south), No. 6	425.47	
Pool Creek	427.91	
Rosebery	349.40	
" S " Bridge, C. & F., No. 1	750.00	
" S " Bridge, C. & F., No. 2	1,279.46	
St. Leon	486.28	
12-Mile	418.18	
Walker	189.99	
Whatshan (lower)	233.97	
Sundry bridges (units under $100)	908.42	
Total, Vote 158—Bridges: Maintenance		10,508.08

VOTE 158—FERRIES.

Arrow Park (east and west)	$2,414.92	
Needles–Fauquier	4,470.90	
Arrowhead–Beaton	7,000.00	
Total, Vote 158—Ferries		13,885.82

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

Beaton–Camborne	$250.00	
Beaton–Trout Lake	80.80	
Slocan Valley–Nakusp	62.40	
Total, Vote 158—Traffic Operation (Snow-removal)		393.20
Carried forward		$48,048.47

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

Brought forward		$48,048.47
VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Bachelor Trail to Victor Mine	$500.00	
Road to Barnett Property	100.00	
Black Colt Mine	39.70	
Canadian Group Trail	49.60	
Cariboo Creek	498.20	
Chieftain Trunk Trail	220.40	
Enterprise	42.00	
Exchange and Esmerelda Trails	37.50	
Fish Creek Trunk Trail	40.00	
Road to Fisher Maiden Mine	249.20	
Lightning Peak	21.15	
Trail to L.D. and Little Bear Group	49.60	
Mammoth	250.00	
Millie Mac Trail	74.80	
Paladora and Meadowview Trail	100.00	
Wagon-road to Payne Mine	70.40	
Rambler-Cariboo Mine	500.00	
Sandon–Cody	248.96	
Springer Creek and Meteor Trails	150.00	
St. Bernard Mine Trail	72.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		3,313.51
Total expenditure, Kaslo-Slocan District (Slocan Section)		$51,361.98

KASLO-SLOCAN DISTRICT (KASLO SECTION).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
42.	Canning	$238.30	
96.	Ferguson	193.25	
	Gerrard streets	132.00	
137.	Howser–Argenta	599.37	
139.	Howser Station	414.00	
165.	Kaslo–New Denver	1,860.08	
167.	Kaslo Creek (South Fork)	352.00	
168.	Kaslo (north)	628.80	
195.	Meadow Creek	272.80	
217.	Nelson–Kaslo	2,967.25	
299.	Trout Lake	299.05	
	Argenta–Johnson's Landing	376.50	
483.	Duncan River (east)	147.20	
554.	Healy Creek	229.23	
596.	Lardeau River (west)	134.40	
594.	Lardeau River (North Fork)	117.60	
	Sundry roads and trails (units under $100)	799.33	
	Plant and tools	64.95	
	Truck Account	1,098.70	
	Supervision—General Foreman, etc.	754.75	
	Total, Vote 158—Roads, Trails, etc.		$11,679.56

VOTE 158—BRIDGES: MAINTENANCE.

239.	Glacier Creek	$299.75	
264.	Hammil Creek	191.68	
581.	Woodbury Creek	2,249.25	
596.	Zwicky	270.00	
597.	Zwicky No. 1	250.00	
	Total, Vote 158—Bridges: Maintenance		3,260.68
	Carried forward		$14,940.24

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

Brought forward		$14,940.24

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. NO.			
137.	Howser–Argenta	$166.40	
165.	Kaslo–New Denver	141.08	
217.	Nelson–Kaslo	489.13	
299.	Trout Lake	105.60	
	Sundry roads (units under $100)	58.65	
	Total, Vote 158—Traffic Operation (Snow-removal)		960.86

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

167.	Kaslo Creek (South Fork)	$236.20	
	Trail to Surprise Group	100.00	
	Sundry roads and trails (units under $100)	209.20	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		545.40
	Total, Kaslo-Slocan District (Kaslo Section)		$16,446.50

KASLO-SLOCAN DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Bridges	$2,743.04	
Provincial Works, P.C. 1405—Flood Damage	$8,520.63	
Provincial Works (K.)—		
Roads	$40,145.03	
Bridges	3,736.50	
Mining-roads	3,748.43	
	$47,629.96	
(F.) Direct Relief	$87,971.86	
(G.) Non-contributory	14,745.64	
(H.) Supervision	1,052.58	
(J.) Public Health	8,036.71	
	$111,806.79	
Total expenditure, Unemployment Relief Fund (Kaslo-Slocan District)		$170,700.42
Total expenditure, Kaslo-Slocan District	$238,508.90	

LILLOOET DISTRICT.

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

Roads.

1.	Trans-Canada Highway	$345.87	
	Squamish roads	470.83	
		$816.70	
	Bridges.		
292.	Washout (Mamquam)	42.62	
	Total, Capital Account—Flood Damage		$859.32
	Carried forward		$859.32

LILLOOET DISTRICT—*Continued.*

Brought forward		$859.32

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
1B.	Trans-Canada Highway (Spences Bridge–Cache Creek)	$1,882.84	
10B.	Cariboo (trunk)	1,488.57	
12A.	Lytton–Lillooet	2,625.00	
12B.	Lillooet–Clinton	842.93	
27.	Big Bar Lake	390.50	
28.	Big Bar Mountain	109.45	
36.	Bridge River	3,573.59	
37.	Williams Lake–57-Mile	180.05	
46.	Cayoosh Creek	192.68	
53.	Cornwall	205.95	
55.	Cunningham	105.60	
85.	Green Lake	281.51	
93.	Hat Creek	110.40	
111.	Jones–Dickey	164.60	
118.	Kelly Lake–Canoe Creek	347.45	
125.	Lillooet–Seton Lake	294.06	
126.	Lillooet streets	276.53	
137.	Marble Canyon	671.06	
155.	North Fork	948.95	
165.	Pemberton Meadows	582.62	
166.	Pemberton Portage	557.07	
175.	Scottie Creek	463.41	
193.	Squamish Valley	603.01	
218.	Watch Lake	117.20	
	Sundry roads and trails (units under $100)	1,088.16	
	Camp equipment	614.70	
	Plant and tools	6,037.50	
	Supervision	3,855.41	
	Total, Vote 158—Roads, Trails, etc.		28,610.80

VOTE 158—BRIDGES: MAINTENANCE.

27.	Big Slough	$2,473.30	
98.	Fitzsimmons Creek	329.15	
118.	Halfway	150.40	
121.	Hat Creek, No. 1	805.80	
132.	Hurley River, No. 1	229.34	
133.	Hurley River, No. 2	252.85	
145.	Johnny Coy	100.90	
152.	Kane	374.12	
171.	Loon Creek	250.40	
208.	90-Mile Creek	169.74	
213.	1-Mile Creek	109.20	
225.	Pillchuck	264.68	
292.	Washout (Mamquam)	184.30	
	Sundry bridges (units under $100)	860.03	
	Lillooet River Protection (Pemberton bridges)	250.00	
	Total, Vote 158—Bridges: Maintenance		6,804.21

VOTE 158—FERRIES.

1.	Big Bar	$1,255.89	
2.	High Bar	1,122.55	
3.	Pavilion	882.54	
4.	Lytton	1,592.10	
5.	Crown Mountain	184.40	
	Total, Vote 158—Ferries		5,037.48
	Carried forward		$41,311.81

LILLOOET DISTRICT—*Continued.*

Brought forward		$41,311.81

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

Reg. No.			
10.	Cariboo (trunk)	$153.84	
36.	Bridge River	633.49	
	Sundry roads (units under $100)	216.29	
	Total, Vote 158—Traffic Operation (Snow-removal)		1,003.62

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trails.

Tyaughton	$150.00	
Pemberton	502.00	
D'Arcy-Duffy Lake	381.15	
Gun Creek-Taseko Lake	784.05	
Trail to Blue Jack Mines	150.00	
Bob Creek	100.00	
Trail to Darlington Gold Syndicate	400.00	
Marshall Creek Hydraulic	100.00	
Windy Mountain	100.00	
Goat Creek	100.00	
Trail to North Fork of Bridge River and Churn Creek	100.00	
Trail to Blue Grouse Group	250.00	
Trail to Frontier and Calgary Groups	100.00	
Trail to Moiaine Mineral Claims	300.00	
Eldorado	100.00	
Felix Creek	100.00	
Main Thoroughfare, Moha P.O. to Mission Bridge	150.00	
Cadwallader Creek	500.00	
Mariposa Mine	250.00	
	$4,617.20	

Roads.

46.	Cayoosh Creek	$276.83	
128.	Little Gun Lake	499.96	
		$776.79	

Bridges.

132.	Hurley River, No. 1	$223.78	
133.	Hurley River, No. 2	223.78	
	Bridge across Gun Creek	150.00	
		$597.56	
	Sundry trails (units under $100)	$379.20	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		6,370.75

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$190.70	
Provincial Works, P.C. 1405—Flood Damage	$21,029.05	
Provincial Works (K.)—		
Roads	$31,234.14	
Bridges	541.11	
Mining-roads	697.35	
Bituminous surfacing	32,032.93	
Drainage	1,072.11	
Carried forward	$65,577.64	$48,686.18

LILLOOET DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$65,577.64	$48,686.18
(F.) Direct Relief	$15,524.45	
(G.) Non-contributory	1,939.34	
(H.) Supervision	958.80	
(J.) Public Health	2,457.06	
	$20,879.65	
Total expenditure, Unemployment Relief Fund		107,677.04
Total expenditure, Lillooet District		$156,363.22

MACKENZIE DISTRICT (NORTH).

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

Bella Coola River Protection	$1,840.42	
Total, Capital Account—Flood Damage		$1,840.42

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
9.	Bella Coola	$278.18	
50.	Atnarko–Anahim	300.00	
66.	Bella Bella	250.00	
101.	Lake (Lasqueti)	103.70	
102.	Main (Lasqueti)	158.81	
111.	Lund	472.70	
134.	Cranberry Lake	122.82	
137.	Thunder Bay	729.26	
148.	Manson	166.50	
150.	First	129.71	
154.	Savary Island	109.04	
209.	Copley (Lasqueti)	104.24	
228.	Anderson	121.32	
232.	Hansen	180.90	
239.	Woolgar	540.00	
	Workshop	59.05	
	Administration	457.54	
	Supervision	2,084.78	
	Material and supplies	296.33	
	Trucks, etc.	1,467.09	
	Plant and tools	1,188.60	
	Hard-surfacing	84.95	
	Bella Coola River Protection	10.12	
	Snow-removal	51.88	
	Sundry roads (units under $100)	881.14	
	Total, Vote 158—Roads, Trails, etc.		10,348.66

VOTE 158—BRIDGES: MAINTENANCE.

52.	Thorsen Creek, No. 2	$110.27	
127.	Surgenor	1,014.14	
128.	Powell River	381.75	
152.	Vananda (Texada)	222.53	
156.	Wolfson Creek	110.40	
177.	Westview	688.46	
201.	Wilde	191.49	
	Carried forward	$2,719.04	$12,189.08

MACKENZIE DISTRICT (NORTH)—*Continued.*

VOTE 158—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$2,719.04	$12,189.08
Sundry bridges (units under $100)	753.39	
Sundry bridges, Bella Coola (units under $100)	887.38	
Total, Vote 158—Bridges: Maintenance		4,359.81

VOTE 158—FERRIES.

Hagensborg–Salloomt	$453.76	
Total, Vote 158—Ferries		453.76

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

REG. No.			
111.	Lund Road	$110.89	
134.	Cranberry Lake	72.12	
137.	Thunder Bay	141.19	
148.	Manson	10.86	
234.	First Street	10.86	
235.	Second Street	3.33	
236.	Poplar Avenue	10.92	
237.	Ocean View Avenue	39.71	
	Total, Vote 158—Maintenance of Paved Highways		399.88
	Total expenditure, Mackenzie District (North)		$17,402.53

MACKENZIE DISTRICT (SOUTH).

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

271.	Beach Avenue	$133.45	
70R.	Gibson Landing–Pender Harbour	143.72	
281.	Gibson–Sechelt	906.16	
272.	Gower Point	139.86	
291.	Lower	189.76	
295.	North	204.60	
314.	Sechelt–Pender Harbour	753.95	
	Sundry roads (units under $100)	673.09	
	General Foreman's office and expenses	953.85	
	Automobile A-54	121.94	
	Launch V-33	90.17	
	Plant and tools	154.67	
	Total, Vote 158—Roads, Trails, etc.		$4,465.22

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

275.	Cassidy	$208.36	
276.	Chaster	158.27	
279.	Haslam Creek	300.44	
291.	Kyto	270.90	
295.	Mission, No. 1	1,870.75	
340.	Newlands	283.92	
299.	Reserve	980.81	
300.	Roberts Creek	658.78	
280.	Sandy Creek	242.46	
305.	Scott	224.50	
309.	Sprung	186.86	
312.	Wakefield	343.57	
319.	White	189.86	
	Sundry bridges (units under $100)	135.61	
	Total, Vote 158—Bridges: Maintenance—Unclassified		6,055.09
	Carried forward		$10,520.31

MACKENZIE DISTRICT (SOUTH)—*Continued.*

Brought forward		$10,520.31
VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Trail to Grovum Property	$100.00	
North Trail	100.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		200.00
Total expenditure, Mackenzie District (South)		$10,720.31

MACKENZIE DISTRICT (NORTH AND SOUTH).

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$13,510.98	
Provincial Works (K.)—		
Roads	$10,280.13	
Bituminous surfacing	2,848.85	
Mining-roads	199.80	
	$13,328.78	
(F.) Direct Relief	$59,161.79	
(G.) Non-contributory	21,882.46	
(H.) Supervision	1,974.77	
(J.) Public Health	1,997.78	
	$85,016.80	
Total expenditure, Unemployment Relief Fund		$111,856.56
Total expenditure, Mackenzie District	$139,979.40	

NELSON-CRESTON DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
42.	Canyon–Porthill	$404.09
52.	Crawford Bay–Gray Creek	332.00
53.	Creston–Gray Creek	2,285.19
55.	Creston–Goatfell	2,348.19
57.	Creston–Kuskonook	1,068.19
59.	Creston–Porthill	1,365.87
60.	Creston–Summit Creek	313.88
76.	East Robson (north)	122.20
101.	Granite (upper)	111.84
111.	Harrop–Procter	465.13
136.	Kuskonook–Gray Creek	1,141.77
152.	Lost Creek	131.00
172.	Nelson–Balfour	2,544.49
173.	Nelson–Castlegar	4,328.74
174.	Nelson–Nelway	2,631.14
188.	Porcupine Creek	682.92
196.	Queens Bay–Ainsworth	391.39
197.	Queens Bay–Balfour	881.43
203.	Reno	111.88
216.	Salmo–Trail	529.47
219.	Second Relief	275.46
220.	Sheep Creek	818.93
226.	Slocan River	407.06
227.	South Nelson streets	142.60
	Carried forward	$23,834.86

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$23,834.86	
Wild Horse Creek	546.00	
Sundry roads (units under $100)	821.45	
Salaries	4,059.64	
Office expenses	762.37	
Travelling expenses	921.01	
Assistant District Engineer's car	1,091.02	
Supervision	2,537.69	
Nelson Shop	1,891.24	
Plant and tools	5,386.74	
Total, Vote 158—Roads, Trails, etc.		$41,852.02

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

REG. No.			
6.	Barclay	$228.20	
23.	Crawford Creek (upper)	1,811.15	
74.	Fruitvale Subdivision, No. 3	151.40	
79.	Goat Creek	220.10	
87.	Gray Creek (lower)	112.86	
92.	Hagen	110.12	
121.	Lockhart	176.80	
122–5.	Lost Creek bridges	300.00	
152.	Nelson–Castlegar, No. 2	421.12	
154.	Nelson–Castlegar, No. 4	642.38	
162.	Nelson–Nelway, No. 4	491.50	
218.	Salmo–Trail, No. 2	117.62	
295–9.	Ymir–Wilcox bridges, 1–5	2,645.92	
	Sundry bridges (units under $100)	865.11	
	Total, Vote 158—Bridges: Maintenance—Unclassified		8,294.28

VOTE 158—FERRIES.

Harrop–Longbeach	$4,214.73	
Kootenay Lake	8,875.80	
Kootenay Lake (repairs)	11,672.69	
Nelson	14,525.79	
Kootenay River	3,759.73	
Slocan River	385.53	
Glade	4.50	
Total, Vote 158—Ferries		43,438.77

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

172.	Nelson–Creston	$109.00	
173.	Nelson–Castlegar	108.64	
	Total, Vote 158—Maintenance of Paved Highways		217.64

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

23.	Blue Bell	$9.60	
53.	Crawford Creek	59.40	
55.	Creston–Goatfell	198.31	
71.	Dundee	4.80	
101.	Granite (upper)	13.60	
136.	Kuskonook–Gray Creek	.25	
152.	Lost Creek	129.13	
164.	Mountain	6.00	
172.	Nelson–Balfour	24.35	
173.	Nelson–Castlegar	90.69	
174.	Nelson–Nelway	373.39	
188.	Porcupine Creek	20.40	
207.	Rosemont	4.00	
	Carried forward	$933.92	$93,802.71

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

Brought forward	$933.92	$93,802.71
REG. No.		
216. Salmo–Trail	334.60	
219. Second Relief	246.95	
220. Sheep Creek	369.92	
227. South Nelson streets	4.00	
238. Trail–Pend d'Oreille	74.70	
274. Ymir streets	12.00	
Plant and tools	25.41	
Total, Vote 158—Traffic Operation (Snow-removal)		2,001.50

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Porcupine Creek Road to Howard Mine	$39.04	
Porto Rico Mine	300.00	
Centre Star Mine	500.00	
Fawn Mine	500.00	
Goodenough and Ymir Mines	499.20	
Reah Group Copper Mountain Trail	18.00	
Sitkum Creek proposed road	100.00	
Ymir (Wild Horse Creek)	500.00	
Goat Creek and Summit Creek Trails	400.00	
Gold and Silver King Group Trail	100.00	
Whitewater Gold Mine Trail	64.00	
Centre Star Property	40.00	
Wild Horse Creek	40.00	
Yankee Girl–Dundee–Two Star	40.00	
Quartz Creek Trail to Ark No. 3	50.00	
Howard Mine Trail	500.00	
Ymir Consolidated Gold Mines	350.00	
Ore Hill Mine	75.00	
St. Anthony Group Trail	24.80	
Silver Hill, J.C., and Castle Rock Claims Trail	6.40	
Lost Creek	249.69	
Venus Juno Group	40.96	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		4,437.09

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Bridges	$12,328.50	
Provincial Works (K.)—		
Roads	$38,368.41	
Bridges	27,227.45	
Mining-roads	5,494.69	
Bituminous surfacing	52,885.32	
Drainage	3,074.38	
	$127,050.25	
(F.) Direct Relief	$107,204.39	
(G.) Non-contributory	90,154.77	
(H.) Supervision	4,760.99	
(J.) Public Health	8,562.05	
	$210,682.20	
Total expenditure, Unemployment Relief Fund		350,060.95
Total expenditure, Nelson-Creston District		$450,302.25

NEW WESTMINSTER DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Streets in District Lot 172	$515.13	
Approach, New Westminster Bridge	60.00	
Plant and tools	38.60	
Total, Vote 158—Roads, Trails, etc.		$613.73

Vote 158—Maintenance of Paved Highways.

Approach, New Westminster Bridge	$369.05	
Roads, District Lot 172	11.20	
Total, Vote 158—Maintenance of Paved Highways		380.25

"Fraser River (New Westminster) Bridge Act, 1935."

New Fraser River Bridge, New Westminster	$430,658.78	
Total, Fraser River Bridge		430,658.78

Unemployment Relief Fund.

Provincial Works, P.C. 1405—Flood Damage	$3,300.38	
Provincial Works (K.)—Roads	$548.07	
(F.) Direct Relief	$2,511.66	
(G.) Non-contributory	7,020.95	
(H.) Supervision	2,676.25	
(J.) Public Health	1,451.15	
	$13,660.01	
Total expenditure, Unemployment Relief Fund		17,508.46
Total expenditure, New Westminster District		$449,161.22

NORTH OKANAGAN DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.		
30.	Commonage	$151.09
31.	Creighton Valley	250.13
34.	Deep Creek	243.36
220.	Davy	440.64
78.	Eagle Pass	532.08
74.	Enderby–Mabel Lake	864.96
37.	East Vernon	147.86
47.	Glenmary	146.74
65.	Kamloops	858.47
66.	Kedleston (east)	118.81
68.	Kelowna	1,728.17
75.	Lumby–Mabel Lake	1,176.03
71.	Long Lake	201.77
94.	North Fork	252.45
97.	Okanagan Landing	208.56
100.	Oyama	257.39
206.	Polson	193.49
126.	Squaw Valley	225.04
130.	Trinity Valley	687.15
102.	Vernon–Salmon Arm	1,868.04
88.	Vernon–Edgewood	1,700.31
138.	Westside	991.90
	Carried forward	$13,244.44

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$13,244.44	
REG. No.		
34R. Vernon–Salmon Arm (arterial), City of Armstrong	163.87	
62R. Vernon–Kamloops (arterial), Spallumcheen Municipality	296.88	
63R. Vernon–Salmon Arm (arterial), Spallumcheen Municipality	1,362.82	
Sundry roads (units under $100)	2,804.41	
Snow-removal	1,433.79	
Salaries	2,624.22	
Office	681.24	
Automobile	637.37	
Travelling expenses	151.18	
Plant, tools, and equipment	3,225.72	
Total, Vote 158—Roads, Trails, etc.		$26,625.94

VOTE 158—CLASSIFIED HIGHWAYS.

52A. Vernon–Edgewood (primary), Coldstream Municipality	$308.19	
32B. Armstrong–Salmon River (secondary), Spallumcheen Municipality	185.22	
33B. Armstrong–Salmon River (secondary), City of Armstrong	69.20	
Total, Vote 158—Classified Highways		562.61

VOTE 158—BRIDGES: MAINTENANCE.

14. Butters	$725.87	
22. Cookes	297.58	
39. Falls Creek	305.58	
142. Goossen	207.17	
144. Hembling	136.71	
67. Jones	260.20	
100. Railroad	158.39	
Sundry bridges (units under $100)	312.65	
Total, Vote 158—Bridges: Maintenance		2,404.15

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

102. Vernon–Salmon Arm Road	$147.94	
Total, Vote 158—Maintenance of Paved Highways		147.94

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

310. Kalamalka Gold Mine Trail	$250.00	
304. Skookum Trail	100.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		350.00

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$320.00	
Provincial Works, P.C. 1405—Flood Damage	$6,967.90	
Provincial Works (K.)—		
Roads	$22,605.71	
Bridges	699.00	
Bituminous surfacing	22,292.33	
Drainage	2,740.33	
	$48,337.37	
(F.) Direct Relief	$25,019.72	
(G.) Non-contributory	6,457.45	
Carried forward	$31,477.17	$30,090.64

NORTH OKANAGAN DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$31,477.17	$30,090.64
(H.) Supervision	5,036.00	
(J.) Public Health	1,990.76	
	$38,503.93	
Total expenditure, Unemployment Relief Fund		94,129.20
Total expenditure, North Okanagan District		$124,219.84

NORTH VANCOUVER DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
1.	Bowen Island Trunk	$332.02	
3.	Cowan	226.83	
6.	Grafton	115.70	
9.	Miller	107.39	
	Whytecliff–Britannia Highway	148.00	
	Sundry road (units under $100)	358.16	
	General Foreman's office and expenses	676.02	
	Automobile A-42	23.42	
	Plant and tools	3.57	
	Total, Vote 158—Roads, Trails, etc.		$1,991.11

VOTE 158—CLASSIFIED HIGHWAYS.

Marine Drive (Primary 66A)	$200.56	
Marine Drive (Primary 67A)	118.54	
Dollarton Highway (Primary 73A)	1,326.12	
Total, Vote 158—Classified Highways		1,645.22

VOTE 158—BRIDGES: MAINTENANCE.

11.	Caulfield	$237.65	
3.	Rodgers Creek	11,053.32	
8.	Sherman	5,200.89	
	Sundry bridges (units under $100)	205.43	
	Total, Vote 158—Bridges: Maintenance		16,697.29

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

Marine Drive (Primary 66A)	$109.80	
Marine Drive (Primary 67A)	302.21	
Dollarton Highway (Primary 73A)	87.60	
Total, Vote 158—Maintenance of Paved Highways		499.61

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$734.75	
Provincial Works (K.)—Bridges	$40.00	
(F.) Direct Relief	$1,714.80	
(G.) Non-contributory	136.70	
(J.) Public Health	2,011.75	
	$3,863.25	
Total expenditure, Unemployment Relief Fund		4,638.00
Total expenditure, North Vancouver		$25,471.23

OMINECA DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
177.	Aveling Coal	$519.35	
21.	Colleymount	435.00	
35.	Cronin	154.00	
36.	Fort Fraser Settlement (east)	102.45	
117.	Fort St. James–Manson Creek	131.28	
33.	Forestdale–Mile 160	121.60	
59.	Keefe's Landing–Ootsa	325.87	
182.	Loop	140.55	
	Material Account	1,466.27	
	North Trans-Provincial Highway	8,726.04	
80.	North Francois	658.02	
	Plant	5,208.40	
19.	Rose Lake Cut-off	322.80	
101.	Round Lake	134.80	
	Supervision and office expense	4,512.24	
	Supervision, auto	1,090.73	
104.	Schaefer	821.00	
	Snow-removal	4,708.24	
119.	Telkwa High	124.40	
202.	Telkwa Coal	356.86	
124.	Vanderhoof–Stuart Lake	1,954.51	
128.	Vanderhoof–Sackner	956.11	
127.	Vanderhoof–Sturgeon	334.60	
40.	Vanderhoof–Stony Creek	313.40	
	Sundry roads (units under $100)	1,129.43	
	Total, Vote 158—Roads, Trails, etc.		$34,747.95

Vote 158—Bridges: Maintenance.

100.	Doods Creek	$199.58	
	Barrett, Nos. 1, 2, and 3	342.84	
90.	Nechako River	916.34	
42.	Pleasant River	300.15	
	Cuzner and Viney	128.40	
	Pine Creek	107.20	
	Goldie, No. 2	945.47	
141.	Fort Fraser Slough	1,827.86	
56.	Johnson	607.86	
539.	Lewis	350.00	
	Quick Road	199.80	
87.	Tong	562.00	
3.	Aitken	201.92	
537.	Tashik, No. 1	442.96	
538.	Tashik, No. 2	356.10	
483.	Paterson	310.40	
298.	Gravel Creek	518.60	
211.	Aimie	168.00	
108.	Butcher Flats	219.20	
	Anderson	737.20	
120.	Augier	371.20	
	McHenry	190.50	
499.	Takysie	664.41	
122.	Bulkley	192.96	
	Adams Creek	216.48	
	Willow Creek	389.40	
107.	Spring Camp	258.41	
	Woodmere	146.57	
	Sundry bridges (units under $100)	264.85	
	Total, Vote 158—Bridges: Maintenance		12,136.66

Vote 158—Ferries.

1.	Francois Lake	$6,507.30	
2.	Fort Fraser	1,104.94	
	Carried forward	$7,612.24	$46,884.61

OMINECA DISTRICT—*Continued.*

VOTE 158—FERRIES—*Continued.*

Brought forward	$7,612.24	$46,884.61
REG. NO.		
4. Hulatt	349.69	
5. Finmoore	3,506.94	
6. Takla Lake	261.45	
Germansen	40.18	
Total, Vote 158—Ferries		11,770.50

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to Chickamin Mountain	$100.00	
Trail to Gold and Box Groups	100.00	
Trail to Jack Rabbit Group	25.00	
Peacock Creek Trail	50.00	
Trail, Old Hogan to Aiken Lake	148.80	
Cow Creek Trail	25.00	
Trail to Silver King	25.00	
Trail to Maple Leaf Group	25.00	
Trail to Lucky Strike	25.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		523.80

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$436.60	
Bridges	642.14	
	$1,078.74	
Provincial Works (K.)—		
Roads	$54,633.01	
Bridges	2,823.20	
Mining-roads	4,740.55	
Drainage	500.00	
	$62,696.76	
(F.) Direct Relief	$65,481.13	
(G.) Non-contributory	8,609.17	
(H.) Supervision	829.45	
(J.) Public Health	3,662.86	
	$78,582.61	
Total expenditure, Unemployment Relief Fund		142,358.11
Total expenditure, Omineca District		$201,537.02

PEACE RIVER DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Grand Prairie–Fort St. John–Peace Pass	$6,049.09
2. Pouce Coupe–Briar Ridge	585.43
3. Pouce Coupe–South Dawson	100.26
4. Pouce Coupe–Belle View	610.16
5. Dawson–Rolla–Carpio	2,300.25
6. Rolla (east)	479.29
7. Rolla (west)	155.62
8. Dawson–Moberly–Hudson Hope	2,649.72
9. Dawson–Sunrise–Sweetwater	1,670.00
10. Progress–Sunset–Groundbirch	480.00
12. Fort St. John–Hines Creek	1,679.26
Carried forward	$16,759.08

PEACE RIVER DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$16,759.08	
REG. No.			
13.	Fort St. John–Rose Prairie	450.00	
14.	McKibbon Cut-off	175.58	
15.	Charlie Lake–Nelson River	302.12	
17.	Baldonnel–East St. John	159.57	
21.	Tupper Creek–Kelly Lake	185.00	
28.	Rolla–Valley View	125.24	
30.	Arras–Fellers–Hanshaw	500.00	
35.	Little Prairie–Pine Pass	100.75	
38.	Dawson streets	224.45	
53.	Clayton–Cullum	150.10	
	Plant and tools	1,199.19	
	Sundry roads (units under $100)	1,996.27	
	Total, Vote 158—Roads, Trails, etc.		$22,327.35

VOTE 158—BRIDGES: MAINTENANCE.

1–23.	Allen's Coulee	$2,072.18	
1–6.	Bissette Creek	212.72	
1–5.	Canyon Creek	1,191.90	
1–8.	Dawson Creek (low level)	152.23	
1–3.	4-Mile	1,149.95	
23–2.	Hays	480.93	
1–7.	High Level	696.77	
8–5.	Kiskatinaw	2,001.48	
12–2.	Mikkelson	624.95	
8–4.	Murphy	249.30	
14–1.	Staley	400.00	
1–36.	Portage	199.85	
	Unnamed, Mile 34.7 (filled)	449.80	
	Spring Creek, Mile 42.0 (filled)	300.00	
	Bridges generally (units under $100)	1,525.08	
	Total, Vote 158—Bridges: Maintenance		11,707.14

VOTE 158—FERRIES: MAINTENANCE.

Taylor	$8,801.20	
Halfway	526.52	
East Pine	542.97	
Hudson Hope	465.67	
Moberly Lake Cable Crossing	28.03	
Total, Vote 158—Ferries: Maintenance		10,364.39

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$30,555.21	
Provincial Works (K.)—		
Roads	$22,917.63	
Bridges	10,624.72	
	$33,542.35	
(F.) Direct Relief	$84,055.25	
(G.) Non-contributory	12,525.25	
(H.) Supervision	1,625.83	
(J.) Public Health	8,614.98	
	$106,821.31	
Total expenditure, Unemployment Relief Fund		170,918.87
Total expenditure, Peace River District		$215,317.75

PRINCE RUPERT DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
5.	Masset–Tow Hill	$1,299.52	
8.	Dunroe's	501.80	
9.	North Trans-Provincial Highway	3,548.28	
10.	Lawn Hill	146.00	
16.	Old Masset–New Masset	494.25	
18.	Port Clements–Tlell	778.68	
23.	Sandspit–Copper Bay	223.50	
24.	Skidegate–Tlell	512.25	
25.	Queen Charlotte City–Skidegate	145.95	
35.	Court-house approaches	119.90	
	Port Simpson streets	160.25	
40.	Main Street, Masset	641.00	
121.	Kumdis Island Trail	136.20	
128.	Salt Lakes Trail	386.20	
	Trail, Sewell to Tassoo	269.35	
	Plant and tools—		
	Prince Rupert	1,624.12	
	Queen Charlotte Islands	375.55	
	Sundry roads (units under $100)	603.24	
	Total, Vote 158—Roads, Trails, etc.		$11,966.04

Vote 158—Bridges: Maintenance.

50.	Tlell	$2,409.59	
	Sundry bridges (units under $100)	105.76	
	Total, Vote 158—Bridges: Maintenance		2,515.35
			$14,481.39

Vote 158—Wharves.

	Prince Rupert (toll receipts)		$8,782.94
	Prince Rupert (maintenance)	$6,055.82	
	Cow Bay Launch Harbour	276.19	
			6,332.01
	Total, Vote 158—Wharves (credit balance)		2,450.93
			$12,030.46

Unemployment Relief Fund.

Provincial Works, P.C. 2013—Roads	$102.80	
Provincial Works (K.)—		
Roads	$40,781.75	
Bridges	4,025.98	
	$44,807.73	
(F.) Direct Relief	$22,653.08	
(G.) Non-contributory	6,498.39	
(H.) Supervision	163.55	
(J.) Public Health	765.25	
	$30,080.27	
Total expenditure, Unemployment Relief Fund		74,990.80
Total expenditure, Prince Rupert District		$87,021.26

REVELSTOKE DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
13.	Big Bend	$281.55	
71.	Revelstoke–Arrowhead	1,739.35	
72.	Revelstoke (east)	155.51	
73.	Revelstoke (south)	140.61	
74.	Revelstoke (west) (No. 1B, Trans-Canada)	480.60	
151.	Furlong	122.37	
152.	Spence	183.03	
	Sundry roads and trails (units under $100)	208.22	
	Supervision—Salaries and expenses	3,701.05	
	Plant and tools	5,014.35	
	Total, Vote 158—Roads, Trails, etc.		$12,026.64

VOTE 158—BRIDGES: MAINTENANCE.

	Ferry Wharf, No. 3, Hall's Landing Ferry	$995.62	
83.	Revelstoke–Arrowhead	216.59	
103.	Revelstoke (west)	187.35	
108.	Revelstoke (west)	888.54	
	Sundry bridges (units under $100)	779.25	
	Total, Vote 158—Bridges: Maintenance		3,067.35

VOTE 158—FERRIES.

2.	Goldstream	$222.30	
3.	Hall's Landing	3,599.78	
4.	12-Mile	3,419.92	
	Total, Vote 158—Ferries		7,242.00

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

	Snow-plough	$2,500.00	
	Total, Vote 158—Traffic Operation (Snow-removal)		2,500.00

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Road to Waverly Tangier Mines, No. 136	$299.45	
	Keystone Trail	50.00	
	A. & E. Group Mining Trail	100.00	
	Jordan River–Goose Creek Trail	150.00	
	Old Goldstream Trail	83.20	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		682.65

UNEMPLOYMENT RELIEF FUND.

	Provincial Works, P.C. 2013—		
	Roads	$451.23	
	Mining-roads	400.00	
		$851.23	
	Provincial Works, P.C. 1405—Flood Damage	$999.96	
	Provincial Works (K.)—		
	Roads	$12,013.01	
	Bituminous surfacing	6,395.70	
	Drainage	819.04	
	Carried forward	$19,227.75	$25,518.64

REVELSTOKE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$19,227.75	$25,518.64
(F.) Direct Relief	$6,092.70	
(G.) Non-contributory	24,374.66	
(H.) Supervision	879.10	
(J.) Public Health	946.68	
	$32,293.14	
Total expenditure, Unemployment Relief Fund		53,372.08
Total expenditure, Revelstoke District		$87,890.72

ROSSLAND-TRAIL DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
10. Castlegar–Trail	$1,387.17	
51. Rossland–Cascade	3,545.70	
53. Rossland–Paterson	507.07	
57. Schofield Highway	311.42	
58. Shaver's Subdivision	569.92	
64. Trail Creek	373.20	
65. Trail East streets	124.28	
67. Trail–Pend d'Oreille	1,078.42	
69. Trail–Salmo	169.01	
Sundry roads (units under $100)	310.32	
Plant and tools	852.53	
Supervision	2,393.82	
Total, Vote 158—Roads, Trails, etc.		$11,622.86

VOTE 158—BRIDGES: MAINTENANCE—UNCLASSIFIED.

5. Castlegar–Trail, No. 5	$138.92	
6. Castlegar–Trail, No. 6	330.68	
8. Castlegar–Trail, No. 8	1,282.70	
9. Castlegar–West Robson, No. 1	173.90	
10. Columbia at Trail	457.25	
51–57. Rossland–Cascade bridges	2,757.02	
Sundry bridges (units under $100)	260.15	
Total, Vote 158—Bridges: Maintenance—Unclassified		5,400.62

VOTE 158—FERRIES.

Castlegar	$6,813.51	
Total, Vote 158—Ferries		6,813.51

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

10. Trail–Castlegar	$205.23	
57. Schofield Highway	260.60	
67. Trail–Pend d'Oreille	10.30	
Total, Vote 158—Maintenance of Paved Highways		476.13

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

10. Castlegar–Trail	$20.20	
51. Rossland–Cascade	52.93	
53. Rossland–Paterson	27.80	
57. Schofield Highway	33.40	
67. Trail–Pend d'Oreille	9.58	
Velvet Mine Road	187.00	
Total, Vote 158—Traffic Operation (Snow-removal)		330.91
Carried forward		$24,644.03

ROSSLAND-TRAIL DISTRICT—*Continued.*

Brought forward		$24,644.03
VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
Trail to Minnetonka Mineral Claim	$263.12	
Road to North Star and Evening Star Mines	181.25	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		444.37
UNEMPLOYMENT RELIEF FUND.		
Provincial Works, P.C. 2013—Bridges	$5,576.11	
Provincial Works (K.)—		
Roads	$6,565.66	
Bridges	1,445.80	
Bituminous surfacing	28,364.73	
Mining-roads	639.80	
Drainage	999.20	
	$38,015.19	
(F.) Direct Relief	$7,919.81	
(G.) Non-contributory	27,984.24	
(H.) Supervision	64.59	
(J.) Public Health	391.30	
	$36,359.94	
Total expenditure, Unemployment Relief Fund		79,951.24
Total expenditure, Rossland-Trail District		$105,039.64

SAANICH DISTRICT.

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

REG. NO.		
30R. East Saanich (Shady Creek)	$350.00	
7. Helmcken	123.20	
52R. West Saanich (Colquitz River)	432.10	
Sundry roads (units under $100)	10.35	
Total, Capital Account—Flood Damage		$915.65
VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
30R. East Saanich	$1,385.24	
7. Helmcken	186.83	
28R. Island Highway	316.07	
29R. Saanich and Quadra	178.68	
52R. West Saanich	1,632.17	
Sundry roads (units under $100)	144.05	
Auto Account	165.97	
District office	3,130.70	
Plant and tools	1,205.14	
Repairs, district machinery	963.19	
Supervision	2,459.15	
Total, Vote 158—Roads, Trails, etc.		11,767.19
VOTE 158—CLASSIFIED HIGHWAYS.		
Keating Cross-road (Secondary 85B)	$304.88	
Total, Vote 158—Classified Highways		304.88
Carried forward		$12,987.72

SAANICH DISTRICT—*Continued.*

Brought forward		$12,987.72
Vote 158—Ferries.		
Mill Bay	$450.00	
Total, Vote 158—Ferries		450.00
Vote 158—Maintenance of Paved Highways.		
Reg. No.		
30R. East Saanich	$1,086.95	
29R. Saanich and Quadra	688.06	
Sundry roads (units under $100)	63.98	
Total, Vote 158—Maintenance of Paved Highways		1,838.99
Vote 159—Local Roads and Bridges within Organized Territory.		
Benvenuto	$465.94	
2. Scott	99.90	
Total, Vote 159—Local Roads and Bridges within Organized Territory		565.84
Unemployment Relief Fund.		
Provincial Works, P.C. 2013—Roads	$1,095.87	
Provincial Works, P.C. 1405—Flood Damage	$3,639.40	
Provincial Works (K.)—Roads	$11,736.80	
(G.) Non-contributory	$353.57	
(J.) Public Health	201.00	
	$554.57	
Total expenditure, Unemployment Relief Fund		17,026.64
Total expenditure, Saanich District		$32,869.19

SALMON ARM DISTRICT.

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

12. Blind Bay–Eagle Bay	$210.35
21. Chase–Falkland	405.00
33. Fowler–Willette	317.33
44. Kamloops–Vernon	3,007.55
49. Magna Bay	143.10
52. Martin Prairie	108.00
53. Meadow Creek	192.80
64. Paxton Valley	107.22
67. Pritchard–Pinantan–Paul Lake	155.12
70. Robbins Range	210.05
72. Salmon River	279.23
83. Squilax–Anglemont	295.66
84. Squilax–Turtle Valley	140.00
88. Tappen–Skimikin–Chase Creek	115.20
90. Trans-Canada Highway—	
Kamloops–Salmon Arm	3,388.64
Sicamous–Revelstoke	1,537.27
95. White Lake	122.90
City of Salmon Arm—Trans-Provincial (Arterial 37R)	85.25
Municipality of Salmon Arm—Trans-Provincial (Arterial 38R)	885.97
Carried forward	$11,706.64

SALMON ARM DISTRICT—*Continued.*

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets—*Continued.*

Brought forward		$11,706.64	
Sundry roads (units under $100)		1,319.46	
Supervision—Salaries and expenses		3,388.13	
Camp equipment		57.33	
Plant and tools		2,488.39	
Plant maintenance		2,964.17	
Plant and equipment		1,050.17	
Total, Vote 158—Roads, Trails, etc.			$22,974.29

Vote 158—Classified Highways.

Canoe Road (Secondary 76B)		$263.04	
Salmon Arm–Grand Prairie (Secondary 26B)		379.68	
Total, Vote 158—Classified Highways			642.72

Vote 158—Bridges: Maintenance.

Reg. No.				
11A.	Bolean Creek, No. 1		$741.18	
40.	Frederickson		249.67	
58.	Manson Creek		268.47	
80.	Pritchard (salary, Bridge-tender)		216.00	
95.	Salmon River, No. 5		132.42	
97.	Salmon River, No. 7		229.22	
100.	Salmon River, No. 10		123.34	
113.	Squilax (salary and expenses, Watchman)		127.56	
115.	Sorrento		442.33	
118.	Taylor		243.99	
121.	White Creek, No. 1		173.18	
122.	White Creek, No. 2		340.21	
123.	White Creek, No. 3		160.59	
164.	Revelstoke West, No. 25		182.02	
	Sundry bridges (units under $100)		1,167.76	
	Bridges generally		635.35	
	Total, Vote 158—Bridges: Maintenance			5,433.29

Vote 158—Ferries.

3.	Sorrento–Scotch Creek		$4,842.08	
5.	Ducks		951.31	
6.	Shuswap Lake—			
	Expenditure	$8,825.27		
	Revenue	1,709.60		
			7,115.67	
7.	Sicamous		44.35	
	Total, Vote 158—Ferries			12,953.41

Vote 158—Maintenance of Paved Highways.

Trans-Provincial (Arterial 38R)		$275.14	
Total, Vote 158—Maintenance of Paved Highways			275.14

Vote 158—Traffic Operation.

Snow-removal		$999.26	
Total, Vote 158—Traffic Operation			999.26

Vote 115—Grants in Aid of Mining Roads and Trails, etc.

Onyx Mine Trail		$48.00	
Scotch Creek Trail		50.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.			98.00
Carried forward			$43,376.11

SALMON ARM DISTRICT—*Continued.*

Brought forward		$43,376.11

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$18,045.00	
Provincial Works (K.)—		
Roads	$999.60	
Bridges	306.16	
Bituminous surfacing	29,119.20	
Drainage	2,111.49	
	$32,536.45	
(F.) Direct Relief	$50,112.59	
(G.) Non-contributory	29,179.13	
(H.) Supervision	5,076.79	
(J.) Public Health	3,609.53	
	$87,978.04	
Total expenditure, Unemployment Relief Fund		138,559.49
Total expenditure, Salmon Arm District		$181,935.60

SIMILKAMEEN DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
10. Copper Mountain	110.32	
29. 5-Mile–Princeton	299.80	
35. Hedley–Princeton	1,739.42	
48. Hedley streets	210.85	
59. Hope–Princeton	246.35	
34. Hedley–20-Mile	190.17	
39. Kaleden Townsite	107.60	
41. Keremeos–Hedley	1,131.65	
43. Keremeos Station	252.90	
66. Keremeos streets	292.15	
101. Keremeos–Cawston	115.30	
47. Marron Valley	560.67	
25. Nickel Plate	355.15	
53. 1-Mile–Princeton	261.35	
86. Oliver–Osoyoos	407.61	
20. Penticton–Oliver	1,336.25	
60. Penticton–Keremeos	439.03	
62. Penticton–Carmi	175.89	
68. Princeton streets	1,271.36	
73. Penticton–Summerland	984.31	
52. Richter Pass	170.90	
72. South Similkameen	137.70	
78. Summers Creek	147.56	
93. S.O.L. Project	597.56	
42R. Trans-Provincial (arterial)	677.95	
Sundry roads (units under $100)	1,157.39	
Plant and tools	4,977.90	
Supervision—Office, General Foreman, and auto	5,917.88	
	$24,272.97	

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED HIGHWAYS.

Penticton–Naramata Road, Secondary 29B	600.00	
Total, Vote 158—Roads, Trails, etc.		$24,872.97
Carried forward		$24,872.97

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$24,872.97

VOTE 158—BRIDGES: MAINTENANCE.

Reg. No.			
32-81.	Penticton-Keremeos, No. 3	$514.21	
32-373.	Harvey's Trestle Bridge	115.20	
32-51.	Hedley-20-Mile, No. 1	495.37	
32-52.	Hedley-20-Mile, No. 2	216.13	
	Sundry bridges (units under $100)	991.13	
	Total, Vote 158—Bridges: Maintenance		2,332.04

VOTE 158—MAINTENANCE OF PAVED HIGHWAYS.

Okanagan Highway, south of Penticton (Penticton-Oliver Road, No. 20)	$65.00	
Total, Vote 158—Maintenance of Paved Highways		65.00

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Whipsaw	$200.00	
Siwash Creek Road to Surprise Group	100.00	
Road to Nickel Plate Mine	499.89	
Trail to Monarch Mine	100.00	
Trail to Junction Group	124.80	
Osoyoos Mine	190.61	
Trail to Osoyoos Gold Mining Syndicate Mascot Holding Co.	350.00	
Road to Fairview Amalgamated Gold Mines, Ltd.	356.29	
Road to MacSiccar Gold Mine	200.00	
Sterling Creek	150.00	
Steeve Creek Trail	75.00	
Trail to Raven Mountain	75.00	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		2,421.59

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 1405—Flood Damage	$2,496.04	
Provincial Works (K.)—		
Roads	$3,667.43	
Bituminous surfacing	58,353.05	
Mining-roads	3,285.06	
Drainage	3,720.08	
	$69,025.62	
(F.) Direct Relief	$99,802.04	
(G.) Non-contributory	61,647.84	
(H.) Supervision	6,298.54	
(J.) Public Health	4,291.65	
	$172,040.07	
Total expenditure, Unemployment Relief Fund		243,561.73
Total expenditure, Similkameen District		$273,253.33

SKEENA DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Prince Rupert Highway—		
Terrace-Usk	$468.50	
Kitwanga-Skeena Crossing	125.60	
Hazelton-Moricetown	620.32	
Carried forward	$1,214.42	

SKEENA DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,214.42	
REG. NO.			
	Prince Rupert Highway—*Continued.*		
	Moricetown–Smithers	926.01	
	Smithers–Omineca Boundary	153.05	
	Cellini	160.20	
112.	Hazelton Station	116.90	
43.	Kitsumgallum	1,037.65	
49.	Kispiox	363.10	
52.	Lakelse Lake	572.54	
64.	Nine-mile Mountain	134.50	
300.	Port Essington streets	206.45	
7.	Remo	323.66	
	Rosswood roads	144.00	
107.	Telkwa High	226.00	
	Sundry roads (units under $100)	923.78	
	Snow-removal	200.00	
	Salaries	3,593.16	
	Office expenses	554.10	
	Travelling expenses	940.03	
	Plant and tools	8,544.83	
	Material and supplies	981.40	
	New Hazelton Overhead Crossing	2,328.02	
	Total, Vote 158—Roads, Trails, etc.		$23,643.80

VOTE 158—BRIDGES: MAINTENANCE.

	Bridges generally	$983.30	
6.	John Brown Creek	103.85	
159.	Braun's Island	1,617.54	
27.	Driftwood Creek	396.60	
37.	Fiddler Creek	176.86	
50.	Haguelgate Suspension	144.60	
124.	Williams Creek	520.49	
	Sundry bridges (units under $100)	1,162.72	
	Total, Vote 158—Bridges: Maintenance		5,105.96

VOTE 158—FERRIES.

	Cedarvale	$1,512.89	
	Copper City	1,086.09	
	Hazelton	1,620.72	
	Kitwanga	1,275.78	
	Pacific	36.50	
	Usk	3,341.16	
	Remo	1,296.16	
	Kalum River	999.93	
	Ferries generally	85.00	
	Total, Vote 158—Ferries		11,254.23

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	"A.B." Gold Group	$100.00	
263.	Buccaneer of the North	550.44	
	Caledonia Group	50.00	
260.	Cascade Group	25.00	
	Copper King Trail	37.50	
	Eldorado Mineral Claim	50.00	
	Fiddler Creek Trail	100.00	
	Hagen Trail	150.00	
	Lowrie Creek Pack-trail	25.00	
240.	Mud Creek Trail	25.00	
	Carried forward	$1,112.94	$40,003.99

SKEENA DISTRICT—*Continued.*

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC. —*Continued.*

	Brought forward	$1,112.94	$40,003.99
REG. NO.			
239.	McCabe Trail	50.00	
	New Trail up Copper River	1,000.00	
	Nicholson Creek Trail	465.60	
	North Fork–Lorne and Douglas	50.00	
	Oxford Group	24.80	
251.	Porcupine Trail	25.00	
261.	Silver Basin Trail	50.00	
281.	Silver Lake Trail	472.00	
	Sand Creek Trail	24.80	
282.	Snowshoe Group	50.00	
	South Fork Trail	150.00	
237.	Telkwa River	450.00	
	Uik King Group	25.00	
205.	Zymoetz River Trail	60.80	
	Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		4,010.94

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$758.80	
Bridges	4,233.87	
	$4,992.67	
Provincial Works (K.)—		
Roads	$35,998.58	
Bridges	6,376.10	
Mining-roads	1,075.00	
	$43,449.68	
(F.) Direct Relief	$32,276.64	
(G.) Non-contributory	4,879.69	
(H.) Supervision	243.15	
(J.) Public Health	2,668.91	
	$40,068.39	
Total expenditure, Unemployment Relief Fund		88,510.74
Total expenditure, Skeena District		$132,525.67

SOUTH OKANAGAN DISTRICT.

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Belgo Subdivision (north)	$182.19
7.	Benvoulin Subdivision	466.75
9.	Glenmore Valley	445.20
10.	Gellatly Lake Shore	515.70
12.	Glenrosa Subdivision	113.20
13.	Hydraulic Creek	318.19
15.	Joe Riche District	850.34
16.	Kelowna–Vernon (north)	1,286.29
17.	Kelowna–Vernon (south)	1,081.82
18.	K.L.O. (main)	184.74
20.	Lewis–Bailey	187.99
21.	Lake Shore	1,049.26
24.	Meadow Valley and branches	107.20
27.	Naramata Subdivision	277.99
	Carried forward	$7,066.86

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$7,066.86	
REG. NO.		
29. Okanagan Centre Subdivision	311.78	
31. Peachland–Princeton	188.15	
33. Penticton–Naramata	399.93	
34. Rutland Subdivision	1,006.92	
38. South Okanagan and branches	472.56	
40. Summerland–Peachland	813.16	
46. Westside	123.70	
47. Westbank Subdivision	147.25	
48. Westbank Ferry	1,479.99	
40R. Peachland–Kelowna (arterial), Peachland Municipality	1,198.04	
41R. Penticton–Kelowna (arterial), Summerland Municipality	2,080.21	
82R. Kelowna–Vernon Highway (arterial), Glenmore Municipality	111.80	
Sundry roads (units under $100)	794.41	
Office expenses	2,811.95	
Travelling expenses	350.95	
Assistant District Engineer, car	60.64	
Roads generally	1,126.11	
Plant, tools, and equipment	4,209.24	
Material Account	184.87	
Total, Vote 158—Roads, Trails, etc.		$24,938.52

VOTE 158—BRIDGES: MAINTENANCE.

30. Mill Creek, No. 6	$162.99	
33. Mission Creek, No. 1	204.77	
34. Mission Creek, No. 2	4,287.93	
42. Powers Creek, No. 2	216.55	
43. Sawmill Creek, No. 1	148.72	
Bridges generally	108.96	
Sundry bridges (units under $100)	818.04	
Total, Vote 158—Bridges: Maintenance		5,947.96
		$30,886.48

VOTE 158—FERRIES.

Kelowna–Westbank (credit balance)		1,130.16
		$29,756.32

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—Roads	$143.64	
Provincial Works, P.C. 1405—Flood Damage	$4,001.64	
Provincial Works (K.)—		
Roads	$3,766.16	
Bridges	818.10	
Bituminous surfacing	33,469.14	
Drainage	2,599.56	
	$40,652.96	
(F.) Direct Relief	$29,385.02	
(G.) Non-contributory	10,676.60	
(H.) Supervision	4,754.44	
(J.) Public Health	2,146.02	
	$46,962.08	
Total expenditure, Unemployment Relief Fund		91,760.32
Total expenditure, South Okanagan District		$121,516.64

VANCOUVER CITY.

Unemployment Relief Fund.

(F.) Direct Relief	$30,850.78	
(G.) Non-contributory	83,276.51	
Total expenditure, Unemployment Relief Fund		$114,127.29
Total expenditure, Vancouver City		$114,127.29

VANCOUVER-POINT GREY DISTRICT.

Capital Account—" B.C. Loan Act, 1929," Sec. 6 (*a*): Flood Damage—Roads		$2,299.63
Capital Account—" B.C. Loan Act, 1931," Sec. 6 (*a*): Flood Damage—Roads		25,600.00

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
2.	Imperial Street	$282.20	
3.	Marine Drive	1,475.37	
	Sundry roads (units under $100)	99.30	
	General Foreman's office and expenses	910.16	
	Automobile A-54	228.80	
	Total, Vote 158—Roads, Trails, etc.		2,995.83

Vote 158—Maintenance of Paved Highways.

2.	Imperial Street	$705.74	
3.	Marine Drive	294.02	
	Total, Vote 158—Maintenance of Paved Highways		999.76

Unemployment Relief Fund.

Provincial Works, P.C. 2013—Roads	$3,488.81	
Provincial Works, P.C. 1405—Flood Damage	$135,711.57	
Provincial Works (K.)—		
Roads	$39,595.15	
Bridges	287.20	
	$39,882.35	
(G.) Non-contributory	$5,670.65	
(H.) Supervision	83,791.12	
(J.) Public Health	68,261.63	
	$157,723.40	
Total expenditure, Unemployment Relief Fund		336,806.13
Total expenditure, Vancouver-Point Grey District		$368,701.35

YALE DISTRICT (NORTH).

Capital Account—" B.C. Loan Act, 1930," Sec. 6 (*a*): Roads.

Flood damage, Tulameen	$403.76	
Total, Capital Account—Roads		$403.76

Vote 158—Maintenance and Minor Betterments: Roads, Trails, and Streets.

	Merritt Office—Salaries and travelling expenses	$6,692.31	
	Transfer, Engineers	268.06	
17.	Anderson Ranch	165.20	
	Bear River (Tulameen)	108.70	
	Boston Bar River	29.00	
	Carried forward	$7,263.27	$403.76

YALE DISTRICT (NORTH)—*Continued.*

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.			
	Brought forward	$7,263.27	$403.76
20.	Choumox	121.58	
	Coalmont–Aspen Grove	904.78	
	Coalmont–Princeton	1,085.14	
	Coalmont–Blakeburn	351.89	
	Coalmont–Tulameen	205.30	
	Collettville	364.60	
44.	Merritt–Spences Bridge	4,699.93	
49.	Sunshine Valley	69.60	
51.	Petit Creek	81.69	
55.	Mamit Lake	243.47	
63.	Merritt–Kamloops	2,813.25	
64.	Mill Creek	42.00	
68.	Douglas Lake	528.09	
70.	Merritt–Princeton	1,831.99	
71.	Coldwater	268.86	
72.	Iron Mountain	11.20	
73.	Kane Valley	85.20	
74.	Loon Lake	100.00	
76.	Aspen Grove–Princeton	296.31	
84.	Brookmere	85.00	
96.	Penask Lake	32.67	
	Veale	67.20	
	Plant and tools	2,355.05	
	Total, Vote 158—Roads, Trails, etc.		23,908.07

VOTE 158—BRIDGES.

289.	Guichon's Cattle Pass	$385.20	
308.	Salmon River, No. 1	27.20	
309.	Salmon River, No. 2	27.20	
143.	Richardson	57.44	
90.	Unnamed	80.40	
113.	Tank Creek	222.82	
106.	Jackass Mountain, No. 1	2.00	
389.	Gulliford	160.40	
252.	Petit Creek	192.03	
282.	Helmer's Cattle Pass	51.90	
115.	Thomson	65.10	
114.	Watson	39.68	
	Cariboo Highway bridges	1,055.43	
	Sundry bridges (units under $100)	632.17	
	Total, Vote 158—Bridges		2,998.97

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Brett Gold Mines, Ltd., Trail	$49.60	
Dewdney Creek Trail	100.00	
Gold Group Trail	200.00	
Iron Mountain (Tulameen)	62.40	
Kwiock Creek Trail	454.20	
Old Settler Mountain Trail	99.20	
Prospect Mountain Trail	150.00	
Roy Group Trail (Sutter Creek)	99.90	
Tulameen River South Fork Trail	249.60	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,464.90
Total expenditure, Yale District (North)		$28,775.70

YALE DISTRICT (SOUTH).

Brought forward

VOTE 158—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
210.	Hope–Princeton	$142.39	
	Skagit River Trail	599.14	
	Total, Vote 158—Roads, Trails, etc.		$741.53

VOTE 115—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Trail to Invermay Annex Mining Co.'s property	$550.00	
Skagit River	896.26	
Total, Vote 115—Grants in Aid of Mining Roads and Trails, etc.		1,446.26
Total expenditure, Yale District (South)		$2,187.79

YALE DISTRICT (NORTH AND SOUTH).

UNEMPLOYMENT RELIEF FUND.

Provincial Works, P.C. 2013—		
Roads	$391.80	
Bridges	694.08	
	$1,085.88	
Provincial Works, P.C. 1405—Flood Damage	$5,152.32	
Provincial Works (K.)—		
Roads	$18,749.92	
Bridges	5,249.90	
Bituminous surfacing	52,324.90	
Mining-roads	460.00	
Drainage	1,009.10	
	$77,793.82	
(F.) Direct Relief	$28,035.09	
(G.) Non-contributory	72,251.66	
(H.) Supervision	948.74	
(J.) Public Health	822.75	
	$102,058.24	
Total expenditure, Unemployment Relief Fund		$186,090.26

Total expenditure, Yale District $217,053.75

VICTORIA.

UNEMPLOYMENT RELIEF FUND.

(F.) Direct Relief	$13,878.15	
(G.) Non-contributory	14,934.02	
(J.) Public Health	7,216.94	
Total expenditure, Unemployment Relief Fund		$36,029.11

MISCELLANEOUS.

VOTE 158.

Roads, generally		$5,482.50	
Cariboo Highway	$29,998.68		
Less Revenue	26,634.25		
		3,363.83	
Bridges, generally		5,538.00	
Ferries, generally		287.00	
Traffic operation and snow service, generally		28,977.26	
Launch		2,561.81	
Right-of-way Agent		4,084.51	
Contingencies		170.00	
Total, Vote 158			$50,464.91

UNEMPLOYMENT RELIEF FUND.

(For details *see* Public Accounts.)

Provincial Works, P.C. 2013—		
Buildings	$20,292.12	
Machinery Account, various districts (credit)	396.10	
Total expenditure, P.C. 2013, generally		$19,896.02
Provincial Works (K.)—		
Buidings, generally	$29,629.09	
Tranquille water-supply	16,703.68	
Machinery, general	33,800.19	
Supervision, bituminous surfacing	1,919.72	
		82,052.68
(E.) Municipalities	$3,222,553.31	
(M.) Advances to Municipal Works	185,012.76	
(M.) Advances to Municipalities, Direct Relief	507,364.08	
(R.) Physically Unfit	1,098,039.20	
(G.) Forestry, Y.M.F.T.P.	91,646.34	
(G.) Placer-mining Camps	15,806.91	
Land Settlement Plan	911.30	
(H.) Supervision	55,815.53	
		5,177,149.43
		$12,461,744.98
Votes 154–157 and 160 (for details *see* Public Accounts)		564,081.97
		$13,025,826.95

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