REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1939-40

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1940.

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, 1940, in compliance with the provisions of the "Public Works Act."

C. S. LEARY,
Minister of Public Works.

Office of the Minister of Public Works,
Parliament Buildings,
September 13th, 1940.

PUBLIC WORKS REPORT.

REPORT OF THE CHIEF ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., SEPTEMBER, 9th, 1940.

Hon. C. S. Leary,
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 1939–40:—

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 continued increase of foreign cars entering the Province during the last three years brought up the question of giving route numbers to the principal through highways in the Province. After considerable preliminary investigation a scheme of route numbering was decided upon and each route was allocated an individual number and marker of a separate colour. Key-maps were also prepared for distribution to the public, showing the route numbers, their colours, and the sections of through routes that were hard-surfaced. These route markers will be erected during the year 1940–41 and the key-maps distributed to the public. This innovation should prove of great benefit to the travelling public.

DOMINION-PROVINCIAL WORKS AGREEMENTS.

As in past years, it was considered desirable in the general interests of the Province and the Dominion that agreements should be entered into for the completion of certain important highways that were of value to the Dominion Government, the tourist trade, and the development of mineral resources. Three agreements were entered into with the Dominion Government, which may be briefly outlined as follows:—

ROADS TO NATIONAL PARKS.

For the completion of the Kingsgate–Kootenay Park Highway an agreement was entered into on June 30th, 1939, for an estimated expenditure not to exceed $600,000 over a period of two years. The cost of this work to be borne half by the Dominion Government and half by the Provincial Government. For the year 1939 the total expenditure not to exceed $380,000 and the Dominion Government's contribution not to exceed $190,000.

MINING TRANSPORTATION PROGRAMME.

For the purpose of the development of roads to open up mining areas within the Province and to improve existing roads in certain areas, an agreement was entered into, dated June 30th, 1939, whereby the Dominion Government agreed to spend an amount not exceeding $240,000 and the Provincial Government would expend an additional sum at least equal to half this amount, making a total proposed expenditure of $360,000.

In connection with the expenditures on tourist highways, it was considered essential that the King George VI. Highway (previously known as the Peace Arch Highway) be completed and it was mutually agreed that the Dominion contribute a sum not exceeding $340,000 and that the Province would contribute a like sum, the total expenditure not to exceed $680,000.

RELIEF OF SINGLE HOMELESS MEN.

Owing to the decline in the numbers of single homeless men and transients migrating to the Pacific Coast and to the change in policy in the treatment of this class of relief recipients, no highway-construction camps were operated in conjunction with the Labour Department.

HIGHWAY-CONSTRUCTION.

Continued satisfactory progress was made on the highway from Kingsgate to the Kootenay National Park by reconstructing old portions of the highway in preparation for surfacing during 1940, also by hard-surfacing parts of the highway reconstructed last year. The 5-mile diversion of the Island Highway near Cowichan Bay was hard-surfaced and commencement was made with the relocation of the Island Highway between Mill Bay and the Cowichan Bay Diversion. When finished this new diversion will complete a modern, safe, and picturesque highway from Mill Bay to Duncan. King George VI. Highway (previously known as the Peace Arch Highway) was completed with a gravel surface and was prepared in readiness to receive hard-surfacing during 1940. An important diversion of the Trans-Canada Highway between Jones Creek and Hunter Creek, having a length of 2.16 miles, was constructed. This diversion now completes the reconstruction of the Trans-Canada Highway between Jones Creek and Hunter Creek, a total distance of 5 miles, eliminating two railway crossings.

SURFACING.

New bituminous surfacing carried out during the year comprised 69 miles of mulch and 44 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)	93	152	245
Major reconstruction and improvement over a distance of	176	191	367
New gravel surfacing	------	------	177
Gravel surfacing renewed	------	------	296
Trails constructed	------	------	82

Accompanying this report is a tabulation showing major 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.

As in the past, the satisfactory maintenance of roads, bridges, and ferries was carried out, this work being undertaken from funds in the "District Vote." As in past years, much good work of maintenance and minor betterment was also done by men in return for direct relief.

FLOODS.

During the year there were some floods in various sections of the Province which caused some anxiety and did a certain amount of damage to highways and bridges. Heavy rains caused flood damage in Alberni and Zeballos areas and also in the Courtenay District. In the Peace River District, Moose River Bridge was washed out on two occasions and had to be replaced.

Hunter Creek Bridge, Mile 90.12 on the Trans-Canada Highway.

SNOW-REMOVAL.

There was an exceptionally light fall of snow throughout the Province during the year and snow-ploughs were not in use on Vancouver Island, and for one day only in the Lower Fraser Valley. Throughout the Province, 4,482 miles of roads were kept open by snow-ploughing, involving a total of 40,319 snow-plough miles at an average cost of $10.80 per mile kept open. During the previous year 7,400 miles of road were ploughed and kept open at an average cost of $23.04 per mile.

ROAD MILEAGE.

Elsewhere in this report will be found the usual statement of mileage and type of construction of Provincial highways. The total of 21,126 miles shows an increase of 355 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 502 miles of municipal highways, classified as arterial, primary, or secondary. The total mileage may be classified as follows:—

Trunk and main highways	6,691
Local roads	5,125
Settlement, industrial, and mining roads	9,310
Total	21,126

In addition, there are 10,288 miles of trails on the registers, of which 6,000 miles are classed as mining-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.

The figures for vehicles using this bridge during the year continue to show an increase over the previous year and the traffic passing across amounted to, during the fiscal year 1939–40, 1,869,060 vehicles producing a revenue of $267,535. Since the opening of this bridge more than 4,000,000 vehicles have passed over the structure.

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.			
	1933–34.	1935–36.	1937–38.	1939–40.
Castlegar (Southern Trans-Provincial Highway)	49,863	69,741	108,756	137,186
Kelowna–Westbank (Okanagan Highway)	31,424	42,420	58,005	64,988
Ladner–Woodward (Vancouver to Delta)	47,152	53,793	62,008	63,783
Agassiz–Rosedale (Fraser River, north to south side)	25,184	24,301	30,299	31,063
Nelson (over West Arm of Kootenay Lake)	97,654	106,820	121,818	136,480
Totals	251,277	297,075	380,886	433,500

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, 1940, were as follows:—

	Miles.
Classified as arterial	323.59
Classified as primary	59.75
Classified as secondary	119.09
Total	502.43

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

HIGHWAY TRANSPORT BRANCH.

Under the "Public Utilities Act" (chapter 47 of the Statutes of 1938), the Public Utilities Commission was granted certain jurisdiction regarding the regulation of persons who own or operate motor-vehicles for transportation of passengers or freight for compensation. To some extent these provisions were similar to the provisions of Part V. of the "Highway Act." Therefore, by agreement between the Public Utilities Commission and the Minister of Public Works, which was confirmed and authorized by Order in Council, approved May 2nd, 1939, administration of Part V. of the "Highway Act" was transferred to the Public Utilities Commission. A statement of licence-plates issued during the licence-year ended February 29th, 1940, is embodied elsewhere in this report.

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 40,500 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.

NEW BUILDINGS.

The Architectural Branch has been very active during the year, with the plans completed and the work well in hand for the following new buildings: Kelowna Hospital; Women's Gaol, Oakalla; Preventive Medicine Building, University of British Columbia; Mount St. Mary's Hospital, Victoria; T.B. Hospital, Victoria, for Sisters of St. Ann; new Government Buildings, Stewart, Pouce Coupe, and Creston; Cottages and workshop, Borstal School, New Haven; New generator, Tranquille; and addition to Princeton Hospital.

The above represents an expenditure of over $1,000,000.

The new office buildings at Kamloops, Creston, Stewart, and also the Workmen's Compensation Board Building and Motor-vehicle Building, Vancouver, are now under the complete direction of this office for all services, as they do not house any agency.

I wish to express to Mr. H. L. Taylor and his staff my sincere thanks for all the assistance rendered to this Branch in the preparation of plans and specifications for the electrical work in connection with all our new work for some years past.

THEIR MAJESTIES' VISIT.

During this fiscal year, British Columbia welcomed Their Majesties the King and Queen to this Province. This Branch was responsible for the alterations and improvements at Government House for the use of Their Majesties, as well as the various arrangements for their visit to these Buildings and decoration of other Government Buildings throughout the Province.

I would like at this time to express to Mr. Tyson and the various tradesmen under his direction my thanks for the untiring and excellent work they did in connection with this visit. I might add that the two thrones used in the Legislative Hall were designed in this office and the work carried out in our own carpenters' shop.

REPAIRS AND MAINTENANCE.

We have been able to place some of our smaller Government Buildings in first-class condition, having thoroughly overhauled them, and I would like to continue this practice until we can get them all in first-class condition.

SCHOOLS.

The Branch has forwarded to various School Boards plans and specifications of our standard schools, and erected the new Consolidated School at Ganges, also additions to schools at Wellington, Gibsons Landing, Campbell River, Tsolum, and Oyster River, and new six-room school at Hedley.

FURNITURE.

This has been well kept up to date, along with typewriters and other machines.

H. WHITTAKER,
Chief Architect.

REPORT OF THE BRIDGE ENGINEER.

Conditions generally were unsettled, especially towards the end of the year. Costs of all materials gradually increased and deliveries became more uncertain. Fortunately, there was no scarcity of skilled workmen prepared to render good service.

The national emergency demanded a drastic restriction of expenditures. As a consequence, much attention was directed to maintaining structures in service that would have been renewed under normal conditions. A large programme of extraordinary repairs and reinforcements was made necessary to render old structures safe for the ever-increasing traffic.

On sections of our main highways where major improvements were in progress, an effort was made to reconstruct the bridges to permanent or semi-permanent designs. Among these are the following: Cougar Creek and Millstone Bridges, on the Island Highway; Jones Creek, Lorenzetti, Hunter Creek, and Texas Creek, on the Trans-Canada Highway; Nicomekl, Serpentine, and Bear Creek, on the King George VI. Highway; and Sandy Cove on Marine Drive, West Vancouver.

These are all steel and concrete or creosoted timber and concrete bridges, with concrete roadways, sidewalks, etc. They are quite fine structures—a credit to all engaged in their construction.

Several major timber structures were also renewed, such as: Oyster River, Comox District; Cowichan Station, Cowichan District; Kaslo Bridge at Kaslo; and Bear Creek, Nelson-Creston District. A large number of minor structures were also renewed.

On the new Manson Creek Road, in Omineca District, four new bridges of moderate size were built.

New ferries were constructed to provide crossings of the Kootenay River to Nick's Island, in the Nelson-Creston District; and of the Pine River, in Peace River District. The latter is our largest reaction ferry, having a capacity for 25 tons, and forms a part of the project to open up the oilfield at Commotion Creek.

Credit is due to the whole staff for a satisfactory year's work accomplished under rather trying conditions, brought about by the threat and, finally, the onset of war.

A. L. CARRUTHERS,
Bridge Engineer.

REPORT OF THE MECHANICAL SUPERINTENDENT.

INSPECTION OF EQUIPMENT AND MACHINERY.

The equipment and machinery operated by the Department is in excellent condition.

The new Diesel auto patrols and tractors have given excellent service in maintenance, construction, and snow-removal work.

During the fiscal year 1939–40, every district in the Province was visited and detailed reports covering the inspection of each unit operated by the Department are on file.

The repair-work undertaken in our garages is of a very good standard, and this in conjunction with the new garage equipment and tools which have been purchased and installed in our workshops has been a decided factor in keeping down the maintenance cost.

New equipment purchased during the fiscal year 1939–40, including garage equipment and tools, amounted to approximately $285,000.

POWER-FERRIES.

The new ferry for the Kelowna–Westbank service was completed and launched on May 18th, 1939, at Kelowna. The new vessel is of steel construction throughout and was designed and constructed in accordance with the best modern ship-building practice. The hull was built by Hamilton Bridge Western, Limited, Vancouver, and the two 160-horse-power Diesel engines were supplied by the Vivian Engine Works, Vancouver. The ferry is double-ended, which eliminates the necessity for making a turn after landing, and consequently saves considerable time in handling traffic. It has an over-all length of 140 feet, breadth 43 feet, speed 10 knots, and accommodation for 150 passengers and thirty average sized cars. It was named " Pendozi," for the first missionary in the Okanagan District.

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

LAUNCH.

A new launch constructed for the Department for the transportation of departmental officials engaged in survey and inspection work in the coastal sectors of the Province was launched on July 27th, 1939, at Victoria. The vessel has an over-all length of 60 feet, breadth 15 feet 6 inches, speed 9 knots, and accommodates six persons in addition to the crew, which comprises an engineer and deck-hand. The power plant is a 120-horse-power Vivian Diesel engine and a Ruston-Lister Diesel auxiliary runs the lighting plant, fire and bilge pumps, and air-compressor. The cruising radius of the new launch is approximately 1,200 miles.

J. 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, 1939–40.

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	0.58	.....	.....	.....	.....	44.77	45.35
Southern Trans-Provincial Highway	6.11	7.50	.....	0.64	.....	13.27	27.52
Kootenay–Columbia Highway	37.01	.....	.....	.....	.....	.....	37.01
Okanagan Highway	9.22	9.67	.....	.....	1.10	12.55	32.54
Island Highway	5.45	.....	.....	9.02	1.03	13.93	29.43
Canadian Highway	0.75	.....	.....	1.37	.....	7.42	9.54
Lougheed Highway	.....	.....	.....	0.10	.....	.....	0.10
Other roads	10.31	19.80	7.20	16.84	7.20	40.38	101.73
Totals	69.43	36.97	7.20	27.97	9.35	132.32	283.22

The total bitumens used for all purposes was 1,808,316 gallons.

W. P. Beavan,
Surfacing Engineer.

REPORT OF THE LOCATING ENGINEER.

During the year eight surveys totalling 80.2 miles were made. In addition, numerous reconnaissances were carried out, on which no field parties were used. The work was distributed over ten electoral districts. In some cases a proportion of the costs was borne by the districts, but generally funds were provided out of the special vote for surveys. The personnel used in most instances came from the district where the work was being done, but in several major surveys the chief of the party and instrument-men were supplied from Headquarters and the final estimates prepared at Kamloops Office. This arrangement worked out satisfactory and helped the various districts to keep a field engineer continuously employed.

It is hard to work out an average cost per mile of line run, as conditions in the different parts of the Province vary to a very great extent; also in many cases the locations are only improvements to the existing roads and the class of work done varies considerably.

The following costs are based on 157.5 miles of surveys run for the last two years, and are shown under three classes of work:—

	Per Mile.
(1.) Preliminary surveys with paper locations through new country where no previous roads existed	$195.20
(2.) Complete final locations through new country where no previous roads existed	400.00
(3.) Complete relocation of existing roads	195.40

All instruments in the Province were checked and, where necessary, repairs were arranged and paid for out of the survey vote. Instruments were moved from one district to another as required. Some new camp equipment was purchased and is available for major surveys.

H. L. Hayne,
Locating Engineer.

DISTRICT REPORTS.

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

DISTRICT ENGINEER, W. W. BELL, VICTORIA.

ALBERNI-NANAIMO ELECTORAL DISTRICT.

General.—General maintenance was carried out by local crews in all sections in an efficient manner.

Weather conditions: Dry summer and mild winter with light snowfall. Heavy rains during the winter caused considerable flood damage, especially in the Alberni and Zeballos areas.

Operations.—Highway improvements included reconstruction and widening on the following roads: Great Central Lake Road, 3.4 miles; Beaver Creek Road, 2.8 miles; Island Highway at Wellington, 1.7 miles; Chase River Road, approximately 1 mile. At Zeballos and Bedwell River, 3.9 miles of mining-roads and 28.1 miles of mining-trails were constructed.

Bituminous Surfacing.—Bituminous mulch and respray work was carried out on the Canadian Highway, Island Highway, and South Wellington Road; also on various roads in the Nanaimo area.

A number of bridges were reconstructed during the year, including a reinforced-concrete slab and steel structure on the Island Highway over Millstone Creek, north of Nanaimo. Many other bridges were repaired and maintained.

Unemployment Relief.—The average number of relief-workers shows a slight increase over the previous year, mostly in the Nanaimo area.

COWICHAN-NEWCASTLE ELECTORAL DISTRICT.

General.—General maintenance has been carried out in all sections of the district in an efficient manner.

Weather conditions in general were exceptionally good, summer being dry and mild winter, with very light snowfall. Some damage was caused by heavy rains during winter, necessitating river-bank protection on Cowichan River, south of Duncan.

Operations.—Further work was carried out with relief labour on the Oyster Bay Diversion on the Island Highway, north of Ladysmith.

Bituminous Surfacing.—On the Island Highway (Cowichan Bay Diversion) 4.28 miles were resurfaced with mulch and 1.10 miles mulched in various sections that were reconstructed the previous year. On the Primary Highway to Cowichan Lake, 1.30 miles were reconstructed and mulched.

Bridges.—Cowichan Station Bridge was replaced with 100-foot creosoted Howe truss on concrete piers, and numerous other bridges were repaired and maintained as far as funds would permit.

Unemployment Relief.—There was a slight increase in the number of relief-workers over the previous year.

COMOX ELECTORAL DISTRICT.

Highway Construction and Improvements.—No major construction was undertaken during the year. Bunker Creek Diversion, ½ mile long, was started and 95 per cent. completed. This diversion did away with Bunker Creek Bridge and improved the crossing of Canadian Collieries (D.) Company Railway.

Bridges.—Cooks Creek Bridge and approaches were completed. Cougar Creek Bridge, a 50-foot steel beam with concrete abutments, was built. Oyster River Bridge, a 180-foot span through Howe truss with laminated chords, was built and 12,000-yard fill approach was put in. Black Creek, a 145-foot trestle on concrete footings was built. Other bridges repaired and maintained.

In November and again in December very heavy rains from Qualicum north brought all rivers and streams up, causing considerable damage and anxiety. Oyster River was over its banks, Tsolum and Puntledge Rivers at Courtenay flooded the lower ground, Island Highway was flooded in several places. China Creek Bridge went out.

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

Surfacing.—On the Island Highway 3.30 miles new mulch was laid (Mile 149.5 to Mile 152.8), 3.20 miles new double spray on Merville–Headquarters Road, and 11.66 miles of single respray.

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

Snow-removal.—No snow-ploughing was necessary this winter as only a couple of light flurries occurred.

Esquimalt Electoral District.

Highway Construction and Maintenance.—Two notable improvements on the Island Highway were completed during the year. These were situated on the Malahat and at Cobble Hill. The former is a relocation and grade revision, eliminating excessive curvature near the summit of Malahat Drive; the latter is 4 miles of new construction on a completely new alignment in continuation southwards of the recently completed revision from Duncan.

General maintenance on all roads embraced small improvements at various points.

In the immediate vicinity of Victoria the highway traffic has greatly increased in volume and weight, and is continuing to do so with considerable effect on the highways travelled. Despite this, maintenance has successfully met the situation.

Road-signs have been given necessary attention.

Surfacing.—Resurfacing of some improved sections of highways was carried out, but generally the scope of this phase of the work was concerned with maintenance of existing surfaced roads.

Employment.—New projects of various kinds have gradually lessened the number of persons formerly without employment. It is also noted that workmen formerly relying on public works for their livelihood are now otherwise employed. It is expected that this tendency will continue.

Bridges.—No new construction of note was undertaken, general maintenance was satisfactory.

Weather.—Climatic conditions were mild during the winter and without snowfall or other unusual conditions.

Islands Electoral District.

Highway Construction and Maintenance.—The only new construction carried out during the year was a section of new main highway linking the East and West Saanich Roads. This work was carried out by the contractors for the Dominion Government to substitute for roads closed on account of airport-construction. A standard type highway was built and gravel-surfaced, to be maintained in that condition until the succeeding summer when asphalt surfacing will be undertaken.

Other work carried out was in the nature of general improvement of existing roads, drainage and culvert renewals, and clearing roadsides of brush.

Road-signs were given particular attention.

Usual maintenance was carried on, but on some roads this was increased by reason of heavy haulage in the vicinity of Patricia Bay.

Surfacing.—Attention was mainly directed to the resurfacing of weakened sections and to improving the riding quality of some portions. Nothing new was undertaken. On the Fulford–Ganges, Vesuvius, North End, and Ganges Lower Road on Saltspring Island 8.5 miles of respray-work was carried out.

Traffic.—Through the year and particularly in the vicinity of Sidney and Patricia Bay, the volume and weight of traffic increased very considerably, owing to the construction-work in progress.

Employment.—The general improvement in the business of the district was reflected in the rapid decline in the number of unemployed persons. In this regard it is pointed out that the Public Works office at Sidney and the Road Foreman in charge were called upon to act in the capacity of employment agencies when labour was hurriedly required in connection with Dominion Government projects. The additional time necessary was willingly given by the local officials of the Department.

Weather.—The winter was open and mild without severe frost or snow. There was considerable rainfall between September and March.

Bridges.—The Longdon Bridge was replaced with culvert and fill and the Fulford Bridge was replaced with standard frame trestle on improved alignment. Various other bridges were repaired and maintained.

Saanich Electoral District.

Highway Construction and Maintenance.—No new highway-construction was undertaken during the year. Improvement was made to the main traffic route on Saanich Peninsula by widening the existing 18-foot pavement to 24 feet over a distance of 4 miles. This work has been much appreciated by road-users on this heavily travelled route.

A narrow portion of the West Saanich Road having very poor visibility was much improved by work undertaken there.

Two intersections on Burnside Road were also much improved.

General maintenance was carried on in the usual satisfactory manner.

Surfacing.—Bituminous surfacing was only carried out in conjunction with the improvement-work previously mentioned.

Weather.—Weather conditions were generally such that no inconvenience or damage was caused and there was no snowfall.

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.—The construction of the Central Arterial Highway 17R was resumed under the Dominion-Provincial Agreement. Four and one-half miles from Boundary Road to Underhill Avenue were placed under contract in July. Owing to an exceptionally wet autumn and winter, the work was not completed. Grading is 95 per cent. completed and gravel surfacing 15 per cent. completed.

Bituminous Surfacing.—The ½ mile of the Coquitlam Road 10R, reconstructed last year near Essondale, was given a double spray-coat, and an additional 0.9 mile of surfacing immediately west of this section was trued up with asphaltic mulch and given a seal-coat. On the same road through Maillardville the existing surface was widened 4 feet with asphaltic mulch. This much-needed widening is greatly appreciated by the travelling public.

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

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

Dewdney Electoral District.

Construction.—Reconstruction of the Lougheed Highway 26R on Agassiz Mountain was resumed under contract. The heavy through cut on the summit was completed and gravelled.

The Wharf Road at Harrison Hot Springs was extended ¼ mile to the new wharf built by the Federal Government. This road-work was all in rock and was completed by Department forces on a day-labour basis.

Bituminous Surfacing.—The surfacing of Hammond Loop 59R was completed by giving the final ⅓ mile a double spray-coat.

On secondary highways, Mission Municipality laid 3.50 miles of asphaltic-mulch surface, Maple Ridge Municipality laid 0.50 mile of mulch and Pitt Meadows Municipality 0.25 mile of mulch—all 18 feet wide.

Snow-removal.—A very mild winter was experienced and the snowfall was light; consequently snow-removal presented no difficulties.

River-bank Protection.—The protection of the west bank of the Fraser River at a point east of Agassiz was resumed on a fifty-fifty basis with the Federal Government. The work consisted of reinforcing the existing protection between the timber groynes by placing rock, and the placing of a new rock face on the bank for a distance of 600 feet below the groynes. All this work has held well.

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

Island Highway. New diversion near Cobble Hill. Constructed 1939–40.

Mackenzie Electoral District (North).

Construction.—No new construction-work was undertaken during the year. Six hundred feet of road were constructed at Bella Coola to eliminate a bad curve.

Maintenance.—The usual maintenance was carried out on all the roads by tax and relief workers. Widening and ditching, slashing and burning brush, several new culverts and several culverts repaired. Considerable patching of surfaced roads and many miles of gravel renewal.

There was a considerable decrease of relief-workers during the latter half of the year—35 per cent. less than at the corresponding time of the year before—due to improvement in business throughout the district.

Bridges.—No new bridges were constructed during the year. One 50-foot trestle bridge, No. 35, was renewed at Bella Coola. One 60-foot trestle bridge, No. 141, was replaced with rock-fill at Vananda. One 60-foot trestle bridge, No. 181, was widened to 18 feet, using longitudinal decking on traverse ties, at Powell River. General repairs were carried out on several bridges throughout the district.

Surfacing.—This work was undertaken in Powell River and consisted of a new double spray-coat for Joyce Road No. 159, 1.20 miles, and Woolgar Road No. 239, 0.27 mile. There was 0.50 mile of the Thunder Bay Road and 0.30 mile of the Lund Road resprayed and 0.21 mile of First Road resurfaced.

Snow-removal.—There was no snow-removal, as there was not enough snow in any part of the district to interfere with traffic.

Excessive rains between October and December caused several landslides in the Upper Valley at Bella Coola, covering the road with debris to a depth of 6 feet. At McCall Hill, 150 feet of road slid out and a narrow road was constructed by excavating around the side-hill.

Mackenzie Electoral District (South).

Highway Construction and Improvements.—New construction during the year totalled 1.64 miles of local and industrial roads; 9.55 miles of major reconstruction were carried out between Gibsons Landing and Pender Harbour, where the highway was widened to the standard width of 20 feet and well ditched and gravelled. The alignment was also greatly improved.

New trail to the extent of 1.25 miles was also constructed.

Maintenance.—Advantage was taken of relief labour to widen and ditch several miles of local road and also to carry out the gravelling programme.

Surfacing.—A spray-coat and non-skid surface was applied to 0.50 mile of Beach Avenue, in the business section of Gibsons Landing.

Bridges.—Minor and major repairs were carried out on bridges throughout the district; two framed trestles were converted to culvert and fills and one pile trestle reconstructed.

General.—All roads and trails in the district received their quota of attention during the year and were kept in good condition for travel.

Owing to the ever-increasing travel between Sechelt and Gibsons Landing, a power-grader was put into service there with very good results. In the near future serious consideration should be given to flush-coating this section.

Roads passing through the various business sections in the district—amounting to 3.1 miles—received a spray-coat of tarphalt as a dust-layer.

North Vancouver Electoral District.

Highway Construction and Improvements.—On Bowen Island construction of 1.03 miles of farm road started last year was completed; also improvements to grade and alignment of the Cowan Road and an extensive diversion on the Grafton Road to avoid a bad washout.

On the Dollarton Highway a much-needed diversion was undertaken at the Deeks Gravel Plant whereby the visibility and safety of the travelling public were greatly improved.

Bridges.—Two new trestle bridges were constructed on Bowen Island and eight others repaired.

On Marine Drive, West Vancouver, the replacing with steel-and-concrete structures of Sandy Cove and Cypress Creek Bridges is well under way and, on completion, this will eliminate all wooden bridges on the highway.

General.—All roads and trails were kept in good repair; 2.48 miles of roadway in various sections were given a spray-coat and several bus turnouts were graded and hard-surfaced along Marine Drive to facilitate the speeding-up of traffic and safety of passengers.

Vancouver-Point Grey Electoral District.

Highway Construction and Improvements.—No new construction was undertaken in this district during the year.

General.—Continual maintenance was necessary on Marine Drive and Imperial Street to keep the rather poor surfaces in fair condition for the heavy travel on these roads, and 0.61 mile was given a flush-coat.

At Fourth Avenue a new substantially built warehouse was erected, replacing the dilapidated structure that had been an eyesore for many years.

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 installation of a water system in D.L. 172 by the Connaught Heights Waterworks District necessitated the grading and clearing of several of the streets in this subdivision. Home-building continues in this area on a large scale, making it necessary to improve the streets generally in this subdivision as far as funds will permit.

The landscaping of the north approaches to the Pattullo Bridge started during the last fiscal year was continued, resulting in the completion of the Cenotaph site and the section between Columbia Street and the New Westminster approach and the section north of the New Westminster approach. The landscaping consisted of the construction of large rockeries, flower-beds, and lawns, completed with automatic sprinkler system in all sections, resulting in a very beautiful approach in keeping with the structure itself. The work is well in progress and it is hoped during the next fiscal year that the landscaping of the north approach will be completed.

Tentative plans were also prepared for similar landscaping scheme at the south approach.

Delta Electoral District.

Construction.—In conjunction with the Federal Government, the Trans-Canada Highway approach to the Pattullo Bridge, between Whalley's Corner and the White House, a distance of 1 mile, was graded for a four-lane highway, continuing the work undertaken during the previous year. This work was satisfactorily carried out by contract.

The grading of the Peace Arch Highway, which was undertaken during the previous fiscal year under Federal aid, was completed and the gravelling of the entire section from the Trans-Canada Highway to the International Border was carried out, involving the placing of 50,000 cubic yards of crushed gravel.

Three bridges were also constructed on this highway under the Federal Aid Project and the description of these bridges is referred to under " Bridge Construction."

Surfacing.—Only minor surfacing-work was carried out during the year, consisting of major renewal-work. Three-quarters of a mile of the Trans-Canada Highway, Arterial 2R, was resurfaced and a section of the Ladner–Marsh Road, Arterial 80R, 1.12 miles in length, was also resurfaced.

General maintenance with a special crew was carried out on all bituminous surfaces in the district.

Snow-removal.—The district was very fortunate in having the lightest snowfall for many years, it only being necessary to turn out the equipment one day during the year.

Bridges.—Three bridges were constructed on the Peace Arch Highway in conjunction with the Federal Government; these being creosoted pile-trestle structures with concrete abutments on pile foundations, using a creosoted wood-stringer floor system with reinforced concrete deck and curb with a roadway width of 24 feet. Pedestrian walks were also provided on one side of the structure.

The Nicomekl River Bridge consisted of eleven 17-foot bays on a 4-degree curve, super-elevated for a speed of 40 miles per hour.

The Serpentine River Bridge consisted of twelve 17-foot bays and the Bear Creek Bridge of three 17-foot bays.

General repairs and maintenance were carried out on all other bridges in the district.

The bridges at Eburne and Marpole over the South Arm of the Fraser River were satisfactorily maintained and operated, but these bridges are rapidly reaching the stage where they will have to be replaced with a more modern type of structure to take care of the ever-increasing traffic at this point. At Marpole we have approximately twenty openings of the draw-span per day, resulting in frequent congestion of traffic.

Pattullo Bridge.—This bridge operates as a toll structure and enjoyed quite a substantial increase in traffic over the previous year. An interesting feature installed at the toll-gate was the sidewalk indicator system for the benefit of the public, which indicates with lights the amount of fare paid and the type of vehicle. Also automatic roadway switches were installed in each traffic lane, with an electrical recorder in the office, which provides an independent check of all traffic passing over this structure.

Since the opening of the bridge more than 4,000,000 vehicles have passed over this structure. Due to the improved road approaches constructed during the past two years, traffic approaching the bridge is well distributed and the staff is able to handle same without any delay, a peak of 3,000 cars having been passed through the toll-gate in one hour's time. Alterations were made to the toll-office to provide more efficient accommodation for the staff and the hot-water heating system was extended to the toll-booths.

Ferries.—Excepting for one or two trips which the ferry failed to make due to silting up of the channel of the river, the Ladner–Woodward Ferry, operated under charter, provided a satisfactory service throughout the year.

The Barnston Island Ferry operated by the Department provided satisfactory service. However, due to increased demands on the small boat which we have at this point, it was found necessary to make provision for a larger boat to cope with the work. Plans were drawn up for a new vessel, and it is hoped during the next fiscal year that a new boat will be in operation and a better service provided for the residents of Barnston Island.

River-bank Protection.—In conjunction with the Federal Government and the Municipality of Delta, 3,522 tons of one-man rock were placed in the banks of the Fraser River in the vicinity of Canoe Pass to protect the dykes at this point and, indirectly, the Government highways.

Cloverdale Garage.—The garage continues to be a serviceable and economical asset to both Engineering Districts 2 and 3. A large amount of work is also carried out for other districts. During the year a new travelling service-truck was constructed, fully equipped for roadside repairs. This unit carries a full stock of parts and has sleeping-quarters available for the mechanic. This unit has resulted in lowering the cost of our smaller repairs generally.

Plans were prepared and some material purchased for a new shed to be constructed at the Cloverdale yard during the next fiscal year.

Chilliwack Electoral District.

In conjunction with the Federal Government, a diversion 2.16 miles in length on the Trans-Canada Highway was constructed between Jones Creek and Hunter Creek. The road is constructed to a standard of 38 feet, complete with crushed gravel and permanent drainage structures. The completion of this work, together with work carried out during the previous year, completes the reconstruction of the Trans-Canada Highway between Jones Creek and Hunter Creek, a distance of 5 miles, eliminating two railway crossings and reducing the distance by 0.8 mile.

In conjunction with the Federal Government, the reconstruction of the Clayburn–Matsqui section of the Abbotsford–Mission Highway was undertaken, a 1.65-mile section being constructed by contract. Two right angle turns and a dangerous railway crossing condition were eliminated.

Surfacing.—A 1-mile portion of the Cultus Lake Road in unorganized territory was paved with a mulch surface 16 feet in width, completing the surfaced roadway into this popular summer resort.

In conjunction with the Municipality of Chilliwack, 1.85 miles of the Sardis Road, Secondary Highway 62B, were capped with a mulch surface, the original surfacing of this section being a spray-coat.

Classified Highways.—The Vedder Mountain Highway through Chilliwack and Sumas Municipalities and the Vye Road through the latter municipality were declassified, owing to these roads being no longer used by other than local traffic. Owing to the increased travel on the Cultus Lake Road, the portion in organized territory, 0.88 mile in length, was classified as a secondary highway.

Maintenance.—General maintenance on all highways throughout the district was carried out with generally satisfactory results, having regard to the funds available for this purpose.

Snow-removal.—Because of the comparatively light snowfall, very little snow-removal work was necessary; the Hope–Rosedale section of the Trans-Canada Highway being the only portion requiring attention.

Bridges.—Reinforced concrete bridge of the continuous-beam type, started during the previous fiscal year, was completed at Jones Creek. This bridge, 110 feet in length, with two main piers and two abutments, with a reinforced concrete roadway 24 feet in width, concrete curb and handrail, replaces two wooden bridges at this point. The construction of a concrete diversion-wall confining the water to one channel permitted of this type of construction.

At Lorenzetti Creek, a creosoted pile-trestle structure with concrete abutments on pile foundation with creosoted stringers, reinforced concrete deck, curb and handrail, having a roadway width of 24 feet, was constructed. This bridge is similar to the type of bridge constructed on the Peace Arch Highway, with the exception that a concrete handrail was used, an extra stringer being placed on each side to provide for the additional dead weight. This makes a very pleasing and efficient type of structure and is one which I think can be built to advantage by the Department at various sites where the roadway is constructed on a final location.

Numerous repairs were carried out on various other bridges throughout the district.

Ferries.—The Agassiz–Rosedale Ferry, operated under charter, continued to give satisfactory service. Due to a comparatively mild winter, operation was carried on without interruption. During the summer months the service was extended to 10 p.m. for the accommodation of the tourists.

River-bank Protection.—In conjunction with the Federal Government and the Dyking District, 4,500 tons of one-man rock were placed along the Matsqui dyke adjacent to the Abbotsford–Mission Road, which dyke serves to protect.

On the Vedder River the annual cleaning of the channel was carried out and the various log-jam barricades used for protection were further reinforced.

Dewdney Electoral District.

In conjunction with the Federal Government, a small section of the Hope–Rosedale Road, 0.37 mile in length, was reconstructed; this being a continuation of the work carried out in Chilliwack under contract.

In the vicinity of Mile 92 on the same highway a further diversion of ½ mile was constructed by day-labour forces.

The balance of the Hope–Rosedale section of the Trans-Canada Highway in this district was maintained as well as the funds available would permit. This section of the road continues to be a source of annoyance to the travelling public and it is hoped that the reconstruction of this section of the road can be completed at an early date. Unfortunately, the foundations of the existing road do not permit of a surface of any kind being applied.

Snow-removal.—A small amount of snow-removal work was carried out in this district, the Trans-Canada Highway being kept open throughout the year without interruption.

Bridges.—A bridge similar in design to that at Jones Creek, described in Chilliwack District, approximately 122 feet in length, was constructed at Hunter Creek on a new alignment and grade, replacing the obsolete bridge at this point. This work was carried out very efficiently by day-labour forces.

Toward the end of the fiscal year, the existing structure over American Creek having reached the end of its life, it was demolished to make way for the construction of a modern concrete and steel bridge which will be 305 feet in length when completed. A considerable

amount of the foundation-work was completed. The construction of this bridge has necessitated a detour ½ mile in length.

The construction of Texas Creek Bridge, in Yale District, was started in conjunction with the American Creek Bridge, considerable saving being effected in carrying out the two operations at once. This bridge will be a steel-beam span 45 feet in length on concrete abutments, with reinforced concrete roadway 24 feet in width and reinforced concrete curb and handrail.

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.

Maintenance.—General maintenance was carried out on all highways and tributary roads; extensive gravelling was carried out, using tax and relief workers. Advantage was taken of a mild winter to carry on grading the highways on favourable days all during the winter.

Surfacing.—Spray-coat was given the Kamloops–Tranquille Road for 5 miles and the Kamloops–Cache Creek Road west of Savona for 14 miles. Recap was laid on washed out sections of the Kamloops–Tranquille Road.

Reconstruction.—Completion of reconstruction projects was carried out on the Kamloops–Cache Creek Road, thus bringing 5 more miles of road up to standard ready for paving. Reconstruction was carried out at five points on the North Thompson Road, widening and gravelling.

Bridges.—Many bridges were reinforced. Several stringer bridges were renewed. One major structure was reconstructed on relocation.

Snow-removal.—The snowfall was light and did not cause any serious inconvenience.

Yale Electoral District.

Maintenance.—Work on all roads in the district was carried out as usual, emphasis being placed on the replacement of gravel surfaces as much as possible. Considerable patching, both of mulch and double flush-coat surfaces, was done. Shovel and truck crew was used from April to November, cleaning slides and widening curves on Cariboo Highway.

Bridges.—Twenty-seven bridges were repaired, chiefly in the Nicola Valley area. Three large Howe-truss spans in the Cariboo Highway were redecked and rerailed.

Construction.—The following projects were started and completed this year:—

(1.) One-half mile relocation, Spences Bridge–Merritt Road at Rattlesnake Bluff, 3 miles east of Spences Bridge.

(2.) One and one-half mile relocation, Spences Bridge–Merritt Road at Skuhun Creek, 14 miles east of Spences Bridge. This relocation eliminated two level crossings and caused the construction of a new bridge over Skuhun Creek.

(3.) Aerial cable-ferry and approaches built over Fraser River between Boston Bar and North Bend by contract and day-labour.

Bituminous Surfacing.—Approximately 16 miles of Cariboo Highway received a recap treatment.

Snow-removal.—Snowfall in Yale District was again practically *nil* and ploughs were used but very occasionally.

Equipment.—All machines were kept in repair during the year. New equipment-sheds were erected at Boston Bar and space alloted for the proper storage of tools and unissued stores.

Salmon Arm Electoral District.

Roads.—Construction-work was commenced on a 1-mile section immediately north of the North Okanagan Boundary on the Trans-Canada Highway, this work being now 80 per cent. completed.

Maintenance.—The widening of the narrow rock section on Kault Hill, 7 miles west of Salmon Arm, which was commenced last year, was completed and a start was made to

straighten and widen the section east of Kault Hill through the Indian Reserve. Considerable improvement was done to a section, 1.1 miles in length, about 1 mile west of Salmon Arm. Drainage was provided and the road-bed raised with sand and gravel from 18 to 36 inches. On the Kamloops–Vernon Road improvements were made south of Monte Lake by cutting down some steep, sharp humps and by widening and gravelling the road adjacent to the lake.

In addition the usual maintenance-work of ditching, gravelling, and minor improvements was carried out on other roads in the district, using tax workers wherever possible.

Bridges.—Nine new bridges, replacing old ones, were constructed throughout the district —four of these being on the Salmon River between Salmon Arm and Westwold. Several small bridges on side roads were reinforced to carry heavy logging trucks.

The season's run-off was moderate and no damage was caused to any structure.

Bituminous Surfacing.—At Larch Hill, east of Salmon Arm, 0.58 mile of asphaltic mulch was laid. The 3.8-mile section of mulch at Pritchard was seal-coated with a non-skid surface.

Traffic Operation.—The snowfall was unusually light, the cost of snow-ploughing being only about 5 per cent. of that of the previous winter. It may be of interest to record here that road-grading was being done on the Kamloops–Vernon Road as late as the last week in December and as early as the second week in February; these being the times at which in other years snow-ploughing is usually heaviest.

Ferries.—The Sorrento–Scotch Creek Ferry (G. B. Wright) was practically rebuilt, being under repair from October 3rd to December 14th.

The S.S. " Whitesmith," being unfit for further service, was disposed of.

Buildings.—A 16-foot extension to the existing equipment-shed was built for a paint-shop, thus eliminating the necessity of painting our equipment in the repair-shop.

Revelstoke Electoral District.

Maintenance of Roads.—The regular maintenance was carried out to main, trunk, and local roads with a large amount of relief labour, and work done in lieu of payment of taxes being utilized to good advantage in this respect. All main roads were graded regularly, considerable ditching was carried out, and a number of culverts renewed.

Extensive improvements were made along the Revelstoke West Road; considerable brushing was carried out, and near Taft, where the highway was subject to being flooded annually, the road was elevated by a 3-foot gravel-fill. A narrow 1,000-foot section along Three Valley Lake, consisting largely of solid rock, was widened to 22 feet.

Maintenance of Bridges.—Bridges were maintained as usual and a large number of structures, particularly those on the Trans-Canada Highway, were redecked and new hand- and guard-railings erected.

One new bridge was constructed and two were replaced by culverts and fills.

River-bank Protection.—Several new sections of pile and mattress cribbing were constructed along the Illecillewaet River to act as a further safeguard for bridges in that area.

Reconstruction.—One mile of reconstruction to standard grade was carried out on the Trans-Canada Highway, west of Revelstoke. This work was done by contract.

Bituminous Surfacing.—During the year, 0.30 mile of new double spray was laid and 3.81 miles resurfaced.

North Okanagan Electoral District.

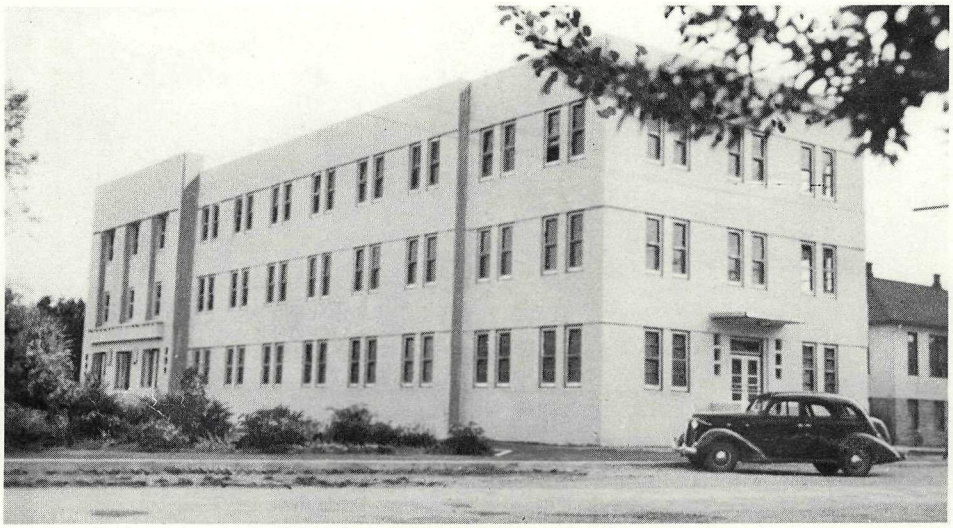
Maintenance.—General maintenance was carried out on all highways and tributary roads, gravelling being done by tax and relief workers.

Surfacing.—On the Okanagan Highway, south of Vernon, 3.77 miles of bituminous-mulch paving were laid down and 17 miles of seal-coat on the Okanagan Highway, Long Lake Road, and the streets of Lumby.

Construction.—Three-quarters of a mile of narrow winding road on the Okanagan Highway was straightened and brought to standard, south of Vernon. One mile of road adjacent to Armstrong, over swampy ground, was raised and drained and brought to standard for paving. Two miles of the Vernon–Edgewood Road were ditched and gravelled and ½ mile of the Trans-Canada, north of Mara, was widened to standard; 1 mile at Grindrod and 4 miles of the Vernon–Edgewood Road at Lumby were gravelled and depressions brought up to grade.

Bridges.—Necessary repairs were carried out and one bridge renewed.

Snow-removal.—The snowfall was light, much below the average.



Kelowna Hospital. Designed and supervised by the Public Works Department.

Okanagan Highway, Mile 39.5, north of Oyama.

South Okanagan Electoral District.

Roads.—Maintenance of roads was carried out throughout the district; many culverts were renewed, also improvement of ditches on the main highways.

Bridges.—Only minor repairs were done on a number of small bridges, mainly of re-decking.

Ferries.—The new ferry "Pendozi" went into commission on July 1st. This ferry has been able to take the required traffic without any difficulties.

Surfacing.—Approximately 18 miles of double flush-coating were carried out in the district. Twelve miles of this were new work; the remaining 6 miles were reflush-coated. In addition, 1.6 miles of single spray were laid.

Miscellaneous.—Three and eight-tenth miles reconstructed to standard width on the west side of Okanagan Lake; 1.5 miles reconstructed; 18-inch gravel-fill, Barlee Stretch, north-east of Kelowna, where 2-inch mulch surface had previously broken badly; 1.2 miles Okanagan Centre to standard width; 1 mile Rutland Road, raised and widened to standard width and reflush-coated; 0.5 mile Lakeshore Road, raised and widened and reflush-coated; total, 8 miles.

Ditching: Approximately 2 miles of side ditching was done on local roads.

An asphalt plant capable of storing 8,000 gallons has been installed at the Kelowna Public Works yards.

Similkameen Electoral District.

Snow-removal.—The snowfall was very light during the season of 1939–40, and as a result the cost of snow-removal in the Similkameen District was about $600.

Bituminous Surfacing.—Total mileage treated was 7.164, as follows: 5.454 miles of new mulch was laid between Penticton north to Trout Creek; 0.10 mile was laid on Bridge Street in Princeton to a width of 36 feet—this was not completed; 0.51 mile was resurfaced in the Oliver District; in addition to which 1.10 miles of double spray-coat was put down through Osoyoos town and east.

Major Bridge-work.—Consisted of filling north span at McIntyre Creek and constructing a modern bridge of steel stringers on concrete abutments as planned by the Bridge Engineer. Other bridge-work comprised repairs to existing bridges, made as follows:—

Bridge No. 178 was reinforced by placing bents under each truss beam.

Bridge No. 226 over Yellow Creek was given a new deck and cross-ties, new flooring and railing.

Bridge No. 126 over Keremeos Creek was given new guards, rails, and floor.

Bridge No. 145 over Similkameen River at Keremeos: Piles in pier were packed with 4- by 8-inch timber, covered with 3/16-inch plates bolted through the piles, with all bolts tightened and tension rods adjusted.

Bridge No. 3 at Ashnola: Centre pier was repaired as instructed by Mr. Carruthers, Bridge Engineer.

All other bridges were maintained as required.

Major Reconstruction and Maintenance.—Major reconstruction was carried out on the Marron Valley Junction–Oliver section of the Southern Trans-Provincial Highway, with 1.4 miles finished to standard. On the Princeton–Hedley section at Mile 18, 1 mile of road was constructed on new realignment. Two rock points were taken off at Mile 3 on the Penticton–Summerland section of the Okanagan Highway. All other roads in the district were properly maintained and many minor improvements were made on the two main highways to increase room and vision for the motorist. Considerable work was done on the mining-road between Princeton and Copper Mountain; the Granby Company assisting with their own tractor and men.

Grand Forks-Greenwood Electoral District.

No construction-work of any major importance was carried out. Reconstruction and surfacing of approximately 15 miles of the Southern Trans-Provincial Highway and 1½ miles of the Carmi–McCullough Road.

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

DISTRICT ENGINEER, E. S. JONES, CRANBROOK.

CRANBROOK ELECTORAL DISTRICT.

Highway Construction and Reconstruction.—The reconstruction work on Project 16, Kingsgate–Radium, between Kimberley and the Fernie Electoral Boundary at Springbrook, that was completed last year, a distance of 13.25 miles, was mulched this year. Continuing north, this mulching programme was carried on for another 18.03 miles through a section of the Fernie Electoral District, on the east side of the Kootenay River, to Canal Flats, and then extended another 5.64 miles into the Columbia District, 36.92 miles being laid in all, with the result that we now have a distance of 125 miles of continuous pavement from the U.S. Boundary at Kingsgate north towards Radium.

East of Cranbrook, on the Southern Trans-Provincial Highway, 2.1 miles were mulched, and another 2 miles reconstructed which are now ready for surfacing.

No seal-coat work was undertaken this year.

Little important bridge-work was undertaken, with the exception of the reconstruction of the Cherry Creek Bridge, north of Kimberley.

Snow conditions during the winter were exceptionally light; 247 miles of road were kept clear, the ploughs travelling 2,713 snow-plough miles.

Owing to repeated changes of temperature, sanding operations were carried out practically continuously during the winter.

FERNIE ELECTORAL DISTRICT.

Improvements and Reconstruction.—Four miles were mulched on the Southern Trans-Provincial Highway, east of Fernie, and 18.03 miles on Project 16, also mentioned under the Cranbrook heading. Thirteen and one-half miles of the Great Northern Railway right-of-way were taken over north of the U.S. Boundary at Newgate. Ties were removed and the ballasted way graded and widened with heavy equipment.

Rapidly nearing completion at the time of writing is Project 3F, on the Southern Trans-Provincial Highway, 1 mile east of Michel. Michel Creek, a turbulent mountain stream, has been placed in a new channel and the highway realigned and reconstructed to eliminate two bridges and a narrow, dangerous section of road. The total excavation for the new channel will be 90,000 cubic yards. Of this, approximately 18,000 cubic yards will be required for the construction of the highway and the balance used to build up dyke embankments. It is expected that this work, which is being undertaken by contract, will be complete before Michel Creek is in flood.

COLUMBIA ELECTORAL DISTRICT.

Highway Construction and Reconstruction.—On Project 16, Kingsgate–Radium, 5.64 miles of mulch were laid, as mentioned under the Cranbrook District heading. Twenty miles of highway were reconstructed between Dutch Creek and Athalmer Junction under contract and is ready to receive the mulch aggregate this year. When this portion has been surfaced it will complete the paving from the U.S. Boundary at Kingsgate through to the Kootenay Park gate at Radium.

No important bridge-work was carried out during the year.

Snowfall was light and all main roads were kept open without delay to traffic.

NELSON-CRESTON ELECTORAL DISTRICT.

Reconstruction and Improvements.—During the past year considerable improvement was made in the highway system in this district. Seven and three-tenths miles of new settlers' roads were built, while 14.4 miles of the main trunk roads, 7 miles of local roads, and 10.05 miles of settlers' roads were reconstructed, or a total of 38.75 miles of roads were brought up to the standard of construction necessary for the class of traffic using them. Seventeen and eight-tenths miles of road were gravelled for the first time and 19.3 miles were regravelled. Four miles were surfaced with asphalt mulch and 9.5 miles given a double flush-coat. So that a total of 50.6 miles of road were given a higher standard of surfacing than they had in the past.

Bridges.—Bear Creek Bridge, on the Nelson–Castlegar section of the Southern Trans-Provincial Highway, was replaced by a new standard bridge on concrete footings and a standard bridge built to replace the Creston–Porthill No. 2. Ten bridges were replaced by culverts and fills.

Ferries.—All ferries were maintained and regular service given with but few delays and no serious breakdowns. A new ferry was built for the Nick's Island Ferry and the machinery installed by the garage crew. The north approach to the Nelson Ferry was replaced by a fill.

Kaslo-Slocan Electoral District.

Reconstruction and Improvements.—Major work carried out during the year includes the reconstruction of 2.2 miles of the Slocan Valley–Nakusp Highway and the elimination of several bad and dangerous curves around rock bluffs south of Nakusp on the Nakusp–Vernon Highway. The opening up of Bay Street, Nakusp, was also completed during the month of March. All these undertakings were completed by day-labour.

Mining Projects.—The following mining projects were undertaken and completed during the year:—

Project No. 28: Reconstruction of a road to the Silver Ridge Mine in Sandon. Project No. 15: Reconstruction of the Winslow Mine Road from Trout Lake to the Winslow Mine, a distance of 6 miles.

Bridges.—The most important bridge undertaking was the reconstruction of the "A" Avenue overhead railway crossing at Kaslo. This is a pile structure 422 feet in length with a 4-foot sidewalk.

Several of the larger structures throughout the district have been redecked with longitudinal flooring.

Ferries.—Both the Needles–Fauquier and the Arrow Park ferries operated continuously throughout the year.

Snow-removal.—The snowfall was considerably lighter than in the past several years; 233 miles of road were kept open, the ploughs travelling 4,453 snow-plough miles.

Rossland-Trail Electoral District.

Highway Construction and Reconstruction.—Three major reconstruction projects were undertaken and completed this year—namely, Project 8, Mile 1.86 to Mile 2.76, north from the International Boundary on the Rossland–Paterson Road; Project 13, Mile 2 to Mile 2.81, from the Trail City limits on the Trail–Pend d'Oreille Road. Both these projects were completed satisfactorily under contract.

Project 3, undertaken by day-labour and a R.D.-6 caterpillar tractor and angledozer, consisted mainly of widening and increasing the visibility of the existing road from the Rossland City limits to the boundary of the Rossland-Trail Electoral District.

On the Castlegar–Trail section of the Southern Trans-Provincial Highway, 10.07 miles of single flush-coat were laid.

Bridges.—There was no bridge-construction in this district during the year, but a 52-foot 4- by 5-foot double culvert and fill were installed at Little Sheep Creek, eliminating a 20-foot timber structure.

Maintenance.—Maintenance-work was particularly heavy during January and February, due to mud-slides and wash-outs on the Castlegar–Trail Road and the Schofield Highway. Mild weather and the heavy rains necessitated an almost continuous patrol of all highways.

Snow-removal.—Owing to the unusually light snowfall, snow-removal was almost negligible, but considerable difficulty was experienced in keeping roads free of ice.

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 during the year under review. Ordinary relief-work, amounting to 2,777 man-days, was employed throughout the year on the maintenance of roads and bridges.

Dominion-Provincial Agreement.—Tourist-roads: Project 1C, Trans-Canada Highway, Mile 208, Basque; Project 1D, Trans-Canada Highway, Ashcroft Manor; Project 1E, Trans-Canada Highway, Spences Bridge easterly, were completed during the year. The work comprised the reconstruction of the 2.41 miles of the Trans-Canada Highway at the points indicated, at a total cost of $24,956.

Tax Work.—In the fiscal year 1939–40 farmers' taxes to the amount of $10,405.85 were worked out on road-work. Having regard to the conditions appertaining to this class of work, reasonably satisfactory results were obtained from this work.

Mining Transportation Project—Dominion-Provincial Agreement.—No work was carried out in the Lillooet District in the fiscal year 1939–40 under this agreement.

Aid to Mines ("Mines Development Act").—Seventeen appropriations, varying from $50 to $400, amounting in all to $2,400, were made during the year under review. These sums were spent by prospectors and owners (in one case this Department co-operated by providing a machine and operator) in providing or improving access to mining properties.

Roads Generally.—Maintenance and minor improvements were carried out to the extent permitted by the funds made available in the District Vote—Relief Work and Tax Work. In general, the use of heavier and improved maintenance machinery is resulting in a gradual improvement in road conditions throughout the year.

Bituminous Surfacing.—Bituminous surfacing carried out during the year comprised the construction of 1 mile of asphaltic mulch on the Bridge River Road at Bralorne; ½ mile of spray coat at Goldbridge, Bridge River Road; and 9.6 miles of 1937–1938 mulch from Ashcroft Manor westerly was flush-coated.

Bridges.—Expenditures on bridges during the year amounted to $5,995.92. This expenditure was divided as follows: Bridges reconstructed, $1,349.69; bridges maintained and repaired, $4,646.23. The largest single item of work was the repairs to the Mamquam (Washout) Bridge, which was damaged by flood on two occasions. These repairs amounted to $2,531.42.

River-bank Protection.—No funds were authorized for river-bank protection in the Lillooet District in the year under review.

Ferries.—The five ferries operating in this district were maintained and operated successfully throughout the year. Repairs to the foundation of the tower of the Lytton Ferry were made and the cable tightened.

Snow-removal.—The snowfall in all parts of this district was unusually light during the past winter, with correspondingly small expenditures for snow-removal.

A portion of the northern part of the district required some attention with snow-ploughs.

One hundred and forty-nine miles were kept open at a cost of $5.95 per mile. Five hundred and forty snow-plough miles were entailed at a cost of $1.65 per snow-plough mile.

North Cariboo Electoral District.

General Maintenance.—General maintenance on all main and trunk highways was carried out continually throughout an unusually wet season, which necessitated considerable gravel resurfacing. The Fraser River Road south of Narcosli Creek was reconstructed through heavy timber for 3 miles, and other minor improvements were carried out.

Rural roads were maintained as funds permitted, assisted by tax and relief work. Approximately 10 miles were reconstructed with the bulldozer.

Reconstruction.—Red Bluff Diversion, Cariboo Highway, at Quesnel: This project eliminated the existing heavy grade and curvature of the present road and is now 80 per cent. complete.

Barkerville Road: Widening and general reconstruction was undertaken near the Ketch Hydraulic and points between Wells and Barkerville.

Wells Townsite: In addition to general maintenance, some gravel surfacing on recently constructed avenues and lanes was carried out.

Ferries.—All ferries were maintained and operated until the middle of January; cages then being operated due to lack of ice bridges. Meanwhile, ferries were reconditioned before being refloated in April.

Dominion-Provincial Mining Transportation Agreement.—Project No. 6, Barkerville–Yanks Peak: 18.5 miles of reconstruction and relocation by day-labour (2,071 man-days).

Equipment used: R.D. " 7," ½ cubic yard general shovel, " 40 " Cletrac with pull-grader, and three trucks. Completed.

Project No. 10, Beaver Pass–Willow River Road: 7.5 miles new construction, day-labour (312 man-days). Equipment used: " 60 " Cat. and bulldozer, pull-grader, and two trucks. Completed.

Project No. 13, Wells–Sugar Creek Road: 7 miles winter trail widened with bulldozer; day-labour (355 man-days).

Project No. 27, Downey Pass Road: 5 miles general repairs; new culverts and gravelling; day-labour (111 man-days).

Bridges.—No major reconstruction or new construction. Several minor structures were replaced and maintenance repairs were carried out on numberless structures.

Bituminous Surfacing.—Mulch cap amounting to 18,951 square yards was laid on the Quesnel arterial, 1.16 miles. Also 2,400 square yards mulch on the approach to the P.G.E. Depot, 0.22 mile.

Snow-removal.—The snowfall this year was the lightest experienced for many years. The Quesnel–Barkerville Highway received the most attention, receiving 1,136 snow-plough miles out of a total for the district of 2,234 snow-plough miles.

South Cariboo Electoral District.

Maintenance.—Two thousand miles of road were maintained with assistance from relief funds and tax work. The latter amounted to $14,619.59 and, where possible, taxpayers were taken into camps and employed in major gravelling renewal-work.

No work was carried out in this part of the Cariboo under the Dominion-Provincial Agreement, but assistance granted under the " Mines Development Act " to the extent of $3,024.65 was utilized in constructing 1.75 miles of new trail between Horsefly–Quesnel Lake and the maintenance of existing trails to active mining operations.

Construction and Reconstruction.—Twelve miles of settlers' roads along Eagle Creek were reconstructed and 7.75 miles of new road constructed to complete the portage between Mahood and Canim Lakes. Work on 4.8 miles of diversion on the Raphael–Meason Road was well advanced to facilitate communication between the south-westerly part of the district and the main Cariboo Road. Three miles of the Williams Lake Cut-off towards Soda Creek were widened and graded.

Surfacing.—In the Village of Williams Lake, 0.61 mile of old spray-coat was given a mulch surface.

Bridges.—No major bridge-work was undertaken. All structures received adequate maintenance.

Court-house and Grounds.—Court-house grounds were graded, seeded to grass, and neatly fenced. All other buildings received necessary maintenance repairs.

Snow-removal.—Snowfall was the lightest in recorded history, resulting in a low expenditure in this regard. Lack of snow protection, however, caused serious frost-heaving in the early spring, more particularly as road-beds were saturated by incessant fall rains and frost penetrated to unusual depths. No difficulty was experienced in keeping all roads open throughout the winter.

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

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

Skeena Electoral District.

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

Highway Maintenance.—All roads throughout the district were maintained during the year. Several old culverts were replaced. There are numerous corrugated iron-pipe culverts of a small size in places. These are gradually being replaced with culverts of hewn timber and larger capacity.

Throughout the year, 14,790 cubic yards of gravel were spread on the roads.

Settlers were again allowed to work out taxes on roads adjacent to their own farms. The settlers were organized into gangs and much effective work was done.

Plank roads in Port Essington were repaired.

Highway Construction and Reconstruction.—Construction of the Usk–Cedarvale section of Northern Trans-Provincial Highway was proceeded with. A contract was let to F. Mannix & Company for the construction of an additional 3.43 miles. This project is 55 per cent. complete, the end of the contract being Mile 6.73 east of Usk.

Driftwood Creek Road was developed from a trail for 1.5 miles, being 100 per cent. complete for 10.5 miles.

Trails.—Widening and improvements were carried out on twenty-three mining-trails during the year.

Bridges.—One bridge was reconstructed, Eight-mile Bridge No. 148, Kitwanga Valley. Repairs were carried out to forty-three bridges in the district. The larger repairs were to the following structures:—

Terrace Bridge No. 135: New stringers and deck to the northerly approach and four bays on the southerly approach, a total distance of approximately 460 feet. Repairs were also carried out to the timber substructure where necessary.

Skeena Suspension Bridge No. 97: Rebuilt the south tower and installed auxiliary cable saddles.

Hazelton Bridge No. 51: This bridge was closed to traffic on account of being unsafe. Repairs were made by placing four double bents to each 140-foot span, a total of sixteen in all. The bridge was reopened to traffic in 1940.

Haguelgate Suspension Bridge No. 50 was resurfaced with tarvia retread, a satisfactory job being made.

Smithers Bridge No. 98 had some of the top chords renewed and repaired and all rods and bolts checked over.

Twenty-mile Creek Bridge No. 114, on the Manson Creek Trail, was replaced into position and the main chords repaired.

Ferries.—Necessary repairs were carried out to the ferries during the year. Work was continued on the south approach to the Usk Ferry. It was found that after high water additional work was necessary to overcome deposits of sand in the cut. This sand made landing the ferry an awkward and laborious business.

Surfacing.—Bituminous double spray was applied for the first time on the arterial and secondary highways at Smithers and Terrace, as well as on adjoining roads; 1.89 miles were laid at Smithers and 1.77 miles at Terrace. Owing to the lateness of the season when this work was started as well as the abnormally wet season, the results have not proven satisfactory. Extensive patching and repair-work will be necessary as soon as warm weather is experienced.

Buildings.—The interior of Smithers Government Buildings was decorated. Garages and equipment-sheds at Smithers and Terrace were painted. The Smithers garage was wired to carry heavier shop equipment.

Snow-removal.—Snow-removal was light. A total fall of 68 inches at Smithers and 22 inches at Terrace did not constitute much of a problem. Snowfall at points outside of these centres, however, was heavier. A total of 540 miles of road was ploughed, the equipment ploughing 1,485 snow-plough miles.

Surveys.—Preliminary and location surveys between Usk and Cedarvale were made for a distance of about 18 miles.

A traverse over the Omineca Boundary–Smithers Road No. 77 was run for 7 miles.

A relocation of Babine Road No. 11 for 1 mile.

Surveys to improve Laidlaw Road No. 156 for 2 miles.

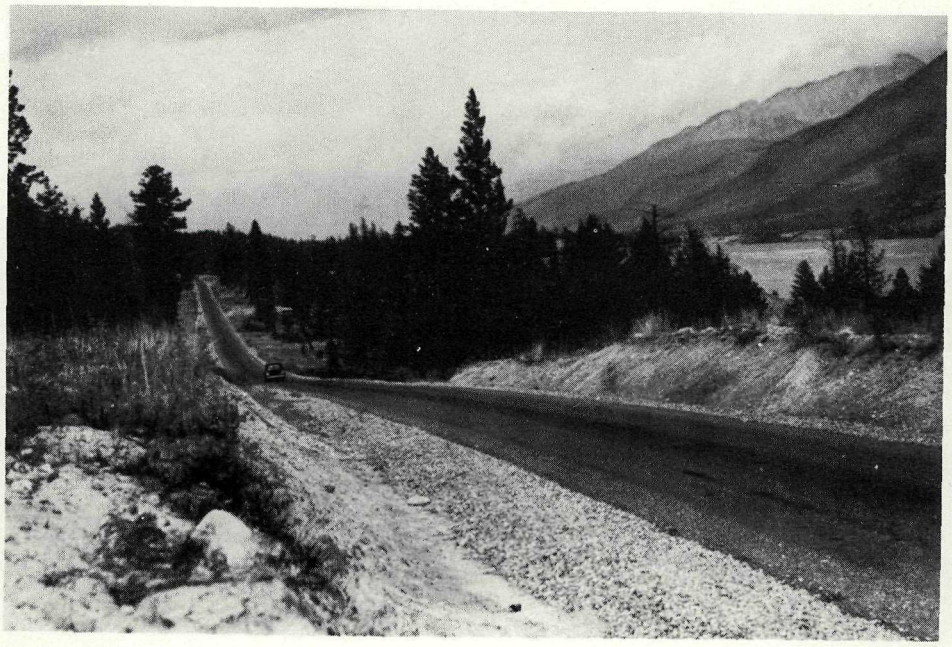
Relocation of new bridge-site and highway improvement on the Smithers–Moricetown Road No. 91 at Glacier Creek for 0.5 mile.

Prince Rupert Electoral District.

Prince Rupert and Vicinity.—New construction on the Northern Trans-Provincial Highway consisted of slashing ½ mile and grubbing 900 feet.

At Mile 4, the road-bed has been widened to 20 feet with 30 feet on curves. Approximately 2,784 lineal feet have been widened and resurfaced with crushed rock. At Mile 6 this

Kootenay–Columbia Highway, Project No. 16, looking south from Mile 58.



Kootenay–Columbia Highway, Project No. 16, looking north from Mile 65, Columbia Lake on right.

road was widened for a distance of 1,824 lineal feet and resurfaced with crushed rock. Other curves at Mile 8 and at Mile 9 were widened and superelevation raised.

Cow Bay Crossing Road was given an asphalt surface, but has had to be consistently repaired ever since; pot-holes appearing after every rain.

Court-house approaches have been resurfaced with approximately 360 cubic yards crushed rock.

At Port Simpson, roads have been kept in condition, repairs being made when and where necessary.

The Dodge Cove Trail has been maintained.

At Jap Inlet, considerable new planking and stringers have had to be replaced on the sidewalk trail. Some of the old sidewalk has been taken up and replaced with rock and clam-shell.

Smith Island Trail has had new planks and stringers in places and is in fair shape at present.

Some new work was carried out at Oona River, consisting of ditching, grubbing, and gravelling for a distance of 480 feet. Sidewalks have been repaired where necessary.

Lewis Island Trail has been widened and improved with rock and gravel.

Bridges.—Galloway Rapids Bridge No. 68 was trussed and all lateral braces and chords tightened.

McBride Street Foot-bridge No. 18 was repaired. It was not trussed, but corbel braces were added. New lateral braces and rods were put in. The approach was renewed and one stairway rebuilt, with repairs to main deck.

Osland Bridge was repaired, with new posts and part of decking renewed.

Salt Lakes Floats and diving platform with dressing-rooms are in good repair. Some work will have to be done on the trail before the bathing season starts.

Cow Bay Floats are in good repair and have given no trouble this last year.

Wharves.—Prince Rupert Wharf has been adequately maintained; minor repairs and improvements were carried out as necessary.

Court-house and Grounds.—The Court-house grounds have been improved by transplanting trees and shrubs. The new greenhouse is in excellent condition.

In the Court-house building painting was continued, and this year the Public Works office, Small Debts Court room, barristers' room, Sheriff's office, petit jury room, and the room of the Inspector of Schools were completed.

Snow-removal.—No snowfall was experienced in Prince Rupert last winter.

Queen Charlotte Islands (North End).—On the Masset–Tow Hill Road, a full mile was completed between Mile 11.8 and Mile 12.8, graded and planked for heavy truck traffic, which otherwise is obliged to use the ocean beach when the tide is out. One more mile will complete this section and link up the Yakan Point section and thus avoid the beach entirely.

At Miles 2 and 2.5 the road grade was raised an average of 16 inches for 1,100 feet to give better drainage to plank wheel-tracks. At Miles 1 and 1.4 planking was taken up and replaced with gravel and clam-shell, thus making a good permanent road-bed.

On the Tow Hill East Coast Road repairs were done over the whole 8 miles.

On the Old Masset–New Masset Road plank wheel-tracks were kept in repair. At Miles 0.1 and 2.2, planks were taken up and replaced with gravel and shell, work being done by local labour where road passes through the reserve.

Streets on Masset Townsite were maintained in repair, being gravelled and graded and sidewalks renewed where necessary.

Queen Charlotte Islands (South End).—Work was continued between Port Clements and Tlell in replacing plank wheel-tracks with solid earth foundation, reconstruction being undertaken from both ends. A fourth of a mile has been completed, while more than a mile is ready for surfacing. Dry gulch has been filled to replace Geikie Bridge No. 2, which is ready for removal. Standard culvert has been installed.

Between Tlell and Skidegate, road has been widened at sharp corners. This road is fully exposed to the south-east storms and considerable damage has occurred on several occasions by trees being blown down and ditches filled. Considerable erosion has taken place, necessitating sundry diversions.

All other roads have been maintained.

Bridge No. 82 on Cohoe Creek Trail was rebuilt and all bridges protected with water barrels and buckets during dry weather.

ATLIN ELECTORAL DISTRICT.

Stikine Division.—Boulder Creek Road, Project No. 4: Work on this project was started on July 5th and, except for a short close-down pending the arrival of new caterpillar tractor with angledozer attachment, continued until the end of November. In spite of a very wet unfavourable season, this new equipment proved of great value in this construction-work. Further survey-work was proceeded with and favourable results obtained on the project.

Tahltan Bridge No. 69: This important Howe truss, on the Telegraph Creek–Dease Lake Road, was completely renewed during the fiscal year. It was necessary to ship in timber from outside; work was completed in March during low water.

Telegraph Creek–Dease Lake Road: General maintenance and improvements were carried out on this road, and although we experienced a very wet season traffic was maintained during the entire active season. Part of this road was in very bad condition owing to the wet season. Repairs were carried out on several small bridges and culverts on the important roads of this area.

North Atlin.—Spruce Creek Cut-off, Project No. 19: Work commenced on this project August 29th and closed November 10th, when the work was completed. This part of the road is now in very good condition.

Spruce Creek Extension, Project No. 29: About ½ mile of new road was cut out from the end of the present Spruce Creek Road. Work commenced September 25th and closed at the end of November, when funds were exhausted and end of construction season. Splendid work was done by the tractor bulldozer on this project. The road is passable, but no surfacing has been done.

Whitewater Mine Road (Taku area): Assistance was given the Polaris-Taku Mining Company, under the "Mines Development Act," in carrying out important work on this road. Considerable gravelling was done, some grading and repairs made to small bridges and culverts.

General: Local roads were patched and repaired, some new culverts put in and several small bridges repaired. The Stephendike Bridge was redecked and repaired generally.

South Atlin.—American Creek Trail (Pimple Section), Project No. 34: Work was under way on the "Pimple" section of this trail, with funds provided under the "Mines Development Act." The job was completed by an appropriation under the Dominion-Provincial Mining Transportation Agreement. A good pack-horse trail was built from the base of the "Pimple" to its summit, on new location. A survey was made from the end of the present tractor-road to the base of the "Pimple." This work was done under the "Mines Development Act."

Bear River–Meziadin Lake Trail, Project No. 12: General repairs and improvements were carried out along the entire 25 miles of trails which extend from the junction of the Bear River and American Creek to Meziadin Lake. A new location was obtained through the Bear Pass, the glacier having receded sufficiently to allow of a new trail; the old trail passed over the ice. New trail on new location was also made through the "Cottonwoods" beyond the summit. The entire trail is now in fair condition as a pack-horse trail.

Bitter Creek Trunk Trail, Project No. 8: This main trail into a mineral area was brushed out and generally improved, new culverts put in, and is now in good shape for pack-horses. The trail commences at Mile 9, Bear River Road.

Glacier Creek Trunk Trail, Project No. 9: This trail giving access to an important mineral area was cleared out and general improvements made, and is now in very good shape for pack-horses.

Upper Unuk River Trail, Project No. 25: Five and one-half miles of new trail were built, commencing at the upper end (camp of the Selukwe Mining & Finance Company) and proceeding on new location toward the forks of the Unuk River. A good grade was obtained which can readily be improved into a tractor-road. There are still about 2½ miles of trail to be constructed to connect with the main trail.

Upper Unuk–Sulphurettes Trail: Assistance was given on this trail under the "Mines Development Act" and general improvements carried out.

Alice Arm Area: No extensive work was carried out in this area during the year, although light speeder traffic was maintained on the Dolly Varden Railway. Assistance on

this work was granted under the "Mines Development Act," which fund also provided assistance for several prospectors in the district, as well as building a new bridge on the Upper Kitsault Trail and providing for work on the East Creek–Kinskuck Lake Trail.

A small amount of work was done on river-bank protection above the Alice Arm Suspension Bridge, where the Kitsault River threatened to cut in around the east end of the bridge.

Aiyansh-Nass River Valley: General improvements to local roads and trails were carried out during the year. Several bridges were redecked and repaired using local timber. The work is being divided among the settlers of the district.

General.—Stewart Area: Quite a number of prospectors in this area received assistance under the "Mines Development Act."

The approach to the Bitter Creek Bridge on Bear River Road was rebuilt. Bear River Road improvements consisted of brushing, patching, and several culverts put in.

Gravel, sand, and other material was put in place for the contract work on the Stewart–Hyder Road hard-surfacing, but owing to very adverse weather conditions the contractors were unable to proceed with the work. As far as possible materials have been stored for future use.

Work on the Big Missouri Road and on the Salmon River (Premier) Road consisted of ditching, patching, and repairs, and renewals of culverts.

A reconnaissance survey of the Big Missouri–Tide Lake Road was made and a report submitted by the Locating Engineer.

The snowfall this year has been very light. Traffic on the Salmon River (Premier) Road has been maintained all winter and several trips made by the plough as far as half-way on the Big Missouri Road.

A new Court-house was built at Stewart, under contract, with offices for Government Agent, Mining Recorder, Court-rooms, Police living-quarters, cells, and office, and District Offices for the Department of Public Works.

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

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

Fort George Electoral District.

Maintenance of Highways.—The usual maintenance was carried out on all travelled roads in the district. Owing to a year of record precipitation, followed by a mild winter and an early break-up, considerable damage has resulted, which of necessity must be repaired during the fiscal year of 1940–41. During the previous year, farm and settlement roads were, to a considerable extent, maintained by farmers working out their taxes.

Highway Reconstruction and Improvement.—Cariboo Road: Between Mileages 16.0 and 22.0, Prince George South, 4 miles were widened to 30-foot standard, of which 1.5 miles were relocated on improved alignment. Owing to weather conditions, this work was not fully completed during the fiscal year.

Northern Trans-Provincial Highway: Between Willow River and Giscome 1 mile was reconstructed to standard width; on the Hansard–Sinclair Mills section major improvements were made on 6 miles, this work consisting of corduroying and filling across two peat bogs and also surfacing several miles with sand, no gravel being accessible.

East from McBride, 5 miles of construction on new location was carried out near Tete Jaune and toward Mount Robson.

West from Prince George, the reconstruction of the Chilako River Hill was completed and 3.5 miles widened to standard on improved alignment.

Okanagan–North Thompson Highway: North from Valemount 2 miles were graded, and toward Albreda 3 miles of right-of-way were cleared and grubbed on the Lamarque location.

Bridges and Culverts.—The Mud River Bridge on the Northern Trans-Provincial Highway was refloored. Twenty-one Mile and Twenty-two Mile trestles, on the Cariboo Road, were replaced by concrete-pipe culverts and fills. Several other concrete-pipe culverts of 24-inch and 36-inch diameter were also constructed, replacing old timber culverts. A total of 438 lineal feet of pile and frame trestles were reconstructed. The Beaver River Bridge, near McBride, was replaced by two 70-foot King-truss spans and three bays of pile-trestle approach. These trusses were constructed of cedar timber.

Ferries.—Service was maintained at Croydon, Isle Pierre, and Miworth.

Snow-removal.—The snowfall was the lightest for several years and removal was carried out entirely with pneumatic tired equipment, most of the work of keeping open 196 miles of highway being done by two trucks. The cost per mile kept open was $3.40.

Omineca Electoral District.

Maintenance of Highways.—Approximately 750 miles of road were maintained in this district during the year. To do this, it was necessary to use men who were working out their taxes on the road. In all, $20,000 were worked out by farmers permitted to work out their taxes.

Highway Reconstruction and Improvements.—On the North Trans-Provincial Highway, immediately west of Vanderhoof, 1 mile of road was reconstructed to standard width and gravelled. On the Burns Lake–Babine Road, 2 miles were reconstructed on new location. Considerable improvement was made on the Burns Lake–Francois Lake Road by way of eliminating blind curves and widening. Approximately 27,000 cubic yards of gravel were placed on the main highway and settlement roads.

Mining Projects.—Manson Creek Road, Project No. 2 (contract): From Mile 71 to Manson Creek was reconstructed and a large portion of it was gravelled. This now permits car and truck traffic from Fort St. James to Manson Creek, a distance of 120 miles, in five to six hours. Some work was also done between Manson Creek and Germansen Landing, which is about 20 miles west of Manson Creek.

Old Hogem–Aiken Lake, Project No. 3: The winter road which was commenced in 1938 has now been completed to Aiken Lake. This road is cleared 20 feet wide and graded 8 feet. All small bridges have been put in. The distance from Old Hogem to Aiken Lake is 86 miles. A number of larger bridges will still have to be constructed on this route before it could be used for traffic. It would, however, be possible for winter traffic to get through at present.

Germansen Landing–Aiken Lake Road, Project No. 17: This road is also for winter traffic only. The distance from Germansen to where this road ties on to the Aiken Lake Road is 23 miles. A bridge must be constructed over the Omineca River at Germansen Landing before this road can be used for summer traffic.

Pinchi Lake Mercury Mine, Project No. 36: A winter road was constructed to the new mercury mine at Pinchi Lake. This road takes off the Manson Creek Road, 16 miles north of Fort St. James, the mine being 15 miles west of this point. The road constructed was of a temporary nature only, and was intended to permit the Consolidated Mining & Smelting Company to take their equipment into the mine during the winter months. It served this purpose well. Some 300 tons of mining machinery were moved to the property from Vanderhoof by trucks. This property will be in production about July, 1940.

Bridges and Culverts.—Two old bridges were eliminated immediately north of Vanderhoof and replaced with double 5- by 6-foot cedar culverts. This has made a very nice improvement on the Fort St. James Road. On the Manson Creek Road, between Mile 71 and Manson Creek, eight new bridges were constructed, three of which were 60-foot King spans and two were 70-foot King spans. In all, there were 748 lineal feet of bridges constructed on this road. Other bridges reconstructed in this district were the Nourse Creek Bridge—a 60-foot King span, and the Bulkley River Bridge at Telkwa—a 53-foot King span. In addition to the above, nine other smaller bridges were reconstructed and twenty-eight others repaired.

Ferries.—The ferry services at Francois Lake, Fort Fraser, Hulatt, Finmoore, and Takla Landing were well maintained throughout the year.

Snow-removal.—Snowfall this year was very light and no difficulty was experienced in keeping all important roads open. In all, 463 miles of road were kept open during the winter, the average cost per mile being $11.70. Truck-ploughs were used to a large extent in this work, and only when considerable snow had accumulated on the shoulders of the roads were the tractor-ploughs put into operation. It was necessary to push such snow back on one or two occasions.

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

ASSISTANT ENGINEER, F. J. CLARK, POUCE COUPE.

PEACE RIVER ELECTORAL DISTRICT.

Maintenance of Highways.—Load restrictions were placed on all highways during the spring freshet; with the result of keeping them in fair condition at this time of year and helping out on maintenance costs. During the months of October, November, and December exceptional heavy rains caused numerous washouts, which ran up costs above normal. The total distance maintained on main highways was 245 miles by heavy graders and tractors, an additional distance of 74 miles on side-roads for wheat-haul was maintained by light patrol graders; numerous culverts on main highways and side-roads were repaired during the wet season in October and November, as well as ditching for offtakes.

Highway Construction and Improvements.—Grande Prairie–Fort St. John–Peace Pass: From the Alberta Boundary to Pouce Coupe the policy of brushing the sides of the right-of-way has been followed; grade raised from Tupper to the Sudeten Settlement; numerous culverts installed and ditches cleaned out.

From Pouce Coupe to Peace River Ferry at Taylor: Grade raised at various locations for a total distance of 6.4 miles, with new culverts, and brushing, and cleaning ditches; also improvement on roads approaching airport near Dawson Creek. Several right angle turns were eliminated and easier curvature installed at several points.

Taylor to Fort St. John: Graded new approach on the north side of Peace River, cutting down the time of ferry crossing from 20 minutes to 7 minutes; raised grades for a distance of 1.2 miles and installed new culverts. We also eased two right angle turns and put in easier curvature.

From Fort St. John to Cache Creek: Finished raising grade at Charlie Lake School; cleared 1.5 miles of right-of-way on new diversion near Deep Creek; installed new culverts at various points.

Cache Creek to Halfway River: Widened gravel cuts on side-hill and graded 4.5 miles with bulldozer; also cleared right-of-way for same distance; culverts have yet to be installed.

Halfway River to Hudson Hope: Graded and widened approaches to the new bridge at Halfway; graded and widened from Halfway to a point near Ardill's Coulee for a distance of 5.2 miles; from Ardill's to Red River, graded 1.8 miles, but this remains to be finished from Red River to Hudson Hope only. From Hudson Hope to Gold Bar, graded side-hill directly west of Hudson Hope; crossed logged muskeg, which has to be finished this coming year; from Hudson Hope to Gold Bar maintained only.

Dawson–Rolla–Clayhurst: Grade raised south of Doe River for a distance of 1.5 miles, also brushed right-of-way; graded 2 miles on the north side of the Peace River, directly west of the Moose River on side-hill; finished grading 1.8 miles south of Clayhurst and installed new culverts on same.

Dawson–Moberly–Hudson Hope and branch road to Little Prairie: This road was brushed in various places and graded as far as taxes in this district would allow; road from East Pine to Commotion Creek located for next year's work.

Fort St. John–Alberta Boundary: Widened out road up the Beatton River Hill. There is a considerable amount of sandstone outcropping on this road which makes the completion of this road very slow. The remainder of this road was raised in several places as far as Cecil Lake.

Rose Prairie–Hine Creek Highway: This road has been surveyed and cleared for a distance of 18 miles, 20 feet wide; this was for winter transportation only. We expect to put this up to standard as funds permit.

Tupper–Hays–Gundy: Maintenance only; raised grade at the approaches to the Pouce Coupe River Bridge; widened right-of-way from Gundy store to Swan Lake.

Pouce Coupe–Dawson Creek: Renewing culverts; raised grades for a distance of 3.8 miles. This applies to the north road over Dawson Creek leading into the village as well as the south road into the same village. Ditches have been deepened and considerable amount of brushing done.

Roads Generally.—Many trails and side-roads were changed this fiscal year to a much higher standard; and although we have no standard constructed highways or roads in the

district, what we have are functioning successfully. Gravel is needed badly on the main highway, so as to make an all-weather road. The population north of the Peace River have to depend on the highway from Dawson Creek to Rose Prairie for everything and in rainy weather all traffic is tied up.

Unemployment Relief.—This has helped out on our District Vote, as we get most of our culvert timber and piling from this source; however, the labour is scattered and it is difficult to get the utmost efficiency from this kind of labour.

Bridges.—There has been no new construction this fiscal year; works have been confined to minor betterments, repairs, and strengthening. The high-level bridge over Dawson Creek was dismantled and the timber from same has gone into various structures. Moose River Bridge was washed out on two occasions and had to be replaced. Twenty-two small pile trestles having a total length of 1,140 lineal feet were redecked. The bridges between Dawson Creek and East Pine were all strengthened for hauling heavy oil-drilling equipment; this was under the Mines Department, supervised by our Department. Protection-work was carried out on the piers under the Howe truss over the Cut Bank River. All Howe trusses and King trusses were taken up and checked over thoroughly.

Ferries.—Taylor Ferry was repainted and equipment checked over and repaired. Clayhurst Ferry overhauled and repainted as well. Cable at East Pine was tightened and repaired. Boat at Hudson Hope was recaulked and painted. The reaction ferry at East Pine is being installed; this is under the Mines Department, but under our supervision.

Snow-removal.—There was very little snowfall this year, consequently our expense was below normal. The main highway from the end of steel at Dawson Creek to Fort St. John was patrolled, as well as the road from Dawson Creek to East Pine; this was to expedite the hauling of oil equipment.

Maintenance of Government Buildings.—All buildings have been maintained and are in fair condition. We have added six more bays to our machinery-shed; and also put in a concrete floor in the machine-shop, which cuts down our fire-hazard.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act."

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1940.

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 Street	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		
	91R	"A" Avenue, City of Kaslo	Arterial	0.18		
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		
	62B	Sardis Road	Secondary			3.65
	106B	Cultus Lake Road	Secondary			0.88
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, 1940—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage.		
				Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Delta	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	4.54		
	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		
Summerland	41R	Penticton–Kelowna	Arterial	8.60		
Surrey	15R	Peace Arch Highway	Arterial	14.11		
	2R	Trans-Provincial (Yale Road)	Arterial	12.91		

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31ST, 1940—*Cont'd.*

Name of Municipality.	Ref. No.	Name of Highway.	How classified.	Approximate Mileage. Arterial.	Primary.	Secondary.
District Municipalities —Continued.						
Surrey	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
	107B	Mill Road	Secondary	.....	.....	0.47
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	.....	.....
McBride	92R	Second Avenue, part of Columbia Street, and part of First Avenue	Arterial	0.92	.....	.....
	93R	Main Street	Arterial	0.26	.....	.....
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	Slocan 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	Kalum Street	Secondary	.....	.....	0.50
Tofino	86R	Tofino–Ucluelet Road	Arterial	1.17	.....	.....
Vanderhoof	48R	Prince Rupert Highway	Arterial	0.52	.....	.....
	64R	Fort St. James Highway	Arterial	0.54	.....	.....
Williams Lake	79R	Williams Lake–Soda Creek Road	Arterial	1.00	.....	.....
		Summary.				
City Municipalities				30.65	5.40	4.96
District Municipalities				273.70	59.32	112.09
Village Municipalities				19.24	0.18	3.94
Total classified mileage				323.59	64.90	120.99
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				323.59	59.75	119.09

PART V. OF THE "HIGHWAY ACT."

MOTOR CARRIERS—STATEMENT OF LICENCE-PLATES ISSUED DURING LICENCE-YEAR ENDED FEBRUARY 29TH, 1940.

Kind of Licence.	Number of Licence-plates issued.					
	Renewals.	New.	Replacements.	Transfer.	Substitute Plates.	Total Licence-plates.
A. Public Passenger-vehicles	109	10	6	1	.....	126
B. Limited Passenger-vehicles (more than seven passengers)	59	15	5	.....	.....	79
C. Limited Passenger-vehicles (seven passengers and under)	247	79	53	12	.....	391
D. Public and Limited Passenger-vehicles	95	24	11	1	.....	131
E. Public Passenger and Freight-vehicles	3	.....	.....	.....	.....	3
F. Limited Passenger and Freight-vehicles	6	2	1	.....	.....	9
G. Public Freight-vehicles	139	12	27	8	4	190
H. Limited Freight-vehicles	1,475	423	230	27	7	2,162
J. Public and Limited Freight-vehicles	42	19	9	3	1	74
K. Private Freight-vehicles (farmers)	2,538	1,236	134	.....	12	3,920
L. Private Freight-vehicles (other than farmers)	3,371	1,714	288	.....	14	5,387
Totals	8,084	3,534	764	52	38	12,472

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Yale, April 1st to December 31st, 1939, inclusive.

(FIGURES FOR 1938 SEASON ARE SHOWN IN ITALICS.)

Automobiles.	Month.																		Year Total.	
	April.		May.		June.		July.		August.		September.		October.		November.		December.		*1938 (April 15th to Dec. 31st).*	1939 (April 1st to Dec. 31st).
	1938. (15th to 30th).	1939.	*1938.*	1939.	*1938.*	1939.	*1938.*	1939.	*1938.*	1939.	*1938.*	1939.	*1938.*	1939.	*1938*	1939.	*1938.*	1939.		
FOREIGN—																				
Alberta	*5*	13	*26*	22	*71*	70	*141*	135	*102*	98	*32*	46	*47*	33	*29*	30	*4*	10	*457*	457
Saskatchewan	*4*	3	*12*	14	*23*	21	*51*	71	*23*	32	*12*	11	*21*	18	*8*	19	*2*	12	*156*	201
Manitoba	.....	3	*9*	5	*16*	10	*19*	28	*15*	24	*15*	23	*12*	14	*1*	9	*1*	3	*88*	119
Eastern Canada	*4*	9	*17*	22	*31*	38	*58*	77	*49*	72	*25*	36	*32*	32	*10*	18	*7*	8	*233*	312
Washington	*20*	47	*227*	245	*357*	406	*743*	769	*644*	733	*449*	449	*157*	142	*65*	57	*11*	31	*2,673*	2,879
Oregon	*7*	4	*11*	12	*25*	29	*72*	63	*84*	82	*40*	47	*23*	21	*2*	9	*5*	3	*269*	270
California	*7*	20	*18*	51	*141*	111	*262*	292	*233*	279	*122*	134	*35*	38	*11*	7	*6*	.....	*835*	932
Idaho	.....	.....	*1*	.....	*4*	1	*4*	8	*4*	6	*5*	.....	*1*	1	.....	1	.....	.....	*19*	17
Miscellaneous	*2*	9	*10*	14	*57*	73	*137*	176	*153*	195	*55*	65	*22*	23	*7*	6	.....	2	*443*	563
Total Foreign	*49*	108	*331*	385	*725*	759	*1,487*	1,619	*1,307*	1,521	*755*	811	*350*	322	*133*	156	*36*	69	*5,173*	5,750
BRITISH COLUMBIA	*1,068*	1,877	*2,491*	2,763	*3,057*	3,256	*4,047*	4,659	*4,233*	4,517	*4,423*	4,581	*3,662*	3,569	*1,544*	1,736	*681*	1,098	*25,206*	28,056
Total automobiles	*1,117*	1,985	*2,822*	3,148	*3,782*	4,015	*5,534*	6,278	*5,540*	6,038	*5,178*	5,392	*4,012*	3,891	*1,677*	1,892	*717*	1,167	*30,379*	33,806
Motor-trucks	*234*	427	*493*	567	*550*	626	*638*	663	*618*	731	*670*	665	*687*	678	*520*	588	*328*	438	*4,738*	5,383
Motor-cycles	*10*	12	*18*	13	*30*	15	*34*	30	*40*	29	*44*	32	*23*	11	*7*	18	*4*	4	*210*	164
Total Motor-vehicles	*1,361*	2,424	*3,333*	3,728	*4,362*	4,656	*6,206*	6,971	*6,198*	6,798	*5,892*	6,089	*4,722*	4,580	*2,204*	2,498	*1,049*	1,609	*35,327*	39,353
Daily ave. (all vehicles)	*85*	81	*108*	120	*145*	155	*200*	225	*199*	220	*196*	203	*152*	148	*73*	83	*34*	52	*135*	143

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS (EXCLUSIVE OF HARD-SURFACING) DURING FISCAL YEAR 1939–40.

(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, 1940.
						Per Cent.
Alberni-Nanaimo	.....	Central Lake	River Ben Bridge to Mile 3.4	3.40	Reconstruction and widening	100.0
		Beaver Creek	Compton Road to Mile 2.8	2.80	Reconstruction and widening	100.0
		Island Highway	Mile 82.6 to Mile 84.4	1.80	Reconstruction and widening	100.0
Atlin	M-4	Boulder Creek Road	Dease Lake to Boulder Creek	44.50	New construction	.....
	M-29	Spruce Creek Extension	End of Spruce Creek Road toward Nolands mine	0.50	New construction	75.0
	M-19	Spruce Creek Cut-off	Spruce Creek Halfway	1.00	Reconstruction	100.0
Burnaby	9	Central Arterial Highway 17R	Boundary Road to Underhill Avenue	4.58	New construction	95.0* 12.0†
Cariboo (North)	6	Barkerville–Yanks Peak	Barkerville to Yanks Peak	27.50	Reconstruction; widening, realignment, grading, diversions	100.0
	10	Beaver Pass–Willow River	Beaver Pass to Hyde Creek	7.00	Reconstruction; widening, realignment, grading	100.0
	13	Wells–Sugar Creek Road	Hardscrabble Junction to Sugar Creek	5.00	Reconstruction; widening and surfacing	100.0
	27	Downey Pass Road	Barkerville Road to Stewart Creek	7.00	Reconstruction; widening	100.0
	23	Keithley–Yanks Peak	Keithley to Yanks Peak	10.80	New construction	90.0
	30	Likely–Keithley Road	Spanish Creek to Keithley	8.00	Diversion, 0.25 mile; widening, gravelling	100.0
		Cariboo Road No. 10	Mile 218 to Mile 220	1.80	Reconstruction; diversion to avoid Red Bluff Hill	80.0
Cariboo (South)	.....	Canim Lake	Mile 10 to Mile 14	4.00	Gravelling	100.0
		Williams Lake Cut-off	Mile 18 to Mile 21	3.00	Widening, grading, drainage	90.0
		Raphael–Meason	Pigeon Ranch to 4.8 miles easterly	4.80	New construction; diversion	100.0
		Canim Lake–Mahood	Canim Lake–Mahood Lake	7.75	New construction	100.0
		Eagle Creek	Becker Lake–Hawkins Lake	12.00	Reconstruction	75.0
Chilliwack	6, Sec. A	Huntingdon–Mission Highway (Clayburn–Matsqui Section)	Clayburn to Harris Road	1.65	New construction; clearing (1,400 ft. only), grading (34 ft. wide), gravelling (24 ft. wide)	100.0
			Harris Road to Riverside Road	0.20	Reconstruction; widening old road, grading (30 ft. wide), gravelling (24 ft. wide)	100.0
	1, Sec. B	Trans-Canada Highway (Jones Creek, Mile 86.5, to Hunter Creek, Mile 91, Section)	Portions of this section	1.79	New construction; clearing (80 ft.), grading (38 ft.), gravelling (38 ft.)	100.0

* Grading. † Gravelling.

						Per Cent.
Columbia	16	Kootenay–Columbia Highway (Kingsgate–Radium)	Canal Flats Section, Mile 64.3 to Mile 69.8	5.64	Reconstruction on new alignment	100.0
			Athalmer Junction to Dutch Creek	21.04	Reconstruction on new alignment	95.0
	10	Trans-Canada Highway—Kicking Horse Section	Golden to Mile 6.33	6.00	Widening and gravelling	100.0
			Mile 6.4 to Mile 10.7	3.80	Widening	65.0
		Big Bend Section	Golden to Mile 94.5	11.00	Widening and gravelling	100.0
Comox	.....	Island Highway	Bunker Creek, Mile 139.0 to Mile 139.5	0.50	Reconstruction; realignment, eliminating Bunker Creek Bridge	99.0
Cowichan-Newcastle	.....	Island Highway	Mile 64.5	1.00	Diversion, new construction	30.0
		Haslam Road	South Wellington to Island Highway	2.00	Reconstruction; widening	100.0
		Holden–Corso	Island Highway to Mile 1.8	1.80	Reconstruction; widening	100.0
		Bennie	Island Highway to Mile 1.8	1.80	Reconstruction; widening	100.0
		Cowichan Lake (Primary)	Island Highway to Municipal Boundary	1.30	Reconstruction; widening	100.0
Cranbrook	.....	Southern Trans-Provincial Highway	Eager, Mile 439 to Mile 440.5	1.50	Reconstruction	100.0
Delta	2, Sec. A	Trans-Canada Highway (2R)	Mile 15.56, Ferguson Road, to Mile 16.40, Westminster Road	0.84	Reconstruction; breaking up 0.28 mile of existing concrete paving; revising grades; filling and gravelling; widening of existing road-bed to provide for 4-lane highway and gravelling (0.84 mile); extensive drainage-works, including 1,600 ft. of elliptical wood-stave pipe, varying from 33-in. to 54-in. sizes; replacing large drainage-ditch on east side	100.0
	2, Sec. B	King George VI. Highway (Peace Arch Highway (15R))	Trans-Canada Highway (2R) at White House Corner via Bergstrom Road to Nicomekl River	8.58	Sec. 1, 5.77 miles—	
					New construction, 1.21 miles; completion of clearing and grading; gravelling	100.0
					Reconstruction, 4.56 miles; gravelling	100.0
					Sec. 2, 2.81 miles—	
					New construction, 1.80 miles; completion of clearing and grading	100.0
					Reconstruction, 1.01 miles; completion of clearing and grading; gravelling	100.0
			Nicomekl River to Campbell River Road	4.53	New construction, 1.49 miles; reconstruction, 3.04 miles—	
					Clearing	100.0
					Grubbing	80.0
					Ditching and culverts	80.0
					Grading	90.0
					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, 1940.
						Per Cent.
Dewdney	.....	Lougheed Highway (26R)	Summit of Agassiz Mountain	0.25	Reconstruction; realignment and grade revision	100.0
	1, Sec. B	Trans-Canada Highway (Jones Creek to Hunter Creek Section)	Mile 91, Hunter Creek	0.37	New construction; clearing (80 feet), grading (38 ft.), gravelling (38 ft.)	100.0
		Trans-Canada Highway	In vicinity of Mile 92	0.32	Reconstruction; new diversion, clearing and excavating	60.0
Esquimalt	1A	Island Highway (Trans-Canada)	Hall and Hawkins Road at Mile 28.6 to Mile 33, north of Cobble Hill	4.00	New construction on new route	100.0
		Island Highway	Mile 19.83 to Mile 20.44	0.61	Reconstruction on revised alignment	100.0
		Old Trunk Road	Fitzgerald Road to Kapoor	8.00	Widening, culverts, etc.	100.0
Fernie	3	Southern Trans-Provincial Highway—	Miles 25.3 to 26.1, east of Fernie	0.80	Diversion to eliminate two bridges, Eddys and Michel	75.0
		Newgate	Newgate–International Boundary to Elkmouth Bridge	13.50	Construction of highway over abandoned Great Northern Railway grade	35.0
Fort George	.....	Northern Trans-Provincial Highway—				
		Prince George–Sinclair Mills Section	Between Willow River and Giscome	1.00	Reconstruction; widening	40.0
			Between Hansard and Sinclair Mills	6.00	Reconstruction; sand surfacing, corduroying and filling through swamp sections	60.0
		McBride–Red Pass Section	Between Tete Jaune and Mount Robson	5.00	New construction; clearing, grubbing, and grading	75.0
		Prince George–Bednesti Lake Section	Mile 12 to Mile 13	1.00	Reconstruction; realignment	80.0
			Mile 14 to Mile 14.5	0.50	Reconstruction; widening	90.0
			Between Chilako River and Swede Creek	1.50	Reconstruction; realignment	80.0
			Mile 29 to Mile 30	1.00	Reconstruction; realignment	90.0
		Cariboo Road—				
		Prince George–Woodpecker Section	Mile 16 to Mile 19	3.00	Reconstruction; part realignment	65.0
			Mile 21 to Mile 22	1.00	Reconstruction; realignment	60.0
		Okanagan–North Thompson Highway (Tete Jaune–Albreda Section)	Between Tete Jaune and Valemount	2.00	Reconstruction; grading	80.0
			Between Valemount and Albreda	3.00	Reconstruction; clearing and grubbing	100.0

						Per Cent.
Grand Forks-Greenwood	.....	Southern Trans-Provincial Highway—				
		Cascade–Bridesville Section	Mile 9 to Mile 14 on Rossland–Cascade Hill	5.00	Reconstruction; widening from 14 ft. to 18 ft. and replacing culverts	100.0
			Greenwood City–Arterial Highway	0.50	Reconstruction	100.0
			Greenwood–Anaconda	1.25	Reconstruction	70.0
			3 miles to 4 miles west of Grand Forks	1.00	Reconstruction	100.0
			5 miles to 7 miles east of Greenwood	2.00	Reconstruction; widening and culverts	75.0
		Bridesville–Osoyoos Section	10 miles to 12 miles west of Bridesville	2.00	Reconstruction; widening old road and supplying additional culverts	100.0
		Carmi–McCulloch Road	Carmi to 0.5 mile north of Wilkinson Creek	1.25	Reconstruction, diversion	75.0
		Grand Forks–Carson North	Junction of Greenwood Road to Carson Customs office	1.00	Reconstruction	80.0
Islands	.....	Fulford–Ganges		0.25	Reconstruction; realignment	100.0
		Vesuvius		4.00	Reconstruction; widening, ditching, and gravelling	100.0
		Beaver Point		8.00	Reconstruction; widening, realignment, and gravelling	100.0
		North End		3.00	Reconstruction; widening, realignment, and gravelling	100.0
		James Point		0.25	Reconstruction; widening, realignment, and gravelling	100.0
		Airport Road	From East Saanich Road to West Saanich Road	1.70	New construction by Department of National Defence as substitution for roads closed	100.0
Kamloops	.....	Trans-Canada Highway (Kamloops–Cache Creek Section)	Mile 254.4 to Mile 256.0	1.60	Reconstruction; new diversion on improved location	100.0
	1, Sec. F	Trans-Canada Highway (Kamloops–Cache Creek Section)	Mile 257.4 to Mile 259.5	2.10	Reconstruction; new diversion on improved location	100.0
	1, Sec. F	Trans-Canada Highway (Kamloops–Cache Creek Section)	Mile 266.0 to Mile 267.5	1.50	Reconstruction; new diversion on improved location	100.0
	11	North Thompson Highway	Mile 9.2 to Mile 10.2 (Rayleigh)	1.00	Reconstruction; grading, widening, and gravelling	100.0
			Mile 28.5 to Mile 29.5 (Potters Flats)	1.00	Reconstruction; new diversion on improved location	80.0
			Mile 34.2 to Mile 34.7 (Exlou Hill)	0.50	Reconstruction; new diversion on improved location	60.0
			Mile 44.3 to Mile 46.3 (Chinook Cove)	2.00	Gravelling and ditching	100.0
			Mile 129.5 to Mile 132.5 (Cotton Wood Flats)	3.00	Clearing, gravelling, and ditching	100.0
Kaslo-Slocan	.....	Slocan Valley–Nakusp Highway—				
			Mile 0.00 to Mile 1.00	1.00	Reconstruction	50.0
		Vallican diversion	Mile 2.10 to Mile 10.975	8.875	Reconstruction; new diversion	70.0
		Lemon Creek Section	Mile 18.22 to Mile 18.92	0.70	Reconstruction; new diversion	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, 1940.
						Per Cent.
		Nakusp–Vernon Road—				
		Nakusp Bluffs	Mile 4.30 to Mile 5.30	1.00	Reconstruction; new diversion	100.0
		Burton Bluffs	Mile 29.3 to Mile 29.5 and Mile 32.2 to Mile 32.5	0.50	Reconstruction; new diversion	100.0
		Nakusp: Bay Street	Nakusp Town	0.50	Construction	100.0
	28	Silver Ridge Mine Road	Mile 2.50, Black Colt Road to mine	1.25	Reconstruction	100.0
	15	Winslow Mine Road	Mile 0.00 to mine	6.00	Reconstruction	100.0
Lillooet	1, Sec. C	Trans-Canada Highway	Mile 207.3 easterly	0.30	Reconstruction; realignment	100.0
	1, Sec. D	Trans-Canada Highway	Mile 208.1 easterly	0.61	Reconstruction; new diversion	100.0
	1, Sec. E	Trans-Canada Highway	Mile 194.99 to Mile 196.49	1.50	Reconstruction; realignment	100.0
Mackenzie (North)	.....	Bella Coola Road	Mile 22	0.10	Reconstruction; new diversion	100.0
			Mile 30	0.04	Reconstruction; diversion around washout	75.0
Mackenzie (South)	.....	Gibson–Sechelt Road	Mile 12 to Mile 15.5	3.50	Reconstruction; realignment, widening, and grade revision	100.0
		Sechelt–Pender Harbour Road	Mile 2 to Mile 5 and Mile 26 to Mile 28.3	5.30	Reconstruction; realignment, widening, and grade revision	100.0
		Roberts Creek Road	Mile 0 to Mile 1.0	0.50	Reconstruction; widening and ditching	100.0
		Oyster Bay Road	Mile 0 to Mile 1.5	0.25	Reconstruction; widening and ditching	100.0
		Ocean Beach Esplanade	Mile 1.25 to Mile 1.64	0.39	New construction	100.0
Nelson-Creston	7	Nelson–Nelway	Mile 10 to Mile 15.3	5.30	Reconstruction with short diversions to standard	85.0
			Mile 15.3 to Mile 18.0	2.70	Reconstruction to standard	90.0
			Mile 22.0 to Mile 25.9	3.90	Reconstruction to standard	75.0
		Southern Trans-Provincial Highway—				
		Creston–Goatfell Section	Mile 375.0 to Mile 375.8	0.80	Reconstruction	75.0
		Nelson–Balfour Section	Nelson Ferry north approach	0.40	Reconstruction, with fill	100.0
		Nelson–Castlegar Section	Nelson–Taghum Hill	3.40	Reconstruction; widening	40.0
		Creston–Gray Creek Section	Mile 356.0	0.20	Removing dangerous rock point	100.0
		Creston–Porthill Road	Mile 2.0 to Mile 4.5	2.50	Reconstruction	40.0
		Slocan Valley Road	Mile 7.6 to Mile 8.7	1.10	Reconstruction and gravelling	80.0
North Okanagan	.....	North Fork	S.W. corner Lot 4071 to S.W. corner Lot 3692	1.50	New construction, diversion	100.0
		Trans-Canada	Mile 379.1 to Mile 379.6	0.50	Reconstruction; widening	100.0
		Trans-Canada	Mile 360.2 to Mile 361.2	1.00	Reconstruction; widening	100.0
		Okanagan Highway	Mile 39.5 to Mile 40.25	0.75	Reconstruction; realignment	100.0
			Mile 40.95 to Mile 41.50	0.55	Reconstruction; realignment	100.0
			Mile 12.7 to Mile 13.7	1.00	Reconstruction; draining and raising embankment	100.0

						Per Cent.
		Vernon–Edgewood	Mile 6.2 to Mile 8.2	2.00	Reconstruction; draining and raising embankment	75.0
Omineca	35	Manson Creek–Germansen Road	Manson Creek P.O. to Mile 6	6.00	Reconstruction; grading and gravelling	100.0
	2	Manson Creek Road	Mile 71 to Manson Creek	52.00	New construction	100.0
	2	Manson Creek Road	Mile 48 to Mile 54	6.00	Reconstruction; grading and gravelling	100.0
	17	Germansen–Discovery	Germansen to Aiken Lake Road	2.30	New construction	100.0
	3	Aiken Lake Winter Road	Old Hogem to Aiken Lake	26.00	New construction; cleared (20 ft. wide), grubbed (8 ft. wide)	100.0
	36	Pinchi Lake Road	Manson Creek Road to Pinchi Lake	14.70	New construction; cleared and grubbed	100.0
		Northern Trans-Provincial Highway	Sheraton–Topley–Engen	3.00	Reconstruction; widening	100.0
		North Francois	Burns Lake–Francois Lake	1.50	Reconstruction; widening	100.0
		Burns Lake–Babine	Burns Lake–Babine Lake	2.00	Reconstruction; clearing and grubbing	100.0
Peace River	-----	Grande Prairie–Fort St. John, Peace Pass No. 001	Cache Creek to Halfway River	8.40	New construction	60.0
		Dawson–Rolla–Clayhurst No. 005	Peace River to Clayhurst	6.50	New construction, 4.0 miles; reconstruction, 2.5 miles	85.0
		Road No. 003	Pouce Coupe to Dawson Creek	3.40	Reconstruction	70.0
		Road No. 004	Pouce Coupe to Belleview	1.20	Reconstruction	55.0
		Road No. 013	Fort St. John to Rose Prairie	6.10	New construction	80.0
		Road No. 065	Arras to Fellers Heights	14.50	Cleared only	5.0
		Road No. 78-15-003	Road No. 3 to 4 miles west	3.80	New construction	65.0
		Road No. 010	Progress to Sunset Prairie	1.70	Reconstruction	70.0
		Road No. 033	Sunset Prairie to Pine River	3.60	Reconstruction	45.0
		Road No. 006	Rolla to Alberta Boundary	1.20	Reconstruction	55.0
		Road No. 001	Tupper to Pouce Coupe	3.00	Reconstruction	65.0
		Road No. 008	Dawson Creek to Progress	9.40	Reconstruction	60.0
		Road No. 009	Bessborough to Parkland	4.95	Reconstruction	60.0
		Local Farm Roads	------	72.60	Widening, ditching, and grading	-----
Prince Rupert	-----	Northern Trans-Provincial Highway	Mile 12 to Mile 12.5	0.50	New construction; 0.5 mile slashed, 900 ft. grubbed	20.0
			Mile 4	0.50	Reconstruction; widened to 20 ft.	-----
			Mile 6	0.30	Reconstruction; curves widened	-----
			Mile 8 and Mile 9	0.20	Reconstruction; curves widened and superelevation raised	-----
		Port Clements–Tlell Road	Mile 1 to Mile 2	0.60	Plank wheel-tracks removed and road graded ready for gravelling	75.0
			Mile 11 to Mile 12	0.50	Plank wheel-tracks removed and road graded ready for gravelling	75.0
		Masset–Tow Hill Road	Mile 11.8 to Mile 12.8	1.00	Road graded and plank wheel-tracks laid on new diversion	50.0
Revelstoke	1, Sec. G	Trans-Canada Highway	Between Mile 4 and Mile 5, west of Revelstoke	1.00	Reconstruction to standard grade	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, 1940.
						Per Cent.
Rossland-Trail	8	Rossland–Paterson	From Mile 1.86 north of International Boundary north to Mile 2.76	0.90	Reconstruction; new diversion	100.0
	13	Trail–Pend-d'Oreille–Salmo	Mile 2 south of Trail to Mile 2.81	0.81	Reconstruction; new diversion	100.0
	3	Southern Trans-Provincial Highway	Rossland City Limits to Rossland-Trail Electoral District boundary	25.00	Reconstruction; widening curves and improvement	100.0
		Trail Creek Road	Through Bks. 4 and 5, S.L. 1, L. 4597, G. 1, K.D.	0.28	New construction; cleared, graded, and gravelled	100.0
		Sandy Island Road	City limits East Trail to Sunningdale Subdivision	0.36	Reconstruction; not gravelled	100.0
Saanich	.....	North Quadra	South from Royal Oak	1.50	Widening existing pavement	100.0
		East Saanich Road	North from Elk Lake	1.60	Widening existing pavement	100.0
Salmon Arm	.....	Trans-Canada Highway (38R)	Mile 352.3 to Mile 353.4	1.10	New construction	80.0
Similkameen	5A	Okanagan Highway— Penticton–Summerland Section	Mile 0.5 to Mile 5.0	3.25	Reconstruction; widening	100.0
		Southern Trans-Provincial Highway—				
	3A	Main Street, Princeton	Tulameen River Bridge to Vermillion Avenue	0.20	Prepared for surfacing	100.0
	3B	Princeton–Hedley Section	Mile 17 to Mile 18.2	1.10	Reconstruction; widening and realignment	90.0
		Marron Valley Junction–Oliver	Mile 114.06 to Mile 131.36	1.40	Reconstruction; widening and realignment	100.0
Skeena	4A	Northern Trans-Provincial Highway—				
		Usk–Cedarvale Section	Mile 3.31 to Mile 6.73, east of Usk	3.42	New construction	55.0
		Driftwood Road	Mile 9 to Mile 10.5	1.50	Widening and grade revision	100.0
South Okanagan	5 (B)	Penticton–Kelowna (41R)	Deep Creek to Peachland	1.80	Reconstruction; widening, realignment, and grade revision	100.0
	5 (C)	Westbank Ferry Road	North from Westbank, 1 mile	1.00	Reconstruction; widening, realignment, and grade revision	100.0
	5 (D)	Kelowna–Vernon Road	Mile 58.3 to Mile 61.3	1.50	Reconstruction; grade revision	100.0
		Westbank Ferry Road	South from ferry landing, 1 mile	1.00	Reconstruction; widening, realignment, and grade revision	100.0
		Okanagan Centre Road	Mile 1 to Mile 2, north of Hawk's Garage	1.10	Reconstruction; widening and grade revision	100.0
Yale	12A	Spences Bridge–Merritt	Mile 3.0 to Mile 3.5	0.50	Reconstruction; new diversion	100.0
	12B	Spences Bridge–Merritt	Mile 13.0 to Mile 14.76	1.76	Reconstruction; new diversion and grade revision eliminating two railway crossings	100.0
		Nahatlatch River Road	Mile 0.0 to Mile 7.5	7.5	Widening and clearing out	100.0

TENDERS RECEIVED AND CONTRACTS AWARDED.

ROADS.

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
RECONSTRUCTION, AGASSIZ MOUNTAIN ROAD, No. 26R:		
Section A—		
R. R. Christie	$3,410.00	Awarded.
Coast Quarries, Ltd.	$3,603.50	
E. R. Taylor Construction Co., Ltd.	3,730.00	
W. Stewart Construction Co., Ltd.	3,941.50	
General Construction Co., Ltd.	3,959.00	
Associated Engineering Co., Ltd.	4,682.50	
Section B—		
R. R. Christie	3,625.00	Not awarded.
Coast Quarries, Ltd.	4,805.00	
E. R. Taylor Construction Co., Ltd.	4,650.00	
W. Stewart Construction Co., Ltd.	5,387.50	
General Construction Co., Ltd.	5,800.00	
Associated Engineering Co., Ltd.	5,995.00	
PROJECT No. 1, SECTION A:		
Trans-Canada Highway, Revision, Cobble Hill Section, Mile 28.5 to Mile 33.0—		
Fred Mannix & Co.	46,147.52	Awarded.
R. R. Christie	$45,467.12	
Dawson, Wade & Co., Ltd.	46,642.00	
Associated Engineering Co., Ltd.	47,859.18	
General Construction Co., Ltd.	47,980.30	
Carter-Halls-Aldinger Co., Ltd.	48,298.80	
E. R. Taylor Construction Co., Ltd.	48,451.50	
PROJECT No. 1, SECTION B:		
Trans-Canada Highway, Revision, Jones Creek to Hunter Creek—		
Dawson, Wade & Co., Ltd.	21,221.50	Awarded.
E. R. Taylor Construction Co., Ltd.	$22,091.10	
General Construction Co., Ltd.	24,159.00	
J. E. Morton	24,692.08	
R. R. Christie	27,266.20	
PROJECT No. 1, SECTION E:		
Trans-Canada Highway, Reconstruction, Mile 194.99 (Spences Bridge) to Mile 196.49—		
R. R. Christie	16,494.90	Awarded.
Dawson, Wade & Co., Ltd.	$16,521.92	
Murphy's Cartage & Excavating Co., Ltd.	17,102.15	
W. C. Arnett & Co., Ltd.	17,318.00	
Coast Quarries, Ltd.	18,146.80	
General Construction Co., Ltd.	18,328.90	
Dan McKenzie	19,158.00	
E. R. Taylor Construction Co., Ltd.	20,814.80	
J. E. Morton	21,682.60	
PROJECT No. 1, SECTION G:		
Trans-Canada Highway, Reconstruction, Mile 4 to Mile 5, West of Revelstoke—		
Stanley C. Budd	15,866.00	Awarded.
W. C. Arnett & Co., Ltd.	$17,728.25	
Coast Quarries, Ltd.	19,036.00	
Dawson, Wade & Co., Ltd.	26,278.50	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 2:		
Peace Arch Highway, Construction, Mile 15.4, Whalley's Corner, to Mile 16.6, White House Corner—		
W. C. Arnett & Co., Ltd.	$40,328.70	Awarded.
Dawson, Wade & Co., Ltd.	$44,948.60	
PROJECT No. 3, SECTION F:		
Southern Trans-Provincial Highway, Revision (0.8 M.), about 1 Mile East of Michel—		
Fitzgerald Construction Co., Ltd.	32,112.00	
General Construction Co., Ltd.	32,627.00	Awarded.
PROJECT No. 4, SECTION A:		
Northern Trans-Provincial Highway, Construction, Mile 3.31 to Mile 6.73, East of Usk—		
Fred Mannix & Co.	$52,716.00	Awarded.
General Construction Co., Ltd.	$53,069.50	
Dawson, Wade & Co., Ltd.	56,516.90	
Associated Engineering Co., Ltd.	59,008.60	
E. R. Taylor Construction Co., Ltd.	62,723.00	
R. R. Christie	64,651.50	
W. C. Arnett & Co., Ltd.	66,017.60	
PROJECT No. 4, SECTION B:		
Northern Trans-Provincial Highway, Construction, Mile 6.73 to Mile 10.37, East of Usk—		
General Construction Co., Ltd.	39,875.00	Not awarded.
Dawson, Wade & Co., Ltd.	41,236.50	
Fred Mannix & Co.	42,433.50	
E. R. Taylor Construction Co., Ltd.	42,796.00	
Associated Engineering Co., Ltd.	44,416.50	
R. R. Christie	46,660.00	
W. C. Arnett & Co., Ltd.	47,260.00	
PROJECT No. 6:		
Huntingdon–Mission Highway, Revision, Clayburn–Matsqui Section—		
W. C. Arnett & Co., Ltd.	23,114.30	Awarded.
Dan McKenzie	$23,348.50	
Holmes & Wilson Trucking Co.	23,371.10	
E. R. Taylor Construction Co., Ltd.	24,196.20	
Dawson, Wade & Co., Ltd.	24,235.34	
General Construction Co., Ltd.	25,023.00	
J. E. Morton	25,047.29	
PROJECT No. 7:		
Nelson–Nelway Road, Reconstruction, Hall Creek–Porto Rico, Mile 10.0 to Mile 15.3—		
Bennett & White Construction Co., Ltd.	35,914.00	Awarded.
Fred Mannix & Co.	$46,938.00	
Dawson, Wade & Co., Ltd.	48,477.40	
A. H. Green Co., Ltd.	48,799.80	
General Construction Co., Ltd.	49,572.50	
Coast Construction Co., Ltd.	50,300.00	

ROADS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
PROJECT No. 8:		
Rossland–Paterson Road, Reconstruction, Mile 1.86 to Mile 2.76—		
Bennett & White Construction Co., Ltd.	$9,208.66	Awarded.
A. H. Green Co., Ltd.	$11,344.50	
General Construction Co., Ltd.	13,270.67	
Dawson, Wade & Co., Ltd.	15,326.85	
Coast Construction Co., Ltd.	20,500.00	
PROJECT No. 9:		
Lougheed Highway, Construction, Boundary Road to Underhill Avenue, 4.58 Miles—		
General Construction Co., Ltd. (alternative)	26,626.60	
General Construction Co., Ltd.	30,226.60	Awarded.
Baynes & Horie, Ltd.	$32,259.46	
E. R. Taylor Construction Co., Ltd.	32,384.50	
Dawson, Wade & Co., Ltd.	34,660.86	
Holmes & Wilson Trucking Co.	35,631.78	
J. E. Morton	39,251.00	
PROJECT No. 13:		
Trail–Pend d'Oreille–Salmo Road, Reconstruction, Mile 4 to Mile 4.81—		
A. H. Green Co., Ltd.	11,079.60	Awarded.
J. E. Morton	$15,363.00	
PROJECT No. 16:		
Kingsgate–Radium Highway, Reconstruction, Dutch Creek Section, Mile 76.8 to Mile 78.3 from Cranbrook—		
General Construction Co., Ltd.	23,827.00	Awarded.
Mannix & Davidson	$23,996.60	
Dawson, Wade & Co., Ltd.	25,241.00	
Carter-Halls-Aldinger Co., Ltd.	27,044.84	
Reconstruction, Dutch Creek–Athalmere Junction, on East side of Windermere Lake, Mile 78.3 to Mile 97.1 from Cranbrook—		
General Construction Co., Ltd.	151,854.90	Awarded.
Mannix & Davidson	$153,735.30	
Dawson, Wade & Co., Ltd.	163,412.40	
Carter-Halls-Aldinger Co., Ltd.	182,486.10	
Reconstruction, Dutch Creek–Athalmere Junction, on West side of Windermere Lake, Mile 78.3 to Mile 97.1 from Cranbrook—		
General Construction Co., Ltd.	171,991.10	Not awarded.
Mannix & Davidson	173,972.30	
Dawson, Wade & Co., Ltd.	183,397.60	
Carter-Halls-Aldinger Co., Ltd.	215,805.86	
Bituminous Surface Treatments on Various Sections as specified—		
General Construction Co., Ltd.	124,863.00	Awarded.
Mannix & Davidson	$125,982.00	
Columbia Bitulithic, Ltd.	126,346.00	
Carter-Halls-Aldinger Co., Ltd.	130,259.00	
Dawson, Wade & Co., Ltd.	134,240.00	

BRIDGES.

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
COQUITLAM RIVER BRIDGE, AT COLONY FARM, ESSONDALE:		
Construction of One 140-foot through Howe-truss Span on Pile Piers, and 194 feet of Pile-trestle Approach—		
Vancouver Pile Driving & Contracting Co., Ltd.	$10,724.24	Awarded.
Fraser River Pile Driving Co., Ltd.	$10,953.81	
W. Greenlees	11,543.28	
R. R. Christie	13,268.09	

FERRIES.

NORTH BEND AERIAL FERRY, OVER THE FRASER RIVER, BETWEEN BOSTON BAR AND NORTH BEND:		
Construction of Double Rope Cableway, with Steel Tower, Concrete Anchorages, Steel Cable-car, and Landings with counterbalanced Aprons—		
Bennett & White Construction Co., Ltd.	$16,878.50	Awarded.
Hamilton Bridge, Western, Ltd.	$18,888.36	
Dominion Bridge Company, Ltd.	18,897.00*	
Jaynes & Christie	23,233.00	
W. Greenlees	26,280.00	

* Exclusive of sales tax.

GOVERNMENT BUILDINGS.

TOLL-BOOTH ADDITION, PATTULLO BRIDGE:		
Hayman & Philp	$1,165.00	Awarded.
STEWART GOVERNMENT BUILDINGS:		
E. J. Ryan Contracting Co., Ltd.	$24,952.00	Awarded.
CRESTON GOVERNMENT BUILDINGS:		
Marwell Construction Co., Ltd.	$19,281.00	Awarded.
Bennett & White Construction Co., Ltd.	$20,703.00	
Poole Construction Co., Ltd.	20,914.00	
A. E. Jones	23,597.00	

	Specification.		Alternative.	Remarks.
	All Fir.	Part Fir and Spruce.	All Spruce.	
POUCE COUPE GOVERNMENT BUILDINGS:				
Marwell Construction Co., Ltd.	$36,971.00	.....	.....	Awarded.
Poole Construction Co., Ltd.	$37,686.00	$37,196.00	$36,586.00	
A. Sullivan	40,750.00	.....	.....	
E. J. Ryan Construction Co., Ltd.	41,570.00	.....	40,555.00	
J. P. Olinger	44,260.00	.....	43,270.00	
J. Quigley	45,209.75	44,209.75	43,209.75	
Bennett & White Construction Co., Ltd.	.....	37,345.00	36,945.00	

GOVERNMENT BUILDINGS—*Continued.*

Description of Work and Names of Tenderers.	Amount of Tenders at Unit Rates based on Estimated Quantities.	Remarks.
WOMEN'S BUILDING, OAKALLA PRISON FARM:		
J. C. Dill	$64,392.00	Awarded.
A. Sullivan	$64,995.00	
Smith Bros. & Wilson, Ltd.	66,431.00	
A. W. Cassidy & Co., Ltd.	66,572.00	
Bennett & White Construction Co., Ltd.	67,228.00	
TRANQUILLE SANATORIUM, GENERATING SET:		
Electric Power Equipment, Ltd.—		
Alternative bids—		
1.	$25,935.00	
2.	21,758.00*	Awarded.
3.	$20,669.00	
Hume & Rumble, Ltd.	30,269.30	

MISCELLANEOUS.

	Pay to Government per Month.	Remarks.
KOOTENAY LAKE FERRY, LUNCH-ROOM CONCESSION:		
Mary Soles, Procter, B.C.	$15.00	
Patricia Wall, Boswell, B.C.	18.00	
Irene S. Blunt, Nelson, B.C.	25.00	Awarded.

* *Additional on account of war risks—$1,161, making total of $22,919.*

INVENTORY OF ROAD MACHINERY AND PLANT AS AT MARCH 31st, 1940.

Electoral District.	Air-compressors.	Automobiles.	Ferries.	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.	Back-fillers and Bulldozers.	Cabooses and Trailers.	Launches.	Road-rippers.	River Boats and Canoes.	Jack-hammers.
Alberni-Nanaimo	1	—	—	—	—	—	—	4	—	15	—	3	2	—	—	—	—	3	1	3	—	1	—	2	—	—	—	—
Atlin	1	—	—	5	—	2	—	5	—	8	1	1	—	—	—	1	14	1	6	—	—	2	1	—	—	—	1	1
Burnaby	—	—	—	—	1	—	—	—	—	4	—	1	—	—	—	1	—	—	—	1	—	—	—	—	—	1	—	—
Cariboo (North)	1	1	4	—	—	—	2	12	—	8	2	8	2	—	1	—	6	24	6	3	—	2	2	5	—	1	—	2
Cariboo (South)	—	1	1	—	—	—	1	11	—	7	2	6	—	—	1	—	25	27	7	2	—	—	—	6	—	3	—	—
Chilliwack	—	—	2	—	—	—	—	1	1	4	—	4	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—
Columbia	—	1	—	—	—	—	3	7	—	8	2	8	—	—	3	—	10	14	3	4	—	1	1	2	—	2	—	—
Comox	—	1	—	—	—	—	1	2	—	14	2	2	—	—	—	—	1	—	1	5	—	1	—	1	—	1	—	—
Cowichan-Newcastle	—	1	—	—	—	1	1	3	—	11	2	2	—	—	—	—	2	—	1	2	—	1	—	—	—	—	—	—
Cranbrook	—	2	—	—	2	4	3	9	1	16	2	7	1	2	1	—	6	3	5	3	—	2	1	4	—	3	—	—
Delta	2	—	2	20	—	—	1	—	1	16	2	5	4	—	1	1	8	—	2	2	3	—	1	—	—	2	2	4
Dewdney	4	—	—	20	3	1	2	2	2	20	—	5	5	—	—	—	2	—	6	4	4	2	—	1	—	1	—	3
Esquimalt	3	2	—	—	3	2	2	2	1	20	1	3	1	—	—	6	2	—	4	2	—	3	1	2	—	1	—	—
Fernie	—	—	—	—	1	1	1	13	1	8	2	5	—	2	1	—	4	—	4	4	—	3	—	2	—	2	—	—
Fort George	—	2	4	—	—	1	2	11	1	12	1	4	1	2	—	1	64	53	6	1	—	4	3	6	—	2	—	—
Grand Forks-Greenwood	1	1	—	—	—	—	1	5	1	8	2	8	—	—	2	2	2	10	4	3	—	1	1	—	—	1	—	2
Islands	—	—	—	—	—	1	—	2	—	10	—	—	—	1	—	2	2	—	1	—	—	—	—	—	—	—	—	—
Kamloops	—	4	4	—	1	—	2	15	—	14	2	6	—	—	—	—	16	18	7	3	—	1	1	3	—	1	7	—
Kaslo-Slocan	2	1	2	—	—	—	1	2	—	12	1	10	—	1	—	—	3	10	7	1	—	—	2	3	—	2	—	5
Lillooet	1	1	4	—	—	—	1	16	—	9	1	6	—	—	—	—	18	12	8	5	—	1	3	6	—	3	—	2
Mackenzie	1	1	—	4	—	—	—	10	—	13	3	2	1	—	—	—	7	—	6	2	—	2	1	1	—	3	2	3
Nelson-Creston	2	1	8	—	1	4	4	5	1	17	2	11	4	3	—	1	8	10	6	2	—	2	2	4	—	1	—	—
North Okanagan	1	1	—	—	—	1	1	11	2	13	2	8	2	2	—	—	6	1	5	4	4	2	—	1	—	2	—	4
North Vancouver	—	—	—	—	—	—	—	1	—	2	—	—	—	—	—	—	2	—	1	—	—	—	—	—	—	—	—	—
Omineca	—	1	5	—	—	—	2	16	—	11	—	6	1	—	—	—	24	83	9	—	—	1	2	11	—	1	—	—
Peace River	—	1	6	—	—	1	1	21	—	8	3	2	—	—	—	—	90	7	4	—	—	2	1	6	—	2	1	—
Prince Rupert	1	1	—	—	—	1	—	3	—	7	1	—	—	1	—	—	5	2	2	—	—	2	1	1	—	—	1	6
Revelstoke	2	—	3	—	—	—	3	1	—	10	3	4	—	—	—	—	4	—	5	2	3	1	2	4	—	2	—	3
Rossland-Trail	1	1	1	5	—	1	2	2	—	8	—	4	1	—	—	—	1	—	2	1	—	1	1	1	—	—	—	—
Saanich	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—
Salmon Arm	1	1	2	—	1	—	2	14	—	10	—	2	1	—	1	—	—	17	4	2	—	1	1	8	—	1	1	6
Similkameen	1	1	—	4	2	—	2	4	—	16	2	7	5	—	—	—	8	—	6	4	4	1	4	1	—	3	—	3
Skeena	1	1	10	—	—	—	1	9	1	11	2	6	—	—	—	—	8	15	7	1	—	2	2	5	—	1	—	2
South Okanagan	1	1	1	—	1	—	1	5	—	10	1	5	—	1	—	—	6	—	6	4	—	1	1	3	—	—	—	—
Vancouver-Point Grey	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yale	3	1	1	—	1	5	3	8	1	20	2	7	1	2	—	—	14	30	5	2	—	2	1	4	—	2	—	5
Headquarters	—	6	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—
Headquarters (Garage)	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Engineering District No. 1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Engineering District No. 2	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Engineering District No. 3	—	3	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Totals	31	47	60	58	17	26	46	233	14	383	46	158	32	17	11	11	362	340	148	72	18	45	36	93	1	44	15	49

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31st, 1940.

Electoral District.	Machinery and Plant.	Tools.	Ferries, 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	$4,422.25	$2,563.84	.....	.....	$5,135.00	$150.00	$316.45	$242.10	$3,875.00	$16,704.64
Atlin	22,730.00	1,828.00	$25.00	$85.00	750.00	.....	375.00	1,384.00	2,275.00	29,452.00
Burnaby	1,190.00	270.85	.....	.....	1,200.00	.....	.....	.....	.....	2,660.85*
Cariboo (North)	19,170.00	6,571.60	2,380.00	206.00	2,237.00	545.00	.....	2,731.01	6,425.00	40,265.61
Cariboo (South)	12,031.75	1,628.35	185.00	459.25	2,150.00	235.00	.....	1,046.20	11,796.00	29,531.55
Chilliwack	2,169.50	.....	6,105.00	.....	600.00	.....	306.00	.....	.....	9,180.50†
Columbia	30,508.00	2,514.70	.....	306.00	4,750.00	150.00	.....	681.14	3,875.00	42,784.84
Comox	2,180.00	2,975.60	.....	295.80	4,280.00	10.00	190.84	.....	3,100.00	13,032.24
Cowichan-Newcastle	2,365.00	1,968.78	.....	344.50	3,200.00	.....	369.64	.....	3,700.00	11,947.92
Cranbrook	15,955.00	3,635.00	.....	329.00	8,350.00	360.00	.....	463.00	9,690.00	38,782.00
Delta	22,335.70	2,137.35	32,410.00	.....	10,000.00	.....	3,144.45	337.30	11,575.00	81,939.80
Dewdney	8,714.00	663.35	.....	.....	2,100.00	.....	75.00	828.00	4,425.00	16,805.35
Esquimalt	11,190.36	3,910.07	.....	.....	14,355.00	.....	3,159.96	158.85	4,450.00	37,224.24
Fernie	11,354.00	605.10	.....	41.00	1,600.00	100.00	.....	253.25	3,925.00	17,878.35
Fort George	11,631.50	3,376.75	1,377.00	510.00	13,306.00	772.00	.....	2,086.10	4,950.00	38,009.35
Grand Forks-Greenwood	14,559.56	1,611.52	.....	463.20	4,750.00	.....	.....	761.18	7,525.00	29,670.46
Islands	670.00	963.46	.....	.....	4,620.00	.....	.....	.....	325.00	6,578.46
Kamloops	17,929.75	1,746.50	11,283.00	699.00	8,850.00	105.00	2,091.42	2,199.50	5,300.00	50,204.17
Kaslo-Slocan	6,085.00	5,233.00	250.00	607.00	5,170.00	120.00	273.00	492.30	4,050.00	22,280.30
Lillooet	32,421.00	1,091.00	2,300.00	356.00	5,355.00	190.00	237.00	408.00	2,450.00	44,808.00
Mackenzie	7,925.00	3,092.96	70.00	170.00	6,405.50	13.50	.....	18.00	3,725.00	21,419.96
Nelson-Creston	15,640.00	3,077.70	55,750.00	486.90	10,175.00	525.00	2,874.29	601.28	6,600.00	95,730.17
North Okanagan	7,288.75	2,535.85	.....	117.75	5,150.00	60.00	1,340.00	161.92	4,675.00	21,329.27
North Vancouver	445.75	627.55	.....	.....	520.00	.....	130.25	.....	.....	1,723.55
Omineca	15,479.24	3,776.00	9,105.00	132.00	2,950.00	1,200.00	.....	3,305.00	12,824.00	48,771.24
Peace River	18,846.25	1,579.70	9,529.64	506.75	4,800.00	400.00	1,367.20	815.05	5,025.00	42,869.59
Prince Rupert	3,167.50	2,618.50	20.00	273.00	7,070.00	30.00	525.56	691.55	1,375.00	15,771.11
Revelstoke	23,891.00	3,957.50	3,311.50	295.50	4,653.00	614.00	1,738.65	607.85	3,050.00	42,119.00
Rossland-Trail	1,870.00	2,840.08	12,605.35	87.00	2,830.00	75.00	.....	208.00	9,147.00	29,662.43
Saanich	220.00	694.11	.....	1,714.00	2,600.00	.....	363.05	64.40	600.00	6,255.56
Salmon Arm	8,550.00	7,114.65	9,775.00	434.50	3,425.00	750.00	.....	571.56	3,875.00	34,495.71
Similkameen	12,484.00	3,474.92	.....	275.50	8,600.00	25.00	3,292.44	1,284.10	3,975.00	33,410.96

* *See* Dewdney Equipment Fund. † *See* Delta Equipment Fund.

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

Electoral District.	Machinery and Plant.	Tools.	Ferries, 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.
Skeena	6,890.00	2,418.75	9,918.85	212.20	6,820.00	505.00	.....	1,858.85	9,982.00	38,605.65
South Okanagan	$10,993.55	$821.25	$122,978.00	$225.00	$3,800.00	$823.00	$1,141.67	$28.00	$3,000.00	$143,810.47
Vancouver-Point Grey	167.50	482.25	.....	.....	90.00	.....	11.60	.....	.....	751.35
Yale	34,051.17	7,809.47	25,000.00	511.55	13,220.00	950.00	7,191.30	5,910.19	5,375.00	100,018.68
Headquarters	.....	.....	34,000.00	.....	4,100.00	.....	.....	.....	.....	38,100.00
Headquarters Garage	.....	.....	.....	.....	2,500.00	.....	.....	.....	.....	2,500.00
Engineering District No. 1	.....	.....	.....	.....	600.00	.....	.....	.....	.....	600.00
Engineering District No. 2	.....	.....	.....	1,496.05	4,197.66	.....	.....	.....	.....	5,693.71
Engineering District No. 3	.....	1,351.95	.....	1,466.00	6,467.00	.....	.....	.....	.....	9,284.95
Surfacing Equipment	.....	.....	.....	.....	.....	.....	.....	.....	5,890.00	5,890.00
Totals	$417,522.08	$93,568.01	$348,378.34	$13,105.45	$203,731.16	$8,707.50	$30,514.77	$30,197.68	$172,829.00	$1,318,553.99

TOTAL MILEAGE AND TYPE OF CONSTRUCTION OF PROVINCIAL HIGHWAYS.

STATEMENT AS AT MARCH 31ST, 1940.

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.		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	103.94	197.48		2.40	1.95	13.65	62.02		392.99
	Classified			*1.60*				*2.00*	*3.23*		*6.83*
Atlin	Provincial	56.60	186.40	170.20			2.00			8.00	423.20
	Classified			*1.40*					*0.38*		*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	251.95	612.97	305.50							1,170.42
	Classified							*1.16*	*0.13*		*1.29*
Cariboo (South)	Provincial	960.60	792.00	277.00							2,029.60
	Classified							*0.61*	*0.39*		*1.00*
Chilliwack	Provincial	2.10	18.21	33.20				14.16	0.65		68.32
	Classified		*0.40*	*17.27*	*7.33*	*6.29*		*29.61*	*3.13*		*64.03*
Columbia	Provincial	2.60	347.02	273.86				20.64	1.10		645.22
Comox	Provincial	23.49	146.98	247.84				31.89	76.43		526.63
	Classified							*0.55*	*3.53*		*4.08*
Cowichan-Newcastle	Provincial		35.30	194.13				5.38	52.95		287.76
	Classified				*0.05*			*1.30*	*19.93*		*21.28*
Cranbrook	Provincial		407.41	101.34	0.20			107.18	0.50		616.63
	Classified							*0.89*			*0.89*
Delta	Provincial		2.40	2.60							5.00
	Classified			*17.20*	*21.37*	*9.76*	*12.51*	*36.44*	*1.95*	*0.24*	*99.47*
Dewdney	Provincial	0.16	50.51	65.38	0.09				27.33		143.47
	Classified		*0.12*	*21.31*	*0.34*			*49.25*	*16.06*		*87.08*
Esquimalt	Provincial	12.91	23.42	262.69	3.39	1.10		10.49	80.47		394.47
Fernie	Provincial		231.70	289.82				27.18	35.20		583.90
Fort George	Provincial	248.35	356.85	283.75							888.95
	Classified			*1.18*							*1.18*
Grand Forks-Greenwood	Provincial		557.10	145.91					32.59		735.60
	Classified							*0.25*	*3.90*		*4.15*
Islands	Provincial	1.13	23.88	164.11	3.71			2.20	37.64		232.67

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

Electoral District.	Whether Provincial or Classified.	Cleared only.	Ordinary Earth, Sand, Clay, etc.	Gravel or Water-bound Macadam.	Paved.		Surfaced.			Other Types.	Total (Miles).
					Portland Cement Concrete.	Asphaltic Concrete.	Bituminous Penetration Macadam.	Bituminous Mulch Surface.	Bituminous Spray-coat Surface.		
Kamloops	Provincial	.....	618.00	386.03	.....	.....	45.77	0.54	.....	.....	1,050.34
Kaslo-Slocan	Provincial	.....	400.40	266.06	.....	.....	.....	.....	4.43	.....	670.89
	Classified	.....	*1.10*	.....	.....	.....	.....	.....	*2.09*	.....	*3.19*
Lillooet	Provincial	1.30	505.67	482.23	.....	.....	.....	43.21	8.11	.....	1,040.52
Mackenzie (North)	Provincial	9.61	76.39	131.93	.....	.....	.....	2.24	13.91	.....	234.08
Mackenzie (South)	Provincial	.....	24.54	85.17	.....	.....	.....	.....	0.50	.....	110.21
	Classified	.....	.....	*0.40*	.....	.....	.....	.....	*0.40*	.....	*0.80*
Nelson-Creston	Provincial	.....	404.53	223.86	.....	.....	.....	28.64	31.05	.....	688.08
	Classified	.....	.....	.....	.....	.....	.....	*0.83*	.....	.....	*0.83*
New Westminster	Provincial	0.70	1.23	1.70	.....	.....	0.53	.....	.....	.....	4.16
North Okanagan	Provincial	.....	341.52	290.13	.....	.....	.....	23.49	.....	.....	655.14
	Classified	.....	.....	*27.09*	*0.33*	.....	.....	*9.84*	.....	.....	*37.26*
North Vancouver	Provincial	.....	1.32	16.18	.....	.....	.....	.....	0.32	.....	17.82
	Classified	.....	.....	.....	.....	*13.86*	*0.91*	.....	*4.73*	.....	*19.50*
Omineca	Provincial	453.60	757.95	452.61	.....	.....	.....	.....	.....	.....	1,664.16
	Classified	.....	.....	*0.18*	.....	.....	.....	.....	*1.59*	.....	*1.77*
Peace River	Provincial	480.45	877.10	21.35	.....	.....	.....	.....	.....	.....	1,378.90
	Classified	.....	.....	*0.43*	.....	.....	.....	.....	.....	.....	*0.43*
Prince Rupert	Provincial	18.04	63.11	51.15	.....	.....	.....	0.21	.....	28.96	161.47
Revelstoke	Provincial	0.40	35.16	130.50	.....	.....	.....	.....	8.05	.....	174.11
Rossland-Trail	Provincial	.....	102.44	34.45	.....	.....	.....	24.37	1.86	.....	163.12
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	.....	.....	*16.09*	*0.43*	.....	*0.40*	*6.83*	.....	.....	*23.75*
Similkameen	Provincial	.....	557.76	117.00	.....	.....	.....	35.54	7.41	.....	717.71
	Classified	.....	.....	.....	.....	.....	.....	.....	*10.04*	.....	*10.04*
Skeena	Provincial	32.75	339.07	189.38	.....	.....	.....	.....	1.12	.....	562.32
	Classified	.....	.....	*1.83*	.....	.....	.....	.....	*2.54*	.....	*4.37*
South Okanagan	Provincial	0.25	337.69	213.81	.....	.....	.....	12.50	22.11	.....	586.36
	Classified	.....	.....	*1.68*	.....	.....	.....	*8.29*	*6.72*	.....	*16.69*
Vancouver-Point Grey*	Provincial	4.87	0.50	2.12	.....	11.78	5.75	1.47	2.85	.....	29.34
Yale	Provincial	.....	438.37	189.94	.....	.....	.....	6.51	65.09	2.48	702.39
	Classified	.....	.....	*1.95*	.....	.....	.....	.....	*1.79*	.....	*3.74*
Totals	Provincial	2,573.41	10,293.67	6,634.16	7.39	15.28	57.05	426.83	576.79	39.44	20,624.02
	Classified	*9.43*	*5.72*	*112.32*	*34.75*	*52.28*	*35.69*	*157.89*	*94.11*	*0.24*	*502.43*
Grand total (miles), Provincial and Classified		2,582.84	10,299.39	6,746.48	42.14	67.56	92.74	584.72	670.90	39.68	21,126.45

* Includes roads within limits of University Endowment Lands.

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1939–40.

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Millstone River Bridge, No. 6	On Island Highway, over Millstone River, 1 mile from Nanaimo	Alberni-Nanaimo	One 40-ft. steel-beam span on concrete abutments with concrete deck; 24-ft. roadway, 4-ft. sidewalk; 63 ft. 8 in. long over all. *Renewal.*
Cherry Creek Bridge, No. 114	On Cherry Creek Road, over Cherry Creek, 3 miles from Alberni	Alberni-Nanaimo	Four 17-ft. bays of pile trestle; 16-ft. roadway; 69 ft. long over all. *Renewal.*
Tahltan Bridge, No. 7	On Dease Lake Road, over Tahltan Creek, 12 miles from Telegraph Creek	Atlin	One 80-ft. through Howe-truss span; 12-ft. 8-in. roadway; 84 ft. long over all. *Renewal.*
Jones Creek Bridge, No. 84	On Trans-Canada Highway, over Jones Creek, 86.3 miles from Vancouver	Chilliwack	Three spans, 29 ft., 52 ft., and 29 ft., continuous steel-beam construction, on reinforced concrete piers and abutments; 24-ft. roadway on six lines of 24-in. steel beams, with reinforced concrete floor and reinforced concrete guard-fence; 110 ft. 3 in. long between ballast-walls of abutments. *Renewal.*
Lorenzetti Creek Bridge, No. 86	On Trans-Canada Highway, over Lorenzetti Creek, 87.4 miles from Vancouver	Chilliwack	Six 17-ft. bays of creosoted pile trestle with concrete abutments; 24-ft. roadway on creosoted timber stringers, with reinforced concrete floor and reinforced concrete guard-fence; 103 ft. 1 in. long over all. *Renewal.*
Oyster River Bridge, No. 115	On Island Highway, over Oyster River, 16 miles from Courtenay	Comox	One 180-ft. through Howe-truss span on creosoted pile piers, with four 15-ft. bays of pile-trestle approach; 16-ft. roadway; 245 ft. long over all. *Renewal.*
Cougar Creek Bridge, No. 31	On Island Highway, over Cougar Creek, 15.9 miles from Courtenay	Comox	One 50-ft. steel-beam span on concrete abutments; 24-ft. roadway with timber deck; 53 ft. long over all. *Renewal.*
Cooks Creek Bridge, No. 26	On Island Highway, over Cooks Creek, 21.4 miles from Courtenay	Comox	One 60-ft. King-truss span on pile piers, two 16-ft. bays and two 17-ft. bays of pile-trestle approach; 18-ft. roadway; 130 ft. 6 in. long over all. *Renewal.*
Black Creek Bridge, No. 3	On Island Highway, over Black Creek, 12 miles from Courtenay	Comox	Three 29-ft. bays and three 19-ft. bays of framed trestle on concrete footings and concrete abutments; 24-ft. roadway; 145 ft. long over all. *Renewal.*
Cowichan Station Bridge, No. 19	On old Koksilah Road, over Koksilah River, 4.5 miles from Duncan	Cowichan-Newcastle	One 100-ft. through Howe-truss span, creosoted, on concrete piers, with two 20-ft. bays and three 16-ft. bays of pile-trestle approach; 16-ft. roadway; 188 ft. long over all. *Renewal.*
Cherry Creek Bridge, No. 20	On Kootenay–Columbia Road, over Cherry Creek, 27.2 miles from Cranbrook	Cranbrook	Fifteen 18-ft. 3-in. bays of pile trestle; 16-ft. 8-in. roadway; 275 ft. long over all. *Renewal.*
Nicomekl River Bridge, No. 34	On King George VI. Highway, over Nicomekl River	Delta	Nine 16-ft. 10-in. and two 17-ft. 4½-in. bays of creosoted pile trestle with concrete abutments; 24-ft. roadway and 4-ft. sidewalk on creosoted timber stringers with reinforced concrete floor; 186 ft. 3 in. long over all. *New construction.*
Serpentine River Bridge, No. 35	On King George VI. Highway, over Serpentine River	Delta	Ten 17-ft. and two 17-ft. 6½-in. bays of creosoted pile trestle with concrete abutments; 24-ft. roadway and 4-ft. sidewalk on creosoted timber stringers with reinforced concrete floor; 205 ft. long over all. *New construction.*

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED OR RECONSTRUCTED, 1939–40—*Continued.*

Name.	Location.	Electoral District.	Type—Description of Work and Remarks.
Bear Creek Bridge, No. 36	On King George VI. Highway, over Bear Creek	Delta	Three 17-ft. bays of creosoted pile trestle with concrete abutments; 24-ft. roadway and 4-ft. sidewalk on creosoted timber stringers with reinforced concrete floor; 52 ft. 1 in. long over all. *New construction.*
Hunter Creek Bridge, No. 517	On Trans-Canada Highway, over Hunter Creek, 91 miles from Vancouver	Dewdney	Three spans, 29-ft. 9-in., 62-ft., and 29-ft. 9-in., continuous steel-beam construction, on reinforced concrete piers and abutments; 24-ft. roadway on seven lines of 24-in. steel beams, with reinforced concrete floor and reinforced concrete guard fence; 121 ft. 9 in. long between ballast-walls of abutments. *Renewal.*
Beaver River Bridge, No. 8	On Northern Provincial Highway, over Beaver River, 9 miles from McBride	Fort George	Two 70-ft. King-truss spans on pile piers and three 19-ft. bays of pile-trestle approach; 14-ft. 8-in. roadway; 202 ft. long over all. *Renewal.*
Lemieux Creek Bridge, No. 54	On North Thompson Highway, over Lemieux Creek, 59 miles from Kamloops	Kamloops	Seven 16-ft. 8-in. bays of pile trestle; 18-ft. roadway; 117 ft. long over all. *Renewal.*
"A" Avenue Bridge	On arterial highway through Kaslo City	Kalso-Slocan	Twenty 19-ft. bays of pile trestle and one 30-ft. skewed span at railway crossing; 16-ft. 7-in. roadway and 4-ft. 7-in. sidewalk, all on 10-per-cent. grade; 422 ft. long over all. *Renewal.*
Nelson–Castlegar Bridge, No. 124	On Nelson–Castlegar Road, over Bear Creek, 7 miles from Nelson	Nelson-Creston	One 50-ft. steel beam span, two 28-ft timber stringer spans, and two 24-ft. timber stringer spans, on framed bents with concrete footings and abutments; 24-ft. roadway on 9-degree curve; 169 ft. 2 in. face to face of abutments. *Renewal.*
Sandy Cove Bridge	On Marine Drive, West Vancouver, over Godson Creek	North Vancouver	Three spans, 35-ft., 70-ft., and 35-ft., continuous steel-beam construction, on reinforced concrete piers and abutments; 24-ft. roadway with 5-ft. 6-in. sidewalk, on seven lines of 30-in. steel beams, with reinforced concrete floor; 140 ft. 3 in. long between ballast-walls of abutments. *Renewal.*
Granite Creek Bridge, No. 547	On Manson Creek Road, over Granite Creek	Omineca	One 60-ft. King-truss span and two 19-ft. bays of pile-trestle approach; 98 ft. long over all. *New construction.*
Lower Gaffney Bridge, No. 545	On Manson Creek Road, over Gaffney Creek	Omineca	One 70-ft. King-truss span and four 20-ft. bays of pile-trestle approach; 150 ft. long over all. *New construction.*
Upper Gaffney Bridge, No. 544	On Manson Creek Road, over Gaffney Creek	Omineca	One 60-ft. King-truss span and two 20-ft. bays of pile-trestle approach; 100 ft. long over all. *New construction.*
Lower Manson Creek Bridge, No. 546	On Manson Creek Road, over Manson Creek	Omineca	One 70-ft. King-truss span and three 19-ft. bays of pile-trestle approach; 127 ft. long over all. *New construction.*
Sylvester Bridge, No. 542	On Manson Creek Road	Omineca	One 60-ft. King-truss span and four 19-ft. bays of pile-trestle approach; 140 ft. long over all. *New construction.*
Bulkley River Bridge, No. 7	On Telkwa River Road, over Bulkley River, at Telkwa	Omineca	One 50-ft. King-truss span at west end of Bulkley River Bridge. *Renewal.*
Nourse Creek Bridge	On Burns Lake–Colleymount Road, over Nourse Creek	Omineca	One 60-ft. King-truss span on rock-filled crib piers; 14-ft. 8-in. roadway; 64 ft. long over all. *Renewal.*

Salmon River Bridge, No. 97	On Kamloops–Vernon Road, over Salmon River	Salmon Arm	Five 18-ft. 3-in. bays of pile trestle; 14-ft. 8-in. roadway; 94 ft. long over all. *Renewal.*
Falkland Bridge, No. 104	On Kamloops–Vernon Road	Salmon Arm	Six 19-ft. bays of pile trestle; 14-ft. 8-in. roadway; 114 ft. long over all. *Renewal.*
Turtle Valley Bridge, No.119	On Squilax–Turtle Valley Road, 2 miles south of Squilax	Salmon Arm	Six 17-ft. bays of pile trestle; 14-ft. 8-in. roadway; 103 ft. long over all. *Renewal.*
Penticton–Oliver Bridge, No. 40	On Penticton–Oliver Road, over Vaseaux Creek, 21 miles from Penticton	Similkameen	One 47-ft. 6-in. steel-beam span on concrete abutments; 24-ft. roadway; 50 ft. long over all. *Renewal.*
Texas Creek Bridge, No. 66	On Trans-Canada Highway, over Texas Creek, 106.3 miles from Vancouver	Yale	One 45-ft. steel-beam span on concrete abutments; 24-ft. roadway with reinforced concrete floor; 67 ft. long over all. *Renewal.*

DETAILS OF FERRIES AND FERRY LANDINGS BUILT OR REPAIRED, 1939–40.

Herrling Island Ferry	On Fraser River at Herrling Island	Chilliwack	Reconstruction of landings.
Nick's Island Ferry	On Kootenay River at Nick's Island	Nelson-Creston	Construction of wood hull for scow ferry, 18 ft. by 60 ft. by 4 ft. 2 in.; capacity, two 10-ton trucks; powered by gasoline-engine with propeller drive.
Pine River Ferry	On Pine River at Commotion Creek Road Crossing, near East Pine	Peace River	Construction of 25-ton reaction ferry; two pontoons, each 54 ft. by 10 ft.; traffic platform, 54 ft. long and 12 ft. 2 in. wide between wheel-guards; span of cable between towers, 780 ft.

FERRIES—RECORD OF TRAFFIC, FISCAL YEAR 1939–40.

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)	1,831	341	321	317	3,096	2	516
Barnston Island	Gas-boat and scow	7,453	5,111	2,819	141	14,566	2,005	512
Big Bar	Pontoon (reaction)	1,178	.....	.....	.....	1,779	19	3,465
Black Pool	Pontoon (reaction)	3,007	632	523	619	3,898	292	302
Castlegar	Scow and power-cable	35,037	101,571	33,458	1,504	302,165	19,778	745
Cedarvale	Pontoon (reaction)	4,687	468	.....	403	16,415	230	.....
Clayhurst	Pontoon (reaction)	2,203	1,101	1,213	1,821	16,262	2,678	768
Copper City	Pontoon (reaction)	4,316	780	247	.....	7,940	.....	74
Crown Mountain	Raft ferry	589	.....	.....	.....	1,431	1	12
Ducks (Monte Creek)	Pontoon (reaction)	4,476	522	450	125	4,283	266	5,471
East Arrow Park	Gas-boat and scow	6,031	3,829	1,663	199	15,042	759	514
Finmoore	Pontoon (reaction)	1,543	246	73	384	1,644	89	179
Fort Fraser	Pontoon (reaction)	1,777	67	229	599	2,212	1	272
Francois Lake	Power-ferry	1,459	2,307	2,098	470	5,992	926	411
Gravels (Quesnel River)	Pontoon (reaction)	1,375	200	149	103	1,881	.....	485
Halls Landing	Scow (reaction and auxiliary power)	10,097	7,421	2,414	1,810	30,401	2,348	866
Harrop–Longbeach	Scow and power-cable	11,218	11,556	4,910	115	30,741	2,797	156
Hazelton	Pontoon (reaction)	4,188	163	114	452	8,612	209	52
High Bar	Pontoon (reaction)	1,440	78	7	14	1,792	4	1,302
Isle de Pierre	Pontoon (reaction)	3,274	190	447	324	5,995	684	23
Kelowna–Westbank	*Power-ferry	6,942	44,348	20,094	203	152,815	17,141	1,743
Kitwanga	Pontoon (reaction)	4,445	288	284	596	6,203	363	231
Kootenay Lake	*Steamboat	978	11,492	1,926	3	26,382	1,903	133
Kootenay River	Scow (reaction and auxiliary power)	16,280	5,682	9,709	1,396	26,138	11,809	745
Macalister	Pontoon (reaction)	3,630	315	1,027	332	5,325	453	1,197
McLure	Pontoon (reaction)	941	426	233	99	2,106	126	355
Miworth (I.R. No. 3)	Pontoon (reaction)	2,069	240	492	253	2,697	388	574
Mount Olie	Pontoon (reaction)	4,858	585	259	456	10,176	304	431
Needles–Fauquier	Scow and power-cable	7,220	6,120	3,226	541	21,324	1,938	310
Nelson	Scow and power-cable	21,567	112,926	22,803	370	434,300	13,817	182
Nick's Island	Power-ferry	4,102	2,062	1,921	447	4,530	1,236	33
Remo	Pontoon (reaction)	2,565	4	10	131	4,533	68	133
Soda Creek	Pontoon (reaction)	1,690	248	107	121	2,586	126	589
Sorrento–Scotch Creek	Power-ferry	1,312	2,377	1,594	454	10,499	578	1,233
Takla Lake	Gas-boat	53	.....	.....	.....	90	.....	18
Taylor Flats (Peace River)	Gas-boat and scow	6,737	3,003	5,406	680	19,535	11,225	4,574
12-Mile	Scow (reaction and auxiliary power)	7,465	4,667	1,877	111	18,705	715	61
Usk	Pontoon (reaction)	5,266	146	832	287	9,351	426	575
Vavenby (North Thompson)	Pontoon (reaction)	4,596	437	328	436	8,769	70	4,587
Vinsulla (North Thompson)	Pontoon (reaction)	724	.....	.....	.....	955	.....	.....
Subsidized Ferries.								
Agassiz–Rosedale	*Power-ferry	6,528	27,559	3,487	17	45,094	586	213
Arrowhead–Beaton	*Steamboat	169	160	.....	.....	751	42	2
Bowen Island	*Gas-boats	958	.....	.....	.....	13,726	.....	.....
Denman Island	*Power-ferry	1,680	2,299	294	.....	5,426	.....	7
Gabriola Island	*Power-ferry	898	582	249	.....	8,661	36	.....
Gulf Islands	*Power-ferry	853	6,810	1,253	.....	15,431	4	16
Ladner–Woodward	*Power-ferry	6,611	57,428	6,216	1	92,294	.....	1,016
Mill Bay	*Power-ferry	2,788	11,679	1,435	.....	22,368	.....	15
Totals		.....	438,466	136,197	16,334	1,446,907	96,442	35,098

* 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 157. Minister's Office		$10,589.57	
Vote 158. Administration		324,036.62	
Vote 159. Maintenance of Parliament Buildings and Grounds		188,573.87	
Vote 160. Government House		27,899.34	
Vote 164. Maintenance and Repairs to Government Buildings		426,688.57	
Vote 165. Highway Signs		2,350.00	
Vote 166. Steam Boiler Inspection	$32,825.65		
Less Boiler Inspection and Examination Fees	32,824.65		
		1.00	
Vote 167. Electrical Energy Inspection		16,280.08	
Vote 167A. Dewdney Dyking Commission		$2,500.00	
Total, Votes 157, 158, 159, 160, 164, 165, 166, 167, 167A			$998,919.05
(For details *see* Public Accounts.)			
Vote 161. Roads	$1,667,110.38		
Less Cariboo Highway tolls	74,845.58		
		$1,592,264.80	
Bridges		403,370.95	
Ferries	$274,481.76		
Ferries (credit)	60,734.98		
		213,746.78	
Launch "L & H"		27,889.95	
Wharves	$8,492.88		
Wharves (credit)	9,435.71		
		942.83	
Equipment		184,143.80	
Grade Separation	$23,999.95		
Grade Separation (credit)	16,800.00		
		7,199.95	
Roads to National Parks		7,794.30	
Total, Vote 161			2,435,467.70
Vote 161A. Bridge Patrol			23,077.84
Vote 162. Local Highways within Municipal Limits			9,647.44
Vote 163. Alaska Highway			24,994.44
Vote 120. Grants in aid of Mining Roads and Trails			65,000.00
Special Warrant No. 6, Water-mains across Pattullo Bridge			13,962.43
CAPITAL EXPENDITURE (ROADS, BUILDINGS, ETC.).			
"B.C. Loan Act, 1928," Sec. 6 (*a*)—			
Highways		$648.39	
Total expenditure, "B.C. Loan Act, 1928," Sec. 6 (*a*)			648.39
"B.C. Loan Act, 1929," Sec. 6 (*a*, *b*)—			
Highways, Sec. 6 (*a*)		$1,041.01	
Buildings, Sec. 6 (*b*)		132.31	
Total expenditure, "B.C. Loan Act, 1929," Sec. 6 (*a*, *b*)			1,173.32
"B.C. Loan Act, 1930," Sec. 6 (*a*, *b*)—			
Highways, Sec. 6 (*a*)		$2,989.64	
Buildings, Sec. 6 (*b*)		28.33	
Total expenditure, "B.C. Loan Act, 1930," Sec. 6 (*a*, *b*)			3,017.97
"B.C. Loan Act, 1931," Sec. 6 (*a*)—			
Highways		$722.72	
Total expenditure, "B.C. Loan Act, 1931," Sec. 6 (*a*)			722.72
"B.C. Loan Act, 1932," Sec. 6 (*b*)—			
Highways		$1,109.90	
Total expenditure, "B.C. Loan Act, 1932," Sec. 6 (*b*)			1,109.90
Carried forward			$3,577,741.20

STATEMENT OF EXPENDITURE—*Continued.*

CAPITAL EXPENDITURE (ROADS, BUILDINGS, ETC.)—*Continued.*

Brought forward		$3,577,741.20
" B.C. Loan Act, 1935," Sec. 6—		
Roads	$14,998.66	
Bituminous Surfacing	331,098.41	
Total expenditure, " B.C. Loan Act, 1935," Sec. 6		346,097.07
" B.C. Loan Act, 1936," Sec. 6—		
Roads	$391,607.01	
River-bank Protection	7,182.74	
Grade Crossings	15,999.53	
Bridges	102,942.88	
Ferries	31,037.82	
Bituminous Surfacing	51,472.61	
Roads to National Parks	4,325.99	
Bituminous Surfacing: Roads to National Parks	1,703.25	
Equipment	50,000.00	
Buildings	122,757.15	
Total expenditure, " B.C. Loan Act, 1936," Sec. 6		779,028.98
" Fraser River (New Westminster) Bridge Act, 1935 "		1,118.75
Fraser River (New Westminster) Bridge Account (Pattullo Bridge)—		
Revenue	$267,533.85	
Expenditure	83,360.49	
Credit	$184,173.36	

UNEMPLOYMENT RELIEF FUND.

Provincial Works (P.C. 2013)—Highways		991.34
Provincial Works (K)—Highways		241.05
Dominion-Provincial Agreement, June 30th, 1939: " C " Account—		
Roads to National Parks	$379,562.97	
Less Dominion Government contribution	189,772.68	
		189,790.29
Dominion-Provincial Single Homeless Men's Agreement, November 8th, 1938: Highway Construction, " C " Account—		
Highway Construction (Contributory)	$33,615.24	
Less Dominion Government grant	16,807.62	
		16,807.62
Highway Construction (Non-contributory)		3,311.29
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: " C " Account—		
Tourist Roads	$653,282.00	
Less Dominion Government contribution	326,640.93	
		326,641.07
Mining Roads	$346,419.55	
Less Dominion Government contribution	230,998.22	
		115,421.33
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: " C " Account—		
Farm Improvement and Employment Plan	$1,422.55	
Less Dominion Government contribution	711.27	
		711.28
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement—		
Farm Improvement and Employment Plan	$8,613.75	
Less Dominion Government contribution	4,306.87	
		4,306.88
Dominion-Provincial Works Agreement, July 7th, 1937—		
Assistance to Settlers	$26,666.83	
Less Dominion Government contribution	13,333.41	
		13,333.42
Total expenditure, Public Works Department		$5,191,368.21
Carried forward		$5,191,368.21

STATEMENT OF EXPENDITURE—*Continued.*

Brought forward			$5,191,368.21

Labour Department—Unemployment Relief Fund.

(D.) Civic Projects	$564,100.91		
Less Dominion Government contribution	282,050.41		
		$282,050.50	
(E.) Municipal Direct Relief	$2,585,042.25		
Less Dominion Government contribution	1,273,615.92		
		1,311,426.33	
(F.) Provincial Direct Relief	$1,017,858.14		
Less Dominion Government contribution	412,970.43		
		604,887.71	
(G.) Non-contributory		211,748.65	
(H.) Supervision		234,505.51	
(J.) Public Health		237,598.09	
(R.) Physically Unfit	$245,577.69		
Less Dominion Government contribution	98,231.07		
		147,346.62	
(U.) Unemployables	$583,470.60		
Less Dominion Government contribution	291,713.55		
		291,757.05	
(W.) Unemployables (Provincial)	$446,521.80		
Less Dominion Government contribution	178,608.72		
		267,913.08	
(X.) Single Transients	$15,216.48		
Less Dominion Government contribution	7,608.24		
		7,608.24	
(Y.) Enemy Aliens, Dominion Account	$1,839.82		
Less Dominion Government contribution	1,839.82		
Total expenditure, Labour Department			3,596,841.78
Total expenditure, Public Works and Labour Department			$8,788,209.99

ROADS, BRIDGES, FERRIES, WHARVES, ETC.

ALBERNI-NANAIMO DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.			
502.	Bradley Street	$91.66	
504.	Bruce Avenue	146.26	
100.	Canadian Highway	11,484.68	
534.	Fifth Street	130.95	
156.	Island Highway	939.71	
469.	Nanaimo Lakes	758.97	
583.	Old Victoria	103.54	
589.	Pine Street	221.67	
605.	Seventh Street	187.58	
567.	Wall Street	97.06	
536.	Wakesiah Avenue	61.68	
703.	South Wellington	608.88	
	Total, Capital Account—Bituminous Surfacing		$14,832.64

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

1.	Beaver Creek	$4,998.23	
10.	Central Lake	9,582.32	
18.	Tofino–Ucluelet	7,562.97	
	Total, Capital Account—Roads		22,143.52

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Beaver Creek	$2,847.64	
66.	Bamfield Trails	430.02	
100.	Canadian Highway	7,535.35	
85.	Cape Beale	184.23	
10.	Central Lake	1,578.05	
11.	Cherry Creek	465.82	
507.	Chase River	399.58	
285.	Coombs Station	159.50	
311.	Departure Bay	230.68	
739.	Extension	172.84	
217.	Errington	712.30	
223.	Grafton Avenue	178.60	
543.	Holden	155.40	
551.	Harewood Mine	180.90	
83.	Hospital	500.00	
548.	Harewood	160.10	
156.	Island Highway	5,884.12	
34.	Kitsuksus	475.57	
38.	Lake Shore	655.35	
71.	Marlowe	244.90	
45.	Milltown	154.93	
328.	Marine Drive	184.54	
569.	Millstone	408.94	
47.	McCoy Lake	557.74	
469.	Nanaimo Lakes	1,014.00	
237.	North-west Bay	244.05	
91.	Pachenna Trail	241.60	
199.	Peninsula Trail	381.00	
703.	South Wellington	457.08	
124.	Sproat Lake–Kennedy Lake Trail	6,000.00	
51.	Spud Creek	197.03	
649.	St. George Street	224.73	
18.	Tofino–Ucluelet	2,075.75	
126.	Thornton Trail	406.40	
632.	Townsite	2,004.99	
526.	Vancouver Avenue	201.45	
	Carried forward	$37,905.18	$36,976.16

ALBERNI-NANAIMO DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
	Brought forward	$37,905.18	$36,976.16
36.	Zeballos River	2,651.90	
33R.	Arterial Highway (Alberni)	117.51	
53R.	Arterial Highway (Port Alberni)	2,167.75	
	Sundry roads (units under $150)	11,223.11	
	Supervision	2,145.20	
	Tools and plant	2,859.78	
	Haulage-truck	2,620.22	
	Total, Vote 161—Roads, Trails, etc.		61,690.65

VOTE 161—CLASSIFIED HIGHWAYS.

76A.	Primary Highway (River Road, Alberni)	$725.85	
	Total, Vote 161—Classified Highways		725.85

VOTE 161—BRIDGES: MAINTENANCE.

99.	Boot Lagoon	$244.79	
58.	Cameron (east)	709.50	
114.	Cherry Creek	1,012.00	
103.	Coal Creek	270.49	
108.	Heath	401.63	
305.	Lake	294.71	
226.	Millstone	7,460.85	
6.	Mountain Stream	206.77	
5.	Millstream	378.59	
40.	Overflow	157.43	
9.	Patterson	224.61	
56.	Rock Bluffs (west)	249.56	
95.	River Bend	323.90	
78.	Trueman	639.45	
	Sundry bridges (units under $150)	2,474.58	
	Total, Vote 161—Bridges: Maintenance		15,048.86

VOTE 162—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.

	Hospital Road (Port Alberni)	$599.20	
53R.	Arterial Highway	568.00	
	Total, Vote 162—Local Highways		1,167.20

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

189.	Georgina Mine	$200.00	
68.	Bedwell River Trail	700.00	
191.	Lucky Trail to Toquart Group	400.00	
86.	Trail to B. & K. Group	200.00	
36.	Zeballos River Trail	145.00	
89.	Medland Trail to Superior Group	100.00	
68.	Bedwell River	1,523.04	
124.	Sproat Lake–Kennedy Lake Trail	2,997.39	
90.	Lime Creek Trail	300.00	
101.	Ursus Creek Trail	500.00	
93.	Trail to Paterson Group	400.00	
95.	Golden Horn Trail	750.00	
53.	Artlish River Trail	100.00	
92.	Black Panther Trail	500.00	
102.	Fault Creek Trail	100.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		8,915.43
	Carried forward		$124,524.15

ALBERNI-NANAIMO DISTRICT—*Continued.*

Brought forward		$124,524.15

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Single Homeless Men's Agreement, November 8th, 1938: Highway Construction, " C " Account—		
Highway Construction (Contributory)	$3,957.56	
Less Dominion Government contribution	1,978.78	
	$1,978.78	
Highway Construction (Non-contributory)	626.29	
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: " C " Account—		
Mining Roads	$52,108.31	
Less Dominion Government contribution	34,738.86	
	$17,369.45	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1939, Agreement: " C " Account—		
Farm Improvement and Employment Plan	$15.00	
Less Dominion Government contribution	7.50	
	$7.50	
Total expenditure, Unemployment Relief Fund		19,982.02
Total expenditure, Alberni-Nanaimo District		$144,506.17

ATLIN DISTRICT (NORTH).

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

REG. NO.			
92.	Blue Canyon	$181.00	
13.	O'Donnel River	311.75	
15.	Ruby Creek	263.50	
17.	Spruce Creek	180.50	
	Total, Capital Account—Roads		$936.75

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

15.	Ruby Creek	$456.50	
16.	Spruce Creek	945.23	
95.	Spruce Creek Halfway	236.00	
	Garage	501.69	
	Machinery	1,287.70	
	Sundry roads (units under $150)	64.22	
	Total, Vote 161—Roads, Trails, etc.		3,491.34

VOTE 161—BRIDGES: MAINTENANCE.

32.	Stephendike	$280.55	
	Total, Vote 161—Bridges: Maintenance		280.55

Total expenditure, Atlin District (North) $4,708.64

ATLIN DISTRICT (SOUTH).

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

63.	Bear River	$1,000.00	
73.	Big Missouri	500.00	
66.	Salmon River	418.64	
	Total, Capital Account—Roads		$1,918.64
	Carried forward		$6,627.28

ATLIN DISTRICT (SOUTH)—*Continued.*

Brought forward		$6,627.28

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.			
102.	Stewart–Hyder	$3,254.00	
72R.	Stewart–Bear River Highway (Stewart)	2,377.69	
	Total, Capital Account—Bituminous Surfacing		5,631.69

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

69.	Aiyansh–Sand Lake	$500.00	
68.	Aiyansh–Grease Harbour Road and Trail	500.00	
72R.	Arterial Highway (Stewart)	207.60	
63.	Bear River	1,795.88	
	Bear River (protection)	936.86	
73.	Big Missouri	744.20	
84.	Dolly Varden Railway	823.75	
81.	Gwinaha–Cranberry	250.00	
138.	Irene Meadow	1,043.00	
66.	Salmon River	1,066.24	
102.	Stewart–Hyder	538.10	
172.	Tseax River	700.00	
	Supervision, "A"	3,663.97	
	Garage	993.17	
	Machinery	1,164.07	
	Plant and tools	202.25	
	Snow-removal	5,338.70	
	Sundry roads and trails (units under $150)	392.84	
	Total, Vote 161—Roads, Trails, etc.		20,860.63

Vote 161—Bridges: Maintenance.

120.	Alice Arm Suspension	$148.55	
81.	Bear River	200.00	
80.	Bitter Creek	200.00	
	Sundry bridges (units under $150)	372.64	
	Total, Vote 161—Bridges: Maintenance		921.19

Vote 161—Ferries.

2.	Upper Nass–Grease Harbour	$600.00	
	Total, Vote 161—Ferries		600.00

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

67.	American Creek Trunk Trail	$4,200.00	
73.	Big Missouri	174.00	
73.	Big Missouri–Tide Lake (survey)	570.84	
70.	Bitter Creek Trail	250.00	
70.	Bitter Creek Trail to Parvati	100.00	
84.	Dolly Varden Railway	500.00	
119.	East Creek–Kinskuck Lake Trail	499.70	
76.	Esperanza Trail	300.00	
162.	Gold Boulder	325.00	
158.	Gold Reef Trail	50.00	
83.	Illiance Trail	75.00	
173.	Lydden Creek	250.00	
142.	Marmot River (South Fork)	100.00	
152.	Marmot River	300.00	
97.	Mastadon Trail to Legion	75.00	
185.	McGrath Mountain Trail	50.00	
174.	Napco Trail	125.00	
104.	Porter Creek	200.00	
177.	Red Point–Combine	50.00	
	Carried forward	$8,194.54	$34,640.79

ATLIN DISTRICT (SOUTH)—*Continued.*

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

	Brought forward	$8,194.54	$34,640.79
REG. No.			
134.	Upper Kitsault Trail Bridge	499.72	
112.	Unuk River–Sulpherettes Trail	500.00	
150.	Whitewater Mine	1,000.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		10,194.26
	Total expenditure, Atlin District (South)	$40,126.41	

ATLIN DISTRICT (STIKINE).

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

51.	Telegraph Creek–Dease Lake	$1,093.97	
	Total, Capital Account—Roads		$1,093.97

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

110.	Boulder Creek	$791.51	
51.	Telegraph–Dease Lake	1,079.90	
61.	Telegraph Creek Streets	255.20	
	Garage	236.34	
	Sundry roads (units under $150)	103.55	
	Total, Vote 161—Roads, Trails, etc.		2,466.50

VOTE 161—BRIDGES: MAINTENANCE.

61.	Little Tahltan	$222.00	
69.	Tahltan No. 7	3,344.86	
	Sundry bridges (units under $150)	92.50	
	Total, Vote 161—Bridges: Maintenance		3,659.36
	Total expenditure, Atlin District (Stikine)	$7,219.83	

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: " C " Account—		
Mining Roads	$32,728.81	
Less Dominion Government contribution	21,819.21	
	$10,909.60	
Total expenditure, Unemployment Relief Fund		$10,909.60
Total expenditure, Atlin District		$62,964.48

BURNABY DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

10R.	Coquitlam	$4,751.89	
42B.	Clarke	1,514.38	
20R.	Dewdney Trunk	1,793.45	
	Total, Capital Account, 1935—Bituminous Surfacing		$8,059.72
	Carried forward		$8,059.72

BURNABY DISTRICT—*Continued.*

Brought forward		$8,059.72
CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.		
REG. NO.		
10R. Coquitlam	$3,392.35	
Total, Capital Account—Bituminous Surfacing		3,392.35
CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
17R. Central Arterial	$3,223.86	
Total, Capital Account—Roads		3,223.86
VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
10R. Coquitlam	$2,335.39	
18R. Dewdney Trunk	543.96	
19R. Dewdney Trunk	866.36	
20R. Dewdney Trunk	748.07	
14R. Hastings–Barnet	2,979.34	
57. Ioco–Port Moody	493.18	
2. Ioco–Sunnyside	435.30	
1R. Kingsway	2,026.62	
17R. Central Arterial	396.98	
Plant and tools	365.65	
Sundry roads (units under $100)	262.15	
Total, Vote 161—Roads, Trails, etc.		11,453.00
VOTE 161—CLASSIFIED HIGHWAYS.		
62A. Grandview–Douglas	$1,299.75	
22B. Riverway	81.85	
Total, Vote 161—Classified Highways		1,381.60
VOTE 161—BRIDGES: MAINTENANCE.		
6. Gunn	$181.74	
1. Mill	385.55	
2. Mill	382.24	
16. School Creek	128.95	
Sundry bridges (units under $100)	255.70	
Total, Vote 161—Bridges: Maintenance		1,334.18
VOTE 161—BRIDGES: CLASSIFIED.		
5. Guichon Creek	$86.40	
Total, Vote 161—Bridges: Classified		86.40
VOTE 162—LOCAL HIGHWAYS WITHIN MUNICIPAL LIMITS.		
10R. Coquitlam	$983.95	
Total, Vote 162—Local Highways within Municipal Limits		983.95
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: " C " Account—		
Tourist Roads	$16,281.09	
Less Dominion Government contribution	8,140.54	
Carried forward	$8,140.55	$29,915.06

BURNABY DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$8,140.55	$29,915.06
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$15.00	
Less Dominion Government contribution	7.50	
	$7.50	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$41.52	
Less Dominion Government contribution	20.76	
	$20.76	
Total expenditure, Unemployment Relief Fund		8,168.81
Total expenditure, Burnaby District		$38,083.87

CARIBOO DISTRICT (NORTH).

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

REG. NO.			
10.	Cariboo	$12,215.91	
38.	Barkerville	1,223.21	
	Sundry roads (units under $150)	59.50	
	Total, Capital Account—Roads		$13,498.62

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

47R.	Cariboo	$6,197.89	
	Total, Capital Account—Bituminous Surfacing		6,197.89

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

5.	Keithley	$730.84	
10.	Cariboo	8,189.31	
11.	Williams Lake Cut-off	232.60	
19.	Macalister–Beaver Lake	655.27	
29.	Barkerville–Bear Lake	887.38	
31.	Barkerville–Yanks Peak	681.66	
32.	Fraser	3,772.85	
38.	Barkerville	11,581.92	
44.	Quesnel Canyon	210.40	
45.	Dragon Lake (west)	239.81	
48.	Hillborn	294.40	
50.	Kersley–Dale's Landing	162.00	
54.	McLean's	232.68	
58.	Quesnel–Blackwater	1,128.11	
59.	Nazko	666.50	
60.	Quesnel–Hydraulic	785.24	
67.	Willow River–Sugar Creek	515.16	
82.	Hidgon	177.60	
93.	Allcock	400.10	
98.	Tibbles	193.20	
103.	Carlson Rau	459.31	
145.	Melville	180.59	
150.	Edmunds	200.40	
165.	Ten-mile Lake	508.90	
166.	Hixon Creek	164.60	
175.	Meadow Creek	203.20	
	Carried forward	$33,454.03	$19,696.51

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$33,454.03	$19,696.51
REG. No.			
179.	Thorley	322.95	
185.	Quesnel Forks	207.00	
186.	Soda Creek Ferry (east)	244.00	
	Sundry roads (units under $150)	2,676.28	
	Garage	1,047.63	
	Machinery	3,250.49	
	Plant and tools	953.13	
	Camp equipment	402.02	
	Supervision	3,026.54	
	Total, Vote 161—Roads, Trails, etc.		45,584.07

VOTE 161—BRIDGES: MAINTENANCE.

22.	Jawbone Creek	$704.69	
35.	Cottonwood No. 1	851.95	
47.	Springfield	426.20	
66.	Fraser River	241.90	
82.	Hixon	181.18	
98.	Quesnel (South Fork)	2,208.93	
110.	Syers	434.82	
113.	Slough Creek No. 3	186.23	
183.	Spanish	763.82	
213.	C. & S.	498.64	
299.	Blackwater No. 3	303.75	
	Sundry bridges (units under $150)	940.12	
	Total, Vote 161—Bridges: Maintenance		7,742.23

VOTE 161—FERRIES.

1.	Alexandria	$1,585.80	
2.	Gravels	778.86	
3.	Macalister	1,695.83	
4.	Soda Creek	1,983.44	
	Total, Vote 161—Ferries		6,043.93

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

167.	Keithley–Yanks Peak	$599.17	
139.	Barkerville–Cunningham	299.25	
137.	Old Barkerville (B. Stanley)	228.80	
163.	Old Keithley	100.00	
122E.	Kwong Foo Creek	100.00	
191.	Road from Quesnel–Barkerville Road to Cottonwood River (leases of W. and W. D. Jones)	100.00	
111.	Trail to Baker–Johnston Leases	100.00	
114C.	Road to Cottonwood Canyon Gold Mines	150.00	
122F.	Hyde Creek	124.80	
194.	Jawbone Creek	50.00	
166.	Trail to Wing Sang Gold Mines	100.00	
122G.	Slade Creek	50.00	
139J.	Trail to Humdinger Group	100.00	
159.	Road on north side of Quesnel River, between Likely and Quesnel Forks	971.89	
194.	Road to placer property of A. P. Himmelman	124.40	
141.	Grouse Creek–Lower Antler Creek	50.00	
114C.	Continuation of road to Cottonwood Canyon Gold Mines to placer property	100.00	
133, 133B.	Wells–Hardscrabble	397.88	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		3,746.19
	Carried forward		$82,812.93

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$82,812.93

Unemployment Relief Fund.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Mining Roads	$19,142.26	
Less Dominion Government contribution	12,761.50	
	$6,380.76	
Total expenditure, Unemployment Relief Fund		6,380.76
Total expenditure, Cariboo District (North)		$89,193.69

CARIBOO DISTRICT (SOUTH).

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

Reg. No.			
318.	Canim Lake	$1,527.06	
370.	Mile 93–Bridge Lake	199.94	
390.	Raphael–Meason	1,948.34	
79R.	Williams Lake–Soda Creek Cut-off	985.44	
11.	Williams Lake Cut-off	6,989.30	
	Sundry roads (units under $150)	46.91	
	Total, Capital Account—Roads		$11,696.99

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

79R.	Williams Lake–Soda Creek Highway (Williams Lake)	$3,435.65	
	Total, Capital Account—Bituminous Surfacing		3,435.65

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

259.	Whisky Creek	$1,993.45	
	Total, Capital Account—Bridges		1,993.45

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

411.	Alexis Creek–Nazko	$392.00	
413.	Bear Lake	182.40	
417.	Beaver Valley	667.05	
318.	Canim Lake	1,406.09	
443.	Canim Lake–Mahood Lake	2,164.01	
10.	Cariboo	5,882.94	
18.	Chilcotin	7,953.49	
328.	Deka Lake	247.80	
329.	Dog Creek–Churn Creek	224.91	
332.	Eagle Creek	1,555.20	
324.	Empire Valley	182.00	
336.	Exeter–McKinley	387.33	
342.	Hanceville–Canoe	2,281.66	
419.	Horsefly	1,552.38	
482.	Keithley–Yanks Peak	317.07	
348.	Kelly Lake–Canoe Creek	239.80	
15.	Likely	1,957.23	
353.	Little Timothy Mountain	411.65	
355.	Lone Butte–Horse Lake	620.88	
358.	Meldrum Creek–Fraser River	312.35	
360.	Mission	153.17	
370.	Mile 93–Bridge Lake	2,797.92	
375.	Mile 108–Horsefly	1,291.24	
371.	Mile 100–Roe Lake	1,205.27	
402.	Mile 134–Springhouse	166.40	
	Carried forward	$34,552.24	$17,126.09

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$34,552.24	$17,126.09
REG. No.			
381.	Mile 156–Williams Lake	338.10	
383.	Mile 168–Williams Lake	198.50	
362.	Murphy Lake	720.10	
364.	McKinley–Ogden	399.90	
70.	Peavine Ridge	265.60	
389.	Pigeon	283.20	
392.	Redstone–Chezacut	583.80	
398.	Spokin Lake	299.60	
400.	Springhouse–U.S. Meadows	188.80	
433.	Taseko Lake	454.68	
407.	Upper Dog Creek	240.80	
425.	Upper Horsefly	411.12	
408.	Valley	230.40	
11.	Williams Lake Cut-off	1,099.80	
37.	Williams Lake–57-Mile	2,512.01	
79R.	Williams Lake–Soda Creek Cut-off	219.60	
	Garage	424.53	
	Plant and tools	7,925.86	
	Sundry roads (units under $150)	2,178.35	
	Total, Vote 161—Roads, Trails, etc.		53,526.99

VOTE 161—BRIDGES: MAINTENANCE.

346.	Attwood	$574.13	
407.	Bambrick, No. 2	893.77	
312.	Borland Hill	226.80	
340.	Chilcotin Suspension	151.53	
342.	100-Mile	905.51	
344.	111-Mile Creek	156.43	
460.	117-Mile	433.80	
360.	Lac la Hache	311.09	
475.	Seymour	154.40	
2.	10-Mile Creek, No. 1	602.72	
259.	Whisky Creek	997.66	
	Sundry bridges (units under $150)	1,590.49	
	Total, Vote 161—Bridges: Maintenance		6,998.33

VOTE 161—FERRIES.

6.	Woodjam	$65.92	
	Total, Vote 161—Ferries		65.92

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

2–174.	Trail from Black Creek to McKee and Elbow Lakes	$99.75	
6–225.	Lord River Trail	100.00	
534.	Big Wolverine Creek Trail	1,966.11	
2–171.	Horsefly–Quesnel Lake Road	733.79	
6–77c.	Michael Gold Mines Trail	125.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		3,024.65

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
	Mining Roads	$33,666.07	
	Less Dominion Government contribution	22,444.03	
	Carried forward	$11,222.04	$80,741.98

CARIBOO DISTRICT (SOUTH)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$11,222.04	$80,741.98
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement—		
Farm Improvement and Employment Plan	$22.50	
Less Dominion Government contribution	11.25	
	$11.25	
Total expenditure, Unemployment Relief Fund		11,233.29
Total expenditure, Cariboo District (South)		$91,975.27

CHILLIWACK DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

REG. NO.			
6.	Cultus Lake	$2,883.86	
62B.	Sardis	3,254.25	
	Total, Capital Account—Bituminous Surfacing		$6,138.11

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

River-bank Protection at Matsqui	$2,400.00	
Total, Capital Account—River-bank Protection		2,400.00

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

13. Hope–Rosedale (revision at Laidlaw–C.N.R.)	$15,999.53	
Total, Capital Account—Grade Crossings		15,999.53

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

13. Hope–Rosedale	$7,967.74	
12R. Abbotsford–Mission	4,240.97	
Total, Capital Account—Roads		12,208.71

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

94. Jones Creek	$21,518.94	
Total, Capital Account—Bridges		21,518.94

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

4. Chilliwack River	$790.13	
5. Clayburn–Straiton	603.46	
6. Columbia Valley	1,772.19	
13. Hope–Rosedale	9,545.39	
31. Sumas Mountain	1,427.62	
32. Huntingdon Townsite	379.31	
4R. Trans-Provincial Highway	2,199.08	
5R. Trans-Provincial Highway	687.38	
6R. Trans-Provincial Highway	5,576.18	
7R. Abbotsford–Huntingdon	2,727.68	
8R. Trans-Provincial Highway	2,692.87	
11R. Abbotsford–Mission	1,334.07	
12R. Abbotsford–Mission	8,730.09	
61R. Old Yale	3,964.16	
Sundry roads (units under $150)	2,252.44	
Plant and tools	2,015.47	
Total, Vote 161—Roads, Trails, etc.		46,697.52
Carried forward		$104,962.81

CHILLIWACK DISTRICT—*Continued.*

Carried forward		$104,962.81

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: CLASSIFIED ROADS.

REG. No.			
61B.	Vedder Mountain	$1.68	
62B.	Sardis	209.24	
106B.	Cultus Lake	21.30	
59B.	Vye	2.10	
60B.	Vedder Mountain	2.10	
	Total, Vote 161—Classified Roads		236.42

VOTE 161—BRIDGES: MAINTENANCE.

1.	Overhead	$178.30	
27.	Marshall Creek	239.18	
34.	McKay, No. 1	209.72	
57.	Stewart Ditch	183.29	
66.	Smith, No. 1	299.44	
86.	Lorenzetti	8,109.84	
	Sundry bridges (units under $150)	668.87	
	Total, Vote 161—Bridges: Maintenance		9,888.64

VOTE 161—BRIDGES: CLASSIFIED.

20.	Vedder Crossing	$148.94	
	Total, Vote 161—Bridges: Classified		148.94

VOTE 161—FERRIES.

	Agassiz–Rosedale	$7,133.73	
	Herrling Island	6.65	
	Total, Vote 161—Ferries		7,140.38

VOTE 161A—BRIDGE PATROL.

16.	Vedder Canal	$1,544.00	
	Total, Vote 161A—Bridge Patrol		1,544.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account:—		
Tourist Roads	$61,633.54	
Less Dominion Government contribution	30,816.77	
	$30,816.77	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$83.16	
Less Dominion Government contribution	41.58	
	$41.58	
Total expenditure, Unemployment Relief Fund		30,858.35
Total expenditure, Chilliwack District		$154,779.54

COLUMBIA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6: ROADS.

1.	Kootenay–Columbia Highway (Project No. 16)	$1,000.00	
	Total, Capital Account, 1929—Roads		$1,000.00
	Carried forward		$1,000.00

COLUMBIA DISTRICT—*Continued.*

	Brought forward		$1,000.00
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6: ROADS.		
REG. NO.			
1.	Kootenay–Columbia Highway (Project No. 16)	$450.00	
	Total, Capital Account, 1931—Roads		450.00
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6: ROADS.		
1.	Kootenay–Columbia Highway (Project No. 16)	$1,000.00	
	Total, Capital Account, 1932—Roads		1,000.00
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: ROADS.		
87.	Trans-Canada Highway (Golden–Leanchoil)	$10,000.00	
	Total, Capital Account, 1935—Roads		10,000.00
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
1.	Kootenay–Columbia Highway Right-of-way (Project No. 16)	$413.25	
1.	Kootenay–Columbia Highway (Project No. 16)	3,786.57	
87.	Trans-Canada Highway (Golden–Leanchoil)	3,111.95	
	Total, Capital Account, 1936—Roads		7,311.77
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.		
1.	Kootenay–Columbia Highway (Project No. 16)	$300.54	
	Total, Capital Account—Bituminous Surfacing		300.54
	VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
1.	Kootenay–Columbia Highway	$10,226.79	
1.	Kootenay–Columbia Highway (surveys)	773.67	
2.	West Side	4,863.50	
6.	Athalmer	391.72	
7.	Campbell	228.63	
42.	Golden–Donald Upper	197.94	
87.	Trans-Canada Highway (Golden–Leanchoil)	1,413.14	
87.	Trans-Canada Highway (Golden–Leanchoil) (surveys)	1,000.05	
280.	Trans-Canada Highway (Big Bend Section)	8,798.17	
	Sundry roads (units under $150)	2,003.51	
	Garage operation	2,540.97	
	Repairs (District Vote units)	2,548.42	
	Cost (new machinery units)	50.00	
	Plant and tools	193.85	
	Guarding powder-house	798.80	
	Tax account	3,420.20	
	Total, Vote 161—Roads, Trails, etc.		39,449.36
	VOTE 161—BRIDGES: MAINTENANCE.		
10.	Canyon Creek	$1,892.33	
35.	Dutch Creek	186.94	
203.	Chuck	154.30	
242.	Cornish	267.12	
243.	Miard	350.67	
244.	Snelson	288.97	
245.	Bush River	256.69	
255.	Sullivan River	1,387.97	
262.	Langlands	534.62	
	Sundry bridges (units under $150)	1,180.31	
	Total, Vote 161—Bridges: Maintenance		6,499.92
	Carried forward		$66,011.59

COLUMBIA DISTRICT—*Continued.*

Brought forward		$66,011.59
REG. No. VOTE 161—FERRIES: MAINTENANCE.		
8. Donald	$120.33	
Richter's Basket	449.41	
Total, Vote 161—Ferries		569.74
VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.		
32. Delphine Creek Trail	$96.00	
109. Bugaboo Creek Trail	400.00	
140. Bobby Burns Creek Trail	100.00	
155. Toby Creek	185.89	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		781.89
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Agreement, June 30th, 1939—		
Roads to National Parks	$134,052.73	
Less Dominion Government contribution	67,026.36	
	$67,026.37	
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$18,367.68	
Less Dominion Government contribution	9,183.84	
	$9,183.84	
Total expenditure, Unemployment Relief Fund		76,210.21
Total expenditure, Columbia District		$143,573.43

COMOX DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6 (*a*): BITUMINOUS SURFACING.		
196. Island Highway	$461.91	
Total, Capital Account, 1928—Bituminous Surfacing		$461.91
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1929," SEC. 6 (*a*): BITUMINOUS SURFACING.		
196. Island Highway	$41.01	
Total, Capital Account, 1929—Bituminous Surfacing		41.01
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): BITUMINOUS SURFACING.		
196. Island Highway	$89.64	
Total, Capital Account, 1930—Bituminous Surfacing		89.64
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): BITUMINOUS SURFACING.		
196. Island Highway	$22.72	
Total, Capital Account, 1931—Bituminous Surfacing		22.72
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1932," SEC. 6 (*a*): BITUMINOUS SURFACING.		
196. Island Highway	$109.90	
Total, Capital Account, 1932—Bituminous Surfacing		109.90
Carried forward		$725.18

COMOX DISTRICT—*Continued.*

Brought forward		$725.18

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

Reg. No.			
10.	Merville–Headquarters	$4,618.93	
196.	Island Highway	25,357.53	
	Total, Capital Account, 1935—Bituminous Surfacing		29,976.46

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

8.	Comox (drainage)	$152.44	
69.	Hardy (culvert)	137.98	
196.	Island Highway—		
	Hogg (culvert)	470.77	
	Camp River (flume)	359.03	
	Union Bay (culverts)	1,516.11	
	Right-of-way	446.75	
	Simms (fill)	72.80	
	Bunker Creek (diversion)	5,556.17	
	Bituminous surfacing	6,652.78	
	Total, Capital Account—Roads		15,364.83

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

3.	Black Creek	$6,504.43	
115.	Oyster River	4,117.77	
128.	Quinsam River	469.80	
153.	Howes	409.32	
	Total, Capital Account—Bridges		11,501.32

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Alert Bay	$1,946.52	
2.	Anderton	407.95	
3.	Back	557.17	
8.	Comox	2,375.64	
9.	Cumberland	1,230.87	
10.	Headquarters	1,553.89	
11.	Royston	1,470.75	
12.	Bevan	569.53	
13.	Comox Lake	433.79	
14.	Lazo	1,348.81	
18.	Condensery	295.15	
38.	Seaford	156.55	
49.	Campbell River	1,505.49	
51.	East	565.11	
52.	Lacon	273.94	
54.	Denman	402.19	
56.	North-west	360.80	
60.	Endall	184.62	
67.	Knight	433.09	
71.	Hardy Bay	908.57	
76.	Central	522.67	
93.	Lake Trail	428.67	
94.	Power-house	160.98	
96.	Little River	326.10	
105.	Dove Creek	1,155.34	
106.	Howard	159.18	
107.	Coleman	172.65	
111.	Merville	377.45	
113.	Tsolum River	271.84	
119.	Minto	176.81	
131.	Malcolm Island	1,162.90	
160.	Frenchman's	180.66	
162.	Sayward	1,983.39	
	Carried forward	$24,059.07	$57,567.79

COMOX DISTRICT—*Continued.*

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets—*Continued.*

Brought forward	$24,059.07	$57,567.79
Reg. No.		
188. Heriot Bay	205.96	
189. Hyacinth Bay	307.22	
192. Pidcock	370.52	
196. Island Highway	20,487.48	
202. Masters	276.63	
203. Marine Drive	288.97	
208. Hawkins	178.70	
330. Church	251.58	
331. Coombs	247.17	
337. Gilbert	265.10	
341. Hilliers	473.71	
343. Holberg–Cape Scott	437.20	
349. Lowery	174.46	
Sundry roads (units under $150)	5,679.22	
32R. Arterial Highway	120.30	
Office salaries, etc.	918.11	
Garage operation	1,516.56	
Plant and tools	973.07	
Surveys	162.62	
Total, Vote 161—Roads, Trails, etc.		57,393.65

Vote 161—Classified Highways.

77A. Primary (Courtenay)	$896.29	
3B. Secondary (Courtenay)	79.45	
34B. Secondary (Cumberland)	50.20	
35B. Secondary (Cumberland)	10.04	
Total, Vote 161—Classified Highways		1,035.98

Vote 161—Bridges: Maintenance.

26. Cook Creek	$2,763.53	
31. Cougar Creek	7,836.15	
115. Oyster River	28,762.12	
125. Condensery	163.77	
135. Rosewall	372.24	
154. Second Crossing	428.18	
277. Manson's	185.39	
278. Lake	359.84	
304. French Creek	323.29	
315. Big Qualicum	173.08	
324. Jackson	331.69	
327. Montgomery	328.36	
329. Green	235.14	
331. Pigeon	193.53	
412. Erickson	435.14	
413. Simms (north)	1,119.47	
Sundry bridges	2,816.01	
Total, Vote 161—Bridges		46,826.93

Vote 161—Ferries: Maintenance.

Denman Island	$3,650.00	
Total, Vote 161—Ferries		3,650.00

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

6–157. West Arm Quatsino Sound to Nahwitti Lake	$300.00	
6–216. Yreka Group, Quatsino	296.60	
6–152. Quatsino King Group	150.00	
6–135. Lynx Group	250.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		996.60
Carried forward		$167,470.95

COMOX DISTRICT—*Continued.*

Brought forward		$167,470.95

Unemployment Relief Fund.

Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$7.50	
Less Dominion Government contribution	3.75	
	$3.75	
Total expenditure, Unemployment Relief Fund		3.75
Total expenditure, Comox District		$167,474.70

COWICHAN-NEWCASTLE DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.		
132. Island Highway (Cowichan Bay Diversion)	$20,773.53	
132. Island Highway	2,629.77	
63A. Cowichan Lake (Primary Highway)	2,432.53	
Total, Capital Account, 1935—Bituminous Surfacing		$25,835.83

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

19. Cowichan Station	$8,999.97	
Total, Capital Account—Bridges		8,999.97

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

10. Bennie	$521.68	
23. Cowichan Lake	2,390.63	
224. Coast	170.55	
55. Holden–Corso	209.26	
132. Island Highway	8,522.96	
61. Indian	230.23	
91. Mount Sicker	387.65	
24. North Shore	2,030.27	
234. North Road	271.37	
95. Old Koksilah	962.13	
98. Old Trunk	399.65	
27. South Shore	834.92	
238. South Road	423.44	
129. Thomas	169.72	
31R. Arterial Highway (North Cowichan)	4,055.49	
71R. Arterial Highway (Duncan)	253.95	
68R. Arterial Highway (Ladysmith)	9.00	
Sundry roads (units under $150)	9,663.25	
Supervision	1,827.06	
Tools and plant	2,390.56	
Truck	2,703.57	
Total, Vote 161—Roads, Trails, etc.		38,427.34

Vote 161—Classified Highways.

63A. Primary Highway (Cowichan Lake)	$165.73	
36B. Secondary Highway (Quamichan Lake)	141.74	
Total, Vote 161—Classified Highways		307.47
Carried forward		$73,570.61

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

Brought forward		$73,570.61

Vote 161—Bridges: Maintenance.

Reg. No.			
14.	Chemainus River	$555.94	
19.	Cowichan Station	248.77	
17.	Corfields	426.30	
30.	Duncan	904.71	
41.	Haslam Creek	906.58	
55.	Koksilah Station	230.45	
113.	Riverside	535.98	
115.	Robertson River	282.31	
163.	Sluice	160.50	
169.	Stratford Crossing	197.75	
	Sundry bridges (units under $150)	1,349.83	
	Total, Vote 161—Bridges: Maintenance		5,799.12

Vote 161—Ferries.

Gabriola Island	$8,154.06	
Total, Vote 161—Ferries		8,154.06

Vote 162—Local Highways within Municipal Limits.

McKinnon Road	$1,000.00	
Mount Sicker	400.00	
Total, Vote 162—Local Highways within Municipal Limits		1,400.00

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

151.	Dash Creek Road	$798.50	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		798.50
	Total expenditure, Cowichan-Newcastle District		$89,722.29

CRANBROOK DISTRICT.

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

1.	Southern Trans-Provincial Highway	$6,579.26	
	Wardner	3,621.77	
	Yahk	1,761.76	
	Eager Hill	6,167.27	
2.	Kootenay–Columbia Highway	4,450.20	
103.	Skookumchuck Station	629.80	
238.	Doctor Creek Trail	259.40	
	Kimberley sidewalks	2,009.67	
	Sundry roads (units under $150)	859.55	
	Total, Capital Account—Roads		$26,338.68

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

1.	Southern Trans-Provincial Highway	$14,399.11	
	Total, Capital Account—Bituminous Surfacing		14,399.11

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

1.	Southern Trans-Provincial Highway	$352.65	
2.	Kootenay–Columbia Highway	3,973.34	
	Total, Capital Account—Roads to National Parks		4,325.99
	Carried forward		$45,063.78

CRANBROOK DISTRICT—*Continued.*

Brought forward		$45,063.78

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
1.	Southern Trans-Provincial Highway	$17,020.86	
2.	Kootenay–Columbia Highway	11,585.51	
3.	Mission	215.08	
8.	Gold Creek	977.43	
12.	Kootenay Orchards	271.92	
17.	Mission–Wycliffe	969.30	
18.	St. Mary	217.52	
20.	Torrent	673.60	
21.	Worthington	169.25	
22.	Wycliffe–Cherry Creek	569.00	
29.	Curzon–Kingsgate	356.80	
31.	Eager Hill	1,141.89	
72.	Pighin	567.79	
165.	Wallinger (Kimberley)	957.73	
187.	St. Joseph's	375.20	
227.	Dennis Street	230.90	
233.	Chapman (Kimberley)	201.60	
	Sundry roads (units under $150)	1,682.88	
	Engineering	1,379.31	
	Plant	7,250.06	
	Garage	11,274.31	
	Supervision	3,086.73	
	Office	802.40	
	Total, Vote 161—Roads, Trails, etc.		61,977.07

Vote 161—Classified Highways.

Village of Chapman Camp	$4.70	
Total, Vote 161—Classified Highways		4.70

Vote 161—Bridges: Maintenance.

19.	Black Bear	$2,010.02	
20.	Cherry Creek	3,682.83	
27.	Mission	1,437.47	
99.	Perry Creek	231.60	
78.	St. Mary	947.33	
63.	St. Joseph's	596.40	
	Sundry bridges (units under $150)	992.58	
	Total, Vote 161—Bridges: Maintenance		9,898.23

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

5–245A.	Angus Creek Trail	$99.90	
5–257E.	Wild Horse Creek Extension to Fish Lake	200.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		299.90

Unemployment Relief Fund.

Provincial Works (P.C. 2013)—Highways	$991.34	
Provincial Works—Highways	241.05	
	$1,232.39	
Dominion-Provincial Agreement, June 30th, 1939—		
Roads to National Parks	$245,510.24	
Less Dominion Government contribution	122,746.32	
	$122,763.92	
Total expenditure, Unemployment Relief Fund		123,996.31
Total expenditure, Cranbrook District		$241,239.99

DELTA DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.			
2R.	Trans-Provincial Highway	$579.68	
80R.	Ladner–Marsh	9,073.00	
	Total, Capital Account—Bituminous Surfacing		$9,652.68

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

2R.	Trans-Provincial Highway (Whalley's Corner)	$1,637.12	
15R.	Peace Arch Highway Extension	9,008.11	
	Total, Capital Account—Roads		10,645.23

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2R.	Trans-Provincial Highway	$6,399.89	
3R.	Trans-Provincial Highway	2,661.85	
13R.	Pacific Highway	2,659.41	
15R.	Peace Arch	5,457.35	
66R.	Fraser Avenue, No. 5	263.87	
77R.	Aldergrove–Bellingham	421.39	
	Sundry roads (units under $150)	830.48	
	Cloverdale garage	2,269.55	
	Plant and tools	5,705.85	
	Total, Vote 161—Roads, Trails, etc.		26,669.64

Vote 161—Maintenance and Minor Betterments: Classified Roads.

61A.	Scott	$387.14	
68A.	Ladner Trunk	3,260.17	
69B.	McLellan	280.06	
78A.	Scott Road Diversion	1,680.39	
84B.	Steveston	159.82	
90B.	Campbell River	200.11	
	Sundry roads (units under $150)	286.80	
	Total, Vote 161—Classified Roads		6,254.49

Vote 161—Bridges: Maintenance.

4 and 5.	Eburne	$9,033.20	
6 and 8.	Fraser Avenue	4,642.30	
7.	Bertrand Creek	1,267.50	
10.	Canoe Pass	790.20	
14.	Nicomekl River	1,177.51	
	Sundry bridges (units under $150)	191.31	
	Total, Vote 161—Bridges: Maintenance		17,102.02

Vote 161—Bridges: Maintenance—Classified Highways.

16.	Chillikthan Slough (on 68A, Ladner Trunk) (credit)	$155.13	
	Total, Vote 161—Bridges: Maintenance — Classified Highways (credit)	$155.13	

Vote 161—Ferries.

16.	Barnston Island	$3,525.29	
17.	Ladner–Woodward	3,496.17	
	Ladner–Woodward (landings)	616.65	
	Total, Vote 161—Ferries		7,638.11
	Carried forward		$77,807.04

DELTA DISTRICT—*Continued.*

Brought forward		$77,807.04

Vote 161a—Bridge Patrol.

Reg. No.		
4 and 5. Eburne	$5,049.60	
6 and 8. Fraser Avenue	4,052.85	
Total, Vote 161a—Bridge Patrol		9,102.45

Vote 162—Local Highways within Municipal Limits.

78a. Scott Road Diversion	$500.00	
99b. Point Roberts	2,071.09	
River Road (Delta Municipality)	1,000.00	
River Road (Surrey Municipality)	500.00	
Total, Vote 162—Local Highways		4,071.09

Unemployment Relief Fund.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$235,074.93	
Less Dominion Government contribution	117,537.40	
	$117,537.53	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$89.25	
Less Dominion Government contribution	44.63	
	$44.62	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$1,235.83	
Less Dominion Government contribution	617.91	
	$617.92	
Total expenditure, Unemployment Relief Fund		118,200.07
Total expenditure, Delta District		$209,180.65

DEWDNEY DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

59r. Hammond Loop	$536.30	
69r. Haney Loop	803.08	
21r. Lougheed Highway	128.14	
96b. Cedar Valley	1,721.82	
77b. Dewdney Trunk	3,262.08	
73b. Dewdney Trunk	965.06	
75b. Hammond	552.45	
92b. Old Dewdney Trunk	627.75	
Total, Capital Account—Bituminous Surfacing		$8,596.68

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

Fraser River-bank Protection, Agassiz	$4,782.74	
Total, Capital Account—River-bank Protection		4,782.74

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

81. Wharf	$4,474.57	
11. Farms	125.00	
38. Salvaster	200.00	
41. Stave Lake	185.20	
Carried forward	$4,984.77	$13,379.42

DEWDNEY DISTRICT—*Continued.*

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

Reg. No.			
	Brought forward	$4,984.77	$13,379.42
45.	Tremblay	588.48	
26R.	Lougheed Highway	4,627.79	
	Sundry roads (units under $100)	227.00	
	Total, Capital Account—Roads		10,428.04

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

24R.	Abbotsford–Mission	$193.56	
56.	Brooks	326.73	
7H.	Dewdney Trunk, Sec. 7	2,812.12	
7I.	Dewdney Trunk, Sec. 8	1,345.79	
7J.	Dewdney Trunk, Sec. 9	1,030.03	
7K.	Dewdney Trunk, Sec. 10	194.84	
6.	Davies	143.25	
8.	Deroche Landing	656.27	
10.	Dyke	136.58	
11.	Farms	1,398.53	
13.	Hawkins–Pickles	277.60	
51.	Harrison Hot Springs	773.25	
69R.	Haney Loop	127.64	
59R.	Hammond Loop	365.20	
16.	Hartley	292.36	
15.	Hyde and Buker	314.70	
18.	Johnston	208.87	
20.	Kilpatrick	166.60	
65.	Lillooet Avenue	192.63	
21R.	Lougheed	1,849.99	
22R.	Lougheed	3,306.42	
23R.	Lougheed	2,043.75	
25R.	Lougheed	2,397.01	
26R.	Lougheed	7,712.03	
52.	McKimmon	100.12	
23.	McKamey	138.60	
22.	Malcolm	220.64	
29.	Newton	149.00	
74.	Nicomen Slough	347.13	
30.	Nicomen Island Trunk	683.30	
	Nicomen Island (highway protection)	108.00	
33.	North Nicomen	444.73	
32.	North Deroche	381.24	
36.	River Road (south)	145.94	
38.	Salvaster	2,499.31	
41.	Stave Lake	1,112.58	
42.	Sterling	127.30	
45.	Tremblay	132.40	
43.	Taylor	202.40	
81.	Wharf	196.30	
	Plant and tools	1,514.86	
	Sundry roads (units under $100)	792.85	
	Total, Vote 161—Roads, Trails, etc.		37,562.45

VOTE 161—CLASSIFIED HIGHWAYS.

60A.	Harrison Hot Springs	$185.07	
73B.	Dewdney Trunk	499.05	
77B.	Dewdney Trunk	1,550.00	
96B.	Cedar Valley	427.68	
	Sundry roads (units under $100)	286.40	
	Total, Vote 161—Classified Highways		2,948.20
	Carried forward		$64,318.11

DEWDNEY DISTRICT—*Continued.*

Brought forward		$64,318.11

Vote 161—Bridges: Maintenance.

Reg. No.			
106.	Mission C.P.R.	$12,930.18	
41.	Pitt River	3,373.25	
131.	Harrison River	754.21	
113.	Beck	113.90	
139.	Dale	104.94	
150.	Dewdney	334.74	
	Hammersley Prairie (dyke flood-box)	263.44	
137.	Judd	118.32	
50.	Kanaka Creek	211.21	
100.	Suicide Creek	364.29	
	Sundry bridges (units under $100)	124.45	
	Total, Vote 161—Bridges: Maintenance		18,692.93

Vote 161a—Bridge Patrol.

41.	Pitt River	$2,270.80	
99.	Stave River	1,683.20	
	Total, Vote 161a—Bridge Patrol		3,954.00

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

Horseback Creek	$600.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		600.00

Unemployment Relief Fund.

Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$15.55	
Less Dominion Government contribution	7.77	
	$7.78	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939: "C" Account—		
Farm Improvement and Employment Plan	$228.28	
Less Dominion Government contribution	114.14	
	$114.14	
Total expenditure, Unemployment Relief Fund		121.92
Total expenditure, Dewdney District		$87,686.96

DEWDNEY (EAST) DISTRICT.

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

517.	Hunter Creek	$22,618.61	
	Total, Capital Account—Bridges		$22,618.61

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

46r.	Trans-Provincial Highway	$231.14	
61.	Hope–Rosedale	3,253.98	
64.	Hope–Yale	230.94	
70.	Old Yale	195.34	
79.	Airport	206.68	
	Sundry roads (units under $150)	294.16	
	Plants and tools	471.67	
	Total, Vote 161—Roads, Trails, etc.		4,883.91
	Carried forward		$27,502.52

DEWDNEY (EAST) DISTRICT—*Continued.*

Brought forward		$27,502.52
VOTE 161—BRIDGES: MAINTENANCE.		
REG. NO.		
503. Hope (Fraser River)	$371.67	
505. American Creek	15,021.17	
517. Hunter Creek	412.19	
Sundry bridges (units under $150)	99.02	
Total, Vote 161—Bridges: Maintenance		15,904.05
VOTE 161A—BRIDGE PATROL.		
503. Hope (Fraser River)	$46.80	
Total, Vote 161A—Bridge Patrol		46.80
Total expenditure, Dewdney (East) District		$43,453.37

ESQUIMALT DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1930," SEC. 6 (*a*): ROADS.		
76. Island Highway	$2,900.00	
Total, Capital Account, 1930—Roads		$2,900.00
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1931," SEC. 6 (*a*): ROADS.		
76. Island Highway	$250.00	
Total, Capital Account, 1931—Roads		250.00
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.		
7. Bamberton	$721.31	
327. Beach	103.40	
29. Cherry Point	162.79	
150. Fitzgerald	81.44	
67. Hall and Hawkins	144.23	
73. Helmcken	202.84	
76. Island Highway	2,604.23	
117. Old Trunk	5,235.90	
140. Shepherd	164.92	
147. Sooke	2,928.13	
155. Telegraph	203.06	
196. Wilfert	146.72	
Total, Capital Account, 1935—Bituminous Surfacing		12,698.97
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
76. Island Highway	$30,195.01	
Total, Capital Account—Roads		30,195.01
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BITUMINOUS SURFACING.		
117. Old Trunk	$105.92	
Total, Capital Account, 1936—Bituminous Surfacing		105.92
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: BRIDGES.		
20. Deadman River	$1,035.79	
106. Purney	2,003.36	
Total, Capital Account—Bridges		3,039.15
Carried forward		$49,189.05

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$49,189.05

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

Thoburn Yard—Credits as at April 1st, 1939	$7,215.13	
Operating profit, 1939–40	971.78	
Total, credits, Capital Account—Tools and equipment	$8,186.91	

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.			
6.	Admiral	$174.29	
15.	Belmont	334.00	
311.	Brown's Trail (Clo-oose)	738.00	
26.	Cameron–Taggart	281.81	
47.	East Sooke	670.05	
150.	Fitzgerald	203.89	
66.	Gillespie	1,259.72	
67.	Hall and Hawkins	204.48	
68.	Halhead	437.66	
69.	Happy Valley	578.48	
76.	Island Highway	16,585.88	
77.	Island Road (Port Renfrew)	153.78	
100.	Kangaroo	166.77	
92.	Leech River	345.37	
99.	Metchosin	1,347.48	
101.	Millstream	944.74	
102.	Millstream Lake	189.00	
112.	Munn	238.75	
117.	Old Trunk	2,558.44	
79.	Otter Point	362.73	
129.	Parkinson	376.57	
130.	Quarantine	988.06	
132.	Rocky Point	845.49	
133.	Ross–Durrance	186.47	
141.	Shawnigan Lake–Mill Bay Cross Road	246.99	
147.	Sooke	2,858.93	
198.	View Royal	213.58	
192.	West Coast	1,402.70	
196.	Wilfert	332.61	
	Sundry roads (units under $150)	3,891.11	
	Auto Account	382.50	
	Repairs, district machinery	1,633.03	
	Plant and tools	2,286.17	
	Garage operations	707.59	
	Supervision	2,350.64	
	Total, Vote 161—Roads, Trails, etc.		46,477.76

VOTE 161—BRIDGES: MAINTENANCE.

193.	Chewat	$182.00	
19.	Craigflower	163.85	
165.	Fitzgerald	492.35	
250.	Harris Cove	2,815.60	
136.	Hollings	1,189.56	
154.	Koksilah	172.90	
134.	Loss Creek	230.53	
180.	Millstream, No. 2	262.69	
214.	McVicar Creek	312.86	
98.	Skinner	403.93	
	Sundry bridges (units under $150)	1,615.94	
	Total, Vote 161—Bridges: Maintenance		7,842.21
	Carried forward		$95,322.11

ESQUIMALT DISTRICT—*Continued.*

Brought forward		$95,322.11
Vote 161—Ferries.		
Mill Bay	$4,000.00	
Total, Vote 161—Ferries		4,000.00
Vote 120—Grants in Aid of Mining Roads and Trails, etc.		
Silver Mine Trail	$296.80	
Sombrio Placer Trail	182.28	
Sunrise and Sunset Properties (Muir Creek)	150.00	
Wolfe Creek Road	50.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		679.08
Unemployment Relief Fund.		
Dominion-Provincial Single Homeless Men's Agreement, November 8th, 1938: Highway Construction, "C" Account—		
Highway Construction (Contributory)	$19,068.48	
Less Dominion Government contribution	9,534.24	
	$9,534.24	
Highway Construction (Non-contributory)	$2,584.93	
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$46.455.76	
Less Dominion Government contribution	23,227.88	
	$23,227.88	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$15.00	
Less Dominion Government contribution	7.50	
	$7.50	
Total expenditure, Unemployment Relief Fund		35,354.55
Total expenditure, Esquimalt District		$135,355.74

FERNIE DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.			
1.	Southern Trans-Provincial Highway	$19,688.81	
	Total, Capital Account, 1935—Bituminous Surfacing		$19,688.81

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

1.	Southern Trans-Provincial Highway	$1,119.78	
	Total, Capital Account, 1936—Bituminous Surfacing		1,119.78

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

1.	Southern Trans-Provincial Highway	$999.17	
150.	Elko–Newgate	4,977.14	
	Total, Capital Account—Roads		5,976.31
	Carried forward		$26,784.90

FERNIE DISTRICT—*Continued.*

	Brought forward		$26,784.90
	CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: BRIDGES.		
REG. NO.			
11.	Eddys	$40.84	
12.	Michel	40.84	
	Total, Capital Account—Bridges		81.68
	VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
1.	Southern Trans-Provincial Highway	$18,633.52	
2.	Wardner–Gateway	1,751.37	
3.	Elko–Roosville	1,759.22	
4.	Elk Valley	1,187.72	
8.	Sand Creek	969.40	
10.	Elko–Waldo	896.34	
13.	Fernie–Coal Creek	157.22	
37.	Douglas Settlement	166.40	
46.	Bull River (north)	278.60	
48.	Maus Creek	671.20	
66.	Premier (south)	46.40	
93.	Kootenay–Columbia River Highway	260.60	
94.	Kootenay–Columbia River Highway	3,911.40	
106.	Corbin	27.44	
128.	Fernie–Elko	82.11	
141.	Gornick	148.80	
	Sundry roads (units under $150)	578.70	
	Snow-removal	1,422.43	
	Plant and tools	6,147.23	
	Supervision	2,851.14	
	Total, Vote 161—Roads, Trails, etc.		41,947.24
	VOTE 161—BRIDGES: MAINTENANCE.		
4.	Fernie	$2,220.47	
10.	Old Town	459.08	
12.	Michel	805.98	
55.	Fairy Creek	2,275.47	
58.	Elk Log Channel	1,175.03	
93.	Hartley Creek	580.24	
124.	Swede	237.99	
	Sundry bridges (units under $150)	1,561.02	
	Total, Vote 161—Bridges: Maintenance		9,315.28
	UNEMPLOYMENT RELIEF FUND.		
	Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: " C " Account—		
	Tourist Roads	$25,518.32	
	Less Dominion Government contribution	12,759.16	
		$12,759.16	
	Total expenditure, Unemployment Relief Fund		12,759.16
	Total expenditure, Fernie District		$90,888.26

FORT GEORGE DISTRICT.

	CAPITAL ACCOUNT—" B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
25.	Cariboo	$10,022.93	
26.	Fort George–Hazelton	4,319.24	
106.	Fort George–Yellowhead	22,542.56	
9.	Okanagan–North Thompson	3,990.21	
	Total, Capital Account—Roads		$40,874.94
	Carried forward		$40,874.94

FORT GEORGE DISTRICT—*Continued.*

	Brought forward		$40,874.94

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
142.	Bendixon	$440.60	
126.	Camp Creek	193.60	
25.	Cariboo	13,790.61	
215.	Chamberlain	479.00	
120.	Croydon (east)	179.20	
147.	Cumming	600.00	
14.	Dome Creek–Kidd	201.60	
106.	Fort George–Yellowhead	9,035.21	
24.	Fort George–Chief Lake	2,903.51	
26.	Fort George–Hazelton	11,735.56	
30.	Foreman	785.20	
145.	Farr (east)	694.15	
116.	Hammond	213.60	
144.	Lund	242.00	
54.	Mud River Valley (south)	1,220.35	
114.	Pain	281.60	
141.	Pooley	306.80	
49.	Reid Lake	2,101.59	
42.	Young	361.20	
	Sundry roads (units under $150)	788.73	
	Garage	56.07	
	Supervision, office	2,213.41	
	Supervision, auto	657.11	
	Plant	6,576.33	
	Total, Vote 161—Roads, Trails, etc.		56,057.03

VOTE 161—BRIDGES: MAINTENANCE.

8.	Beaver River	$6,331.86	
293.	Fraser River (Prince George)	418.76	
529.	Fraser River (McBride)	629.54	
683.	Harvey	210.79	
307.	Hay	189.48	
628.	Josephine Creek	1,112.49	
596.	King Creek	760.36	
637.	Mud River	432.36	
81.	McLennan	778.61	
89.	Nechako	372.79	
684.	Prestlien	187.60	
187.	Smith	189.49	
148.	21-Mile	999.03	
149.	22-Mile	1,000.00	
	Sundry bridges (units under $150)	940.47	
	Total, Vote 161—Bridges: Maintenance		14,553.63

VOTE 161—FERRIES: MAINTENANCE.

3.	Indian Reserve (Miworth)	$1,219.18	
9.	Isle Pierre	1,293.34	
12.	Croydon	621.50	
	Total, Vote 161—Ferries: Maintenance		3,134.02

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
	Farm Improvement and Employment Plan	$145.50	
	Less Dominion Government contribution	72.75	
	Carried forward	$72.75	$114,619.62

FORT GEORGE DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$72.75	$114,619.62
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$512.90	
Less Dominion Government contribution	256.45	
	$256.45	
Total expenditure, Unemployment Relief Fund		329.20
Total expenditure, Fort George District		$114,948.82

GRAND FORKS-GREENWOOD DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

17B. Cascade–Bridesville	$10,499.56	
Total, Capital Account—Bituminous Surfacing		$10,499.56

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

REG. NO.		
17B. Cascade–Bridesville	$7,095.29	
11. Carmi–McCullough	4,980.91	
43. Kettle River (main)	216.60	
44. Kettle River (west)	494.94	
70. Sutherlund Creek	14.70	
72. Valley Roads (south)	194.80	
Total, Capital Account—Roads		12,997.24

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Anaconda No. 7	$158.14	
18B. Bridesville–Osoyoos	3,470.91	
11. Carmi–McCullough	831.32	
17B. Cascade–Bridesville	14,497.64	
17B. Cascade–Bridesville (survey)	581.96	
17B. Cascade–Bridesville (Kerr Creek survey)	497.68	
14. Cascade-Paulson	262.78	
16. Christina Lake (east)	116.29	
17. Christina Lake (west)	216.27	
26. Grand Forks–Carson (north)	1,140.15	
27. Grand Forks–Carson (south)	255.17	
30. Grand Forks–Franklin	448.15	
32. Grand Forks–Lynch Creek	1,058.27	
37. Italy Creek	156.50	
43. Kettle River (main)	651.45	
44. Kettle River (west)	1,699.25	
44. Kettle River (west) (survey)	226.08	
46. Long Lake–Jewel Mine	154.62	
66. Rock Mountain	171.77	
69. Sidley Mountain	172.84	
72. Valley roads (south)	524.07	
74. Vernon–Edgewood	221.36	
Snow-removal	4,570.16	
Sundry roads (40)	4,739.69	
Office assistance	789.40	
Grand Forks Court-house	59.54	
Surveys	741.56	
Plant and tools	4,704.39	
Ford Sedan A-32	17.40	
Garage	2,676.04	
Warehouse (Greenwood)	120.00	
Total, Vote 161—Roads, Trails, etc.		45,930.85
Carried forward		$69,427.65

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

Brought forward		$69,427.65

VOTE 161—BRIDGES: MAINTENANCE.

REG. NO.			
15–22.	Caron	$1,454.29	
15–25.	Cascade Upper	881.34	
15–126.	Castle	597.26	
15–164.	Frome	270.40	
15–55.	Ingram	1,138.01	
15–63.	Lancashire	364.15	
15–64.	Lynch Creek	152.60	
15–87.	Midway	164.65	
15–81.	Myers Creek	202.00	
15–124.	Overhead	166.69	
15–125	Schulli	718.30	
15–106.	State Creek	207.62	
15–38.	30-Mile	177.64	
15–117.	Westbridge	563.25	
15–119.	Wilkinson	2,668.47	
	Sundry (34)	2,475.86	
	Bridges generally	1,097.01	
	Total, Vote 161—Bridges: Maintenance		13,299.54

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Boris Bay Road	$25.00	
Greenwood–Phoenix	499.35	
Jolley Creek–Greenwood	50.00	
May Creek	72.64	
Mogul Mine	247.10	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		894.09

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$37.50	
Less Dominion Government contribution	18.75	
	$18.75	
Total expenditure, Unemployment Relief Fund		18.75
Total expenditure, Grand Forks-Greenwood District		$83,640.03

ISLANDS DISTRICT (NORTH SAANICH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

14.	East Saanich	$1,799.02	
30.	Queens Avenue	206.60	
	Total, Capital Account—Bituminous Surfacing		$2,005.62

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

4.	Beacon	$121.35	
26.	Beaufort	24.45	
8.	Centre	224.58	
14.	East Saanich	2,114.30	
184.	Harbour	46.70	
234.	Land's End	485.00	
236.	Marshall	56.00	
192.	Meldram	75.00	
30.	Queens Avenue	340.46	
	Carried forward	$3,487.84	$2,005.62

ISLANDS DISTRICT (NORTH SAANICH)—*Continued.*

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

	Brought forward	$3,487.84	$2,005.62
REG. NO.			
237.	Sterling	70.00	
23.	Thomas	78.20	
22.	West Saanich	773.69	
159.	Wilson	90.00	
	Total, Capital Account—Roads		4,499.73

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

14.	East Saanich	$1,022.62	
214.	King's Avenue	230.51	
234.	Land's End	161.59	
19.	Marine Drive	334.52	
30.	Queens Avenue	866.08	
22.	West Saanich	952.11	
	Sundry roads (units under $150)	801.75	
	Supervision	205.81	
	Auto Account	19.38	
	District machinery, repairs	385.36	
	Plant and tools	1,931.99	
	Total, Vote 161—Roads, Trails, etc.		6,911.72

VOTE 161—FERRIES.

	Fulford Harbour–Swartz Bay	$7,000.00	
	Total, Vote 161—Ferries		7,000.00
	Total expenditure—Islands District (North Saanich)		$20,417.07

ISLANDS DISTRICT (LADYSMITH).

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

116.	Fulford–Ganges	$2,220.94	
121.	Ganges Lower Road	489.44	
135.	North End	119.27	
151.	Vesuvius	170.20	
	Total, Capital Account—Bituminous Surfacing		$2,999.85

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

107.	Beaver Point	$615.86	
90.	Boulder	180.15	
94.	Deep Bay	165.90	
116.	Fulford–Ganges	432.43	
121.	Ganges Lower	804.98	
62.	Horton Bay	177.79	
135.	North End	365.45	
58.	North End (main)	309.01	
85.	Port Washington	227.37	
138.	Rainbow	256.29	
57.	South End (main)	211.20	
151.	Vesuvius	550.30	
313.	Whaler Bay	165.00	
	Sundry roads (units under $150)	941.72	
	Total, Capital Account—Roads		5,403.45
	Carried forward		$8,403.30

ISLANDS DISTRICT (LADYSMITH)—*Continued.*

	Brought forward		$8,403.30
	VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
REG. NO.			
106.	Beddis	$193.21	
107.	Beaver Point	348.95	
116.	Fulford–Ganges	1,142.70	
121.	Ganges Lower	244.45	
62.	Horton Bay	204.75	
82.	James Point	612.53	
180.	Musgrave	225.74	
58.	North End (main)	310.02	
135.	North End	407.07	
80.	Stewart	196.36	
151.	Vesuvius	239.64	
152.	Walker Hook	181.10	
	Sundry roads (units under $150)	4,729.89	
	Supervision	1,524.94	
	Truck	212.26	
	Tools and plant	223.88	
	Total, Vote 161—Roads, Trails, etc.		10,997.49
	VOTE 161—BRIDGES: MAINTENANCE.		
10.	Fulford	$1,408.66	
43.	Langdon	2,499.88	
	Sundry bridges (units under $150)	90.26	
	Total, Vote 161—Bridges: Maintenance		3,998.80
	Total expenditure, Islands District (Ladysmith)		$23,399.59

KAMLOOPS DISTRICT.

	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.		
41.	Trans-Provincial Highway (Kamloops–Cache Creek)	$8,926.41	
43.	Kamloops–Tranquille	16,711.27	
	Total, Capital Account—Bituminous Surfacing		$25,637.68
	CAPITAL ACCOUNT—"B.C. LOAN ACT, 1936," SEC. 6: ROADS.		
41.	Kamloops–Cache Creek	$490.91	
41.	Kamloops–Cache Creek (fences)	777.50	
	Total, Capital Account—Roads		1,268.41
	VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
8.	North Thompson Highway	$20,099.34	
23.	Deadman–Vidette	259.52	
26.	Fruitlands	1,250.80	
26.	Fruitlands (road to airport)	2,473.69	
32.	Highland Valley	288.32	
38.	Kamloops–Salmon Arm	408.80	
40.	Kamloops–Merritt	3,070.29	
41.	Kamloops–Cache Creek	13,636.50	
43.	Kamloops–Tranquille	1,557.98	
46.	Lac la Jeune	216.97	
48.	Long Lake	562.57	
49.	Louis Creek–Heffley	701.05	
50.	Mamette Lake	287.85	
57.	Paul Lake	318.56	
59.	Rose Hill–Beresford	5,331.73	
	Carried forward	$50,463.97	$26,906.09

KAMLOOPS DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$50,463.97	$26,906.09
REG. NO.		
65. Tranquille–Criss Creek	249.00	
71. Westsyde	790.56	
Sundry roads (units under $150)	987.50	
Camp equipment	1,793.71	
Plant and tools	4,137.22	
Total, Vote 161—Roads, Trails, etc.		58,421.96

VOTE 161—BRIDGES: MAINTENANCE.

8. Barriere–North Thompson	$219.00	
16. Birch Island	962.84	
30. Canyon Creek, No. 2	966.54	
44. Clearwater Station	153.35	
63. C.P.R. Overhead, Savona	898.17	
67. Deadman's Creek, No. 1	184.93	
82. Fadear Creek, No. 1	329.19	
102. Kamloops (east)	738.48	
103. Kamloops (west)	599.39	
112. Lemieux Creek, No. 1	4,559.52	
153. Schiedam Creek, No. 1	180.42	
154. Schiedam Creek, No. 2	227.28	
163. Spring Creek	730.18	
167. Tranquille Creek, No. 1	193.35	
168. Tranquille Creek, No. 1A	200.36	
Sundry bridges (units under $150)	1,550.38	
Total, Vote 161—Bridges: Maintenance		12,693.38

VOTE 161—FERRIES.

1. Vinsulla	$420.00	
2. Black Pines	23.12	
3. McLure	1,709.13	
5. Mount Olie	1,102.14	
6. Black Pool	1,096.02	
8. Vavenby	962.28	
Total, Vote 161—Ferries		5,312.69

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

3–57 (101). Allies Mineral Claim Road (Kamloops Mining Division)	$223.20	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		223.20

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939; "C" Account—		
Tourist Roads	$24,944.22	
Less Dominion Government contribution	12,472.11	
	$12,472.11	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$72.60	
Less Dominion Government contribution	36.30	
	$36.30	
Carried forward	$12,508.41	$103,557.32

KAMLOOPS DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$12,508.41	$103,557.32
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$609.52	
Less Dominion Government contribution	304.76	
	$304.76	
Total expenditure, Unemployment Relief Fund		12,813.17
Total expenditure, Kamloops District		$116,370.49

KASLO-SLOCAN DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: ROADS.

REG. No.			
165.	Kaslo–New Denver	$480.98	
201.	Nakusp streets (Bay Street)	499.15	
204.	Nelson–Kaslo	981.29	
212.	Nakusp–Vernon	2,332.19	
246.	Slocan Valley–Nakusp	530.25	
	Sundry roads (units under $150)	174.80	
	Total, Capital Account—Roads		$4,998.66

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

204.	Nelson–Kaslo	$98.20	
246.	Slocan Valley–Nakusp	270.43	
	Total, Capital Account—Bituminous Surfacing		368.63

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

6.	Applegrove	$300.70	
14.	Arrow Park–Belleview	503.42	
80.	Edgewood–Needles	422.40	
141.	Howser–Argenta	163.20	
144.	Highland Surprise	191.14	
165.	Kaslo–New Denver	709.01	
168.	Kaslo (north)	524.10	
201.	Nakusp streets	526.12	
204.	Nelson–Kaslo	1,282.46	
212.	Nakusp–Vernon	6,583.70	
242.	Sandon streets (flume)	5,221.72	
246.	Slocan Valley–Nakusp	10,450.40	
246.	Slocan Valley–Nakusp (Vallican Diversion)	9,121.45	
	Sundry roads (units under $150)	999.93	
	Equipment	9,690.00	
	Total, Capital Account—Roads		46,689.75

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

14.	Arrow Park–Belleview	$885.16	
15.	Arrow Park–West Demars	655.10	
22.	Beaton–Camborne	312.53	
24.	Beaton–Trout Lake	472.47	
85.	Edgewood–Inonoaklin Valley	902.50	
94.	Ferguson	797.47	
99.	4-Mile	247.50	
114.	Galena Bay (south)	514.90	
140.	Houston	181.40	
141.	Howser–Argenta	1,121.20	
	Carried forward	$6,090.23	$52,057.04

KASLO-SLOCAN DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$6,090.23	$52,057.04
REG. No.			
165.	Kaslo–New Denver	3,758.79	
167.	Kaslo Creek (South Fork)	295.97	
168.	Kaslo (north)	684.21	
201.	Nakusp streets (Bay Street)	1,192.57	
204.	Nelson–Kaslo	3,145.52	
212.	Nakusp–Vernon	9,250.57	
233.	Renata Town	189.60	
241.	Sandon–Three Forks	400.26	
246.	Slocan Valley–Nakusp	16,333.66	
246.	Slocan Valley–Nakusp (Vallican Diversion)	358.07	
412.	Argenta–Johnson's Landing	536.20	
702.	Snow Creek	490.80	
	Sundry roads (units under $150)	1,773.84	
	Plant and tools	7,987.86	
	Supervision	4,163.42	
	Equipment	845.40	
	Snow-removal.		
22.	Beaton–Camborne	182.75	
24.	Beaton–Trout Lake	359.71	
94.	Ferguson	310.11	
165.	Kaslo–New Denver	1,106.35	
212.	Nakusp–Vernon	1,026.85	
241.	Sandon–Three Forks	294.93	
246.	Slocan Valley–Nakusp	1,056.20	
	Sundry roads (units under $150)	219.41	
	Total, Vote 161—Roads, Trails, etc.		62,053.28

VOTE 161—BRIDGES: MAINTENANCE.

10.	Appledale	$488.61	
598.	"A" Avenue Bridge, Kaslo	9,555.56	
189.	Deep Creek	779.12	
193.	Dedoosenco	489.59	
210.	Fauquier–Applegrove	160.28	
261.	Goldfields	152.70	
	Kuskanax Creek	330.80	
389.	Parapet	307.27	
398.	Poplar Creek	494.79	
425.	Renata North No. 6	165.00	
548.	Vallican	502.33	
120.	Walker	530.69	
569.	Whatchan No. 1	537.25	
570.	Whatchan No. 2	487.74	
578.	Winlaw	406.31	
	Sundry bridges (units under $150)	1,463.94	
	Total Vote 161—Bridges: Maintenance		$16,851.98

VOTE 161—FERRIES.

1.	Arrow Park (east and west)	$3,198.85	
2.	Needles–Fauquier	5,234.61	
3.	Arrowhead–Beaton	7,000.00	
	Total, Vote 161—Ferries		15,433.46

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

2.	Ainsworth South	$289.40	
472.	Capella	100.00	
500.	Dayton Basin	174.80	
552.	Hampton Basin	74.40	
	Carried forward	$638.60	$146,395.76

KASLO-SLOCAN DISTRICT—*Continued.*

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$638.60	$146,395.76
REG. NO.		
137. Hewitt Mine	49.14	
646. Incomappleux	32.60	
621. Kane Creek	75.00	
598. Lemon Creek	150.00	
144. Lyle Creek	644.67	
612. L.H. Group	98.39	
165. McGuigan Creek	349.55	
646. Mammoth Scout and Big Showing	25.00	
625. Meteor	150.00	
645. Molly Highes	49.96	
647. Murphy Group	50.00	
594. North Fork Lardeau Creek	286.80	
666. Poplar Creek	25.00	
668. Prescott Mine	75.00	
681. Rossiter Creek	50.00	
490. Silverton–8-Mile Creek	177.16	
707. Sturgis Creek	100.00	
708. Sunshine	50.00	
720. 10-Mile Creek	50.00	
734. Upper Springer Creek	299.61	
737. Victor and Elkhorn	274.34	
745. Wilson Creek	300.00	
747. Winslow	398.20	
749. Woodbury Creek	400.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		4,799.02

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Mining Roads	$4,175.05	
Less Dominion Government contribution	2,783.37	
	$1,391.68	
Total expenditure, Unemployment Relief Fund		1,391.68
Total expenditure, Kaslo-Slocan District		$152,586.46

LILLOOET DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

1. Trans-Canada Highway (Ashcroft Manor)	$7,583.95	
34. Bridge River (Bralorne Mines)	7,063.89	
34. Bridge River (Goldbridge)	838.37	
34A. Goldbridge streets	135.22	
138. Squamish Valley	669.94	
Total, Capital Account—Bituminous Surfacing		$16,291.37

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

1. Trans-Canada Highway (Project 1D)	$191.76	
1. Trans-Canada Highway (Project 1E)	885.92	
Total, Capital Account—Roads		1,077.68

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

257. Washout (Mamquam)	$696.62	
Total, Capital Account—Bridges		696.62
Carried forward		$18,065.67

LILLOOET DISTRICT—*Continued.*

Brought forward		$18,065.67

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

REG. NO. 34. Bridge River (Bralorne Mine) (preparatory)	$396.47	
Total, Capital Account—Bituminous Surfacing		396.47

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

20–20–1. Trans-Canada Highway (Spences Bridge–Cache Creek)	$6,582.36	
10. Cariboo	4,919.87	
12A. Lytton–Lillooet	3,337.58	
12B. Lillooet–Clinton	2,201.28	
13. Ashcroft streets	266.78	
23. Big Bar	241.30	
26. Big Bar Lake	350.48	
30. Bonaparte Valley	265.83	
31. Botanie Creek	536.00	
34. Bridge River	5,184.78	
43. Cleveland	351.00	
48. Cornwall	219.00	
57. 57-Mile–Williams Lake	191.94	
64. Fountain Valley	179.13	
69. Green Lake	728.83	
70. Gun Lake	616.00	
76. Hat Creek	934.71	
78. High Bar	274.80	
79. Highland Valley	269.58	
80. Hurley River	198.35	
82. Hamilton	181.30	
88. Jones–Dickey	1,044.28	
92. Kelly Lake–Canoe Creek	795.28	
96. Lillooet–Seton Lake	204.71	
104. Marble Canyon	1,937.23	
107. Mound	464.81	
115. North Bonaparte	254.58	
117. North Fork	1,370.30	
122. Pemberton Meadows	2,596.95	
123. Pemberton Portage	1,170.85	
137. Squamish streets	642.36	
138. Squamish Valley	3,006.45	
152. Watch Lake–Lone Butte	162.80	
Squamish dykes	1,180.29	
Sundry roads and trails, etc. (units under $150)	2,688.55	
Clinton warehouse (repairs)	158.69	
Lillooet garage (repairs)	172.90	
Mission Mountain equipment-shed (repairs)	158.94	
Plant and tools	4,443.08	
Total, Vote 161—Roads, Trails, etc.		50,483.95

VOTE 161.—RIVER-BANK PROTECTION.

257. Washout (Mamquam)	$1,643.77	
Total, Vote 161—River-bank Protection		1,643.77

VOTE 161—BRIDGES: MAINTENANCE.

4. Gold Mine	$303.28	
21. Lytton	283.72	
76. Olympic	189.54	
156. Lillooet Station	172.18	
233. Noel Gulch	238.79	
257. Washout (Mamquam)	2,531.42	
Carried forward	$3,718.93	$70,589.86

LILLOOET DISTRICT—*Continued.*

VOTE 161—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$3,718.93	$70,589.86
REG. No.			
275.	Hell	337.10	
314.	21-Mile Creek	233.15	
	Sundry bridges (units under $150)	1,706.74	
	Total, Vote 161—Bridges: Maintenance		5,995.92

VOTE 161—FERRIES: MAINTENANCE.

45.	Pavilion	$1,017.14	
46.	Big Bar	1,033.55	
47.	Crown Mountain	90.00	
48.	High Bar	1,113.60	
49.	Lytton	1,308.46	
	Total, Vote 161—Ferries		4,562.75

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

80.	Hurley River	$397.80	
110.	Marshall Creek	395.13	
438.	Gun Creek Trail	200.00	
441.	Hurley River Trail	249.80	
491.	Truax Creek Trail	324.80	
	Sundry roads (units under $150)	822.80	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		2,390.33

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$43,159.90	
Less Dominion Government contribution	21,579.95	
	$21,579.95	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$3.40	
Less Dominion Government contribution	1.70	
	$1.70	
Total expenditure, Unemployment Relief Fund		21,581.65
Total expenditure, Lillooet District		$105,120.51

MACKENZIE DISTRICT (NORTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

111.	Lund	$296.28	
137.	Thunder Bay	514.52	
150.	First	643.98	
159.	Joyce	2,275.56	
239.	Woolgar	508.20	
	Total, Capital Account—Bituminous Surfacing		$4,238.54

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

9.	Bella Coola	$750.53	
175.	Central	160.11	
	Sundry roads (units under $150)	88.65	
	Total, Capital Account—Roads		999.29
	Carried forward		$5,237.83

MACKENZIE DISTRICT (NORTH)—*Continued.*

Brought forward		$5,237.83

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
9.	Bella Coola	$2,318.00	
9.	Bella Coola (McCall Hill)	199.40	
101.	Lake	306.82	
102.	Main	656.14	
110.	Malaspina	244.12	
111.	Lund	1,614.07	
115.	Westview	323.19	
133.	Padgett	233.55	
134.	Cranberry Lake	261.96	
137.	Thunder Bay	1,965.76	
159.	Joyce	401.38	
174.	Blubber Bay	150.44	
175.	Central	463.06	
177.	Gillies Bay	174.72	
	Sundry roads (units under $150)	2,797.87	
	Lacrosse-box	302.89	
	Supervision	2,187.35	
	Trucks, etc.	1,755.44	
	Plant and tools	803.40	
	Total, Vote 161—Roads, Trails, etc.		17,159.56

Vote 161—Bridges: Maintenance.

35.	Svisdahl	$156.20	
141.	Texada	150.15	
181.	Squatter Creek	364.32	
207.	Haslam Lake	194.14	
	Sundry bridges (units under $150)	884.32	
	Total, Vote 161—Bridges: Maintenance		1,749.13

Vote 161—Ferries.

	Hagensborg–Salloomt	$635.49	
	Total, Vote 161—Ferries		635.49
	Total expenditure, Mackenzie District (North)		$24,782.01

MACKENZIE DISTRICT (SOUTH).

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

281.	Gibson–Sechelt	$3,513.13	
297.	Ocean Beach Esplanade	569.43	
312.	Oyster Bay	133.85	
436.	Redrooffs	251.60	
302.	Roberts Creek	400.00	
314.	Sechelt–Pender Harbour	9,127.30	
	Total, Capital Account—Roads		$13,995.31

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

271.	Beach	$452.68	
281.	Gibson–Sechelt	1,456.18	
272.	Gower	101.34	
319.	Joe	160.91	
291.	Lower	208.82	
324.	Porpoise Bay	117.04	
302.	Roberts Creek	183.64	
	Carried forward	$2,680.61	$13,995.31

MACKENZIE DISTRICT (SOUTH)—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.			
	Brought forward	$2,680.61	$13,995.31
314.	Sechelt–Pender Harbour	1,372.26	
	Supervision	1,338.28	
	Plant and tools	953.40	
	Sundry roads (units under $100)	828.74	
	Total, Vote 161—Roads, Trails, etc.		7,173.29

VOTE 161—BRIDGES: MAINTENANCE.

272.	Bowden	$604.99	
290.	Edmonds	115.81	
341.	Murphy	297.70	
277.	Payne Creek	2,991.35	
304.	Salmon Arm	3,177.97	
301.	Roberts Creek No. 1	396.23	
	Sundry bridges (units under $100)	212.95	
	Total, Vote 161—Bridges: Maintenance		7,797.00

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

6–91.	Road to Pender Nos. 1–9, Stella, and Rita Claims	$300.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		300.00
	Total expenditure, Mackenzie District (South)		$29,265.60

NELSON-CRESTON DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1928," SEC. 6: ROADS.

2.	Nelson–Castlegar	$186.48	
	Total, Capital Account, 1928—Roads		$186.48

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

2.	Creston–Porthill	$6,443.65	
2.	Nelson–Balfour	9,954.95	
2.	Nelson–Castlegar	5,567.08	
133.	Nelson–Nelway	17,721.16	
	Total, Capital Account—Bituminous Surfacing		39,686.84

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

2.	Nelson–Balfour	$999.60	
133.	Nelson–Nelway	2,499.96	
	Total, Capital Account, 1936—Roads		3,499.56

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Airport–Nick's Island	$1,722.84	
3.	Alice	416.00	
6.	Arrow Creek (west)	393.25	
9.	Atwood	396.40	
24.	Bevan	422.40	
26.	Blue Bell	260.13	
28.	Blewett	832.63	
43.	Canyon–Porthill	668.06	
45R.	Canyon	255.67	
51.	Corn Creek	154.85	
	Carried forward	$5,522.23	$43,372.88

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$5,522.23	$43,372.88
REG. No.			
52.	Cory	1,194.67	
54.	Creston–Erickson	478.03	
2.	Creston–Goatfell	7,446.86	
2.	Creston–Gray Creek	6,010.12	
57.	Creston–Porthill	12,043.41	
58.	Creston–Summit Creek	2,252.85	
60.	Creston–Wynndel	654.49	
69.	East Robson	981.62	
70.	Elsie–Holmes	178.00	
75.	Filmer	1,638.40	
77.	Fruitvale–Columbia Gardens	241.60	
78.	Fruitvale Subdivision	311.90	
85.	Granite–Poorman	155.61	
86.	Gray Creek–Kootenay Bay	461.72	
87.	Greenwood	264.40	
93.	Harrop–Procter	879.54	
95.	Haskins (east)	1,052.80	
110.	Lapointe	184.00	
115.	Lister Settlement	3,092.20	
2.	Nelson–Balfour	5,818.89	
2.	Nelson–Castlegar	11,853.62	
131.	McMurtrie	219.20	
132.	Nelson–Kaslo	1,475.09	
133.	Nelson–Nelway	14,258.72	
147.	Reclamation	3,685.71	
153.	Rosemont streets	493.59	
158.	Salmo Trail	2,122.88	
161.	Samuelson	810.40	
163.	Second Relief	390.63	
164.	Sheep Creek	1,452.78	
173.	Slocan Valley	3,146.72	
175.	Settlers	358.88	
178.	Sproule Creek	311.90	
181.	South Nelson streets	231.32	
186.	Tooze	209.60	
188.	Uri	307.00	
202.	Wynndel	818.92	
206.	Lakeview	496.80	
	Roads, general	2,383.19	
	Plant and tools, Creston	826.23	
	Plant and tools, Nelson	1,015.30	
	Supervision, Creston	179.69	
	Nelson shop	1,773.68	
	Total, Vote 161—Roads, Trails, etc.		99,685.19

VOTE 161—BRIDGES: MAINTENANCE.

40.	Creston–Erickson, No. 1	$1,366.46	
42.	Creston–Goatfell, No. 2	1,947.62	
43.	Creston–Goatfell, No. 3	1,464.03	
44.	Creston–Goatfell, No. 4	1,069.22	
49.	Creston–Gray Creek, No. 1	325.53	
50.	Creston–Gray Creek, No. 2	527.56	
59.	Creston–Porthill, No. 2	2,248.13	
	Goat River Channel	1,819.64	
124.	Nelson–Castlegar, No. 2	13,308.23	
125.	Nelson–Castlegar, No. 3	256.62	
128.	Nelson–Nelway, No. 2	625.55	
130.	Nelson–Nelway, No. 4	349.60	
131.	Nelson–Nelway, No. 5	325.07	
140.	Nelson–Kaslo, No. 1	231.74	
141.	Nelson–Kaslo, No. 2	359.06	
	Carried forward	$26,224.06	$143,058.07

NELSON-CRESTON DISTRICT—*Continued.*

VOTE 161—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$26,224.06	$143,058.07
REG. NO.			
142.	Nelson–Kaslo, No. 3	1,897.92	
183.	Salmo Trail, No. 5	287.38	
212.	Slocan Valley, No. 1	155.92	
213.	Slocan Valley, No. 2	188.97	
214.	Slocan Valley, No. 3	252.73	
214A.	Slocan Valley, No. 4	261.40	
231.	Yeatman's, No. 1	212.37	
	Bridges, general	818.97	
	Total, Vote 161—Bridges: Maintenance		30,299.72

VOTE 161—FERRIES.

Kootenay Lake	$33,257.54	
Nelson	20,987.13	
Harrop–Longbeach	7,058.10	
Kootenay River	3,669.54	
Slocan River	148.92	
Glade	22.88	
Porthill	444.83	
Nick's	5,711.06	
	$71,300.00	
Credit, Ferry tolls	27,947.55	
Total, Vote 161—Ferries		43,352.45

VOTE 161—WHARVES.

Gray Creek	$499.95	
Total, Vote 161—Wharves		499.95

VOTE 161A—BRIDGE PATROL.

123. Nelson–Castlegar, No. 1	$1,158.67	
124. Nelson–Castlegar, No. 2	332.80	
125. Nelson–Castlegar, No. 3	620.80	
Bridges, general	65.12	
Total, Vote 161A—Bridge Patrol		2,177.39

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

68. Bear Creek Road to Yankee Girl and Dundee	$200.00	
197. Wildhorse Creek Road to Ymir Consolidated	250.00	
169. Silver King Mine Road	268.38	
Trail to Harriett Group	250.00	
164. Sheep Creek	499.83	
4. New Arlington Mine Road	250.00	
Bear Group Claims	500.00	
Erie Creek Road	200.00	
Goat River Sanca Trail	500.00	
Summit Creek Trail	150.00	
90. Hall Creek Road	200.00	
164. Sheep Creek Road	748.53	
Sundry roads and trails	1,104.45	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		5,121.19

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—			
Tourist Roads		$52,497.26	
Less Dominion Government contribution		26,248.63	
Carried forward		$26,248.63	$224,508.77

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NELSON-CRESTON DISTRICT—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$26,248.63	$224,508.77
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—*Continued.*		
Mining Roads	$1,228.70	
Less Dominion Government contribution	819.13	
	$409.57	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$91.25	
Less Dominion Government contribution	45.62	
	$45.63	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$138.25	
Less Dominion Government contribution	69.12	
	$69.13	
Total expenditure, Unemployment Relief Fund		26,772.96
Total expenditure, Nelson-Creston District		$251,281.73

NEW WESTMINSTER DISTRICT.

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

Approaches to Pattullo Bridge	$4,998.01	
Total, Capital Account—Roads		$4,998.01

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Streets in District Lot 172	$1,942.18	
North approach, Pattullo Bridge	4,615.64	
Total, Vote 161—Roads, Trails, etc.		6,557.82

VOTE 161—BRIDGES: MAINTENANCE.

North approach, Pattullo Bridge	$4,999.82	
Total, Vote 161—Bridges: Maintenance		4,999.82

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$1.00	
Less Dominion Government contribution	.52	
	$0.48	
Total expenditure, Unemployment Relief Fund		.48
Total expenditure, New Westminster District		$16,556.13

NORTH OKANAGAN DISTRICT.

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

Reg. No.			
102.	Okanagan Highway	$6,274.40	
63R.	Okanagan Highway (arterial), Spallumcheen Municipality	3,904.90	
34R.	Okanagan Highway (arterial), City of Armstrong	1,826.12	
52A.	Vernon–Edgewood (primary), Coldstream Municipality	2,991.96	
	Total, Capital Account—Roads		$14,997.38

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

71.	Long Lake	$514.50	
97.	Okanagan Landing	1,018.75	
100.	Oyama	142.90	
102.	Okanagan Highway	24,496.93	
119.	Shuswap Avenue	920.26	
63R.	Okanagan Highway (arterial), Spallumcheen Municipality	7,139.21	
34R.	Okanagan Highway (arterial), City of Armstrong	754.40	
	Total, Capital Account—Bituminous Surfacing		34,986.95

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2.	Albers	$212.67	
30.	Commonage	234.11	
31.	Creighton Valley	1,419.65	
32.	Dale	172.80	
34.	Deep Creek	1,095.26	
37.	East Vernon	664.33	
39.	Enderby–Grindrod	1,500.46	
74.	Enderby–Mabel Lake	2,042.55	
36.	Eastside	209.32	
	Enderby Race-track	289.84	
49.	Grandview Bench	646.34	
54.	Grindrod–Westside	477.98	
65.	Kamloops–Vernon	1,618.13	
66.	Kedleston	454.58	
75.	Lumby–Mabel Lake	3,152.46	
71.	Long Lake	1,650.53	
70.	L. & A.	409.93	
73.	Lumby Village streets	707.30	
76.	Mallory	157.04	
94.	North Fork	1,646.96	
102.	Okanagan Highway	15,432.63	
97.	Okanagan Landing	855.87	
100.	Oyama	1,392.29	
98.	Old Mission	230.76	
110.	Old Sicamous	270.24	
129.	Sugar Lake	227.66	
124.	6-Mile Creek	182.20	
120.	Silver Star	500.00	
131.	Tronson	196.30	
78.	Trans-Canada Highway	5,613.87	
130.	Trinity Valley	1,393.38	
88.	Vernon–Edgewood	6,915.30	
138.	Westside	1,606.40	
139.	Whitevale	339.79	
62R.	Vernon–Kamloops (arterial), Spallumcheen Municipality	1,122.57	
63R.	Okanagan Highway (arterial), Spallumcheen Municipality	1,699.18	
	Sundry roads (units under $150)	3,233.27	
	Plant and tools	1,012.22	
	Total, Vote 161—Roads, Trails, etc.		60,986.17
	Carried forward		$110,970.50

NORTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$110,970.50

Vote 161—Classified Highways.

Reg. No.		
52A.	Vernon–Edgewood (primary), Coldstream Municipality	$896.60
32B.	Armstrong–Salmon River (secondary), Spallumcheen Municipality	220.15
33B.	Armstrong–Salmon River (secondary), City of Armstrong	121.92
	Total, Vote 161—Classified Highways	1,238.67

Vote 161—Bridges: Maintenance.

151.	Reserve	$176.04
	Sundry bridges (units under $150)	264.99
	Total, Vote 161—Bridges: Maintenance	441.03

Unemployment Relief Fund.

	Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement—	
	Farm Improvement and Employment Plan	$412.50
	Less Dominion Government contribution	206.25
		$206.25
	Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—	
	Farm Improvement and Employment Plan	$1,354.50
	Less Dominion Government contribution	677.25
		$677.25
	Total expenditure, Unemployment Relief Fund	883.50
	Total expenditure, North Okanagan District	$113,533.70

NORTH VANCOUVER DISTRICT.

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

3.	Cowan	$446.10
6.	Grafton	821.07
16.	Harding	655.70
33.	Hood Point	79.12
73A.	Dollarton	1,718.46
67A.	Marine	636.62
	Total, Capital Account—Roads	$4,357.07

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

5.	Sandy Cove	$24,187.65
9.	Cypress Creek	1,805.49
	Total, Capital Account—Bridges	25,993.14

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

66A.	Marine	$555.47
67A.	Marine	571.91
	Total, Capital Account—Bituminous Surfacing	1,127.38

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

17.	Adams	$459.28	
1.	Bowen Island Trunk	144.22	
	Carried forward	$603.50	$31,477.59

NORTH VANCOUVER DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$603.50	$31,477.59
REG. NO.			
3.	Cowans	148.48	
6.	Grafton	93.98	
7.	Langlois	106.31	
22.	Grace Harbour	107.00	
	Plant and tools	410.69	
	Supervision	800.31	
	Sundry roads (units under $100)	466.77	
	Total, Vote 161—Roads, Trails, etc.		2,737.04

VOTE 161—CLASSIFIED HIGHWAYS.

73A.	Dollarton	$1,032.08	
66A.	Marine	138.01	
67A.	Marine	1,370.71	
	Total Vote 161—Classified Highways		2,540.80

VOTE 161—BRIDGES: MAINTENANCE.

42.	Collins	$501.19	
27.	Cowans	204.88	
37.	Killarney	438.89	
56.	Woods	729.37	
	Sundry bridges (units under $100)	102.20	
	Total, Vote 161—Bridges: Maintenance		1,976.53

VOTE 161—BRIDGES: CLASSIFIED.

2.	Capilano	$112.35	
5.	Sandy Cove	52.77	
9.	Cypress Creek	267.03	
	Total, Vote 161—Bridges: Classified		432.15
	Total expenditure, North Vancouver District		$39,164.11

OMINECA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

64R.	Trans-Provincial (arterial), Fort St. James Highway	$1,419.02	
48R.	Trans-Provincial (arterial), Prince Rupert Highway	995.70	
49R.	Trans-Provincial (arterial), Prince Rupert Highway	1,195.82	
	Total, Capital Account—Bituminous Surfacing		$3,610.54

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

200.	Burns Lake–Babine	$2,592.26	
51.	Hargreaves	112.00	
90.	Houston–Wistaria	251.46	
80.	North Francois	2,549.58	
39.	North Trans-Provincial Highway	4,141.34	
271.	Schruber	207.20	
40.	Vanderhoof–Stoney Creek	145.92	
	Total, Capital Account—Roads		9,999.76

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

257.	Aiken Lake	$410.71	
10.	Blackwater–Fort Fraser	592.40	
	Carried forward	$1,003.11	$13,610.30

OMINECA DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,003.11	$13,610.30
REG. No.			
153.	Brandon	424.00	
200.	Burns Lake–Babine	777.67	
21.	Colleymount	2,539.79	
16.	Campbell	1,095.39	
3.	Chapman	174.40	
117.	Fort St. James–Manson Creek	1,641.14	
266.	Germansen Landing–Old Hogem	661.10	
46.	Greene	164.80	
90.	Houston–Wistaria	1,518.17	
51.	Hargreaves	217.60	
58.	Jones	926.00	
59.	Keefe's Landing–Ootsa	1,145.33	
71.	McDonalds Landing	300.90	
39.	North Trans-Provincial Highway	25,903.58	
80.	North Francois	2,794.64	
68.	Norden	198.40	
76.	Neal–Norris	539.20	
84.	Ootsa Lake Shore (east)	191.60	
24.	Olson	198.40	
	Plant	5,461.13	
88.	Palling	164.80	
96.	Quick School	321.60	
19.	Rose Lake Cut-off	1,249.00	
101.	Round Lake	177.60	
	Supervision	579.14	
202.	Telkwa Coal	628.63	
181.	Tatalrose	360.40	
118.	Topley–Babine	169.60	
119.	Telkwa High	882.20	
122.	Uncha	495.60	
124.	Vanderhoof–Stuart Lake	7,086.71	
40.	Vanderhoof–Stoney Creek	731.11	
127.	Vanderhoof–Sturgeon Point	1,024.68	
128.	Vanderhoof–Sackner	742.70	
130.	Woodmere–Round Lake	657.60	
	Sundry roads (units under $150)	1,600.67	
	General Foreman (salary and travelling)	2,569.62	
	Total, Vote 161—Roads, Trails, etc.		67,318.01

VOTE 161—BRIDGES: MAINTENANCE.

2.	Armishaw	$215.40	
7.	Bulkley River	2,012.88	
46.	Burns Lake Trestle	206.06	
203.	Bailey	2,012.43	
566.	Barrett No. 2	291.40	
522.	Conrad	3,524.42	
100.	Dodds	165.75	
279.	Ewen	249.89	
76.	Murray No. 1	1,844.42	
56.	McEvoy	650.85	
476.	Nourse Creek	2,199.77	
90.	Nechako No. 1	528.15	
153.	Poison Creek	246.10	
112.	Stellako	2,051.04	
130.	Swanson	300.00	
132.	Stewart No. 1	1,465.35	
79.	Stewart No. 2	224.05	
128.	Tsinkut	816.40	
126.	Turcotte	158.90	
	Sundry bridges (units under $150)	1,450.32	
	Total, Vote 161—Bridges: Maintenance		20,613.58
	Carried forward		$101,541.89

OMINECA DISTRICT—*Continued.*

Brought forward		$101,541.89

VOTE 161—FERRIES.

Reg. No.			
59.	Hulatt	$407.35	
61.	Finmoore	1,285.59	
62.	Fort Fraser	1,120.61	
63.	Francois Lake	7,003.41	
64.	Takla Lake	327.95	
	Total, Vote 161—Ferries		10,144.91

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Manson Creek (survey)	$3,500.17	
Manson Creek	2,797.30	
Aiken Lake	6,030.03	
Trail to Three Star Group	150.00	
Road to Oriel Mining Claim	50.00	
Trail to Silver King Group	100.00	
Road to Gold Group	100.00	
Topley–Golden Eagle Group	100.00	
Road to Last Chance Group	150.00	
Germansen Lake and Ferry	150.00	
Chickamin Trail	246.40	
Pinchi Lake	1,199.93	
Road to Snowbird Group	150.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		14,723.83

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Mining Roads	$199,323.23	
Less Dominion Government contribution	132,934.04	
	$66,389.19	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$52.50	
Less Dominion Government contribution	26.25	
	$26.25	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$50.00	
Less Dominion Government contribution	25.00	
	$25.00	
Total expenditure, Unemployment Relief Fund		66,440.44
Total expenditure, Omineca District		$192,851.07

PEACE RIVER DISTRICT.

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

1.	Grande Prairie–Fort St. John–Peace Pass	$8,406.97	
12.	Fort St. John–Hines Creek	500.97	
21.	Tupper–Kelly Lake	392.00	
30.	Arras–Fellers Heights–Hanshaw Valley	304.00	
33.	Sunset–Pine	279.40	
40.	Clayhurst School	571.50	
3.	Pouce Coupe–South Dawson	45.14	
	Total, Capital Account—Roads		$10,499.98
	Carried forward		$10,499.98

PEACE RIVER DISTRICT—*Continued.*

Brought forward		$10,499.98

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

Reg. No.			
1.	Grande Prairie–Fort St. John–Peace Pass	$14,647.38	
2.	Pouce Coupe–Brier Ridge	873.25	
3.	Pouce Coupe–South Dawson	2,159.38	
4.	Pouce Coupe–Belle View	1,421.76	
5.	Dawson–Rolla–Clayhurst	4,732.14	
7.	Rolla (west)	540.91	
8.	Dawson Creek–Moberly Lake–Hudson Hope	3,574.21	
9.	Dawson–Sweetwater–Sunrise	1,053.22	
10.	Progress–Sunset–Groundbirch	642.61	
12.	Fort St. John–Hines Creek	859.83	
13.	Fort St. John–Rose Prairie	3,056.11	
14.	McKibbin Cut-off	221.30	
15.	Charlie Lake–Nelson River	508.88	
21.	Tupper–Kelly Lake	327.45	
23.	Tupper–Hays–Pouce Coupe	404.22	
28.	Rolla–Valley View	352.62	
30.	Arras–Fellers Heights–Hanshaw Valley	457.46	
33.	Sunset–Pine	806.12	
38.	Dawson Street	528.60	
40.	Clayhurst School	4,696.44	
41.	Taylor–Peace View	367.85	
42.	Baldonnel–Two Rivers	1,270.40	
43.	Old Fort	186.20	
48.	Lower Deep Creek	235.20	
61.	Abbott	237.80	
62.	Erinlea School	188.45	
77–15–1		195.55	
77–15–4		217.07	
77–15–6		269.00	
77–16–3		412.67	
77–17–4		707.74	
77–17–12		211.60	
77–18–2		185.75	
78–14–1		177.77	
78–14–5		222.65	
78–14–8		382.25	
78–14–9		858.97	
78–15–1		253.90	
78–15–4		550.25	
78–15–8		411.05	
78–16–3		261.52	
78–16–4		261.80	
78–16–5		164.37	
78–17–2		207.90	
78–17–7		167.00	
78–18–5		169.85	
78–18–12		190.40	
78–19–8		177.02	
78–20–2		224.54	
79–14–2		260.65	
79–14–4A		221.00	
79–14–5B		260.20	
79–14–5C		170.80	
79–14–6A		260.65	
79–14–6B		479.15	
79–15–4		262.97	
79–15–5		532.45	
79–15–8		613.87	
79–15–9		154.20	
79–16–2		273.45	
79–16–4		225.60	
79–16–5		257.72	
	Carried forward	$55,203.12	$10,499.98

PEACE RIVER DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$55,203.12	$10,499.98
REG. NO.		
79–16–12	317.10	
79–17–5A	162.00	
79–17–9A	215.65	
79–17–12	189.25	
79–18–10	396.97	
79–18–11	230.60	
79–19–9A	207.80	
80–14–1A	178.20	
80–14–1B	416.20	
80–14–2	355.04	
80–14–2A	297.50	
80–14–9A	342.15	
80–14–10A	185.80	
80–15–1B	206.25	
80–15–2A	298.80	
80–15–9	169.00	
80–18–6	170.90	
83–18–2	267.80	
83–19–4	280.55	
84–17–2	295.00	
84–19–4	246.50	
84–19–9	285.20	
85–18–2	178.50	
85–18–9	202.30	
86–18–1	301.30	
86–18–4	241.25	
86–18–5	210.38	
86–18–6	194.05	
86–18–11	967.80	
86–19–1B	375.17	
86–19–2	226.27	
86–19–9	543.17	
87–18–5	228.45	
87–18–9	223.37	
87–19–1	365.47	
87–20–9	169.20	
Plant and tools	4,864.52	
Roads, general	1,650.23	
Assistant Engineer (travelling expenses and salary)	3,252.20	
Sundry roads (units under $150)	14,678.17	
Total, Vote 161—Roads, Trails, etc.		89,789.18

VOTE 161—BRIDGES: MAINTENANCE.

1–007. High Level	$2,192.53	
1–030A. Halfway River	1,296.71	
5–005. Vincent	166.39	
5–009. Moose River	3,358.57	
8–025. Moberly River	400.82	
13–002. O'Brien	212.00	
78–15–002. Price	110.87	
Sundry bridges (units under $150)	1,571.07	
Total, Vote 161—Bridges: Maintenance		9,308.96

VOTE 161—FERRIES: MAINTENANCE.

67. Taylor	$6,939.94	
68. East Pine	678.59	
69. Hudson Hope	722.60	
89. Clayhurst	4,159.29	
Total, Vote 161—Ferries		12,500.42
Carried forward		$122,098.54

PEACE RIVER DISTRICT—*Continued.*

Brought forward		$122,098.54

Vote 162—Local Highways within Municipal Limits.

Reg. No.			
1.	Dawson Creek streets	$125.20	
	Total, Vote 162—Local Highways within Municipal Limits		125.20

Unemployment Relief Fund.

Dominion–Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Mining Roads	$4,047.12	
Less Dominion Government contribution	2,698.08	
	$1,349.04	
Total expenditure, Unemployment Relief Fund		1,349.04
Total expenditure, Peace River District		$123,572.78

PRINCE RUPERT DISTRICT.

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

9.	Northern Trans-Provincial Highway	$9,596.31	
5.	Masset–Tow Hill	1,992.20	
18.	Port Clements–Tlell	3,402.93	
	Total, Capital Account—Roads		$14,991.44

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

3.	Cow Bay Crossing	$1,780.03	
	Total, Capital Account—Bituminous Surfacing		1,780.03

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

3.	Cow Bay Crossing	$2,215.12	
9.	Northern Trans-Provincial Highway	7,806.94	
35.	Court-house approaches	1,499.66	
	Port Simpson streets	530.08	
54.	Oona River	601.15	
127.	Osland	292.92	
128.	Salt Lakes Trail	301.47	
137.	Jap Inlet Trail	335.30	
148.	Dodge Cove Trail	400.50	
	Morse Creek Basin	399.49	
5.	Masset–Tow Hill	2,910.48	
16.	New Masset–Old Masset	735.92	
	Masset streets	1,033.74	
58.	Delkatla Beach	156.00	
8.	Port Clements–Masset	357.18	
18.	Port Clements–Tlell	2,150.87	
24.	Skidegate–Tlell	2,119.38	
25.	Queen Charlotte–Skidegate	320.09	
	Sundry roads (units under $150)	1,070.80	
	Salaries, General Foreman	2,100.00	
	Travelling	199.85	
	Total, Vote 161—Roads, Trails, etc.		27,536.94

Vote 161—Bridges: Maintenance.

82.	Cohoe Creek	$222.60	
70.	Osland	278.69	
	Carried forward	$501.29	$44,308.41

PRINCE RUPERT DISTRICT—*Continued.*

VOTE 161—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$501.29	$44,308.41
REG. No.			
68.	Galloway Rapids	270.56	
	Sundry bridges (units under $150)	608.68	
	Total, Vote 161—Bridges: Maintenance		1,380.53

VOTE 161—WHARVES.

Prince Rupert (maintenance)	$7,863.07	
Cow Bay Floats	129.86	
	$7,992.93	
Prince Rupert (toll receipts)	9,435.71	
Credit balance	$1,442.78	
Total expenditure, Prince Rupert District		$44,246.16

REVELSTOKE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

71.	Revelstoke–Arrowhead	$2,238.17	
74.	Revelstoke (west)	1,297.86	
	Total, Capital Account—Bituminous Surfacing		$3,536.03

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

11.	Begbie	$510.79	
13.	Big Bend	11,190.37	
34.	Hall's Landing (south)	329.80	
71.	Revelstoke–Arrowhead	3,879.78	
72.	Revelstoke (east)	475.16	
74.	Revelstoke (west)	898.84	
78.	Sidmouth–Sproat	599.63	
84.	Wagner	345.67	
	Sundry roads (units under $150)	602.62	
	General Foreman (salary)	1,920.00	
	Travelling expenses	580.57	
	River-bank protection	446.50	
	Snow-removal	2,490.19	
	Plant and tools	1,171.06	
	Garage operation	1,592.70	
	Warehouse operation	61.32	
	Repairs to district machinery	3,901.42	
	Total, Vote 161—Roads, Trails, etc.		30,996.42

VOTE 161—BRIDGES: MAINTENANCE.

57.	Cranberry Creek	$267.77	
80.	Revelstoke–Arrowhead, No. 1	677.13	
83.	Revelstoke–Arrowhead, No. 4	152.90	
97.	Revelstoke (east), No. 6	1,132.42	
103.	Columbia River	357.85	
106.	Revelstoke (west), No. 2	854.52	
108.	Revelstoke (west), No. 4	846.01	
137.	Sidmouth–Sproat, No. 3	230.70	
152.	Eagle River (Three Valley)	1,135.64	
153.	Three Valley Overhead	657.55	
156.	Holdich Creek	280.56	
157.	Eagle River	483.94	
157A.	Keystone	164.85	
160.	Crazy Creek	184.63	
	Carried forward	$7,426.47	$34,532.45

REVELSTOKE DISTRICT—*Continued.*

VOTE 161—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$7,426.47	$34,532.45
REG. No.		
162. Gorge Creek	151.18	
164. Yard Creek	362.14	
167. Sicamous–Eagle River	531.90	
Temporary bridge (Big Bend)	176.74	
Sundry bridges (units under $150)	1,292.20	
Total, Vote 161—Bridges: Maintenance		9,940.63

VOTE 161—FERRIES.

2. Goldstream	$200.00	
3. Halls Landing	4,594.45	
4. 12-Mile	3,910.03	
Total, Vote 161—Ferries		8,704.48

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

107. Carnes Creek Trail	$50.00	
125. Old Goldstream Trail	50.00	
174. No. 51 Trail to L.H. Group	25.00	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		125.00

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$17,618.00	
Less Dominion Government contribution	8,809.00	
	$8,809.00	
Total expenditure, Unemployment Relief Fund		8,809.00
Total expenditure, Revelstoke District		$62,111.56

ROSSLAND-TRAIL DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

10. Castlegar–Trail	$8,964.90	
57. Schofield Highway	3,890.08	
78. Monument	647.26	
Total, Capital Account—Bituminous Surfacing		$13,502.24

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

53. Rossland–Paterson	$312.74	
69. Trail–Salmo	34.49	
Total, Capital Account—Roads		347.23

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

5. Blueberry	$243.20	
9. Castlegar Townsite	594.23	
Casino	345.73	
10. Castlegar–Trail	3,193.87	
26. Fruitvale–Columbia Gardens	198.81	
41. Milestone	152.40	
51. Rossland–Cascade	3,718.80	
53. Rossland–Paterson	3,530.49	
Carried forward	$11,977.53	$13,849.47

ROSSLAND-TRAIL DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$11,977.53	$13,849.47
REG. No.			
56.	Sunningdale Subdivision	2,000.00	
57.	Schofield Highway	3,051.71	
64.	Trail Creek	3,058.93	
66.	Trail–Fort Sheppard	279.96	
67.	Trail–Pend d'Oreille	2,632.90	
69.	Trail–Salmo	3,113.21	
	Sundry roads	540.64	
	Salaries	2,587.50	
	Office	803.77	
	General Foreman (car and expenses)	332.32	
	Plant and tools	1,142.83	
	Shop, Stoney Creek	595.52	
	Total, Vote 161—Roads, Trails, etc.		32,116.82

VOTE 161—BRIDGES: MAINTENANCE.

1.	Castlegar–Trail Overhead Crossing, No. 1	$264.38	
3.	Castlegar–Trail, No. 3	277.78	
4.	Castlegar–Trail, No. 4	207.77	
6.	Castlegar–Trail, No. 6	223.52	
7.	Castlegar–Trail, No. 7	223.92	
10.	Columbia River at Trail	358.20	
21.	Deschamps North, No. 1	327.29	
51.	Rossland–Cascade, No. 1	323.32	
52.	Rossland–Cascade, No. 2	592.13	
53.	Rossland–Cascade, No. 3	457.23	
54.	Rossland–Cascade, No. 4	228.86	
56.	Rossland–Cascade, No. 6	234.23	
64.	Schofield Highway, No. 1	343.70	
87.	Trail–Rossland (old road)	252.37	
	Sundry bridges	424.40	
	Total, Vote 161—Bridges		4,739.10

VOTE 161—FERRIES.

Castlegar	$12,578.83	
Total, Vote 161—Ferries		12,578.83

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

Inland Empire and Cascade Bonanza Mine Road	$500.00	
Velvet Mine Road	78.60	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		578.60

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist roads	$25,341.38	
Less Dominion Government contribution	12,670.69	
	$12,670.69	
Total expenditure, Unemployment Relief Fund		12,670.69
Total expenditure, Rossland-Trail District		$76,533.51

SAANICH DISTRICT.

Reg. No.			
	Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.		
30R.	East Saanich	$2,909.30	
29R.	Quadra and Saanich	2,084.93	
	Total, Capital Account—Bituminous Surfacing		$4,994.23
	Capital Account—"B.C. Loan Act, 1936," Sec. 6: Roads.		
1.	Burnside	$304.05	
7.	Helmcken	118.00	
30.	East Saanich	1,279.19	
29.	Quadra and Saanich	6,641.74	
52.	West Saanich	1,656.77	
	Total, Capital Account—Roads		9,999.75
	Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.		
28R.	Island Highway	$240.89	
30R.	East Saanich	7,282.63	
29R.	Saanich and Quadra	612.79	
52R.	West Saanich	2,422.12	
	Sundry roads (units under $150)	79.11	
	Supervision	976.11	
	Addition to Burnside office	541.89	
	Auto Account	25.33	
	Repairs, district machinery	310.91	
	Plant and tools	1,212.00	
	Total, Vote 161—Roads, Trails, etc.		13,703.78
	Vote 161—Classified Highways.		
57A.	Verdier Avenue	$99.17	
85B.	Keatings Cross Road	282.03	
	Total, Vote 161—Classified Highways		381.20
	Vote 161—Bridges: Maintenance.		
1.	Hagen	$156.96	
	Total, Vote 161—Bridges: Maintenance		156.96
	Vote 162—Local Highways within Municipal Limits.		
	Carey Road and Douglas Street, commencing at city limits, Tolmie Avenue, and working towards Carey Road	$1,500.00	
	Total, Vote 162—Local Highways		1,500.00
	Unemployment Relief Fund.		
	Dominion-Provincial Single Homeless Men's Agreement, November 8th, 1938: Highway Construction, "C" Account—		
	Highway Construction (contributory)	$10,589.20	
	Less Dominion Government contribution	5,294.60	
		$5,294.60	
	Highway Construction (Non-contributory)	$100.07	
	Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
	Farm Improvement and Employment Plan	$15.00	
	Less Dominion Government contribution	7.50	
		$7.50	
	Total expenditure, Unemployment Relief Fund		5,402.17
	Total expenditure, Saanich District		$36,138.09

SALMON ARM DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1935," SEC. 6: BITUMINOUS SURFACING.

REG. NO.			
90.	Trans-Canada Highway, Kamloops–Salmon Arm	$68.54	
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	191.00	
	Total, Capital Account, 1935—Bituminous Surfacing		$259.54

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

90.	Trans-Canada Highway, Kamloops–Salmon Arm	$3,463.84	
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	2,333.46	
	Total, Capital Account, 1936—Bituminous Surfacing		5,797.30

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

44.	Kamloops–Vernon	$1,436.39	
90.	Trans-Canada Highway, Sicamous–Revelstoke	1,500.00	
38R.	Trans-Provincial Highway (arterial), Salmon Arm Municipality	9,433.27	
	Total, Capital Account—Roads		12,369.66

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

8.	Bear Creek	$156.10	
10.	Bestwick	167.90	
11.	Blind Bay–Balmoral	450.29	
12.	Blind Bay–Eagle Bay	1,012.77	
13.	Bolean Creek	170.60	
16.	Campbell Creek	197.50	
17.	Campbell Meadows	221.30	
20.	Celista District	590.48	
21.	Chase–Falkland	1,302.29	
22.	Chase Town	196.58	
26.	Douglas Lake	700.40	
27.	Duck Range	589.76	
32.	Falkland District	246.84	
33.	Fowler–Willette	990.59	
41.	Holmwood–Robbins Range	227.40	
43.	Kamloops–Shuswap	180.43	
44.	Kamloops–Vernon	7,994.36	
47.	Line 17	540.30	
49.	Magna Bay	588.44	
52.	Martin Prairie	366.59	
53.	Meadow Creek	261.23	
64.	Paxton Valley	562.27	
66.	Pinantan District	542.80	
67.	Pritchard–Pinantan–Paul Lake	1,275.29	
68.	Pritchard District	318.62	
70.	Robbins Range	814.20	
72.	Salmon River	2,185.76	
80.	Sorrento–Blind Bay	708.07	
83.	Squilax–Anglemont	1,451.47	
84.	Squilax–Turtle Valley	215.17	
86.	Sunnybrae	304.77	
87.	Tappen–Carlin	556.50	
88.	Tappen–Skimiken	682.30	
90.	Trans-Canada Highway—		
	Kamloops–Salmon Arm	12,961.37	
	Sicamous–Revelstoke	13,406.88	
	Sicamous–Canoe	295.06	
95.	White Lake	565.84	
37R.	Trans-Provincial (arterial), Salmon Arm Municipality	545.05	
	Carried forward	$54,543.57	$18,426.50

SALMON ARM DISTRICT—*Continued.*

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$54,543.57	$18,426.50
REG. NO.		
38R. Trans-Provincial (arterial), Salmon Arm Municipality	4,597.63	
Sundry roads (units under $150)	1,672.77	
Camp equipment	54.30	
Plant and tools	1,445.06	
Plant maintenance	333.35	
Plant equipment	5,739.21	
Total, Vote 161—Roads, Trails, etc.		68,385.89

VOTE 161—CLASSIFIED HIGHWAYS.

23B. Salmon Arm–Enderby (secondary)	$117.79	
26B. Salmon Arm–Grande Prairie (secondary)	280.42	
76B. Canoe Road (secondary)	485.66	
Total, Vote 161—Classified Highways		883.87

VOTE 161—BRIDGES: MAINTENANCE.

88. Ross Creek	$674.79	
91. Salmon River, No. 1	710.52	
97. Salmon River, No. 7	1,073.14	
100. Salmon River, No. 10	715.41	
104. Falkland	1,901.12	
106. Bullman	963.96	
112A. Chase	240.52	
119. Turtle Valley, No. 1	1,082.17	
180. Cass	323.40	
181. Fadear Creek	285.40	
Sundry bridges (units under $150)	1,672.89	
Total, Vote 161—Bridges: Maintenance		9,643.32

VOTE 161—FERRIES.

3. Sorrento–Scotch Creek	$8,646.71	
5. Ducks	1,176.29	
6. Shuswap Lake	49.43	
7. Sicamous	76.25	
	$9,948.68	
Shuswap Lake Ferry (credit)	73.55	
Total, Vote 161—Ferries		9,875.13

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$165.00	
Less Dominion Government contribution	82.50	
	$82.50	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$460.24	
Less Dominion Government contribution	230.12	
	$230.12	
Total expenditure, Unemployment Relief Fund		312.62
Total expenditure, Salmon Arm District		$107,527.33

SIMILKAMEEN DISTRICT.

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

Reg. No.			
6.	Southern Trans-Provincial Highway—Marron Valley Junction–Oliver (Waterman Hill Diversion)	$4,953.03	
	Total, Capital Account—Roads		$4,953.03

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

	Southern Trans-Provincial Highway—		
7.	Oliver–Osoyoos Section	$3,133.79	
1.	Hope–Princeton Section	178.46	
8.	Osoyoos–Sidley Mountain Section	162.81	
9.	Okanagan Highway—Penticton–Summerland Section	1,017.15	
42R.	Arterial Road—Summerland–Penticton–Oliver	126.25	
	Total, Capital Account—Bituminous Surfacing		4,618.46

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

17.	Armstrong–Smith	$159.20	
15.	Allison–Copper Mountain	335.22	
24.	Copper Mountain	1,273.98	
31.	Dog Lake	625.19	
34.	Fairview	369.84	
40.	5-Mile–Princeton	782.37	
1.	Hope–Princeton	469.90	
3.	Hedley–Keremeos	1,820.50	
45.	Hedley–Nickel Plate	254.95	
47.	Hedley streets	227.81	
4.	Keremeos–Green Mountain	2,223.07	
55.	Keremeos–Cawston	288.40	
57.	Keremeos streets	240.63	
5.	Marron Valley	1,614.60	
6.	Marron Valley Junction–Oliver	5,886.50	
60.	Marron Valley	229.40	
7.	Oliver–Osoyoos	1,406.32	
8.	Osoyoos–Sidley Mountain	1,361.75	
69.	Osoyoos Townsite	552.00	
71.	Oliver streets	298.60	
72.	1-Mile–Princeton	1,338.37	
75.	Oliver–Camp McKinney	334.40	
2.	Princeton–Hedley	2,995.00	
9.	Penticton–Summerland	864.63	
10.	Penticton–Marron Valley Junction	1,677.94	
78.	Penticton–Green Mountain	177.60	
83.	Princeton–Otter Lake	261.50	
86.	Princeton streets	1,412.86	
89.	Richter Pass	285.41	
42R.	Summerland–Penticton–Oliver	278.55	
75.	South Similkameen	259.65	
91.	Shingle Creek	261.10	
93.	South Keremeos	169.89	
94.	S.O.L. Project	874.92	
104.	White Lake	171.37	
	Sundry roads (units under $150)	1,967.85	
	Garages	269.32	
	Plant and tools	6,744.00	
	Supervision, General Foreman (salary and expenses)	3,204.45	
	Total, Vote 161—Roads, Trails, etc.		43,969.04

Vote 161—Classified Highways.

29B.	Penticton–Naramata	$1,024.82	
	Total, Vote 161—Classified Highways		1,024.82
	Carried forward		$54,565.35

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$54,565.35

Vote 161—Bridges: Maintenance.

Reg. No.			
4.	Ashnola, No. 4	$214.52	
126.	Penticton–Keremeos, No. 22	169.02	
178.	Penticton–Oliver	311.36	
104.	Penticton–Summerland	479.68	
205.	Princeton–Hedley	209.29	
206.	Princeton–Hedley	244.30	
30.	Penticton–Oliver, No. 8	613.37	
194.	Penticton–Summerland	769.38	
40.	Penticton–Oliver, No. 9	5,638.49	
145.	South Keremeos, No. 1	351.36	
182.	S.O.L. Ditch	284.68	
183.	S.O.L. Project	366.03	
226.	Yellow Lake	1,006.26	
	Sundry bridges (units under $150)	1,066.77	
	Total, Vote 161—Bridges: Maintenance		11,724.51

Vote 120—Grants in Aid of Mining Roads and Trails, etc.

244.	Freeman	$133.01	
42.	Grandoro	40.00	
246.	Owl Mountain Trail	65.00	
239.	Raven Mountain Trail	50.00	
226.	Siwash Creek Trail	80.00	
245.	Tenas Creek	250.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		618.01

Unemployment Relief Fund.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$40,991.16	
Less Dominion Government contribution	20,495.58	
	$20,495.58	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$202.50	
Less Dominion Government contribution	101.25	
	$101.25	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$1,806.45	
Less Dominion Government contribution	903.22	
	$903.23	
Total expenditure, Unemployment Relief Fund		21,500.06
Total expenditure, Similkameen District		$88,407.93

SKEENA DISTRICT.

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

50R.	Prince Rupert Highway (Smithers)	$2,658.01	
51R.	Prince Rupert Highway (Terrace)	2,257.11	
58B.	Hudson Bay Mountain (Smithers)	1,386.20	
67B.	Kalum Street (Terrace)	1,333.69	
44.	Frank	156.40	
	Carried forward	$7,791.41	

SKEENA DISTRICT—*Continued.*

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

Reg. No.			
	Brought forward	$7,791.41	
77.	Prince Rupert Highway	1,675.21	
102.	Terrace–Usk	1,038.36	
	Total, Capital Account—Bituminous Surfacing		$10,504.98

VOTE 161—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

102.	Terrace–Usk	$897.37	
102.	Usk–Cedarvale	459.95	
33.	Skeena Crossing–Hazelton	279.85	
32.	Hazelton–Moricetown	4,002.49	
91.	Moricetown–Smithers	2,514.27	
77.	Smithers–Omineca Boundary	1,379.27	
11.	Babine	225.15	
23.	Driftwood Creek	341.80	
112.	Hazelton Station	248.40	
37.	Hynes Settlement	428.46	
35.	Hudson Bay Mountain	457.71	
43.	Kitsumgallum Lake	1,237.99	
229.	Kalum Lake-shore	167.40	
49.	Kispiox Valley	949.00	
42.	Kitimat	161.30	
40.	Kitwanga Valley	629.95	
154.	Klemtu Cannery sidewalks	300.00	
156.	Laidlaw	170.50	
52.	Lakelse Lake	1,965.52	
55.	Lakelse Hot Springs	423.50	
99.	Lanfere	150.52	
58.	Maney	336.50	
62.	New Hazelton High Level	407.20	
300.	Port Essington streets	175.30	
7.	Remo	953.60	
142.	Slack	192.08	
19.	Snake	461.86	
107.	Telkwa High	727.12	
	Sundry roads (units under $150)	1,591.62	
	Machinery units	3,054.60	
	Plant and tools	5,180.93	
	Tax Account	7,017.20	
	Garages	142.80	
	Total, Vote 161—Roads, Trails, etc.		37,631.21

VOTE 161—CLASSIFIED HIGHWAYS.

58B.	Secondary Highway (Smithers)	$9.00	
78B.	Secondary Highway (Terrace)	12.35	
	Total, Vote 161—Classified Highways		21.35

VOTE 161—BRIDGES: MAINTENANCE.

168.	Copper River Suspension	$155.00	
148.	8-Mile	975.54	
44.	Glacier Creek	246.54	
201.	Gunderson	307.22	
50.	Haguelgate Suspension	220.18	
51.	Hazelton	7,485.09	
71.	Maroon Creek	155.60	
232.	New Hazelton Overhead Crossing	165.60	
147.	Price Creek	422.81	
97.	Skeena Suspension	1,041.58	
98.	Smithers	965.30	
	Carried forward	$12,140.46	$48,157.54

SKEENA DISTRICT—*Continued.*

VOTE 161—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$12,140.46	$48,157.54
REG. No.			
90.	Spring Creek, No. 2	152.80	
115.	Taylor Creek	171.20	
135.	Terrace	3,961.94	
243.	Thornhill, No. 3	166.66	
106.	Toboggan Creek	423.51	
108.	Trout Creek	279.53	
114.	20-Mile Creek	1,218.54	
	Sundry bridges (units under $150)	1,253.35	
	Total, Vote 161—Bridges: Maintenance		19,767.99

VOTE 161—FERRIES.

78.	Cedarvale	$1,177.87	
79.	Copper River	1,392.36	
80.	Hazelton	1,847.58	
81.	Kitwanga	1,366.63	
82.	Remo	1,582.41	
83.	Usk	2,747.82	
84.	Pacific	10.70	
85.	Kalum River	74.20	
	Total, Vote 161—Ferries		10,199.57

VOTE 120—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

237.	Telkwa River Trail	$200.00	
202.	Big Four Group Trail	50.00	
121.	Victory Mine Road	100.00	
292.	Kleanza (Gold) Creek Trail	100.00	
310.	Trail to Triangle Group	25.00	
305.	Caledonia Group Trail	100.00	
321.	Lowrie Creek Trail	25.00	
231.	Left bank of Lorne Creek Trail	125.00	
214.	Douglas Creek Trail	100.00	
235.	Maroon Creek Trail	50.00	
325.	Road to Coronado Group	200.00	
322.	Trail to Grizzly Bear Group	50.00	
278.	Trail to Canadian Swede	50.00	
323.	Trail to Black Bull Group	199.95	
326.	Trail to Nuggett and other groups	100.00	
267.	Victor Group Trail, near Usk	400.00	
320.	Boulder (Straw) Creek Trail	150.00	
264.	Trail to Bermaline and August Groups	50.00	
213.	Grotto Mine Road	100.00	
217.	Empire Trail	50.00	
324.	Trail to Grotto Group (branch)	50.00	
23.	Driftwood Creek Road	800.00	
231.	Trail from Dorreen up Lorne Creek	150.00	
	Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		3,224.95

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$30,400.00	
Less Dominion Government contribution	15,200.00	
Total expenditure, Unemployment Relief Fund		15,200.00
Total expenditure, Skeena District		$96,550.05

SOUTH OKANAGAN DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

Reg. No.			
16.	Kelowna–Vernon (north)	$6,614.47	
17.	Kelowna–Vernon (south)	1,045.38	
48.	Westbank Ferry	2,890.69	
40R.	Peachland–Kelowna (arterial), Peachland Municipality	4,728.47	
	Total, Capital Account—Bituminous Surfacing		$15,279.01

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

48.	Westbank Ferry	$194.44	
	Total, Capital Account—Roads		194.44

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

	Kelowna–Westbank Ferry Landings	$5,391.47	
	Kelowna–Westbank Ferry (Pendozi)	25,646.35	
	Total, Capital Account—Ferries		31,037.82

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

3.	Belgo Subdivision (north)	$177.40	
4.	Belgo Subdivision (south)	238.10	
7.	Benvoulin Subdivision	166.20	
9.	Glenmore Subdivision	319.00	
10.	Gellatly–Lake Shore	262.30	
12.	Glenrosa Subdivision	274.20	
13.	Hydraulic Creek	818.80	
15.	Joe Riche District	2,128.00	
16.	Kelowna–Vernon (north)	4,304.55	
17.	Kelowna–Vernon (south)	10,887.29	
18.	K.L.O. Main	2,413.56	
19.	K.L.O. Subdivision	422.01	
20.	Lewis Bailey	201.88	
21.	Lake-shore (Okanagan Mission)	1,996.13	
24.	Meadow Valley and Branches	197.94	
25.	North Naramata	443.56	
26.	Naramata Village	268.52	
27.	Naramata Subdivision	390.43	
28.	Oceola	482.47	
29.	Okanagan Centre Subdivision	3,462.75	
33.	Penticton–Naramata	211.05	
34.	Rutland Subdivision	10,012.50	
35.	Richter Street	778.40	
37.	S.K.L. Subdivision	286.98	
38.	South Okanagan and Branches	475.93	
40.	Summerland–Peachland	157.76	
45.	Woodlawn Subdivision	599.87	
46.	Westside	232.57	
47.	Westbank Subdivision	518.61	
48.	Westbank Ferry	6,943.76	
49.	Woods Lake Bottom	421.87	
54.	T. Bulman	819.77	
40R.	Peachland–Kelowna (arterial), Peachland Municipality	533.36	
41R.	Penticton–Kelowna (arterial), Summerland Municipality	1,007.79	
	Sundry roads (units under $150)	1,001.44	
	Office expenses	866.80	
	Plant, tools, and equipment	6,975.15	
	Total, Vote 161—Roads, Trails, etc.		61,698.70
	Carried forward		$108,209.97

SOUTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$108,209.97

Vote 161—Bridges: Maintenance.

Reg. No.			
33.	Mission Creek, No. 1	$751.56	
35.	Mission Creek, No. 3	1,013.16	
	Sundry bridges (units under $150)	1,234.39	
	Total, Vote 161—Bridges: Maintenance		2,999.11

Vote 161—Ferries.

Kelowna–Westbank	$44,925.67	
Less Ferry tolls	32,507.28	
Total, Vote 161—Ferries		12,418.39

Vote 162—Local Highways within Municipal Limits.

Municipality of Glenmore (Kelowna–Vernon Road)	$400.00	
Total, Vote 162—Local Highways		400.00

Unemployment Relief Fund.

Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$30.00	
Less Dominion Government contribution	15.00	
	$15.00	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$2,010.43	
Less Dominion Government contribution	1,005.21	
	$1,005.22	
Total expenditure, Unemployment Relief Fund		1,020.22
Total expenditure, South Okanagan District		$125,047.69

VANCOUVER-POINT GREY DISTRICT.

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1.	Buckingham	$406.45	
2.	Imperial	396.54	
3.	Marine	2,285.33	
4.	Theological College	11.65	
	Supervision	859.01	
	Plant and tools	995.10	
	Total, Vote 161—Roads, Trails, etc.		$4,954.08

Vote 161—Bridges: Maintenance.

Sundry bridges (units under $100)	$49.85	
Total, Vote 161—Bridges: Maintenance		49.85

Unemployment Relief Fund.

Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$31.67	
Less Dominion Government contribution	15.83	
	$15.84	
Total expenditure, Unemployment Relief Fund		15.84
Total expenditure, Vancouver-Point Grey District		$5,019.77

VICTORIA DISTRICT.

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

Reg. No.			
	Equipment	$7,799.88	
	Total, Capital Account—Equipment		$7,799.88

YALE DISTRICT.

Capital Account—"B.C. Loan Act, 1935," Sec. 6: Bituminous Surfacing.

1.	Trans-Canada Highway	$12,090.19	
	Total, Capital Account—Bituminous Surfacing		$12,090.19

Vote 161—Maintenance and Minor Betterments: Roads, Trails, and Streets.

9.	Blakeburn	$439.54	
14.	Coalmont	1,361.13	
17.	Coldwater	282.22	
19.	Colletville streets	296.00	
25.	Douglas Lake	271.42	
35.	Kamloops	4,800.83	
43.	Lindley Creek	237.60	
44.	Spences Bridge–Merritt	5,893.88	
46.	Mamette Lake	886.30	
47.	Mamette Lake Branch	192.80	
57.	Midday Valley	183.40	
70.	Princeton	4,053.68	
95.	Nahatlach	600.00	
	Sundry roads (units under $150)	2,587.31	
	Administration Office District Vote	781.05	
	Plant and tools	1,660.04	
	Garage operation	3,487.49	
	Repairs, machinery	1,360.91	
	Total, Vote 161—Roads, Trails, etc.		29,375.60

Vote 161—Cariboo Highway.

Cariboo Highway (maintenance)	$40,237.93	
Cariboo Highway (bridges)	10,536.66	
	$50,774.59	
Less Toll-gate receipts	74,845.58	
Total, Vote 161—Cariboo Highway (credit balance)	$24,070.99	

Vote 161—Bridges: Maintenance.

352.	Angstadt	$155.04	
316.	Carrington	252.65	
292.	Connant	346.65	
253.	Davidson	332.58	
391.	Cable bridge (Jessica)	239.60	
351.	Gledstone	178.04	
283.	Mill Creek	244.27	
311.	Morton	493.30	
284.	Nicola Lake	632.15	
288.	Quilchena Reserve	576.03	
353.	Robinson	155.06	
254.	Sunshine Valley	256.03	
66.	Texas Creek	7,322.87	
	Sundry bridges (units under $150)	1,163.10	
	Total, Vote 161—Bridges: Maintenance		12,347.37
	Carried forward		$29,742.17

YALE DISTRICT—*Continued.*

Brought forward		$29,742.17
Vote 161—Ferries.		
Reg. No.		
91. Aerial ferry (North Bend)	$19,339.00	
Less credit, ferries	206.60	
	$19,132.40	
Total, Vote 161—Ferries		19,132.40
Vote 161—Grade Separations.		
44. Spences Bridge–Merritt	$23,999.95	
Less credit, Grade Separations	16,800.00	
	$7,199.95	
Total, Vote 161—Grade Separations		7,199.95
Vote 161a—Bridge Patrol.		
85. Alexandra Bridge	$1,741.40	
Total, Vote 161a—Bridge Patrol		1,741.40
Vote 120—Grants in Aid of Mining Roads and Trails, etc.		
8. Bear Creek	$771.50	
88. Invermay Mine	50.00	
77. Thelma Mine	399.91	
79. Tulameen River	743.87	
Total, Vote 120—Grants in Aid of Mining Roads and Trails, etc.		1,965.28
Unemployment Relief Fund.		
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C" Account—		
Tourist Roads	$14,998.76	
Less Dominion Government contribution	7,499.38	
	$7,499.38	
Dominion-Provincial Farm Improvement and Employment Plan, November 8th, 1938, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$15.00	
Less Dominion Government contribution	7.50	
	$7.50	
Dominion-Provincial Farm Improvement and Employment Plan, November 21st, 1939, Agreement: "C" Account—		
Farm Improvement and Employment Plan	$50.00	
Less Dominion Government contribution	25.00	
	$25.00	
Total expenditure, Unemployment Relief Fund		7,531.88
Total expenditure, Yale District		$67,313.08

CAPITAL ACCOUNT, MISCELLANEOUS.

"B.C. Loan Act, 1929," Sec. 6 (*b*): Buildings	$132.31	
"B.C. Loan Act, 1930," Sec. 6 (*b*): Buildings	28.33	
"B.C. Loan Act, 1936," Sec. 6: Bituminous Surfacing	50,000.00	
"B.C. Loan Act, 1936," Sec. 6: Bridges	6,500.00	
"B.C. Loan Act, 1936," Sec. 6: Buildings	122,757.15	
"Fraser River (New Westminster) Bridge Act, 1935"	1,118.75	
		$180,536.54

MISCELLANEOUS.

Vote 161—Roads, Bridges, etc.—		
Roads, generally	$2,516.46	
Roads to National Parks	7,794.30	
Bridges, generally	1,776.17	
Ferries, generally	899.65	
Launches	27,889.95	
Snow-removal equipment	22,504.34	
Machinery, general equipment	161,639.46	
Vote 161A—Bridge Patrol	4,511.80	
Vote 163—Alaska Highway	24,994.44	
Vote 167A—Dewdney Dyking Commission	2,500.00	
Special Warrant No. 6—Water-mains across Pattullo Bridge	13,962.43	
	$270,989.00	
Credit, Fraser River (New Westminster Bridge), Pattullo Bridge, Operating Account	184,173.36	
		86,815.64
Dominion-Provincial Works Agreement, July 7th, 1937—		
Assistance to Settlers	$26,666.83	
Less Dominion Government contribution	13,333.41	
		13,333.42
Votes 157, 158, 159, 160, 164, 165, 166, 167 (for details *see* Public Accounts)		996,419.05
Total expenditure, Labour Department		3,596,841.78
Total expenditure, Public Works and Labour Department		$8,788,209.99

SUMMARY.

Gross expenditure, Public Works and Labour Department		$12,579,593.92
Less Dominion Government contributions, Labour Department	$2,546,638.16	
Less Dominion Government contributions, Dominion-Provincial Agreements	782,571.00	
Less Grade Separation credit	16,800.00	
Less Public Works Department revenues	445,374.77	
		3,791,383.93
		$8,788,209.99

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