REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1938-39

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1939.

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 the Department of Public Works for the fiscal year ended March 31st, 1939, in compliance with the provisions of the " Public Works Act."

T. D. PATTULLO,
Minister of Public Works.

Office of the Minister of Public Works,
Parliament Buildings,
October 2nd, 1939.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., September 13th, 1939.

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

SIR,—I have the honour to submit the following report on the work and activities of the Department of Public Works during the fiscal year 1938–39:—

GENERAL OUTLINE OF WORK.

The majority of the highway programme for this year consisted of reconstruction and realignment preparatory to surfacing for the following year of the main trunk highways, and also the surfacing of reconstruction carried out in the previous year; this being in line with the Department's policy that the primary object of roads is to afford a means of transportation as economically as possible, compatible with safety and efficiency, and the first principle to be observed is the laying-out and construction of trunk roads.

Local roads were also kept up and repaired, widened, and ditched as was necessary. All work undertaken was satisfactorily completed. A great improvement in the maintenance of surfaced roads was noticeable and all patching was done promptly and in a satisfactory manner. The large number of foreign automobiles visiting the Province gives a good indication of the value to the Province of a well-planned highway system, and each year sees us a step nearer to the goal of having safe and economical trunk highways connecting the Pacific Coast with the Alberta Boundary and the interior of the Province with the International Boundary.

DOMINION-PROVINCIAL WORKS AGREEMENTS.

The employment situation showed further improvement this year. However, it was still considered advisable that certain work should be undertaken jointly by the Province and the Dominion to alleviate the unemployment situation. An agreement was entered into on July 16th, 1938, in connection with "tourist roads" whereby construction was started on the Peace Arch Highway, the Dominion Government agreeing to contribute not more than $150,000 and the Province agreeing to contribute two-thirds of the amount expended. One of the conditions of this agreement was that the Province assume all responsibility for acquiring rights-of-way which, in effect, meant that the Province assumed approximately 50 per cent. of the cost of the works.

An agreement was entered into on July 19th, 1938, in connection with improvements to playing-grounds, Stanley Park, and the Spanish Banks improvements at Point Grey, the Dominion agreeing to contribute not more than $15,000 and the Province to contribute an equal amount.

The construction, improvement, and hard-surfacing of "Roads to National Parks" in accordance with the agreement entered into with the Dominion Government, dated June 27th, 1936, was continued.

RELIEF OF SINGLE HOMELESS MEN.

A large number of single homeless men and transients migrate to the Pacific Coast each winter to take advantage of the mild climate. Many of these men are in needy circumstances and it has become necessary to provide for their assistance. Accordingly, an agreement, dated November 16th, 1938, was entered into by the Department of Labour whereby the Dominion Government and the Province contributed on a fifty-fifty basis, providing these men with employment by means of forestry development and highway-construction

projects. The highway-construction projects were under the direction of this Department and consisted of the following works:—

Esquimalt Electoral District.

The reconstruction and widening of a portion of the West Coast Road; the reconstruction and surfacing of the Main Sooke Road; and relocation and reconstruction, including the item of a trestle bridge, on the Sooke River Road, together with general improvements to other side roads. A 60- by 80-foot three-story warehouse was constructed at Langford for the storing of tools and camp equipment.

Saanich Electoral District.

This Department completed the road to the top of Mount Douglas and a parking-place was provided at the summit of the mountain.

Alberni-Nanaimo Electoral District.

In co-operation with the City of Nanaimo, considerable work was performed in laying the water-main in connection with the Nanaimo City water-supply. The road into the Nanaimo River dam was also reconstructed.

Under this scheme 1,510 men were given relief during the period November 1st to March 31st, and a total of 92,794 man-days of work was performed. The men received $2.40 per day for an eight-hour day with a deduction of 75 cents for board. A further deduction of 10 cents per hour was made until he had accumulated a sufficient credit for his maintenance when released from camp. Upon leaving camp he was given deferred-pay coupons representing the total credit he had accumulated while in camp. These coupons were redeemable at certain specified post-offices and banks throughout the Province at $4 weekly.

The total amount spent by the Public Works Department in connection with the above projects was $264,065.63.

HIGHWAY CONSTRUCTION.

Satisfactory progress was made on the reconstruction and surfacing of the highway from Kingsgate to Kootenay National Park. A 5-mile diversion of the Island Highway near Cowichan Bay was completed. Considerable reconstruction and surfacing was carried out on the Southern Trans-Provincial Highway at various points and progress was made on the construction of the Northern Trans-Provincial Highway. Work was commenced on the Peace Arch Highway which, when completed, will form a modern and efficient highway connecting the United States at the Peace Arch with the Lower Fraser Valley, New Westminster, and Vancouver. An important grade separation project was commenced at Laidlaw in the Lower Fraser Valley and was in the process of construction at the end of the fiscal year.

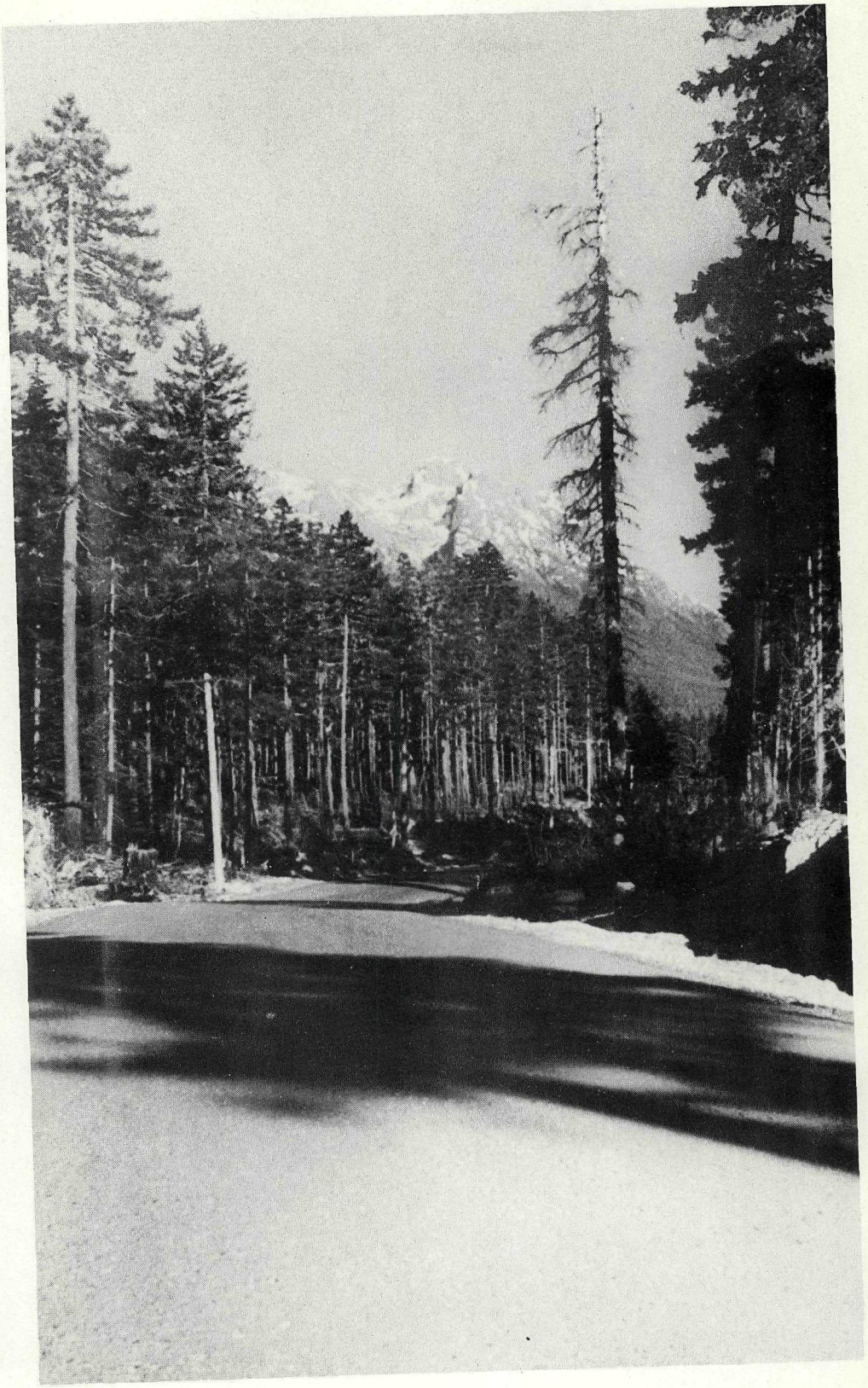
SURFACING.

New bituminous surfacing carried out during the year comprised 74 miles of mulch and 58 miles of spray-coat work. In addition to this, new work consisting of improvements to and renewal of existing surfaces was carried out on 170 miles of road. Further details of the surfacing programme are given in the Surfacing Engineer's report.

WORK PERFORMED—HIGHWAYS.

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

Class of Highway-work.	Trunk and Main Highways.	Other Roads.	Total.
	Miles.	Miles.	Miles.
New construction (including diversions)	13	224	237
Major reconstruction and improvement over a distance of	196	187	383
New gravel surfacing	-----	-----	165
Gravel surfacing renewed	-----	-----	298
Trails constructed	-----	-----	119



CANADIAN HIGHWAY.

Parksville–Alberni Section, Vancouver Island. Looking East towards Mount Arrowsmith.

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

MAINTENANCE OF ROADS, BRIDGES, AND FERRIES.

Total expenditure from what is termed "District Vote" for the maintenance and minor betterment of roads, bridges, and ferries, including maintenance of paved highways, amounted to $1,408,705 (including bituminous surfacing). As in past years, work of maintenance and minor betterment was also done by men in return for direct relief, where this could be organized on an economical basis.

FLOODS.

The year was remarkably free of serious floods. During a heavy storm on January 1st slight damage was done to the Island Highway north of Qualicum and to the Canadian Highway near Cameron Lake. Repairs, however, were quickly completed.

SNOW-REMOVAL.

Generally speaking, snowfall was lighter than usual, except in the districts of Fernie, Kaslo-Slocan, Omineca, Fort George, and Peace River. The snowfall in the Peace River District was exceptionally heavy and in the Fort George District was the heaviest on record. Throughout the Province 7,400 miles of roads were kept open by snow-ploughing, involving a total of 107,671 snow-plough miles at an average cost of $23.04 per mile kept open. During the previous year 8,245 miles of roads were ploughed at an average cost of $18.94 per mile kept open.

ROAD MILEAGE.

Elsewhere in this report will be found the usual statement of mileage and type of construction of Provincial highways. The total of 20,771 miles shows an increase of 356 miles over the previous year. This increase is not necessarily all due to new construction. District officials periodically revise their road registers and adjustments are necessary from time to time. It will be noted that the Provincial highway system includes 514 miles of municipal highways classified as arterial, primary, or secondary. The total mileage may be classified as follows:—

	Miles.
Trunk and main highways	6,310
Local roads	5,251
Settlement, industrial, and mining roads	9,210
Total	20,771

In addition, there are 10,253 miles of trails on the registers, of which 5,772 miles are classed as mining-trails.

MINING-ROADS.

Again, during the year 1938–39, an agreement was entered into with the Dominion Government whereby, in collaboration with the Department of Mines and Resources, Ottawa, assistance was given in providing transportation facilities into mining areas. Total expenditures were $341,768 under the Dominion-Provincial Works Agreement and $42,699 from Vote 116, "Grants in Aid of Mining Roads and Trails."

BRIDGES.

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

PATTULLO BRIDGE.

This bridge has continued to prove its worth and the traffic passing across it during the year amounted to 1,744,959 vehicles, producing a revenue of $261,504.

FERRIES.

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

RECORDS OF TRAFFIC FOR FIVE IMPORTANT FERRIES.

Name of Ferry.	TOTAL NO. OF VEHICLES CARRIED.			
	1932–33.	1934–35.	1936–37.	1938–39.
Castlegar (Southern Trans-Provincial Highway)	51,266	54,305	81,051	129,475
Kelowna–Westbank (Okanagan Highway)	33,080	38,033	46,305	61,018
Ladner–Woodward (Vancouver to Delta)	48,328	52,155	56,940	63,328
Agassiz–Rosedale (Fraser River, north to south side)	30,644	24,296	24,816	31,671
Nelson (over West Arm of Kootenay Lake)	104,491	97,984	110,661	127,027
Totals	267,809	266,773	319,773	412,519

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

MACHINERY AND EQUIPMENT.

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

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

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

The totals as at March 31st, 1939, were as follows:—

	Miles.
Classified as arterial	322.28
Classified as primary	59.75
Classified as secondary	132.04
Total	514.07

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

HIGHWAY TRANSPORT BRANCH.

The Highway Transport Branch was moved from the Hall Building to the Motor-vehicle Building at the corner of Georgia and Bidwell Streets, Vancouver, making better and more efficient quarters. The report of the Administrator of the Highway Transport Branch is attached and gives all particulars of the operation of this Branch for the year.

GOVERNMENT BUILDINGS.

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

MISCELLANEOUS.

Several revisions and additions were made to the standard specifications prepared by the Department, more especially respecting concrete-arch culverts.

All accounting for unemployment relief continued to be done by the Accounting staff of the Public Works Department.

Correspondence comprised 46,963 inward and outward letters.

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

All of which is respectfully submitted.

A. DIXON,
Chief Engineer.

REPORT OF THE CHIEF ARCHITECT.

The year has been one of continued activity, our major projects being work in connection with motor-vehicle testing by erecting the new motor-vehicle building in Vancouver, which is somewhat unique in that we combine the testing of cars, drivers, and issuance of motor licences both for drivers and vehicles, and at the same time housing the Provincial Police and Highway Traffic Department, thus centralizing this complete service.

Extensions were made at the Parliament Buildings for testing of drivers and additional accommodation for the Provincial Police. In New Westminster we rented a building and remodelled it for the Motor-vehicle Branch.

The Branch designed and supervised the erection of the new hospital at Rossland, which was opened last fall and about which much favourable comment has been made.

A similar building at Prince Rupert was designed; construction is well advanced and it is hoped it will be ready for occupation at an early date.

Plans also have been prepared and tenders called for a similar hospital at Kelowna. Plans were also prepared for addition to the Chemainus Hospital.

A new office building at Kamloops was designed and work completed during the year, which now centralizes the various Departments that were renting offices in that city.

A court-house and office building is under construction and will be shortly ready for occupation at Powell River.

We also designed the new Provincial Exhibit for the San Francisco Fair, which also was fabricated in our own shop and sent down to the fair ready for erection.

A residence for the Supervisor at the Mental Hospital, Saanich, has been completed and sundry other alterations in the Institution to allow for housing additional patients.

Schools.—Plans were prepared and work completed on a large junior high school at Creston; other plans were prepared for additions to schools at Princeton, Brechin, Sechelt, Malcolm Island, Zeballos, and Gibsons Landing, besides providing our stock plans to various School Boards.

We have also checked over various plans for hospitals and schools, prepared by outside architects, when applying for Government grants. Also all residences built in the University Heights Subdivision, and also assisted the Liquor Control Board in planning and supervision of their works.

The sketch-plans prepared for the Vancouver General Hospital new Unit and Nurses' Home were submitted to Dr. William Walsh of Chicago, the Hospital Consultant, and were very favourably commented on by him. These have all been redrafted to comply with certain modifications suggested by him and now resubmitted for further comment.

I wish to thank you, the various District Engineers, and our own staff for the assistance and co-operation extended to me during the year.

H. WHITTAKER,
Chief Architect.

REPORT OF BRIDGE ENGINEER.

With the exception of an extraordinary winter flood on Vancouver Island, north of Qualicum, and the worst forest fire in the history of British Columbia in the same district in midsummer, the conditions throughout the Province were all favourable for bridge construction and maintenance. Losses due to floods were relatively small and those due to fires inconsiderable. This was very fortunate, as there was danger at times that several major structures might be wiped out.

Labour and materials were at all times available. Dependable service, fair prices, and prompt deliveries prevailed almost everywhere.

To a very large extent work was confined to repairs, extensive reinforcements of existing structures, and minor renewals and replacements.

The following major bridges were renewed: Millstream, Esquimalt District; Allouette River, Dewdney; Kitsuksus, Alberni; Sugar Lake, North Okanagan; Birch Island, Kam-

loops; Chase, South Thompson, Salmon Arm; Cache Creek and Halfway River, Peace River; Keithley Creek and Ahbau Creek, Cariboo; Big Sheep Creek, Rossland-Trail; John Brown Creek and Alwyn Creek, Skeena; Newgate Slough, Fernie, and North Star, Cranbrook District. A large number of minor structures, too numerous to mention, were renewed.

New reaction ferries were put in at McLure and Black Pool, and the ferry-slips at Kelowna and Westbank were rebuilt.

A new wharf was built to serve the new town at Zeballos on Vancouver Island.

Our main concern during the year was to maintain bridges, ferries, and wharves in a safe condition for the ever-increasing traffic. Quite a number of structures nearly or altogether failed under traffic, but fortunately no accidents occurred.

A fair programme of river-bank protection was carried out, particularly on the Fraser and Goat Rivers. Since heavy equipment is now available for moving large quantities of materials, a policy of channel straightening in preference to strengthening banks is being gradually adopted in selected cases.

At the end of the year's work, it is appropriate that the faithful services of the staff and all other employees be again recorded.

A. L. CARRUTHERS,
Bridge Engineer.

REPORT OF THE MECHANICAL SUPERINTENDENT.

INSPECTION OF EQUIPMENT AND MACHINERY.

During fiscal year 1938–39 the equipment and machinery in every district in the Province was inspected and detailed reports covering every unit owned and operated by the Department were submitted.

As a result of the inspection it was found that, generally speaking, our road-making and maintenance equipment is in remarkably good condition. Many truck replacements have been made during the past two years but there is still a serious shortage of dependable dump-trucks of 2 to 2½ tons capacity in all districts.

Our snow-removal equipment was augmented by the purchase of truck snow-ploughs for use with 2-ton trucks which made very serviceable and efficient snow-fighting units. Two four-wheel drive trucks equipped with "V" type snow-ploughs were purchased and did excellent work in Nelson-Creston District and on the Cariboo Highway, Yale District, respectively. The Snogo rotary plough was transferred from Kamloops to Cariboo District and was operated on the Quesnel–Barkerville Road, where an abnormal fall of wet heavy snow was encountered. It was also operated in Fort George District and did very useful work widening the ploughed lane by throwing the snow clear of the banks.

Much valuable garage equipment and tools have been purchased and installed in our repair-shops, and the steady improvement in repair-shop practice and records previously reported has been well maintained. New equipment purchased during the year under review amounted to approximately $300,000.

EQUIPMENT-SHEDS AND REPAIR-SHOPS.

Repair-shops were constructed and equipped at Kelowna, Grand Forks and New Denver.

POWER-FERRIES.

The new ferry for the Castlegar run was put into commission in May, 1938. A new barge was built and the power unit is a McCormick-Deering industrial tractor 1–30 model with special transmission. Several new features were introduced in connection with the power plant which resulted in the elimination of all heavy gears, large pulleys, and clutches. This ferry has given splendid service.

Contracts were let for the construction of a steel hull and machinery to replace the Kelowna–Westbank Ferry. Work was commenced in the fall of 1938 and was still in progress at the close of the fiscal year.

All ferries operated subject to the provisions of the "Canada Shipping Act" were inspected and certified by the Dominion Steamship Inspector. The undernoted power-ferries were inspected and reported on:—

Kelowna–Westbank.	Agassiz–Rosedale.	Harrop–Longbeach.
Francois Lake.	Castlegar.	Taylor Flats.
12-Mile.	Shuswap Lake.	Kootenay Lake.
24-Mile.	Nelson.	Needles–Fauquier.
Sorrento–Scotch Creek.	Ladner–Woodward.	Creston.

LAUNCH.

Arrangements were made for the construction of a new launch to replace launch "L & H" which has outlived its usefulness to the Department. Work was commenced in the fall of 1938 and was still in progress at the close of the fiscal year.

J. W. ARMSTRONG,
Mechanical Superintendent.

REPORT OF THE SURFACING ENGINEER.

During the year work done included the mileages of new surfacing and resurfacing shown in the table below.

BITUMINOUS SURFACING, 1938–39.

Name of Highway.	Mileage and Class of Work carried out.						
	New Surface.			Improvement or Renewal of Existing Surface.			Total.
	Mulch.	Double Spray.	Single Spray.	Mulch.	Double Spray.	Single Spray.	
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Trans-Canada Highway	15.44	4.87	.....	5.32	0.58	11.82	38.03
Southern Trans-Provincial Highway	36.26	0.25	.....	3.03	6.46	34.60	80.60
Kootenay–Columbia Highway	.....	.....	.....	.....	.....	13.72	13.72
Okanagan Highway	11.61	6.61	0.25	4.38	2.91	3.12	28.88
Island Highway	2.83	5.60	0.08	4.70	7.59	3.67	24.47
Canadian Highway	2.26	.....	.....	.....	.....	.....	2.26
Lougheed Highway	0.64	.....	.....	.....	0.65	17.42	18.71
Other roads	5.09	31.71	8.25	13.27	16.87	19.95	95.14
Totals	74.13	49.04	8.58	30.70	35.06	104.30	301.81

The total of bitumens used for all purposes was 2,125,987 gallons.

W. P. BEAVAN,
Surfacing Engineer.

REPORT OF ADMINISTRATOR, HIGHWAY TRANSPORT BRANCH.

I have the honour to submit herewith annual report covering the activities of the Highway Transport Branch of the Public Works Department for the fiscal year 1938–39 regarding the administration of Part V. of the "Highway Act"—namely, the licensing of and control of motor carriers.

Elsewhere is a statement showing the number of carriers' licence-plates issued under the various classifications during the licence-year ended February 28th, 1939, which shows an increase of 7 per cent. over the previous licence-year.

Some progress was made with regard to establishment of uniform rates in various districts, particularly in the Okanagan and Similkameen Districts. With a few exceptions, these rates have apparently been satisfactory. A great deal of work yet remains to be done with a view to establishing uniform rates for transportation throughout the entire Province, which is a matter that is now receiving careful consideration.

As reported by the Administrator last year, the system of regular hearings of applications before the Advisory Board has been continued, such hearings being held on Tuesday of each week.

During the year a change was made with respect to the status of inspectors and these (including two additional men) were appointed constables under the Provincial Police Force, attached for duty with District Engineers of the Department of Public Works at Victoria, Vancouver, New Westminster, Kamloops, and Assistant District Engineer at Nelson respectively.

At the end of November, 1938, this branch moved from its temporary quarters in the Hall Building to its permanent quarters in the new Motor-vehicle Building at Georgia and Bidwell Streets.

It is with deepest regret that I record the untimely death of Mr. H. L. Swan on August 25th, 1938, less than seven months after his appointment as full-time Administrator of this Branch. Mr. Swan had already put into effect many changes and improvements in the administration of this office, the results of which have since borne fruit.

The appointment of the undersigned as Administrator became effective on October 1st, 1938.

R. M. TAYLOR,
Administrator.

REPORT OF THE LOCATING ENGINEER.

The Location Branch of the Public Works Department has been functioning since April, 1938, with headquarters at Kamloops. Office accommodation was provided in the district office at first and is now located in the new Provincial Government Building opened this year.

All survey instruments have been taken over and their location checked and their reference cards brought up to date. Where instruments were found in need of repair and adjustment this has been arranged, and the Department has now on hand sixty-three transits and fifty-four levels, together with the necessary small equipment, all in good condition.

A new survey manual has been compiled covering all branches of location surveys in the field and office, with design standards for the different classes of roads.

Some 80 miles of surveys were completed and estimates prepared, in addition to which reconnaissances were made by me and reports submitted totalling 97 miles.

The largest continuous survey made was from Nakusp to Arrowhead, a distance of 35.7 miles, through virgin country. The location follows closely along the Arrow Lake. A preliminary line was run and a paper location made together with a cost estimate.

All other surveys were relocation projects on the Trans-Canada and other major roads. The cost per mile based on running preliminary, final location, referencing, and the preparation of plans and estimates works out at $162 per mile.

A start has been made to assemble suitable camp and other survey equipment and have it stored at Kamloops for outfitting survey parties as required.

H. L. HAYNE,
Locating Engineer.

DISTRICT REPORTS.

ENGINEERING DISTRICT No. 1 (VANCOUVER ISLAND AND THE ISLANDS).

District Engineer, R. M. Taylor, Victoria.

Alberni-Nanaimo Electoral District.

General.—General maintenance was satisfactorily carried out in all areas by local crews in an efficient manner, and appreciation was expressed by the travelling public.

Weather in general, good—dry summer and mild winter. Severe storm on January 1st, 1939, caused inconvenience, but only moderate damage to highways and bridges. Snowfall was light.

Employment: Owing principally to the lower coal output at the local mines there was an increase in the number of relief workers in the Nanaimo area.

Operations.—Alberni Mountain, two short sections of uncompleted reconstruction was carried out by day-labour. This completed the major relocation and grade revision on this mountain section, reducing grades to a maximum 8 per cent. as compared with the 15 to 20 per cent. which existed in 1926 when the work was planned.

Other highway improvement includes portion of South Wellington Road at South Wellington Island Highway north of Wellington, Canadian Highway at Cameron River, Tofino–Long Beach Road; and at Zeballos, the rapidly developing west coast mining centre.

The Beaver Creek Road at Alberni was improved for 6 miles of its 12 miles.

Mining roads and trails were constructed at Zeballos, Kennedy Lake and River, Bedwell River, and China Creek.

Bituminous Surfacing.—Work for the year included sections of South Wellington Road, Island Highway near Nanoose, where an overhead crossing of the E. & N. Railway has recently been made, and on the Alberni Mountain.

In connection with the City of Port Alberni, paving of a section of Third Avenue was carried out.

Bridges.—Two new suspension foot-bridges were constructed at Zeballos and Bedwell.

A creosoted pile-trestle bridge was built at Alberni over Kitsuksus Creek.

Several small bridges were replaced by permanent type culverts and fills.

Weather Conditions.—A New Year storm condition resulted in a 24-hour interruption in traffic using the Canadian Highway to Alberni, when the Cameron River inundated the road. Minor washouts occurred on the Alberni Mountain Road, caused by the heavy rainfall.

Cowichan-Newcastle Electoral District.

General.—General maintenance was satisfactorily carried out in all areas by local crews in an efficient manner, and appreciation was expressed by the travelling public.

Weather in general, good—dry summer and mild winter. Severe storm on January 1st, 1939, caused inconvenience, but only moderate damage to highways and bridges. Snowfall was light.

Employment: The number on relief allocated to the Department for work increased materially during the winter season.

Operations.—The contractors completed construction of the Island Highway Diversion south of Koksilah, a length of 5.6 miles, 1.2 of which was in Esquimalt Electoral District.

Purchase of land required for right-of-way to improve a dangerous corner 3 miles north of Chemainus was negotiated.

Reconstruction by day-labour was carried out 1 mile north of Ladysmith for ½ mile, and another section 1 mile farther north was commenced.

Preliminary surveys covering the area Duncan to Chemainus for highway improvement of a permanent nature are proceeding.

At Cowichan Lake main and secondary roads were improved.

Near Fairbridge Farm School, Cowichan, necessary road improvement and drainage was done, in line with the substantial development at this place.

Bituminous Surfacing.—The Island Highway near Oyster Bay, part of Cowichan Lake Road, and the overhead railway crossing diversion known as Dodds Bridge near Duncan were included in the programme of bituminous surfacing.

Bridges.—No major structures were built; repairs to and renewal of several smaller bridges were carried out in the usual efficient manner.

Weather Conditions.—Heavy rainfall about New Year caused flood conditions along Chemainus and Cowichan Rivers, which overflowed and interrupted highway traffic for a few hours. The new diversion south of Koksilah enabled travel to continue despite height of water.

COMOX ELECTORAL DISTRICT.

Highway Construction and Improvement.—On the Island Highway, at Campbell River ½ mile was improved and prepared for surfacing.

Bridges.—No. 260 McLaughlin Bridge was built 100 feet from bent trestle. Bridge No. 188 Sidney was repaired and widened. General repairs carried out throughout the district.

Surfacing.—Two and one-quarter miles new mulch, ending at Campbell River Bridge, were laid giving a surfaced highway from Victoria to this point Mile 177.

The Anderton Road surfacing was extended 1.7 miles.

Additional surfacing work included: 2.75 miles mulch, Island Highway; 9.89 miles double spray, Island Highway; 5.52 miles single spray, Island Highway.

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

Snow-removal.—In December and January, 412 miles of road were kept open, totalling 1,353 snow miles.

Miscellaneous.—During the summer very bad forest fires covered the Campbell River-Courtenay section of the district, which caused considerable anxiety and damage. Three bridges were burned out.

December 31st and January 1st and 2nd, a very heavy rain—over 9 inches in four days—caused considerable damage to roads and bridges. Four bridges were taken out.

ESQUIMALT ELECTORAL DISTRICT.

Highway Construction and Improvement.—Work was commenced on the reconstruction and improvement of 0.61 mile on the Island Highway—Mile 19.83 to Mile 20.44. Work commenced latter end of March.

One and four-tenths miles of new construction completed between Mile 10.85 and Mile 12.25, Sooke Road; standard road on improved alignment—four curves eliminating twenty-two on old alignment. Twelve miles of the West Coast Road between Sooke and Rosemond Creek (8 miles west of Jordan River) were widened, slopes trimmed, reditched, etc.

Two miles along Sooke River and Whiffen Spit roads reconstructed and widened to standard width; 0.87 mile mining-road reconstructed along Leech River Trail.

Bridges.—Sandstone and Millstream (Shawnigan–Mill Bay Cross Road) reconstructed to standard width. Other bridges repaired and redecked. Armour Bridge, No. 4, Sooke River Road, replaced with culvert and fill.

Maintenance of Highways.—Usual maintenance carried out on all roads, relief labour being used.

Surfacing.—On the Island Highway, 0.61 mile—Mile 18.4 to Mile 20.0—surfaced with M.I.P. mulch and seal-coated; 9.38 miles of the Sooke and West Coast Roads were double flush-coated; patching maintenance carried on throughout the year.

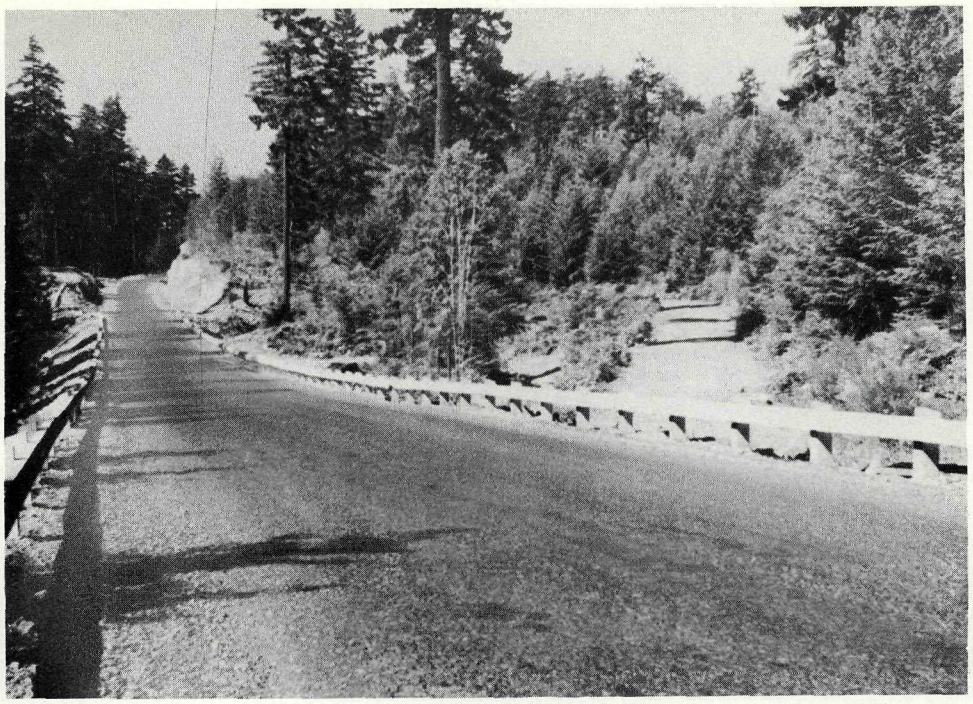
Ferries.—The Mill Bay–Brentwood Ferry ceased operating on October 23rd, 1938, and recommenced operations as a subsidized ferry under a five-year charter on February 6th, 1939.

Snow-removal.—Very light; no snow-removal funds necessary. Some slight frost damage occurred.

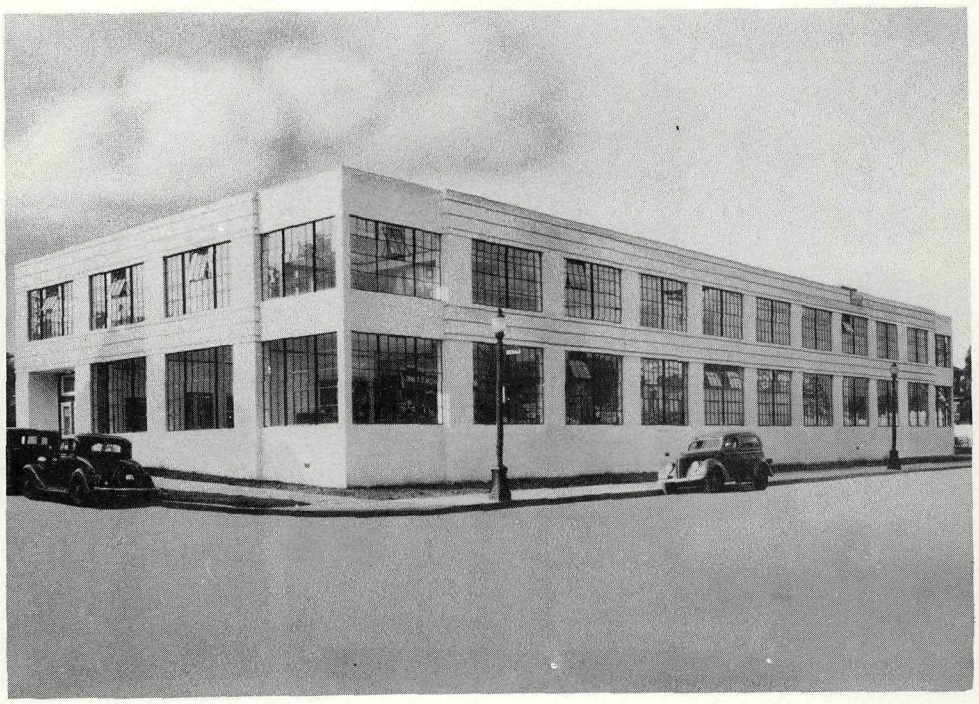
Surveys.—Major surveys consisted of 12 miles traversed and 3 miles location on the Sooke Road; 0.7 mile location on the Island Highway between Helmcken Road and Parsons Bridge; 9 miles traverse on the Island Highway—Miles 23–32—and 4½ miles relocation of the Island Highway on new alignment between Hall and Hawkins Road and the south end of the Koksilah Diversion.

Trails.—Leech River: 0.87 mile of mining-trail built. Maintenance carried out on various minor trails.

Unemployment Relief.—The direct-relief situation for the fiscal year 1938–39 was practically the same as in 1937–38, 1,029 individuals being afforded 6,084.5 man-days work during



Malahat Drive, Island Highway, Vancouver Island.



Motor-vehicle Building, Georgia and Bidwell Streets, Vancouver.

1938–39 as against 1,026 individuals and 5,811 man-days work in 1937–38. The unemployed relief camps were opened in November and closed at end of April. Men were handled on the deferred-pay system; in all 1,407 men were afforded relief at the Mount Douglas and Otter Point Camp systems combined.

The work was well and efficiently done and has resulted in improvements to the highways in the vicinity which might otherwise have remained in abeyance for some time.

Islands Electoral District.

Highway Construction and Improvement.—North Saanich: No new construction; 3.2 miles of improvements, consisting of widening, clearing shoulders, ditching, etc., carried out between Experimental Farm and Swartz Bay Road.

Islands (Saltspring, etc.): 4½ miles widening with R.D. No. 6 tractor and bulldozer carried out on Stewart and Walker's Hook Roads. Widening and general improvements carried out on 2½ miles other roads.

Bridges.—No new construction; minor repairs only carried out, redecking, etc.

Maintenance of Highways.—Usual maintenance carried out, chiefly with relief labour; shoulders widened, old ditches filled and redug farther from the roadways, brush cleared, etc.

Surfacing.—1.10 miles of double flush-coat laid down on Vesuvius and North End Roads, Saltspring Island; 5.8 miles of resurfacing, including 2½ miles of plant-mixed mulch, laid down on various roads in North Saanich and Saltspring.

Trails.—No new trails constructed. Maintenance and clearing carried out on Saturna and Mayne Islands, in all about 5 miles in length.

Unemployment Relief.—A slight change for the better was noticed during the year. In 1937–38, 792 individuals were afforded 4,863 man-days work as against 737 individuals being afforded 4,604 man-days in 1938–39.

Saanich Electoral District.

Highway Construction and Improvement.—No new construction; major improvements consisted chiefly of widening existing roads, clearing and grading shoulders, etc. Local roads were gravelled and graded where necessary.

Maintenance of Highways.—Usual patching, etc., carried on; ditches cleaned out, shoulders cleared, culverts renewed, etc.

Surfacing.—One mile of the Island Highway between Tillicum Road and Parsons Bridge was widened with heavy liquid asphalt, plant-mixed mulch; 4½ miles of the East and West Saanich Roads were widened and excess crown removed, using plant-mixed mulch—S.C. 5.

Ferries.—The Brentwood–Mill Bay Ferry ceased operating on October 23rd, 1938, and recommenced service on a five-year charter with an annual subsidy on February 6th, 1939.

Surveys.—No major surveys undertaken; ¾ mile of relocation on the East Saanich Road, eliminating dangerous curves north and south of South Saanich north boundary-line.

Unemployment Relief.—All direct relief handled by Saanich Municipality. A relief camp was opened at Mount Douglas on the deferred-pay plan and 5,000 lineal feet of standard width road was built from the end of Shelbourne Street to the summit of Mount Douglas.

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

District Engineer, E. H. Verner, Vancouver.

Burnaby Electoral District.

Construction.—One-half mile of reconstruction-work was carried out on the Coquitlam Road 10R at Essondale, under contract. One heavy through cut and a side cut were taken out and material deposited in adjacent fills. The entire work was ballasted with 12 inches of river gravel and the whole was then surfaced with crushed gravel to a depth of 9 inches.

Bridges.—The steel bridge over the Coquitlam River was given a final coat of paint. This work was carried over from the previous year due to wet weather.

Bituminous Surfacing.—This work consisted of 0.35 mile of asphaltic-mulch surface, 0.65 mile of double spray-coat, and 5.8 miles of seal-coat.

Snow-removal.—The snowfall was light during the winter and no difficulty was experienced in keeping all roads open.

Maintenance.—The usual maintenance on roads and bridges was carried out.

Dewdney Electoral District.

No construction or reconstruction was undertaken during the year.

Bridges.—One Howe-truss bridge 150 feet long was constructed on the Lillooet Road, Maple Ridge Municipality. Laminated chords of creosoted timber were used; this is the first bridge of this type erected in the district. General repairs were carried out on all bridges throughout the district.

Bituminous Surfacing.—This work consisted of 2.28 miles of asphaltic-mulch surfacing, 0.25 mile of double spray-coat, and 14.36 miles of single spray seal-coat.

Snow-removal.—From Deroche west the main highway was kept open without any trouble, but from Deroche east, especially on Agassiz Flats, difficulty was encountered. However, by keeping the tractor-ploughs working day and night during the storm, traffic was able to move each day at intervals, except on one occasion when the highway was blocked for twenty-four hours.

Maintenance.—The usual maintenance on roads was carried out throughout the district.

Surveys.—A survey party was put in the field on the line of the proposed Haig–Agassiz Road. Preliminary lines were completed and the location laid down from Agassiz to Ruby Creek.

Mackenzie Electoral District (North).

Maintenance.—The usual maintenance on roads and bridges was carried out.

Construction and Improvements.—Thorsen Road No. 10 was cleared and graded, 16 feet wide, 0.19 mile. Improvements in Bella Coola consisted of extensive gravelling and grading, widening and removing stumps from roadside, six new culverts and considerable new ditching.

At Texada Island a small bridge on Gillies Bay Road No. 177 was replaced by culvert and fill between 2 and 3 Mile-posts and a curve taken out of the approach. Considerable heavy gravelling and ditching was also done on said road. All other roads on the island were gravelled and ditched.

At Lasqueti Island narrow curves were widened and gravelled on Lake Road No. 101 and curve straightened south of Millicheap Bridge; Main Road No. 102 was gravelled and graded and stumps on roadside removed; No. 118 Good Road was widened and stumps removed.

Bella Bella Trail No. 66 was slashed and graded for 1,000 feet; plank walk 3 feet wide laid the entire length of 3,800 feet.

At Powell River and vicinity, hard-surfaced roads were extensively patched. Widening and gravelling, ¼ mile in length, was carried out on Cranberry Lake Road No. 134; widening and gravelling, 2½ miles in length, was carried out on Thunder Bay Road No. 137, 5 miles south of Powell River; widening and gravelling bad curve 1 mile east of Lund on Lund Road No. 111.

General.—Several culverts were renewed and lengthened and considerable ditching done; also gravelling on major roads.

Mackenzie Electoral District (South).

Highway Construction and Improvements.—During the year 2 miles of settlement roads were constructed with relief labour and 4.63 miles of the main highway between Gibsons Landing and Pender Harbour reconstructed by day-labour; dangerous curves eliminated, narrow sections widened, brought up to standard and gravelled. Some very heavy solid rock excavation was necessary in this construction-work.

Mining-roads.—A mining-road 1.5 miles was constructed at Pender Harbour, under Project No. 27.

Maintenance.—Relief labour was used to good advantage in widening and ditching various roads throughout the district and in laying down 3.2 miles of gravel renewal.

Surfacing.—A double flush-coat was given ½ mile of Beach Avenue in the business section of Gibsons Landing.

Bridges—Minor repairs were made to a number of bridges and two converted to culverts and fills. Reconstruction-work comprised two pile-trestle structures on new alignment and better grade; also one single span.

Miscellaneous.—All roads and trails in the district received attention during the year and were kept in good condition for travel. A spray-coat of tarphalt was given as a dust-layer on a total of 3 miles of road in the various business sections throughout the district.

North Vancouver Electoral District.

Highway Construction and Improvements.—The only new construction in this district was at Bowen Island, where 0.53 mile of local road was constructed.

Surfacing.—The Bowen Island Trunk Road was given a double flush-coat for a distance of 0.32 mile in the business section; the Dollarton Highway was flush-coated for a distance of 4.75 miles; and a short section at the approach to the wharf at Deep Cove cleared of rocks and boulders and double flush-coated.

Bridges.—Minor repairs were carried out on six bridges throughout the district.

General.—All roads and trails in the district were kept in good repair; a considerable amount of new ditching and skin-patching was carried out on 67A Marine Drive. Very extensive repairs had to be carried out to the surface of the Dollarton Highway, owing to certain sections failing when the frost was leaving the ground.

Vancouver-Point Grey Electoral District.

Highway Construction and Improvements.—The protection-work at Spanish Banks was extended along Marine Drive sea-front from No. 2 Ravine to No. 3 Ravine, a distance of 3,350 feet; a series of dry masonry groynes were erected on the beach and culverts extended. The slope of the beach was built up with 104,574 cubic yards of sand, which, while giving ideal protection to the highway, also creates a good beach.

The mulch surface between No. 1 and No. 3 Ravines—1 mile—was given a seal-coat.

General.—Due to the ever-increasing traffic on Marine Drive, extensive repairs had to be made to the extremely light pavement, and several old log culverts had to be replaced with reinforced concrete-pipe culverts.

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

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

New Westminster Electoral District.

The usual maintenance-work was carried out in this district, most of which was confined to District Lot 172. Home-building operations in this area necessitated improved road conditions and facilities, which were provided as far as our limited appropriations would permit. The streets were renamed and the houses renumbered to conform with the City of New Westminster, which permitted of postal deliveries and the solving of previous difficulties arising from street names, etc.

The landscaping of the north approach to the Pattullo Bridge was started, the first step being the improvement of the triangle between Columbia Street and McBride Boulevard approaches. This area was designated by the War Veterans' Association for the new location of the War Memorial Cenotaph.

In conjunction with the Federal Government assistance was given to the City of New Westminster for the establishment of an open-air paved lacrosse-box at Moody Park.

Delta Electoral District.

Construction.—Continuing the programme to provide improved approaches to the Pattullo Bridge from the south, widening and grading operations commenced the previous year on the Trans-Canada Highway 2R between Roebuck Road and Whalley's Corner to provide a four-lane pavement were satisfactorily completed. At this point the old concrete pavement was widened by the construction of a concrete curb 12 inches in width on each side of the pavement and a 2-inch asphaltic-concrete surface was laid over the old concrete pavement between the curbs, thus providing a 20-foot pavement. Allowing for a 6-foot centre boulevard, an entirely new mulch pavement 20 feet in width with gravel shoulder was constructed on the easterly side of the widened road-bed. Surveys were carried out and plans made for the further widening and improving of this trunk highway between Whalley's Corner and White House Corner and the necessary additional property acquired.

At the intersection of the Trans-Canada Highway and the new Peace Arch Highway improvements were made to alignment and grade at this point to eliminate the traffic-hazard and also to provide for the approach to the new Peace Arch Highway on an improved grade.

In conjunction with the Federal Government under the Dominion-Provincial Agreement, contracts were awarded in July for the construction of the Peace Arch Highway from the Trans-Canada Highway to the Nicomekl River, a distance of 8 miles. This work was let in two sections, the first from the intersection of the Trans-Canada Highway to the McLellan Road, a distance of 4½ miles. This work covered the reconstruction of the existing local road as far as the Bose Road, and from this point to the McLellan Road the work consisted of entirely new construction. Section 2 from the McLellan Road to the Nicomekl River comprised the construction of 1.63 miles of new road-bed and the reconstruction of 1.18 miles of the existing Elgin Road. This new highway, which is to be an alternative route to the existing Pacific Highway, is being constructed to the latest standards, having a road-bed width of 40 feet, 4 to 1 slopes from the shoulder of the road to the drainage-ditches, all culverts under the road-bed being of reinforced concrete-pipe set in concrete cradles with standard wing-walls, with the exception of the culverts placed in soft clay and peat sections where creosoted wood-stave pipes were used.

Only the subgrade was completed this year, the gravel surfacing and balance of the work to be carried out during next fiscal year.

In the construction of the above approximately 360,000 yards of classified materials were moved, which required 210,000 cubic-yard miles of overhaul and 5,500 lineal feet of culverts were installed.

The new road when completed will afford a shorter and more direct route from the U.S. Boundary to New Westminster, cutting the distance by 2¼ miles.

Also under the Dominion-Provincial Agreement and in conjunction with the Municipality of Richmond, an open-air surfaced lacrosse-box was constructed at Richmond. This box also provides for four tennis-courts, and this is proving a great attraction to the young people of the district.

Assistance under the same agreement was also given toward a community park in the Bear Creek District of Surrey Municipality.

Surfacing.—Only a few small sections of surfacing were carried out during the year, most of which consisted of recapping of older sections of pavement.

In conjunction with the Municipality of Delta, surfacing of the Point Roberts Road, Secondary Highway 99B, was carried out, thereby completing the hard-surfacing of this highway to the International Boundary.

Snow-removal.—The snowfall was lighter than usual and of shorter duration, consequently snow-ploughing costs were lower than in ordinary years. All maintenance trucks are now equipped with blade-ploughs, enabling the Department to keep the main highways clear of snow at all times. The average cost per mile for ploughing during the fiscal year was $7 per mile.

Bridges.—No new construction was undertaken during the year. The Chillikthan Slough Bridge on the Ladner Trunk Road was reconstructed and all bridges throughout the district received minor attentions during the year.

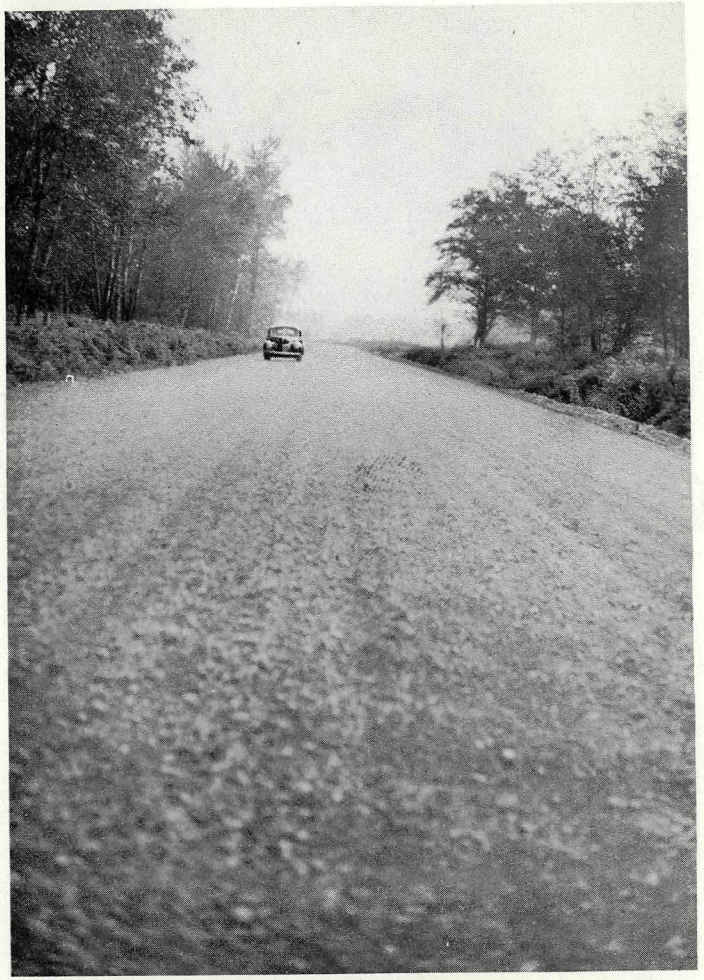
Ferries.—The Ladner–Woodward Ferry operated under charter and was operated continuously throughout the year, with the exception of two days while a new King truss was being constructed at Woodward Landing and two or three days during the month of January while the ferry was undergoing inspection and overhaul. Barnston Island Ferry was operated throughout the year without any layoff.

Cloverdale Garage.—Additional property was purchased enlarging the present grounds to provide additional storage space and to make provision eventually for modern equipment-sheds. The new area was cleared, drained, and gravelled and the whole grounds fenced with heavy wire mesh 8-feet high, erected on concrete foundations. This shop continues to give excellent and economical service to the various districts which it serves.

Chilliwack Electoral District.

The usual maintenance was carried out on all roads in the district, the majority of the work being confined to the main trunk highways. Owing to the mild winter no undue damage was done to our surfaced highways.

Trans-Canada Highway (5-13) Revision. Looking east from Mile 89.
Constructed 1938–39. Chilliwack District.



Trans-Canada Highway (5-13) Revision. Looking west from Mile 89.
Constructed 1938–39. Chilliwack District.

Construction.—In conjunction with the Federal Government through the Board of Transport, a contract was let for the construction of a diversion of the Trans-Canada Highway 2¼ miles in length, immediately east of Laidlaw, which, when completed, will eliminate two level crossings of the C.N.R. At the end of the fiscal year approximately one-half of this work was completed.

Surfacing.—An additional 3.63 miles of mulch surfacing was carried out on the Hope–Rosedale section of the Trans-Canada Highway, completing the surfacing of this road as far as it has been reconstructed to date, a surfaced highway now being available up to Jones Creek Bridge, Mile 86.3 from Vancouver. The section of the Abbotsford–Mission Road constructed last year was surfaced with a mulch pavement 20 feet in width from Abbotsford to Clayburn, a distance of 2.2 miles. The above work was all carried out by contract.

With day-labour forces surfacing of " C " Street in Huntingdon Townsite and a ½-mile section of the Abbotsford–Huntingdon Road 7R to Vye Road, a total distance of 1 mile, was carried out.

Snow-removal.—This problem was not as serious as in previous years owing to lighter snowfall and of shorter duration. The snow-removal problem was further lightened by the increased use of snow-fencing. Two and one-half miles of snow-fences were erected in this district during the year. The use of snow-fencing has reduced the cost of snow-removal at least 50 per cent.

Bridges.—No new bridges were constructed in this district during the year. Necessary repairs were, however, carried out where required. Plans were completed and materials and equipment assembled preparatory to the construction of the Jones Creek Bridge, which is to be a continuous-beam type of structure on concrete foundations. Two small bridges were replaced with culverts and fills.

Ferries.—The Agassiz–Rosedale Ferry continues to be operated satisfactorily under charter. During the year it was found necessary to comply with Federal regulations to take this ferry off the run for a period of one week for repairs and hull inspection. An auxiliary service for passengers was provided during this period. During the latter part of December, owing to access roads being blocked by heavy snow-drifts there was no ferry service for three days. Ice conditions in the river again interrupted the service during the latter part of February.

River-bank Protection.—In conjunction with the Federal and municipal authorities, the Department shared the cost of extending the river-bank protection on the Fraser River at Rosedale. This work consisted of rock-mattress work held in place by Page wire fencing. This work practically completed the programme of protection-work which was laid down four to five years ago and it is felt now that the erosion of the bank at this point will be held in check.

The Department also shared with the Dominion Government in river-bank protection on the Fraser River in Matsqui Municipality.

Further work was carried out on the channel of the Vedder River, consisting of removing driftwood debris from the channel and using same for bank-protection purposes where required.

Dewdney (East) Electoral District.

No new construction-work was undertaken in this district. A small section of the existing road, ½ mile in length, was reconstructed in the vicinity of Mile 91. Owing to the small amount of maintenance funds available, the work was confined principally to the Trans-Canada Highway.

Snow-removal.—Snow-removal was again part of our usual winter's work, which was carried out at an average cost of $17.70 per mile, this being considerably lower than in previous years for the same amount of snowfall, due to the use of drift-fences.

Bridges.—Only repair-work was carried out in this district. Surveys were made and lay-out plans prepared for the replacement of the American Creek Bridge, which will soon be imperative at this point. An unnamed bridge on the Trans-Canada Highway at Mile 91.15 was replaced with reinforced concrete culvert-pipe and headwalls.

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

DISTRICT ENGINEER, W. RAMSAY, KAMLOOPS.

KAMLOOPS ELECTORAL DISTRICT.

Roads.—Maintenance-work was undertaken on all roads where traffic warranted expenditure, and regular grading was necessary on the heavier travelled roads to keep the gravel and dirt surfaces in reasonable shape during prolonged dry weather through the summer months.

Snow-removal work was about average, with less drifting south and west of Kamloops, but heavier snowfall than usual in the North Thompson area. Snow-fences constructed of local material and measuring in all approximately 1.5 miles were erected at points known to have caused trouble in other years, and in most places were very effective in holding the drifting snow from reaching the travelled road.

Reconstruction-work was carried out on the Trans-Canada at the top of 6-Mile Hill; also east of Cornwall Lodge, covering a total of approximately 2.1 miles.

Bituminous-mulch paving was laid on the Trans-Canada for a distance of 3.18 miles and on the North Thompson Highway for 2.91 miles.

Bridges.—A new bridge consisting of two 140-foot spans on pile piers with pile-trestle approach was constructed over the North Thompson River at Birch Island, replacing an old reaction ferry.

Other bridges were maintained and reinforced where necessary to carry ever-increasing truck-loads, while several small structures were renewed and three replaced by culvert and fill.

The deck on the Kamloops East Bridge, with a total length of 1,204 lineal feet, was successfully treated with heavy tarvia retread.

Ferries.—On the North Thompson River, at Black Pool and Mount Olie, the old reaction ferries were replaced with new 5-ton standard set-up, including cables and towers, and at McLure a start was made on improving approaches on both sides of the river.

Equipment.—All repairs to equipment were handled very satisfactorily at the Department's garage in Kamloops, and all work for the various departments was well taken care of.

YALE ELECTORAL DISTRICT.

Maintenance.—Cariboo Highway: Slightly over 1 mile was widened to 30 feet width west of Anderson Creek and a new toll-house was erected at Yale with proper scales. After a hard winter, considerable patching had to be carried out on the flush-coat laid the previous year. The majority of bridge-maintenance funds was expended on this highway and bridges on this road are no longer a source of worry.

Merritt and Vicinity: All roads kept in good condition all season and considerable improvement carried out with expectation of surfacing, including ¼ mile of reconstruction in the Kamloops Road at entrance to Merritt.

Construction.—Hope–Princeton Highway: This was advanced along the Skagit Bluff but did not reach the end of the Bluff.

Spences Bridge–Merritt Road: One-half mile of reconstruction was built to width of 30 feet at Mile 18.

Bituminous Surfacing.—The remaining portion of the Cariboo Highway was surfaced, including the by-pass at Lytton and Lytton streets as well as 5 miles of single flush-coat resurfacing near Choate. Approximately 7 miles of double flush-coat was laid in the near vicinity of Merritt.

Snow-removal.—The snowfall in Yale District was practically *nil* and roads were open all winter.

REVELSTOKE ELECTORAL DISTRICT.

Maintenance.—The regular maintenance was carried out on trunk, main, and local roads. Fourteen new culverts were constructed and nine were replaced. Considerable gravelling was done on sections of Revelstoke Arrowhead Highway and a small revision which involves the moving of some 7,377 yards of earth was made at 6-Mile south, which will eliminate a

steep grade. This work was done by relief labour. No. 84 Wagner Road was extended for 1 mile. All main roads were ploughed and kept open to traffic.

Construction.—Reconstruction to standard grade of 0.53 mile was carried out on the Trans-Canada Highway west of Revelstoke. This work was done by day-labour.

Bituminous Surfacing.—During the year, 0.40 mile of new double spray was laid on the Revelstoke–Arrowhead Road and 1.80 on the Revelstoke West Road; 1.42 miles were resurfaced.

Big Bend Highway, No. 13: Construction operations commenced on May 25th and closed down November 10th. Operations carried out were as follows: Grading (new construction), 10.89 miles; surfacing, 10.83 miles; clearing and brushing, 8.65 miles; tote-road, 10.74 miles.

Nichol Bridge at Mile 66: Completed a 65-foot creosoted deck-span on concrete abutments with four trestle-bents at each end of span.

Big Mouth Creek Bridge at Mile 73: Concrete abutments put in place. This work was done by the Federal Government.

Bridges and Ferries.—Bridges were maintained as usual and two were reconstructed. Several sections of pile-and-mattress cribbing were constructed along the Illecillewaet River in order to safeguard the Upper Illecillewaet Bridge No. 100 and Greely Bridge No. 97.

New shear-booms were completed at 12-Mile and Halls Landing Ferries.

Salmon Arm Electoral District.

Maintenance.—Special attention was given to gravelling and ditching, these operations being greatly assisted by work done in lieu of payment of taxes. During the winter a start was made to improve the alignment and widen a narrow rock section on Kault Hill about 7 miles west of Salmon Arm on the Trans-Canada Highway.

Construction.—About ¾ mile of new road was built from the village of Chase to the new bridge over the Thompson River.

Bridges.—A bridge consisting of three 120-foot Howe trusses and twenty-five bays of standard pile-trestle was built across the South Thompson River at Chase. Total length of this bridge is 844 feet. Two smaller bridges were reconstructed on improved alignment and to standard specifications, while one small bridge was replaced by a fill and culvert. Minor repairs were made to other bridges throughout the district.

Bituminous Surfacing.—Three and eight-tenths miles of 2-inch mulch and 0.9 mile of double spray-coat on Trans-Canada Highway between Kamloops and Salmon Arm.

Snow-removal.—The snowfall was somewhat heavier than in recent years, being over 6 feet at Salmon Arm and about 13 feet at Malakwa. All main roads and mail routes west of Sicamous were kept open without delay to traffic.

About 417 miles of road were kept open, to accomplish which our equipment travelled some 8,577 miles. The erection of about ½ mile of snow-fencing, 1,000 feet of which was of lath interwoven with wire type, helped considerably in reducing drifting conditions at four different points.

Ferries.—Sorrento–Scotch Creek Ferry operated without interruption all year. Duck's Ferry at Monte Creek was tied up for about six weeks on account of ice conditions. The S.S. "Whitesmith" was put into operation on February 17th for ice-breaking between Sicamous and Seymour Arm on Shuswap Lake.

Grade Separation.—Craigellachie Overhead Railway Crossing: The gravelling and ditching on this project was completed early in the year.

North Okanagan Electoral District.

Maintenance.—General maintenance was carried out on all highways and tributary roads, considerable gravelling being done by tax and relief workers.

Surfacing.—Eleven miles of bituminous-mulch paving was laid down on the Okanagan Highway, closing a 4-mile gap between Vernon and Armstrong; 6 miles from Vernon City limits south, and 1 mile from Enderby South. Spray-coating was carried out on the main streets of Lumby and Enderby.

Construction.—Narrow sections of the Okanagan Highway between Vernon and Oyama, amounting to 2.6 miles, was widened to standard width, eliminating several dangerous corners. Improvements were carried out on the Edgewood Road, Enderby–Mabel Lake Road, Trinity

Valley Road, and Trans-Canada Highway near Mara. Lumby–Mabel Lake Road was extended ½ mile and the Sugar Lake Road extended to the east side of the lake.

Bridges.—New decking was placed on several bridges and repairs carried out where required. A 140-foot span with trestle approaches was built over the Shuswap River at Sugar Lake.

Snow-removal.—The snowfall was above the average in the north and eastern part of the district.

SOUTH OKANAGAN ELECTORAL DISTRICT.

Roads.—Maintenance of roads was carried out throughout the district and many culverts were renewed. Several miles of drainage was completed and has proved of great value in those sections.

Bridges.—Only minor repairs were done on some of the smaller bridges, which consisted mainly of redecking.

Ferries.—Kelowna–Westbank Ferry traffic has increased considerably to former years. Three shifts were used from June 1st to October 31st. The new ferry is under construction and the ferry approaches have been reconstructed to accommodate the larger ferry.

Surfacing.—Approximately 15 miles of double flush-coating was carried out. About 6 miles of this was new work, the remainder reflush-coated.

Miscellaneous.—Two miles of road were reconstructed to standard width and grade. Four miles of side ditches were excavated. A new garage and sheds were built on a new site in Kelowna.

SIMILKAMEEN ELECTORAL DISTRICT.

Construction, Reconstruction, and Maintenance.—On No. 31 Dog Lake road, 1 mile was constructed to give access to the north end of Skaha Lake. Reconstruction was continued on the Princeton–Hedley section of Southern Trans-Provincial Highway, 1 mile being reconstructed to standard width and alignment. A total mileage of 1.20 was reconstructed on the Penticton–Summerland section of the Okanagan Highway, various portions being widened to standard and alignment improved. Major improvement was continued on Hedley–Nickle Plate and Copper Mountain roads, 3.40 miles on the former road being affected and 0.50 on the latter. In addition a total of 1.78 miles of mining-trail was built. Maintenance as called for was carried out on the balance of roads.

Bituminous Surfacing.—A total of 5.46 miles of new mulch was laid on the Southern Trans-Provincial Highway between Marron Valley Junction and Oliver. At other points 4.58 miles were resurfaced and 3.96 miles of spray-coat was renewed. On the whole the hard-surfacing done in this district is standing up fairly well.

Snow-removal.—Snow-removal during the season 1938–39 was done at considerable less cost than the previous season. This decrease is explainable chiefly by two factors—a lighter snowfall without much drifting and more extensive use of truck-ploughs. The two truck-ploughs received during 1938 proved of great value in helping to sweep snow in fast time at a lower cost than could be done with tractor and plough on fairly light snow-removal work. A total of 304 miles were kept open throughout the winter.

Bridges.—No major work was done. One new 22-foot stringer bridge was built and three stringer bridges were reconstructed. Two bridges—No. 84, Keremeos–Green Mountain and No. 213, Penticton Arterial—were replaced with a culvert and fill. Maintenance as required was done on various bridges throughout the district, the most important work being done on No. 18, Copper Mountain No. 1.

GRAND FORKS-GREENWOOD ELECTORAL DISTRICT.

Maintenance, Construction, and Reconstruction.—Maintenance-work on all main highways and other roads where traffic warranted was carried out as far as funds would permit, and work in lieu of taxes and relief assisted greatly in this connection, particularly on the side roads. No major construction or reconstruction was undertaken during the year.

Bituminous Surfacing.—This work consisted of 12.5 miles of single spray-coat on the Southern Trans-Provincial Highway in Grand Forks area.

Snow-removal.—Snow-removal work was heavier than average but was done systematically, and as the snow was pushed back after every fall it assisted greatly in the roads drying up early in the spring.

Bridges.—No new major structures were built, but all bridges on travelled roads were inspected and repair-work undertaken on twenty-seven that required attention.

Miscellaneous.—A new standard garage was completed during the fiscal year and is already proving its worth in the better servicing and housing of all equipment.

Highway Traffic.—One hundred and fifty-nine "K" and "L" licences were issued, in addition to numerous counter interviews in regard to various classes of carrier's licences, permits, etc.

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

District Engineer, E. S. Jones, Cranbrook.

Cranbrook Electoral District.

A further extension of the previous year's contract was carried out on Project 16, with the result that we now have the road between Kimberley and Kingsgate, a distance of 70 miles, completely paved. This meant that 21.03 miles of mulch was laid down during the year and also 30.04 miles of seal-work on previous mulch carried out.

Reconstruction-work was also continued between Kimberley and Canal Flats for a distance of 32.1 miles. This work was completed before winter set in and is now ready for surfacing. Thirteen and two-tenths miles of this work was in the Cranbrook District and the balance in Fernie District. Government forces reconstructed 2 miles at Tochty and 0.75 mile at Wardner.

The only important bridge-work carried out during the season was the renewal of the piers of the Mission Bridge and the raising of the approaches on the Skookumchuck Bridge and the building of a 50-ft. steel-girder bridge at Kimberley.

Snow conditions during the winter were comparatively light and no trouble was experienced in keeping all roads open.

Fernie Electoral District.

The portion of the Southern Trans-Provincial Highway at Hosmer reconstructed the previous year came through the winter very well and after continuous grading was hard-surfaced fairly late in the season. This was a distance of 7 miles.

Most of the reconstruction in this district was under Project 16 and was mentioned under the Cranbrook District heading.

A diversion of 1 mile was carried out on the Roosville–Phillip's Canyon Road and surveys for the balance of the road completed.

A reflush-coat was carried out on the previous year's work at Hosmer and a considerable amount of patching done between Elko and Fernie.

In the vicinity of Michel and Natal a 1-inch cap and mulch was laid over the existing double flush-coat, which greatly improved this busy highway.

Two important bridges were reconstructed during the season. These were the Newgate Slough and Lizard Creek bridges.

Snow conditions in this district were as usual severe. However, all roads were kept open during the entire winter.

Columbia Electoral District.

On the Kootenay–Columbia Highway in this district 2.8 miles were reconstructed.

Reconstruction at Shuswap Creek and Stoddart Creek was undertaken to improve alignment.

Bituminous work was carried out in Golden when 1.10 miles of double flush-coat was laid down.

The Big Bend section of the Trans-Canada Highway was turned over to the Provincial Government during the year and maintenance costs were therefore considerably increased.

Four bridges on the Paradise Mine Road that were destroyed by fire were rebuilt during the season.

Snow conditions throughout the district were about as usual and all roads were kept open during the season.

Kaslo-Slocan Electoral District.

Main highways were well maintained throughout the year and considerable gravelling was done on many sections of them, keeping the roads in excellent shape for the entire year.

Major work done this year included 2.87 miles of reconstruction on the new diversion on the Slocan Valley–Nakusp Highway, known as the Vallican Diversion.

A short diversion was constructed on the Nelson–Kaslo Highway, known as the S-turn, and was all solid rock excavation. Widening of a section near Burton on the Nakusp–Vernon Highway was proceeded with, eliminating short, dangerous rock bluff curves, giving greater visibility and safety. A short diversion was made at Perry Siding on the Slocan Valley–Nakusp Highway, eliminating a very dangerous right-angle turn.

The following mining projects were undertaken and completed during the year: Project 29—New Denver, Three Forks–Zincton; Project 36—Lemon Creek; Project 9—Ferguson–8-mile; Project 44—Jo-Jo and McAllister; and Project 48—Highland Surprise. Work on all of these consisted of widening and elimination of dangerous curves, with some new construction, in most cases solid rock excavation.

Both the Needles–Fauquier and Arrow Park ferries ran continuously throughout the year. The Needles–Fauquier underwent necessary repairs to the engine and barge, the barge being handled by a gasoline motor-boat while repairs were being made.

Some sixty bridges received attention during the year, four of these being replaced by culverts and fills. Four stringer-bridges were reconstructed, and one trail bridge constructed. The Sandon flume underwent extensive repairs, about 400 feet of it now being in good shape.

Thirty-seven mining roads and trails received assistance under the "Mines Development Act," all of them being put in shape for transportation.

Snow-removal has been the heaviest in three years, 220 inches falling between New Denver and Nakusp and 230 inches at Sandon. Ploughs worked continuously twenty-four hours a day for two months, and 305 miles of road were kept open at a cost of about $25 per mile, exclusive of rentals. The ploughs travelled a total of 8,771 snow-plough miles.

Nelson-Creston Electoral District.

All construction-work in this district was carried out by day-labour during the year 1938–39, the two main projects were the Creston–Porthill Road and Nelson–Nelway Road. Good progress was made on both roads, especially by aid of relief workers and farmers working out taxes. All but 2 miles of the Creston–Porthill Road is now completely reconstructed to standard and gravelled with crushed material, while on the Nelson–Nelway Road, 2.4 miles were reconstructed and 6 miles gravelled. All but three cuts between Nelson and Ymir were day-lighted to permit of proper snow-removal. Black Bluffs were opened up to permit cars to pass safely. Considerable work was done to standardize the heavy rock section between Nelson and Taghum Hill on the Nelson–Castlegar Road and local improvements were carried out on the Nelson–Balfour Road. A great many improvements were carried out on local roads, the most important being the improvement of a 3-mile section of the Canyon–Porthill Road. Throughout the year we have concentrated on gravelling and very notable progress has been made in securing well consolidated bases in some otherwise very bad roads.

The surfacing programme was continued and is showing good results, especially between Nelson and Trail.

No major bridges were constructed, although some important work was carried out on the Southern Trans-Provincial Highway. Shoreacres Bridge was redecked and widened, Meadow Creek Bridge was built, Kidd Creek Bridges were redecked, and Mosquito Creek Bridge replaced by a culvert and fill.

On the Creston–Porthill Road two bridges were replaced by culverts and fills and a third was reduced in length by over 200 feet. The channel of Goat River was opened up in accordance with the Bridge Engineer's plans. The work done during the previous year had proved successful despite a record flood. Four other small bridges were replaced by cedar culverts with fills.

The channel of the Salmon River above Porto Rico Bridge was dug out so that the river runs straight to the bridge instead of making a hook as in the past. This channel appears to be working nicely and should save us from serious damage.

The channel at Barrett Creek was also dug out, and I believe the flood-water of this creek will be able to pass under our bridge without doing us any damage as we have given it an additional 4 feet of headroom. Hall Creek was also straightened and deepened.

Ferry services were operated without any serious delays.

The superstructure of the S.S. "Nasookin" has been thoroughly overhauled and all defective wood renewed. The boat was painted both inside and out. The coal wharf at Procter was renewed.

The north approach at Nelson Ferry was seriously damaged by a storm last summer but has since been repaired. The south approach at Harrop–Longbeach Ferry has been cribbed and properly graded.

All of the roads in common use were kept free of snow and no road was left impassable for more than twenty-four hours during the winter. The main roads were open at all times. This was made possible by the addition of a four-wheel drive truck to our fleet of truck-ploughs.

The district garage has efficiently kept the equipment in repair. This is especially notable in connection with the operation of ferries and snow-ploughs.

Rossland-Trail Electoral District.

Construction of 0.62 mile of the Rossland–Paterson Road from mileage 2.69 to 3.31 was undertaken. This heavy piece of work involved the moving of 42,000 cubic yards of material. The work was carried out by day-labour, and is a very satisfactory piece of highway. Work commenced July 12th, 1938, and finished November 25th, 1938.

A new bridge over Big Sheep Creek, on the Rossland–Cascade Highway was built in November, 1938. The bridge is 88 feet 7 inches over all, consisting of two timber spans at 19 feet 7 inches and one steel I-beam span at 48 feet 9 inches (six lines 24-inch I's at 79.9 inches), supported on concrete piers and abutments. Approximately 130 cubic yards of concrete were used.

On the Trail–Pend d'Oreille Road, a new bridge on a new location was built over Bear Creek.

Approximately 1.76 miles of mulch was laid over a double spray-coat on the Trail–Pend d'Oreille Road. On the Rossland–Paterson Road, 1.86 miles of double spray-coat were laid. This work connects with a surfaced highway from the International Boundary at Paterson to Spokane, Washington.

In the townsite of Castlegar 0.10 mile of mulch was laid from the main highway into the C.P.R. station.

A location survey was carried out from the electoral boundary on the Trail–Salmo Road to the end of Merry's Flats on the Trail–Pend d'Oreille Road, a distance of 4.86 miles. Many smaller surveys were carried out, including one from the junction of the Trail–Salmo and Trail–Pend d'Oreille roads over the mouth of Beaver Creek, a distance of approximately 2 miles.

Snow-removal in the Rossland-Trail District ran into a considerable item this season. A total of 130 miles of road was kept open to traffic, entailing 1,584 machinery hours and 5,090 snow-plough miles at a total cost of $7,408.

The roads with bituminous surfacing came through the winter in fine shape, but considerable trouble was experienced during the month of March, 1939, with some of our earth and gravel roads, especially south and east of Trail, and the use of the roads had to be restricted as to traffic for a few days until the frost came out and the surface got dry enough to grade.

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

District Engineer, O. P. Roberts, Williams Lake.

Lillooet Electoral District.

Relief-work.—No relief camps were operated in this district in the year under review. Relief-work amounting to 3,189 man-days was employed throughout the district, principally in the Lillooet area.

Having regard to the isolated locations of some relief workers and the general conditions pertaining to this class of labour, reasonably satisfactory results have been achieved from relief labour, which has been largely devoted to maintenance-work.

Tax Work.—In the year 1938–39 farmers' taxes to the amount of $5,364.60 were worked on road-work.

The farming population is scattered throughout a large area and their individual working radius is limited. During the working season they are pressed by their seasonal occupations, and it is therefore difficult to provide supervision with our limited forces for all individuals and areas when needed.

Mining Transportation Projects—Dominion-Provincial Agreement, 1937.—Two projects were authorized, namely—Project 8, Ashloo Mine Road, and Project 38, road to Manitou Mining Company (Mud Creek)—in all amounting to $3,000.

The work on the Manitou mining-road was completed satisfactorily, but only a portion of the funds allocated for the Ashloo Mine Road was spent.

Aid to Mines ("Mines Development Act").—Fifteen appropriations varying from $50 to $500, amounting in all to $2,197.50, were made during the year under review.

Roads Generally.—Maintenance and minor improvements were carried out to the extent permitted by the funds made available by District Vote—Relief Work and Tax Work.

Fifteen hundred feet of new plank sidewalk to school was built at Squamish. Grading, brushing, hauling gravel, replacement of culverts, and the provision of additional drainage constituted the principal activities on the roads throughout the district.

Repairs and maintenance of machines has been kept well in hand. Improved facilities for the storage of large machines was made in the Bridge River District by the construction of an additional 30- by 30-foot equipment-shed. Improvements have also been made in the garage and workshop at Lillooet, resulting in much improved conditions for operation in that building.

Gasoline pumps and tanks have been provided for Ashcroft, Clinton, and Goldbridge, which will add to economy in handling gasoline products and avoid the barrel problem at these centres.

Bituminous Surfacing.—The only surfacing carried out in this district in the year under review was 4½ miles on the Trans-Canada Highway west of Ashcroft Manor. This was asphaltic mulch, mixed in place and compacted to 2½-inch thickness. It adjoins the portion of road surfaced in that area last year, which now comprises a total of 9½ miles of surfaced roadway.

Bridges.—No important or large structures were built or reconstructed. Two short trestle bridges—No. 253 and No. 254—were rebuilt in the Squamish area and one span bridge—No. 144—replaced by an improved structure on a new location.

Major repairs were made to two bridges in the Bridge River area—namely, South Fork No. 79 and Wards Ferry No. 82. Repairs and maintenance to a large number of small bridges throughout the district were made.

Ferries.—All ferries were maintained and operated successfully throughout the year. A new residence was built for the ferryman at Pavilion Ferry on the east side of the river. This was for the purpose of providing better living conditions and potable water.

River-bank Protection—Stream Improvements.—Protection to river-banks and improvements to stream-channels were made at Pemberton Meadows at a cost of $1,000.

Snow-removal.—The snowfall was light in all parts of the district, and 297 miles were kept open at a cost of $21.05 per mile, including machinery rentals; 1,658 snow-plough miles were covered at a total cost of $3.83 per snow-plough mile.

North Cariboo Electoral District.

General Maintenance.—Cariboo Highway: General maintenance with drags and power-grader was carried out throughout the season, dirt slides were removed, culverts replaced and repaired, gravel patching and minor improvements were carried out at Soda Creek and Cinema.

Barkerville Road: General maintenance with multiple drag and power and pull graders was carried out during the season; considerable patch gravelling in connection with frost-boils was necessary; a few culverts were renewed.

Main and Local Roads: Grading and general maintenance were carried out as funds permitted; some good work was accomplished in lieu of taxes and by relief workers. Permanent improvements carried out by District Vote funds were: Reconstruction of Narcosli Hill, Fraser River Road; 0.05 mile with power-shovel, excavating 5,400 cubic yards, gravel surfacing 2 miles with 760 cubic yards. Minor improvements were made on several local main and settlers' roads.

Red Bluff Diversion, Cariboo Highway: Approximately 2.5 miles in length. This project will eliminate the existing dangerous hill which has blind corners and heavy grades up to 13.5 per cent. A good start has been made and approximately 25,000 cubic yards of earth have been excavated, roughly 3,000 feet of 6.7-per-cent. grade is completed and surfaced with 8 inches of red bluff burnt clay, the surfacing being done chiefly with relief labour during the winter months.

Wells Townsite: Excavation was undertaken with power-shovel widening Pooley Street, the material being used to build up Blair Avenue, approximately 1,200 cubic yards, with 300 cubic yards of gravel surfacing.

Quesnel–Nazko Road: Diversion 0.35 mile at Mile 62, gravel-surfacing work consisted of removal of rock, grading and ditching.

Soda Creek Ferry: A ramp was built out into the river to improve the east approach ferry-landing. The ramp consisted of a rock-filled log crib, length 150 feet, width of crown 16 feet, average depth 6 feet.

Mining-roads.—Project No. 2, Quesnel–Barkerville Highway: Reconstruction of existing road to a width of 20–24 feet by excavating corners, widening and reduction of grades, principally at Miles 36–40, 49, and 54. Approximately 38,000 cubic yards were excavated, 4,142 cubic yards of gravel surfacing was applied, and thirty-one railroad-type culverts were installed.

Project No. 3, Cariboo Hudson Road: Length 5.4 miles, of which 4.3 miles were new construction on a 6-per-cent. grade for the entire distance. Construction consisted of clearing 27.1 acres, grubbing 12 acres; excavation—rock 250 cubic yards, earth 17,000 cubic yards; gravel surfacing 3,050 cubic yards; fifty-six railroad-type culverts were installed.

Project No. 4, Yanks Peak Road: Length of road 6–7 miles, being a continuation of the Cariboo Hudson Road. Approximately 4 miles were cleared 30 feet wide, amounting to 14.5 acres with 8.7 acres of grubbing. The balance of the road is over alpine terrain. The road was bulldozed suitable for a temporary winter cat-road. About 4,000 cubic yards were excavated. Two bridges were constructed—35 feet and 45 feet respectively—and nine culverts were installed.

Project No. 21, Hixon Creek Mine Road: This work consisted of gravel surfacing between the Cariboo Highway and the Falls, Mile 2.5. Eight hundred and fifty cubic yards of gravel were applied and 2,000 lineal feet of ditches cleaned.

Project No. 39, Quesnel–Hydraulic Road: A great improvement was made on some of the worst sections, particularly at Miles 17–18 and 32.6 to 40.1. Widening was done with a "45" Diesel caterpillar and angledozer. Altogether 31 miles were well graded and practically the same distance brushed, a total of 57 acres of slashing. Approximately 4,850 cubic yards of earth were excavated and 1,982 cubic yards of gravel surfacing applied. Thirty-five native timber culverts were installed.

Bridges.—Little Cottonwood (Ahbau Creek), No. 133: The original King truss built in 1920 was replaced with a 120-foot-span through Howe truss. The laminated chord timbers being preframed and treated with creosote-oil at Vancouver.

Keithley No. 90: The old structure was washed away in the June flood of 1936. The new structure is a standard 70-foot-span King truss on cedar pile piers with one span-trestle approach on north end and the original cement abutment on the south end. Two log cribs, rock filled, were constructed up-stream to protect the north pier.

Malone No. 83: New structure replacing old bridge on hairpin curve. Cedar trestle construction, 95 feet in length, consisting of five 19-foot bays 14 feet 8 inches between wheel-guards.

The balance of bridge-work consisted of sundry repairs to a number of bridges.

Ferries.—General maintenance was carried out. No new ferries or replacements were made.

Surfacing.—No new surfacing other than general patching.

Snow-removal.—The past season will be remembered for one of the heaviest winter snowfalls on record. Snow-removal was carried on on the Barkerville Road, in the Wells District, Cariboo Highway, Likely–Keithley and three local main roads. Also the roads to the most important mines were kept open. Altogether 258.95 miles were kept open, 7,349.5 miles were snow-ploughed.

Surveys.—Cariboo Highway: The principal survey-work was the preliminary surveys at Alexandria to eliminate two railroad crossings and the diversion at the North Boundary; also the Red Bluff Diversion, on which work commenced January, 1939.

Barkerville Road: Two preliminary surveys were made to eliminate bad curvature.

Barkerville–Keithley: A survey was also made between the crossing (Base Camp) at Cunningham Creek to Keithley via the Cariboo Hudson Mine, Yanks Peak, French Snowshoe, and Keithley.

South Cariboo Electoral District.

All main and trunk highways were adequately maintained, despite an unusually dry season. Special attention was given to shaping and gravelling 5 miles of the main Chilcotin Road. The Eagle and Bradley Creek roads were improved. Work commenced on improving the Williams Lake cut-off to bring this highway to standard specifications.

Under the Dominion-Provincial Agreement great assistance was rendered the mining areas. Five miles of new road was constructed along Taseko Lake; 2 miles of road graded and gravelled to the Priority Mine; 6 miles of the main Chilcotin Road where it approaches the Homathko District were improved and valuable work was carried out over 23 miles of the Likely Road leading into the Keithley country.

Useful work was carried out by ranchers in lieu of tax payments. Special efforts being directed to gravelling.

Heavy and continuous snowfall taxed equipment to the utmost, necessitating ploughing 8,500 snow miles.

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

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

Prince Rupert Electoral District.

Construction on the North Trans-Provincial Highway was continued for approximately 2,440 lineal feet. Clearing and grubbing was heavy. About 1,300 feet was corduroyed, the remainder being rock-paved prior to surfacing with crushed rock and sand.

At Miles 1, 5, and 6, several curves were widened. Crushed rock and sand was used for maintenance of the whole length of this road.

At Port Simpson, new construction was carried out; 480 lineal feet being built, using about 150 cubic yards of rock and gravel and 9,000 lineal feet corduroy. One fill was made over a new culvert, 240 cubic yards of material being used. The Shore Road was washed out by storms and was rebuilt with log and rock cribbing.

At Jap Inlet, Porcher Island, 500 feet of wooden sidewalk was removed and rebuilt with rock and clam-shell. The remainder of this sidewalk has been kept in good repair.

The Smith Island Trail at Osland needed considerable repairs this year, mostly on account of fire destroying part of the sidewalk. New decking and stringers were put in where necessary.

At Oona River, work consisted of removing wooden sidewalks and replacing with gravelled walks. About 500 feet of this was done. Other parts were gravelled and repaired where necessary.

At Lewis Island, practically all the board walks have been removed and replaced with rock and gravel.

Cow Bay Crossing in Prince Rupert has been resurfaced with crushed rock and coarse sand, 100 cubic yards crushed rock and 30 cubic yards sand being used.

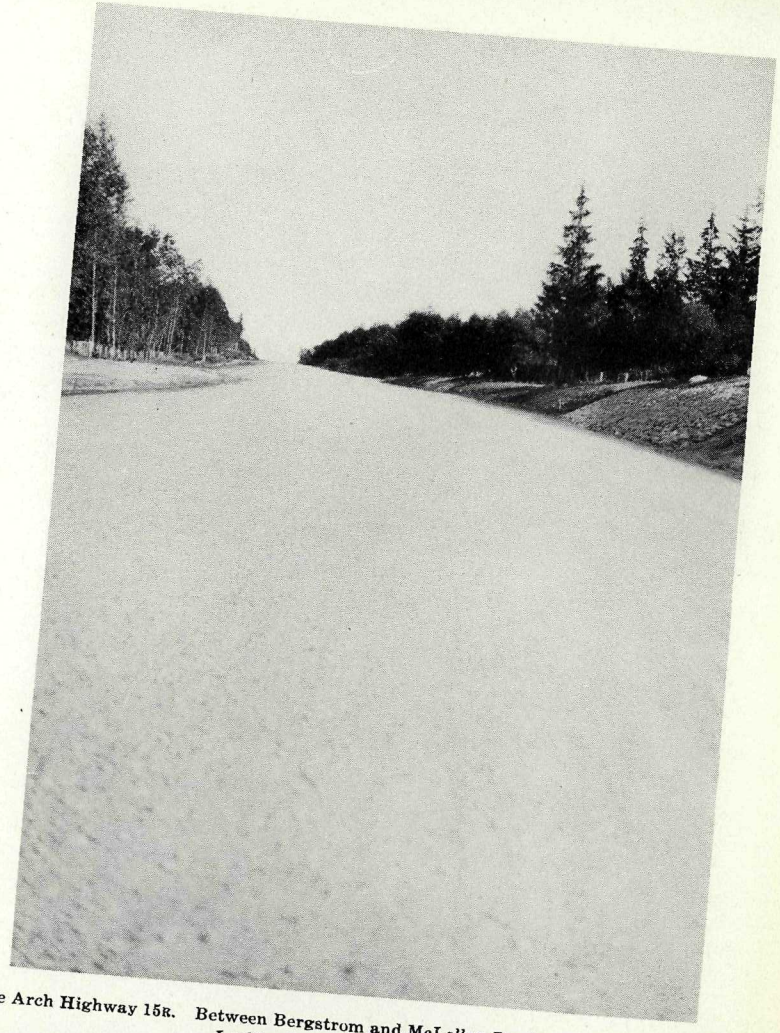
Miller Road which was constructed last year has been resurfaced with 20 cubic yards crushed rock and 50 cubic yards sand.

Court-house approaches have been repaired with fine crushed rock whenever necessary.

Peace Arch Highway 15R. Intersection of Bergstrom Road. Constructed 1938–39.
Looking south. Delta District.

Cariboo Road near Prince George.

Suspension Foot-bridge over Slocan River at Slocan Park.



Peace Arch Highway 15R. Between Bergstrom and McLellan Roads. Constructed 1938–39. Looking south. Delta District.

Bridges.—Galloway Rapids Bridge was tightened on all chords and braces and truss-rods adjusted. Part of decking on approach was renewed and railings repaired.

McBride Street foot-bridge was trussed, new stairways put in on approach, and decking repaired. This bridge needs renewing.

Wharves.—Salt Lakes Floats were renewed early in the year. However, a big tide and storm on December 8th, 1938, wrecked the ramp and one dolphin. This was repaired and now seems to be in good shape. Trail, diving platform, and dressing-rooms have been kept in good repair.

At Prince Rupert Wharf, No. 2 shed received a new pitch-and-gravel roof. No. 6 shed was reshingled. Winch-house on No. 5 shed was reshingled. Considerable new decking and joists were put in where necessary. False piling was put in under No. 4 shed. Forty-three new fender piles were put in place and 7,500 F.B.M. of 10- by 10-inch fir were used for guards and chocks where required.

Cow Bay Floats have given no trouble this year. Small repairs and sundry renewals of decking on small floats were carried out and everything seems to be in good condition.

Court-house and Grounds.—The Court-house grounds have been improved. Four foot-paths 5 feet wide, approximating 400 feet, have been added and surfaced with crushed rock. New flower-beds have been made. General improvements elsewhere consist of the removal of tool-house and small greenhouse to the back and a new greenhouse built. Size of new greenhouse is 21 by 30 feet, with 4-foot walls and with potting-shed 6 by 8 feet.

On the Court-house building work consisted mostly of small repairs and painting Mining Engineer's office, Judge's Chambers, Court-room and Social Welfare office, main entrance doors and north end doors. Chimney was raised on fireplace of Judge's Chambers to eliminate smoke nuisance and is apparently working satisfactorily.

Snow Conditions.—Snowfall was medium this last winter, approximating 28 inches. Road was kept open all the time. There were 250 snow-plough miles; 11½ miles were kept open.

Queen Charlotte Islands (North End).—Construction was continued on the Masset–Tow Hill Road, 2.3 miles being opened up through dense bush from Mileage 11.7 to Mileage 14 to avoid travelling on the Ocean Beach, which is impassable at high tide. This portion was cleared and rough graded and made passable for light traffic. It requires further grading and planking to put it in first-class shape for heavy traffic. Several low spots at Miles 2 and 3 were raised and the plank wheel-tracks repaired and relaid.

On Old Masset–New Masset Road at Mile 1, the planks were raised and through the Indian Village of Old Masset the road was raised and graded and 1,000 lineal feet of four-plank sidewalk laid over drainage-ditch.

Cook Street was opened up from Collison Avenue to Harrison Avenue and 500 lineal feet of 3-inch plank sidewalk constructed. The Masset streets were kept graded and gravelled and the sidewalks repaired.

Queen Charlotte Islands (South End).—Between Port Clements and Tlell the work of replacing the planks by solid earth foundation and gravel was continued for about ¼ mile. In this 12-mile stretch there are still about 10 miles to be reconstructed in this manner.

From Tlell to Queen Charlotte City improvements were made at various places over a distance of 30 miles, consisting of 1 mile graded, 2½ miles gravelled, and rock points widened. About 3 miles of widening in rock formation remain to be done as well as gravelling.

Skidegate Wharf approach was gravelled for 280 feet and the work completed.

The wharf approach at Queen Charlotte City was widened and gravelled.

Pot Roast Walk, a trestle along the shore at Queen Charlotte City was renewed for 325 by 6 feet as well as a similar walk at Port Clements for 100 by 4 feet.

At Sandspit, ½ mile of road was widened and gravelling done at various places.

Dunroe Road, north of Port Clements, was gravelled for 1½ miles. Various settlers' roads and trails were improved. The Apex mining-trail was repaired for 3 miles and 500 feet of trail opened up to new pack-bridge near Cape Ball.

Bridges.—Fender piles were provided at Tlell Bridge to prevent damage to the main piles by ice passing back and forth with the tide, which affects the Tlell River at this point.

All important bridges were provided with water-barrels and cleared of surrounding brush for fire-protection.

ATLIN ELECTORAL DISTRICT.

South Atlin.—Project No. 22, Dolly Varden Railway: Work commenced July 2nd on the renewal of the bridges, and 1,829 lineal feet of trestle bridges constructed during the season. Over 10,000 lineal feet of logs were cut, peeled, and hewn in the surrounding forest, and 2,170 ties were also made for replacements. Owing to the condition of the bridges at the lower end no equipment could be taken to the job; hence it was necessary to move all timbers out by hand. There is still considerable tie-renewal work to be done on this project before it can be considered in good repair, and also a number of rails should be replaced; this latter can be done with rails on hand.

Upper Kitsault Trail, Project No. 23: Commencing July 18th a small crew completed general repair-work over 7 miles of this trail. There remains 1 mile of repair-work and one bridge to be replaced. This latter having been washed out during high water last year.

Aiyansh Area (Nash River Valley): General repairs were carried out to all local roads, trails, and bridges, and very efficient work done with funds available. The 7-mile Lava Road is in need of gravel surfacing before it can be of use to local settlers. The grade and foundation of this road is excellent, and a gravel surface would make it of great benefit to the ranchers of that valley. If this work is undertaken it will be necessary to ship in trucks for gravel-hauling.

Project No. 16, American Creek Road: A survey of this project was made, commencing at Bear River Bridge No. 2, to within ½ mile of the Mountain Boy Mine. Two and a half miles of road was cleared, brushed, and grubbed and considerable of it ditched. Surfacing of the road is required and the road surveyed and continued beyond the "Pimple."

Project No. 12, Big Missouri Road: Commencing July 11th, work continued on this project until October 20th, when funds were exhausted. The work consisted of widening, ditching, surfacing, renewal of culverts, and taking off and widening dangerous corners. The road was greatly improved by the season's work.

Project No. 45, Premier (Salmon River) Road: This road was surfaced from the International Boundary (Mile 13) to the Premier Mine.

Project No. 30, Unuk River Trail: A small crew was sent into the Unuk August 15th via Ketchikan, Alaska, and worked on general improvements to this trail over its entire length, a distance of 8 miles. The crew returned on September 30th.

River and Bridge Protection-work: Protection-work was done on both the Bear River Bridge at Stewart and the Alice Arm Suspension Bridge at Alice Arm; in both cases piling was driven to divert the channel and to protect the bridges. During 1938 the Bear River protection-wall was extended 1,300 feet; a total of 4,080 cubic yards of rock being used in this extension and repairs to the old wall. The wall is now extended 6,415 feet from the Bear River Bridge, but in order to be sure that the main channel of the river will not cut back in behind the rock wall it will be necessary to extend the wall farther across the old river-bed; the entire wall will need reinforcements along the points where the rock has settled or moved into the channel.

North Atlin.—With the assistance of a new tracdozer and tractor very good work was accomplished in North Atlin on local roads; this included improvements to Project No. 31, O'Donnel River Road.

Stikine.—Project No. 14, Telegraph Creek–Dease Lake Road: Work commenced on this project July 2nd and terminated October 31st. General improvements, widening, and surfacing were carried out.

A winter road was partly constructed from Dease Lake Road into the Boulder Creek placer-mining area; this road is known as Boulder Creek Winter Road, Project No. 43.

Mining-trails.—Assistance was granted to a number of prospectors in the Atlin District; a new trail was constructed from Meziadin Lake to Porter Creek; assistance was given for improvements to the Squaw Creek trail (North Atlin) where placer-miners are operating; a new trail was cut over Table Mountain (Stikine); and assistance given for general improvements on the Whitewater Mine Road in the Taku area.

A winter road into the placer country around Boulder Creek (Stikine) was also surveyed under the "Mines Development Act."

SKEENA ELECTORAL DISTRICT.

Labour.—Adequate labour was available for all work undertaken. Relief labour was used throughout the district whenever available.

Highway Maintenance.—All roads were maintained during the year. Numerous old culverts were replaced and intake and offtake ditches were deepened and widened. Extensive gravelling was done. Several miles of highway were slashed to full width and brush burned to allow sun and light to road-bed. Settlers throughout the district were allowed to work out taxes on roads adjacent to their own farms. Repairs were made to plank roads in Port Essington.

Highway Construction and Reconstruction.—One mile of North Trans-Provincial Highway, Smithers–Moricetown section, 2 miles north of Smithers, was reconstructed as to alignment and grade, being 60 per cent. complete.

One mile of North Trans-Provincial Highway, Moricetown–Hazelton section at Moricetown, was reconstructed as to alignment and grade, being 80 per cent. complete.

The Usk–Cedarvale section of the North Trans-Provincial Highway was opened up for 1 additional mile, the right-of-way being cleared and logs bucked. The standing of this section is now 3 miles 100 per cent., 3 miles 70 per cent., and 1 mile 25 per cent. complete.

Driftwood Creek Road No. 23 was constructed to Mile 9 and is 100 per cent. complete to that point.

Silver Lake Trail No. 281 was reconstructed to a cat-road and is now 100 per cent. complete throughout the 6 miles to the mine.

Silver Standard Mine Road No. 146 was widened and improved for 1 mile. These last three projects were carried out under the Dominion-Provincial Mining Agreement.

Trails.—Work was carried out on a number of existing trails. Two new trails were built—one to Mother of Cloud mine claims on Baker Inlet and one to Calandra Group, south of the Copper River.

Bridges.—Repairs were carried out on a number of bridges throughout the district. John Brown Bridge No. 6, having been found in a dangerous condition, was dismantled and a new 60-foot King truss with two 15-foot trestle approaches was erected.

Pontoon Bridge No. 213 was also demolished and a new standard pile trestle 95 feet long erected in its place.

Kitsequekla Bridge No. 61 was partially erected. A concrete abutment was erected on the north side of the Kitsequekla River and a 70-foot standard pile-trestle approach and pile pier were erected on the south side.

The following trestles were built at Remo to replace structures carried away by floods: Alwyn No. 1, 103 feet long; Alwyn No. 2, 152 feet long; Level Crossing No. 87, 95 feet long; Level Crossing No. 88, 67 feet long; Railway Trestle No. 214, purchased from the C.N. Railways, was decked for use of vehicular traffic.

Leanto Bridge No. 65 was a temporary structure over Leanto Creek and was replaced by a structure 154 feet long, consisting of two trestle approaches each 38 feet long and a main span of 72 feet in the clear of peeled spruce logs.

Ferries.—Necessary repairs were carried out to the ferries during the year. Two new landing pontoons were constructed for the Copper City Ferry. The south approach to Usk Ferry was regraded and is 75 per cent. completed. Sunday and holiday service was continued throughout the summer, and again proved a great convenience to the residents of the different communities.

Buildings.—A new equipment-shed at Smithers, 28 by 104 feet, and another one at Terrace, 28 by 70 feet, were erected. Improvements were carried out to the Terrace garage, which centralized the work and proved a great convenience to the mechanical staff. Underground tanks and self-measuring pumps were installed at Terrace and Hazelton.

Snow-removal.—A new truck-plough proved its worth during the snow season, enabling roads to be opened with speed, the heavier equipment following on to widen out. A total of 313 miles of road were ploughed during the year, the equipment ploughing 3,952 snow-plough miles. Separate falls to a depth of 4 feet were handled. The total snowfall at Smithers was 86 inches and 105 inches at Terrace.

Surveys.—The usual surveys, amounting to 2.3 miles, were carried out in connection with work planned and under way. Surveys for future improvement of the North Trans-Pro-

vincial Highway, Moricetown–Hazelton section, were run for 4 miles. A reconnaissance survey from Butedale to Surf Inlet on Princess Royal Island was made to determine a feasible route for a road between these two points.

Omineca Electoral District.

Construction and Improvements.—On Northern Trans-Provincial Highway 4 miles were reconstructed and gravelled, improving the alignment and eliminating several dangerous curves. Burns Lake–Babine Road was extended for 4 miles and cleared and stumped, 2½ miles graded and gravelled. On the Topley–Babine Road 2 miles of right-of-way were cleared and stumped. Forty-six miles of new gravelling was done on main highways and 14 miles of major renewals.

Mining Projects (under Dominion-Provincial Agreements).—Project No. 1, Fort St. James–Manson Creek: This work was carried out by contract. Between Miles 25–45 and 67–70 a distance of 23 miles was reconstructed, widened, and gravelled; 100 per cent. completed.

Project No. 1A (day-labour) on Manson Creek Road: Miles 45–49 reconstructed and gravelled, Miles 50–57 right-of-way cleared (this is a natural gravel section of the road); Miles 58–67 reconstructed; 100 per cent. completed. Three miles north of the Nation River at Mile 70 a new road on new location was commenced; from this point to a point 2 miles north-east of Sylvester Creek crossing a distance of 10 miles in heavy timber was cleared and grubbed for a width of 40 feet.

Project No. 1B, Manson Creek Road, North of Nation River: 18 miles were made passable for motor transport by the removal of boulders, repairs to corduroy, culverts, etc.

Project No. 34, Aiken Lake Winter Road: From a starting-point at Old Hogem, 60 miles of new construction on new location was done, this 60 miles was cleared 20 feet wide and grubbed 8 feet wide.

Project No. 24, Germansen Bridge to Germansen Landing: 9½ miles of road were reconstructed.

Project No. 47, Hunter Basin Trail: 4½ miles on this trail were cleared 12 feet wide and grubbed 8 feet wide. With the exception of the second part of Project No. 1A—that is, north of Nation River—all projects were completed 100 per cent.; this part of No. 1A was 80 per cent. completed.

Bridges.—The following were reconstructed: Allen, Barker, Bear Creek, Cheslatta, Cornell, Clear Creek, Hewit, Pinkut No. 2, Poison Creek, and Swanson Creek Bridge. In addition, thirty-one bridges were repaired and maintained.

Snow-removal.—Snowfall was heavy in this district, but all main roads were kept open practically the whole season, and with few exceptions settlers' roads were open for horse traffic all winter and for motor traffic most of the time. Snow-plough miles were 9,300.

Ferries.—These were all operated continuously until freeze-up and cleaned, repaired, and put in order during the winter.

ENGINEERING DISTRICT No. 8 (FORT GEORGE AND PEACE RIVER ELECTORAL DISTRICTS).

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

Fort George Electoral District.

Maintenance of Highways.—Approximately 300 miles of highways and local roads were maintained, in addition to a considerable mileage of farm and settlement roads, which were chiefly maintained by farmers working out their taxes.

Highway Reconstruction and Improvement.—Cariboo Road: Between Mileages 3.5 and 9.0 Prince George South, 3½ miles were reconstructed to 30-foot standard and surfaced with screened gravel. Near Woodpecker, 1 mile of side-hill construction was also widened to standard.

Northern Trans-Provincial Highway: Improvements commenced the previous year near Willow River were continued. A short section was reconstructed on improved alignment and to a wider standard. Another section of 1 mile was relocated and the right-of-way cleared.

Between Aleza Lake and Sinclair Mills 8 miles were reconstructed and 4½ miles sand-surfaced. East from McBride 11 miles were gravelled, making a passable all-weather road

from McBride to Valemont, near which point 3 miles were regraded. On the section west of Prince George ½ mile was regraded to standard width and a short section of heavy reconstruction on the Chilako River Hill commenced.

A 3-mile section of the Ness Lake Road was graded, giving access to the Sylvan Glade settlement.

Bridges and Culverts.—As far as possible, with the limited funds available, all bridges in the district were maintained in good condition. The Beaver, McLennan, and Canoe River Bridges on the highway between McBride and Albreda are in very poor condition and should be replaced by new structures during the current fiscal year.

With the exception of Josephine Creek Trestle, which was replaced by a standard structure, there were no major renewals.

Two concrete-pipe culverts were constructed on the Cariboo Road and three on the Northern Trans-Provincial Highway.

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

Snow-removal.—The snowfall was probably the heaviest on record, ranging from 100 to 170 inches within a 15-mile radius of Prince George. Trucks with V and blade-type ploughs rendered efficient service and approximately 200 miles of highway were kept open, except for short periods, but the need of heavier and better equipment to remove the accumulated snowbanks is felt. The average cost per plough-mile was $1.19, and the cost per mile kept open $28.50, as compared with 61 cents and $9.37 last year.

Buildings.—Prince George Court-house: All external woodwork and the metal siding on this building were painted.

McBride Lock-up: This building was also painted.

Peace River Electoral District.

Maintenance of Highways.—The usual restrictions were placed on all highways throughout the district during the "run-off period," which resulted in a great saving on our District Vote funds. All highways were patrolled after rain-storms but, as the summer and autumn seasons were exceptionally dry, roads ravelled badly; this condition was overcome to a great extent by using our heavy grading machines, which planed them satisfactorily. This applied to main highways only—a total distance of 206 miles; an additional 65 miles was maintained by light patrol graders.

Highway Construction and Improvements.—Grande Prairie–Fort St. John–Peace Pass: From Alberta Boundary to Pouce Coupe was brushed and regraded in several places, also numerous culverts installed. From Pouce Coupe to Peace River Ferry at Taylor Flats, diversion at Spring Creek completed and culverts replaced. Taylor Flats to Fort St. John grade raised in several places and new culverts installed. Fort St. John to Cache Creek road diversion at Charlie Lake School, 80 per cent. completed; approaches to Tea Creek Bridge finished; also necessary culvert-work completed. Cache Creek to Halfway River widened, 4.8 miles of road so as to allow freighting of long timber in for the Halfway River Bridge; partly cleared right-of-way on 1.6 miles, also grubbing on same. Halfway River to Hudson Hope improvements only; the same applies from Hudson Hope to Gold Bar.

Dawson–Rolla–Clayhurst: From Mile 0–33—raised grade at Mile 1.6, Mile 7.5, and at Mile 15.8. Completed new grade down the Peace River Hill at Clayhurst Ferry at Mile 33; installed new culverts and cleared landing-site for ferry; also graded approaches for same on both sides of river.

Dawson–Moberly–Hudson Hope: Three miles on this route was cleared, grubbed, and partly graded west and south of Groundbirch. The hillside on the west bank of the Pine River was graded and finished for a distance of 2.2 miles. This route also connects with Little Prairie and the Esswein Settlement on the Upper Pine River.

Fort St. John–Alberta Boundary–Hines Creek Route: Rock-work was continued on the east bank of the Beatton River; this work is necessarily slow as it is difficult to procure experienced powder-men and hand-drillers. Four miles was constructed from the north-east corner of Section 24, Township 48, Range 17, west 6th meridian, to the north-east corner of Section 12, Township 85, Range 17, west 6th meridian. There was also 2 miles of road constructed on the route to Clayhurst Ferry in this district.

Tupper–Hays–Gundy: Mostly brushing, opening up farm roads and general maintenance-work. Approaches to Pouce Coupe River Bridge was partly finished. New culverts and grading around Kelly Lake to connect with roads to Hythe, Alberta.

Pouce Coupe–Dawson Creek: Work was confined to raising grades on existing roads. Repairing culverts and brushing out roads in this area.

Tax Work.—This has been of distinct advantage in the Peace River District, allowing farmers to improve on their access to highways and also on many major improvements as well. The only disadvantage is the constant drain on District Vote funds, as all small equipment such as slips, fresnos, ploughs, shovels, axes, etc., has to be supplied from this source. When farmers are working any distance from their homes, the camps are also supplied from this vote.

Roads Generally.—A great number of roads such as settlement, farming, and trails were widened out and the standard improved by raising grades, installing new culverts, and drainage.

Unemployment Relief.—The policy of getting out timber has been followed the same as in former years. Labour is so scattered it is very difficult to get the utmost efficiency out of recipients; however, it is a great saving on our district funds.

Bridges Constructed.—Halfway River Bridge: This is a two 185-foot Howe-truss span bridge, on three piers. The centre pier being protected by steel-sheet piling and riprapped. To complete about 40 cubic yards of concrete will have to be poured in No. 1 Pier. This bridge is about midway between Fort St. John and Hudson Hope, on the Peace Pass Highway.

Cache Creek: The bridge is a two 60-foot King-truss span bridge with trestle approaches. Twenty-four miles west of Fort St. John on the Peace Pass Highway.

Knapp Bridge is a 240-foot 10-ton standard pile trestle. Situated 20 miles north of Rolla on the Dawson–Rolla–Clayhurst Road.

Moose River Bridge is a 102-foot 10-ton pile trestle on the Dawson–Rolla–Clayhurst Road. Twenty-three miles north of Rolla.

High Ridge Bridge is a 90-foot bridge for light wagons and pedestrians only. Frame trestle on mud-sills; 5-ton capacity; located on Road 77-14-7.

Peirce Bridge is a 94-foot bridge, 10-ton capacity, built on mud-sills; 22 miles north of Rolla on the Dawson–Rolla–Clayhurst Road.

Bridge Maintenance.—Replaced Spring Creek Bridge by culvert and dirt embankment. Dawson Town Bridge No. 38-1 and Knutson Bridge No. 1, both redecked. Eleven small bridges having a total length of 360 lineal feet, redecked and strengthened.

Ferries.—Clayhurst Ferry installed and Halfway River Ferry replaced by new bridge. Cable at East Pine tightened. Taylor Ferry had general overhaul, repainted; this ferry was damaged slightly when ice broke away in the Pine River and crashed into the stern of tug; this occurred near the freeze-up when ferry was being pulled out for the winter.

Snow-removal.—Snow conditions have been heavier than the previous two years; several trips have been made to Fort St. John and also side trips to Doe River and Rolla and Sunset Prairie. Forty-three miles have been protected by snow-fences; the fences constructed from local material.

Maintenance, Government Buildings.—All buildings have been maintained; but this coming year sewage disposal should be looked after in residences occupied by Government officials.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act."

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1939.

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
City Municipalities.						
Alberni	33R	Canadian Highway	Arterial	2.00		
	76A	River Road	Primary		1.60	
	39B	Beaver Creek Road	Secondary			0.43
Armstrong	34R	Vernon–Salmon Arm	Arterial	1.50		
	33B	Armstrong-Salmon Arm	Secondary			0.90
Courtenay	32R	Island Highway	Arterial	1.35		
	77A	Comox Road	Primary		1.06	
	3B	Cumberland Road and Union St.	Secondary			1.10
Cumberland	34B	Dunsmuir Avenue	Secondary			0.36
	35B	Courtenay–Cumberland Road (Fourth Street)	Secondary			0.21
Duncan	71R	Island Highway	Arterial	0.90		
Enderby	36R	Vernon–Salmon Arm	Arterial	1.11		
Grand Forks	44R	Trans-Provincial	Arterial	2.40		
Greenwood	43R	Trans-Provincial	Arterial	1.75		
Kaslo	78R	Nelson–Kaslo	Arterial	0.73		
Ladysmith	68R	Island Highway	Arterial	0.63		
Merritt	73R	Merritt–Spences Bridge	Arterial	1.00		
	75A	Merritt-Kamloops	Primary		1.53	
	74A	Merritt–Princeton	Primary		1.21	
Port Alberni	53R	Canadian Highway	Arterial	1.63		
Port Coquitlam	20R	Dewdney Trunk Road	Arterial	3.25		
	75R	Central Arterial	Arterial	3.70		
Port Moody	19R	Dewdney Trunk Road	Arterial	4.05		
	57R	Ioco–Port Moody	Arterial	2.65		
	42B	Clarke Road	Secondary			1.06
Salmon Arm	37R	Trans-Provincial	Arterial	0.90		
	23B	Salmon Arm–Enderby	Secondary			0.69
	80B	Salmon Arm–Enderby	Secondary			0.21
Slocan	87R	Slocan Valley–Nakusp Highway	Arterial	0.92		
District Municipalities.						
Burnaby	1R	Trans-Provincial (Kingsway)	Arterial	4.22		
	14R	Hastings–Barnet	Arterial	6.38		
	17R	Central Arterial	Arterial	6.15		
	62A	Grandview–Douglas	Primary		5.43	
	14B	North Road (west half)	Secondary			1.40
	22B	Riverway (Marine Drive)	Secondary			3.30
Chilliwack	8R	Trans-Provincial (Yale Road)	Arterial	15.27		
	9R	Rosedale Ferry Road	Arterial	2.25		
	61B	Vedder Mountain	Secondary			6.00
	62B	Sardis Road	Secondary			3.65
Coldstream	52A	Monashee Road (White Valley)	Primary		9.00	
Coquitlam	18R	Dewdney Trunk Road	Arterial	1.96		
	67R	Central Arterial	Arterial	3.53		
	10R	Coquitlam Road	Arterial	6.14		
	14B	North Road (east half)	Secondary			1.40
	15B	Clarke Road	Secondary			1.12
Delta	80R	Ladner Marsh Road	Arterial	1.12		
	68A	Ladner Trunk Road (Semiamu Rd.)	Primary		9.00	
	69A	Scott Road (western portion)	Primary		5.15	
	40B	Boundary Bay Road	Secondary			7.80
	87B	Parts of Bridge Street and Westminster Avenue	Secondary			0.52

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1939—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Delta	99B	Point Roberts Road	Secondary			1.55
	103B	Portion of Farrell Road	Secondary			1.00
Fraser Mills	76R	Central Arterial	Arterial	0.78		
Glenmore	82R	Kelowna–Vernon	Arterial	0.93		
Kent	26R	Trans-Provincial (Deroche–Agassiz Road and Agassiz Ferry Road)	Arterial	13.72		
	60A	Harrison Hot Springs	Primary		2.37	
Langley	3R	Trans-Provincial	Arterial	10.82		
	77R	Aldergrove–Bellingham	Arterial	4.04		
	71B	McLellan Road	Secondary			1.10
Maple Ridge	22R	Trans-Provincial	Arterial	12.46		
	59R	Port Hammond Loop	Arterial	2.00		
	69R	Port Haney Loop	Arterial	0.74		
	73B	River Rd. and Dewdney Trunk Rd.	Secondary			10.80
Matsqui	4R	Trans-Provincial (Yale Road)	Arterial	7.88		
	12R	Abbotsford–Mission	Arterial	5.45		
Mission	23R	Trans-Provincial	Arterial	9.10		
	77B	Dewdney Trunk Road	Secondary			15.50
	96B	Cedar Valley Road	Secondary			2.00
North Cowichan	31R	Island Highway	Arterial	13.00		
	63A	Cowichan Lake Road	Primary		2.50	
	36B	Quamichan Lake Road	Secondary			4.25
North Vancouver	73A	Dollarton Highway	Primary		4.73	
	66A	Marine Drive (Robson Road)	Primary		1.00	
	56B	Mountain Highway	Secondary			1.73
Peachland	40R	Peachland–Kelowna	Arterial	7.16		
Penticton	42R	Summerland–Penticton–Oliver Rd.	Arterial	4.59		
	29B	Penticton–Naramata	Secondary			5.50
Pitt Meadows	21R	Trans-Provincial (Dewdney Trunk Road)	Arterial	3.23		
	92B	Old Dewdney Trunk Road	Secondary			3.50
	78B	Harris Road	Secondary			1.90
	74B	Harris Road	Secondary			1.70
	75B	Hammond Road	Secondary			0.90
	79B	McNeil Road	Secondary			2.00
Richmond	66R	No. 5 Road	Arterial	5.89		
	50B	Woodward Highway	Secondary			6.28
	84B	Steveston Highway	Secondary			2.90
Saanich	28R	Island Highway	Arterial	1.70		
	29R	Quadra Street and Saanich Road	Arterial	3.65		
	52R	West Saanich Road	Arterial	10.00		
	30R	East Saanich Road	Arterial	9.00		
	84R	Scott Road and portion of Mount Newton Cross-road	Arterial	1.60		
	57A	Verdier Avenue	Primary		0.77	
	85B	Keating Cross-road	Secondary			2.00
	104B	Glanford Avenue and portions of Carey Road and Douglas Street	Secondary			3.16
Salmon Arm	38R	Trans-Provincial	Arterial	8.25		
	24B	Salmon Arm–Enderby	Secondary			4.20
	26B	Salmon Arm–Grand Prairie	Secondary			6.25
	76B	Canoe Road	Secondary			3.25
Spallumcheen	63R	Vernon–Salmon Arm	Arterial	12.75		
	62R	Vernon–Kamloops	Arterial	4.90		
	32B	Armstrong–Salmon River	Secondary			7.10
Sumas	6R	Trans-Provincial	Arterial	11.68		
	7R	Abbotsford–Huntingdon	Arterial	2.54		
	61R	Yale Road	Arterial	13.60		
	59B	Vye Road	Secondary			3.00
	60B	Vedder Mountain	Secondary			3.75
Summerland	41R	Penticton–Kelowna	Arterial	8.60		

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1939—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Surrey	15R	Peace Arch Highway	Arterial	14.11		
	2R	Trans-Provincial (Yale Road)	Arterial	12.91		
	13R	Pacific Highway	Arterial	9.55		
	78A	Scott Road Extension	Primary		0.44	
	61A	Scott Road (eastern portion)	Primary		6.99	
	90B	Campbell River Road	Secondary			2.50
	69B	McLellan Road	Secondary			2.50
West Vancouver	89R	Marine Drive Addition	Arterial	0.10		
	67A	Marine Drive	Primary		11.13	
	71A	Nelson Avenue	Primary		0.41	
	72A	Parts of Chatham Street, Royal Avenue, and Bay Street	Primary		0.40	
Village Municipalities.						
Abbotsford	5R	Trans-Provincial (Yale Road)	Arterial	0.50		
	11R	Abbotsford–Mission	Arterial	0.33		
Burns Lake	49R	Prince Rupert Highway	Arterial	0.53		
	65A	Burns Lake–Francois Lake Road	Primary		0.18	
Chapman Camp	105B	Fifth Avenue, Third Avenue, and portion of Main Road	Secondary			0.42
Creston	45R	Trans-Provincial (Canyon Road)	Arterial	0.83		
Gibsons Landing	70R	Pender Harbour Highway	Arterial	0.80		
Hope	46R	Trans-Provincial (Water Street)	Arterial	0.98		
	81R	Hope–Princeton	Arterial	1.52		
Mission	25R	Trans-Provincial (Dewdney Trunk Road)	Arterial	1.40		
	24R	Abbotsford–Mission Road (Horne Avenue and Harbour Street)	Arterial	0.56		
	93B	Seventh Street and Grand Avenue	Secondary			0.70
	97B	Cedar Valley Road (easterly half)	Secondary			0.50
New Denver	88R	S'ocan Valley–Nakusp Highway	Arterial	0.91		
Pouce Coupe	83R	Arterial Highway, Pouce Coupe	Arterial	0.43		
Quesnel	47R	Cariboo Road	Arterial	1.29		
Silverton	90R	Slocan Valley–Nakusp Highway	Arterial	0.45		
Smithers	50R	Prince Rupert Highway	Arterial	1.45		
	58B	Hudson Bay Mountain Road	Secondary			1.35
Stewart	72R	Stewart–Bear River Highway	Arterial	1.78		
Terrace	51R	Prince Rupert Highway	Arterial	1.07		
	67B	Ka'um Street	Secondary			0.50
Tofino	86R	Tofino–Ucluelet Road	Arterial	1.17		
Vanderhoof	48R	Prince Rupert Highway	Arterial	0.52		
	64R	Fort St. James Highway	Arterial	0.54		
Williams Lake	79R	Williams Lake–Soda Creek Road	Arterial	1.00		
		Summary.				
City Municipalities				30.47	5.40	4.96
District Municipalities				273.75	59.32	125.51
Village Municipalities				18.06	0.18	3.47
Total classified mileage				322.28	64.90	133.94
Deduct for duplicate mileage—						
North Road in Burnaby and Coquitlam Municipalities						1.40
Scott Road in Delta and Surrey Municipalities					5.15	
Cedar Valley Road in Mission District and Mission Village						0.50
Net total classified mileage				322.28	59.75	132.04

PART V. OF THE "HIGHWAY ACT."

MOTOR CARRIERS—STATEMENT OF LICENCE-PLATES ISSUED DURING LICENCE-YEAR ENDED FEBRUARY 28TH, 1939.

Kind of Licence.	Number of Licences issued.					
	Renewals.	New	Replacements.	Transfer.	Substitute Plates	Total.
A. Public Passenger-vehicles	121	9	10	.....	.....	140
B. Limited Passenger-vehicles (more than seven passengers)	53	15	3	.....	.....	71
C. Limited Passenger-vehicles (seven passengers and under)	260	90	45	2	.....	397
D. Public and Limited Passenger-vehicles	76	34	13	1	.....	124
E. Public Passenger and Freight-vehicles	3	.....	1	.....	.....	4
F. Limited Passenger and Freight-vehicles	4	3	1	.....	.....	8
G. Public Freight-vehicles	135	14	14	.....	4	167
H. Limited Freight-vehicles	1,218	612	209	3	10	2,052
J. Public and Limited Freight-vehicles	34	12	9	1	.....	56
K. Private Freight-vehicles (farmers)	2,341	1,477	54	.....	8	3,880
L. Private Freight-vehicles (other than farmers)	3,259	1,449	346	.....	17	5,071
Totals	7,504	3,715	705	7	39	11,970

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Spuzzum, April 15th to December 31st, 1938, inclusive.

(FIGURES FOR 1937 SEASON ARE SHOWN IN ITALICS.)

	MONTH.																YEAR TOTAL.	
	April.		May.		June.		July.		August.		September.		October.		November.		December.		*1937 (April 15th to Dec. 20th).*	1938 (April 15th to Dec. 31st).
	1937 (15th to 30th).	1938. 15th to 30th).	*1937.*	1938.	*1937.*	1938	*1937.*	1938.	*1937.*	1938.	*1937.*	1938.	*1937.*	1938.	*1937.*	1938.	*1937 (1st to 20th).*	1938 (1st to 31st).		
Automobiles.																				
FOREIGN—																				
Alberta	*2*	5	*28*	26	*53*	71	*114*	141	*93*	102	*46*	32	*25*	47	*17*	29	*4*	4	*382*	457
Saskatchewan	*2*	4	*15*	12	*41*	23	*94*	51	*66*	23	*56*	12	*39*	21	*23*	8	*3*	2	*339*	156
Manitoba	*1*	------	*9*	9	*17*	16	*20*	19	*24*	15	*25*	15	*19*	12	*7*	1	*1*	1	*123*	88
Eastern Canada	*2*	4	*13*	17	*23*	31	*41*	58	*43*	49	*32*	25	*19*	32	*9*	10	*1*	7	*183*	233
Washington	*29*	20	*136*	227	*247*	357	*481*	743	*520*	644	*405*	449	*178*	157	*61*	65	*17*	11	*2,074*	2,673
Oregon	------	7	*6*	11	*18*	25	*67*	72	*55*	84	*29*	40	*17*	23	*12*	2	------	5	*204*	269
California	*5*	7	*29*	18	*104*	141	*261*	262	*262*	233	*95*	122	*42*	35	*2*	11	------	6	*800*	835
Idaho	------	------	------	1	*1*	4	*9*	4	*14*	4	*6*	5	*3*	1	*1*	------	------	------	*34*	19
Miscellaneous	*1*	2	*8*	10	*34*	57	*145*	137	*154*	153	*68*	55	*21*	22	*4*	7	*1*	------	*436*	443
Total Foreign	*42*	49	*244*	331	*538*	725	*1,232*	1,487	*1,231*	1,307	*762*	755	*363*	350	*136*	133	*27*	36	*4,575*	5,173
BRITISH COLUMBIA	*599*	1,068	*2,470*	2,491	*2525*	3,057	*3,402*	4,047	*3,810*	4,233	*3,998*	4,423	*3,084*	3,662	*1,006*	1,544	*334*	681	*21,228*	25,206
Total automobiles	*641*	1,117	*2,714*	2,822	*3,063*	3,782	*4,634*	5,534	*5,041*	5,540	*4,760*	5,178	*3,447*	4,012	*1,142*	1,677	*361*	717	*25,803*	30,379
Motor-trucks	*214*	234	*505*	493	*550*	550	*538*	638	*592*	618	*556*	670	*579*	687	*411*	520	*202*	328	*4,147*	4,738
Motor-cycles	*2*	10	*9*	18	*21*	30	*36*	34	*36*	40	*17*	44	*15*	23	*5*	7	*2*	4	*143*	210
Total motor-vehicles	*857*	1,361	*3,228*	3,333	*3,634*	4,362	*5,208*	6,206	*5,669*	6,198	*5,333*	5,892	*4,041*	4,722	*1,558*	2,204	*565*	1,049	*30,093*	35,327
Daily average (all vehicles)	*54*	85	*104*	108	*121*	145	*168*	200	*183*	199	*178*	196	*130*	152	*52*	73	*28*	34	*120*	135

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS (EXCLUSIVE OF HARD-SURFACING) DURING FISCAL YEAR 1938–39.

(NOTE.—Mining Trails denoted by "M.")

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1939.
						Per Cent.
Alberni-Nanaimo	.....	Canadian Highway	Mile 120	0.75	Reconstruction	100.0
		Beaver Creek	Alberni	6.00	Reconstruction	100.0
		Tofino–Ucluelet	Tofino–Long Beach	3.00	Reconstruction and gravelling	100.0
	51	China Creek	Port Alberni	5.00	Widening	100.0
		China Creek	China Creek Road to Havilah Mine	2.50	New construction	100.0
	7	Zeballos Road	Mile 0.4 to Mile 4.0	4.00	Gravelling and widening	100.0
	7A	Zeballos Road	Mile 0.4 to Mile 4.0	4.00	Gravelling and widening	100.0
	35	Zeballos–Nomash Trail	Zeballos Road to Nomash River	4.00	Construction	100.0
	52	Spud Valley Mine Road	Zeballos Road to Trites	3.00	Construction	100.0
	53	Sproat Lake – Kennedy Lake Trail	Tractor Road, head of Kennedy Lake to Kennedy Lake Gold Mines	4.00	Construction	50.0
	54	Sproat Lake – Kennedy Lake Trail	Tractor Road, Tofino Highway to Kennedy Lake	4.50	Construction	50.0
	55	Bedwell River Bridge	Bear River Trail	.....	Construction	100.0
Atlin	M-16	American Creek Road	Bear River Bridge to Mile 2.5	2.50	New construction	50.0
	M-12	Big Missouri Road	Between Mile 2 and Mile 5	3.00	Widening and major improvements	75.0
	M-22	Dolly Varden Railway	Between Mile 4 and Mile 17	13.00	Renewal of trestles and major improvements	75.0
	M-43	Dease Lake–Boulder (Winter) Road	Dease Lake to Boulder	44.50	Construction of winter road (for winter use only)	80.0
	M-14	Telegraph Creek – Dease Lake Road	Between Miles 10–11, 34–60, and 70–73	30.00	Grade reduction and major improvements	60.0
Cariboo, North	.....	Cariboo Road	Red Bluff, Mile 219	2.50	Reconstruction, new diversion	50.0
	2	Barkerville Road	Mile 36–40, Mile 49, and Mile 54	4.00	Reconstruction, widening, and realignment, gravel surfacing	100.0
	3	Cariboo–Hudson Mine Road	Base camp to Mine	5.40	New construction	100.0
	4	Yanks Peak Road	Cariboo Hudson Mine to vicinity of Yanks Peak	6.00	New construction	100.0
	21	Hixon Creek Road	Cariboo Highway to Falls	2.50	Gravel surfacing	100.0
	39	Quesnel–Hydraulic	Mile 9 to Mile 40	31.00	Widening, realignment, grades	100.0
Cariboo, South	10	Battlement Creek Road	Narrows on Taseko Lake to south end of lake	7.00	New construction	100.0
	28	Priority Mine Road	Morehead on Likely Road to mine	2.20	Reconstruction, widening, grading, and gravelling	100.0
	18	Williams Lake–Likely	Beaver Valley to Likely	23.00	Reconstruction and 0.5 mile diversion	80.0

						Per Cent.
	37	Chilcotin Road	Redstone to Anahim	20.00	5.2 miles new diversion	75.0
		Williams Lake Cut-off	150-mile easterly	1.00	New diversion	40.0
Chilliwack	-----	Trans-Canada Highway (Laidlaw to Hunter Creek section)	Laidlaw (Mile 88) east to near Hunter Creek (Mile 91) on existing highway	2.00	New construction (contract); clearing, grading (36 ft.) and gravelling (36 ft.) new road diversion to eliminate from trunk highway two C.N.R. crossings at Miles 47.55 and 49.36, respectively, from Boston Bar	45.0
Columbia	16	Kootenay–Columbia Highway (Kingsgate–Radium)	Canal Flats section, Mile 64.3 to Mile 69.8 from Cranbrook	5.64	Reconstruction on new alignment	50.0
			Shuswap Diversion	0.42	Reconstruction, new diversion	100.0
			Stoddart Creek Revision	0.38	Reconstruction, grade revision	100.0
	15	(Radium–Golden)	Mile 9 to Mile 10.82 from Golden	1.65	Gravelling	100.0
Cowichan-Newcastle	-----	Island Highway	Diversion Mile 33 to Mile 39.5	5.60	Construction on new location	100.0
		Island Highway	1 mile north of Ladysmith	0.50	Widening, filling, and gravelling	100.0
		South Forks	Camp 106	5.00	Widening, ditching, and gravelling	100.0
		Cowichan Lake	Cowichan Lake	1.00	Reconstruction	100.0
Cranbrook	-----	Trans-Provincial Highway—				
	16	Tochty	Mile 403.6 to Mile 406.2	2.60	Reconstruction	100.0
		Eager	Mile 437.0 to Mile 439.0	2.00	Reconstruction	100.0
		Wardner	Mile 453.85 to Mile 454.60	0.75	Reconstruction	100.0
		Kootenay–Columbia Highway (Kingsgate–Radium)—				
	16	Section 5	Mile 19.75 to Mile 20.75	1.00	Reconstruction	100.0
	16	Section 5A	Mile 25.8 to Mile 34.5	8.70	Reconstruction	100.0
	16	Section 6	Mile 34.5 to Mile 36.2	1.70	Reconstruction	100.0
	16	Section 7	Mile 42.8 to Mile 44.6	1.80	Reconstruction	100.0
Delta	-----	Trans-Canada Highway (2R)	Mile 14.97 (east of Roebuck Road) to Mile 15.62 (west of Whalley's Corner (Grosvenor Road))	0.65	Reconstruction; widening, realigning, and revising grades to form two traffic roadways, each 20 ft. wide with 6-ft. centre boulevard (graded); surfacing west traffic roadway with 18 ft. asphaltic concrete and 12-in. concrete headers and east roadway with mulch	100.0
		Trans-Canada Highway (2R)	Mile 16.40 (Westminster Road) to Mile 16.64	0.24	(*a.*) Reconstruction; widening, realigning on improved curve on newly acquired right-of-way, making gravel-fill and temporarily surfacing with oiled macadam 38 ft. wide	100.0 (except surfacing)
					(*b.*) Breaking up old 18-ft. concrete pavement (except a 60-ft. stretch) on old right-of-way, making gravel-fill to improve intersection and flatten grade, temporarily surfacing with oiled macadam (18 ft. wide)	

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

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1939.
						Per Cent.
		Peace Arch Highway (15R)	Trans-Canada Highway (2R) (White House Corner) via Bergstrom Road and Elgin Road to Nicomekl River	8.58	Section 1 (5.77 miles)—	
					New construction (1.21 miles); clearing and grading (38 to 40 ft.)	70.0
					Reconstruction (4.56 miles); clearing and grading (38 to 40 ft.), realigning and revising old road grade and reconstructing entirely new road-bed	100.0 (grading)
					Section 2 (2.81 miles)—	
					New construction (1.80 miles); clearing, grading (38 to 40 ft.), excavating drainage ditches, and making fills	90.0
					Reconstruction (1.01 miles); clearing and grading (38 to 40 ft.), reconstructing entirely new road-bed	90.0
Dewdney	.....	Trans-Canada Highway (Hope–Rosedale section)	Mile 91.15 to Mile 91.65	0.50	Reconstruction (new diversion); clearing and grading, gravelling (partially) of diversion of road	100.0 50.0
Esquimalt	.....	Island Highway	Mile 19.83 to Mile 20.44	0.61	Reconstruction on new alignment	15.0
	104	Muir Avenue	Otter Point Road to Whiffin Spit Road	1.20	Reconstruction, widening, and improvement	100.0
	104	Sooke River Road	Sooke Road to C.N.R. crossing	1.20	Reconstruction, widening, and improvement	100.0
	104	Whiffin Spit Road	Sooke Road to Whiffin Spit	0.92	Reconstruction, widening, and improvement	100.0
	104	West Coast Road	Mile 0 to Mile 8.5	8.50	General improvement	100.0
	104	West Coast Road	Philip Creek to Rosamond Creek	2.25	Reconstruction, widening, and improvement	75.0
	.....	Sooke Road	Mile 10.85 to Mile 12.25	1.40	New construction	100.0
	.....	Sooke Road	Approaches to Stoney Creek Bridge	0.25	Reconstruction on new alignment	100.0
	46	Leech River Road	Leech River to Martins Gulch	0.87	Reconstruction and improvement	100.0
Fernie	.....	Elko–Roosville	From 1 mile west of Elko on Southern Trans-Provincial Highway to 1 mile south of Elk River Canyon on Elko–Roosville Road	1.00	Reconstruction, diversion of existing highway	10.0
		Kootenay–Columbia Highway (Kingsgate–Radium)—				
	16	Section 7	Mile 44.6 to Mile 51.7	7.10	Reconstruction	100.0
	16	Section 7A	Mile 51.7 to Mile 60.3	8.60	Reconstruction	90.0
	16	Section 8	Mile 60.3 to Mile 63.5	3.20	Reconstruction	90.0

						Per Cent.
Fort George	-----	Northern Trans-Provincial Highway—				
		Prince George–Sinclair Mills section	Mile 16 to Mile 17	1.00	Reconstruction on diversion	25.0
			Mile 18.5 to Mile 19	0.50	Reconstruction, widening	40.0
			Aleza Lake to Sinclair Mills	8.00	Reconstruction, grading, widening, and gravelling	40.0
		McBride–Valemont section	Between McBride and Tete Jaune	13.50	Reconstruction, gravelling, and widening	25.0
			Between Tete Jaune and Valemont	3.00	Reconstruction, grading	30.0
		Prince George–Bednesti Lake section	Mile 14 to Mile 14.25	0.25	Reconstruction, widening	25.0
			Mile 3 to Mile 3.5	0.50	Reconstruction, widening	100.0
		Cariboo Road—				
		Prince George–Woodpecker section	Between Mile 3 and Mile 9	3.50	Reconstruction to standard width	80.0
			Near Woodpecker	1.00	Reconstruction to standard width	80.0
Grand Forks–Greenwood	-----	Southern Trans-Provincial Highway	East from bridge at Grand Forks	9.46	Single spray-coat } NOTE.—This was on highway that had been given spray-coat year before	100.0
			East from a point 3.05 miles west of Grand Forks	3.04	Single spray-coat }	100.0
Islands	-----	Stewart Road	Beaver Point Road to Beddis Road	2.50	Reconstruction, widening, ditching, etc.	100.0
		Walker's Hook Road	Fernwood Wharf, South	2.00	Reconstruction, widening, ditching, etc.	100.0
		Churchhill Road	At intervals along total length	0.50	Reconstruction, widening, ditching, etc.	100.0
		Scott Road	Ganges Upper Road to South end	1.50	Reconstruction, widening, ditching, etc.	100.0
		East Saanich Road	Experimental Farm to Swartz Bay Road	3.00	Reconstruction, widening, ditching, etc.	100.0
Kamloops	-----	Trans-Canada Highway—				
		(Kamloops–Cache Creek)	Mile 265.1 to Mile 266.7 (Cornwall's)	1.60	Reconstruction, new diversion on improved location	75.0
			Mile 254.3 to Mile 255.8 (6-mile Hill)	1.50	Reconstruction, widening, realignment, grade revision	75.0
Kaslo-Slocan	-----	Slocan Valley–Nakusp (Vallican Diversion)	Mile 2.10 to Mile 11.60	8.875	Reconstruction, new diversion	63.0
		Nelson–Kaslo ("S" Turn section)	Mile 8.10 to Mile 8.40	0.30	Reconstruction, new diversion	100.0
		Nakusp–Vernon Highway (Burton Bluffs, two sections)	Mile 29.3 to Mile 29.5 and Mile 32.2 to Mile 32.5	0.50	Reconstruction, widening	50.0
		Slocan Valley–Nakusp (Perry Siding section)	Mile 13.20 to Mile 13.40	0.20	Reconstruction, diversion	100.0
	29	New Denver–Three Forks and Zincton	Mile 1 to Mile 11	10.00	Reconstruction, widening, gravelling, and grading	100.0
	36	Lemon Creek Road	Mile 2 to Mile 9	7.00	5 miles part reconstruction, widening, gravelling, and grading; 2 miles construction	100.0
	9	Ferguson–Eight Mile Creek	Mile 0 to Mile 4	4.00	Widening, gravelling, and grading	100.0
	44	Jo-Jo and McAllister	From Three Forks to Jo-Jo	-----	Construction, 2,000 ft. wagon-road; clearing and grading McAllister Road	100.0
	48	Highland Surprise Mine Road	Mile 1 to Mile 3.50	2.50	Grading and gravelling	100.0

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

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1939.
						Per Cent.
Lillooet	8	Ashloo Mine Road	Mile 0 to Mile 1	1.00	Reconstruction existing road, gravelling and cutting crib-timber poles for Ashloo Ferry approach	3.8
	38	Mud Creek Mine Road	Mile 0 to Mile 8	8.00	Widening improvements and some gravelling	100.0
Mackenzie	-----	Thorsen Road	North-west corner of S.E. ¼ Sec. 21 to south-west corner of S.E. ¼ Sec. 31	0.19	New construction	100.0
		Claridge Road	South-east corner of Lot 5128 to north-west corner of Lot 5296	0.31	Widening and new gravelling	55.0
		Gibson–Sechelt Road	Mile 9 to Mile 15.3	5.00	Reconstruction, realignment, widening, and grade revision	45.0
		Sechelt–Pender Harbour Road	Mile 1 to Mile 5.5	5.00	Reconstruction, new diversion, realignment, and widening	41.0
Nelson-Creston	-----	Creston–Porthill	Mile 1 to Mile 5	4.00	Reconstruction to standard	50.0
		Canyon–Porthill	Mile 5 to Mile 8	3.00	Reconstruction to standard, with 1 mile of diversion	100.0
		Gray Creek–Kootenay Bay	Mile 0 to Mile 1	1.00	Construction of diversion	75.0
		Creston–Summit Creek	Mile 0 to Mile 4	4.00	Gravelling	50.0
		Creston–Porthill	Mile 1 to Mile 7.6	6.60	Gravelling	75.0
		Nelson–Nelway	Mile 15.3 to Mile 17.7	2.40	Reconstruction to standard and gravelling	100.0
			Mile 39.1 to Mile 39.3	0.20	Reconstruction to standard and gravelling	50.0
			Mile 23.0 to Mile 26.3	3.30	Gravelling	100.0
		Southern Trans-Provincial Highway—				
		Nelson–Castlegar section	Mile 265.0 to Mile 265.8	0.80	Reconstruction	100.0
			Mile 284.0 to Mile 285.5	0.50	Reconstruction	50.0
		Nelson–Balfour section	Mile 293.4 to Mile 294.0	0.60	Reconstruction	50.0
			Mile 307 to Mile 308	1.00	Reconstruction	50.0
	17	Bayonne Mine Road	Mile 12 to Mile 17	5.00	Draining and gravelling	100.0
	49	Sheep Creek Road	Mile 0 to Mile 3	3.00	Gravelling	100.0
North Okanagan	-----	Okanagan Highway	Mile 29.8 to Mile 30.8	1.00	Reconstruction, widening, and ditching	100.0
			Mile 33.2 to Mile 33.3	0.10	Reconstruction, widening, and ditching	100.0
			Mile 36.45 to Mile 36.6	0.15	Reconstruction, widening, and ditching	100.0
			Mile 38.3 to Mile 38.65	0.35	Reconstruction, widening, and ditching	100.0
			Mile 40.35 to Mile 40.95	0.60	Reconstruction, widening, and ditching	100.0
			Mile 41.05 to Mile 41.45	0.40	Reconstruction, widening, and ditching	100.0

						Per Cent.
Omineca	1	Manson Creek Road	Miles 25 to 45 and 67 to 70	23.00	Reconstruction, widening, and realignment (contract)	100.0
	1A	Manson Creek Road	Mile 45 to Mile 67	22.00	Reconstruction, Miles 45–49 and 58–67 completed, 50–57 right-of-way cleared	100.0
	1A	Manson Creek Road	North of Nation River, Mile 70 to 2 miles north-east of Sylvester Creek Crossing	10.00	New construction, new route cleared and grubbed	80.0
	1B	Manson Creek Road	North of Nation River, Mile 80 to Mile 98	18.00	Removing boulders, repairs to corduroy, and making road passable	100.0
	34	Aiken Lake Winter Road	Old Hogem to 60 miles north	60.00	New construction, cleared 20 ft. wide, grubbed 8 ft.	100.0
	32	Takla–Old Hogem Road	Takla Landing to Old Hogem	42.00	Reconstruction, widening	100.0
	24	Germansen Bridge–Germansen Landing	Germansen Bridge to Germansen Landing	9.40	Reconstruction, widening	100.0
	47	Hunter Basin Trail	1 mile north of Telkwa Collieries to Cabinet Creek	4.25	New construction, cleared 12 ft. wide, grubbed 8 ft.	100.0
Peace River	-----	Road No. 012	Mile 13 to Mile 17.5	4.50	New construction	75.0
		Road No. 012 North Pine River	Mile 5.5 to Mile 7.5	2.00	Reconstruction	60.0
		Road No. 001	Mile 108.2 to Mile 111.5	3.30	Reconstruction	45.0
		Road No. 83-17-008A	Mile 1.6, Road 41, to Mile 3.4, Road 8A	1.80	New construction	60.0
		Road No. 84-18-011	1 mile from Road 013 east	3.00	New construction	75.0
		Road No. 84-18-002	4 miles from Road 013 north	1.00	New construction	75.0
		Road No. 001	Mile 34.8 to Mile 35.4	0.60	Reconstruction, diversion	95.0
		Road No. 007	Mile 3 to Mile 7	4.00	Reconstruction	95.0
		Road No. 004	Mile 10.5 to Mile 12.6	2.10	New construction	95.0
		Road No. 005	Mile 6.7 to Mile 7.3	0.60	Reconstruction	100.0
		Road No. 78-15-003	Mile 3.5, Road No. 3 to 4 miles west	4.00	New construction	90.0
		Road No. 78-16-003	North-east 12-78-16 to 2 miles west	2.00	New construction	90.0
		Road No. 003	Road No. 10, Mile 9.1 to Mile 7	7.00	Reconstruction	90.0
		Road No. 023	Mile 4 to Mile 8	4.00	Reconstruction	90.0
		Road No. 008	Mile 52.3 to Mile 54.6	2.30	New construction	50.0
		Local Farm Roads		65.00	Widening, ditching, and grading	-----
Prince Rupert	-----	Northern Trans-Provincial Highway	Mile 11 to Mile 11.63	0.63	New construction	100.0
		Masset–Tow Hill Road	Mile 11.7 to Mile 14	2.30	New construction	60.0
		Port Clements–Tlell Road	Mile 1 to Mile 2	0.50	Reconstruction, widening and gravelling	80.0
		Skidegate–Tlell Road	Miles 12 to 38	-----	Widening sharp curves by cutting rock points	60.0
		Queen Charlotte City – Skidegate Road	Miles 38 to 42	-----	Widening sharp curves by cutting rock points	60.0
Revelstoke	-----	Trans-Canada Highway (Revelstoke West Road)	Mile 4.3 to Mile 5.28 west of Revelstoke	0.53	Reconstruction to standard grade	54.0
Rossland-Trail	-----	Rossland–Paterson	Mile 2.69 to Mile 3.31 (from International Boundary at Paterson, north)	0.62	New construction	100.0

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

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1939.
						Per Cent.
Saanich	.....	Island Highway	Tillicum Road to Craigflower	1.00	Widening and reconstruction (shoulders)	100.0
		West Saanich Road	Between Rithet's Hill and Log Cabin	1.25	Widening and reconstruction (shoulders)	100.0
Salmon Arm	1	Trans-Canada Highway—				
		(Kamloops – Salmon Arm section)	Mile 296.65 to Mile 298.34 (Pritchard)	1.69	Reconstruction to standard width	100.0
		(Sicamous – Revelstoke section)	Mile 396.47 to Mile 397.57 (29 miles west of Revelstoke near Craigellachie)	1.10	Overhead crossing over C.P.R., eliminating existing level crossing	100.0
Similkameen	.....	Southern Trans-Provincial Highway (Princeton–Hedley section)	Mile 14.1 to Mile 14.9 and Mile 16.5 to Mile 16.7	1.00	Reconstruction	95.0
		Okanagan Highway (Penticton–Summerland section)	Portions of road, miles 2-3-4, between Penticton and Summerland	1.20	Reconstruction	50.0
Skeena	33	Driftwood Creek Road	Mile 6 to Mile 9	3.00	Reconstruction, widening, realignment, and grade revision	100.0
	19	Silver Lake Tractor Road	Mile 4.5 to Mile 6	1.50	Reconstruction, widening, and improvement	100.0
	41	Silver Standard Mine Road	From Mile 3, Silver Standard Upper Road, to 500-ft. level Silver Standard Mine	1.00	Reconstruction, widening, realignment, and gravelling	100.0
		Northern Trans-Provincial Highway—				
		Smithers–Moricetown Road	Mile 2 to Mile 4, north of Smithers	1.00	Reconstruction, widening, realignment, and grading	60.0
		Moricetown–Hazelton Road	Moricetown Level Crossing to Mile 23.3	1.00	Reconstruction, widening, realignment, and grading	80.0
		Usk–Cedarvale Road	Mile 4 to Mile 7, east of Usk	3.00	New construction	60.0
South Okanagan	.....	Rutland Subdivision	North 1 mile from Rutland Store	1.00	Reconstruction, grade revision	100.0
		Lakeshore Road	South from Kelowna City limits for ¾ mile	0.75	Reconstruction, widening, and grade revision	75.0
Vancouver-Point Grey	.....	Marine Drive–Spanish Banks	From No. 2 Ravine to No. 3 Ravine	0.63	New construction; erection of dry masonry groynes on beach, installing catch-basins and culverts, building up beach with 104,574 cubic yards of sand for highway protection	100.0
Yale	6	A.M. Mine Road (Southern Trans-Provincial Highway)	Skagit Bluffs	1.37	New construction	10.0
		Spences Bridge–Merritt	Mile 18 to Mile 18.5	0.50	Reconstruction, new diversion	100.0
		Kamloops Road	Mile 0.65 to Mile 0.9	0.25	Reconstruction, new diversion	80.0
		Trans-Canada Highway	Anderson Creek	1.14	Reconstruction, new diversion	100.0
		Kamloops Road	Mile 1 to Mile 6	5.00	Preparatory paving-work	100.0
		Spences Bridge–Merritt	Mile 35 to Mile 41	6.00	Preparatory paving-work	100.0

TENDERS RECEIVED AND CONTRACTS AWARDED.

GOVERNMENT BUILDINGS.

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
CARIBOO ROAD TOLL-HOUSE AND SCALE PIT, YALE:		
W. Coulson	$2,197.00	Awarded.
Chas. E. Davis	$2,485.00	
MOTOR-VEHICLE BUILDING AND TESTING STATION, VANCOUVER:		
Carter-Halls-Aldinger Co., Ltd.	169,929.00	Awarded.
E. J. Ryan Contracting Co., Ltd.	$172,450.00	
Smith Bros. & Wilson, Ltd.	174,200.00	
Northern Construction Co., Ltd.	177,125.00	
A. Sullivan	180,000.00	
OFFICE BUILDING, KAMLOOPS:		
E. J. Ryan Contracting Co., Ltd.	26,995.00	Awarded.
Pacific Engineers, Ltd.	$28,376.00	
A. W. Cassidy & Co. (B.C.), Ltd.	28,948.00	
H. J. Davies	28,963.00	
Smith Bros. & Wilson, Ltd.	29,150.00	
The Dominion Construction Co., Ltd.	29,274.00	
Turley Bros.	29,500.00	
Bennett & White Construction Co., Ltd.	29,950.00	
F. R. McCharles	32,125.91	
SUPERVISOR'S RESIDENCE, COLQUITZ:		
L. G. Scott	5,058.00	Awarded.
M. P. Paine & Co.	$5,149.00	
A. McKinty	5,187.00	
Williams, Trerise & Williams, Ltd.	5,188.00	
Warren Construction Co., Ltd.	5,375.00	
C. Whitehead (no cheque)	4,900.00	
ALTERATIONS TO MOTOR-VEHICLE BUILDING, NEW WESTMINSTER:		
W. Hayman and C. W. Philp	2,570.00	Awarded.
F. H. Shaw & Son	$2,846.86	
A. Legge	2,847.60	
Rodger Construction Co., Ltd.	2,890.00	
J. Hyslop	2,900.00	
Chas. T. Cox	2,918.00	
W. A. Coulson	2,460.00	(Tender does not include electrical work.)
Smith Bros. & Wilson, Ltd.	2,595.00	(Tender does not include electrical work or plumbing.)
ALTERATIONS TO PROVINCIAL LABORATORY, HORNBY STREET, VANCOUVER:		
Rodger Construction Co., Ltd.	2,575.00	Awarded. (Alterations, $2,065; painting, exterior $265, interior $245.)
H. J. Morgan	$2,700.00	(Alterations, $1,774; painting, exterior $359, interior $567.)

GOVERNMENT BUILDINGS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
A. Sullivan	$2,840.00	(Alterations, $2,492; painting, exterior $348.)
Armstrong & Monteith	2,858.00	(Alterations, $2,100; painting, exterior $383, interior $375.)
Pacific Engineers, Ltd.	2,954.00	(Alterations, $2,210; painting, exterior $376, interior $368.)
D. W. Nixon	2,961.00	
Carter-Halls-Aldinger Co., Ltd.	3,030.00	(Alterations, $2,229; painting, exterior $418, interior $383.)
W. A. Coulson	3,057.22	
Geo. Nuttall & Son	3,170.00	(Alterations, $2,470; painting, exterior $400, interior $300.)
GOVERNMENT BUILDING, POWELL RIVER:		
W. Gebbie	18,407.00	Awarded.
Bennett & White Construction Co.	$19,490.00	
A. W. Cassidy & Co. (B.C.), Ltd.	19,971.00	
Joseph Nixon & Son	20,490.00	
H. J. G. Morgan	21,071.00	
Turley Bros.	21,264.00	
Baynes & Horie, Ltd.	23,487.00	

ROADS.

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PEACE ARCH HIGHWAY EXTENSION, SECTION 1:		
Construction, Yale Road to McLellan Road, 5.78 Miles:		
Dawson, Wade & Co., Ltd.	$120,726.16	Awarded.
General Construction Co., Ltd.	$122,148.05	
Mannix and Davidson	124,954.73	
Associated Engineering Co., Ltd.	128,110.99	
W. C. Arnett & Co., Ltd.	137,587.44	
PEACE ARCH HIGHWAY EXTENSION, SECTION 2:		
Construction, Nicomekl River to McLellan Road, 2.8 Miles:		
W. C. Arnett & Co., Ltd.	91,323.83	Awarded.
General Construction Co., Ltd.	$92,604.70	
Mannix and Davidson	93,664.19	
Associated Engineering Co., Ltd.	94,858.68	
Dawson, Wade & Co., Ltd.	97,536.34	
Carter-Halls-Aldinger Co., Ltd.	102,932.95	
COQUITLAM ROAD, NO. 10R:		
Reconstruction at Essondale, 0.43 Miles:		
Baynes & Horie, Ltd.	9,207.40	Awarded.
Holmes & Wilson Trucking Co., Ltd.	$9,564.26	
Nickson Construction Co., Ltd.	9,587.50	
General Construction Co., Ltd.	11,099.50	
E. R. Taylor Construction Co., Ltd.	11,674.50	
W. C. Arnett & Co., Ltd.	12,556.20	
VICTORIA–SOOKE HIGHWAY:		
Reconstruction, Miles 10.85 to 12.20:		
General Construction Co., Ltd.	19,279.80	Awarded.
E. R. Taylor Construction Co., Ltd.	$19,451.88	
Associated Engineering Co., Ltd.	19,499.06	
Coast Quarries, Ltd.	21,494.14	
Mannix and Davidson	29,045.10	
TRANS-CANADA HIGHWAY:		
Revision at Laidlaw, 2 Miles:		
Holmes & Wilson Trucking Co., Ltd., and Murphy's Cartage & Excavating Co.	22,564.92	Awarded.
E. R. Taylor Construction Co., Ltd.	$27,389.30	
General Construction Co., Ltd.	28,887.10	
Dawson, Wade & Co., Ltd.	31,103.08	
Nickson Construction Co., Ltd.	31,618.50	
W. C. Arnett & Co., Ltd.	31,890.60	
Mannix and Davidson	35,073.80	
Bennett & White Construction Co., Ltd.	41,803.54	
ISLAND HIGHWAY, MALAHAT SECTION:		
Reconstruction, Mile 19.83 to Mile 20.44:		
Associated Engineering Co., Ltd.	29,988.00	Awarded.
General Construction Co., Ltd.	$31,354.00	
Dawson, Wade & Co., Ltd.	31,514.00	
Mannix and Davidson	31,956.00	
W. C. Arnett & Co., Ltd.	33,289.00	
Coast Quarries, Ltd.	34,640.00	
E. R. Taylor Construction Co., Ltd.	35,081.50	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 16:		
Kingsgate–Radium Highway:		
Reconstruction of following sections: Kimberley, Kimberley–Ta Ta Creek, Ta Ta Creek, Springbrook, Springbrook–Mud Creek, Mud Creek, Canal Flats—		
General Construction Co., Ltd.	$228,182.25	Awarded.
Dawson, Wade & Co., Ltd.	$233,093.29	
Mannix and Davidson	236,741.18	
Associated Engineering Co., Ltd.	257,148.00	
W. C. Arnett & Co., Ltd.	272,544.10	
MARINE DRIVE, POINT GREY—PROTECTION-WORK:		
Improvements to Spanish Banks:		
Coast Quarries, Ltd.	29,752.75	Awarded.
E. R. Taylor Construction Co., Ltd.	$31,923.00	
Associated Engineering Co., Ltd.	34,522.50	
Nickson Construction Co., Ltd.	35,135.00	
General Construction Co., Ltd.	37,795.00	
W. C. Arnett & Co., Ltd.	41,139.00	
Holmes & Wilson Trucking Co., Ltd.	47,143.80	

FERRIES.

Description of Work and Names of Tenderers.	Amount of Tender.	Remarks.
KELOWNA–WESTBANK FERRY:		
Construction of Steel Hull, Complete with Fittings, ready for Installation of Machinery:		
Roy Stewart, Ltd.	$83,372.20	
Western Bridge Co., Ltd.	83,533.60	Awarded.
North Vancouver Ship Repairs, Ltd.	$119,784.00	

INVENTORY OF ROAD MACHINERY AND PLANT AS AT MARCH 31ST, 1939.

Electoral District.	Air-compressors.	Automobiles.	Ferry-boats.	Cars (Dump).	Concrete-mixers.	Engines (Stationary).	Power-shovels.	Graders (Pull).	Loaders (Mechanical).	Motor-trucks.	Pile-driver Hammers.	Ploughs (Snow).	Pumps.	Rock-crushers.	Rollers (Horse).	Rollers (Power).	Scrapers.	Tents.	Tractors.	Power-graders.	Lighting Plants.	Hoists.	Road-rippers.	Back-fillers.	Trailers.	Launches.	Rowboats and Canoes.	Jack-hammers.
Alberni-Nanaimo	...	...	...	...	...	...	...	4	...	14	2	3	...	...	2	...	4	19	1	2	1	1	...	...	...	...	...	1
Atlin	1	...	...	7	...	1	...	5	...	7	1	1	...	...	...	1	15	26	6	...	...	3	...	...	...	...	1	1
Burnaby	...	...	...	...	1	...	...	...	...	4	...	1	...	...	1	...	...	...	...	1	...	...	1	...	...	...	...	...
Cariboo (North)	...	1	4	...	...	...	2	13	...	8	...	7	2	...	1	...	8	35	7	2	...	1	1	...	4	...	...	...
Cariboo (South)	...	1	1	...	...	...	1	11	...	7	2	6	...	...	1	...	25	30	7	2	...	...	3	...	5	...	...	...
Chilliwack	1	...	1	...	...	...	...	2	1	8	...	5	...	...	...	...	2	...	5	2	...	2	1	...	...	...	2	3
Columbia	...	1	2	...	...	...	2	8	...	8	2	8	...	...	1	...	13	15	3	3	...	1	2	1	...	...	...	...
Comox	1	1	...	...	...	...	1	2	...	13	3	3	...	...	1	...	6	...	1	5	...	1	1	...	1	...	...	...
Cowichan-Newcastle	...	1	...	...	...	1	1	3	...	11	2	2	...	...	...	...	2	...	1	3	...	1	...	...	1	...	...	...
Delta	4	...	2	...	2	...	3	2	1	16	1	5	7	...	1	1	6	...	2	2	9	...	...	...	1	...	2	7
Cranbrook	...	2	...	...	...	3	3	9	1	15	1	6	1	4	...	...	7	5	5	4	...	3	3	1	4	...	...	...
Dewdney	2	1	...	20	1	1	2	...	2	13	...	4	2	...	1	...	2	...	2	2	...	...	1	...	...	...	...	4
Esquimalt	3	2	...	...	2	3	2	3	1	17	1	3	5	1	...	...	6	...	5	2	4	4	4	1	3	...	...	4
Fernie	...	...	...	...	1	1	1	17	1	10	2	5	...	2	1	...	10	2	3	4	...	3	2	...	2	...	...	...
Fort George	...	2	4	...	...	1	2	11	1	12	1	5	1	2	1	...	45	74	6	1	...	5	2	2	6	...	...	...
Grand Forks-Greenwood	1	1	...	...	...	...	...	7	...	8	2	6	...	...	2	2	5	...	4	2	...	...	1	1	...	...	...	...
Islands	...	...	...	...	...	1	...	1	...	8	...	...	...	1	...	2	2	...	...	...	...	...	...	...	...	...	...	...
Kamloops	...	2	6	...	2	...	1	15	...	13	3	6	...	...	...	...	16	20	7	3	...	1	1	1	3	...	5	...
Kaslo-Slocan	2	1	2	...	...	...	1	2	...	10	...	8	...	...	...	...	3	4	6	1	...	1	1	1	2	...	...	4
Lillooet	1	1	4	...	...	...	1	16	...	9	1	5	...	...	...	...	18	12	5	3	...	1	3	3	6	...	2	2
Mackenzie	1	2	...	...	...	...	...	12	...	11	3	2	...	...	...	...	7	2	6	1	...	3	3	1	1	...	2	6
Nelson-Creston	2	1	5	...	1	2	4	5	1	19	2	10	3	3	...	1	9	9	6	3	...	2	2	2	2	...	...	...
New Westminster	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North Okanagan	1	1	...	...	...	2	1	11	2	12	2	7	2	1	...	...	6	1	5	4	4	2	2	...	1	...	...	2
North Vancouver	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	2	...	1	...	...	...	...	...	...	...	...	...
Omineca	...	1	5	...	...	...	2	16	...	11	...	7	1	...	...	...	31	18	8	...	1	1	1	1	10	...	...	...
Peace River	...	1	6	...	...	1	1	22	...	6	5	1	...	...	...	...	95	28	4	...	...	2	2	1	5	...	4	...
Prince Rupert	1	1	...	...	...	1	...	3	...	9	1	...	...	1	...	...	5	10	2	...	...	2	...	1	1	...	1	6
Revelstoke	2	...	3	...	...	...	5	1	...	9	3	3	...	...	...	...	5	...	5	2	3	1	2	2	3	...	1	3
Rossland-Trail	1	1	1	5	1	1	2	2	...	7	...	5	1	...	...	1	1	...	2	1	...	1	...	...	...	...	...	...
Saanich	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
Salmon Arm	1	...	3	...	...	...	1	14	...	11	...	2	...	...	...	1	3	14	5	2	1	1	1	3	7	...	1	1
Similkameen	1	1	...	...	2	...	1	4	...	17	2	6	4	...	...	1	13	16	7	4	4	1	4	4	1	...	...	3
Skeena	1	1	8	...	...	...	1	9	1	9	2	5	...	...	...	...	8	15	6	1	1	2	1	1	4	...	...	2
South Okanagan	1	1	1	...	1	...	...	6	...	11	1	4	...	1	...	...	5	...	6	4	...	1	1	1	2	...	...	...
Vancouver-Point Grey	...	1	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yale	3	1	...	...	1	5	4	11	1	21	2	6	2	2	...	...	19	17	6	2	2	1	2	1	2	...	...	5
Headquarters	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
Headquarters Garage	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Engineering District No. 1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Engineering District No. 2	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Engineering District No. 3	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	32	43	58	32	15	24	45	250	13	368	47	147	31	18	13	12	404	372	145	68	30	48	48	29	77	1	21	54

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1939.

Electoral District.	Machinery and Plant.	Tools.	Boats and Launches.	Cameras and Scientific Instruments.	Automobiles and Trucks (not included in Equipment Fund).	Trailers and Cabooses.	Unused Stores.	Camp Equipment.	Equipment Fund.	Total.
Alberni-Nanaimo	$4,375.17	$1,142.40	.....	$58.50	$4,572.00	.....	.....	$729.60	$3,975.99	$14,852.67
Atlin	18,739.00	1,645.00	$30.00	95.00	740.00	.....	$503.00	1,398.00	3,550.00	26,700.00
Burnaby	1,550.00	580.30	.....	.....	650.00	.....	37.00	.....	.....	2,817.30
Cariboo (North)	20,013.00	5,663.65	2,625.00	206.00	2,792.00	$345.00	.....	2,637.22	6,950.00	41,231.87
Cariboo (South)	12,066.75	1,651.50	185.00	459.25	2,885.00	260.00	.....	1,184.75	4,760.00	23,452.25
Chilliwack	3,570.00	608.65	.....	.....	2,300.00	.....	443.00	80.00	.....	7,001.65
Columbia	12,700.00	2,643.00	.....	319.00	4,125.00	.....	.....	734.60	3,475.00	23,996.60
Comox	2,941.00	2,392.50	.....	263.00	3,715.00	10.00	118.50	110.05	4,600.00	14,150.05
Cowichan-Newcastle	2,465.37	959.00	.....	322.50	4,400.00	60.00	.....	.....	2,900.00	11,106.87
Cranbrook	12,397.00	3,367.00	.....	329.00	8,850.00	390.00	.....	543.00	11,625.00	37,501.00
Delta	17,418.50	16,788.45	36.430.00	.....	9,000.00	.....	3,226.10	377.50	18,350.00	101,590.55
Dewdney	3,410.00	1,405.55	.....	.....	5,335.00	.....	939.78	40.00	4,045.00	15,175.33
Esquimalt	18,392.00	3,665.00	.....	.....	6,295.00	.....	1,334.50	504.05	13,550.00	43,740.55
Fernie	9,400.00	483.00	.....	12.00	2,800.00	100.00	.....	329.91	3,500.00	16,624.91
Fort George	10,753.15	2,896.35	1,377.00	491.00	6,885.00	780.00	.....	2,229.75	8,100.00	33,512.25
Grand Forks-Greenwood	4,914.00	142.45	.....	.....	4,075.00	.....	.....	.....	9,400.00	18,531.45
Islands	1,100.00	687.10	.....	.....	3,100.00	.....	.....	.....	375.00	5,262.10
Kamloops	17,634.10	1,831.00	12,508.00	631.00	9,175.00	130.00	726.00	2,223.50	6,825.00	51,683.60
Kaslo-Slocan	4,300.00	2,030.03	875.00	631.00	5,100.00	200.00	.....	307.80	5,500.00	18,943.83
Lillooet	27,628.00	1,225.00	3,630.00	665.00	6,458.00	190.00	225.00	456.00	2,775.00	43,252.00
Mackenzie	7,031.00	3,489.08	80.00	20.00	4,857.00	15.00	447.25	25.00	4,550.00	20,514.33
Nelson-Creston	16,735.00	3,716.99	59.375.00	516.75	19,025.00	100.00	1,342.76	1,370.86	8,675.00	110,857.36
New Westminster	.....	45.65	.....	.....	.....	.....	.....	.....	.....	45.65
North Okanagan	6,812.25	2,087.05	.....	117.75	5,625.00	65.00	1,055.14	213.09	3,800.00	19,775.28
North Vancouver	227.00	479.05	.....	.....	800.00	.....	61.65	.....	.....	1,567.70
Omineca	13,730.00	3,363.50	9,840.00	148.00	2,975.00	1,085.00	.....	1,706.28	5,300.00	38,147.78
Peace River	16,241.00	1,912.50	10,622.60	535.00	3,000.00	300.00	1,494.85	1,717.50	5,375.00	41,198.45
Prince Rupert	3,850.00	1,735.75	20.00	266.00	9,430.00	40.00	195.63	704.05	2,150.00	18,391.43
Revelstoke	6,533.00	3,613.30	3,718.50	296.00	11,116.00	659.00	1,417.00	651.55	5,575.00	33,579.35
Rossland-Trail	2,800.00	2,339.02	12,316.38	143.50	3,660.00	40.00	.....	306.50	8,250.00	29,855.40
Saanich	1,965.60	1,147.50	.....	1,899.00	1,050.00	.....	296.95	.....	900.00	7,259.05
Salmon Arm	6,719.00	5,424.60	13,875.00	358.50	3,550.00	655.00	.....	742.60	3,000.00	34,324.70
Similkameen	13,714.00	4,698.20	.....	308.25	9,275.00	75.00	3,604.00	2,481.41	5,325.00	39,480.86

Skeena	$6,275.00	$1,471.00	$9,226.00	$162.00	$4,850.00	$190.00	----------	$1,850.00	$3,425.00	$27,449.00
South Okanagan	7,069.00	875.00	8,300.00	185.00	11,433.00	600.00	----------	52.00	5,025.00	33,539.00
Vancouver-Point Grey	185.00	416.24	----------	400.00	----------	----------	$10.60	----------	----------	1,011.84
Yale	26,118.41	8,666.70	----------	619.75	16,720.00	450.00	8,204.30	5,669.12	5,225.00	71,673.28
Headquarters	----------	----------	3,500.00	----------	1,155.00	----------	----------	----------	----------	4,655.00
Headquarters Garage	----------	----------	----------	----------	3,750.00	----------	----------	----------	----------	3,750.00
Engineering District No. 1	----------	----------	----------	----------	1,000.00	----------	----------	----------	----------	1,000.00
Engineering District No. 2	----------	----------	----------	1,468.75	1,280.00	----------	----------	----------	----------	2,748.75
Engineering District No. 3	----------	----------	----------	1,405.00	1,650.00	----------	----------	----------	----------	3,055.00
Totals	$341,772.30	$97,288.06	$188,533.48	$13,331.50	$209,453.00	$6,739.00	$25,683.01	$31,375.69	$180,830.00	$1,095,006.04

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS.

STATEMENT AS AT MARCH 31ST, 1939.

SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF HIGHWAYS CLASSIFIED UNDER PART III. OF THE "HIGHWAY ACT."

(Figures for Classified Highways shown in Italics.)

Electoral District.	Whether Provincial or Classified.	Cleared only.	Ordinary Earth, Sand, Clay, etc.	Gravel or Water-bound Macadam.	Paved.		Bituminous-surfaced.			Other Types.	Total (Miles).
					Portland Cement Concrete.	Asphaltic Concrete.	Bituminous Penetration Macadam.	Bituminous Mulch Surface.	Bituminous Spray-coat Surface.		
Alberni-Nanaimo	Provincial	11.55	103.06	197.32	.....	2.40	1.95	10.58	62.17	.....	389.03
	Classified	.....	.....	*1.60*	.....	.....	.....	*2.00*	*3.23*	.....	*6.83*
Atlin	Provincial	56.10	186.40	170.20	.....	.....	2.00	.....	.....	8.00	422.70
	Classified	.....	.....	*1.42*	.....	.....	.....	.....	*0.36*	.....	*1.78*
Burnaby	Provincial	.....	.....	3.71	.....	.....	0.75	1.44	.....	.....	5.90
	Classified	*9.43*	*4.10*	*0.63*	*4.90*	*7.19*	*16.25*	*10.04*	*2.58*	.....	*55.12*
Cariboo (North)	Provincial	251.75	604.22	266.20	.....	.....	.....	.....	.....	.....	1,122.17
	Classified	.....	.....	.....	.....	.....	.....	.....	*1.29*	.....	*1.29*
Cariboo (South)	Provincial	914.60	800.25	256.00	.....	.....	.....	.....	.....	.....	1,970.85
	Classified	.....	.....	.....	.....	.....	.....	.....	*1.00*	.....	*1.00*
Chilliwack	Provincial	2.10	18.21	29.56	.....	.....	.....	13.16	1.65	.....	64.68
	Classified	.....	.....	*29.70*	*7.33*	*6.29*	.....	*27.76*	*4.42*	*0.40*	*75.90*
Columbia	Provincial	2.60	347.02	278.75	.....	.....	.....	15.00	1.10	.....	644.47
Comox	Provincial	23.49	146.98	251.04	.....	.....	.....	25.48	79.64	.....	526.63
	Classified	.....	.....	.....	.....	.....	.....	.....	*4.08*	.....	*4.08*
Cowichan-Newcastle	Provincial	.....	35.30	194.88	.....	.....	.....	.....	58.33	.....	288.51
	Classified	.....	.....	.....	*0.05*	.....	.....	.....	*21.23*	.....	*21.28*
Cranbrook	Provincial	.....	407.41	116.79	0.20	.....	.....	91.73	0.50	.....	616.63
	Classified	.....	.....	.....	.....	.....	.....	*0.42*	.....	.....	*0.42*
Delta	Provincial	.....	2.40	2.60	.....	.....	.....	.....	.....	.....	5.00
	Classified	*4.50*	*8.61*	*4.10*	*21.56*	*9.76*	*12.51*	*37.79*	*1.95*	*0.24*	*101.02*
Dewdney	Provincial	0.16	50.11	64.76	0.09	.....	.....	.....	27.33	.....	142.45
	Classified	.....	*0.12*	*27.64*	*0.34*	.....	.....	*43.25*	*15.73*	.....	*87.08*
Esquimalt	Provincial	12.91	23.42	259.86	3.39	1.10	.....	10.32	79.47	.....	390.47
Fernie	Provincial	.....	203.20	311.85	.....	.....	.....	5.15	35.20	.....	555.40
Fort George	Provincial	248.35	353.85	281.75	.....	.....	.....	.....	.....	.....	883.95
Grand Forks-Greenwood	Provincial	.....	557.10	145.91	.....	.....	.....	.....	32.59	.....	735.60
	Classified	.....	.....	.....	.....	.....	.....	*0.25*	*3.90*	.....	*4.15*
Islands	Provincial	1.13	22.97	163.32	3.71	.....	.....	0.70	40.70	.....	232.53
Kamloops	Provincial	.....	618.00	386.03	.....	.....	45.77	0.54	.....	.....	1,050.34

Kaslo-Slocan	Provincial	.....	391.65	265.16	.....	.....	.....	.....	4.43	.....	661.24
	Classified	.....	.....	*0.92*	.....	.....	.....	.....	*2.09*	.....	*3.01*
Lillooet	Provincial	1.00	500.37	483.68	.....	.....	.....	42.21	7.61	.....	1,034.87
Mackenzie (North)	Provincial	9.61	76.39	133.40	.....	.....	.....	2.24	12.44	.....	234.08
Mackenzie (South)	Provincial	.....	26.29	81.78	.....	.....	.....	.....	0.50	.....	108.57
	Classified	.....	.....	*0.40*	.....	.....	.....	.....	*0.40*	.....	*0.80*
Nelson-Creston	Provincial	.....	415.03	219.56	.....	.....	.....	24.64	21.55	.....	680.78
	Classified	.....	.....	.....	.....	.....	.....	*0.83*	.....	.....	*0.83*
New Westminster	Provincial	0.70	1.23	1.70	.....	.....	0.53	.....	.....	.....	4.16
North Okanagan	Provincial	.....	341.52	293.90	.....	.....	.....	19.72	.....	.....	655.14
	Classified	.....	.....	*27.14*	*0.33*	.....	.....	*9.79*	.....	.....	*37.26*
North Vancouver	Provincial	0.50	1.85	15.15	.....	.....	.....	.....	0.32	.....	17.82
	Classified	.....	.....	.....	.....	*13.86*	*0.91*	.....	*4.73*	.....	*19.50*
Omineca	Provincial	453.60	736.25	358.61	.....	.....	.....	.....	.....	.....	1,548.46
	Classified	.....	.....	*1.77*	.....	.....	.....	.....	.....	.....	*1.77*
Peace River	Provincial	537.45	752.35	21.35	.....	.....	.....	.....	.....	.....	1,311.15
	Classified	.....	.....	*0.43*	.....	.....	.....	.....	.....	.....	*0.43*
Prince Rupert	Provincial	16.54	63.11	51.36	.....	.....	.....	.....	.....	27.96	158.97
Revelstoke	Provincial	0.40	55.16	113.50	.....	.....	.....	.....	7.75	.....	176.81
Rossland-Trail	Provincial	.....	102.44	34.27	.....	.....	.....	24.21	1.86	.....	162.78
Saanich	Provincial	.....	.....	2.92	.....	.....	.....	.....	2.20	.....	5.12
	Classified	.....	.....	*2.08*	.....	*15.18*	*5.62*	.....	*9.00*	.....	*31.88*
Salmon Arm	Provincial	.....	514.83	327.12	.....	.....	0.30	13.90	0.90	.....	857.05
	Classified	.....	.....	*16.67*	*0.43*	.....	*0.40*	*6.25*	.....	.....	*23.75*
Similkameen	Provincial	4.90	558.28	122.10	.....	.....	.....	29.98	7.79	.....	723.05
	Classified	.....	.....	.....	.....	.....	.....	.....	*10.09*	.....	*10.09*
Skeena	Provincial	32.75	339.07	188.00	.....	.....	.....	.....	.....	.....	559.82
	Classified	.....	.....	*4.37*	.....	.....	.....	.....	.....	.....	*4.37*
South Okanagan	Provincial	.....	337.94	217.21	.....	.....	.....	12.50	18.71	.....	586.36
	Classified	.....	.....	*4.73*	.....	.....	.....	*8.29*	*3.67*	.....	*16.69*
Vancouver-Point Grey*	Provincial	4.87	0.50	2.12	.....	11.78	5.75	1.47	2.85	.....	29.34
Yale	Provincial	.....	431.32	189.17	.....	.....	.....	6.51	65.09	2.48	694.57
	Classified	.....	.....	*1.95*	.....	.....	.....	.....	*1.79*	.....	*3.74*
Totals	Provincial	2,587.06	10,125.48	6,502.59	7.39	15.28	57.05	351.48	572.68	38.44	20,257.45
	Classified	*13.93*	*12.83*	*125.55*	*34.94*	*52.28*	*35.69*	*146.67*	*91.54*	*0.64*	*514.07*
Grand totals (miles), Provincial and Classified		2,600.99	10,138.31	6,628.14	42.33	67.56	92.74	498.15	664.22	39.08	20,771.52

* Includes roads within limits of University Endowment Lands.

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1938–39.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Kitsuksus Creek Bridge	Beaver Creek Road, over Kitsuksus Creek	Alberni-Nanaimo	Fifteen 17-ft. bays and one 29-ft. bay of pile trestle, 20-ft. roadway, 4-ft. sidewalk; 285 ft. long over all. *Renewal.*
Ahbau Creek Bridge	Cariboo Highway, over Ahbau Creek at Cinema	Cariboo (North)	One 120-ft. through Howe-truss span on framed bent piers and four 15-ft. bays of pile-trestle approach, 16-ft. roadway; 184 ft. long over all. *Renewal.*
Keithley Creek Bridge	Keithley Main Road, 1 mile from Keithley	Cariboo (South)	One 70-ft. King-truss span on pile piers and two 15-ft. bays of pile-trestle approach, 14 ft. 8 in. roadway; 104 ft. over all. *Renewal.*
North Star Bridge	Over Mark Creek at Kimberley	Cranbrook	One 48-ft. 9-in. steel-beam span on pile bents and three 19-ft. bays of pile trestle approach, 16-ft. roadway; 105 ft. long over all.
Newgate Slough Bridge	Over Kootenay River, near Gateway	Cranbrook	Twelve 19-ft. bays of pile trestle, 14-ft. 8-in. roadway; 229 ft. long over all. *Renewal.*
Allouette River Bridge	On Lillooet Road, over Allouette River	Dewdney	One 150-ft. through Howe-truss span on existing concrete piers and seventeen 17-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 445 ft. long over all. *Renewal.*
Dale Bridge No. 2	Near Hatzic Prairie School, on Dale Road	Dewdney	Eleven 19-ft. bays of pile trestle, 14-ft. 8-in. roadway; 210 ft. long over all. *Renewal.*
Birch Island Bridge	Over North Thompson River at Birch Island	Kamloops	Two 140-ft. through Howe-truss spans on pile piers and six 17-ft. bays of pile-trestle approach, 12-ft. roadway; 390 ft. over all. *New construction.*
Meadow Creek Bridge	On Trans-Provincial Highway near Kitchener	Nelson-Creston	Five 18-ft 9-in. bays of pile trestle, 20-ft. roadway; 95 ft. long over all. *Renewal.*
Sugar Lake Bridge	Over Shuswap River at Sugar Lake	North Okanagan	One 140-ft. through Howe-truss span on pile piers and six 17-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 246 ft. long over all. *New construction.*
Halfway River Bridge	On Fort St. John–Hudson Hope Road	Peace River	Two 180-ft. through Howe-truss spans on pile piers and seven 15-ft. bays of pile-trestle approach, 16-ft. roadway; 478 ft. long over all. *New construction.*
Cache Creek Bridge	On Fort St. John–Hudson Hope Road	Peace River	Two 60-ft. King-truss spans on pile piers and four 19-ft. bays of pile-trestle approach, 14-ft. 8-in. roadway; 203 ft. long over all. *New construction.*
Big Sheep Creek Bridge, No. 6	On Rossland–Castlegar Road, 16.7 miles west of Rossland	Rossland-Trail	One 48-ft. 9-in. steel-beam span on concrete piers and two 19-ft. bays of trestle on concrete abutments, 19-ft. 11½-in. roadway; 89 ft. long over all. *Renewal.*
Chase Bridge	Over South Thompson River at Chase	Salmon Arm	Two 120-ft. deck and one 120-ft. through Howe-truss spans on pile piers and twenty-three 19-ft. bays of pile-trestle approach, 16-ft. roadway; 844 ft. long over all. *New construction.*
Monte Creek Bridge	Over Monte Creek, near Duck Meadows, C.N.R.	Salmon Arm	Six 19-ft. bays of pile trestle; 18-ft. roadway, 115 ft. long over all. *Renewal.*

Kitsequekla Bridge	On Northern Trans-Provincial Highway, near Skeena Crossing	Skeena	Concrete abutment and pile pier with four 17-ft. bays of pile trestle. *Renewal.*
John Brown Creek Bridge	On Smithers–Moricetown Road, 20 miles west of Smithers	Skeena	One 60-ft. King-truss span on framed bent piers and two 15-ft. bays framed bent trestle, 16-ft. roadway; 94 ft. long over all.

DETAILS OF FERRIES AND FERRY LANDINGS BUILT OR REPAIRED, 1938–39.

Black Pool Ferry	Over North Thompson River at Black Pool	Kamloops	Construction of towers and landings for 5-ton reaction ferry.
Mount Olie Ferry	Over North Thompson River at Mount Olie	Kamloops	Construction of towers and landings for 5-ton reaction ferry.
Clayhurst Ferry	Over the Peace River at Clayhurst	Peace River	Construction of standard 5-ton reaction ferry.
Kelowna–Westbank Ferry	Okanagan Lake at Kelowna	South Okanagan	Construction of steel hull, Diesel-engined ferry; 140 ft. by 43 ft. by 9 ft. 2 in.; capacity 30 cars; and alterations to landings and rebuilding slips.
Kootenay Lake Ferry	Kootenay Lake	Nelson-Creston	Repairs, etc., to coaling-wharf at Procter.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1938–39.

Name of Ferry.	Type.	No. of Round Trips.	Autos, Buses, and Motor-cycles.	Trucks.	Rigs.	Passengers (excluding Drivers).	Tons of Freight.	Horses, Cattle, etc.
Ferries operated by Department.								
Alexandria	Pontoon (reaction)	1,469	207	272	171	2,694	43	288
Avola	Pontoon (reaction)	1,667	.....	.....	176	2,245	142	76
Barnston Island	Gas-boat and scow	7,496	5,593	2,915	81	16,824	2,526	310
Big Bar	Pontoon (reaction)	1,208	.....	.....	.....	1,793	17	5,965
Birch Island	Pontoon (reaction)	9,196	2,758	1,603	844	11,421	679	136
Black Pool	Pontoon (reaction)	2,748	798	356	485	3,756	149	125
Castlegar	Scow and power-cable	31,613	95,489	31,418	1,806	281,055	20,023	769
Cedarvale	Pontoon (reaction)	5,574	400	386	263	19,851	472	.....
Chinook Cove	Pontoon (reaction)	79	56	.....	35	159	11	97
Clayhurst	Pontoon (reaction)	1,536	452	489	1,037	9,145	468	663
Copper City	Pontoon (reaction)	4,773	600	140	44	8,207	.....	231
Crown Mountain	Raft ferry	583	.....	.....	.....	1,536	1	20
Ducks (Monte Creek)	Pontoon (reaction)	4,532	431	400	145	4,230	256	5,977
East Arrow Park	Gas-boat and scow	5,350	3,348	912	322	12,908	631	647
Finmoore	Pontoon (reaction)	1,886	259	55	376	2,084	30	126
Fort Fraser	Pontoon (reaction)	1,668	208	270	514	2,110	.....	378
Francois Lake	Power-ferry	1,219	2,516	1,921	466	5,523	1,224	452
Gravels (Quesnel River)	Pontoon (reaction)	981	93	107	91	1,516	8	548
Halls Landing	Scow (reaction and auxiliary power	10,485	7,084	3,076	2,408	30,487	3,967	1,104
Harrop–Longbeach	Scow and power-cable	10,549	8,813	4,612	149	32,368	2,059	158
Hazelton	Pontoon (reaction)	3,547	204	156	554	7,143	211	69
High Bar	Pontoon (reaction)	1,581	28	33	51	2,241	14	1,736
Isle de Pierre	Pontoon (reaction)	3,485	161	920	926	5,761	1,843	27
Kelowna–Westbank	*Power-ferry	6,836	40,059	20,445	221	142,678	16,775	865
Kitwanga	Pontoon (reaction)	4,290	213	121	463	5,800	264	196
Kootenay Lake	*Steamboat	915	10,963	1,855	9	25,713	1,919	149
Kootenay River	Scow (reaction and auxiliary power)	14,488	5,416	6,274	1,270	16,324	4,896	825
Macalister	Pontoon (reaction)	3,237	324	1,020	552	5,621	491	1,208
McLure	Pontoon (reaction)	941	247	222	132	1,887	78	364
Miworth (I.R. No. 3)	Pontoon (reaction)	2,451	334	699	297	2,857	559	900
Mount Olie	Pontoon (reaction)	5,161	915	176	609	11,660	274	472
Needles–Fauquier	Scow and power-cable	6,580	6,293	2,895	758	20,605	1,830	262
Nelson	Scow and power-cable	21,182	103,363	22,565	580	398,716	14,026	157
Remo	Pontoon (reaction)	2,589	12	8	284	5,347	146	13
Soda Creek	Pontoon (reaction)	1,749	201	76	96	2,621	76	739
Sorrento–Scotch Creek	Power-ferry	1,674	3,459	1,778	626	12,952	618	711
Takla Lake	Gas-boat	42	.....	.....	.....	66	.....	27
Taylor Flats (Peace River)	Gas-boat and scow	5,967	3,714	4,247	1,192	19,099	3,992	5,313
12-Mile	Scow (reaction and auxiliary power)	7,119	4,352	2,286	57	16,009	845	175
Usk	Pontoon (reaction)	6,265	376	853	429	11,238	531	941
Vavenby (North Thompson)	Pontoon (reaction)	3,863	643	481	529	7,835	118	6,371
Vinsula (North Thompson)	Pontoon (reaction)	652	.....	.....	.....	1,349	.....	173
Subsidized Ferries.								
Agassiz–Rosedale	*Power-ferry	6,114	28,688	2,963	20	48,188	586	125
Arrowhead–Beaton	*Steamboat	186	109	13	.....	754	27	17
Bowen Island	*Gas-boats	833	.....	.....	.....	11,549	.....	.....
Denman Island	*Power-ferry	1,754	2,605	350	.....	6,385	.....	14
Gabriola Island	*Power-ferry	848	568	345	.....	8,748	26	.....
Gulf Islands	*Power-ferry	853	6,518	1,221	.....	14,613	5	10
Ladner–Woodward	*Power-ferry	6,981	57,233	5,872	4	87,458	.....	1,020
Mill Bay	*Power-ferry	2,093	10,942	1,127	.....	20,062	.....	12
Totals		.....	417,045	127,933	19,072	1,371,191	82,856	40,961

* Denotes that tolls are charged.

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

STATEMENT OF EXPENDITURE.

SUMMARY.

Vote 153. Minister's Office			$12,274.40
Vote 154. Administration			330,208.84
Vote 155. Maintenance of Parliament Buildings and Grounds			170,585.14
Vote 156. Government House			30,332.69
Vote 159. Maintenance and Repairs to Government Buildings			352,665.88
Vote 160. Highway Signs			2,350.00
Vote 161. Steam Boiler Inspection	$33,773.12		
Less Boiler Inspection and Examiners' Fees	33,763.12		
			10.00
Vote 162. Electrical Energy Inspection			16,998.35
Total, Votes 153, 154, 155, 156, 159, 160, 161, 162 (For detail *see* Public Accounts.)			$915,425.30
Vote 157. Roads	$1,442,495.09		
Less Cariboo Highway Tolls	66,612.09		
		$1,375,883.00	
Bridges		456,219.05	
Ferries	$261,501.14		
Ferries (credit)	57,190.45		
		204,310.69	
Traffic Operation		131,164.08	
Mining-roads		9,616.00	
Launch "L & H"		6,766.78	
Wharves	$11,961.29		
Wharves (credit)	9,158.79		
		2,802.50	
Equipment		145,403.40	
Total, Vote 157			2,332,165.50
Vote 158. Local Highways within Municipal Limits			24,941.20
Vote 116. Grants in aid of Mining Roads and Trails			42,699.17
Special Warrant No. 6, City of New Westminster, refund *re* street-railway tracks, north approach to Fraser River Bridge			13,102.19

CAPITAL EXPENDITURE (ROADS, BUILDINGS, ETC.).

"B.C. Loan Act, 1929," Sec. 6 (*a*)—			
Highways		$2,181.05	
Roads to National Parks		1,814.91	
Total expenditure, "B.C. Loan Act, 1929," Sec. 6 (*a*)			3,995.96
"B.C. Loan Act, 1931," Sec. 6 (*a*): Highways			672.42
"B.C. Loan Act, 1936," Sec. 6 (*a*)—			
Public Buildings		$255,920.40	
Highways		650,687.47	
Bituminous Surfacing		588,101.87	
Roads to National Parks	$349,690.27		
Less Dominion Government share	174,845.14		
		174,845.13	
Bridges		39,492.67	
Ferries		81,606.59	
River-bank Protection		19,865.56	
Total expenditure, "B.C. Loan Act, 1936," Sec. 6 (*a*)			1,810,519.69
"Fraser River (New Westminster) Bridge Act, 1935"			23,736.02

UNEMPLOYMENT RELIEF FUND.

Provincial Works (P.C. 2013)—Highways			2,460.71
Provincial Works (K)—Highways and Buildings		$1,755.40	
Tranquille Water-supply		900.74	
			2,656.14
Dominion-Provincial Agreement, July 7th, 1937—			
Assistance to Settlers		$17,093.34	
Less Dominion Government contribution		8,546.67	
			8,546.67
Carried forward			$5,180,920.97

STATEMENT OF EXPENDITURE—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward		$5,180,920.97
Dominion-Provincial Agreement, November 16th, 1937—		
Farm Employment	$1,004.70	
Less Dominion Government contribution	502.35	
		502.35
Highway Construction, November 16th, 1937, Agreement	$6,744.25	
Less Dominion Government contribution	3,386.78	
		3,357.47
Dominion-Provincial Agreement, July 16th, 1938—		
Mining-roads	$341,768.18	
Less Dominion Government contribution	227,845.35	
		113,922.83
Dominion-Provincial Agreement, July 16th, 1938—		
Tourist Roads (Peace Arch Highway)	$246,947.20	
Less Dominion Government contribution	148,168.32	
		98,778.88
Dominion-Provincial Agreement, July 19th, 1938—		
Spanish Banks Improvement	$29,998.26	
Stanley Park	19,997.27	
	$49,995.53	
Less Dominion Government contribution	24,997.75	
		24,997.78
Dominion-Provincial Agreement, July 19th, 1938—		
Playgrounds	$9,390.24	
Less Dominion Government contribution	4,695.14	
		4,695.10
Dominion-Provincial Agreement, November 8th, 1938—		
Highway Construction	$264,065.63	
Less Dominion Government contribution	130,616.95	
		133,448.68
Dominion-Provincial Agreement, November 8th, 1938—		
Farm Improvement and Employment	$15,025.33	
Less Dominion Government contribution	7,512.66	
		7,512.67
Total expenditure, Public Works Department		$5,568,136.73

LABOUR DEPARTMENT—UNEMPLOYMENT RELIEF FUND.

(E.)	Municipal Direct Relief	$2,810,622.19	
(L.)	Advances to Municipalities (Works)	292.34	
(F.)	Provincial Direct Relief	1,039,866.34	
(G.)	Forestry (Non-contributory)	2,524.67	
(G.)	Non-contributory	278,981.99	
(H.)	Supervision	233,849.04	
(J.)	Public Health	200,561.31	
(R.)	Physically Unfit and Homeless Persons	205,782.80	
(U.)	Physically Unfit	265,688.88	
		$5,038,169.56	
	Less Dominion Government grant	1,380,000.00	
		$3,658,169.56	
(V.)	Single Homeless Men Repatriation Federal A/c. $85,289.68		
	Less Dominion Government contribution 54,186.18		
		31,103.50	
	Total expenditure, Labour Department		3,689,273.06
	Total expenditure, Public Works and Labour Departments		$9,257,409.79

Summary.

Gross expenditure, Public Works and Labour Departments		$11,589,437.53
Less Dominion Government contribution	$2,165,303.29	
Revenue—Boiler Inspection, Cariboo Highway, Ferry and Wharves Tolls	166,724.45	
		2,332,027.74
		$9,257,409.79

ROADS, BRIDGES, FERRIES, WHARVES, ETC.

ALBERNI-NANAIMO DISTRICT.

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

Reg. No.			
1.	Beaver Creek	$7,999.92	
36.	Zeballos Townsite	1,999.26	
36.	Zeballos	840.00	
	North Cassidy Gravel-pit	325.00	
	Total, Capital Account—Roads		$11,164.18

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

100.	Canadian Highway	$15,403.33	
156.	Island Highway	1,999.32	
703.	South Wellington	6,294.44	
101B.	Third Avenue (secondary)	3,500.00	
	Total, Capital Account—Bituminous Surfacing		27,197.09

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Beaver Creek	$1,745.23	
66.	Bamfield Trails	449.10	
503.	Brechin	200.00	
100.	Canadian Highway	8,195.44	
10.	Central Lake	1,623.12	
11.	Cherry Creek	327.23	
311.	Departure Bay	237.48	
217.	Errington	332.04	
438.	East Wellington	474.54	
534.	Fifth Street	159.30	
156.	Island Highway	5,256.84	
462.	Jingle Pot	849.65	
34.	Kitsuksus	457.70	
38.	Lake Shore	693.42	
408.	Mount Benson	203.00	
701.	Minetown	181.85	
39.	Maggie Lake	257.80	
47.	McCoy Lake	570.02	
469.	Nanaimo Lakes	1,023.35	
237.	North West Bay	197.36	
	North Cassidy Gravel-pit	325.00	
588.	Park Avenue	430.06	
199.	Peninsula Trail	220.60	
594.	Raines	502.85	
707.	Richardson	436.81	
703.	South Wellington	1,052.50	
124.	Sproat Lake–Kennedy Lake	329.71	
51.	Spud Creek	151.91	
18.	Tofino–Ucluelet	3,596.36	
632.	Townsite	623.89	
727.	Thatcher	174.50	
126.	Thornton	223.20	
635.	Waddington	161.21	
359.	Wellington Townsite	236.20	
36.	Zeballos	926.73	
36.	Zeballos Protection-work	1,923.40	
31R.	Arterial Highway (Alberni)	63.50	
53R.	Arterial Highway (Port Alberni)	648.87	
	Sundry roads (units under $150)	4,309.56	
	Supervision	1,535.00	
	Tools and plant	1,799.49	
	Equipment-shed, Cassidy	442.96	
	Truck	3,761.86	
	Total, Vote 157—Roads, Trails, etc.		47,310.64
	Carried forward		$85,671.91

ALBERNI-NANAIMO DISTRICT—*Continued.*

Brought forward		$85,671.91

VOTE 157—CLASSIFIED HIGHWAYS.

REG. No.			
76A.	Primary Highway (Alberni)	$69.50	
39B.	Secondary Highway (Alberni)	414.77	
101B.	Secondary Highway (Port Alberni)	4.20	
	Total, Vote 157—Classified Highways		488.47

VOTE 157—BRIDGES: MAINTENANCE.

358.	Bedwell River	$152.11	
58.	Cameron River (east)	321.27	
59.	Cameron River (west)	288.56	
50.	Coombs	201.80	
94.	Clarks	326.12	
333.	Cathedral	1,227.97	
81A.	Drinkwater	421.00	
140.	Douglas	171.72	
277.	Ford	559.23	
89.	Grouse	677.98	
276.	Hospital	246.46	
148.	Haughen	193.68	
83.	Jolly	228.08	
51.	Jingle Pot No. 3	645.21	
49.	Jingle Pot No. 1	203.56	
93.	Kitsuksus	5,266.69	
96A.	Mission	245.32	
106.	McCoy Creek	215.01	
20.	Nanoose Overhead	251.78	
19.	Nanoose Creek	151.97	
73.	Niagara	267.42	
9.	Patterson	345.80	
95.	River Bend	162.06	
98.	Sproat Falls	159.00	
92.	Roger Creek	381.84	
	Sundry bridges (units under $150)	1,457.53	
	Total, Vote 157—Bridges: Maintenance		14,769.17

VOTE 157—MINING-ROADS.

72.	Cowichan Trail	$99.11	
191.	Lucky Creek Trail	100.00	
97.	Taylor River Trail	124.83	
	Total, Vote 157—Mining-roads		323.94

VOTE 158—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

	Millston River Bridge improvement	$1,387.46	
	Total, Vote 158—Local Highways		1,387.46

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

277.	Cable Crossing, Main Zeballos River	$399.54	
72.	Cowichan Trail to Divide Group	100.00	
191.	Lucky Creek Trail	142.64	
97.	Trail from Taylor River to Ursus Creek	78.00	
192.	Trail from Fair Harbour to Kaouk River	500.00	
190.	Sandspit Creek Trail to Sylvier Group	200.00	
53.	Artlish River Trail	200.00	
19.	China Creek	734.61	
68.	Bedwell River Trail	150.00	
124.	Kennedy Lake Trail (Project No. 54)	1,000.00	
124.	Kennedy Lake Trail (Project No. 53)	500.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		4,004.79
	Carried forward		$106,645.74

ALBERNI-NANAIMO DISTRICT—*Continued.*

Brought forward		$106,645.74

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—		
Project No. 52. Spud Valley Mine	$2,998.90	
Project No. 7A. Zeballos Road Extension	999.91	
Project No. 51. Havilah Mine	1,610.94	
Project No. 7. Zeballos	8,497.31	
Project No. 35. Zeballos–Nomash Trail (including Gold Valley Branch)	3,869.22	
Project No. 55. Bedwell River	999.27	
Project No. 54. Tractor-road from Ucluelet (Tofino Highway to Kennedy Lake)	2,447.81	
Project No. 53. Tractor-road from Kennedy Lake to Kennedy Lake Gold Mines	2,459.75	
	$23,883.11	
Less Dominion Government contribution	15,922.07	
Total expenditure, Dominion-Provincial Agreement: Mining-roads	$7,961.04	

Labour Department.

(F.) Direct Relief	$128,815.92	
(G.) Non-contributory	10,235.21	
(H.) Supervision	7,997.22	
(J.) Public Health	9,982.73	
	$157,031.08	
Total expenditure, Unemployment Relief Fund		164,992.12
Total expenditure, Alberni-Nanaimo District		$271,637.86

ATLIN DISTRICT (NORTH).

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

REG. NO.			
46.	Atlin streets	$662.90	
13.	O'Donnel River	1,767.25	
15.	Ruby Creek	499.75	
17.	Spruce Creek	586.75	
150.	Whitewater Mine	200.00	
	Total, Capital Account—Roads		$3,716.65

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

46.	Atlin streets	$166.00	
13.	O'Donnel River	520.00	
15.	Ruby Creek	724.00	
17.	Spruce Creek	2,049.50	
	Sundry roads (units under $150)	65.50	
	Stores—Unissued	925.97	
	Garage	677.93	
	Plant and tools	351.34	
	Machinery	289.25	
	Total, Vote 157—Roads, Trails, etc.		5,769.49

VOTE 157—BRIDGES: MAINTENANCE.

36.	Spruce Creek	$157.00	
	Sundry bridges (units under $150)	44.00	
	Total, Vote 157—Bridges: Maintenance		201.00
	Carried forward		$9,687.14

ATLIN DISTRICT (NORTH)—*Continued.*

Brought forward		$9,687.14

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. No.			
157.	Squaw Creek Trail	$250.00	
150.	Whitewater Mine	1,000.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		1,250.00
	Total expenditure, Atlin District (North)	$10,937.14	

ATLIN DISTRICT (STIKINE).

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

Sundry roads	$398.25	
Total, Capital Account—Roads		$398.25

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

61.	Telegraph Creek streets	$246.00
	Telegraph–Dease Lake	1,373.31
	Tools and equipment	1,482.48
	Sundry roads (units under $150)	246.46
	Total, Vote 157, Roads, Trails, etc.	3,348.25

VOTE 157—BRIDGES: MAINTENANCE.

46.	Little Muddy	$503.75
72.	Tuya	146.28
	Total, Vote 157—Bridges: Maintenance	650.03

VOTE 157—MINING-ROADS.

110.	Boulder Creek (survey)	$300.00
110.	Dease Lake–Turnagain River	1,248.65
	Total, Vote 157—Mining-roads	1,548.65

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

110.	Boulder Creek (survey)	$282.18
110.	Dease Lake–Turnagain River	1,223.70
161.	Table Mountain Trail	250.00
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.	1,755.88
	Total expenditure, Atlin District (Stikine)	$7,701.06

ATLIN DISTRICT (SOUTH).

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

63.	Bear River	$2,073.31
	Nass River Valley	1,575.50
66.	Salmon River	2,240.16
	Total, Capital Account—Roads	$5,888.97

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: RIVER-BANK PROTECTION.

River-bank protection (Stewart)	$9,992.41	
Total, Capital Account—River-bank Protection		9,992.41
Carried forward		$15,881.38

ATLIN DISTRICT (SOUTH)—*Continued.*

Brought forward		$15,881.38

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Bear River	$1,523.34	
Big Missouri	160.74	
Salmon River	519.31	
Stewart–Hyder	218.50	
Snow-removal	6,277.47	
Supervision, General Foreman	3,499.74	
Garage	1,343.73	
Machinery	2,023.30	
Plant and tools	601.40	
Sundry roads (units under $150)	379.22	
Total, Vote 157—Roads, Trails, etc.		16,546.75

VOTE 157—BRIDGES: MAINTENANCE.

REG. NO.			
120.	Alice Arm Suspension	$1,351.44	
81.	Bear River	1,346.03	
97.	Marmot River	426.20	
165.	Seaax River	175.00	
	Sundry bridges (units under $150)	249.20	
	Total, Vote 157—Bridges: Maintenance		3,547.87

VOTE 157—FERRIES.

2–40–1.	Upper Nass–Grease Harbour	$600.00	
	Total, Vote 157—Ferries		600.00

VOTE 157—MINING-ROADS.

70.	Bitter Creek Trail	$50.00	
99.	Homeview Trail	12.50	
104.	Meziadin Trail to Porter Creek	100.00	
	Total, Vote 157—Mining-roads		162.50

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

76.	Alice Trail to Esperanza	$300.00	
67.	American Creek (Upper)	150.00	
70.	Bitter Creek Trail	50.00	
171.	Copper Cliff Trail	50.00	
99.	Homeview Trail	12.50	
83.	Illiance	75.00	
70.	Lucky Date	500.00	
142.	Marmot River	100.00	
104.	Meziadin Trail to Porter Creek	100.00	
185.	McGrath Mountain	50.00	
219.	Ontario Mine	50.00	
155.	Oral "M" Trail	248.95	
177	Red Point	75.00	
184	Saddle Mountain	200.00	
222.	Tyee–Highlander	50.00	
	Tidewater–Molybdenum	100.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		$2,111.45

Total expenditure, Atlin District (South)	$38,849.95

ATLIN DISTRICT.

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—		
Project No. 43. Dease Lake–Boulder Creek	$3,181.32	
Project No. 14. Telegraph Creek–Dease Lake	11,601.69	
Project No. 30. Sulphurettes Creek Trail	1,467.90	
Project No. 12. Big Missouri Mine	9,997.94	
Project No. 45. Road Between International Boundary and Premier Mine	997.00	
Project No. 22. Dolly Varden Railway	11,670.31	
Project No. 31. O'Donnel River	1,000.00	
Project No. 16. American Creek Trail	5,496.05	
Project No. 23. Upper Kitsault Trail	1,194.00	
	$46,606.21	
Less Dominion Government contribution	31,070.81	
	$15,535.40	
Labour Department.		
(F.) Direct Relief	$1,362.50	
(J.) Public Health	347.39	
	$1,709.89	
Total expenditure, Unemployment Relief Fund		$17,245.29
Total expenditure, Atlin District		$74,733.44

BURNABY DISTRICT.

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

Reg. No.			
10R.	Coquitlam Road at Essondale	$11,999.97	
	Total, Capital Account—Roads		$11,999.97

Capital Account—"B.C. Loan Act, 1936," Sec. 6: River-bank Protection.

	Coquitlam River channel improvements	$5,000.00	
	Total, Capital Account—River-bank Protection		5,000.00

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

15B.	Clarke	$500.00	
19R.	Dewdney Trunk	1,921.56	
62A.	Grandview–Douglas	386.54	
14R.	Hastings–Barnet	2,928.65	
	Total, Capital Account—Bituminous Surfacing		5,736.75

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

10R.	Coquitlam	$2,436.32	
18R.	Dewdney Trunk	690.14	
19R.	Dewdney Trunk	1,638.65	
20R.	Dewdney Trunk	591.55	
14R.	Hastings–Barnet	1,841.04	
57R.	Ioco–Port Moody	533.25	
1R.	Kingsway	1,830.97	
1R.	Kingsway (survey)	1,999.98	
	Plant and tools	493.44	
	Sundry roads (units less than $100)	244.20	
	Total, Vote 157—Roads, Trails, etc.		12,299.54
	Carried forward		$35,036.26

BURNABY DISTRICT—*Continued.*

Brought forward		$35,036.26

VOTE 157—CLASSIFIED HIGHWAYS.

REG. NO.			
62A.	Grandview–Douglas	$670.54	
22B.	Riverway	232.54	
14B.	North	47.15	
	Total, Vote 157—Classified Highways		950.23

VOTE 157—BRIDGES: MAINTENANCE.

10–18.	Coquitlam	$482.96	
	Colony Farm	855.39	
	River-bank protection, Coquitlam River channel	155.72	
	Sundry bridges (units less than $100)	158.15	
	Total, Vote 157—Bridges		1,652.22

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

	Sundry roads (units less than $100)	$243.12	
	Total, Vote 157—Traffic Operation (Snow-removal)		243.12

VOTE 158—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

	Coquitlam	$417.50	
	Total, Vote 158—Local Highways		417.50

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$1,472.90	
(G.)	Non-contributory	258.30	
(H.)	Supervision	203.00	
(J.)	Public Health	3,989.19	
	Total expenditure, Unemployment Relief Fund		5,923.39
	Total expenditure, Burnaby District		$44,222.72

CARIBOO DISTRICT (NORTH).

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

10.	Cariboo	$8,864.77	
32.	Fraser	244.40	
38.	Barkerville	695.74	
58.	Quesnel–Blackwater	294.40	
59.	Nazko	730.44	
79.	Alexandria Ferry (east)	830.11	
	Quesnel Yard	305.55	
	Sundry roads (units under $150)	184.40	
	Total, Capital Account—Roads		$12,149.81

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

	Equipment	$6,900.20	
	Total, Capital Account—Equipment		6,900.20

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

5.	Keithley	$730.01	
10.	Cariboo	5,188.40	
11.	Williams Lake Cut-off	296.75	
	Carried forward	$6,215.16	$19,050.01

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$6,215.16	$19,050.01
REG. No.			
23.	Soda Creek–McLeese Lake	154.67	
29.	Barkerville–Bear Lake	313.38	
31.	Barkerville–Yanks Peak	1,611.17	
32.	Fraser	2,261.48	
33.	Alexandria Ferry (east)	170.10	
38.	Barkerville	5,956.69	
48.	Ewing	154.40	
58.	Quesnel–Blackwater	521.36	
59.	Nazko	626.08	
60.	Quesnel–Hydraulic	255.43	
67.	Willow River–Sugar Creek	173.36	
71.	Morris	241.68	
175.	Meadow Creek	185.60	
47R.	Cariboo Road (Village of Quesnel)	291.94	
	Sundry roads (units under $150)	2,326.08	
	Garage	1,563.92	
	Warehouses	3.20	
	Machinery	4,545.43	
	Plant and tools	88.88	
	Camp equipment	795.66	
	Supervision	2,979.76	
	Total, Vote 157—Roads, Trails, etc.		31,435.43

VOTE 157—BRIDGES: MAINTENANCE.

5.	Antler Creek	$160.00	
83.	Malone	827.50	
90.	Keithley Creek	3,177.73	
97.	Quesnel River	1,482.88	
119.	Mackay	401.53	
120.	Udy Creek	187.24	
128.	Willow River No. 1	286.55	
133.	Little Cottonwood	10,727.97	
198.	Lowhee Creek	209.22	
	Sundry bridges (units under $150)	722.77	
	Total, Vote 157—Bridges: Maintenance		18,183.39

VOTE 157—FERRIES.

1.	Fraser River–Alexandria	$1,567.73	
2.	Quesnel River–Gravel Creek	1,017.28	
3.	Fraser River–Macalister	1,513.62	
4.	Fraser River–Soda Creek	2,250.65	
	Total, Vote 157—Ferries		6,349.28

VOTE 157—MINING-ROADS.

	Road to leases of W. D. and J. W. Jones, Cottonwood River, from Quesnel–Barkerville Road	$50.00	
	Cariboo Hudson–Yanks Peak	124.13	
	Hardscrabble	175.00	
	Keithley–Yanks Peak Trail	91.00	
	Hixon Creek	5.85	
	Total, Vote 157—Mining-roads		445.98

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

5.	Keithley	$854.31	
10.	Cariboo	1,674.02	
38.	Barkerville	7,909.67	
	Sundry roads (units under $150)	264.82	
	Total, Vote 157—Traffic Operation (Snow-removal)		10,702.82
	Carried forward		$86,166.91

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$86,166.91

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. NO.		
100.	Hixon Creek	$120.38
109.	Placer-mining Lease No. 3848 Trail	50.00
114–114A.	Cinema to May Lake (Hugh Lake)	400.00
115.	Norton Creek Trail	24.80
116.	Willow River Moose Horn Trail	150.00
122B.	Hogshead Trail	50.00
128A.	Swift River–Sovereign Creek	250.00
133B.	Hardscrabble Creek	174.84
137.	Old Barkerville	246.62
138C.	French Creek	131.00
139G.	Canadian Creek Trail	50.00
139H.	Cariboo Hudson–Yanks Peak	125.08
139I.	Cunningham Creek Trail	150.00
141.	Grouse Creek Lower Antler Trail	50.00
144.	Quesnel–Hydraulic	331.45
157.	Likely–Cedar Creek	374.70
157D.	Placer-mining Lease No. 3083 Trail	50.00
166.	Wing Sang Gold Mine Trail	192.00
167.	Keithley–Yanks Peak Trail	99.39
167A.	Placer-mining Lease No. 3191 Trail	74.80
167D.	Baker and Peeling Leases Trail	44.80
191.	W. D. and J. W. Jones Leases	50.00
110.	McMillan Trail	100.00
111A.	Baker-Johnson-Herrick Leases Trail	74.80
		$3,364.66
	Likely–Keithley (credit)	139.61
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.	3,225.05

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—		
	Project No. 3. Cariboo Hudson Mine	$16,755.79
	Project No. 2. Quesnel–Barkerville	16,108.58
	Project No. 21. Hixon Creek	1,035.72
	Project No. 39. Quesnel–Hydraulic	5,037.09
	Project No. 4. Yanks Peak	5,032.20
		$43,969.38
	Less Dominion Government contribution	29,312.92
		$14,656.46

Labour Department.

(F.)	Direct Relief	$15,877.61
(G.)	Non-contributory	1,577.60
(H.)	Supervision	783.00
(J.)	Public Health	1,600.15
		$19,838.36
	Total expenditure, Unemployment Relief Fund	34,494.82
	Total expenditure, Cariboo District (North)	$123,886.78

CARIBOO DISTRICT (SOUTH).

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

313.	Bradley Creek	$297.85
18.	Chilcotin	1,661.98
	Carried forward	$1,959.83

CARIBOO DISTRICT (SOUTH)—*Continued.*

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

	Brought forward	$1,959.83	
REG. NO.			
318.	Canim Lake	449.85	
10.	Cariboo	887.51	
329.	Dog Creek–Churn Creek	619.01	
332.	Eagle Creek	1,381.64	
370.	Mile 93–Bridge Lake North	587.36	
371.	Mile 100–Roe Lake	190.33	
395.	Roe Lake	438.38	
11.	Williams Lake Cut-off	1,928.97	
	Sundry roads (units under $150)	208.39	
	Total, Capital Account—Roads		$8,651.27

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

411.	Alexis Creek–Nazko	$352.00	
417.	Beaver Valley	178.40	
314.	Bridge Lake (north)	577.13	
306.	Big Creek	374.20	
2.	Beaver Lake–Beaver Mouth	2,386.10	
435.	Battlement Creek	443.79	
10.	Cariboo	4,153.61	
18.	Chilcotin	6,181.73	
318.	Canim Lake	1,297.30	
328.	Deka Lake	363.22	
330.	Donnelly	294.40	
329.	Dog Creek–Churn Creek	341.20	
332.	Eagle Creek	305.10	
334.	Empire Valley	368.90	
419.	Horsefly	1,129.82	
342.	Hanceville–Canoe	969.81	
421.	Horsefly Lake	157.58	
422.	Horsefly-Quesnel Lake	307.36	
15.	Likely	1,958.21	
352.	Lake	192.70	
355.	Lone Butte–Horse Lake	232.90	
370.	Mile 93–Bridge Lake	1,614.41	
358.	Meldrum Creek–Fraser River	313.60	
371.	Mile 100–Roe Lake	385.13	
375.	Mile 108–Horsefly	668.46	
383.	Mile 168–Williams Lake	249.10	
364.	McKinley–Ogden	156.80	
386.	North Bonaparte–Bridge Lake	154.80	
389.	Pigeon	169.60	
392.	Redstone–Chezacut	603.25	
398.	Spokin Lake	393.20	
	Taseko Lake–Taylor Windfall Mine	2,328.02	
433.	Taseko Lake	367.94	
425.	Upper Horsefly	271.00	
11.	Williams Lake Cut-off	1,624.09	
37.	Williams Lake–57-Mile	1,979.83	
79R.	Williams Lake–Soda Creek (arterial)	316.36	
	Camp equipment	290.10	
	Garage and warehouse	761.80	
	Plant and tools	4,722.18	
	Sundry roads (units under $150)	2,667.54	
	Total, Vote 157—Roads		42,602.67

VOTE 157—BRIDGES: MAINTENANCE.

377.	North Fork–Riske Creek	$211.77	
310.	Churn Creek Suspension	284.58	
433.	Sitkum Jim	848.82	
	Carried forward	$1,344.57	$51,253.94

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 157—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$1,344.57	$51,253.94
REG. NO.			
469.	Houseman–Buffalo	249.94	
467.	Andy Stuart	310.63	
459.	Kleena Kleene	330.10	
341.	Chilcotin	173.34	
400.	Mikkelsen	219.60	
340.	Chilcotin Suspension	257.62	
471.	Beaver Lake, No. 2	464.81	
461.	McClinchy	220.18	
472.	3-Mile, No. 2	202.40	
	Sundry bridges (units under $150)	1,197.66	
	Total, Vote 157—Bridges: Maintenance		4,971.45

VOTE 157—FERRIES.

11.	Woodjam	$23.85	
	McKinley Cable	53.20	
	Total, Vote 157—Ferries		77.05

VOTE 157—TRAFFIC OPERATION.

417.	Beaver Valley	$217.17	
314.	Bridge Lake North	213.40	
10.	Cariboo	928.30	
18.	Chilcotin	1,298.41	
318.	Canim Lake	334.43	
419.	Horsefly	1,102.52	
15.	Likely	1,944.56	
355.	Lone Butte–Horse Lake	238.32	
370.	Mile 93–Bridge Lake	677.29	
37.	Williams Lake–57-Mile	543.06	
	Sundry roads (units under $150)	696.13	
	Total, Vote 157—Traffic Operation		8,193.59

VOTE 157—MINING-ROADS.

6–77.	Road from Hanceville to Taseko Lake (Clinton Mining Division)	$147.43	
6–78.	Trail following eastern side of Tatlayoko Lake (Clinton Mining Division)	50.00	
2–172.	Archie Creek Trail (Quesnel Mining Division)	62.50	
3–25.	Hobson Creek Trail	248.93	
	Total, Vote 157—Mining-roads		508.86

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

6–78.	Trail following eastern side of Tatlayoko Lake	$50.00	
2–171.	Quesnel Lake Road from Horsefly	249.48	
2–172.	Archie Creek Trail	62.50	
6–77.	Road from Hanceville to Taseko Lake	150.00	
6–210.	Mountain Trail	275.00	
6–77A.	Fall Creek Trail	300.00	
3–25.	Hobson Creek Trail	248.64	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		1,335.62

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—		
	Project No. 37. Chilcotin Road, Redstone to Anaham	$2,773.27	
	Project No. 18. Williams Lake–Likely	6,955.27	
	Carried forward	$9,728.54	$66,340.51

CARIBOO DISTRICT (SOUTH)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$9,728.54	$66,340.51
Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—*Continued.*		
Project No. 42. Hobson Creek Pack-trail	2,500.00	
Project No. 28. Priority Mine	1,466.52	
Project No. 10. Battlement Creek	2,999.36	
	$16,694.42	
Less Dominion Government contribution	11,129.51	
	$5,564.91	

Labour Department.

(F.) Direct Relief	$8,502.74	
(G.) Non-contributory	558.31	
(H.) Supervision	2,613.09	
(J.) Public Health	633.93	
	$12,308.07	
Total expenditure, Unemployment Relief Fund		17,872.98
Total expenditure, Cariboo District (South)		$84,213.49

CHILLIWACK DISTRICT.

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

REG. No.			
13.	Hope–Rosedale (revision at Laidlaw–C.N.R.)	$12,833.58	
	Less Dominion Government contribution	8,933.51	
	Total, Capital Account—Grade Crossings		$3,900.07

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: RIVER-BANK PROTECTION.

River-bank protection at Rosedale	$3,877.80	
Total, Capital Account—River-bank Protection		3,877.80

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

4R.	Trans-Provincial Highway	$18,243.72	
8R.	Trans-Provincial Highway	5,446.31	
9R.	Rosedale Ferry	1,247.06	
12R.	Abbotsford–Mission	9,909.94	
13.	Hope–Rosedale	21,754.32	
	Total, Capital Account—Bituminous Surfacing		56,601.35

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

4.	Chilliwack River	$297.30	
6.	Columbia Valley	2,279.04	
13.	Hope–Rosedale	7,316.39	
31.	Sumas Mountain	283.60	
32.	Huntingdon Townsite	945.44	
34.	Huntingdon	164.60	
4R.	Trans-Provincial Highway	4,209.57	
6R.	Trans-Provincial Highway	5,979.63	
7R.	Abbotsford–Huntingdon	2,365.13	
	Carried forward	$23,840.70	$64,379.22

CHILLIWACK DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. No.			
	Brought forward	$23,840.70	$64,379.22
8R.	Trans-Provincial Highway	2,043.71	
12R.	Abbotsford–Mission	5,027.52	
61R.	Yale	819.73	
	Matsqui River (bank-protection)	2,293.34	
	Sundry roads (units under $150)	1,172.36	
	Plant and tools	3,901.86	
	Total, Vote 157—Roads, Trails, etc.		39,099.22

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

61B.	Vedder Mountain	$210.31	
62B.	Sardis	838.50	
	Total, Vote 157—Classified Roads		1,048.81

VOTE 157—BRIDGES: MAINTENANCE.

5–1.	Overhead	$1,926.13	
5–9.	Starr	451.92	
5–29.	Sumas Canal	160.70	
5–32.	Smith Falls	423.15	
5–35.	Fire Ranger's Cabin	292.35	
5–49.	Allison Creek	255.32	
5–59.	No. 1 Ditch	505.13	
5–84.	Jones Creek, No. 1	1,551.10	
5–85.	Jones Creek, No. 2	567.54	
5–94.	Jones Creek	3,110.20	
	Sundry bridges (units under $150)	1,336.78	
	Total, Vote 157—Bridges: Maintenance		10,580.32

VOTE 157—FERRIES.

Agassiz–Rosedale	$7,423.56	
Herrling Island	383.22	
Rosedale Landing	78.75	
Total, Vote 157—Ferries		7,885.53

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

13.	Hope–Rosedale	$331.96	
6R.	Trans-Provincial Highway	154.05	
8R.	Trans-Provincial Highway	258.15	
	Sundry roads (units under $150)	1,166.89	
	Total, Vote 157—Traffic Operation (Snow-removal)		1,911.05

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$6,024.84	
(G.)	Non-contributory	557.18	
(H.)	Supervision	241.30	
(J.)	Public Health	325.45	
	Total expenditure, Unemployment Relief Fund		7,148.77
	Total expenditure, Chilliwack District		$132,052.92

COLUMBIA DISTRICT.

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

Reg. No.			
1.	Kootenay–Columbia Highway, Project No. 15, Golden (south)	$2,882.70	
1.	Kootenay–Columbia Highway, Project No. 16, Sinclair Diversion	500.00	
1.	Kootenay–Columbia Highway, Project No. 16, Shuswap and Stoddart Diversion	2,534.00	
203.	Second Avenue, Golden	178.95	
207.	First Street, Golden	60.35	
208.	River Avenue, Golden	178.95	
210.	Calgary Street, Golden	77.77	
214.	River Street West, Golden	305.02	
226.	Third Avenue, Golden	506.63	
258.	Fourth Avenue, Golden	806.47	
	Total, Capital Account—Roads		$8,030.84

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

1.	Kootenay–Columbia Highway, Project No. 16, Shuswap and Stoddart Diversion	$5,783.29	
	Less Dominion Government contribution	2,891.65	
	Total, Capital Account—Roads to National Parks		2,891.64

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Kootenay–Columbia Highway	$8,346.51	
1.	Kootenay–Columbia Highway (surveys, etc.)	1,138.35	
2.	West Side	1,527.54	
4.	Toby	173.31	
5.	Horse Thief	172.76	
6.	Athalmer	186.45	
13.	Canyon Creek	284.58	
87.	Trans-Canada Highway (Kicking Horse section)	1,054.33	
280.	Trans-Canada Highway (Big Bend section)	3,879.90	
301.	Almberg	358.68	
	Sundry roads (units under $150)	2,345.52	
	Garage operation	4,345.16	
	Repairs (District Vote units)	2,991.64	
	Cost (new machinery units)	450.00	
	Plant and tools	68.15	
	Tax account	1,484.20	
	Total, Vote 157—Roads, Trails, etc.		28,807.08

Vote 157—Bridges: Maintenance.

4.	Kicking Horse	$673.65	
5.	Horse Creek	502.84	
10.	Canyon Creek	948.42	
40.	Kootenay	197.37	
46.	Toby	160.87	
126.	Kushis	212.60	
141.	Lapelle	152.45	
160.	Blaeberry	296.15	
186.	Whim	199.96	
237.	Bluewater	167.20	
	Sundry bridges (units under $150)	1,149.40	
	Total, Vote 157—Bridges: Maintenance		4,660.91

Vote 157—Ferries: Maintenance.

8.	Donald	$807.91	
	Richters Basket	140.04	
	Total, Vote 157—Ferries: Maintenance		947.95
	Carried forward		$45,338.42

COLUMBIA DISTRICT—*Continued.*

Brought forward		$45,338.42

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. NO.			
1.	Kootenay–Columbia Highway	$372.05	
	Sundry roads (units under $150)	306.42	
	Repairs (District Vote units)	71.10	
	Total, Vote 157—Traffic Operation (Snow-removal)		749.57

VOTE 157—MINING-ROADS.

32.	Hot Punch	$37.20	
145.	Quartz Creek Trail	104.19	
155.	Toby Creek	26.10	
	Total, Vote 157—Mining-roads		167.49

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

113.	Canyon Creek Trail	$173.50	
155.	Toby Creek	173.35	
141.	Paradise Mine	298.83	
145.	Quartz Creek Trail	37.20	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		682.88

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$24,667.99	
(G.)	Non-contributory	2,991.41	
(H.)	Supervision	1,006.10	
(J.)	Public Health	1,201.20	
	Total expenditure, Unemployment Relief Fund		29,866.70
	Total expenditure, Columbia District		$76,805.06

COMOX DISTRICT.

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

2.	Anderton	$4,360.34	
9.	Cumberland	3,171.00	
11.	Royston	3,899.91	
14.	Lazo	1,223.80	
196.	Island Highway	32,651.57	
196.	Island Highway (preparatory work)	10,512.05	
373.	Seaview	194.30	
439.	Burnham	178.60	
	Total, Capital Account—Bituminous Surfacing		$56,191.57

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Alert Bay	$445.20	
2.	Anderton	166.22	
8.	Comox	985.06	
9.	Cumberland	1,550.45	
10.	Headquarters	1,850.86	
11.	Royston	965.90	
12.	Bevan	635.16	
13.	Comox Lake	298.45	
14.	Lazo	970.35	
	Carried forward	$7,867.65	$56,191.57

COMOX DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$7,867.65	$56,191.57
REG. No.			
49.	Campbell River	836.14	
51.	East	490.43	
52.	Lacon	316.67	
54.	Denman	552.60	
56.	North-west	460.24	
67.	Knight	370.36	
71.	Hardy Bay	452.03	
76.	Central	349.77	
77.	Goose Spit	211.82	
93.	Lake Trail	609.02	
96.	Little River	492.04	
105.	Dove Creek	551.59	
111.	Merville	1,166.55	
113.	Tsolum River	390.17	
119.	Minto	310.69	
131.	Malcolm Island	497.90	
162.	Sayward	1,313.12	
185.	Cape Mudge	154.72	
188.	Heriot Bay	382.56	
189.	Hyacinth Bay	163.23	
191.	West	257.80	
196.	Island Highway	13,663.59	
202.	Masters	275.77	
267.	Read Island	287.65	
291.	Wilkinson	858.62	
331.	Coombs	195.64	
337.	Gilbert	262.10	
341.	Hilliers	430.64	
343.	Holberg–Cape Scott	393.37	
349.	Lowery	156.10	
382.	Green and Illstadt	158.55	
	Sundry roads	4,211.94	
32R.	Arterial	534.10	
	Salaries	890.67	
	Garage operation	1,412.73	
	Cost	689.00	
	Plant and tools	3,462.47	
	Surveys	1,493.97	
	Snow-removal equipment	134.58	
	Total, Vote 157—Roads, Trails, etc.		47,708.59

VOTE 157—CLASSIFIED HIGHWAYS.

77A.	Primary (Courtenay)	$50.60	
3B.	Secondary (Courtenay)	94.87	
34B.	Secondary (Cumberland)	266.30	
35B.	Secondary (Cumberland)	6.00	
	Total, Vote 157—Classified Highways		417.77

VOTE 157—BRIDGES.

26.	Cooks Creek	$3,141.35	
29.	Courtenay River	2,306.89	
30.	Courtenay Slough	1,793.73	
31.	Cougar Creek	884.20	
33.	Beach	155.60	
56.	Campbell River	806.86	
115.	Oyster River	358.50	
124.	Bevan	378.55	
125.	Condensery	249.83	
128.	Quinsam	304.83	
	Carried forward	$10,380.34	$104,317.93

COMOX DISTRICT—*Continued.*

VOTE 157—BRIDGES—*Continued.*

Brought forward	$10,380.34	$104,317.93
REG. NO.		
138. Rees	186.00	
188. Sidney	565.02	
227. Isbister	177.80	
260. McLaughlin	677.32	
Sayward Bridges	2,031.99	
382. Simms and Erickson (culverts)	2,706.43	
412. Erickson	3,270.00	
413. Simms	3,219.26	
Sundry	3,309.32	
Total, Vote 157—Bridges		26,523.48

VOTE 157—FERRIES.

Denman Island	$3,650.00	
Total, Vote 157—Ferries		3,650.00

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Cypress Mineral Claim	$75.00	
Geiler Group Trail	147.90	
Kains Lake Trail	75.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		297.90

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$48,240.73	
(G.) Non-contributory	4,948.18	
(H.) Supervision	2,880.15	
(J.) Public Health	4,418.43	
Total expenditure, Unemployment Relief Fund		60,487.49
Total expenditure, Comox District		$195.276.80

COWICHAN-NEWCASTLE DISTRICT.

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

132. Island Highway	$1,100.00	
Total, Capital Account, 1929—Roads		$1,100.00

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

31R. Arterial Highway	$1,001.57	
132. Island Highway	34.40	
132. Island Highway (Cowichan Bay)	15,542.55	
31R. Arterial Highway (surveys)	499.75	
Total, Capital Account, 1936—Roads		17,078.27

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

31R. Arterial Highway	$3,269.10	
23. Cowichan Lake	7,259.13	
132. Island Highway	6,629.04	
132. Island Highway (Cowichan Bay)	5,730.43	
Total, Capital Account—Bituminous Surfacing		22,887.70
Carried forward		$41,065.97

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$41,065.97

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
10.	Bennie Yellow Point	$336.50	
23.	Cowichan Lake	2,602.17	
181.	Cowichan Bay	151.23	
85.	Doole	268.80	
50.	Glenora	329.45	
86.	Hill	441.76	
55.	Holden–Corso	197.31	
132.	Island Highway	10,835.74	
61.	Indian	478.29	
87.	Miller	405.49	
208.	Mayo	331.16	
91.	Mount Sicker	183.80	
84.	Michael	374.20	
24.	North Shore	1,890.82	
234.	North Road	255.24	
98.	Old Trunk	627.87	
95.	Old Koksilah	1,169.24	
106.	Quennel	191.40	
110.	Riverside Drive	201.70	
113.	Sahtlam	318.48	
238.	South	509.22	
	Sundry surveys	1,199.97	
121.	South Wellington	240.38	
27.	South Shore	582.72	
129.	Thomas	336.52	
31R.	Arterial Highway	4,463.34	
	Sundry roads (units under $150)	2,261.64	
	Supervision	1,520.00	
	Tools and plant	2,353.71	
	Truck	1,411.13	
	Total, Vote 157—Roads, Trails, etc.		36,469.28

VOTE 157—CLASSIFIED HIGHWAYS.

63A.	Cowichan Lake (primary)	$338.46	
36B.	Quamichan Lake (secondary)	286.47	
	Total, Vote 157—Classified Highways		624.93

VOTE 157—BRIDGES: MAINTENANCE.

14.	Chemainus River	$154.15	
17.	Corfield	245.11	
19.	Cowichan Station	179.40	
23.	Davis Lagoon	422.06	
53.	Hawkins	446.18	
54.	Kelvin Creek	274.25	
56.	Koksilah	204.83	
57.	Kier	168.71	
178.	Olsen	190.74	
119.	Somenos	190.13	
	Sundry bridges (units under $150)	1,781.31	
	Total, Vote 157—Bridges: Maintenance		4,256.87

VOTE 157—FERRIES.

	Gabriola Island	$7,125.07	
	Total, Vote 157—Ferries		7,125.07

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

151.	Dash Creek Road	$750.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		750.00
	Carried forward		$90,292.12

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$90,292.12

UNEMPLOYMENT RELIEF FUND.
Labour Department.

(F.) Direct Relief	$23,963.18	
(G.) Non-contributory	4,550.62	
(H.) Supervision	738.17	
(J.) Public Health	1,811.60	
Total expenditure, Unemployment Relief Fund		$31,063.57
Total expenditure, Cowichan-Newcastle District		$121,355.69

CRANBROOK DISTRICT.

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

15. Kootenay–Columbia Highway	$1,814.91	
Total, Capital Account, 1929—Roads		$1,814.91

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

REG. NO.			
1.	Trans-Provincial Highway	$10,835.36	
2.	Cranbrook–Kimberley	1,623.75	
4.	Cranbrook–Gold Creek	151.35	
15.	Kootenay–Columbia	543.15	
20.	Torrent	315.50	
24.	Perry Creek	183.20	
51.	Cranbrook–Wycliffe	173.20	
60.	Kimberley (north)	409.38	
233.	Chapman Camp	368.53	
	Sundry roads (units under $150)	1,050.42	
	Total, Capital Account, 1936—Roads		15,653.84

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING AND ROADS TO NATIONAL PARKS.

1.	Southern Trans-Provincial Highway	$99,611.86	
2.	Cranbrook–Kimberley	6,635.47	
60.	Kimberley (north)	4,201.41	
		$110,448.74	
	Less Dominion Government contribution	55,224.37	
	Total, Capital Account, 1936—Bituminous Surfacing		55,224.37

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

Project No. 16. Roads to National Parks	$233,458.24	
Less Dominion Government contribution	116,729.12	
Total, Capital Account, 1936—Roads to National Parks		116,729.12

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

1.	Southern Trans-Provincial Highway	$4,250.60	
	Kimberley streets	1,787.62	
2.	Cranbrook–Kimberley	347.49	
60.	Kimberley (north)	210.83	
	McDougal Townsite (Kimberley)	4,354.93	
	Total, Capital Account, 1936—Bituminous Surfacing		10,951.47
	Carried forward		$200,373.71

CRANBROOK DISTRICT—*Continued.*

	Brought forward	$200,373.71

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Trans-Provincial Highway	$17,793.04	
2.	Cranbrook–Kimberley	3,854.16	
4.	Cranbrook–Gold Creek	453.45	
7.	Smith Lake	297.10	
9.	Meadowbrook	232.20	
12.	Kootenay Orchards	224.00	
15.	Kootenay–Columbia Highway	1,812.65	
17.	Mission–Wycliffe	245.64	
21.	Worthington	249.25	
23.	Clarke	200.80	
29.	Curzon–Kingsgate	307.15	
51.	Cranbrook–Wycliffe	399.76	
60.	Kimberley (north)	1,733.74	
61.	Waldo–Gold Creek	192.00	
131.	Spokane Street (Kimberley)	747.88	
165.	Wallinger Avenue (Kimberley)	516.53	
200.	Happy Valley	187.80	
273.	Doctor Creek Trail	338.75	
	Administration	4,166.01	
	Plant	14,537.31	
	Garage	10,593.15	
	Sundry roads (units under $150)	1,742.51	
	Total, Vote 157—Roads, Trails, etc.		60,824.88

VOTE 157—BRIDGES: MAINTENANCE.

62.	Mark Creek	$180.76	
47.	Matthew Creek	206.70	
68.	Mission	4,210.75	
57.	North Star	4,116.77	
14.	Palmer Bar	191.81	
72.	Perry Creek	337.80	
13.	Swansea	217.89	
33.	Skookumchuck	1,071.10	
34.	Wasa	438.25	
	Sundry bridges (units under $150)	949.58	
	Total, Vote 157—Bridges: Maintenance		11,921.41

VOTE 157—ROADS: CLASSIFIED.

105B.	Village of Chapman Camp (secondary)	$1,907.28	
	Total, Vote 157—Roads: Classified		1,907.28

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

1.	Trans-Provincial Highway	$525.00	
2.	Cranbrook–Kimberley and Kimberley streets	478.00	
15.	Kootenay–Columbia Highway	410.00	
	Sundry local roads	195.73	
	Total, Vote 157—Traffic Operation (Snow-removal)		1,608.73

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

273.	Doctor Creek Trail	$172.80	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		172.80
	Carried forward		$276,808.81

CRANBROOK DISTRICT—*Continued.*

Brought forward		$276,808.81

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$58,062.43	
(G.) Non-contributory	10,063.96	
(H.) Supervision	5,374.85	
(J.) Public Health	4,478.25	
Total expenditure, Unemployment Relief Fund		77,979.49
Total expenditure, Cranbrook District		$354,788.30

DELTA DISTRICT.

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

REG. NO.			
2R.	Trans-Provincial Highway	$28,208.60	
3R.	Trans-Provincial Highway	1,826.17	
15R.	Peace Arch Highway	44,132.55	
	Total, Capital Account—Roads		$74,167.32

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

3R.	Trans-Provincial Highway	$4,814.78	
66R.	Fraser Avenue, No. 5	1,851.24	
	Total, Capital Account—Bituminous Surfacing		6,666.02

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

Equipment	$9,450.00	
Total, Capital Account—Equipment		9,450.00

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2R.	Trans-Provincial Highway	$17,565.44	
3R.	Trans-Provincial Highway	8,014.80	
13R.	Pacific Highway	1,689.69	
15R.	Peace Arch	5,772.59	
66R.	Fraser Avenue, No. 5	938.46	
77R.	Aldergrove–Bellingham	493.50	
80R.	Ladner–Marsh	211.97	
85R.	Scott Road Diversion	4,907.76	
	Barnston Island	216.41	
	Moving cenotaph	2,630.67	
	Sundry roads (units under $150)	268.00	
	Supervision	249.17	
	Plant and Tools	6,861.93	
	Total, Vote 157—Roads, Trails, etc.		49,820.39

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

40B.	Boundary Bay	$1,014.52	
50B.	Woodward Highway	1,124.32	
69B.	McLellan	502.73	
90B.	Campbell River	240.04	
	Sundry roads (units under $150)	470.50	
	Total, Vote 157—Classified Roads		3,352.11
	Carried forward		$143,455.84

DELTA DISTRICT—*Continued.*

Brought forward		$143,455.84

VOTE 157—BRIDGES: MAINTENANCE.

REG. NO.			
4 and 5.	Eburne	$8,616.96	
6 and 8.	Fraser Avenue	3,881.82	
10.	Canoe Pass	5,949.00	
	Sundry bridges (units under $150)	776.50	
	Total, Vote 157—Bridges: Maintenance		19,224.28

VOTE 157—BRIDGES: MAINTENANCE—CLASSIFIED HIGHWAYS.

16.	Chillikthan Slough (on 68A, Ladner Trunk)	$611.88	
	Sundry bridges (units under $150)	1.20	
	Total, Vote 157—Bridges: Maintenance—Classified Highways		613.08

VOTE 157—FERRIES.

	Barnston Island	$3,434.34	
	Ladner–Woodward	3,533.63	
	Ladner–Woodward (landings)	2,938.23	
	Total, Vote 157—Ferries		9,906.20

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

	Sundry roads (units under $150)	$258.85	
	Total, Vote 157—Traffic Operation (Snow-removal)		258.85

VOTE 158—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

102B.	Glover	$10,222.81	
103B.	Goudy–Farrel	4,618.95	
50B.	Woodward Highway	2,465.80	
	Crescent Beach	4,868.72	
	Total, Vote 158—Local Highways		22,176.28

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$147.40	
(G.)	Non-contributory	6.60	
(H.)	Supervision	92.75	
	Total expenditure, Unemployment Relief Fund		246.75
	Total expenditure, Delta District		$195,881.28

DEWDNEY DISTRICT.

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

	Agassiz–Haig (survey)	$4,142.39	
7J.	Dewdney Trunk, Sec. 9	305.18	
11.	Farms	594.40	
15.	Hyde and Buker	409.50	
13.	Hawkins–Pickles	532.90	
59R.	Hammond Loop	603.86	
16.	Hartley	105.00	
18.	Johnston	125.90	
22R.	Lougheed	191.60	
23R.	Lougheed	675.37	
26R.	Lougheed	1,273.65	
	Carried forward	$8,959.75	

DEWDNEY DISTRICT—*Continued.*

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

REG. No.			
	Brought forward	$8,959.75	
65.	Lillooet	650.46	
54.	McNeil	143.80	
23.	McKamey	710.60	
29.	Newton	219.85	
30.	Nicomen Island Trunk	3,052.70	
	Nicomen Island (highway protection)	2,093.30	
35.	Rennie Road	241.40	
36.	River Road (south)	2,198.31	
41.	Stave Lake	1,102.94	
38.	Salvaster	1,503.90	
	Reynold's Hill	500.00	
	Sundry roads (units under $100)	91.80	
	Total, Capital Account—Roads		$21,468.81

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

96B.	Cedar Valley	$1,478.40	
97B.	Cedar Valley	178.20	
77B.	Dewdney Trunk	512.00	
92B.	Old Dewdney Trunk	899.12	
73B.	River	1,974.64	
93B.	Seventh Street and Grand Avenue	71.82	
22R.	Trans-Provincial Highway	1,504.82	
26R.	Trans-Provincial Highway	10,961.75	
	Equipment	7,676.00	
	Total, Capital Account—Bituminous Surfacing		25,256.75

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

56.	Brooks	$245.20	
8.	Deroche Landing	186.77	
5.	Dale	217.87	
7H.	Dewdney Trunk, Sec. 7	1,885.91	
7I.	Dewdney Trunk, Sec. 8	1,234.00	
7J.	Dewdney Trunk, Sec. 9	2,207.85	
7K.	Dewdney Trunk, Sec. 10	422.52	
11.	Farms	1,433.45	
12.	Gourley	143.00	
13.	Hawkins–Pickles	676.55	
59R.	Hammond Loop	105.45	
15.	Hyde and Buker	102.03	
69R.	Haney Loop	272.65	
51.	Harrison Hot Springs	2,389.44	
16.	Hartley	157.90	
18.	Johnston	331.91	
20.	Kilpatrick	218.40	
21R.	Lougheed	1,356.56	
22R.	Lougheed	2,542.70	
23R.	Lougheed	4,529.76	
25R.	Lougheed	672.32	
26R.	Lougheed	3,523.16	
65.	Lillooet	489.33	
79.	Morrison	194.97	
	Nicomen Island (highway protection)	780.00	
30.	Nicomen Island Trunk	708.99	
74.	Nicomen Slough	151.20	
34.	Parke	465.84	
36.	River Road (south)	122.70	
42.	Sterling	195.00	
40.	Shooks	224.20	
	Carried forward	$28,187.63	$46,725.56

DEWDNEY DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$28,187.63	$46,725.56
REG. No.			
38.	Salvaster	2,797.94	
41.	Stave Lake	442.56	
47.	Upper Pitt	300.00	
	Dyke on Harrison River Flats	150.00	
	Dewdney Dyking Commission, pumping costs	2,500.00	
	Plant and tools	2,369.41	
	Sundry roads (units under $100)	764.14	
	Total, Vote 157—Roads, Trails, etc.		37,511.68

VOTE 157—CLASSIFIED HIGHWAYS.

60A.	Harrison Hot Springs	$287.55	
73B.	Dewdney Trunk	587.20	
77B.	Dewdney Trunk	800.00	
96B.	Cedar Valley	80.00	
78B.	North Harris	206.76	
79B.	McNeil	91.30	
74B.	Harris	23.68	
92B.	Dewdney Trunk	113.06	
93B.	Seventh Street and Grand Avenue	86.08	
94B.	Silverdale–Mission	404.00	
	Total, Vote 157—Classified Highways		2,679.63

VOTE 157—BRIDGES: MAINTENANCE.

	Alouette River Bridge on Lillooet Road	$7,718.28	
10–166.	Bell	165.18	
10–154.	Deroche	1,121.97	
10–138.	Dale, No. 1	289.00	
10–139.	Dale, No. 2	2,609.38	
10–156.	George	240.45	
10–117.	Hopkins	101.40	
40–131.	Harrison River	824.43	
10–137.	Judd	146.00	
10–136.	Legace, No. 4	213.60	
10–172.	Lux Lake	301.59	
10–106-1.	Mission C.P.R.	11,814.07	
10–126.	Miami, No. 1	145.80	
10–41.	Pitt River	2,954.11	
10–162.	Ross	564.42	
	River-bank Protection	632.60	
10–25.	Allouette River Bridge on Harris Road, 78B	1,397.65	
	Sundry bridges (units under $100)	830.83	
	Total, Vote 157—Bridges: Maintenance		32,070.76

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

5.	Dale	$130.00	
11.	Farms	105.00	
26R.	Lougheed	673.69	
30.	Nicomen Island Trunk	135.00	
38.	Salvaster	315.12	
	Sundry roads (units under $100)	746.31	
	Total, Vote 157—Traffic Operation (Snow-removal)		2,105.12

VOTE 158—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

	Dewdney Road (Mission Municipality)	$326.26	
	Total, Vote 158—Local Highways		326.26
	Carried forward		$121,419.01

DEWDNEY DISTRICT—*Continued.*

Brought forward		$121,419.01

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. NO.			
21.	Main Douglas or Cariboo	$275.00	
105.	Big Silver Creek	1,000.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		1,275.00

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$9,378.42	
(G.)	Non-contributory	1,970.48	
(H.)	Supervision	59.94	
(J.)	Public Health	39,887.93	
	Total expenditure, Unemployment Relief Fund		51,296.77
	Total expenditure, Dewdney District		$173,990.78

DEWDNEY (EAST) DISTRICT.

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

61.	Hope–Rosedale	$3,614.37	
64.	Hope–Yale	2,393.24	
	Total, Capital Account—Roads		$6,007.61

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

46R.	Trans-Canada Highway	$403.39	
61.	Hope–Rosedale	2,438.81	
62.	Hope–Princeton	258.63	
64.	Hope–Yale	471.94	
	Sundry roads (units under $150)	143.39	
	Plant and tools	608.04	
	Total, Vote 157—Roads, Trails, etc.		4,324.20

VOTE 157—BRIDGES: MAINTENANCE.

406.	Unnamed	$806.35	
502.	Silver Creek	657.00	
505.	American Creek	845.74	
509.	Coquahalla	160.84	
503.	Hope (Fraser River)	231.90	
	Sundry bridges (units under $150)	224.10	
	Total, Vote 157—Bridges: Maintenance		2,925.93

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

61.	Hope–Rosedale	$440.97	
	Sundry roads (units under $150)	144.62	
	Total, Vote 157—Traffic Operation (Snow-removal)		585.59

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

11–78.	Aufeas Trail	$500.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		500.00
	Total expenditure, Dewdney (East) District		$14,343.33

ESQUIMALT DISTRICT.

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

Reg. No.			
76.	Island Highway	$9,202.55	
117.	Old Trunk	9,996.12	
147.	Sooke	37,946.83	
192.	West Coast	374.48	
	Total, Capital Account—Roads		$57,519.98

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

76.	Island Highway	$7,638.94	
76.	Island Highway (Cowichan Bay Diversion)	2,061.14	
93.	Leigh	120.02	
117.	Old Trunk	643.32	
173.	Pendray	103.01	
182.	Solarium	276.56	
147.	Sooke	1,394.56	
149.	Station	903.57	
192.	West Coast	10,042.38	
196.	Wilfert	496.42	
	Total, Capital Account—Bituminous Surfacing		23,679.92

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

	Equipment	$7,107.80	
	Total, Capital Account—Equipment		7,107.80

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

15.	Belmont	$177.12	
310.	Cannery	220.00	
312.	School	201.00	
47.	East Sooke	621.34	
150.	Fitzgerald	241.78	
66.	Gillespie	253.02	
61.	Goldstream Cross Road	181.41	
69.	Happy Valley	291.00	
76.	Island Highway	14,571.19	
79.	Jordan River	449.43	
100.	Kangaroo	573.22	
99.	Metchosin	717.63	
101.	Millstream	613.52	
102.	Millstream Lake	198.35	
112.	Munn	369.15	
117.	Old Trunk	1,620.77	
79.	Otter Point	445.73	
129.	Parkinson	385.68	
130.	Quarantine	625.73	
132.	Rocky Point	423.72	
133.	Ross–Durrance	340.58	
141.	Shawnigan–Mill Bay Cross Road	252.06	
147.	Sooke	3,124.57	
148.	Sooke River	219.74	
155.	Telegraph	207.95	
198.	View Royal	307.24	
192.	West Coast	1,315.89	
	Sundry roads (units under $150)	3,624.84	
	Auto Account	1,133.44	
	Plant and tools	943.34	
	Repairs, district machinery	1,412.52	
	Purchase, new machinery cleaner	882.21	
	Supervision	2,540.64	
	Machinery	380.92	
	Total, Vote 157—Roads, Trails, etc.		39,866.73
	Carried forward		$128,174.43

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$128,174.43

VOTE 157—BRIDGES: MAINTENANCE.

REG. No.			
179.	Millstream	$2,265.72	
23.	Bellamy	496.10	
188.	Boyne	179.05	
18.	Cedar Creek	800.97	
210.	Helgesen	311.52	
189.	Boal	150.40	
297.	Bown	169.40	
124.	Niagara	2,337.71	
181.	McLennan	302.30	
94.	Naylor	188.28	
99.	Sherwood	645.43	
97.	Sooke River	728.00	
178.	Wilmot	327.40	
95.	Stoney Creek	3,309.94	
	Sundry bridges (units under $150)	3,207.55	
	Total, Vote 157—Bridges: Maintenance		15,419.77

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Leech River	$143.80	
Sombrio Trail	150.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		293.80

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1: Mining-roads—		
Project No. 46. Leech River	$1,500.00	
Less Dominion Government contribution	1,000.00	
Total expenditure, Mining-roads	$500.00	

Labour Department.

(F.) Direct Relief	$21,977.99	
(G.) Non-contributory	2,792.75	
(H.) Supervision	759.91	
(J.) Public Health	2,955.42	
	$28,486.07	
Total expenditure, Unemployment Relief Fund		28,986.07
Total expenditure, Esquimalt District		$172,874.07

FERNIE DISTRICT.

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

3.	Elko–Roosville	$2,962.79	
	Total, Capital Account—Roads		$2,962.79

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

1.	Southern Trans-Provincial Highway	$33,690.70	
	Total Capital Account—Bituminous Surfacing		33,690.70
	Carried forward		$36,653.49

FERNIE DISTRICT—*Continued.*

	Brought forward	$36,653.49

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
1.	Trans-Provincial Highway	$18,796.01
2.	Wardner–Gateway	332.35
3.	Elko–Roosville	1,130.08
4.	Elk Valley	1,098.69
8.	Sand Creek	360.40
10.	Elko–Waldo	168.00
11.	Gateway–Roosville	216.91
46.	Bull River (north)	225.85
51.	McBains Lake	221.33
93.	Kootenay–Columbia River Highway	779.95
94.	Kootenay–Columbia River Highway	223.76
101.	Taylor's Mill	286.10
106.	Corbin	166.56
128.	Fernie–Elko	316.19
149.	Muirhead	151.06
	Sundry roads (units under $150)	389.45
	Plant and tools	7,721.03
	Supervision	2,396.25
	Total, Vote 157—Roads, Trails, etc.	34,979.97

VOTE 157—BRIDGES: MAINTENANCE.

2.	Hosmer	$271.28
4.	Fernie	261.88
8.	Elkmouth	166.83
12.	Michel	441.39
17.	Newgate	3,724.01
57.	Unnamed	257.76
71.	Brule Creek	183.59
84.	Round Prairie	186.47
107.	5-Mile	562.59
111.	Lizard Creek	2,908.06
114.	Weigert (north)	292.85
140.	Woodland	177.52
193.	Gorder	168.35
196.	Dixon	1,000.28
	Sundry bridges (units under $150)	1,719.48
	Total, Vote 157—Bridges: Maintenance	12,322.34

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

	Snow-removal	$3,988.56
	Total, Vote 157—Traffic Operation (Snow-removal)	3,988.56

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$92,846.98
(G.)	Non-contributory	14,845.20
(H.)	Supervision	4,973.70
(J.)	Public Health	6,168.15
	Total expenditure, Unemployment Relief Fund	118,834.03
	Total expenditure, Fernie District	$206,778.39

FORT GEORGE DISTRICT.

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

Reg. No.			
25.	Cariboo	$10,062.42	
26.	Fort George–Hazelton	2,308.97	
106.	Fort George–Yellowhead	30,291.01	
	Total, Capital Account—Roads		$42,662.40

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

60.	Buckhorn	$430.30	
25.	Cariboo	13,332.81	
102.	Dale	348.80	
106.	Fort George–Yellowhead	9,352.74	
26.	Fort George–Hazelton	4,636.72	
24.	Fort George–Chief Lake	3,674.30	
28.	Fort George–Isle Pierre	230.73	
145.	Farr (east)	235.20	
140.	Johnson	367.80	
109.	Loos	380.00	
144.	Lund	179.20	
124.	Miworth (west)	256.15	
54.	Mud River Valley (south)	534.00	
176.	Moore	262.40	
58.	Ness Lake	296.80	
3.	Okanagan–North Thompson	321.20	
114.	Pain	208.00	
49.	Reid Lake	5,510.21	
88.	Thompson	1,218.00	
42.	Young	371.60	
	Sundry roads (units under $150)	994.46	
	Garage	772.22	
	Supervision—		
	Office	2,194.75	
	Auto	1,486.16	
	Plant	5,451.23	
	Total, Vote 157—Roads, Trails, etc.		53,045.78

Vote 157—Bridges: Maintenance.

529.	Fraser River (McBride)	$481.94	
656.	Eaglet Creek	151.26	
717.	Swift Current	411.94	
131.	Wright Creek	392.47	
305.	Hanson	260.60	
628.	Josephine Creek	699.56	
187.	Smith	456.82	
431.	Swamp Creek	429.36	
530.	Red Rock	339.60	
584.	Eaglet Creek	176.40	
160.	Sand Creek	166.00	
713.	Willow Gulch	221.67	
	Sundry bridges (units under $150)	768.26	
	Total, Vote 157—Bridges: Maintenance		4,955.88

Vote 157—Ferries: Maintenance.

9.	Isle Pierre	$1,271.51	
3.	Indian Reserve (Miworth)	1,234.30	
12.	Croydon	570.96	
	Total, Vote 157—Ferries: Maintenance		3,076.77
	Carried forward		$103,740.83

FORT GEORGE DISTRICT—*Continued.*

Brought forward		$103,740.83

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. No.			
25.	Cariboo	$759.19	
24.	Fort George–Chief Lake	529.04	
26.	Fort George–Hazelton	239.14	
106.	Fort George–Yellowhead	303.60	
49.	Reid Lake	180.76	
	Total, Traffic Operation (Snow-removal)		2,011.73

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$48,532.74
(G.)	Non-contributory	5,932.18
(H.)	Supervision	5,159.76
(J.)	Public Health	5,405.54
	Total expenditure, Unemployment Relief Fund	65,030.22
	Total expenditure, Fort George District	$170,782.78

GRAND FORKS-GREENWOOD DISTRICT.

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

Southern Trans-Provincial Highway	$14,774.81	
Total, Capital Account—Bituminous Surfacing		$14,774.81

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

17B.	Cascade–Bridesville	$19,558.19
18B.	Bridesville–Osoyoos	1,138.67
11.	Carmi–McCulloch	1,400.57
13.	Cascade–Laurier	180.45
14.	Cascade–Paulson	205.00
16.	Christina Lake (east)	272.90
26.	Grand Forks–Carson (north)	150.87
30.	Grand Forks–Franklin	746.95
41.	Kerr Creek	186.40
43.	Kettle River (main)	1,162.68
44.	Kettle River (west)	1,662.96
46.	Long Lake–Jewel Mine	164.10
47.	Lynn Creek	188.10
69.	Sidely Mountain	197.95
72.	Valley roads (south)	193.90
75.	Wallace Mountain	1,032.58
44R.	Arterial Highway	89.40
	Snow-removal	2,333.79
	Sundry roads (23)	1,550.38
	Office assistance	198.80
	Plant and tools	4,806.65
	Garage	1,303.78
	Supervision (General Foreman's wages and expenses)	1,855.96
	Ford Sedan A–32 (gasoline, oil, repairs)	378.44
	Pontiac Sedan A–33	26.48
	Total, Vote 157—Roads, Trails, etc.	40,985.95
	Carried forward	$55,760.76

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

Brought forward		$55,760.76

VOTE 157—MINING-ROADS.

Anaconda No. 7	$250.00	
Athelstan	249.00	
City of Paris	150.00	
Ivanhoe Claim	75.00	
North Star	74.50	
Phoenix–Greenwood	249.75	
Total, Vote 157—Mining-roads		1,048.25

VOTE 157—BRIDGES: MAINTENANCE.

REG. NO.			
15–7.	Blue Joint	$154.22	
15–8.	Blythe	1,048.43	
15–24.	Cascade Lower	2,005.24	
15–130.	Christian Valley	225.60	
15–29.	Conkle	666.35	
15–30.	Cooper	233.71	
15–46.	Franklin	260.40	
15–57.	James Creek	314.48	
15–64.	Lynch Creek	379.20	
15–87.	Midway	250.30	
15–124.	Overhead	537.05	
15–125.	Schulli	157.72	
15–113.	Vaughan	165.34	
	Sundry bridges (15)	1,101.80	
	Total, Vote 157—Bridges: Maintenance		7,499.84

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

17B. Cascade–Bridesville	$1,021.60	
44. Kettle River (west)	619.56	
Sundry roads (15)	1,418.53	
Plant and tools	276.39	
Total, Vote 157—Traffic Operations (Snow-removal)		3,336.08

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Anaconda, No. 7	$250.00	
Athelstan	248.10	
City of Paris	149.20	
Golconda	100.00	
Greenwood–Phoenix	250.00	
Ivanhoe Claim	75.00	
Mogul Mineral Claim	200.00	
North Star	72.53	
Pathfinder–Little Bertha Trail	100.00	
Superior Mineral Claim	150.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		1,594.83

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$12,651.69	
(G.) Non-contributory	2,759.47	
(H.) Supervision	1,605.32	
(J.) Public Health	915.40	
Total Expenditure, Unemployment Relief Fund		17,931.88
Total expenditure, Grand Forks-Greenwood District		$87,171.64

ISLANDS DISTRICT.

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

Reg. No.			
106.	Beaver	$95.60	
93.	Boulder	124.95	
8.	Centre	1,025.77	
167.	Clam Bay	62.40	
54.	Cook	22.20	
94.	Deep Bay	84.85	
14.	East Saanich	222.05	
116.	Fulford–Ganges	812.45	
82.	James Point	60.00	
57.	Main (south end)	48.20	
58.	Main (north end)	234.20	
72.	Point Comfort	84.50	
85.	Port Washington	147.70	
80.	Stewart	328.80	
102.	Thetis	64.85	
165.	Village Bay	39.26	
15.	Wain	1.60	
152.	Walker Hook	216.20	
22.	West Saanich	32.86	
	Total, Capital Account—Roads		$3,708.44

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

4.	Beacon Avenue	$250.00	
156.	Bradley–Dyne	111.80	
42.	Braemar	117.00	
8.	Centre	665.15	
30.	East Saanich	2,836.34	
116.	Fulford–Ganges	2,504.05	
121.	Ganges (lower)	63.00	
135.	North End	109.56	
138.	Rainbow	41.00	
70.	Shoal Harbour	240.00	
151.	Vesuvius	123.59	
22.	West Saanich	177.00	
	Total, Capital Account—Bituminous Surfacing		7,238.49

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

186.	Bazan Bay	$420.59	
107.	Beaver Point	317.13	
106.	Beddis	196.56	
156.	Braemar	637.64	
62.	Cape Horn	469.30	
94.	Deep Bay	235.50	
14.	East Saanich	1,896.10	
36.	Fifth	412.74	
116.	Fulford–Ganges	646.38	
121.	Ganges (lower)	240.60	
16.	Henry	209.84	
214.	King	185.67	
234.	Lands End	206.55	
57.	Main (South Galiano)	226.30	
58.	Main (North Galiano)	570.75	
180.	Musgrave	188.00	
30.	Queens Avenue	165.30	
143.	Scott	212.02	
70.	Shoal Harbour–Mill Bay	371.00	
80.	Stewart	323.08	
15.	Wain	437.67	
22.	West Saanich	1,016.80	
193.	Yarrow	165.39	
	Carried forward	$9,750.91	$10,946.93

ISLANDS DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$9,750.91	$10,946.93
Sundry roads (units under $150)	3,718.28	
Supervision	1,664.38	
Plant and tools	291.81	
Repairs, district machinery	1,672.54	
Repairs, auto	45.84	
Purchase, new light delivery truck	909.19	
Total, Vote 157—Roads, Trails, etc.		18,052.95

VOTE 157—BRIDGES: MAINTENANCE.

Reg. No.			
13.	Canal	$503.34	
	Sundry bridges (units under $150)	393.18	
	Total, Vote 157—Bridges: Maintenance		896.52

VOTE 157—FERRIES.

Fulford Harbour–Swartz Bay	$7,000.00	
Total, Vote 157—Ferries		7,000.00

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$16,262.90	
(G.) Non-contributory	2,575.84	
(H.) Supervision	653.10	
(J.) Public Health	1,481.32	
Total expenditure, Unemployment Relief Fund		20,973.16
Total expenditure, Islands District		$57,869.56

KAMLOOPS DISTRICT.

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

41.	Kamloops–Cache Creek	$12,347.06	
43.	Kamloops–Tranquille	1,647.39	
	Total, Capital Account—Roads		$13,994.45

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

8.	North Thompson Highway	$10,885.44	
41.	Trans-Canada Highway (east and west of Savona)	15,362.67	
	Total, Capital Account—Bituminous Surfacing		26,248.11

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

8.	North Thompson Highway	$15,359.01	
10.	Birch Island–Regchristie	303.30	
17.	Cold Creek	152.79	
23.	Deadman–Vidette	821.80	
26.	Fruitlands	449.52	
32.	Highland Valley	169.10	
35.	Hudson's Bay Meadows	301.28	
	Carried forward	$17,556.80	$40,242.56

KAMLOOPS DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$17,556.80	$40,242.56
REG. No.			
38.	Kamloops–Salmon Arm	992.46	
40.	Kamloops–Merritt	3,032.89	
41.	Kamloops–Cache Creek	8,062.48	
43.	Kamloops–Tranquille	1,577.66	
46.	La Jeune Lake	258.02	
48.	Long Lake	1,233.96	
49.	Louis Creek–Heffley	245.25	
50.	Mamette Lake	264.73	
57.	Paul Lake	306.63	
59.	Rose Hill–Beresford	1,070.15	
65.	Tranquille–Criss Creek	853.08	
71.	Westsyde	418.07	
72.	Upper Louis Creek	184.00	
77.	Birch Island	278.80	
	Sundry roads (units under $150)	1,455.87	
	Camp equipment	1,014.28	
	Plant and tools	7,820.12	
	Total, Vote 157—Roads, Trails, etc.		46,625.25

VOTE 157—BRIDGES: MAINTENANCE.

6.	Badger Creek	$344.37	
8.	Barriere–North Thompson	333.28	
9.	Barriere River	210.69	
16.	Birch Island	20,832.01	
33.	Cedar Gulch	157.80	
44.	Clearwater Station	202.61	
45.	Clearwater River	268.22	
65.	Darlington Creek	317.84	
77.	Durand Creek, No. 1	607.25	
102.	Kamloops (east)	1,209.80	
103.	Kamloops (west)	519.06	
105.	Knouff	174.27	
118.	Linquist Creek	296.51	
128.	McAbee Ranch	492.87	
144.	Raft River	162.67	
165.	Thuya Creek	190.40	
183.	Vavenby (proposed)	194.80	
	Sundry bridges (units under $150)	1,072.00	
	Total, Vote 157—Bridges: Maintenance		27,586.45

VOTE 157—FERRIES.

1.	Vinsulla	$681.82	
2.	Blackpines	108.30	
3.	McLure	1,729.19	
4.	Chinook Cove	138.00	
5.	Mount Olie	4,644.22	
6.	Black Pool	4,053.08	
7.	Birch Island	597.02	
8.	Vavenby	992.16	
9.	Avola	180.00	
	Total, Vote 157—Ferries		13,123.79

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

8.	North Thompson	$786.94	
9.	Blue River streets	400.00	
23.	Deadman–Vidette	124.82	
38.	Kamloops–Salmon Arm	64.56	
	Carried forward	$1,376.32	$127,578.05

KAMLOOPS DISTRICT—*Continued.*

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

	Brought forward	$1,376.32	$127,578.05
REG. No.			
40.	Kamloops–Merritt	1,164.46	
41.	Kamloops–Cache Creek	980.32	
43.	Kamloops–Tranquille	278.14	
	Sundry roads	137.78	
	Plant and tools	1,660.35	
	Total, Vote 157—Traffic Operation (Snow-removal)		5,597.37

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

3–24 (121).	Upper North Thompson River Trail (Summit–Gold)	$250.00	
3–40 (102).	Birk Creek Trail	124.80	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		374.80

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
	Project No. 26. Vidette Mine	$1,938.29	
	Project No. 40. Windpass Mill	924.43	
		$2,862.72	
	Less Dominion Government contribution	1,908.48	
	Total expenditure, Mining-roads	$954.24	

Labour Department.

(F.)	Direct Relief	$47,608.83	
(G.)	Non-contributory	12,898.69	
(H.)	Supervision	7,482.21	
(J.)	Public Health	6,343.30	
		$74,333.03	
	Total expenditure, Unemployment Relief Fund		75,287.27
	Total expenditure, Kamloops District		$208,837.49

KASLO-SLOCAN DISTRICT.

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

6.	Applegrove	$207.00
201.	Nakusp streets	1,497.82
204.	Nelson–Kaslo	7,493.80
212.	Nakusp–Vernon	5,025.65
213.	New Denver Power-house	189.80
217.	Oatscott	579.04
242.	Sandon Flume	2,024.27
246.	Slocan Valley–Nakusp	2,478.03
246.	Slocan Valley–Nakusp (Vallican Diversion)	33,999.44
	Sundry roads (units under $150)	504.59
	Nakusp–Arrowhead survey (preliminary)	2,999.68
	Total, Capital Account—Roads	$56,999.12

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Ainsworth streets	$152.90	
6.	Applegrove	320.60	
11.	Arrowhead (north)	602.58	
	Carried forward	$1,076.08	$56,999.12

KASLO-SLOCAN DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,076.08	$56,999.12
REG. NO.			
14.	Arrow Park–Belleview	596.44	
15.	Arrow Park–West Demars	255.18	
22.	Beaton–Camborne	279.14	
22A.	Beaton–Ferguson	174.80	
24.	Beaton–Trout Lake	992.82	
85.	Edgewood–Inonoaklin Valley	837.79	
114.	Galena Bay (south)	309.80	
140.	Houston	296.40	
141.	Howser–Argenta	917.30	
143.	Howser Station	240.60	
165.	Kaslo–New Denver	2,848.14	
167.	Kaslo Creek (South Fork)	875.41	
168.	Kaslo (north)	798.00	
201.	Nakusp streets	211.07	
204.	Nelson–Kaslo	4,386.63	
212.	Nakusp–Vernon	8,052.07	
246.	Slocan Valley–Nakusp	9,158.64	
281.	Whatchan Lake	228.80	
412.	Argenta–Johnson's Landing Trail	244.20	
	Sundry roads (units under $150)	1,484.02	
	Nakusp–Arrowhead survey (preliminary)	291.00	
	Plant and tools	8,551.14	
	Supervision	4,036.78	
	Snow-removal.		
114.	Galena Bay (south)	351.20	
165.	Kaslo–New Denver	951.52	
204.	Nelson–Kaslo	592.84	
212.	Nakusp–Vernon	1,489.35	
246.	Slocan Valley–Nakusp	2,553.93	
	Sundry roads (units under $150)	1,033.80	
	Freight on V-plough and tractor	156.00	
	Total, Vote 157—Roads, Trails, etc.		54,270.89

VOTE 157—MINING-ROADS.

209.	No. One	$50.00	
248.	Springer Creek	49.40	
747.	Winslow	187.50	
	Total, Vote 157—Mining-roads		286.90

VOTE 157—BRIDGES: MAINTENANCE.

66.	Canning	$233.14	
72.	Cariboo Creek	400.00	
155.	Columbia River	155.83	
181.	Dog Creek	243.85	
230.	Fry Creek	400.30	
238.	Gerrard	180.10	
312.	Lemon Creek	164.73	
379.	New Denver	485.44	
420–425.	Renata	1,103.24	
435.	Rosebery	336.23	
388.	Rocky Canyon	264.36	
381.	Slocan Lake	260.00	
387.	Slocan Lake	368.27	
460.	Silverton	354.28	
120.	Walker	548.29	
596.	Zwicky	526.65	
597.	Zwicky, Number 1	184.10	
	Sundry bridges (units under $150)	2,690.96	
	Total, Vote 157—Bridges: Maintenance		8,899.77
	Carried forward		$120,456.68

KASLO-SLOCAN DISTRICT—*Continued.*

Brought forward		$120,456.68
VOTE 157—FERRIES.		
Arrow Park (east and west)	$3,057.31	
Needles–Fauquier	4,682.77	
Arrowhead–Beaton	7,000.00	
Total, Vote 157—Ferries		14,740.08
VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).		
REG. No.		
216. Ottawa Mine	$496.65	
246. Slocan Valley–Nakusp	23.93	
709. Silver Ridge	47.00	
Total, Vote 157—Traffic Operation (Snow-removal)		567.58
VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
412. Alpha Trail	$100.00	
24. Beaton–Ferguson	244.51	
444. Big Cayuse Creek	200.00	
443. Black Prince to Marmion and Maryland	450.00	
609. Bridge Crossing to Lucky Boy	150.00	
450. Caledonia	70.00	
472. Capella Mine	125.00	
241. Cody Mine to Maple Leaf Claims	100.00	
473. Contact	75.00	
465. Coffee Creek (North Fork)	250.00	
494. Emerald Hill	100.00	
518. Firebrand Trail	50.00	
180. Four-mile to Lucky Thought Mine	74.40	
541. Goldfield, Nelson, and Burniere Group	100.00	
543. Granite Creek	50.00	
137. Hewitt Mine	98.79	
144. Highland Surprise	482.00	
181. Lemon Creek (to Kilo Property)	400.00	
621. McAllister	50.00	
628. Millie Mac	25.00	
191. Monitor	149.96	
654. Northern Belle–Rambler	100.00	
209. No. One to United Mine	100.00	
216. Ottawa Mine	299.45	
664. Paladora Mine	100.00	
230. Rambler–Dardenelles	300.00	
238. Ruth Hope	124.45	
709. Silver Ridge	50.00	
248. Springer Creek (Ottawa Mine and Black Prince)	49.40	
707. Sturgis Creek	150.00	
718. Tamarac	100.00	
732. Tillicum Trail to Silver Queen	50.00	
736. Victor Mine	116.80	
747. Winslow	187.50	
751. Wing Creek	50.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		5,122.26
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 9. Ferguson–8-Mile	$3,464.63	
Project No. 44. Three Forks–McAllister and Jo-Jo Mine	748.90	
Project No. 48. Highland Surprise	462.38	
Project No. 29. New Denver–Three Forks	5,446.99	
Project No. 36. Lemon Creek	1,559.44	
	$11,682.34	
Less Dominion Government contribution	7,788.23	
Total expenditure, Mining-roads	$3,894.11	
Carried forward	$3,894.11	$140,886.60

KASLO-SLOCAN DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$3,894.11	$140,886.60
Labour Department.		
(F.) Direct Relief	$59,482.08	
(G.) Non-contributory	9,384.63	
(H.) Supervision	1,603.34	
(J.) Public Health	4,382.06	
	$74,852.11	
Total expenditure, Unemployment Relief Fund		78,746.22
Total expenditure, Kaslo-Slocan District		$219,632.82

LILLOOET DISTRICT.

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

REG. NO.			
137.	Squamish, sidewalks and sundries	$1,431.68	
	Total, Capital Account—Roads		$1,431.68

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

	Equipment	$7,784.43	
	Total, Capital Account—Equipment		7,784.43

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: RIVER-BANK PROTECTION.

122.	Pemberton Meadows	$995.35	
	Total, Capital Account—River-bank Protection		995.35

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

1.	Trans-Canada Highway—		
	Lytton Cut-off	$1,531.10	
	West of Ashcroft Manor	19,498.62	
	Lytton streets	791.07	
34.	Bridge River (at Bralorne—preparation)	1,602.75	
137.	Squamish streets	1,574.28	
	Total, Capital Account—Bituminous Surfacing		24,997.82

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1B.	Trans-Canada Highway (Spences Bridge–Cache Creek)	$3,747.18	
10.	Cariboo	3,924.22	
12A.	Lytton–Lillooet	3,601.65	
12B.	Lillooet–Clinton	1,976.24	
16.	Axen	200.80	
23.	Big Bar	283.53	
26.	Big Bar Lake	158.35	
27.	Big Bar Mountain	173.86	
31.	Botanie Creek	901.32	
34.	Bridge River	5,017.50	
45.	Clinton streets	173.82	
69.	Green Lake	474.09	
76.	Hat Creek	343.38	
	Carried forward	$20,975.94	$35,209.28

LILLOOET DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$20,975.94	$35,209.28
REG. No.			
78.	High Bar	228.56	
79.	Highland Valley	286.56	
88.	Jones–Dickey	851.89	
89.	Judd	249.60	
92.	Kelly Lake–Canoe Creek	1,122.71	
96.	Lillooet–Seton Lake	218.88	
97.	Lillooet streets	197.73	
104.	Marble Canyon	857.13	
108.	Mound–Loon Lake	449.90	
116.	North Bonaparte	261.99	
117.	North Fork	852.42	
122.	Pemberton Meadows	2,357.44	
123.	Pemberton Portage	739.43	
137.	Squamish streets	336.50	
138.	Squamish Valley	3,554.99	
152.	Watch Lake–Lone Butte	198.47	
473.	Pemberton–Squamish Trail	158.70	
	Sundry roads and trails (units under $150)	4,468.69	
	Lillooet Garage (repairs)	468.75	
	Gold Bridge, machinery-shed	789.90	
	Camp equipment	173.48	
	Plant and tools	4,215.33	
	Total, Vote 157—Roads, Trails, etc.		44,014.99

VOTE 157—MINING-ROADS.

483.	Stein River	$239.81	
	Sundry trails (units under $150)	356.05	
	Total, Vote 157—Mining-roads		595.86

VOTE 157—BRIDGES: MAINTENANCE.

21.	Lytton	$153.43	
26.	Lillooet Suspension	196.73	
63.	Botanie	158.10	
79.	South Fork	1,291.21	
82.	Wards Ferry	525.75	
144.	Riley	320.99	
160.	Bryson, No. 1	294.64	
253.	Halfway	585.72	
254.	Johnny Coy	358.13	
256.	Pillchuck	221.88	
257.	Washout (Mamquam)	480.28	
288.	Bralorne, No. 1	156.13	
	Sundry bridges (units under $150)	1,109.38	
	Total, Vote 157—Bridges: Maintenance		5,852.37

VOTE 157—FERRIES.

45.	Pavilion	$1,109.60	
46.	Big Bar	922.42	
47.	Crown Mountain	90.00	
48.	High Bar	937.20	
49.	Lytton	951.07	
	Total, Vote 157—Ferries		4,010.29
	Carried forward		$89,682.79

LILLOOET DISTRICT—*Continued.*

Brought forward		$89,682.79

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

REG. NO.			
81.	Holland Gold Mines	$159.50	
423.	Crater Group	200.00	
462.	McGillivray Creek	150.00	
483.	Stein River	246.26	
487.	Tyaughton Creek	250.00	
489.	Tommy Creek	500.00	
	Sundry trails (units under $150)	687.40	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		2,193.16

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—			
	Mining-roads—		
	Project No. 38. Mud Creek Mine	$1,991.30	
	Project No. 8. Ashloo Mine	263.83	
		$2,255.13	
	Less Dominion Government contribution	1,503.42	
	Total expenditure, Mining-roads	$751.71	

Labour Department.

(F.)	Direct Relief	$14,972.45	
(G.)	Non-contributory	1,852.30	
(H.)	Supervision	3,531.10	
(J.)	Public Health	1,734.05	
		$22,089.90	
	Total expenditure, Unemployment Relief Fund		22,841.61
	Total expenditure, Lillooet District		$114,717.56

MACKENZIE DISTRICT (SOUTH).

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

281.	Gibson-Sechelt	$3,146.92	
314.	Sechelt-Pender Harbour	6,842.19	
	Total, Capital Account—Roads		$9,989.11

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

271.	Beach	$604.19	
281.	Gibson-Sechelt	1,746.24	
330.	Hospital	114.56	
291.	Lower	173.81	
302.	Roberts Creek	135.03	
278.	Russell	171.40	
314.	Sechelt-Pender Harbour	2,382.07	
431.	Egmont	107.52	
	Supervision	1,384.58	
	Warehouses	802.17	
	Plant and tools	344.56	
	Sundry roads (units under $100)	791.37	
	Total, Vote 157—Roads, Trails, etc.		8,757.50
	Carried forward		$18,746.61

MACKENZIE DISTRICT (SOUTH)—*Continued.*

Brought forward		$18,746.61

Vote 157—Bridges: Maintenance.

Reg. No.			
271.	Basswick	$107.98	
281.	Flume	2,001.34	
293.	Lockyer	138.87	
333.	Loney	203.13	
342.	Lyle	662.52	
300.	Roberts Creek	237.31	
307.	Soames	2,080.67	
317.	Wiren	630.18	
	Sundry bridges (units under $100)	245.34	
	Total, Vote 157—Bridges: Maintenance		6,307.34

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 27A. Grand Viziar Trail	$200.00	
Project No. 27. Pender Harbour	1,499.90	
	$1,699.90	
Less Dominion Government contribution	1,133.27	
Total expenditure, Mining-roads		566.63
Total expenditure, Mackenzie District (South)		$25,620.58

MACKENZIE DISTRICT (NORTH).

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

66.	Bella Bella Trail	$987.83	
	Total, Capital Account—Roads		$987.83

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

6.	Grant	$497.08	
8.	Noosatsum	318.04	
9.	Bella Coola	1,806.45	
101.	Lake	155.10	
102.	Main	420.88	
111.	Lund	1,381.94	
134.	Cranberry Lake	155.26	
136.	Olsen Lake	650.53	
137.	Thunder Bay	1,586.48	
148.	Manson	278.44	
159.	Joice	585.09	
175.	Central	325.74	
224.	Haslam Lake	472.66	
239.	Woolgar	259.90	
	Sundry roads (units under $150)	1,963.79	
	Supervision	2,251.09	
	Trucks, etc.	1,517.79	
	Plant and tools	890.86	
	Total, Vote 157—Roads, Trails, etc.		15,517.12

Vote 157—Bridges: Maintenance.

128.	Powell River	$402.57	
134.	Sliammon	923.64	
	Sundry bridges (units under $150)	1,166.09	
	Total, Vote 157—Bridges: Maintenance		2,492.30

Vote 157—Ferries.

Hagensborg–Salloomt	$616.00	
Total, Vote 157—Ferries		616.00
Total expenditure, Mackenzie District (North)		$19,613.25

MACKENZIE DISTRICT (NORTH AND SOUTH).

Unemployment Relief Fund.

Labour Department.

(F.)	Direct Relief	$44,687.51	
(G.)	Non-contributory	5,798.32	
(H.)	Supervision	5,977.45	
(J.)	Public Health	4,298.56	
	Total expenditure, Mackenzie District (North and South), Labour Department		$60,761.84
	Total expenditure, Mackenzie District (North and South)	$105,995.67	

NELSON-CRESTON DISTRICT.

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

Reg. No.			
2.	Nelson–Castlegar	$672.42	
	Total, Capital Account, 1931—Roads		$672.42

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

51.	Crawford Bay–Gray Creek	$355.25	
56.	Creston–Porthill	10,996.78	
65.	East Robson	700.00	
2.	Nelson–Balfour	1,770.30	
2.	Nelson-Castlegar	1,677.48	
125.	Nelson–Nelway	16,619.28	
189.	Sheep Creek Townsite	203.62	
154.	South Nelson streets	458.75	
	Miscellaneous roads	217.65	
	Total, Capital Account, 1936—Roads		32,999.11

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

	Equipment	$11,950.00	
	Total, Capital Account—Equipment		11,950.00

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

45R.	Canyon	$5,659.44	
2.	Creston–Goatfell	9,176.67	
2.	Nelson–Balfour	6,968.58	
2.	Nelson–Castlegar	25,663.26	
	Total, Capital Account—Bituminous Surfacing		47,467.95

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Alice	$254.40	
5.	Arrow Creek (west)	356.23	
8.	Atwood	219.20	
188.	Airport–Nick's Island	200.60	
21.	Bevan	182.40	
40.	Canyon City	361.20	
41.	Canyon–Porthill	1,943.95	
45R.	Canyon	920.43	
50.	Cory	374.40	
51.	Crawford Bay–Gray Creek	533.00	
53.	Creston–Erickson	577.23	
2.	Creston–Goatfell	2,301.86	
	Carried forward	$8,224.90	$93,089.48

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$8,224.90	$93,089.48
REG. No.			
2.	Creston–Gray Creek	4,365.43	
56.	Creston–Porthill	3,344.04	
57.	Creston–Summit	5,054.53	
183.	Creston–Wynndel	1,010.34	
198.	Ditch	199.60	
65.	East Robson	782.64	
66.	Elsie–Holmes	185.60	
73.	Fraser's Landing	608.00	
83.	Granite (upper)	540.90	
89.	Harrop–Procter	485.47	
90.	Haskins (east)	190.40	
200.	Holben	166.40	
107.	Lister Settlement	1,826.73	
2.	Nelson–Balfour	5,664.90	
2.	Nelson–Castlegar	12,693.58	
27.	Nelson–Kaslo	618.39	
125.	Nelson–Nelway	12,797.58	
130.	Porcupine	446.21	
190.	Reclamation	1,435.00	
135.	Reno	296.50	
144.	Salmo Trail	874.47	
147.	Second Relief	384.96	
148.	Sheep Creek	1,485.79	
29.	Slocan Valley	1,233.94	
154.	South Nelson streets	590.27	
190.	Reclamation	180.81	
195.	Uri	292.00	
	Sundry roads	2,200.41	
	Plant and tools	4,398.41	
	Nelson shop	1,614.71	
	Supervision, Creston	514.19	
	Total, Vote 157—Roads, Trails, etc.		74,707.10

VOTE 157—MINING-ROADS.

147.	Second Relief	$250.00	
27.	Gray Creek Trail	225.00	
	Sundry roads	87.10	
	Total, Vote 157—Mining-roads		562.10

VOTE 157—BRIDGES: MAINTENANCE.

21.	Corn Creek	$556.97	
24.	Creston–Goatfell, No. 1	161.00	
27.	Creston–Goatfell, No. 4	402.71	
29.	Creston–Goatfell, No. 6	1,890.76	
30.	Creston–Goatfell, No. 7	673.28	
32.	Creston–Goatfell, No. 9	2,471.51	
33.	Creston–Porthill, No. 1	998.66	
34.	Creston–Porthill, No. 2	6,801.72	
36.	Creston–Porthill, No. 4	2,096.81	
52.	East Robson, No. 4	734.32	
55.	East Robson, No. 7	333.84	
63.	Filmer	797.18	
	Goat River	3,294.82	
98A.	Harrop–Procter, No. 3	191.22	
100.	Huscroft	3,159.24	
112.	Knox, No. 1	335.94	
113.	Knox, No. 2	330.45	
151.	Nelson–Castlegar, No. 1	536.00	
152.	Nelson–Castlegar, No. 2	462.89	
154.	Nelson–Castlegar, No. 4	6,595.53	
	Carried forward	$32,824.85	$168,358.68

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 157—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$32,824.85	$168,358.68
REG. No.			
158.	Nelson–Castlegar, No. 8	249.52	
163.	Nelson–Nelway, No. 5	486.70	
164.	Nelson–Nelway, No. 6	642.75	
173.	Nelson–Nelway, No. 15	185.42	
179.	Nick's, No. 2	925.08	
188.	Pass Creek, No. 4	203.30	
300.	Slocan Park Suspension	1,075.93	
279.	View	400.00	
	Flood-damage	3,039.26	
	Sundry bridges	2,319.43	
	Total, Vote 157—Bridges: Maintenance		42,352.24

VOTE 157—FERRIES.

	Kootenay Lake	$36,836.76	
	Nelson	17,122.39	
	Harrop–Longbeach	6,932.04	
	Kootenay River	3,533.83	
	Slocan River	1,308.52	
	Nick's Island	930.11	
	Glade	25.67	
		$66,689.32	
	Less Ferry tolls	27,107.75	
	Total, Vote 157—Ferries		39,581.57

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

2.	Creston–Goatfell	$287.02	
83.	Granite (upper)	264.88	
2.	Nelson–Balfour	524.53	
2.	Nelson–Castlegar	1,041.27	
125.	Nelson–Nelway	1,609.28	
27.	Nelson–Kaslo	225.69	
144.	Salmo Trail	194.66	
147.	Second Relief	534.14	
148.	Sheep Creek	756.93	
29.	Slocan Valley	203.11	
154.	South Nelson streets	179.06	
	Sundry roads	1,528.14	
	Total, Vote 157—Traffic Operation (Snow-removal)		7,348.71

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

59.	Bayonne Mine	$250.00	
147.	Arlington Mine	500.00	
65.	Summit Bell and Montana Trail	250.00	
135.	Reno Mine	250.00	
	Ymir Commodore Mine	250.00	
151.	Silver King to Daylight	250.00	
10.	Athabasca Mine	250.00	
80.	Ymir to Ymir Goodenough Mill	199.88	
	Canadian Belle Group Trail	250.00	
	Spokane and Washington Groups Trail	200.00	
147.	Second Relief	250.00	
	Birdseye Trail	150.00	
27.	Gray Creek Trail	225.00	
151.	Silver King to Victoria Jessie	300.00	
125.	Nelson–Nelway	900.00	
	Sundry roads	1,276.15	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		5,751.03
	Carried forward		$263,392.23

NELSON-CRESTON DISTRICT—*Continued.*

Brought forward		$263,392.23

Unemployment Relief Fund.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 17. Bayonne Mine	$2,999.90	
Project No. 49. Sheep Creek	998.91	
	$3,998.81	
Less Dominion Government contribution	2,665.87	
Total expenditure, Mining-roads	$1,332.94	

Labour Department.

(F.) Direct Relief	$77,641.38	
(G.) Non-contributory	16,647.15	
(H.) Supervision	6,428.94	
(J.) Public Health	5,942.05	
	$106,659.52	
Total expenditure, Unemployment Relief Fund		107,992.46
Total expenditure, Nelson-Creston District		$371,384.69

NEW WESTMINSTER DISTRICT.

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Streets in District Lot 172	$4,367.01	
Sundry roads	9.60	
Total, Vote 157—Roads, Trails, etc.		$4,376.61

Unemployment Relief Fund.

Labour Department.

(F.) Direct Relief	$1,069.80	
(G.) Non-contributory	6,490.05	
(H.) Supervision	2,740.47	
(J.) Public Health	1,594.60	
Total expenditure, Unemployment Relief Fund		11,894.92
Total expenditure, New Westminster District		$16,271.53

NORTH OKANAGAN DISTRICT.

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

Reg. No.			
68.	Vernon–Kelowna	$35,013.88	
100.	Oyama	31.92	
36R.	Vernon–Salmon Arm (City of Enderby)	5,249.54	
63R.	Vernon–Salmon Arm (Spallumcheen Municipality)	14,224.59	
	Total, Capital Account—Bituminous Surfacing		$54,519.93

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2.	Albers	$637.23	
5.	Ashton–Cook	314.90	
4.	Bella Vista	166.60	
	Carried forward	$1,118.73	$54,519.93

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,118.73	$54,519.93
REG. NO.			
31.	Creighton Valley	2,076.16	
30.	Commonage	398.48	
26.	Carlin Orchard	325.32	
34.	Deep Creek	1,042.38	
37.	East Vernon	229.17	
74.	Enderby–Mabel Lake	1,707.17	
39.	Enderby–Grindrod	805.92	
38.	Emeny	170.44	
111.	Grindrod streets	613.62	
49.	Grandview Bench	378.49	
64.	Irish Creek	279.52	
65.	Kamloops–Vernon	1,149.90	
66.	Kedleston (east)	190.18	
68.	Kelowna–Vernon	8,335.38	
73.	Lumby streets	265.97	
75.	Lumby–Mabel Lake	2,831.28	
71.	Long Lake	586.86	
94.	North Fork	767.62	
97.	Okanagan Landing	558.83	
100.	Oyama	872.62	
105.	Riverside	638.02	
129.	Sugar Lake	563.08	
126.	Squaw Valley	205.01	
119.	Shuswap Avenue	625.66	
78.	Trans-Canada	2,513.78	
131.	Tronson	278.12	
130.	Trinity Valley	950.20	
88.	Vernon–Edgewood	3,121.37	
102.	Vernon–Salmon Arm	1,668.24	
138.	Westside	1,855.95	
139.	Whitevale	294.42	
62R.	Vernon–Kamloops (arterial), Spallumcheen Municipality	351.45	
63R.	Vernon–Salmon Arm (arterial), Spallumcheen Municipality	1,734.49	
	Sundry roads (units under $150)	3,096.05	
	Plant, tools, and equipment	2,221.51	
	Total, Vote 157—Roads, Trails, etc.		44,821.39

VOTE 157—CLASSIFIED HIGHWAYS.

52A.	Vernon–Edgewood (primary), Coldstream Municipality	$612.56	
32B.	Armstrong–Salmon River (secondary), Spallumcheen Municipality	102.47	
33B.	Armstrong–Salmon River (secondary), City of Armstrong	91.08	
	Total, Vote 157—Classified Highways		806.11

VOTE 157—BRIDGES: MAINTENANCE.

36.	Enderby	$444.99	
48.	Grindrod	200.64	
59.	Horner	155.72	
70.	Kingfisher	194.64	
160.	Shuswap Dam	239.16	
177.	Sugar Lake	11,280.47	
	Sundry bridges (units under $150)	1,018.07	
	Total, Vote 157—Bridges: Maintenance		13,533.69

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

34.	Deep Creek and branches	$202.21	
74.	Enderby–Mabel Lake and branches	322.21	
	Carried forward	$524.42	$113,681.12

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

	Brought forward	$524.42	$113,681.12
REG. NO.			
65.	Kamloops and branches	207.06	
66.	Kedleston and branches	164.04	
75.	Lumby Mabel Lake and branches	156.86	
78.	Trans-Canada and branches	310.50	
130.	Trinity Valley and branches	341.80	
102.	Vernon–Salmon Arm	374.46	
88.	Vernon–Edgewood and branches	270.62	
138.	Westside	277.35	
	Sundry roads (units under $150)	771.98	
	Total, Vote 157—Traffic Operation (Snow-removal)		3,399.09

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

3–72.	Coldstream Placer Trail	$50.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		50.00

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$28,982.44	
(G.)	Non-contributory	5,180.19	
(H.)	Supervision	2,621.40	
(J.)	Public Health	2,388.71	
	Total expenditure, Unemployment Relief Fund		39,172.74
	Total expenditure, North Okanagan District		$156,302.95

NORTH VANCOUVER DISTRICT.

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

67A.	Marine Drive	$22,261.26	
	Total, Capital Account—Roads		$22,261.26

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

73A.	Dollarton	$3,641.75	
	Total, Capital Account—Bituminous Surfacing		3,641.75

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

17.	Adams	$724.27	
1.	Bowen Island Trunk	282.41	
6.	Grafton Bay	157.35	
	Plant and tools	91.77	
	Supervision	816.63	
	Sundry roads (units under $100)	545.54	
	Total, Vote 157—Roads, etc.		2,617.97

VOTE 157—CLASSIFIED HIGHWAYS.

73A.	Dollarton	$1,128.12	
66A.	Marine	160.24	
67A.	Marine	1,186.70	
71A.	Nelson	85.22	
72A.	Chatham	116.06	
	Total, Vote 157—Classified Highways		2,676.34
	Carried forward		$31,197.32

NORTH VANCOUVER DISTRICT—*Continued.*

Brought forward		$31,197.32

Vote 157—Bridges: Maintenance.

Reg. No.			
9.	Cypress Creek	$107.44	
	Sundry bridges (units under $100)	84.42	
	Total, Vote 157—Bridges: Maintenance		191.86

Vote 158—Local Highways within Municipal Limits.

	Approach to Deep Cove Wharf	$233.70	
	Total, Vote 158—Local Highways		233.70

Unemployment Relief Fund.

Labour Department.

(F.)	Direct Relief	$1,659.20	
(G.)	Non-contributory	315.00	
(J.)	Public Health	1,921.50	
	Total expenditure, Unemployment Relief Fund		3,895.70
	Total expenditure, North Vancouver District		$35,518.58

OMINECA DISTRICT.

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

200.	Burns Lake–Babine	$3,967.73	
21.	Colleymount	897.04	
155.	Houston–Owen Lake	1,000.00	
59.	Keefe's Landing–Ootsa	219.49	
39.	North Trans-Provincial Highway	11,000.33	
181.	Tatalrose	977.01	
118.	Topley–Babine	1,499.66	
122.	Uncha Lake	150.00	
124.	Vanderhoof–Stuart Lake	1,745.97	
127.	Vanderhoof–Sturgeon Point	172.40	
	Sundry roads (units under $150)	353.90	
	Total, Capital Account—Roads		$21,983.53

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

257.	Aiken Lake	$188.54	
200.	Burns Lake–Babine	262.45	
21.	Colleymount	758.63	
117.	Fort St. James–Manson Creek	1,720.78	
90.	Houston–Wistaria	544.60	
59.	Keefe's Landing–Ootsa	442.84	
49R.	Main Street, Burns Lake (arterial)	3,491.78	
71.	McDonalds Landing	213.90	
39.	North Trans-Provincial Highway	14,943.65	
80.	North Francois	1,147.27	
84.	Ootsa Lake Shore (east)	173.60	
	Plant and tools	5,390.26	
101.	Round Lake	350.90	
	Supervision	854.89	
	Snow-removal	9,032.25	
	Supervision, auto	757.34	
119.	Telkwa High Road	242.60	
228.	Takla–Old Hogum	474.78	
124.	Vanderhoof–Stuart Lake	2,825.97	
	Carried forward	$43,817.03	$21,983.53

OMINECA DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$43,817.03	$21,983.53
REG. No.			
40.	Vanderhoof–Stoney Creek	197.80	
127.	Vanderhoof–Sturgeon Point	321.79	
	General Foreman (salary and travelling)	2,388.64	
	Sundry roads (Tax Account)	11,735.55	
	Sundry roads (units under $150)	1,352.35	
	Total, Vote 157—Roads, Trails, etc.		59,813.16

VOTE 157—MINING-ROADS.

	Fort St. James–Manson Creek (survey)	$1,500.00	
	Road to Gold Group	249.06	
	Total, Vote 157—Mining-roads		1,749.06

VOTE 157—BRIDGES: MAINTENANCE.

373.	Allen	$268.83	
8.	Buck Creek	325.38	
370.	Barker	230.60	
	Buck River–Houston	599.80	
28.	Clear Creek	290.40	
365.	Cheslatta	294.40	
263.	Cold Spring	354.80	
30.	Cluculz Creek	247.70	
460.	Hewitt	339.74	
56.	McEvoy	229.10	
476.	Nourse Creek	882.43	
88.	Nautley	845.88	
484.	Pinkut, No. 2	449.62	
153.	Poison Creek	1,785.66	
130.	Swanson Creek	3,797.61	
155.	Sheraton	601.95	
128.	Sinkut River	177.85	
132.	Stuart River, No. 1	448.90	
112.	Stellaco	253.13	
17.	Telegraph Creek	557.60	
	Sundry bridges (units under $150)	1,491.99	
	Total, Vote 157—Bridges: Maintenance		14,473.37

VOTE 157—FERRIES.

61.	Finmoore	$1,208.28	
62.	Fort Fraser	964.06	
63.	Francois Lake	6,940.91	
64.	Takla Lake	368.20	
65.	Hulatt	320.00	
	Total, Vote 157—Ferries		9,801.45

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Fort St. James–Manson Creek (survey)	$1,486.82	
	Road to Ariel Group	25.00	
	Richfield	50.00	
	Road to Last Chance Claim	100.00	
	Sibola Mountain Trail	200.00	
	Stella Mining Trail	99.20	
	Jack Rabbit Trail	50.00	
	Roads to Gold Group	450.00	
	Stewart Portage	248.57	
	Carried forward	$2,709.59	$107,820.57

OMINECA DISTRICT—*Continued.*

VOTE 116.—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$2,709.59	$107,820.57
Manson Creek	270.00	
Trail to Three Star Mine	100.00	
Telkwa Copper City Trail	249.60	
Wolverine Lake Trail	150.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		3,479.19

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 1A. Manson Creek	$41,035.09	
Project No. 1. Manson Creek, north of Nation River	22,999.59	
Project No. 1. Manson Creek, south of Nation River	46,409.66	
Project No. 1B. Repairs, Manson Creek, north of Nation River	4,929.67	
Project No. 34. Aiken Lake Winter Road	37,913.03	
Project No. 24. Germansen Bridge to Germansen Landing	4,132.79	
Project No. 32. Takla—Old Hogem	5,392.43	
Project No. 47. Hunter Basin Trail	997.69	
	$163,809.95	
Less Dominion Government contribution	109,206.63	
Total expenditure, Mining-roads	$54,603.32	
Labour Department.		
(F.) Direct Relief	$30,040.10	
(G.) Non-contributory	4,273.97	
(H.) Supervision	200.00	
(J.) Public Health	2,037.10	
	$36,551.17	
Total expenditure, Unemployment Relief Fund		91,154.49
Total expenditure, Omineca District		$202,454.25

PEACE RIVER DISTRICT.

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

REG. NO.			
12.	Fort St. John–Hines Creek	$997.98	
	Total, Capital Account—Roads		$997.98

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

1–30A.	Halfway River	$34,992.73	
	Total, Capital Account—Bridges		34,992.73

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Grande Prairie–Fort St. John–Peace Pass	$13,906.71	
2.	Pouce Coupe–Briar Ridge	823.66	
3.	Pouce Coupe–South Dawson	1,491.88	
4.	Pouce Coupe–Bell View	860.47	
5.	Dawson–Rolla–Clayhurst	4,872.76	
6.	Rolla (east)	150.21	
7.	Rolla (west)	646.74	
8.	Dawson Creek–Moberly Lake–Hudson Hope	1,752.05	
9.	Dawson–Sweetwater–Sunrise	917.35	
10.	Progress–Sunset–Groundbirch	392.89	
	Carried forward	$25,814.72	$35,990.71

PEACE RIVER DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$25,814.72	$35,990.71
REG. NO.		
12. Fort St. John–Hines Creek	1,241.29	
13. Fort St. John–Rose Prairie	1,139.95	
14. McKibbin–Cut-off	287.45	
15. Charlie Lake–Nelson River	1,093.45	
21. Tupper–Kelly Lake	421.94	
23. Tupper–Hays–Pouce Coupe	660.85	
27. Pouce Coupe–Dawson Springs	1,284.21	
28. Rolla–Valley View	319.40	
30. Arras–Fellers Heights–Hanshaw Valley	347.99	
32. Groundbirch School	234.05	
42. Baldonnel–Two Rivers	267.85	
45. Lower Indian Creek	197.90	
47. Charlie Lake	193.13	
77-14-10	388.10	
77-15-1B	237.62	
77-16-3	837.81	
78-14-2	201.55	
78-14-5	263.95	
78-14-7	158.27	
78-14-9	241.80	
78-15-2	308.67	
78-15-3	459.88	
78-15-6	374.15	
78-15-7	227.94	
78-15-8	152.10	
78-15-9	302.17	
78-15-10	216.22	
78-16-2	338.23	
78-16-3	176.00	
78-16-4	399.78	
78-16-5	164.45	
78-17-9	202.40	
79-14-1B	675.84	
79-14-5B	156.00	
79-14-5C	236.95	
79-14-6	200.10	
79-14-6B	255.15	
79-14-9	192.41	
79-14-9A	355.55	
79-15-1	428.17	
79-15-7	360.30	
79-16-12	376.88	
79-18-8A	168.30	
80-13-12B	156.00	
80-14-1A	239.60	
80-14-2	242.43	
80-14-5A	260.00	
80-14-9A	358.75	
80-14-12	512.95	
83-17-6A	258.65	
84-18-6	171.20	
85-18-1	163.80	
85-19-1	167.97	
86-18-6	195.51	
86-19-10	249.48	
87-18-5B	213.05	
Plant and tools	3,578.80	
Roads, general	5,340.96	
General Foreman (travelling expenses and salary)	3,172.65	
Sundry roads (units under $150)	8,130.90	
Total, Vote 157—Roads, Trails, etc.		65,973.62
Carried forward		$101,964.33

PEACE RIVER DISTRICT—*Continued.*

Brought forward		$101,964.33

Vote 157—Bridges: Maintenance.

Reg. No.		
1-29.	Cache Creek	$6,523.88
5-8.	Clayhurst	1,120.77
38-1.	Dawson Town	606.70
1-30A.	Halfway River	10,936.45
77-14-2.	High Ridge	391.01
5-7.	Knapp	1,818.31
5-9.	Moose Creek	740.37
	Sundry bridges (units under $150)	519.24
	Total, Vote 157—Bridges: Maintenance	22,656.73

Vote 157.—Ferries: Maintenance.

89.	Clayhurst	$4,811.61
68.	East Pine	481.10
66.	Halfway	414.77
69.	Hudson Hope	475.33
67.	Taylor	6,317.10
	Total, Vote 157—Ferries: Maintenance	12,499.91

Vote 157—Traffic Operation (Snow-removal).

1.	Grande Prairie–Fort St. John–Peace Pass	$628.49
	Sundry roads (units under $150)	370.53
	Total, Vote 157—Traffic Operation (Snow-removal)	999.02

Unemployment Relief Fund.

Labour Department.

(F.)	Direct Relief	$47,644.73
(G.)	Non-contributory	10,471.32
(H.)	Supervision	5,111.17
(J.)	Public Health	5,006.88
	Total expenditure, Unemployment Relief Fund	68,234.10
	Total expenditure, Peace River District	$206,354.09

PRINCE RUPERT DISTRICT.

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

9.	North Trans-Provincial Highway	$15,035.56
	Port Simpson streets	1,124.05
54.	Oona River	1,105.00
127.	Osland	1,076.16
149.	Jap Inlet	523.00
142.	Lewis Island	150.40
148.	Dodge Cove	1,058.30
5.	Masset–Tow Hill	3,797.93
16.	Old Masset	155.66
	Masset streets	958.94
8.	Port Clements–Masset	1,477.55
18.	Port Clements–Tlell	3,144.97
24.	Skidegate–Tlell	2,735.60
25.	Queen Charlotte–Skidegate	1,562.75
134.	Yakoun Trail	404.90
152.	Pot Roast Walk	346.31
	Sundry roads (units under $150)	341.80
	Total, Capital Account—Roads	$34,998.88
	Carried forward	$34,998.88

PRINCE RUPERT DISTRICT—*Continued.*

Brought forward		$34,998.88

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

Equipment	$6,807.57	
Total, Capital Account—Equipment		6,807.57

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
3.	Cow Bay Crossing	$602.52	
9.	North Trans-Provincial Highway	6,892.33	
35.	Court-house approaches	533.49	
5.	Masset–Tow Hill	1,854.44	
16.	Old Masset	952.15	
	Masset streets	473.15	
58.	Delkatlah Beach	271.41	
8.	Dunroe's	341.22	
18.	Port Clements–Tlell	1,327.20	
24.	Skidegate–Tlell	1,322.52	
25.	Queen Charlotte–Skidegate	866.66	
59.	Skidegate Wharf	253.70	
	Sundry roads (units under $150)	772.74	
	Plant and tools	809.09	
	Salaries, General Foreman	1,980.00	
	Travelling	319.25	
	Total, Vote 157—Roads, Trails, etc.		19,571.87

VOTE 157—MINING-ROADS.

155.	Cape Ball River Trail	$99.90	
	Total, Vote 157—Mining-roads		99.90

VOTE 157—BRIDGES: MAINTENANCE.

18.	McBride Street Foot-bridge	$251.26	
68.	Galloway Rapids	481.43	
50.	Tlell	427.76	
	Sundry bridges (units under $150)	722.15	
	Total, Vote 157—Bridges: Maintenance		1,882.60

VOTE 157—WHARVES.

	Prince Rupert (maintenance)	$8,131.92	
	Cow Bay Floats	1,683.38	
		$9,815.30	
	Prince Rupert (toll receipts)	9,158.79	
	Total, Vote 157—Wharves		656.51

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Cape Ball River Trail	$99.90	
Apex Trail	100.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		199.90

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.)	Direct Relief	$5,791.57	
(G.)	Non-contributory	1,629.23	
(H.)	Supervision	31.60	
(J.)	Public Health	172.75	
	Total expenditure, Unemployment Relief Fund		7,625.15
	Total expenditure, Prince Rupert District		$71,842.38

REVELSTOKE DISTRICT.

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

REG. NO.			
74.	Revelstoke (west)	$9,987.82	
	Total, Capital Account—Roads		$9,987.82

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

71.	Revelstoke–Arrowhead	$931.28	
73.	Revelstoke (south)	629.26	
74.	Revelstoke (west)	3,399.62	
	Total, Capital Account—Bituminous Surfacing		4,960.16

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

11.	Begbie	$190.93	
13.	Big Bend	5,711.50	
71.	Revelstoke–Arrowhead	2,121.39	
74.	Revelstoke (west)	2,115.23	
78.	Sidmouth–Sproat	711.96	
	Sundry roads (units under $150)	668.66	
	General Foreman (salary)	1,800.00	
	Travelling expenses	505.74	
	Plant and tools	1,381.99	
	Garage operation	1,536.52	
	Warehouse operation	123.37	
	Repairs to district machinery	2,145.55	
	New machinery (cost)	17,926.69	
	Total, Vote 157—Roads, Trails, etc.		36,939.53

VOTE 157—BRIDGES: MAINTENANCE.

80.	Revelstoke–Arrowhead, No. 1	$2,176.62	
97.	Revelstoke (east), No. 6	662.98	
100.	Revelstoke (south), No. 1	242.04	
148.	Big Bend, No. 8	682.17	
154.	Big Bend, No. 11	258.89	
159.	Big Bend, No. 17	1,567.65	
	Sundry bridges (units under $150)	1,324.06	
	Total, Vote 157—Bridges: Maintenance		6,914.41

VOTE 157—FERRIES.

2.	Goldstream	$224.46	
3.	Halls Landing	5,837.90	
4.	12-Mile	3,928.73	
	Total, Vote 157—Ferries		9,991.09

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

	Revelstoke Mountain Road	$205.58	
11.	Begbie	186.87	
13.	Big Bend	318.59	
71.	Revelstoke–Arrowhead	464.26	
74.	Revelstoke (west)	356.59	
	Sundry roads (units under $150)	1,042.58	
	Total, Vote 157—Traffic Operation (Snow-removal)		2,574.47

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

	Old Goldstream Trail, No. 125	$100.00	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		100.00
	Carried forward		$71,467.48

REVELSTOKE DISTRICT—*Continued.*

Brought forward		$71,467.48

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$10,685.11	
(G.) Non-contributory	1,912.04	
(H.) Supervision	840.00	
(J.) Public Health	956.59	
Total expenditure, Unemployment Relief Fund		14,393.74
Total expenditure, Revelstoke District		$85,861.22

ROSSLAND-TRAIL DISTRICT.

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

REG. NO.			
53.	Rossland–Paterson	$16,908.33	
69.	Trail–Salmo	90.12	
	Total, Capital Account—Roads		$16,998.45

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

	Castlegar Ferry-scow	$3,427.45	
	Castlegar Ferry approaches	9,999.03	
	Total, Capital Account—Ferries		13,426.48

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

10.	Castlegar–Trail	$3,196.08	
53.	Rossland–Paterson	4,872.85	
67.	Trail–Pend d'Oreille	7,732.03	
	Total, Capital Account—Bituminous Surfacing		15,800.96

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

9.	Castlegar Townsite	$168.05	
10.	Castlegar–Trail	2,772.30	
51.	Rossland–Cascade	3,253.96	
53.	Rossland–Paterson	2,591.65	
57.	Schofield Highway	1,431.12	
67.	Trail–Pend d'Oreille	1,785.36	
69.	Trail–Salmo	759.65	
	Sundry roads	1,133.27	
	Plant and tools	2,260.89	
	Total, Vote 157—Roads, Trails, etc.		16,156.25

VOTE 157—MINING-ROADS.

33.	I.X.L. and Midnight Mine Road	$249.48	
	Total, Vote 157—Mining-roads		249.48

VOTE 157—BRIDGES: MAINTENANCE.

56.	Rossland–Cascade, No. 6	$7,099.13	
62.	Rossland–Paterson, No. 2	553.48	
81.	Trail–Pend d'Oreille, No. 1	2,893.95	
82.	Trail–Pend d'Oreille, No. 2	576.21	
87.	Trail–Rossland Old Road	180.87	
	Total, Vote 157—Bridges: Maintenance		11,619.53
	Carried forward		$74,251.15

ROSSLAND-TRAIL DISTRICT—*Continued.*

Brought forward		$74,251.15
VOTE 157—FERRIES.		
Castlegar Ferry	$10,570.62	
Castlegar Ferry approaches	2,000.00	
Total, Vote 157—Ferries		12,570.62
VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).		
REG. NO.		
10. Castlegar–Trail	$296.15	
53. Rossland–Paterson	223.75	
57. Schofield Highway	233.25	
67. Trail–Pend d'Oreille	173.75	
Sundry roads	2,257.11	
Plant and tools	438.00	
Total, Vote 157—Traffic Operation (Snow-removal)		3,622.01
VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
33. I.X.L. and Midnight Mine Road	$249.10	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		249.10
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 50. Inland Empire Project	$499.15	
Less Dominion Government contribution	332.77	
Total expenditure, Mining-roads	$166.38	
Labour Department.		
(F.) Direct Relief	$5,267.59	
(G.) Non-contributory	914.53	
(H.) Supervision	19.12	
(J.) Public Health	320.09	
	$6,521.33	
Total expenditure, Unemployment Relief Fund		6,687.71
Total expenditure, Rossland-Trail District		$97,380.59

SAANICH DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
104B. Glanford Avenue	$1,500.00	
Total, Capital Account—Roads		$1,500.00
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.		
30R. East Saanich	$984.90	
28R. Island Highway	6,010.85	
52R. West Saanich	1,311.81	
Total, Capital Account—Bituminous Surfacing		8,307.56
VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
28R. Island Highway	$5,062.45	
29R. Saanich and Quadra Street	2,059.98	
Carried forward	$7,122.43	$9,807.56

SAANICH DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$7,122.43	$9,807.56
REG. No.			
30R.	East Saanich	3,639.90	
52R.	West Saanich	1,336.47	
	Sundry roads (units under $150)	149.60	
	Auto Accounts	27.73	
	Plant and tools	1,372.88	
	Repairs to district machinery	633.07	
	Supervision	266.50	
	Machinery	1,448.00	
	Total, Vote 157—Roads, Trails, etc.		15,996.58

VOTE 157—CLASSIFIED HIGHWAYS.

57A.	Verdier Avenue	$10.00	
85B.	Keatings Cross Road	190.00	
	Total, Vote 157—Classified Highways		200.00

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(G.)	Non-contributory	$136.54	
(H.)	Supervision	6.40	
(J.)	Public Health	1,363.00	
	Total expenditure, Unemployment Relief Fund		1,505.94
	Total expenditure, Saanich District		$27,510.08

SALMON ARM DISTRICT.

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

90.	Trans-Canada Highway, Kamloops–Salmon Arm	$27,398.35	
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	92.04	
	Total, Capital Account—Bituminous Surfacing		$27,490.39

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

10.	Bestwick	$193.65	
11.	Blind Bay–Balmoral	581.80	
12.	Blind Bay–Eagle Bay	301.25	
17.	Campbell Meadows	438.70	
20.	Celista	437.62	
21.	Chase–Falkland	1,056.17	
26.	Douglas Lake–Grande Prairie	319.07	
27.	Duck Range	517.15	
33.	Fowler–Willette	746.07	
43.	Kamloops–Shuswap	177.60	
44.	Kamloops–Vernon	5,934.36	
49.	Magna Bay	321.65	
53.	Meadow Creek	196.85	
64.	Paxton Valley	271.55	
66.	Pinantan District	209.03	
67.	Pritchard–Pinantan–Paul Lake	929.73	
68.	Pritchard District	461.69	
70.	Robbins Range	847.31	
	Carried forward	$13,941.25	$27,490.39

SALMON ARM DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$13,941.25	$27,490.39
REG. No.			
72.	Salmon River	1,288.06	
78.	Sicamous–Vernon	321.47	
83.	Squilax–Anglemont	764.14	
84.	Squilax–Turtle Valley	406.55	
87.	Tappen–Carlin–Notch Hill	265.02	
88.	Tappen–Skimiken	487.31	
89.	Tappen District	196.40	
90.	Trans-Canada Highway—		
	Kamloops–Salmon Arm	12,567.16	
	Sicamous–Revelstoke	4,294.95	
	Sicamous–Canoe	875.13	
95.	White Lake	510.25	
96.	White Lake District	255.90	
38R.	Trans-Provincial (arterial), Salmon Arm Municipality	4,494.25	
	Sundry roads (units under $150)	2,375.16	
	Camp equipment	56.35	
	Plant and tools	2,746.06	
	Plant maintenance	531.10	
	Plant equipment	5,185.30	
	Total, Vote 157—Roads, Trails, etc.		51,561.81

VOTE 157—CLASSIFIED HIGHWAYS.

	Salmon Arm–Grande Prairie (Secondary 26B)	$324.56	
	Canoe Road (Secondary 76B)	675.36	
	Total, Vote 157—Classified Highways		999.92

VOTE 157—BRIDGES: MAINTENANCE.

29.	De Fosses	$663.65	
71.	Monte Creek, No. 6	1,936.83	
80.	Pritchard	2,648.96	
107.	Salmon River, No. 17	408.66	
112A.	Chase	37,483.29	
113.	Squilax	660.12	
118.	Taylor	966.52	
161.	Revelstoke (west), No. 21	256.43	
163.	Revelstoke (west), No. 22	303.12	
	Sundry bridges (units under $150)	1,267.06	
	Total, Vote 157—Bridges: Maintenance		46,594.64

VOTE 157—FERRIES.

3.	Sorrento–Scotch Creek	$4,383.46	
5.	Ducks	1,056.88	
6.	Shuswap Lake	841.19	
7.	Sicamous	.77	
		$6,282.30	
	Shuswap Lake Ferry (credit)	36.65	
	Total, Vote 157—Ferries		6,245.65

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

44.	Kamloops–Vernon	$864.01	
72.	Salmon River	166.28	
83.	Squilax–Anglemont	246.86	
	Carried forward	$1,277.15	$132,892.41

SALMON ARM DISTRICT—*Continued.*

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

Brought forward	$1,277.15	$132,892.41
REG. No.		
90. Trans-Canada Highway—		
Kamloops–Salmon Arm	1,049.86	
Sicamous–Revelstoke	167.19	
Sundry roads (units under $150)	1,205.50	
Total, Vote 157—Traffic Operation (Snow-removal)		3,699.70

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Twin Mountain Mineral Group	$99.20	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		99.20

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$17,985.32	
(G.) Non-contributory	2,364.58	
(H.) Supervision	3,063.73	
(J.) Public Health	2,092.10	
Total expenditure, Unemployment Relief Fund		25,505.73
Total expenditure, Salmon Arm District		$162,197.04

SIMILKAMEEN DISTRICT.

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

6. Marron Valley Junction–Oliver	$1,081.05	
Total, Capital Account, 1929—Roads		$1,081.05

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

31. Dog Lake	$493.97	
6. Marron Valley Junction–Oliver	964.06	
7. Oliver–Osoyoos	34.57	
8. Osoyoos–Sidley Mountain	216.37	
2. Princeton–Hedley	9,465.89	
9. Penticton–Summerland	4,781.20	
42R. Summerland–Penticton–Oliver	989.09	
Total, Capital Account, 1936—Roads		16,945.15

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

10. Penticton–Marron Valley Junction	$1,778.11	
42R. Summerland–Penticton–Oliver	22,510.43	
6. Marron Valley Junction–Oliver	27,901.43	
Total, Capital Account—Bituminous Surfacing		52,189.97

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

13. Allison–Copper Mountain	$150.75	
21. Cawston roads	276.93	
24. Copper Mountain	1,070.44	
40. 5-Mile–Princeton	388.76	
Carried forward	$1,886.88	$70,216.17

SIMILKAMEEN DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,886.88	$70,216.17
REG. No.			
1.	Hope–Princeton	1,777.73	
3.	Hedley–Keremeos	1,293.28	
45.	Hedley–Nickel Plate	818.26	
47.	Hedley streets	1,129.36	
4.	Keremeos–Green Mountain	861.49	
53.	Kaleden Townsite	152.75	
55.	Keremeos–Cawston	220.00	
57.	Keremeos streets	962.02	
5.	Marron Valley	735.75	
6.	Marron Valley Junction–Oliver	2,138.69	
7.	Oliver–Osoyoos	1,286.62	
8.	Osoyoos–Sidley Mountain	524.45	
86.	Princeton streets	2,239.25	
71.	Oliver streets	199.11	
72.	1-Mile–Princeton	766.51	
76.	Oliver–Cawston	157.89	
2.	Princeton–Hedley	2,068.75	
9.	Penticton–Summerland	888.37	
10.	Penticton–Marron Valley Junction	754.19	
78.	Penticton–Green Mountain	226.53	
89.	Richter Pass	300.61	
42R.	Summerland–Penticton–Oliver	711.86	
91.	Shingle Creek	174.25	
94.	S.O.L. Projects	625.48	
104.	White Lake	204.18	
	Sundry roads (units under $150)	2,530.95	
	Garages	726.63	
	Warehouses	169.53	
	Plant and tools	6,190.97	
	Supervision, General Foreman (salary and expenses)	3,434.26	
	Total, Vote 157—Roads, Trails, etc.		36,166.60

VOTE 157—CLASSIFIED HIGHWAYS.

29B.	Penticton–Naramata	$1,200.00	
	Total, Vote 157—Classified Highways		1,200.00

VOTE 157—MINING-ROADS.

107.	White Road	$37.50	
	Total, Vote 157—Mining-roads		37.50

VOTE 157—BRIDGES: MAINTENANCE.

245.	Canal	$174.61	
18.	Copper Mountain, No. 1	2,011.35	
42.	5-Mile, No. 1	254.36	
92.	Keremeos–Hedley	223.88	
84.	Keremeos–Green Mountain, No. 1	372.66	
83.	Keremeos–Green Mountain, No. 6	719.89	
178.	Marron Valley Junction–Oliver, No. 3	422.10	
136.	Princeton	184.42	
213.	Penticton (arterial)	495.53	
217.	Penticton–Marron Valley Junction	841.56	
	Sundry bridges (units under $150)	830.68	
	Total, Vote 157—Bridges: Maintenance		6,531.04
	Carried forward		$114,151.31

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$114,151.31

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

REG. No.			
2.	Princeton–Hedley	$248.16	
45.	Hedley–Nickel Plate	573.21	
72.	1-Mile–Princeton	176.29	
	Sundry roads (units under $150)	827.64	
	Total, Vote 157—Traffic Operation (Snow-removal)		1,825.30

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

109.	Dominion Branch	$199.55	
42.	Grand Oro	200.00	
242.	Golden Cache	125.00	
235.	Shoemaker	75.00	
103.	Whipsaw Creek	40.00	
107.	White	37.50	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		677.05

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—Mining-roads—		
	Project No. 13. Hedley Mine	$2,857.40	
	Project No. 15. Copper Mountain	3,291.12	
		$6,148.52	
	Less Dominion Government contribution	4,099.01	
	Total expenditure, Mining-roads	$2,049.51	
	Labour Department.		
(F.)	Direct Relief	$56,480.42	
(G.)	Non-contributory	9,522.40	
(H.)	Supervision	2,822.35	
(J.)	Public Health	4,706.54	
		$73,531.71	
	Total expenditure, Unemployment Relief Fund		75,581.22
	Total expenditure, Similkameen District		$192,234.88

SKEENA DISTRICT.

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

Usk and vicinity	$11,986.24	
Kitwanga and vicinity	1,823.80	
Cedarvale and vicinity	961.35	
Terrace and vicinity	3,705.59	
Remo and vicinity	429.00	
Hazelton and vicinity	7,821.15	
Smithers and vicinity	7,814.71	
Kitimat	293.92	
Sundry roads (units under $150)	161.69	
Total, Capital Account—Roads		$34,997.45

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

61.	Kitsecuela	$4,499.94	
	Total, Capital Account—Bridges		4,499.94
	Carried forward		$39,497.39

SKEENA DISTRICT—*Continued.*

Brought forward		$39,497.39

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
	Prince Rupert Highway—		
102.	Terrace–Usk	$909.93	
102.	Usk–Cedarvale	3,994.20	
33C.	Cedarvale–Kitwanga	171.00	
33.	Skeena Crossing–South Hazelton	643.87	
32.	South Hazelton–Moricetown	3,079.42	
91.	Moricetown–Smithers	3,501.83	
77.	Smithers–Omineca Boundary	923.50	
51R.	Arterial Highway, Terrace	55.50	
119.	Andrews	166.61	
137.	Hazelton sidewalks	180.21	
112.	Hazelton Station	181.70	
123.	Hodkin	180.80	
35.	Hudson's Bay Mountain	591.29	
138.	Island–Cedarvale	242.40	
49.	Kispiox	744.16	
43.	Kitsumgallum Lake	1,977.67	
40.	Kitwanga Valley	364.80	
52.	Lakelse Lake	775.93	
55.	Lakelse Hot Springs	155.82	
125.	Newens	188.08	
300.	Port Essington streets	399.20	
19.	Snake	630.69	
107.	Telkwa High	1,033.40	
68.	Usk–Canyon	174.80	
	Snow-removal	2,445.60	
	Sundry roads (units under $150)	421.61	
	Machinery units	1,804.32	
	Equipment-sheds	1,674.13	
	Plant and tools	6,787.07	
	Tax Account	3,514.40	
	Total, Vote 157—Roads, Trails, etc.		37,913.94

VOTE 157—CLASSIFIED HIGHWAYS.

Secondary Highway, 58B (Smithers)	$401.09	
Secondary Highway, 67B (Terrace)	15.32	
Total, Vote 157—Classified Highways		416.41

VOTE 157—MINING-ROADS.

316. Mother of Cloud and Sericite Mica Claims	$200.00	
121. Victory	25.00	
103. Glacier Gulch	49.20	
314. Eureka Mine	150.00	
234. Lucky Luke Group	125.00	
315. Surf Inlet Trail to Butedale	161.04	
Total, Vote 157—Mining-roads		710.24

VOTE 157—BRIDGES: CLASSIFIED.

1. Alwyn Creek, No. 1	$1,122.60	
2. Alwyn Creek, No. 2	1,061.52	
6. John Brown Creek	2,537.25	
20. Canyon Creek	314.78	
51. Hazelton	168.18	
61. Kitsequekla	174.51	
57. Kitwancool	180.88	
65. Leanto	3,143.01	
Carried forward	$8,702.73	$78,537.98

SKEENA DISTRICT—*Continued.*

VOTE 157—BRIDGES: CLASSIFIED—*Continued.*

Brought forward	$8,702.73	$78,537.98
REG. No.		
70. Meanskinisht	499.54	
213. Pontoon	1,749.56	
87. Remo Railway Crossing (north)	430.02	
88. Remo Railway Crossing (south)	752.48	
214. Remo Railway Trestle	822.11	
97. Skeena Suspension	734.08	
98. Smithers	892.23	
135. Terrace	155.11	
105. Two Bridge Creek	366.78	
116–123 Usk–Vanarsdal Bridges	1,448.10	
Sundry bridges	1,997.67	
Total, Vote 157—Bridges: Classified		18,550.41

VOTE 157—FERRIES.

78. Cedarvale	$1,659.61	
79. Copper River	1,385.30	
80. Hazelton	1,841.16	
81. Kitwanga	2,092.97	
82. Remo	1,365.03	
83. Usk	4,018.83	
84. Pacific	56.30	
85. Kalum River	7.20	
Total, Vote 157—Ferries		12,426.40

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

311. Usk Trail	$50.00	
319. Four Ace Group	50.00	
231. North Fork of Lorne and Douglas Creeks	150.00	
208. Chimdemash and North Fork	250.00	
313. Calanda Group	200.00	
267. Victor Group	50.00	
239. McCabe Trail	100.00	
312. Jessie Gold Mine Trail	100.00	
305. Caledonia Group	100.00	
216. Evelyn Group	20.00	
321. Lowrie Creek	25.00	
310. Triangle Trail	25.00	
316. Mother of Cloud and Sericite Mica Claims	200.00	
121. Victory	25.00	
213. Grotto Group	499.95	
103. Glacier Gulch	50.00	
314. Eureka Mine	150.00	
234. Lucky Luke Group	125.00	
315. Surf Inlet Trail to Butedale	161.04	
318. Branch Trail to Valhalla Group	200.00	
264. Trail to Bermaline and August Groups	50.00	
Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		2,580.99

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1—		
Mining-roads—		
Project No. 19. Silver Lake Trail	$1,960.51	
Project No. 33. Driftwood Creek Road	2,499.08	
Project No. 41. Silver Standard Mine Road	997.95	
	$5,457.54	
Less Dominion Government contribution	3,638.36	
Total expenditure, Mining-roads	$1,819.18	
Carried forward	$1,819.18	$112,095.78

SKEENA DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$1,819.18	$112,095.78
Labour Department.		
(F.) Direct Relief	$24,798.45	
(G.) Non-contributory	4,893.67	
(H.) Supervision	527.60	
(J.) Public Health	3,882.37	
	$34,102.09	
Total expenditure, Unemployment Relief Fund		35,921.27
Total expenditure, Skeena District		$148,017.05

SOUTH OKANAGAN DISTRICT.

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

Kelowna–Westbank	$68,180.11	
Total, Capital Account—Ferries		$68,180.11

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

REG. NO.		
16–17. Kelowna–Vernon	$4,287.56	
18. K.L.O. Main	543.93	
21. Lake Shore (Okanagan Mission)	1,478.01	
34. Rutland Subdivision	543.93	
48. Westbank Ferry	3,686.53	
40R. Peachland–Kelowna (arterial), Peachland Municipality	1,366.47	
41R. Penticton–Kelowna (arterial), Summerland Municipality	3,093.48	
Total, Capital Account—Bituminous Surfacing		14,999.91

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2. Bulman Subdivision	$262.04	
3. Belgo Subdivision (north)	831.85	
5. Bear Creek	207.68	
7. Benvoulin Subdivision	375.58	
9. Glenmore Subdivision	184.47	
10. Gellatly–Lake Shore	350.13	
12. Glenrosa Subdivision	336.34	
13. Hydraulic Creek	564.99	
15. Joe Riche District	925.86	
16. Kelowna–Vernon (north)	2,819.89	
17. Kelowna–Vernon (south)	1,930.52	
18. K.L.O. Main	2,788.73	
19. K.L.O. Subdivision	179.95	
20. Lewis Bailey	668.61	
21. Lake Shore (Okanagan Mission)	3,454.41	
25. North Naramata	244.99	
27. Naramata Subdivision	278.14	
29. Okanagan Centre Subdivision	1,272.48	
31. Peachland–Princeton	230.90	
33. Penticton–Naramata	164.62	
34. Rutland Subdivision	5,502.59	
35. Richter Street	423.57	
36. Scotty Creek	622.10	
37. S.K.L. Subdivision	271.05	
39. Spiers	947.88	
40. Summerland–Peachland	241.56	
46. Westside	399.53	
Carried forward	$26,480.46	$83,180.02

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$26,480.46	$83,180.02
REG. NO.		
47. Westbank Subdivision	914.81	
48. Westbank Ferry	1,224.78	
49. Woods Lake Bottom	845.44	
50. Casorso	195.18	
54. T. Bulman	406.70	
40R. Peachland–Kelowna (arterial), Peachland Municipality	1,626.04	
41R. Penticton–Kelowna (arterial), Summerland Municipality	976.16	
Sundry roads (units under $150)	890.21	
Office expenses	999.11	
Travelling expenses	42.06	
Plant, tools, and equipment	12,687.58	
Total, Vote 157—Roads, Trails, etc.		47,288.53

VOTE 157—BRIDGES: MAINTENANCE.

25. Mill Creek, No. 1	$220.24	
33. Mission Creek, No. 1	398.45	
35. Mission Creek, No. 3	361.34	
48. Slough Bridge, No. 2	213.79	
Sundry bridges (units under $150)	999.79	
Total, Vote 157—Bridges: Maintenance		2,193.61

VOTE 157—FERRIES.

Kelowna–Westbank	$52,133.29	
Less Ferry tolls	30,047.30	
Total, Vote 157—Ferries		22,085.99

VOTE 157—WHARVES.

Ferry-slip, Summerland	$2,145.99	
Total, Vote 157—Wharves		2,145.99

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

2. Bulman Subdivision	$2.00	
3. Belgo Subdivision (north)	8.50	
4. Belgo Subdivision (south)	5.40	
5. Bear Creek	36.50	
7. Benvoulin Subdivision	7.90	
9. Glenmore Subdivision	15.80	
10. Gellatly–Lake Shore	44.95	
12. Glenrosa Subdivision	46.85	
13. Hydraulic Creek	376.36	
14. Hawks–Miller–Dean	9.40	
15. Joe Riche District	71.10	
16. Kelowna–Vernon (north)	61.06	
17. Kelowna–Vernon (south)	22.04	
18. K.L.O. Main	11.00	
19. K.L.O. Subdivision	8.25	
20. Lewis Bailey and branches	55.90	
21. Lake Shore (Okanagan Mission)	16.25	
23. McDougall Creek	49.02	
24. Meadow Valley and branches	27.20	
27. Naramata Subdivision	4.50	
29. Okanagan Centre Subdivision	17.05	
33. Penticton–Naramata	20.40	
34. Rutland Subdivision	25.40	
35. Richter Street	1.00	
Carried forward	$943.83	$156,894.14

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL)—*Continued.*

Brought forward	$943.83	$156,894.14
REG. NO.		
37. S.K.L. Subdivision	18.50	
38. South Okanagan and branches	4.00	
39. Spiers	1.00	
40. Summerland–Peachland	77.20	
43. Trepanier and branches	41.60	
45. Woodlawn Subdivision	1.00	
46. Westside	44.74	
47. Westbank Subdivision	73.80	
48. Westbank Ferry	122.48	
49. Woods Lake Bottom	24.08	
50. Casorso	1.00	
51. McKenzie	1.75	
53. Rutland Packing-house	5.90	
54. T. Bulman	6.50	
Sundry roads	29.95	
40R. Peachland–Kelowna (arterial), Peachland Municipality	27.22	
41R. Penticton–Kelowna (arterial), Summerland Municipality	73.90	
Total, Vote 157—Traffic Operation (Snow-removal)		1,498.45

VOTE 158—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

Municipality of Glenmore (Kelowna–Vernon Road)	$400.00	
Total, Vote 157—Local Highways		400.00

UNEMPLOYMENT RELIEF FUND.

Labour Department.

(F.) Direct Relief	$27,262.48	
(G.) Non-contributory	4,304.06	
(H.) Supervision	4,883.42	
(J.) Public Health	2,730.59	
Total expenditure, Unemployment Relief Fund		39,180.55
Total expenditure, South Okanagan District		$197,973.14

VANCOUVER-POINT GREY DISTRICT.

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

3. Marine	$957.55	
Total, Capital Account—Bituminous Surfacing		$957.55

VOTE 157—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2. Imperial Street	$187.81	
3. Marine Drive	3,662.67	
Supervision	887.56	
Plant and tools	327.27	
Sundry roads (units less than $100)	39.26	
Total, Vote 157—Roads, Trails, etc.		5,104.57

VOTE 157—BRIDGES: MAINTENANCE.

1. Beacon Gulch	$23.10	
Total, Vote 157—Bridges: Maintenance		23.10
Carried forward		$6,085.22

VANCOUVER-POINT GREY DISTRICT—*Continued.*

Brought forward		$6,085.22

Unemployment Relief Fund.

Labour Department.

(F.) Direct Relief	$5,248.54	
(G.) Non-contributory	99,462.89	
(H.) Supervision	94,761.09	
(J.) Public Health	56,739.14	
Total expenditure, Unemployment Relief Fund		256,211.66
Total expenditure, Vancouver-Point Grey District		$262,296.88

YALE DISTRICT.

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

44. Spences Bridge–Merritt	$4,999.57	
Total, Capital Account—Roads		$4,999.57

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

73R. Nicola Avenue (Merritt)	$1,452.30	
70–74A. Merritt–Princeton (Merritt)	508.00	
75A. Voght Street (Merritt)	620.90	
1. Trans-Canada Highway	5,955.43	
35. Merritt–Kamloops	599.06	
44. Spences Bridge–Merritt	6,511.50	
	$15,647.19	
Total, Capital Account—Bituminous Surfacing		15,647.19

Vote 157—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1. Trans-Canada Highway	$177.67	
2. A.M. Mine	268.35	
9. Blakeburn	300.23	
11. Brookmere	312.10	
14. Coalmont	1,402.00	
17. Coldwater	316.45	
25. Douglas Lake	271.40	
35. Kamloops	6,730.13	
36. Kane Valley	187.92	
44. Spences Bridge–Merritt	8,437.82	
46. Mamette Lake	717.22	
58. Neil	190.40	
70. Princeton	3,940.45	
86. Logan	213.20	
Sundry roads (units under $150)	1,221.94	
Supervision (office)	281.67	
Plant and tools	1,382.83	
Garage operation	3,272.05	
Repairs, machinery	3,720.88	
General cost, machinery	120.15	
Total, Vote 157—Roads, Trails, etc.		33,464.86

Vote 157—Cariboo Highway.

Cariboo Highway (maintenance)	$32,106.70	
Less Toll-gate receipts	66,612.09	
Total, Vote 157—Cariboo Highway (credit balance)	$34,505.39	
Carried forward		$19,606.23

YALE DISTRICT—*Continued.*

Brought forward		$19,606.23

VOTE 157.—MINING-ROADS.

REG. No.			
391.	Cable Bridge–Jessica	$125.00	
2.	Hope–Princeton	374.79	
434.	Invermay Bridge (Skagit River)	74.85	
223.	Kelly Creek Bridge	245.15	
79.	Tulameen River	299.50	
	Total, Vote 157—Mining-roads		1,119.29

VOTE 157.—BRIDGES: MAINTENANCE.

86.	Dutchman Bar	$383.13	
48.	Granite Creek	943.81	
92.	Le Neve	459.54	
247.	Nicola Avenue	368.00	
11.	Nigger Creek	207.40	
91.	Palmer	725.62	
99.	Robbins	492.77	
78.	Sinking	7,538.99	
81.	Spuzzum	714.94	
83.	Swan	2,210.28	
90.	Sidehill	1,114.95	
246.	Ten Mile	579.15	
71.	Yale	335.45	
	Various bridges (units under $150)	1,325.83	
	Total, Vote 157—Bridges: Maintenance		17,399.86

VOTE 157—TRAFFIC OPERATION (SNOW-REMOVAL).

Snow-removal	$999.97	
Total, Vote 157—Traffic Operation (Snow-removal)		$999.97

VOTE 116—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

30.	Bear Creek	$100.00	
4.	Elliot Creek Trail	124.80	
37.	Gordon Creek Trails	500.00	
42.	Galena Creek Trail	100.00	
34.	Homestake Trail	200.00	
2.	Hope–Princeton Road	375.00	
74.	Rice	200.00	
79.	Tulameen River	299.64	
391.	Cable Bridge–Jessica	125.00	
223.	Kelly Creek Bridge	250.00	
	Sundry roads and trails (units under $100)	300.00	
		$2,574.44	
	Less credit	1.95	
	Total, Vote 116—Grants in Aid of Mining Roads and Trails, etc.		2,572.49

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement July 16th, 1938, Sec. 1—Mining-roads—		
Project No. 6. Hope–Princeton Highway	$10,701.00	
Less Dominion Government contribution	7,134.00	
Total expenditure, Mining-roads	$3,567.00	
Carried forward	$3,567.00	$41,697.84

YALE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$3,567.00	$41,697.84
Labour Department.		
(F.) Direct Relief	$8,203.45	
(G.) Non-contributory	1,788.00	
(H.) Supervision	861.80	
(J.) Public Health	671.00	
	$11,524.25	
Total expenditure, Unemployment Relief Fund		15,091.25
Total expenditure, Yale District		$56,789.09

VICTORIA DISTRICT.

UNEMPLOYMENT RELIEF FUND.

Labour Department.		
(F.) Direct Relief	$5,565.93	
(G.) Non-contributory	12,119.14	
(H.) Supervision	55,194.49	
(J.) Public Health	5,676.25	
Total expenditure, Unemployment Relief Fund		$78,555.81

MISCELLANEOUS.

Vote 157—		
Roads, generally	$1,533.29	
Roads (Location of Highways)	11,277.25	
Roads (Warehouse Account)	1,030.54	
Roads to National Parks	3,989.68	
River-bank Protection	2,144.32	
Highway Signs	175.69	
Equipment	145,403.40	
Launch	6,766.78	
Bridges, generally	2,317.21	
Traffic Operation	63,337.60	
		$237,975.76
Special Warrant No. 6, City of New Westminster—refund *re* street-railway tracks, north approach to Fraser River Bridge		13,102.19
"B.C. Loan Act, 1936," Sec. 6: Buildings—		
Saanich Mental Home, Supervisor's Residence	$5,389.30	
Saanich Mental Home	532.50	
Motor-vehicle Building, Vancouver	161,353.20	
Nurses' Home, Essondale	4,486.56	
Government Building, Kamloops	35,459.32	
Motor-vehicle Building, Victoria	13,117.02	
Lockup, Alberni	1,758.13	
Purchase, Lot 4, D.S. 1739, Victoria	3,000.00	
Government Buildings, Barkerville	896.25	
Government Buildings, Powell River	12,691.39	
Mental Hospital at New Westminster	12,170.32	
Training-school, Burnaby	5,066.41	
		255,920.40
"B.C. Loan Act, 1936," Sec. 6: Roads—		
Roads to National Parks (Non-contributory)		11,486.61
"Fraser River (New Westminster) Bridge Act, 1935"		23,736.02
UNEMPLOYMENT RELIEF FUND.		
Provincial Works (P.C. 2013)		2,460.71
Provincial Works (K.)		2,656.14
Highway Construction, November 16th, 1937, Agreement		3,357.47
Highway Construction, November 8th, 1938, Agreement—		
Single Homeless Men	$264,065.63	
Less Dominion Government contribution	130,616.95	
		133,448.68
Carried forward		$684,143.98

MISCELLANEOUS—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward		$684,143.98
Farm Employment and Improvement Plan—		
"C" Account	$1,004.70	
Less Dominion Government contribution	502.35	
		502.35
Dominion-Provincial Agreement, July 7th—		
Assistance to Settlers	$17,093.34	
Less Dominion Government contribution	8,546.67	
		8,546.67
Dominion-Provincial Agreement, July 19th, 1938—		
Playing-grounds	$9,390.24	
Less Dominion Government contribution	4,695.14	
		4,695.10
Dominion-Provincial Works Agreement, July 19th, 1938—		
Spanish Banks	$29,998.26	
Less Dominion Government contribution	14,999.13	
		14,999.13
Dominion-Provincial Works Agreement, July 16th, 1938—		
Peace Arch Highway Extension	$246,947.20	
Less Dominion Government contribution	148,168.32	
		98,778.88
Dominion-Provincial Works Agreement, July 19th, 1938—		
Stanley Park	$19,997.27	
Less Dominion Government contribution	9,998.62	
		9,998.65
Dominion-Provincial Agreement, November 8th, 1938—		
Farm Improvement and Employment Plan	$15,025.33	
Less Dominion Government contribution	7,512.66	
		7,512.67
Labour Department.		
(E.) Municipal Direct Relief	$2,810,622.19	
(L. and M.) Advances to Municipalities	292.34	
(G.) Forestry (Non-contributory)	2,524.67	
(R.) Physically Unfit	205,782.80	
(U.) Unemployables	265,688.88	
	$3,284,910.88	
Less Dominion Government grant	1,380,000.00	
	$1,904,910.88	
(V.) Single Homeless Men Repatriation Federal A/c. $85,289.68		
Less Dominion Government contribution 54,186.18		
	31,103.50	
Labour Department		1,936,014.38
Votes 153, 154, 155, 156, 159, 161, and 162 (for detail *see* Public Accounts)		915,425.30
Total expenditure, Public Works and Labour Departments		$9,257,409.79

Summary.

Gross expenditure, Public Works and Labour Departments		$11,589,437.53
Less Dominion Government contribution	$2,165,303.29	
Revenue, Cariboo Highway	66,612.09	
Revenue, Boiler Inspection	33,763.12	
Revenue, Wharves and Ferries	66,349.24	
		2,332,027.74
		$9,257,409.79

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