REPORT

OF THE

MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF BRITISH COLUMBIA

FOR THE

FISCAL YEAR 1927-28

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1928.

To His Honour ROBERT RANDOLPH BRUCE,

Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of my Department for the fiscal year ended March 31st, 1928, in compliance with the provisions of the "Public Works Act."

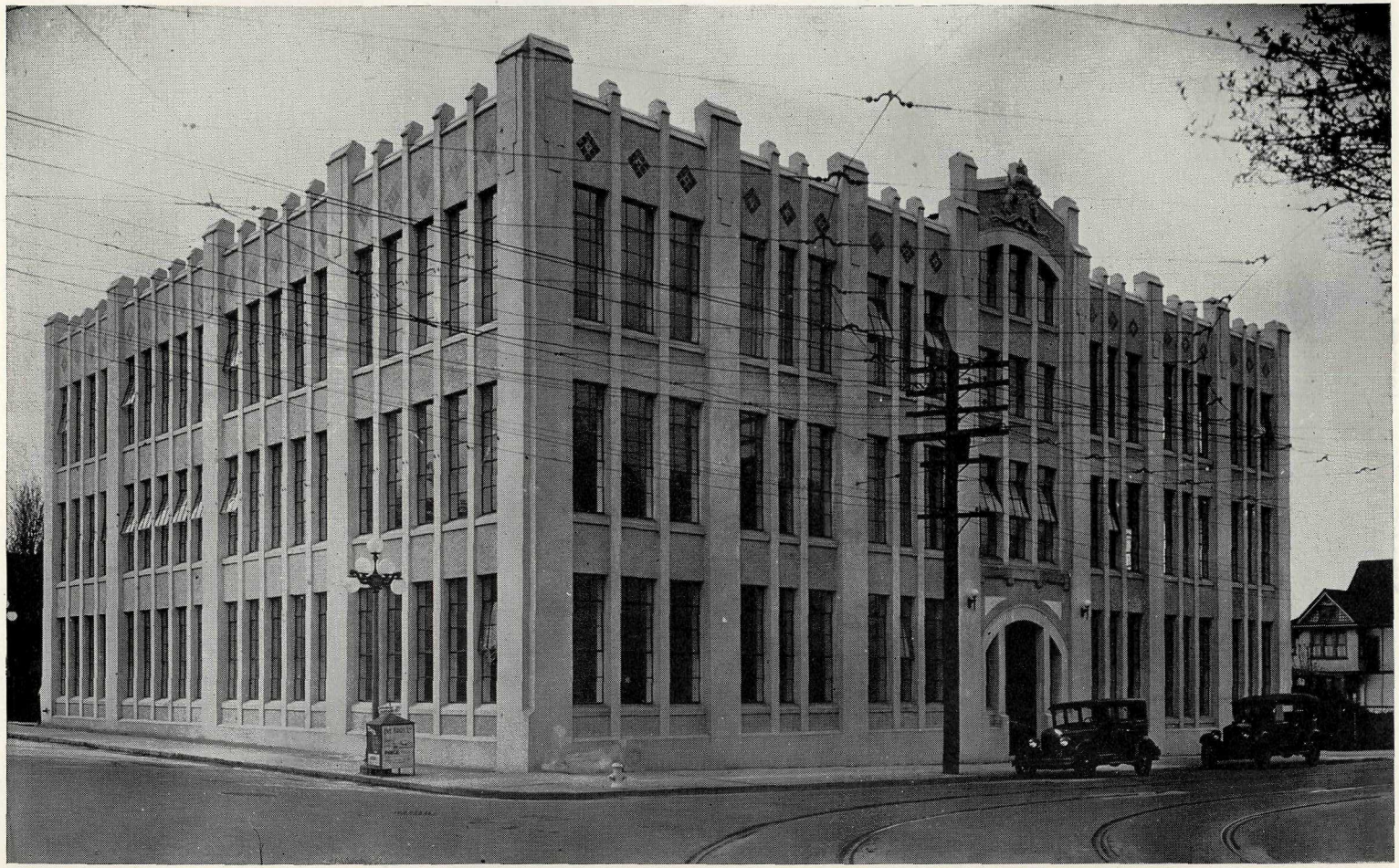
N. S. LOUGHEED,

Minister of Public Works.

Department of Public Works,

Parliament Buildings,

Victoria, B.C., October 13th, 1298.



PROVINCIAL GOVERNMENT PRINTING BUREAU, ADJOINING THE PARLIAMENT BUILDINGS, VICTORIA.

PUBLIC WORKS REPORT.

REPORT OF THE DEPUTY MINISTER AND PUBLIC WORKS ENGINEER.

PARLIAMENT BUILDINGS,
VICTORIA, B.C., September 15th, 1928.

Hon. N. S. Lougheed,
Minister of Public Works, Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1927–28.

ORGANIZATION AND LABOUR.

Owing to the accumulation of work at the Nelson District Office necessitating the services of an experienced engineer, the General Foreman was replaced by an Assistant Engineer, who had previously rendered excellent service as locating and resident engineer on various highway undertakings in this district. With this exception no changes were made in the outdoor staff. A rearrangement in the Accounting Department operated advantageously in the co-ordination of the duties of the various officials. Marked progress was accomplished towards improving accounting methods, with resulting increased efficiency. Reference to the District Engineers' reports will show that similar efficiency was secured through the co-operation of the indoor officials of the district offices. Through co-operative arrangements with the Pacific Great Eastern Railway, the Department was able to benefit by the services of their right-of-way agent in the negotiation for numerous road reservations, with consequent economy and decreased expenditure for right-of-way purchases.

ROADS AND TRAILS.

As will be noted from perusal of the District Engineers' reports, details of which need not be repeated here, the year was marked by steady progress, particularly on main highway improvements and extensions and in new construction generally throughout the Province. An increasing quantity of construction-work was economically undertaken by Provincial day-labour, thereby enabling us to employ resident taxpayers at seasonal periods to suit local labour conditions. Particularly in the Peace River District, where there is a marked agricultural development, settlers' roads accounted for a good proportion of our highway activities. Whenever conditions justified road construction or extension, adequate accommodation was afforded all *bona-fide* settlers. Generally, our highway programme was restricted only by limited appropriations. It was quite impossible to comply with the numerous and varied requests, both from representative associations and from interested individuals, for both highway construction and improvement. A combination of climatic conditions was responsible for transfer to emergency works of greatly needed appropriations for maintenance and betterments. Heavy freshets playing havoc with roads and bridges in the Interior; unusually severe frosts alternated by rapid thaws and recurring frosts on Vancouver Island and in the Lower Mainland, thereby disintegrating our gravel road-surfaces; abnormally heavy snowfalls in certain areas—all such varied conditions called for immediate remedial measures by our day-labour gangs. With an ever-increasing demand by the motoring public for all-the-year roads, special appropriations were set aside for snow-removal in districts usually handicapped through lack of transportation facilities. Such service is now looked upon by motorists as a vital necessity, and the Department had perforce to afford greater accommodation than in previous years. Fortunately, with the assistance of modern snow-removal equipment, it was possible to efficiently accomplish more work at a minimum of expenditure. Encouraged by the success of the bituminous surfacing undertaken in previous years, in an endeavour to reduce the increasingly heavy annual maintenance charges on our main-travelled highways, the Department extended its bituminous-surfacing programme to embrace more of the Lower Mainland highways and a few of the Interior roads. Consequently the Department now possesses several hundred miles of smooth-surfaced, dust-free

highways that are a boon and a blessing to operators of both commercial and ordinary motor-vehicles. An outstanding highway improvement was the widening and realignment, by day-labour forces, of the Malahat Drive on Vancouver Island. The removal of several dangerous rock bluffs and the road revisions at many sharp curves have removed the menace to motorists, as well as reduced the travelling-time to the increasing number using the Island Highway for commercial as well as pleasure purposes.

The largest and most important highway projects undertaken by the Department were the construction (still under way) of the section of the Cariboo Road between Lytton and Spences Bridge and the completion of the link of the Slocan City–Silverton Highway, connecting up the Slocan mining towns with our general trunk highway system. The motor traffic resulting from the opening of the main portion of the Cariboo Road did not come up to expectation; according to the records less than 8,000 motor-cars (or a daily average of only forty-five cars) passing through the toll at Alexandra Bridge from May 24th (the date of opening) until November 10th, 1927. Aided by gasoline-shovels and other up-to-date equipment, the special patrol gangs on the Cariboo Road undertook considerable widening and surfacing in addition to the removal of slides and obstructions.

The year's programme was remarkable for the number of very necessary road diversions constructed, particularly on classified highways within the Lower Mainland municipalities.

Continuing our policy to undertake permanent work only on highways where the alignment and grades are satisfactory, careful surveys were made to obtain the best possible location therefor. Apart from the benefits derived from the elimination of sharp curves and bad hills, such revisions reduced the mileage of both construction and maintenance, thus in time decreasing the annual expenditure thereon. Chief among such diversions were the following:—

(*a.*) Road.	Location.	Length in Miles.	Remarks.
Dewdney Trunk	Port Moody	1.00	Shortens distance and removes hazards at railway crossings, etc.
Dewdney Trunk	Kanaka Creek–Albion	1.75	Removes hazards at railway crossings.
Dewdney Trunk	Stave River Cut-off	1.40	Eliminates 2 miles of bad road.
Yale Road	Otter–Aldergrove	2.60	Straightens and shortens main road and eliminates railway crossing, etc.
Yale Road	Vedder Canal–Abbotsford	.....	Provides a shorter and more direct route (work not completed).

Other important works on classified highways in which the interested municipalities willingly co-operated were as follows:—

(*b.*) Road.	Location.	Length in Miles.	Description of Work.
Hastings–Barnet, Burnaby	Boundary Road, Burnaby, to Sperling Ave.	2.75	18-foot concrete pavement.
Grandview Highway, Burnaby	Boundary Road, Burnaby, to Douglas Road	2.25	18-foot concrete pavement.
Fraser Avenue, South Vancouver	Twenty-fifth Ave. – Thirty-fourth Ave.	0.60	12-foot concrete pavement.
Fraser Avenue, South Vancouver	Thirty-fourth Ave. – Forty-third Ave.	0.50	12-foot Warrenite surfacing (1½ inches).
Fraser Avenue, South Vancouver	Twenty-fifth Ave. – Thirty-third Ave.	.....	Concrete retaining-walls.
Riverway (South Vancouver)	Generally	.....	2½-inch penetration macadam.
Scott Road	Surrey	0.50	Penetration macadam.
Boundary Bay Road	Delta	0.50	Penetration macadam.

As will be noted from the detailed statement in the general report, a considerable mileage of classified highways has been added, making an aggregate mileage of about 404 miles. Owing to the raising of the status of several classified highways from secondary to primary, rendered necessary through the changed traffic conditions, more than half the mileage is now primary. A traffic census taken for short periods is enabling the Department to determine which highways are of greatest importance, besides furnishing data as to the nature of the traffic, which information is so essential in the preparation of plans, particularly in resurfacing main highways. With the helpful co-operation of the Automobile Club of British Columbia, which has confined its attention chiefly to the erection of direction-signs in the organized districts, splendid progress has been made in providing directing and warning signs on our important highways. Naturally some municipalities have been more progressive than others in erecting signs, but it is hoped ultimately to have a Provincial-wide uniform system which will be of assistance to all motorists. Many favourable comments have been received from numerous sources as to our splendid system of signing roads, particularly in the matter of warning-signs. The Provincial Police have evinced a practical interest therein, their representatives co-operating with our district officials in an earnest endeavour to have warning-signs reasonably obeyed. Improvements on railway grade crossings continue to receive practical consideration, many crossings formerly a menace having either been entirely eliminated by road diversions or materially improved by removal of the chief hazards. In this matter the Department has always co-operated with the Board of Railway Commissioners, from whom about $35,000 has already been received from the Railway Grade Crossing Fund. Here I would like to place on record the valuable services of Colonel J. H. Parks, the Board's Divisional Engineer, whose helpful advice and assistance have greatly furthered all such proposals.

The increasing extent to which our highways are being utilized by commercial motor-vehicles will be noted from the detailed "Statement of Certificates issued." Presently there are 185 stages (about one-third of which are on Vancouver Island) operated by about eighty different parties. In addition, over sixty special permits were issued to logging operators and owners of freight-trucks for using our highways for "extraordiary traffic." The district officials advise that the control of such traffic is now well in hand, no serious difficulties being experienced in their dealings with the truck operators.

BRIDGES.

Continuing its policy to replace important bridges by more permanent structures, the Department built several substantial bridges. Notable amongst those was the steel bridge at Wardner, undertaken by contract, and the reinforced-concrete structure at Parsons Bridge on the Island Highway. In both renewals greatly improved alignment was made. In the design of Parsons Bridge æsthetic features were provided for, with favourable results. The fact that the Provincial day-labour forces, under experienced supervision, constructed this bridge and also several other bridges throughout the Province (*see* list elsewhere published) is most creditable to the Department's officials. Incidentally, if stretched end to end our bridges would now cover a distance of about 66 miles, or as far as from Victoria City limits to the city limits of Nanaimo.

FERRIES.

The increasing extent to which our highways are being used both by local and through traffic has created a demand for better crossing facilities where ferries are now used.

An important change affecting the Fraser Valley was the elimination of the Mission–Matsqui Ferry, in continuous use for several years.

With the permission of the Canadian Pacific Railway and the co-operation of the interested municipalities, the railway bridge at Mission was rendered suitable for highway traffic at such times as not in use by the railway company.

By shortening the route of the Agassiz–Rosedale Ferry, river crossings were both accelerated and augmented to the benefit of the thousands of motorists now travelling the circuitous route through the Fraser Valley.

Additional service accommodation was also provided at the Francois Lake Ferry, with advantage to the local settlers.

Subsidized ferries at Ladner–Woodward, the North-east Arm of Arrow Lake, Shuswap Lake, and Mill Bay, operating on five-year charters, are continuing to give satisfactory service to the

public. The operation by the Department of the Government-owned ferry from Kelowna to Westbank, on Okanagan Lake, is proving efficient and economical. Generally, fewer complaints regarding our ferry service have been received recently.

ROAD MACHINERY AND PLANT.

With the purchase of additional power plant the Department is now well equipped to expeditiously and economically undertake both construction and maintenance projects.

The Department now owns the following power equipment: 18 gas-shovels, 50 power-graders, 100 tractors, and 250 trucks.

By the inauguration of an Equipment Fund we are now able to present reasonably true statements of cost, as the machinery element may be correctly included in the costing of a unit of expenditure. Being a revolving fund, the capital sums are continuously maintained by rental receipts. As funds, therefore, are always available, we have no longer to face the difficult situation of an inadequate stock of equipment owing to a limited budget.

GENERAL.

Judging from the following figures, the volume of Department work is yearly increasing, but with improved methods it has been possible to handle same efficiently and expeditiously without increase of staff.

1927-28—

Inward letters, etc.	17,637
Outward letters, etc.	16,000
Number of Department files handled	49,000

It is worthy of special note that the Dominion Diamond Jubilee was fittingly observed by the decoration of our public buildings. The Department assisted materially and financially towards making this memorable event such a great success.

The accompanying reports of the District Engineers make interesting and instructive reading. From the detailed report of the Supervising Architect it will be noted that his Department has been kept extremely busy throughout the year in both construction and maintenance works. The design and construction of the new Printing Bureau entailed considerable study and supervision, but the excellent work accomplished reflects great credit on the Supervising Architect and his staff.

Once more it is my privilege and pleasure to record the generally splendid service rendered by the officials at headquarters and in the district offices.

In conclusion, permit me, Sir, to express appreciation for the earnest co-operation and encouraging assistance received from yourself during the time you have been at the head of this important Department.

All of which is respectfully submitted.

P. PHILIP,
Deputy Minister and Public Works Engineer.

ISLAND HIGHWAY, NEAR DUNCAN. VIEW OF BITUMINOUS TREATMENT OF GRAVEL SURFACING.

COMOX ROAD, VANCOUVER ISLAND. TYPE OF BITUMINOUS-SURFACED HIGHWAY.

REPORTS OF ENGINEERING DISTRICT No. 1.

(Assistants report direct to the Deputy Minister and Public Works Engineer, Victoria.)

REPORT OF H. M. BIGWOOD, ASSISTANT DISTRICT ENGINEER FOR ALBERNI ELECTORAL DISTRICT.

Roads.—Weather conditions during the summer were favourable and much useful work was carried out.

Bituminous surfacing of the Island Highway was carried on from Nanaimo to Parksville, and also on the primary highway through the Cities of Alberni and Port Alberni. While not wholly able to stand the snow and frost of the following winter, this treatment was appreciated as a dust-preventive. Where the treated surface was apparently damaged during the winter it was found to resist the penetration of moisture.

A relocation survey over the Alberni Mountain resulted in securing satisfactory grades of 8.5 per cent. maximum, instead of the present 18-per-cent. grades. One half-mile section of the new location was built, eliminating a bad hill with a maximum 19-per-cent. grade and poor alignment. Construction over the Alberni Mountain involves considerable solid-rock excavation.

Construction of the road from Tofino, on Clayoquot Sound, to Long Beach (a future summer resort), was pushed to the point where a rough grade was secured through the remaining heavily timbered section. Bridges were also built, leaving comparatively little work to make it fit for travel.

The Holberg–Cape Scott Road was advanced a step by felling timber on a 3-mile stretch of new work.

From Ucluelet the road to the coast gradually improves, and touring-cars were used during the summer months to reach the beach.

Automobile-travel is rapidly increasing, as is also the weight of commercial motor-vehicles. Particularly when surfaced, the roads show frequent depressions and signs of failure. The lightly gravelled roads are not able to carry the excessive loads.

Throughout the district business is developing rapidly and considerable building is in progress.

I wish to express my appreciation of the consideration shown to me during the year and for the co-operation of those associated with me.

REPORT OF W. P. BEAVAN, ASSISTANT DISTRICT ENGINEER FOR COMOX ELECTORAL DISTRICT AND PORTION OF MACKENZIE DISTRICT.

Roads and Trails.—Construction during the year included 2.25 miles on the Hardy Bay Road and 2.13 miles of the Sayward Road. Reconstruction was carried out on the Royston Road, the Island Highway, and the Frenchman Road at Sayward. A total of 357 miles of road has been maintained. The work so accomplished has resulted in greatly improved road conditions throughout the district.

Heavy snowfalls during the winter necessitated the expenditure of approximately $900 upon the work of keeping the main highways open for traffic by power-graders. The steady increase of traffic, due to general development throughout the district, makes the snow-removal problem a more important one each succeeding winter, and to effectively cope with it in an economic way suitable equipment is recommended. Removal of snow actually results in a reduction of the early spring maintenance costs to an extent that considerably offsets the special expenditure made on snow-removal work.

With proper equipment a greater mileage could be cleared in less time than, so far, we have given to this work.

The value of properly constructed drainage-work is now apparent on the district roads, although of course much more remains to be done in this way than we have been able to attend to.

Asphaltic surfacing of main highways during the year included the Royston Road between Cumberland and Royston and the resurfacing of the Cumberland Road and sections of the Island Highway.

Bridges.—The only new bridge completed during this year was No. 36, Keewald Bridge, on Quadra Island. Work was commenced on three new bridges on the Sayward Road extension. Fifteen old bridges were entirely renewed and maintenance-work done on other fifty-nine bridges.

Mackenzie District (South).

Roads and Trails.—During the year construction-work on the Lund Road and Thunder Bay Road from Powell River was carried out and both roads are now open to traffic their entire length. However, a great deal still remains to be done upon them in the way of widening and drainage. Maintenance-work was done on 115 miles of road with good result. Settlement of the section near Powell River continues, with a consequent increase of traffic using the roads.

Bridges.—Six old bridges were reconstructed. Notable among these is the new bridge spanning Powell River a short distance up-stream from the original span, and the Sliammon Bridge on the Lund Road. Maintenance and repair work was attended to on other eleven bridges.

REPORT OF H. C. MANN, ASSISTANT DISTRICT ENGINEER FOR COWICHAN-NEWCASTLE AND NANAIMO ELECTORAL DISTRICTS.

Cowichan-Newcastle District.

Roads and Trails.—Improvements to the Island Highway were continued during the year, the section between the Esquimalt and Alberni boundaries being treated with an application of liquid asphalt for a length of 44 miles. The results were satisfactory both to the Department and the travelling public, a hard surface now being provided between Victoria and Nanaimo. Considerable improvements were made to the Cowichan Lake Road, 2 miles of the worst portion being abandoned in favour of a diversion in a much improved location. Improvements were also carried out on the road to Nanaimo Lakes, the road being widened at necessary points and properly ditched. Two miles of Mount Benson Road were reconstructed. Three small bridges were filled in, respectively, on the Island Highway, Cowichan Lake Road, and Sahtlam River Road. The majority of the minor roads were improved, the power-grader being of great assistance in obtaining satisfactory results in a minimum of time. Logging operations make it difficult to maintain a road-surface in a condition acceptable to motorists, but on the whole few complaints were received.

Bridges.—The following new bridges were constructed, the approaches improved, and the width between wheel-guards increased to 18 feet: A standard king truss across the Cowichan River at Clemclemlitz with trestle approaches; a trestle bridge, 80 feet, across Thatcher's Creek, Cedar District. Maintenance-work on forty bridges was carried out.

Nanaimo District.

Roads.—The roads in this district were maintained in a condition satisfactory to the public. Two new road extensions were carried out—the half-mile extension of Victoria Road from the city limits south and the filling-in of the ravine on Vancouver Avenue.

Bridges.—No new bridges were built. All existing structures were maintained in proper manner.

The bituminous surfacing of the Island Highway has given good satisfaction—suffering no ill effects from frost or snow during the winter.

In conclusion, I wish to thank you for your assistance and support, and also to place on record the good service rendered by the foremen and workmen.

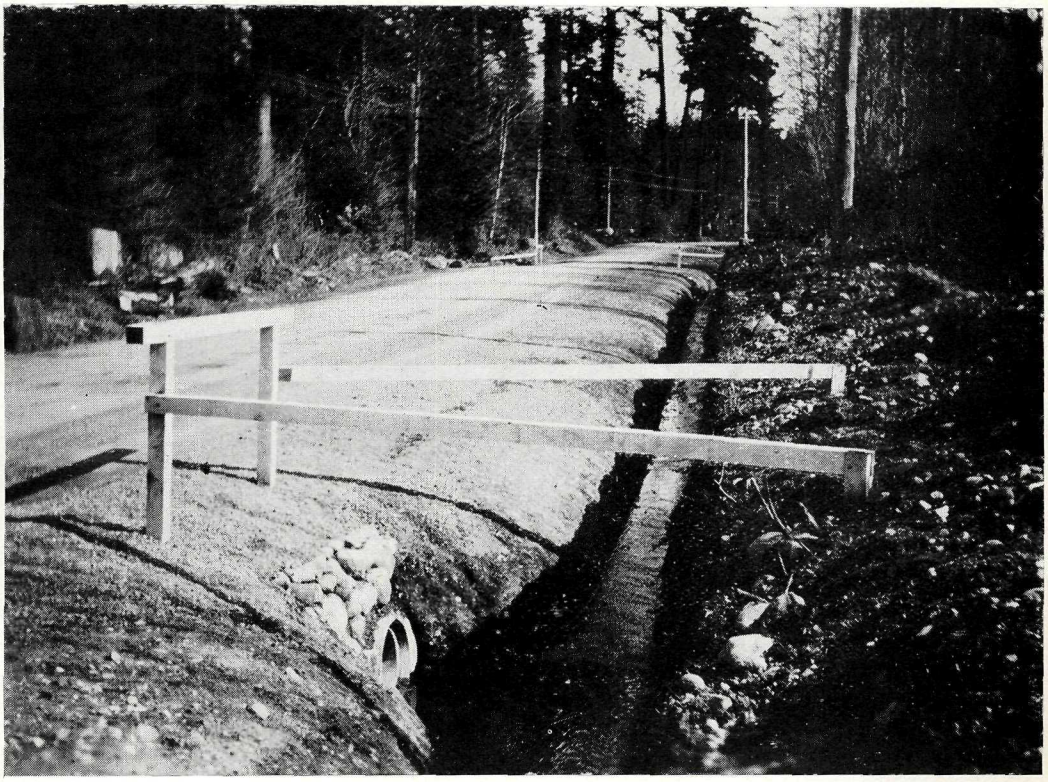
REPORT OF C. A. HELGESEN, GENERAL FOREMAN FOR ESQUIMALT DISTRICT.

Roads and Trails—Construction.—Meredith's Road, commenced in 1926 and completed in 1928, 1 mile of settlers' access road.

West Shawnigan Lake Road: Construction commenced to give access to settlers on west side of lake; approximately 1 mile graded.

Gillespie Road: To connect East and West Sooke Roads. Approximately 1½ miles cleared, 1 mile graded.

ISLAND HIGHWAY, NEAR COURTENAY. BITUMINOUS SURFACING BY PROVINCIAL DAY-LABOUR.



ISLAND HIGHWAY, NEAR COURTENAY. BITUMINOUS SURFACING BY PROVINCIAL DAY-LABOUR.
(NOTE THE EFFECTIVE UNDERDRAINAGE AND PROTECTION AT CULVERT.)

PARSON'S BRIDGE, ISLAND HIGHWAY. REINFORCED-CONCRETE STRUCTURE REPLACING FORMER TIMBER BRIDGE. (CONSTRUCTED BY PROVINCIAL DAY-LABOUR.)

Reconstruction and Improvement.—The widening of the Malahat Drive at narrow and dangerous corners was commenced and very favourable progress made by using modern air-compressor and steam-shovel.

About 3 miles of the Summit and Shawnigan Lake Roads were widened to 18 feet.

Widening and improvement of Sooke Road started. Road widened and improved for practically entire length (14 miles) and surfaced with Tarvia "B."

All of the above work was satisfactorily undertaken by day-labour.

Bituminous Surfacing.—The work of previous years was maintained and new portions undertaken, comprising 14 miles of resurface and 12 miles of new work. The entire work has evoked favourable comment from all interests.

Numerous minor improvements in the nature of straightening and realigning roads at curves, hills, etc., were carried out to advantage.

Maintenance and Repairs.—In general, all main and side roads have been maintained satisfactorily, although the increasing traffic makes heavier demands yearly for equipment and funds.

Bridges.—Several small bridges were built and twenty-five repaired.

Mention should here be made of the splendid reinforced-concrete structure to replace Parsons Bridge on the Island Highway. This substantial structure of æsthetic design has evoked praise from the general public.

REPORT OF MAJOR P. J. CAMPBELL, GENERAL FOREMAN FOR ISLANDS AND SAANICH DISTRICTS.

Islands District.—During the year there were 3.7 miles of macadam road constructed, 4.3 miles of bituminous carpet laid, 12.3 miles of macadam roads improved, 7 miles of flush-coating with 80-per-cent. asphalt, and several miles of reconstruction and widening undertaken.

Maintenance.—Over 200 miles of ditching, dragging, and gravelling were done and throughout the year several large culverts installed.

On Saltspring Island over 1,000,000 standard-gauge railway-ties were hauled by truck over Government roads.

Weather conditions were generally favourable, except for the heavy fall of snow on New Year's Eve, causing inconvenience to motor transport and buses between Sidney and Victoria, but owing to the efficiency of our snow-service department traffic was resumed almost immediately.

Bridges.—The 150-foot bridge connecting Kuper and Thetis Islands was rebuilt and minor structures maintained.

Saanich District.—The usual maintenance-work was carried out on the primary and secondary highways. Several other roads were graded, gravelled, and oiled.

Ferries.—The Brentwood ferry-slip was repaired and three mooring-dolphins driven.

General.—I wish to thank my superiors for their courtesy, kindness, and help, and my subordinates for their efficient co-operation.

REPORT OF ENGINEER, DISTRICT No. 2.

DISTRICT ENGINEER'S OFFICE.
COURT-HOUSE, NEW WESTMINSTER, B.C., May 28th, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit herewith annual report of work done in the above district during the fiscal year 1927–28.

BURNABY DISTRICT.

Roads.—Kingsway (primary) and Riverway (secondary) were kept in good repair by the municipality. The Kingsway storm-sewer has caused considerable trouble, as this wooden box is in an advanced state of decay. However, 2,900 lineal feet of this storm-sewer has been replaced by concrete pipe, which has materially helped the situation.

Grandview Highway (secondary, 2.24 miles) was paved with cement concrete, 18 feet wide, this year, and is proving a very convenient link in our highway system. The paving was done by contract (Dawson & Wade, contractors) and is a creditable undertaking.

Hastings–Barnet Road (primary) was paved with cement concrete, 18 feet wide, from Boundary Road (Vancouver City limits) to Sperling Avenue, a distance of 2.7 miles. The work was not undertaken until rather late and the fall rains seriously interfered with progress, but work was successfully completed in November, 1927, by the Ellis-Cotton Company, contractors. This work was very necessary owing to the heavy traffic.

CHILLIWACK DISTRICT.

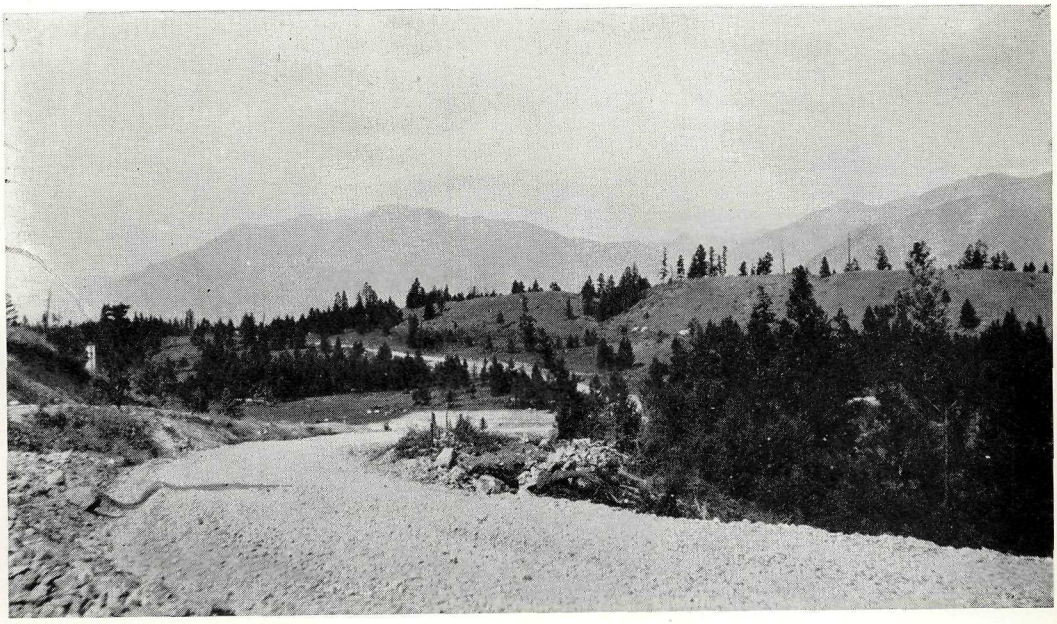
Location—Roads.—The most important location made during this year was the cut-off between Abbotsford and the Vedder Canal Bridge on the Trans-Provincial Highway. The new route lies through the north-westerly section of the Sumas reclaimed area and will shorten the distance between Abbotsford and Chilliwack by 5 miles. It was found possible to eliminate all but the very easiest of curvature; tangents 2 and 3 miles in length connected with flat curves being obtained on a level grade. Considerable reconnaissance-work was done on the Aldergrove–Abbotsford section with a view to the elimination of railway crossings, high bridges, and steep grades. A location was made at Mahoney's Hill in the above section, which reduces the grade from 12 to 8 per cent., shortens the distance, and does away with all curvature on the hill. The section Vedder Canal Bridge–Chilliwack pavement was revised and straightened in preparation for laying pavement.

Construction.—Work was commenced with two drag-line shovels on the construction of the new route from Abbotsford to Vedder Canal Bridge. This work is being carried out in conjunction with the Dyking Commissioners and the widening and straightening of Marshall Creek. During the year three bad blind curves in the Sumas area were done away with, greatly increasing the safety of the travel on the Trans-Provincial Highway. In the Columbia Valley advantage was taken of the abandonment of a logging-railway to secure a very favourable location on a natural gravel-bed for the main road through the valley. The construction of the Rosedale Ferry Road to the new landing was completed, a gasoline-shovel being employed on this work.

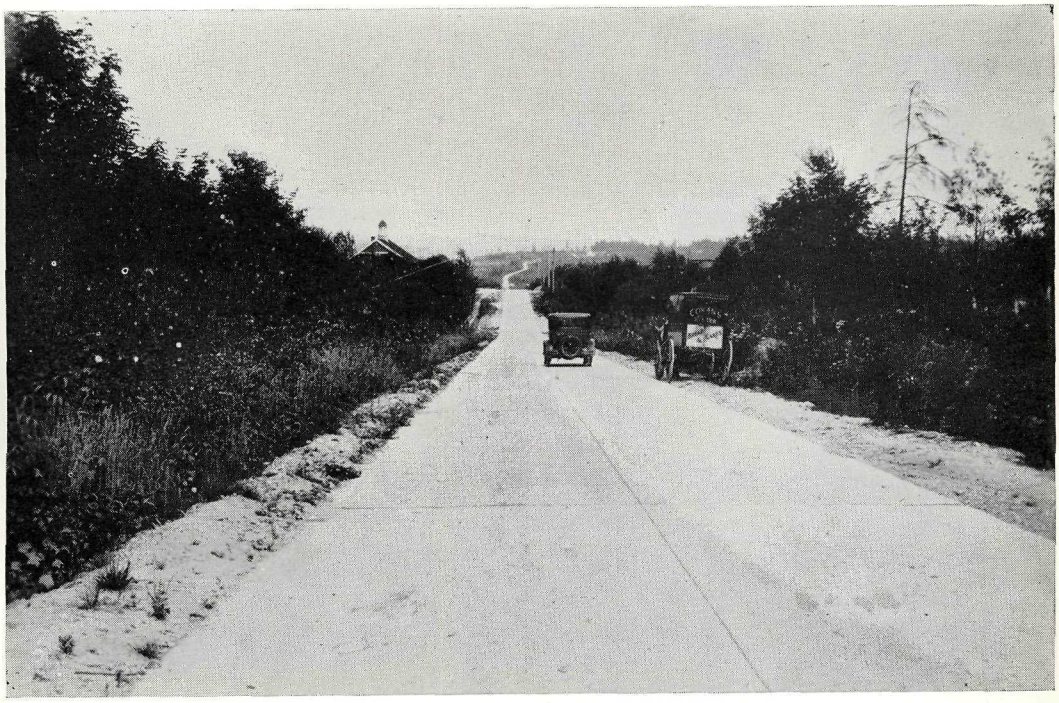
Maintenance.—In this district 7.6 miles of asphalt surface treatment were undertaken, of which 6.3 miles were "mulch" treated and 1.3 miles "flush-coated." On the whole, this treatment was successful as a first application, giving a dustless surface, maintained at slight cost during the summer, and coming through the severe winter well. Of the gravel-surfaced roads in this district, the new section across the Sumas Lake area was remarkable for very light frost damage, probably attributable to good drainage and the application of a heavy coat of gravel in late fall. The sections Aldergrove–Abbotsford and Vedder Canal–Chilliwack pavement suffered heavily, however, and were only kept passable by the steady application of coarse gravel, with all available trucks and men. Except during the period when the frost was coming out, three power maintainers were kept continuously at work preserving a carpet of gravel "float" during the summer and removing the snow in the winter months. This was absolutely necessary to cope with the heavy traffic. The Sumas Mountain Road from Straiton to Cox's Landing and the end of the Matsqui Dyke was improved with a crew organized among the local settlers, and for the first time is now open to automobile traffic between Kelleher's and Matsqui via the Matsqui Dyke, to the great convenience of the local residents. The Abbotsford–Riverside Road required a heavy coat of gravel and much general maintenance-work to enable it to carry the new burden of traffic imposed upon it by the opening of the Mission Bridge for highway purposes. The flooding of the Matsqui Prairie, early in January, submerged the Clayburn end of the Prairie section of this road to a depth of from 1 to 2 feet.

Bridges.—The Porter, Stewart, and Barton Bridges, standard pile trestles, and the Dyke Bridge, a 60-foot king truss, were built by day-labour. The Ross Bridge was replaced with a standard frame trestle and Wilson Creek and Atchelitz Creek Bridges were replaced with pile trestles, having a road width of 19 feet. The Frost Creek Bridge on the Columbia Valley Road was washed out during the winter and was replaced with a new stringer span farther down-stream. General repairs were carried out to bridges throughout the district.

Ferries.—The Agassiz–Rosedale Ferry was moved early in the year to a new location farther up-stream, reducing the distance between landings from 2,200 to 700 feet, permitting increased



TRANS-PROVINCIAL HIGHWAY, NEAR CRANBROOK. REVISION OF GRADE AND ALIGNMENT BY PROVINCIAL DAY-LABOUR.



GRANDVIEW HIGHWAY, BURNABY (18 FEET CONCRETE). SECONDARY HIGHWAY TOWARDS WHICH THE DEPARTMENT CONTRIBUTED 50 PER CENT. OF COST.

speed of operation, necessitating the construction of new approaches and landings. The ferry rates were raised and during the busy season this ferry was taxed to its utmost capacity, running continuously during the rush hours.

DELTA DISTRICT.

Location—Roads.—The section Otter–Aldergrove was relocated for 2 miles, with a maximum curvature of 5° and the elimination of all abrupt grade changes. The "Snake Hill" on the Scott Road proved a difficult problem, but after several lines had been run, one was found with a maximum grade of 6 per cent. and a maximum curvature of 8°. Some preliminary work was done on a line between Douglas and Ladner.

Construction.—The construction of the Otter–Aldergrove revision was commenced by day-labour, and by the co-operation of the Dyking Commissioners a drag-line excavator was used for the necessary heavy ditching, resulting in reduction of costs. The Municipality of Surrey added 0.5 mile to the Scott Road asphalt penetration and the Municipality of Delta carried out 0.54 mile of similar work on the Boundary Bay Road.

Maintenance.—In June, work was commenced on the asphalt-surface treatment of the Yale Road, 5½ miles being "flush-coated" within Surrey and Langley Municipalities. In the town of Aldergrove 0.4 mile of "mulch" was laid, resulting in a dustless surface requiring but little maintenance. The very heavy traffic on the Yale Road, amounting to as much as 100 tons per hour, by a traffic census taken during the month of November, necessitated continual grading of the gravel sections with power maintainers. Some much-needed ditching was carried out, the drag-line from the Otter–Aldergrove construction being employed with advantage.

Bridges.—Work was commenced by day-labour in February on the replacement of the Bear and Cub Creek Bridges on the Pacific Highway with concrete culverts and fills. The only major repairs carried out were at Canoe Pass Bridge, the lower chords of the swing-span being painted and general repairs to the substructure and decking carried out.

Ferries.—The Barnston Island Ferry was hauled out on the ways and generally repaired. Although getting somewhat old and inadequate for the heavy duty demanded of her, she delivered a satisfactory year-round service, making 2,762 round trips and carrying 8,001 passengers.

DEWDNEY DISTRICT.

Maintenance.—The usual work was carried out. Owing to the severe weather in the late winter the main highway in the vicinity of Mission heaved badly and for a few days was almost impassable. The maintenance gang was reinforced and the road was soon in good condition.

Construction.—River Road.—The diversion between Kanaka and Albion which was constructed last year was gravelled as soon as weather permitted and was opened for traffic on July 5th. This 1.75 miles of road is now in excellent shape in spite of the heavy traffic.

Dewdney Trunk Road, Section 6.—The construction of the cut-off across the Stave River Flats adjacent to the Canadian Pacific Railway involved heavy work. The fill generally averaged 12 feet in height, with a maximum height of 17 feet. The work was done with the drag-line shovels, working on a 20-foot berm at the toe of the fill and digging from side-ditches, a 240-foot right-of-way being thereby necessary. The contractors (General Construction Company) put three shovels on the job and good progress was made with the work. The work will be gravelled shortly and when opened to traffic will be a great accommodation to the travelling public, as it eliminates some 2 miles of dangerous road in the Stave Canyon and shortens the distance to Mission by 3.5 miles.

Dewdney Trunk Road, Section 9.—The construction by day-labour of the main road from Deroche to Harrison Bay was completed this year. This 4-mile stretch was thoroughly reconditioned, permanent culverts installed, and the whole work treated with a heavy coat of gravel. The work was considerably impeded by the necessity of keeping traffic moving, but on the whole excellent progress was made.

Ioco–Port Moody Road.—Conditions in Port Moody Village and at the head of Burrard Inlet necessitated the relocation of a portion of this road, involving 1 mile of new construction. The many benefits accruing will be appreciated by the travelling public. The old route had a dangerous level crossing on the main line of the Canadian Pacific Railway, ¼ mile of roadway that was inundated at the higher high tides, and a 300-foot trestle in a dangerous condition;

but all these have been eliminated. The new road crosses the Canadian Pacific Railway main line overhead at a deep cut on a 60-foot king-truss bridge and connects with the old road near the end of the paving on the north shore of the inlet. Considerable gumbo and black muck were encountered during the construction and the heavy fall rains added to the difficulty, but eventually a good road-bed was secured. This work was done by the firm of Dawson, Wade & Co.

Bituminous Surfacing.—Three miles of asphaltic oiling were done on the Dewdney Trunk Road through Mission Village to Hatzic. In the City of Port Coquitlam 0.75 mile of new Dewdney Trunk Road was given an asphaltic mulch treatment and 0.25 mile of the same was laid in Port Moody. This work has proved most successful and is much appreciated by the users of the road.

Bridges.—The Dewdney Bridge over the Nicomen Slough at Dewdney was rebuilt by the Vancouver Pile Driving & Contracting Company. The work consisted of about 500 lineal feet of standard pile trestle and one 60-foot king truss.

The Stave River Bridge was constructed as part of the Stave River Cut-off Road and involved 666 lineal feet of standard pile trestle and two 140-foot Howe-truss spans. The work was done by the Fraser River Pile Driving Company.

Mission Bridge.—Arrangements were made with the Canadian Pacific Railway Company to allow highway traffic over its railway-bridge at Mission. The work consisted of removing every alternate tie and replacing it with a longer one, then decking the whole structure longitudinally throughout; heavy guard-rails being bolted on and a substantial hand-rail erected. The work was done by day-labour and was completed without interrupting the railway traffic. The bridge was opened to highway traffic on July 1st and is proving a very valuable link in our highway system. Previously there was no highway crossing over the Fraser River between New Westminster and Hope except by ferry, and this new crossing is highly appreciated by the travelling public and effects a substantial saving of public money.

Ferries.—On opening of the Mission Bridge to highway traffic the ferry service at Mission was discontinued and there are now no ferries in Dewdney District.

NEW WESTMINSTER DISTRICT.

D.L. 172.—A power maintainer was put over the roads in this area for a short time, resulting in greatly improved surface conditions and the necessity of less hand maintenance-work thereafter. An interception-ditch dug on Thorne Avenue, together with the installation of a large culvert, resulted in improved drainage conditions throughout all the lower settled portions of the district lot.

General.—Periodical traffic checks were taken at the New Westminster Bridge, with the result that useful statistics were compiled, showing the nature and volume of the traffic using the Pacific Highway and the Scott Road. On the busy days over 3,600 vehicles passed over the 18-foot concrete slab of the Trans-Provincial Highway in eight hours.

SOUTH VANCOUVER DISTRICT.

Roads.—Kingsway (Primary).—The usual maintenance-work on this highway was carried out by the municipality in an efficient manner.

Fraser Avenue (Secondary).—In addition to the usual maintenance-work, considerable hard-surfacing was laid. Between Twenty-fifth and Thirty-fourth Avenues, a distance of 2,835 feet, a cement-concrete pavement, 7 inches thick and 12 feet wide, was laid by Armstrong & Morrison, contractors. Between Thirty-fourth and Forty-third Avenues, a distance of 2,541 feet, a 1½-inch Warrenite top 12 feet wide was laid over the old base by the Columbia Bitulithic Company.

Marine Drive.—Extensive repairs were made on this road. Portions of it were so badly pitted that ordinary patching was out of the question. These portions were scarified and a 2½-inch penetration top laid thereon. Where the roadway had become too narrow owing to the gravelling of the edges, a shoulder of penetration macadam was laid varying from 1 to 3 feet in width. The work was carried out by the General Construction Company and the result has been highly satisfactory.

Retaining-walls.—Several retaining-walls were erected on Fraser Avenue between Twenty-fifth and Thirty-third Avenues. These walls were of the gravity type and in all 1,762 cubic

yards of concrete were placed in their construction. Difficulty with the foundation was experienced at one point, but this was overcome by driving piles. With the exception of the pile-driving, which was let to the Vancouver Pile Driving & Contracting Company, this work was carried out by the municipality.

Bridges.—The trestle bridge over Vivien Creek on Marine Drive was reconstructed by C. C. Shellcroff, contractor.

RICHMOND-POINT GREY DISTRICT.

Following is extracted from report of General Foreman Wylie:—

"I am very pleased to state, and I believe you will be gratified to know, that in no instance has any vote been exceeded, and under several votes a substantial balance remains.

"With regard to roads, I may say truthfully that the roads in this riding are in good shape considering the sloppy weather which we had during last winter. In fact, the portion of the Marine Drive lying within the unorganized district was never in such good shape for many years. The classified highways in Point Grey are well looked after by Mr. Greig, the municipal engineer. When you consider the type of construction, the tremendous heavy traffic to carry, and the small amount of money expended, the greatest credit is due the engineer for the sound judgment used in the repairing of these roads.

"I am pleased to state that Major McPherson, Resident Engineer of the Lands Department, has been very generous in the matter of grades and lines through the Theological area, and various other matters which have come up from time to time. Co-operation and friendship of this nature make life more pleasant and gives better satisfaction to all concerned.

"The Eburne Bridges have been kept in as good shape as possible, and as soon as the electrical appliances are changed there will be much less trouble than is the case with the present arrangement. The river traffic is growing heavier each year, and in the near future provision will have to be made to take all tows, including booms, through the draw-span. Four thousand four hundred and eight vessels passed through the No. 4 Sea Island Bridge, an average of twelve per day. It will thus be seen that road traffic is considerably delayed, waiting for vessels to manœuvre through the Howe-truss span.

"The operation by the charterers, Herling & Robinson, of the Ladner–Woodward Ferry has continued to prove satisfactory, the general public being well satisfied with the prompt and efficient services rendered.

"Bridges on the Marine Drive are showing signs of old age, but close watch is being kept over them, with due regard to public safety.

"The inspection of timber and castings has kept me exceedingly busy, long and tedious hours being spent on this work. Every endeavour has been made by myself and Mr. Kilpatrick to get the best possible material placed in the various bridges. Special care is always given to material, especially in chords that cannot be renewed."

All of which is respectfully submitted.

Yours obediently,
E. H. VERNER,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 3.

DISTRICT ENGINEER'S OFFICE,
KAMLOOPS, B.C., September 14th, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit annual report for the fiscal year 1927–28.

ELECTORAL DISTRICTS OF KAMLOOPS, SALMON ARM, AND YALE.

Roads.—General maintenance-work was carried out on all roads in the district.

Maintenance was heavy owing to weather and heavy traffic. Annual costs of snow-ploughing are increasing as winter traffic becomes more general.

Long, dry summer weather is very destructive to road-surfaces and the necessity of binder becomes more evident each year. A programme of widening and improvement of alignment and grade was continued and a large amount of gravelling done.

Mulch treatment was put down in North Kamloops and Ashcroft and proved fairly satisfactory.

Wooden culverts were replaced in many places with metal pipe and some old short bridges eliminated and pipes and fills put in their place.

General construction-work under Highway Loan, consisting of alignment and grade revision, was carried out by day-labour, shovels and trucks being occupied largely on this work during the summer. A large number of diversions were made on the Kamloops–Savona Road and on the Spences Bridge–Merritt Road. Grade revision and widening were carried out on the Kamloops–Salmon Arm Road and on the Kamloops–Vernon Road, both in the Salmon Arm District. A very necessary reconstruction of the Merritt–Spences Bridge Road was carried out to obviate the 3-mile slide. This work involved complete reconstruction of the road on new alignment and two bridge crossings of the Nicola River. Construction was also done on the North Thompson Highway and the road opened to Avola.

Cariboo Road.—Spring repair-work was carried out on this road, slides all cleared, and road opened for traffic on May 24th, 1927. The road stood up well considering the weather during the winter and no serious slides happened, though there were a large number of small slides and on the higher elevations heavy snowslides.

Work was carried on to complete the day-labour section between Boothroyd and Lytton, which, although open for traffic, had not been completed the previous year.

Two shovels and tractors and graders were at work all summer with several large gangs of men and, with the exception of Cisco Hill, the road was completed and gravelled late in November.

The under-crossing of the Canadian Pacific Railway at Lytton was completed, the concrete-work being done by the Canadian Pacific Railway and the grading of approaches by Provincial day-labour.

A long stretch of gravel was put on between Hope and Rosedale, in the Yale District, but owing to adverse weather conditions in the winter the work could not be completed until the spring.

Cariboo Highway Contract No. 3, Lytton to Spences Bridge.—Work started on this contract in April, 1927, and was carried on continuously during the year. Good progress was made by the contractors, the major portion of the east end being very heavy work. At the end of the fiscal year the work was 60 per cent. completed.

Trails.—Considerable trail-work was done out of Mines Development appropriations, practically all trails in the district leading to mining properties. The Barriere River Trail was opened up as a wagon-road for several miles.

Bridges.—Several small bridges were renewed and maintenance-work carried out on practically all bridges in the district.

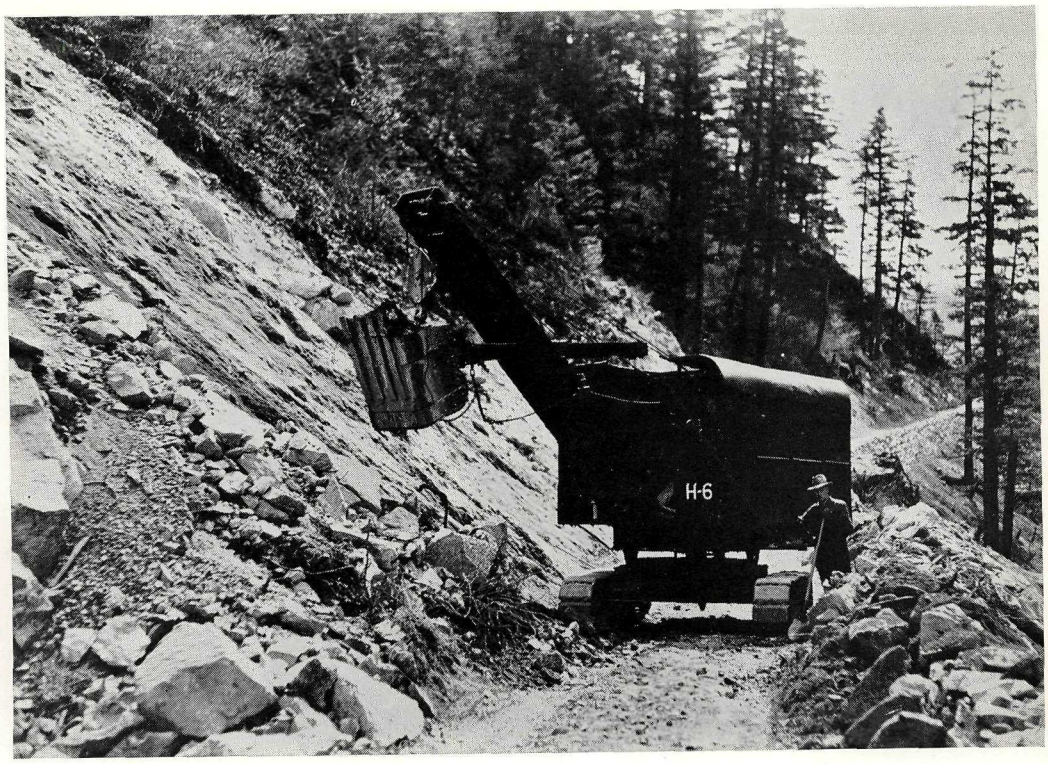
Walhachin Bridge was scraped and repainted and construction started on the substructure of the new Savona Bridge. Two new bridges were built over the Nicola River near Spences Bridge and running planks placed on some of the older bridges.

The west end of Barriere Bridge was repaired, Lytton Bridge repainted and new approaches built. A survey was made for new bridge across the Thompson River at Spences Bridge. Bents were put under all spans in Kamloops East Bridge and several small bridges renewed in Salmon Arm District. The following bridges are due for renewal: Kamloops East Bridge, Clearwater Bridge, Shuswap Bridge, Pritchard Bridge, and Spences Bridge.

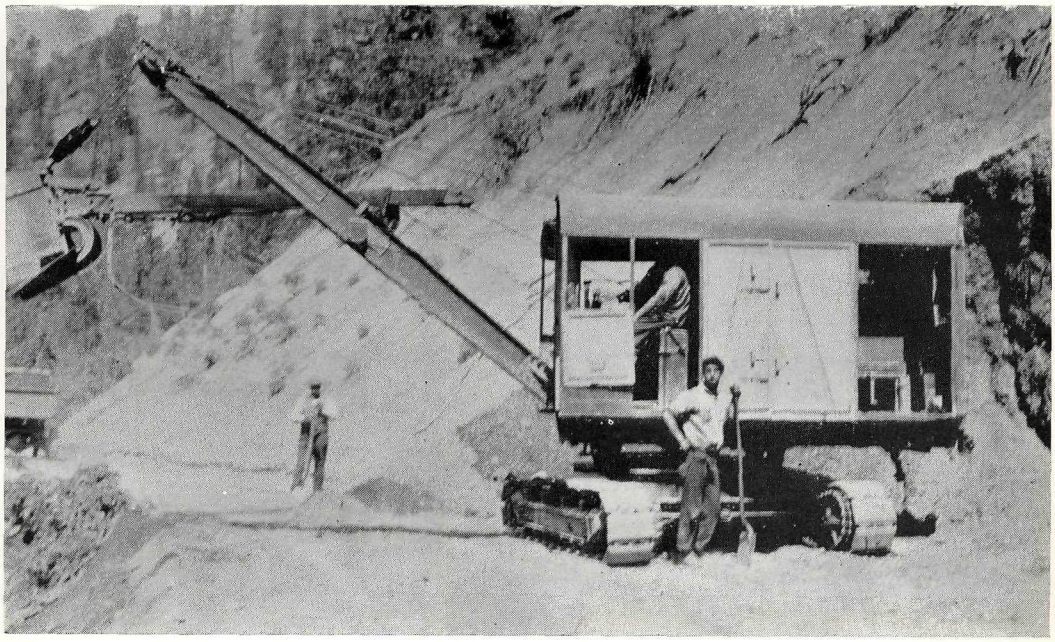
Ferries.—General repair and maintenance work was done on all ferries in the district. Sorrento–Scotch Creek Ferry had engine overhauled and may possibly last two more years, when renewal will be necessary. Difficulties were experienced on North Thompson River on account of severe ice conditions and several ferries were damaged.

New cables were put in, towers overhauled, and pontoons recaulked on several ferries.

General.—The annual maintenance charges are increasing and the maintenance of gravel road surfaces is becoming more difficult. Travel is practically continuous all year and, except after heavy snowfall, roads are very rarely now impassable at any season of the year, although conditions are not always good. Snow-ploughing is now an expected service by the travelling public. Labour conditions are good and foremen, as a class, are improving. Mechanics are plentiful, and as good wages are paid to truck, tractor, and shovel operators a good class of men is now available.



CARIBOO ROAD, 2 MILES EAST OF CHAPMAN. CLEANING OUT IN SPRING BY GOVERNMENT-OWNED GAS-SHOVEL.



GOVERNMENT SHOVEL AT WORK IN GRAVEL-PIT ON THE LILLOOET–LYTTON ROAD. SHOVEL ALSO USED FOR WIDENING THE ROAD AND CLEANING OUT SLIDES.

This engineering district has now a good stock of plant and equipment and much heavier work can be undertaken and carried out in an economical and efficient manner.

Advice and assistance from travelling officials and from the Department in Victoria are readily given to district officials and the service rendered in the purchase of plant and supplies is much appreciated.

Other departments of the Provincial and Federal Governments are always willing to co-operate and assist in furthering the public works of the Province.

Assistant District Engineers, General Foreman, Local Foreman, and clerical staff have carried out their duties in a satisfactory manner.

All of which is respectfully submitted.

R. M. TAYLOR,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 4.

OFFICE OF THE DISTRICT ENGINEER,
PENTICTON, B.C., October 20th, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit annual report covering this district.

SIMILKAMEEN DISTRICT.

Five hundred and thirty-eight miles of roads and 50 miles of trails were repaired and maintained; 4 miles of roads were constructed; 14 miles of roads were reconstructed; 2 miles of road were treated with tarvia; 57 miles of mining trails were repaired and improved; and a considerable amount of snow-removal was done, very satisfactory results being obtained by using a heavy snow-plough attached to a large-sized tractor.

South Keremeos Bridge, consisting of two 150-foot standard Howe-truss spans with trestle approach, was constructed; also a 40-foot king truss with concrete abutments on the Penticton–Keremeos Road. All bridges throughout the district were examined and repaired where necessary.

GRAND FORKS-GREENWOOD DISTRICT.

Five hundred and sixty-four miles of roads and 20 miles of trails were repaired and maintained; 3 miles of roads were constructed; and 2½ miles of road were treated with tarvia.

The larger bridges constructed included Rock Creek Bridge, consisting of one 140-foot Howe-truss span with trestle approaches; Cooper Bridge at Grand Forks, consisting of two 130-foot Howe-truss spans with trestle approaches; and Cascade Bridge, consisting of two 130-foot Howe-truss spans with trestle approaches. Five small bridges were reconstructed and thirty-four bridges were repaired.

SOUTH OKANAGAN DISTRICT.

Three hundred and sixty-nine miles of roads were repaired and maintained; 3 miles of roads were constructed and 14 miles of roads were reconstructed; 4 miles of roads were treated with tarvia.

Fifteen bridges were repaired. One new stringer bridge was constructed and six bridges were reconstructed.

The ferry between Kelowna and Westbank was continuously operated and gave very satisfactory service.

NORTH OKANAGAN DISTRICT.

Four hundred and thirty-three miles of roads were repaired and maintained and a considerable amount of reconstruction was done at various points.

Work was commenced on the new bridges at Shuswap Falls. Twelve small bridges were reconstructed and twenty-six bridges were repaired. About ¼ mile of woven-wire guard-fence

was erected and has proved popular and efficient. At least two accidents have already been averted by this fence.

A relocation survey was made between Cherryville and Monashee Pass, a distance of 13 miles.

GENERAL.

The unusually heavy rains which occurred in the autumn caused considerable damage to roads throughout the district. The snowfall was much greater than usual.

All of which is respectfully submitted.

G. C. MACKAY,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 5.

DISTRICT ENGINEER'S OFFICE,
COURT-HOUSE, NELSON, B.C., July 31st, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I beg to submit the following report covering the work carried out during 1927–28:—

NELSON ELECTORAL DISTRICT.

Maintenance operations covered 7 miles of roads and streets, while Creek Street was extended for a length of 1,400 feet.

Sidewalks were extended and repaired where necessary and snow-ploughing was done on about 1 mile of streets after each heavy snow-storm.

ROSSLAND-TRAIL ELECTORAL DISTRICT.

General repairs, including grading, ditching, and placing culverts, were carried out on 94.5 miles of road and 17 miles of trail.

British Columbia Loan appropriations permitted the widening of 5 miles of the Trail–Rossland Road to an average width of 24 feet and the placing of approximately 5,000 tons of crushed-rock surfacing.

Two miles of the Castlegar–Trail Road leading into Tadanac were reconstructed and widened to 18 feet and gravel-surfaced.

Forty miles of road were ploughed during the winter months and automobiles used this mileage during the greater part of the winter.

During the summer months the power-ferry over the Columbia River at Castlegar had difficulty in handling traffic owing to its capacity being limited to three cars; consequently, the new barge with ten-car capacity will remedy the situation.

CRESTON ELECTORAL DISTRICT.

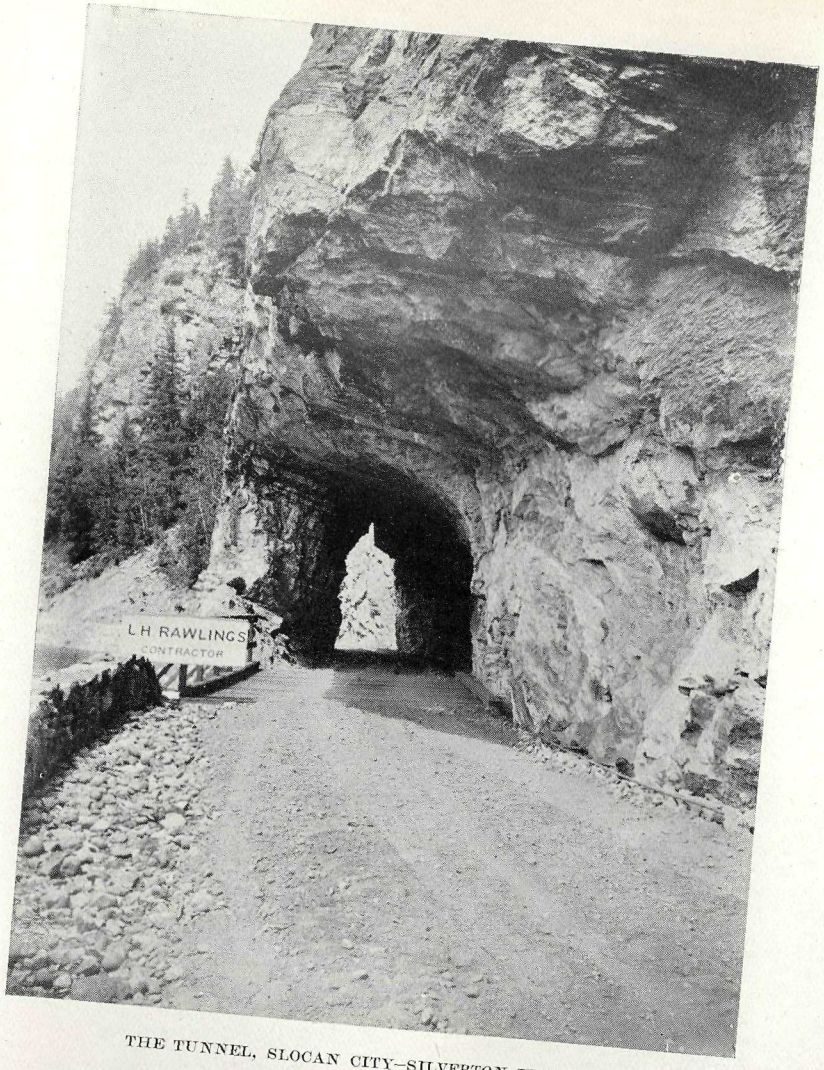
We maintained 412 miles of roads and 74 miles of trails, the Mines Department assisting financially on 31 miles of the former and 26 miles of the latter.

Important diversions were made and reconstruction carried out on the Nelson–Balfour Road east of Kokanee Landing, the Creston–Goatfell Road between Erickson and the Goat River Crossing, and on the Nelson–United States Boundary Road between Boulder and Salmo.

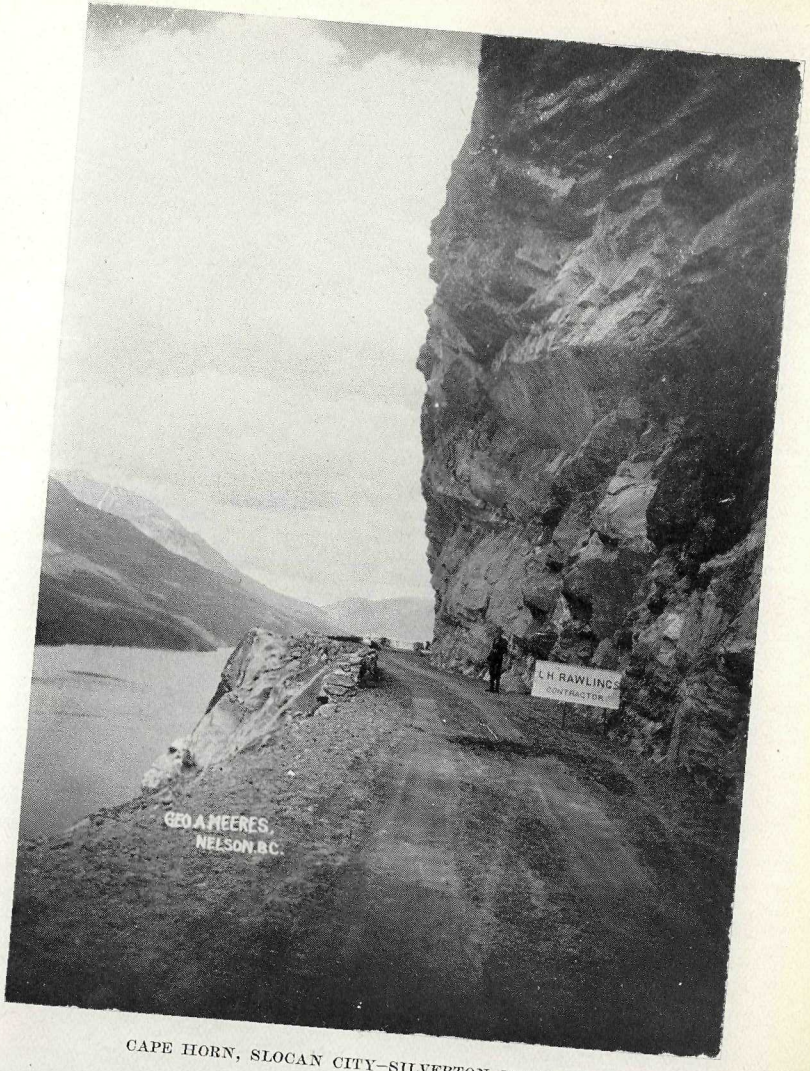
The work on the Creston–Goatfell Road was much appreciated by the travelling public, as the road previous to reconstruction had poor alignment and a clay surface which was almost impassable during wet weather. This has now been covered with gravel-surfacing and was in excellent condition for traffic in all stages of weather last season.

The Ymir–Boulder Diversion was not completed owing to snow conditions early in November, but was ready for traffic early in 1928.

Altogether, in maintenance and new surfacing, approximately 19,000 cubic yards of gravel were placed on the roads in the Creston District. Snow-ploughing was undertaken after each heavy snowfall on approximately 50 miles of road.



THE TUNNEL, SLOCAN CITY–SILVERTON HIGHWAY.



CAPE HORN, SLOCAN CITY–SILVERTON HIGHWAY.

KASLO-SLOCAN DISTRICT.

The usual maintenance-work was looked after on 375 miles of road and 325 miles of trail, and in addition to this the Mines Department financially assisted in cleaning out and opening up 50 miles of roads and 150 miles of trails.

The most important construction-work was the building by contract of the uncompleted portion of the Slocan City–Silverton Road between 10-Mile Creek and Slocan City. This highway will provide highway connection between Nelson and the large mining area tributary to New Denver, etc.

The work of connecting Kaslo with Sandon was continued to Mileage 13.5, leaving approximately 7 miles yet to be opened up.

On the Arrow Lakes section road connection was completed between Arrow Park and West Demars, while a further section of the Columbia River Road between Burton and Fauquier was reconstructed and gravelled.

REVELSTOKE ELECTORAL DISTRICT.

The trunk roads in the Revelstoke District, particularly between Revelstoke and Sicamous and between Revelstoke and Arrowhead, were greatly improved by widening, reconstructing, grading, and gravelling.

A diversion was made from Cambie to connect with the Solsqua–Bowie Road, while the heavy grade east of the bridge over the North Fork of Eagle River was reduced from 16 to 8 per cent.

The main Revelstoke–Arrowhead Road was widened for a length of 2 miles from Arrowhead north and considerable gravelling done north of Hall's Landing Ferry.

The Big Bend Road was extended 3¾ miles to Carnes Creek.

Approximately 11 miles of settlers' roads were constructed, while ordinary maintenance-work covered 190 miles of road and 120 miles of trails. The Department of Mines financially assisted in opening up other 31 miles of trail.

Bridges.—The principal new bridges constructed or reconstructed during 1927–28 were as follows:—

Creston District: One 64–72-foot king-truss span on concrete pedestals over mouth of Salmon River; one 132-foot pile trestle on Creston–Goatfell Road.

Rossland-Trail District: One 22-foot stringer span on crib abutments, Rock Creek.

Kaslo-Slocan District: Two 50-foot king-truss spans at Goldhill and Montezuma; three 50-foot king-truss spans over 4-Mile Creek; 265 feet of framed trestle on West Demars South Road; two 100-foot Howe-truss spans and 76 feet of pile-trestle approach over Slocan River at Winlaw; one 90-foot Howe-truss span on concrete abutments over Lemon Creek.

Revelstoke District: Four 140-foot Howe-truss spans with pile approaches, one over Illecillewaet River and three over Eagle River; two 50-foot king-truss spans over Crazy Creek and Yard Creek.

Repairs were made on approximately 200 bridges throughout the engineering district and 650 lineal feet of bridges were replaced by culvert and fill.

All ferries in the district worked successfully during the year, but the Nelson Ferry barge shows signs of decay and will have to be replaced by a new barge in the near future.

We are still finding it extremely difficult to maintain our trunk highways, particularly the Nelson–Trail and Trail–Rossland Highways, out of the District Vote funds, and larger appropriations are very necessary for this work.

All my assistants have done their very best to get results during the year and the local officials of the Department of Mines have co-operated with us in every way possible.

I wish to express my thanks to the Department for their consideration and attention.

Respectfully submitted.

WM. RAMSAY,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 6.

DEPARTMENT OF PUBLIC WORKS,
CRANBROOK, B.C., August 1st, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—An extensive and important programme of work was carried out in Engineering District No. 6 in the fiscal year ended March 31st, 1928.

Golden–Yoho Park Road was completed and officially opened on July 9th, 1927. By September 4th a total of 5,295 cars, carrying 14,107 passengers, had passed through the western gateway of Yoho Park, testifying to the popularity of this route.

On the Kootenay–Columbia Highway, which extends from a point near Wardner to Golden, many improvements were carried out, such as diversions near Edgewater and Tegart's, widening and gravelling at many points, and also the raising of the road near Wasa to above extreme high-water floods. The 9½-mile diversion between Skookumchuck and Island Pond was almost completed for opening early in 1928. This diversion eliminates many bad grades and a narrow winding road through timber.

On the Trans-Provincial Highway from Goatfell to Crowsnest widening, regrading, and surfacing were done at several sections. Bateman's diversion, 4 or 5 miles west of Moyie, was completed. The old road here was very bad for about 1½ miles. It climbed on narrow side-hill, then dipped into low land that flooded, and finally emerged on a narrow rocky ledge very close to the railway. Reconstruction in a place like this is expensive work, but only those who travelled the old road appreciate the value of the new one.

Near Lumberton the road was made straight for over a mile and well surfaced, eliminating the old winding course through boulders. The road was surfaced through the town of Moyie.

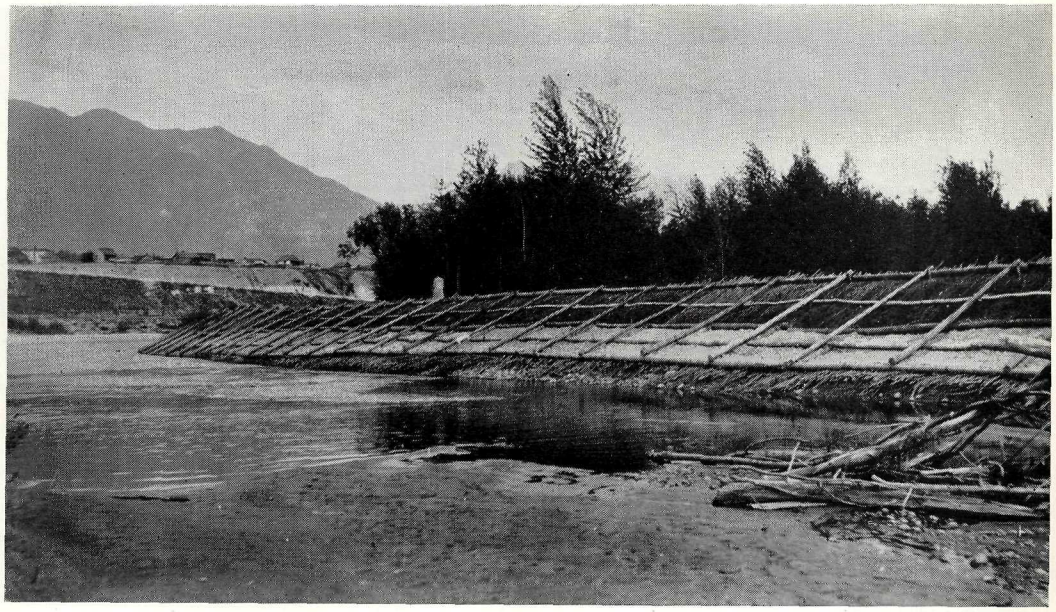
Grade reduction and improvements to alignment at Eager Hill were commenced at a point where the roads branch off to Fort Steele and to Wardner. The junction, which formerly occurred on a very steep hill and also at a curve, is now effected on flat land with sweeping curves. Surveys were carried out for further improvements in this vicinity, especially to eliminate the steep grade at a point 6½ miles from Cranbrook on the road to Wardner. Farther along, a survey was made for a new road between Rampart and Baker Post-office to eliminate two railway crossings and to get away from a winding narrow road. Just west of Wardner a new diversion was built on right-of-way recently acquired by gazetting, the former road being crowded in between the Canadian Pacific Railway section-house and other buildings in a place where no proper right-of-way existed.

At Wardner most of the work pertaining to the approaches for the new steel bridge was done during this fiscal year. That at the west end of the bridge is through a rock-cut where 4,590 cubic yards were excavated. The old bridge approach ran through lots in the town sub-division, for which no proper right-of-way had been provided. The new approach, although involving the above yardage of solid rock, is on the proper street allowance and needed no negotiation for the land traversed. It makes a safe and better turn both on to the bridge and into the main part of the town of Wardner. The east approach was formerly very low, passing over bottom land of the Kootenay River for about 1,500 feet, and flooded at ordinary high water. This has all been raised and widened to make a fitting approach to the new bridge. This work was economically done, approximately 9,500 cubic yards having been dumped into trucks by a gasoline-shovel and hauled and spread for 51 cents per cubic yard.

Most of the work of converting the old Great Northern Railway grade into a highway for about 18 miles between Elko and Fernie was done. This abandoned grade is a great asset for road purposes, enabling the Department at very reasonable cost to route traffic away from such objectionable features as Morrissey Hill and the winding hilly road generally followed by the old route.

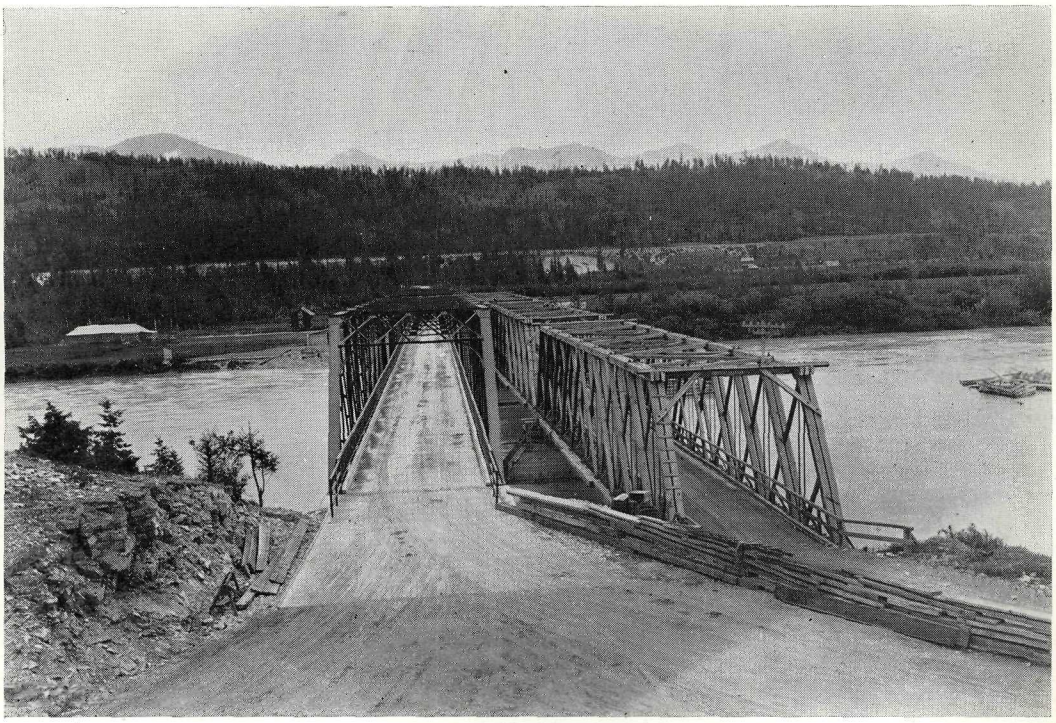
Another great improvement was accomplished at Hartley Creek, 4 miles east of Fernie, where a long slippery grade up over a hill and down again was replaced by the level straight stretch of the Great Northern Railway bed.

KOOTENAY RIVER BRIDGE, WARDNER.



RIVER-BANK PROTECTION-WORK, ST. MARY RIVER AT WESTPORT, NEAR FORT STEELE.
PROVINCIAL DAY-LABOUR.

KOOTENAY RIVER BRIDGE, WARDNER. TIMBER BRIDGE REPLACED BY STEEL STRUCTURE. CONTRACTORS, HODGSON, KING & MARBLE.



KOOTENAY RIVER BRIDGE, WARDNER. TWO 164-FOOT PRATT TRUSSES. (FORMER TIMBER STRUCTURE IS AT THE RIGHT.)

Further work was done on the new road between Cranbrook and Kimberley, practically completing the section from Wycliffe to Marysville, leaving the section from Cranbrook to Wycliffe to be undertaken in the next fiscal year. The Cranbrook–Kimberley Road is being built with special care as to modern requirements in grades, alignment, width, vision, etc. The gravel-surfacing is specially selected and put on in the latest approved method of spreading by grader and compacting by traffic. The section built last year did not require the time generally needed to compact and became fit for travel almost immediately after spreading. To keep it good, however, requires more intensive grader maintenance than we have been able to afford.

A survey was made of the whole proposition of serving Kimberley with a direct connection to the Kootenay–Columbia River Highway leading north. Matters that had to be weighed in the balance here were those of a choice of routes through the town of Kimberley itself, and also whether a northern location or a southern one (the latter more or less in the vicinity of the present McGinty Trail) should be selected. At a meeting of the Kimberley Board of Trade, where a full explanation of the merits and demerits of each route was presented, an endorsement of our choice was given by a majority of the representative interests present, thus enabling an early start on construction in the new fiscal year.

In Kimberley many streets were opened up and improved, details of which are shown in the separate reports. Between Curzon Junction and Kingsgate, widening out at a rocky point was done and about 2½ miles surfaced.

Construction of the West Side Road between Invermere and Dutch Creek was continued for about 5.8 miles, with surfacing yet to be done. There remains about two seasons' work on this road with the usual appropriations allotted.

On Corbin Road about 8 miles were constructed. This is an entirely new road linking Corbin with the Trans-Provincial Highway. Heretofore this town, one of the big coal-shipping centres of British Columbia, could not be reached except by a branch railway-line.

The following roads of particular value to farming or industrial communities were built or materially improved: Cassimayook, Cavin Creek, Clark, Gauthier, Godderis, Skookumchuck River, Torrent, Wardner–Waldo, Wycliffe–Cherry Creek, Kootenay Orchard, Luxor, Radium Station, Sanborn, Hewett, Reeves, Findlay Creek, Gilbert, Moberly School, Brisco, Red Rock, Elk Valley, Dryden's, Maus Creek, Sand Creek, Lewis Creek, Bull River South, Elko–Roosville, Elmer, Flathead Valley, Hyacinth, Spreull's, and Taylor's Mill. The above list is not exhaustive by any means, but is fairly representative.

The roads materially improved for special benefit of mining are as follows: Aurora, Perry Creek, Toby Cut-off, Boulder Creek, Horsethief, Hot Punch Mine, Lead Queen Mine, Ptarmigan Mine, Giant Mine, Spillimacheen–Vermont Creek.

Of trails more particularly for mining, the following should be mentioned: Horsethief, Bugaboo, Carbonate-Spruce Camps, McMurdo Creek, Alki and St. Mary South Fork, and Whitefish, all of which were worked on in accordance with recommendations made by the Resident Mining Engineer.

Of roads other than mining, 65 miles were constructed, 24 miles reconstructed, and 1,145 miles maintained throughout the engineering district. Included in the 65 miles constructed is the 19 miles of Great Northern Railway grade. This work of course only consisted of lifting the ties and grading down the ballast until the proper width of road was obtained.

The outstanding event in bridges was the construction of the new steel bridge at Wardner, on the Trans-Provincial Highway, over the Kootenay River. All piers and abutments were completed by March, 1928, the steel superstructure being finished in the next fiscal year. This work was successfully carried out by Hodgson, King & Marble, contractors. A description of the bridge and an account of its construction form the subject of a separate report. (Not published.)

A 68-foot king truss was built at Aldridge over the Moyie River and an 80-foot Howe truss over the Skookumchuck River on the Torrent Road. The old trestle at Swansea over a slough on the Trans-Provincial Highway, which was unnecessarily long, was replaced by a short structure with fill approaches.

Investigations were made for a bridge across the Columbia River at Parson. A ferry has existed here for some time, but development on the west side of the river now warrants the

convenience of a bridge. Likewise data were obtained for a permanent bridge over the Columbia River just below Wilmer. A winter pontoon bridge is put in here every fall and taken out again in the spring, and it is now necessary to provide all-year passage over the river at this point.

Mount Hunter Bridge over a deep rocky ravine on the Golden–Yoho Park Road was finished.

In September of 1927 heavy rains occurred in the vicinity of Jaffray, and an abandoned logging-dam on Sand Creek held back flood-water, only to let it go all in a rush, doing considerable damage to our bridges, trestle or stringer structures, which had to be rebuilt or repaired.

A new king-truss bridge was built over Morrissey Creek. In the process of our making this into a highway, railway trestles on the Great Northern abandoned road-bed were converted into highway-bridges. A number of new pile-trestle bridges were built on the new Corbin Road.

In high-water periods bridges do not give us the concern that they used to do. A better choice of sites, more attention paid to foundations, more carefully thought-out protection in the immediate vicinity of piers and abutments—all such factors are beginning to prove their value.

In river-bank protection an important piece of work was carried out in conjunction with the City of Fernie in opening up and widening an old channel north of the city to take Elk River away from a big bend where it had been eroding the bank and threatening to take a course in which it would greatly damage Fernie, Fernie Annex, and West Fernie. The gasoline-shovel did good economical work here. Further protection was put in near Michel and Natal.

Another very important and successful piece of work was that at the mouth of St. Mary River, near Fort Steele, in what is known as the subdivision of Westport. The same type of mattress with concrete slabs that was built in the previous year was extended up-stream and laid on a fill or dyke which was built across the bay or scoured-out bend of the St. Mary River.

A flume was put in at Moyie to guide the run-off of a stream that runs across the town, often doing much damage to the streets and the Trans-Provincial Highway at this point.

Toby Dam, protecting the town of Athalmer, required some looking after in the winter, the work consisting mostly of blasting ice-jams to keep the water running.

The several small ferries of the district were kept in repair. No new ferries nor costly expenditures were necessary.

Some alterations were made to Yahk Lockup. An extra room was added to the Public Works Office, Cranbrook. A fine new fence (wire and iron posts set in concrete) was built around the oval grounds of the Cranbrook Court-house. Here it might be noted that July 1st, 1927, the Dominion's Diamond Jubilee, was fittingly commemorated by decorating the Government Buildings and Public Works Offices.

The introduction of an Equipment Fund was a good innovation. We are now well provided with road-building equipment.

Foremen are beginning to notice and appreciate the lessened costs of doing work with such equipment, and will ask for it and be quite concerned if, for instance, the power-shovel or the tractor with road-ripper cannot be sent them because in use somewhere else.

The question of snow-ploughing is becoming more important each year. For the first time we snow-ploughed the Kootenay–Columbia River Highway in the Columbia Valley, with comfortable closed-in cars and non-freeze mixes. The fact that few people now really think it necessary to dismantle or tie up their cars for the winter, naturally results in an insistent demand to keep the roads open. Dairymen, truck and transfer men, jitney-drivers, stage lines, and mail-carriers are all using the roads more and more and for longer periods, in many cases, all the year round.

The following roads were established by gazette: Parts of Trans-Provincial Highway, Chapman Road, Meadowbrook Settlement Road, New Lake Road, Wycliffe–Cherry Creek Road, McClure Road, McClure Cut-off Road, and Old Cranbrook–Kimberley Road.

The labour situation was normal. Wages remained unchanged, but a thorough investigation was made of wages paid to all different classes of skilled and common labour in the various industries throughout the district with a view to revising our schedule and adjusting it on a fair and equable basis.

The new book of highway signs prepared at headquarters is a splendid standardization, with very complete information to enable us to order or prepare any signs required.

The permanent staff remained unchanged throughout this district. I wish to specially draw to your attention that each and every one of this staff carried out their work this season with praiseworthy care and devotion to duty. The assistance and loyalty they rendered me was invaluable and I am proud of their record.

Again I wish to thank all those at headquarters who never failed to help us; in fact, always gave us the greatest assistance to carry on.

Respectfully submitted.

J. C. BRADY,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 7.

DISTRICT ENGINEER'S OFFICE,
COURT-HOUSE, PRINCE RUPERT, B.C., May 31st, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1927–28.

ATLIN DISTRICT.

The Salmon River Road was widened and surfaced with crushed rock from the United States boundary to the B.C. Silver Mine (5 miles), the work being carried out for us by the Premier Mining Company under the personal supervision of Mr. Dale Pitt, who is to be congratulated upon the excellent work accomplished.

The Bear River Road was reconstructed from Bear River Bridge to Glacier Creek and this 3-mile portion gravelled.

A diversion of 1½ miles was made around the ill-famed Muddy Gulch. This piece of work was especially difficult on account of the nature of the material encountered.

The widening of the road between Stewart and Hyder was completed and made ready for surfacing.

The Marmot River Road was gravelled, but on account of the poor foundation much more work will have to be done on this road before it will be fit for auto-trucks.

The widening and general reconstruction of Dease Lake Road was advanced 10 miles.

The Fourth of July Creek Road was completed.

The total length of roads and trails constructed and reconstructed was 19.5 and 17.5 miles respectively; 250 miles of roads and 700 miles of trails were repaired and maintained.

Under the "Mines Development Act" considerable new construction-work was done on the trails; the most important being the Albany, Emperor, Prosperity, and Bulldog Creek in the Stewart District, and Roundy Creek, Tiger, Red Point, Copper Cliff, Vanguard, and North-east Fork of Kitsault in Alice Arm District.

The Tooya River Bridge, 20 miles north of Telegraph Creek, was rebuilt. This bridge consists of two 80-foot trusses and 114 feet of trestle approach, all of cedar piles.

A 60-foot king truss was built over the North Fork of Marmot River.

Seventeen small bridges were rebuilt.

The river-bank protection at Alice Arm was completed; the total length being 1,100 feet. Similar protection-work was commenced at Stewart.

PRINCE RUPERT DISTRICT.

The work on the Prince Rupert Highway was continued by contract. At March 31st the grading was completed to Galloway Rapids and 2.75 miles of macadam surfacing were practically completed. Approximately 5 miles of this road have to be supported on cedar plank close laid on muskeg. The nature of the work makes progress slow, but the results are entirely satisfactory.

In order to overcome the difficulties of building across the swamp between Port Clements and Tlell, a distance of 12 miles, it was decided to lay two longitudinal planks for each wheel-track and support these on pole stringers. Nearly 6 miles of this type of road were completed.

With the exception of surfacing, the new road between Queen Charlotte City and Skidegate was completed.

The grading of the Tow Hill–Oeanda Road was completed to the east coast.

The sand road between Old and New Masset was provided with plank wheel-tracks for 1 mile on the worst section.

Improvements and extensions were made to the following trails: Jap Inlet, Oona River, Lawson Harbour, and Osland.

Cow Bay Road was surfaced with tarvia by penetration method.

The trestle bridge across Woodpile Creek, 800 feet long, was constructed, and the following bridges were reconstructed: Kumdis River Bridge, McBride Street Foot-bridge, and two bridges on Skidegate–Tlell Road.

The reconstruction of Prince Rupert Wharf was completed by the building of 170 by 64 feet by contract, and a contract was let to reshingle the roof of the large warehouse.

SKEENA DISTRICT.

The Prince Rupert Highway was extended westward from Hazelton to a point about ½ mile beyond Kitsequekla Village, a distance of 4 miles, involving two heavy rock-cuts and very heavy side-hill work in cemented gravel and hard-pan. From Terrace it was extended eastward for 2 miles to Copper River and 9 miles of slashing and burning were done between Kitsequekla and Copper River. The location survey was carried on from Cedarvale to Dorreen, 18 miles.

The old road between Hazelton and Moricetown was improved generally and widened over a distance of 6 miles.

A survey was made and plans prepared for a diversion at Beament. When constructed this will eliminate two dangerous railway crossings.

Between Moricetown and Hubert 30 miles of new gravelling were done.

Maintenance-work, consisting of ditching and gravelling, was given special attention throughout the district.

The following new bridges were constructed: Long Charley Trestle, 123 feet long; Doughty Creek Trestle, 144 feet long; and Sedan Creek Pack-bridge, 45 feet long.

The following bridges were rebuilt: Kispiox Canyon, Howe truss, 100 feet; Hynes Settlement Bridge, 50-foot king truss and approaches, total length 144 feet; Kitsequekla Trestle, 170 feet; Toboggan Creek, 50-foot king truss and approaches, total length 90 feet.

The Usk Ferry towers were rebuilt and the cable renewed; concrete anchorages put in at Usk and Cedarvale Ferries.

Extensive surveys were made at Haguelgate for the proposed new bridge.

A considerable amount of trail-work was done under the "Mines Development Act."

MACKENZIE DISTRICT (NORTH).

The construction of a road between Ocean Falls and Martin Valley was commenced. This is a short road but it involves heavy rock-cutting.

Two and one-half miles of Bella Coola Valley Road were reconstructed, 11 miles widened out and ditched preparatory to gravelling, and 3 miles surfaced with gravel.

Fifty-nine miles of road and 63 miles of trail were maintained and repaired.

Fifteen bridges were repaired and three small bridges were reconstructed.

All of which is respectfully submitted.

G. C. Mackay,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 8.

PRINCE GEORGE, B.C., August 31st, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year ended March 31st, 1928.

FORT GEORGE DISTRICT.

Cariboo Road.—This all-important highway was given much attention in its entirety by gravel surfacing, approximately 10 miles being so treated. All remaining narrow side-cuts were widened to standard width and regraded. Together with constant patrol, this kept the road in excellent condition the whole of the summer season, so that fall maintenance was practically negligible. Another season should see the whole of the road surfaced and fit for travel under all weather conditions. At Mile 11, south of Prince George, a large fill, comprising 7,000 cubic yards of material and 90 lineal feet of 30-inch concrete-pipe culvert, was carried out in order to straighten the road and at the same time continue the policy of permanent construction where practicable.

Fort George–Yellowhead.—This road, which will eventually traverse the country east of Prince George to the Alberta boundary, a distance of approximately 190 miles, was the scene of much activity at various points. The principal work was carried out between Prince George and Aleza Lake, where 4 miles of new construction, involving some heavy rock-cuts, were opened up along the shores of Eaglet Lake. The section between Prince George and Giscome was gravelled at various points, approximately 4 miles of surfacing being accomplished. The portion of the road between McBride and Tete Jaune was improved by widening and regrading and a passable road was cut through to Horse Creek, some 35 miles east of McBride.

Fort George–Hazelton.—This lengthy road was again subject to much improvement in the Fort George District. The major work undertaken was completion of the grading of the 8-mile diversion around Sweet Creek Hill. The main road was shortened 3 miles by this very necessary improvement. Next season it will be advisable to surface the greater portion of this diversion. Three miles of the existing road were gravel-surfaced in the vicinity of Prince George. In the Omineca District a 4-mile tangent diversion of the road was completed, eliminating some bad alignment and grades. The cost of this work was much less than attempting to widen out the many side-cuts on the existing road. West of Vanderhoof the Martin Lake Diversion was pushed ahead approximately 3 miles. Upon completion this road change will shorten the main road 10 miles. At Endako a ¾-mile diversion which eliminated two bad level crossings of the Canadian National Railway was completed and the road through the town was straightened out and graded. At Topley some bad grades were eliminated and the road widened in many places with the gas-shovel. The Forestdale–Rose Lake Diversion was continued, but the heavy nature of the work made it impossible to complete with funds available, and it will take two seasons to finish the whole 9 miles. Gravel surfacing was laid on many short low stretches with good effect.

Fort George–Chief Lake.—This road was given further attention by reconstructing 1½ miles. The programme outlined calls for relocating the whole of the road, thereby eliminating heavy grades and much poor alignment.

Vanderhoof–Fort St. James.—This main road was visibly improved by cutting down excessive grades and surfacing them with gravel, much of the road being straightened and widened.

Francois Lake–Endako.—This road was completed, affording a first-class road to Glenannan, at the foot of Francois Lake.

Colleymount Road.—Further construction was carried out towards Nadina, the grade being completed as far as Trout Creek, 4 miles west of Colleymount. The Ootsa Lake East Road was extended 2 miles, but much more remains to be done before all the settlers are connected up in this end of the district.

Burns Lake–Ootsa.—This important main road was greatly improved by widening and surfacing with gravel, the 12 miles immediately south of Southbank being completely regraded.

Peace River District.—The main road from Pouce Coupe to Fort St. John is now completely graded to standard width. Improvements were made on the Peace River Hill, but there is much work required before this long side-grade is in satisfactory condition.

To cope with additional settlement in this district new roads were opened up and many miles of existing roads dragged and otherwise maintained.

Bridge-work.—The most important structure constructed during the season was over the Cutbank River on the main road from Rolla to Fort St. John, which consisted of a 160-foot Howe-truss span on pile piers and approaches. The work was carried out by day-labour with exceptionally good results. The timber for chord-leaves, main braces, iron, etc., was shipped from the Coast. While adding a little to the first cost, the use of Coast timber materially lengthens the life of the structure. Local timber was used where practicable.

The Burns Lake Trestle over the narrows of Burns Lake was reconstructed during the winter months. The original piles were utilized, being cut off at low water, capped, and frame trestle erected thereon. The grade was raised about 5 feet to coincide with adjacent road-level. This work was carried out by day-labour and well within the estimate. In order to get safe bearing interesting pile-driving was accomplished on the work, where 60-foot piling was driven out of sight, followed by 30-foot sticks.

A 60-foot king truss was erected over Mud River on the new Sweet Creek Cut-off, Fort George–Hazelton Road.

Several small bridges were filled in, thereby gradually reducing the minor structures all over the district. There are, however, many more requiring similar attention.

Ferries.—Existing ferries were maintained. The Francois Lake Ferry provided the usual extra summer service, much advantage being taken thereof. The marine railway was repaired and new equipment provided for facilitating operation.

Labour conditions were very similar to past years, there being plenty of local settlers to carry out all the work undertaken.

Several units of new machinery were provided for the district, the most important and useful being a gas-shovel. Additional tractors, graders, and trucks have made it possible to provide a high standard of construction, a larger mileage having been undertaken at much less cost, with a minimum of maintenance.

At Prince George, Vanderhoof, and Burns Lake special attention was given to housing our machinery, and I am pleased to state this very necessary work has been accomplished.

I wish to acknowledge my appreciation of the loyal support given by the whole of the outside and inside staffs, and to you, Sir, for the kind assistance always so generously given.

All of which is respectfully submitted.

A. Dixon,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

District Engineer's Office,
150-Mile House, B.C., July 30th, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

Sir,—I beg to submit hereunder my annual report of work done during the fiscal year 1927–28.

GENERAL.

Our reconstruction programme throughout the district was successfully continued during the working season. Bad weather conditions during the fore part of the season slightly retarded both maintenance and reconstruction work. Early winter conditions were also experienced, but, considering both these handicaps, a very good year's programme was completed. A total of 45.88 miles of gravelling was done, about 40,000 cubic yards being laid down at an average cost of 82 cents per cubic yard. In addition, many miles of reconstruction-work were carried out. Most of the credit for this work should undoubtedly go to the introduction of the Equipment Fund, which enabled us to procure the necessary machinery to effectively carry out our year's programme.

GAS-SHOVEL LOADING TRUCK, FORT GEORGE DISTRICT. ONE OF THE 18 SHOVELS OWNED AND OPERATED BY THE DEPARTMENT.

PRINCE GEORGE–YELLOWHEAD HIGHWAY, NEW CONSTRUCTION, EAST OF GISCOME. GAS-SHOVEL WORK BY PROVINCIAL DAY-LABOUR (PRIOR TO GRAVEL SURFACING).

CARIBOO DISTRICT (NORTH).

The procuring of a gasoline-shovel for the Cariboo District enabled us to complete in one year work that could never have been attempted under past conditions. Upon arrival the shovel was sent 90 miles into the Chilcotin District under its own power, completing the trip in three and a half days. A season's work was then carried out on the Chilcotin Road, widening side-hill grades and reducing curves. A total distance of 63 miles was covered before winter set in. Next year should see this class of work completed on this road.

Gravelling on the main Cariboo Road between Quesnel and Prince George was continued. A total of 6,453 cubic yards was laid down at a cost of $1.29 per cubic yard, covering a distance of 8.25 miles. Another season will complete the gravelling on this road.

On the Cariboo Road, south of Quesnel, 2,400 cubic yards were laid down at a cost of 89 cents per cubic yard. A 2½-mile diversion was also constructed at 159-Mile. This diversion runs parallel with the Pacific Great Eastern Railway and eliminates two dangerous railway crossings.

The important link between Williams Lake and Soda Creek along the Fraser River was commenced; 330 stations being cleared and slash burned. Grading was completed between Station 0+00 and 158+50, and between Stations 254+00 and 330+00.

The most important of the bridge-work in the North Division of Cariboo District was the construction by day-labour of the Hanceville Bridge; the old king truss spans being replaced by two 150-foot Howe-truss spans. Other fifteen bridges in this division were repaired and fourteen reconstructed.

All the ferries were kept in repair. The Soda Creek Ferry was renewed and moved to a better site, ½ mile up-stream.

CARIBOO DISTRICT (SOUTH).

A good programme of construction and reconstruction was carried out. On the Lone Butte–Bridge Lake Road the 9-mile stretch yet to be done was grubbed throughout. Clearing and stumping were also carried out on the Green Lake–Lone Butte Road. Reconstruction-work was carried out on the Cariboo Road, 18 miles being reditched, drained, and crowned, and 3,042 cubic yards of gravel laid down at a cost of $1.10 per cubic yard.

Six miles of reconstruction-work were completed on the Keithley Main Road, leaving 2 miles to be completed next year. On the Clinton–Williams Lake Road 2,942 cubic yards of gravel were laid down at a cost of $1.02 per cubic yard, covering a distance of 4 miles. On the Horsefly Main Road 1,659 cubic yards of gravel were laid down at a cost of $1.74 per cubic yard. Construction-work was carried out on the Big Creek Road; 9 miles of right-of-way on a new location being slashed.

There was no important bridge-construction work carried out in this division during the year, but twenty-five bridges were repaired and nine reconstructed.

LILLOOET DISTRICT.

The most important construction-work done in the Lillooet District this year was on the Sechelt–Pender Harbour Road; 4 miles being carried out at a cost of $3,000 per mile. With the help of the gasoline-shovel a good programme of reconstruction-work was carried out on the Lillooet–Clinton and Lillooet–Lytton Roads. On the former 5 miles were widened and all dangerous curves given special attention; on the latter 3 miles of reconstruction-work were carried out. While these two roads are now in good condition, some more widening will be necessary on both roads next year. Besides the reconstruction-work, 3,215 cubic yards of gravel, at a cost of 35 cents per cubic yard, were laid down on the Lillooet–Lytton Road, and on the Lillooet–Clinton Road 4,983 cubic yards, at a cost of 38 cents per cubic yard, were laid down. Loading costs in both these cases were not charged to the gravel operations; the loading being done by the gasoline-shovel and charged to reconstruction. On the Hat Creek–Marble Canyon Road 2 miles of road were reconstructed and 400 cubic yards of gravel laid down. Six miles of the North Bonaparte Road were reconstructed. The roads in this portion of the district will need a good deal of attention and larger appropriations will be necessary to meet the requests of the settlers. Besides maintenance, work on the main Cariboo Road chiefly consisted of gravelling. South of the 70-Mile House 3,520 cubic yards of gravel were laid down at a cost of 63 cents per cubic yard.

The total for the gravelling operations in this district during the season was 18,625 cubic yards at an average cost of 54 cents per cubic yard, covering a total length of 20 miles.

The most important bridge-work was the construction of the South Fork Bridge—a 100-foot Howe truss with 130 feet of approaches. The work was carried out by day-labour. Other thirteen bridges were repaired, eighteen reconstructed, and six smaller ones constructed.

In conclusion, I wish to take this opportunity of thanking you and your staff at Victoria for the advice and assistance pertaining to our work.

All of which is respectfully submitted.

E. S. JONES,
District Engineer.

REPORT OF SUPERVISING ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
VICTORIA, B.C., October 12th, 1928.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
Victoria, B.C.

SIR,—I have the honour to submit for your consideration the annual report of the Architectural Branch for the fiscal year ended March 31st, 1928.

University of B.C.—The fire-hall and garage, etc., were completed during this year, thus bringing to a close the capital expenditure provided by the Government for the erection of this University.

We designed a public shelter which was erected by funds provided by the University authorities.

The policy of examining plans for various buildings proposed to be erected on the University Heights subdivision has been continued.

Printing Bureau, Victoria.—The new Printing Bureau was completed during this fiscal year. We also remodelled the old premises formerly occupied by the Printing Bureau, housing therein the Departments of Public Health and Taxation respectively.

Owing to the addition of the new Printing Bureau sundry other changes in the offices of the Parliament Buildings were made to more adequately accommodate the staff in the buildings.

Lillooet Court-house.—A new Court-house was erected for the accommodation of the Government Agent, Court, Police, and Public Works Department at Lillooet.

Tranquille Sanatorium.—Plans were prepared for a new 100-bed hospital, male staff building, Medical Superintendent's residence, addition to laundry, and new steam-lines, and contract awarded and work commenced. The addition of these units makes this institution the largest Government-owned sanatorium in Canada.

Plans were also prepared for an addition to the Nurses' Home and for five residences for medical staff.

Lockups.—The following standard lockups were erected during the year: Alert Bay, Burns Lake, and Athalmer. Complete reorganization of Lillooet Lockup was carried out and the usual repairs and improvements made at various police detachments.

Game Farm.—Additional pens for pheasants and muskrats, etc., were carried out at the Game Farm, Elk Lake, by our own tradesmen.

Schools.—The following rural schools were erected during the year: One-room schools, 1; two-room schools, 2; three-room schools, 2; twelve-room schools, 1; two-room additions, 1.

We also supplied various School Boards with plans of our standard schools and made suggestions and sketches for additions, etc., to existing schools; we also examined plans (submitted to the Department by outside architects) of schools to which the Government were giving grants.

Hospitals.—Plans were prepared for the addition to the Hospital at Kelowna and also a new Infectious Diseases Hospital at the same city.

Plans, prepared by outside architects for various hospitals to which the Government gave grants, were examined to protect Government interests.

Mental Hospital.—On the recommendation of the Fire Marshal a new fire-alarm system covering the whole institution at Essondale and Boys' Industrial School was installed.

A system of garages was started at Essondale for the staff and a new airing-court and other improvements made to the grounds and dykes.

A new stone fence was erected around the Mental Hospital at Saanich by patient-labour under our direction.

Government House.—This building was completely redecorated externally and improvements made internally. Other improvements were carried out to the grounds and outbuildings.

Flag-pole.—I would like to bring to your notice the gift of an excellent sample of Douglas fir, over 204 feet long, for a flag-pole at the University of British Columbia, which has been donated by the British Columbia Loggers' Association. Not only have they defrayed the whole of the expense of the log delivered at the University, but they are also willing to pay for dressing and erecting the same and providing a suitable base for it in accordance with our design and to conform to the architecture of these buildings. I might say this will be the largest Douglas fir flag-pole in British Columbia.

Provincial Home for Incurables.—A new Nurses' Home and Medical Superintendent's residence and increased accommodation for patients were carried out during this period.

REPAIRS AND MAINTENANCE.

The usual repairs and maintenance were carried out to the Parliament Buildings, Government House, Court-house, and Normal School in Victoria by the various tradesmen on our staff. A new greenhouse was erected at the Parliament Buildings to provide bedding-plants for these grounds. Considerable improvements were made to the grounds of the Parliament Buildings and those of the Normal School.

Agencies.—The various agencies throughout the Province have been improved and repairs and redecorations carried out. I hope that in the course of a few years we will have all these buildings in an excellent state of repair.

Hospitals and Homes.—The usual maintenance and repairs of these buildings were carried out under our direction by the patients and staff of these institutions.

Gaols.—Considerable improvements to the grounds and buildings were carried out by the staff and prisoners at the Oakalla Prison Farm.

The arrangement of having the repair vote for all Government buildings throughout the Province under the direction and jurisdiction of this Department is working out splendidly and harmoniously. This system has sufficient flexibility to take care of all except the most unforeseen contingencies, and it is gratifying to see the improvements that are thereby being effected in these buildings.

In conclusion, I wish to express my thanks to you, Sir, and Mr. Napier, and the various District Engineers, for your kindly consideration and valuable assistance given me in the work of this Branch, and also to the loyal staff of this office, and the various tradesmen of these buildings and other institutions who have given me their whole-hearted support in carrying out the work entrusted to me.

My thanks are also due to Mr. H. L. Taylor, Inspector of Electrical Energy, and Mr. Walter Leek, who have acted as Consulting Engineers on all our major problems for electrical and heating installations.

I might add that the greatest harmony and spirit of co-operation has been found in dealing with the heads of the various institutions and agencies, etc., throughout the Province, and it is indeed a pleasure to work along with these officials in carrying out the work of this Branch.

All of which is respectfully submitted.

H. Whittaker,
Supervising Architect.

ORGANIZATION CHART—PUBLIC WORKS DEPARTMENT

(As at August, 1928.)

MINISTER OF PUBLIC WORKS FOR THE PROVINCE OF BRITISH COLUMBIA—HON. N. S. LOUGHEED.

CHIEF EXECUTIVE

DEPUTY MINISTER AND PUBLIC WORKS ENGINEER

ASSISTANT PUBLIC WORKS ENGINEER

CHIEF ACCOUNTANT

Accounting Branch
- 1 Asst. Accountant
- 4 Clerks
- 1 Junior Clerk
- 1 Stenographer

OFFICE ENGINEER

General Office
- Senior Clerk
- 1 Filing Clerk
- 2 Junior Clerks
- 1 Stenographer

Mechanical Superintendent
- All Heating Plants, Mechanical Equipment, Power Ferries, etc.
- 1 Chauffeur-Mechanic

Draughting Department
- Chief Draughtsman
- 3 Draughtsmen
- 1 Stenographer

BRIDGE DEPT.

- 1 Bridge Engineer
- 1 Bridge Inspector

SUPERVISING ARCHITECT

Office
- 1 Asst. Supervising Architect
- 2 Architects
- 1 Stenographer

Mechanical Staff
- Chief Carpenter
- 1 Carpenter
- 1 Electrician
- 1 Plumber
- 1 Engineer
- 1 Asst. Engineer
- 1 Fireman

GENERAL SERVICES

- Chief Janitor
- 22 Janitors
- 3 Watchmen
- 1 Usher
- 1 Asst. Usher
- Chief Gardener
- 1 Asst. Gardener
- 1 Telegraph Operator

DISTRICT OFFICES

1 Victoria
- 3 Asst. District Engineers
- 2 General Road Foremen
- 1 Clerk and Draughtsman
- 1 Stenographer

2 New Westminster
- District Engineer
- 3 Asst District Engineers
- 1 General Road Foreman
- 1 Clerk

3 Kamloops
- District Engineer
- 2 Asst. District Engineers
- 1 General Road Foreman
- 1 Clerk

4 Penticton
- District Engineer
- 1 Asst. District Engineer
- 4 General Road Foremen
- 1 Clerk

5 Nelson
- District Engineer
- 1 Asst. District Engineer
- 4 General Road Foremen
- 1 Clerk

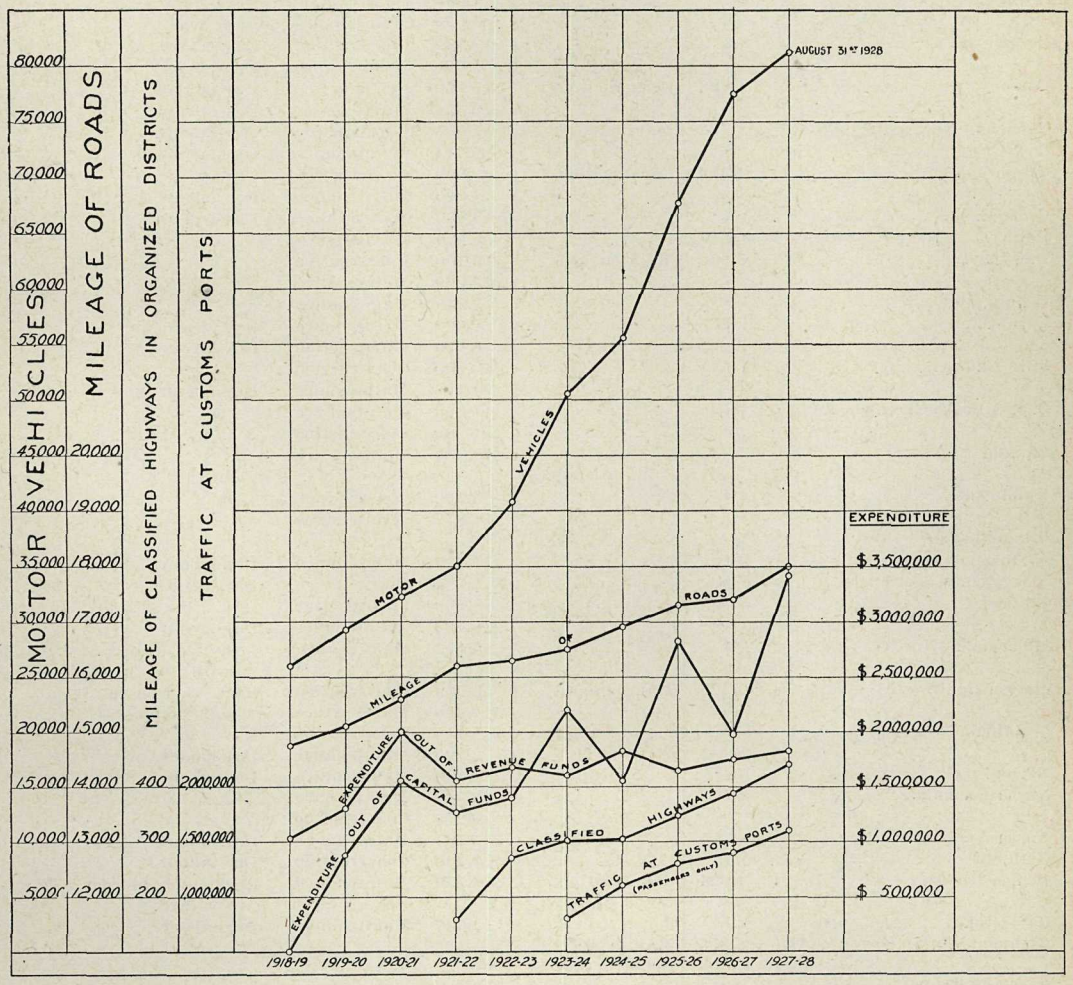
6 Cranbrook
- District Engineer
- 2 Asst. District Engineers
- 1 General Road Foreman
- 1 Clerk

7 Prince Rupert
- District Engineer
- 2 Asst. District Engineers
- 3 General Road Foremen
- 1 Clerk

8 Prince George
- District Engineer
- 1 Asst. District Engineer
- 3 General Road Foremen
- 1 Clerk

9 150-Mile House
- District Engineer
- 1 Asst. District Engineer
- 2 General Road Foremen
- 1 Clerk

CHART SHOWING ROAD MILEAGE, MOTOR VEHICLES, ENTRIES AT CUSTOMS PORTS, EXPENDITURES OUT OF CAPITAL AND REVENUE FUNDS,



APPROVED
A. Phillips
DEPUTY MINISTER AND PUBLIC WORKS ENGINEER
VICTORIA, B.C. SEPTEMBER 22nd 1928

STATEMENT OF ROCK AND GRAVEL USED DURING THE CALENDAR YEAR 1927.

Electoral District.	Rock.		Gravel.		Remarks.
	Cu. Yds.	Purpose.	Cu. Yds.	Purpose.	
Alberni	1,423	Construction	82	Construction	Day-labour.
			11,840	Maintenance	Day-labour.
Atlin	*Nil*		3,000	Construction	Average cost per cu. yd. on road, $1.25.
			9,000	Maintenance	
Burnaby	*Nil*		1,875	Maintenance	
Cariboo	*Nil*		8,242	Construction	
			10,584	Maintenance	Day-labour.
Chilliwack	*Nil*		7,000	Construction	
			5,000	Maintenance	
Columbia	*Nil*		10,884	Construction	Day-labour.
			4,000	Maintenance	Day-labour.
Comox	1,886	Construction	5,059	Construction	Day-labour.
			16,324	Maintenance	Day-labour.
Cowichan-Newcastle	22	Maintenance	1,900	Construction	Day-labour.
			9,714	Maintenance	Day-labour.
Cranbrook	1,500	Construction	9,000	Construction	Day-labour.
			4,000	Maintenance	Day-labour.
Creston	*Nil*		19,070	Maintenance	Day-labour.
Delta	*Nil*		5,500	Maintenance	
Dewdney	3,600	Maintenance	9,150	Construction	
			15,200	Maintenance	
Esquimalt	*Nil*		9,345	Maintenance	
Fernie	*Nil*		6,800	Maintenance	Includes cinders.
			6,290	Construction	Day-labour.
Fort George	*Nil*		13,700	Construction	
			1,100	Maintenance	Day-labour.
Grand Forks-Greenwood	*Nil*		11,800	Maintenance	
			1,200	Construction	
Islands	7,435	Construction—Maintenance	10,634	Maintenance	
Kamloops	*Nil*		3,100	Construction	
			10,872	Maintenance	
Kaslo-Slocan—					
Slocan Section	*Nil*		11,215	Maintenance	Day-labour.
Kootenay Section	*Nil*		2,782	Maintenance	Day-labour.
Lillooet	*Nil*		9,800	Construction	
			10,798	Maintenance	Day-labour.
Mackenzie (North)	*Nil*		3,172	Maintenance	Cost 97c. per cu. yd. on road.
Mackenzie (South)	425	Maintenance	2,699	Construction	Rock purchased from mine-dump.
			2,058	Maintenance	
Nanaimo	*Nil*		150	Construction	Day-labour.
			2,700	Maintenance	Day-labour.
Nelson	*Nil*		100	Maintenance	Day-labour.
North Okanagan	*Nil*		12,583	Maintenance	
			3,270	Construction	
North Vancouver	*Nil*		295	Maintenance	Day-labour.
Omineca	*Nil*		9,200	Construction	Day-labour.
Prince Rupert	4,624	Construction	6,750	Maintenance	Rock on road cost $3.75 per yard.
Revelstoke	*Nil*		12,000	Maintenance	Day-labour.
Richmond-Point Grey*	255	Maintenance			
	500	Construction			
Rossland-Trail	2,415	Maintenance	2,500	Maintenance	Day-labour.
Saanich	80	Gorge Road	1,060	Maintenance	Day-labour.
Salmon Arm	*Nil*		19,956	Construction	Day-labour.
			7,671	Maintenance	Day-labour.
Similkameen	*Nil*		6,834	Construction	
			6,579	Maintenance	
Skeena	152	Construction	19,875	Construction	Rock purchased at 10c. per yard.
	65	Maintenance	6,300	Maintenance	
South Okanagan	*Nil*		12,500	Maintenance	
Yale	*Nil*		12,000	Construction	Day-labour.
			18,400	Maintenance	Day-labour.
Totals	10,579	Maintenance	282,121	Maintenance	
	13,803	Construction	162,391	Construction	

* Return for 1927 not submitted; figures for 1926 taken.

DETAILS OF BRIDGE CONTRACTS, 1927–28.

Name.	Location.	Type and Description of Work.	Contractors.	Unit Prices.
(1.) Cooper Bridge	Over Kettle River at Grand Forks	Two 130-ft. timber Howe-truss spans on pile piers; 100 lin. ft. of pile-trestle approaches	W. Bonthron & J. B. McDonald	Howe trusses: Timber (erection only), $40.48 per M.F.B.M.; iron (erection only), 0.706 cent per lb. Trestle approaches: Sawn timber (in place), $75.04 per M.F.B.M.; steel and cast iron (in place), 11.42 cents per lb.; galv. sheet metal, 16.48 cents per lb. Piling: Delivered, 25.26 cents per lin. ft.; driven, $8 each. Removal of existing bridge, $700, lump sum.
(2.) Dewdney Bridge	Over Nicomen Slough on Dewdney Trunk Road at Dewdney	One 60-ft. king-truss span on pile piers; 494 lin. ft. of pile-trestle approaches	Vancouver Pile Driving & Contracting Co., Ltd.	King truss: Timber in place, $51.25 per M.F.B.M.; iron (in place), 11 cents per lb. Piers and approaches: Sawn timber (in place), $36 per M.F.B.M.; iron (in place), 11 cents per lb. Piling: Delivered, 19 cents per lin. ft.; driven, $9.20 each. Galv. sheet metal (in place), 14 cents per lb. Removal of existing bridge, $650, lump sum.
(3.) Lower Cascade Bridge	Over Kettle River at Cascade	Two 130-ft. timber through Howe-truss spans on pile piers; 190 lin. ft. of pile-trestle approaches	W. Greenlees	Demolition of existing bridge, $500, lump sum. Howe-truss span: Timber (erection only), $30 per M.F.B.M.; iron, 2 cents per lb. Trestle approaches and piers: Sawn timber (in place), $60 per M.F.B.M.; iron (in place), 10 cents per lb. Piling: Delivered, 30 cents per lin. ft.; driven, $15 each. Galv. sheet metal, 20 cents per lb. (in place).
(4.) Overhead crossing of C.P. Rly.	At Port Moody on Ioco–Port Moody Road	One 60-ft. span king truss on pile piers; 76 lin. ft. of pile-trestle approaches; 37 lin. ft. of pile trestle at Sta. 18+50	Dawson, Wade & Co., Ltd.	King truss: Timber (in place), $70 per M.F.B.M.; iron (in place), 12 cents per lb. Trestle approaches and piers: Sawn timber (in place), $61 per M.F.B.M.; iron (in place), 9 cents per lb; galv. sheet metal (in place), 12 cents per lb. Trestle at Sta. 18+50: Timber (in place), $61 per M.F.B.M.; iron (in place), 10 cents per lb. Piling: Delivered, 22 cents per lin. ft.; driven, $20 each.

DETAILS OF BRIDGE CONTRACTS, 1927–28—*Continued.*

Name.	Location.	Type and Description of Work.	Contractors.	Unit Prices.
(5.) Powell River Bridge and road approaches	Over Powell River on Lund–Powell River Road	One 177-ft. timber through Howe-truss span on concrete piers; 153 lin. ft. of pile-trestle approaches; construction of road approaches, 0.694 mile; concrete piers previously constructed	Watson, Stewart & Kennedy....	Howe truss: Timber (in place), $81 per M.F.B.M.; iron (in place), 9 cents per lb. Trestle approaches and piers: Sawn timber (in place), $54 per M.F.B.M.; iron (in place), 8 cents per lb.; round timber (in place), 55 cents per lin. ft. Galv. sheet metal, 11 cents per lb. Removal of existing bridge, $1,525, lump sum. Piling: Delivered, 25 cents per lin. ft.; driven, $12 each. Clearing, $160 per acre; grubbing, $215 per acre. Excavation (per cu. yd.): Solid rock, $2.25; loose rock, $1.10; hard-pan, $1.25; earth, 62 cents. Overhaul, 3 cents per station yard; borrow, 72 cents per cu. yd. with per haul 200 ft.; log culverts, 45 cents per lin. ft. of log; log cribbing, 34 cents per lin. ft. of log; dry stone wall, $8 per cu. yd.
(6.) Rock Creek Bridge..	Over Kettle River at Rock Creek..	One 140-ft. timber through Howe-truss span on pile piers; 134 lin. ft. of pile-trestle approaches	W. Bonthron & J. B. McDonald	Removal of existing bridge, lump sum, $450. Howe truss: Timber (erection only), $46 per M.F.B.M.; iron (erection only), 0.85 cent per lb. Piers and trestle approaches: Sawn timber (in place), $78 per M.F.B.M.; iron, 12.7 cents per lb. Galv. sheet metal (in place), 16 cents per lb. Piling: Delivered, 31.58 cents per lin. ft.; driven, $8.50 each.
(7.) Savona Bridge (substructure)	Over Thompson River at Savona....	Four concrete piers and three concrete abutments for steel spans under construction, year 1928–29	Dawson, Wade & Co.....	Bearing-piles: Delivered, 27 cents per lin. ft.; driven, $10.50 each. Test-piles: Delivered, 36 cents per lin. ft.; driven, $50 each. Concrete in abutments (all cement supplied by Govt.), $9 per cu. yd. Concrete in piers (all cement supplied by Govt.): Above elev. 1,081, $16 per cu. yd.; below elev. 1,081, $26 per cu. yd. Drain-tile (in place), 16 cents per lin. ft. Painting and erection of

				nose-plates and protection angles, 2 cents per lb. (plates, angles, and paint supplied by Govt.).
(8.) Stave River Bridge	On Dewdney Trunk Road at Ruskin	Two 140-ft. timber through Howe-truss spans on pile piers; 650 lin. ft. of pile-trestle approaches	Fraser River Pile Driving & Construction Co., Ltd.	Howe truss: Timber (in place), $81.15 per M.F.B.M.; iron, 7 cents per lb. Piers and trestle approaches: Sawn timber (in place), $36 per M.F.B.M.; steel, 7 cents per lb.; cast iron, 5½ cents per lb.; wire rope, 14 cents per lin. ft. Galv. sheet metal, 7½ cents per lb.
(9.) Wardner Bridge	Over Kootenay River at Wardner	Three 164-ft. through Pratt-truss steel spans on concrete piers and abutments, with reinforced concrete deck and concrete paving on approaches	(*a.*) Substructure, Hodgson, King & Marble. (*b.*) Superstructure, J. Coughlan & Son. (*c.*) Deck and approaches, Hodgson, King & Marble	(*a.*) *Bearing-piles: Delivered*, 25 cents per lin. ft.; driven, $20 each. Test-piles: Delivered, 25 cents per lin. ft.; driven, $25 each. Concrete, per cu. yd. (cement supplied by Govt.), $20, $22, $24, $26, $28, according to position. Painting and erection of nose-plates and protection-angles, 2 cents per lb. (paint, plates, and angles supplied by Govt.). Drain-tile (in place), 20 cents per lin. ft. (*b.*) Superstructure: Fabrication, delivery, erection, and painting of three 164-ft. span steel trusses, 9.8 cents per lb. (*c.*) Deck and approaches (cement, steel, wire, drain-pipe, gas-pipe, and fittings for handrail and paint were supplied by Govt.): Floor-slab on steel-truss spans, $3.80 per sq. yd.; curbs, 50 cents per lin. ft.; concrete pavement on road approaches, $3 per sq. yd.; placing steel reinforcement, 1¼ cents per lb.; placing galv. iron drain-pipes, $1 each; erection and painting handrail, lump sum, $35.

DETAILS OF PRINCIPAL BRIDGES CONSTRUCTED BY DAY-LABOUR, 1927–28.

Name.	Location.	Electoral District.	Type and Description of Work.
(1.) Coquihalla	Over Coquihalla River at Hope	Yale	One 140-ft. through Howe-truss timber span on pile piers; 76 lin. ft. of pile-trestle approaches.
(2.) Cutbank	Over Cutbank River at Rolla	Fort George (Peace River)	One 160-ft. through Howe-truss timber span on pile piers; 76 lin. ft. of pile-trestle approaches.
(3.) Eagle River	Over Eagle River at Sicamous	Revelstoke	One 140 ft. through Howe-truss timber span on pile piers; 76 lin. ft. of pile-trestle approaches.
(4.) Hanceville	Over Chilcotin River at Hanceville	Cariboo	Two 120-ft. through Howe-truss timber spans on pile piers; 330 lin. ft. of pile-trestle approaches.
(5.) Kispiox Canyon	Over Kispiox River at 17-Mile	Skeena	One 100-ft. through Howe-truss timber span on crib abutments.
(6.) Illecillewaet, Upper	Over Illecillewaet River on Revelstoke–Arrowhead Road	Revelstoke	One 150-ft. through Howe-truss timber span on pile piers; 38 lin. ft. of approaches.
(7.) Illecillewaet, Lower	Ditto	Revelstoke	Material purchased, 1927–28; construction, 1928–29. One 150-ft. through Howe-truss timber span on pile piers; 76 lin. ft. of pile-trestle approaches.
(8.) Malakwa	Over Eagle River	Revelstoke	One 140-ft. through Howe-truss timber span on pile piers; 38 lin. ft. of approaches.
(9.) Mission Bridge, C.P. Rly.	Over Fraser River at Mission	Dewdney	C.P. Rly. Bridge planked over, block signals installed, and bridge otherwise adapted for combined highway and railway traffic.
(10.) Parsons Bridge	Over Millstream on Island Highway, 6 miles from Victoria	Esquimalt	68-ft. span reinforced concrete, open spandrel arch, and eight spans of reinforced concrete trestle approaches. Length over all, 279 ft. Concrete deck, sidewalk, and balustrade.
(11.) Solsqua–Bowie, No. 1	Eagle River	Revelstoke	One 140-ft. through Howe-truss timber span on pile piers; 54 lin. ft. of pile-trestle approaches.
(12.) South Fork	Over Bridge River at South Fork	Lillooet	One 100-ft. through Howe-truss timber span, one concrete pier, one pile pier; 130 ft. of trestle approaches.
(13.) South Keremeos	Over Similkameen River at Keremeos	Similkameen	Two 150-ft. through Howe-truss timber spans on pile piers; 54 lin. ft. of pile-trestle approaches.
(14.) 3-Mile Slide, Bridges A and B	Over Nicola River on Merritt–Spences Bridge Road	Yale	Two 140-ft. through Howe-truss timber spans on concrete piers and abutments; 76 lin. ft. of pile-trestle approaches.
(15.) Tooya	Over Tooya River, Mile 25 on Dease Lake Road	Atlin (Stikine Division)	Two 84-ft. timber spans on pile piers; 114 lin. ft. of pile-trestle approaches.
(16.) Winlaw	Over Slocan River at Winlaw	Kaslo-Slocan	Two 120-ft. through Howe-truss timber spans on pile piers.

DETAILS OF ROAD CONTRACTS, 1927–28.

Name.	Location.	Length in Miles.	Description of Work.	Contractors.	Unit Prices.		
					Clearing and Grubbing per Acre.	Excavation.	
						Earth, Cu. Yd.	Solid Rock, Cu. Yd.
Slocan–Silverton Road	Slocan City northerly	8.40	Construction of 14-ft. road-bed	L. H. Rawlings	$230.00	$0.44	$1.10
Ioco–Port Moody Road	Head of Burrard Inlet	0.97	Construction of 24-ft. road-bed	Dawson, Wade & Co.	480.00	0.48	1.25
Dewdney Trunk Road	Stave River Cut-off	1.25	Construction of 26-ft. road-bed	General Construction Co., Ltd.	130.00	0.30	1.75
						Embankment, 21 cents per cu. yd.	
Prince Rupert Highway	Kaien Island	4.60	Construction of 16-ft. road-bed and macadamizing surface	Vancouver Pile Driving Co.	775.00	$0.58	$1.73
						Macadam surfacing, $3.70 to $3.80 per cu. yd.	
Hastings–Barnet Road	Boundary Road to Sperling Avenue	2.69	Construction of cement concrete pavement, 18 ft. wide, 6½ in. thick at centre, 9 in. thick at edge	Ellis-Cotton, Ltd.	Scarifying, 20 cents per sq. yd.	Cement concrete pavement, $2 per sq. yd. Rate for additional thickness, $10 per cu. yd. Prices exclusive of cement.	

MILEAGE AND TYPE OF ROADS CONSTRUCTED

During Period April 1st, 1917, to March 31st, 1928.

Eng. Dist. No.	Electoral District.	(1.) Main Trunk.		(2.) Lateral Roads.		(3.) Industrial.	(4.) Mining.	(5.)	(6.)	(7.)
		(a.) Improved (Hard Surfaced) Macadam and Gravel.	(b.) Non-imp. (Macadam and Gravel).	(a.) Improved (Macadam and Gravel).	(b.) Non-imp. (Dirt, etc.).	Exclusive of Mining.	Exclusive of Industrial.	Settlement and Farm Roads.	Ordinary Trails.	Mining Trails.
1	Alberni	4.50	3.09	2.25	3.00	.....	0.10	27.75	343.63	15.00
	Comox	3.00	.....	0.69	0.23	10.50	7.25	58.29	6.56	18.20
	Cowichan-Newcastle	44.00	.....	3.00	.....	.....	.....	2.60	.....	14.00
	Esquimalt	4.65	.....	3.60	0.80	.....	3.00	18.25	2.50	11.75
	Islands	26.30	3.50	8.40	.....	.....	.....	22.00	6.00	.....
	Mackenzie (portion)	17.00	33.15	31.00	4.30	.....	.....	48.60	31.40	15.25
	Nanaimo	3.50	.....	2.00	0.50	.....	.....	0.11	.....	.....
	Totals	102.95	39.74	50.94	8.83	10.50	10.35	177.60	390.09	74.20
2	Burnaby	4.93	.....	.....	.....	.....	.....	.....	.....	.....
	Chilliwack	20.81	7.00	.....	.....	.....	.....	.....	.....	.....
	Delta	31.80	.....	.....	1.10	.....	.....	.....	.....	.....
	Dewdney	16.30	2.40	7.90	.....	7.00	.....	6.70	.....	0.60
	Richmond-Point Grey	26.60	.....	10.73	2.27	.....	.....	.....	0.07	.....
	South Vancouver	3.50	.....	1.80	.....	.....	.....	.....	.....	.....
	New Westminster	0.67	.....	.....	.....	.....	.....	.....	.....	.....
	Totals	104.61	9.40	20.43	3.37	7.00	.....	6.70	0.07	0.60
3	Kamloops	51.70	.....	1.00	.....	.....	51.00	60.50	60.00	118.00
	Salmon Arm	46.50	10.00	.....	6.00	.....	9.00	87.75	7.00	40.50
	Yale	86.50	14.97	.....	9.30	7.00	8.30	11.20	8.75	10.50
	Totals	184.70	24.97	1.00	15.30	7.00	68.30	159.45	75.75	169.00
4	Grand Forks-Greenwood	6.02	11.50	0.50	17.28	.....	10.08	4.50	46.00	42.38
	North Okanagan	3.33	3.25	2.25	8.25	.....	.....	24.75	.....	19.50
	Similkameen	40.00	7.00	3.00	5.00	1.00	0.25	18.00	.....	.....
	South Okanagan	3.50	.....	14.00	1.00	.....	.....	36.75	4.00	.....
	Totals	52.85	21.75	19.75	31.53	1.00	10.33	84.00	50.00	61.88
5	Creston	18.00	35.50	.....	5.00	3.75	14.75	22.50	4.00	39.65
	Kaslo-Slocan	18.00	37.70	.....	8.90	0.35	9.00	12.60	10.00	19.40
	Nelson	.....	.....	.....	1.20	.....	.....	0.50	.....	.....
	Revelstoke	19.00	27.40	1.75	.....	.....	5.25	28.60	6.50	14.58
	Rossland-Trail	17.75	15.25	.....	1.00	.....	0.10	0.50	.....	5.43
	Totals	72.75	115.85	1.75	16.10	4.10	29.10	64.70	20.50	79.06

6	Columbia	30.70	28.38	8.71	3.24	1.78	45.90	38.54	20.75	82.09
	Cranbrook	61.00	2.50	10.55	18.34	0.50	12.75	21.58	0.25	4.00
	Fernie	22.50	.....	14.03	12.20	.....	9.32	19.06	.....	8.75
	Totals	114.20	30.88	33.29	33.78	2.28	67.97	79.18	21.00	94.84
7	Atlin	18.00	62.50	.....	0.50	.....	47.25	14.00	173.50	331.25
	Mackenzie (portion)	8.00	1.00	.....	.....	.....	.....	.....	.....	40.00
	Prince Rupert	10.05	24.00	.....	15.00	.....	1.50	59.50	7.80	26.50
	Skeena	40.50	15.00	18.50	4.00	.....	58.75	18.00	20.00	143.00
	Totals	76.55	102.50	18.50	19.50	.....	107.50	91.50	201.30	540.75
8	Fort George	36.50	116.25	.....	156.50	.....	18.00	263.00	146.00	6.00
	Omineca	34.20	21.45	.....	69.55	.....	27.00	202.00	57.00	137.35
	Totals	70.70	137.70	.....	226.05	.....	45.00	465.00	203.00	143.35
9	Cariboo	47.00	63.38	16.50	125.52	.....	29.00	86.60	.....	72.25
	Lillooet	57.00	6.66	27.62	85.05	5.10	10.65	57.54	79.00	99.50
	North Vancouver	9.23	.....	0.50	.....	.....	.....	.....	.....	.....
	Totals	113.23	70.04	44.62	210.57	5.10	39.65	144.14	79.00	171.75
	Grand totals	892.54	552.83	190.28	565.03	36.98	378.20	1,272.20	1,040.71	1,335.43

MILEAGE AND TYPE OF CONSTRUCTION.

STATEMENT AS AT MARCH 31st, 1928.

Electoral District.	Ordinary.		Gravel.		Macadam.		Paved.		Bituminous Carpet.		Totals.		Grand Total, Mileages.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
Alberni	.....	146.49	3.26	197.93	.....	.....	.....	.....	2.00	21.00	5.26	365.42	370.68
Atlin	.....	269.70	.....	134.10	.....	.....	.....	.....	.....	.....	.....	403.80	403.80
Burnaby	.....	.....	4.00	.....	.....	.....	11.43	.....	6.70	.....	22.13	.....	22.13
Cariboo	.....	2,170.86	.....	192.22	.....	.....	.....	.....	.....	.....	.....	2,363.08	2,363.08
Chilliwack	.....	25.50	62.02	4.50	.....	.....	6.29	.....	.....	.....	68.31	30.00	98.31
Columbia	.....	372.55	.....	162.63	.....	.....	.....	.....	.....	.....	.....	535.18	535.18
Comox	.....	249.69*	1.05	271.26	.....	.....	.....	.....	3.02	14.19	4.07	535.14	539.21
Cowichan-Newcastle	.....	91.00	.....	252.00	.....	.....	.....	1.00	15.25	30.25	15.25	374.25	389.50
Cranbrook	.....	341.44	.....	193.84	.....	.....	.....	.....	.....	.....	.....	535.28	535.28
Creston	.....	448.33	.....	107.00	.....	7.00	.....	.....	.....	.....	.....	562.33	562.33
Delta	.....	3.40	12.45	.....	.....	.....	28.89	.....	16.18	.....	57.52	3.40	60.92
Dewdney	.....	.....	34.00	79.10	.....	.....	10.40	.....	6.50	.....	50.90	79.10	130.00
Esquimalt	.....	38.00	.....	265.00	.....	2.50	.....	4.65	.....	60.00	.....	370.15	370.15
Fernie	.....	317.22	.....	145.55	.....	.....	.....	.....	.....	.....	.....	462.77	462.77
Fort George	.....	1,220.75	.....	45.50	.....	.....	.....	.....	.....	.....	.....	1,266.75	1,266.75
Grand Forks-Greenwood	.....	535.41	2.00	157.75	.....	3.40	.....	.....	.....	1.00	2.00	697.56	699.56
Islands	.....	78.55	.....	225.70	.....	12.00	.....	3.83	.....	8.30	.....	328.38	328.38
Kamloops	.....	869.00	2.00	139.00	.....	.....	.....	.....	.....	0.70	2.00	1,008.70	1,010.70
Kaslo-Slocan	.....	492.65	.....	42.00	.....	.....	.....	.....	.....	.....	.....	534.65	534.65
Lillooet	.....	574.00	.....	334.00	.....	.....	.....	.....	.....	.....	.....	908.00	908.00
Mackenzie	.....	86.25†	.....	54.80	.....	.....	.....	.....	.....	.....	.....	141.05	141.05
		96.50	.....	23.00	.....	.....	.....	.....	.....	.....	.....	119.50	119.50
Nanaimo	.....	.....	.....	71.50	.....	.....	.....	3.75	.....	1.20	.....	76.45	76.45
Nelson	.....	9.00	.....	1.35	.....	.....	.....	.....	.....	.....	.....	10.35	10.35
New Westminster	.....	0.20	.....	0.20	.....	.....	0.13	.....	.....	0.54	0.13	0.94	1.07
North Okanagan	4.40	517.40	30.00	177.00	.....	.....	0.33	.....	.....	.....	34.73	694.40	729.13
North Vancouver	.....	7.00	.....	8.00	5.00	.....	6.00	.....	3.00	.....	14.00	15.00	29.00
Omineca	.....	897.55	1.66	34.20	.....	.....	.....	.....	.....	.....	1.66	931.75	933.41
Prince Rupert	.....	98.60	0.18	8.12	.....	2.75	0.30	.....	.....	.....	0.48	109.47	109.95
Revelstoke	.....	180.60	.....	87.00	.....	.....	.....	.....	.....	.....	.....	267.60	267.60
Richmond-Point Grey	2.48	.....	.....	.....	1.59	.....	14.47	.....	14.36	.....	32.90	.....	32.90
Rossland-Trail	.....	87.00	.....	25.75	.....	.....	.....	.....	.....	.....	.....	112.75	112.75
Saanich	.....	.....	16.10	.....	.....	.....	18.40	.....	.....	.....	34.50	.....	34.50
Salmon Arm	8.75	712.25	9.82	166.00	1.00	.....	0.43	.....	.....	.....	20.00	878.25	898.25
Similkameen	.....	552.10	.....	153.60	.....	.....	.....	.....	2.30	.....	2.30	705.70	708.00
Skeena	.....	483.30	4.30	59.00	.....	.....	.....	.....	.....	.....	4.30	542.30	546.60
South Okanagan	.....	324.00	15.00	248.00	.....	1.75	.....	.....	.....	.....	15.00	573.75	588.75
South Vancouver	.....	.....	.....	.....	3.00	.....	4.69	.....	.....	.....	7.69	.....	7.69
Yale	1.00	589.60	6.00	266.00	.....	.....	.....	.....	.....	.....	7.00	855.60	862.60
Totals	16.63	12,885.89	203.84	4,332.60	10.59	29.40	101.76	13.23	69.31	137.18	402.13	17,398.80	17,800.93

* 249.69 includes 127.05 miles of trails, but no mining roads and trails.

† 86.25 includes 30 miles of trails, but no mining roads and trails.

MILEAGES OF ROADS AND STREETS IN CITY MUNICIPALITIES, DECEMBER 31st, 1927.

(Compiled from Data received from Municipal Officials.)

City.	Cleared, not graded.	Rough-graded.	Graded, Ordinary Earth or Sand.	Gravelled.	Macadamized.	Planked.	Carpet Coat, Tarviated, etc.	Bituminous Paving.		Concrete Paving (any Type).	Stone-block Paving.	Brick Paving.	Wood-block Paving.	Total Mileages (all Types).
								Concrete Base.	Stone Base					
Alberni*	.....	1.61	.....	7.88	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.49
Armstrong	.....	.....	5.21	3.00	.....	.....	.....	.....	.....	0.39	.....	.....	.....	8.60
Chilliwack	1.50	4.00	.....	8.00	4.75	.....	.....	.....	2.50	.....	.....	.....	.....	20.75
Courtenay	0.48	2.00	0.15	2.88	.....	.....	3.00	.....	.....	.....	.....	.....	.....	8.51
Cranbrook*	0.45	.....	1.42	4.80	2.40	.....	0.20	.....	.....	.....	.....	.....	.....	9.27
Cumberland	.....	.....	1.00	1.68	.....	.....	0.30	.....	.....	0.01	.....	.....	.....	2.99
Duncan	2.00	1.25	2.00	4.00	.....	.....	4.00	.....	.....	0.10	.....	.....	.....	13.35
Enderby	2.08	3.20	0.84	1.36	0.29	.....	.....	.....	.....	.....	.....	.....	.....	7.77
Fernie	.....	1.40	3.53	2.02	0.54	.....	2.90	.....	.....	0.07	.....	.....	.....	10.46
Grand Forks	9.00	9.00	5.60	4.20	3.00	.....	.....	.....	.....	.....	.....	.....	.....	30.80
Greenwood	4.00	.....	2.30	3.90	2.80	.....	.....	.....	.....	.....	.....	.....	.....	13.00
Kamloops	.....	12.00	.....	18.50	4.00	.....	2.50	.....	.....	.....	.....	.....	.....	37.00
Kaslo	2.10	0.50	3.48	1.50	.....	.....	2.00	.....	.....	.....	.....	.....	.....	9.58
Kelowna	3.00	2.00	2.50	16.00	1.50	.....	3.00	.....	.....	.....	.....	.....	.....	28.00
Ladysmith	1.00	1.50	0.50	6.35	.....	.....	0.90	.....	.....	.....	.....	.....	.....	10.25
Merritt*	11.50	3.30	4.50	4.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	23.80
Nanaimo	.....	.....	4.50	9.35	.....	.....	0.65	1.88	.....	0.61	.....	.....	.....	16.99
Nelson	.....	0.52	17.10	1.78	4.14	.....	0.20	.....	.....	1.38	.....	.....	.....	25.12
New Westminster	5.00	.....	15.00	10.31	.....	3.15	33.14	.....	5.20	3.63	0.42	0.34	0.30	76.49
North Vancouver	7.00	.....	40.50	12.50	10.00	.....	9.50	.....	3.10	2.15	.....	.....	.....	84.75
Port Alberni	2.50	7.00	9.60	13.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.60
Port Coquitlam	.....	.....	3.00	12.00	5.00	1.00	.....	.....	1.00	.....	.....	.....	.....	22.00
Port Moody*	.....	.....	4.00	5.75	5.81	.....	1.00	.....	.....	.....	.....	.....	.....	16.56
Prince George	17.00	2.00	2.00	11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.00
Prince Rupert	.....	.....	0.50	.....	5.50	2.80	11.60	.....	.....	.....	.....	.....	.....	20.40
Revelstoke	.....	1.60	2.00	4.60	3.76	.....	.....	.....	2.35	.....	.....	.....	.....	14.31
Rossland	0.72	6.67	1.42	.....	1.50	.....	.....	.....	.....	.....	.....	.....	.....	10.31
Salmon Arm	.....	.....	2.20	3.66	0.50	.....	.....	.....	.....	0.44	.....	.....	.....	6.80
Slocan	0.75	1.00	2.50	0.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.75
Trail	2.15	5.50	.....	6.54	0.50	.....	.....	.....	.....	2.46	.....	.....	.....	17.15
Vancouver	.....	88.53	.....	.....	130.60	53.80	34.71	27.49	2.00 †8.72	15.86	0.18	2.00	25.28	389.17
Vernon	3.35	13.32	.....	35.58	1.78	.....	2.65	.....	.....	.....	.....	.....	.....	56.68
Victoria*	.....	.....	63.93	.....	.....	.....	21.71	56.34	4.14	1.65	.....	0.46	2.27	150.50
Total miles	75.58	167.90	201.28	217.64	188.37	60.75	133.96	85.71	29.01	28.75	0.60	2.80	27.85	1,220.20

* Municipality has not submitted up-to-date return. † Black base.

MILEAGES OF ROADS AND STREETS IN DISTRICT MUNICIPALITIES AND VILLAGES, DECEMBER 31st, 1927.

(Compiled from Data received from Municipal Officials.)

Municipality or Village.	Cleared, not graded.	Rough-graded.	Graded, Ordinary Earth or Sand.	Gravelled.	Macadamized.	Planked.	Carpet Coat, Tarviated, etc.	Bituminous Paving.		Concrete Paving (any Type).	Wood-block Paving.	Total Mileages (all Types).
								Concrete Base.	Stone Base.			
Abbotsford Village	.....	1.25	.....	1.00	.....	.....	.....	.....	.....	.....	.....	2.25
Burnaby	1.70	33.60	10.30	74.50	2.00	0.10	37.00	4.11	.....	4.79	.....	168.10
Burns Lake	0.50	1.01	.....	0.75	.....	.....	.....	.....	.....	.....	.....	2.26
Chilliwack	8.25	5.25	29.00	269.75	.....	.....	5.00	.....	6.22	.....	.....	323.47
Coldstream	2.10	.....	16.78	21.60	.....	.....	.....	.....	.....	.....	.....	40.48
Coquitlam*	2.00	8.80	4.25	28.75	5.67	.....	6.75	.....	.....	.....	.....	56.22
Creston Village	1.00	2.00	.....	1.00	0.75	.....	.....	.....	.....	.....	.....	4.75
Delta	11.14	1.88	24.24	63.89	9.20	.....	7.20	.....	14.51	2.03	.....	134.09
Esquimalt	4.45	3.43	.....	0.57	7.01	.....	12.49	.....	0.42	.....	.....	28.37
Fraser Mills	.....	.....	.....	.....	.....	0.50	.....	.....	.....	0.50	.....	1.00
Glenmore	.....	.....	5.00	15.00	.....	.....	.....	.....	.....	.....	.....	20.00
Kent	.....	7.25	15.00	44.90	.....	.....	4.10	.....	.....	.....	.....	71.25
Langley*	7.10	34.00	35.00	155.00	.....	.....	.....	.....	.....	2.00	.....	233.10
Maple Ridge	.....	6.50	22.25	72.50	.....	1.50	.....	.....	.....	.....	.....	102.75
Matsqui*	5.00	43.00	72.50	90.00	.....	0.25	.....	.....	.....	.....	.....	210.75
Mission	16.00	27.70	13.00	28.30	.....	0.50	2.00	.....	.....	.....	.....	87.50
Mission Village	8.00	4.00	1.00	5.00	.....	.....	1.50	.....	.....	.....	.....	19.50
North Cowichan	8.00	.....	21.25	79.20	9.75	.....	20.00	.....	.....	.....	.....	138.20
North Vancouver	7.66	.....	102.76	16.06	23.52	.....	19.90	.....	4.72	0.92	.....	175.54
Oak Bay	16.25	4.00	.....	6.00	.....	.....	29.50	3.86	0.21	.....	.....	59.82
Peachland	.....	.....	27.00	.....	.....	.....	.....	.....	.....	.....	.....	27.00
Penticton	.....	.....	20.00	41.00	.....	.....	.....	.....	.....	.....	.....	61.00
Pitt Meadows	3.00	13.25	.....	25.50	.....	1.00	.....	.....	.....	.....	.....	42.75
Point Grey	26.91	66.78	.....	.....	51.71	.....	7.72	3.84	32.02	15.62	.....	204.60
Richmond	21.25	17.50	4.25	7.25	31.75	3.00	47.00	.....	5.50	1.85	.....	139.35
Saanich	71.00	27.08	42.54	63.50	29.60	.....	57.50	.....	28.06	.....	.....	319.28
Salmon Arm	.....	.....	49.00	35.00	7.00	.....	.....	.....	.....	.....	.....	91.00
Smithers Village	1.17	0.64	2.46	4.73	.....	.....	.....	.....	.....	.....	.....	9.00
South Vancouver	53.20	29.20	18.89	70.50	21.30	.....	13.81	4.70	3.70	5.60	2.00	222.90
Spallumcheen	12.50	17.25	57.25	75.00	.....	.....	.....	.....	.....	.....	.....	162.00
Sumas*	2.00	10.00	27.00	46.00	.....	.....	.....	.....	.....	.....	.....	85.00
Summerland	7.18	4.37	65.25	.....	.....	.....	.....	.....	.....	.....	.....	76.80
Surrey	63.50	57.20	106.25	175.60	3.50	.....	3.50	.....	.....	18.20	.....	427.75
Tadanac	.....	1.66	.....	2.24	2.34	.....	.....	.....	.....	.....	.....	6.24
Vanderhoof Village	.....	2.60	1.10	.....	.....	.....	.....	.....	.....	.....	.....	3.70
West Vancouver	6.75	4.18	12.77	4.79	4.50	.....	3.29	4.00	16.80	.....	.....	57.08
Total miles	367.61	435.38	804.99	1,525.98	209.60	6.85	278.26	20.51	112.16	51.51	2.00	3,814.85

* Revised returns not received from the municipality.

LIST OF STAGE CERTIFICATES ISSUED AS AT OCTOBER 1st, 1928.

Name.	1928 B.C. Licence.	Address.	No. of Passengers.	Route.	Certificate No.
Agnew, H. W.	4–574	2018 Stanley Ave.	7	Quadra Street	203
Anderson, Edward	77–871	773 Seymour St., Vancouver	15	Vancouver–Seattle	13
Armstrong Stage & Taxi Co.	58–867	Box 286, Kamloops	10	Kamloops–Vernon	54
Ditto	37–903	Box 286, Kamloops	10	Kamloops–Merritt	135
,,	37–907	Box 286, Kamloops	7	Kamloops–Tranquille	204
Auto Interurban Co.	16–447	Spokane, Wash.	16	Trail–Colville	103
Bigold, Jas. I.	.....	Powell River	10	Powell River–Thunder Bay	37
Blackwell, R. A. & C. M.	38–059	Kamloops	5	Kamloops–Barnhartvale	58
Brown, Indah	34–436	Cranbrook	15	Cranbrook–Kimberley	82
B.C. Electric Rly. Co.	52–003	425 Carrall St., Vancouver	55	University Line	223
B.C. Electric Rly. Co.	52–004	425 Carrall St., Vancouver	55	University Line	224
B.C. Electric Rly. Co.	52–005	425 Carrall St., Vancouver	55	University Line	225
B.C. Electric Rly. Co.	52–006	425 Carrall St., Vancouver	55	University Line	226
B.C. Electric Rly. Co.	52–007	425 Carrall St., Vancouver	55	University Line	227
B.C. Electric Rly. Co.	52–008	425 Carrall St., Vancouver	55	University Line	228
B.C. Electric Rly. Co.	52–009	425 Carrall St., Vancouver	55	University Line	229
B.C. Rapid Transit Co.	52–113	425 Carrall St., Vancouver	25	Vancouver–New Westminster–Chilliwack–Hope, etc.	230
B.C. Rapid Transit Co.	52–114	425 Carrall St., Vancouver	25	Ditto	231
B.C. Rapid Transit Co.	52–115	425 Carrall St., Vancouver	25	,,	232
B.C. Rapid Transit Co.	52–116	425 Carrall St., Vancouver	25	,,	233
B.C. Rapid Transit Co.	52–117	425 Carrall St., Vancouver	25	,,	234
B.C. Rapid Transit Co.	52–118	425 Carrall St., Vancouver	26	,,	235
B.C. Rapid Transit Co.	52–119	425 Carrall St., Vancouver	33	,,	236
B.C. Rapid Transit Co.	52–120	425 Carrall St., Vancouver	33	,,	237
B.C. Rapid Transit Co.	52–121	425 Carrall St., Vancouver	32	,,	238
B.C. Rapid Transit Co.	52–122	425 Carrall St., Vancouver	33	,,	239
B.C. Rapid Transit Co.	52–123	425 Carrall St., Vancouver	33	,, (via River Road)	240
B.C. Rapid Transit Co.	52–124	425 Carrall St., Vancouver	33	,,	241
B.C. Rapid Transit Co.	52–125	425 Carrall St., Vancouver	26	,,	242
Bridge River Power Co.	52–094	425 Carrall St., Vancouver	14	Bridge River –Tunnel Dam	8
Brewster Transport Co.	37–190	Banff, Alberta	18	Golden–Lake Louise	254
Brewster Transport Co.	37–191	Banff, Alberta	18	Golden–Lake Louise	255
Brewster Transport Co.	37–199	Banff, Alberta	14	Lariat Trail	256
Campbell, Frank T.	44–975	Trail	7	Rossland–Trail	86
Campbell River Stage & Taxi Co.	19–086	Campbell River	20	Campbell River–Forbes Landing	18
Clark, C. E.	40–555	Slocan City	20	Nelson–Slocan	3
Compton, H. L.	.....	Powell River	12	Powell River–Cranberry	201
Cooper, Geo.	.....	517 Culduthel Rd., Saanich	7	Harriet Road to Fort Street	76
Cowichan Lake Stage Co.	20–264	Duncan	12	Duncan–Cowichan Lake	190
Darnall, Ross J.	89–822	Fort St. John	5	Fort St. John–Grande Prairie	261
Devine, J.	12–025	758 Yates St., Victoria	8	Victoria–Metchosin	35
Dyer, J. E. & W. C.	1–810	Box 789, Prince Rupert	14	Third Avenue–Seal Cove	87
Empress Taxi & Sightseeing Co., Ltd.	5–044	615 Government St., Victoria	30	Victoria–Sidney	169
Ditto	5–045	615 Government St., Victoria	21	Victoria–Nanaimo	170
.....	5–046	615 Government St., Victoria	30	Victoria–Nanaimo	171
,,	5–049	615 Government St., Victoria	25	Victoria–Nanaimo	172
,,	5–050	615 Government St., Victoria	22	Victoria–Nanaimo	173
,,	5–053	615 Government St., Victoria	30	Victoria–Nanaimo	174
,,	5–054	615 Government St., Victoria	30	Victoria–Nanaimo	175
,,	14–204	615 Government St., Victoria	30	Victoria–Nanaimo–Sidney	128
,,	11–406	615 Government St., Victoria	45	Victoria–Sidney	102
Fris, Carl Oscar	50–531	R.R. No. 1, Sardis	7	Harrison Lake–Cultus Lake	123
Gallagher, H. H.	54–949	Hope	7	Chilliwack – Harrison Hot Springs	243
Gardiner, C. L.	37–202	Republic, Wash.	7	Republic via Grand Forks–Colville	113
Genier, John	46–186	Lumby	5	Lumby–Vernon	39
Gibbon, Douglas	40–956	Salmo	8	Salmo–Nelson	9
Gleason & Noble	.....	Colville, Wash., U.S.A.	7	Trail–Paterson–Colville	105

LIST OF STAGE CERTIFICATES ISSUED AS AT OCTOBER 1ST, 1928—*Continued.*

Name.	1928 B.C. Licence.	Address.	No. of Passengers.	Route.	Certificate No.
Gnucci, Alf.	34–554	Cranbrook	7	Cranbrook–Kimberley	94
Gordon, Chas.	46–138	Bowser	7	Kelowna–Vernon	90
Gunn, Lafazetti	7–191	1625 Pandora Ave., Victoria	5	Quadra Street–Tolmie	11
Hansen, E. O.	39–662	Bridge River	5	Bridge River–Pioneer Mine	70
Hansen, Pedar	33–669	Bridge River P.O.	7	Bridge River Depot–Pioneer Mine	2
Harrop, Herburt	40–715	Vernon St., Nelson	12	Nelson–Kaslo	5
Harrop, Herbert	40–560	Vernon St., Nelson	20	Nelson–Trail	6
Harrison Lake Transport Co.	59–105	Dunsmuir St., Vancouver	12	Harrison–Agassiz	91
Henderson, F. E.	37–958	Third Ave., Kamloops	7	Kamloops–Merritt	26
Herman, J. J.	45–558	Columbia Ave., Rossland	5	Rossland–Trail	112
Hicks, Wills & Schultz	56–272	Lynnmour P.O.	15	Dollarton–Deep Cove	*48
Homer, Ben.	3–585	R.M.D., Colwood	7	Victoria–Albert Head	34
Howard & Larson	21–790	R.R. No. 1, New Westminster	16	New Westminster and Langley	68
Inkman, Chas.	.....	Agassiz	10	Agassiz–Chilliwack	1
International Motor Transit Co.	80–441	Tacoma, Wash.	21	Vancouver–Seattle	43
Ditto	80–442	Tacoma, Wash.	26	Vancouver–Seattle	44
,,	52–577	Tacoma, Wash.	21	Vancouver–Seattle	180
,,	52–576	112 South Eighth St.	21	Vancouver–Seattle	179
,,	52–578	112 South Eighth St.	21	Vancouver–Seattle	181
Johnston Bros.	.....	Quesnel	9	Quesnel–Hixon Creek	67
Kelderman, J. E.	16–449	Rossland	18	Rossland–Trail	101
Kelly, Nancy	.....	Cassidy	20	South Wellington–No. 8 Mine	117
Kershaw, H.	.....	Fort Steele	5	Cranbrook–Fort Steele	88
Kershaw, H.	.....	Fort Steele	5	Cranbrook–Fort Steele	99
Kirby, A.	8–218	Jordan River	7	Victoria–Jordan River	29
Leeper, W. C.	46–132	Vernon	7	Vernon–Salmon Arm	100
Lendrum, C. E.	37–933	192 Third Ave., Kamloops	5	Kamloops–Tranquille	116
McFarlane, W. J.	34–468	Cranbrook	7	Cranbrook–Fort Steele	126
McIntosh, Geo.	6–023	Sooke	7	Victoria–Sooke	57
Magro, Frank D.	34–463	Cranbrook	7	Cranbrook–Lake Windermere	118
Moorhouse, E. F.	33–473	Port Coquitlam	7	Coquitlam–New Westminster	83
Moorhouse, E. F.	27–224	752 Columbia St., New Westminster	9	New Westminster–Coquitlam	95
Moorhouse, E. F.	52–865	Ditto	7	New Westminster–Coquitlam	214
Motherwell, J.	16–146	Nelson	10	Nelson–New Denver	36
O'Hara & Soday	52–594	5 Lonsdale Ave., North Vancouver	10	North Vancouver–West Vancouver–Horseshoe Bay	215
O'Hara & Soday	52–595	Ditto	10	Ditto	216
O'Hara & Soday	52–596	,,	18	,,	217
O'Hara & Soday	52–597	,,	18	,,	218
Pacific Northwest Traction Co.	51–330	Everett, Wash.	29	Vancouver–Seattle	208
Ditto	80–554	Everett, Wash.	25	Vancouver–Seattle	209
,,	80–555	Everett, Wash.	25	Vancouver–Seattle	210
,,	51–333	Everett, Wash.	29	Vancouver–Seattle	211
,,	77–125	Everett, Wash.	29	Vancouver–Seattle	52
,,	77–938	Everett, Wash.	29	Vancouver–Seattle	53
Pacific Stages, Ltd.	81–137	570 Dunsmuir St., Vancouver	....	Vancouver–Seattle	252
Pacific Stages, Ltd.	81–138	570 Dunsmuir St., Vancouver	....	Vancouver–Seattle	253
Pacific Stages, Ltd.	*	570 Dunsmuir St., Vancouver	24	North Vancouver–West Vancouver–Horseshoe Bay	206
Pacific Stages, Ltd.	*	570 Dunsmuir St., Vancouver	24	Ditto	207
Pacific Stages, Ltd.	77–198	570 Dunsmuir St., Vancouver	29	Vancouver–Seattle	92
Pacific Stages, Ltd.	77–199	570 Dunsmuir St., Vancouver	29	Vancouver–Seattle	93
Pacific Stages, Ltd.	59–046	570 Dunsmuir St., Vancouver	8	Vancouver–Grouse Mountain	150
Pacific Stages, Ltd.	59–061	570 Dunsmuir St., Vancouver	18	Vancouver–Seattle	151
Pacific Stages, Ltd.	59–062	570 Dunsmuir St., Vancouver	14	Vancouver–Ioco	153
Pacific Stages, Ltd.	59–063	570 Dunsmuir St., Vancouver	20	Vancouver–Ladner	154

* Transferable.

LIST OF STAGE CERTIFICATES ISSUED AS AT OCTOBER 1st, 1928—*Continued.*

Name.	1928 B.C. Licence.	Address.	No. of Passengers.	Route.	Certificate No.
Pacific Stages, Ltd.	59–064	570 Dunsmuir St., Vancouver	26	Vancouver–Hollyburn–Caulfeild–Horseshoe Bay	155
Pacific Stages, Ltd.	59–065	570 Dunsmuir St., Vancouver	26	Vancouver – Maillardville–Essondale–Coquitlam	156
Pacific Stages, Ltd.	59–066	570 Dunsmuir St., Vancouver	21	Vancouver – Maillardville–Essondale–Coquitlam	157
Pacific Stages, Ltd.	59–067	570 Dunsmuir St., Vancouver	21	Ditto	158
Pacific Stages, Ltd.	59–068	570 Dunsmuir St., Vancouver	28	Vancouver–New Westminster–Cloverdale – Douglas–White Rock	159
Pacific Stages, Ltd.	59–069	570 Dunsmuir St., Vancouver	28	Ditto	160
Pacific Stages, Ltd.	59–070	570 Dunsmuir St., Vancouver	21	,,	161
Pacific Stages, Ltd.	59–071	570 Dunsmuir St., Vancouver	21	Vancouver–New Westminster–Essondale–Port Coquitlam–Pitt Meadows–Port Hammond–Port Haney–A. & L. Crossing	162
Pacific Stages, Ltd.	59–072	570 Dunsmuir St., Vancouver	21	Ditto	163
Pacific Stages, Ltd.	59–073	570 Dunsmuir St., Vancouver	17	,,	164
Pacific Stages, Ltd.	59–074	570 Dunsmuir St., Vancouver	28	,,	165
Pacific Stages, Ltd.	59–075	570 Dunsmuir St., Vancouver	25	,,	166
Pacific Stages, Ltd.	59–076	570 Dunsmuir St., Vancouver	25	,,	167
Pacific Stages, Ltd.	59–077	570 Dunsmuir St., Vancouver	29	,,	168
Pacific Stages, Ltd.	59–060	570 Dunsmuir St., Vancouver	12	Vancouver vicinity	64
Parker, A. E.	3–058	2745 Blackwood Rd.	8	Victoria–Rocky Point	12
Plummer, W. G.	21–414	Bastion St., Nanaimo	12	C.P.R. Wharf–E. & N. Station	96
Procter, Edward	47–376	Sully St., Vernon	5	Vernon–Edgewood	251
Powell River Transportation Co.	59–062	Powell River	15	Powell River – Cranberry Lake–Westview	202
Rebagliati, A. J.	1–829	Lytton	5	Lytton–Lillooet	46
Revie, Donald	34–583	Cranbrook	10	Cranbrook–Kimberley	89
Rimmer, Joseph	73–959	773 Seymour St., Vancouver	15	Seattle–Vancouver	45
Ritchie, S. R.	19–087	Campbell River	20	Courtenay–Menzies Bay	17
Starling, E. K.	6–618	Saanichton	7	Victoria–James Island	4
Trail Livery Co.	44–964	Spokane St., Trail	7	Rossland – Trail – Columbia Gardens	75
Trail Livery Co.	449	Spokane St., Trail	7	Ditto	138
Turner, S.	.....	Langford	10	Victoria–Langford	10
Union Stage & Taxi Co.	21–628	Nanaimo	12	Alberni–Nanaimo	139
Union Stage & Taxi Co.	21–630	Nanaimo	19	Alberni–Courtenay	140
Union Stage & Taxi Co.	21–631	Nanaimo	8	Alberni–Courtenay	141
Union Stage & Taxi Co.	21–633	Nanaimo	14	Alberni–Courtenay	142
Union Stage & Taxi Co.	21–634	Nanaimo	8	Alberni–Courtenay	143
Union Stage & Taxi Co.	21–635	Nanaimo	30	Alberni–Courtenay	144
Union Stage & Taxi Co.	21–636	Nanaimo	30	Alberni–Courtenay	145
Union Stage & Taxi Co.	21–637	Nanaimo	19	Alberni–Courtenay	146
Union Stage & Taxi Co.	21–638	Nanaimo	14	Alberni–Courtenay	147
Union Stage & Taxi Co.	23–270	Nanaimo	30	Alberni–Courtenay	7
Vancouver Island Coach Lines	15–139	Victoria	17	West Saanich Road	14
				Cadboro Bay	15
Ditto	15–138	Victoria	17		
,,	15–140	Victoria	20	Cordova Bay	16
,,	4–603	Victoria	20	Gorge Road	182
,,	4–604	Victoria	20	Gorge Road	183
,,	4–605	Victoria	20	Gorge Road	184
				Victoria–Royal Oak–Wilkinson Road–Marigold	29
,,	4–809	Victoria	18		
,,	4–810	Victoria	18	Ditto	31
,,	4–811	Victoria	18	,,	81
,,	4–813	Victoria	18	,,	185
,,	5–311	Victoria	15	Spare	56
,,	11–688	Victoria	7	Spare	98
,,	6–829	Victoria	15	Victoria–Marigold	131

LIST OF STAGE CERTIFICATES ISSUED AS AT OCTOBER 1ST, 1928—*Continued.*

Name.	1928 B.C. Licence.	Address.	No. of Passengers.	Route.	Certificate No.
Vancouver Island Coach Lines	6–828	Victoria	16	Spare	132
Ditto	14–612	Victoria	16	Lake Hill	133
,,	9–174	Victoria	28	Lake Hill	134
,,	6–530	Victoria	10	Spare	60
,,	88–714	Victoria	32	Victoria–Sidney	264
Van Vleet, Felix B.	18–046	Powell River	10	Powell River – Westview–Cranberry Lake	115
Van Vleet, Felix B.	18–147	Powell River	20	Ditto	125
Veteran Sightseeing & Transportation Co.	13–033	742 Yates St., Victoria	20	Haultain Street	148
Ditto	11–967	742 Yates St., Victoria	26	Haultain Street	149
Wale, A. F.	5–519	Langford P.O.	7	Victoria–Langford	71
Wale, A. F.	11–675	Langford Lake	7	Victoria–Shawnigan	72
Walker, A. D.	7–140	Jordan River	7	Victoria–Jordan River	28
Walker, R.	12–709	R.M.D. No. 4, Victoria	7	Quadra Street, Victoria	38
Weitzel, J. A. E.	41–433	Penticton	5	Penticton–Keremeos	97
West Coast Transit Co.	.....	Milne's Landing	10	Victoria–Jordan River	77
West Coast Transit Co.	12–999	Milne's Landing	7	Victoria–Jordan River	121
West Vancouver Municipal Ferries	68–015	Box 63, Hollyburn P.O., West Vancouver	30	Wharf to West Bay	186
Ditto	68–016	Ditto	60	Wharf to West Bay	187
,,	68–017	,,	60	Wharf to West Bay	188
,,	68–018	,,	60	Wharf to West Bay	189
,,	80–457	,,	12	Wharf to West Bay	55
Williams, F.	40–807	Nelson	7	Nelson–Nelway	30
Woodruff, A. E.	6–660	Sooke P.O.	7	Victoria–Otter Point	49

Stages carrying 1 to 10 passengers, 64; stages carrying 11 to 20 passengers, 54; stages carrying over 20 passengers, 67; grand total, 184.

CLASSIFICATION OF HIGHWAYS.

Under Part III. of the "Highway Act," Chapter 103, R.S.B.C. 1924.

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT OCTOBER 31st, 1928.

PRIMARY HIGHWAYS.

City or District Municipality.	Name of Highway and Reference Number.	From	To	Mileage.
Abbotsford, Village of	Yale Road (Trans-Provincial Highway) 21A Abbotsford–Riverside Road 39A	W. bdy., Village of Abbotsford N. limit, Village of Abbotsford (via Riverside Road, Hazel Street)	S. bdy., Village of Abbotsford Yale Road (Trans-Provincial Highway) Gladys Avenue, and Essendene Avenue)	0.52 0.33
Alberni, City of	Trans-Provincial (V.I.) (Canadian Highway) 4A	City bdy., East Line, D.L. 14	City bdy., Victoria Quay, Rogers Creek Bridge	2.00
Armstrong, City of	Vernon–Salmon Arm Road 20A	S. bdy., City of Armstrong	E. bdy., City of Armstrong	1.50
Burnaby, Municipality of	Trans-Provincial Highway (Kingsway) 8A Hastings–Barnet (Dewdney Road) 32A	Boundary Road (Park Street) Boundary Road (city limits, Vancouver)	Tenth Avenue (city limits, New Westminster) North Road	4.25 7.00
Burns Lake, Village of	Fort George–Hazelton Road 36A	E. bdy., Burns Lake Village, near Blocks 11 and 12	W. bdy., Burns Lake Village, near Blocks 40 and 41	0.53
Chilliwack, Municipality of	Trans-Provincial Highway (Yale Road) 12A	W. bdy., Chilliwack Municipality (except portion through Chilliwack City) via Sumas Flats	E. bdy., Chilliwack Municipality	15.30
Coldstream, Municipality of				
Coquitlam, Municipality of	Dewdney Trunk Road 34A Coquitlam Road 26A	E. bdy., Port Moody Brunette River Bridge city limits, New Westminster (including portions through Lots 60, 170, and 395)	W. bdy., Port Coquitlam City limits, Port Coquitlam	1.75 5.90
Courtenay, City of	Island Highway (Parksville N.) 6A	S. bdy., City of Courtenay	N. bdy., City of Courtenay	1.35
Creston, Village of	Trans-Provincial Highway (Canyon Road)	E. limits, Village of Creston	N. limits, Village of Creston	0.83
Cumberland, City of				
Delta, Municipality of				
Duncan, City of	Trans-Provincial (V.I.) (Island Highway) 2A	S. bdy., City of Duncan	N.W. bdy., City of Duncan	1.50
Enderby, City of	Vernon–Salmon Arm Road 18A	S. bdy., City of Enderby	N. bdy., City of Enderby	0.24
Grand Forks, City of	Trans-Provincial Highway 22A	E. bdy., Gold Avenue (city limits) (via Boundary Road, Victoria Avenue, Winnipeg Avenue, Bridge Street, and Bluff Avenue)	S. city limits	2.50
Greenwood, City of	Trans-Provincial Highway 19A	S. bdy., City of Greenwood	N. bdy., City of Greenwood	2.00
Kent, Municipality of	Harrison–Agassiz Road 40A Harrison–Hot Springs Road 45A	W. bdy., Kent, at Harrison River Bridge Ferry Landing, Fraser River	Junction, Harrison Hot Springs Road Harrison–Agassiz Road	9.33 4.40
Langley, Municipality of	Trans-Provincial Highway (Yale Road) 9A	W. bdy., Langley Municipality	E. bdy., Langley Municipality	10.75
Maple Ridge, Municipality of	Dewdney Trunk and River Road 25A	W. bdy., Maple Ridge (via Ontario Street and Port Haney, including portions through Indian Reserves and portion N. side of C.P. Ry., Kanaka Creek to Baker Road)	E. bdy., Maple Ridge	14.50
Matsqui, Municipality of	Trans-Provincial Highway (Yale Road) 10A Abbotsford–Riverside Road 37A	E. bdy., Langley Municipality N. bdy., Abbotsford	W. bdy., Abbotsford N. end, south highway approach to Fraser River Bridge	7.75 5.88
Merritt, City of				
Mission, Municipality of	River Road and Hatzic Front Road 30A	W. bdy., Mission Municipality	E. bdy., Mission Municipality	12.75
Mission, Village of	Dewdney Trunk Road 29A Horne Avenue and Harbour Street 38A	W. bdy., Village of Mission Dewdney Trunk Road	E. bdy., Village of Mission Bridge end, N. approach to Fraser River Bridge	1.85 0.60
North Cowichan, Municipality of	Trans-Provincial (V.I.) (Island Highway) 3A	N.W. bdy., City of Duncan	N. bdy., North Cowichan Municipality	13.00
North Vancouver, Municipality of				
Peachland, Municipality of	Peachland–Kelowna 16A	W. bdy., Peachland Municipality	E. bdy., Peachland Municipality	7.00
Penticton, Municipality of	Fairview–Summerland Road 14A	S. bdy., Penticton Municipality	N. bdy., Penticton Municipality	2.60
Pitt Meadows, Municipality of	Dewdney Trunk Road 28A	Pitt River Bridge	W. bdy., Maple Ridge Municipality	4.00
Point Grey, Municipality of				
Port Alberni, City of	Trans-Provincial (V.I.) (Canadian Highway) 5A	City bdy., Rogers Creek Bridge	Argyle Street at intersection of Kingsway	1.65
Port Coquitlam, City of	Dewdney Trunk Road 27A	W. bdy., Port Coquitlam	E. bdy., Port Coquitlam (Pitt River Bridge)	3.25
Port Moody, City of	Dewdney Trunk Road 33A Ioco–Port Moody Road 41A	North Road (W. bdy., Port Moody) Dewdney Trunk Road	E. bdy., Port Moody Station 0+12.9 on Map 31A	3.78 1.00
Quesnel, Village of	Cariboo Road (via Davie Street, Carson Avenue, and Front Street) 44A	Intersection of Cornwall Drive and Davie Street	N. limit, Village of Quesnel (centre of Sutherland Avenue)	1.25
Richmond, Municipality of				
Saanich, Municipality of	Trans-Provincial (V.I.) (Island Highway) 1A	Harriet Road (city limits, Victoria)	Craigflower Bridge (bdy., Esquimalt Electoral District)	1.70
Salmon Arm, City of				
Salmon Arm, Municipality of				
Smithers, Village of	Prince Rupert Highway 35A	E. limit, Smithers (19th Avenue and Bridge Street)	N. limit, Smithers (Bulkley Street and 5th Avenue)	1.45
South Vancouver, Municipality of	Trans-Provincial Highway (Kingsway) 7A	Knight Street (city limits, Vancouver)	Park Street (Boundary Road)	3.75
Spallumcheen, Municipality of	Vernon–Salmon Arm Road 17A	S. bdy., Spallumcheen	N. bdy., Spallumcheen	12.50
Sumas, Municipality of	Trans-Provincial Highway (Yale Road) 11A Huntingdon Road 13A	S. bdy., Abbotsford Trans-Provincial Highway (Yale Road)	N.E. bdy., Sumas Municipality N. bdy., Huntingdon Townsite	11.40 0.50
Summerland, Municipality of	Lakeshore Road (Peachland–Summerland Road) 15A	S. bdy., Municipality of Summerland	N. bdy., Municipality of Summerland	7.75
Surrey, Municipality of	Trans-Provincial Highway (Yale Road) 23A Pacific Highway 24A	S. end of Fraser River Bridge, New Westminster Trans-Provincial Highway (Yale Road) at Clayton	E. bdy., Surrey Municipality (via Clayton) United States bdy.	12.56 9.36
Terrace, Village of	Prince Rupert Highway 42A	Frank Road (W. limit, Village of Terrace)	E. limit, Village of Terrace	1.00
Vanderhoof, Village of	Burrard Avenue, First Street, Fraser Avenue, Third Street, Nechako Avenue 31A	Centre line, Louvain Street (N. bdy., Village of Vanderhoof)	Centre line, Fourth Street (S. bdy., Village of Vanderhoof)	0.95
West Vancouver, Municipality of				

SECONDARY HIGHWAYS.

Name of Highway and Reference Number.	From	To	Mileage.
River Road 5B Beaver Creek Road 39B	Intersection Victoria Quay and Johnson Street River Road (intersection of)	City bdy., D.L. 9, River Bend Bridge across Somass River E. bdy., Indian Reserve	1.40 0.66
Armstrong–Salmon River Road 33B	Vernon–Salmon Arm Road	N. bdy., City of Armstrong	0.90
North Road (W. half) 14B Riverway (Marine Drive) 22B Grandview Highway 55B Douglas Road 68B	City limits, New Westminster Boundary Road (Park Street) Boundary Road (city limits, Vancouver) Grandview Highway	Clarke Road, Coquitlam S.W. bdy., D.L. 172, N.W.D. Douglas Road, near Sprott Street City limits (Tenth Avenue), New Westminster	1.40 3.30 2.23 3.23
Burns Lake–Francois Lake Road 63B	Fort George-Hazelton Road near Blocks 11 and 13, Lot 6308	W. bdy., Burns Lake Village, near Block 7, Lot 6309	0.18
Rosedale Ferry Road 19B Vedder Mountain Highway 61B Sardis Road 62B	Rosedale W. bdy., District of Chilliwack Vedder River Bridge	Ferry Landing Vedder Bridge Intersection Trans-Provincial Highway (12A)	2.20 5.75 3.60
Monashee Road (White Valley) 30B	N. bdy., Coldstream	E. bdy., Coldstream	9.00
North Road (E. half) 14B Clarke Road 15B	City limits, New Westminster North Road	Clarke Road S. bdy., Port Moody	1.40 1.12
Cumberland Road and Union Street 3B Comox Road 54B	Island Highway Island Highway, Sec. 14, Comox District	W. bdy., city limits of Courtenay City limits, Courtenay, Sec. 9, Comox District	1.10 1.05
Dunsmuir Avenue 34B Courtenay–Cumberland Road (Fourth Street) 35B	W. bdy., City of Cumberland N. bdy., Dunsmuir Avenue	E. bdy., City of Cumberland N. bdy., City of Cumberland	0.36 0.21
Semiamo Road 17B Scott Road (W. portion) 18B Boundary Bay Road 40B	Ladner Semiamo Road Semiamo Road	Scott Road Sec. 36, Block 5 N., Range 3 W. International Boundary	9.75 5.60 7.90
Old Victoria Road 57B	E. limit, Craig Street Duncan (exclusive of S. 20 feet not within city)	E. limits, City of Duncan	1.15
Harrison Hot Springs Road 28B	Harrison–Agassiz Road	N. bdy., Municipality of Kent	2.37
McLellan Road 71B	W. bdy., Municipality of Langley	Intersection of Yale Road at Langley Prairie	1.10
Nicola Avenue 37B Voigt Street 38B	W. bdy., City of Merritt Quilchena Avenue	E. bdy., City of Merritt E. bdy., City of Merritt	2.18 1.16
Cowichan Lake Road 4B Quamichan Lake Road 36B	Trans-Provincial (V.I.) (Island Highway) Trans-Provincial (V.I.) (Island Highway)	W. bdy., North Cowichan Municipality Maple Bay	2.50 4.25
Mountain Highway 56B Marine Drive 65B	Keith Road City limits, North Vancouver	Lynn Valley Road E. bdy., District of West Vancouver	1.73 1.00
Penticton–Naramata Road 29B	Main Street (Fairview–Summerland Road)	N. bdy., Penticton Municipality	5.50
Harris Road 74B Hammond Road 75B	Dewdney Trunk Road Harris Road (S.W. corner of Lot 283)	S.W. corner Lot 283, Township 9 E. bdy., Municipality of Pitt Meadows	1.70 0.90
Granville Street 16B Marine Drive (a.) Alma and Fourth Avenue (b.) W. bdy., D.L. 320 Marine Drive (extension of) 52B Hudson Street 49B	City limits, Vancouver (a.) Blanca Drive; (b.) W. bdy., South Vancouver Amended bdy., Point Grey Municipality S. limit, Marine Drive	Marine Drive (a.) Blanca Drive; (b.) W. bdy., South Vancouver Amended bdy., Point Grey Municipality N. end of Eburne Bridge over North Arm, Fraser River	3.50 6.50 0.41 0.17
Clarke Road 42B	Dewdney Trunk Road (Albert Street)	S. bdy., City of Port Moody	1.06
Woodward Highway 50B No. 19 Road 70B	Eburne Bridge, S. end (via Roads Nos. 13, 17, 3, 9, and 5 respectively) Intersection of N. bdy., C.N.R. right-of-way, with Section 28, 4 N., R. 4 W., S.S.B.	Woodward's Landing Fraser Avenue	7.50 5.30
Quadra Street and Saanich Road 1B West Saanich Road 2B Verdier Avenue 51B	Tolmie Avenue (city limits, Victoria) East Saanich Road West Saanich Road	Junction of East and West Saanich Roads N. bdy., Saanich Municipality Tod Inlet	3.65 10.00 0.77
Salmon Arm–Enderby Road 23B Salmon Arm–Grande Prairie Road 25B	Salmon Arm Station, C.P.R. Salmon Arm Station, C.P.R.	E. bdy., city limits E. bdy., Indian Reserve	1.00 0.30
Salmon Arm–Enderby Road 24B Salmon Arm–Grande Prairie Road 26B Salmon Arm Road 27B Old Enderby Road 66B	E. bdy., city limits of Salmon Arm S. bdy., Indian Reserve Palmer's Cor. (except portion through I.R.) City limits, Salmon Arm	Intersection of Old Enderby Road S.W. bdy., Municipality of Salmon Arm N. bdy., Municipality of Salmon Arm Salmon Arm–Enderby Road	4.20 7.50 1.50 5.50
Hudson Bay Mountain Road 58B	S. limit, Smithers (Railway Avenue and Edmonton Street)	Prince Rupert Highway, Main Street and 5th Avenue	1.35
Marine Drive 21B Victoria Drive, Twenty-second Avenue, Commercial Drive 46B Fraser Street 47B	W. bdy., South Vancouver Kingsway (via Victoria Drive, Twenty-second Avenue, and Commercial Street) Twenty-fifth Avenue (East) (city limits, Vancouver)	Park Street (Boundary Road) Sixteenth Avenue Marine Drive (Riverway)	5.00 0.89 2.55
Vernon–Kamloops Road 31B Armstrong–Salmon River Road 32B	S. bdy., Spallumcheen Vernon–Salmon Arm Road	N. bdy., Spallumcheen W. bdy., Spallumcheen	2.60 7.10
Vye Road 59B Vedder Mountain Highway 60B	Evan Thomas Road Vedder Mountain, B.C.E. Rly.	Vedder Mountain, B.C.E. Rly. E. bdy., Sumas Municipality	3.00 3.75
Scott Road (E. portion adjoining Delta and entire road northward) 18B McLellan Road 69B	Semiamo Road Pacific Highway (Cloverdale)	Trans-Provincial Highway (Yale Road) at New Westminster Bridge E. limit, Surrey Municipality	7.75 2.40
Kalum Street 67B	N. limit, Village of Terrace	S. limit, Village of Terrace	0.50
Marine Drive 43B Marine Drive (extension of) 53B Marine Drive (extension of) 64B	W. bdy., Capilano I.R. No. 5 (E. limit, D.L. 237) Piccadilly, D.L. 811 E. bdy., West Vancouver	Intersection with Piccadilly, D.L. 811 Fisherman's Cove, Block 25, D.L. 430 W. bdy., Capilano Indian Reserve No. 5	4.88 5.28 1.00
Deduct for duplicate mileage—North Road in Burnaby and Coquitlam Municipalities Scott Road in Delta and Surrey Municipalities		1.40 5.60	7.00

	Mileage.
City Municipalities, Primary Highways	21.72
District Municipalities, Primary Highways	185.68
Village Municipalities, Primary Highways	9.31
Total Mileage, Primary Highways	216.71

	Mileage.
City Municipalities, Secondary Highways	12.53
District Municipalities, Secondary Highways	180.23
Village Municipalities, Secondary Highways	2.03
	194.79
Deduct for duplicate mileage	7.00
Total Mileage, Secondary Highways	187.79
Grand Total, Classified Highways	404.50

INVENTORY OF ROAD MACHINERY AND PLANT, 1927–28.

Electoral District.	Air-compressors.	Automobiles.	Boats.	Cars (Dump).	Carts.	Concrete-mixers.	Derricks.	Ditchers.	Donkey-engines.	Engines (Stationary).	Excavators, (St'm-shovels, etc.)	Graders.	Harness.	Horses.	Mechanical Loaders.	Motor-trucks.	Oiling-machines.	Pile-drivers.	Pile-driver Hammers.	Ploughs.	Pumps.	Road-drags.	Rock-crushers.	Rollers (Horse).	Rollers (Motor).	Scarifiers.	Scrapers.	Tents.	Tractors.	Tractor-graders.	Wagons.	Wagons (Sprinkling).
Alberni	1	1	....	....	2	....	1	6	1	....	....	8	....	....	1	15	....	1	2	3	....	....	2	2	....	....	9	16	3	3	1	....
Atlin	1	....	1	10	....	....	4	....	3	....	....	4	....	....	....	3	....	1	1	11	....	1	1	....	....	....	22	43	5	....	10	....
Cariboo (North)	....	1	5	1	....	....	....	4	1	....	....	14	5	8	....	2	....	....	1	16	1	9	....	3	....	....	26	26	4	1	13	....
Cariboo (South)	....	1	....	....	....	....	1	1	....	....	1	12	....	....	....	3	....	....	1	17	....	4	....	1	....	....	20	26	2	1	11	....
Chilliwack	....	....	1	....	....	....	....	....	....	....	....	5	....	....	....	4	....	....	....	....	....	1	1	1	....	....	7	....	2	2	....	....
Columbia	....	1	3	....	14	1	....	2	....	....	....	23	14	....	1	4	1	....	1	30	....	16	....	1	....	....	43	20	1	....	28	....
Comox	....	1	1	....	4	....	....	3	1	....	....	7	4	....	....	12	....	2	....	7	2	7	....	1	1	....	23	12	3	3	1	....
Cowichan-Newcastle	....	1	....	....	....	....	1	2	1	....	....	13	....	....	....	8	....	1	....	23	1	....	....	1	....	....	15	2	1	1	4	....
Cranbrook	....	2	2	....	18	....	2	4	....	....	1	12	....	....	1	8	....	1	1	14	....	14	1	....	....	....	29	22	1	2	2	3
Creston	3	1	3	....	....	....	....	4	2	2	....	13	....	....	....	6	....	1	2	8	1	6	1	....	1	1	22	23	8	1	5	1
Delta	1	1	1	....	....	....	....	....	....	....	....	1	....	....	1	6	....	....	....	2	1	....	1	....	....	....	5	....	1	2	....	....
Dewdney	....	1	....	....	....	....	....	....	....	....	....	8	....	....	2	8	....	....	....	1	....	1	....	....	1	....	10	5	1	4	1	....
Esquimalt	1	1	....	....	....	....	....	....	2	....	....	7	....	....	1	9	....	1	....	8	1	4	1	1	....	1	12	21	1	....	....	....
Fernie	....	....	....	....	9	1	1	1	1	1	....	2	11	....	....	7	....	....	....	9	3	....	....	1	....	....	16	14	1	....	....	....
Fort George	1	5	5	....	2	....	....	2	2	1	....	13	3	4	....	4	....	2	2	22	....	9	....	1	....	1	4	47	3	....	9	....
Grand Forks-Greenwood	....	2	....	3	....	....	....	....	....	....	....	6	....	....	....	8	....	....	....	3	....	2	....	2	1	....	14	....	3	1	1	1
Islands	1	1	....	....	....	....	....	....	....	2	....	4	....	....	....	11	1	....	....	7	....	2	3	....	2	....	....	3	....	....	....	....
Kamloops	....	1	20	....	....	....	....	....	....	....	1	11	....	8	....	6	....	3	....	20	1	2	1	....	1	2	16	35	4	1	11	....
Kaslo-Slocan	....	1	....	1	8	..	....	1	....	....	....	11	4	....	....	6	....	....	....	9	....	3	....	....	....	....	31	19	1	....	....	....
Lillooet	....	1	12	....	....	....	....	2	....	2	1	15	3	....	....	8	....	1	2	17	2	1	....	....	....	1	30	38	2	1	6	....
Mackenzie (North)	....	....	....	....	....	....	....	....	1	....	....	3	..	....	....	2	....	....	....	5	....	3	....	....	....	....	3	7	1	....	3	....
Mackenzie (South)	....		....	....	1	....	....	1	....	....	....	2	....	....	....	1	....	....	....	5	....	....	....	....	....	....	5	....	1	1	1	....
Nanaimo	....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	2	....	....	....	1	1	....	....	....	....	....	....	7	1	....	....	....
Nelson	....	....	2	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
North Okanagan	....	1	1	....	....	....	....	....	2	1	....	8	....	....	1	8	....	2	3	16	....	13	....	....	....	....	30	15	3	2	9	....
North Vancouver	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1	....
Omineca	....	2	4	....	....	....	....	....	....	....	2	12	2	1	....	7	....	2	1	17	2	21	....	....	....	....	29	36	5	....	18	....
Prince Rupert	1	....	1	....	....	....	....	1	2	1	....	..	....	....	....	2	....	....	1	1	....	2	1	....	1	....	8	15	2	....	3	....
Revelstoke	....	1	7	....	....	....	....	....	1	....	....	10	....	....	....	3	....	1	2	19	.	2	....	1	....	....	15	20	2	....	4	....
Richmond-Point Grey	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Rossland-Trail	....	....	2	2	....	....	....	2	....	....	....	1	....	....	....	2	....	....	....	2	....	....	....	....	1	....	1	4	....	....	2	....
Salmon Arm	1	1	13	..	2	....	....	....	....	1	1	10	....	....	....	6	....	....	....	11	....	1	1	....	1	....	8	22	2	1	....	....
Similkameen	....	1	....	4	....	....	....	....	....	....	....	16	....	....	....	10	....	2	....	19	....	5	....	3	....	4	62	15	5	....	....	....
Skeena	..	2	7	2	....	....	....	....	1	1	1	8	....	....	1	7	....	....	....	21	....	7	....	1	....	....	40	32	6	....	14	....
South Okanagan	1	2	1	....	....	....	....	....	....	....	....	6	....	....	....	8	....	1	....	12	....	8	....	....	1	2	40	2	3	1	....	....
Yale	1	1	....	....	....	....	....	....	1	....	2	7	....	4	1	14	....	....	....	7	....	....	....	....	....	....	13	38	7	3	6	....
District Engineer No. 2	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 4	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 5	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
District Engineer No. 9	....	1	....	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Headquarters, Victoria	....	2	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Totals	13	41	94	23	60	2	10	36	22	12	10	277	46	25	10	211	2	22	20	361	16	144	14	20	11	12	609	585	85	31	165	5

NOTE.—Includes items purchased under Equipment Fund.

VALUATION OF PLANT, TOOLS, SUPPLIES, ETC.

STATEMENT AS AT MARCH 31ST, 1928.

Electoral District.	(1.) Live Stock.	(2.) Machinery and Plant.	(3.) Tools.	(4.) Boats and Launches.	(5.) Stationery and Office Sundries.	(6.) Safes, Typewriters, and Calculating Machines.	(7.) Cameras and Scientific Instruments.	(8.) Motor-vehicles.	(9.) Unissued Stores.	(10.) Furniture.	(11.) Camp Equipment	(12.) Harness.	Total.
Alberni	...	$18,515.00	$1,267.95	...	$33.90	$255.00	$191.00	$7,175.00	...	$257.75	$590.75	...	$28,286.35
Atlin	...	20,101.00	2,868.00	...	73.70	355.00	503.00	2,000.00	$2,594.50	469.50	2,776.00	...	31,740.70
Cariboo (North)	$530.00	10,301.30	1,496.65	$10,440.00	...	115.00	...	2,425.00	1,218.53	161.45	707.60	$165.25	27,560.78
Cariboo (South)	...	15,899.00	620.00	...	...	...	...	3,750.00	248.40	...	1,243.00	...	21,760.40
Chilliwack	...	9,009.00	203.25	7,000.00	...	203.00	...	2,215.50	...	73.50	...	...	18,704.25
Columbia	...	10,722.00	1,115.15	110.00	50.25	255.00	104.10	5,600.00	123.29	144.00	913.00	215.00	19,351.79
Comox	...	9,900.00	2,267.75	20.00	...	425.00	310.50	8,675.00	155.00	124.50	547.45	...	22,425.20
Cowichan-Newcastle	...	7,830.00	1,579.75	...	72.70	220.00	211.00	4,700.00	...	45.50	36.00	...	14,694.95
Cranbrook	...	14,902.00	1,042.00	120.00	...	545.00	194.00	10,665.00	145.35	347.75	1,089.45	...	29,050.55
Creston	...	28,394.00	1,388.50	7,592.00	...	35.00	...	6,200.00	1,122.70	19.00	1,037.00	...	45,788.20
Delta	...	10,863.00	231.25	460.00	...	...	...	14,565.00	...	...	...	...	26,119.25
Dewdney	...	8,340.00	651.55	...	...	185.00	...	7,750.00	...	69.00	280.80	...	17,256.35
Esquimalt	...	12,955.00	4,682.25	...	26.00	190.00	...	8,360.00	...	73.00	1,194.80	...	27,481.05
Fernie	...	16,265.00	845.65	...	...	75.00	161.00	2,717.00	1,279.63	85.00	1,084.40	160.00	22,672.68
Fort George	350.00	24,637.50	2,375.75	3,710.00	...	440.25	344.90	5,782.00	...	409.75	2,172.15	67.50	40,289.80
Grand Forks-Greenwood	...	9,360.00	815.50	...	...	173.00	...	6,235.00	...	195.00	29.00	...	16,807.50
Islands	...	12,550.00	1,734.80	...	...	280.00	100.00	6,700.00	...	127.50	65.00	...	21,557.30
Kamloops	800.00	24,333.00	3,578.55	3,190.00	59.90	385.00	494.65	11,050.00	3,835.06	471.50	3,307.29	549.55	52,054.50
Kaslo-Slocan	...	5,378.50	2,071.75	...	5.00	149.00	48.00	4,995.00	862.50	191.00	934.50	13.00	14,648.25
Lillooet	...	21,789.50	1,671.00	5,330.00	...	132.00	...	6,300.00	1,412.85	426.50	1,285.90	57.00	36,404.75
Mackenzie (North)	...	2,750.00	671.50	...	...	119.00	...	1,200.00	500.00	...	275.00	13.00	5,528.50
Mackenzie (South)	...	1,489.00	507.60	...	...	...	...	500.00	...	...	373.45	...	2,870.05
Nanaimo	...	1,010.00	355.75	...	...	...	...	750.00	...	...	...	...	2,115.75
North Okanagan	...	18,016.00	985.85	...	...	75.00	...	7,340.00	3,588.62	379.85	378.00	...	30,763.32
North Vancouver	...	85.00	44.00	...	...	...	...	...	5.00	110.00	...	...	244.00
Nelson	...	...	61.60	6,974.00	...	...	...	...	...	...	...	...	7,035.60
Omineca	50.00	38,183.00	1,488.35	16,584.00	...	140.00	197.00	6,015.00	...	168.50	1,987.05	60.00	64,872.90
Prince Rupert	...	16,290.00	1,690.00	35.00	75.00	315.00	726.75	...	2,519.05	618.00	1,559.75	...	23,828.55
Revelstoke	...	11,587.50	1,428.55	4,930.00	100.00	100.00	...	10,500.00	...	250.00	1,304.95	...	30,201.00
Richmond-Point Grey	...	1,097.25	171.70	38,128.97	...	247.50	...	900.00	...	85.75	...	...	40,631.17
Rossland-Trail	...	249.00	101.20	1,395.00	...	...	...	2,647.00	...	...	157.00	...	4,549.20

Salmon Arm	.....	$14,597.00	$919.90	$5,055.00	$39.70	$137.70	$224.00	$7,775.00	$185.85	$367.50	$1,264.14	.....	$30,565.79
Similkameen	.....	14,328.00	1,772.00	.....	.....	50.00	.....	6,950.00	2,762.00	15.50	650.00	.....	26,527.50
Skeena	.....	20,751.50	1,734.90	18,469.35	.....	250.00	182.05	8,223.75	2,172.00	217.00	2,035.50	.....	54,036.05
South Okanagan	.....	15,215.50	368.65	36,320.00	8.25	95.00	.....	10,820.00	3,054.55	206.40	150.00	.....	66,238.35
Yale	$265.00	38,635.00	3,194.75	.....	23.20	180.00	139.00	20,850.00	4,360.25	239.00	3,040.65	$280.90	71,207.75
Head Office, Victoria	.....	.....	.....	8,000.00	249.00	1,911.50	980.00	.....	.....	.....	.....	.....	11,141.10
Garage, Victoria	.....	.....	310.00	.....	.....	.....	.....	3,800.00	.....	.....	.....	.....	4,110.00
Garage, Kamloops	.....	.....	3,410.40	.....	28.00	.....	.....	.....	1,390.92	.....	.....	.....	4,829.32
Boiler-room, Victoria	.....	.....	304.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	304.50
Carpenter, Victoria	.....	.....	601.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	601.00
Gardener, Victoria	.....	.....	1,004.65	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,004.65
Electrician, Victoria	.....	.....	80.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	80.00
Dist. Engineer No. 2	.....	.....	.....	.....	136.20	158.00	1,376.75	1,395.00	.....	136.95	.....	.....	3,202.90
Dist. Engineer No. 4	.....	.....	.....	.....	72.85	140.00	185.00	1,110.00	.....	598.00	.....	.....	2,105.85
Dist. Engineer No. 5	.....	.....	.....	.....	39.00	227.00	428.00	400.00	.....	171.65	.....	.....	1,265.65
Dist. Engineer No. 9	.....	.....	.....	.....	.....	426.00	.....	850.00	.....	521.00	.....	.....	1,797.00
Totals	$1,995.00	$486,328.55	$53,693.90	$171,863.32	$1,093.25	$8,988.95	$7,100.70	$219,884.75	$33,536.05	$7,776.30	$32,469.58	$1,581.20	$1,026,311.55

NOTE.—This statement includes items purchased under Equipment Fund.

FERRY RETURNS, 1927–28.

Name.	Type.	No. of Round Trips.	Autos.	Trucks.	Rigs.	Passengers.	Tons of Freight.	Horses, Cattle, etc.
Agassiz–Rosedale	Wood hull, gas-engine	6,288	22,076	3,012	188	39,418	.....	135
Alexandria	Pontoon	1,140	347	.....	96	1,988	30	281
Arrowhead–Beaton	Steamboat (subsidized)	326	38	8	.....	1,791	165	48
Avola	Pontoon	907	.....	.....	90	2,106	9	68
Barnston Island	Gas-boat	2,846	.....	39	.....	10,847	145	32
Big Bar	Pontoon	1,118	.....	.....	.....	1,558	7	3,535
Birch Island	Pontoon	5,911	1,614	2	1,966	12,718	880	643
Black Pool	Pontoon	2,985	804	.....	1,191	4,661	310	87
Braeside	Pontoon	809	27	6	365	1,239	30	296
Bridge River	Cable-ferry	411	14	14	55	672	19	24
Cariboo Station	Pontoon	653	.....	.....	307	854	28	.....
Castlegar	Power, underwater cable	14,067	24,207	2,398	4,960	113,766	2,867	1,250
Cedarville (Miniskinisht)	Pontoon	2,894	29	10	825	8,760	41	10
Chilliwack–Harrison	Power-boat (subsidized)	443	.....	.....	.....	1,515	132	.....
Chinook Cove	Pontoon	1,863	20	6	1,132	1,615	367	218
Clearwater Crossing	Pontoon	4,769	22	500	2,475	6,332	2,629	250
Copper City	Pontoon	1,951	.....	.....	.....	4,889	54	78
Croydon	Rowboat	996	.....	.....	.....	2,386	12	40
Ducks (South Thompson)	Scow	2,623	54	24	224	4,009	63	114
East Arrow Park	Gas-boat	2,070	489	17	50	6,369	56	139
Finmoore (Stuart Siding)	Scow	1,264	6	11	301	2,067	8	5
Fort Fraser	Pontoon	1,987	44	55	546	2,841	.....	273
Francois Lake	Steel hull, twin screw	1,071	5,056	236	1,884	10,125	1,818	243
Hall's Landing	Scow, current ferry	5,008	3,963	255	1,686	16,481	454	281
Harrop–Long Beach	Power, underwater cable	4,698	4,507	655	1,010	24,571	711	104
Hazelton	Pontoon	2,686	94	2	806	4,413	275	240
High Bar	Pontoon	942	.....	.....	110	1,370	11	2,631
Hulatt	Pontoon	994	4	.....	386	559	97	128
Isle de Pierre	Scow	1,064	6	.....	124	676	59	40
Kelowna–Westbank	Steamboat (subsidized)	4,030	15,156	1,370	390	37,899	396	720
Kitwanga	Pontoon	2,058	10	.....	503	4,446	137	395
Ladner–Woodward	Stern-wheel steamer	2,912	29,759	8,209	109	79,142	.....	976
Lytton	Rowboat	1,616	.....	.....	.....	4,234	39	.....
Macalister	Pontoon	2,382	279	7	852	1,875	157	825
Mission	Steel hull, gas-power	1,347	7,509	3,145	264	9,014	2,439	126
McClure	Pontoon	1,229	202	63	193	1,608	76	261
Mount Olie	Pontoon	4,435	16	14	1,244	10,771	603	123
Needles–Fauquier	Power	7,138	819	711	40	5,162	39	41

Nelson	Power	30*	37,033	3,790	5,995	148,157	1,289	493
No. 3 Indian Reserve (Miworth)	Pontoon	690	60	.....	502	617	.....	4
Pacific	Scow	391	.....	.....	.....	592	11	5
Pavilion	Rowboat	924	.....	.....	.....	1,415	12	60
Quesnel	Pontoon	5,373	1,473	321	1,574	19,357	523	1,113
Quesnel River at Gravel's	Pontoon	598	.....	.....	185	484	5	215
Reclamation Farm (Kootenay River)	Scow, current and engine	5,055	1,015	38	2,730	3,438	.....	1,638
Remo	Pontoon	3,587	619	39	2,191	4,904	156	92
Shelley	Pontoon with overhead cable	1,710	4	10	197	2,870	42	4
Shuswap Lake	Steamboat (subsidized)	26*	.....	.....	.....	1,091	564	.....
Soda Creek	Pontoon	1,946	50	4	349	2,859	125	549
Sorrento–Scotch Creek	Gas-boat and scow	1,852	1,587	251	655	8,976	338	397
Squilax–Little River	Pontoon	2,962	998	343	1,119	5,542	197	595
Taylor Flats (Peace River)	Scow, underwater cable	816	57	.....	237	915	42	820
Twelve-mile	Scow, current ferry	4,694	3,123	22	.....	8,955	52	1,944
Usk	Pontoon	2,138	.....	.....	288	2,985	99	163
Vavenby (North Thompson)	Pontoon	2,679	261	1,874	1,701	4,152	10,979	3,085
Vinsula (North Thompson)	Pontoon	715	66	.....	146	1,633	61	147

* Daily.

STATEMENT OF EXPENDITURE.

Vote 185. Minister's Office	$11,163.57	
Vote 186. Administration	67,088.63	
Vote 187. Maintenance of Parliament Buildings and Grounds	110,529.22	
Vote 188. Government House	37,007.56	
Vote 189. District Offices (Salaries)	58,598.90	
Vote 190. Steam-boiler Inspection	7,717.71	
Vote 191. "Electrical Energy Inspection Act"	8,868.54	
Vote, Votes 185 to 191		$300,974.13
(For details *see* Public Accounts, pages 185 to 193.)		
Vote 192. Roads	$1,782,189.84	
Bridges	381,181.74	
Wharves	9,433.50	
Prince Rupert Wharf	29,252.01	
Protection of River-banks	32,198.73	
Launch	2,771.25	
Traffic Operation	6,759.70	
General Surveys	512.79	
Contingencies	7,563.22	
		2,251,862.78
Vote 193. Ferries		154,168.78
Vote 194. Cariboo Highway (Toll Section)		22,257.60
Vote 195. Repairs, etc., to Government Buildings (except Parliament Buildings and Government House)		103,992.77
Vote 195A. Saanich		119.16
Special Warrant. Purchase of lots, Coquitlam Dyking District		540.00
Vote 156. "Mines Development Act," Supplementary		113,014.61
Capital Expenditures (Roads and Bridges).		
"B.C. Loan Act, 1924," Sec. 6 (*b*)—Roads		2.06
"B.C. Loan Act, 1925," Sec. 6 (*a*)—Roads	$24,936.22	
"B.C. Loan Act, 1925," Sec. 6 (*a*)—Bridges	2,648.39	
		27,584.61
"B.C. Loan Act, 1927," Sec. 6 (*a*)—Roads	$2,786,156.75	
"B.C. Loan Act, 1927," Sec. 6 (*a*)—Bridges	638,152.13	
		3,424,308.88
Capital Expenditures (Buildings).		
Vote 206. Boys' Industrial School		2,774.41
Vote 208. Smithers		911.98
Vote 209. Nelson		3,783.36
Vote 210. Girls' Industrial School		8,807.14
Vote 211. Home for Incurables		13,393.30
W. Braid Bequest Account. Home for Incurables		9,808.05
Vote 212. Sundry Lockups		323.17
"B.C. Loan Act, 1922," Sec. 6 (*a*)—Various Buildings		41,284.41
"B.C. Loan Act, 1923," Sec. 6 (*c*)—Various Buildings		52,102.19
"B.C. Loan Act, 1927," Sec. 6 (*b*)—Various Buildings		239,414.66
		$6,771,428.05

ROADS, TRAILS, STREETS, BRIDGES, WHARVES, ETC.

ALBERNI DISTRICT.

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1927," SEC. 6 (*a*) : ROADS.

REG. NO.			
18.	Tofino–Ucluelet	$9,999.65	
100.	Canadian Highway	16,858.04	
158.	Hilliers	5,999.08	
	Total, Capital Account—Roads		$32,856.77

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS : ROADS, TRAILS, AND STREETS.

1.	Beaver Creek	$630.50	
3.	Bland's	79.50	
6.	Batty	561.82	
10.	Central Lake	708.57	
11.	Cherry Creek	258.11	
18.	Tofino–Ucluelet	1,580.37	
22.	Drinkwater	240.45	
24.	Faber's	732.25	
33.	Holberg–Cape Scott	2,525.06	
34.	Kitsuksus	144.14	
38.	Lake Shore	235.20	
40.	Woodward	107.48	
41.	Rutherford	92.42	
44.	McKenzie	85.55	
47.	McCoy Lake	367.00	
50.	Port Alberni	220.98	
51.	Quatsino	192,50	
56.	Sproat Lake	1,607.24	
65.	Wrotnowski	99.50	
100.	Canadian Highway	7,654.08	
102.	Biggs	110.57	
105.	Boorman	144.00	
109.	Church	145.88	
111.	Departure Bay	234.63	
112.	Dumont	101.51	
117.	Errington Cross	138.32	
121.	Grafton Avenue	643.00	
125.	Coombs	444.50	
128.	Lagoon (Wellington)	845.61	
129.	Lowery	75.00	
137.	North-west Bay	417.75	
140.	Parksville Cross	502.50	
142.	Parksville Settlement	66.38	
148.	Swayne	86.25	
151.	Stewart	67.88	
152.	Deep Bay	50.50	
154.	Turner	362.82	
156.	Island Highway	32,901.50	
158.	Hilliers	844.95	
159.	Wellington (Old Town)	375.77	
164.	Bellevue	108.38	
166.	Sunningdale	88.00	
169.	Price	81.25	
170.	Leffler	72.19	
178.	Pratt's	118.13	
180.	Winchester	169.63	
183.	Bainbridge	92.74	
185.	Coombs Station	132.00	
187.	Jenkins	185.81	
194.	River	170.35	
205.	Superior	63.25	
206.	Barker	80.13	
207.	Bayne	62.50	
	Carried forward	$58,106.40	$32,856.77

ALBERNI DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$58,106.40	$32,856.77
REG. No.			
216.	Beach (Qualicum)	96.50	
221.	Kaye	75.25	
222.	Qualicum Settlement	114.25	
224.	Palmer	296.88	
228.	Hirst	225.39	
234.	Ross	171.13	
235.	Boyd	300.00	
4A.	Alberni City (primary)	1,314.13	
5A.	Port Alberni (primary)	2,615.20	
5B.	River Road (secondary)	251.13	
39B.	Beaver Creek Road (secondary)	104.51	
	Sundry roads (units under $50)	1,582.71	
66.	Bamfield	714.70	
71.	Colony Lake	211.00	
82.	Horne Lake	149.50	
86.	Limestone Island	70.35	
149.	Oleson's	87.00	
231.	Hildebrand	234.75	
233.	Holberg Townsite	406.42	
	Sundry trails (units under $50)	254.50	
	Plant and tools	4,313.10	
	Camp equipment	179.37	
	Supervision—		
	Assistant District Engineer	3,747.65	
	Auto	415.07	
	Office	1,069.85	
	Total, Vote 192—Roads, Trails, etc.		77,106.74

VOTE 192—BRIDGES: MAINTENANCE.

12A.	Red Gap	$70.05	
20.	Englishman's River	180.86	
27.	Marks	144.99	
32.	Crump's Gulch	113.31	
34.	Blair Athol	509.34	
36.	Big Qualicum River	175.40	
40.	Overflow	787.88	
55.	Rock Bluffs (east)	1,050.18	
73.	Niagara	1,308.20	
74.	1-Mile	53.38	
83.	Jolly's	95.15	
92.	Roger Creek	66.83	
96.	Sheshaht	136.31	
97.	Hector	332.49	
98.	Sproat Falls	302.34	
101.	Foster	659.37	
102.	Wise	147.02	
109.	Trout	182.55	
116.	Moore's	448.05	
128.	Woolsey	76.76	
129.	Neuk	135.76	
145.	Lost Shoe Creek	67.40	
146.	Sand Hill Creek	124.93	
148.	Haugen Creek	260.50	
150.	Garrard	302.00	
151.	Captain	414.00	
152.	Grant	242.00	
153.	Hamilton	190.00	
154.	Jap	207.00	
155.	School	172.50	
156.	Wilfred	242.00	
157.	Allard	224.00	
	Carried forward	$9,422.55	$109,963.51

ALBERNI DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$9,422.55	$109,963.51
REG. NO.			
158.	Abraham	310.00	
159.	Chesterman's	690.00	
160.	Douglas	328.00	
161.	Knocker's	690.00	
162.	Colburn	224.00	
163.	Lillian	224.00	
164.	Quissenberry	224.00	
165.	Mollie	482.60	
166.	McLeod	259.00	
167.	Dixon	224.00	
168.	Sloman	172.50	
169.	Hayne	466.00	
170.	Helen	517.00	
175.	Elsie	432.00	
176.	Skeleton	690.00	
177.	Bigwood	362.00	
178.	Beavan	517.00	
179.	Vernon	432.00	
188.	Pigeon	114.45	
216.	War	108.40	
218.	Lovick's	266.75	
219.	Slide	276.97	
249.	Rayfield	80.45	
270.	Nootka	263.48	
311.	Goat	55.75	
312.	Olsen	100.30	
322.	Powder-house	120.90	
323.	Jordan	569.14	
351.	Proestler	259.00	
352.	Grice	172.50	
353.	Kenyon	604.00	
354.	Cooper	172.50	
355.	Clayoquot Wharf (approach)	298.82	
	Sundry bridges (units under $50)	1,130.15	
	Total, Vote 192—Bridges: Maintenance		21,260.21

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Coal Prospect Road, Lantzville	$400.00	
Trail to Millington Group, Holberg	100.00	
Total, Vote 156—"Mines Development Act," Supplementary		500.00
Total expenditure, Alberni District		$131,723.72

ATLIN DISTRICT (NORTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Atlin–Silver Lead	$5,000.00		
Total, Capital Account—Roads		$5,000.00	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Atlin–Surprise	$812.58		
4.	Birch Creek	115.58		
5.	Boulder Creek	302.01		
8.	Indian River	917.11		
10.	McKee Creek	475.90		
13.	O'Donnel River	903.02		
14.	Otter Creek	173.88		
15.	Ruby Creek	126.02		
	Carried forward	$3,826.10	$5,000.00	$131,723.72

ATLIN DISTRICT (NORTH)—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$3,826.10	$5,000.00	$131,723.72
REG. NO.				
16.	Atlin streets	428.72		
17.	Spruce Creek	1,006.15		
21.	Volcanic Creek	337.37		
32.	Lewellyn-Glacier	70.74		
42.	Rainy Hollow	117.92		
150.	Atlin-Telegraph Creek	294.61		
167.	Atlin-Silver Lead	88.34		
	Sundry road (units under $50)	44.14		
	Supervision—			
	Salaries and expenses	2,990.70		
	Auto	280.45		
	Total, Vote 192—Roads, Trails, etc.		9,485.24	

VOTE 192—BRIDGES: MAINTENANCE.

17.	Granite Creek	$390.82	
18.	Canty Creek	391.56	
24.	Small creek	203.50	
43.	Wilson Creek	329.30	
155.	Nakina River	113.00	
232.	Dry Gulch	80.00	
234.	O'Donnel River	193.90	
237.	Little Nakina River	124.00	
	Sundry bridges (units under $50)	81.50	
	Total, Vote 192—Bridges: Maintenance		1,907.58

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Atlin-Silver Lead Road	$2,575.81	
Spruce Creek Road	399.40	
Total, Vote 156—"Mines Development Act," Supplementary		2,975.21

VOTE 193—FERRIES.

Aiyansh-Grease Harbour	$600.00	
Total, Vote 193—Ferries		600.00
Total expenditure, Atlin District (North)	$19,968.03	

ATLIN DISTRICT (SOUTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Bear River	$9,999.53		
Bear River, protection-improvement work	9,915.43		
Bear River-Muddy	27,951.28		
Bear-Nass-Meziadin Trail	5,000.00		
Kitsault (upper)	4,995.15		
Marmot	4,000.00		
Salmon River	9,908.92		
Stewart-Hyder	11,856.34		
Total, Capital Account—Roads		83,626.65	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

62.	Aiyansh-Sand Lake	$924.99		
63.	Bear River	6,538.91		
	Carried forward	$7,463.90	$103,594.68	$131,723.72

ATLIN DISTRICT (SOUTH)—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$7,463.90	$103,594.68	$131,723.72
REG. NO.			
66. Salmon River	244.51		
67. American Creek	116.75		
68. Aiyansh-Grease Harbour	149.31		
69. Aiyansh-Sand Lake	1,048.31		
72. Bonanza Creek	75.16		
75. Kitsault (East Fork)	271.57		
76. Esperanza	145.80		
81. Grease Harbour-Cranberry (east)	405.09		
83. Illiance River	351.99		
84. Kitsault	2,443.71		
85. Kincolith-Greenville	166.35		
88. Lime Creek	428.90		
89. Marmot River (North Fork)	1,671.49		
100. La Rose	251.52		
101. Stewart streets	6,425.98		
102. Stewart-Hyder	1,840.26		
103. Alice Arm Shore	1,383.89		
119. East Creek	149.80		
133. Roundy Creek	357.74		
135. Stewart-Nass	345.47		
137. Vanguard	429.65		
138. Irene Meadow	294.62		
139. Cemetery	1,506.65		
146. Alice Arm streets	2,196.10		
Supervision—			
Assistant District Engineer	7,624.07		
Office	2,340.00		
Auto	515.81		
Total, Vote 192—Roads, Trails, etc.		40,644.40	

VOTE 192—BRIDGES: MAINTENANCE.

81. Bear River, No. 1	$2,134.97		
90. Stewart-Hyder, No. 1	806.84		
97. Marmot River (North Fork)	3,284.69		
99. Beaver Creek	176.00		
102. Kitsault Suspension	141.00		
104. Bear-Nass, No. 1	502.00		
105. Bear-Nass, No. 2	496.00		
109. Illiance, No. 3	63.75		
110. Fletcher Creek, No. 1	1,233.17		
120. Alice Arm Suspension	189.00		
154. Paul Claduc	119.80		
191. Bear River, No. 3	300.00		
192. Bear River, No. 4	292.16		
195. Kitsault (North-east Fork), No. 1	1,011.55		
196. Kitsault (North-east Fork), No. 2	518.06		
197. Keystone, No. 1	409.50		
198. Keystone, No. 2	309.50		
201. Esperanza, No. 2	76.65		
202. No name	76.65		
209-229. Bear River Road bridges	4,023.15		
Sundry bridges (units under $50)	167.50		
Total, Vote 192—Bridges: Maintenance		16,331.94	

VOTE 192—PROTECTION OF RIVER-BANKS.

Kitsault River	$2,994.88		
Total, Vote 192—Protection of River-banks		2,994.88	
Carried forward		$163,565.90	$131,723.72

ATLIN DISTRICT (SOUTH)—*Continued.*

Brought forward		$163,565.90	$131,723.72
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
Albany Mines	$3,000.00		
American Creek	265.00		
Bitter Creek	1,000.00		
Bulldog Creek	3,498.30		
Dalhousie	1,600.00		
Glacier Creek (South Fork)	102.50		
Kitsault (North-east Fork)	2,450.00		
Lakeview	2,981.36		
Marmot	600.00		
Marmot (South Fork)	1,200.00		
Marmot (North Fork)	1,344.85		
Roundy Creek	1,506.00		
Saddle Claims	990.00		
Toric-Tiger	750.00		
Total, Vote 156—"Mines Development Act," Supplementary		21,288.01	
Total expenditure, Atlin District (South)	$164,885.88		

ATLIN DISTRICT (STIKINE).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*).			
REG. No.			
51. Telegraph-Dease Lake Road	$14,997.86		
72. Tooya Bridge	20,704.26		
Total, Capital Account		35,702.12	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
48. Callbreath's	$127.50		
50. Glenora Road	603.18		
51. Telegraph-Dease Lake	1,925.42		
52. Dease Lake	386.43		
53. Dease Creek	128.78		
54. Dease Lake-McDame's	36.67		
55. Glenora Trail	53.18		
56. Klappan	231.89		
59. Teslin	402.20		
60. Thibert	193.21		
61. Telegraph streets	1,141.91		
161. Clearwater	386.43		
Supervision—Salaries and expenses	442.74		
Total, Vote 192—Roads, Trails, etc.		6,059.54	
VOTE 192—BRIDGES: MAINTENANCE.			
61. Little Tahltan	$34.00		
66. Stikine Avenue	1,460.19		
72. Tooya	1,804.65		
239. Klappan, No. 1	159.00		
240. Klappan, No. 2	132.00		
241. Klappan, No. 3	114.00		
Total, Vote 192—Bridges: Maintenance		3,703.84	
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
Clearwater Road	$508.00		
Shakes Creek Trail	59.65		
Thibert Creek Trail	1,101.00		
Total, Vote 156—"Mines Development Act," Supplementary		1,668.65	
Total expenditure, Atlin District (Stikine)	$47,134.15		
Carried forward		$231,988.06	$131,723.72

ATLIN DISTRICT (STIKINE)—*Continued.*

Brought forward		$231,988.06	$131,723.72

SUMMARY.

Atlin District (North)	$19,968.03
Atlin District (South)	164,885.88
Atlin District (Stikine)	47,134.15

Total expenditure, Atlin District			231,988.06

BURNABY DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Grandview Highway	$64,623.58		
Kingsway Storm-sewer	3,276.79		
Hastings-Barnet	85,077.48		
Total, Capital Account—Roads		$152,977.85	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.				
7A, 8A.	Kingsway	$3,965.14		
32A.	Hastings-Barnet	3,498.82		
14B.	North	275.97		
22B.	Riverway	632.18		
	Supervision—			
	Assistant District Engineer	488.95		
	Auto	204.66		
	Total, Vote 192—Roads, Trails, etc.		9,065.72	

VOTE 192—BRIDGES: MAINTENANCE.

4.	Brunette	$904.19		
	Sundry bridges (units under $50)	64.75		
	Total, Vote 192—Bridges: Maintenance		968.94	
	Total expenditure, Burnaby District			163,012.51

CARIBOO DISTRICT (NORTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

38.	Barkerville Main	$1,045.23		
5.	Cariboo	14,361.14		
4.	Chilcotin	4,031.09		
46.	Dragon Lake Settlement	1,360.70		
	Nazko Valley	66.00		
167.	Quesnel Canyon	300.00		
	Soda Creek Ferry approach	1,534.37		
	10-Mile Lake	545.30		
164.	Wade's	226.50		
28.	Williams Lake-Soda Creek	14,641.78		
	Total, Capital Account—Roads		$38,212.11	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

74.	Hanceville	$17,239.41		
97.	Fraser River (at Quesnel)	991.47		
103.	Sisters Creek, No. 1	2,881.95		
104.	Sisters Creek, No. 2	3,422.00		
	Total, Capital Account—Bridges	$24,534.83		
	Carried forward	$24,534.83	$38,212.11	$526,724.29

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward	$24,534.83	$38,212.11	$526,724.29
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): BRIDGES.			
REG. NO.			
97. Fraser River (at Quesnel)	254.19		
Total, Capital Account—Bridges		24,789.02	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
Alexis Creek–Nazko	$229.50		
4. Chilcotin Main	5,654.48		
5. Cariboo Main	9,286.44		
6. Redstone–Chezacut	249.75		
7. Chilcotin–Meldrum Creek	91.25		
10. Hanceville–Christie's	472.89		
19. 177-Mile–Beaver Lake	87.62		
23. Soda Creek–Mud Lake	249.78		
27. Barkerville–Bear Lake	889.95		
28. Soda Creek–Deep Creek	58.00		
31. Antler–Cunningham	172.75		
32. Fraser	2,807.94		
33. Alexandria Ferry (east)	100.00		
34. Alexandria Ferry (west)	100.00		
36. Barkerville–Antler	289.00		
38. Barkerville Main	7,193.16		
45. Dragon Lake (west)	100.00		
46. Dragon Lake (east)	185.97		
50. Kersley–Dale's Landing	56.00		
51. Lavoie	250.00		
53. Lowhee–Jack of Clubs	55.65		
54. McLean	256.00		
58. Quesnel–Blackwater	917.43		
59. Quesnel–Nazko	1,257.20		
60. Quesnel–Little Lake	1,439.46		
62. Stewart's	118.00		
63. Sisters Creek–Dragon Lake	100.00		
75. Sheep Creek–Moon's	89.00		
77. Quesnel streets	242.24		
90. Government Creek	250.00		
93. Allcock's	96.00		
113. Macalister Ferry (west)	228.50		
159. Colebank	1,439.45		
160. Woodpecker–Fraser	200.00		
203. Bear River–Fraser River Trail	204.50		
215. Keithley–Barkerville	182.95		
Sundry roads (units under $50)	169.98		
Camp equipment	229.42		
Plant and tools	457.21		
Stables	1,679.76		
Supervision—			
General Foreman	2,626.10		
Office	887.80		
Auto	798.81		
Total, Vote 192—Roads, Trails, etc.		42,449.94	
VOTE 192—BRIDGES: MAINTENANCE.			
12. Baker	$2,435.27		
36. Cottonwood, No. 2	982.25		
47. Deep Creek	287.49		
50. Chilcotin Suspension	1,725.08		
54. Simister	250.00		
66. 8-Mile Creek	275.00		
74. Hanceville	527.80		
Carried forward	$6,482.89	$105,451.07	$526,724.29

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$6,482.89	$105,451.07	$526,724.29
REG. No.				
88.	Kersley	1,513.76		
93.	Morgan	120.00		
97.	Quesnel River	274.00		
106.	Slough Creek, No. 1	300.80		
120.	Udy	591.70		
132.	Riske Creek	249.94		
133.	Little Cottonwood	99.75		
194.	Tatla–Eagle Creek	220.00		
196.	Tatla Lake	350.00		
240.	Monty's	64.00		
253.	Seeley	275.00		
259.	Whisky Creek	2,000.58		
260.	Skinner	499.08		
261.	Piper's	100.00		
262.	Steen	215.00		
	Sundry bridges (units under $50)	176.12		
	Total, Vote 192—Bridges: Maintenance		13,532.62	

VOTE 193—FERRIES.

	Alexandria	$1,700.09	
	Gravel's, Quesnel River	1,178.19	
	Macalister	1,824.89	
	Quesnel	2,519.73	
	Soda Creek	6,963.81	
	Total, Vote 193—Ferries		14,186.71

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

60.	Quesnel Little Lake	$520.66	
166.	Hixon Creek Road	650.00	
171.	Pleasant Valley–French Creek	175.00	
233.	Cunningham Creek	100.00	
234.	Dragon Creek	180.00	
	Kitchener Mine–Slough Creek	100.00	
	Trail to Whitewater Mines	1,500.00	
	Trail and foot-bridge, Lightning Creek	50.00	
	Total, Vote 156—"Mines Development Act," Supplementary		3,275.66
	Total expenditure, Cariboo District (North)	$136,446.06	

CARIBOO DISTRICT (SOUTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

4.	Chilcotin	$1,236.50		
5.	Cariboo	8,200.50		
12.	108-Mile–Harpers Camp	323.75		
15.	Horsefly	2,994.60		
17.	156-Mile–Williams Lake	587.49		
18.	Keithley	2,196.49		
72.	Clinton–Williams Lake	3,000.00		
98.	Bridge Creek–Horse Lake	755.17		
129.	Eagle Creek	800.00		
136.	111-Mile–Mirage Lake	400.65		
141.	Lone Butte–Bridge Lake	1,199.59		
184.	Green Lake–Lone Butte	907.78		
187.	Bate's	985.84		
188.	Trails End	584.24		
	Total, Capital Account—Roads		24,172.60	
	Carried forward		$160,618.66	$526,724.29

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$160,618.66	$526,724.29

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Reg. No.				
2.	Beaver Lake–Beavermouth	$99.75		
3.	Beaver Valley	263.13		
4.	Chilcotin	1,301.05		
5.	Cariboo	6,664.35		
9.	Chimney Valley	132.07		
12.	108-Mile–Harpers Camp	347.15		
15.	Harpers Camp Main	2,113.22		
17.	156-Mile–Williams Lake	774.20		
18.	Keithley Main	5,377.64		
24.	Knife Creek	166.49		
29.	Horsefly (upper)	141.56		
72.	Clinton–Williams Lake	2,071.45		
98.	Bridge Creek–Horse Lake	629.20		
105.	Big Creek	1,436.24		
121.	Canoe Creek–Hanceville	2,267.38		
126.	Deka Lake	318.12		
127.	Valley	129.85		
129.	Eagle Creek	60.25		
130.	Empire Valley	249.63		
131.	Exeter–Canim Lake	1,453.56		
132.	Fawn	50.62		
136.	111-Mile–Mirage Lake	275.24		
139.	111-Mile–Horsefly	278.10		
140.	Little Timothy Mountain	74.00		
141.	Lone Butte–Bridge Lake	800.14		
146.	Raphael–Meason	178.62		
154.	Dog Creek (upper)	60.62		
155.	Big Creek (upper)	65.87		
156.	Watson's	224.61		
183.	Kelly Lake–Canoe Creek	286.60		
186.	Duck Lake	173.50		
187.	Bate's	173.67		
230.	Likely–Quesnel Lake Trail	150.00		
109.	Williams Lake (streets)	849.50		
	Sundry roads (units under $50)	118.25		
	Camp equipment	672.56		
	Plant and tools	5,330.84		
	Supervision—			
	General Foreman	2,048.40		
	Office	643.86		
	Auto	385.87		
	Total, Vote 192—Roads, Trails, etc.		38,837.16	

VOTE 192—BRIDGES: MAINTENANCE.

2.	Corral	$308.50		
7.	China Cabin	138.75		
28.	Borrowman	353.86		
40.	Chimney Creek, No. 1	238.63		
90.	Keithley	409.01		
141.	Likely	75.00		
157.	Borland Creek	112.13		
163.	Snowshoe, No. 3	671.14		
178.	Sucker Creek	75.75		
183.	Spanish	75.00		
197.	Knife Creek, No. 1	67.25		
305.	Brown	268.53		
310.	Churn Creek Suspension	1,010.91		
319.	Dog Creek, No. 1	68.30		
322.	Felker	98.00		
367.	91-Mile Creek	151.00		
383.	5-Mile Creek	170.27		
	Carried forward	$4,292.03	$199,455.82	$526,724.29

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$4,292.03	$199,455.82	$526,724.29
REG. No.			
386. Moffat Creek	700.90		
387. Bradley Creek, No. 2	109.75		
388. Ladoucer	128.00		
389. Chimney Creek, No. 2	151.25		
390. Siwash, No. 2	74.50		
391. Siwash, No. 3	75.25		
392. Knife Creek, No. 2	67.25		
393. Eagle Creek, No. 1	75.00		
394. Gaugh	74.99		
395. Allen	75.00		
396. Helen	99.37		
397. Morrison	164.77		
398. Jowsey, No. 1	75.00		
399. Jowsey, No. 2	75.00		
401. Harpers	156.25		
402. Bambrick	600.00		
410. Davidson	149.87		
411. Bagnal	177.00		
Sundry bridges (units under $50)	251.42		
Total, Vote 192—Bridges: Maintenance		7,572.60	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

18. Keithley	$150.00		
90. Likely–Cedar Creek	930.28		
202. Cedar Creek–Spanish Mountain Trail	149.37		
Total, Vote 156—"Mines Development Act," Supplementary		1,229.65	
Total expenditure, Cariboo District (South)	$71,812.01		

SUMMARY.

Cariboo District (North)	$136,446.06	
Cariboo District (South)	71,812.01	
Total expenditure, Cariboo District		208,258.07

CHILLIWACK DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Rosedale Ferry	$8,484.29		
Trans-Provincial, Vedder Bridge–Chilliwack	5,954.84		
Trans-Provincial, Evans Thomas–Vedder	14,495.57		
Trans-Provincial, Aldergrove–Abbotsford	242.20		
Trans-Provincial, Abbotsford–Riverside	1,472.33		
Trans-Provincial, through Sumas	1,457.88		
Trans-Provincial, Sumas Prairie Cut-off	275.34		
Vedder Canal	1,071.48		
Total, Capital Account—Roads		$33,453.93	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

2. Ross	$1,432.54		
17. Dyke	1,007.46		
23. Barton	444.30		
52. Slough	5,791.40		
63. Atchelitz River	1,853.58		
78. Porter	236.00		
Total, Capital Account—Bridges		10,765.28	
Carried forward		$44,219.21	$734,982.36

CHILLIWACK DISTRICT—*Continued.*

Brought forward		$44,219.21	$734,982.36
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
6. Huntingdon Townsite	$765.52		
8. Columbia Valley	1,887.47		
9. Chilliwack River	381.87		
10A. Trans-Provincial Highway	5,576.94		
11A. Trans-Provincial Highway	1,299.38		
12. Sumas Mountain	804.00		
12A. Trans-Provincial Highway	11,355.70		
13A. Huntingdon	157.18		
16. Rosedale Ferry	106.25		
19B. Rosedale Ferry	236.17		
21A. Yale	1,367.87		
37A. Abbotsford–Riverside	1,684.65		
39A. Abbotsford–Riverside	91.63		
Road through Sumas Prairie	513.60		
Plant and tools	6,085.89		
Supervision—			
Assistant District Engineer	1,392.79		
Auto	484.40		
Office	655.47		
Total, Vote 192—Roads, Trails, etc.		34,846.78	
VOTE 192—BRIDGES: MAINTENANCE.			
4. Deep Creek (Lehman)	$91.24		
16. Vedder Canal	235.12		
Total, Vote 192—Bridges: Maintenance		326.36	
VOTE 192—PROTECTION OF RIVER-BANKS.			
Vedder River	$201.50		
Total, Vote 192—Protection of River-banks		201.50	
VOTE 193—FERRIES.			
Agassiz–Rosedale	$25,285.41		
Harrison–Chilliwack	1,200.00		
Total, Vote 193—Ferries		26,485.41	
Total expenditure, Chilliwack District			106,079.26

COLUMBIA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
1. Kootenay–Columbia River	$20,946.28		
2. West Side	12,499.62		
7. Campbell	290.77		
8. Findlay Creek	2,427.74		
9. Brisco	3,000.00		
21. Red Rock	442.59		
42. Golden–Donald (upper)	276.37		
56. Moberly School	916.00		
87. Golden–Yoho Park	14,999.69		
275. Gilbert	300.11		
	$56,099.17		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
215. Mount Hunter	1,999.65		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
87. Golden–Yoho Park	602.63		
Total, Capital Account		$58,701.45	
Carried forward		$58,701.45	$841,061.62

COLUMBIA DISTRICT—*Continued.*

Brought forward		$58,701.45	$841,061.62

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.				
1.	Kootenay-Columbia River Highway	$15,960.26		
2.	West Side	2,202.38		
3.	Golden-Donald (upper)	1,100.00		
4.	Toby	722.85		
5.	Horsethief	651.76		
6.	Athalmer	353.51		
7.	Campbell	530.13		
8.	Findlay Creek	278.63		
9.	Brisco	150.29		
10.	Forster's Landing	743.21		
14.	Mitchell	100.00		
15.	Mons	147.62		
17.	Beard's Creek	73.45		
19.	Giant Mine	322.27		
21.	Red Rock	72.62		
22.	Lead Queen Mine	133.63		
28.	Toby Hill	3,518.54		
29.	Johnston	94.25		
32.	Hot Punch Mine	259.12		
34.	Oberg and Johnson	123.59		
35.	Kettleson	114.25		
36.	Holmes and Deakin	114.88		
37.	Blaeberry School	281.00		
39.	Hartley	100.74		
42.	Golden-Donald (upper)	606.92		
48.	Boulder Creek	172.29		
57.	Adolph Johnson	74.90		
58.	Sanborn	544.76		
66.	Spences	77.00		
68.	Ottason	150.62		
69.	Graham	60.00		
70.	McBeath	50.00		
81.	Forde Station	81.00		
84.	Hawke	97.50		
87.	Golden-Yoho Park	1,044.25		
94.	Barber	51.75		
99.	Wills	388.42		
100.	Williamson	50.00		
125.	Horsethief Trail	150.00		
202.	Third Avenue, Golden	123.04		
203.	Second Avenue, Golden	125.00		
205.	Third Street, Golden	53.50		
209.	Wapta Street, Golden	125.38		
210.	Calgary Street, Golden	109.00		
211.	Alberta Street, Golden	113.45		
212.	Cariboo Street, Golden	97.98		
213.	Cassiar Street, Golden	52.00		
214.	River Street West, Golden	156.25		
216.	Vancouver Avenue, Golden	75.00		
217.	Alberta Avenue, Golden	125.44		
218.	Victoria Avenue, Golden	75.50		
219.	River Street, Golden	50.64		
220.	Montana Street, Golden	100.00		
221.	Bonanza Street, Golden	75.50		
223.	Columbia Avenue, Golden	125.00		
224.	Fifth Avenue, Golden	98.75		
225.	Fourth Avenue, Golden	73.50		
226.	Third Avenue, Golden	50.00		
231.	Third Avenue, Athalmer	165.00		
232.	Fourth Avenue, Athalmer	73.75		
243.	Second Avenue, Invermere	100.00		
244.	Third Street, Invermere	54.75		
	Carried forward	$33,946.82	$58,701.45	$841,061.62

COLUMBIA DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$33,946.82	$58,701.45	$841,061.62
REG. No.				
246.	Grand Drive, Invermere	111.74		
250.	Hospital Road, Invermere	50.00		
255.	Windermere Loop	267.24		
257.	Esplanade Avenue, Invermere	53.00		
258.	Fourth Avenue, Golden	335.65		
263.	Faber	165.75		
264.	Radium Station	275.94		
266.	Luxor Station	695.83		
268.	Seventh Street, Invermere	85.43		
269.	Davidson Crescent, Invermere	76.25		
270.	Garnet Avenue, Invermere	122.25		
271.	Fourth Street, Invermere	88.75		
276.	Reeves	98.26		
277.	Hewett	150.00		
	Sundry roads	1,101.73		
	Plant and tools	5,606.09		
	Camp equipment	171.10		
	Material	101.22		
	Supervision—			
	Assistant District Engineer, salary and expenses	2,801.45		
	Office Account	1,917.95		
	Auto Account	572.32		
	Total, Vote 192—Roads, Trails, etc.		48,794.77	

VOTE 192—PROTECTION OF RIVER-BANKS.

	Toby Dam	$327.81		
	Total, Vote 192—Protection of River-banks		327.81	

VOTE 192—BRIDGES: MAINTENANCE.

2.	Canim	$890.04		
4.	Kicking Horse River	119.27		
10.	Canyon Creek	338.25		
13.	Galena	118.99		
17.	North Vermilion	165.40		
40.	Kootenay	2,063.18		
55.	Forster's	93.10		
64.	Spillimacheen	2,415.67		
67.	Spillimacheen (swing)	183.17		
70.	Carbonate Landing	176.24		
71.	Wilmer (pontoon)	160.36		
79.	Tatley Creek	86.85		
108.	Wilmer Landing	173.24		
110.	Carbonate–Spruce Camp	331.75		
145.	Lasell	57.50		
154.	Dodds	259.66		
171.	Bluewater	246.56		
172.	Red Line	71.47		
173.	Ptarmigan	136.05		
176.	Porcupine	118.50		
182.	Arnold	57.50		
209.	Camp	617.12		
211.	Glenogle	151.11		
212.	Yoho	581.67		
213.	Park	89.25		
227.	Trethewey	348.46		
228.	Blakley	348.46		
	Sundries	57.89		
	Total, Vote 192—Bridges: Maintenance		10,456.71	
	Carried forward		$118,280.74	$841,061.62

COLUMBIA DISTRICT—*Continued.*

Brought forward		$118,280.74	$841,061.62

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

REG. NO.				
5.	Horsethief Road	$498.50		
19.	Giant Mine Road	750.00		
22.	Lead Queen Mine Road	1,000.00		
24.	Ptarmigan Mine Road	792.17		
28.	Toby Cut-off Road	3,508.60		
32.	Hot Punch Mine Road	249.63		
48.	Boulder Creek Road	1,500.52		
109.	Bugaboo Trail	52.50		
112.	Carbonate-Spruce Camp Trail	500.00		
167.	McMurdo Creek Trail	361.00		
278.	Spill-Verment Creek Road	5,000.00		
	Total, Vote 156—"Mines Development Act," Supplementary		14,212.92	

VOTE 193—FERRIES.

	Donald	$311.04		
	Parson	49.15		
	Total, Vote 193—Ferries		360.19	
	Total expenditure, Columbia District			132,853.85

COMOX DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

2.	Anderton	$1,492.87		
11.	Royston	1,998.84		
71.	Hardy Bay-Coal Harbour	16,384.95		
91.	Kye Bay	1,581.37		
160.	Frenchman	4,609.24		
162.	Sayward	13,976.83		
196.	Island Highway	14,452.22		
	Island Highway (survey of Campbell River Crossing)	3,772.24		
	Cumberland-Alberni (survey)	1,276.15		
214.	Market Street, Hardy Bay	499.40		
222.	Macfarlane (Denman Island)	475.00		
	Total, Capital Account—Roads		$60,519.11	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

168.	Hinder	$218.46		
169.	Twin Gulch	677.57		
170.	Winter Creek	210.64		
	Total, Capital Account—Bridges		1,106.67	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Alert Bay	$220.16		
2.	Anderton	261.18		
3.	Back	249.77		
5.	Burns	261.07		
8.	Comox	2,860.14		
9.	Cumberland	4,914.41		
10.	Headquarters	643.91		
11.	Royston	7,402.99		
12.	Bevan	873.00		
13.	Comox Lake	380.95		
14.	Lazo	78.50		
15.	Comox Hospital	179.05		
	Carried forward	$18,325.13	$61,625.78	$973,915.47

COMOX DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$18,325.13	$61,625.78	$973,915.47
17.	Comox School	84.00		
19.	Cowie	62.18		
23.	Cache Creek	78.00		
25.	Bridge's	318.65		
29.	Smith	405.56		
38.	Seaford	292.03		
43.	Gorge Harbour	338.75		
48.	Squirrel Cove	790.56		
49.	Campbell River	2,003.53		
52.	Lacon	538.01		
53.	Lake	92.25		
54.	Denman	356.03		
56.	North-west	145.62		
60.	Endall	813.05		
61.	Buttle Lake	150.50		
62.	Fraser	116.70		
63A.	Falls	663.99		
64.	Gainsberg	275.00		
65.	Grant	79.75		
67.	Knight	77.20		
69.	Hardy	117.55		
71.	Hardy Bay	289.64		
74.	Peterson	593.69		
76.	Central	391.01		
79.	Mountain	133.62		
81.	Phipps Point	58.58		
82.	St. John Point	224.50		
89.	Kelland	268.82		
91.	Kye Bay	59.20		
93.	Lake Trail	734.31		
94.	Power-house	159.46		
95.	Lever	75.37		
96.	Little River	806.06		
105.	Dove Creek	790.65		
107.	Coleman	625.50		
108.	Left	117.95		
110.	Mitchell	62.89		
111.	Merville	81.01		
112.	Sackville	56.25		
113.	Tsolum River	509.90		
114.	Tyee Valley	53.25		
115.	Williams	105.10		
118.	McLeod	324.00		
120.	Maruya	57.20		
121.	Marsden	94.20		
123.	Muir	84.56		
125.	McKelvie	71.75		
127.	McDonald	214.87		
128.	McCallum	67.15		
131.	Malcolm Island	603.92		
139.	Hudson	56.25		
142.	Embleton	390.42		
148.	Burdwood Bay	173.29		
150.	Hoskyn's	169.76		
150B.	Tell's	168.50		
150C.	Read Island School	183.83		
151.	Guthrie	52.25		
156.	Sharp	267.25		
160.	Frenchman	636.12		
161.	Hern	462.87		
162.	Sayward	584.19		
163.	Port Eusan	257.38		
	Carried forward	$37,240.56	$61,625.78	$973,915.47

COMOX DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$37,240.56	$61,625.78	$973,915.47
REG. NO.			
166. Knutson	98.00		
168. Bold Point	52.50		
185. Cape Mudge	433.25		
188. Heriot Bay	938.51		
189. Hyacinth Bay	750.33		
191. West	255.00		
192. Pidcock	68.50		
196. Island Highway	24,433.23		
200. Maurelle Island	198.25		
203. Marine Drive	106.00		
213. Thulin	299.25		
219. Gadley	90.50		
222. McFarlane	106.75		
228. Ibbotson	400.15		
6A. Courtenay (primary)	1,956.27		
3B. Courtenay (secondary)	411.82		
54B. Courtenay (secondary)	305.86		
34B. Cumberland (secondary)	257.89		
35B. Cumberland (secondary)	54.22		
Sundry roads (units under $50)	1,147.77		
Plant and tools	6,269.34		
Launch	393.87		
Supervision—			
Assistant District Engineer	1,896.69		
Auto	224.13		
Office	1,116.52		
Total, Vote 192—Roads, Trails, etc.		79,505.16	

VOTE 192—BRIDGES: MAINTENANCE.

3. Black Creek	$58.26		
5. Brown	121.25		
6. Burrard	473.28		
9. Brooklyn	184.50		
10. Bunker	498.41		
22. Caljouw	366.67		
27. Cook's (south)	291.70		
28. Royston	457.45		
30. Courtenay Slough	534.27		
31. Couger Creek	80.00		
34. Bayne	152.60		
35. Hastings	359.33		
36. Keewald	713.35		
41. Drew Harbour	1,242.54		
61. Holt	92.18		
74. Cliff	149.88		
76. Johnson	350.00		
77. Hill	50.00		
80. Lamonte	120.00		
83. Tree	129.50		
87. Watt	601.45		
91. Mould	53.75		
105. Mathewson	112.00		
112. Nahwitti	90.00		
115. Oyster River	535.59		
125. Condensery	94.50		
127. Quelhort's	106.25		
133. Rennison	1,137.30		
135. Rosewall	65.55		
144. Kelser	63.10		
150. Sacht Crossing	64.55		
155. Towler	78.15		
158. Third Crossing	138.75		
Carried forward	$9,566.11	$141,130.94	$973,915.47

COMOX DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$9,566.11	$141,130.94	$973,915.47
REG. No.				
177.	Sandhill	122.50		
188.	Sydney	808.95		
189.	Stafford	401.12		
195.	Thames Creek	201.65		
197.	Tsable River	57.66		
213.	Washer Creek	745.90		
214.	Waterloo Creek	168.05		
222.	Anderson	101.62		
227.	Isbister	124.50		
231.	Bank	139.03		
256.	Beaver	98.00		
257.	Halliday	50.00		
258.	Last	100.00		
	Sundry bridges (units under $50)	714.68		
	Total, Vote 192—Bridges: Maintenance		13,399.77	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

174.	Alice Lake	$2,815.73		
175.	Kathleen Lake	2,046.04		
176.	Adams River	1,000.00		
215.	Price Creek	400.00		
217.	Quatse Lake	4,000.00		
	Total, Vote 156—"Mines Development Act," Supplementary		10,261.77	
	Total expenditure, Comox District			164,792.48

COWICHAN-NEWCASTLE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

8.	Mount Benson	$2,488.82		
23.	Cowichan Lake	6,977.69		
39.	Extension	2,492.33		
69.	Nanaimo Lakes	4,194.84		
132.	Island Highway	2,172.87		
163.	Spruston	493.57		
		$18,820.12		

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.

132.	Island Highway	975.25		
	Total, Capital Account—Roads		$19,795.37	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

	Adshead	$116.50		
4.	Barnes	96.90		
7.	Bench	703.79		
8.	Benson	1,350.50		
10.	Bennie–Yellow Point	206.34		
11.	Brenton's	153.50		
12.	Bowden–Vaux	125.00		
13.	Brooks (north)	74.53		
17.	Carmichael's	112.63		
19.	Cavin	97.50		
23.	Cowichan Lake	7,330.41		
24.	Cowichan Lake (north shore)	215.27		
27.	Cowichan Lake (south shore)	73.76		
30.	Code's	70.00		
	Carried forward	$10,726.63	$19,795.37	$1,138,707.95

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$10,726.63	$19,795.37	$1,138,707.95
REG. No.				
31.	Davis	109.50		
32.	Departure Bay	189.74		
36.	Duncan–Sahtlam	234.00		
38.	East Wellington	856.41		
39.	Extension	1,667.21		
40.	Fiddick's	88.00		
48.	Cherry Point	138.04		
50.	Glenora	601.09		
53.	Hillbank	99.72		
55.	Holden–Corso	106.00		
58.	Haslam	367.24		
60.	Howie	75.50		
61.	Indian	337.62		
62.	Jingle Pot	533.99		
67.	Koksilah–Riverside	65.42		
69.	Lakes	2,795.13		
70.	Lakeside	554.44		
71.	Lane	84.32		
73.	Locknor's	882.15		
74.	Lowe's	73.60		
78.	Maxey's	256.03		
84.	Michael	72.00		
85.	Michael and Doole	109.25		
87.	Miller	198.18		
88.	Morden	194.32		
90.	Mountain	281.92		
93.	Neel's	90.31		
95.	Old Koksilah	652.78		
96.	Old School-house	112.52		
98.	Old Victoria	716.93		
101.	Parker	52.52		
103.	Patricia	107.70		
106.	Quennell	684.05		
113.	Sahtlam River	1,394.75		
121.	South Wellington	725.64		
122.	South Forks	50.50		
127.	Thatcher's	650.36		
129.	Thomas–Yellow Point	582.17		
132.	Island Highway	56,518.90		
133.	Vowel's	264.42		
135.	Waterloo	424.93		
140.	Westwood's	332.80		
145.	Wilson	241.23		
147.	Hinks–Parry	256.99		
163.	Spruston	490.32		
168.	Pritchard	140.96		
	Sundry roads (units under $50)	676.87		
	Plant and tools	5,373.73		
	Material Account	407.16		
	Supervision—			
	Assistant District Engineer	2,094.02		
	Auto	566.63		
	Office	1,111.60		
	Total, Vote 192—Roads, Trails, etc.		96,418.24	

VOTE 192—BRIDGES: MAINTENANCE.

15.	Clemclemlitz	$2,771.65		
19.	Cowichan Station	85.45		
21.	Currie	204.13		
23.	Davis	180.23		
27.	Diamond Crossing	160.25		
	Carried forward	$3,401.71	$116,213.61	$1,138,707.95

COWICHAN-NEWCASTLE DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

	Brought forward	$3,401.71	$116,213.61	$1,138,707.95
REG. No.				
29.	Dodd's	391.90		
32.	Wellington	90.72		
34.	Elliott	85.50		
42.	Haslam	65.00		
44.	Hill	94.61		
49.	Jingle Pot, No. 1	150.79		
52.	Jordan	378.67		
57.	Kier's	64.80		
61.	Mainguy	749.05		
69.	Morrison No. 1	285.93		
70.	Morrison, No. 2	220.80		
71.	Morrison, No. 3	99.45		
72.	Morrison, No. 4	94.30		
78.	Nanaimo River, No. 2	256.36		
103.	No name	187.25		
104.	No name	174.31		
105.	No name	161.17		
106.	Norie	88.79		
116.	Robinson's	494.94		
122.	St. Anne's	85.43		
125.	Thatcher's	595.96		
133.	Westwood's	92.32		
	Sundry bridges (units under $50)	338.17		
	Total, Vote 192—Bridges: Maintenance		8,647.93	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

163.	Prospect No. 3, Canadian Collieries	$985.15		
166.	El Capitan	75.00		
167.	Mount Sicker	178.00		
168.	Rhinehart	150.00		
	Total, Vote 156—"Mines Development Act," Supplementary		1,388.15	
	Total expenditure, Cowichan-Newcastle District			126,249.69

CRANBROOK DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

1.	Trans-Provincial Highway (east)	$8,955.84		
	Trans-Provincial Highway (west)	16,471.13		
2.	Cranbrook–Kimberley	19,764.16		
29.	Curzon–Kingsgate	3,273.22		
44.	McGinty	4,692.68		
	Kimberley streets (cement sidewalks)	3,001.10		
	Wardner Bridge (approaches)	7,218.88		
		$63,377.01		

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.

1.	Trans-Provincial Highway (west)	$192.23		
2.	Cranbrook–Kimberley	356.88		
18.	St. Mary Lake	72.07		
		$621.18		
	Total, Capital Account—Roads		$63,998.19	
	Carried forward		$63,998.19	$1,264,957.64

CRANBROOK DISTRICT—*Continued.*

Brought forward		$63,998.19	$1,264,957.64

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Reg. No.		
19. Wardner	$78,460.34	
70. Aldridge	5,057.95	
118. Skookumchuck	9,158.87	
	$92,677.16	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): BRIDGES.

19. Wardner	$25.00	
118. Skookumchuck	87.48	
	$112.48	
Total, Capital Account—Bridges		92,789.64

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Trans-Provincial Highway	$17,573.26		
2. Cranbrook–Kimberley	8,020.80		
3. Mission	898.64		
4. Cranbrook–Gold Creek	799.74		
5. Cranbrook–Baker Mountain	67.50		
6. Cranbrook–Moyie Lake	85.50		
7. Cranbrook–Smith Lake	626.30		
8. Gold Creek Settlement	108.00		
9. Meadowbrook Settlement	234.27		
10. Haha Creek	431.95		
12. Kootenay Orchard	367.45		
13. Buena Vista	91.65		
15. Kootenay–Columbia River	1,806.08		
17. Mission–Wycliffe	455.40		
18. St. Mary Lake	470.39		
19. Playle	308.94		
20. Torrent	870.20		
22. Wycliffe–Cherry Creek	670.10		
23. Clark	1,226.89		
24. Perry Creek	246.72		
25. Kimberley–Sullivan Mine	142.55		
27. Kimberley–North Star	165.70		
29. Curzon Junction–Kingsgate	1,233.39		
31. Eager Hill–Fort Steele	2,372.26		
39. Wardner–Waldo	547.50		
41. Manners	455.79		
43. Cranbrook–Perry Creek	325.16		
44. McGinty	321.25		
45. McPhee	67.50		
46. Baker Estate	125.82		
59. Cranbrook–New Lake	204.22		
63. Kimberley–Morrison Ranch	162.00		
72. Pighin	377.57		
83. Green	57.45		
84. Kelly	146.96		
86. Wycliffe Branch	116.89		
87. Cameron	426.35		
88. McClure	608.12		
94. McKenzie Mills	169.36		
96. Brander	85.00		
103. Skookumchuck Station	53.00		
111. Foster	107.09		
113. Black Bear	216.00		
116. Skookumchuck River	291.95		
Carried forward	$44,138.66	$156,787.83	$1,264,957.64

CRANBROOK DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$44,138.66	$156,787.83	$1,264,957.64
REG. No.				
124.	Godderis	183.40		
129.	Boundary Street, Kimberley	90.59		
130.	Howard Street, Kimberley	178.63		
131.	Spokane Street, Kimberley	198.39		
132.	Ross Street, Kimberley	177.97		
133.	Mark Street, Kimberley	138.51		
136.	Diamond Street, Kimberley	162.00		
143.	Chapman Street, Kimberley	58.86		
163.	Kimberley Avenue, Kimberley	157.39		
164.	Deer Park Avenue, Kimberley	161.73		
165.	Wallinger Avenue, Kimberley	257.40		
185.	Madora Street, Moyie	54.00		
187.	St. Joseph Street, Slaterville	1,089.23		
188.	Brewery Lane, Slaterville	130.91		
202.	Hyde Street, St. Joseph Prairie	387.02		
204.	Abbott Street, St. Joseph Prairie	81.55		
208.	Victoria Avenue, Moyie	54.00		
213.	Kootenay Street, St. Joseph Prairie	449.71		
220.	Aurora Mine	238.78		
230.	Meadowbrook School	162.00		
231.	Douglas	219.56		
233.	Chapman	161.89		
240.	Kennedy	141.72		
243.	Cavin Creek	109.35		
245.	Cassimayook	731.80		
246.	Hanson Avenue, Cranbrook	223.56		
247.	Armstrong Avenue, Cranbrook	51.22		
250.	Cemetery	219.16		
254.	Gauthier	81.00		
401.	Whitefish Trail	93.50		
409.	St. Mary (South Fork) Trail	97.50		
	Sundry (units under $50)	479.50		
	Supervision—			
	General Foreman	2,446.30		
	Office	1,662.96		
	Auto	957.30		
	Total, Vote 192—Roads, Trails, etc.		56,227.05	

VOTE 192—BRIDGES: MAINTENANCE.

14.	Waldo	$263.86		
18.	Newgate	433.90		
20.	Fort Steele	638.00		
35.	St. Mary Lake	158.95		
36.	Wycliffe	568.25		
37.	McPhee	442.02		
62.	Jensen	84.73		
66.	Curzon	62.35		
67.	Kingsgate	931.07		
69.	Yahk	562.27		
72.	Swansea	92.10		
90.	Glenlily	114.33		
91.	Goatfell	214.07		
93.	Hellroaring	134.26		
100.	Skookumchuck	139.81		
108.	Alki Creek	601.75		
138.	Swansea	2,012.10		
170.	Colony	493.98		
176.	Ryan	76.38		
217.	Yahk Slough	1,183.10		
247.	Cotton Creek	52.88		
310.	Miller	94.00		
	Carried forward	$9,354.16	$213,014.88	$1,264,957.64

CRANBROOK DISTRICT—*Continued.*

Vote 192—Bridges: Maintenance—*Continued.*

Brought forward	$9,354.16	$213,014.88	$1,264,957.64
Reg. No.			
311. Spring Creek	94.00		
313. Gold Creek (north)	401.93		
314. Sandberg	200.00		
315. Emil	102.75		
316. Home	298.02		
317. Jarvis	275.89		
318. Concentrator	457.25		
319. Chipka Creek	78.27		
321. Gold Creek Mouth	105.43		
Sundry bridges (units under $50)	367.46		
Total, Vote 192—Bridges: Maintenance		11,735.16	

Vote 192—Protection of River-banks.

Moyie River (at Moyie)	$1,580.31		
St. Mary River (Westport)	14,496.02		
Total, Vote 192—Protection of River-banks		16,076.33	

Vote 156—"Mines Development Act," Supplementary.

Perry Creek	$470.85		
Extension Aurora Mine	700.03		
Smith Lake	99.85		
Standard Mine	134.75		
Total, Vote 156—"Mines Development Act," Supplementary		1,405.48	

Vote 193—Ferries.

Bechtel	$37.80		
Flagstone (Brulette)	270.83		
Total, Vote 193—Ferries		308.63	
Total expenditure, Cranbrook District			242,540.48

CRESTON DISTRICT.

Capital Account—"B.C. Loan Act, 1927," Sec. 6 (*a*): Roads.

29. Canyon–Porthill	$1,000.60		
37. Creston–Erickson	1,526.13		
38. Creston–Goatfell	14,600.66		
100. Nelson–Balfour	10,023.69		
101. Nelson–Castlegar	22,969.76		
102. Nelson–U.S. Boundary	29,608.51		
Kuskanook–Grey Creek	9,594.21		
Creston Warehouse	800.00		
	$90,123.56		

Capital Account—"B.C. Loan Act, 1925," Sec. 6 (*a*): Roads.

113. Robson–Wynndel	81.62		
Total, Capital Account—Roads		$90,205.18	

Capital Account—"B.C. Loan Act, 1927," Sec. 6 (*a*): Bridges.

18. Nelson–Castlegar	$1,823.42		
Total, Capital Account—Bridges		1,823.42	

Vote 192—Maintenance and Minor Betterments: Roads, Trails, and Streets.

1a. Adams	$217.75		
1. Alice	246.00		
15. Beran	112.96		
17. Bonnington	135.00		
18. Boswell–Kuskanook	150.00		
19. Boswell–LaFrance	156.22		
Carried forward	$1,017.93	$92,028.60	$1,507,498.12

CRESTON DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$1,017.93	$92,028.60	$1,507,498.12
23.	Brown	102.00		
25.	Bunker Hill	75.00		
29.	Canyon–Porthill	1,166.46		
32.	Columbia Gardens	50.00		
33.	Columbia River	224.23		
34.	Corn Creek	295.47		
35.	Cory	599.62		
36.	Crawford Bay–Gray Creek	261.49		
37.	Creston–Erickson	227.51		
38.	Creston–Goatfell	2,795.80		
40.	Creston–Kuskanook	1,349.79		
41.	Creston–Lister	230.00		
43.	Creston (west)	226.87		
48.	East Robson (north)	466.75		
55.	4-Mile	75.00		
58.	Fruitvale Subdivision	230.00		
63.	Granite (upper)	612.60		
64.	Gray Creek	300.00		
70.	Harrop–Procter	1,052.19		
74.	Hood	50.00		
78.	Knox	79.05		
82A.	Lewis	304.25		
84.	Lindsay	200.00		
85.	Lister Settlement	359.97		
91.	Marsden's	118.70		
95.	Molly Gibson	342.00		
99.	McMutrie	75.00		
100.	Nelson–Balfour	2,796.29		
101.	Nelson–Castlegar	8,173.49		
102.	Nelson–U.S. Boundary	3,245.24		
104.	Pass Creek	806.46		
105.	Porcupine	106.93		
107.	Procter Townsite	288.16		
109.	Queens Bay–Ainsworth	1,854.92		
110.	Queens Bay–Balfour	477.41		
114.	Rosebud	257.75		
119.	Salmo–Trail	1,811.36		
120.	Samuelson	100.00		
121.	Second Relief	321.59		
122.	Sheep Creek	586.48		
127.	6-Mile	550.95		
128.	Slocan River	719.43		
132A.	Thompson	70.13		
133.	Trail–Pend d'Oreille	3,912.97		
134.	Varseveld	50.00		
142.	Ymir Mine	200.00		
143.	Ymir Townsite	559.48		
144.	Ymir–Wilcox	58.50		
	Sundry roads (units under $50)	345.23		
201.	Anderson Creek	75.00		
227.	Goat River	78.75		
238.	Kokanee	66.00		
263.	Summit Creek	200.00		
271.	Wolf Creek	50.00		
	Sundry trails (units under $50)	108.70		
	Plant and tools	8,084.89		
	Supervision—			
	General Foreman	4,008.05		
	Auto	1,566.40		
	Office	855.75		
	Total, Vote 192—Roads, Trails, etc.		55,273.99	
	Carried forward		$147,302.59	$1,507,498.12

CRESTON DISTRICT—*Continued.*

Brought forward		$147,302.59	$1,507,498.12

VOTE 192—BRIDGES: MAINTENANCE.

Reg. No.			
2.	Ashnola	$1,819.45	
21.	Dundee Road	199.32	
37.	Erickson	280.68	
54.	Grady	69.58	
62.	Hagen	224.00	
84.	Kootenay Valley	1,097.22	
146.	Nelson–Castlegar, No. 8	65.00	
147.	Nelson–Castlegar, No. 9	366.17	
156.	Nelson–Castlegar, No. 18	150.00	
166.	Nelson–U.S. Boundary, No. 10	299.45	
169.	Nelson–U.S. Boundary, No. 13	100.00	
171.	Nelson–U.S. Boundary, No. 15	719.90	
189.	Pass Creek, No. 4	62.79	
190.	Pass Creek, No. 5	52.78	
215.	Salmo–Trail, No. 1	150.00	
217.	Salmo–Trail, No. 3	135.00	
219.	Salmo–Trail, No. 5	233.99	
225.	Second Relief, No. 4	200.00	
226.	Second Relief, No. 5	275.00	
227.	Second Relief, No. 6	325.00	
233.	Sheep Creek, No. 3	150.09	
242.	Silver King, No. 4	61.32	
243.	Silver King, No. 5	80.00	
245.	Silver King, No. 7	100.00	
277.	Trail–Pend d'Oreille, No. 11	2,798.38	
	Sundry bridges (units under $50)	365.41	
	Total, Vote 192—Bridges: Maintenance		10,380.53

VOTE 192—PROTECTION OF RIVER-BANKS.

Salmon River (at Salmo)	$790.52	
Total, Vote 192—Protection of River-banks		790.52

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Roads.

Molly Gibson	$300.00		
Silver Crest Mine	100.00		
Salmon River (North Fork)	1,745.65		
Goodenough	150.00		
Porcupine Creek	499.95		
Ymir Mine	600.00		
Hudson Bay Mine–Aspen Mine	500.00		

Trails.

Cultus Creek	751.10		
Euphrates	200.00		
Humming Bird	50.00		
Salmo–Consolidated	224.00		
Anderson Creek	50.00		
Athabasca–Venus	137.50		
Bird	50.00		
Hall	50.00		
Ivy Fern	100.00		
Kokanee Lake	50.00		
Lockhart	100.00		
Rainbow	50.00		
Carried forward	$5,708.20	$158,473.64	$1,507,498.12

CRESTON DISTRICT—*Continued.*

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY —*Continued.*

Brought forward	$5,708.20	$158,473.64	$1,507,498.12
Trails—Continued.			
Rover	100.31		
Senora	50.00		
Wolf Creek	50.00		
Total, Vote 156—"Mines Development Act," Supplementary		5,908.51	
VOTE 193—FERRIES.			
Harrop–Long Beach	$3,834.90		
Kootenay River Reclamation Farm	2,167.82		
Total, Vote 193—Ferries		6,002.72	
Total expenditure, Creston District			170,384.87

DELTA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

REG. NO.			
9A.	Trans-Provincial Highway	$9,324.99	
18B.	Scott Road Hill	565.60	
23A.	Trans-Provincial Highway (fills)	1,937.28	
40B.	Boundary Bay	3,353.84	
	Total, Capital Account—Roads		$15,181.71
	VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
9A.	Trans-Provincial Highway	$11,889.81	
17B.	Semiamo	238.94	
18B.	Scott	4,047.54	
23A.	Trans-Provincial Highway	9,450.62	
40B.	Boundary Bay	649.45	
	Barnston Island	159.78	
	Bear Creek Settlement	500.00	
	Boothroyd–State	500.00	
	Coast Meridian	282.50	
	County Lane–Rinn	1,000.00	
	Plant and tools	1,150.00	
	Supervision—		
	Assistant District Engineer	1,734.05	
	Office	713.60	
	Auto	909.84	
	Total, Vote 192—Roads, Trails, etc.		33,226.13
	VOTE 192—BRIDGES: MAINTENANCE.		
10.	Canoe Pass	$1,366.95	
	Total, Vote 192—Bridges: Maintenance		1,366.95
	VOTE 193—FERRIES.		
	Barnston Island	$2,138.69	
	Total, Vote 193—Ferries		2,138.69
	Total expenditure, Delta District		51,913.48

DEWDNEY DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

7.	Deroche–Harrison Bay	$19,502.42	
16.	Ioco–Port Moody	12,331.04	
	Kanaka Creek–Albion (gravelling)	5,074.14	
	Carried forward	$36,907.60	$1,729,796.47

DEWDNEY DISTRICT—*Continued.*

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS —*Continued.*

Brought forward	$36,907.60		$1,729,796.47
Mission Bridge (approaches)	783.24		
Stave River Cut-off	25,434.77		
Washington Street (retaining-wall)	1,593.75		
Total, Capital Account—Roads		$64,719.36	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Dewdney	$10,045.80		
Ioco–Port Moody	5,780.26		
Mission	18,209.22		
Stave River	26,269.52		
Total, Capital Account—Bridges		60,304.80	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.				
1.	Athey	$66.25		
5.	Dale	315.72		
7.	Dewdney Trunk (Sec. 7)	1,101.58		
	Dewdney Trunk (Sec. 8)	1,440.78		
	Dewdney Trunk (Sec. 9)	370.50		
9.	Durieu	129.54		
11.	Farms	822.36		
13.	Hawkins–Pickles	85.20		
14B.	North	829.27		
15.	Hyde and Baker	375.90		
16.	Ioco–Port Moody	273.60		
17.	Ioco–Sunnyside	1,098.60		
18.	Johnston	207.60		
19.	Jones	108.90		
21.	Knowles	582.23		
22.	Malcolm	87.00		
24.	McDonald	87.90		
25A.	Ontario Street–River Road	6,166.15		
26A.	Dewdney Trunk (Sec. 2)	2,159.26		
27A.	Dewdney Trunk (Sec. 3)	4,516.94		
28A.	Dewdney Trunk (Sec. 4)	1,376.67		
28.	Norton	81.60		
29.	Newton	293.70		
29A.	Washington	1,765.11		
30A.	Dewdney Trunk (Sec. 6)	8,233.73		
30.	Nicomen Island Trunk	949.20		
33.	North Nicomen	143.40		
33A.	Dewdney Trunk (Sec. 1A)	690.69		
34A.	Dewdney Trunk (Sec. 1)	604.36		
35.	Rennie	593.10		
37.	Rowan	148.40		
38.	Salvaster	1,741.30		
38A.	Harbour	68.70		
41.	Stave Lake	4,715.63		
42.	Sterling	155.40		
42B.	Clark	723.60		
43.	Taylor	91.20		
45.	Tremblay	406.61		
47.	Upper Pitt	178.80		
48.	Ioco Townsite	231.60		
51.	Ioco–Belcarra	277.20		
52.	McKimmon	71.40		
54.	McNeil	648.00		
	Sundry roads (units under $50)	298.87		
	Material Account	351.35		
	Plant and tools	5,901.02		
	Carried forward	$51,565.92	$125,024.16	$1,729,796.47

DEWDNEY DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$51,565.92	$125,024.16	$1,729,796.47
Haney Warehouse	427.60		
Dewdney Dyking District (road-protection)	1,000.00		
	$52,993.52		
Less contribution, Salvaster Road, Western Power Co., Ltd.	2,500.00		
	$50,493.52		
Supervison—			
Assistant District Engineer	2,686.77		
Office	990.13		
Auto	1,195.33		
Total, Vote 192—Roads, Trails, etc.		55,365.75	

VOTE 192—BRIDGES: MAINTENANCE.

REG. No.		
1.	Aliceville	$153.75
5.	Government	75.00
6.	Gunn	63.65
8.	Ioco Creek	92.68
15.	Scott	72.10
16.	School Creek	75.00
17.	Wharf Creek	170.00
18.	Coquitlam	522.04
41.	Pitt River	2,436.29
43.	Blaney	96.70
45.	Feeney	297.32
51.	Albion	162.62
53.	Whonnock	55.84
94.	McDonald, No. 4	53.07
99.	Red (old)	158.58
101.	Donatelli	414.64
102.	Coney	277.15
104.	Silver Creek	527.71
105.	Millburn	135.20
107.	Shooke	201.53
116.	Eagle Hill	152.37
117.	Hopkins	145.73
119.	Paine	100.62
132.	Bouchier	53.76
142.	Grant	73.78
152.	Quealinenich	521.19
155.	Silas	57.27
156.	George	81.28
157.	Tom	164.00
	Mission, C.P.R.	7,723.86
	Sundry bridges (units under $50)	735.27
	Total, Vote 192—Bridges: Maintenance	15,850.00

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Pitt Lake	$943.00	
Total, Vote 156—"Mines Development Act," Supplementary		943.00

VOTE 193—FERRIES.

Mission	$1,435.26	
Total, Vote 193—Ferries		1,435.26
Total expenditure, Dewdney District		198,618.17
Carried forward		$1,928,414.64

ESQUIMALT DISTRICT.

Brought forward			$1,928,414.64
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Church	$2,407.48		
Frayne's	500.00		
Island Highway, Malahat	24,719.52		
Island Highway, Golden Gate Hill	165.00		
Jordan River	2,460.76		
Metchosin	499.97		
Meredith	602.06		
Murray	398.44		
Rough Creek Bridge approach	865.75		
Shawnigan Lake Cut-off	7,498.07		
Shawnigan Lake (west side)	9,910.21		
Sooke–Luxton	5,392.34		
Sooke (east)	8,229.08		
Sooke	426.62		
West Coast survey	10,618.86		
Wilder Hill–Fisher	394.00		
	$75,088.16		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Island Highway, Malahat	648.50		
Total, Capital Account—Roads		$75,736.66	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
Gillespie Road Extension	$433.65		
Niagara Canyon	7,838.30		
Parsons	49,987.20		
Rough Creek	3,240.90		
Total, Capital Account—Bridges		61,500.05	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
1. Albert Head	$106.50		
3. Atkins	240.00		
6. Admiral's	1,135.80		
7. Bamberton	642.64		
9. Barrows	89.00		
10. Battersby	51.00		
11. Bazett	75.00		
15. Belmont	188.75		
16. Bennett, Jas.	74.50		
19. Beresford	65.75		
23. Brown's	75.00		
24. Burnside	56.56		
26. Cameron–Taggart's	157.26		
27. Chapman (new)	75.00		
28. Chapman (old)	156.25		
29. Cherry Point	104.00		
30. Clark's Head	50.00		
32. Colwood	153.08		
33. Church	103.00		
34. Coleman	50.00		
35. Craigflower	95.00		
36. Cuthbert	100.00		
38. Deacon's	272.00		
39. Deloume	144.12		
40. Denman's	95.00		
Dumbleton's	50.75		
46. Dougan	50.00		
47. East Sooke	813.41		
Carried forward	$5,269.37	$137,236.71	$1,928,414.64

ESQUIMALT DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$5,269.37	$137,236.71	$1,928,414.64
50.	Finlayson Arm	96.13		
51.	Fisher	95.00		
53.	Freeman	75.00		
58.	Grant	165.00		
60.	Goldstream	1,639.09		
61.	Goldstream Cross	156.00		
66.	Gillespie	75.00		
67.	Hall and Hawkins	50.00		
68.	Halhead	318.80		
69.	Happy Valley	4,946.48		
73.	Helmcken	50.00		
76.	Island Highway	25,589.55		
77.	Island	91.50		
79.	Jordan River	1,347.96		
82.	Kemp's	150.00		
83.	King's	50.00		
84.	Koksilah–Riverside	170.40		
85.	Labonnes	87.45		
86.	Lafortune	70.00		
87.	Lagoon	121.44		
90.	Latoria	230.50		
91.	Lakeside	135.00		
95.	Lighthouse	129.20		
96.	Manley	54.76		
97.	Maple Avenue	71.50		
98.	Mackenzie–Luxton	58.50		
99.	Metchosin	1,986.94		
100.	Metchosin Cross	238.00		
101.	Millstream	346.50		
102.	Millstream Lake	533.75		
111.	Muir Avenue	171.25		
112.	Munn's	545.47		
113.	Murray	50.00		
116.	Otter Point	740.79		
117.	Old Trunk	1,340.81		
126.	Phillips	105.75		
127.	Pike Lake	50.00		
129.	Parkinson's	722.75		
130.	Quarantine	340.50		
132.	Rocky Point	705.80		
133.	Ross–Durrance	523.51		
139.	Shirley	225.00		
140.	Sheppard's	60.00		
141.	Shawnigan–Mill Bay Cross	379.61		
142.	Silver Mine	82.25		
145.	Sawyer	117.25		
147.	Sooke	18,251.00		
148.	Sooke River	215.63		
149.	Station	714.17		
150.	Summit	918.75		
152.	Sylvester	87.50		
154.	Taylor	53.48		
155.	Telegraph	2,652.51		
156.	Thains	50.00		
157.	Thetis Lake	50.75		
162.	Whiffen Spit	175.00		
165.	Wilkinson	166.00		
169.	Woodland's	136.50		
172.	Wright's	50.00		
174.	Young's Lake	75.00		
175.	Florence Lake	145.00		
179.	Rainbow	50.00		
	Carried forward	$74,350.85	$137,236.71	$1,928,414.64

ESQUIMALT DISTRICT—*Continued.*

Vote 192—Maintenance and Minor Betterments: Roads, Trails, and Streets—*Continued.*

Reg. No.				
	Brought forward	$74,350.85	$137,236.71	$1,928,414.64
180.	Rosebank	1,105.33		
185.	Foord's	150.00		
186.	Forrest	121.25		
187.	Harrison's	101.50		
189.	Lonsdale	450.50		
210.	Cannery Trail	326.04		
211.	Brown's Trail	243.64		
212.	School Trail	354.50		
	Sundry roads (units under $50)	775.51		
	Plant and tools	5,914.20		
	Material	2,507.02		
	Supervision—			
	General Foreman	2,679.88		
	Office	1,870.25		
	Auto	1,254.88		
	Launch	28.00		
	Total, Vote 192—Roads, Trails, etc.		92,233.35	

Vote 192—Bridges: Maintenance.

16.	Coal Creek Hill	$250.50		
17.	Coal Creek	2,802.09		
20.	Burnside	548.92		
41.	Sooke Lake Road	461.37		
44.	Jordan River Road	623.00		
57.	Jordan River Road	305.88		
84.	Parsons	6,433.88		
90.	Sooke Road (twin bridges)	393.00		
123.	Island Highway	672.05		
126.	Arbutus	4,180.57		
136.	Island Highway	2,903.78		
175/6.	Telegraph Road (twin bridges)	485.51		
196.	West Shawnigan Lake Road	406.16		
197.	West Shawnigan Lake Road	599.50		
201.	Meredith	232.84		
	San Juan Wharf (trestle approach)	3,821.99		
	Sundry bridges (units under $50)	682.94		
	Total, Vote 192—Bridges: Maintenance		25,803.98	
	Total expenditure, Esquimalt District			255,274.04

FERNIE DISTRICT.

Capital Account—"B.C. Loan Act, 1927," Sec. 6 (*a*): Roads.

Corbin Road	$26,303.97		
G.N. Diversion	6,367.62		
Settlers' roads	4,170.49		
Trans-Provincial Highway	10,925.99		
East approach, Wardner Bridge	6,073.02		
Kootenay-Columbia (Wasa Fill)	3,062.47		
Kootenay-Columbia (Island Pond Diversion)	34,483.23		
Total, Capital Account—Roads		$91,386.79	

Capital Account—"B.C. Loan Act, 1927," Sec. 6 (*a*): Bridges.

67.	Morrissey	$3,550.48		
99.	Alexander Creek	3,247.96		
136.	Canyon Creek	1,411.32		
137.	Brady	1,413.24		
	Carried forward	$9,623.00	$91,386.79	$2,183,688.68

FERNIE DISTRICT—*Continued.*

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES —*Continued.*

Brought forward	$9,623.00	$91,386.79	$2,183,688.68
REG. NO.			
138. Ferguson	395.88		
139. Fraser	895.58		
140. Woodland	1,374.81		
141. Hayne	1,440.00		
Total, Capital Account—Bridges		13,729.27	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Trans-Provincial Highway	$14,264.55		
2. Wardner–Gateway	570.57		
3. Elko–Roosville	2,284.68		
4. Elk Valley	1,814.30		
6. Bull River (south)	189.35		
8. Sand Creek	436.13		
10. Elko–Waldo	725.35		
11. Gateway–Roosville	74.00		
12. Fernie–Lizard Creek	166.00		
13. Fernie–Coal Creek	700.00		
17. Wilson Creek–Mansfield's Ranch	114.25		
18. Gateway Ferry	100.00		
19. Flathead Valley	228.71		
30. Elko–South Forks	81.25		
31. Fort Steele–Wildhorse	271.50		
32. Roosville–Flagstone	60.72		
34. Lewis Creek	164.85		
41. Wolf Creek	59.50		
47. McDougall's	50.00		
48. Maus Creek	95.11		
51. McBane's Lake	182.23		
55. Fernie Cemetery	254.38		
66. Premier	66.00		
78. Elimer	98.25		
85. McDonald Avenue	75.00		
91. Riverside Avenue	75.00		
93. Kootenay–Columbia	2,999.33		
94. Kootenay–Columbia	2,262.12		
99. Rock Lake	62.73		
101. Taylor's Mill	219.50		
116. Hyacinth	218.51		
123. Spreull's	717.77		
Sundry roads (units under $50)	600.59		
Plant and tools	4,864.08		
Material	1,297.58		
Supervision—			
Assistant District Engineer	2,850.60		
Office	1,844.92		
Auto	784.55		
Total, Vote 192—Roads, Trails, etc.		41,923.96	

VOTE 192—BRIDGES: MAINTENANCE.

2. Hosmer	$160.45		
8. Elkmouth	129.58		
10. Old Town	63.14		
12. Michel	67.00		
17. Newgate Slough	169.50		
51. Water's Ranch	775.09		
55. Fairy Creek	138.10		
61. Tipple	342.75		
73. Subway	557.78		
Carried forward	$2,403.39	$147,040.02	$2,183,688.68

FERNIE DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$2,403.39	$147,040.02	$2,183,688.68
REG. NO.			
74c. Elkmouth (small)	159.37		
75. McDougall's Mill	467.92		
78. Sand Creek (lower)	1,937.31		
111. Lizard Creek	896.40		
116. Sand Creek	1,124.08		
123. 4-Mile	91.50		
128. Woods	253.35		
142. Betania	150.00		
144. Bryant's	481.80		
145. Boardman	324.66		
146. Swinton	4,279.61		
147. Tunnell	879.40		
148. Canadian Pacific	1,801.94		
149. Williams	1,766.73		
Sundry bridges (units under $50)	318.11		
Total, Vote 192—Bridges: Maintenance		17,335.57	

VOTE 192—PROTECTION OF RIVER-BANKS.

Michel Creek, Natal	$605.60		
Michel Creek, Mile 25.2 (east)	2,221.04		
Elk River	1,093.11		
West Fernie	82.50		
Total, Vote 192—Protection of River-banks		4,002.25	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Road to Great Western Group, Sand Creek	$350.00		
Total, Vote 156—"Mines Development Act," Supplementary		350.00	
Total expenditure, Fernie District			168,727.84

FORT GEORGE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): BRIDGES.

Cutbank Bridge	$2,281.72		
Total, Capital Account—Bridges		$2,281.72	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Prince George (south) (Cariboo Road)	$8,497.41		
Prince George (west)	13,678.61		
Peace River roads	9,954.39		
Prince George (east)	22,372.80		
Prince George–Shelley	2,040.44		
Total, Capital Account—Roads		56,543.65	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Cutbank	$9,727.22		
Mud River	2,717.78		
9-Mile Gulch	4,973.69		
Miller	3,554.41		
Goat Creek	1,066.47		
Total, Capital Account—Bridges		22,039.57	
Carried forward		$80,864.94	$2,352,416.52

FORT GEORGE DISTRICT—*Continued.*

Brought forward		$80,864.94	$2,352,416.52

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.				
1.	Aleza Lake–Newlands	$287.78		
7.	McBride, Main Street	965.25		
8.	Jenks	67.49		
9.	Chilako	793.09		
11.	Davie's	77.00		
14.	Dome Creek–Kidd	624.05		
15.	Wright Creek	406.85		
20.	Gerlitzki	99.75		
23.	Fort George–Blackwater	199.75		
24.	Fort George–Chief Lake	5,295.32		
25.	Cariboo	6,506.36		
26.	Fort George–Hazelton	6,688.71		
27.	Fort George–Giscome	4,813.60		
28.	Fort George–Isle Pierre	2,226.00		
30.	Foreman	251.97		
31.	Willow River–Shelley	148.24		
34.	Goose Country	713.12		
35.	Giscome Station (south)	196.37		
36.	Mint's	70.00		
40.	Red Rock–Fraser Canyon	335.49		
41.	Evasko	76.08		
42.	Young	743.22		
43.	Hofercamp	123.37		
50.	McBride–Cariboo	441.25		
51.	McBride (east)	300.50		
52.	Nichol–Isle Pierre	590.65		
53.	McBride–Dunster	1,217.86		
54.	Mud River (south)	786.72		
57.	Nichol–Bednesti	845.98		
60.	Buckhorn Lake	150.12		
69.	Ellis	92.00		
70.	Peden–Fraser River	147.86		
71.	Standing	248.99		
72.	Cadieux	105.00		
73.	Willow River–Giscome Portage	373.93		
74.	Willow River	1,102.70		
75.	West Lake–Fraser River	153.50		
76.	Rolla–Fort St. John	603.56		
77.	Grande Prairie	646.87		
78.	Hudson Hope–Grande Canyon	333.00		
79.	Harvey	150.00		
80.	South Pine	98.00		
81.	Jones	78.12		
82.	Hudson Hope–Red River	144.00		
83.	Gunn	289.75		
84.	Croydon–Dunster	495.33		
85.	Bevier	1,715.46		
87.	Barnett	94.87		
88.	Allen	498.75		
90.	Mirch Lake	547.12		
94.	Erickson	826.94		
110.	Williams	77.87		
111.	Mount Robson	1,370.71		
120.	Croydon (west)	93.50		
123.	Newlands (north)	1,063.86		
126.	Hornby	84.24		
127.	Anderson	481.87		
131.	McGaghran	51.74		
135.	Shelley (east)	811.86		
138.	Kinney	117.50		
140.	Johnson	71.25		
147.	Cumming	100.00		
	Carried forward	$49,112.09	$80,864.94	$2,352,416.52

FORT GEORGE DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$49,112.09	$80,864.94	$2,352,416.52
REG. No.				
153.	McBride (south)	249.75		
161.	Central Avenue	300.00		
167.	Hutchinson	192.25		
170.	Scattergood	127.50		
173.	Garratt	62.00		
178.	Sunset	364.87		
184.	Hartley Flats–Shelley	68.00		
199.	Rolla Landing	92.62		
212.	R.A., No. 3	92.50		
218.	R.A., No. 9	113.12		
219.	R.A., No. 10	489.99		
220.	R.A., No. 11	765.12		
225.	R.A., No. 16	271.37		
227.	R.A., No. 18	265.74		
231.	R.A., No. 22	352.88		
232.	R.A., No. 23	146.00		
234.	R.A., No. 25	98.20		
236.	R.A., No. 27	98.22		
239.	R.A., No. 30	291.32		
247.	R.A., No. 38	174.00		
255.	R.A., No. 46	197.50		
510.	Nelson trails	50.62		
	Sundry roads (units under $50)	776.12		
	Plant and tools	13,502.24		
	Stable	772.21		
	Camp equipment	1,063.01		
	Supervision—			
	Prince George and Pouce Coupe, two General Foremen and two offices	7,746.12		
	Two autos	1,225.01		
	Total, Vote 192—Roads, Trails, etc.		79,060.37	

VOTE 192—BRIDGES: MAINTENANCE.

18.	Bissett's	$95.31		
20.	Buffalo	124.25		
73.	Mud River	211.87		
79.	McMillan, No. 2	200.00		
89.	Nechako	84.25		
104.	Miller	106.00		
130.	Wright Creek	124.95		
140.	Squirrel Creek	916.75		
145.	6-Mile	400.00		
148.	21-Mile Creek	250.00		
159.	Cutbank, No. 1	689.72		
244.	Willow River	325.00		
303.	Hall	124.54		
305.	Hanson	75.25		
327.	Morrison	137.08		
363.	Roussell	147.00		
398.	Tradestra, No. 1	51.25		
399.	Tradestra, No. 2	51.25		
429.	Pilot, No. 1	150.00		
430.	Pilot, No. 2	150.00		
529.	Fraser River (McBride)	1,262.85		
558.	Knudson, No. 2	88.12		
569.	Sunset	256.13		
592.	12-Mile	60.50		
628.	Josephine Creek	1,099.35		
638.	Morgan	351.96		
639.	Irvin	60.00		
640.	Sweet Creek, No. 2	1,853.44		
	Carried forward	$9,446.82	$159,925.31	$2,352,414.52

FORT GEORGE DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$9,446.82	$159,925.31	$2,352,414.52
REG. No.			
642. Iverson	155.00		
643. 6-Mile	62.12		
645. Bonnett	357.34		
646. Fyfe	124.75		
647. Bertschi, No. 1	402.87		
648. Hediger	299.49		
651. Dale	111.50		
653. Bertschi, No. 2	499.44		
655. Shelley Heights	322.00		
656. Eaglet Creek	1,936.66		
657. Horse Creek	3,245.22		
658. McPhee	75.00		
Forest Gulch	525.16		
Sundry bridges	251.34		
Plant	1,572.00		
Total, Vote 192—Bridges: Maintenance		19,386.71	

VOTE 193—FERRIES.

3. Indian Reserve	$1,856.61		
8. Taylor Flats	6,624.42		
9. Isle Pierre	1,178.99		
10. Shelley	981.92		
11. Cariboo	895.33		
12. Croydon	371.97		
Total, Vote 193—Ferries		11,909.24	
Total expenditure, Fort George District			191,221.26

GRAND FORKS-GREENWOOD DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Kettle River (west) (Rock Creek–Carmi)	$12,214.40		
Bridesville Summit–Santa Rosa Creek	10,285.24		
Cooper Bridge Fill	4,047.28		
Cascade–Paulson	2,498.75		
Christine Lake (west)	500.00		
Grand Forks–Cascade, No. 4	.....		
Total, Capital Account—Roads		$29,545.67	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Beaverdell	$4,389.94		
Cooper	18,284.93		
Rock Creek–Kettle River	12,250.46		
Lower Cascade	21,845.85		
High	.....		
Total, Capital Account—Bridges		56,771.18	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1. Anaconda–No. 7 Road	$146.00		
3. Baker Creek	193.00		
4. Bridesville Summit–Santa Rosa Summit	11,730.95		
5. Beaver Creek	53.00		
6. Beaverdell Station	246.50		
7. Boltz	57.00		
8. Boundary Creek	241.25		
9. Bridesville–Molson	192.50		
Carried forward	$12,860.20	$86,316.85	$2,543,637.78

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$12,860.20	$86,316.85	$2,543,637.78
10.	Camp McKinney–Rock Creek Crossings	225.00		
13.	Caron	373.00		
14.	Cascade–Laurier	210.00		
15.	Cascade–Paulson	1,729.50		
17.	Christine Lake (east) roads	222.00		
18.	Christine Lake (west) roads	2,276.00		
19.	Deadwood	126.00		
21.	Eholt–Moore	57.50		
24.	Fish Lake	225.00		
26.	Grand Forks–Carson (north)	182.75		
27.	Grand Forks–Carson (south)	464.25		
28.	Grand Forks–Cascade (south)	188.00		
29.	Grand Forks–Eholt	50.50		
30.	Grand Forks–Franklin	2,347.16		
31.	Grand Forks–Hardy Mountain	354.77		
32.	Grand Forks–Lynch Creek	1,392.25		
33.	Greenwood–Phoenix	157.00		
36.	Ingram Mountain roads	235.25		
37.	James Lake	59.94		
40.	Kerr Creek	642.50		
42.	Kettle River (main)	2,017.00		
43.	Kettle River (west)	1,316.90		
45.	Long Lake–Jewel Mine	159.25		
46.	Lynn Creek	100.00		
47.	McCarren Creek	670.75		
49.	Meyers Creek	552.50		
50.	Mill Creek–Grand Forks	256.50		
51.	Moody Creek–Cascade	100.00		
52.	Morrissey Creek (east)	166.00		
54.	Nicholson Creek	518.65		
59.	Pass Creek–Rock Candy	58.00		
61.	Rock Creek–Myncaster	199.35		
62.	Rock Mountain–Myncaster	176.41		
63.	Rock Mountain–Bridesville	295.00		
64.	Rock Mountain roads	115.85		
65.	Summit–Phoenix	241.25		
66.	Sutherland Creek roads	632.50		
68.	Valley roads (south)	123.75		
69.	Valley roads (west)	.....		
70.	Vernon–Edgewood	243.25		
71.	Wallace Mountain roads	1,952.00		
22A.	Primary Highway, City of Grand Forks	2,332.19		
	Sundry roads	194.25		
73.	Midway Cemetery	234.85		
	Plant and tools (trucks, tractors, and tools)	7,626.26		
	Camp equipment	16.25		
	Supervision—			
	Foreman's wages and expenses	4,977.85		
	Office expenses	1,539.83		
	Autos A–16 and A–17 (gasoline, repairs, etc.)	1,246.07		
	Total, Vote 192—Roads, Trails, etc.		52,441.03	

VOTE 192—BRIDGES: MAINTENANCE.

16–8.	Blythe	$85.00		
16–9.	Boundary City	88.50		
16–10.	Boundary Falls	539.03		
16–21.	Carmi	81.00		
16–23.	Carson	64.75		
16–24.	Cascade (lower)	495.50		
16–25.	Cascade (upper)	60.50		
16–30.	Cooper	82.75		
	Carried forward	$1,497.03	$138,757.88	$2,543,637.78

GRAND FORKS-GREENWOOD DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$1,497.03	$138,757.88	$2,543,637.78
REG. NO.			
16–41. First Street	81.22		
16–45. Floyd	84.00		
16–51. Hardy	287.16		
16–55. Ingram	101.25		
16–61. Kettle River	464.65		
16–87. Midway	83.95		
16–90. Nicholson	411.50		
16–95. Paulson	58.00		
16–100. Rock Creek	50.00		
16–104. Sater	75.00		
16–110. Suspension	83.25		
16–117. Westbridge	100.00		
16–118. White Cabin	100.00		
16–120. Williamson (upper)	81.34		
16–121. Williamson (lower)	149.82		
Sundry bridges	248.09		
Total, Vote 192—Bridges: Maintenance		3,956.26	
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
D.A. Mine	$150.00		
Grand Forks City	36.60		
Halifax Group	200.00		
Molly Gibson	49.00		
Vendella	200.00		
Total, Vote 156—"Mines Development Act," Supplementary		635.60	
Total expenditure, Grand Forks-Greenwood District			143,349.74

ISLANDS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
West Road	$1,873.94		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Saltspring Island (main)	10,867.04		
West Road and Horth Cross-road	9,758.46		
Beaver Point–Beddis	874.44		
Cranberry	2,010.74		
Rainbow Extension	855.41		
Vesuvius	500.58		
Total, Capital Account—Roads		$26,740.61	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
4. Beacon Avenue	$1,155.17		
6. Birch	62.00		
7. Breed's Cross	254.61		
8. Centre	181.35		
10. Chalet	113.83		
14. East Saanich	2,504.94		
15. Horth Cross	552.13		
18. Madrona Drive	128.99		
19. Marine Drive	520.27		
20. Oaklands Avenue	114.30		
22. West Saanich	2,422.63		
31. School Cross	1,091.02		
32. James Point	110.00		
33. Second Street	622.75		
34. Third Street	1,101.97		
Carried forward	$10,935.96	$26,740.61	$2,686,987.52

ISLANDS DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$10,935.96	$26,740.61	$2,686,987.52
35.	Fourth Street	65.64		
36.	Fifth Street	443.83		
37.	Sixth Street	106.59		
39.	Centre	452.16		
41.	Eastholme	97.38		
42.	East	286.77		
45.	Main	405.07		
48.	School	115.61		
50.	Silver Law	72.90		
51.	Taylor	102.00		
52.	Burrell	100.00		
54.	Cook's	127.88		
57.	Main (north end)	748.42		
58.	Main (south end)	186.10		
63.	David's	75.00		
68.	Galligher	100.00		
70.	Horton Bay	150.00		
71.	Main	288.38		
72.	Point Comfort	214.75		
83.	Otter Point	157.50		
85.	Port Washington	354.99		
87.	Razor Point	396.00		
89.	Otter Point (south)	106.50		
90.	Boulder	127.00		
90A.	Hope Bay	415.85		
93.	Spalding's	182.38		
94.	Deep Bay	171.07		
95.	Page	98.43		
100.	Nixon's	74.62		
102.	Thetis Main	250.05		
105.	Atkins	134.50		
106.	Beddis	321.75		
107.	Beaver Point	407.82		
108.	Broadwill	95.00		
110.	Burgoyne	158.79		
112.	Collins–Crofton	257.64		
113.	Cranberry	685.66		
115.	Cusheon Lake	125.67		
116.	Divide	2,213.46		
119.	Eperon	100.00		
120.	Fernwood	246.21		
121.	Ganges (upper)	317.67		
122.	Ganges (lower)	405.13		
124.	Hill–Brantford	70.87		
132.	Mahon–Mansell	177.95		
133.	McFadden	156.60		
135.	North End	378.08		
137.	Pollinger–Wilkinson	255.60		
138.	Rainbow	668.65		
140.	Robinson	138.12		
143.	Scott	145.14		
144.	Smith's, No. 1	105.00		
146.	Stark's	75.00		
148.	Toynbee	183.82		
149.	Tripp	70.50		
151.	Vesuvius	310.00		
152.	Walker's Hook	381.00		
157.	Swartz Bay	76.50		
159.	Wilson	102.00		
162.	Montague	200.00		
165.	Village Bay	150.00		
167.	Clam Bay	123.70		
170.	Isabella Point	110.50		
	Carried forward	$26,757.16	$26,740.61	$2,686,987.52

ISLANDS DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$26,757.16	$26,740.61	$2,686,987.52
REG. No.				
173.	Wright's	70.00		
176.	Lyall Harbour	273.75		
193.	Yarrows	117.30		
195.	Barrett	125.00		
199.	Enke (Higgs)	95.60		
205.	Churchill	122.89		
209.	Claton	92.00		
212.	Grimmer	61.75		
	Kuyper Island	299.75		
	Bittaincourt	61.50		
	Stewart's	205.00		
305.	Lyall Harbour Trail	234.88		
306.	Lighthouse Trail	191.25		
308.	Roman's Trail	54.50		
312.	Laundry's Trail	73.50		
	Sundry roads (units under $50)	960.86		
	Plant and tools	5,007.42		
	Camp equipment	100.00		
	Supervision—			
	General Foreman	2,936.90		
	Office	2,143.84		
	Auto	895.37		
	Launch	1,014.20		
	Total, Vote 192—Roads, Trails, etc.		41,894.42	

VOTE 192—BRIDGES: MAINTENANCE.

2.	Ackerman	$494.72		
13.	Canal	100.00		
29.	Wales	372.27		
31.	Hogan's	461.75		
32.	Collins	402.98		
35.	Kuper	1,149.11		
45.	Blackburn	50.76		
	Total, Vote 192—Bridges, Maintenance		3,031.59	
	Total expenditure, Islands District			71,666.62

KAMLOOPS DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.

Kamloops–Salmon Arm Road (credit)	$489.98		

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

North Thompson surveys	$3,629.51		
Kamloops–Nicola Road	8,047.20		
Kamloops–Savona Road	18,697.86		
Savona–Cache Creek Road	6,002.93		
Kamloops–Chase Road	2,564.28		
Settlers' roads	2,584.77		
North Thompson (east side) Road	5,967.88		
	$47,494.43		
Total, Capital Account—Roads		$47,004.45	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Savona Bridge	$45,378.80		
Total, Capital Account—Bridges		45,378.80	
Carried forward		$92,383.25	$2,758,654.14

KAMLOOPS DISTRICT—*Continued.*

Brought forward	$92,383.25	$2,758,654.14

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Reg. No.			
1.	Adams Lake	$1,196.00	
2.	Armour	50.00	
5.	Barnes Creek	50.00	
6.	Barriere River	1,449.87	
7.	Barriere Townsite	345.75	
8.	Barriere Bridge	50.00	
9.	Beaton–Fish Lake	187.00	
10.	Birch Island–Lost Creek	150.00	
11.	Boulder Mountain	469.92	
12.	Bulmer–Fraser–Palmer	100.00	
13.	Cache Creek–Deadman Creek	150.00	
14.	Campbell Creek	50.00	
15.	Cannell	50.00	
17.	Coal Creek	150.00	
18.	Coal Hill–Sugar Loaf	75.00	
19.	Columbia Street	330.00	
20.	Copper Creek	164.00	
21.	Clearwater	744.62	
23.	Deadman Creek and branches	499.50	
24.	Edith Lake	250.00	
25.	Fadear Creek	175.00	
26.	Fruitlands	148.93	
27.	General roads, Walhachin	100.00	
29.	Guichon Creek	100.00	
30.	Harpers Camp	111.75	
32.	Highland Valley	250.00	
37.	Jamieson Creek	50.00	
38.	Kamloops–Chase	571.74	
40.	Kamloops–Nicola	1,537.56	
41.	Kamloops–Savona	3,813.75	
42.	Kamloops–Shuswap (north side)	183.80	
43.	Kamloops–Tranquille	1,741.07	
44.	Knouff Lake	105.30	
45.	Lac du Bois	100.00	
47.	Little Fort–Horse Lake	474.75	
48.	Long Lake	474.00	
49.	Louis Creek	2,286.44	
50.	Mamette Lake	105.06	
52.	North Thompson (east side)	2,792.67	
53.	North Thompson (west side)	4,519.85	
55.	Peterson–Betts	50.00	
57.	Reserve Creek	674.61	
58.	Rose Hill (new)	371.04	
59.	Rose Hill (old)	307.40	
60.	Savona–Cache Creek	1,575.74	
61.	Sullivan Valley	481.25	
62.	Sullivan Valley–Knouff	147.00	
63.	Sullivan Valley–Vinsulla	140.00	
65.	Tranquille–Criss Creek	4,017.15	
68.	Sands–Glover	1,275.79	
	Sundry roads (units under $50)	89.00	
	Plant and tools	7,306.70	
	Camp equipment	593.95	
	Stable	1,712.38	
	Garage	4,706.72	
	Material	1,679.66	
	Supervision—		
	General Foreman	3,165.42	
	Office	900.00	
	Auto	814.95	
	Total, Vote 192—Roads, Trails, etc.		56,162.09
	Carried forward		$148,545.34 $2,758,654.14

KAMLOOPS DISTRICT—*Continued.*

Brought forward		$148,545.34	$2,758,654.14

VOTE 192—BRIDGES: MAINTENANCE.

Reg. No.			
4.	Barriere River Main Road	$227.23	
23.	Clearwater River	141.74	
49.	Kamloops (east)	5,045.95	
51.	Kamloops (west) (old)	386.68	
54.	Lemieux Creek, No. 1	124.81	
65.	North Thompson River	344.75	
68.	Raft River (new)	160.01	
75.	Savona (old)	223.35	
93.	Walhachin	1,595.26	
104.	Grouse Creek	207.75	
107.	Bridge on road up Barriere River	1,177.96	
	Sundry bridges (units under $50)	499.04	
	Total, Vote 192—Bridges: Maintenance		10,134.53

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Clearwater Trail	$871.00	
Raft River Trail	198.25	
Road to North Thompson Syndicates' placer leases on Louis Creek	486.05	
Road up Dunn Creek	232.00	
Road to Homstead Mine	476.75	
Road up Barriere River	2,960.17	
Trail to Adams Lake Plateau	249.40	
Total, Vote 156—"Mines Development Act," Supplementary		5,473.62

VOTE 193—FERRIES.

1.	Birch Island	$1,080.02	
2.	Black Pool	1,121.04	
3.	Chinook Cove	1,068.10	
4.	Clearwater	1,239.38	
5.	Mount Olie	1,259.65	
6.	McLure Station	823.36	
7.	Vinsulla	792.90	
	Total, Vote 193—Ferries		7,384.45
	Total expenditure, Kamloops District		171,537.94

KASLO-SLOCAN DISTRICT (SLOCAN SECTION).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Slocan City–Silverton Road	$163,880.39	
Burton–Fauquier	9,990.04	
Nakusp streets	500.42	
Treves Road, Fire Valley	2,147.68	
Ott Road, Burton	250.75	
Slocan River Road (east side)	1,497.65	
Forest Glen–Arrow Park	1,249.98	
Sandon Flume	6,221.84	
Total, Capital Account—Roads		$185,738.75

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Lemon Creek	$6,008.99	
Bridge No. 1, Nakusp–Box Lake Road	817.24	
Bridge on Inonoaklin River	1,600.06	
Winlaw Bridge	12,903.62	
Total, Capital Account—Bridges		21,329.91
Carried forward		$207,068.66 $2,930,192.08

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

Brought forward		$207,068.66	$2,930,192.08

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.				
4.	Alexander Avenue	$225.35		
5.	Appledale	150.63		
6.	Applegrove–Sherwood	176.57		
10.	Arrow Park Town	131.80		
11.	Arrow Park (north)	369.44		
12.	Arrow Park–Graham's Landing	919.85		
23.	Beaver Creek	209.25		
25.	Bellview Landing	104.07		
33.	Brouse	53.00		
35.	Burton	68.76		
36.	Box Lake–Rosebery	327.65		
41.	Cariboo Creek	55.00		
47.	Columbia River	5,634.10		
51.	Crescent Bay	206.00		
64.	Deer Park (south)	50.00		
69.	Dodd's	166.85		
78.	Edgewood Cemetery	110.86		
80.	Edgewood–Vernon	2,233.80		
85.	Edgewood–Needles	959.59		
99.	4-Mile Creek	790.07		
105.	Galena Farm	194.25		
107.	Glenbank	163.35		
146.	Kaslo–New Denver	2,134.00		
161.	Little Slocan River	812.89		
170.	McCormack	170.63		
180.	Nakusp–Box Lake	591.52		
181.	Nakusp (east)	264.42		
182.	Nakusp streets	3,181.06		
183.	Needles–Fire Valley	308.97		
184.	Neepawa	350.00		
189.	New Denver–Rosebery	1,050.09		
190.	New Denver–Silverton	2,510.43		
191.	New Denver streets	1,355.98		
193.	Noonday	151.00		
194.	North Fork of Carpenter Creek	104.50		
208.	Passmore (upper)	386.50		
221.	Queen Bess	113.00		
225.	Rambler	143.50		
226.	Red Mountain	87.75		
228.	Renata Town	246.63		
231.	Robinson	307.46		
240.	Sandon–Cody	173.00		
241.	Sandon–Three Forks	1,625.93		
242.	Sandon Town	270.25		
	Sandon Flume	7,878.16		
243.	Saunders	108.13		
244.	Shakespeare	349.99		
245.	Silversmith	509.05		
246.	Silverton Town	824.07		
247.	Slocan–Silverton	965.99		
248.	Slocan River (east)	3,404.94		
249.	Slocan River (west)	1,925.21		
251.	Springer Creek	334.45		
252.	Standard	287.10		
267.	10-Mile Creek	1,248.43		
294.	West Demars (south)	248.22		
297.	Whatshan Lake	199.52		
298.	Whatshan Settlement	120.25		
454.	Canadian	63.00		
514.	4-Mile Creek	250.25		
516.	Freddy Lee	52.00		
558.	Hot Springs	146.13		
	Carried forward	$48,554.64	$207,068.66	$2,930,192.08

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

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$48,554.64	$207,068.66	$2,930,192.08
REG. No.				
597.	Lemon Creek	88.50		
604.	Lightning Peak	61.12		
633.	Mammoth	60.00		
650.	Needles (north)	65.16		
677.	Reco	93.50		
752.	Wonderful–Queen Bess	144.00		
	Sundry roads (units under $50)	960.22		
	Plant and tools	6,330.37		
	Supervision—			
	General Foreman, office, and auto	4,603.98		
	Total, Vote 192—Roads, Trails, etc.		60,961.49	

VOTE 192—BRIDGES: MAINTENANCE.

10.	Appledale	$75.91		
50.	Brouse	59.69		
112.	Columbia River, No. 18	59.78		
115.	Columbia River, No. 21	75.19		
120.	Columbia River, No. 26	761.78		
169.	Crescent Bay, No. 1	159.60		
215.	4-Mile Creek Road, No. 1	1,494.19		
217.	4-Mile Creek Road, No. 3	2,998.92		
296.	Jordan	200.00		
379.	New Denver	452.96		
390.	Passmore	125.02		
391.	Payne	132.50		
410.	Queen Bess Road, No. 3	50.00		
416.	Rambler, No. 1	363.80		
421.	Renata (north), No. 2	353.33		
460.	Silverton	83.15		
478.	Slocan River Road, No. 7	125.38		
535.	Traves	61.89		
548.	Vallican	50.83		
560.	West Demars (south), No. 1	52.94		
579.	Wonderful	174.00		
582.	West Demars (south), No. 7	999.64		
583.	West Demars (south), No. 8	640.00		
584.	West Demars (south), No. 9	480.00		
	Sundry bridges (units under $50)	596.88		
	Total, Vote 192—Bridges: Maintenance		10,627.38	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

105.	Galena Farm Road	$120.38		
267.	10-Mile Creek Road (Enterprise)	377.60		
40–458.	Carnation Trail	2,040.64		
469.	Corinth Trail	50.00		
514.	4-Mile Creek	75.00		
	Granite Trail	50.00		
557.	Hope Trail	50.00		
604.	Lightning Peak	124.38		
633.	Mammoth Trail	90.94		
625.	Meteor Trail	93.75		
644.	Monitor Trail	250.00		
	Riverside Trail	50.00		
	Slocan King Trail	396.87		
	Sundry trails (units under $50)	92.50		
	Total, Vote 156—"Mines Development Act," Supplementary		3,862.06	
	Carried forward		$282,519.59	$2,930,192.08

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

Brought forward		$282,519.59	$2,930,192.08
VOTE 192—PROTECTION OF RIVER-BANKS.			
Inonoaklin Creek, Edgewood	$75.37		
Slocan River near Lemon Creek	94.90		
Total, Vote 192—Protection of River-banks		170.27	
VOTE 193—FERRIES.			
Needles–Fauquier Ferry	$1,264.29		
East and West Arrow Park Ferry	806.22		
Total, Vote 193—Ferries		2,070.51	
Total expenditure, Kaslo-Slocan District (Slocan Section)	$284,760.37		

KASLO-SLOCAN DISTRICT (KASLO SECTION).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

REG. NO.			
Kaslo–New Denver Road	$7,999.69		
Total, Capital Account—Roads		7,999.69	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
1. Ainsworth (north)	$71.25		
2. Ainsworth (south)	336.03		
8. Argenta	97.50		
49. Crawford Bay–Gray Creek	504.10		
50. Crawford Creek	518.36		
62. Deanshaven	221.30		
96. Ferguson	1,413.37		
115. Hammil Creek	145.50		
123. Houston	179.37		
124. Howser–Argenta	369.88		
125. Howser Station	133.37		
126. Howser Lake (east)	538.89		
145. Kaslo–New Denver	3,301.23		
147. Kaslo Creek (South Fork)	1,719.49		
148. Kaslo (north)	664.86		
149. Kaslo (south)	142.00		
151. Kohle	94.69		
158. Lardeau River (east)	289.70		
163. Lynchville	667.24		
186. Nelson–Kaslo	4,443.43		
212. Pilot Bay	60.87		
253. Summit	94.00		
265. Tangye	100.75		
270. Trout Lake	822.86		
271. Trout Lake (east)	71.25		
281. Utica	102.95		
290. Wadd's	90.31		
299. Whitewater	75.74		
300. Williams	72.84		
434. Brown Creek	58.75		
452. Campbell Creek	157.75		
460. Cascade Creek	74.25		
484. Duncan River (west)	294.17		
517. Fry Creek	50.00		
528. Gertrude	50.00		
581. Johnson's–McIntyre	362.25		
582. Jenkins	67.00		
594. Lardeau River (North Fork)	121.25		
596. Lardeau River (west)	127.25		
666. Poplar Creek	147.50		
Carried forward	$18,853.30	$292,760.06	$2,930,192.08

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

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$18,853.30	$292,760.06	$2,930,192.08
REG. No.				
696.	Silver Cup	65.50		
741.	Walker's	50.63		
747.	Winslow	92.50		
749.	Woodbury Creek (North Fork)	76.00		
	Sundry roads and trails (units under $50)	948.26		
	Plant and tools	1,635.31		
	Supervision—			
	General Foreman, office, and auto	3,078.05		
	Total, Vote 192—Roads, Trails, etc.		24,799.55	
	VOTE 192—BRIDGES: MAINTENANCE.			
	Bridges on Kaslo-New Denver Road	$2,658.39		
54.	Burden	99.73		
186.	Dellie	99.75		
226.	Flint	307.75		
236.	Gallos	50.00		
238.	Gerrard	106.25		
253.	Goldhill	999.28		
262.	Halfway	136.25		
309.	Lardeau River	50.00		
355.	Montezuma	409.00		
398.	Poplar	82.70		
531.	Triune	107.00		
549.	Victoria	175.75		
558.	Watson	274.88		
581.	Woodbury Creek (North Fork)	124.00		
	Sundry bridges (units under $50)	238.50		
	Total Vote 192—Bridges: Maintenance		5,983.98	
	VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
66.	Dellie	$100.00		
145.	Kaslo-New Denver	4,000.01		
355.	Montezuma	400.00		
452.	Campbell Creek	198.75		
456.	Canyon Creek	50.00		
460.	Cascade Creek	150.00		
513.	Flint	100.00		
517.	Fry Creek	50.00		
528.	Gertrude Creek	100.00		
550.	Hall Creek	249.65		
554.	Healy Creek	300.00		
582.	Jenkins	50.75		
643.	Monte Christo	220.83		
667.	Preacher Creek	569.25		
670.	President	120.00		
699.	Silver King	100.00		
719.	Tenderfoot Creek	148.50		
733.	Tiger	180.00		
749.	Woodbury Creek (North Fork)	50.00		
	Sundry roads (units under $50)	32.00		
	Total, Vote 156—"Mines Development Act," Supplementary		7,169.74	
	VOTE 192—PROTECTION OF RIVER-BANKS.			
	Glacier Creek	$249.74		
	Total, Vote 192—Protection of River-banks		249.74	
	Total expenditure, Kaslo-Slocan District (Kaslo Section)	$46,202.70		
	Carried forward			$2,930,192.08

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

Brought forward			$2,930,192.08

SUMMARY.

Kaslo-Slocan District (Kaslo Sec.)	$46,202.70
Kaslo-Slocan District (Slocan Sec.)	284,760.37

Total expenditure, Kaslo-Slocan District			330,963.07

LILLOOET DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Hat Creek	$35.74		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Cariboo Main	4,000.00		
Lillooet–Clinton	12,405.79		
Lillooet–Lytton	4,036.98		
Sechelt–Pender Harbour	12,000.00		
Settlers' roads	4,995.47		
Seton Lake	498.06		
Hat Creek–Marble Canyon	4,269.50		
Gibson–Sechelt	2,209.68		
Beach Avenue (east)	497.62		
Total, Capital Account—Roads		$44,948.84	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): BRIDGES.			
South Fork	$5,514.95		
Total, Capital Account—Bridges		5,514.95	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
1. Cariboo Main	$3,774.45		
2. Clinton streets	243.58		
3. Clinton Station	80.00		
4. Scottie Creek	50.00		
5. Bonaparte Valley	166.25		
31. Hat Creek	647.34		
32. Upper Hat Creek	331.75		
51. Mound	639.11		
52. Mound–Loon Lake	150.00		
53. Loon Lake–North Bonaparte	150.00		
54. Bonaparte Forks	150.00		
55. North Bonaparte	495.00		
56. Green Lake	1,113.15		
57. Cleveland	474.35		
59. Watch Lake	50.00		
60. Watch Lake–Lone Butte	100.25		
63. Boyd–Farmer	60.00		
71. Criss Creek	66.50		
72. Deadman Creek	50.00		
81. Clinton–Springhouse	682.00		
82. Big Bar Lake	125.00		
84. 59-Mile House–Beaver Dam	50.00		
91. Lillooet–Clinton	4,210.83		
92. Fountain	346.79		
94. Kelly Lake–Canoe Creek	1,309.36		
95. Woods Box–High Bar	220.50		
96. Big Bar	144.00		
98. Big Bar–Grinder–Costering	120.00		
99. Big Bar Ferry	100.00		
100. Big Bar Mountain	240.00		
101. Big Bar Mountain (Crow's Bar)	314.00		
108. Lillooet–Lytton	6,709.02		
Carried forward	$23,363.23	$50,463.79	$3,261,155.15

LILLOOET DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$23,363.23	$50,463.79	$3,261,155.15
REG. No.				
111.	Lillooet–Seton Lake	858.45		
112.	Lillooet streets	200.00		
113.	Lillooet Station	67.50		
114.	Jones–Dickey	979.74		
116.	North Fork	869.30		
119.	Bridge River	2,924.83		
121.	Seton Lake	1,745.12		
203.	Lineman	71.00		
204.	Pemberton Meadows	3,004.42		
205.	Portage	945.83		
206.	Station	321.63		
207.	Portage (Alta Lake Section)	627.87		
243.	Paradise Valley	100.00		
245.	Squamish Valley	2,777.22		
271.	Beach Avenue (east)	1,135.38		
272.	Beach Avenue (west)	811.95		
281.	Gibson–Sechelt	3,164.81		
287.	Kaymes	122.00		
291.	Lower	139.00		
293.	Mason	134.50		
294.	Minty	233.98		
296.	North-west Bay	727.62		
298.	Orange	516.00		
301.	Reed	59.75		
303.	Salmon Arm	200.00		
314.	Sechelt–Pender Harbour	753.55		
315.	Indian River	1,220.37		
317.	Nickerson	442.00		
323.	Mahan	265.50		
	Squamish sidewalks	147.75		
410.	French Bar Creek Trail	101.50		
411.	Gun Creek Trail	115.50		
415.	North Fork Trail	80.00		
418.	Pavilion–High Bar Trail	65.00		
426.	West of Fraser Trail	237.00		
433.	Healy Trail	90.00		
434.	Kline Trail	104.00		
437.	Saginaw Trail	99.00		
441.	Archibald Trail	72.00		
444.	Tenquille Creek Trail	115.10		
453.	Brooks Trail	110.50		
455.	Crane Trail	52.50		
456.	Secret Cove Trail	413.74		
	Sundry roads and trails (units under $50)	869.65		
	Camp equipment	589.26		
	Plant and tools	6,362.23		
	Supervision—			
	Assistant District Engineer	3,020.78		
	Office	2,157.40		
	Auto	1,169.57		
	Total, Vote 192—Roads, Trails, etc.		64,755.03	

VOTE 192—BRIDGES: MAINTENANCE.

4.	Walker	$664.00		
5.	Scottie Creek	664.21		
41.	Bryson, No. 1	256.25		
51.	Ludge	600.00		
55.	Whittey	200.00		
83.	Janes	150.00		
92.	Fountain	900.00		
105.	30-Mile Gulch	249.24		
	Carried forward	$3,683.70	$115,218.82	$3,261,155.15

LILLOOET DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$3,683.70	$115,218.82	$3,261,155.15
REG. NO.			
131. Lillooet Station	50.00		
143. Bridge River	50.00		
150. Hell	243.75		
163. Mission Mountain	148.00		
164. Ward's Ferry	50.00		
169. Tyaxon	50.00		
170. Gun Creek, No. 1	50.00		
179. Roaring Creek	609.15		
191. Leon Creek	400.00		
207. Miller Creek	2,527.65		
226. Owl Creek	116.81		
227. Red	347.59		
231. Ryan Slough	821.84		
243. Big Slough	165.60		
245. Cheakamus, No. 1	200.00		
247. Evans Creek, No. 1	600.00		
248. Evans Creek, No. 2	600.00		
254. Mamquam	72.20		
301. Roberts Creek, No. 1	750.00		
302. Roberts Creek, No. 2	529.65		
325. Nye	200.00		
338. Wall	250.00		
344. Gordon	200.00		
411. Gonzale's	259.08		
415. Brooks	100.00		
416. Nef's	503.75		
417. Smith	150.00		
418. Cheakamus, No. 2	150.00		
420. Mob's	599.30		
Sundry bridges (units under $50)	167.79		
Total, Vote 192—Bridges: Maintenance		14,645.86	
VOTE 192—PROTECTION OF RIVER-BANKS.			
118. Bridge River	$496.38		
204. Pemberton Meadows	1,200.00		
245. Squamish Valley	2,498.05		
Total, Vote 192—Protection of River-banks		4,194.43	
VOTE 193—FERRIES.			
1. Big Bar	$1,385.21		
2. High Bar	1,281.79		
3. Pavilion	1,010.08		
4. Bridge River	157.40		
5. Pemberton	258.00		
6. Ronyan	70.00		
7. Dermody	200.00		
8. Crown Mountain	366.87		
Total, Vote 193—Ferries		4,729.35	
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
118. Bridge River	$5,326.32		
411. Gun Creek	250.00		
444. Tenquille	999.59		
451. Rafuse	350.00		
457. Marshall Creek	148.75		
458. Tyaughton Creek	244.50		
Total, Vote 156—"Mines Development Act," Supplementary		7,319.16	
Total expenditure, Lillooet District			146,107.62
Carried forward			$3,407,262.77

MACKENZIE DISTRICT (NORTHERN DIVISION).

Brought forward			$3,407,262.77
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Bella Coola Valley	$4,998.80		
Martin Valley Road at Ocean Falls	18,052.52		
Total, Capital Account—Roads		$23,051.32	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
1. Anahim–Chilcotin	$836.61		
9. Bella Coola Valley	3,795.46		
10. Tatlayoko Lake	198.68		
50. Atnarko–Anahim	291.00		
60. Stillwater Trail	71.75		
63. Dean River–Tesla Mountain Trail	100.00		
Plant and tools	1,833.62		
Camp equipment	50.93		
Material and supplies	73.56		
Supervision	1,732.43		
Total, Vote 192—Roads, Trails, etc.		8,984.04	
VOTE 192—BRIDGES: MAINTENANCE.			
14. 4-Mile	$132.29		
17. Gordon's	78.39		
21. Grant's	57.63		
29. Noosatsum	201.86		
41. Snootchley	126.11		
50. Saloomt	303.79		
52. Thorsen	478.16		
54. Thorsen	120.00		
56. Thorsen	108.38		
61. Atnarko–Anahim	60.00		
62. Atnarko–Anahim	60.00		
63. Atnarko–Anahim	60.00		
64. Atnarko–Anahim	60.00		
65. Stillwater	66.00		
71. Caldwell's	202.20		
72. Grant's	75.00		
73. Grant's	163.69		
81. Crazy Creek	101.25		
Sundry bridges (units under $50)	164.25		
Total, Vote 192—Bridges: Maintenance		2,619.00	
Total expenditure, Mackenzie District (Northern Division)	$34,654.36		

MACKENZIE DISTRICT (SOUTHERN DIVISION).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Powell River, Government Townsite roads	$7,992.43		
Powell River–Lund	11,312.26		
Powell River–Thunder Bay	9,961.09		
Texada Island roads	494.50		
Approaches to Powell River Bridge	11,581.52		
Savary Island	4,650.00		
Total, Capital Account—Roads		$45,991.80	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
Sliammon	$2,583.62		
Powell River	14,438.97		
Total, Capital Account—Bridges		17,022.59	
Carried forward		$97,668.75	$3,407,262.77

MACKENZIE DISTRICT (SOUTHERN DIVISION)—*Continued.*

Brought forward	$97,668.75	$3,407,262.77

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.		
101. Lake Road	$196.50	
102. Main	721.36	
103. Tucker Bay	1,020.22	
104. Weldon	108.50	
105. Blunden Harbour	295.75	
106. King	226.69	
107. Sutherland	487.25	
110. Malaspina	435.25	
111. Lund	1,369.37	
112. Conn	60.75	
118. Good	158.50	
120. Jervis Inlet	250.25	
121. Kingcome Inlet	56.00	
123. Saltry Bay	199.50	
133. Padgett	94.00	
134. Cranberry Lake	891.68	
136. Olson Lake	444.38	
137. Thunder Bay	4,539.24	
173. Bell's	95.25	
174. Blubber Bay	1,443.95	
175. Central	1,133.35	
177. Gillies Bay	843.39	
183. Crescent Bay	86.53	
185. Jackobsen	58.00	
Sundry roads (units under $50)	84.50	
Plant and tools	614.31	
Launch	269.15	
Supervision—		
Assistant District Engineer	1,077.93	
Office	393.88	
Auto	4.83	
Total, Vote 192—Roads, Trails, etc.		17,660.26

VOTE 192—BRIDGES: MAINTENANCE.

104. Cattle	$199.75	
111. Eagle River	54.46	
124. Grief Point	202.45	
128. Powell River	79.31	
134. Sliammon	66.47	
137. School-house	347.63	
139. Beaver	248.38	
165. Malaspina	136.26	
171. Conn	189.49	
172. Clark	74.90	
173. Daighton	174.16	
174. Graham	299.38	
175. Zilinsky	199.62	
Sundry bridges (units under $50)	91.95	
Total, Vote 192—Bridges: Maintenance		2,364.21
Total expenditure, Mackenzie District (Southern Division)	$83,038.86	

SUMMARY.

Mackenzie District (North)	$34,654.36	
Mackenzie District (South)	83,038.86	
Total expenditure, Mackenzie District		117,693.22
Carried forward		$3,524,955.99

NANAIMO DISTRICT.

Brought forward			$3,524,955.99
CAPITAL ACCOUNT—" B.C. LOAN ACT, 1927," SEC. 6 (*a*) : ROADS.			
Victoria Road Continuation	$1,458.10		
Vancouver Avenue Extension	1,322.57		
Total, Capital Account—Roads		$2,780.67	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS : ROADS, TRAILS, AND STREETS.			
REG. No.			
3. Brechin	$621.23		
4. Bruce Avenue	379.10		
5. Bush Street	69.40		
15. Departure Bay	1,185.38		
22. Eighth Street	57.00		
34. Fifth Street (Five Acres)	62.50		
35. Fourth Street	96.03		
37. Fifth Street (Newcastle Townsite)	120.56		
42. Gordon Road	235.62		
Georgia Street	115.00		
48. Harewood Road	188.02		
50. Howard Avenue	1,037.85		
51. Harewood Mines Road	91.00		
52. Holly Street	50.50		
58. Jingle Pot Road	249.73		
67. Machleary Street	80.60		
71. Murray Street	66.18		
76. Nicol Street	1,736.65		
77. Newcastle Townsite Road	208.86		
83. Old Victoria Road	148.50		
88. Park Avenue	309.76		
89. Pine Street	184.90		
94. Raines Road	652.57		
95. Robins Road	105.00		
103. South Wellington	589.40		
105. Seventh Street	96.50		
127. Victoria–Campbell River Road	1,824.37		
128. Victoria–Campbell River Road	657.12		
133. Wilkinson Road	57.07		
134. Wellington Road	199.00		
136. Wakesiah Avenue	651.57		
Island Highway	1,423.62		
Sundry roads (units under $50)	406.48		
Plant and tools	932.65		
Material	178.14		
Camp equipment	29.75		
Supervision—			
Assistant District Engineer	692.50		
Office	16.65		
Auto	75.66		
Total, Vote 192—Roads, Trails, etc.		15,882.42	
VOTE 192—BRIDGES : MAINTENANCE.			
3. Dickinson	$367.77		
5. Gourley	216.40		
6. Millstone, No. 1	149.26		
7. Millstone, No. 2	149.19		
10. Brechin	103.26		
Total, Vote 192—Bridges : Maintenance		985.88	
Total expenditure, Nanaimo District			19,648.97
Carried forward			$3,544,604.96

NELSON DISTRICT.

Brought forward			$3,544,604.96
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
Nelson Bridge (preliminary work)	$371.44		
Total, Capital Account—Bridges		$371.44	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
1. Bealby	$72.50		
2. Fairview streets	235.85		
4. Rosemont	111.99		
6. South Nelson streets	2,459.42		
Sundry roads (units under $50)	4.24		
Plant and tools	417.09		
Supervision— General Foreman	200.00		
Total, Vote 192—Roads, Trails, etc.		3,501.09	
VOTE 192—BRIDGES: MAINTENANCE.			
Selwyn Bridge	$358.46		
Total, Vote 192—Bridges: Maintenance		358.46	
VOTE 193—FERRIES.			
Nelson Ferry	$9,380.52		
Total, Vote 193—Ferries		9,380.52	
Total expenditure, Nelson District			13,611.51

NEW WESTMINSTER DISTRICT.

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
D.L. 172	$560.55		
North approach, New Westminster Bridge	243.16		
Total, Vote 192—Roads, Trails, etc.		$803.71	
Total expenditure, New Westminster District			803.71

NORTH OKANAGAN DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Vernon-Salmon Arm (credit)	$17.38		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Vernon-Salmon Arm	$8,340.88		
Kelowna-Vernon	7,227.14		
Vernon-Edgewood	10,475.45		
	$26,043.47		
Total, Capital Account—Roads		$26,026.09	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
Shuswap Dam Bridge, No. 161	$3,922.59		
Total Capital Account—Bridges		3,922.59	
Carried forward		$29,948.68	$3,559,020.18

NORTH OKANAGAN DISTRICT—*Continued.*

Brought forward		$29,948.68	$3,559,020.18

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.				
2.	Alber's Road	$58.50		
15.	Bluenose	61.24		
19.	Brickyard Gulch	86.56		
28.	Cameron's Point	441.58		
30.	Commonage	285.04		
31.	Creighton Valley	962.59		
34.	Deep Creek	1,141.94		
36.	Eastside	73.55		
37.	East Vernon	796.29		
39.	Enderby–Grindrod	797.24		
40.	Ewing's	66.50		
47.	Glenmary	58.62		
49.	Grandview Bench	479.59		
53.	Grindrod–West Bench	180.08		
54.	Grindrod (west side)	254.68		
60.	Headgate's	75.88		
65.	Kamloops	806.96		
66.	Kedleston (east)	468.13		
67.	Kedleston (north)	67.43		
68.	Kelowna	3,327.38		
71.	Long Lake	339.91		
74.	Enderby–Mabel Lake	756.51		
75.	Lumby–Mabel Lake	1,988.61		
78.	Eagle Pass	1,088.60		
79.	Mathews	262.32		
86.	Miska	196.19		
88.	Monashee	2,827.57		
89.	Monk's	155.93		
92.	Mud Lake	76.14		
97.	Okanagan Landing	170.58		
100.	Oyama	260.72		
102.	Vernon–Salmon Arm	4,332.64		
103.	Richlands	102.75		
105.	Riverside	790.56		
107.	Rollings Lake	52.37		
110.	Old Sicamous	190.19		
113.	Enderby–Salmon River	101.14		
121.	Shuswap River Drive	387.05		
124.	6-Mile	286.95		
125.	Old Salmon Arm	144.60		
126.	Squaw Valley	395.34		
129.	Sugar Lake	610.49		
130.	Trinity Valley	866.15		
131.	Tronson	198.34		
138.	Westside	752.32		
140.	Woods Lake	372.34		
142.	Baker–Hogg	54.01		
147.	Pyott	84.76		
148.	Smedix	1,430.31		
152.	Bobbie Burns Cut-off	515.05		
154.	Lidstone	300.91		
155.	Jacques	84.00		
157.	Aummond	55.50		
17A.	Vernon–Salmon Arm Highway, Spallumcheen Municipality	1,249.14		
18A.	Vernon–Salmon Arm Highway, City of Enderby	52.51		
20A.	Vernon–Salmon Arm Highway, City of Armstrong	57.77		
30B.	Coldstream Municipality, Monashee Road	884.93		
31B.	Vernon–Kamloops	140.52		
33B.	City of Armstrong, Armstrong–Salmon River	170.32		
32B.	Spallumcheen Municipality, Armstrong–Salmon River	342.52		
	Sundry roads (units under $50)	919.63		
	Plant and tools	10,014.96		
	Camp equipment	130.05		
	Carried forward	$44,682.98	$29,948.68	$3,559,020.18

NORTH OKANAGAN DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$44,682.98	$29,948.68	$3,559,020.18
Supervision—			
Assistant District Engineer	2,741.61		
Office	2,419.34		
Auto	828.48		
	$50,672.41		
Less refunds to municipalities	2,050.87		
Total, Vote 192—Roads, Trails, etc.		48,621.54	

VOTE 192—BRIDGES: MAINTENANCE.

REG. No.				
2.	Alber's	$179.73		
5.	Rand's	109.62		
9.	Baxter's	51.18		
20.	Cherry Creek	533.52		
35.	Endall	252.88		
34.	8-Mile	764.01		
36.	Enderby	127.29		
48.	Grindrod	123.35		
62.	Irish Creek	258.53		
67.	Jones	93.67		
69.	Kempton	454.43		
70.	Kingfisher	5,439.43		
78.	Mara	204.79		
92.	Mudra	299.67		
97.	Pearcy	119.12		
107.	Sawmill	409.64		
115.	Sigalet	295.04		
119.	Stickle	260.90		
133.	Whiteman's	464.95		
136.	Zettergreen	156.38		
137.	Warner	300.75		
149.	Old Upper	109.61		
152.	Rimer	227.42		
153.	Specht	869.62		
159.	Weaver	139.09		
	Sundry bridges (units under $50)	110.98		
	Plant and tools	251.01		
	Total, Vote 192—Bridges: Maintenance		12,606.61	
	Total expenditure, North Okanagan District			91,176.83

NORTH VANCOUVER DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Marine Drive, 43B and 53B	$134.23		
Marine Drive Extension	7,454.13		
Mountain Highway Classification	11,000.00		
Total, Capital Account—Roads		$18,588.36	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Bowen Island Trunk	$709.10		
2.	Carter	62.25		
4.	Dorman	1,555.28		
6.	Grafton	371.00		
7.	Langlois	59.00		
9.	Miller	112.00		
13.	Collins	306.35		
	Carried forward	$3,174.98	$18,588.36	$3,650,197.01

As at September 1928

DEPARTMENT OF PUBLIC WORKS

HIGHWAY SYSTEM OF BRITISH COLUMBIA

Scale of miles

10 5 0 20 40 60 80 100 150 200

Routes proposed or uncompleted shewn thus

ALASKA

QUEEN CHARLOTTE ISLANDS

PACIFIC OCEAN

UNITED STATES

ALBERTA

PRINCE RUPERT

PRINCE GEORGE

QUESNEL

BARKERVILLE

WILLIAMS LAKE

Hanceville

Bella Coola

Hagensborg

Babine Lake

Stuart Lake

Fort St. James

Fraser River

Thompson River

Chilcotin River

Chilko Lake

Tatla Lake

Tahtsa Lake

Morice Lake

Eutsuk Lake

Francois Lake

Ootsa Lake

Kitimat River

Skeena River

Nechako River

Columbia River

Kootenay Lake

Arrow Lake

Okanagan Lake

Shuswap Lake

Adams Lake

Upper Arrow Lake

Lower Arrow Lake

Slocan Lake

Kootenay Lake

Okanagan Valley

Nicola Valley

Similkameen Valley

Kettle Valley

Crowsnest Pass

Rocky Mountain Park

Jasper Park

Glacier Park

Yellowhead Pass

Yellowhead Pass Road

Cariboo Road

Lillooet River

Lillooet

Lytton

Ashcroft

Clinton

100 Mile House

150 Mile House

Cache Creek

Kamloops

Salmon Arm

Sicamous

Revelstoke

Golden

Banff

Calgary

Banff-Windermere Road

Enderby

Armstrong

Vernon

Kelowna

Penticton

Princeton

Merritt

Hope

Chilliwack

Vancouver

New Westminster

North Vancouver

Victoria

Nanaimo

Ladysmith

Alberni

Campbell River

Port Alberni

Stratchona Park

Garibaldi Park

Nelson

Trail

Kaslo

Creston

Cranbrook

Fernie

Spokane

To Edmonton

To Lethbridge

To Seattle

To Banff and Calgary

Trans-Provincial Highway

Pacific Highway

Provincial Highway

Patrick Philip
Public Works Engineer

PROVINCE OF BRITISH COLUMBIA,
DEPARTMENT OF PUBLIC WORKS
VICTORIA, B.C.

INSET
VANCOUVER AND VICINITY

Miles 5 4 3 2 1 0 5 0

North Vancouver
Marine Drive
Port Moody
Vancouver
New Westminster
Port Coquitlam
Trans-Provincial Highway
Ladner-New Westminster
Ladner
Clayton
Cloverdale
Boundary Bay
International Boundary
Blaine

NORTH VANCOUVER DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$3,174.98	$18,588.36	$3,650,197.01
REG. No.				
21.	New Brighton–West Bay Trail	94.80		
22.	New Brighton–Grace Harbour	154.00		
43B.	Marine Drive (West Vancouver)	49.37		
53B.	Marine Drive (North Vancouver), Robson	4,522.07		
	Sundry roads (units under $50)	92.50		
	Plant and tools	28.42		
	Supervision	845.05		
	Total, Vote 192—Roads, Trails, etc.		8,961.19	

VOTE 192—BRIDGES: MAINTENANCE.

31.	School-house	$106.62		
43B.	Marine Drive Bridge	41.36		
52.	Urquhart	161.00		
	Total, Vote 192—Bridges: Maintenance		308.98	
	Total expenditure, North Vancouver District			27,858.53

OMINECA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Fort George–Hazelton	$26,184.66		
Ootsa Lake Road	9,225.66		
Burns Lake–Babine Road	6,399.30		
Ootsa Lake Shore (east)	2,500.01		
Colleymount	2,854.47		
Endako–Francois Lake	1,996.10		
Vanderhoof–Stuart Lake	3,831.90		
Finmoore–Webber Lake	1,329.96		
Palling Settlement	980.53		
Soll Lake	3,101.40		
Burns Lake–Log Bridge Fill	3,191.78		
Houston–Wistaria	2,056.70		
Total, Capital Account—Roads		$63,652.47	

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Knockholt	$2,424.94		
Replacing of No. 133, Porter	411.50		
Burns Lake Trestle	10,049.60		
Total, Capital Account—Bridges		12,886.04	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Ailport–McDonald	$97.12		
4.	Bearhead	296.17		
6.	Bedore Settlement–Rose Lake	150.37		
7.	Bourgon Settlement–Quick	141.55		
8.	Bickle	111.24		
9.	Brown	1,537.48		
10.	Blackwater–Stony Creek	779.50		
11.	Bobtail–Upper Mud	203.62		
12.	Braeside	409.79		
15.	Chowsunket	99.37		
16.	Campbell	1,058.24		
21.	Colleymount	657.79		
22.	Crow Creek	500.00		
24.	Crescent Lake	719.23		
	Carried forward	$6,761.47	$76,538.51	$3,678,055.54

OMINECA DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$6,761.47	$76,538.51	$3,678,055.54
25.	Eakin	255.50		
26.	Encombe	110.38		
27.	Endako–Francois Lake	60.44		
29.	Engen (north)	868.51		
30.	Evans	479.61		
32.	Finmoore (south)	596.37		
33.	Forestdale (Mile 106)	148.87		
34.	Forestdale–Day Lake	350.00		
36.	Fort Fraser Settlement (east)	220.36		
37.	Fort Fraser–Stella	820.24		
38.	Fort Fraser–Rorison	483.26		
39.	Fort George–Hazelton	10,814.70		
41.	Francois Lake Hospital	50.00		
42.	Fraser Lake–Francois	683.91		
47.	Greer Valley	802.97		
49.	Grumpark	56.25		
51.	Hargreave's	459.85		
52.	Hamre	1,942.21		
55.	Hulatt (south)	472.61		
57.	Hutter Settlement	250.00		
59.	Keefe's Landing–Ootsa	2,102.04		
63.	Larson	73.62		
65.	Mapes	51.39		
68.	Morden Settlement	191.74		
70.	Mapes Settlement	380.80		
71.	McDonald's Landing	370.00		
78.	Necoslie	100.12		
79.	Nithi River	221.13		
80.	Burns Lake–Francois Lake	2,044.56		
81.	Nulki–Corkscrew	212.25		
82.	Burrard Avenue (Vanderhoof)	157.68		
83.	Barrett–Knockholt	288.19		
85.	Olds Settlement	56.00		
88.	Palling Settlement	438.49		
90.	Wistaria–Houston	855.28		
91.	Poole–Mapes	273.75		
94.	Prairiedale	178.82		
95.	Quick Station	96.90		
96.	Quick School	750.00		
100.	Round Lake (east)	100.17		
101.	Round Lake	124.83		
104.	Schaifer	342.10		
110.	Sowchea	779.59		
113.	Smith–Jeffrey	336.02		
115.	Taylor	300.12		
116.	Tchesinkut Lake Settlement	132.50		
122.	Uncha Lake	200.00		
123.	Vanderhoof–Noonla	82.21		
124.	Vanderhoof–Stuart Lake	3,938.85		
126.	Vanderhoof–Sturgeon Point	1,371.85		
127.	Vanderhoof (west)	115.25		
128.	Vanderhoof–Sackner	608.66		
130.	Woodmere–Round Lake	2,500.29		
131.	Wakefield	111.04		
132.	Walker Settlement	75.00		
139.	Walcott–Quick	107.25		
140.	York Settlement	640.26		
141.	Rhindross	128.25		
142.	Linton Lake	990.19		
143.	Pick	100.00		
144.	Bree	512.00		
145.	Van Horn	225.55		
	Carried forward	$42,590.78	$76,538.51	$3,678,055.54

OMINECA DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$42,590.78	$76,538.51	$3,678,055.54
REG. NO.			
146. Kerr	783.40		
147. Cummins	250.75		
148. Hope	99.98		
149. Gilmour	157.25		
150. Hossack	198.97		
151. Strimbold	200.00		
152. Savory	182.17		
153. Brandon	154.29		
155. Lemieux	167.25		
157. Fort Fraser Ferry	299.62		
158. Hogsback	251.49		
159. Lewis	126.36		
160. Beattie	120.68		
162. Gowan's	368.81		
164. Willowvale	238.80		
165. Timm's	78.75		
166. Donald	201.44		
167. Murray	620.68		
172. McKilligan Settlement	1,170.88		
177. Neale	299.35		
200. Burns Lake–Babine	222.83		
203. Fort St. James–Manson Creek	1,058.25		
214. Topley–Babine	452.23		
Sundry roads (units under $50)	229.39		
Plant and tools	12,336.43		
Camp equipment	1,020.03		
Stable	820.70		
Supervision	7,087.86		
Total, Vote 192—Roads, Trails, etc.		78,550.89	

VOTE 192—BRIDGES: MAINTENANCE.

5. Barrett, No. 1	$250.00		
19. Johnson	149.80		
28. Clear Creek	309.33		
32. Endako, No. 2	56.75		
38. Grassy Creek	394.00		
39. Hatch	249.43		
47. Golder	340.98		
50. Hoy	152.85		
56. McEvoy	105.00		
71. Moss Creek	968.62		
83. Barrett–Knockholt	174.85		
85. Savory	1,020.12		
89. Nadina	197.99		
90. Nechako	200.53		
91. Nechako	63.12		
97. Quick	226.60		
101. Redmond	910.88		
112. Stellaquo	135.44		
113. Stony Creek	228.97		
126. Turcotte	77.39		
133. Porter	685.21		
136. Bird's	150.00		
155. Tsinkut	60.62		
156. Priestley	636.94		
166. Hunt	111.93		
190. Evans	51.37		
199. Woolsey	634.00		
267. Cottonwood	284.48		
287. Finlayson	584.08		
306. Hartmann	213.00		
Carried forward	$9,624.28	$155,089.40	$3,678,055.54

OMINECA DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$9,624.28	$155,089.40	$3,678,055.54
REG. NO.			
316. Russell	518.87		
319. Little Bob	196.87		
364. Brown	100.00		
350. Park	201.00		
365. Cheslatta	141.03		
366. Rye	259.00		
367. Rock	228.74		
369. Cumming's	353.75		
370. Barker	350.00		
371. Ailport	99.25		
373. Allen	153.47		
374. Crow	250.00		
375. Hanson	411.91		
377. Barker	450.00		
378. Houston, No. 2	800.00		
386. Sucker	417.00		
408. Vachon	85.00		
413. Welch	212.62		
415. Adams, No. 1	276.86		
416. Festine	201.37		
417. Taylor	187.75		
418. Woodmere	602.06		
419. 2-Mile	416.28		
420. Irons	214.07		
421. Crescent Creek	164.25		
423. Pinkut	1,250.00		
431. Strimbold	198.81		
432. Shaw	150.63		
433. Larson	113.37		
492. Stuart River	155.48		
Four log bridges, Grassey Plains	1,934.28		
5-Mile	217.89		
Sundry bridges (units under $50)	166.74		
Total, Vote 192—Bridges: Maintenance		21,102.63	
VOTE 192—PROTECTION OF RIVER-BANKS.			
Bulkley River	$2,479.07		
Total, Vote 192—Protection of River-banks		2,479.07	
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
204. Fort St. James–Manson Creek	$1,403.25		
207. Owen Lake Trail	250.00		
208. Ootsa Lake–Tahtsa	180.00		
218. Topley–Red Top	496.67		
222. Silver Island	151.12		
225. Takla Landing–Ingenika	246.75		
226. Finlay Forks–Manson Creek	248.00		
Total, Vote 156—"Mines Development Act," Supplementary		2,975.79	
VOTE 193—FERRIES.			
Francois Lake	$7,527.97		
Fort Fraser	1,225.68		
Braeside	1,240.26		
Hulatt	1,056.30		
Finmoore	910.93		
Takla Lake	2,050.38		
Total, Vote 193—Ferries		14,011.52	
Total expenditure, Omineca District			195,658.41
Carried forward			$3,873,713.95

PRINCE RUPERT DISTRICT.

Brought forward			$3,873,713.95
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Cow Bay Crossing	$2,631.49		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Port Clements Hill	$26,027.54		
Queen Charlotte–Skidegate	22,396.11		
Prince Rupert Highway	105,482.18		
Survey, Prince Rupert Highway	3,250.42		
	$157,156.25		
Total, Capital Account—Roads		159,787.74	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
3. Cow Bay Crossing	$351.10		
5. Masset–Tow Hill	3,121.78		
7. Graham Centre	50.62		
15. Oona River	1,330.49		
16. Old Masset–New Masset	1,824.10		
23. Sandspit–Copper Bay	273.12		
24. Skidegate–Tlell	7,079.52		
30. Oeanda–Tow Hill	1,475.90		
34. White Creek	105.00		
37. Port Clements streets	1,725.50		
38. Port Simpson streets	360.23		
39. Queen Charlotte City streets	1,775.36		
104. Dunroe's	200.00		
107. Honna River Trail	54.00		
108. Ikeda–Jedway Trail	227.25		
127. Smith Island Trail	517.48		
128. Salt Lake Trail	160.21		
134. Yakoun River Trail	293.14		
137. Jap Inlet	1,478.45		
138. Lawson Harbour	170.00		
143. Mount Oldfield Trail	103.00		
Prince Rupert Court-house roadway	101.65		
Sundry roads (units under $50)	38.74		
Material, etc.	612.92		
Supervision	2,497.64		
Total, Vote 192—Roads, Trails, etc.		25,927.20	
VOTE 192—BRIDGES: MAINTENANCE.			
8. Highway Creek	$267.25		
9. Indian Mission	95.00		
13. Kumdis	3,790.91		
18. McBride Street (foot)	2,552.68		
26. Nameless	607.67		
40. Nameless	631.97		
53. Gold Creek	1,619.74		
54. Woodpile Creek	1,985.41		
62. Cow Bay Crossing	443.17		
63. Cohoe Creek (foot-bridge)	97.87		
64. Sewell	84.00		
65. Lawson Harbour	230.00		
Skidegate–Tlell bridges	1,366.03		
Total, Vote 192—Bridges: Maintenance		13,771.70	
VOTE 192.—WHARVES.			
Cow Bay Launch Harbour	$1,817.51		
Total, Vote 192—Wharves		1,817.51	
Carried forward		$201,304.15	$3,873,713.95

PRINCE RUPERT DISTRICT—*Continued.*

Brought forward		$201,304.15	$3,873,713.95
VOTE 192—PRINCE RUPERT WHARF.			
Repairs and maintenance	$29,252.01		
Total, Vote 192—Prince Rupert Wharf		29,252.01	
Total expenditure, Prince Rupert District			230,556.16

REVELSTOKE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Big Bend	$34,384.11		
Revelstoke (west)	16,032.82		
Revelstoke–Arrowhead	9,670.39		
Settlers' roads	7,368.67		
Big Bend surveys	2,488.59		
Total, Capital Account—Roads		$69,944.58	
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.			
Solsqua–Bowe	$10,897.14		
Eagle River–Sicamous	13,428.78		
Revelstoke–Arrowhead	7,999.27		
Malakwa–Sommerville	10,152.25		
Big Bend Road Bridges	15,415.15		
Sicamous–Mara Road	3,242.21		
Total, Capital Account—Bridges		61,134.80	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. NO.			
8. Beaton–Camborne	$966.78		
10. Beaton–Trout Lake	1,122.79		
11. Begbie	137.12		
13. Big Bend	5,600.42		
21. Fish River	123.25		
25. Galena Bay Logging	226.12		
38. Husted	918.75		
48. Malakwa–Blais	133.51		
49. Malakwa–Erikson	164.13		
50. Malakwa–Johnson	239.75		
51. Malakwa–Mizon	181.00		
53. Malakwa–Sommerville	83.26		
67. Nichol	848.42		
68. Nixon	60.75		
70. Power-house	1,375.55		
71. Revelstoke–Arrowhead	9,801.98		
72. Revelstoke (east)	2,258.97		
74. Revelstoke (west)	17,218.36		
78. Sidmouth–Sproat	183.00		
80. Ski Jump	523.90		
84. Wagner	507.70		
92. Petroszewski	173.00		
93. Turner	100.00		
95. Cemetery	215.76		
102. Beatrice	444.23		
104. Big Bend Main	178.00		
105. Bernier	567.25		
112. Cevikula	237.41		
113. Westerberg	721.35		
114. Orser	907.74		
Carried forward	$46,220.25	$131,079.38	$4,104,270.11

REVELSTOKE DISTRICT—*Continued.*

Brought forward	$46,220.25	$131,079.38	$4,104,270.11

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. NO.			
114A. Halcyon	369.65		
123. McCulloch Creek	80.00		
126. Poole Creek	255.17		
140. Jordan	122.20		
Sundry roads (units under $50)	269.34		
Plant and tools	7,260.71		
Supervision—			
General Foreman	2,715.65		
Office	1,105.05		
Auto	588.56		
Total, Vote 192—Roads, Trails, etc.		58,986.58	

VOTE 192—BRIDGES: MAINTENANCE.

2. Beaton	$470.21		
3. Beaton–Camborne	108.90		
4. Beaton	204.30		
5. Beaton	139.90		
6. Beaton	90.00		
7. Beaton	141.00		
8. Beaton	115.50		
11. Beaton	125.50		
12. Beaton–Comaplix	203.90		
14. Beaton–Trout Lake	160.75		
22. Big Bend Road	200.00		
39. Pool Creek	255.00		
40. Goldfields	1,507.78		
42. Fish River	173.90		
54. Galena Bay	700.00		
68. Kelch	2,788.74		
72. Malakwa–Sommerville	230.77		
73. Malakwa–Sommerville	100.00		
93. Revelstoke (east)	55.00		
100. Revelstoke (south)	155.87		
101. Revelstoke (south)	69.32		
102. Revelstoke (south)	52.50		
103. Columbia River	2,781.11		
107. Clanwilliam Creek	92.50		
109. Creek west of Summit Lake	133.25		
116. Creek west of Griffin Lake	75.00		
120. Kay Falls	700.00		
121. Eagle River	68.00		
122. Crazy Creek	1,743.82		
127. Yard Creek	1,953.00		
130. Small Creek	71.00		
133. 2-Mile Creek	123.23		
148. Big Bend	117.50		
218. Big Bend	50.00		
297. Jordan	50.00		
Sundry bridges (units under $50)	637.21		
Total, Vote 192—Bridges: Maintenance		16,644.46	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Trail on east side of Fish Creek to Lexington Creek	$75.00		
Trail to Burniere Group	45.00		
Poole Creek Trail	327.50		
Trail to Lead Star Group	500.00		
Pool Creek Trail to Eclipse Mine	50.00		
Upper portion of Silver Creek Trail	609.50		
Trail to George Goldsmith's claims	25.00		
Total, Vote 156—"Mines Development Act," Supplementary		1,632.00	
Carried forward		$208,342.42	$4,104,270.11

REVELSTOKE DISTRICT—*Continued.*

Brought forward		$208,342.42	$4,104,270.11
VOTE 193—FERRIES.			
Arrowhead–Beaton	$3,924.36		
Goldstream	1,198.50		
Hall's Landing	3,153.76		
12-Mile	3,477.88		
Total, Vote 193—Ferries		11,754.50	
Total expenditure, Revelstoke District			220,096.92

RICHMOND-POINT GREY DISTRICT.

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. No.			
2. Imperial Street	$626.60		
3. Marine Drive	5,601.27		
9. Woodward Highway	832.50		
13. Granville Street	1,560.00		
14. Hudson Street	112.00		
Davis Ravine	717.44		
Plant and tools	464.93		
Supervision—			
General Foreman	2,594.67		
Office	1,586.76		
Auto	343.35		
Total, Vote 192—Roads, Trails, etc.		$14,439.52	
VOTE 192—BRIDGES: MAINTENANCE.			
1. Beacon Gulch	$156.03		
2. University	56.32		
3. Third	172.73		
4, 5. Eburne Bridges	7,162.68		
Bridge at Jericho Beach	211.76		
Total, Vote 192—Bridges: Maintenance		7,759.52	
VOTE 192—WHARVES.			
Woodward's Landing	$581.82		
Total, Vote 192—Wharves		581.82	
VOTE 193—FERRIES.			
Ladner–Woodward, No. 3	$7,375.70		
Total, Vote 193—Ferries		7,375.70	
Total expenditure, Richmond-Point Grey District			30,156.56

ROSSLAND-TRAIL DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Rossland-Trail (main road)	$32,485.70		
Castlegar-Trail	9,995.54		
Castlegar Ferry (road approaches)	4,158.39		
Total, Capital Account—Roads		$46,639.63	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
2. Big Sheep Creek	$389.88		
3. Castlegar–Trail	5,105.10		
Carried forward	$5,494.98	$46,639.63	$4,354,523.59

ROSSLAND-TRAIL DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$5,494.98	$46,639.63	$4,354,523.59
REG. No.			
8. Drake	50.00		
7. Deschamps (north)	1,370.71		
12. Milestone	93.75		
14. Rossland–Cascade	6,548.13		
16. Rossland–Paterson	2,000.38		
18. Stony Creek (lower)	50.00		
21. Trail (east)	703.37		
23. Trail–Rossland	2,300.57		
24. Trail-Rossland (old)	105.87		
25. Violin Lake	304.25		
37 Murphy Creek Trail	204.00		
Sundry roads (units under $50)	117.72		
Plant and tools	1,247.36		
Supervision—			
General Foreman (part salary)	400.00		
Total, Vote 192—Roads, Trails, etc.		20,991.09	

VOTE 192—BRIDGES: MAINTENANCE.

1. Castlegar–Trail, No. 1	$219.35		
2. Castlegar–Trail, No. 2	183.04		
11. Castlegar–Trail, No. 11	349.90		
36. Trail–Rossland, No. 1	50.00		
37. Trail–Rossland, No. 2	58.25		
Sundry bridges (units under $50)	69.50		
Total, Vote 192—Bridges: Maintenance		930.04	

VOTE 193—FERRIES.

Castlegar	$5,512.68		
Total, Vote 193—Ferries		5,512.68	
Total expenditure, Rossland-Trail District			74,073.44

SAANICH DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Secondary Road, 2B	$962.94		
Total, Capital Account—Roads		$962.94	

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2. Scott	$733.18		
3. Ross–Durrance	455.12		
4. Burnside	532.59		
5. Helmcken	822.71		
6. High Street	153.50		
9. Gorge	1,053.04		
10. Quadra and East Saanich Road	447.21		
11. West Saanich Road	1,595.05		
13. Verdier Avenue	286.48		
14. Chancellor Avenue	82.00		
15. Portage Avenue	77.90		
Limekiln Road	1,445.79		
Indian Reserve	229.84		
Sundry roads (units under $50)	116.00		
Plant and tools	514.02		
Carried forward	$8,544.43	$962.94	$4,428,597.03

SAANICH DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$8,544.43	$962.94	$4,428,597.03
Supervision—			
General Foreman	200.00		
Auto	600.00		
Total, Vote 192—Roads, Trails, etc.		9,344.43	
VOTE 192—BRIDGES: MAINTENANCE.			
Craigflower	$163.54		
Total, Vote 192—Bridges: Maintenance		163.54	
VOTE 192—WHARVES.			
Mill Bay–Brentwood	$7,034.17		
Total, Vote 192—Wharves		7,034.17	
VOTE 195A.			
West Saanich Road (Indian Reserve)	$119.16		
Total, Vote 195A		119.16	
Total expenditure, Saanich District			17,624.24

SALMON ARM DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Kamloops–Salmon Arm (Glenden–White Creek)	$543.50		
Kamloops–Salmon Arm (McKenzie Hill)	788.76		
Total, Capital Account—Roads	$1,332.26		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
North Thompson (Yellowhead Pass)	$6,992.45		
Notch Hill–Salmon Arm	10,148.93		
Salmon Arm–Grande Prairie	6,055.04		
Kamloops–Vernon	7,489.82		
Kamloops–Notch Hill	14,968.60		
North Thompson Highway surveys	3,455.07		
Old Enderby	163.75		
	$49,273.66		
Total, Capital Account—Roads		$50,605.92	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. No.			
2. Adams Lake and branches	$253.75		
7. Bear Creek	191.10		
8. Bolean Creek	313.50		
9. Blind Bay–Eagle Bay	652.08		
11. Birch Island–Lost Creek	265.75		
12. Buse Meadows–Robins Range	97.50		
13. Campbell Creek	160.50		
14. Campbell Meadows	172.00		
16. Chase Creek	874.82		
18. Chase Town	429.02		
19. Chase–Skimikin	946.61		
20. Chum Creek and branches	508.87		
Carried forward	$4,865.50	$50,605.92	$4,446,221.27

SALMON ARM DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.				
	Brought forward	$4,865.50	$50,605.92	$4,446,221.27
21.	China Valley	84.00		
23.	Celista	379.99		
24.	Douglas Lake–Grande Prairie	404.00		
25.	Ducks Station–Disdero	224.00		
26.	Ducks Range	696.10		
28.	Fowler–Willett's	445.50		
29.	Falkland	200.00		
31.	Grande Prairie	1,272.43		
32.	Glenemma	64.00		
33.	Glenemma–Armstrong	130.68		
36.	Harper Valley	417.75		
37.	Hepburn	84.50		
39.	Kamloops–Salmon Arm	8,038.90		
40.	Kamloops–Vernon	7,746.76		
41.	Kamloops–Shuswap	313.81		
43.	Little Shuswap	173.75		
46.	Mad River	99.75		
47.	Martin Prairie	387.06		
48.	Meadow Creek	748.22		
49.	Magna Bay	427.10		
51.	McMurphy District	352.21		
53.	Notch Hill–Blind Bay	60.00		
54.	Notch Hill–Carlin	850.10		
55.	Notch Hill Vicinity	513.99		
57.	Oxley Valley	87.20		
59.	Paxton Valley	254.50		
60.	Paul Lake	156.33		
61.	Pinantan	736.14		
64.	Pillar Lake	201.00		
65.	Robins Range	156.50		
67.	Salmon Arm–Enderby	171.00		
69.	Salmon Arm City	66.80		
69.	Salmon Arm Municipality	231.70		
70.	Salmon River	2,215.31		
71.	Sicamous–Vernon	505.32		
72.	Squilax–Anglemont	1,888.48		
73.	Sorrento–Blind Bay	485.87		
74.	Sorrento District	400.35		
75.	Seymour Arm	263.28		
77.	Scotch Creek	992.44		
80.	Tappen–White Lake	333.44		
81.	Tappen–Mobley–Brown	179.53		
83.	Yellowhead Pass	362.99		
86.	Quest Creek	102.65		
88.	Blue River	200.00		
89.	Gleneden	132.00		
90.	Aylmer	595.58		
	Sundry roads (units under $50)	167.23		
	Plant and tools	3,746.15		
	Camp equipment	91.05		
	Material	194.75		
	Supervision—			
	Assistant District Engineer	2,633.93		
	Office	576.92		
	Auto	248.37		
	Total, Vote 192—Roads, Trails, etc.		47,356.91	

VOTE 192—BRIDGES: MAINTENANCE.

7.	Blackburn	$204.00		
12.	Branchflower	559.12		
41.	Fussee	365.68		
	Carried forward	$1,128.80	$97,962.83	$4,446,221.27

SALMON ARM DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$1,128.80	$97,962.83	$4,446,221.27
REG. NO.			
45. Harpers Camp, No. 1	461.86		
46. Harpers Camp, No. 2	404.50		
56. Kinnear	1,133.94		
74. McMurphy Suspension	131.52		
78. Paxton Creek	265.75		
80. Pritchard	1,923.15		
85. Salmon Arm, No. 2	618.52		
90. Scotch Creek	984.42		
96. Shuswap	246.76		
102. Squilax, No. 1	788.91		
103. Squilax, No. 2	742.06		
155. Swift Creek	418.75		
156. Albreda	96.52		
158. Camp Creek	436.50		
159. Alder Creek	381.28		
160. Dry Creek	135.00		
161. Unnamed	280.00		
162. Manson Creek	104.78		
Sundry bridges (units under $50)	25.03		
Total, Vote 192—Bridges: Maintenance		10,708.05	

VOTE 193—FERRIES.

1. Avola	$529.47		
2. Vavenby	1,758.98		
3. Sorrento-Scotch Creek	4,105.62		
4. Squilax	2,021.78		
5. Ducks	926.12		
Shuswap	5,000.00		
Total, Vote 193—Ferries		14,341.97	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Trail to Wallace Mineral Claim	$300.00		
Trail to Cotton Belt Mines	428.00		
Total, Vote 156—"Mines Development Act," Supplementary		728.00	
Total expenditure, Salmon Arm District			123,740.85

SIMILKAMEEN DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.

Kamloops-Salmon Arm (credit)	$992.12		

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

South Okanagan Land Project	$7,447.26		
Osoyoos-Sidley Mountain (Anarchist Mountain)	15,587.56		
Penticton-Osoyoos	7,977.18		
1-Mile Creek	9,333.96		
Penticton-Summerland	4,244.02		
Copper Mountain	500.00		
Oliver-International Boundary	725.00		
Penticton-Keremeos-Le Lievre Hill	55.00		
	$45,869.98		
Total, Capital Account—Roads		$44,877.86	
Carried forward		$44,877.86	$4,569,962.12

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward	$44,877.86	$4,569,962.12

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

South Keremeos	$29,002.49	
Penticton–Summerland	276.63	
Total, Capital Account—Bridges		29,279.12

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
1.	Allison–Copper Mountain	$60.00	
10.	Copper Mountain	2,070.10	
12.	Osoyoos Orchards	116.25	
16.	D'Arcy Mountain	102.86	
18.	Deer Valley	207.00	
20.	Penticton–Oliver	2,201.65	
21.	Fairview–Camp McKinney	121.00	
22.	Fairview–Cawston	285.50	
23.	Fairview roads	53.50	
24.	Farleigh	90.00	
25.	Nickel Plate	76.00	
26.	Fairview–White Lake	198.50	
31.	Granite Creek	50.00	
35.	Hedley–Princeton	2,659.00	
38.	Kaleden–Okanagan Falls	695.21	
40.	White Lake	366.51	
41.	Keremeos–Hedley	1,179.64	
42.	Kruger Mountain	569.55	
43.	Keremeos Station	755.50	
44.	Granite Creek–Blackburn	1,174.24	
45.	Myers Flat–Okanagan Falls	243.50	
47.	Marron Valley	259.77	
48.	Hedley streets	88.00	
52.	Richter Pass	615.75	
54.	Osoyoos–Sidley Mountain	1,683.11	
59.	Hope–Princeton	1,607.18	
60.	Penticton–Keremeos	7,303.83	
62.	Penticton–Carmi	187.66	
63.	Princeton–Otter Lake	2,051.32	
67.	Cawston roads	382.20	
68.	Princeton streets	944.04	
72.	South Similkameen	746.75	
73.	Penticton–Summerland	620.25	
76.	Tulameen streets	166.36	
78.	Summers Creek	73.18	
79.	South Keremeos	78.25	
80.	Shingle Creek	589.13	
86.	Oliver–Osoyoos	179.00	
87.	Tulameen–Summit City	640.04	
90.	Oliver streets	110.00	
93.	South Okanagan Land Project	306.27	
95.	Lett's Sawmill	117.50	
96.	Sidley–Camp McKinney	60.75	
97.	Sidley Mountain	350.00	
206.	Camp Rest–Nickel Plate Trail	60.38	
214.	Hope Trail	193.00	
14A.	Fairview–Summerland	3,226.35	
29B.	Penticton–Naramata	1,076.73	
	Main Osoyoos–International Boundary	127.00	
	Sundry roads (units under $50)	817.55	
	Plant and tools	8,676.82	
	Camp equipment	210.30	
	Penticton Tool-shed	2,019.13	
	Supervision—		
	General Foreman and auto	3,111.43	
	Office	1,743.10	
	Total, Vote 192—Roads, Trails, etc.		53,697.64
	Carried forward		$127,854.62 $4,569,962.12

SIMILKAMEEN DISTRICT—*Continued.*

Brought forward		$127,854.62	$4,569,962.12

VOTE 192—BRIDGES: MAINTENANCE.

Reg. No.			
45.	5-Mile, No. 4	$129.50	
82.	Penticton–Keremeos, No. 24	141.00	
108.	Penticton–Keremeos, No. 4	1,650.87	
115.	Penticton–Keremeos, No. 11	1,138.87	
136.	Princeton	1,168.70	
147.	South Keremeos, No. 3	54.00	
	Sundry bridges (units under $50)	56.42	
	Total, Vote 192—Bridges: Maintenance		4,339.36

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Bear Creek Bridge	$100.00	
Bradshaw Canyon Trail	100.00	
Bridge across Tulameen River at Slate Creek	313.00	
Bridge and trail across Tulameen River	200.00	
Champion Creek Trail	50.00	
Kelley Creek Trail	200.00	
Nickel Plate Road	500.00	
Pacific Slope Mining Co., S. & M., and Marion Group of Claims	200.00	
Road to Copper Mountain	750.00	
Road from Tulameen to Summit Camp	150.00	
Slate Creek Trail	50.00	
Trail to Independence Group of Claims	150.00	
Trail to Morning Star Group of Claims	100.00	
Trail from Bear Creek Road to Elliott Creek	50.00	
Tulameen River Bridge, Slate Creek	50.00	
Sundry trails (units under $50)	50.00	
Total, Vote 156—"Mines Development Act," Supplementary		3,013.00
Total expenditure, Similkameen District		135,206.98

SKEENA DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.

Prince Rupert Highway (Smithers–Telkwa)	$5,183.55	
Prince Rupert Highway (Hazelton–Smithers)	21,009.95	
Prince Rupert Highway (Terrace)	60,600.72	
Prince Rupert Highway surveys	5,689.82	
Total, Capital Account—Roads		$92,484.04

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): BRIDGES.

Haguelgate surveys	$5,797.72	
Copper River High-water Channel	1,792.99	
Kispiox Canyon	8,926.33	
Copper River Suspension	161.97	
Total, Capital Account—Bridges		16,679.01

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2.	Adams Settlement	$152.24		
7.	Remo	1,825.84		
8.	Bohler	54.00		
9.	Brann's Island	176.98		
13.	Cronin	344.34		
14.	Chicken Lake	380.74		
	Carried forward	$2,934.14	$109,163.05	$4,705,169.10

SKEENA DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$2,934.14	$109,163.05	$4,705,169.10
REG. No.				
16.	Corlette	73.00		
17.	Cedarvale–Woodcock	492.68		
19.	Canyon Creek (lower)	502.92		
23.	Driftwood Creek	403.28		
25.	Evelyn Station	50.62		
28.	Gold Creek–Usk–Glen Meadow	63.98		
30.	Salmon Creek, Prince Rupert Highway	91.75		
32.	Hazelton–Moricetown	4,522.20		
33.	Hazelton–Skeena Crossing	7,308.74		
34.	Heal–Norris	61.33		
35.	Hudson Bay Mountain	1,040.84		
37.	Hynes Settlement	471.88		
40.	Kitwanga Wagon	703.46		
41.	Kitwanga–Andimaul	131.24		
42.	Kitimat	735.36		
43.	Kallum Main	2,748.97		
49.	Kispiox Valley	328.54		
52.	Lakelse Lake	820.99		
56.	Meanskinisht–Kitwanga	329.33		
60.	McClure Lake	93.61		
64.	9-Mile	965.39		
70.	Rosenthal, Prince Rupert Highway	69.94		
75.	Hazelton–Comeau	60.75		
77.	Smithers–Telkwa	2,896.56		
79.	Terrace Ferry	335.30		
83.	Telkwa River (north side)	1,036.36		
84.	Telkwa Collieries	706.65		
85.	Telkwa Bridge	161.37		
86.	Usk–Vanarsdol	953.53		
90.	Smithers–Telkwa (west side)	142.08		
91.	Smithers–Moricetown	3,691.18		
92.	West side of Skeena (north)	175.41		
98.	West side of Kispiox (north)	2,412.61		
99.	Lanfere	318.27		
100.	Terrace–Usk	2,408.55		
102.	Dean	904.12		
104.	Kathlyn Lake (west side)	182.75		
107.	Moricetown–Telkwa	2,485.26		
108.	Kidd Settlement	171.47		
109.	Usnick	50.16		
110.	Heslip	805.01		
111.	Engman	195.00		
205.	Copper River Trail	1,656.15		
209.	Chicken Lake Trail	80.62		
220.	Groundhog Mountain Trail	847.81		
229.	Kallum Lake Trail	91.78		
236.	Manson Trail	1,038.66		
300.	Port Essington streets	718.45		
302.	Terrace streets	936.67		
303.	Hazelton streets	464.68		
	Sundry roads (units under $50)	159.01		
	Supervision—			
	Assistant District Engineer	3,311.57		
	Office	2,214.44		
	Auto	611.18		
	Total, Vote 192—Roads, Trails, etc.		57,167.60	

VOTE 192—BRIDGES: MAINTENANCE.

21.	Chicken Creek	$782.45		
29.	Driftwood Creek, No. 4	156.33		
	Carried forward	$938.78	$166,330.65	$4,705,169.10

SKEENA DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$938.78	$166,330.65	$4,705,169.10
REG. No.			
35. Driftwood Creek, No. 8	103.12		
37. Fiddler Creek	215.07		
50. Haguelgate	385.28		
52. Hynes Settlement	3,108.97		
59. Kispiox	105.38		
61. Kitsequekla	908.86		
63. Long Charlie	1,478.97		
76. Moricetown	268.89		
98. Smithers	221.10		
101. Telkwa River	214.85		
106. Toboggan Creek	1,765.46		
135. Terrace	130.31		
136. Pacific	95.35		
160. Sedan Creek	977.04		
162. Doughty (trestle)	2,432.31		
163. Slope Creek	151.24		
164. Shandilla Creek	137.03		
Sundry bridges (units under $50)	153.45		
Total, Vote 192—Bridges: Maintenance		13,791.46	

VOTE 193—FERRIES.

Kitwanga	$817.15		
Pacific	749.21		
Remo	3,050.90		
Copper River Basket Ferries	884.24		
Hazelton	1,441.52		
Cedarvale	1,630.39		
Copper City	1,107.00		
Usk	3,064.18		
Total, Vote 193—Ferries		12,744.59	

VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

23. Driftwood Creek	$297.56		
35. Hudson Bay Mountain Road	1,999.87		
36. Hunter Basin Road	349.75		
64. Nine-mile Mountain Road	2,999.51		
84. Telkwa Collieries Road	998.58		
201. Brian Boru Trail	150.00		
205. Copper River Trail	200.00		
208. Chimdemash Creek Trail	99.88		
214. Douglas Creek Trail	50.00		
217. Empire Group Trail	250.84		
219. Kleanza Creek Trail	94.99		
221. Harvey Group Trail	100.00		
228. Kitnaiakwa Trail	248.75		
232. Legate Creek Trail	1,886.66		
237. Main Fork of Telkwa Trail	249.75		
252. Williams Creek Trail	199.87		
260. Cascade and Yukon Trail	250.00		
262. South Fork of Telkwa Trail	149.62		
264. Paystreak Trail	100.00		
269. Thoen Basin Trail	655.60		
270. Singleton Trail	50.00		
271. Emma and 4-Acre Group	99.84		
Khutze Inlet Trail	300.00		
Hall Creek Bridge	347.75		
Total, Vote 156—"Mines Development Act," Supplementary		12,128.82	
Total expenditure, Skeena District			204,995.52
Carried forward			$4,910,164.62

SOUTH OKANAGAN DISTRICT.

Brought forward			$4,910,164.62
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Kelowna–Westbank Ferry Landings	$46.75		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Kelowna–Vernon	4,500.12		
Summerland–Peachland (Lake Shore)	4,112.63		
Penticton–Westbank	9,410.10		
Total, Capital Account—Roads		$18,069.60	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
REG. No.			
2. Bulman Subdivision	$71.50		
3. Belgo Subdivision (north)	890.50		
4. Belgo Subdivision (south)	776.00		
5. Bear Creek	54.75		
7. Benvoulin Subdivision	707.50		
9. Glenmore Valley	499.25		
10. Gellatly–Lake Shore	199.00		
12. Glenrosa Subdivision	190.50		
13. Hydraulic Creek	509.00		
15. Joe Riche District	646.25		
16. Kelowna–Vernon (north)	2,640.13		
17. Kelowna–Vernon (south)	6,868.63		
18. M.L.O. Main	881.75		
19. M.L.O. Subdivision	572.00		
20. Lewis Bailey	227.25		
21. Lake Shore (Okanagan Mission)	566.56		
24. Meadow Valley and branches	107.00		
25. North Naramata	384.50		
26. Naramata Village	193.50		
27. Naramata Subdivision	1,483.30		
29. Okanagan Centre Subdivision	767.25		
30. Peachland Municipality	433.56		
31. Peachland–Princeton	69.50		
32. Penticton–Summerland	1,217.52		
33. Penticton–Naramata	992.90		
34. Rutland Subdivision	1,925.50		
36. Scotty Creek	192.25		
37. S.K.L. Subdivision	403.50		
38. South Okanagan and branches	622.75		
40. Summerland–Peachland	1,084.36		
41. Summerland Municipality	1,601.49		
42. Shingle Creek and branches	290.75		
45. Woodlawn Subdivision	243.50		
46. Westside	165.25		
47. Westbank Subdivision	729.05		
48. Westbank Ferry	1,622.05		
49. Woods Lake Bottom roads	406.50		
54. T. Bulman	60.00		
Sundry roads (units under $50)	2,778.92		
Plant and tools	12,094.20		
Material	1,849.46		
Supervision—			
General Foreman	2,454.30		
Office	1,921.24		
Auto	360.34		
Total, Vote 192—Roads, Trails, etc.		52,755.01	
VOTE 192—BRIDGES: MAINTENANCE.			
10. Dry Creek	$389.25		
15. Duck Creek, No. 4	525.41		
22. Horse Creek	198.33		
Carried forward	$1,112.99	$70,824.61	$4,910,164.62

SOUTH OKANAGAN DISTRICT—*Continued.*

VOTE 192—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$1,112.99	$70,824.61	$4,910,164.62
REG. NO.			
23. Irrigation Ditch	381.58		
34. Mission Creek, No. 2	271.95		
37. Mission Creek, No. 5	134.06		
54. Slough Bridge, No. 8	1,097.79		
57. Trout Creek, No. 1	1,794.60		
59. Trout Creek, No. 3	271.90		
61. Trout Creek, No. 5	78.50		
62. Trepanier Creek	261.03		
68. McDougall Creek, No. 3	108.64		
Sundry bridges (units under $50)	305.98		
Total, Vote 192—Bridges: Maintenance		5,819.02	
VOTE 193—FERRIES.			
Kelowna–Westbank	$17,273.27		
Credit, ferry tolls received	17,336.70		
Total, Vote 193—Ferries (credit)		63.43	
Total expenditure, South Okanagan District			76,580.20

SOUTH VANCOUVER DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Reconstruction, Marine Drive Extension	$14,992.18		
Fraser Street	10,791.28		
Commercial Drive (widening)	492.22		
Total, Capital Account—Roads		$26,275.68	
VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.			
7A. Kingsway	$315.00		
47B. Fraser Street	124.80		
Supervision	146.28		
Total, Vote 192—Roads, Trails, etc.		586.08	
Total expenditure, South Vancouver District			26,861.76

YALE DISTRICT.

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1925," SEC. 6 (*a*): ROADS.			
Cariboo (Boothroyd–Lytton Section)	$3,715.11		
Cariboo (Fraser Canyon)	11,848.17		
Hope–Yale	1,036.49		
Hope–Rosedale	104.00		
Automatic signals	991.73		
	$17,695.50		
Less refunds	109.16		
	$17,586.34		
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1927," SEC. 6 (*a*): ROADS.			
Spences Bridge–Merritt	$8,278.79		
Lytton–20-Mile Post	5,838.28		
Summers Creek	4,468.38		
Carried forward	$18,585.45		$5,013,606.58

YALE DISTRICT—*Continued.*

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1927," SEC. 6 (*a*) : ROADS —*Continued.*

Brought forward		$18,585.45		$5,013,606.58
Cache Creek–Savona		2,293.11		
Boothroyd–Lytton Section (Cariboo Highway)		69,591.12		
Kamloops–Merritt		2,996.75		
Spences Bridge–Ashcroft		4,280.40		
HopeRosedale		17,044.63		
Yale, No. 15		1,206.39		
Deroche–Harrison Bay (Dewdney–Harrison River)		3,544.85		
Deroche–Harrison Bay (Harrison River–Harrison Section)		1,502.67		
Cariboo (Lytton–Spences Bridge)		402,631.91		
Harrison Hot Springs		2,997.95		
River-bank protection, Coldwater River		6,886.51		
		$533,561.74		
Fraser Canyon	$2,433.77			
Hope–Yale	10,973.35			
		13,407.12		
		$520,154.62		
Total, Capital Account—Roads			$537,740.96	

CAPITAL ACCOUNT—" B.C. LOAN ACT, 1927," SEC. 6 (*a*) : BRIDGES.

Gordon Creek, No. 48	$2,469.50	
Coquihalla, No. 35	8,067.39	
Lindley Creek, No. 128	2,695.54	
North Bend (proposed bridge)	139.65	
Alexandra	657.81	
Bridges, 3-Mile Slide	42,399.61	
Spences, No. 78	247.24	
Total, Capital Account—Bridges		56,676.74

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS : ROADS, TRAILS, AND STREETS.

REG. NO.				
1.	Harrison Hot Springs (28B)	$424.34		
2.	Harrison Hot Springs	3,051.34		
6.	Hope–Rosedale	3,326.46		
10.	Laidlaw	90.00		
13.	Hope Townsite	1,112.54		
15.	Yale	1,515.40		
16.	Othello	158.93		
20.	Chaumox	1,453.95		
22.	Lytton–Lillooet	980.99		
25.	Lindley Creek	80.57		
26.	Winch	215.28		
30.	Spences Bridge–Ashcroft	1,769.22		
32.	Venables Valley	375.29		
34.	Upper Venables Valley	197.24		
35.	Upper Hat Creek	413.34		
36.	Cariboo	1,297.64		
38.	Ashcroft	2,524.00		
40.	Highland Valley	1,447.81		
42.	Cache Creek–Savona	892.39		
43.	Back Valley	538.28		
44.	Merritt–Spences Bridge	3,118.38		
48.	Aberdeen Mine	210.00		
51.	Petit Creek	372.75		
55.	Mamette Lake	931.11		
57.	8-Mile	80.00		
63.	Kamloops–Merritt	5,023.35		
64.	Mill Creek	176.00		
	Carried forward	$31,776.60	$594,417.70	$5,013,606.58

YALE DISTRICT—*Continued.*

VOTE 192—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$31,776.60	$594,417.70	$5,013,606.58
REG. NO.				
66.	Princeton Cut-off	79.00		
68.	Grande Prairie	1,146.50		
69.	Lauder–Hawkins	53.50		
70.	Merritt–Princeton (via 1-Mile)	2,303.61		
71.	Coldwater	591.41		
73.	Kane Valley	250.00		
75.	Bates	50.00		
76.	Aspen Grove–Princeton	786.13		
77.	Gulliford	56.46		
79.	Pike Mountain	198.50		
80.	5-Mile	154.50		
81.	Summers Creek	211.18		
82.	Princeton Trail	332.00		
83.	Deroche–Agassiz	1,149.02		
84.	Brookmere	112.90		
85.	Bergstrom	500.00		
201.	Nevin Extension	760.29		
202.	Caryk	50.00		
	Sundry roads (units under $50)	417.21		
	Camp equipment	138.86		
	Material	894.28		
	Plant and tools, etc.	11,315.16		
	Supervision—			
	Assistant District Engineer	3,436.70		
	Office	3,001.65		
	Auto	669.28		
	Total, Vote 192—Roads, Trails, etc.		60,434.74	
	VOTE 192—BRIDGES: MAINTENANCE.			
7.	Harrison River	$730.09		
14.	Unnamed	320.70		
15.	Unnamed	71.92		
56.	Fink	1,482.66		
57.	Richardson	273.92		
58.	McCarthy	424.67		
59.	Unnamed	311.54		
60.	Unnamed	359.55		
61.	Unnamed	391.52		
66.	Lytton	67.05		
79.	Spences	917.15		
95.	Ashcroft	1,254.50		
143.	Unnamed	696.79		
154.	Carrington	117.32		
157.	Guichon	919.90		
158.	Quilchena	1,735.43		
220.	Cisco	146.86		
	Sundry bridges (units under $50)	63.12		
	Total, Vote 192—Bridges: Maintenance		10,284.69	
	VOTE 192—PROTECTION OF RIVER-BANKS.			
	Coldwater River	$711.93		
	Total, Vote 192—Protection of River-banks		711.93	
	VOTE 193—FERRIES.			
	Lytton	$1,158.35		
	Total, Vote 193—Ferries		1,158.35	
	Carried forward		$667,007.41	$5,013,606.58

YALE DISTRICT—*Continued.*

Brought forward		$667,007.41	$5,013,606.58
VOTE 156—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.			
Trail up Hills Bar Creek	$1,500.00		
Hope–Princeton Trail	120.00		
Trail to Mary Reynolds Mineral Claim	100.00		
Ladner Creek Trail	400.81		
Trail up Dewdney Creek	549.00		
Total, Vote 156—"Mines Development Act," Supplementary		2,669.81	
Total expenditure, Yale District			669,677.22

MISCELLANEOUS.

"B.C. LOAN ACT, 1924," SEC. 6 (*b*).			
General engineering	$175.00		
Less credit, Kimberley sidewalks	172.94		
Total, "B.C. Loan Act, 1924," Sec. 6 (*b*)		$2.06	
"B.C. LOAN ACT, 1927," SEC. 6 (*a*)—ROADS.			
General engineering	$2,047.90		
Surveys, District No. 2	4,501.81		
Equipment Fund	255,000.00		
Total, "B.C. Loan Act, 1927," Sec. 6 (*a*)—Roads		261,549.71	
VOTE 192.			
Launch "H. & L."	$2,771.25		
Traffic Operation	6,759.70		
General Surveys	512.79		
Contingencies	7,563.22		
Bridges Generally	8,277.13		
Total, Vote 192		25,884.09	
VOTE 193—FERRIES.			
Contingencies	$341.22		
Total, Vote 193—Ferries		341.22	
VOTE 194—CARIBOO HIGHWAY (TOLL SECTION).			
Expenditure	$30,102.51		
Less toll receipts	7,844.91		
Total, Vote 194—Cariboo Highway (Toll Section)		22,257.60	
Total expenditure, Miscellaneous			310,034.68

REPAIRS, ETC., TO GOVERNMENT BUILDINGS THROUGHOUT THE PROVINCE (EXCEPT PARLIAMENT BUILDINGS AND GOVERNMENT HOUSE).

VOTE 195.			
Colony Farm, Essondale	$2,428.84		
Deaf and Dumb School	2,270.66		
Elk Lake Game Farm	4.91		
Gaols and Lockups	11,738.87		
Home for Incurables	864.30		
Industrial School for Boys	7,310.76		
Industrial School for Girls	2,594.26		
Carried forward	$27,212.60		$5,993,318.48

REPAIRS, ETC., TO GOVERNMENT BUILDINGS THROUGHOUT THE PROVINCE (EXCEPT PARLIAMENT BUILDINGS AND GOVERNMENT HOUSE)—*Continued.*

VOTE 195—*Continued.*

Brought forward	$27,212.60	$5,993,318.48
Mental Hospital, Essondale	6,946.13	
Mental Hospital, New Westminster	5,326.07	
Mental Hospital, Saanich	6,253.78	
Mine-rescue stations	271.84	
Normal School, Vancouver	1,787.50	
Normal School, Victoria	6,670.66	
Oakalla Prison Farm	2,689.83	
Provincial Home, Kamloops	3,787.66	
Tranquille Sanatorium	12,580.07	
Government Buildings—		
Alberni	176.63	
Anyox	322.70	
Ashcroft	569.20	
Atlin	27.85	
Barkerville	847.84	
Chilliwack	313.05	
Clinton	75.78	
Cranbrook	981.21	
Cumberland	675.18	
Duncan	129.18	
Fernie	713.35	
Fort Fraser	37.74	
Golden	246.79	
Greenwood	126.75	
Grand Forks	2,077.23	
Kamloops	819.75	
Kaslo	208.02	
Kelowna	116.35	
Invermere	50.45	
Lillooet	256.55	
New Westminster	2,133.91	
Merritt	46.31	
Nanaimo	313.15	
Nelson	2,195.64	
New Denver	131.98	
150-Mile House	135.00	
Ocean Falls	575.95	
Prince Rupert	3,929.49	
Penticton	114.50	
Princeton	188.70	
Pouce Coupe	67.80	
Quesnel	890.57	
Queen Charlotte	39.96	
Revelstoke	335.15	
Rossland	94.15	
Prince George	443.99	
Smithers	760.59	
Stewart	841.70	
Vancouver	6,219.58	
Vanderhoof	50.00	
Victoria	1,138.39	
Vernon	937.48	
Williams Lake	111.04	
Total, Vote 195—Government Buildings		103,992.77
Carried forward		$6,097,311.25

CAPITAL EXPENDITURES.

Brought forward			$6,097,311.25
BUILDINGS.			
Vote 206. Boys' Industrial School—Gymnasium and Grounds		$2,774.41	
Vote 208. Smithers Agency—Improvement of Grounds		911.98	
Vote 209. Nelson Land Registry—New Vaults		3,783.36	
Vote 210. Girls' Industrial School—Gymnasium		8,807.14	
Vote 211. Home for Incurables—New Addition		13,393.30	
Wm. Braid Bequest Account. Home for Incurables		9,808.05	
Vote 212. Sundry Lockups		323.17	
"B.C. Loan Act, 1922," Sec. 6 (*a*)—			
Clinton—Government Building	$12,754.40		
Essondale—Colony Farm	8,796.96		
Kelowna Ferry—Ferryman's House	1,056.00		
Prince Rupert Court-house	2,172.35		
Princeton Court-house	764.60		
Princeton—Government Agent's Residence	3,050.05		
Smithers Court-house	163.00		
Tranquille Sanatorium	12,527.05		
Total expenditure, "Loan Act, 1922"		41,284.41	
"B.C. Loan Act, 1923," Sec. 6 (*c*)—			
Alert Bay Lockup	$170.45		
Natal Lockup	10.00		
Kamloops Gaol	5,089.15		
Boston Bar Residence	2,497.08		
Mental Home, Saanich	3,797.80		
Colony Farm, Essondale	699.86		
Lillooet Court-house	13,058.01		
New Westminster Court-house	684.15		
Prince Rupert Court-house	938.00		
Tranquille Sanatorium	22,564.17		
Victoria—Old Drill Hall	339.00		
Victoria—Printing Bureau	3.35		
Victoria—Greenhouse, Parliament Buildings	2,251.17		
Total expenditure, "Loan Act, 1923"		52,102.19	
"B.C. Loan Act, 1927," Sec. 6 (*b*)—			
Mental Hospital, Essondale	$52.57		
Colony Farm, Essondale	10,643.13		
Tranquille Sanatorium	79,411.33		
Victoria—Printing Bureau	149,307.63		
Total expenditure, "Loan Act, 1927"		239,414.66	
Special Warrant—Purchase of lots, Coquitlam Dyking District		540.00	
Total, Capital Expenditures			373,142.67
Total expenditure (excepting Votes 185–191)			$6,470,453.92

(For summary of expenditure *see* page U 55.)

TENDERS RECEIVED AND CONTRACTS AWARDED.

April 1st, 1927, to March 31st, 1928.

GOVERNMENT BUILDINGS.

Work and Tenderer.		Amount.	Remarks.
BELLA COOLA LOCKUP:			
First call:			
Bella Coola Lumber Co.		$7,450.00	Not awarded.
E. C. LaTrace		7,484.00	
Second call:			
E. C. LaTrace		6,840.00	
A Rodger Contracting Co.		7,370.00	Awarded.
Supervising Architect reports E. C. LaTrace's work has not been satisfactory in the past. (*See* his memo., March 19th, 1928, File 2033.)			
It was found that the necessary funds were not available after awarding the contract and the successful tenderer withdrew his tender. (*See* Letter 237377, File 2033.)			
CARIBOO ROAD TOLL-HOUSE:			
E. C. LaTrace		3,780.00	Not awarded.
It was decided not to proceed with this work.			
LILLOOET COURT-HOUSE AND LOCKUP:			
E. H. Shockley	$13,511.00		
	1,000.00		
		14,511.00	Awarded.
Wm. Orr	$13,500.00		
	1,500.00		
		15,000.00	
E. C. Fromey	$14,950.00		
	1,121.00		
		16,071.00	
ALERT BAY LOCKUP:			
John A. McDonald		6,474.00	
E. C. LaTrace		6,490.00	
A. Rodger Contracting Co.		7,175.00	Awarded.
Deputy Minister advises that investigation showed E. C. LaTrace's workmanship was poor, and McDonald, in addition to that, was dilatory in paying his workmen. (*See* 236648, File 336.)			
ASHCROFT COURT-HOUSE AND LOCKUP:			
E. C. LaTrace		5,820.00	No award; work postponed.
A. Rodger Contracting Co.		6,675.00	
Stoddart & Coldwell		6,850.00	
YAHK LOCKUP:			
Doris Construction Co.		1,856.30	Awarded.
A. E. Jones		2,238.00	
TRANQUILLE SANATORIUM BUILDINGS:			
E. J. Ryan Construction Co.		285,945.00	Awarded.
Smith Bros. & Wilson		287,088.00	
A. C. McDougall & Son		289,000.00	
Hodgson, King & Marble		289,891.00	
TRANQUILLE ELECTRICAL WORK:			
Hume & Rumble		37,500.00	Awarded.
C. C. Carter		38,000.00	
C. H. E. Williams		39,089.36	
Chilliwack Electrical Co.		45,306.00	
S. Darnbrough, Ltd.		54,870.00	

GOVERNMENT BUILDINGS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
SALMON ARM HOSPITAL:		
Wm. J. Reader	$17,482.00*	
A. Rodger Contracting Co.	18,874.00	
E. H. Shockley	19,743.00	
* Subsequently revised to $16,575 and awarded. (*See* 222604, File 5601.)		
MARPOLE HOME FOR INCURABLES:		
T. Carson	22,700.00	Awarded.
Nye Construction Co.	24,016.00	
E. H. Shockley	24,623.00	
A. Rodger Contracting Co.	28,480.00	
INVERMERE LOCKUP:		
James Henderson	6,574.75	Awarded.
A. Rodger Contracting Co.	7,325.00	
COLONY FARM DYKE FLOOD-BOXES:		
J. A. Mackenzie	5,580.00	Awarded.
Sloan & Harrison	6,071.00	
Watson, Stewart & Kennedy	7,006.00	
W. Greenlees	7,134.50	
W. Greenlees (alternate design)	6,764.50	
Nickson Construction Co.	7,920.00	
ESSONDALE HOSPITAL—FIRE-ALARMS:		
C. H. E. Williams	5,973.82	Awarded.
Farr, Robinson & Bird	6,227.00	
Archer & Bain	6,396.00	
Archer & Bain (alternative bid)	6,714.00	
S. Darnbrough, Ltd.	6,500.00	
PRINCETON GOLD COMMISSIONER'S RESIDENCE:		
E. C. Fromey	1,045.00	
Huston & Sinclair	1,192.00	Awarded.
Awarded to Huston & Sinclair as they are a local firm.		

SCHOOLS.

SMITHERS HIGH:		
T. Carson	$14,700.00	Awarded.
E. Hann	18,350.00	
E. H. Shockley	20,736.00	
HILLIERS:		
A. N. Fraser	3,475.00	Awarded.
Turley Bros.	4,150.00	
A. Rodger Contracting Co.	4,955.00	
COURTENAY HIGH:		
Turley Bros.	19,255.00	
Turley Bros. (laboratory extra)	670.00	
G. Brethour	21,500.00	
E. J. Ryan Contracting Co.	30,917.00	
NOTE.—Supervising Architect uncertain as to whether laboratory included in last two tenders.		
T. Carson	17,000.00	Awarded.
NOTE.—T. Carson was requested to submit a figure on the same basis as the original tenderers. The amount of money available for the school was $17,000.		
GIRLS' INDUSTRIAL—GYMNASIUM:		
A. Rodger Contracting Co.	9,550.00	
Smith Bros. & Wilson	9,992.00	
NOTE.—Revisions were made in the original specification and A. Rodger Contracting Co. awarded the contract for $7,600.		

SCHOOLS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
BOYS' INDUSTRIAL SCHOOL—ELECTRICAL ALTERATIONS:		
Sidney Darnbrough, Ltd.	$1,855.00	Awarded.
Universal Electric	1,897.00	
C. C. Carter	1,960.00	
Hume & Rumble	1,995.00	
Moulton Electric	1,998.23	
Rushforth Electric	2,535.00	
UNIVERSITY HEIGHTS—ADDITION:		
A. Rodger Contracting Co.	3,080.00	Awarded.
R. & J. C. Barton	3,215.00	
McLean & Giddings	3,468.00	
DEAF AND BLIND SCHOOL:		
School-house:		
E. H. Shockley	8,840.00	Awarded.
H. P. Leck	8,982.00	
A. Rodger Contracting Co.	9,884.00	
Repairs:		
E. H. Shockley	1,490.00	Awarded.
H. P. Leck	2,041.00	
A. Rodger Contracting Co.	2,287.00	
Painting Floors:		
H. P. Leck	265.00	
A. Rodger Contracting Co.	225.00	

FERRIES.

MISSION—ALTERATIONS TO HULL, STERN, AND GEAR OF FERRY-BOAT "EENA":		
B.C. Marine Engineers	$8,500.00	Awarded.
Burrard Dry Dock Co.	11,450.00	
Victoria Machinery Depot	17,511.00	
CASTLEGAR—SCOW:		
McCharles & McDougall	7,035.60	Awarded.
Hoffar-Beeching Co.	7,800.00	
Star Ship Yard	8,150.00	
Blondin & Thurgood	8,434.00	
B.C. Dock Co.	9,000.00	
A. H. Green Co.	9,800.00	
ARROWHEAD–BEATON—CHARTER:		
Capt. J. Fitzsimmons	7,000.00 per annum.	Awarded.

ROADS.

SLOCAN–SILVERTON ROAD—SLOCAN CITY NORTHERLY 8.4 MILES:		
L. H. Rawlings	$142,084.00	Awarded.
W. P. Tierney & Co.	145,423.00	
Dawson, Wade & Co.	147,586.00	
General Construction Co.	148,370.00	
Contractors, Ltd.	155,346.00	
Stewart & Barber	173,856.00	
S. S. Magaffin & Co.	175,920.00	
IOCO–PORT MOODY ROAD:		
Dawson, Wade & Co.	9,310.00	Awarded.
General Construction Co.	10,235.00	
W. P. Tierney & Co.	11,808.00	
C. D. Collard	12,550.50	

ROADS—*Continued.*

Work and Tenderer.	Amount.	Remarks.
DEWDNEY TRUNK ROAD—STAVE RIVER CUT-OFF:		
General Construction Co.	$31,765.00	Awarded.
Dawson, Wade & Co.	35,320.00	
Westminster Construction Co.	35,926.00	
Vancouver Pile Driving Co.	57,226.50	
PRINCE RUPERT HIGHWAY—KAIEN ISLAND SECTION:		
Vancouver Pile Driving Co.	123,340.50	Awarded.
C. Johnson & Co.	154,262.50	
Dawson, Wade & Co.	173,277.50	
Stewart & Barber	177,413.00	
McCaffery & Hansen	178,004.00	
PAVING HASTINGS–BARNET ROAD—BOUNDARY ROAD TO SPERLING AVENUE:		
(Cost of Portland cement not included in tenders.)		
Cement Concrete Paving:		
Ellis-Cotton, Ltd.	68,575.00	Awarded.
Dawson, Wade & Co.	71,488.00	
Armstrong-Morrison Paving Co.	72,437.50	
General Construction Co.	73,546.50	
Columbia Bitulithic, Ltd.	74,166.00	
(Alternative.) Asphaltic Concrete Paving with Cement Concrete on Grades of 5 per Cent. and over:		
Using Crushed Rock for Mineral Aggregate:		
Ellis-Cotton, Ltd.	77,700.00	
General Construction Co.	82,089.00	
Columbia Bitulithic, Ltd.	82,456.50	
Using Gravel for Mineral Aggregate:		
Ellis-Cotton, Ltd.	76,000.00	
General Construction Co.	80,189.00	
Columbia Bitulithic, Ltd.	81,281.50	
PAVING FRONT STREET, CITY OF SALMON ARM:		
Corporation of Salmon Arm	8,662.50	Awarded.
Anderson B. Currie	9,790.37	
Dawson, Wade & Co.	10,769.50	

BRIDGES.

COOPER BRIDGE, KETTLE RIVER (GRAND FORKS DISTRICT):		
W. Bonthron & J. B. McDonald	$8,993.00	Awarded.
McCharles & McDougall	9,325.00	
Watson, Stewart & Kennedy	12,988.43	
Hodgson, King & Marble	13,418.11	
Contract on unit basis. Department supplied larger part of materials.		
POWELL RIVER BRIDGE (MACKENZIE DISTRICT):		
Watson, Stewart & Kennedy	13,155.71	Awarded.
Shockley Construction Co.	14,892.28	
Stuart Cameron Co., Ltd.	15,894.96	
Contract on unit basis. Contractors supplied all materials.		
SAVONA BRIDGE—SUBSTRUCTURE (KAMLOOPS DISTRICT):		
Dawson, Wade & Co.	46,573.90	Awarded.
Nickson Construction Co.	58,997.00	
Stewart & Barber	60,707.50	
C. F. Graff	61,102.00	
Watson, Stewart & Kennedy	61,691.50	
Harrison & Lamond Construction Co.	63,591.00	
Wm. Greenlees	74,585.00	
Hodgson, King & Marble	77,479.00	
Vancouver Pile Driving & Contracting Co.	86,859.55	
Contract on unit basis. Department supplied cement, steel, etc.		

BRIDGES—*Continued.*

Work and Tenderer.	Amount.	Remarks.
SAVONA BRIDGE—SUPERSTRUCTURE (MAY, 1928):		
J. Coughlan & Sons, Ltd.	$93,074.00	Awarded.
Dominion Bridge Co.	95,372.00	
Manitoba Bridge & Iron Works	98,948.00	
STAVE RIVER BRIDGE (DEWDNEY DISTRICT):		
Fraser River Pile Driving Co., Ltd.	22,950.83	Awarded.
Wm. Greenlees	23,053.80	
Pacific Construction Co., Ltd.	23,980.53	
Vancouver Pile Driving & Contracting Co., Ltd.	25,682.10	
Dawson, Wade & Co., Ltd.	28,229.50	
Nickson Construction Co., Ltd.	38,719.50	
WARDNER BRIDGE—SUBSTRUCTURE (CRANBROOK DISTRICT):		
Hodgson, King & Marble	29,869.59	Awarded.
Nickson Construction Co., Ltd.	37,843.65	
WARDNER BRIDGE—SUPERSTRUCTURE:		
Vulcan Iron Works	46,500.00	
J. Coughlan & Son, Ltd.	50,568.00	Awarded.
Ross & Howard Iron Works	50,978.50	
Dominion Bridge Co.	52,020.00	
Canadian Bridge Co.	53,892.00	

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