Province of British Columbia

Ministry of Transportation and Highways

940 Blanshard Street
Victoria
British Columbia
V8W 3E6

Date: June 20, 1988
Branch/Dist.: Property Services
Phone: 387-1838
Our File: noted below
Your File: 20.14.5

P/S 4148, 50598, 50874, 51030, 51117, 51127, 51373, 51814.

Chief Alice Abbey
Williams Lake Indian Band
P.O. Box 4
R.R. 3, Sugar Cane
Williams Lake, B.C.
V2G 1M3

Dear Madam:

Re: Public Highways through Williams Lake Band Reserves

This will acknowledge your letter of 15 June 1988 by which you request information on those routes through your reserves which the Ministry regards as public highways.

We will research this and furnish you a report. As you appreciate in your letter, this may take us some time, and we also have several other projects before us at the moment. However, this subject has been examined previously with respect to some of your reserves, and we trust that this will help us to reply to your inquiry in a timely manner. We estimate about two months.

Yours truly,

D.I.F. MacSween
Acting Director of Property Services

Per: R. Hadley
Research Section

RH/bb

Phone 296-3507
296-4212

WILLIAMS LAKE INDIAN BAND

PROPERTY SERVICES BRANCH
MINISTRY OF TRANS. & HWYS.
JUN 17 1988
Noted
Victoria, B.C.

P.O. BOX 4
R.R. 3, SUGAR CANE
WILLIAMS LAKE, B.C. V2G 1M3

June 15, 1988

Our File: 20.14.5

PS 51127

Mr. D.I.F. MacSween
Acting Director
Property Services, Highways
Ministry of Transportation and Highways
940 Blanshard Street
Victoria, B.C.
V8W 3E6

Dear Sir,

The Williams Lake Indian Band would like to complete its land records and request your help in identifying Highway rights of way through the Reserves. We recognize that this will be a time consuming exercise but our main concern at this time is the descriptions of the rights of way in your current road registry.

The other roads or trails that require research can wait your convenience.

The schedule of Reserves is as follows:

Williams Lake Reserve No. 1 - Sugar Cane
Williams Lake Reserve No. 2 - Asahal
Williams Lake Reserve No. 3 - Five Mile
Williams Lake Reserve No. 3A - James Louie
Williams Lake Reserve No. 4 - Tillion
Williams Lake Reserve No. 5 - Chimney Creek
Williams Lake Reserve No. 6 - San Jose
Williams Lake Reserve No. 15 - Carpenter Mountain

Rights of way plans and descriptions are needed and any help you can provide would be much appreciated.

We, of course, would be pleased to provide any information you need.

Yours truly

Chief Alice Abbey

WL/gh

20/6/88 RH

Province of
British Columbia

Ministry of
Transportation
and Highways

940 Blanshard Street
Victoria
British Columbia
V8W 3E6

EXPO 86

Date: January 30, 1987
Branch/Dist.: Property Services
Phone: 387-1838
Our File:
Your File: Region 4

PN 51127

Thalassa Research Associates
604-620 View St.
Victoria, B.C.
V8W 1J6

Attention: Rob Egan

Dear Rob Egan:

Re: Chilcotin-Bella Coola Highway 20

This replies to your letter of 16 January 1987.

Chilcotin Main Road or Chilcotin Road were used for many years by the Ministry as names for the main road from Williams Lake westerly to the Chilcotin country. Eventually it would be connected with a route easterly from Bella Coola. But the process of connecting the west and east ends was done gradually, in stages, over many years. It was not until the mid 1950's that the entire route was completed to what could be described as road standards. Previous to that time, a connection of sorts had existed for several years, but not to road standard in certain segments, notably the vicinity of Anahim Lake, where it consisted variously of tote roads, trails, non-all weather standards, etc. During this time the Ministry generally restricted its use of the two names mentioned above to the portion built to road standard from Williams Lake westward. It is only after the route had achieved road standard throughout in the 1950's that our files begin referring to it consistently as Williams Lake-Bella Coola highway.

There can be no doubt that Chilcotin Main Road was the old name of the easterly portion from Williams Lake of what has come to be known as Highway 20 from Williams Lake to Bella Coola.

For your information we attach a few copies from files dating from the 1950's.

We trust this assists.

A. C. Brown
Director of Property Services

Per: J. P. McDonell
Headquarters Property Agent

RH/dr

Tl lassa Research Assoc es
604-620 View St.
Victoria, B.C. V8W 1J6

January 16, 1987

Mr. Rich Hedley
Property Services Branch
Ministry of Transportation and Highways
940 Blanshard
Victoria, B.C.

Dear Rich:

Further to our telephone conversation on Wednesday, January 14, I am requesting your assistance in the following research matter.

As we discussed on the telephone, Chilcotin-Bella Coola Highway No. 20 was, according to your information, formerly known as the Chilcotin Main road. The historical records from Department of Public Works annual reports show expenditures for the Chilcotin Main in the late 1920's and early 1930's. I wish to obtain some record which indicates that the Chilcotin Main road was subsequently re-named Chilcotin-Bella Coola Highway No. 20. Any documentation that you can provide that can establish that both names refer to the same road would be greatly appreciated.

Thank you very much for your assistance.

Sincerely,

Rob Egan.

HQ 1013

PROPERTY SERVICES BRANCH
MINISTRY OF TRANS. & HWYS.
JAN 20 1987
Noted
Victoria, B.C.

Regional Director
Ministry of Highways
Prince George

April 6, 1982

Attention: Regional Property Negotiator

P/N 51127

Re: Road through San Jose Indian Reserve No. 6
within City of Williams Lake, Cariboo District

This replies to your memo dated 9/3/82 concerning the width of the road noted above.

Our opinion is that those portions of Plan 18517 through the reserve lying outside a 66 ft. width, based on 33 ft. either side of the mean centreline, are clearly in trespass. If City of Williams Lake feels they need the full width as shown on Plan 18517 for their South Truck Route, or any width greater than 66 ft., they will need to acquire it from the Indians.

This appears to be the city's responsibility as Plan 18517 was surveyed (1967) and deposited (1970) after the expansion of the municipal boundaries to include the reserve within the city.

A. C. Brown
Director of Property Services

Per: RH

D. I. F. MacSween
Senior Property Negotiator

RH/tlc

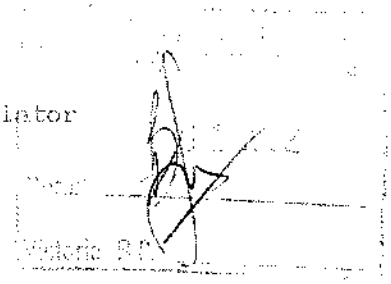
Province of British Columbia

Ministry of Transportation, and Highways

MEMORANDUM

H118

To: D.J.F. McSween
Senior Property Negotiator
Victoria



Date: March 8, 1982

Headquarters File:

Regional File: R/W 91127

District File: Williams Lake

Attention: R. Hadley

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

Under 'Conclusions' you note that a maximum of 66 ft. may be claimed. What is the status of the remaining 34 ft. surveyed as right-of-way on Plan 13517 ? Will further acquisition be necessary? Yes, Someone will, if req'd

E.J. Howman
Regional Property Negotiator

EJH/kj

Province of British Columbia

Ministry of Transportation, and Highways

MEMORANDUM

H118

To: D.J.F. McSween
Senior Property Negotiator
Victoria

Date: March 9, 1982

Headquarters File:

Regional File: P/N 51127

District File: Williams Lake

Attention: R. Hadley

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

Under 'Conclusions' you note that a maximum of 66 ft. may be claimed. What is the status of the remaining 34 ft. surveyed as right-of-way on Plan 13517 ? Will further acquisition be necessary?

E.S. Gowman
Regional Property Negotiator

EG/btj

FOR ATTACHMENTS:
SEE RESEARCH FOLDER

1.R

Regional Director
Ministry of Transportation
and Highways
Prince George, BC

February 1, 1982

P/N 51127

Attention: Regional Property Negotiator

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

This report responds to the Regional Property Negotiator's inquiry of some months ago regarding the status of a road that goes through the northeast corner of the Indian reserve noted above (see map). Determining the status has posed considerable difficulties, but after extended research we conclude that the road is a public highway 66 feet wide based on its mean centreline. The available evidence leaves little doubt that this road existed by 1900, and soon thereafter became part of the Chilcotin Road (or Chilcotin Main Road) from 150 Mile House westerly through Williams Lake. Since the initial point of the Chilcotin Road (today's Highway 20) was changed from 150 Mile House to Williams Lake about 1930, the subject road has been known by different names, such as Borland Road, and currently appears to be known as part of the lower portion (or "Lower Road") of a "South Truck Route" that bypasses the junction of Cariboo Highway 97 and Highway 20 by connecting the two highways south of their junction within the City of Williams Lake near its easterly boundary (see maps).

In order to document our claims to the road it has been necessary to examine much of Chilcotin Road's history. We have gathered substantial information from a number of sources such as the Ministry's Annual Reports (including public money spent), various surveys, maps, and plans made over the years, and Ministerial files and road registers. Basic information concerning San Jose I.R. No. 6 has been examined also (this reserve at one time was designated "Lot 79" but this lot number appears to have been cancelled).

. . . . 2

FOR ATTACHMENTS:
SEE RESEARCH FOLDER

San Jose I.R. No. 6

This small reserve of about 6 acres on the north shore of Williams Lake at its western end, was known as Fishery I.R. No. 6 until 1966 when the Williams Lake Band accepted the new name of San Jose No. 6. Title to the reserve was conveyed by the Province to Canada "in trust for the use and benefit of the Indians of the Province of British Columbia" by B.C. Order-in-Council 1036 approved 29 July, 1938 (see copy). This conveyance was made subject to certain provisions including the Province's right of 1/20 resumption. Another provision reads:

> "Provided also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant."

Since we have no record of the road through the reserve being gazetted, our claims of its public status must be established by evidence of its existence before 29 July, 1938.

Annual Reports

The Annual Reports of the Ministry (under its various names over the years) provide extensive information on Chilcotin Road's initial construction, its progressive development over time, and the details of public funds spent in so doing. And though we are unable to apply Section 4 of the Highway Act to roads through Indian reserves, expenditures before and after 1938 show that the road existed at the dates of expenditure and that the Province recognized a continuing responsibility to maintain the road as a public highway before and after 1938 (i.e. Provincial jurisdiction did not stop in 1938).

Originally, the Chilcotin Road began on the west side of the Fraser River opposite Soda Creek, and followed the river southwards before turning west toward Riske Creek and the Chilcotin country. The Report of 1877 records that:

> "Mr. W. A. Johnston received instructions, dated 30th August, 1877, to examine the country between Fraser River and the Chilcotin Valley, with a view of improving the existing trail, or changing its direction, if such a course should appear advisable."

. . . . 3

Later Reports detail the trail's first improvement in 1879, its conversion to a wagon road in the 1880's, and its gradual extension westward. The Reports of the 1880's also recount road development on the east side of the Fraser in the Williams Lake area. These developments would lead to Williams Lake being linked to Chilcotin Road via Chimney Creek ferry, and eventually to Chilcotin Road's initial point being switched from Soda Creek to 150 Mile House, and later still to Williams Lake. For instance, the Report of 1882 refers to work on "Williams Lake Road", that of 1884 to repairs being made on 2½ miles of "Williams Lake and Chimney Creek Road."

The Report for 1886 records the first steps taken to link Chilcotin Road to the east side of the Fraser, near Chimney Creek's mouth (see copy of Report). The name "Chilcotin Main Road" is first used in the Report of 1889, and continued as the Chilcotin highway's name --in its various locations--until the 1930's. The 1889 Report also mentions work on "Chilcotin Road, via Chimney Creek," including a new road made on the Fraser's east side with the result that "This road is now open for traffic from Chilcotin to the Main Waggon Road at the 150 Mile House." In the meantime, maintenance continued on the Williams Lake roads, including the Williams Lake --Chimney Creek road. The Report of 1891 mentions the "new ferry across the Fraser at Chimney Creek", but this connection to Chilcotin Main Road was replaced by 1904 when the Chilcotin Suspension Bridge across the Fraser at Chimney Creek Post Office (some miles south of the creek mouth) was completed at a cost of $65,800 (see Report copy).

The Annual Reports indicate that the relocation of Chilcotin Main Road's initial section from Soda Creek to 150 Mile House took place in the early years of this century. As early as the 1899 Report "Chimney Creek Road ... via Williams Lake" is listed as one the roads to 150 Mile House, and the Report for 1902 gives a detailed description of both Williams Lake - Chimney Creek Road and Chilcotin Main Road (see copies), $417.65 being spent that year on Chilcotin Main Road. The 150 Mile House had certainly become Chilcotin Main Road's terminus by 1914, the Report of 1914 - 15 distinguishing between "Chilcotin Main Road" ($1,573.05 spent) and "Chilcotin - Soda Creek Road" ($1,351.97). Clearly, the Williams Lake - Chimney Creek Road had become part of Chilcotin Main Road.

. . . . 4

Our information suggests that Chilcotin Main Road's starting point was changed to Williams Lake sometime in the 1920's (perhaps around 1930) meaning the subject road through I.R. 6 was from that date no longer part of Chilcotin highway, and reverted to the status of a local road. Overall, the Annual Reports record works and expenditures on Chilcotin Main Road for most of the years from 1877 to 1930, as well as for a number of years for Williams Lake - Chimney Road between 1884 and 1914.

District Lot Surveys

Used in concert with the Annual Reports, the original surveys of a number of the district lots in the vicinity of the subject road also traversed by the road, can firmly identify the subject road with Chilcotin Main Road. The most instructive evidence is contained in the Field Book (F.B. 2474/13 P.H. 38) for D.L. 7045, Cariboo District (surveyed 1913) which almost completely surrounds I.R. 6. The field note plan (see copy) clearly shows "Chilcotin Road" going through and leaving Lot 7045 and the Indian reserve's northeast corner. "Soda Creek Road" is shown north of Chilcotin Road. Further references are made in the notes: page 1 - "Chilcotin Waggon Road and Telegraph Line", page 4 - "Chilcotin Wagon Road and Telegraph", and page 6 shows "Chilcotin Road" going through the Indian reserve (see copies). Lot 7045 was gazetted 11 December, 1913 and Crown granted 10 November, 1915.

Chilcotin Road's route is shown in the same way on a number of other district lot surveys in the area, both east of the Indian reserve on the way from 150 Mile House, and west, continuing to the Chilcotin country. The 1913 survey of Lot 7047 shows "Chilcotin Wagon road and Telegraph Line on its field book plan. The notes for Lot 8836, surveyed 1914, state that a "wagon road connects this land with Chilcotin and 150 Mile House", and its plan shows this road. The notes for Lot 8818, surveyed 1914, state that "The 150 Mile House - Chilcotin wagon road runs thro' this Lot ...." Numerous similar references are found in the survey notes for Lots 8837, 8839, 8817, 8819, 8827, 8828, 8829, all surveyed in 1914. Finally, the Official Plans (48T7 CARIBOO - Lands Service) of those lots, drawn from the field notes, also show the 150 Mile House - Chilcotin wagon road, and in particular, show the road's route going through the Indian reserve's northeast corner.

. . . . 5

Maps and Plans

We have a number of published maps dated before 1938 which furnish evidence. Map of Central District of Cariboo, published in 1898 under authority of B.C. Dept. of Lands and Works, shows the general course of Chilcotin Main Road from Soda Creek, and the Williams Lake road from 150 Mile House to Chimney Creek's mouth. Map of Cariboo and Adjacent Districts (Lands Dept., 1916) shows Chilcotin Main Road by way of 150 Mile House. Two editions of the Quesnel Sheet Pre-emptors Map (Lands Dept., 1916, 1921) provide good coverage of the roads and surveyed lands in the Williams Lake area. Another published map on hand is Map of the Cariboo Road and Branch Roads, published in 1923 by the Cariboo Automobile Assn. Chilcotin Main Road's general route from 150 Mile House is shown on this map.

The Report of the Royal Commission on Indian Affairs for the Province of British Columbia of 1916, includes map of the Williams Lake Agency, 1916 (pg. 910), which shows the "Wagon Road" from 150 Mile House through Williams Lake to the Chilcotin (pg. 916 of the Report mentions a "Road" as access to I.R. 6). A Public Works Department plan dated 9 December, 1920 (from Ministry File 4013), shows Chilcotin Main Road's location through the Williams Lake area in some detail (see copy). Also, Map of Pacific Great Eastern Railway - Vancouver to Fort George, 1915, shows "Chilcotin Road and Telegraph Line" going through San Jose I.R. No. 6. One other map available is the Public Works Department's Cariboo District Road Map, dated 1923, which shows Chilcotin Main Road designated as road no. 4.

Borland Road

The available evidence indicates that after Chilcotin Road's initial point moved from 150 Mile House to Williams Lake, the subject road through the Indian reserve came to be called Borland Road (road no. 12 in Ministry road registers and road maps). Precisely when this happened is difficult to trace, but a series of old district road registers provided by our Williams Lake District Office allows us to place the date in the period 1925 - 35. One old, undated register page for Chilcotin Main Road names its initial point as Williams Lake, and designates it road no. 4. The Annual Reports list this road as no. 4 in the report years 1925 - 26 through 1932 - 33 (no. 320 is used 1933 - 34 to 1934 - 35, and no. 18 from 1935 - 36 on). Also, the name "Chilcotin Main Road" went out of usage in favour of "Chilcotin Road" by about 1935.

. . . . 6

Borland Road is listed with expenditures thereon in the Reports of 1946 - 47, 56 - 57, 58 - 59, and appears as road no. 12 in road registers dated 1945 and 1959, its initial point being no. 18 Chilcotin, its terminal point no. 11 Williams Lake Cut-Off. The Williams Lake Cut-Off, which first appears in the Report of 1935 - 36, seems to have been the new name of the old Chilcotin Road between 150 Mile House and Williams Lake, later forming part of Cariboo Highway. A later register page for Borland Road has a notation dated October, 1961: "Length reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a 'truck route'". (See copy). The road's use as a truck route is mentioned further in a letter dated 29 November, 1963 (File 3339) from District Superintendent Blunden (see copy and map). Currently, the name "Borland Road" is still used by the Ministry for its reduced length outside the city, while the portion through the Indian reserve, within the city, has become part of the "Lower Road" section of South Truck Route.

Conclusions

The subject road is a public highway because it is an exclusion from the transfer of 1938. The evidence demonstrates that it existed before 1900 and has been known by various names: Williams Lake - Chimney Creek Road, Chilcotin Main Road, Borland Road, Williams Lake Truck Route, Lower Road. The Ministry can claim a 66 ft. width, 33 ft. either side of the mean centreline, under the terms of the general gazette of 3 August, 1911. One question that has arisen is how L.T.O. Plan 18517 (surveyed 1967, deposited 1970), which delineates the "Lower Road" portion of South Truck Route, affects the road and Indian Reserve. Our opinion is that Plan 18517's width for the road through the reserve can be a maximum

. . . . 7

of 66 ft. for the reasons explained above.

A. C. Brown
Director of Property Services

Per: RH
for D. I. F. MacSween
Senior Property Negotiator

RH/tlc

cc. D. J. H. Raven
District Technician
Williams Lake District Office

D. Neill
Head of Regulations, B.C. - Legal Surveys Division
Energy, Mines and Resources Canada
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6

5210-51-12 CD
P/N 51127

February 1, 1982

D. Neill
Head of Regulations
B.C. - Legal Surveys Division
Energy, Mines and Resources Canada
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6

Dear Mr. Neill:

For your information we enclose copy of our report to our Regional Property Negotiator in Prince George regarding the status of a road through San Jose Indian Reserve No. 6 at Williams Lake.

We trust this report also answers your recent questions concerning the road.

A. C. Brown
Director of Property Services

Per:

RH

D. I. F. MacSween
Senior Property Negotiator

RH/tlc

Province of British Columbia
Ministry of Transportation, and Highways

MEMORANDUM

H118

To: Director of Property Services
Administration & Services Department
Victoria, B.C.

PROPERTY SERVICES BRANCH
MINISTRY OF TRANS. & HWYS.
JAN 13 1982
Noted
Victoria, B.C.

Date: January 12, 1982

Headquarters File:

Regional File:

District File: 47-20-0 & 47-20-112
Williams Lake

Attn: R. Hadley

Re: Williams Lake I.R. No.6 within City of Williams Lake

As requested by telephone January 8/82 we have searched our maps, files and road registers for information with respect to public roads through the above noted I.R.

Our information is sketchy. We enclose: M-134

1. a large roll print of road system in 1923. It shows no detail at Williams Lake but does show a road from 150 Mile House through Williams Lake to the Chilcotin and south toward Dog Creek. As the map covers a large area it may be useful to you for other Cariboo areas.
2. a print from an undated later map with road No.12 (Borland) drawn on through I.R. No.6.
3. 5 prints from oldest road register (undated) -- none of these show Borland Road, but do show other roads connecting to Williams Lake.
4. print from 1945 road register where Road No.12 Borland was added by hand to the typewritten sheet.
5. print from 1959 road register where No.12 Borland Road was included.
6. print from later register with a notation dated October 1961.

The reduced length of Borland Road (0.15 miles) located outside the municipality is still ours and listed as No.12 Borland Road.

SEE RESEARCH FOLDER

S. Paloposki
District Highways Manager

by:

D.J.H. Raven
District Technician

DJHR/zs

Enclosures

Government of Canada / Gouvernement du Canada

SEP 1 1 1981

ROUND TRIP MEMORANDUM / NOTE ALLER RETOUR

Noted

FROM / DE

Sonja M. Stewart, RC
Head, Surveys & Entitlements
Reserves & Trusts
B. C. Region

666 - 2263

File No. (originator) -- Dossier n° (source)
E5646-1

TO / À

Ministry of Transportaion and Highways
940 Blanshard St., Victoria, B.C. V8W 3E6

ATTENTION: D. I. F. MacSween
Senior Property Negotiator

File No. (addressee) — Dossier n° (destinataire)
PN 51127

Subject - Objet

Re: Reserve General Register - Fishery I.R. No. 6

Reference is made to your memo of August 24, 1981.

By Ministerial Order dated March 16, 1966, registration #R7200, Fishery I.R. #6 was renamed to San Jose I.R. No. 6 and accepted by Band Council Resolution registration #13531. Copy of Reserve General Register for same is enclosed.

Trusting this proves sufficient.

Yours truly,

Signature [signature] Date 10-09-81

Reply - Réponse

Rich:

7540-21-029-0717

GC 59

Signature Date

1 ADDRESSEE / DESTINATAIRE Please add reply — Keep this copy and return No. 2 to originator. / Ajouter la réponse — Garder cet exemplaire et renvoyer le n° 2 à la source

Government of Canada / Gouvernement du Canada

ROUND TRIP MEMORANDUM / NOTE ALLER RETOUR

TO / A: Sonja M. Stewart — 666 - 2263
Head, Surveys & Entitlements
Reserves & Trusts
B. C. Region

File No. (originator) — Dossier n° (source): E5646-1

FROM / DE: Ministry of Transportaion and Highways
940 Blanshard St., Victoria, B.C. V8W 3E6

File No. (addressee) — Dossier n° (destinataire): PN 51127

ATTENTION: D. I. F. MacSween
Senior Property Negotiator

Subject - Objet

Re: Reserve General Register - Fishery I.R. No. 6

Reference is made to your memo of August 24, 1981.

By Ministerial Order dated March 16, 1966, registration #R7200, Fishery I.R. #6 was renamed to San Jose I.R. No. 6 and accepted by Band Council Resolution registration #13531. Copy of Reserve General Register for same is enclosed.

Trusting this proves sufficient.

Yours truly,

Reply - Réponse

Signature

Date 10-09-81

Rick

7540-21-029-0717

GC 59

Signature Date

REPLY / RÉPONSE — Please return this copy to originator.

RESERVE GENERAL REGISTER – REGISTRE GÉNÉRAL DE LA RÉSERVE

Item No. / N° de l'inscription	Instrument / Acte	Number / N°	Date	Grantor / Grantee / Donateur / donataire	Land – Biens-fonds	Acreage / Superficie	Present Reserve Area / Super. actuelle de la réserve	File No. / N° de dossier	REMARKS – REMARQUES
	B.C.R. and Lease # 70-1864	2575-60	Mar. 3 1970 Apr. 23 1970	Crown Canada to s.22	Lot 4			989/32-14-65	1 yr. lease from April 1/70 to Mar. 31/71
✓	Permit & B.C.R. & B.C.R.	X18531	Oct.1 1972 Oct.20 1972 Mar.29 1973	Crown to s.22	Portion of Lot 4, as desc. in metes & bounds. Plan 57824			989/32-14-6-5	Term: 2 Yrs. from Apr. 1/72 to May 31/73
✓	Quit Claim	X22741	Sept18 1973	s.22 to Crown	Lot 3			989/32-14	As to Permit #X71-999. To be of full force and effect from 31/10/72.
✓	Permit	74-X22731	July1 1970	Crown to s.22	Lot 5, Plan 57824	0.255		989/32-14	3 Yrs. from July 1/70 $10./Month. Residential Use.
✓	Permit	74-X22738	July1 1973	Crown to s.22	Lot 5, Plan 57824	0.255		989/32-14	1 Yr. from July 1/73 $10./Month. Residential Use.
	Permit & B.C.R.	X22740D	June 9 1971 June 9 1971	Crown to s.22	Lot 3 as shown in red on sketch attached.			989/32-14-6-3	Term: 1 Year from Feb. 1, 1971, to Jan 31, 1972 and from year to year thereafter during the pleasure of the Minister.
✓	RELINQUISHM Of Lease & B.C.R.	74-X23624 Feb. 19 1974	Nov.6 1973	s.22 to Crown	Portion of Lot 4, Plan 57824			989/32-14	Relinquishes Lease Reg. #18531. To be of full force and effect from Oct. 31/73.
✓	Permit	44106	July1 1974	Crown to s.22	Portion of land as shown on sketch att.	0.255		989/32-14-6-5	2 Yrs. from July 1/74. $10./Month. Use: Storing personal belongings, articles & effects only.

PROVINCE: BRITISH COLUMBIA

RESERVE GENERAL REGISTER – REGISTRE GÉNÉRAL DE LA RÉSERVE

AGENCY – AGENCE	RESERVE – RÉSERVE	BAND – BANDE	DATE ESTABLISHED – DATE DE RATIFICATION
WILLIAMS LAKE	SAN JOSE NO. 6	Williams Lake	July 16, 1881
AUTHORITY – AUTORISATION	TITLE DEED – TITRE DE PROPRIÉTÉ	ORIGINAL SURVEY – PREMIER ARPENTAGE	ORIGINAL AREA – SUPERFICIE ORIGINALE
		COPY	6,50

GENERAL REMARKS – REMARQUES GÉNÉRALES: Formerly Fishery I.R. #6

Item No. No de l'inscription	Instrument Acte	Number No	Date	Grantee/Grantee Donataire/donataire	Land – Bien-fonds	Acreage Superficie	Present Reserve Area Superficie actuelle de la réserve	File No. No de dossier	REMARKS – REMARQUES
	B.C. Order in C 1036	R8042				6.50	6.50		Allotted by Commissioner O'Reilly, July 16, 1881. Original Survey 1883. 6.50 Plan 77 Title, Provincial Order in Council #1036, July 28, 1938 6.50 (See R8042)
	Ministerial Order	R7200	16/3/66					208/30-1	Renamed Reserve.
	O.C.P.C.	3295	Jul.12 1950	Williams Lake Indians to Crown Canada		6.50		20/60-6	Surrender of Petroleum & Natural Gas and Mining Rights
	Dominion O.C.P.C. 1265	R12073	19/7/24		Indian Reserves in B.C.				Confirmation and acceptance of Royal Commission Report dated 30/6/16 but excluding "cut offs" from Rlwy. Belt.
	B.C.R.	13531	17/6/65					208/30-1	Accepting the changing of the Reserve name.

1 A-484 (6-70) 7530-21-023 3715

See Reference for Page 2

Province of British Columbia

Ministry of Transportation and Highways

HIGHWAYS

940 Blanshard St.
Victoria
British Columbia
V8W 3E6

387-5534

ARN

YOUR FILE

OUR FILE PN 51127

LEGAL

1981
Victoria, BC

000990

August 24, 1981

Surveys and Mapping Branch
Energy, Mines and Resources, Canada
615 Booth Street
OTTAWA, Ontario
K1A 0E9

Re: Fishery Indian Reserve No. 6 at Williams Lake
Cariboo Land District

This office hereby requests two paper prints of plan I.A.S.R. TBC 77, which concerns the Indian reserve noted above.

Please invoice any charges direct to this office.

Thank you.

A. C. Brown
Director of Property Services

R. Hadley
for Per: D.I.F. MacSween
Senior Property Negotiator

RH/bn

SURVEYOR GENERAL
SEP 03 1981
ENERGY MINES & RESOURCES

Legal Surveys Division
Dept. Energy Mines & Resources
Prints of the following are enclosed:
2 of plan TBC 77 with invoice #E117718 E.M.R.
J Bachusky
for Surveyor General
Date: 4 Sept 81
Please return this correspondence in any further dealings on this matter.

LAND

18 AUG 31 3 09 PM '81
LAND REPRODUCTION UNIT
SURVEYS & MAPPING

Energy, Mines and Resources Canada | Énergie, Mines et Ressources Canada

Science and Technology | Science et Technologie

Legal Surveys Division
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6

Your file / Votre référence

Our file / Notre référence
5210-S1-12 CD

1981 August 25th

Mr. D.I.F. MacSween
Sr. Property Negotiator
Ministry of Transportation & Highways
940 Blanshard Street
Victoria, B.C. V8W 3E6

LANDS BRANCH
MINISTRY OF TRANS. & HWYS.
1981
Noted
Victoria, B.C.

Dear Mr. MacSween:

Re: San Jose I.R. No. 6
Item No. AM-81 B.C.

Please find enclosed a copy of plan 57824 of the resurvey of the Rectilinear Boundaries of the subject reserve. I hope that this will suffice in your investigation as to the status of the road.

Unfortunately, this is the only plan we possess. Thank you once again for your help.

Yours truly,

D. Neill
Head of Regulations, B.C.

DN/kg

- I.G. L.T.O. Plan 20854
- shows road surveyed on L.T.O. Plan 18577

387-5534

PN 51127

August 24, 1981

Surveys and Mapping Branch
Energy, Mines and Resources, Canada
615 Booth Street
OTTAWA, Ontario
K1A 0E9

Re: Fishery Indian Reserve No. 6 at Williams Lake
Cariboo Land District

This office hereby requests two paper prints of plan I.A.S.R. 77, which concerns the Indian reserve noted above.

Please invoice any charges direct to this office.

Thank you.

A. C. Brown
Director of Property Services

RH

Per: D.I.F. MacSween
Senior Property Negotiator

RH/bn

Rec'd 10 Sept. 1981

387-5534

PN 51127

August 14, 1981

Regional Director General
(Indian & Inuit Affairs)
P.O. Box 10061
700 West Georgia Street
Vancouver, B.C.
V7Y 1C1

Re: Fishery Indian Reserve No. 6 at Williams Lake,
Cariboo Land District

In keeping with our program of updating our records on Indian reserves in B.C., this office requests photocopies of each of your Indian Reserve General Register sheets for the reserve noted above.

Please invoice any charges for this material direct to this office.

Thank you.

A. C. Brown
Director of Property Services

RH

Per: D.I.F MacSween
Senior Property Negotiator

RH/bn

Rec'd 14 Sept '81 RH

Province of British Columbia

MEMORANDUM

TO: W. C. Lowes, Acting Director of Property Services, Victoria.

AUG 5 1981

FROM: Inspector [illegible], Prince Rupert.

SUBJECT: Off Shore Fishery.

DATE: August 1

☐ For Your Information ☐ Please O.K. and Return ☐ Please Discuss With Me ☑ Per Your Request ☐ For Your Signature
☐ Please Process ☐ Return With More Details ☐ Investigate and Report ☐ Please Answer ☐ For Your File

Re - Fishery I.R. #6 - Williams Cove.

Further to our discussion attached plan showing I.R. #6. Any information you may have with the view of this report would be appreciated.

Regards,

[signature]

REPLY:

WRITE YOUR REPLY AND RETURN THIS SHEET

Fold Here for Window Envelope

Fold Here for Window Envelope

21/7/81

81

7

Elvin Cousins E.H.M. Jones Engs called re

Fishery I.R.# (6) Williams Lake
(as for last time)
6½ acres

- ... goes thru - Indian land wants to know if this is what the claim is for?

- ... file number before claim

- ... to send any documents to the Band office

(Mon Secret Island no home of)

He has a little print, is testing.

RH 24/7/81.

pd 5/12/7

Reg 9
PN. Williams Lake Indian Band
5/12/7

Jan Neil 666-8465.
- Morris Sellars office

San Jose R 6" Cariboo Lor
- public road goes through corner
for boundary
NW direction

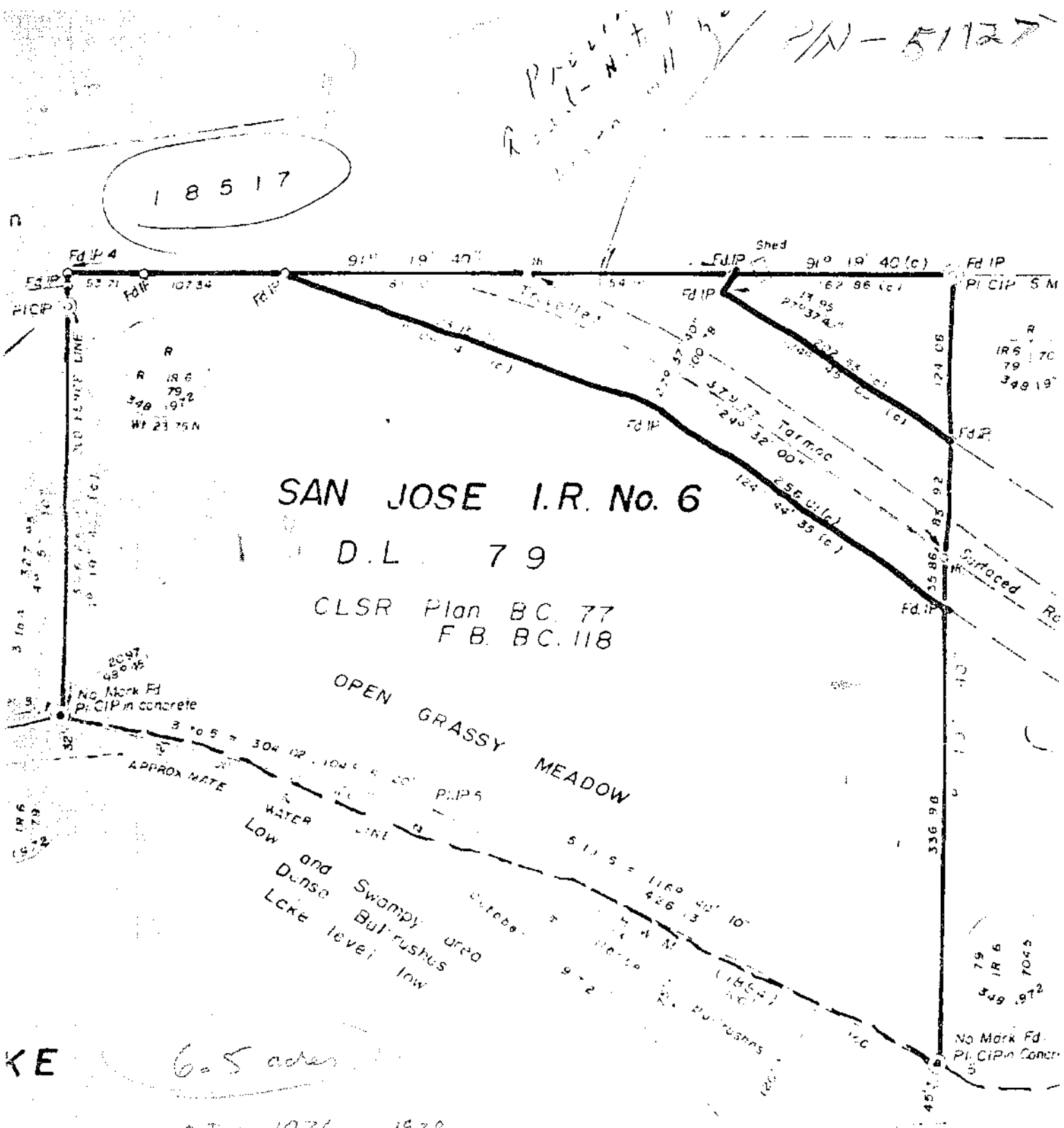
LTO plan 18517

Cadastral boundaries
BCR does not plot 100 NW.

✓ — Dept Indian Affairs office.

✓ — Land titles office Kamloops.

— to LTO (in person) to LTO. Plan 18517



I, V Bartell, of the City of Prince George, British Columbia Land Surveyor make oath and say that I have in my own proper

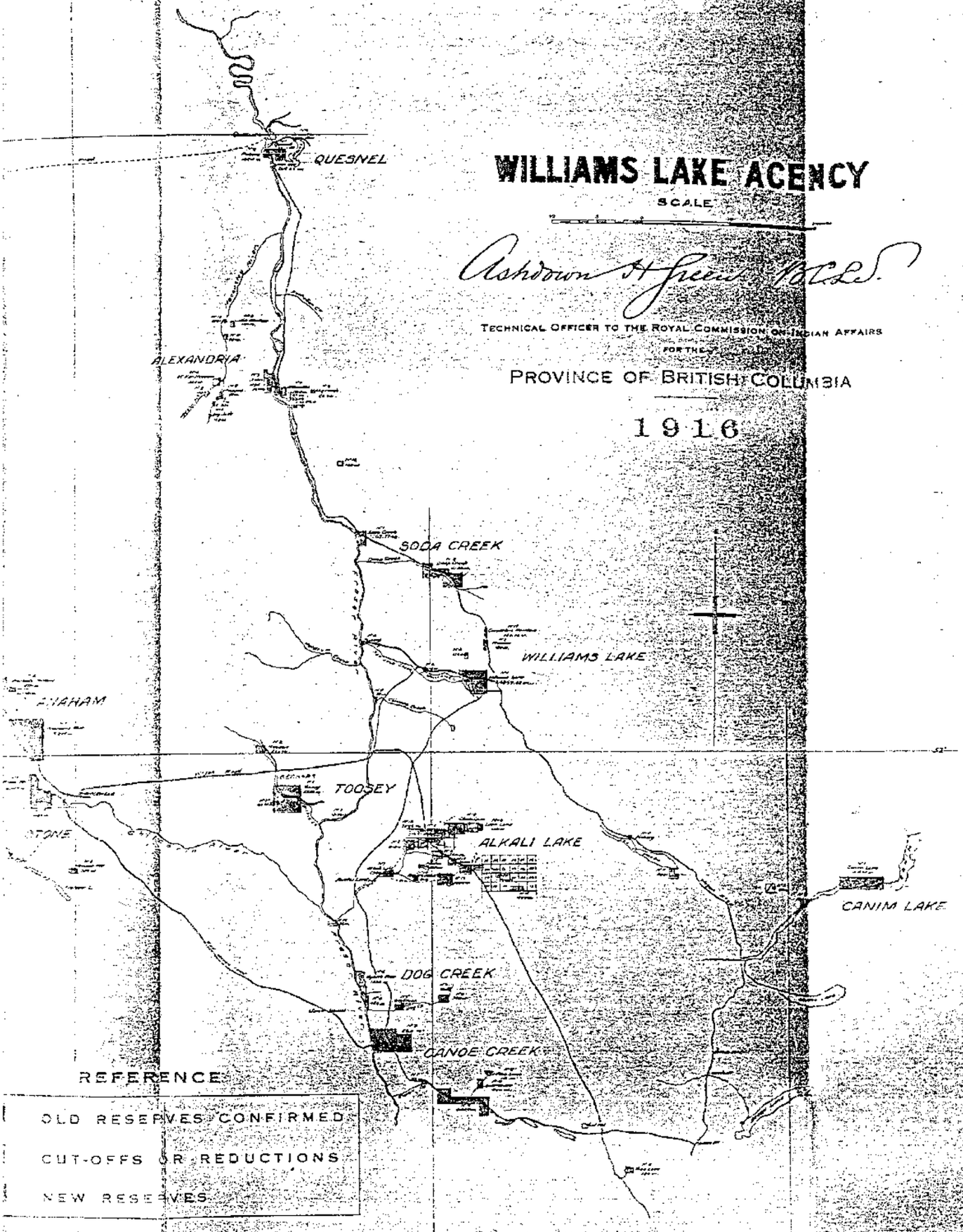
WILLIAMS LAKE AGENCY

SCALE

Ashdown H. Green, B.C.L.S.

TECHNICAL OFFICER TO THE ROYAL COMMISSION ON INDIAN AFFAIRS FOR THE PROVINCE OF BRITISH COLUMBIA

1916



1.R

Regional Director
Ministry of Transportation
and Highways
Prince George, BC

February 1, 1982

P/N 51127

Attention: Regional Property Negotiator

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

This report responds to the Regional Property Negotiator's inquiry of some months ago regarding the status of a road that goes through the northeast corner of the Indian reserve noted above (see map). Determining the status has posed considerable difficulties, but after extended research we conclude that the road is a public highway 66 feet wide based on its mean centreline. The available evidence leaves little doubt that this road existed by 1900, and soon thereafter became part of the Chilcotin Road (or Chilcotin Main Road) from 150 Mile House westerly through Williams Lake. Since the initial point of the Chilcotin Road (today's Highway 20) was changed from 150 Mile House to Williams Lake about 1930, the subject road has been known by different names, such as Borland Road, and currently appears to be known as part of the lower portion (or "Lower Road") of a "South Truck Route" that bypasses the junction of Cariboo Highway 97 and Highway 20 by connecting the two highways south of their junction within the City of Williams Lake near its easterly boundary (see maps).

In order to document our claims to the road it has been necessary to examine much of Chilcotin Road's history. We have gathered substantial information from a number of sources such as the Ministry's Annual Reports (including public money spent), various surveys, maps, and plans made over the years, and Ministerial files and road registers. Basic information concerning San Jose I.R. No. 6 has been examined also (this reserve at one time was designated "Lot 79" but this lot number appears to have been cancelled).

. . . . 2

FOR ATTACHMENTS :
SEE RESEARCH FOLDER

San Jose I.R. No. 6

This small reserve of about 6 acres on the north shore of Williams Lake at its western end, was known as Fishery I.R. No. 6 until 1966 when the Williams Lake Band accepted the new name of San Jose No. 6. Title to the reserve was conveyed by the Province to Canada "in trust for the use and benefit of the Indians of the Province of British Columbia" by B.C. Order-in-Council 1036 approved 29 July, 1938 (see copy). This conveyance was made subject to certain provisions including the Province's right of 1/20 resumption. Another provision reads:

> "Provided also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant."

Since we have no record of the road through the reserve being gazetted, our claims of its public status must be established by evidence of its existence before 29 July, 1938.

Annual Reports

The Annual Reports of the Ministry (under its various names over the years) provide extensive information on Chilcotin Road's initial construction, its progressive development over time and the details of public funds spent in so doing. And though we are unable to apply Section 4 of the Highway Act to roads through Indian reserves, expenditures before and after 1938 show that the road existed at the dates of expenditure and that the Province recognized a continuing responsibility to maintain the road as a public highway before and after 1938 (i.e. Provincial jurisdiction did not stop in 1938).

Originally, the Chilcotin Road began on the west side of the Fraser River opposite Soda Creek, and followed the river southwards before turning west toward Riske Creek and the Chilcotin country. The Report of 1877 records that:

> "Mr. W. A. Johnston received instructions, dated 30th August, 1877, to examine the country between Fraser River and the Chilcotin Valley, with a view of improving the existing trail, or changing its direction, if such a course should appear advisable."

. . . . 3

Later Reports detail the trail's first improvement in 1879, its conversion to a wagon road in the 1880's, and its gradual extension westward. The Reports of the 1880's also recount road development on the east side of the Fraser in the Williams Lake area. These developments would lead to Williams Lake being linked to Chilcotin Road via Chimney Creek ferry, and eventually to Chilcotin Road's initial point being switched from Soda Creek to 150 Mile House, and later still to Williams Lake. For instance, the Report of 1882 refers to work on "Williams Lake Road", that of 1884 to repairs being made on 2¼ miles of "Williams Lake and Chimney Creek Road."

The Report for 1886 records the first steps taken to link Chilcotin Road to the east side of the Fraser, near Chimney Creek's mouth (see copy of Report). The name "Chilcotin Main Road" is first used in the Report of 1889, and continued as the Chilcotin highway's name --in its various locations--until the 1930's. The 1889 Report also mentions work on "Chilcotin Road, via Chimney Creek," including a new road made on the Fraser's east side with the result that "This road is now open for traffic from Chilcotin to the Main Waggon Road at the 150 Mile House." In the meantime, maintenance continued on the Williams Lake roads, including the Williams Lake --Chimney Creek road. The Report of 1891 mentions the "new ferry across the Fraser at Chimney Creek", but this connection to Chilcotin Main Road was replaced by 1904 when the Chilcotin Suspension Bridge across the Fraser at Chimney Creek Post Office (some miles south of the creek mouth) was completed at a cost of $65,800 (see Report copy).

The Annual Reports indicate that the relocation of Chilcotin Main Road's initial section from Soda Creek to 150 Mile House took place in the early years of this century. As early as the 1899 Report "Chimney Creek Road ... via Williams Lake" is listed as one the roads to 150 Mile House, and the Report for 1902 gives a detailed description of both Williams Lake - Chimney Creek Road and Chilcotin Main Road (see copies), $417.65 being spent that year on Chilcotin Main Road. The 150 Mile House had certainly become Chilcotin Main Road's terminus by 1914, the Report of 1914 - 15 distinguishing between "Chilcotin Main Road" ($1,573.05 spent) and "Chilcotin - Soda Creek Road" ($1,351.97). Clearly, the Williams Lake - Chimney Creek Road had become part of Chilcotin Main Road.

. . . . 4

Our information suggests that Chilcotin Main Road's starting point was changed to Williams Lake sometime in the 1920's (perhaps around 1930) meaning the subject road through I.R. 6 was from that date no longer part of Chilcotin highway, and reverted to the status of a local road. Overall, the Annual Reports record works and expenditures on Chilcotin Main Road for most of the years from 1877 to 1930, as well as for a number of years for Williams Lake - Chimney Road between 1884 and 1914.

District Lot Surveys

Used in concert with the Annual Reports, the original surveys of a number of the district lots in the vicinity of the subject road also traversed by the road, can firmly identify the subject road with Chilcotin Main Road. The most instructive evidence is contained in the Field Book (F.B. 2474/13 P.H. 38) for D.L. 7045, Cariboo District (surveyed 1913) which almost completely surrounds I.R. 6. The field note plan (see copy) clearly shows "Chilcotin Road" going through and leaving Lot 7045 and the Indian reserve's northeast corner. "Soda Creek Road" is shown north of Chilcotin Road. Further references are made in the notes: page 1 - "Chilcotin Waggon Road and Telegraph Line", page 4 - "Chilcotin Wagon Road and Telegraph", and page 6 shows "Chilcotin Road" going through the Indian reserve (see copies). Lot 7045 was gazetted 11 December, 1913 and Crown granted 10 November 1915.

Chilcotin Road's route is shown in the same way on a number of other district lot surveys in the area, both east of the Indian reserve on the way from 150 Mile House, and west, continuing to the Chilcotin country. The 1913 survey of Lot 7047 shows "Chilcotin Wagon road and Telegraph Line on its field book plan. The notes for Lot 8836, surveyed 1914, state that a "wagon road connects this land with Chilcotin and 150 Mile House", and its plan shows this road. The notes for Lot 8818, surveyed 1914, state that "The 150 Mile House - Chilcotin wagon road runs thro' this Lot ...." Numerous similar references are found in the survey notes for Lots 8837, 8839, 8817, 8819, 8827, 8828, 8829, all surveyed in 1914. Finally, the Official Plans (48T7 CARIBOO - Lands Service) of those lots, drawn from the field notes, also show the 150 Mile House - Chilcotin wagon road, and in particular, show the road's route going through the Indian reserve's northeast corner.

. . . . 5

Maps and Plans

We have a number of published maps dated before 1938 which furnish evidence. Map of Central District of Cariboo, published in 1898 under authority of B.C. Dept. of Lands and Works, shows the general course of Chilcotin Main Road from Soda Creek, and the Williams Lake road from 150 Mile House to Chimney Creek's mouth. Map of Cariboo and Adjacent Districts (Lands Dept., 1916) shows Chilcotin Main Road by way of 150 Mile House. Two editions of the Quesnel Sheet Pre-emptors Map (Lands Dept., 1916, 1921) provide good coverage of the roads and surveyed lands in the Williams Lake area. Another published map on hand is Map of the Cariboo Road and Branch Roads, published in 1923 by the Cariboo Automobile Assn. Chilcotin Main Road's general route from 150 Mile House is shown on this map.

The Report of the Royal Commission on Indian Affairs for the Province of British Columbia of 1916, includes map of the Williams Lake Agency, 1916 (pg. 910), which shows the "Wagon Road" from 150 Mile House through Williams Lake to the Chilcotin (pg. 916 of the Report mentions a "Road" as access to I.R. 6). A Public Works Department plan dated 9 December, 1920 (from Ministry File 4013), shows Chilcotin Main Road's location through the Williams Lake area in some detail (see copy). Also, Map of Pacific Great Eastern Railway - Vancouver to Fort George, 1915, shows "Chilcotin Road and Telegraph Line" going through San Jose I.R. No. 6. One other map available is the Public Works Department's Cariboo District Road Map, dated 1923, which shows Chilcotin Main Road designated as road no. 4.

Borland Road

The available evidence indicates that after Chilcotin Road's initial point moved from 150 Mile House to Williams Lake, the subject road through the Indian reserve came to be called Borland Road (road no. 12 in Ministry road registers and road maps). Precisely when this happened is difficult to trace, but a series of old district road registers provided by our Williams Lake District Office allows us to place the date in the period 1925 - 35. One old, undated register page for Chilcotin Main Road names its initial point as Williams Lake, and designates it road no. 4. The Annual Reports list this road as no. 4 in the report years 1925 - 26 through 1932 - 33 (no. 320 is used 1933 - 34 to 1934 - 35, and no. 18 from 1935 - 36 on). Also, the name "Chilcotin Main Road" went out of usage in favour of "Chilcotin Road" by about 1935.

. . . . 6

Borland Road is listed with expenditures thereon in the Reports of 1946 - 47, 56 - 57, 58 - 59, and appears as road no. 12 in road registers dated 1945 and 1959, its initial point being no. 18 Chilcotin, its terminal point no. 11 Williams Lake Cut-Off. The Williams Lake Cut-Off, which first appears in the Report of 1935 - 36, seems to have been the new name of the old Chilcotin Road between 150 Mile House and Williams Lake, later forming part of Cariboo Highway. A later register page for Borland Road has a notation dated October, 1961: "Length reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a 'truck route'". (See copy). The road's use as a truck route is mentioned further in a letter dated 29 November, 1963 (File 3839) from District Superintendent Blunden (see copy and map). Currently, the name "Borland Road" is still used by the Ministry for its reduced length outside the city, while the portion through the Indian reserve, within the city, has become part of the "Lower Road" section of South Truck Route.

Conclusions

The subject road is a public highway because it is an exclusion from the transfer of 1938. The evidence demonstrates that it existed before 1900 and has been known by various names: Williams Lake - Chimney Creek Road, Chilcotin Main Road, Borland Road, Williams Lake Truck Route, Lower Road. The Ministry can claim a 66 ft. width, 33 ft. either side of the mean centreline, under the terms of the general gazette of 3 August. 1911. One question that has arisen is how L.T.O. Plan 18517 (surveyed 1967, deposited 1970), which delineates the "Lower Road" portion of South Truck Route, affects the road and Indian Reserve. Our opinion is that Plan 18517's width for the road through the reserve can be a maximum

. . . . 7

of 66 ft. for the reasons explained above.

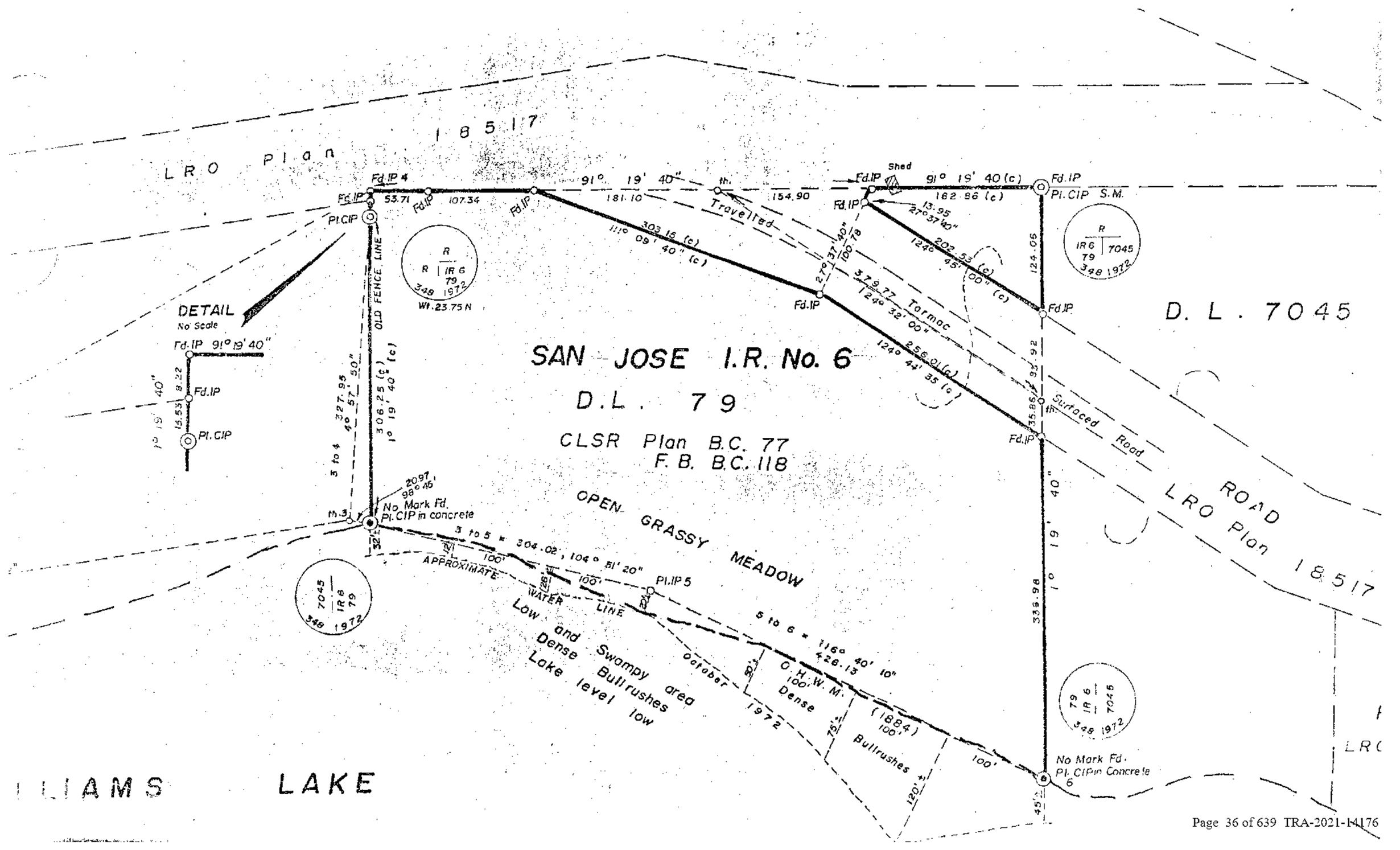
A. C. Brown
Director of Property Services

Per: RH
for D. I. F. MacSween
Senior Property Negotiator

RH/tlc

cc. D. J. H. Raven
District Technician
Williams Lake District Office

D. Neill
Head of Regulations, B.C. - Legal Surveys Division
Energy, Mines and Resources Canada
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6


LRO Plan 18517
Fd.IP 4
Fd.IP
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53.71
Fd.IP
107.34
Fd.IP
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181.10
th.
154.90
Fd.IP
Shed
91° 19' 40" (c)
162.86 (c)
Fd.IP
Pl.CIP S.M.
Fd.IP
13.95
270° 37' 40"
Fd.IP
111° 09' 40" (c)
303.15 (c)
Travelled
270° 37' 40"
100.18
124° 45' 00" (c)
202.53 (c)
124.06
R
IR 6 | 7045
79
348 1972
R
R | IR 6
79
348 1972
Wt. 23.75 N
OLD FENCE LINE
DETAIL
No Scale
Fd.IP 91° 19' 40"
15.53
8.22
Fd.IP
Pl.CIP
1° 19' 40"
3 to 4
327.95
40° 57' 50"
306.25 (c)
1° 19' 40" (c)
Fd.IP
379.77
Tarmac
124° 32' 00"
256.01 (c)
124° 44' 35" (c)
135.85
92.92
Fd.IP
th.
Surfaced Road
D. L. 7045
SAN JOSE I.R. No. 6
D.L. 79
CLSR Plan B.C. 77
F.B. B.C. 118
OPEN GRASSY MEADOW
ROAD
LRO Plan 18517
20.97
98° 45'
No Mark Fd.
Pl.CIP in concrete
th.3
3 to 5 = 304.02, 104° 51' 20"
Pl.IP 5
APPROXIMATE
100'
WATER LINE
100'
Low and Swampy area
Dense Bullrushes
Lake level low
October
1972
5 to 6 = 116° 40' 10"
428.13
O.H.W.M.
100' W. M.
Dense
(1884)
100'
Bullrushes
75'±
120'±
100'
339.98
1° 19' 40"
45'±
No Mark Fd.
Pl. CIP in Concrete
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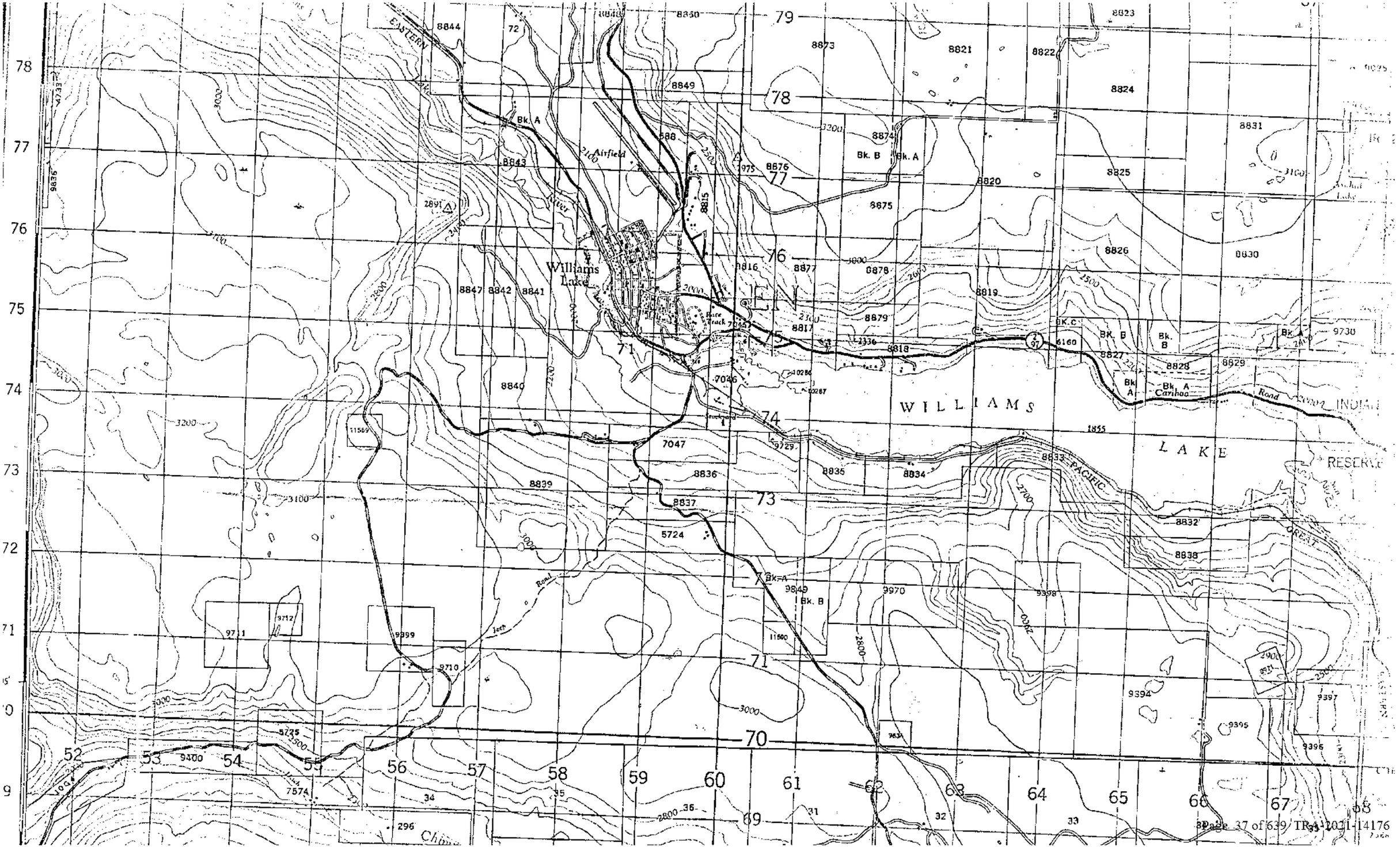
7045
IR 6
79
348 1972
79
IR 6
7045
348 1972
LIAMS LAKE


Williams Lake
Airfield
Race Track
WILLIAMS LAKE INDIAN RESERVE
Carihoo Road
Jeep Road
Bk. A
Bk. B
Bk. C
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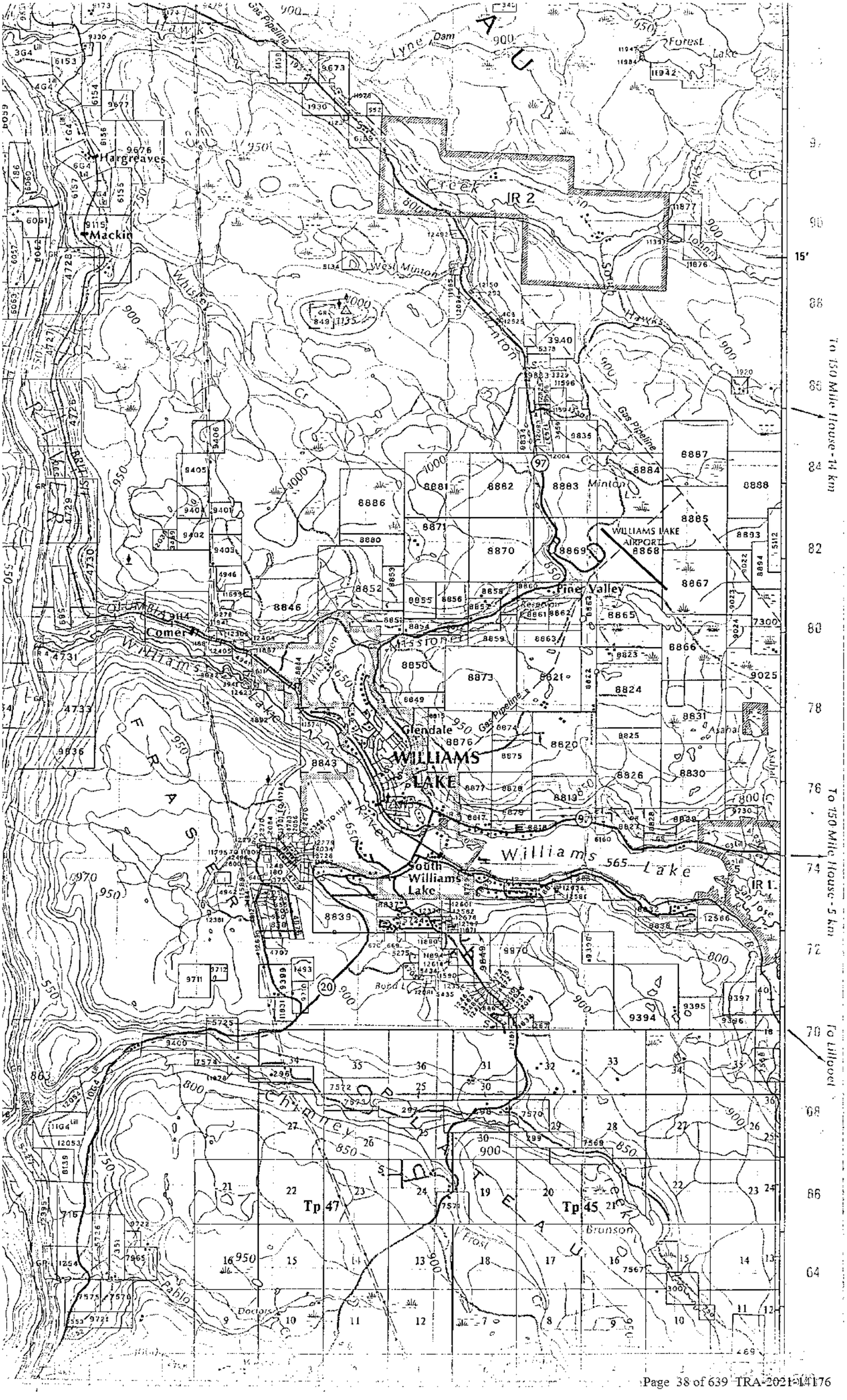
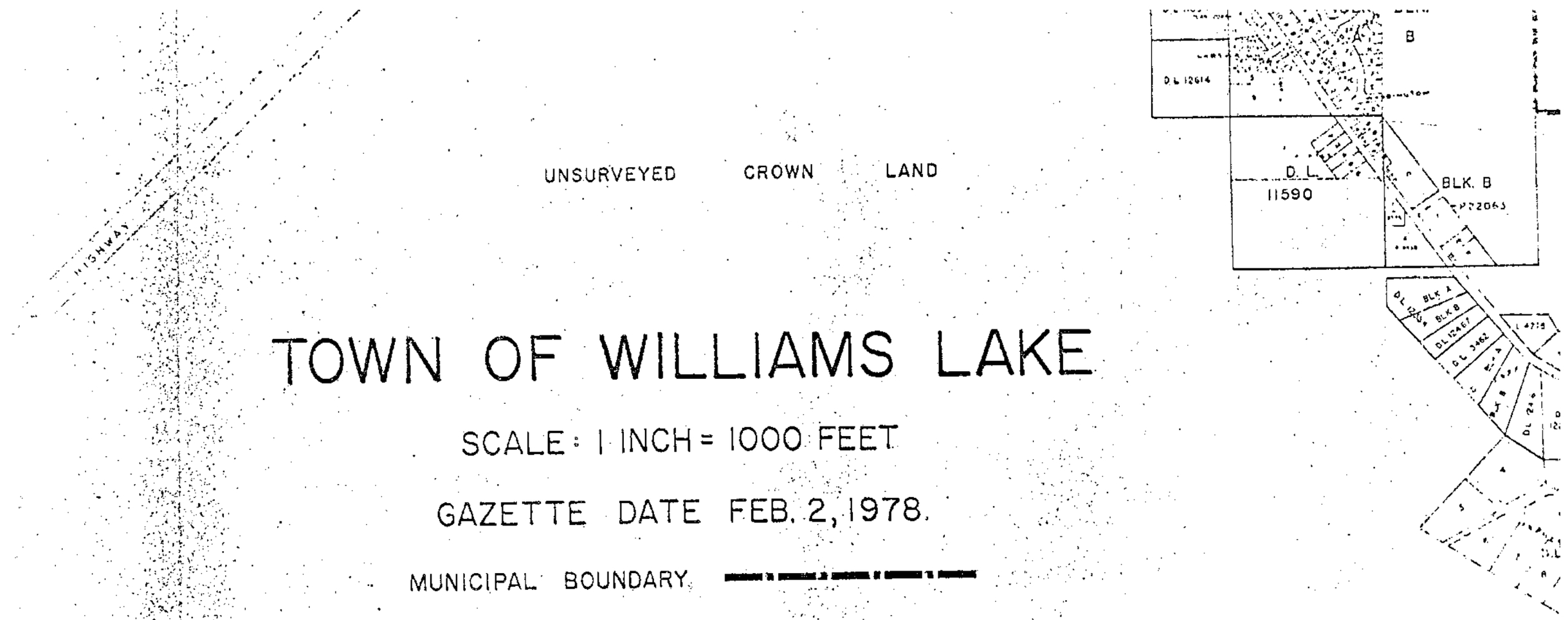

Lyne Dam
Forest Lake
Hargreaves
Mackin
West Minton
Minton
Minton Creek
Gas Pipeline
WILLIAMS LAKE AIRPORT
Pine Valley
Reservoir
Comer
Williams Lake
Glendale
WILLIAMS LAKE
Fraser River
Gas Pipeline
Asahel
Asahel Creek
Williams Lake
South Williams Lake
IR 1
IR 2
Hawks Creek
Johnny
Whitsey
Whitsey Creek
Columbia
Mission
Mission Creek
Chimney Creek
Pablo
Doctors
Frost
Bronson
Bond Lake
Tp 47
Tp 45
To 150 Mile House - 14 km
To 150 Mile House - 5 km
To Lillooet

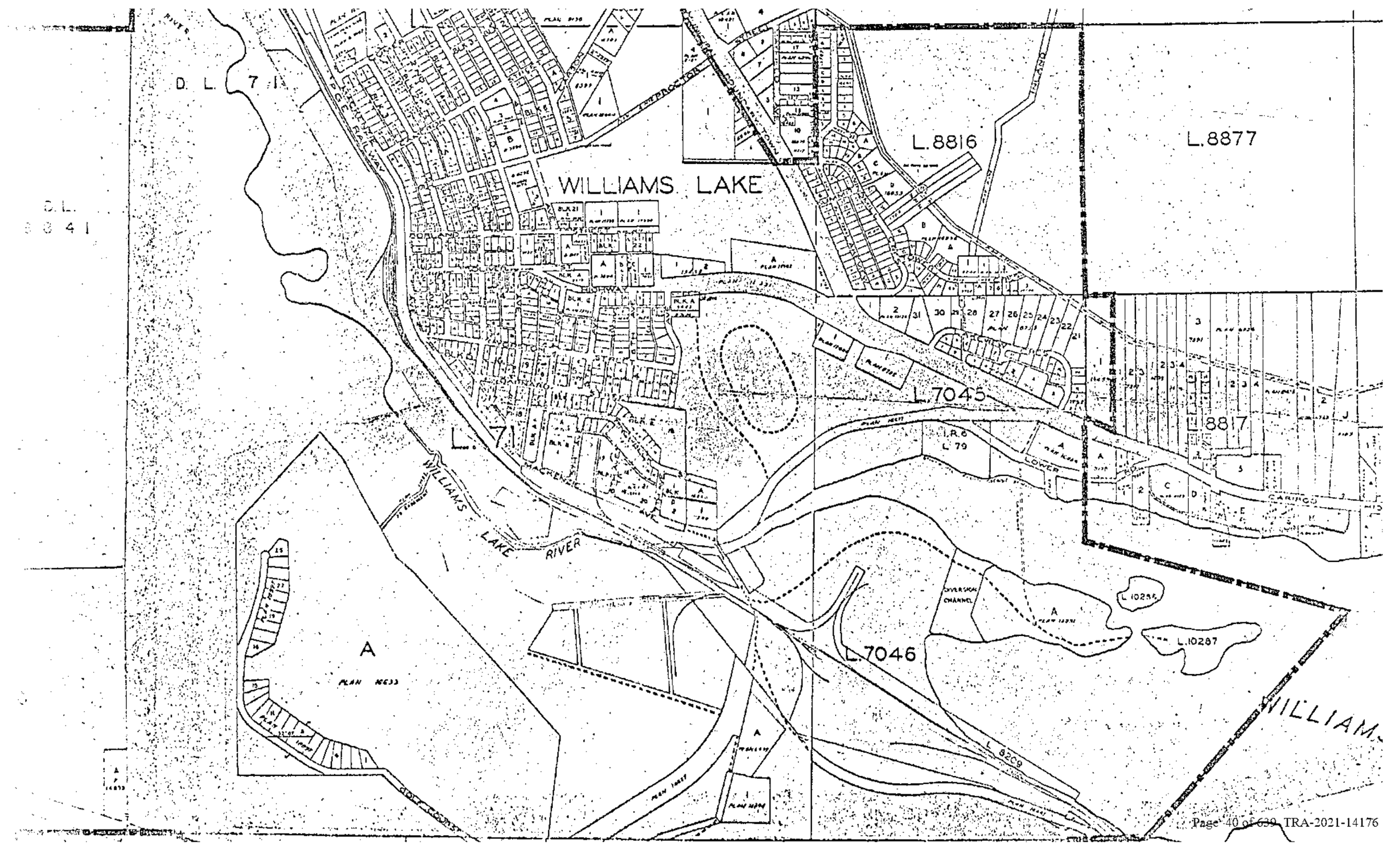


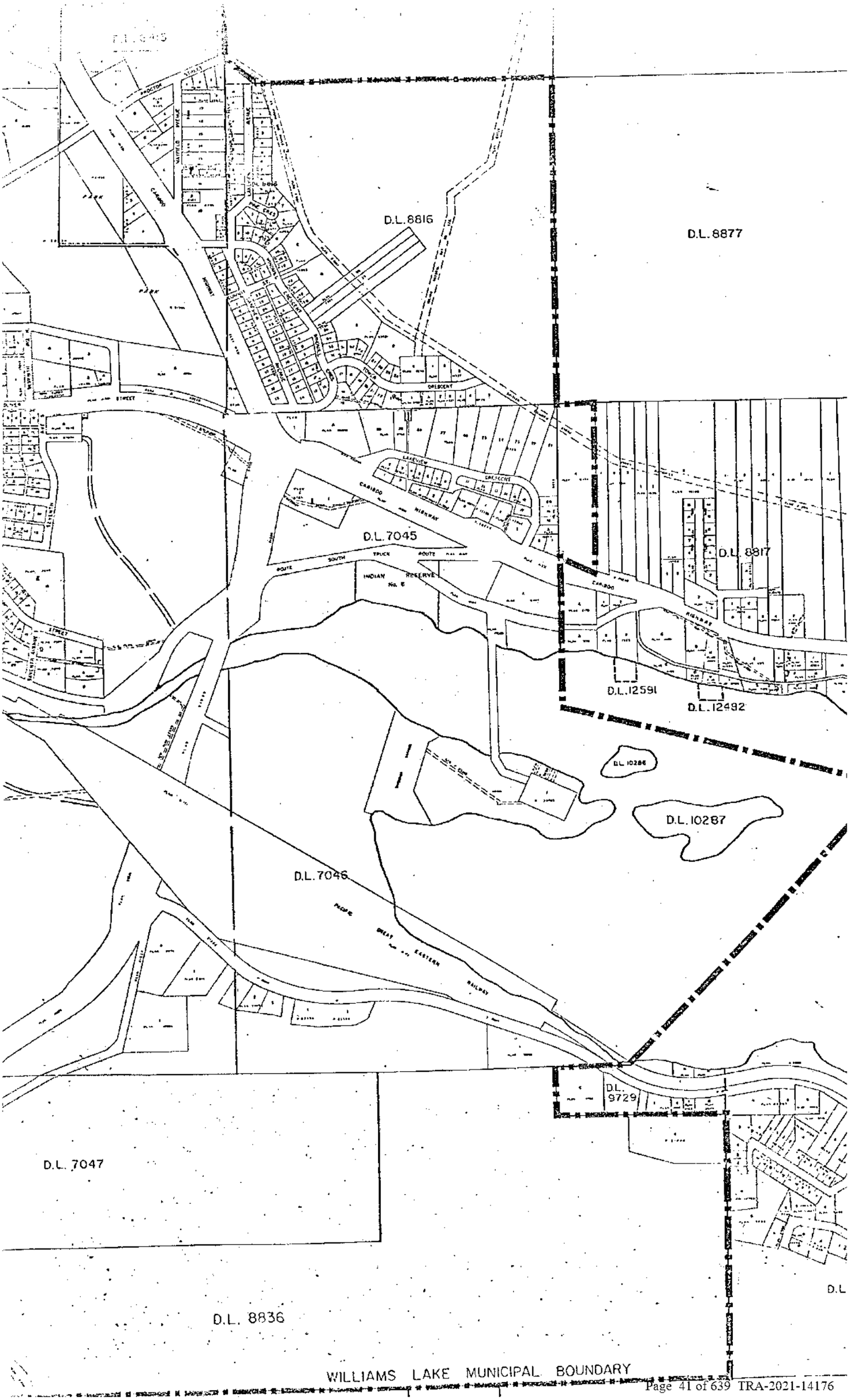
TOWN OF WILLIAMS LAKE

SCALE: 1 INCH = 1000 FEET

GAZETTE DATE FEB. 2, 1978.

MUNICIPAL BOUNDARY


D. L. 71
D. L. 3041
WILLIAMS LAKE
L.8816
L.8877
L.7045
L. 71
8817
I.R.6
L 79
LOWER
CARIBOO
WILLIAMS LAKE RIVER
MACKENZIE AVE
A
PLAN 8633
L.7046
DIVERSION CHANNEL
L.10254
L.10287
L.8209
PLAN 1965
WILLIAM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D.L.8877
D.L.7045
D.L.8817
D.L.12591
D.L.12492
D.L.10286
D.L.10287
D.L.7046
D.L.9729
D.L.7047
D.L.8836
D.L
WILLIAMS LAKE MUNICIPAL BOUNDARY

G. [illegible]er (signed)
Deputy Clerk, Executive
Clerk

C O P Y

THE GOVERNMENT OF THE
PROVINCE OF BRITISH COLUMBIA

Certified copy of a minute of the Honourable The Executive Council, Approved by His Honour The Lieutenant-Governor on the 29th Day of July, A.D., 1938.

TO HIS HONOUR

THE LIEUTENANT-GOVERNOR in Council:

The undersigned has the honour to recommend:

THAT under authority of Section 93 of the "Land Act", being Chapter 144, "Revised Statutes of British Columbia, 1936", and Section 2 of Chapter 32, "British Columbia Statutes, 1919", being the "Indian Affairs Settlement Act", the lands set out in schedule attached hereto be conveyed to His Majesty the King in the right of the Dominion of Canada in trust for the use and benefit of the Indians of the Province of British Columbia, subject, however, to the right of the Dominion Government to deal with the said lands in such a manner as they may deem best suited for the purpose of the Indians including a right to sell the said lands and fund or use the proceeds for the benefit of the Indians subject to the condition that in the event of any Indian tribe or band in British Columbia at some future time becoming extinct that any lands hereby conveyed for such tribe or band, and not sold or disposed of as heretofore provided, or any unexpended fund being the proceeds of any such sale, shall be conveyed or repaid to the grantor, and that such conveyance shall also be subject to the following provisions:

PROVIDED NEVERTHELESS that it shall at all times be lawful for Us, Our heirs and successors, or for any person or persons acting in that behalf by Our of their authority, to resume any part of the said lands which it may be deemed necessary to resume for making roads, canals, bridges, towing paths, or other works of public utility or convenience; so, nevertheless that the lands so to be resumed shall not exceed one-twentieth part of the whole of the lands aforesaid, and that no such resumption shall be made of any lands on which any buildings may have been erected, or which may be in use as gardens or otherwise for the more convenient occupation of any such buildings:

PROVIDED also that it shall be lawful for any person duly authorized in that behalf by Us, Our Heirs and successors, to take and occupy such water privileges, and to have and enjoy such rights of carrying water over, through or under any parts of the hereditaments hereby granted, as may be reasonably required for mining or agricultural purposes in the vicinity of the said hereditaments, paying therefor a reasonable compensation;

PROVIDED ALSO that the Department of Indian Affairs shall through its proper officers be advised of any work contemplated under the preceding provisoes that plans of the location of such work shall be furnished for the information of the Department of Indian Affairs, and that a reasonable time shall be allowed for consideration of the said plans and for any necessary adjustments or arrangements in connection with the prpposed work:

PROVIDED also that it shall be at all times lawful for any person duly authorized in that behalf by Us, Our heirs and successors, to take from or upon any part of the hereditaments hereby granted, any gravel, sand, stone, lime, timber or other material which may be required in the construction, maintenance, or repair of any roads, ferries, bridges, or other public works. But nevertheless paying therefor reasonable compensation for such material as may be taken for use outside the boundaries of the hereditaments hereby granted:

PROVIDED also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant.

AND TO FURTHER RECOMMEND THAT A certified copy of this minute, if approved, be transmitted to the Registrar in each Land Registry Office in the Province of British Columbia to the intent that such certified copy be accepted by him as a conveyance of the said land to His Majesty the King in the right of the Dominion of Canada as represented by the Department of Indian Affairs of Canada, without further formal instrument of transfer subject to the said provisoes and conditions.

AND TO FURTHER RECOMMEND THAT A certified copy of this minute, if approved, be forwarded to the Superintendent General of Indian Affairs at Ottawa.

DATED this 29th day of July, A.D., 1938

"John Hart"
ACTING MINISTER OF LANDS.

APPROVED this 29th day of July, A.D., 1938

"John Hart"
PRESIDING MEMBER OF THE EXECUTIVE COUNCIL

Tribe or Band	Reserve	Number	Description	Acreage
Stono	Stone	1A	Cariboo District, adjoining Stone I.R.No.1,known as Lot 5395,Lillooet District	399.00
"	Meadow	2	Cariboo District about 8 miles southeast of Res. No. 1	320.00
"	Brigham Creek	3	11 miles S.W. of Stone I.R.No.1 known as Lot 5397,Lillooet Dist	180.00
"		4	5 miles S.W. of Stone I.R.No.1, known as Lot 5396,Lillooet Dist.	480.00
Toosey	Toosey	1	Cariboo District, on Riskie Creek about 3 miles from its confluence with Fraser River	5780.00
"	"	1A	Adjoining Toosey I.R.No.1,known as the S.E.¼ of N.E.¼ of Sec.6, Tp.50,Lillooet District	29.00
"	Meadow	2	Cariboo District about 6 miles northwest of the Indian village on Reserve No. 1	560.00
"		3	Cariboo District about 3 miles above the outh of Riskie Creek on the right bank of the Fraser River	12.25
Williams Lake	Williams Lake	1	Cariboo District east of the head of Eastern end of Williams Lake	4069.63
"		2	Cariboo District,two miles north of Res. No. 1	120.00
"	Meadow	3	Cariboo District, 2 miles N.E. of Reserve No. 2	180.00
"	Fishery	4	Cariboo District on the left bank of the Fraser River at the confluence of Williams Lake Creek	7.00
"	"	5	Cariboo District on the left vank of Fraser River at confluence of Chimney Creek	56.00
"	"	6	Cariboo District at the foot of Williams Lake, ¼ of a mile from effluence of Williams Lake Creek	6.50
"	Carpenter Mountain	15	Cariboo District at the 156 Mile House of Cariboo wagon Road, north of No. 3	170.00
Clinton		2	Lillooet District on the road from Lillooet to Clinton and E. of and adjoining Lot 9,Gp.1,E. of Kelly Lake	620.92
"		2A	Addition to reserve No. 2, on the E., known as Lot 5287, Lillooet District	607.00
"	Kelly Creek	3	Near the junction of the Fraser River and Kelly Creek,known as Lot 5288,Lillooet District	3.50

Canada
Department of Mines and Resources
HON. T. A. CRERAR, Minister; CHARLES CAMSELL, Deputy Minister
INDIAN AFFAIRS BRANCH
HAROLD W. McGILL
DIRECTOR

SCHEDULE OF INDIAN RESERVES IN THE DOMINION OF CANADA

INDIAN COMMISSIONER
JUL 28 1954
VANCOUVER, B. C.

PART 2

RESERVES IN THE PROVINCE OF BRITISH COLUMBIA

RECOMPILED AND CORRECTED UP TO MARCH 31, 1943

Commissioner

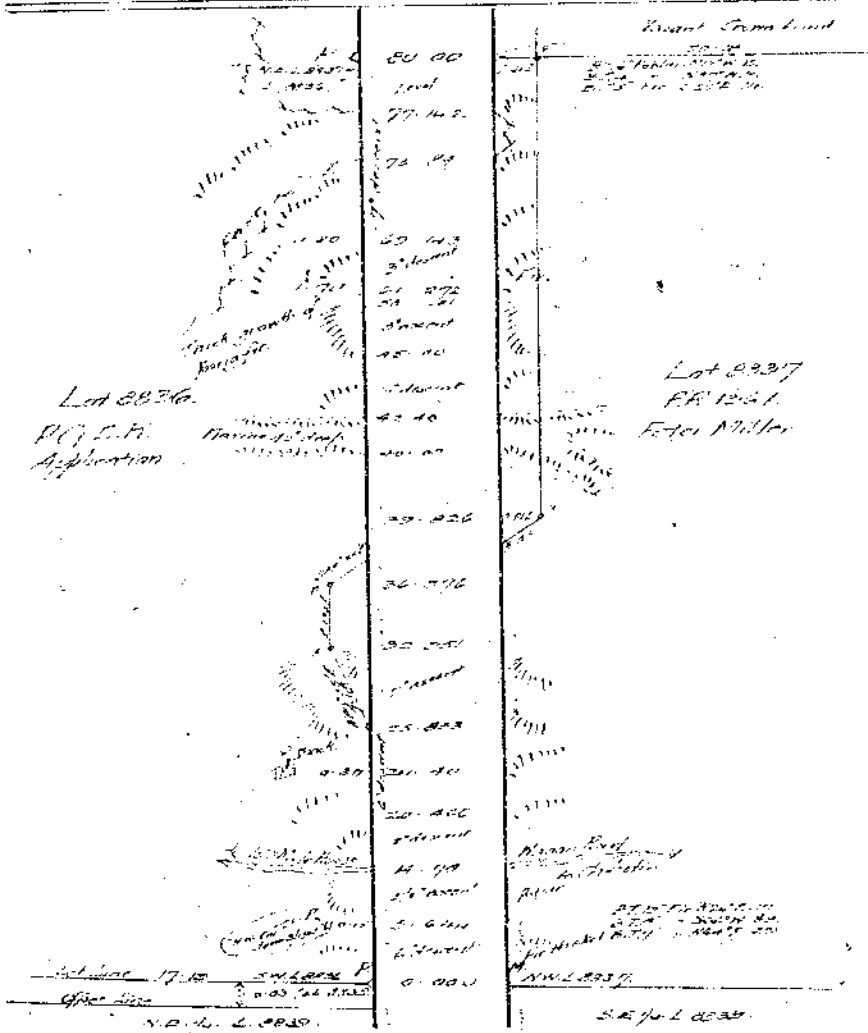
1	Williams Lake.....	Williams Lake	Cariboo District. At the eastern end of Williams Lake and on the right bank of San Jose River. (Ref. Maps 24 and 27, B.C. Map 30)	4044.03	Allotted by Commissioner O'Reilly, 16th July, 1881..... 2810.00 Purchased from Halls Estate, 5th March, 1881..... 1164.00 Original Survey 1883. Plan No. 77..... 4074.00 To P.G.E. Ry. Right of Way. Plan RR.1448A; Dominion Order in Council 3184; 24th December, 1914. Provincial Crown Grant, Order in Council, 28th August, 1915. Dominion Patent Reference 17575. Area excluded in Title, Order in Council #1036..... 4.37 Title, Provincial Order in Council #1036, 29th July, 1936..... 4069.63 Right of Way, Cariboo Road (preliminary) 25.00 Final Water Licences: #10276, 100 acre feet water, storage, from Five Mile Creek. #10003, 90 acre feet water from Five Mile Creek. #10002, 120 acre feet water from Valley Creek. #9621, 57.4 acre feet water from Asahel Creek. #9622, 57.4 acre feet water, storage, from Asahel Creek.
2	Asahel Lake.....	Williams Lake	Cariboo District. On the shore of Asahel Lake, at the head of Asahel (Meadow) Creek, 2 miles north of the east end of Williams Lake. (Ref. Map 27, B.C. Map 30)	120.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 120.00 Title, Provincial Order in Council #1036, 29th July, 1936..... 120.00
3	Meadow.....	Williams Lake	Cariboo District. On Five Mile Creek, 3 1/2 Miles above its junction with San Jose River, which flows into the eastern end of Williams Lake. (Ref. Map 24, B.C. Map 30)	180.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 180.00 Title, Provincial Order in Council #1036, 29th July, 1936..... 180.00
3A	Meadow.....	Williams Lake	Cariboo District. Designated Lot 9032. On Five Mile Creek, 3 1/2 miles northwesterly from 150 Mile House on Cariboo Road, adjoins Reserve No. 3 on the East. (Ref. Map 24, B.C. Map 30)	158.00	Purchased from Estate of A.E. Lucas. Original Survey 1914. (See blue print on file 34160-6) Resurvey 1926. B.C. Plan No.1019..... 158.00 Title, Deed filed in Commissioner's Office. Indefeasible Title - 3706M - 29th February, 1928. Recorded under No. 989.
4	Fishery.....	Williams Lake	Cariboo District. On the left bank of Fraser River. At the confluence with Williams Lake Creek. (Ref. Map 27, B.C. Map 30)	7.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 7.00 Title, Provincial Order in Council #1036, 29th July, 1936..... 7.00
5	Fishery.....	Williams Lake	Cariboo District. On the left bank of Fraser River, at the confluence with Chimney Creek. (Ref. Map 24, B.C. Map 30)	56.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No.77..... 56.00 Title, Provincial Order in Council #1036, 29th July, 1936..... 56.00
6	Fishery.....	Williams Lake	Cariboo District. On the shore of Williams Lake at its western end. One mile east of Williams Lake Station, on P.G.E. Railway. (Ref. Map 27, B.C. Map 30)	6.50	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No.77..... 6.50 Title, Provincial Order in Council #1036, 29th July, 1936..... 6.50
7-14	Graveyards.....	Williams Lake	Cariboo District. Several graves on private property along the Cariboo Highway or close to it.		These had been allotted by Commissioner O'Reilly, 16th July, 1881. Surveyed 1883 having areas 0.14; 0.20; 0.16; 0.10; 0.17; 0.16; 0.90 and 0.30. See Page 953, Royal Commission Report. Confirmed by Royal Commission 26th February, 1916, but later it was found these areas could not be made available.
15	Carpenter Mountain.	Williams Lake	Cariboo District. On the old Cariboo Road near 156 mile post, one mile west of Cariboo Hill Lake; bounded on east by Lots 310, 170 and 2039; on west by Lots 9029, 9030, 9031 and 639. (Ref. Map 24, B.C. Map 30)	170.00	Allotted by Commissioner O'Reilly, 26th November 1881. Original Survey 1897. Plan No. 77.....168.76 Resurvey 1931. Plan 804.....169.70 Title, Provincial Order in Council, #1036, 29th July, 1936.....170.00

LOT NO.	PAGES.	REMARKS.
8237	1	North Boundary.
"	2 & 3.	West "
"	4.	South "
"	5.	East "
"	18	Description
8239	1 & 3.	East Boundary.
"	7.	North "
"	8.	West "
"	9.	South "
"	10.	Centre - Line.
"	19.	Description.
8240.	7.	South Boundary.
"	11.	West "
"	12.	East "
"	13	North.
"	19.	Description.
8241.	6.	North Boundary.
"	13.	South "
"	14.	East "
"	17.	West "
"	19.	Description.
8242.	6.	North Boundary.
"	13.	South "
"	16.	West "
"	17.	East "
"	19.	Description.
8243.	16.	North Boundary.
"	13.	South "
"	15.	West "
"	16.	East "
"	19.	Description.
	18.	Copies of Pre-emption Records.
	20.	Notes on Drawings.

Notes of not more than six lots to be in one book.

Lot No. 8237 ..... Cascade ..... District.

..... North ..... Boundary. Bearing ..... East .....

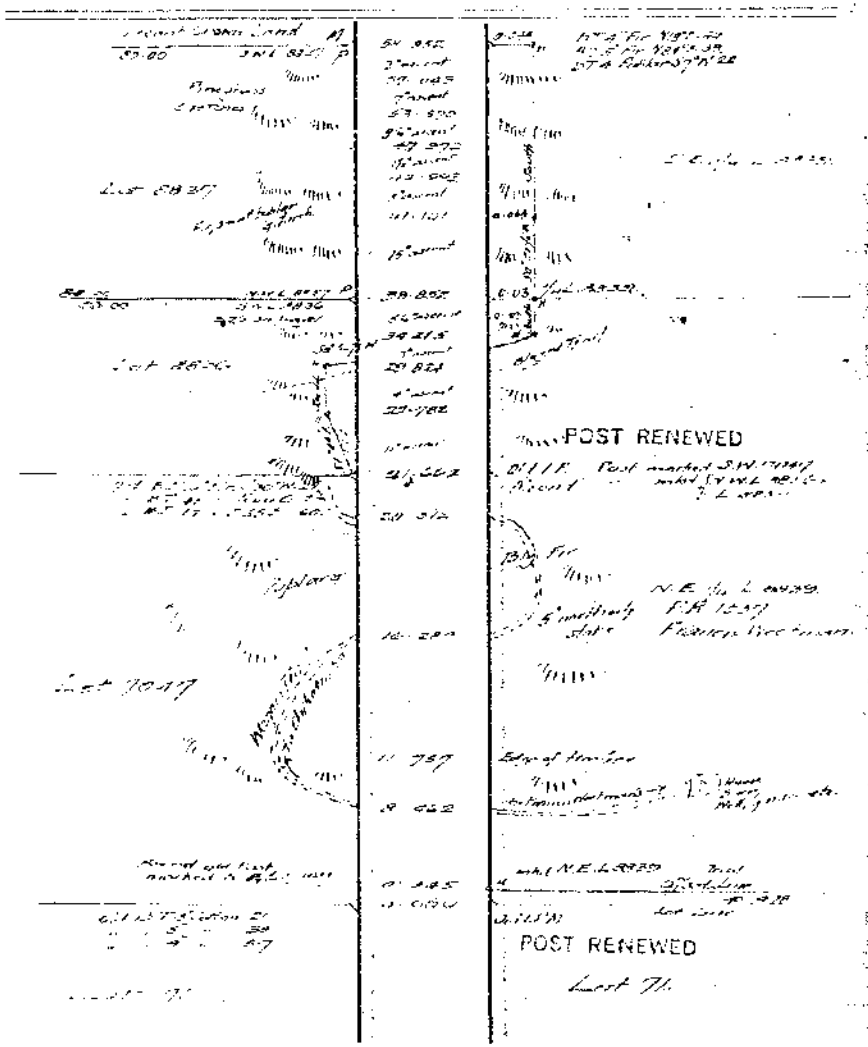


The above line was run the 23rd 24th day of July 1914.
I. H. Roberts. B.C.L.S.

FORM D.

Lot No. 8837 ..... East Boundary ..... Cariboo ..... District.

Lot No. 8836 ..... West Boundary. Bearing ..... South .....

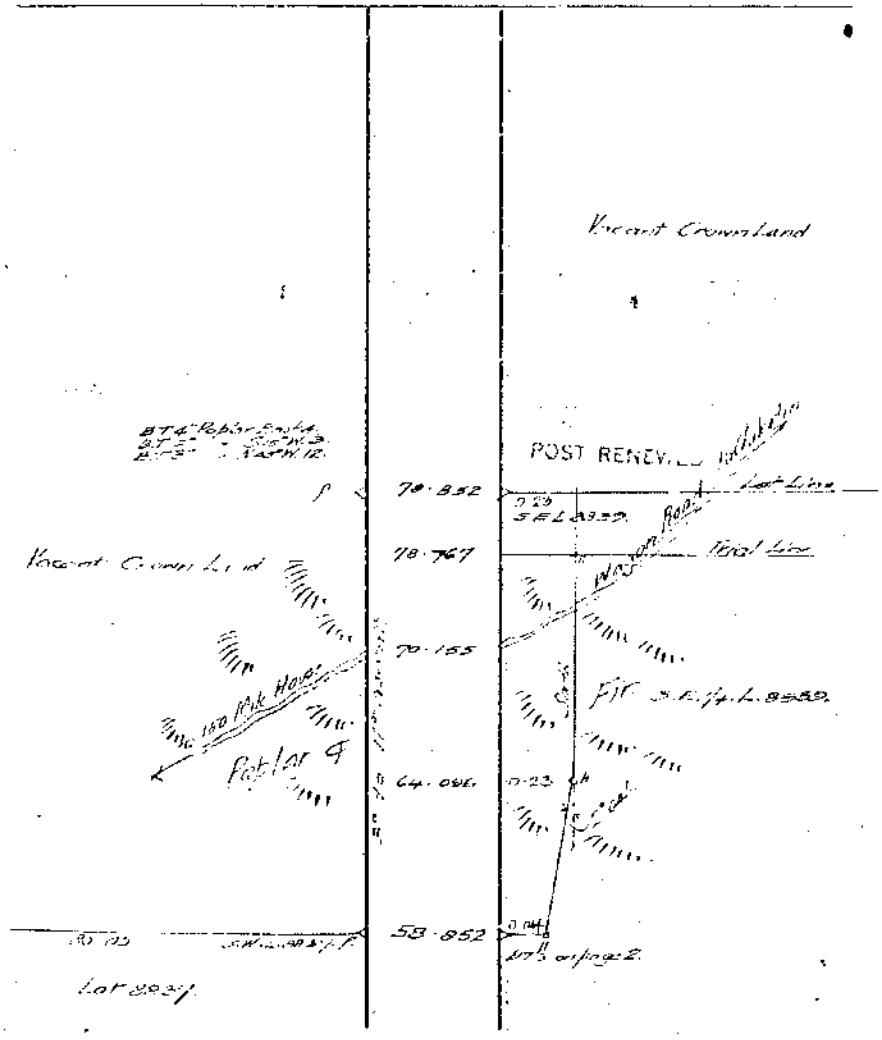


The above line was run the 22nd day of July 1914
August

10,000 S/1913 H. H. Roberts B.C.L.S.

Lot No. 8835 ..... East ..... Boundary ..... District.

Lot No. 8832 ..... West ..... Boundary. Bearing ..... South .....



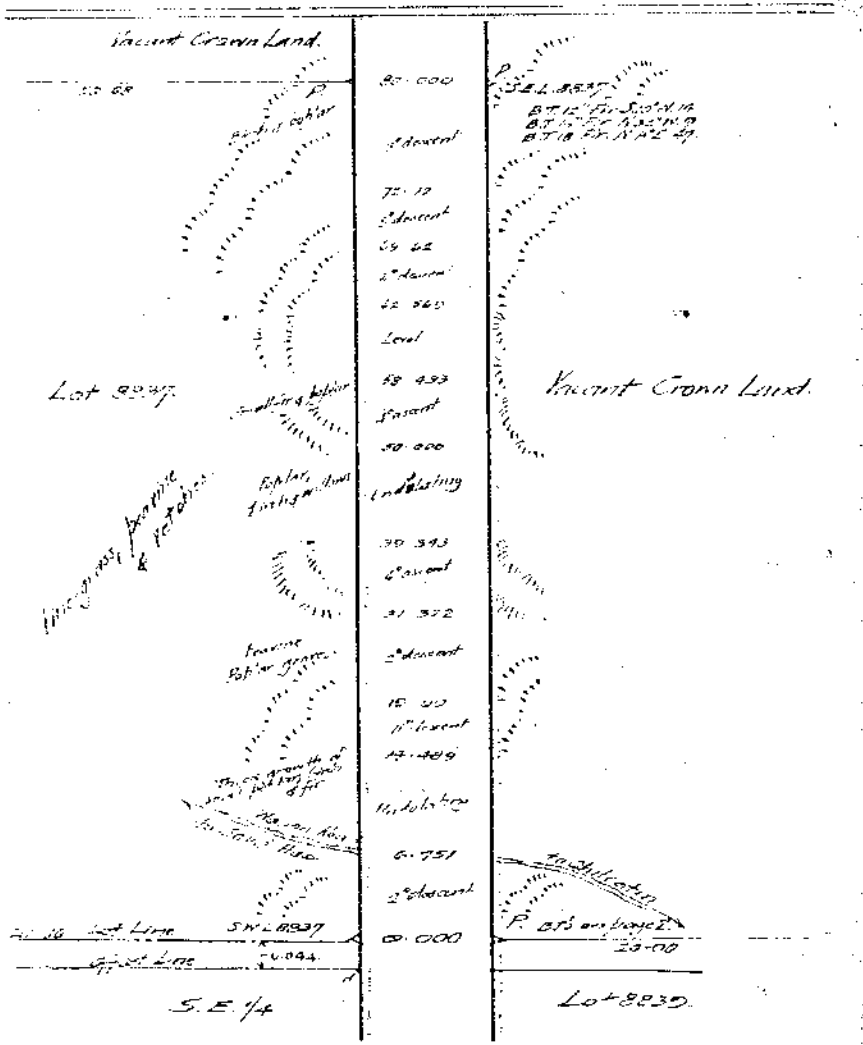
The above line was run the 6th day of August 1914

H. H. Roberts B.C.L.S.

FORM D.

Lot No 8937 ..... Cariboo ..... District.

..... South ..... Boundary. Bearing ..... East .....



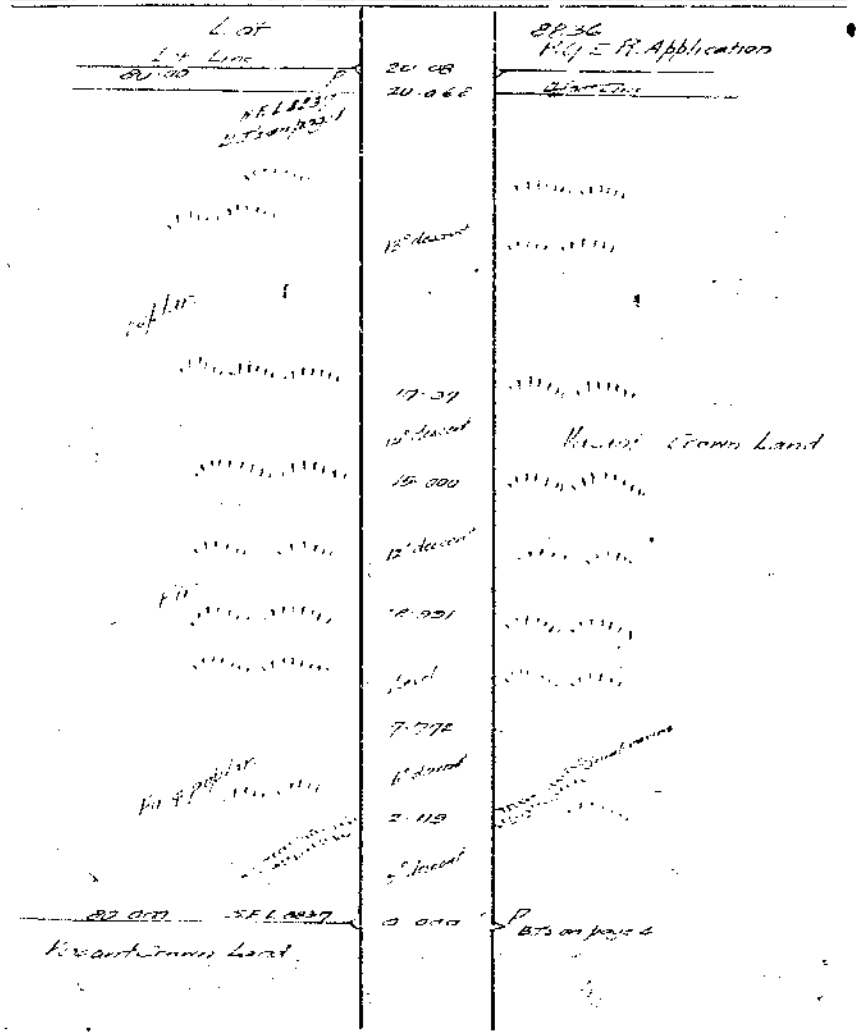
The above line was run the 3rd day of August 1914.

H. H. Roberts. B.C.L.S.

10,000/8/1913

Lot No 8937 ..... Cariboo ..... District.

..... East ..... Boundary. Bearing .. North .....



The above line was run the 3rd day of August 1914.

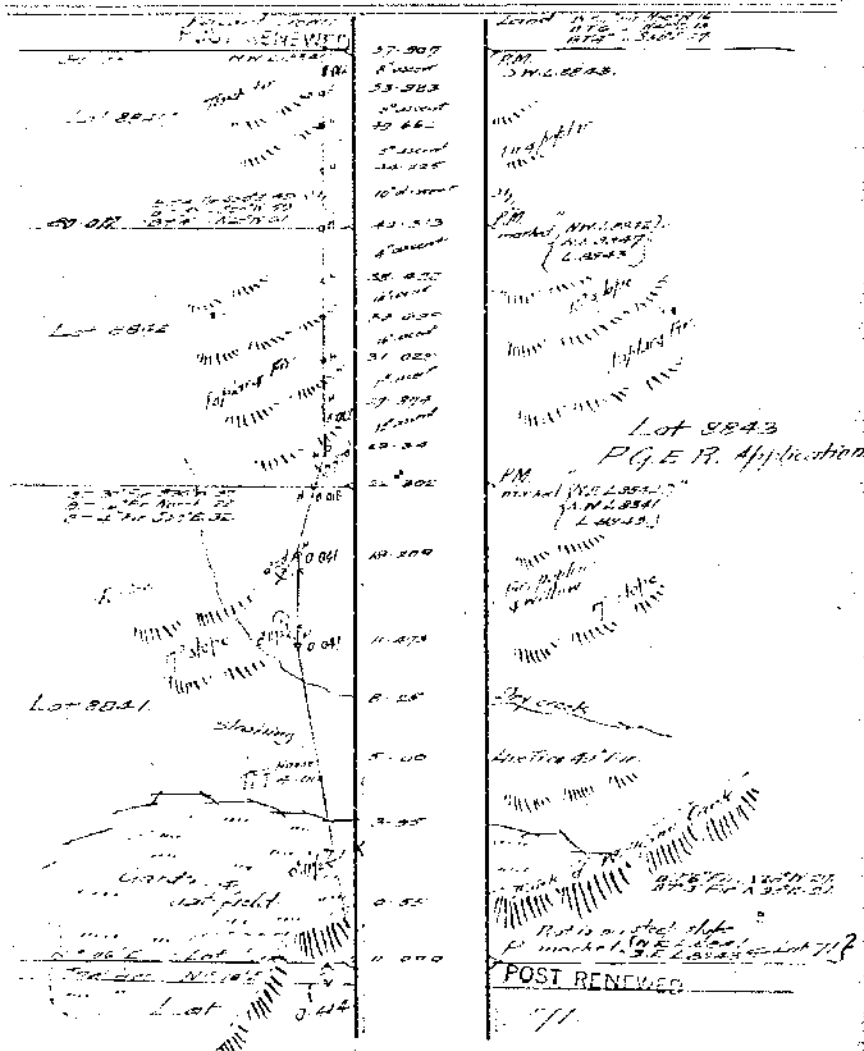
H. H. Roberts. B.C.L.S.

FORM D.

Lot No. 2241 ... North ... Boundary .....

Lot No 2242 ... North ... Boundary ..... District.

Lot No 2247 ... North ... Boundary. Bearing ... West .....

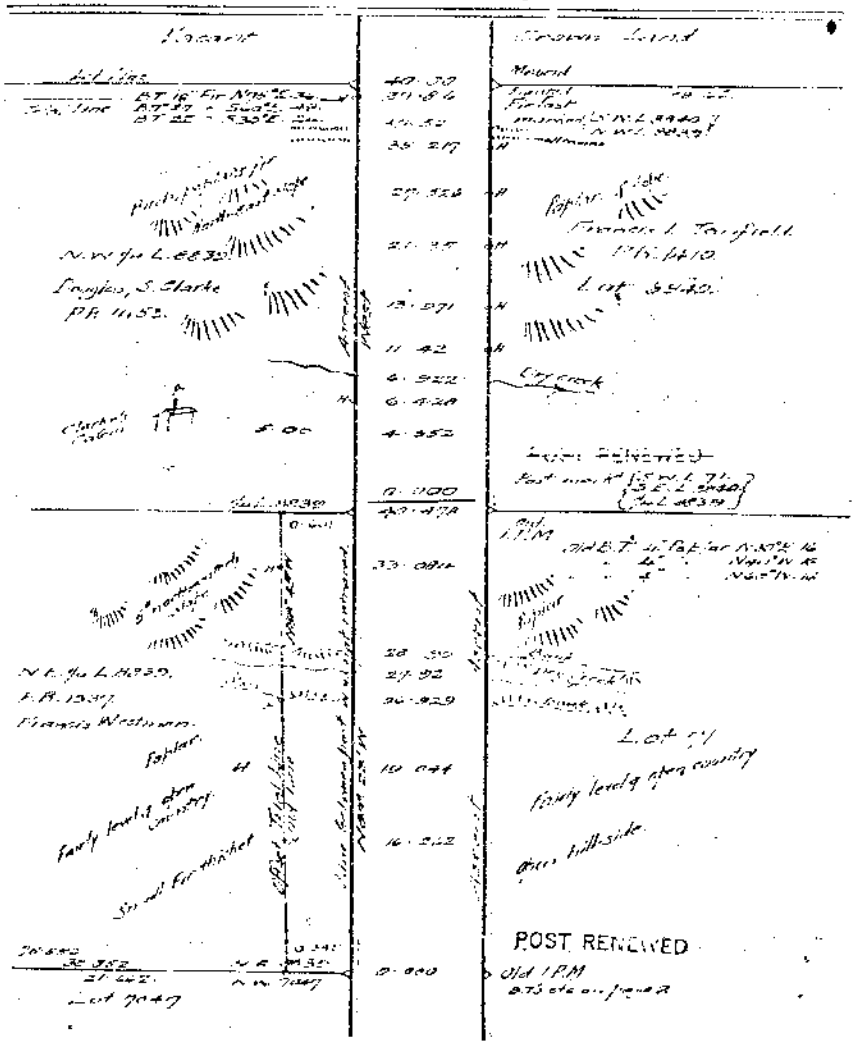


The above line was run the 11th *day of* August *1914*

10,000/8/1913 H.H. Roberts B.C.L.S.

Lot No 2239 ... North ... Boundary ..... District.

Lot No 2240 ... South ... Boundary. Bearing ... West .....



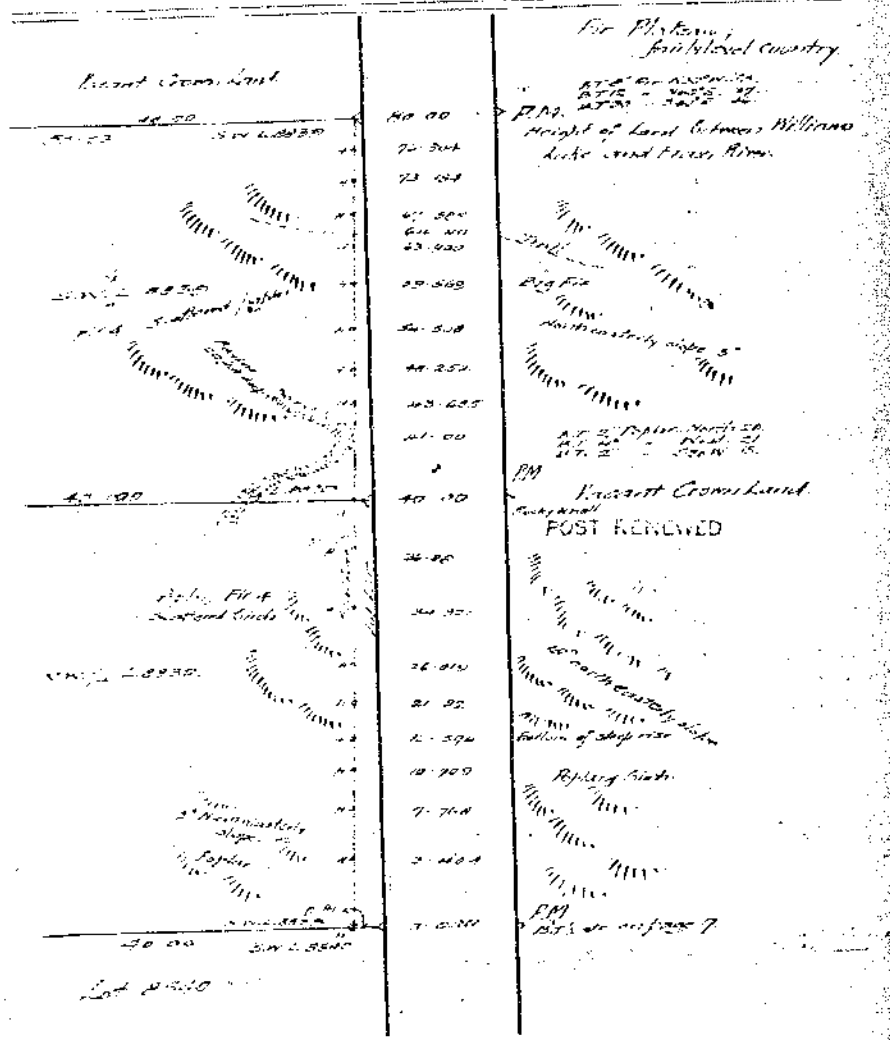
The above line was run the 1st *day of* August *1914*

H.H. Roberts B.C.L.S.

Form B.

Lot No. 2229 ..... Cariboo District.

..... West ..... Boundary. Bearing ... 50° 00' E. .....



The above line was run the 3rd day of August 1914

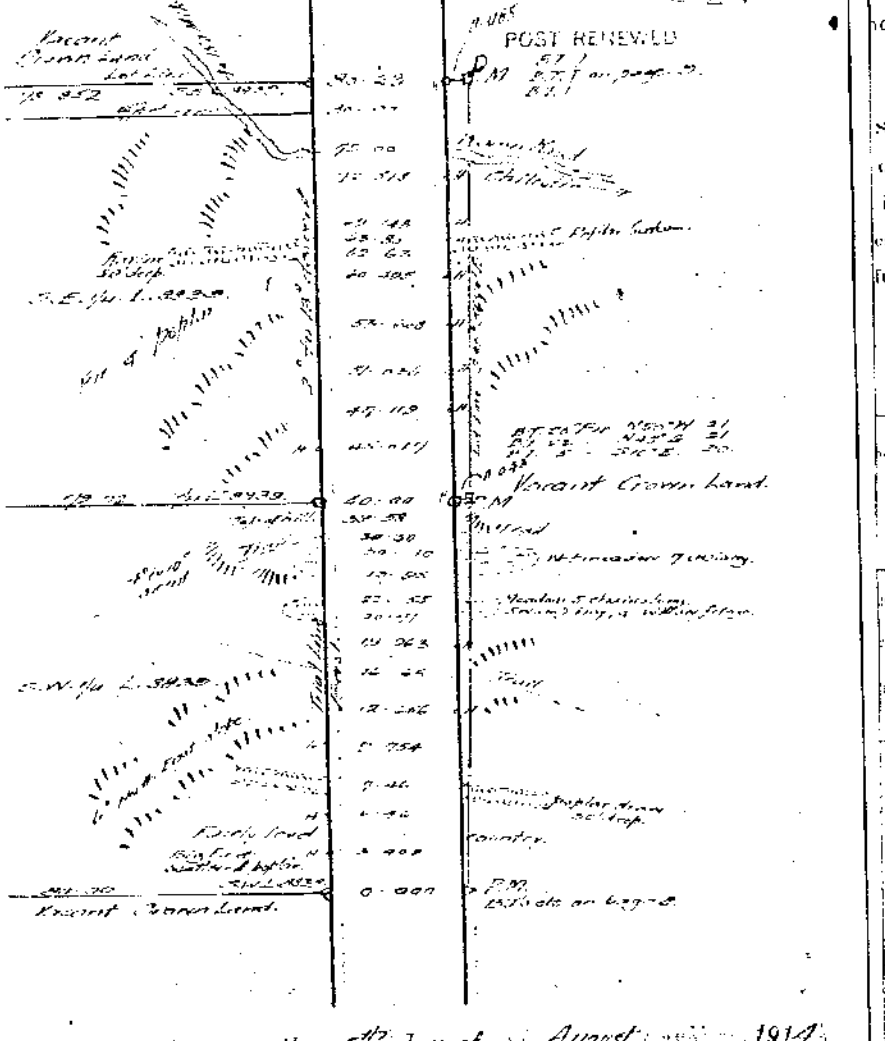
H.H. Roberts. B.C.L.S.

10,000 8/1913

Lot No. 2229 ..... Cariboo ..... District.

..... South ..... Boundary. Bearing ... East on true line (360° 00') to an old line ...

E.

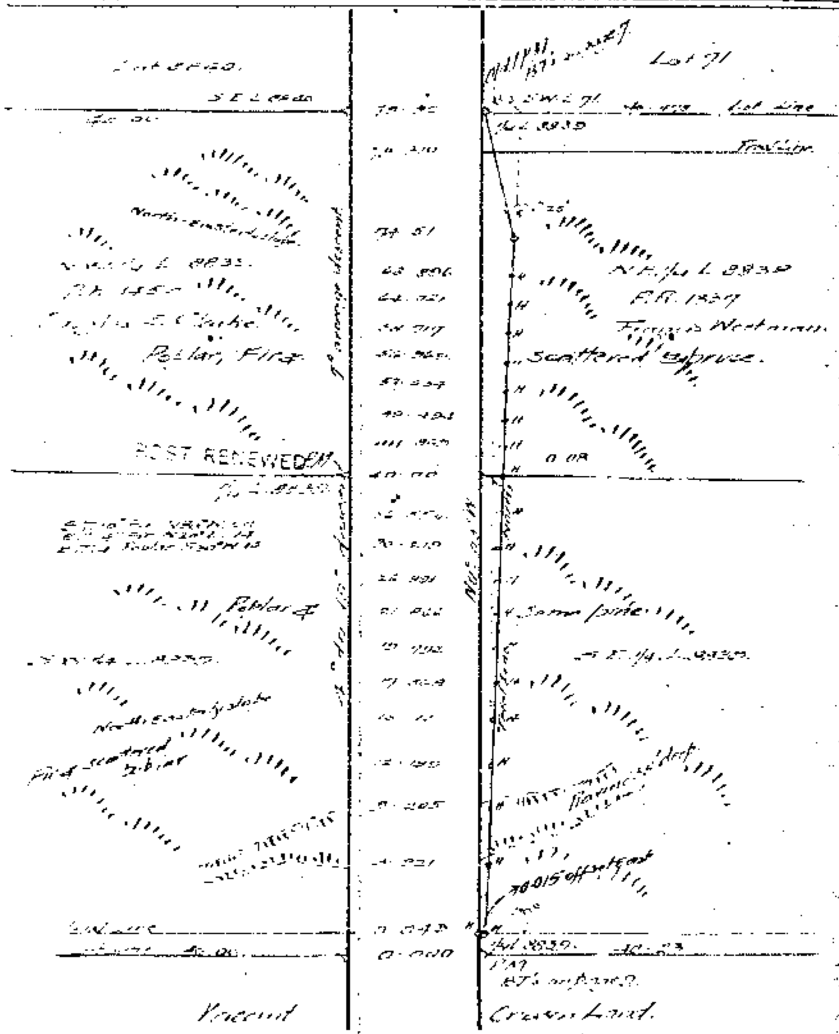


The above line was run the 5th day of August 1914

H.H. Roberts. B.C.L.S.

Lot No. 8862? .... Cariboo District.

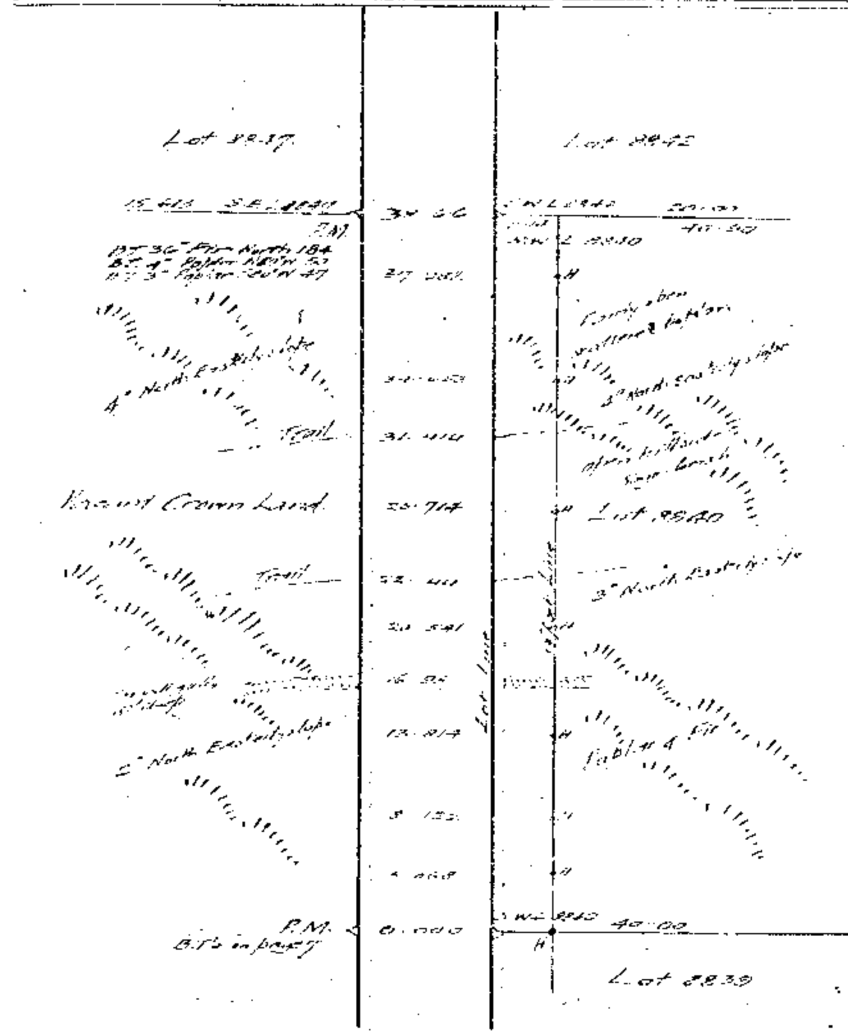
Camp Line .... Boundary. Bearing N 0°03' W



The above line was run the 6th day of August 1914.
H. H. Roberts B.C.L.S.

Lot No. 8840 .... Cariboo District.

West .... Boundary. Bearing North

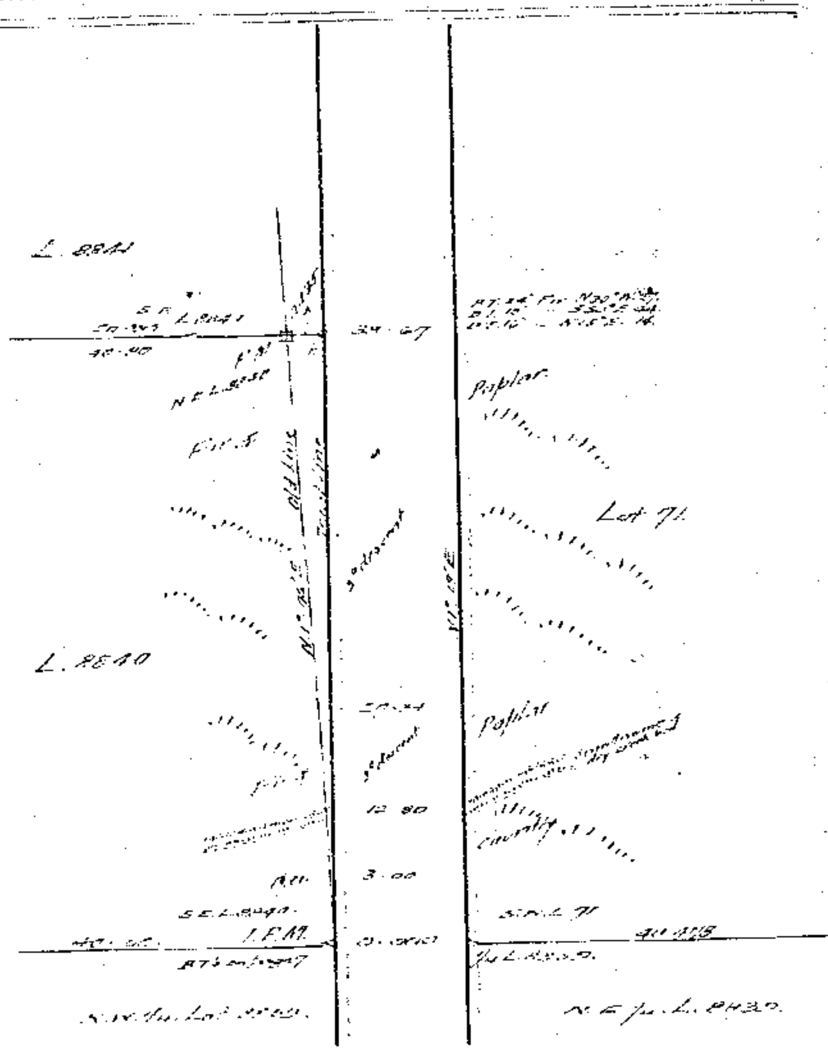


The above line was run the 7th day of August 1914.
H. H. Roberts B.C.L.S.

Form D.

Lot No 8840 .... Cariboo .... District.

East .... Boundary. Bearing N1° 06' E.



The above line was run the 5th day of August 1914
H. H. Roberts B.C.L.S.

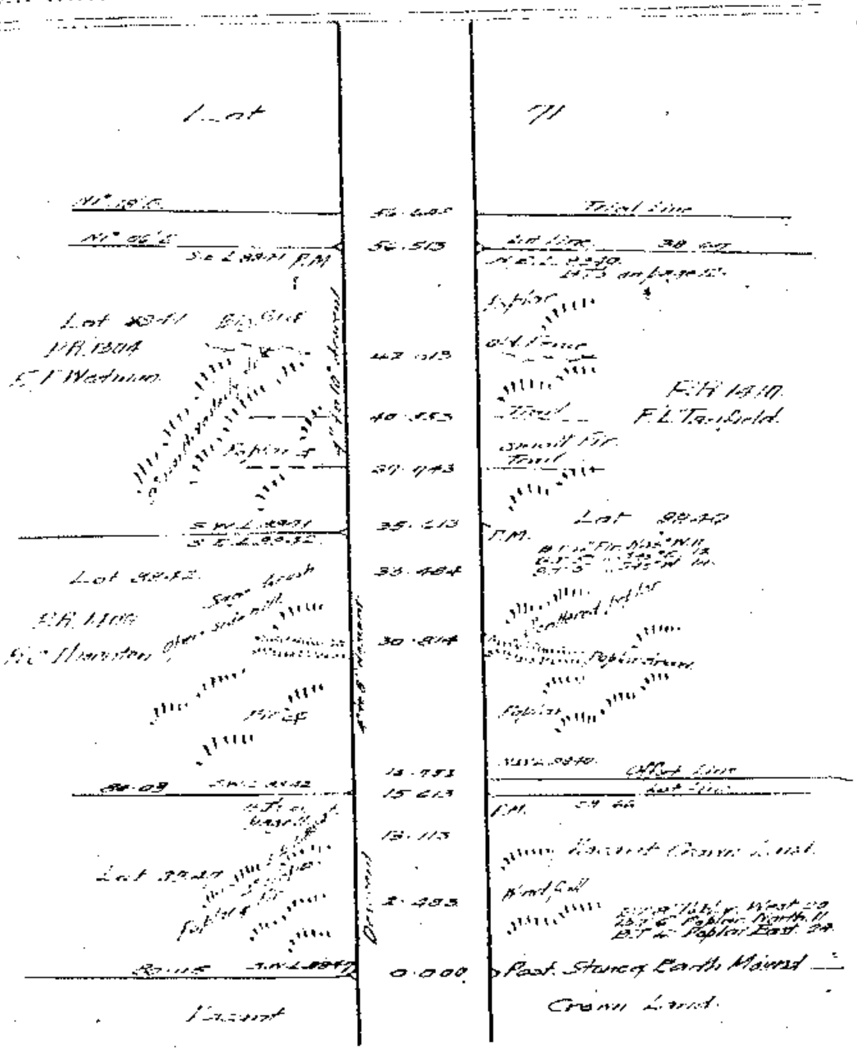
10,000/8/1913

Lot No 8841 ... South ... Boundary

Lot No 8840 ... North ... Boundary .... District.

Lot No 8847 ... South ... Boundary

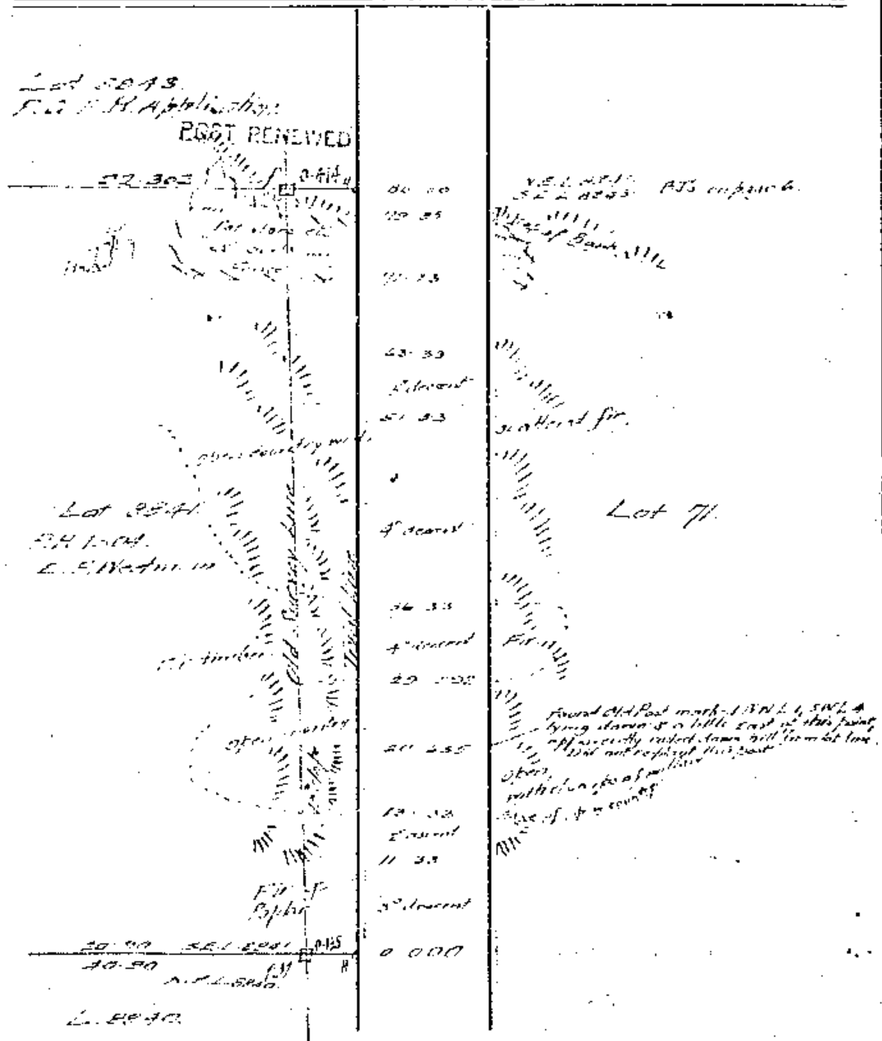
Lot No 8842 ... South ... Boundary. Bearing East



The above line was run the 10th & 13th days of August, 1914.
H. H. Roberts. B.C.L.S.

Lot No 2841 .... Cariboo ... District.

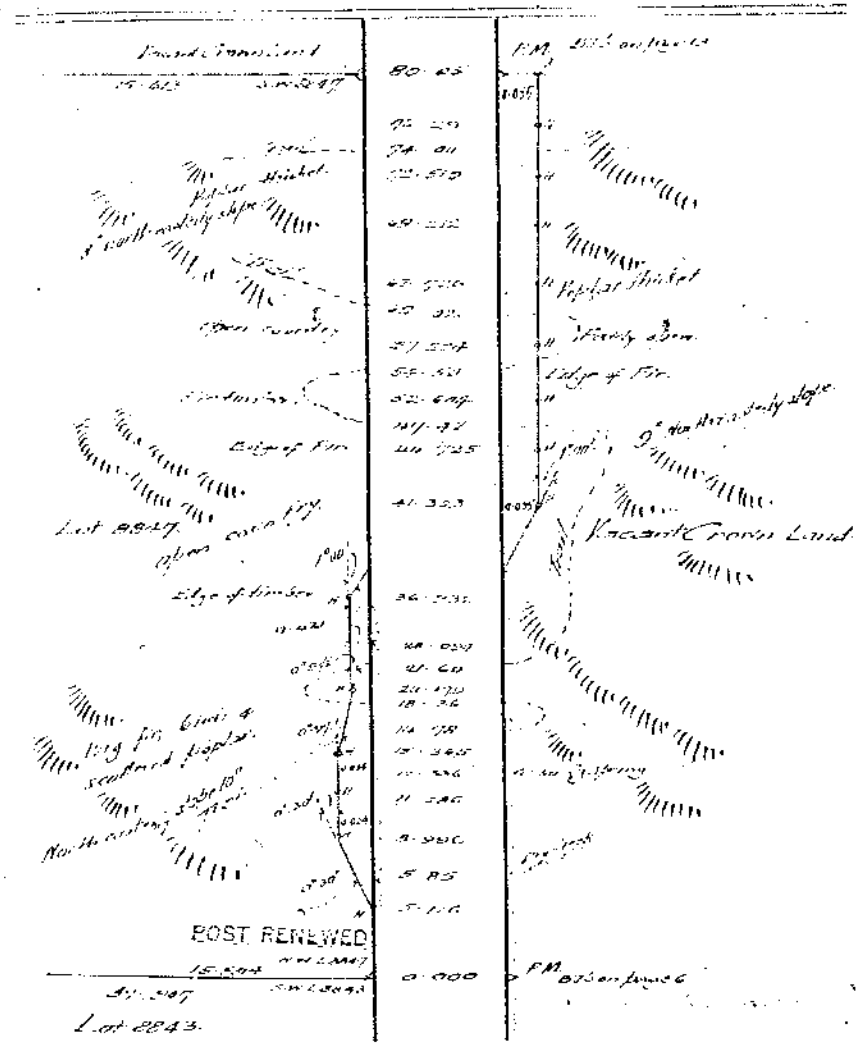
East .... Boundary. Bearing N 1° 06' E ....



The above line was run the 5th day of August 1914.
H. H. Roberts B.C.L.S.

Lot No 8847 .... Cariboo ..... District.

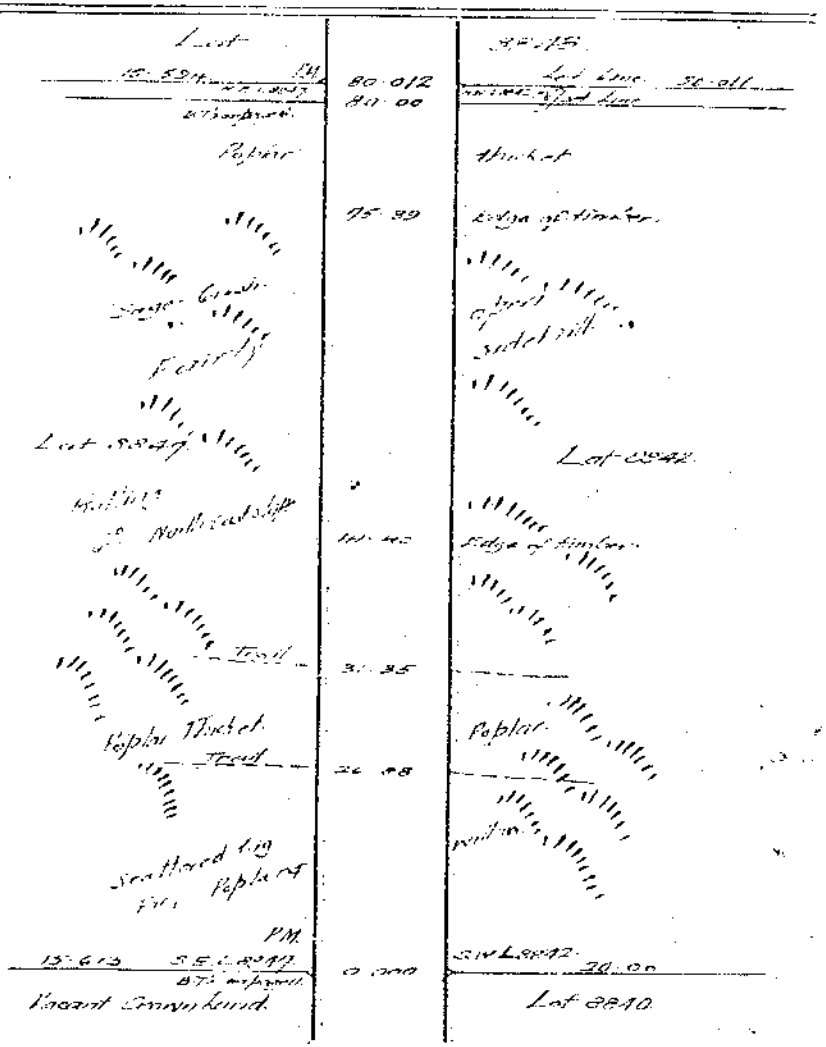
West .... Boundary. Bearing ... South ....



The above line was run the 13th day of August 1914.
H. H. Roberts B.C.L.S.

Lot No. 8843 ..... East ..... Boundary. ..... Cariboo ..... District.

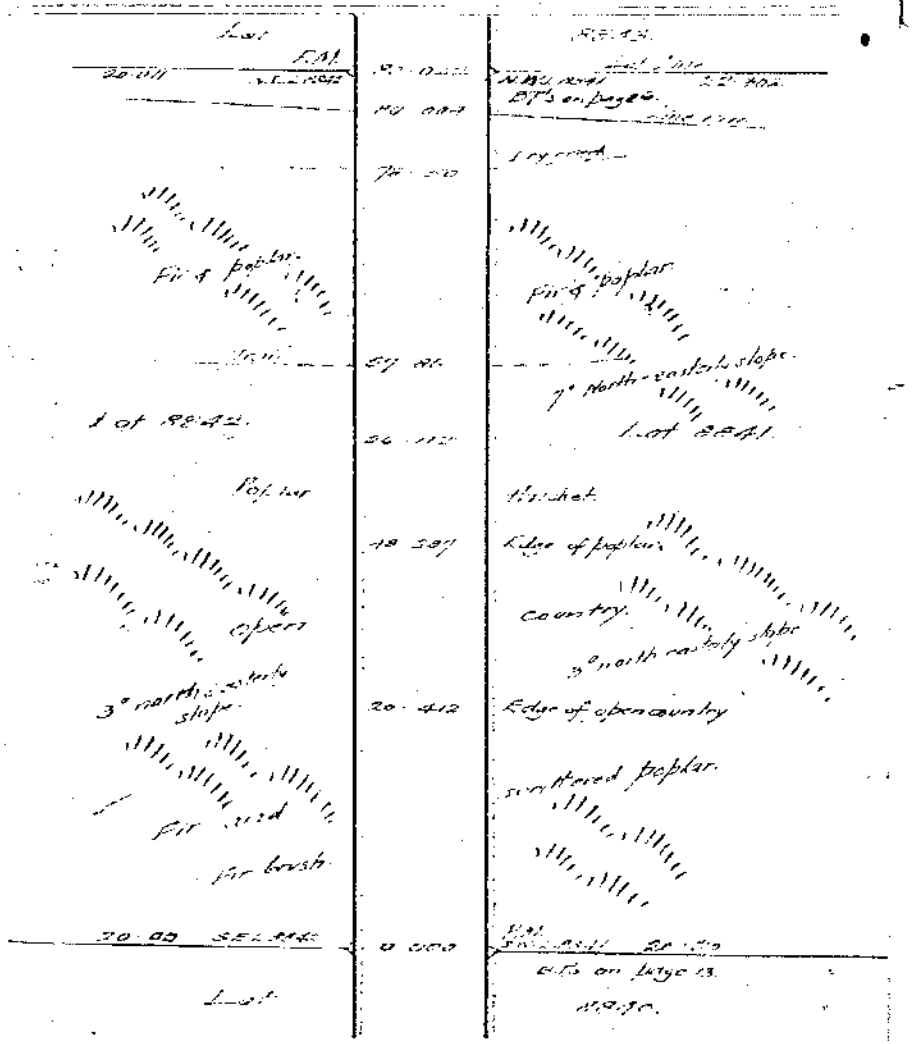
Lot No. 8842 ..... West ..... Boundary. Bearing ..... North .....



The above line was run the 9th day of August 1914.
H. H. Roberts B.C.L.S.

Lot No. 8841 ..... East ..... Boundary. ..... Cariboo ..... District.

Lot No. 8842 ..... West ..... Boundary. Bearing ... North .....



The above line was run the 10th day of August 1914.
H. H. Roberts B.C.L.S.

Col'n of the eastern Parish

Lot No. 8541, 7741, 8446, 8937, 8519 District

Boundary. Bearing

Lot No. 8541

Surveyed May 1914

Locality of Lot: Quilchena
Name of Settler: Edward F Westman
Date of Record: March 9th 1914
Survey Fee: Two hundred and forty
Area Recorded: Pre-emption one hundred and sixty

Description of the Land
Commencing at a post planted about one mile & a half south of N.W. Corner of Hilly Group, & one mile & 20 chains E. from Southern Pacific Railway, thence south 80 chains, thence west 20 chains, thence north 80 chains, thence east 20 chains to point of commencement.

Lot 8937

Surveyed May 1914

Locality of Quilchena
Name of Settler Thomas Hilton Gold
Date of Record Sept 25 1914
Number of Acres 160
Records Searched Approved by [illegible]
Description of Land
Commencing at a post planted on the S.W. corner of Lot 8937 Group 1 Kamloops District thence east 80 chains, thence north 20 chains, thence west 80 chains, thence south 20 chains to point of commencement

Sketch Lot 8937
F.P. 1253.
Douglas S Clarke.
Edgewood

Lot 8245

Surveyed May 1908

Locality of Quilchena
Name of Settler Frederick C Thornton
Date of Record Sept 25 1908
Number of Acres 160
Records Searched Nicola, Nicola Lake.
Description of Land
Commencing at a post planted on the S.W. corner of Lot 8245 Group 1 Kamloops District thence north 80 chains, thence east 20 chains, thence south 80 chains, thence west 20 chains to point of commencement

Lot 8244

Surveyed May 1961

Locality of Quilchena
Name of Settler Pre-emption
Date of Record 20th July 1908
Number of Acres 160
Records Searched Nicola, Nicola Lake.
Description of Land
Commencing at a post planted on the South E. corner of Lot 8244 Group 1 Kamloops District thence south 20 chains, thence west 80 chains, thence north 20 chains, thence east 80 chains to point of commencement

Sketch Lot 8244
F.P. 1253.
Frederick Westman.
Date of Record May 12. 1908

I was unable to obtain copies of Pre-emption records Nos 1453 & 1847.
H.H. Roberts B.C.L.S.

The above line was run the day of 191

H.H. Roberts B.C.L.S.

Description

Lot No. 8537, 8435, 8436, 8438 & 8447 Osoyoos District

Boundary. Bearing

Lot

Lot 8436
This lot has a north easterly aspect containing several open patches. Principal timber Fir & poplar, and scattered clumps of pine. This lot has been pre-empted by A.S. Clarke. P.R. 1453.
1st Class 25 acres.
2nd " 135 "
Lot 8438
Land slopes to north east. Principal timber is fir & poplar with scattered clumps of pine.
1st Class 40 acres.
2nd " 120 "
Lot 8447
Land slopes to north east. Principal timber is fir & poplar with scattered clumps of pine.
1st Class 40 acres.
2nd " 120 "

Lot 8435
Pre-emption has pre-empted this lot under P.R. 1317
Land slopes north to northeast. Soil is generally fairly good, exclusively open, except some patches. Fir & poplar are principal trees.
1st Class 40 acres
2nd " 119 "
Lot 8436
North easterly aspect. Steps to plateau. Collection Road traverses south east corner of quarter. Vegetation is abundant.
2nd Class land.
161 acres.

Lot 8437
Peter Miller holds P.R. 1961 of this land.
Land has northerly aspect. Several open patches are found on this lot. Principal timber Fir & poplar. Collection Road traverses this lot.
1st Class 20 acres, 2nd Class 140 acres.

Lot 8437
This lot slopes gently to north east, & is fairly open. Fir & poplar are principal trees. Sandy loam soil. F.L. Tunfield has pre-empted this Lot — P.R. 1960.
1st Class - 30 acres, 2nd Class - 126 Ac.

Lot 8438 — P.R. 1304.
Pre-emptor - E.F. Westman
North Eastern aspect.
Westman's improvements consist of a house, gardens & cultivated field. Sandy loam soil chiefly. Fir & poplar timber.
1st Class 40 acres
2nd " 133 "

Lot 8440
P.R. - 1400.
Pre-emptor - R.C. Thornton
Land fairly open, & sloping to north-east.
Fir & poplar timber.
1st Class - 30 acres
2nd " - 130 "

Lot 8447
North eastern aspect. Fir & poplar both are principal trees. Sandy loam soil. Principal timber is poplar with scattered clumps of pine.
About 40 acres.
1st class

The above line was run the day of 191

H.H. Roberts B.C.L.S.

Bearings

Lot No. 2811, 2812, 2813 to 2817 inclusive, Cariboo District.

Boundary. Bearing

On surveying above lots, the meridian used in survey of Lots 2816 and 2817 was adopted.

The above line was run the day of , 191

A. H. Hibbard B.C.L.S.

Lot No. , B.C.L.S. TRAVERSE TABLE OF

No. of Station.	Bearing.	Distance.	North.	South.	East.	West.	Total Latitude.	Total Departure.

AFFIDAVIT.

—:o:—

I, H. H. Roberts

of Vancouver, a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed Lots 2237, 2239 to 2242 and Lot 2247, Cariboo District

(2.) I commenced the said survey on the 23rd day of July, 1914., and completed it on the 13th day of August, 1914.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

Sworn before me this 28th day of January A.D. 1915.

H. H. Roberts

W. D. Barnard

Commissioner

Form 3C.

DECLARATION.

(To accompany Surveyor's Field-notes.)

—:o:—

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA,
TO WIT:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, H. H. Roberts, B.C.L.S.,

of Vancouver, in the Province of British Columbia, do solemnly declare that I have surveyed Lots 2237, 2239 to 2242 & 2247, in the Cariboo District, containing 1414 acres, for the Government of British Columbia, and have made careful examination of said land and classify the same as follows:—

		S.E. ¼	S.W. ¼	N.W. ¼	N.E. ¼
Lot 2237 V	(1.) Timber lands	— acres.	..... acres.	..... acres.	..... acres.
160	1st class "	20 "	..... "	..... "	..... "
	2nd " "	140 "	..... "	..... "	..... "

(2.) In my opinion — acres of this land is likely to be required for a townsite.
In my opinion — acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

		S.E. ¼	S.W. ¼	N.W. ¼	N.E. ¼
Lot 2239	(1.) Timber lands	— acres.	— acres.	— acres.	— acres.
640	1st class "	— "	— "	25 "	119 "
	2nd " "	161 "	160 "	135 "	119 "

(2.) In my opinion — acres of this land is likely to be required for a townsite.
In my opinion — acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

LARATION.

part Surveyor's Field-notes.)

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

..... , B.C.L.S.,

....., in the Province of British Columbia, do

veys: Lots 8835, 8839 & 8842 & 8847 ..... in

..... District, containing 1414¼ acres,

ated Columbia ....., and have made careful

-fy the same as follows:—

S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
... acres.	..... acres.	..... acres.	..... acres.
36 "	..... "	..... "	..... "
40 "	..... "	..... "	..... "

.....acres of this land is likely to be required

.....acres of this land is likely to be required tion.

granting of this land or any of it will not prevent or elopment of any adjoining natural resources.

S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
... acres.	... acres.	... acres.	... acres.
... "	... "	25 "	119 "
161 "	160 "	135 "	119 "

.....acres of this land is likely to be required

.....acres of this land is likely to be required tion.

granting of this land or any of it will not prevent or elopment of any adjoining natural resources.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
Lot 8840 (1.) Timber lands	... acres.	..... acres.	..... acres.	..... acres.
1st class "	30 "	..... "	..... "	..... "
2nd " "	126 "	..... "	..... "	..... "

117

(2.) In my opinion ....—..... acres of this land is likely to be required for a townsite.

In my opinion ....—..... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
Lot 8841 (1.) Timber lands	—. acres.	... acres.	..... acres.	..... acres.
1st class "	140 "	... "	..... "	..... "
2nd " "	133 "	... "	..... "	..... "

173

(2.) In my opinion ....—..... acres of this land is likely to be required for a townsite.

In my opinion ....—..... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
Lot 8842 (1.) Timber lands	—. acres.	..... acres.	..... acres.	..... acres.
1st class "	30 "	... "	... "	... "
2nd " "	130 "	... "	... "	... "

160

(2.) In my opinion ....—..... acres of this land is likely to be required for a townsite.

In my opinion ....—..... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
Lot 8847 (1.) Timber lands	—. acres.	..... acres.	..... acres.	..... acres.
1st class "	—. "	..... "	..... "	..... "
2nd " "	125 "	..... "	..... "	..... "

125

(2.) In my opinion ....—..... acres of this land is likely to be required for a townsite.

In my opinion ....—..... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the City of Vancouver, in the Province of British Columbia, this 20th day of January, 1915.

H. H. McGeer, B.C.L.S.

W. P. Dawson

Commissioner.

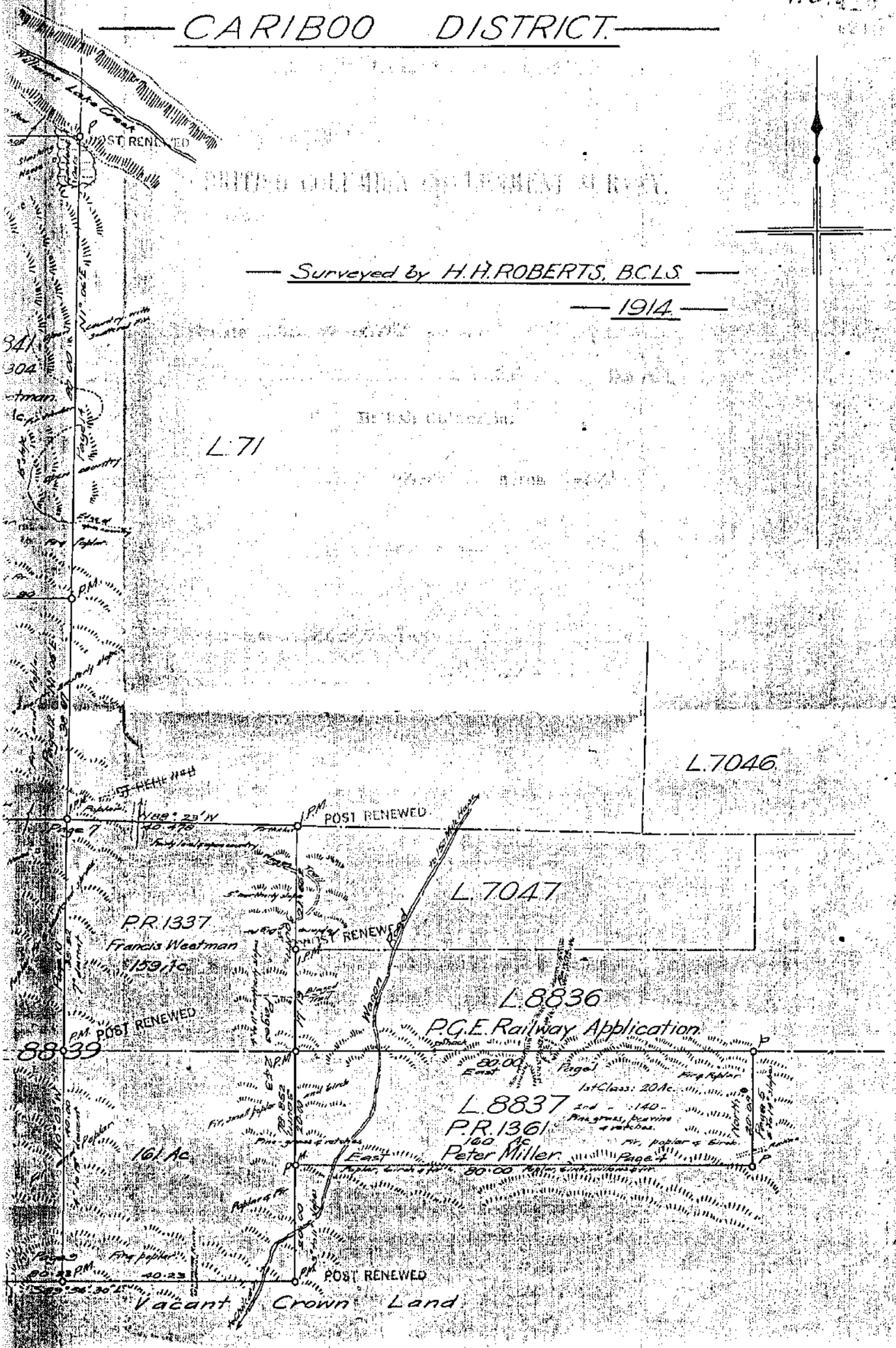
CARIBOO
L.8843
P.G.E. Railway Application
Williams Lake Creek
POST RENEWED
Surveyed by H.M.
L.8847
L.8842
P.R. 1400
R.C. Thornton
160 Ac.
L.8841
P.R. 1304
E.F. Weetman.
173 Ac.
125 Ac.
L.71
Vacant Crown Land
L.8840
P.R. 1410
Francis L. Tanfield.
156 Ac
P.R. 1453
Douglas S. Clarke
160 Ac
P.R. 1337
Francis Weetman
139 Ac
L.8839
160 Ac.
161 Ac.
Plateau
Vacant Crown Land

F.B. 4

CARIBOO DISTRICT

Surveyed by H.H. ROBERTS, B.C.L.S.

1914



Sur. Form No. IV.

P. H. 2474 L. I.

1913

Department No.

District CARIBOO

LOT NUMBER.	PRE-EMPTION NAME.
7045	Superior Interest of Pre-emptor s.22
	P.R. 378-2896/00
	47960/13
48T7	
RM. 27A	

Department of Lands
RECEIVED
JUN 23 1913
Surveyor-General's Branch

SURVEYED BY M. L. Gordon B.C.L.S.,

June 1913

PLOTTED 30th June 1913

BY WHOM A Bennett

SURVEY GAZETTED [illegible]

10,000/8/1911

Form I C.

DECLARATION.

(To accompany Surveyor's Field-notes.)

——?o:——

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA,
TO WIT:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, ...J. Maitland Lockhart Gordon..., B. C. L. S., of ...Vancouver..., in the Province of British Columbia, do solemnly declare that I have surveyed Lot ...7045...; Group ...1..., in the ...Cariboo... District, containing ...101... acres, for s.22 ..., and have made carefnl examination of said land and classify the same as follows:—

(1st.) Timber lands....0.... acres.
1st class lands...60... acres.
2nd class lands ..41... acres.

(2nd.) In my opinion ...0... acres of this land is likely to be required for a Townsite.

In my opinion ....0.... acres is likely to be required for a Fishing Station.

(3rd.) In my opinion, the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the ...
at ...150 Mile House... M. L. Gordon.
in the Province of British Columbia, this
...11th... day of ...June..., 1913.

Edgar D. Lucas
Commissioner.
Stipendiary Magistrate.

5,000/10/1911

Sur.—Form 2b.

FIELD-NOTES

—OF—

PRE-EMPTION

Lot No. ...7045...

Situate ...at West end of Williams Lake... Cariboo... District, British Columbia.

...101... acres.

SURVEYED FOR s.22

BY ...M. L. Gordon... B.C.L.S.

Copy of the Pre-emption Record No. 378

BRITISH COLUMBIA.

LAND ACT, 1884.

CERTIFICATE OF PRE-EMPTION RECORD.

District of ...Cariboo.....

s.22

Name of settler (in full) .....

Date of Record ...17th ...May... 1900.....

Number of acres .About..two. hundred..&..sixty.....

Where situated...At...Williams....Lake.....

Description of boundaries of land Commencing at a post up the Creek or Lake five chains above the Bridge at the outlet of the Lake on North side of Creek and running North 40 chains thence East 40 chains thence South to the Lake about 42 chains thence West 15 chains to the Indian Reserve thence North to the N.E corner of the Indian Reserve

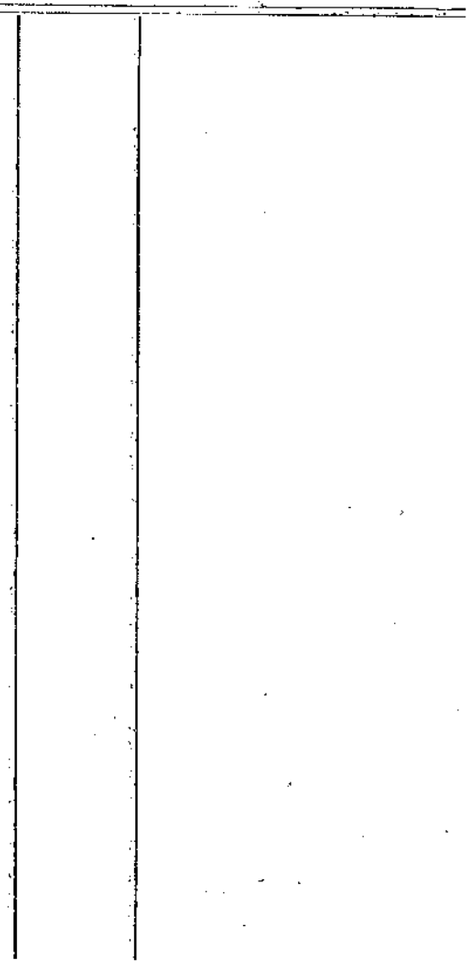
Description and characteristics of area surveyed and its situation .....

thence West 10 chains thence South to the Lake and thence West 15 chains to the point of commencement the balance of the pre-emption including 100 acres of surveyed land being Lot 57 G.L. and is situated on the opposite side of the creek and Lake from the above described land ... both pieces of land adjoin.....

.....

Lot No. .....District.

.....Boundary. Bearing.....



The above line was run the ...day *of* .....*191*.

Lot No..... District.

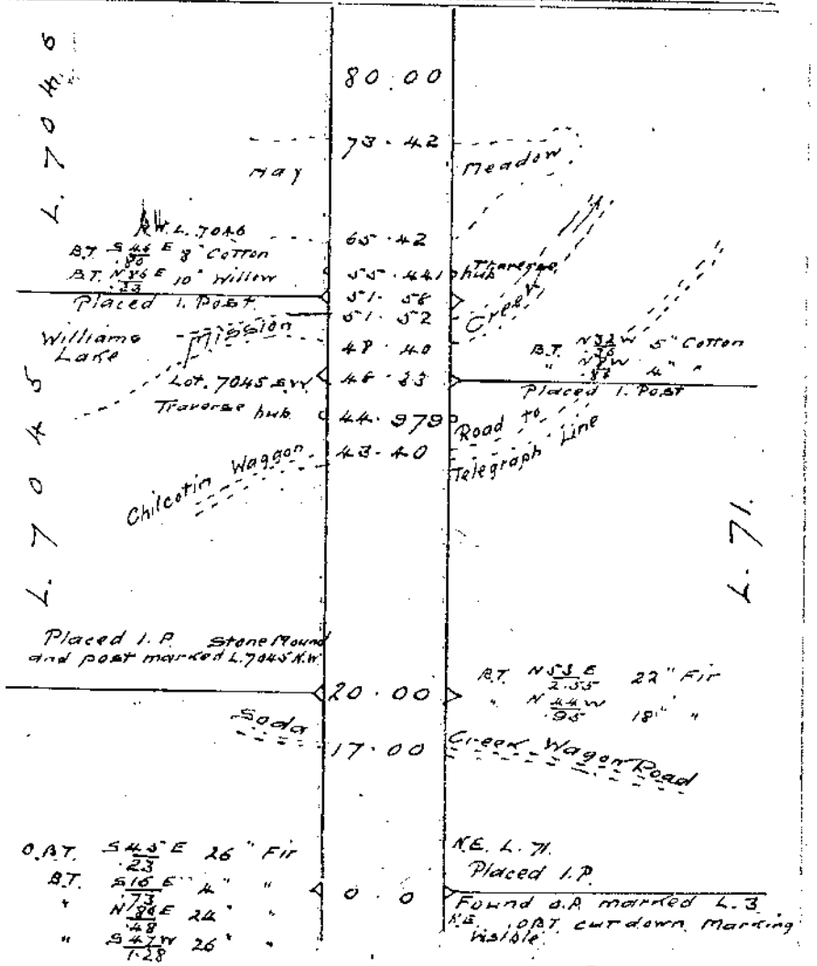
..... Boundary. Bearing.....

The above line was run the ..... day of ..... 191..

1

Lot No. 7045 Caribo District.

West Boundary. Bearing S. 1° 15' W.

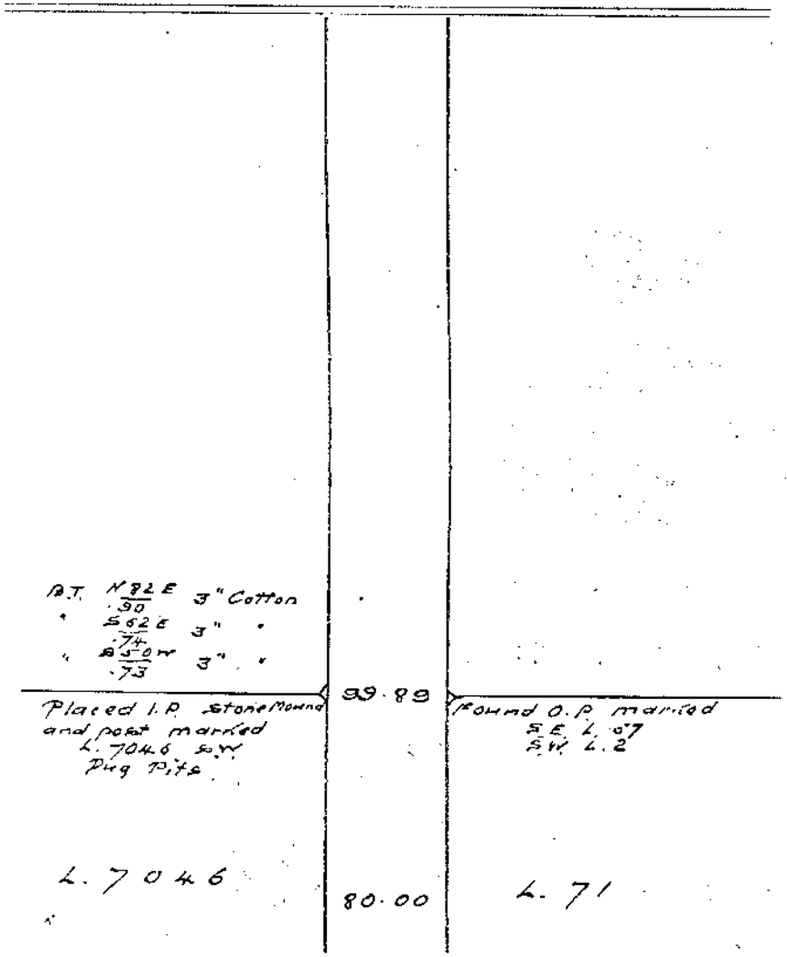


The above line was run the 4th day of June 1913

Form D. 2.

Lot No. 7045 Caribou District.

West Boundary. Bearing S. 1° 18' W.

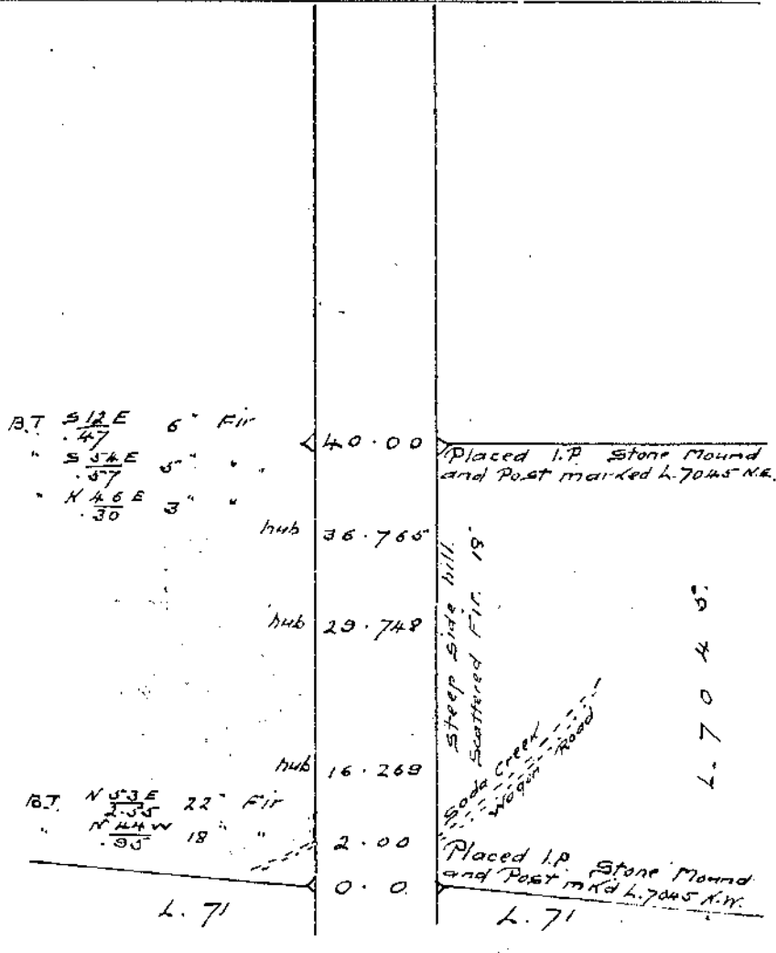


The above line was run the 4th day of June 1913

3

Lot No. 7045 Caribou District.

North Boundary. Bearing East



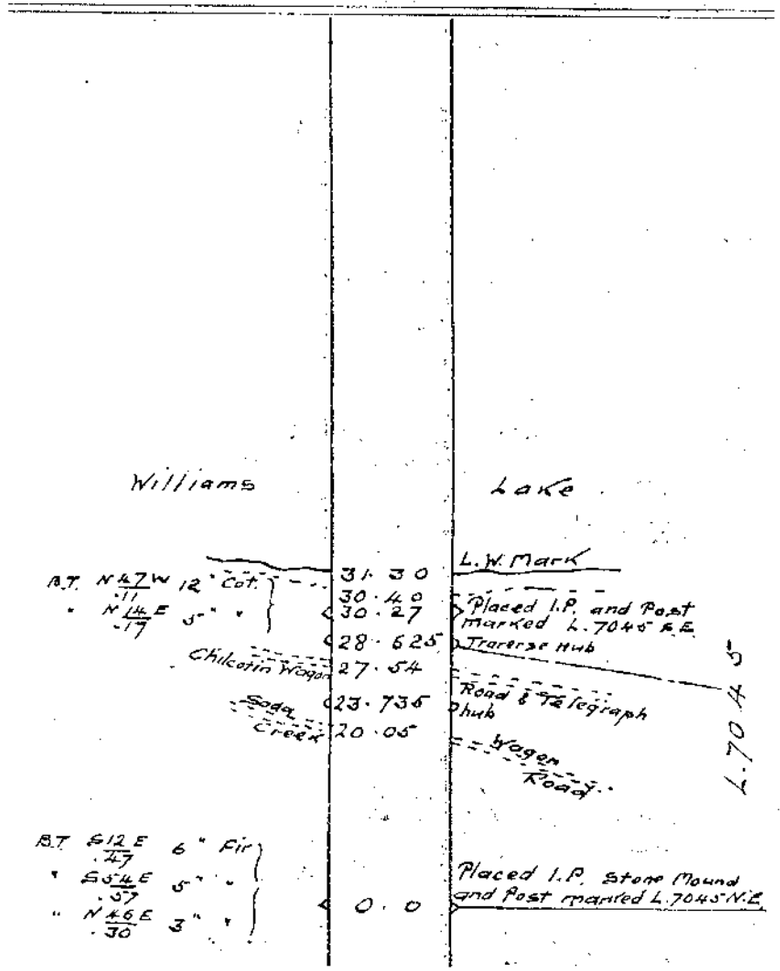
The above line was run the 9th day of June 1913

25,000/7/1912

FORM D. 4

Lot No. 7045 ..... Caribou ..... District.

..... East ..... Boundary. Bearing ..... South .....



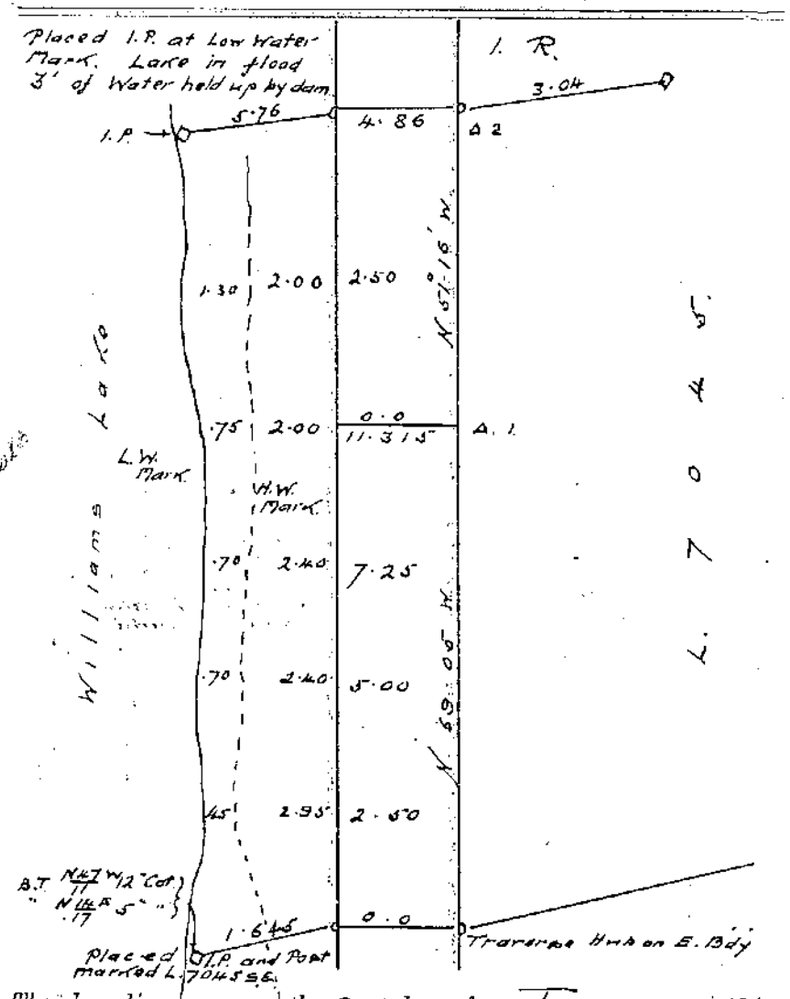
The above line was run the 9th day of June 1913

25,000/7/1912

5

Lot No. 7045 ..... Caribou ..... District.

..... South ..... Boundary. Bearing Part of Traverse ...

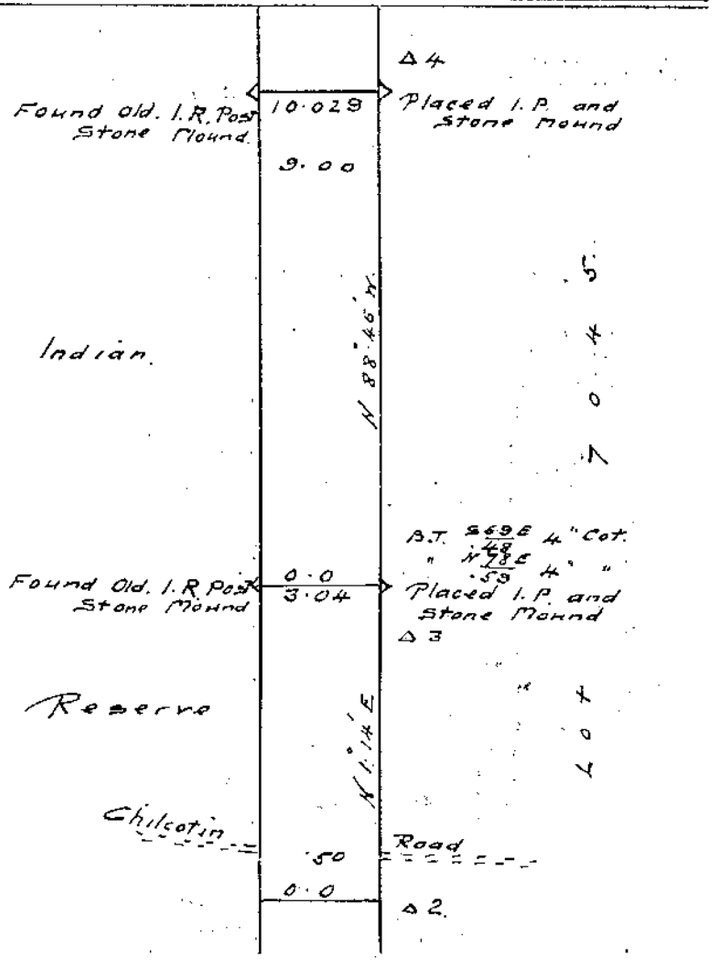


The above line was run the 9th day of June 1913

6

Lot No. 7045 Cariboo District.

South Boundary. Bearing Traverse

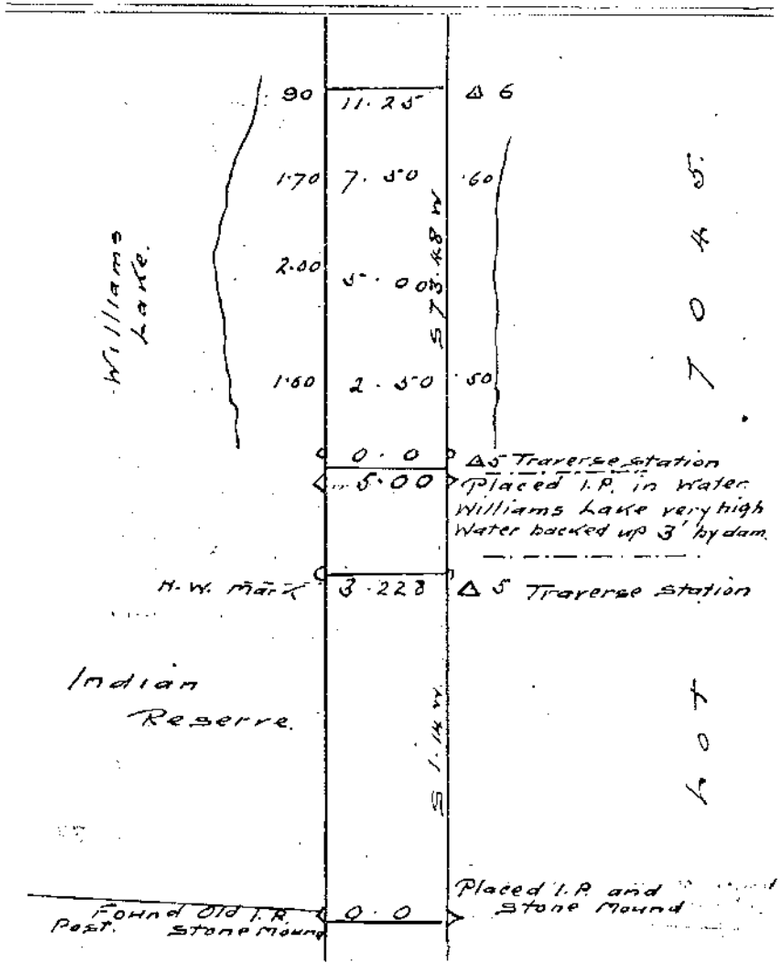


The above line was run the 6 th day of June 1913.

7

Lot No. 7045 Cariboo District.

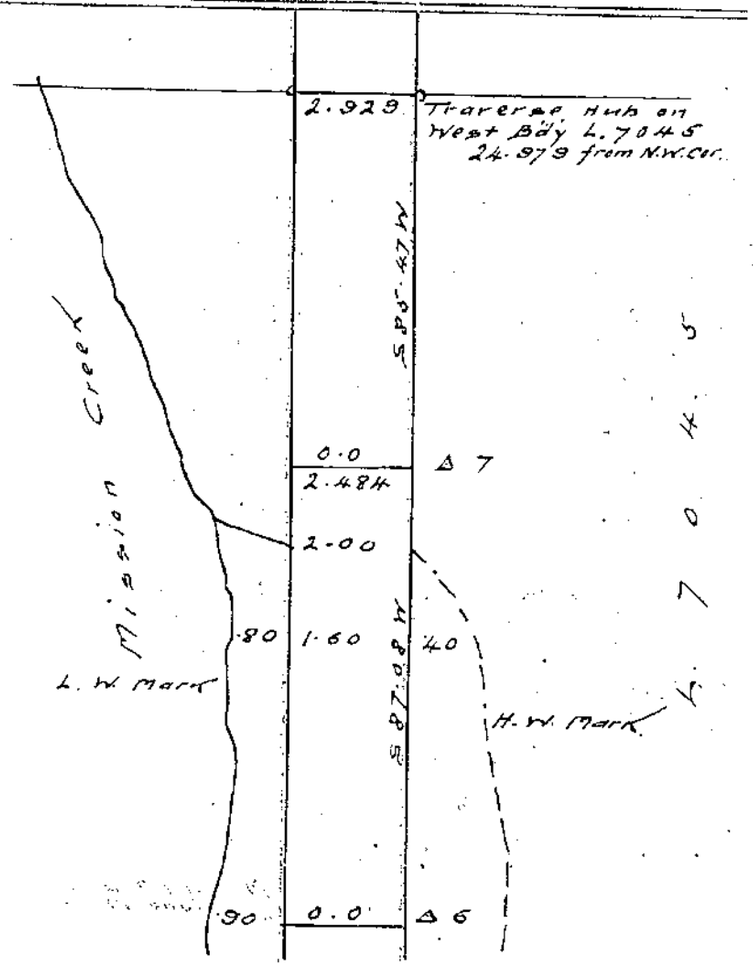
South Boundary. Bearing Traverse



The above line was run the 9 th day of June 1913.

Lot No. 7045 Cariboo District.

South Boundary. Bearing Part of Traverse



The above line was run the 6th *day of* June *1913*

Lot No. ..... District.

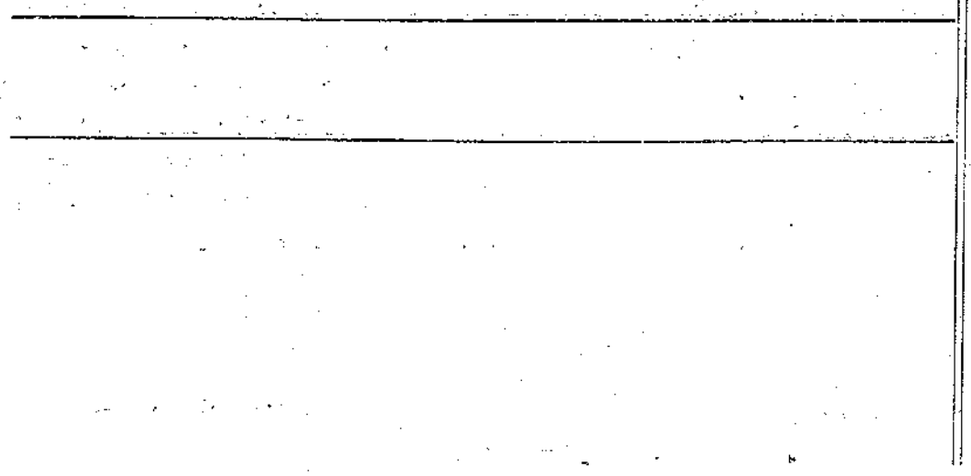
..... Boundary. Bearing .....

The above line was run the ..... *day of* *191*

Form D.

Lot No. ..... District.

Boundary. Bearing. .....



The above line was run the ..... day of ..... 191..

25,000/7/1912

Lot 7045

M. L. Gordon, B.C.L.S. TRAVERSE TABLE OF Boundaries

No. of Station.	Bearing.	Distance.	North.	South.	East.	West.	Total Latitude.	Total Departure.
	Commencing at I.P. at N.W.L. 7045							
	East	40.00			40.00		0.0	40.00
	South	28.62		28.620			28.620	40.00
1	N 69.05 W	11.315	4.039			10.569	24.581	29.431
2	N 51.16 W	4.86	3.041			3.791	21.540	25.640
3	N 1.14 E	3.04	3.039		.065		18.501	25.705
4	N 88.46 W	10.029	.216			10.027	18.285	15.678
5	S 1.14 W	3.228		3.227		.069	21.512	15.609
6	S 73.48 W	11.250		3.139		10.803	24.651	4.806
7	S 87.08 W	2.484		.124		2.481	24.775	2.325
	S 85.47 W	2.929		.215		2.921	24.990	.596
	N 1.18 E	24.979	24.973		.567		.017	.029
	Point of Commencement.							

AFFIDAVIT.

—:o:—

I, ... Maitland Lockhart Gordon ...

of ..... Vancouver ....., a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed ... Lot 7045 Cariboo ... District .....

(2.) I commenced the said survey on the ... 4th ... day of ..... June ....., 1913, and completed it on the ... 9th ... day of ..... June ....., 1913.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this ... 11th ... day of ... June ... A.D. 1913.

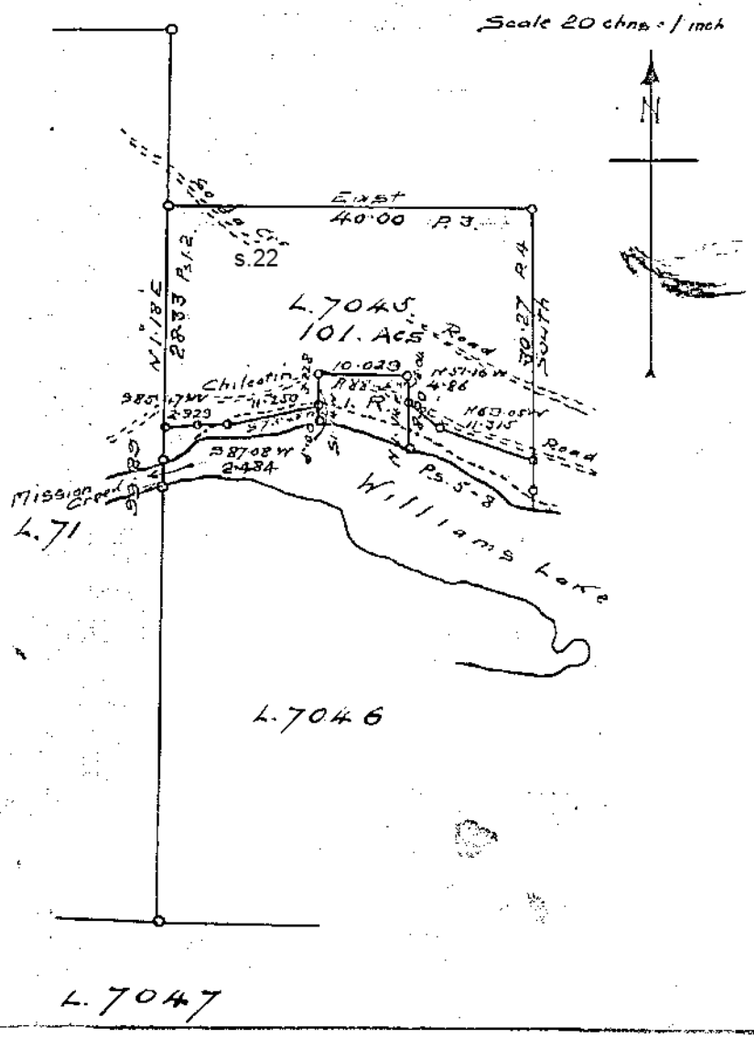
M. L. Gordon

Edgar D. Swan

Stipendiary Magistrate.

AFFIDAVIT.

Cariboo District B.C.



P. H. [illegible]

1915 L. I. / 9383

Department No.

District CARIBOO

SURVEYED FOR THE GOVERNMENT OF BRITISH COLUMBIA.

Lot number or Section.	REMARKS.
8836	[illegible]
4817	R. M. 27

Department of Lands
RECEIVED
JAN 26 1915
Surveyor-General's Branch

Surveyed by H. H. Roberts, B.C.L.S.

July, 1914

Plotted Feb 2, 1915

By whom J. Keys

Survey Gazetted February 11th, 1915.

Form 2C

DECLARATION.

(To accompany Surveyor's Field-notes.)

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA.
TO WIT:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, H. H. Roberts, B.C.L.S.,

of Vancouver, in the Province of British Columbia, do solemnly declare that I have surveyed Lot 8836, in the Cariboo District, containing ~~285~~ 273 acres, for Pacific Great Eastern Railway Company, as shown on plan dated 2 July 1914, from the Surveyor General, and have made careful examination of said land and classify the same as follows:—

Lot 8836	S.E. ¼	S.W. ¼	N.W. ¼	N.E. ¼
1.) Timber lands	..... acres.	..... acres.	..... acres.	..... acres.
1st class "	100 ~~97~~ "	..... "	..... "	..... "
2nd " "	~~185~~ 173 "	..... "	..... "	..... "

2.) In my opinion ..... acres of this land is likely to be required for a townsite.

In my opinion ..... acres of this land is likely to be required for a fishing-station.

3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the City of Vancouver, in the Province of British Columbia, this 25th day of August, 1914.

H. H. Roberts, B.C.L.S.

W. Turnbull Grant
Commissioner.

2,500 3-14

Sur.—Form 1B.

FIELD-NOTES

—OF—

PURCHASE.

Lot No. 8836.

Situate in the vicinity of Williams Lake, Cariboo District, British Columbia.

..... acres.

SURVEYED FOR Pacific Great Eastern Railway Company
Under Instructions dated July 2nd 1914 from the Surveyor-General.

BY H. H. Roberts, B.C.L.S.

Name of Applicant. *Pacific Great Eastern Railway Company.*

Commencing at the South West corner of Lot 4838, thence South 20 chains, thence East 120 chains, thence North 20 chains, thence in a North Westerly direction along the shore of Williams Lake to the East boundary of Lot 463, thence South 5 chains to the South-east corner of Lot 463, thence West along the South boundary of Lot 463 to the South boundary of Lot 4838 aforesaid, thence South along the East boundary of Lot 452 aforesaid, thence West along the South boundary of Lot 452, aforesaid to point of commencement, and containing 36½ acres more or less.

Description and characteristics of area surveyed and its situation.....

Lot 3836 has a northerly slope ... a considerable portion is open country

is crossed

about 35 chains of fir timber on the boundary between Lots 4838 & Lot 7047...

Poker in the pedoncrant tree; fir is also in evidence.....

Good soil is found on this land ... and vegetation is abundant.....

A ravine about 2 chains wide traverses the centre of the lot in a.....

northerly direction. A waggon road connects this land with Soda Creek 4.150 Mile Above 1st Class 100 acres; 2nd Class 185 acres.

Lot No. *3836* ..... *Cariboo* ..... District.

Bearing. *S 0° 03' W* ..... *East of West* ..... Boundary.

Lot 4838

Post R. mkd. L 3836

POST RENEWED

20.00

Open country with bush

Open country with bush of pine

Lot 7047

Lot 3836.

Pre-emption Applications

7.50

Open country

Lot 7047

Post mkd. N.W.C. 3836

11.00

Lot

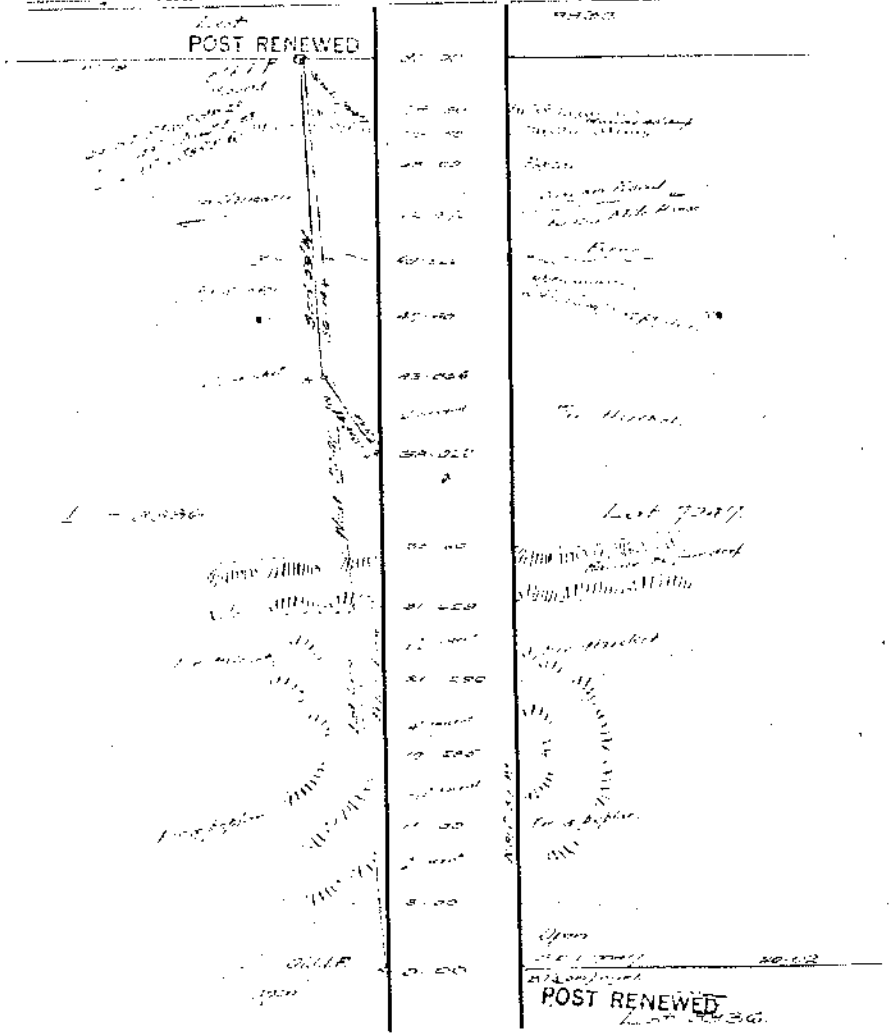
Lot 4838

The above line was run the 23rd day of Oct ....., 1914

H. J. H. Forbes. B.C.L.S.

Lot No. [illegible] Cariboo District.

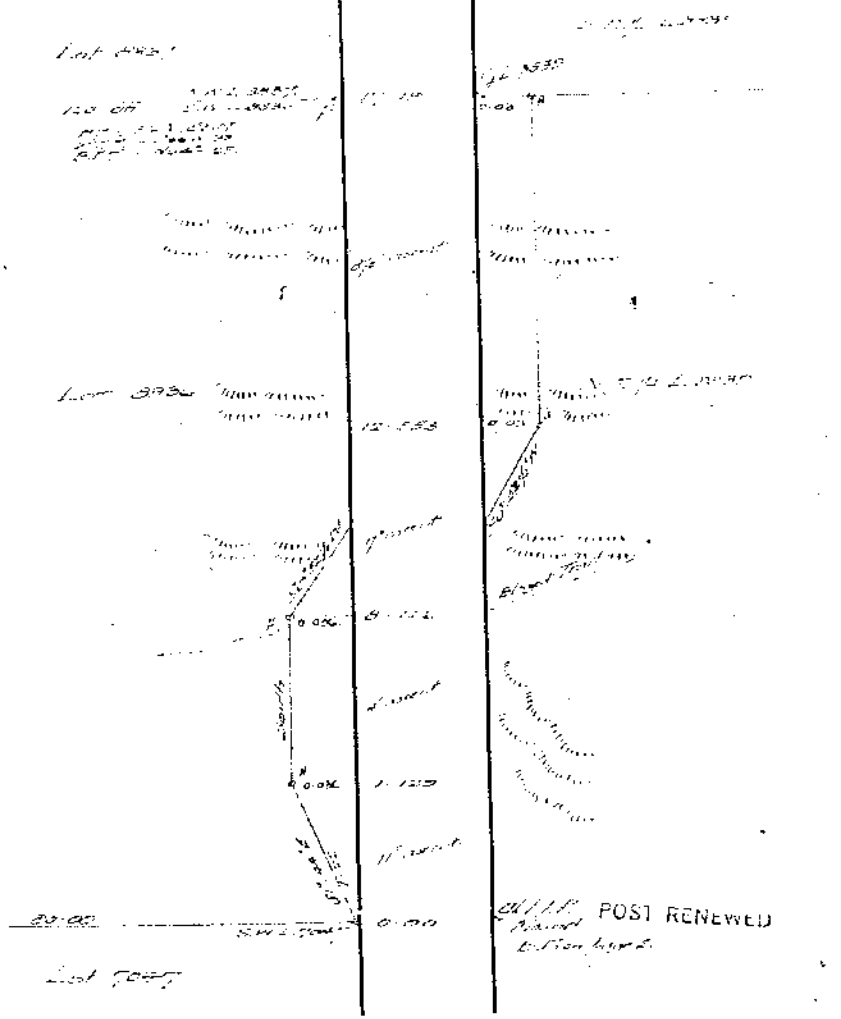
Bearing West Part of North Boundary.



The above line was run the 22nd *day of* May, 1914.

Lot No. [illegible] Cariboo District.

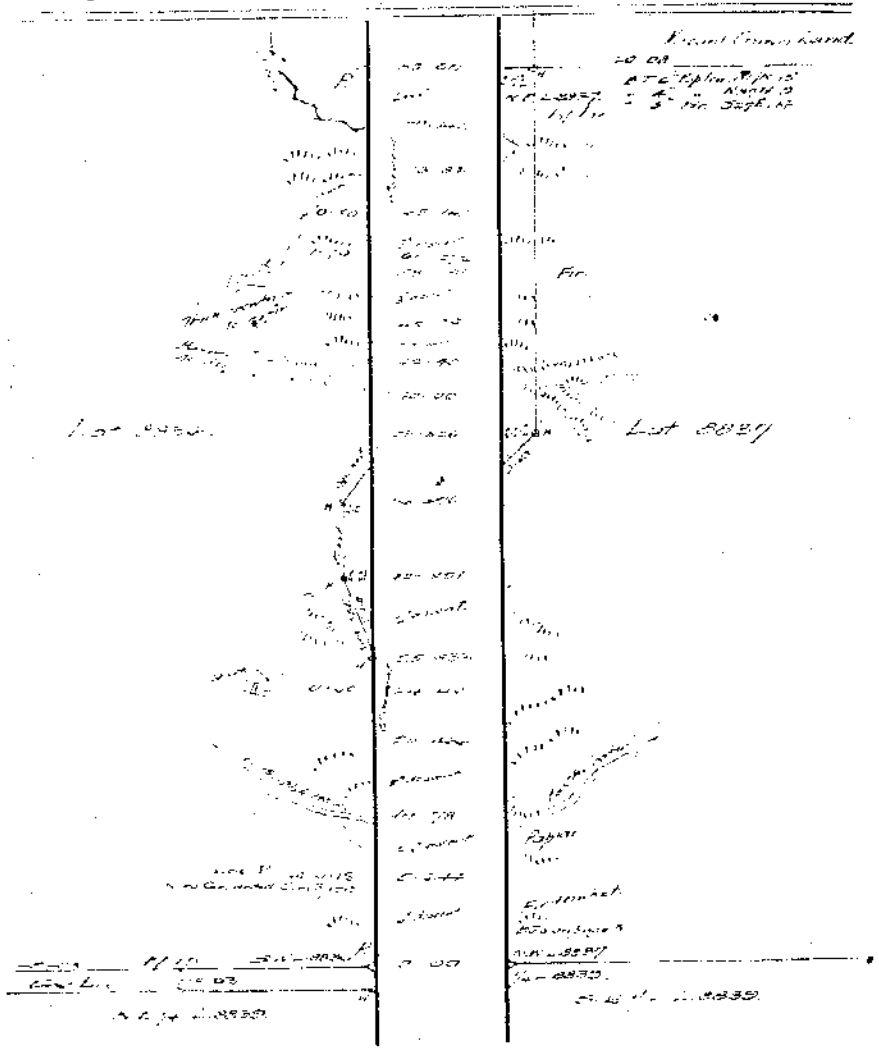
Bearing North Part of East Boundary.



The above line was run the 22nd *day of* May, 1914.

Lot No. [illegible] District.

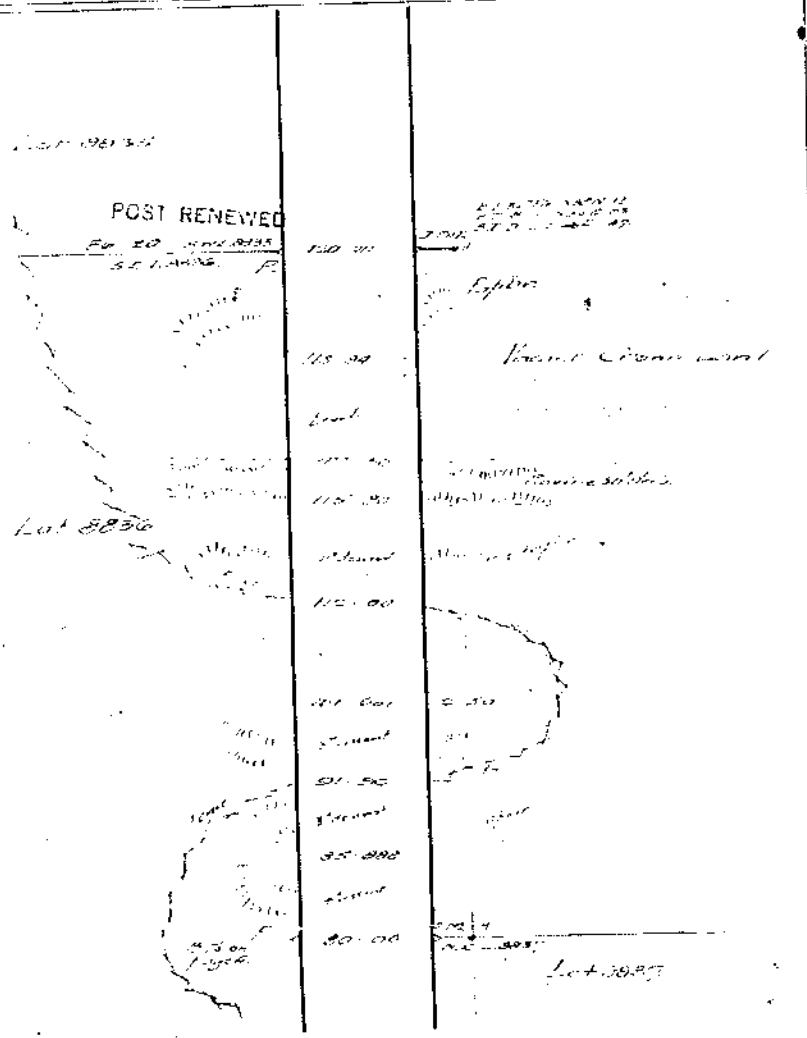
Bearing [illegible] Boundary.



The above line was run the [illegible] *day of* July, 1914.

Lot No. [illegible] Cariboo District.

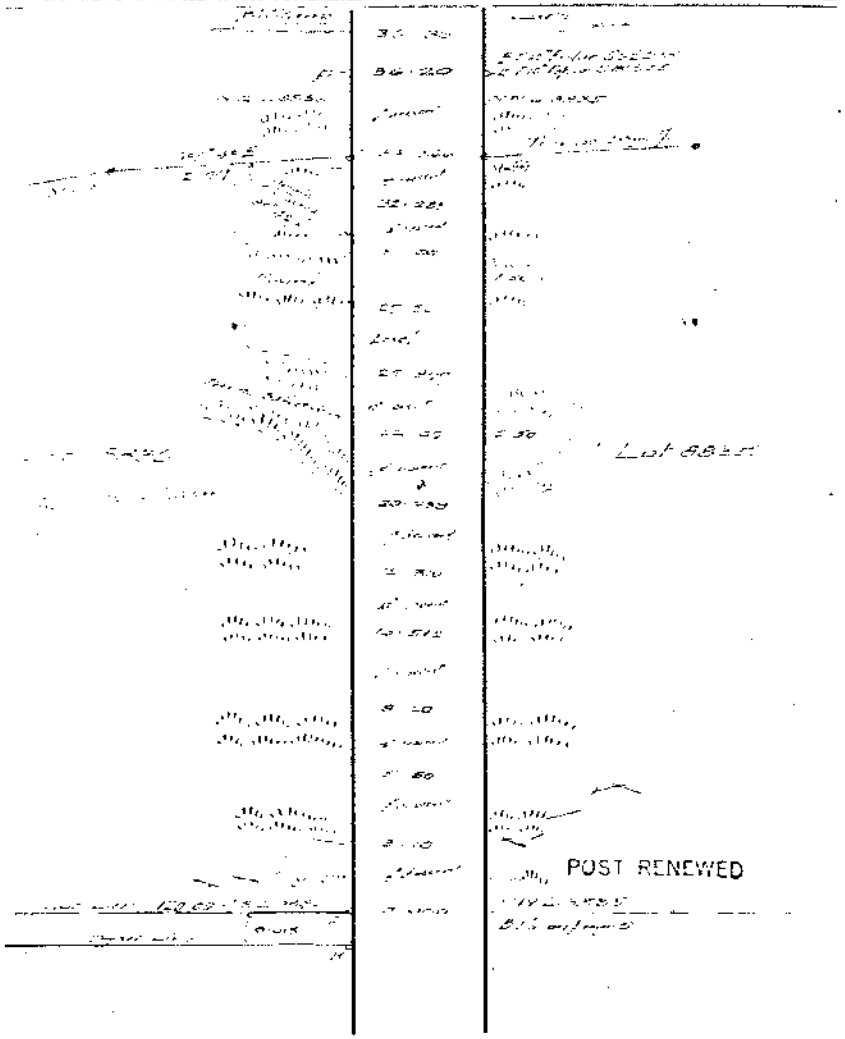
Bearing North Boundary.



The above line was run the 24th *day of* July, 1914.

Lot No ..... District.

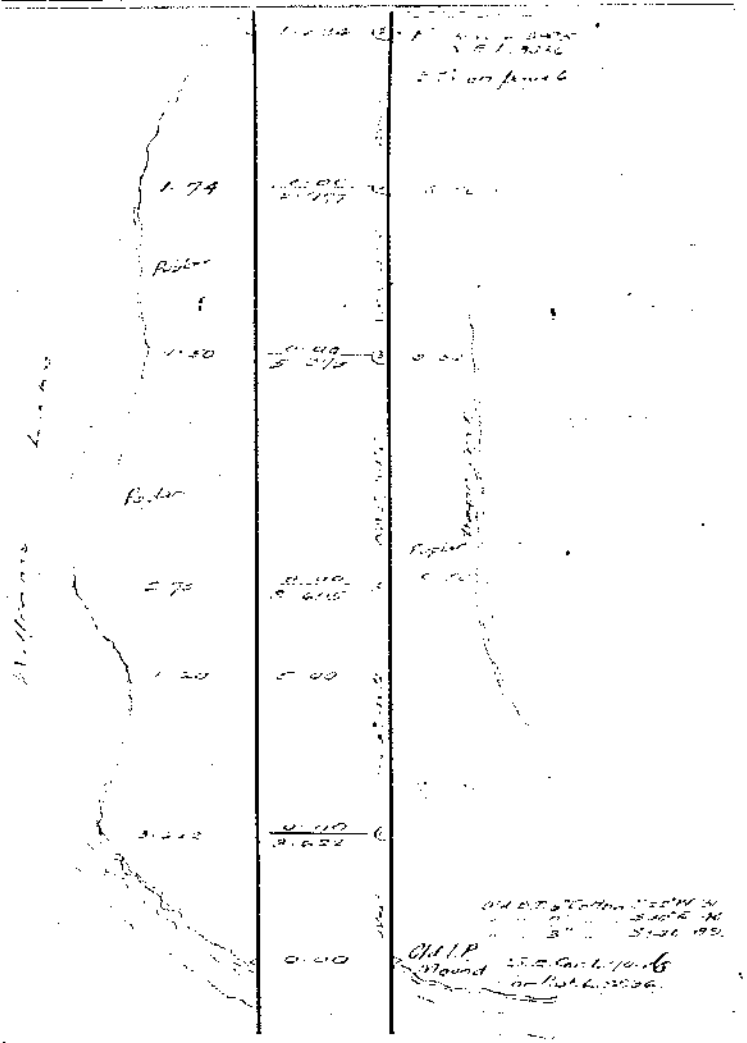
Bearing ..... Boundary.



The above line was run the ..... *day of* ....., 19..

Lot No ..... District.

Bearing ..... Boundary.

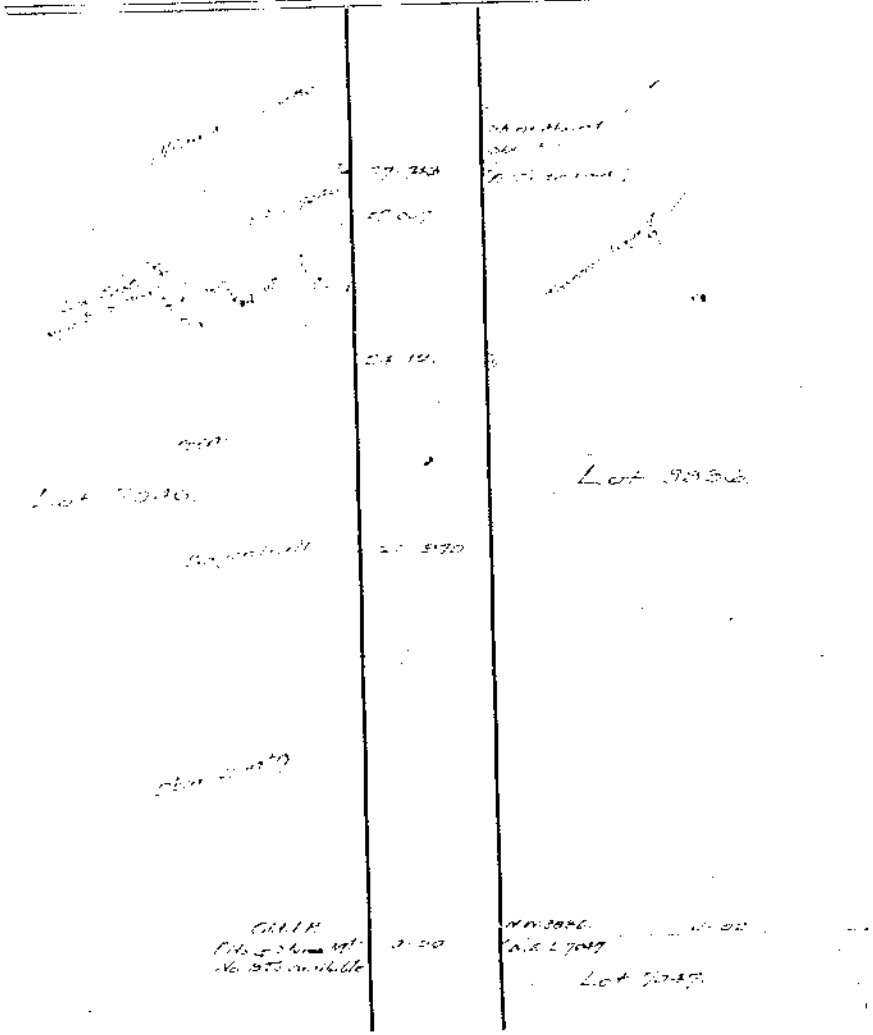


The above line was run the ..... *day of* ....., 19..

Form No. D.

Lot No. [illegible] District.

Bearing [illegible] Boundary.



The above line was run the [illegible] *day of* [illegible], *191*[illegible]

25,000/8 1911

Lot No. [illegible] District.

Bearing [illegible] Boundary.

The above line was run the [illegible] *day of* [illegible], *191*[illegible]

FORM No. D.

Lot No. ..... District.

Bearing ..... Boundary.

The above line was run the ..... day of 191

25,000, 8, 1911

Lot 2536

1111 Dalrymple, B. C. L. S. TRAVERSE TABLE OF Lot 2536

No. of Station.	Bearing.	Distance.	North.	South.	East.	West.	Total Latitude.	Total Departure.
1	West	3.422				3.422	0.000	3.422 W.
2	S 21° 47' E	5.400		4.996	2.052		4.996 S.	1.422 E.
3	N 80° 44' E	5.220	0.850		5.311		0.854 N.	5.241 E.
4	N 21° 43' E	2.000	0.207		2.049		1.142 N.	3.290 E.
5	North	1.434	1.434				2.576 N.	3.290 E.
6	South	39.200		36.200			33.624 S.	3.290 E.
7	West	120.00				120.00	33.624 S.	116.710 W.
8	North	49.18	49.18				15.556 N.	116.710 W.
9	East	80.00			80.00		15.556 N.	36.710 E.
10	N 21° E	30.00	27.950		10.947		41.506 N.	47.657 E.
11	East	27.743			27.743		41.506 N.	75.400 E.
			39.901	40.036	127.512	123.422		
				39.901	123.422			
				0.135	4.090			

AFFIDAVIT.

—:o:—

I, ...A. H. Roberts.....

of .....Vancouver, B.C....., a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed ..Lot 8839, ...near Williams Lake.....

.....Cariboo District.....

.....

.....

(2.) I commenced the said survey on the.....20th.....day of.....July....., 1914, and completed it on the.....25th.....day of.....July....., 1914.

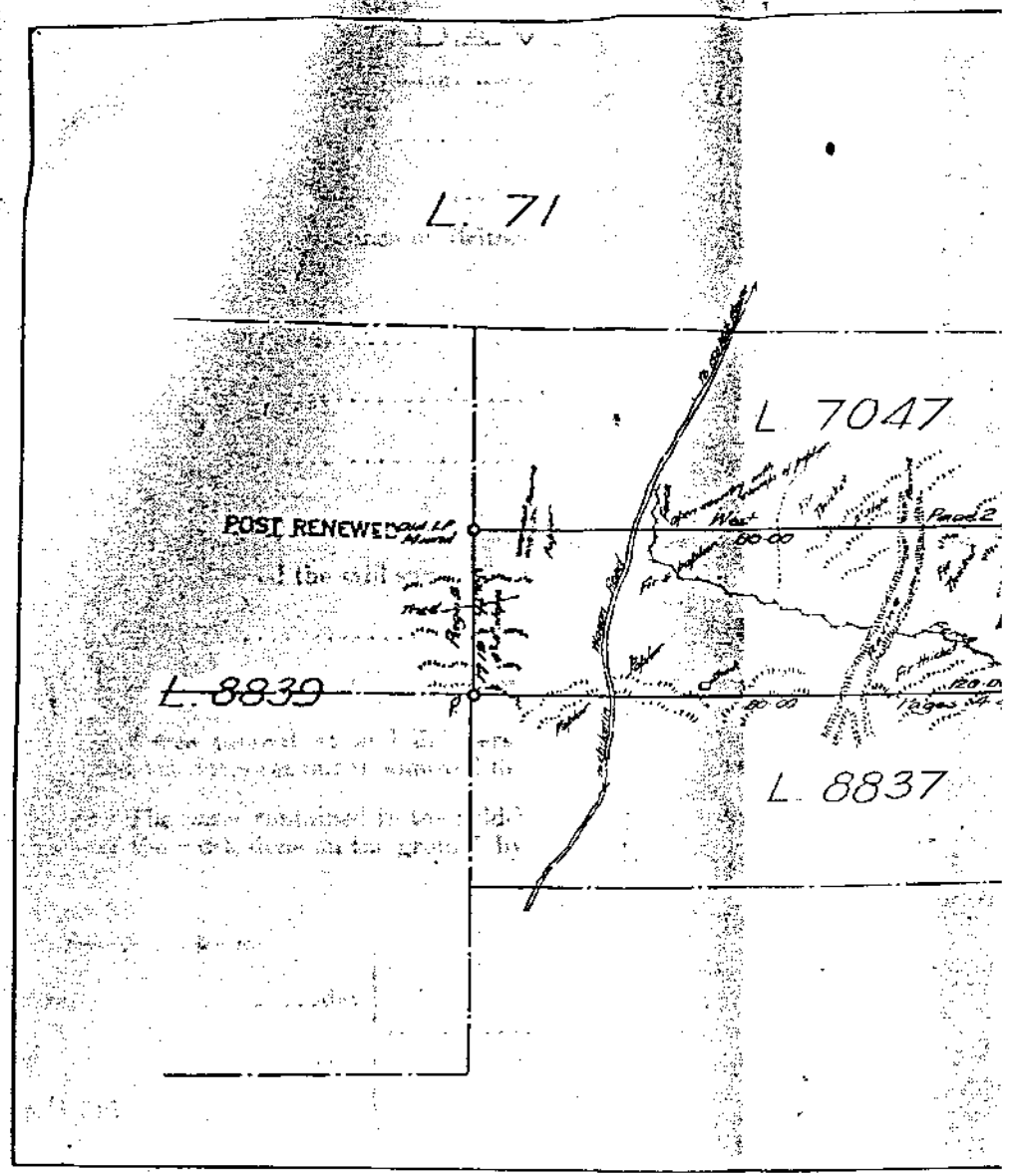
(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

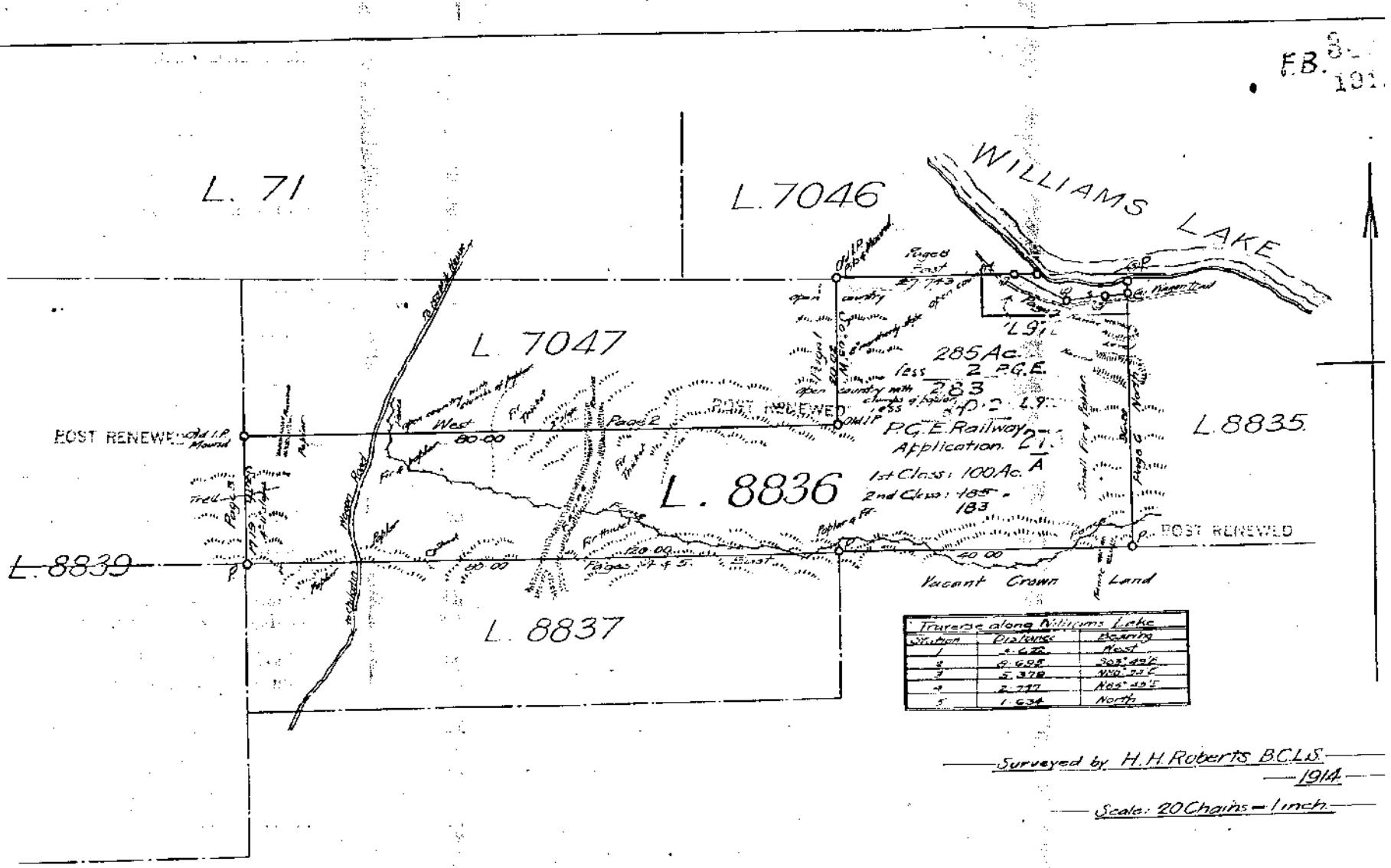
(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this...25th.....day of...January..... A.D. 1915.

...A. H. Roberts B.C.L.S.

...C. Lascard Grant.....
Commissioner




L. 71
L. 7046
WILLIAMS LAKE
L. 7047
POST RENEWED
West
80.00
Page 12
POST RENEWED
P.G.E. Railway
Application
1st Class: 100 Ac.
2nd Class: 185 - 183
285 Ac.
less
2 P.G.E.
283
L. 8836
L. 8835
L. 8839
POST RENEWED
120.00
Pages 4 of 5
80.00
Vacant Crown Land
L. 8837
Traverse along Williams Lake
Station | Distance | Bearing
1 | 4.42 | West
2 | 0.685 | South 49° W
3 | 5.378 | N 49° 30' W
4 | 2.737 | N 85° 45' W
5 | 1.634 | North
Surveyed by H.H. Roberts B.C.L.S.
1914
Scale: 20 Chains = 1 inch

P. H. 43 (1) 245 L.I. O

Department No. 1915 19383S

District CARIBOO

SURVEYED FOR THE GOVERNMENT OF BRITISH COLUMBIA.

Lot number or Section.	REMARKS.
8816	PX. 1930
8817	P.R. [illegible]
8818	P.R. [illegible]
4877	

RECEIVED
JAN 16 1915
Surveyor-General's Branch

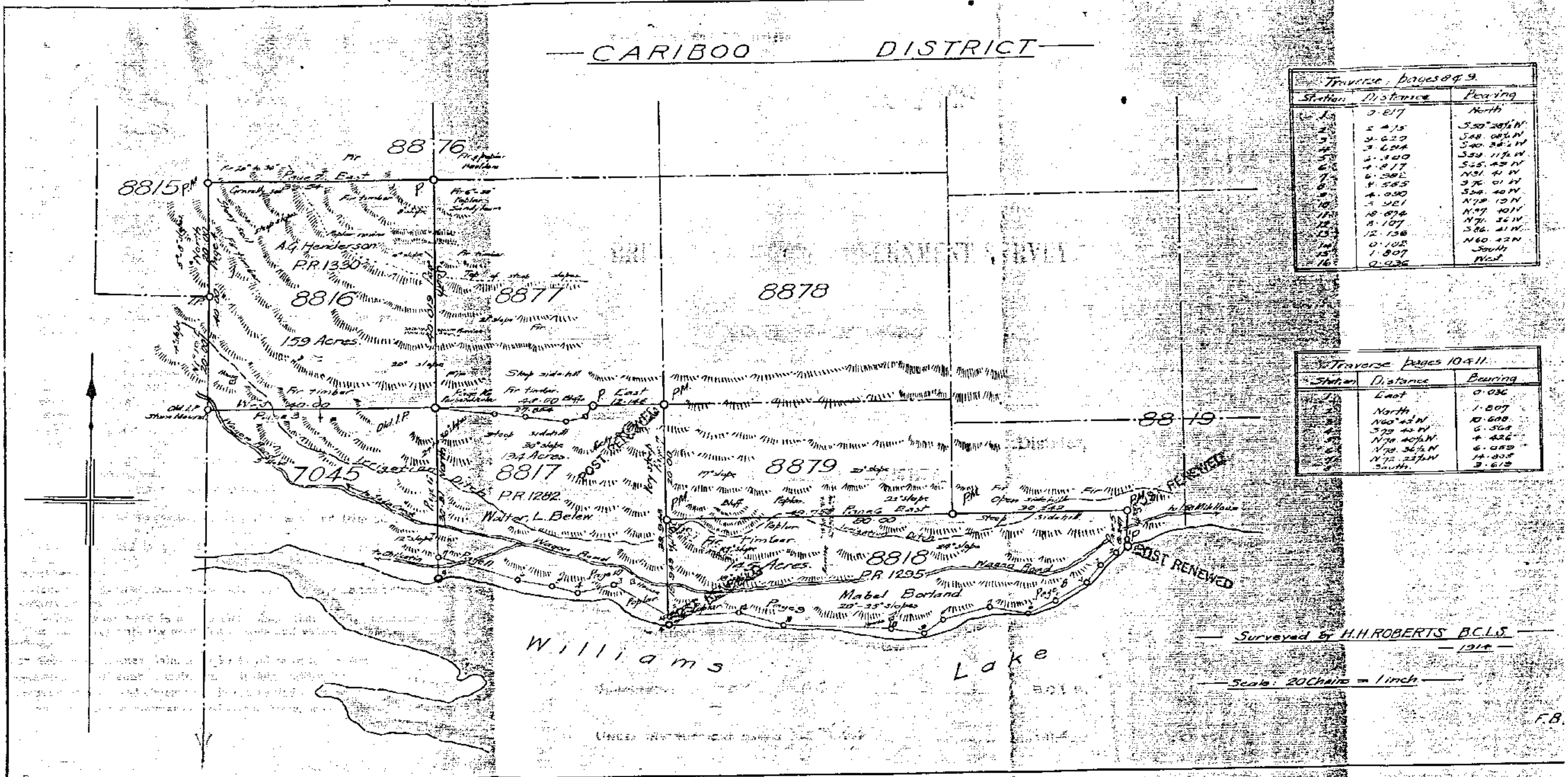
Surveyed by H. H. Roberts, B.C.L.S.

July, 1914

Plotted Feb 2, 1915

By whom J. Hay

Survey Gazetted February 11th, 1915.



Traverse, pages 8 & 9.

Station	Distance	Bearing
1	0.817	North
2	5.415	S.50°28½W.
3	3.620	S48. 08½W
4	3.694	S40. 34½W
5	2.300	S59. 11½W
6	4.817	S65. 45W
7	6.382	N31. 41W
8	4.565	S76. 01W
9	4.030	S54. 40W
10	5.921	N79. 13W
11	18.874	N77. 40W
12	8.107	N71. 36W
13	12.136	S86. 41W
14	0.102	N60. 42W
15	1.807	South
16	0.936	West

Traverse pages 10 & 11.

Station	Distance	Bearing
1	East	0.036
2	North	1.807
3	N60°42W	10.600
4	S79 42W	6.568
5	N70. 40½W	4.426
6	N78. 36½W	6.059
7	N72. 22½W	14.805
8	South	3.619

Surs.—Form No. 6b.—7,500/2/1913.

FIELD NOTES

—OF—

BRITISH COLUMBIA GOVERNMENT SURVEY.

Lot No 2816, 2817, & 2818

Situate Vicinity of Williams Lake

Cariboo District,

BRITISH COLUMBIA.

Lot 2816 ... 159 acres.
" 2817 ... 134 acres.
" 2818 ... 145 "

438

SURVEYED BY H.H. Roberts B.C.L.S. B.C.L.S.

UNDER INSTRUCTIONS DATED 2nd July 1914.

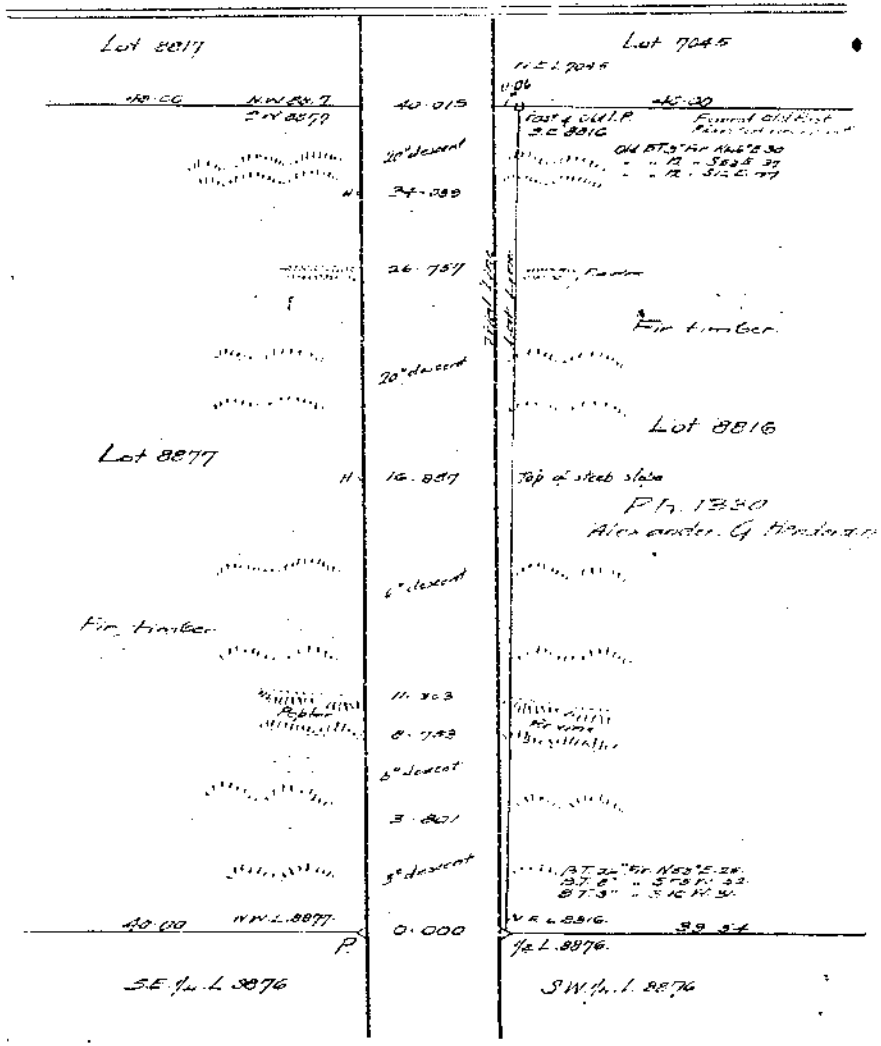
LOT NO.	PAGES.	REMARKS.
8816	1	East Boundary.
"	2.	North "
"	3.	West "
"	12.	Description
"	13.	Copy of Henderson Record
"	14.	Traverse-Table.
"	15	
8817	7	East Boundary.
"	10 & 11.	Traverse of South Bdy
"	12.	West Boundary
"	13.	Description
"	14.	Copy of Portion Preemption Record.
"	15.	Traverse-Table.
"	16.	North Boundary.
8815	5.	East Boundary.
"	6.	North "
"	7.	West "
"	8 & 9.	Traverse of South Bdy
"	13.	Description
"	14.	Copy of Mineral Boundary's record
"	15.	Traverse-Table.
	17.	Bearings.

Notes of not more than six lots to be in one book.

1

Lot No. 8816 ..... Cariboo ..... District.

East ..... Boundary. Bearing ... South .....

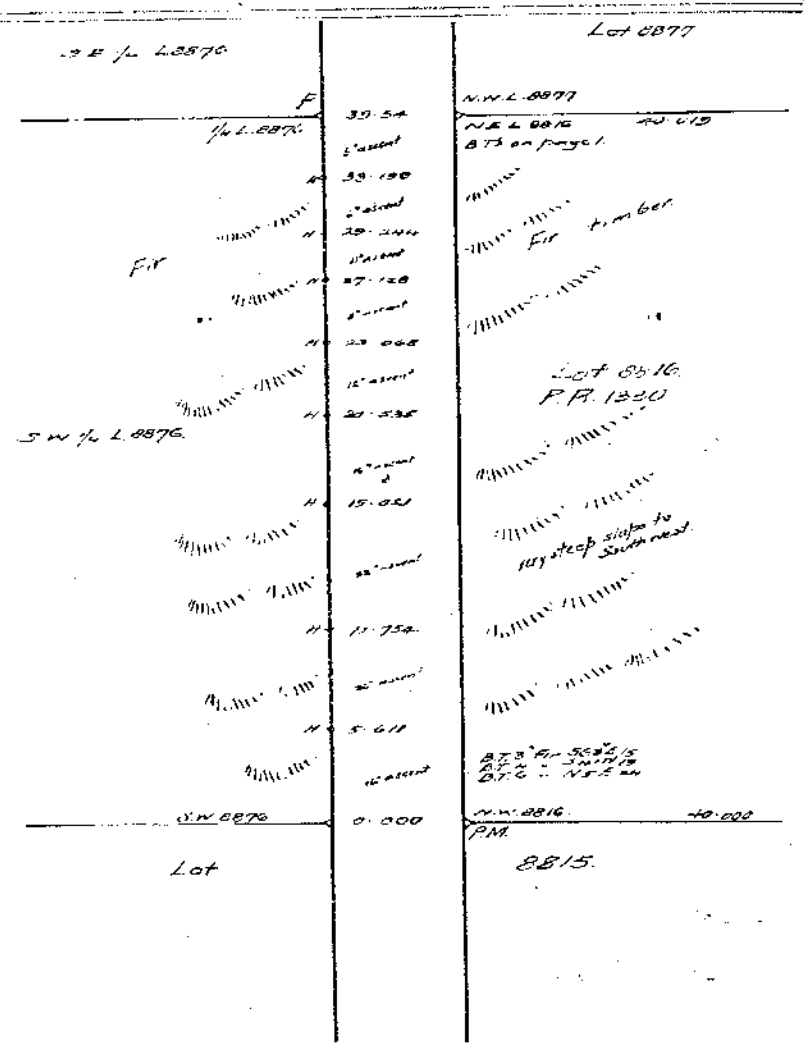


The above line was run the 11th *day of* July, 1914.
H. H. Roberts. B.C.L.S.

FORM D.

Lot No. 8816 ..... Cariboo ..... District.

..... North ..... Boundary. Bearing ... East .....

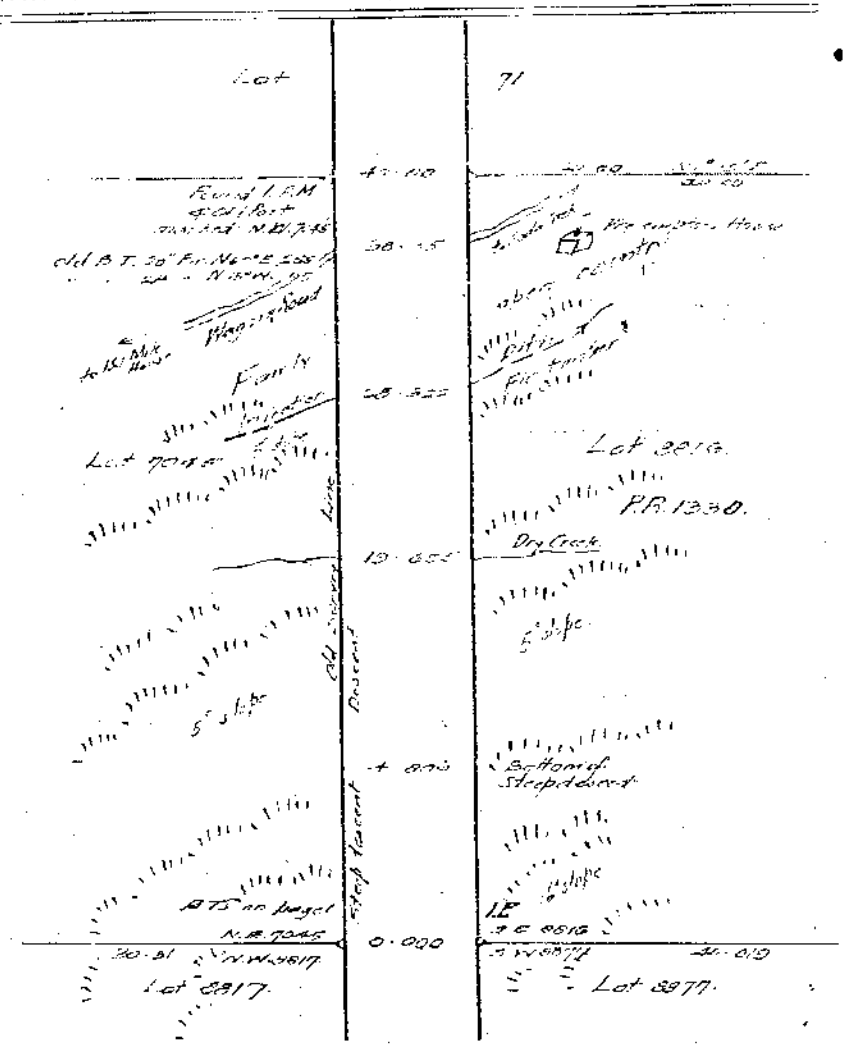


The above line was run the 11th day of July 1914.
H. H. Roberts. B.C.L.S.

10,000/8/1913

Lot No. 8816 ..... Cariboo ..... District.

..... South ..... Boundary. Bearing .... West .....

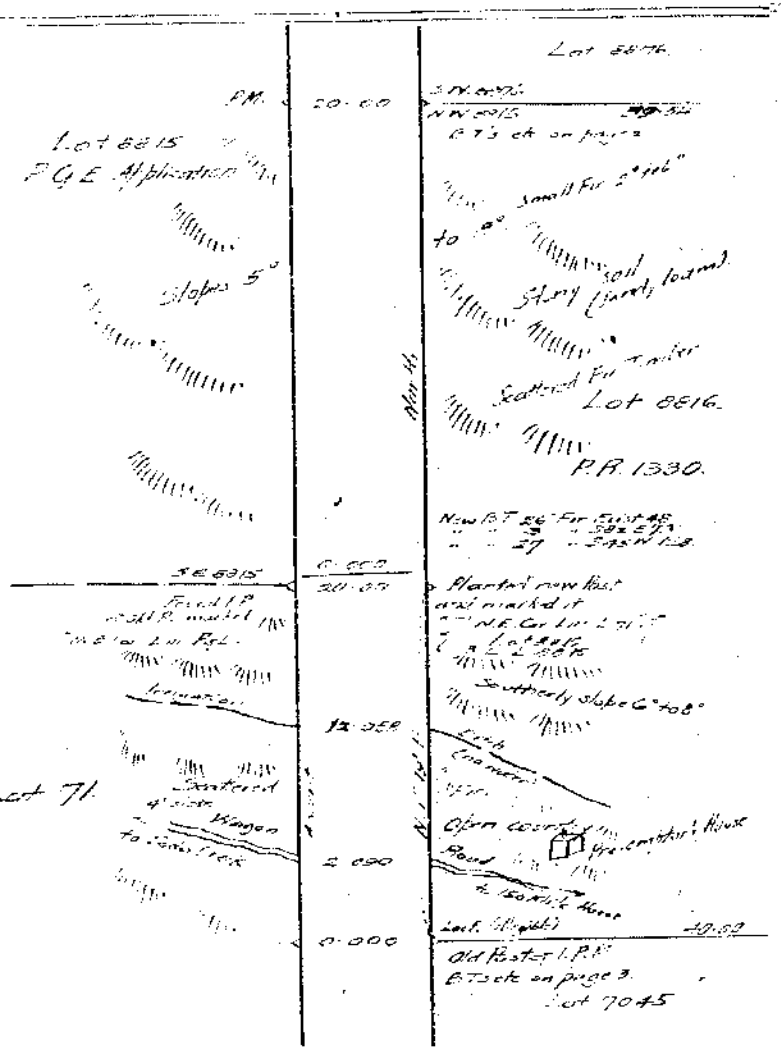


The above line was run the 10th day of July 1914.
H. H. Roberts B.C.L.S.

Form D.

Lot No. 8816 ..... Cariboo District.

..... West ..... Boundary. Bearing N. 10° E. ft. North .....

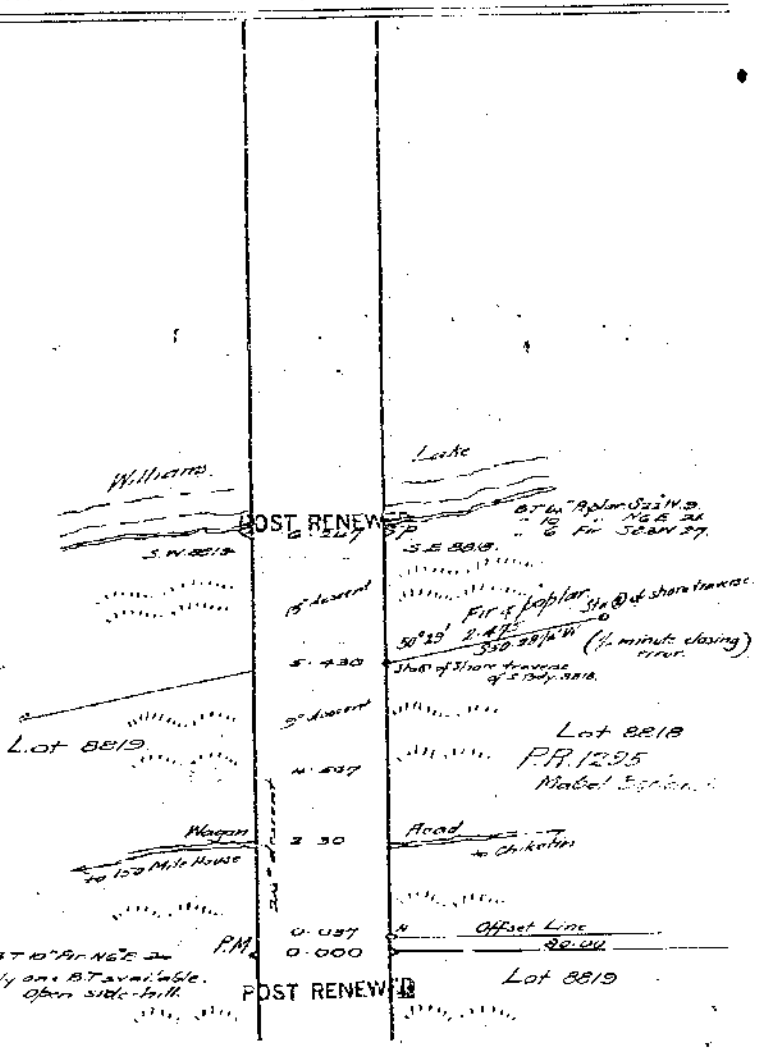


The above line was run the 10th *day of* July *191*4

10,000/8/1913 A.H. Roberts, B.C.L.S.

Lot No. 8818 ..... Cariboo District.

..... East ..... Boundary. Bearing ..... South .....



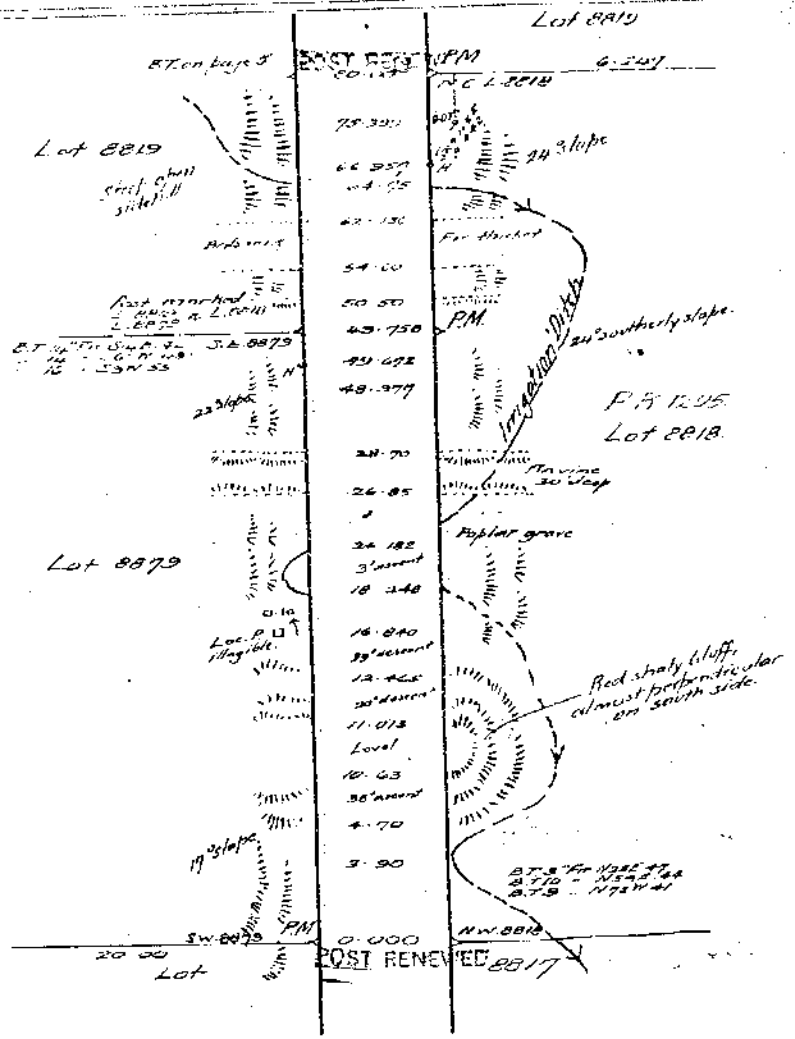
The above line was run the 11th *day of* July *191*4

H.H. Roberts, B.C.L.S.

Form 9.

Lot No 2818 ..... Caribou ..... District.

..... North ..... Boundary. Bearing .... East .....



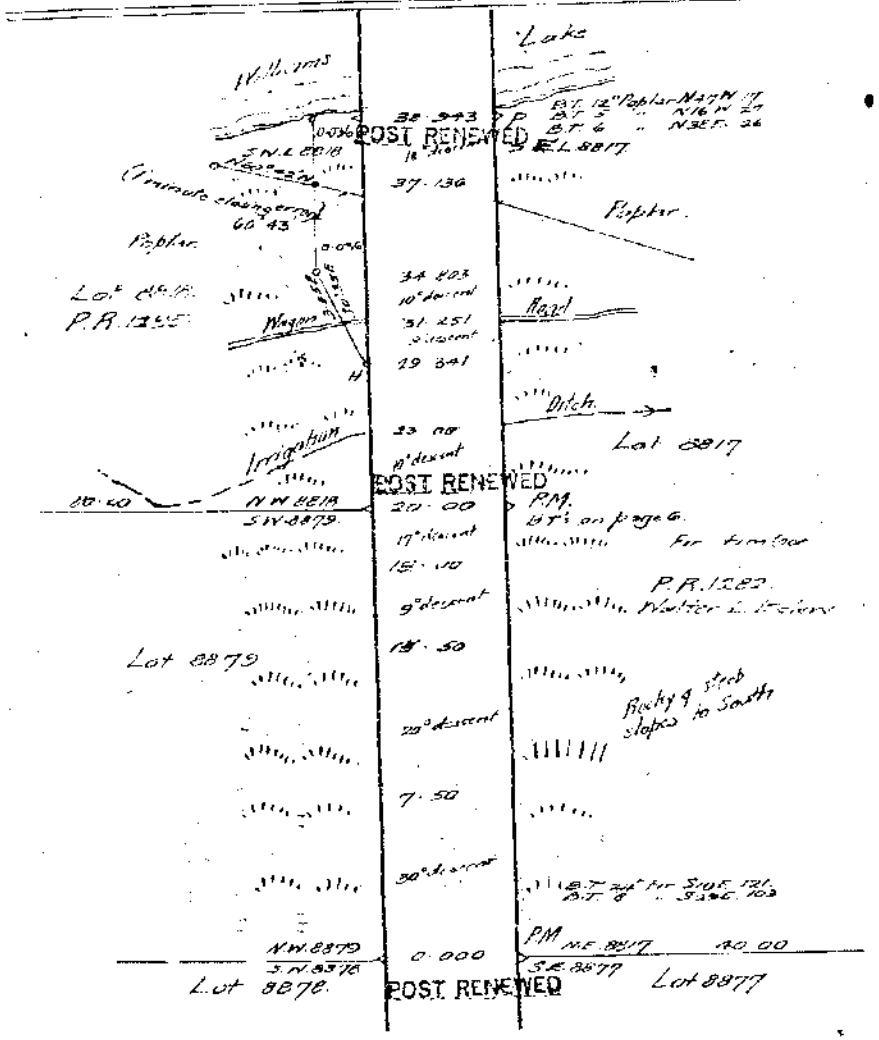
The above line was run the 11th *day of* July, 1914

H. H. Roberts. B.C.L.S.

10,000/8/1913

Lot No 2817 .... East .... Boundary. .... District.

Lot No 2818 .... West .... Boundary. Bearing .... South ....



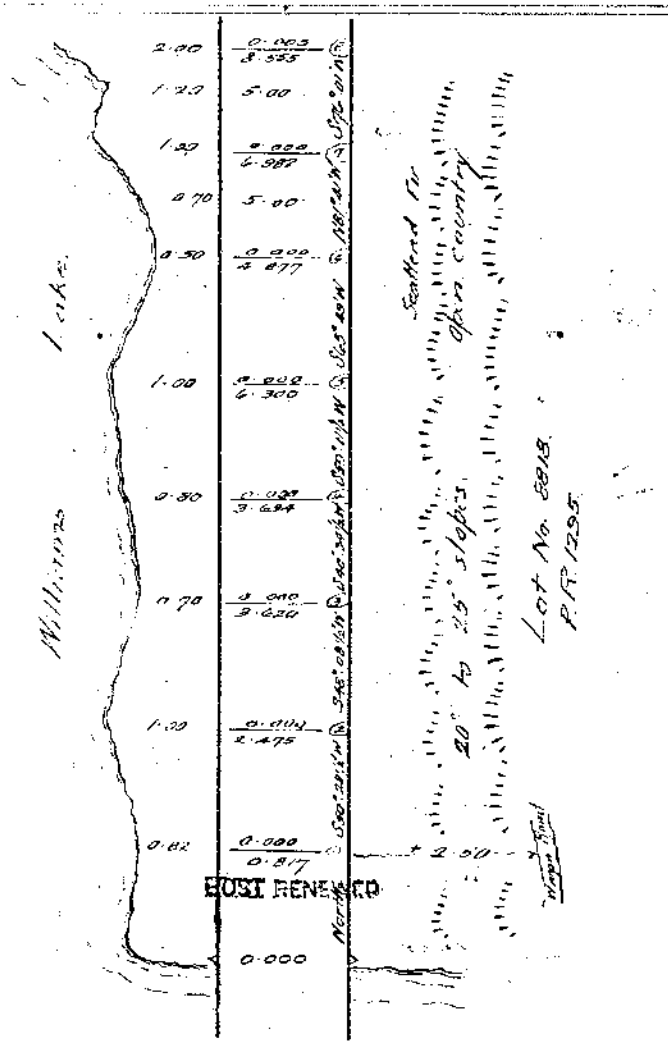
The above line was run the 11th *day of* July, 1914

H. H. Roberts. B.C.L.S.

Form D.

Lot No. 8818 Cariboo District.

Traverse along Williams Lake of South Boundary. Bearing ——



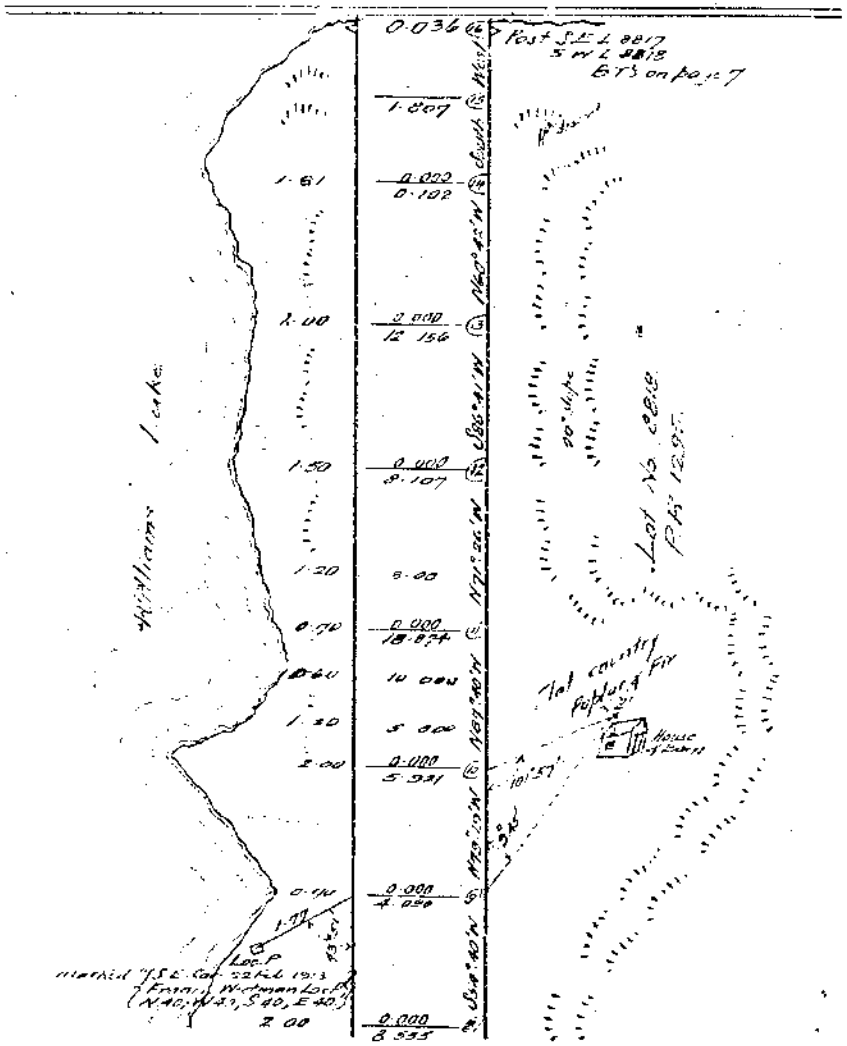
The above line was run the 9th day of July 1914

H. H. Roberts. B.C.L.S.

10,000, 8, 1913

Lot No. 8818 Cariboo District.

Traverse along William Lake of South Boundary. Bearing ——



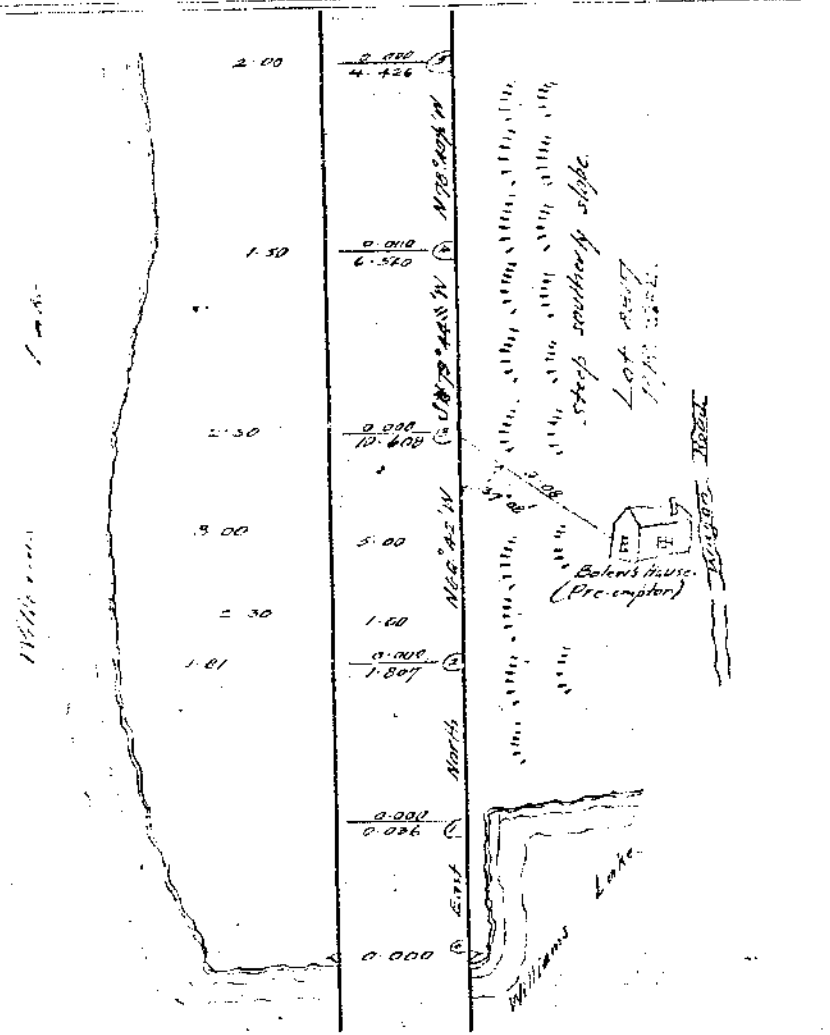
The above line was run the 9th day of July 1914

H. H. Roberts. B.C.L.S.

Form D.

Lot No 2817 ..... Cariboo ..... District.

Traverse along Williams Lake to South ..... Boundary. Bearing .....



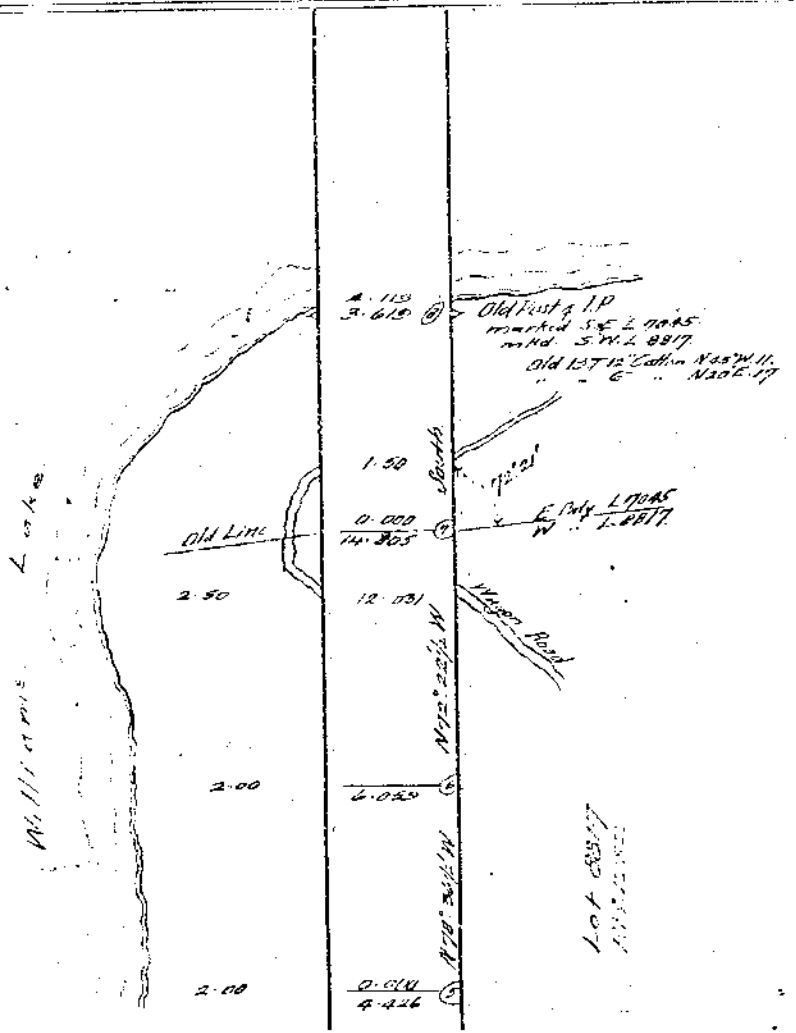
The above line was run the 9th *day of* July ..... 1914.

10,000/8/1913 H H Roberts B.C.L.S.

11

Lot No 2817 ..... Cariboo ..... District.

Traverse along Williams Lake to South ..... Boundary. Bearing .....



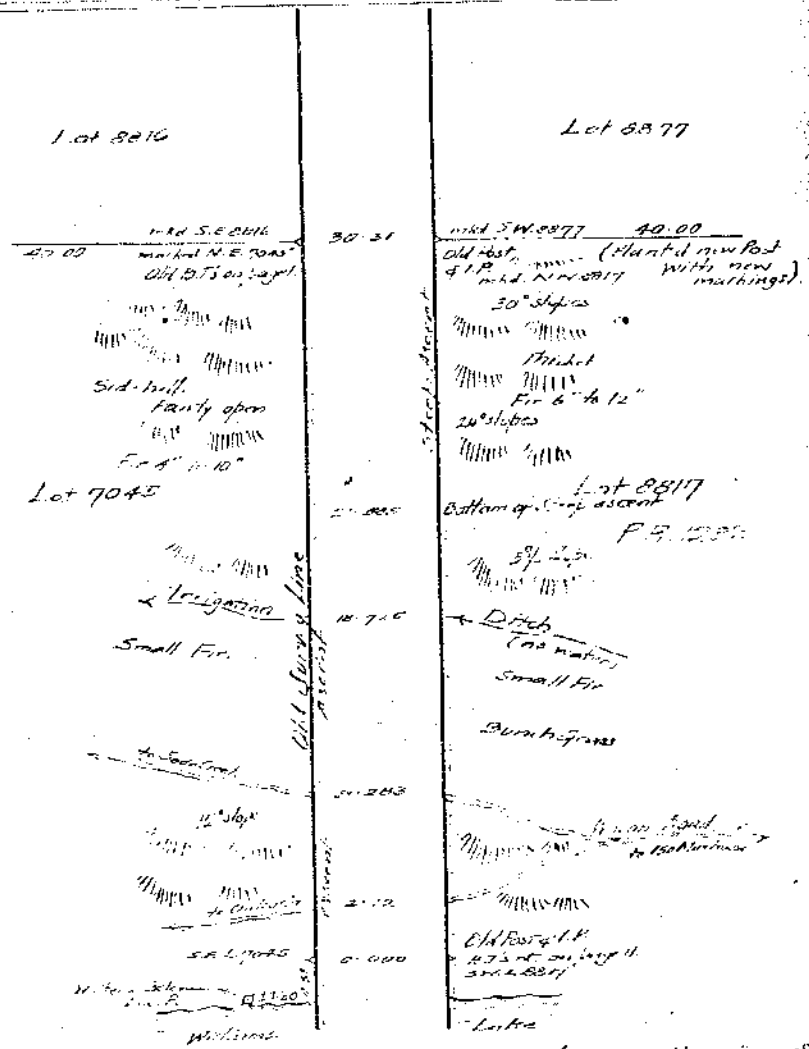
The above line was run the 10th *day of* July ..... 1914.

H H Roberts. B.C.L.S.

Form D.

Lot No. 8817 ..... Quatsino ..... District.

..... West ..... Boundary. Bearing ..... North .....



The above line was run the 10th day of Sept. 1914.
H.H. Roberts. B.C.L.S.

10,000/8/1913

Descriptions

Lot No. 8816, 8817, and 8818 ..... Quatsino ..... District.

..... Boundary. Bearing .....

Lot 8816

This lot has a south-westerly aspect; and excepting small areas at the southeast and northeast corners, the slopes are very steep.
Generally, the soil is a sandy loam, and surface is stony.
In places, a richer loam and chocolate coloured is met with.
Fir is principal timber.
1st Class — 10 acres
2nd " — 145 "

Lot 8817

This lot forms the land contained in B.C. 1215 granted to Hall & Balmer.
The latter has built his house near the south east corner.
The land lies a southern aspect and is bounded on the south by Wilson Lake.
The northern portion is very steep, and rather rocky.
Timber is a heavy growth of Fir & Spruce.
There is a Logging road to the lake, & passes [illegible]
1st Class — 30 acres
2nd " — 100 "

Lot 8818

The 150 M.k House - Chilcotin acquired two first Pre-Emptions, which embraces the land within D.B. 1215 granted to Mabel Bernard.
The land contains Fine pasture, and is heavily grassed.
Southern aspect. Very steep slopes generally.
Sandy loam soil.
1st Class — 15
2nd " — 120

The above line was run the ..... day of ..... 191[illegible]
H.H. Roberts. B.C.L.S.

12.

Office of Portland, Henderson & Bolger, Exemption Records

Lot No. 888, 887, 886 ... Carbon ... District

Boundary. Bearing

Lot No 888

Form No 3

No. in District Register 1895

District of Carbon

Name of Settler: Alfred Portland
Date of Grant: 1913
Area in Acres: 91 - 1 - 1 (ninety one acres one)
Situated: ninety one acres one

Description of Boundaries: Commencing at a post planted about 40 chains East and 40 links South from the rock mound Corner of I.R.156, Thence East eighty (80) chains, thence South twenty (20) chains to shore of lake, thence West eighty (80) chains, thence North twenty (20) chains to point of commencement.

Lot No 887

Form No 3

No. in District Register 1892

Name of Settler: Trustee
Name of Station: Wilderness Inn
Date of Grant: 1913
Number of Acres: Surveyed 4 odd acres
Manner situated: In Block Conditional Sale

Description of Boundaries: Commencing at a post planted 80 feet East of I.R. 156, Thence North 40 chains, West 20 chains, South 40 chains, East 20 chains to point of commencement.

Lot No 886

Form No 3

No. in District Register 1838

Situated: Carbon
Name of Settler: Alexander H. Henderson
Date of Grant: 1913
Number of Acres: Surveyed and City
Manner situated: Vacancy with Inclosure
Description of Boundaries:
Commencing at a post 40 chains North of S.E. Corner Lot 7th, thence 40 chains West, thence 40 chains South, thence 40 chains East

The above line was run the ... day of ... 191..
H.H. Richards D.C.L.S.

Office of Portland, Henderson & Bolger, Exemption Records

Lot No. 888, 887, 886 ... Carbon ... District

Boundary. Bearing

Lot 888

Mark	Distance	Bearing	Area	South	East	Grid North	Grid East
1	0.817	North	0.817			0.817 N	0.000 E
2	1.715	S 88° 45' W		1.715		0.755 S	1.538 W
3	0.05	S 88° 45' W				3.175 "	4.461 "
4	0.403	S 88° 45' W				3.978 "	4.663 "
5	1.433	S 88° 45' W				3.194 "	12.376 "
6	4.429	S 88° 45' W				11.603 "	16.723 "
7	1.890	S 88° 45' W				10.152 "	33.631 "
8	0.341	S 88° 45' W				12.139 "	34.832 "
9	2.536	S 88° 45' W				14.149 "	35.160 E
10	0.018	S 88° 45' W				13.927 "	40.986 "
11	1.826	S 88° 45' W				13.953 "	39.264 "
12	0.685	S 88° 45' W				13.171 "	47.623 "
13	1.00	S 88° 45' W				13.931 "	29.766 "
14	0.499	S 88° 45' W				13.431 "	29.169 "
15	1.30	S 88° 45' W				13.38 "	29.838 "
16	2.756	S 88° 45' W				13.68 "	29.662 "
17	75.880	S 88° 45' W				12.685 "	29.662 "
18	6.308	North				6.308 N	29.662 "
19	3.248	East				3.248 "	0.000 "
20	0.001	East				0.001 "	0.000 "

Lot 887

Mark	Distance	Bearing	Area	South	East	Grid North	Grid East
1	0.008	North				0.008 N	0.000 E
2	1.807	North				1.807 N	0.000 E
3	9.251	S 88° 45' W				8.959 "	9.215 W
4	6.445	S 88° 45' W				5.439 "	15.560 "
5	2.340	S 88° 45' W				6.638 "	20.000 "
6	5.950	S 88° 45' W				7.894 "	25.932 "
7	14.103	S 88° 45' W				13.976 "	40.000 "
8						8.154 "	40.000 "
9						34.005 "	40.000 "
10						38.448 "	0.000 "
11						0.000	0.000

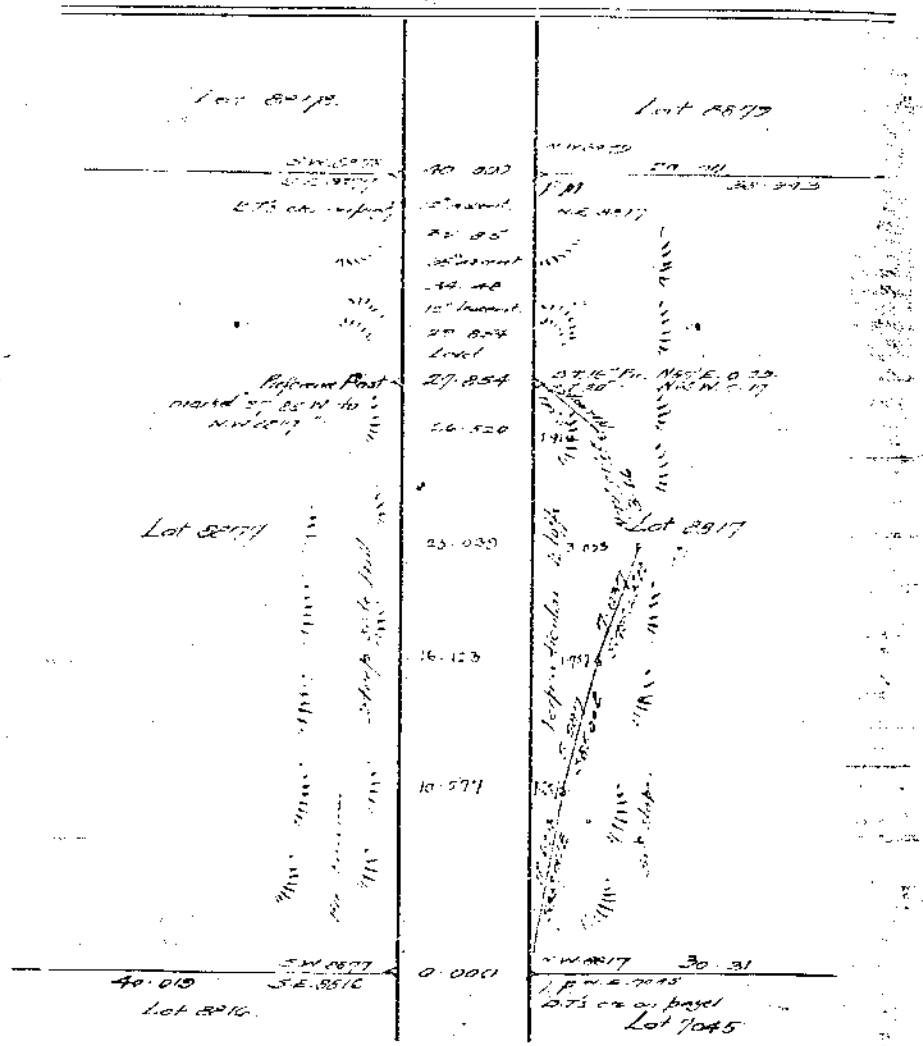
Lot 886

Mark	Distance	Bearing	Area	South	East	Grid North	Grid East
1	40.000	North				0.000	40.000 E
2	40.000	West				40.000 N	40.000 E
3	40.000	North				0.000	40.000 E
4	40.000	East				40.000 N	0.000 E
5	40.000	South				0.000	0.000

The above line was run the ... day of ... 191..
H.H. Richards D.C.L.S.

Lot No. 8819 ..... Cariboo ..... District.

North ..... Boundary. Bearing East



The above line was run the 10th day of July, 1914.

H H Roberts. B.C.L.S.

Bearings

Lot No. 8916, 8917 of 8819 ..... Cariboo ..... District.

..... Boundary. Bearing .....

All bearings are referred to meridian through the S.W. Corner of Lot 8677 G.O.

No astronomical observations was taken on lots 8916, 8917 of 8819.

Bearings check with observations taken on West Boundary of Lot 6800, about 30 chains east of N.E. Cor 8918

The above line was run the ..... day of ....., 191..

H H Roberts B.C.L.S.

AFFIDAVIT.

I, H.H.F. Roberts

of Vancouver, a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed Lots 2216, 2217 & 2218, Coast Land District.

(2.) I commenced the said survey on the 5th day of July, 1914, and completed it on the 11th day of July, 1914.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this 12th day of January A.D. 1915.

H.H.F. Roberts B.C.L.S.

W. E. Doerwin

A Commissioner for taking affidavits within British Columbia.

FORM 30.

DECLARATION.

(To accompany Surveyor's Field-notes.)

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA.
TO WIT:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, H.H.F. Roberts, B.C.L.S., of Vancouver, in the Province of British Columbia, do solemnly declare that I have surveyed Lots 2216, 2217 & 2218, in the Coast District, containing 478 acres, for the Government of British Columbia, and have made careful examination of said land and classify the same as follows:

Lot 2216.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands	— acres.	— acres.	— acres.	— acres.
1st class "	10 "	"	"	"
2nd " "	149 "	"	"	"

159

(2.) In my opinion — acres of this land is likely to be required for a townsite.
In my opinion — acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

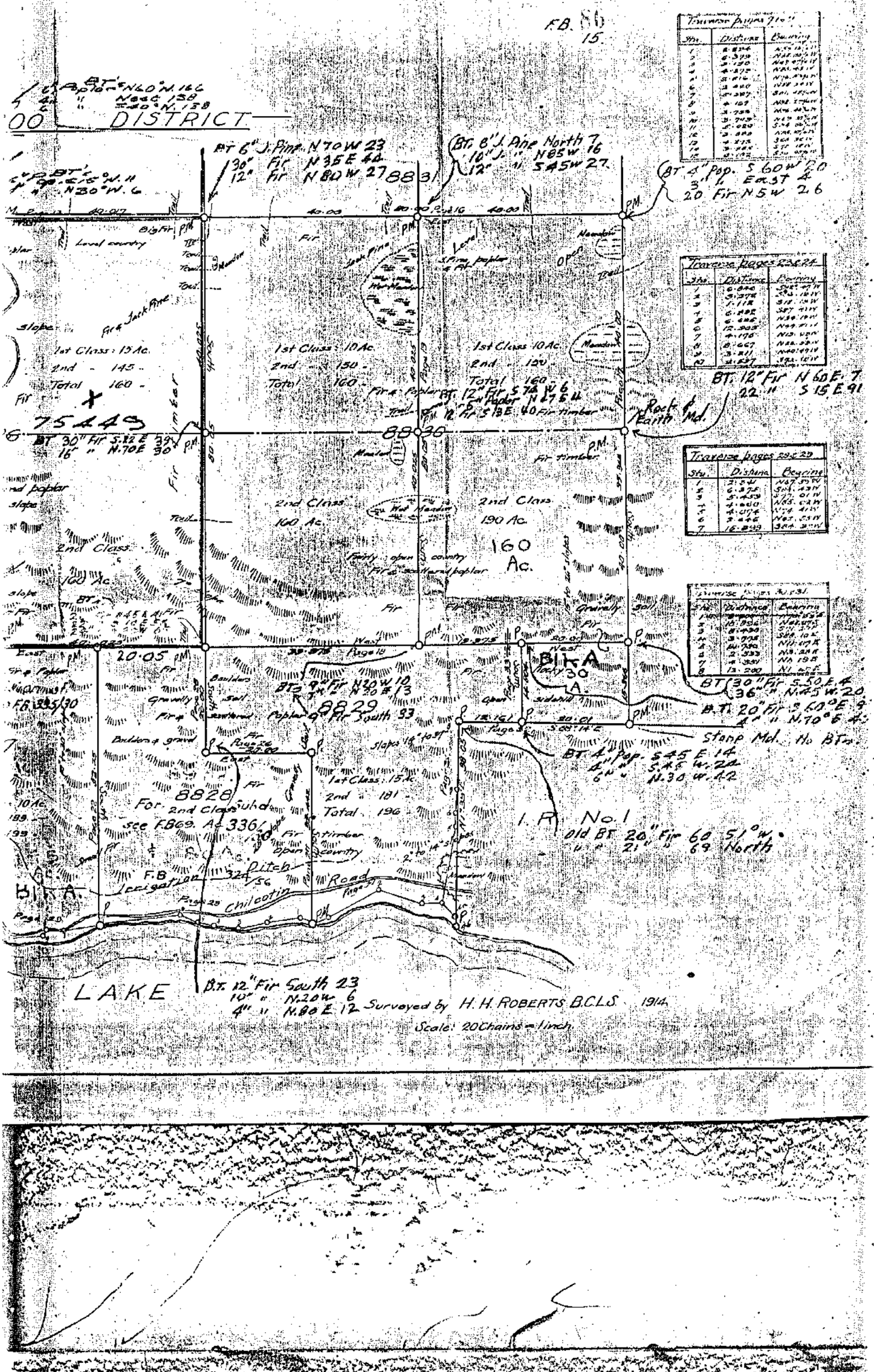
Lot 2217.

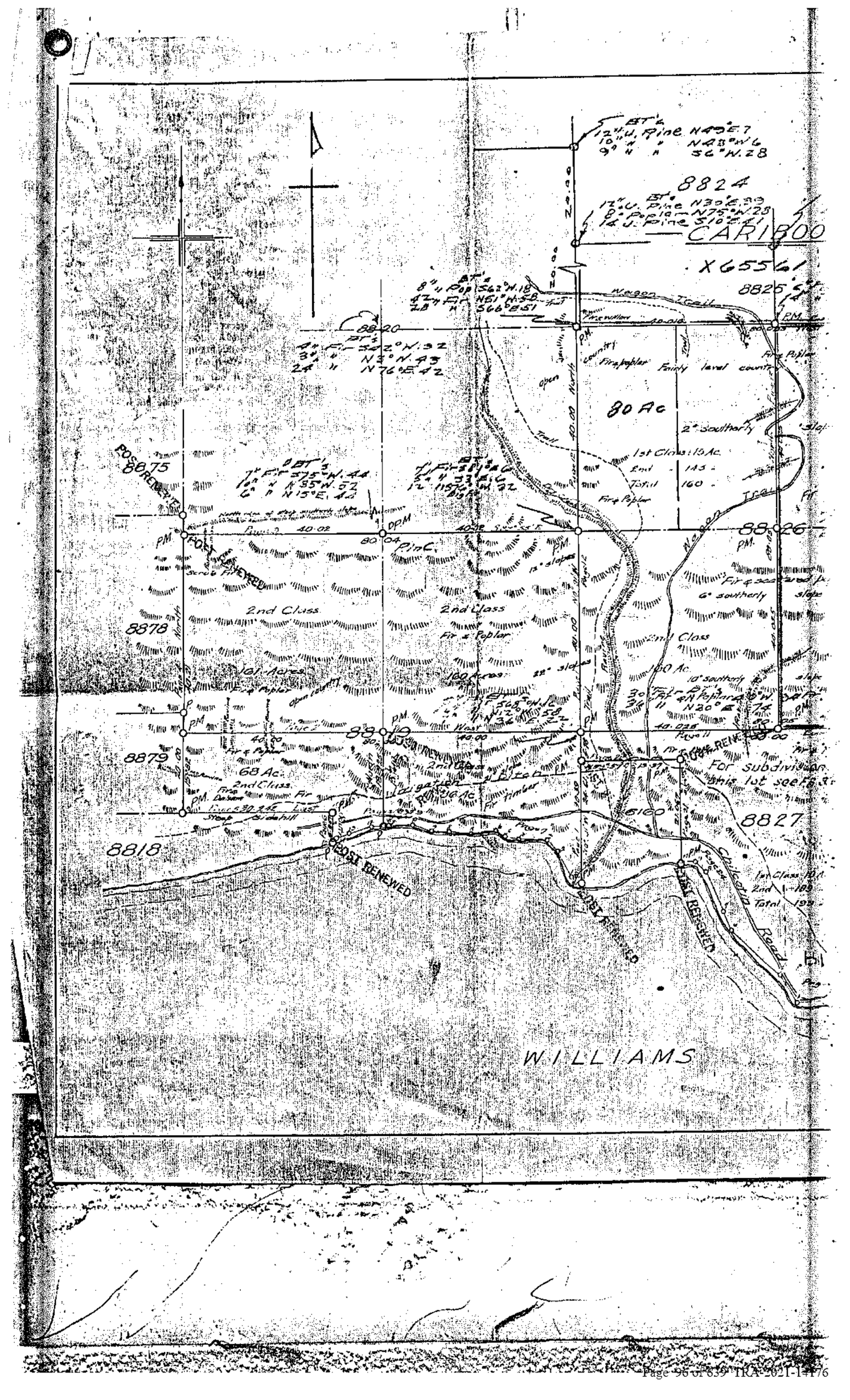
	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands	— acres.	— acres.	— acres.	— acres.
1st class "	20 "	"	"	"
2nd " "	114 "	"	"	"

134

(2.) In my opinion — acres of this land is likely to be required for a townsite.
In my opinion — acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.


F.B. 86
15.
DISTRICT
BT 6" J. Pine N 70 W 23
30" Fir N 35 E 44
12" Fir N 80 W 27
BT. 6" J. Pine North 7
10" J. " N 85 W 16
12" " S 45 W 27
BT 4" Pop. S 60 W 20
3" " East 4
20 Fir N 5 W 26
BT. 12" Fir N 60 E 7
22 " S 15 E 91
Rock & Earth Md.
7549
8836
8829
8828
20.05
1st Class: 15 Ac.
2nd " 145 "
Total 160 "
1st Class: 10 Ac.
2nd " 150 "
Total 160 "
1st Class 10 Ac.
2nd " 130 "
Total 160 "
2nd Class
160 Ac.
2nd Class
190 Ac.
160 Ac.
Blk A
Lot 30
A.
BT 30" Fir S 50 E 4
36" " N 45 W 20
BT 20" Fir S 60 E 9
4" " N 70 E 4
Stamp Md. No BT's.
BT 4" Pop. S 45 E 14
4" " S 45 W 24
6" " N 30 W 42
For 2nd Class sub'd
see F.B 869. A. 336
Pitch
Road
Chilcotin
F.B Irrigation
Blk A
LAKE
I. R. No 1
old BT 20" Fir 60 51' W.
" " 21" " 69 North
BT. 12" Fir South 23
10" " N 20 W 6
4" " N 80 E 12
Surveyed by H. H. ROBERTS B.C.L.S. 1914.
Scale: 20 Chains = 1 inch.


8824
CARIBOO
X65561
8825
8826
8827
8818
8878
8879
8880
8875
80 Ac
160
100 Acres
101 Acres
68 Ac.
2nd Class
1st Class
Wagon Trail
Open country
Fir & Poplar
Fairly level country
Creek
Road
POST RENEWED
LOST RENEWED
For subdivision
this 1st sec
WILLIAMS

From PN 51127

MAP OF

Pacific Great Eastern Railway

VANCOUVER

TO

FORT GEORGE

Scale - 1 Inch = 1 Mile.

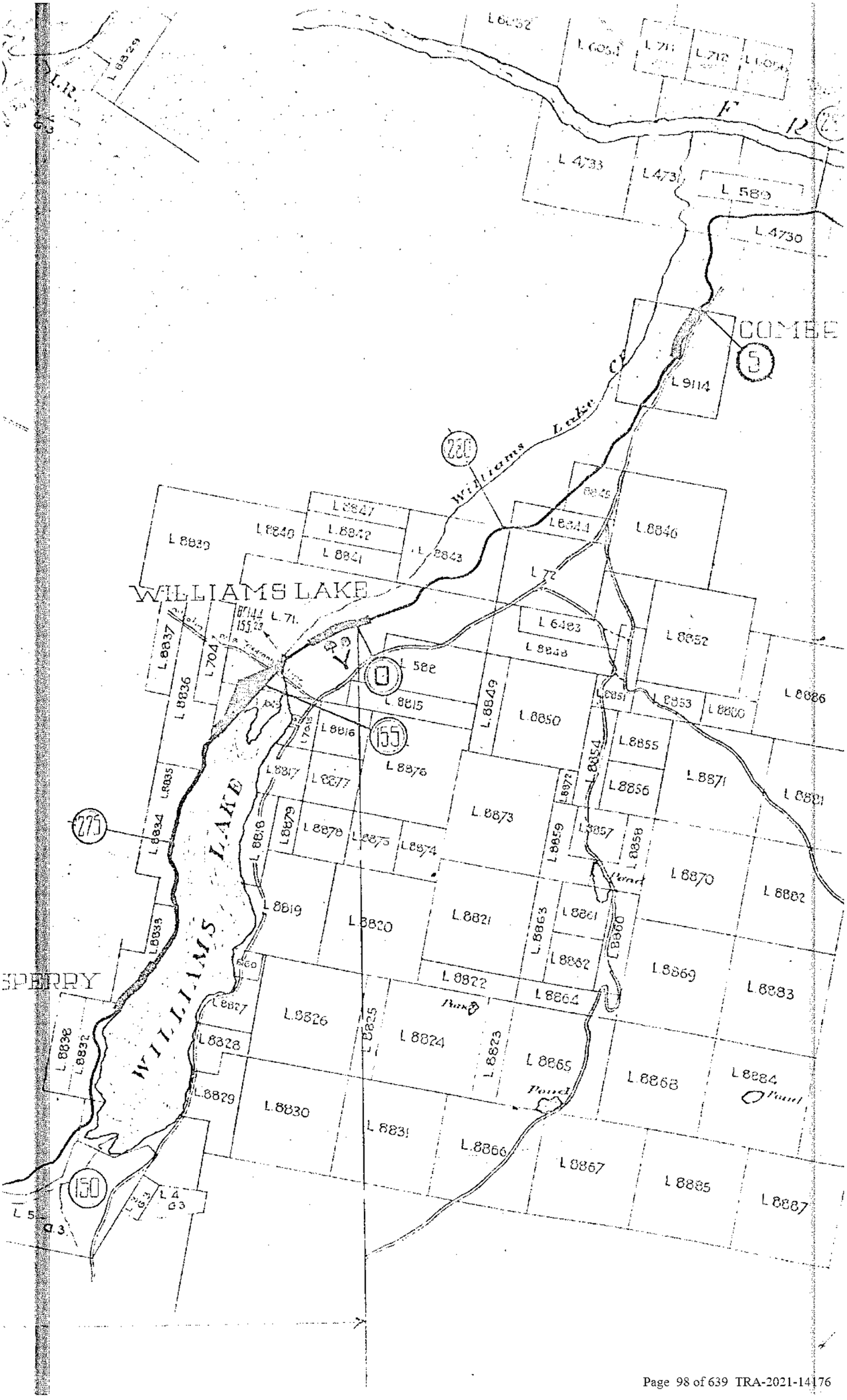
Office of Chief Engineer.

Vancouver, B.C. June, 1915.

Vice President.

Chief Engineer.

LEGEND


WILLIAMS LAKE
COMBE
SPERRY
Williams Lake Cr.
WILLIAMS LAKE
Pond
Pond
Pond
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L 9114
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L 4731
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L 4730
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L 712
L 6054
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G 3
L 5
G 3
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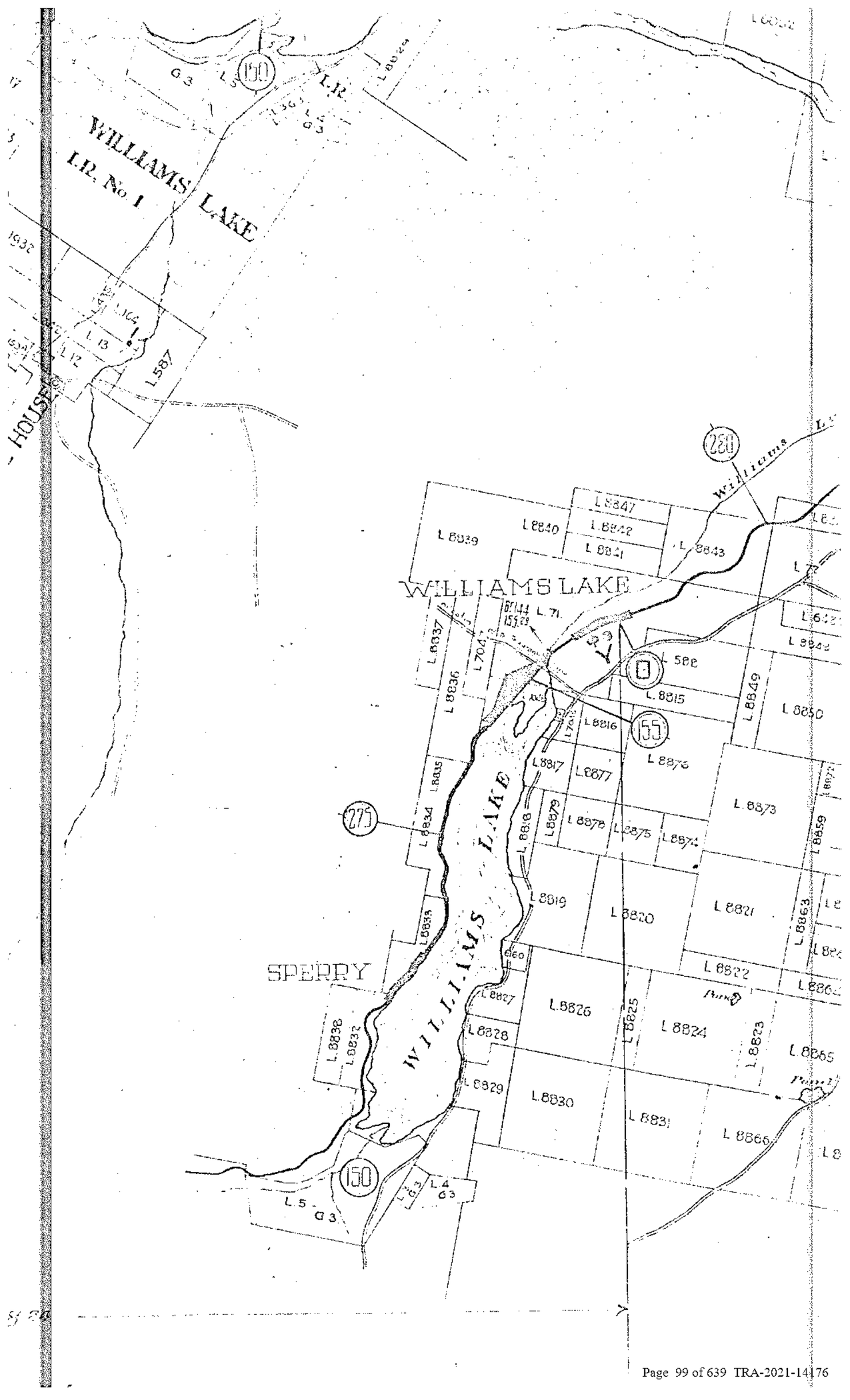
155
275
150
220
5
0


WILLIAMS LAKE
I.R. No. 1
WILLIAMS LAKE
WILLIAMS LAKE
SPERRY
150
150
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273
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L 704
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G 3

CLARATION.

(accompanying Surveyor's Field-notes.)

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

..., B.C.L.S.,

... in the Province of British Columbia, do

ve surveyed Lots ...5916, 5917 & 5918..., in

... District, containing ...138... acres,

"Boundary Extension" ..., and have made careful

nd classify the same as follows:—

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
ls	— acres.	— acres.	— acres.	— acres.
	10 "	"	"	"
	149 "	"	"	"

on ... — ... acres of this land is likely to be required

site.

on ... — ... acres of this land is likely to be required

ng-station.

on the granting of this land or any of it will not prevent or

he development of any adjoining natural resources.

	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
s	— acres.	— acres.	— acres.	— acres.
	20 "	"	"	"
	114 "	"	"	"

on ... — ... acres of this land is likely to be required

site.

on ... — ... acres of this land is likely to be required

ng-station.

on the granting of this land or any of it will not prevent or

he development of any adjoining natural resources.

1

145

Lot 5918	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands.	— acres.	— acres.	— acres.	— acres.
1st class "	15 "	"	"	"
2nd " "	130 "	"	"	"

(2.) In my opinion ... — ... acres of this land is likely to be required for a townsite.

In my opinion ... — ... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

Lot ———	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands.	... acres.	... acres.	... acres.	... acres.
1st class "	... "	... "	... "	... "
2nd " "	... "	... "	... "	... "

(2.) In my opinion ... — ... acres of this land is likely to be required for a townsite.

In my opinion ... — ... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

Lot ———	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands.	... acres.	... acres.	... acres.	... acres.
1st class "	... "	... "	... "	... "
2nd " "	... "	... "	... "	... "

(2.) In my opinion ... — ... acres of this land is likely to be required for a townsite.

In my opinion ... — ... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

Lot —	S.E. ¼.	S.W. ¼.	N.W. ¼.	N.E. ¼.
(1.) Timber lands.	... acres.	... acres.	... acres.	... acres.
1st class "	... "	... "	... "	... "
2nd " "	... "	... "	... "	... "

(2.) In my opinion ... — ... acres of this land is likely to be required for a townsite.

In my opinion ... — ... acres of this land is likely to be required for a fishing-station.

(3.) In my opinion the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the ... City ...
of ... of Vancouver ...
in the Province of British Columbia, this
... 17th ... day of ... January ..., 1915

... J. H. H. Roberts ...
B.C.L.S.

... W. D. Barnard ...
Commissioner.

A Commissioner for taking affidavits within B. C.

P. H. 43 1915 L.I. 19383

Department No.

District. CARIBOO

SURVEYED FOR THE GOVERNMENT OF BRITISH COLUMBIA.

Lot number or Section.	REMARKS.
8837	PR [illegible]
8839	[illegible]
8840	PR [illegible]
8841	PR [illegible]
8842	PR [illegible]
8847	
48 T 7	R.M. 27a

Department of Lands
RECEIVED
FEB 1 1915
Surveyor-General's Branch

Surveyed by H. H. Roberts, B.C.L.S.

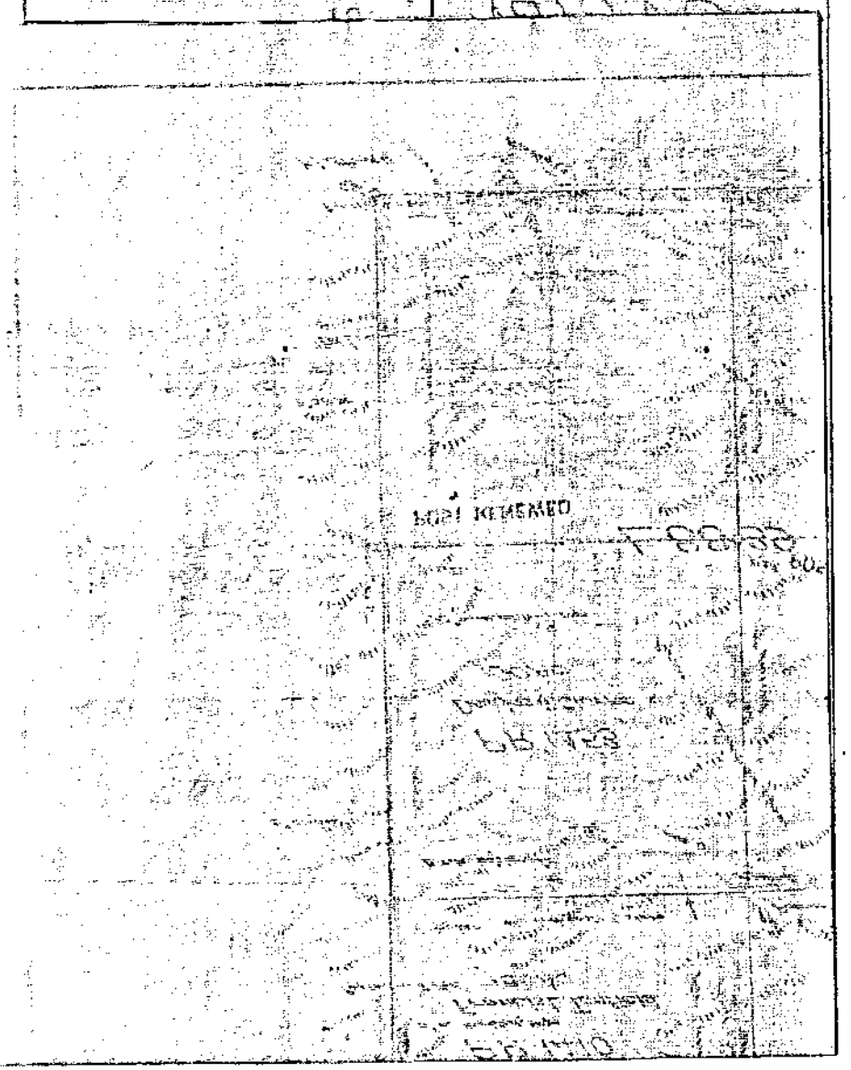
August, 1914.

Plotted Feb 9, 1915

By whom J Keys

Survey Gazetted February 11th, 1915.

F.B. 411



Sur.—Form No. 2—7,500 6/14

FIELD-NOTES

—OF—

BRITISH COLUMBIA GOVERNMENT SURVEY.

Lot No. 2257, 8530, 8840 to 8842, 9247.

Situate Vicinity of Williams Lake

Cariboo District,

British Columbia.

1414 acres. (total)

SURVEYED BY H. H. Roberts B.C.L.S.

UNDER INSTRUCTIONS DATED July 2nd 1914.

MAP OF CARIBOO ROAD
AND BRANCH ROADS

CARIBOO AUTO ASSN. 1923

PLEASE CREDIT PROVINCIAL
ARCHIVES, VICTORIA, B. C.
CM/8496

Detailed Expenditure, Cariboo District Roads.

Date.	Particulars.	Amount.	Total.
	Quesnelle Bridge.	$ cts.	$ cts.
February 11	D F Adams, instalment on contract	5,000 00	
" 17	Do. do.	300 00	
March 1	Do. do.	2,000 00	
April 18	Do. do.	500 00	
" 20	J J Robertson, salary to 20th April.....Arrears 1875, $229 03	629 03	
	Mrs. Green, board for Superintendent.....Arrears 1875	127 50	
	Do. do. do. to 1st April	225 00	
June 5	D F Adams, instalment on contract	9,800 00	
July 10	Indian Tom, freight on Jack screws	17 00	
	W Evert, do.	40 00	
" 14	Meacham & Nason, lumber	36 08	
" 21	Mrs. Green, board, etc., for Superintendent	98 75	
" 24	J J Robertson's Vouchers :—		
	J Saul, meals and bed	3 50	
	D Pratt, meals and bed	2 50	
	Steamer Victoria, fare and meals	13 00	
	Do. Royal City, do.	15 00	
	D Robertson, blacksmithing, bolts, etc	22 25	
	Do. do. proportion	10 00	
	J Black, meals	2 00	
	J Stone, telegrams, proportion	6 00	
	C H Heath, picks, do.	9 00	
	J Griffin, one meal	1 00	
	Steamer Enterprise, fares	14 00	
	Indian, removing drift wood	27 00	
	E Marshall, meals	3 50	
	E C Shepherd, removing drift	35 00	
	J Lawson, labour, proportion	21 00	
	L Hautier, meals	3 50	
	R Pacey, board	110 00	
	R Bennett, labour	75 00	
" 31	W Rockett, labour	76 00	
	J Bennett, salary as Superintendent	288 00	
	Pay Sheet, sundry labour, per J Bennett	934 50	
	D F Adams, per J Bennett, iron	53 75	
	C Ross, do. team hire	196 00	
August ... 1	D F Adams, instalment on contract	4,500 00	
" ... 7	Barnard & Co., passage of J J Robertson	45 00	
	J J Robertson's Vouchers :—		
	J Armitage, labour	60 00	
	J Johnson, do.	60 00	
	G Murray, do.	60 00	
	C Farquhar, do.	34 50	
	E Shepherd, cord wood	24 00	
	D Robinson, ironwork	51 00	
" ... 24	Meacham & Nason, lumber for cofferdam	633 04	
	J Nutt, use of screw jacks	50 00	
September 11	Telegraph Office, telegrams	8 25	
October... 2	Barnard & Co., fares, proportion	8 00	
	J Bowron, travelling allowance, proportion	5 00	
" 3	W A Johnston's Vouchers :—		
	C Meyers, labour	39 10	
	A Carson, blacksmithing	98 70	
	J Reid, tools	136 58	
	J R Williams, labour	24 50	
" 5	Steamer Royal City, passages and freight	37 00	
November 6	Telegraph Office, messages	15 00	
" 9	D F Adams' Vouchers :—		
	D Pratt, meals, etc	2 00	
	J P Griffin, do.	2 00	
	J Saul, meals and beds	5 00	
	Carried forward	26,581 53	

DETAILED EXPENDITURE, CARIBOO DISTRICT ROADS.—*Continued.*

DATE.	PARTICULARS.	AMOUNT.	TOTAL.
		$ cts.	$ cts.
	Brought forward	26,881 53	
	Quesnelle River Bridge.—Concluded.		
November 9	E Marshall, meals	2 00	
	J T Jones, do.	2 00	
	A M Nelson, meals and beds	5 00	
	L Hautier, meals	2 00	
	H B Dart, do.	2 00	
	Mrs. Tuttle, meals and beds	5 00	
	Steamer Victoria, fare	18 00	
" 27	Pay Sheet, labour	142 43	
	Ah Lee do.	3 46	
			26,763 42
	Barkerville Bulkhead.		
July 10	J Bowron's Vouchers:—		
	J Harkins, putting in cribbing, proportion	55 00	
	M Pinkerton, do. do.	55 00	
	E Deslorier, timbers	262 50	
	J Hudson, construction	100 00	
August... 24	Meacham & Nason, lumber	102 08	
October... 2	G Green, wages as Superintendent, proportion	7 50	
	E Deslorier, hauling logs	30 00	
	C P O'Neil, blacksmithing	7 00	
	S Walker, rope and tools	20 50	
			639 58
	Trail—150 *Mile House to Forks of Quesnelle.*		
January .. 31	A S Bates, provisions, proportion.....Arrears 1875	14 50	
	Do. do. ..... do.	43 00	
June 7	J Griffin, clearing trail, provisions, and hauling	144 45	
	W P Barry, butter .....Arrears 1875	22 27	
			229 22
	150 *Mile House and Keithley's.*		
February 11	F Dunbar, labour.....Arrears 1875		13 78
	Trail—Keithley Creek to Forks of Quesnelle.		
	J Bowron's Vouchers:—		
August... 25	R Borland, clearing out logs	25 00	
October... 2	N Gurney, bridge work	35 00	
	Ah Chong, labour	54 00	
	Ah Chow, do.	54 00	
	O Hare, do.	28 00	
	E Tye, tools	12 00	
	Ah Whoey, labour	6 00	
" ... 3	W H G Thompson, labour	140 00	
	W Winterbottom, labour	144 00	
November 6	A McWha, team hire	25 25	
			523 25
	Soda Creek and Williams Lake.		
October... 2	J Bowron's Vouchers:—		
	Barnard & Co., fares, proportion	8 00	
	R McLeese, horse hire	4 00	
	Steamer Victoria, fare of Mr. Bowron	10 00	
	J Bowron, travelling allowance, proportion	20 00	
			42 00
	Trail—Keithley and Snow Shoe.		
August... 24	Veith & Borland, clearing trail, proportion		17 50
	Carried forward		28,228 75

keep in repair the main trunk road on account of its traversing the cañons of the Cascades, where slides and avalanches of more or less consequence are constantly occurring. I am glad, however, to have the honour of informing you that no freshet of any magnitude has taken place during the past season, and from the substantial manner the road has been reconstructed and raised in the places subject to overflow, it is very improbable that it will ever be liable to a recurrence of the disasters which occurred in 1876.

A large portion of the road has also been gravelled, though much remains to be done in this respect in order to facilitate the transition of freight to the Interior, and enable the heavy teams, transporting merchandize, to travel without any great delay and inconvenience.

A new bridge over the Anderson River at Boston Bar, commenced last year, has been completed in a very much stronger and more substantial manner than the original structure. This bridge is 687 feet in length, and has been placed at an elevation of about 10 feet over the one carried away by the extreme high water of 1876.

The first section of the Kamloops-Nicola road, about 13½ miles, has been accepted from the contractor, and the second, some 22 miles in length, is in a fair state of progress.

A road, about 12 miles, has been made up the North Thompson River, opposite Kamloops, and another from the Tranquille River, six miles to the above-mentioned place.

In the Okanagan District a dam has been built across Mission Creek, under the superintendence of Mr. Charles Brewer, about 280 feet in length, to turn the water into its original channel. This work has been successfully executed, and has enabled many settlers to cultivate their farms which previous inundations had deterred them from doing. It has also been the means of preventing any further damage to the public highway, which was rapidly being destroyed.

A new bridge is under contract over Mission Creek, 140 feet, at its principal crossing, this place being the most desirable spot for its erection, which, when completed, will materially benefit a large number of settlers and the public generally, as it is on the main line of road leading from Washington Territory into this Province.

Owing to the difficulty of gaining access to the Cherry Creek Mines, a new trail has been made from the Okanagan to Cherry Creek, about 35 miles in length. This trail has proved of the greatest value, considerably shortening the distance to the mines and reducing the cost of living there. It has been constructed on a good grade and can be easily converted into a first-class waggon road, should future traffic require it.

The Nicola-Thompson waggon road, about 34 miles, has been maintained, and upon the Hope-Nicola trail, 78½ miles, and the Hope-Similkameen trail, about 140 miles, in length, sufficient work has been performed to keep them in good repair and improve them in those places requiring attention. Some work has also been done upon the Hope-Popcum road, and bridges of sufficient stability for present purposes built over Silver Creek and another creek, at a trifling outlay.

The waggon roads from Cache Creek to Mission Valley, and that from Okanagan to Spellamacheen, in all about 160 miles, have received their customary attention, together with other roads and trails not mentioned here specifically.

A new gaol has been erected at Lytton, as provided by the Legislature, and the public offices in this district have been kept in repair, though some expenditure will be necessary upon them next season.

The principal public work undertaken in the Lillooet District has been the completion of the trail leading from Lillooet to Howe Sound or Burrard Inlet, 164 miles in length, to enable cattle from the interior to reach the seaboard.

In the Public Works Report for the year 1876, will be found a history of the difficulties which have presented themselves in connection with this work, together with a statement of the amounts expended during the years 1873, 1874, and 1875, amounting in all to $23,438 87. Notwithstanding, however, the expenditure of this large sum, no practical result followed, as the trail was not opened for travel. As mentioned in my last Report, an experienced Engineer was despatched last season to carefully examine the proposed line for the road to follow. Early in the present year, in accordance with the expressed wishes of the Legislature, work was recommenced upon the trail, and I am glad to have the pleasure of informing Your Honour that cattle have, this autumn, passed in safety over the road to the sea coast.

In the description given of works in the Lillooet District during the present year,

will be seen a report from the Superintendent in charge of this work, showing the number of bridges constructed, the difficulties with which he has had to contend, and the condition of the trail at the termination of his labours. It was considered more advantageous to carry out the undertaking by day work than by contract, as such an extreme length of road, passing as it does over high altitudes and through such a rough country, must always be more or less subject to sudden freshets and land slides. As it was determined to open the trail this season, it would have been impossible to have had plans and specifications prepared with sufficient exactitude to have enabled contractors to estimate upon the work. The amount appropriated by the Legislature has not admitted of more work being done than was absolutely necessary to allow of the passage of cattle over the route in safety.

As such a large sum was required to open this trail, the other works in this district were of a light nature.

The trunk road in the Lillooet District has received its usual care, and many substantial improvements effected, such as a new bridge, gravelling, &c., &c.

The Cayoosh Creek and Bridge River bridges, commenced last year, have been completed.

In the Cariboo District considerable attention has been devoted to the improvement of the main trunk road. Many new bridges have been constructed, and a new structure is now in course of erection over the Cottonwood River, to replace the original which is unsafe for travel. A large amount of cribwork has been removed and gravelling done in those places most requiring repair.

In some places the course of the road has been altered from its original line to avoid steep grades, and all the work performed has been of a most thoroughly permanent description.

The trail to Cunningham Creek has been opened up, and the Cañon Creek trail has also been completed; this latter is a first-class trail, and will doubtless eventually prove of great value.

From Mitchell's Bridge, which is in a state of decay, a new trail has been made to the North Fork Bridge over Quesnelle River, thus avoiding the necessity and expense of constructing a new bridge at the former place.

Some work has also been done on the bulkhead at Barkerville, to prevent the water breaking over the dam constructed last year in the town.

The Keithley and Lowhee Creek trails, and other local trails, have been cut out and otherwise improved during the season, and are now in fair condition. In the more particular description given of the public works in this district will be observed a report from the Road Superintendent on a proposed line of trail from Soda Creek to the Chilcotin Country, west of the Fraser River, where a number of settlers have located and where a valuable tract of country awaits settlement.

I have to inform you, with satisfaction, that the Quesnelle Bridge was completed and opened for travel in the spring, and now in its altered position will, it is confidently believed, be perfectly secure against any body of water that it may have to resist.

Early in the spring Mr. W. Ralph, C. E., was despatched to Kootenay, to report on the survey of a line or lines to cross Kootenay, or both Kootenay and St. Mary's Rivers. He reported that the safest course would be to cross the Kootenay River about five miles above the present ferry, as the river was straight and free from drift timber. Mr. Ralph's report, and that of Mr. Gold Commissioner Booth—the latter on the trails, etc., throughout the district—will be found further on.

Work in Cassiar District was commenced this season by despatching Mr. T. Robertson early in the spring, provided with a wire rope to suspend across the Taltan, or first North Fork of the Stickeen River, near the bridge. It was anticipated that this bridge would be washed away on the breaking up of the ice. This rope was placed in position as proposed, but as the Taltan bridge sustained no damage the rope was removed and stretched across the second North Fork. This turned out a fortunate precaution, as the second bridge gave way. This bridge was a temporary suspension affair erected in 1876, and the cause of its loss was the failure of one of the abutments. The traffic sustained no material check, as during the building of a new and more substantial structure, the animals were swam, and freight and passengers conveyed across the wire rope by the aid of a cage or basket attached thereto.

The other work on trails, &c., throughout the district will be found annexed in

In addition to the above, a new trail, 6 miles long, 4 feet wide, has been opened from Keithley to Little Snow-shoe Creek.
Forest clearing, 6 miles in length, 8 feet wide.
Grading, 150 yards, 4 feet wide.
Corduroy, 208 feet long, 6 feet wide.
1 bridge, 16 feet long, 7 feet wide, 6 feet high.
6 culverts, 6 feet by 1½ feet by 1 foot.

Also repairs have been made to trail from Keithley Creek to Antler Creek; and a new trail, ¾ of a mile in length, has been cut along the shore of Cariboo Lake, to avoid the ascent of the mountain; and general repairs have been made to branch trails to Harvey and Snow-shoe Creeks.

On Cañon Creek Trail the following work has been done, viz.:—
Grading, 14¾ miles 4 feet wide.
Forest clearing 21 miles, 10 feet wide.
Corduroying, 4,070 feet in length, 6 feet wide.
1 bridge, 96 feet long, 8 feet wide, 12 feet high.
9 bridges, 180 feet total length, 6 feet wide, 6 feet high.
9 culverts, 6 feet by 1½ feet by 1 foot.
4 „ 6 „ 2 „ 1 „
And 6½ miles of new trail, cut 10 feet wide.

The Lowhee Trail has been widened and repaired to make it passable as a sleigh road during winter.
Length of sleigh road 1½ miles, 10 feet wide.
Forest cleared and graded the same length and width.
1 bridge, 12 feet long, 15 feet wide, 4 feet high.
24 culverts, 12 feet by 2 feet by 1 foot.

REPAIRING trail from Cunningham Creek to Antler Creek, 4 miles long, 6 feet wide.
Corduroying 156 feet, 7 feet wide.
10 culverts, 7 feet by 1½ feet by 1 foot, round timber.

A new trail has been made from Eureka Claim, Antler Creek, to Dominion Claim, Canadian Creek, to connect with trail from William Creek to Grouse Creek, 3 miles long, 6 feet wide.

BULKHEAD, BARKERVILLE.
This bulkhead has been raised one tier of logs to further protect the town. The logs have been securely tied and trenailed.
Length, 1,200 feet.

Mr. W. A. Johnston received instructions, dated 30th August, 1877, to examine the country between Fraser River and the Chilcotin Valley, with a view of improving the existing trail, or changing its direction, if such a course should appear advisable. I beg to subjoin Mr. Johnston's report on this matter:—

"QUESNELLE, B. C., November 30th, 1877.

"SIR,—I have the honour to report that, in accordance with the instructions contained in your letter of the 30th of August last, I have made a personal inspection of the Chilcotin Country west of the Fraser River, with a view to repairing a trail leading from Soda Creek thereto.

"The trail commences at a point opposite Soda Creek, by ascending a steep mountain side, partially timbered, to a level plateau, which extends down the Fraser River to Mr. Salmon's residence, a distance of about three and a half miles, on which no work would be required. The ascent from the river is, however, very steep, and is not practicable for any thing more than a pack trail. An easier ascent could be obtained about one mile further up the river to intersect the above named bench, or one mile down the river, opposite the Soda Creek Mill, a practicable route can be found.

"From Mr. Salmon's to Buckskin Creek, about two and a half miles, there are gently sloping hillsides and level benches. Buckskin Creek is a ravine about 75 feet deep with steep sides, but easily graded. From this point for about three miles no difficulty is found,

being most of the way on undulating flats. The next three miles is more difficult, the hillsides being somewhat steeper, and number of small ravines that would require grading. Rolling boulders are found here in a few places, not in quantities, however, to offer much difficulty.

"Timber is plentiful where required. No heavy grading would be necessary to construct either a good trail or even a passable sleigh road. From this point for some forty miles no grading would be required, as the road would lead through rolling prairie, with small timber patches where some cutting would be required to make a passable sleigh or waggon road.

"The present trail, with a little repairs, could be made a very good trail; the general course of which is perhaps as good as can be found, but before any work is done on it I would strongly advise a survey being made, so that the work done on the trail, such as grading, cribbing, or bridging, would not be lost in the event of the construction of a waggon or sleigh road which, I have no doubt, will be in the near future, as the country that a road would open up would fully justify the work, it being an impossibility for the farmers who are already located, and others who may avail themselves of the valuable agricultural and grazing lands that are yet unoccupied, to get in the necessary labour-saving machinery and other heavy necessaries such as are required in this vicinity.

"The sum of $**, if judicially expended, would make a passable trail the entire distance.

"The season is so far advanced that I cannot have any work done this season to advantage, but will be prepared to do so early in the spring, if the work required is authorized by you.

"I have, etc.,
(Signed) "W. A. JOHNSTON,
"Road Superintendent.

"To the Honourable
the Chief Commissioner of Lands and Works."

Kootenay Electoral District.

ROADS AND BRIDGES.

The amount voted by the Provincial Legislature, last session, for trails, &c., in this district, has been expended by Mr. C. Booth, Gold Commissioner and Government Agent, acting under instructions from this Department.

The views entertained by the representatives of Kootenay have been adhered to as nearly as practicable. I submit herewith Mr. Booth's report for the past year on roads and trails:—

"KOOTENAY,
"22nd November, 1877.

"SIR,—I have the honour to forward herewith, accounts, vouchers, and memoranda relative to the different works carried on, under instructions from your Department, in this district during the season now past. In addition thereto, I beg to report that the Walla Walla Trail was cleared out three times during summer, the last time on the 11th of August. I have learned that a considerable quantity of timber has since then fallen across the trail, but this must and will always be the case until all the dead timber is cut down a full tree's length on each side of the trail.

"The trail to Quartz Creek is completed; crossing the Kootenay and Columbia Rivers are the only obstacles to be met in bringing packed animals there. The Kootenay can be forded, excepting at short periods of high water, a canoe is then used for passengers, &c., animals swimming the river. John E. Bobier purchased a canoe and placed it at the crossing of the Columbia. He reports, that with the use of this canoe, freight and animals can be crossed with perfect safety at any stage of water. He further reports that, after examining Quartz Creek, he is fully persuaded that there is a large quantity of mining ground there that will pay from three to four dollars per day to the hand, and further, that the most favourable looking portion of the creek, towards the mouth,

Detailed Expenditure, Lillooet District Roads, 1st January to 30th June, 1878.

Date.	Particulars.	Amount.	Total.
	Howe Sound Trail.		
March 4	D Carey, labour	68 35	
	Cole & Carey, provisions	54 85	
	J Hall, labour	90 00	
April 29	B H Wilson, board and horse hire for Mahood	17 00	
			225 21
	Big Bar to Fraser River.		
April 23	P Grinder, grading road		275 00
	Clinton-Lillooet Road.		
April 23	J R Taft, cutting timber	12 00	
May 7	C O'Halloran, clearing road	18 00	
18	B R Bullard, repairs to road	15 00	
	J Patterson, do.	27 25	
	W Keatley, repairs to bridge	5 00	
			77 25
	General Repairs.		
April 23	W R Lewis, bed and meal	1 50	
	Steamer Enterprise, fare, meal, etc	8 75	
	Do. Reliance, do.	8 50	
	H B Dart, meals and bed	3 00	
	L Hautier, meal	1 00	
	S M Nelson, meal	2 50	
	J T Jones, do.	1 00	
	J Foster, provisions for J Jane	56 25	
May 1	E B Marvin, tents do.	11 00	
10	Indian Pupacaca, packer, etc	24 00	
	Do. Frank, chainman	16 00	
	W Keatley, waggon hire	20 00	
	Mrs Marshall, board, etc	5 00	
	W A Franklin, carriage of instruments	1 50	
21	Thos Saul, packing and waggon hire	7 75	
	J Haller, board and horse hire	17 00	
	P O Charlebois, chaining	13 00	
	Oppenheimer, provisions and tinware	27 02	
	Indian Louis, labour	4 50	
	Do. Quatulsht, packing	16 00	
	Do. King George, do.	22 00	
June 21	Barnard & Co., passage of J Jane, freight, etc., of parcels	79 25	
29	G Hamilton, tinware	10 00	
	Indian Joe, pack-horse hire	2 00	
			353 62
	Lillooet-Lytton Trail.		
May 13	Pay sheet, labour		51 00
	Total Lillooet District		981 98

Detailed Expenditure, Cariboo District Roads, 1st January to 30th June, 1878.

	Barkerville to Stanley, Sleigh Road.		
April 23	R Graham, instalment on contract	162 50	
June 22	Do. balance do.	162 50	
			325 00
	Beaver Lake to Keithley Creek.		
June 22	Ah Vosy, labour		21 00
	Quesnelle Bridge.		
June 2	D Y Adams, material used in construction of bridge	622 75	
21	J J Robertson, allowance attending as witness on arbitration	225 00	
			847 75
	Williams Lake to Soda Creek Road.		
June 29	Pinchbeck & Co., provisions	16 14	
	Indian Jim, labour and chaining	86 00	
	Downes & Co., meals, etc	3 50	
	R McLeese, provisions	40 36	
	G Hamilton, do.	19 15	
			165 15
	Louche Trail.		
June 29	A Castleman, labour, tools, etc		45 50
	Mosquito Creek Trail.		
June 29	A Monro, labour		28 12
	Carnarvon Road.		
June 29	Devlin & Co., rope	2 80	
	C P O'Neill, blacksmithing	26 00	
	Hudson Bay Company, shovels and nails	15 00	
	Mason & Daly, horse feed	16 00	
	A Monro, team hire	10 50	
	C Paulson, axes	12 00	
	Pay sheet, labour	707 63	
			791 93
	Total Cariboo District		2,224 45

YALE DISTRICT.

In Yale District the Nicola-Thompson waggon road has been maintained. Repairs of a general nature have been made, such as keeping the road clear from earth and rock slides,—a somewhat difficult matter, the narrowness of the road in places causing it to become quickly blocked by the slides. No new bridges have been built, nor has any fresh cribbing been made. Repairs have been made to the covering of bridges, to culverts, &c.

The Hope-Similkameen and Nicola trails have been kept in fair condition. A new bridge has been built across Ladner's Creek, 130 feet in length. On the Meme-halla, 26-mile crossing, a truss bridge 52 feet long had to be replaced, the old one having been carried away by freshets. Considerable labour had to be expended upon the bridge at the Clearwater crossing to put it in a safe condition for travel. Near the 33-Mile Post a new trail has been cut for about 500 yards round the bank, thus avoiding the rebuilding of a bridge which had been carried away.

At Cache Creek bridge the old channel of the Bonaparte river became obstructed by gravel and drift wood brought down by the spring and summer freshets, and notwithstanding the precautions taken to preserve the bridge and protect the waggon road the swollen stream overflowed the bulkhead, carried away nearly 100 feet of the eastern end of the structure, flooded the road, and eventually formed a new channel for itself. Three old spans of 35 feet each, and two new spans, one of 40 feet, and the other a truss of 60 feet with an abutment of 20 feet, were rebuilt and constructed. A bulkhead was erected on the eastern bank of the new channel, some 260 feet in length, to protect the bank, which is composed of a loose gravelly soil. The road and bridge approaches were also put in repair. The school-house bridge, which was damaged at the same time, was raised and repaired.

The Waggon Road between Cache Creek and the head of Okanagan Lake has been carefully looked after and kept in order. The wall at Rocky Point gave way to such an extent that travel with heavy teams near the break was extremely hazardous. An experienced wall builder was sent to repair the damage. An agreement has been entered into with Mr. Henry Randall to keep the road from Duck and Pringle's to the head of Okanagan Lake free from obstruction by fallen timber for one year from the 30th May, 1879.

Some urgently needed work has been done on the Waggon Road between the head of Okanagan Lake and Spallumcheen.

The Okanagan Lock-up has been accepted and the contractor paid in full.

By the death of Mr. John Ussher, Assistant Commissioner at Kamloops, which occurred, as your Honour is aware, under circumstances peculiarly painful, the Province has lost a most efficient and worthy officer.

LILLOOET DISTRICT.

Owing to the unprecedented rainfall during the spring and summer, the roads throughout the upper country were more cut up and filled with wash from the mountains than for several years past.

Portions of the cribbing on the Lillooet-Clinton road, on the north side of the Pavilion Mountain, broke away, leaving the road nearly impassable. The damage was repaired at a cost of $240. General repairs have also been made to this road.

One of the stone abutments of Cayoosh Creek Bridge was partly washed away and replaced.

Early in the season the road to Pemberton Portage was cleared of fallen timber and slides.

Only a small expenditure has been made on the Dog Creek section this year. The construction of a new road up Dog Creek Hill, a survey for which had previously been made, was intended, but the very wet spring and summer and the lateness of the season when the weather became settled rendered it advisable to postpone the work until next spring.

The Kelly-Haller Road was kept open during the summer by cutting out trees and corduroying a break 80 feet in length, caused by the heavy rains. The Canoe, Dog Creek, and Alkali Lake roads were repaired in November by clearing out slides, &c. The Hill at Dog Creek has been made passable for sleighs during the winter.

Tenders were invited for the construction of a new School-house at Lillooet, but as no bids were received the building was erected under the supervision of Mr. C. Phair. The building has been erected on a plot of ground the property of the Government, situated to the south of the Episcopal Church. Its inside measurement is 20 feet by 24 feet; height of ceiling 10 feet; foundation of stone and strong mortar, two feet thick, and extending two feet under ground, thus protecting the walls from the action of frost. The walls are of adobe, 13 inches thick, dressed, lightly plastered, and covered inside with white lining. Four good sized windows and a sash door admit abundance of light to the room. The structure is substantial and finished in a workmanlike manner. The sum appropriated was inadequate to complete the building by about $100, the expenditure of which sum in addition has been authorized. The building was occupied for school purposes in November last.

CARIBOO DISTRICT.

In Cariboo District a new trail has been made from opposite Soda Creek on the Fraser River for a distance of 16 miles back into the Chilcotin country, graded four feet wide and located on such a line and grade as to be suitable for the construction of a sleigh or waggon road when required. The trail from Quesnellemouth to Hixon Creek, a distance of about 45 miles, has been repaired and is now in good order. The new work done on this trail consists of forest clearing to a width of 10 feet, 50 feet of bridging, and a large amount of corduroying.

In the Keithley Creek division general repairs have been made to the trails under the superintendence of Mr. W. Stephenson, who reports that the heaviest part of the work consisted in repairing old and making new bridges and corduroys. On the trail from 150-Mile House to Snowshoe Creek (about 90 miles), 2,300 feet of new bridging and corduroying have been made. A good deal of grading was done on the trail going up the North Fork of Quesnelle River, and considerable corduroying across the swamps on the Horsefly trail.

Yale Electoral District.

NICOLA ROAD (FROM SPENCE'S BRIDGE TO MOORE'S). 70 MILES.

A. Stevenson, foreman.

Month.	Nature of Work.	No. of men.	No. of days.	Rate per diem.
January	Clearing ice, and keeping rock and gravel slides clear		18	
February	Do. do. do. do.		29	
March	Shovelling land and gravel slides; general repairs		70	
April	Do. do. do. do.		91	
May	Do. do. do. do.		65	
June	Do. do. do. do.		68	
		9 Whites	120	$3 00 to 3 33
July	General repairs; building log cabin, 12 ft. by 14 ft., for store	1 Indian	6	1 00
		2 Whites	35	3 00
August	Clearing rock and gravel slides, and general repairs	1 Indian	7	1 00

Cariboo Electoral District.

HIXON CREEK TRAIL. J. H. St.Laurent, foreman.

Month.	Nature of work.	No. of men.	No. of days.	Rate per diem.
July	Trail constructed 45 miles, 6 feet wide	2 Whites	63½	$2 12 to 2 30
	Grading, 2 miles, 2 feet wide	2 Indians	53	1 54
	3 bridges, 15 feet long, 8 feet wide			

CHILCOTIN TRAIL.

September and October.	16 miles forest clearing, 10 feet wide. 2890 yards graded, 4 feet wide. 58 feet cribbing, 4 to 6 feet high. 1 bridge, 12 feet long.

CARIBOO DISTRICT.

The more important roads and trails in this district have been repaired. In many places old bridges and corduroying have been replaced by new, and bad grades and narrow places improved.

Trails from Soda Creek to Beaver Lake, and from Beaver Lake to Quesnelle, have been cleared of fallen timber. Work has been done upon the Williams Lake road, and upon Snowshoe, Antler, Grouse Creek, and Lowhee trails The Omineca trail has been cleared and opened up for traffic.

The trail from the Forks of Skeena to Manson Creek, Omineca, has also been cleared of fallen timber.

MAIN TRUNK ROAD—YALE TO BARKERVILLE.

Last June the water in the cañons of the Fraser arose 8½ feet higher than during the memorable freshet in 1876. The damage to the wagon road between Yale and Spence's Bridge was consequently greater. Important bridges were carried away, cribbing floated out, and as the water receded it was ascertained that the roadway was undermined in places and in others entirely gone. The Anderson river bridge was completely wrecked and the Alexandra suspension bridge at one time in great danger.

The contractor for these sections, Mr. J. B. Henderson, was urged to take prompt action to repair the damage.

The superintendent, Mr. Black, reported on 22nd June that the water was then over the road at the 16, 19, 20, and 29 mile post, and that at certain points between Nicomin and Spence's Bridge the Thompson river had overflowed the roadway, and that it would be probably two weeks before the water had sufficiently receded to enable the work of repair to commence. On 18th July the road was open for pack animals, and on 11th August heavy loaded teams passed the Alexandra bridge with merchandise for the upper country. The Anderson river bridge was not, however, rebuilt. A temporary bridge had been erected and heavy merchandise was ferried across by scow, the road between Yale and Boston Bar being passable but unfinished. On the 16th August the water in the Fraser again arose and floated out the temporary bridge at Anderson river. On the 22nd, Mr. Black replaced the bridge, and ferrying at that point ceased.

Railway construction had tended to materially damage this road. In many places it has been narrowed by slides and falling rock breaking off the outside edge; in others railway embankments materially lessen its width. Mr. Black reports that deviations made by the railway contractor have been left in an unsatisfactory condition, and that many representations on the condition of the roadway have proved ineffectual. Under the circumstances, the necessity of adopting more effectual measures is forced upon one.

CASSIAR DISTRICT.

Mr. George Dougherty was dispatched by the first steamer going north last spring, with instructions to open up and generally repair the main trail from Glenora to Dease Lake, so as to enable miners, packers and others to get their freight in to the mines without delay. Necessary repairs have also been made to trails and bridges in McDames Creek, Thiberts Creek, Dease Creek, and Dease Lake sections. Obstructions to navigation on Dease River have been removed as far as McDames Creek Landing. Three new bridges have been built on the Stickeen trail, between Glenora and Telegraph Creek, and the piers of Taltan bridge repaired and secured.

The Assistant Commissioner, A. W. Vowell, Esq., reports that no complaints touching trails or bridges in his district have been made this season, except concerning the trail from Glenora to Telegraph Creek, which causes dissatisfaction on account of its steep grades, which can only be remedied by making a new trail along the banks of the Stickeen river at a considerable expense.

KOOTENAY DISTRICT.

Early last spring, instructions were forwarded to the Government Agent at Kootenay to open up the more important trails as soon as the season would permit, and to carry on work in progress last year. A bridge has been built across Bull river, on the Fort McLeod and Kootenay trail, and the road cut out and improved between that point and Elk river, which

"REMARKS.

"I desire to call your attention to the fact that a waggon road built along the shores of the four lakes mentioned will, in nearly every point, be directly on the Railway line, and as this line will be very shortly in course of construction during the progress of that work, it would be impossible to operate the waggon road owing to its proximity to the Railway. I would, therefore, strongly recommend that the Contractors be allowed to place scows or barges, propelled by oars, capable of carrying passengers, animals, and freight, on each of the four lakes above mentioned, as by this means a through communication would be insured at an early date, as there would be little difficulty in reaching the Big Eddy, on the Columbia River, by end of July, next year, with a working force of 100 to 120 men.

"I have chosen the Big Eddy, on the Columbia River, as the terminal point for this road, as it affords the best wharfage ground and landing place for steamers; is the nearest point to the mouth of Eagle Pass, and, in my opinion, within easy reach of the Railway line at its crossing of the Columbia River.

"I have made a very careful examination of the entire route, both going to and returning from the Big Eddy, and trust my views will meet your approval.

"I am, &c.,
"C. E. PERRY, C. E.,
"*Superintending Engineer.*"

The Government reserve at Lambly's Landing, now known as Belvedere, has been laid out in lots, each having a width of two chains, and varying from half an acre to one acre in size.

A survey for a trail and future waggon road has been made between Belvedere and Eagle Pass waggon road. The work is pronounced to be favourable in all respects.

MAIN TRUNK ROAD.

The maintenance of the lower sections of the Cariboo Trunk Road by contract, proving, in many points, most unsatisfactory, was discontinued in March last, and the work has since been carried on under the direction of the former Superintendents of these sections, to the generally expressed satisfaction of freighters and others.

From Cache Creek to Soda Creek, sections 3 and 4, Mr. James Robertson has been in charge, and his road is reported to be in good order.

Mr. W. A. Johnston has satisfactorily carried on his contract for the maintenance of sections 5 and 6, between Soda Creek and Barkerville.

LILLOOET DISTRICT.

Roads and trails throughout this district are reported to be in excellent condition. The season has been exceptionally dry, a circumstance which has been taken advantage of by Superintendent Allen to do extensive grading and gravelling, as well as to renew several bridges and culverts. Some heavy cribbing has been done on the Lillooet-Clinton road, opposite Bridge River.

Cayoosh Creek bridge, which was carried away by last year's freshet, has been rebuilt by Superintendent Robertson at a higher level than it formerly occupied. Mr. Robertson has been instructed to replace Bridge River bridge during low water this winter.

CARIBOO DISTRICT.

The trails throughout this district have been kept during the season in exceptionally good repair owing, in a great measure, to the unusually dry summer. All trails have received more or less attention as their importance demanded, and essential improvements made on some of them.

A long-felt want has been supplied in the construction of about two miles of new trail along Antler Creek, from Nason's Co. claim upwards. The work was difficult and expensive, owing to the rocky and precipitous nature of the route.

Work of considerable importance has been done in cutting out and grading in places along the line of proposed road between Barkerville and Stanley, *via* Slough Creek.

A contract has been let for clearing out the fallen timber and improving the trail between Quesnellemouth and Omineca.

About three miles of the Chilcotin trail has been made into a waggon road from 10 to 12 feet wide.

The road between Soda Creek and Hawk's Ranch, and the trail leading thence to Williams Lake, have been placed in good condition.

The new Government buildings have been furnished, and some additions made to the gaol.

CASSIAR DISTRICT.

The trails in this district are reported to have been kept in fair order during the season.

On Thibert Creek more than usual work was required on account of extensive slides.

The Dease Lake and river trail, from the head of Dease Lake to Sylvester's Landing, at the mouth of McDame Creek, has been thoroughly cleared of fallen timber and repaired.

All necessary work on various trails has, as far as possible, been performed.

KOOTENAY DISTRICT.

Early in the season, the Government Agent at Wild Horse Creek was instructed to have the different trails cleared out and other usual and necessary work of that nature performed, which has been done.

Public attention having been directed to the importance of this district, and proposals having been received by the Government from capitalists relative to the acquisition of certain marsh lands on the Kootenay River for the purpose of extensive reclamation and colonization, it was deemed advisable to have a reconnassiance made with a view of obtaining necessary information concerning this, to some extent, *terra incognita*. The report of Mr. Farewell, who was dispatched on this service is given below:—

"VICTORIA, B. C.,
"December, 31st, 1883.

"To the Honourable the Chief Commissioner of Lands and Works:

"SIR,—I have the honour to inform you that, in accordance with your letter of the 14th July last, instructing me to proceed with all convenient dispatch to the Kootenay bottom lands lying between the International Boundary and Kootenay Lake, and 'there make such surveys 'as may be necessary to enable you to report upon the extent and character of the valley on 'each side of the river, the approximate area of the lands subject to overflow, and the average 'depth of flood water, and upon the nature and magnitude of the operations necessary to re-'claim the submerged lands, together with any information bearing on the subject which you 'may gather,' I left Victoria on the morning of the 16th July, and arrived at Portland on the evening of the 17th. Leaving Portland at 7.30 a. m. on the 18th, I reached Sand Point, Idaho Territory at 8 a. m. on the 19th. This portion of the journey was over the Northern Pacific Railway; the distance from Portland to Sand Point being 445 miles. Sand Point is a small railway town built on the north shore of Pend d'Oreille Lake. Mr. G. M. Sproat (who travelled in company with me) and I here joined Mr. W. A. Baillie-Grohman, with whom arrangements had been made to provide us with transport, &c.

"We left Sand Point on the 19th July, and camped at Bonner's Ferry, on Kootenay River, on the 20th, travelling through Pack River Pass, a distance of about forty miles. The altitude of Sand Point above sea level, by the N. P. R. survey, is 2,050 feet; the rise thence to the summit of Pack River Pass, is 140 feet, and Bonner's Ferry is 440 feet lower than the summit; making the altitude of Bonner's Ferry 1,750 feet. A railway can be easily constructed through this pass. No engineering difficulties exist; and, with the exception of clearing the dense growth of timber, the work will be light. I found a great difference of opinion as to what is good or valuable timber. From an Idaho and Montana standpoint, the timber in the neighbourhood of Sand Point, and that in Pack River Pass, is large, valuable, and exceptionally good; the reason being, I imagine, that there are vast tracts of land on the line of the Northern Pacific Railway entirely destitute of timber. From my own point of view, taking the groves of Douglas fir, &c., on the shore of Burrard Inlet, Howe Sound, and different places on Vancouver Island, as a standard, I consider the Idaho timber of a very inferior quality; in other words, during the whole of my journey I have not seen a piece of timber land a Burrard Inlet logger would put a camp into. Pack River Pass is thickly timbered throughout, with occasional burnt patches, with tamarack or western larch, white pine, Douglas fir, cedar, black pine, &c. The trees are generally small.

25 feet long, fitted with six patent composition rowlocks, and furnished with three pairs of ash oars, and capable of carrying, with safety, 25 persons.

* * * * *

"There are also two landing places on each lake, so situated and constructed as to afford easy access to the scows for teams and heavy waggons at any height of water.

"Of the structures along the line of road, the most important is that over the North Fork of Eagle River, 21½ miles from Shuswap Lake. This is a substantially built bridge of 160 feet span, with two abutments, and three piers. The centre pier is 14 feet by 10 feet, with cut-waters, and the other piers are 14 feet by 6 feet. Under the flooring there are three stringers, each 17 inches square, and the corbels 30 feet long, and 17 inches by 20. The hand-rails are large and firmly braced, and the flooring of sound split cedar, 4 inches thick.

"Besides this structure there are 45 other bridges on the line of road, of 15 feet span and over; of which seventeen are of 15 feet span; fifteen of 20 feet span; five of 30 feet span; one of 35 feet span; two of 50 feet span; one of 60 feet span; two of 65 feet span; one of 70 feet span, and one of 85 feet span. These are all strongly built of cedar and hemlock, with split cedar flooring, and promise to be very durable.

"Of corduroying there is a total length of 7,499 lineal feet, distributed as follows:—

Between Shuswap Lake and North Fork	3,118	lineal feet.
" North Fork and Griffin Lake	320	"
" Griffin Lake and Three Valley Lake	2,537	"
" Three Valley Lake and Victor Lake	622	"
" Victor Lake and Bluff Lake	126	"
" Bluff Lake and Columbia River	776	"
Total	7,499	lineal feet.

"Much of this corduroying has been built this year upon portions of the road which were thought to have been completed in a solid manner, both last season and this, but were so cut up by the combined action of continuous rains and heavy traffic before the road-bed had been afforded an opportunity of settling, as to be almost impassable until they were timbered.

"Of timber cribbing there is a total length 11,029 lineal feet, which is thus distributed:—

Between Shuswap Lake and North Fork	676	lineal feet.
" North Fork and Griffin Lake	6,267	"
" Griffin Lake and Three Valley Lake	389	"
" Victor Lake and Bluff Lake	67	"
" Bluff Lake and Columbia River	3,630	"
Total	11,029	lineal feet.

"There are also 313 lineal feet of stone retaining wall, and 240 lineal feet of log protection, and one piece of crib wharfing 55 feet long, 12 feet wide, and averaging about 13 feet high.

"Although not perhaps legitimately belonging to this report, it may be mentioned, as of some interest, that the relative heights of the several points in Eagle Pass are as follows, the waters of Shuswap Lake being taken as zero:—

Shuswap Lake	0	feet.
North Fork	119	"
Griffin Lake	411	"
Three Valley Lake	533	"
Victor Lake	650	"
Bluff Lake	710	"
Columbia River (high-water mark)	358	"

* * * * *

"I may say, in conclusion, that the work during the present season has been satisfactorily performed, and in every case where objection was taken to any part of it, every requirement has been satisfied by the managing contractor, who has, at all times, evinced a desire to carry out the spirit of his contract. The results are such, I trust, as meet your approval.

"I have, &c.,

(Signed) "S. P. TUCK.

"*Resident Engineer Eagle Pass Waggon Road.*"

Osoyoos District.

PLEASANT VALLEY ROAD.

F. Hassard, contractor; $1,700.

This road extends from Section 32, Township 35, to the head of Swan Lake, a distance of about 13 miles.
Forest clearing and brushing, 24 feet wide.
Grubbing, 12 feet wide.
Grading, " "
Bridges and culverts where necessary.

SPALLUMCHEEN RIVER ROAD. SECTION ONE.

Wm. McKenzie, contractor; $2,375.

This road is to connect Belvidere with Seven Mile, or Mara, Lake, a distance of 14 miles.
Section One extends from Belvidere down the Spallumcheen River, a distance of 5 miles.
Cleared and brushed 24 feet wide.
Graded 12 feet wide.
Bridges, culverts, and corduroy as required; cribbing round bluffs and steep side-hills where directed.
General repairs have been made to the main road from Lambly's to the Mission. Other roads in the District have received necessary attention.

PRIEST'S VALLEY SCHOOL.

Angus McDonald, Contractor, $725.

To find all plant, labour, and material requisite, and to erect a frame building 20 feet by 30 feet, with 12 feet ceiling, enclosed with rustic siding, shingled roof, lined and ceiled inside with beaded tongue and grooved, flooring matched and dressed, double floors, dressed woodwork outside painted. Teacher's platform, and seats and desks for thirty children, provided.

Cariboo District.

Joseph St.Laurent, Foreman.

BARKERVILLE-STANLEY ROAD, VIA SLOUGH CREEK.

More or less work has been done on this road for the past three years. This season it has been so far completed as to admit of the passing over it of sleighs and light waggons, enabling uninterrupted traffic between Barkerville and the lower country during the winter months. From 10 to 20 men were, for about four months, employed on this work, which entailed some heavy rock cuttings and a large amount of cribbing. 14 miles have been completed; the grades are good and the road is nowhere less than 8 feet in width.

SODA CREEK-CHILCOTIN ROAD.

10 miles have been completed, from 6 to 10 feet in width, with an easy grade; bridges built and cribbing constructed where necessary. The road is passable for sleighs and light waggons. In order to avoid a very steep and dangerous hill, a new road, 1,500 yards, 9 feet in width, has been constructed along the shore of Williams Lake, and a bridge built, 30 feet by 16 feet.

WILLIAMS LAKE AND CHIMNEY CREEK.

2½ miles repaired, timber cut out, stumps removed, grading improved, and several small bridges built.

SODA CREEK AND HAWKS' RANCH, AND TO MUD LAKE.

These roads have been generally repaired.

The road is graded 12 feet wide, a greater portion of the way being cut out of a side-hill, the lower side being protected by cribbing and stone wall; all ditches, culverts and bridges which were necessary have been made. The work was done under the supervision of Arthur Stevenson.

MARBLE CANYON ROAD EXTENSION.

Wm. Harkins, Contractor, $1,050.

Constructed a waggon road from the initial point of the Marble Cañon Road to the 22-mile post on the Lillooet and Alexandria Road, a distance of 3¾ miles.

This road follows the general direction of Captain Martley's old road, but diverges from it in places. The old road has been widened to 12 feet, and the grade re-formed. New portions of the road are graded 12 feet wide. The requisite bridges, culverts and ditches have been made.

LILLOOET AND CLINTON WAGGON ROAD—47 MILES.

John Chenhall, Foreman, $130 per month.

Graded 6,745 yards, from 8 to 12 feet wide.
Gravelled 144 „ 10 feet wide, 10 inches deep.
Ditched 1,570 „ 2 „ 12 „

Put new stringers and covering on bridge, made 7 culverts averaging 9 feet long, 14 feet wide and 3 feet high. Made general repairs throughout.

LILLOOET AND LYTTON TRAIL.

John Chenhall, Foreman.

Cleared out rock slides and fallen timber, and made general repairs for 14 miles.

BRIDGE RIVER TRAIL.

John Chenhall, Foreman.

Re-constructed and repaired old trail for a distance of 10 miles; built a new trail over slide; forest cleared 3,430 yards, 14 feet wide. Cleaned and widened 10,775 yards. Rock cutting, 1,090 yards, averaging 3 feet wide, 9 inches deep; two miles of new road made below North Fork; built stone wall 25 feet long, 3 feet high.

DOG CREEK ROAD TO ALKALI LAKE.

John Chenhall, Foreman.

Constructed about 4 miles of new road to St. Peter's Springs, through a rocky canyon.
Forest cleared 250 yards, 16 feet wide.
Graded 27,842 „ from 8 to 12 feet wide.
Gravelled 420 „ 11 feet wide, 14 inches deep.

Made and repaired 7 bridges and 10 culverts; made general repairs; roots and boulders removed; rocks blasted out.

DOG CREEK AND BIG BAR ROAD.

John Chenhall, Foreman.

Graded 4,700 yards, 8 to 10 feet wide.
Gravelled. 581 „ 12 feet wide, 7 inches deep.

Made 1 bridge and 4 culverts; cleared out brush and fallen timber; made general repairs.

TRAILS, ETC.

LILLOOET TO HIGH BAR.

General repairs; moving slides; filling in where washed out; new trail made in some places 85 feet of cribbing, 3 feet high.

ROUNDTREE'S TO CHILCOTIN.

Graded a sleigh road 1,750 yards.

BRIDGE RIVER BRIDGE.

Dugald McDonald, Foreman.

This bridge was damaged by high winds, necessitating the removal of the covering, and re-adjustment of the stringer.

Mr. McDonald also repaired Cayoosh Creek bridge.

THOMPSON RIVER BRIDGE AND LILLOOET TRAIL.

Arthur Stevenson, Superintendent.

Repaired the bridge piers and cleared out the trail from Lytton to Foster's Bar.

Cariboo District.

The Barkerville and Stanley road, *via* Slough Creek, has been made a good sleigh road, and, with the exception of one or two places, a fair road for two horse waggons. This road has been widened and roots and other obstructions removed the whole distance (14 miles).

Two miles of new road, ten feet wide, have been made down Williams Creek, below Cameronton, along the side-hill, as the bed of the creek, which has hitherto served as a road, has become so much cut up by the creek as to be impassable. This road is much used.

Ten miles of new sleigh road have been made, from Williams Lake over a divide, to connect with the main waggon road at Deep Creek (11 miles from Soda Creek). This work consisted of clearing off the timber and brush, bridging small streams and ravines, and grading along the side-hills, being nearly the whole distance through a wooded country. This road has been made passable, and is now in use for light waggons.

On the Chilcotin Road, commencing at the Fraser River, opposite Soda Creek, and ascending to the top of the hill, half a mile of new road has been graded, 9 feet in width, from which point, on for a distance of 17 miles, the road has been straightened and widened out from 3 to 5 feet, On this road but 2 miles remain to be graded in order to reach the high land, where but little work is required.

The trails from Soda Creek to Williams Lake and to Mud Lake have received general repairs.

The trail on the west side of Fraser River, from opposite Quesnelle to connect with the Chilcotin Road, opposite Soda Creek, has been cleared of timber, ten feet wide, and graded in places; the distance being some 60 miles.

The Quesnelle-Hixon Creek trail has been cleared of fallen timber; distance, 50 miles.

The Omineca trail from Quesnelle has been cleared of fallen timber, and the bridges repaired; distance, about 300 miles. This work was done by contract.

The trails in the Keithley Creek polling division of the district, under Mr. Stephenson's supervision, have received the usual attention. General repairs and improvements on all the present trails.

The road from Barkerville up Antler Creek, as far as the Nason claim (where the trail forks), has been much improved by widening this season, so that it is now a good sleigh road.

The bulkhead which protects the town of Barkerville from the water, and washings of Williams Creek, has been built up in places, and sluice-gates put in, so that the headings from the creek can be washed in to fill up the streets and town site when the water of the creek is at a proper stage. A brush dam has been thrown across the creek, at the lower end of the town, to prevent the gravel from being washed away.

All trails leading from the Main Trunk Road to the following creeks have undergone general repairs this season, viz: Cunnigham, Harvey, Snow Shoe, Mosquito, Sugar and

Lillooet District.

LOCK-UP AT LILLOOET.

J. W. Woods, Contractor, $800.

Furnished all materials and erected a building 15 feet by 25 feet, containing two cells, each 7 feet by 8 feet, and a guard-room or court-room, 14 feet by 16 feet.

The walls and partitions of the building are formed by layers of 2-inch by 4-inch scantling, mill sized, laid one over the other, lapping joints, and securely spiked together. The floors and ceiling are laid with the same kind of scantling, set on edge, and side nailed. The cells are ventilated, and secured by strong doors. The windows in the court-room are protected by iron bars. The doors, sash, and casings are painted. The remainder of the building, inside and out, is given two coats of lime wash.

LOCK-UP, 150 MILE HOUSE.

W. F. Allan, Superintendent.

Constructed a log building 18 feet by 36 feet, containing one room 12 feet by 18 feet, one room 9 feet by 18 feet, a passage 5 feet wide, and two cells, each 8 feet by 9 feet.

DISTRICT ROADS AND TRAILS.

John Cheuhall, Foreman.

April—Made general repairs to the Lillooet-Clinton Road, and got out timber for cribbing; graded 495 yards, 7 feet wide; built 40 feet of stone wall, 5 feet high.

May—Made general repairs to the road from Lillooet, *via* Mill, to Chadwick's, distance 6 miles; removed rocks and fallen timber; cleared the Lillooet and Lytton Trail thoroughly, distance 14 miles.
Graded 2,075 yards, 8 feet wide.
Made a culvert, 14 feet by 4 feet by 3 feet.
Cribbed 162 feet, 6 feet high; built 45 feet of stone wall 4½ feet high.

June—Made general repairs to the Clinton, Lillooet, and Haller Roads; removed rocks, roots, and fallen timber.
Graded 4,030 yards, 9 feet wide.
Gravelled 59 „ 12 „ 12 inches deep.
Made 3 culverts, averaging 4 feet by 18 feet by 2 feet.
Cribbed 225 feet, 10 feet high.

July—Made general repairs to Kelley's Lake and Haller Road; continued the construction of a new sleigh road towards James Wood's, Fraser River; graded 2,668 yards, 9 feet wide; gravelled 33 yards, 14 feet wide and 3 feet deep; gravelled 30 yards, 9 feet wide and 1 foot deep.
Made 3 bridges, average size 18 feet long, 15 feet wide, 5 feet high; made 1 culvert, 14 feet by 4 feet by 2 feet; cribbed 218 feet, 6 feet high.

August—Made general repairs to Kelley's Lake and Dog Creek Road; removed rocks, roots, and fallen timber; cleared out Marble Cañon Waggon Road; repaired the road from Lillooet to Seaton Lake; repaired a bridge over Seaton Lake Creek; repaired 14 miles of trail up Cayoosh Creek; cut out timber on the trail to Canoe Creek; graded in the aggregate 5,000 yards, averaging 9 feet wide; built 3 bridges and 1 culvert; made 102 feet of cribbing, 6 feet high.

September—Constructed a new road from Alkali Lake to St. Peter's Springs; constructed 3 miles of road along the line of Dog Creek; made new road from Chadwick's to Riley's 700 yards long, 10 feet wide, cut out fallen timber from the trail from Bridge Creek towards Dog Creek; distance, 18 miles.
Graded altogether 4,500 yards, average 10 feet wide.
Forest cleared 1,200 yards, 14 feet wide.
Gravelled 316 „ 9 „ 11 inches deep.
Made 3 small bridges and 5 culverts.

October.—Made general repairs to Dog Creek Road, Big Bar Road, and Lillooet-Clinton Road; altering and repairing trail from French Creek to Lone Cabin Creek.
Graded 1,780 yards, 7 feet wide.
Built one small bridge and two culverts.
Cribbed 33 feet, 15 feet high.

The Foster Milling and Mining Company have constructed a waggon road to their mine on the Big Slide, following Kelly Creek Cañon for about 5 miles, towards the cost of which the Government have contributed the sum of $2,000.

Cariboo District.

The road to the Soda Creek Ferry was improved early in the season by widening, extending and otherwise repairing the same. In order to utilize the ice on the Fraser River as a winter crossing, a new trail was made by grading from a point on the river opposite Chimney Creek, up the hill and back, to intersect the Chilcotin Road to Soda Creek, a distance of about three or four miles, the ice forming across the river at this point when other parts of the river are still open, rendering the crossing unsafe.

The road from Williams Lake to Deep Creek has been further improved, and by the construction of two miles of new road the distance has been shortened about one mile. Several small bridges were put in this season, and the road otherwise repaired and improved. Loaded teams now pass from Williams Lake to Soda Creek in six hours, which formerly occupied two days, the only route then being by way of the 150-Mile House.

The roads and trails in the Keithley Creek Polling Division, under Mr. Stephenson's charge, have come in, as usual, for a large portion of the annual vote.

In consequence of the works now going on and contemplated at Horsefly River, more than the usual attention was bestowed on the trail leading in from the main waggon road.

The old trail from Alexandria to Beaver Lake has been cleared of fallen timber and made passable for pack trains. The main trail from the 150-Mile House on the waggon road to Quesnelle Forks, Keithley, Harvey and Snow Shoe Creeks (which, from the swampy nature of the ground, a great part of the way is expensive to keep in repair), has received usual attention. A good substantial bridge has just been completed by Mr. W. F. Anderson across Snow Shoe Creek, near its mouth, the contract price being $350.

The trail from Quesnelle to Hixon Creek has been cleared of fallen timber.

The trail leading from the waggon road at Beaver Pass to Ruchon Creek, which has for some years past had but little work done upon it, was, the present season, put in good order, the mud holes corduroyed, and bridges repaired, or replaced where necessary with new ones.

The Barkerville-Stanley road, *via* Slough Creek, has been further improved. A good substantial bridge has been constructed across Slough Creek, equal to those on the main waggon road, necessitated from the fact that this road will be used exclusively for the winter traffic hereafter, as from the limited number of trains now on the road it is quite impossible to keep the road over the mountain in anything like a passable condition, owing to the heavy drifts and slides constantly occurring. The adoption of the new route as a winter road will also benefit greatly the quartz mines on Island Mountain, now in process of development. The Barkerville bulkhead, protecting the town of Barkerville and road passing through it, has been raised two logs nearly its whole length, and the Bush dam below the town repaired to prevent the tailings passing by.

A line for a trail from Barkerville, striking the Fraser River some eighty miles distant in a north-easterly direction, has been marked or blazed as a guide to prospectors.

All the trails leading to Mosquito, Sugar, Grouse, Antler, and Cunningham Creeks, and other points in the vicinity of Barkerville, have had more or less work done upon them and are in fair condition.

A contract was awarded to Mr. M. Pinkerton, whose tender was the lowest, for the erection of a good log building, 16x20 feet in the clear, for a gaol or lock-up at Richfield. This has four cells and is constructed in a substantial manner.

16 feet wide; made 1 bridge, 8 feet long, 16 feet wide, and 3 feet high; made 1 bridge 6 feet long, 18 feet wide, and 1 foot high; made 1 bridge, 30 feet long, 14 feet wide and 5 feet high; made 1 bridge, 10 feet long, 14 feet wide, and 2 feet high; all these bridges have 4 stringers, 10 by 14 inches hewn timbers, properly covered, &c.; made 2 culverts of round timbers, barked, and covered with split cedar; 1 culvert, 16 feet by 4 feet by 1 foot, and 1 culvert 16 feet by 3 feet by 1 foot. During the month of November 1½ miles was forest cleared 14 feet wide, and graded 9 feet wide; a very substantial bridge was built over Fall Creek, 25 feet long, 16 feet wide, and 2 feet high; abutments of round logs, 1 foot in diameter, barked; stringers, 4 in number, 10 by 14 inches, 22 feet long, covered with 4-inch hewn timber; made 1 bridge 20 feet long, 16 feet wide, and 4 feet high; made 300 feet of cribbing 5 to 9 feet high.

Lillooet District.

APPROACHES TO FRASER RIVER BRIDGE.

Philip Parke, Contractor, $2,440.

Forest cleared and close chopped 720 yards, 16 feet wide; removed all rocks, boulders, logs, stumps and roots, to a width of 16 feet; cribbed up lower side where necessary, and graded the roadway in conformity with specification.

FRASER RIVER BRIDGE AT LILLOOET.

Careful surveys were made of the different available sites for a bridge, and the most suitable adopted. Bridge engineers were invited to submit designs and tenders.

The plans and tender of the San Francisco Bridge Company were accepted, and a contract has been awarded to that firm.

The work will be proceeded with as soon as the river is frozen over sufficiently strong to support necessary false works.

BONAPARTE SCHOOL-HOUSE.

A. F. Stuart, Contractor, $575.

Provided all labour and material and constructed a school-house with the usual fittings, in accordance with plan and specification.

Repairs have been made to the Haller-Alkali Road, the branch roads to Crow's Bar, Upper Dog Creek Road, road from Canoe Creek to the Fraser River, the Lillooet-Clinton Road, Marble Cañon, Lillooet-Seaton Lake, and Chadwick Roads. The trail from Lillooet to Chilcotin has been repaired and reconstructed in many places; other trails have been improved and repaired. Subjoined are the particulars of the work carried out each month:—

ROADS AND TRAILS.

James Robertson, Foreman.

June—Removing fallen timber and shovelling off banks and slides, filling ruts, &c.; graded 800 yards, 3 feet wide, 700 yards, 4 feet wide, and 500 yards, 2 feet wide, on the Marble Cañon Road; graded 1,000 yards, 3 feet wide, on the Dog Creek Road.

July—Made 260 yards of pack-trail on west side of Fraser River; removed slides, cleared and lowered water-courses and ditches; graded 460 yards, 3 feet wide, 620 yards, 4 feet wide, and 1,197 yards, 4 feet wide; macadamized 12 feet, 5 feet wide and 4 feet deep, and 30 yards, 3 feet wide and 3 feet deep; gravelled 200 yards, 12 feet wide and 10 inches deep; replaced covering on a bridge 23 feet long, 15 feet wide, 4 feet high; made 1 bridge 18 feet long, 16 feet wide, and 3 feet high; 1 bridge 30 feet long, 20 feet wide, and 5 feet high; 1 bridge 12 feet high, 18 feet wide, and 4 feet high; abutments, 16 by 18-inch round timber, barked; stringers, 12 by 16-inch round timber, barked; covering, 8 by 10-inch round timber, flattened on one side; made 5 culverts 14 feet by 4 feet by 2 feet.

August—Repaired 1,000 yards of trail, 1 foot wide, and 1,400 yards, 2 feet wide, and made 583 yards, 3½ feet wide, on west side of Fraser River; removed rocks and slides from off road, and made about 300 yards of ditching; graded 700 yards, 3 feet wide, 1,000 yards, 4 feet wide, and 300 yards, 8 feet wide; gravelled 200 yards, 12 feet wide, 10 inches deep; made 1 culvert 18 feet by 4 feet by 3 feet.

September—Repaired 40 miles of trail on west side of Fraser River, from Lillooet northward; grubbed out stumps, repaired and built culverts, and ditched 150 yards; graded 500 yards, 3 feet wide, 700 yards, 5 feet wide, and 425 yards, 6 feet wide; gravelled 150 yards, 8 feet wide and 8 inches deep; made 1 bridge 12 feet long, 14 feet wide, 4 feet high, and 1 bridge 12 feet long, 12 feet wide, and 3 feet high; made 6 culverts of round timbers, sills 12 to 16-inch, stringers 8 to 10-inch, covering 6 to 8-inch, covered with gravel; 1 culvert 14 feet by 5 feet by 3 feet; 1 culvert 14 feet by 3 feet by 3 feet; 2 culverts 14 feet by 3 feet by 2 feet; 1 culvert 15 feet by 4 feet by 8 feet; 1 culvert 12 feet by 3 feet by 3 feet; made 60 feet of stone wall, 3½ feet high.

October—Cleared and made trail from Lillooet to Chilcotin River, 2,840 yards, 3 feet wide, and 590 yards, 2½ feet wide; graded 900 yards, 2 feet wide, 1,000 yards, 3 feet wide, 1,100 yards, 2½ feet wide, and 1,100 yards, 4 feet wide; made 1 bridge 18 feet long, 12 feet wide, and 3 feet high; 1 bridge 16 feet long, 12 feet wide, and 3 feet high; stringers 12 by 14-inch, covered with 8-inch round timber, flattened on one side; made 2 culverts 12 feet by 5 feet by 2 feet.

Cariboo District.

ROAD FROM WILLIAMS LAKE TO CHIMNEY CREEK—8 MILES.

A. Isnardy, Contractor, $200.

Graded half a mile from 6 to 8 feet wide; cut out and removed all fallen timber, roots, and rocks throughout, and made general repairs.

TRAIL FROM ALEXANDRIA TO BEAVER LAKE.

Indian Chief, "Big Sam," Contractor, $250.

Cleared out windfalls and made general repairs.

BARKERVILLE BULK-HEAD.

Craig & Houser, Contractors, $637.

Raised the bulk-head two logs higher the entire length of 2,200 feet.

ROAD FROM SODA CREEK TO HAWK'S—6 MILES.

The road has been thoroughly repaired; widened where necessary, and generally improved.

ROAD FROM DEEP CREEK TO PINCHBECK'S—14 MILES.

Removed stumps and roots, fallen timber and slides, and made general repairs.

WILLIAMS LAKE ROAD, FROM MAIN TRUNK ROAD TO PINCHBECK'S—12 MILES.

This road has been thoroughly repaired, widened, and changed to get better grades; culverts made where required.

HIXON CREEK TRAIL.

Very little work has been done on this trail, with the exception of removing fallen timber. The route for a new road has been surveyed, and tenders were invited for its construction. The lowest bid received being much in excess of the sum available, the work was not proceeded with.

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CHILCOTIN ROAD—22 MILES.

Made 1 mile of new road; made 1 bridge 45 feet long, 16 feet wide, and 6 feet high; removed fallen timber and slides, and widened the roadway for a distance of about three miles.

TRAIL FROM BARKERVILLE TO FRASER RIVER, *via* GOAT RIVER—distance 80 miles.

L. Morgan, Foreman.

Owing to the snow lying on summit of divide, between Williams Creek and Barkerville, work was not commenced on this trail until the 15th June, at which time 6 men with 2 pack-horses started out. A good substantial bridge has been built over Antler Creek, and the old trail cleared of fallen timber to Big Lake, beyond which point—up Porcupine Creek and down Goat River—the trail is entirely new. A bridge about 100 feet long had to be constructed across Goat River to avoid high precipitous cliffs.

This trail strikes the Fraser River about 75 miles below Tete Jaune Cache, and will afford a short route to the Upper Fraser, which, no doubt, will be taken advantage of by prospectors, and is passable for pack-animals the entire distance.

ROAD FROM 150-MILE HOUSE TO FORKS OF QUESNELLE.

Wm. Stephenson, Superintendent.

Repaired the corduroy destroyed by fire in 1886, and removed the fallen timber; re-covered the bridge across Beaver Lake Creek with poles and split logs; made about half a mile of new trail to connect with the bridge across Snowshoe Creek; made general repairs throughout the entire length of trail.

LOWHEE AND STOUT'S GULCH ROAD.

About half a mile of new road was made at the head of Stout's Gulch. The old road having been carried away by the caving of the banks, it was necessary to construct a new road to facilitate the hauling of machinery, &c., to the Quartz ledges on Lowhee Creek.

GROUSE, ANTLER, AND CUNNINGHAM CREEK ROADS.

Graded, replaced culverts, and turning water-courses; removed fallen timber and made general repairs. This trail is now in good condition, and is used as a sleigh road from Barkerville to "Nason Claim," Antler Creek.

BARKERVILLE, MOSQUITO, HARDSCRABBLE AND SUGAR CREEK ROADS.

The bridge across Willow River, 60 feet in length, has been replaced by a new one, and the trail cleared of fallen timber. Other trails throughout the district are in very good condition.

Kootenay District.

A waggon road has been constructed from the Steamboat Landing on the Columbia River to Canal Flat on the Kootenay River, a distance of about 90 miles. At this point a bridge has been built over the Kootenay River, to connect with the waggon road to Fort Steele (Galbraith's Ferry), which was made last year.

Cariboo District.

WILLIAMS' LAKE AND ST. PETER'S SPRING ROAD.

Graded 2½ miles, 9 feet wide.
Made a bridge 56 feet long, 15 feet wide.
" " 120 " 15 "
Cut out timber and removed rocks 5 miles.

CHIMNEY CREEK TO CHILCOTIN.

Graded ¾ mile, 9 feet wide on side hill.
" 1½ " 3½ "
Forest cleared 1½ "

SODA CREEK AND CHILCOTIN ROAD—23 MILES.

The road has been widened, generally repaired and much improved.
Made 3 miles of new sleigh road to connect with a road on the opposite side of the Fraser River, at Morrison & Adam's Ranch.

WILLIAMS LAKE TO DEEP CREEK.

The road has been repaired and improved.

TRAIL FROM BARKERVILLE TO KEITHLEY.

Cut out fallen timber, renewed the culverts, did some grading and made repairs. General repairs have been made to other trails throughout the District where necessary.

Kootenay District—(Eastern Division).

Arch'd Cameron, Foreman.

ROAD FROM KOOTENAY CROSSING TO WEST END OF UPPER COLUMBIA LAKE—DISTANCE, 16 MILES.

May—Forest cleared 1 mile.
Graded 5,016 yards, 12 feet wide.
Gravelled 330 yards.
Built 2 bridges, 14 feet by 5 feet by 5 feet.
Made 5 culverts 15 feet by 4 feet.
Made 308 yards of cribbing, 4 feet high.
Made general repairs along the entire distance.

ROAD EAST OF DUTCH CREEK AND WEST OF COLUMBIA RIVER.

June—Forest cleared 242 yards, 26 feet wide.
Graded 1,298 yards, 14 feet wide.
Gravelled 330 yards, 14 feet wide, 10 inches deep.
Made 242 yards corduroy, 14 feet wide.
Made 1 log bridge, 13 feet in length.
Made 2 culverts 15 feet by 4 feet by 3 feet.

FORT STEELE ROAD.

July—Forest cleared about 7 miles, 24 feet wide.
Graded 3,014 yards, 12 feet wide.
Cut down a hill on the West side of Kootenay River, 6 to 9 feet, and graded 374 yards 12 feet wide.

Gravelled 300 yards, 12 feet wide, 10 inches deep.
Made 3 culverts, 10 feet by 16 feet by 3 feet.
July—Repaired Dog Creek Road and trail, the roads on the west side of the Fraser River, the trail from Grinder's to Hartman's, 7 miles, and from Red Creek towards Lillooet, 4 miles.
Made two bridges, 12 feet by 12 feet by 3 feet.
August—Cleaned out burnt timber, brush and rocks, and did some light grading on Dog Creek Road for 9 miles.
Repaired trail on west side of Fraser River for 20 miles.
Gravelled 130 yards, 12 feet wide, 16 inches deep.
Made a bridge, 10 feet by 14 feet by 4 feet.
Made 7 culverts, 16 feet by 4 feet by 2 feet.
September—Replaced four old bridges on Dog Creek Road by new structures; made a culvert 12 feet by 5 feet by 3 feet; did some light grading for 5 miles; put up 32 guide posts, 6 inches by 8 inches by 10 feet, barked and charred on bottom, on the Dog Creek Mountain, placed 300 yards apart.
Made 1,960 yards of new trail and repaired the old trail from Empire Valley to Harper's Ranch, Chilcotin.
October—Cleaned out the Mose Pigeon Road; made 400 yards of new road 12 feet wide; repaired trail on the west side of the Fraser River from Chilcotin River to Lillooet; changed line of road at Burnett's; made about two miles of new road; repaired Miller's trail south of Lillooet; gravelled 350 yards, 10 feet wide, 12 inches deep; made 4 new bridges.

Cariboo District.

CHILCOTIN MAIN ROAD.

Three-quarters of a mile of new road made; graded 10 feet wide, and the whole length of road improved by widening in places, removing slides, &c., &c.

CHILCOTIN ROAD, VIA CHIMNEY CREEK.

Half-mile new road made up the hill on east side of the Fraser River, graded 9 feet wide; 100 feet cribbing, 3 to 4 feet high. On the west side of the river the road made last season was widened, a bridge 20 feet long and 15 feet wide put in; ¾ of mile new road, graded 9 feet wide and cribbed. This road is now open for traffic from Chilcotin to the main Waggon Road at the 150-Mile House.

WILLIAMS LAKE ROADS,

Leading in different directions, have all received necessary repairs.

ST. PETER'S SPRING ROAD,

Which was commenced last year, has this season been made passable for waggons; two new bridges, one 150 and the other 25 feet in length and 16 feet in width, put in; ¾ of a mile graded 10 feet wide, and the timber cut and cleared 3½ miles.

SODA CREEK TO HAWK'S RANCHE,

Received necessary repairs in the Spring, but this Fall about 100 feet of the side-hill slid into Soda Creek, carrying away the road, which necessitated the making of a short piece of new road from Hawk & Collins' Mill to the main road.

THE SODA CREEK AND MUD LAKE ROAD

Has been much improved by grading and filling in.

Cariboo District.

Joseph St. Laurent, Superintendent.

QUESNELLE AND OMINECA TRAIL.

Fallen timber cut out and removed.

HIXON CREEK TRAIL.

The old trail was cleared of fallen timber in the spring. Later in the summer a new trail (on the line of Mr. Allen's survey for waggon road), was cut out and made passable for pack trains.

Roads leading to the ranches on the west side of the Fraser River, between Quesnelle and Soda Creek, were further improved by grading and widening.

ALEXANDER AND BEAVER LAKE TRAIL.

Timber cut out and trail changed a mile or more in one place to shorten distance of travel.

CHILCOTIN ROAD.

Between Soda Creek and Riskie's Creek the road has been improved by the removal of slides, fallen timber and rocks.

A bridge was constructed across Riskie's Creek, and a new winter road cut through the timber from the head of Riskie's Creek, to connect with the road to Hanceville.

SODA CREEK TO HAWKE'S.

This road has been improved by the re-covering of a bridge 77 feet long, and the removal of slides and rocks from the road.

The roads from Williams Lake leading to St. Peter's Spring, Chimney Creek, etc., have each received the necessary attention by cleaning out fallen timber, removing slides and rock, including the making of 4 miles of new road.

Work done on trails in the Keithley Division under the superintendence of Mr. Wm. Stephenson :—

In the Spring, the trail from the 150-Mile House to Forks of Quesnelle, Keithley, Harvey, and Snowshoe Creeks were cleared of fallen timber and made passable, as also the trail to Horsefly River, Beaver Lake, and Soda Creek; after which general repairs were made where most required. About half a mile of new trail was made up Keithley Creek. A new bridge constructed over Four Mile Creek, which necessitated considerable blasting and a large amount of crib work.

3½ miles of new trail were made up the hill on the south side of the Quesnelle River, thereby much improving the grades on this precipitous hill. This new piece of trail is much needed in consequence of the extensive hydraulic mining now under way near the Forks of Quesnelle.

BARKERVILLE DIVISION.

The various trails in this Division have received the necessary attention, but the work being confined to repairs, such as clearing off brush and fallen timber, replacing broken culverts and corduroy, and grading side hills where actually required, the following being the trails upon which such work was done:

From Barkerville to Grouse, Upper and Lower Antler, Cunningham and Harvey Creeks; also between Antler and Snowshoe; the road from Barkerville to Mosquito Creek and the trail continuing to Hardscrabble and Sugar Creeks; the Bear Lake trail, and the trail between Beaver Pass and Rushon Creek. There was also half a mile of new road made to the quartz claims on Island Mountain, and the road to the mines on Burnes Mountain put in good repair.

TELEGRAPH RANGE.

This range, about 5,000 feet at its highest, begins near the head of Baker's Creek and finishes opposite Lake Tachie. West of the Telegraph Range, and as far as the Fawnie Mountains to the north and the McMillans to the south, the country is rather low and wooded, and covered with a net-work of small creeks, ponds, and wet meadows.

FAWNIES AND MCMILLANS.

Those two groups of mountains attain 6,000 feet in their greatest height. The flanks are generally wooded, but on their summits there is some fine summer grazing, with a wealth of Alpine plants.

Quanchus Mountains.

West of these mountains there is a very extensive forest plateau watered by the Kes-la-chic and the upper part of a branch of the Salmon River, it extends as far as the Cascade Range. Further north, immediately south of the great lake Ootsa, the Quanchus Range, much similar to the Fawnies, and elevated 5,800 feet, and with good grazing on the tops, is the last range of hills examined this summer.

Between the Quanchus and Lac des Français there is an undulating plateau of a height from 2,700 to 3,000, slightly timbered, and with a large quantity of good land in its northern part.

TRAILS.

The principal trails in the extent of country explored, are the Chilcotin trail from Tatla Lake to Soda Creek. This trail can now be used for waggon by taking only light loads.

The trail from Soda Creek to Quesnelle following the Fraser River.

The Palmer trail from Quesnelle to the sea by the Bella-coola; this trail is very little used.

The trail from the mouth of the Chillacco to Chilco Lake.

The old C. P. R. trail along the upper Chilcotin. The trail from the Chilcotin River to Cluscus Lakes, by Alexis Creek, the Nasco, and across the volcanic plateau to Cluscus Lake. The Telegraph trail from Quesnelle to the Nechaco, Fraser Lake, the Endako River, and on to the forks of the Skeena. The Blackwater trail, from the crossing of the Blackwater by the Telegraph trail, along the Blackwater to its source, then to the sea by the Salmon Rivers. The Chillacco trail from the crossing of the Blackwater to the Nechaco along the Chillaco. The trail from Blackwater crossing to Fort George and the mouth of the Blackwater. The trail to Fort George from Tsin-kut Lake. The trail to Fort St. James on Stuart Lake from Stony Creek on the Nechaco. The trail to Stuart Lake from Fort Fraser. The trail to Ches-lata and Ootsa from Fort Fraser. The construction of roads in almost any direction presents very little difficulties; the report of the Chief Engineer of the C. P. R. in 1877 gives a large amount of information which need not be mentioned here.

GEOLOGICAL NOTES.

The geology of the country explored this summer has been reported by Messrs. Selwyn and Dawson, who made extensive examination of nearly the whole region. Only the main leading parts will be given here, with the localities of the different minerals collected.

The route through the Cascade Mountains was nearly all through "Cascades Crystallines series." Around Tallayoco Lake and the upper part of the two branches of the Homalko, the formation is called by Mr. Dawson, "Porphyrite group" (*Mezozoic*). The formation towards the north is in general all formed of tertiary, chiefly volcanic, and often overlaid with basalt, which seems to come from some great *vents* near the Tsitsult Mountains.

Lignites.

The Telegraph Range—the neighbourhood of the Stuart River—the lowest part of the Blackwater, and several other places, are classified as "Lower Cache Creek Group," and are rich in limestone. Lignite in drift and sometimes in very large quantity has been observed in numerous places. Lignite in place, of good quality, has been found on the Nasco, on the upper Nechaco at three different places. South of Lake Tanyabunkut, on a small stream falling into the Salmon River, two beds of lignite of great thickness and good quality have been found; also iron nodules much similar to the Skidigate iron.

Lillooet District.

DISTRICT ROADS, TRAILS, &c.

Thomas Barton, Superintendent.

January, February, and March—Minor repairs, Clinton and Lillooet Road; approaches to Fraser River Bridge, Chadwick Road, Marble Canyon Road; and diverting snow-water on both sides Pavilion Mountain.

April—Lillooet-Clinton Road, general repairs; Marble Canyon Road, general Spring repairs; Chadwick Road, general repairs; Lillooet-Lytton trail cleaned out to district boundary. One bridge, 15 feet long, 6-inch furred covering.

May—General repairs to Dog Creek Road, and improvement of Canoe Creek Hill. General repairs to Haller Road, Marble Canyon Road, Lillooet-Clinton Road, Chadwick Road, and a trail west side of Fraser River, graded 400 yards and 4 feet; one culvert, 12 feet by 6 feet by 2 feet; cribbed 243 yards, 5 feet high.

June—Clinton-Dog Creek Road repaired throughout, with extensive alterations and improvements on the Canoe Creek and Dog Creek Hills. Repairs to Clinton-Lillooet and Marble Canyon Roads. Extension of road south from Lillooet, on the Chadwick Road. Repairs to trail west side of Fraser River. Construction of one mile of new road on the eastern approach to the Fraser River Bridge at Lillooet.

July—General repairs Lillooet-Clinton Road. Extension of Chadwick Road continued. General repairs Marble Canyon and Clinton-Alkali Lake Roads. Improvements continued during the month on Dog Creek and Canoe Creek Hills, and eastern approach to Fraser River Bridge. General repairs Howe Sound Trail, and Fraser River Trail, from Lillooet to Watson Bar Creek.

August—General repairs Lillooet-Clinton, Marble Canyon, and Clinton-Alkali Lake Roads. Improvements to Dog Creek and Canoe Creek Hills continued during the month.

September—General repairs to Clinton-Alkali Lake Road. Improvement of road to Dog Creek Hill continued. Constructing new road, Rocky Springs. Repairing Loon Lake Trail. Clearing out obstructions upper part Cayoosh Creek Trail. General repairs Clinton-Lillooet Road.

October, and part of November—General repairs Crow's Bar Road; grading and removing fallen timber, &c. General repairs to road from Bridge Creek east to Quinn's. Improvements on Dog Creek Hill completed. General repairs Dog Creek to Big Bar. One bridge, 45 by 16 feet by 9 feet. Two bridges, each 20 feet by 16 feet by 7 feet. Three culverts, each 18 feet by 4 feet by 3 feet, peeled timbers, hewed covering, 4 inches thick.

COURT HOUSE AT LILLOOET.

George Lasher, Contractor. $690.

Provided all necessary material and labour, and erected a frame building, 18 by 30 feet, containing a Court room, Judge's room, and Jury rooms.

The frame is enclosed with rough lumber, covered with tarred building paper, and rustic siding. The floors are double, and have tarred paper between. The walls, partitions and ceiling are lined with 1 by 6 inches T. & G. lumber. Necessary furniture and fixtures have been provided.

Cariboo District.

WILLIAMS LAKE VALLEY ROADS.

Joseph St. Laurent, Superintendent.

The road from the 150-Mile House to Pinchbeck's, from the 150-Mile House to Eagle's and the Mission, from Pinchbeck's to the waggon road at Deep Creek, and from Pinchbeck's to the new ferry across the Fraser at Chimney Creek, have all been placed in a thorough state of repair by removing timber, levelling road-bed wherever it was sloping, removing rocks and repairing bridges.

SODA CREEK ROADS.

The road from Soda Creek to Mud Lake and to Hawk's ranch was put in repair by the removal of slides, timber, and rocks from road-bed.

The roads on the west side of the Fraser at Alexandria and Quesnelle were also put in repair.

CHILCOTIN ROADS.

The main road from Soda Creek to Hanceville has been widened as far as Riskie Creek, rocks removed, and otherwise improved.

The road up the hill from Chimney Creek ferry to the main Chilcotin Road has been changed in places to avoid slides, and to improve the grade up the hill.

Thirty-five miles of new road have been made this season from Hanceville up the Chilcotin River, on the north side, to Lea & Bayliff's, which is now passable for loaded waggons, and passing through what appears to be the best agricultural part of the Chilcotin Valley.

The Hixon Creek and Cottonwood River trails have received the necessary attention, and are in fair condition.

BARKERVILLE DIVISION.

The road between Barkerville and Grouse Creek has been so improved by widening the bridges, culverts, and corduroys that waggons pass over it without difficulty.

The trail from Grouse Creek, up Antler, and over to Cunningham Creek has received necessary attention.

The timber has been removed from the trails to Snowshoe Creek and down Antler Creek.

A bridge 250 feet long and 10 feet wide has been constructed across Williams Creek at Barkerville.

The road to Mosquito Creek has been further improved and timber and logs removed from the trails from that point to Sugar Creek.

The trails from the waggon road leading to Lowhee, Peter's, Nelson, Rushon, Colter Creeks and Burnes Mountain have all received necessary attention.

KEITHLEY CREEK DIVISION.

Wm. Stephenson, Superintendent.

Two miles of new trail between Quesnelle Forks and Little Lake were made early in the spring.

The trail from Keithley to Harvey was cleared of timber and repaired.

The trail up Keithley and Snowshoe Creeks as far as Anderson & Smith's was put in good order; a short piece of new trail was made to save two crossings of Snowshoe Creek; ditching done and culverts put in wherever the ground was soft.

The necessary repairs were made to the trail and bridge between the Forks and Keithley.

Between the Forks and the Quesnelle Lake, three miles of new trail were made and a bridge constructed across Rose's Gulch, and repaired the balance of the trail for the whole distance.

August—Cleaned out Loon Lake Trail, a distance of 12 miles, by removing wind-falls; widening grade on side-hills to 3 feet. Howe Sound Trail repaired by removing wind-falls; loose rocks and slides, and repairing bridges. General repairs Alkali Lake Road, removing slides, and widening road bed. Constructing road towards Chilcotin, west side of Fraser River; one bridge, 10 by 12 by 7 feet; one bridge, 17 by 12 by 9 feet, both built on abutments; stringers hewed 12 by 16 inches, covered with 3-inch sawed plank.

September—Repairs continued on Howe Sound Trail.—Built 4 miles of sleigh road, east of Dog Creek, 12 feet wide. Renewed covering, &c., on one bridge on Bridge River Trail, 40 feet long by 8 feet wide by 12 feet high. Constructed half mile of road, west side of Fraser River, 12 feet wide. Approaches to Canoe Creek Ferry completed. Two bridges, each 17 by 12 by 6 feet; bottom timbers rounded and peeled, covered with 3-inch plank; two culverts, 16 by 4 by 3 feet; cribbed, 27 by 5 feet; cribbed, 58 by 7 feet.

October—Lillooet-Clinton Road,—North side of Pavilion and along lake shore of Kelly Lake repaired, by renewal of cribbing. Howe Sound Trail—Bridges on Seaton Lake repaired. Marble Canyon Road cleared of loose rocks and slides. Saul-Jamieson Road repaired throughout. Four culverts built, each 16 by 3 by 2 feet; cribbed, 551 by 6 feet; blasting, 27 by 5 by 3 feet.

November (part)—Cleaned out rocks, &c., Marble Canyon Road; cut out sleigh road, towards Bastions Lake, 6 miles.

BUILDINGS.—COURT HOUSE, CLINTON (Addition, alterations, and repairs).

A frame building of one and a half storys, on stone foundation as a residence for the Government Agent, has been erected according to plan and specifications. Water for all purposes has been laid on in iron pipes, and available in case of fire under 50 feet pressure. Old buildings have been removed, and 130 superficial floor space added to the Government Office, with private room, 12 by 12 feet, for the Judge's use; necessary furniture and fixtures for Judge's private room and Government Office have been provided. The whole of the additions, alterations, and repairs, have been done by day labour, in a thorough and effective manner, under the direction and supervision of the resident Government Agent.

Cariboo District.

QUESNELLE, SODA CREEK, WILLIAMS LAKE, AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

Trails leading from Quesnelle to Hixon Creek, Omineca, on west side of Fraser River, between Quesnelle and Soda Creek, have received attention, by removal of fallen timber, renewal of culverts, corduroying wherever required, and other general repairs.

More or less work was done on all the following waggon roads, according to present requirements, viz.:—Fraser River to Sunnyside Farm; between Soda Creek and Hawks' Ranch; from Williams Lake to Deep Creek; Williams Lake and Alkali Lake road, and road to Chimney Creek Ferry on east side of Fraser River; also on west side river; the main Chilcotin road; the new road between Hanceville and Lee & Bailiff's Ranch; from Beaumont & Drummond's to Dexter's, on Riskie Creek.

22 miles of new sleigh road was cut out and is now fit for traffic, from Dexter's west, shortening, improving grades, &c., being on better ground than the old road to Hanceville.

The timber for proposed bridge across the Chilcotin River near Hanceville having been got out and placed on the ground last winter, construction of the same will commence as soon as the ice on the river forms of sufficient strength to enable the pile-driver to be used with facility.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

One mile of the old trail from waggon road to Wilson Creek was converted into a waggon road, to enable the Slough Creek Co. to place their machinery.

Cariboo District.

QUESNELLE, SODA CREEK, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

The following represents the work done on above sections during the season:—

Sleigh road from opposite Quesnelle to Columbia Ranch, a distance of 4 miles. This will form the first section of a road to the Nechaco country.

About 8 miles of new trail, from 13-Mile House up Quesnelle River.

6 miles of new trail, from Cottonwood House to Chisholm Creek.

Hixon Creek trail cleared of fallen timber.

Necessary repairs made on trails on west side of Fraser River, between Quesnelle and Soda Creek.

Waggon roads from Soda Creek to Springfield Farm and Mud Lake placed in good order.

The following roads in the Williams Lake Division put in a thorough state of repair:—From 150-Mile House to Pinchbeck's; from 120-Mile House to Eagle's and the Mission; from main trunk road near Felker's to Pinchbeck's; from Pinchbeck's to Chimney Creek, and the Alkali Lake Road.

In the Chilcotin country there are now about 150 miles of waggon roads, all of which have received proper attention during the season, being improved by the building of small bridges, the cutting of timber on each side of the road, and the removal of rocks from the road-bed.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

A large amount of work has been done on the road from Barkerville to Grouse and Antler Creeks, making now a fair waggon road to the Nason claim. The improvements made, included the building of many new culverts to replace old ones, which were not long enough to permit waggons to pass over; removing timber from both sides of the road and cutting ditches where required. The trails from the Nason claim along Antler to Swift River; to Cunningham and Harvey Creeks, and down Antler have had fallen timber removed and other requisite repairs made.

Six miles of new trail made between Shepherd and Stewart Creeks; and 2½ miles between the Discovery claim on Shepherd Creek to connect with the old Bear Lake trail.

Timber cut out of trail to Goat River, 70 miles.

Road to Mosquito Creek much improved and extended to Hardscrabble Creek and timber removed and trail repaired to Sugar Creek.

Road up Williams Creek and to Lowhee Creek received necessary attention and the required repairs made on the trail to Canadian Creek, up Grouse Creek and between Grouse Creek and Begg's Gulch and Stevens Creek.

Timbers removed and other needed repairs made on the following trails leading from the main road: To Nelson and Coulter Creeks, to Burnes Mountain, to Rushon Creek, to Peters Creek, and 1½ miles of new trail cut out up Timmon Creek; also fallen timber, slides and rocks removed from the old road over the mountain between Lightning and Williams Creek.

KEITHLEY CREEK DIVISION.

Wm. Stephenson, Superintendent.

A new sleigh road for which especial appropriation was made has just been completed from 150-Mile House to Horsefly.

The road between 150-Mile House and Quesnelle Forks has been improved so that waggons now go over it.

raised along the road. One serious drawback to the Chilco Lake route, or this one, would be the rocky, hard road for cattle to travel on. Fat cattle could not be driven over these roads unless they were shod. The Klenaklene valley offers a good route for a railroad. The grades would be easy, and there would only be about forty miles heavy work.

From what I can learn here, from the Indians, etc., the Bella Coola route is the best one for a cattle road. There is a good level country from Chilcotin to Bella Coola River, with plenty of feed for cattle, etc., all the way, and this road would not cost half the amount of the other roads. The expense of shipping cattle, etc., from Bella Coola, would be very little more than from Bute or Knight's Inlets.

I intended returning viâ Bella Coola to Chilcotin, but owing to bad weather and sickness I had to return viâ Victoria.

I have, etc.,
W. ALLAN,
P. L. S.

Cariboo District.

QUESNELLE, SODA CREEK, WILLIAMS LAKE, AND CHILCOTIN DIVISIONS.

Joseph H. St. Laurent, Superintendent.

The following represents the work done on the above sections during the season:—

A sleigh road has been constructed seven and a half miles up to Quesnelle River, commencing five miles above Quesnelle from the Main Trunk Road.

The fallen timbers have been cut out from the Hixon Creek Trail, Cottonwood River Trail, Fort George Trail, and on the west side of Fraser River Trail from Quesnelle to Soda Creek.

The Sunnyside Farm and Middleton Ranch Road, Mud Lake Road, and the Springfield Road have been placed in good order.

The following roads have been placed in good condition: Williams Lake Roads, Alkali Lake Road, Chimney Creek Road, the 150 to Pinchbeck Road, the 150 to Eagle Road, and from Chimney Creek to Porter Ranch.

The bridge across Williams Lake Creek has been re-covered with 3-inch plank, and a guard-rail 4 by 4 inches put on and otherwise repaired.

A bridge to the Lower Pinchbeck Ranch has been re-covered with 3-inch planks.

The Chilcotin Road from Soda Creek to Alexis Creek, the road from Chimney Creek to Riskey Creek viâ Drummond Ranch, the trail from Minton Ranch to Johnson & Bros. Ranch, have all been improved and repaired.

A sleigh road has been constructed from Alexis Creek post office seven miles up the same creek.

The high water in the Fraser River carried an immense land-slide from the hill opposite Soda Creek, and carried away the waggon road, which has been repaired and put in good condition.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

So much damage having been sustained to roads, bridges, and trails by the high waters in spring, that the greater expenditures during the season here, as elsewhere, have been devoted to repairing damages rather than making improvements, although by timely attention no serious loss occurred in any one place.

Half mile of new waggon road was made from end of the Mosquito Creek Road down Willow River to enable machinery to be taken in, and the trail on to Hardscrabble and Sugar Creek repaired 10 miles.

Cariboo District.

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QUESNELLE, ALEXANDRIA, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

QUESNELLE RIVER ROAD.

Forest cleared 9½ miles, 7 feet wide.
Graded 1700 yards, 3 feet wide.
Removed fallen timber 7 feet wide.
Removed land slides and made general repairs.

DEEP CREEK ROAD.

Re-covered 6 bridges, aggregating 108 feet in length, 12 feet wide.
Replaced 6 stringers, and removed brush 6 feet on each side of road.

WILLIAMS LAKE ROAD.

Re-planked 2 bridges, aggregating 69 feet long and 14 feet wide, with 3-inch plank.
Repaired 2 bridges and made other general repairs.

ALKALI LAKE ROAD.

Built 1 bridge, 90 feet long, 14 feet high and 12 feet wide, floored with 3-inch plank.

SODA CREEK AND CHIMNEY CREEK ROAD.

Graded 500 yards, 10 feet wide.
Earth excavated 300 "
Filled 150 "
Built 3 bridges, aggregating 80 feet in length and 12 feet wide, and made necessary repairs as far as the north fork of the Chilcotin River.

Removed fallen timber, rocks and roots, and made other necessary repairs to the following roads and trails:—

Hixon Creek Trail; Dragon Lake Road; Springfield Farm Road; road from 144-Mile Post to head of Chimney Creek; Alexis Creek Road and the road from Chilcotin River Bridge to Johnston Bros.
The approach of the Chilcotin River Bridge, which sustained considerable damage during the high water, has been repaired and placed in good condition.
The Omineca Trail was opened by Joshua Wright, from Stoney Creek to Manson Creek, a distance of 200 miles, at a cost of $250.

BARKERVILLE AND LIGHTNING CREEK DIVISIONS.

J. H. St. Laurent, Superintendent.

BEAR LAKE AND GOAT RIVER TRAIL.

Forest cleared 30 miles, 6 feet wide.
Corduroyed 1,450 feet, 8 "
Built 2 bridges, aggregating 150 feet in length, 9 feet wide, and 7 feet high.
Removed fallen timber.

Cariboo District.

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QUESNELLE, ALEXANDRIA, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

J. H. St. Laurent, Superintendent.

COTTONWOOD ROAD.

Forest cleared 1,000 yards, 10 feet wide.
Grubbed 1,200 " 10 "
Corduroyed 478 " 12 "
Removed fallen timber, and made general repairs.

OMINECA TRAIL.

Built bridge across Cedar Creek, 35 feet long, 12 feet wide, 8 feet high.
Repaired bridge across Blackwater River.
Removed fallen timber and put the trail in good condition as far as Manson Creek.

MUD LAKE ROAD.

Built bridge across Soda Creek, 50 feet long, 14 feet wide, 9 feet high, covered with round timbers, ribbon and hand-rails on each side.

ALKALI LAKE ROAD.

Built 4 bridges, aggregating 226 feet, 14 feet wide, 3 feet high.
Removed fallen timber, rocks and roots, and made general repairs.

CHILCOTIN ROAD, SODA CREEK, TO NORTH FORK CHILCOTIN RIVER, 112 MILES.

Built 1 bridge, 152 feet long, 12 feet wide, resting on two piers 22 feet long by 6 feet wide, built of round timber, bolted together with 3¼-inch iron, and filled with 24 tons of rock in each; there are four stringers in each span, covered with flattened timbers with hand-rails and ribbons on each side.
Forest cleared 300 yards, the approaches to above bridge.
It was found advisable to change this road in three places, on account of heavy grade and swampy ground.
Forest cleared 1,000 yards, 16 feet wide.
Grubbed 1,000 " 10 "
Graded 2,200 " 10 "
Cribbed 300 " 3 feet high.
Built 1 culvert, 3 " long, 12 feet wide.
Built 1 bridge, 15 " " 12 "
Removed fallen timber, and made general repairs over the entire road.

Removed fallen timber, and made the necessary repairs to the following roads and trails:—Hixon Creek Trail, Baker Ranche Road, Springfield Farm Road, Williams Lake Valley Roads, 144-Mile House and Chimney Creek Road, Pablo Ranch Road, Chimney Creek and Beecher's Road.

CABLE FERRY AT SODA CREEK, ACROSS FRASER RIVER.

Built 2 miles and 16 chains of road for approaches.
Forest cleared 2 miles 10 chains, 20 feet wide.
Grubbed 2 " 12 "
Graded 1 " 8 to 20 feet wide.
Cribbed 80 yards, 8 feet high.
Earth excavated 1,000 "
Rock " 1,500 "
Built a strong anchorage on each side of the river, to secure the cable, repaired scow, &c.

QUESNELLE RIVER ROAD.

Forest cleared	5,150	yards,	20	feet wide.
Graded	4,200	"	8	"
Grubbed	4,200	"	8	"
Corduroyed	50	"	12	"
Cribbed	86	"	10	feet high.
Excavated earth	1,150	"	8	feet wide, 4½ feet deep.

Filled in 80 cubic yards.
Made 2 culverts, averaging 8 feet long, 14 feet wide, 4 feet deep.
do 7 bridges " 64 " 14 " 9 "

QUESNELLE, ALEXANDRIA, WILLIAMS LAKE AND CHILCOTIN DIVISIONS.

QUESNELLE-HAZELTON TRAILS.

Repaired 350 miles.
Forest cleared 62 miles, 8 feet wide.
Graded 50 yards, 3 "
Corduroyed 657 " 6 "
Built a bridge 150 feet long, 10 feet wide and 10 feet high; built 3 piers 9 feet high and 7 feet wide, and filled same with brush, there being no rock in the vicinity.
Built 23 bridges, aggregating 564 feet by 6 feet wide, and 3 to 10 feet high.
Corduroyed old bridges, and repaired culverts.
This trail is now in good repair.

HAZELTON-TELEGRAPH CREEK TRAIL.

A party was sent out from Quesnelle early in the spring to open this trail, but, owing to difficulties encountered, little work was accomplished. A distance of 1,400 miles was covered, and all standing and fallen timber cut out to Telegraph Creek. Canoes were built for use of travellers to cross the large streams.

OMINECA TRAIL.

Capt. Black cut out all fallen timber on this trail, and Col. Wright repaired all bridges and corduroy roads.

WILLIAMS LAKE VALLEY ROAD (from 150-Mile House to Pinchbeck Farm, from Pinchbeck to Chimney Creek, from 150-Mile House to Williams Lake, from Eagle Farm to Alkali Lake, and the road through the valley).

The above roads and all the bridges are in good condition and repair.

The necessary repairs have been made to the following roads and trails:—

Roads—Springfield Farm, Sunnyside Farm.
Trail—West side of Fraser River.

CHILCOTIN ROADS.

Forest clearing,	900	yards,	10	feet wide.
Grubbed	900	"	10	"
Graded	900	"	10	"
Earth excavated,	1,100	"	8	" 2 feet deep.
Filled in	1,200	"	8	" 2 "
Gravelled	300	"	8	" 8 inches deep.

Made 2 culverts, aggregating 16 feet by 16 feet wide.
Made general repairs to all bridges and culverts.
Removed loose rocks from road-beds.

SIDE ROADS (BARKERVILLE SECTION).

Leaving Main Trunk Road as follows:—

206	miles—To Fader and French Claims (up Quesnelle River)	13.22	miles.
224.9	" " McLaren's Claims and Oleson's Dredge "	7.9	"
269.58	" " Willow River, *viâ* Slough Creek	3.6	"
274.94	" " Hardscrabble Creek	5.225	"
276.21	" " Summit Creek, at Shepherd Claim	2.595	"
279.6	" " Grouse Creek	4.225	"
279.6	" " Nason Claim, Antler Creek	8.56	"
	" Cunningham Creek (M. & M. Claims)	11.45	"

150-MILE HOUSE.

Chimney Creek Road, from 178.79 miles on Main Trunk Road, to Chimney Creek Ferry, *via* Williams Lake	20.3	miles.
Spring House Road, from 137 miles on Main Trunk Road, to St. Peter's Spring, *via* Eagle & Paxton's and Spring House	24.56	"
Rancherie Road, from 3 miles on Chimney Creek Road, to Eagle & Paxton's, through Rancherie	2.37	"
Mission Road, from 134.25 miles on Main Trunk Road, to 3.2 miles on Spring House Road	3.5	"
Sugar Cane Road, new road from 138.062 miles on Main Trunk Road to 2.46 miles on Chimney Creek Road	2.4	"

CHILCOTIN MAIN ROAD.

Soda Creek to E. P. Lee's, *via* Riskey Creek and Alexis Creek	103.00	miles.
E. P. Lee's to Chizicut Meadows	30.8	"
Alexis Creek Road, from 83.7 miles on Main Road to Young's Ranch	8.1	"
Bridge Roads, from 65.88 miles on Main Road to bridge	.8175	"
" 66.94 " " "	1.16	"
Beaumont's Road, from 52.56 miles on Main Road to Beaumont's Ranch, about	5.00	"
Drummond's Road, from 31.3 miles on Main Road to Drummond's Ranch	7.00	"
Drummond's Main Road at 37.5 miles, *via* Beecher's	6.275	"
Chimney Creek Road, from 27 miles on Main Road to Chimney Creek Ferry	6.125	"

ROAD, 150-MILE HOUSE TO QUESNELLE FORKS.

A. R. Bain Foreman.

Made general repairs to the road, such as renewing broken bridges and culverts; corduroyed some very bad places; turnpiked and drained sections, and, where possible, gravelled the worst places.

From Deep Creek to 158-Mile House (4 miles), widened the road by clearing the timber to a width of 35 feet, and removed all rocks and stumps for width of 18 feet.

Other matters, such as clearing windfalls, bank sliding into the road, etc., etc., have been attended to.

Owing to the incessant rains of the season and the heavy freighting over the road, it has made it very hard to keep the road in repair.

ROAD, 150-MILE HOUSE TO HORSEFLY.

W. H. G. Thompson, Foreman.

Corduroyed 524 feet, 16 feet wide, with 4 mud sills under corduroy.
Ditched 1,235 " making road 16 feet wide.
Put in 19 culverts, from 1½ feet to 4 feet wide by 16 feet long.
Made new covering for bridges, 196 feet in all, with 12 new sills or stringers for same.
Filled in and shortened end of bridges, 40 feet; graded and widened road in narrow places, 1,460 yards, and made general repairs in other places.

VOTE 153, 1900-1901.—YALE DISTRICT, WEST RIDING.

STATEMENT OF EXPENDITURE UP TO JANUARY 31ST, 1900.	EXPENDITURE INCURRED		Total Payments.
	Previous to July 1st, 1900.	Since July 1st, 1900.	
Mammette Lake Road	$592 42	$ 2 50	$ 594 92
Nicola-Spence's Bridge "	919 86	450 26	1,370 12
Princeton-Granite Creek "	135 00	.....	135 00
Hope-Similkameen Trail	108 00	71 50	179 50
Hope-Popcum Road	.....	2,405 02	2,405 02
Harper Mill "	.....	120 35	120 35
Lillooet-Lytton "	176 21	113 62	289 83
Lytton-Foster's Bar "	.....	47 25	47 25
Ashcroft-Cornwall "	.....	109 30	109 30
Barnes-Penny-Ashcroft "	.....	223 64	223 64
Two Bridges—One-Mile Creek, Princeton	.....	290 10	290 10
Nicola Road	.....	66 25	66 25
Hope-Summit City Trail	.....	37 50	37 50
Granite Creek Road	.....	495 10	495 10
Granite Creek-Nicola-Princeton Road	.....	266 75	266 75
Spence's Bridge Ferry	.....	47 37	47 37
Earl's Road	.....	10 00	10 00
Princeton-20-Mile Creek Road	.....	2,932 19	2,932 19
McKey and Loring "	.....	4 50	4 50
Oelrich "	.....	110 00	110 00
Yale and Texas Lake "	.....	8 80	8 80
General Roads	930 56	540 31	1,470 87
	$2,862 05	8,352 31	$11,214 36

VOTE 154, 1900-1901.—LILLOOET DISTRICT, EAST RIDING.

Clinton-Alkali Lake Road	.....	$143 50	$143 50
Dog Creek "	.....	521 47	521 47
Upper Dog Creek "	.....	68 75	68 75
Big Bar "	.....	107 50	107 50
Dog Bridge Creek "	.....	55 00	55 00
Rocky Springs "	.....	143 70	143 70
Canoe Creek-St. Mary's Ferry "	.....	1,341 04	1,341 04
Carson's "	$70 00	.....	70 00
Pigeon's to Augustine's "	.....	35 00	35 00
Clinton-Wood "	.....	30 00	30 00
Rayson "	.....	65 00	65 00
108-Horsefly "	.....	187 95	187 95
Gustafsen's "	.....	30 00	30 00
Hat Creek "	.....	200 00	200 00
Upper Hat Creek "	.....	90 00	90 00
70-Mile to Jamieson's "	.....	80 00	80 00
McKinley-Horsefly "	.....	273 50	273 50
Bonaparte Bridge	.....	22 50	22 50
111-Mile House-Horsefly Road	.....	150 00	150 00
Colin's to Gustafsen's "	.....	16 00	16 00
McKinley-Hamilton-Ogden "	.....	149 00	149 00
General Roads	.....	66 50	66 50
	$70 00	$3,776 41	$3,846 41

VOTE 155, 1900-1901.—LILLOOET DISTRICT, WEST RIDING.

STATEMENT OF EXPENDITURE UP TO JANUARY 31ST, 1901.	EXPENDITURES INCURRED		Total Payments.
	Previous to July 1st, 1900.	Since July 1st, 1900.	
Upper Lillooet River	$22 50		$ 22 50
Lillooet-Clinton Road		$210 00	210 00
Westside, Fraser River Trail		357 05	357 05
Chadwick Road		198 75	198 75
Lillooet-Seaton Lake "		280 61	280 61
Marble Canyon "		77 50	77 50
Empire Valley "		298 53	298 53
Cayoosh Creek "		390 69	390 69
Pemberton Portage "		125 00	125 00
Bridge River Trail		70 00	70 00
Seaton Lake "		100 00	100 00
Lillooet-Lytton Road		245 00	245 00
Bridge River "		7,560 90	7,560 90
St. Mary's Creek to Gang Ranch Road		75 00	75 00
Seaton-Anderson Lake Portage		13 80	13 80
High Bar Road		616 50	616 50
Wyeott "		93 00	93 00
Gang Ranch "		162 50	162 50
Howe Sound-Pemberton Meadows Trail		60 00	60 00
Carson Road		500 00	500 00
General Roads	202 45	81 30	283 75
	$224 95	$11,516 13	$11,741 08

VOTE 156, 1900-1901.—CARIBOO DISTRICT.

Chilcotin Bridge	$ 6 75		$ 6 75
150-Mile House-Quesnel Forks Road	804 35	$4,015 43	4,819 78
" " Horsefly "		1,517 70	1,517 70
Quesnel Lake "		206 50	206 50
Downie Pass to Pine Creek Trail	45 50		45 50
Keithley-Barkerville "		941 44	941 44
Spanish Creek "		199 40	199 40
8-Mile Lake and Summit Creek Road		325 00	325 00
Manson and Tacha Lake Trails		1,127 13	1,127 13
Sleigh Road—8-Mile Lake-Stuart Creek		700 11	700 11
Grouse Creek Road		451 87	451 87
Dragon Creek Trail		61 75	61 75
Cunningham Creek "		75 25	75 25
Stout's Gulch and Lowhee Creek "		130 99	130 99
Antler Creek Road		39 00	39 00
Slough " "		30 00	30 00
Mountain Road to Van Winkle		79 02	79 62
141-Mile House to Horsefly-108 Road		100 00	100 00
Felker-Alkali Lake "		200 00	200 00
108-Horsefly "		209 50	209 50
Omineca Trail		496 37	496 37
Dragon Lake Road		150 00	150 00
Alexandria-Beaver Lake "		9 00	9 00
8-Mile Lake "		45 50	45 50
Williams Creek "		19 50	19 50
Horsefly-Quesnel Forks "		200 00	200 00
Soda Creek Ferry		370 40	370 40
Peter Creek Road		164 50	164 50
Chilcotin "		149 25	149 25
Jack of Clubs "		26 00	26 00
Chimney Creek "		35 00	35 00
Hard Scrabble Creek "		10 50	10 50
General Roads	195 70	1,029 75	1,225 45
Steamboat Landing to Webster's and Middleton Road		91 00	91 00
Quesnel and 6-Mile Lake Road	50 00		50 00
	$1,102 30	$13,207 46	$14,309 76

Excavated rock 60 yards, 4 feet wide.
" earth 150 " 3 " 4 feet deep.
Filled in 283 " 16 " 2 "
Gravelled 579 " 16 " 10 inches deep.
Graded 867 " 16 " 2 feet deep.
Grubbed 155 " 8 "
Forest cleared 5 " 9 "
Cribbed 14 " 1½ feet high; dimensions of timber, 6 to 12 inches.
Built 8 bridges, 330 feet long, 8-foot spans; " 12 to 20 "
Made 16 culverts, averaging 20 feet long, 4 feet wide; " 10 to 15 "

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

Graded 6,100 feet, 12 feet wide, on side-hill.
Gravelled 450 " 12 "
Ditched 550 " 3 " 18 inches deep.
Changed road 7,467 "
Made 8 culverts, 2 feet wide, 14 feet long, 2 feet deep; dimensions of timber, 8 to 16 inches.
Built 1 bridge, 17 feet long, 16 feet wide, 6 feet high; dimensions of timber, 12 to 20 inches.
General repairs done on entire distance, from Trunk Road to Williams Lake, filling ruts, removing rock and shovelling out slides.

ALEXANDRIA ROAD (from Beaver Lake to McInnes's Ranch—8 miles).

Work started November 11th; stopped November 15th.
Graded 725 yards, 12 feet wide.
General repairs were done between these points, ruts filled, rocks removed and slides shovelled out.

ALKALI LAKE ROAD (Trunk Road to Spring House—18 miles).

Work commenced July 29th; stopped August 20th.
Corduroyed 15 yards, 18 feet wide; dimensions of timber, 6 to 10 inches.
Excavated rock 7,983 " 12 "
Forest cleared 600 " 18 "
Grubbed 400 " 6 "
Graded 1,027 " 3 "
Ditched 830 " 2 " 15 inches deep.
Gravelled 4,133 " 6 " 6 "
Made 3 culverts, 16 feet long, 15 feet wide; dimensions of timber, 8 to 14 inches.

BEAVER LAKE VALLEY-HORSEFLY ROAD (Beaver Lake to Horsefly—28 miles).

Work commenced May 23rd; stopped September 17th.
Forest cleared 10,945 yards, 20 feet wide.
Graded 10,551 " 10 "
Corduroyed 32 " 12 " dimensions of timber, 10 to 14 inches.
Built 6 bridges, 183 feet in all, 9-foot spans; " 12 to 18 "

HORSEFLY RIVER ROAD (from Harper's Camp to Wood Jam—9 miles).

Graded 21 yards, 12 feet wide.
Corduroyed 40 " 14 "
Built 4 bridges, 12 feet long, 4 feet high, 6-foot spans; dimensions of timber, 12 to 18 inches.

QUESNEL FORKS-QUESNEL LAKE ROAD—7 miles.

Cribbed 17 yards, 3 feet high, 15 feet wide; dimensions of timber, 8 to 12 inches.
General repairs from Quesnel Forks to Paquette Creek, shovelled out slides and filled ruts for a distance of 8½ miles.

Brought forward	$11,883 42

VOTE 154.—LILLOOET (WEST RIDING).—*Concluded.*

Seaton Lake trail	240 57
Wycott road	201 25
High Bar road	491 40
Cayoosh Creek road	325 00
Marble Canyon road	171 75
West side of Fraser River trail	130 00
Empire Valley road	367 25
McGillivray Creek trail	218 00
Road to winter crossing, Churn Creek Ferry	114 00
Portage Creek bridge	32 00
Lytton-Seaton Lake road	59 00
Fraser River bridge	114 60
Upper Lillooet River road	11 25
Gaspard Creek bridge	1,073 74
Gang Ranch road	176 95
Lillooet-Seaton Lake road	65 00
Churn Creek ferry	2 00
	$15,677 18

VOTE 155.—CARIBOO DISTRICT.

150-Mile House to Quesnel Forks road	$3,102 49
150-Mile House to Horsefly road	2,564 70
108-Mile House to Horsefly road	2,033 52
Beaver Valley to Horsefly road	743 00
Hardscrabble Creek road	211 62
Slough Creek road	155 25
Chilcotin Bridge to Deer Park Ranch road	60 00
Richfield road	42 25
Beaumont Ranch from main Chilcotin road	100 50
Richfield-Stanley old road	165 75
Lowhee Creek road	420 25
Chilcotin River bridge and road	48 00
Springfield Farm road	16 50
Dragon Creek trail	88 00
Quesnel River trail	152 75
Rochon Creek trail	45 50
Grouse Creek and Antler Creek road	1,414 46
Grouse Creek road	107 25
Hopeful Flat road	25 50
8-Mile Lake and Stewart Creek road	491 25
Snow Shoe trail	21 75
Soda Creek ferry	95 55
Quesnel River road	413 50
Chilcotin main road	417 65
Dragon Creek road	581 00
Pinchbeck Creek to Davis Bros'. Ranch road	57 00
Barkerville to Fraser River trail	50 00
Alkali Lake-Chimney Creek road	483 95
Barkerville to Keithley Creek trail	1,042 39
Quesnel Forks to Quesnel Lake road	79 00
Chimney Creek-Chilcotin road	45 00
Cottonwood River road	47 50
Carried forward	17,325 83

Northern Railway on the opposite or south side. The distance, from bank to bank of the river, is approximately 2,200 feet, but the entire length, including approaches, will be considerably in excess of these figures.

The structure will carry waggon traffic on an upper deck, and railway and electric motor traffic on the lower deck. At a point on the lower deck, about 300 feet from the water's edge on the New Westminster side, the railway track divides, turning right and left in simple curves forming a T head, crossing the Canadian Pacific Railway track running parallel with the river, and connecting both up and down streams with the railways. The continuation of the upper deck span will enter squarely the face of the bluff from the centre of the bridge line produced, and connect with Columbia street.

The spans are as follows:—

1 through fixed span of 225 feet.
1 " " " 380 "
1 " swing " 380 "
5 " fixed " 159 " each.

A wooden trestle will carry separately railway, electric motor and highway traffic across the Great Northern Railway track on the south side, and thence make the necessary connection by means of earth embankments.

T. Head.

East arm of T.

2 deck plate-girder skew spans of 75 feet each.
1 half-through plate-girder skew span of 35 feet.
1 deck plate-girder skew span of 68 feet.

West arm of T.

1 deck plate-girder skew span of 75 feet.
1 " " 48 "
1 half-through plate-girder skew span of 25½ feet.
1 deck plate-girder skew span of 40 feet.

Highway structure.

1 deck plate-girder span of 96 feet.
2 " " 40 " each.

Steel bents will be used to support all railway spans that cross the railway track, and also the three highway spans at the north end of structure; otherwise all spans will be supported on masonry or concrete piers and abutments. The clear roadway for both the railway and highway will be 16 feet.

Bridge, Fraser River, Chimney Creek.

Preliminary steps have been taken towards the construction of a bridge across the Fraser River in the neighbourhood of Chimney Creek, to afford the residents of the Chilcotin country a closer and more desirable means of communication, than at present afforded by a new boat, with the mining country in Cariboo District.

An examination was made by the engineers, and a site selected situated about seven miles below Chimney Creek and close to the southern boundary of Cariboo, with the result that Mr. Waddell designed a suspension bridge as the most suitable and economical structure that could be erected. The bridge can be reached by waggon from Ashcroft, on the Canadian Pacific Railway, *via* the 150-Mile House, in about 165 miles.

The main span will be 325 feet long between the rocker bents, and consists of a pair of upper cables with a vertical cradle of 32 feet 6 inches, and a horizontal cradle of 8 feet 3 inches, attached to wooden floor beams by wire ropes or rods, and an inverted lower cable of small section with a vertical cradle of 30 feet, and a horizontal cradle the same as that of the upper one, and attached in a similar manner to the floor beams. The lower or reverse cables practically make an uplift from the wind impossible. The wooden floor beams carry two thicknesses of 2-inch plank, the lower laid diagonally, the upper one transversely. The rocker bents are built of timber and so arranged that at any future time repairs can be made without disturbing the structure or stopping traffic. The backstays of both upper and lower cables meet over a timber bent, thence pass together down to the anchorage, and are entirely independent of the approaches. The approaches on the east and west bank will consist of timber

trestles built on a curve, with the exception of a Howe Truss deck span of 88 feet, to be built on the east side. The width of the roadway will slightly exceed 11 feet between wheel-guards.

The bridge is designed to carry a total live load of 700 lbs. per lineal foot over the whole structure, and the floor and suspenders to carry a live load of 80 lbs. per square foot of floor.

Nothing has yet been done towards the erection of the bridge itself, but about 1½ miles of the west road approach has been built.

BRIDGE, FRASER RIVER, LILLOOET.

Attention having been drawn to the desirability of examining the braced arch bridge which spans the Fraser River at Lillooet by the builders—the San Francisco Bridge Company, now the Puget Sound Bridge and Dredging Company,—a critical examination was made by the Engineers, and certain suggestions were made by Mr. Waddell as to the best method of strengthening the structure, but at the same time he expressed the opinion that, owing to the impossibility of renewing any member, such being the peculiarity of the design, without the erection of false works, and further, that as the erection of false works was practically impossible except on the ice, the duration of which is uncertain, it was desirable to replace this structure by a suspension, similar in design to the one proposed for the Fraser River at Chimney Creek.

The builders were communicated with and given a brief synopsis of Mr. Waddell's suggestions as to the strengthening required, but responded no further than to say that the matter would be considered.

As the limit to the safety of this bridge cannot be extended beyond two years, it will be necessary to arrange before that period expires for a new structure.

CARSON ROAD.

One mile from Main Trunk Road; accommodates one farm.
Widened the roadbed, straightened turns and filled in ruts.

CHILCOTIN MAIN ROAD.

This road is 130 miles long and runs from Soda Creek to Copeland Ranch, Chilcotin. It is a mail route, and accommodates all the farmers, ranchers and cattle-raisers in that valley.

Forest cleared	15,840	feet,	12 feet wide.
Graded	500	"	8 "
Ditched	2,100	"	2 "
Corduroyed	525	"	10 "
Gravelled	2,400	"	8 "

Cleaned out bank slopes; cleaned ditches; removed rocks from roadbed; cut out and removed fallen timber, and made general repairs throughout a distance of 100 miles.
Extended 6 miles.

Forest cleared	21,120	feet,	12 feet wide.
Graded	1,760	"	9 "
Built 4 bridges,	72	"	14 "

DAVIS RANCH ROAD.

Runs 2 miles from Main Chilcotin Road; accommodates 1 cattle-raiser.
Graded 2,754 feet, 7 feet wide.

COTTON RANCH ROAD.

Seven miles from Main Chilcotin Road; accommodates 1 farmer and cattle-raiser.
Filled in washout and removed rocks from roadbed.

BEAUMONT RANCH ROAD.

Extends 8 miles from Main Chilcotin Road, for use of 1 farmer and stock-raiser.
Graded 300 feet, 8 feet wide.
Removed large quantity of big rocks from roadbed, and made general repairs for a distance of 7 miles.

LEE HILL (3 miles).

Leaves the Main Chilcotin Road on the top of the hill and connects on Main Chilcotin Road at Lee House.

Forest cleared	900	feet,	15 feet wide.	
Graded	500	"	8 "	
Excavated earth	25	"	10 "	1½ feet deep.
Filled in	12	"	10 "	3 "

JOHNSTON & BROS.' RANCH ROAD.

Extends 7 miles from Main Chilcotin Road; accommodates 3 farmers and cattle-raisers.
Graded 2,000 feet, 4 feet wide.
Made 3 culverts, averaging 13 feet, 15 feet wide.

Built 2 bridges,	"	30 "	9 "	6 feet high.

ALEXIS CREEK ROAD.

Extends 8 miles from the Main Chilcotin Road; accommodates 2 stock-raisers.
Grubbed 1,500 feet, 8 feet wide.
Graded 1,500 " 8 "
Built 2 bridges, 30 feet, 9 feet wide, 6 feet high.
Widened roadbed and removed rock from same.

Forest cleared 70,776 feet; graded 23,676 feet; ditched 21,957 feet; corduroyed 1,074 feet; gravelled 17,514 feet.
Built 2 bridges, 25 feet long, 10 feet wide, 4 feet deep, timber averaging from 8 to 20 inches.
Built 37 culverts, averaging 19 feet long, 2 to 3 feet wide, 2 feet deep.

150-HORSEFLY ROAD.

This road starts at the 150-Mile House, and its length is 35 miles. The land is partly agricultural and partly timbered and swampy, and the number of settlers is 6. It is the mail and freight road to the Horsefly mines, of which there are 3 in operation.
Forest cleared 21,402 feet; grubbed 5,934 feet; graded 12,369 feet; ditched 3,342 feet; corduroyed 525 feet; excavated earth 90 feet; excavated rock 225 feet; filled in 625 feet.
Built 35 culverts, averaging 16 feet long, 2½ to 3 feet wide, 2 feet deep; dimensions of timber, from 7 to 15 inches.

108-HORSEFLY ROAD.

The total distance from the 108-Mile Post to the Forks of the Horsefly is, approximately, 98 miles, divided as follows: 108-Mile Post to Harper's Camp, 48 miles; Harper's Camp to Forks of Horsefly, 50 miles; and it is 13 miles further to Eureka Creek. During the year 1900 work was done on the portion of this road from Harper's Camp to Half-way House, 20 miles; and the work done this year (to 30th June, 1902) was on a section of 26 miles, from the Half-way House towards Horsefly. The road passes through an agricultural and timbered country, and is intended for a freight road to the Horsefly mines. There are only two settlers on its route.
Forest cleared 15 feet; grubbed 465 feet; graded 2,601 feet; ditched 723 feet; corduroyed 1,248 feet; excavated rock 175 feet; excavated earth 450 feet; filled in 849 feet; cribbed 42 feet; gravelled 1,737 feet.
Built 6 bridges, total length, 263 feet, 8 to 20-foot spans; timber used, from 12 to 20 inches.
Built 12 culverts, averaging 20 feet long, 4 feet wide.

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

The starting point of this road is the 150-Mile House, and its length is 20 miles. It runs through an agricultural country, and the number of settlers is 4. It is a freight and mail road.
Graded 18,300 feet; ditched 1,650 feet; gravelled 1,350 feet; changed road 7,401 feet.
Built 8 culverts, 14 feet long, 2 feet wide; timber used, from 8 to 12 inches.
Built 1 bridge, 17 " 16 " 6 feet high.
General repairs were made on the entire length of the road.

ALEXANDRIA ROAD.

This road runs from Beaver Lake to Alexandria, a distance of 16 miles, through an agricultural and timbered country. It is a freight road, and accommodates 2 settlers.
Graded 2,175 feet, and general repairs made for a distance of 8 miles.

ALKALI LAKE ROAD.

This road starts from the Main Trunk Road 1 mile south of the 150-Mile House, and its length is 25 miles, the country traversed being agricultural and timbered, also hilly. Road used for farming purposes, there being 3 settlers along its route.
Forest cleared 1,800 feet; grubbed 1,200 feet; graded 3,071 feet; ditched 2,490 feet; excavated rock 23,949 feet; gravelled 12,399 feet.
Built 3 culverts, 16 feet long, 3 feet wide; timber used, from 8 to 14 inches.

Brought forward	$ 13,036 42

VOTE 154.—LILLOOET DISTRICT (WEST RIDING).—*Concluded.*

Seaton Lake trail	243 57
Wycott road	201 25
High Bar road	491 40
Cayoosh Creek road	325 00
Marble Canyon road	171 75
West Side Fraser River trail	130 50
Empire Valley road	367 25
McGillivray Creek trail	218 00
To Winter Crossing, Churn Creek Ferry road	114 00
Portage Creek bridge	32 00
Fraser River bridge	114 60
Upper Lillooet River road	11 25
Gaspard Creek bridge	1,073 74
Gang Ranch road	176 95
Lillooet-Seaton Lake road	138 50
Churn Creek Ferry	2 00
Main Street, Lillooet	23 00
Trail north of Bridge River to North Fork	36 00
	$16,907 18

VOTE 155.—CARIBOO DISTRICT.

Quesnel-Manson trail	$1,511 93
150-Mile House to Quesnel Forks road	5,129 49
150-Mile House to Horsefly road	2,607 20
108-Mile House to Horsefly road	2,033 52
Beaver Valley to Horsefly road	743 00
Hardscrabble Creek road	211 62
Slough Creek road	155 25
Chilcotin Bridge to Deer Park Ranch road	60 00
Richfield road	42 25
Beaumont Ranch from main Chilcotin road	100 50
Richfield-Stanley old road	165 75
Lowhee Creek road	420 25
Chilcotin River bridge and road	48 00
Springfield Farm road	16 50
Dragon Creek trail	88 00
Quesnel River trail	152 75
General roads	81 24
Rochon Creek trail	45 50
Grouse Creek and Antler Creek road	1,414 46
" "	107 25
Hopeful Flat road	25 50
8-Mile Lake and Stewart Creek road	491 25
Snowshoe trail	21 75
Soda Creek Ferry	95 55
Quesnel River road	413 50
Chilcotin main road	417 65
Dragon Creek road	581 00
Pinchbeck Creek road to Davis' Ranch road	57 00
Barkerville to Fraser River trail	50 00
Alkali Lake-Chimney Creek road	483 95
Barkerville to Keithley Creek trail	1,045 64
Quesnel Forks to Quesnel Lake road	79 00
Carried forward	18,896 25

Brought forward	$18,896 25

VOTE 155.—CARIBOO DISTRICT.—*Concluded.*

Chimney Creek-Chilcotin road	45 00
Cottonwood River road	47 50
Sugar Creek road	82 50
Mud Lake road	66 00
Bear Lake and Fraser River trail	25 00
Willow River road	100 00
Chilcotin (Lee Hill) road	52 50
Stabler road	67 50
Deep Creek road	190 50
Peter Creek road	112 00
Antler-Cunningham road and bridge	112 86
Wolf Creek road	50 00
Canadian Creek road	35 75
Alexandria road	53 25
Horsefly River road	48 00
	$19,984 61

VOTE 156.—EAST KOOTENAY (NORTHERN DIVISION).

Toby Creek road	$6,466 35
West side Windermere Lake road	557 94
General roads	423 35
Horse Thief trail	351 55
Bugaboo bridge	204 50
" trail	383 00
No. 2 Creek bridge	591 74
Dutch Creek trail	35 80
Athalmer-Peterboro road	128 75
No. 2 Creek Bridge trail	398 00
Toby Creek bridge	331 18
Horse Thief bridge	86 00
Donald-Golden road	83 75
Ice River trail	246 15
Golden streets	130 50
Blackberry bridge	50 00
Bluewater bridge	6 00
Hospital sidewalk	276 26
Kicking Horse bridge	75 25
Bott's Channel bridge	180 00
Quartz Creek trail	25 00
Athalmer road	226 62
Main Trunk road	4,120 28
Horse Thief Creek road	14,507 50
Canterbury road	100 75
Salmon Bed bridge	21 00
North Fork trail	40 00
Copper Creek trail	200 00
Canoe River trail	65 00
McMurdo District trails	776 00
Bald Mountain trail	20 00
Toby Creek trail	9 00
Boulder Creek trail	16 25
Spring Creek trail	42 50
Salmon River trail	50 00
Carried forward	31,225 97

SCHEDULE A

Bridges constructed, in progress and contemplated, in British Columbia, 1902-3.

Name of Bridge.	Type.	Spans. No.	Spans. Each.	Spans. Total length	Abutments.	Piers.	Contract or Day Labour.	Name of Contractor.	Cost.	Remarks.
			Feet.	Feet.						
Fraser River, at New Westminster	Steel, Highway, Motor and Railway Bridge.	2 shore spans..	75.0	.....	Concrete pedest'ls	Masonry	Contract..	Armstrong, Morrison & Balfour, substructure. Dom. Bridge Co., superstructure.	.....	For general description *see* page 084, Report of 1901.
		1 spread span..	227.0	.....		"	" ..			
		1 fixed span...	385.0	.....	.....	"	" ..			
		1 swing span ..	385.0	.....	.....	"	" ..			
		5 fixed spans .	162.0	.....	.... ..	"	" ..			
Fraser River, near Chimney Creek	Suspension....	.....	.....	.....	.....	.....	.....	....	.....	Work commenced.
Eburne Bridges	Steel swing ...	2 spans	140.0		.....	Masonry [pivot	Contract and day labour.	Canadian Bridge Co., and Messrs. McLean Bros.	$66,713 11	Across the North Arm of the Fraser River, at Eburne.
	Howe truss ...	2 spans	140.0		.....	Piling ..				
	King truss....	8 spans	63.0		Piling ..	" ..				
	Pile approach .	80	80.0	283.2	.....	" ..				
Koksilah River Bridge...	Howe truss ...	1	120.0	.....	2	.....	Day labour	Wm. Rockett, foreman.	2,465 21	Completed.
Carpenter Creek Bridge..	King truss....	4	51.6	246.0	2	5 crib ..	Contract..	W. C. E. Koch.....	.....	New Denver, B.C. In course of construction.

158-MILE AND QUESNEL FORKS ROAD.

This road is 48 miles in length. It passes through an agricultural and mining country, timbered and hilly, to the Forks of Quesnel, whence a trail continues up the North Fork of Quesnel River to various mines.

Forest cleared	31,704	lin. feet
Grubbed	630	"
Ditched	6,520	"
Corduroyed	45	"
Filled in	495	"
Gravelled	3,315	"

Removed rocks and filled ruts for a distance of 25½ miles.

Built 11 culverts, averaging 17 feet by 8 feet by 3 feet. Size of timber used from 10 inches to 20 inches.

Made general repairs on the Quesnel Forks Hill.

150-HORSEFLY ROAD.

This road is 35 miles in length and starts at the 150-Mile House. It is the mail and freight route to the Horsefly Mines. Portions of the land are suitable for agricultural purposes, the remainder being low and swampy.

Forest cleared	2,730	lin. feet.
Grubbed	1,140	"
Graded	840	"
Corduroyed	54	"
Excavated rock	1,251	"
Filled in	585	"

Built 6 culverts, averaging 20 feet by 4 feet by 2 feet; timber for same, from 6 inches to 18 inches.

150-MILE HOUSE, QUESNEL FORKS AND BATTLE CREEK ROAD.

Graded	525	lin. feet.
Ditched	75	"
Excavated rock	159	"
Filled in	168	"

Built 2 culverts, averaging 15 feet by 3 feet by 2 feet; timber for same, from 10 inches to 15 inches.

BEAVER LAKE VALLEY-HORSEFLY ROAD.

This road starts from Beaver Lake and is 26 miles in length. It passes through an agricultural and mining country.

Forest cleared	29,085	lin. feet.
Graded	9,213	"

Built 2 culverts, averaging 12 feet by 3 feet by 2 feet; timber for same, from 8 inches to 12 inches.

108-HORSEFLY ROAD.

Starts from the Half-way House, is 26 miles in length, and passes through an agricultural and timbered country. Freight is the principal traffic.

Forest cleared	12,926	lin. feet.
Grubbed	300	"
Graded	2,400	"
Ditched	207	"
Excavated rock	4	"
Stoned	46	"
Gravelled	180	"

Built 14 culverts, averaging 24 feet by 4 feet by 2 feet; timber used, from 10 inches to 15 inches.

BRIDGE ROAD.

This road starts 2 miles south-west of Isnardy's, and is 7 miles in length, through an agricultural district.

Forest cleared 3,726 lin. feet.
Graded 18,753 "
Cribbed 240 "
Excavated earth 396 "
Filled in 210 "
Made 8 culverts, averaging 20 feet by 5 feet by 3 feet (timber used from 10 inches to 18 inches).

Williams Lake-Chimney Creek Road.

This road was started at the 150-Mile House, is 20 miles in length, and passes through an agricultural country. It is the mail and freight route.
General repairs were carried on between Williams Lake Creek and the summit of Chimney Creek Mountain.

Texas Lake Road.

The starting point is from the Main Trunk Road, one mile south of the 150-Mile House. It passes through an agricultural and timbered country for a distance of 25 miles.
Brushed out road for its entire length and repaired 4 bridges.

Knife Creek Road.

This road starts at the 141-Mile House and passes through an agricultural country for a distance of 24 miles.

Quesnel Forks-Quesnel Lake Road.

Starting point, Quesnel Lake; length of road, 7 miles. It runs through a mining country. Three mines are in operation. Shovelled out slides and loose rocks. Removed fallen timber.

Horsefly River-Eureka Creek Trail.

This trail starts from Patenaude's ranch and is 60 miles long, passing through a mining and agricultural country.
Forest cleared 316,800 lin. feet.
Graded 2,100 "
Corduroyed 2,109 "

Quesnel Forks-Keithley and Barkerville Trail.

Starts from Quesnel Forks and passes through an agricultural and mining country. It is the mail route to Keithley Creek.
Forest cleared 180 lin. feet.
Graded 300 "
Corduroyed 60 "
Excavated earth 870 "
Filled in 105 "
Made 22 culverts, averaging 8 feet by 6 feet by 2 feet (timber used from 6 inches to 12 inches.)

Spanish Creek Trail.

Starting point, 6 miles north of Quesnel Forks. This trail is 5½ miles in length and is used as the mail route. It passes through a mining country.
Chopped and cleared out trail for entire distance.

Northern Division.

Cariboo Main Trunk Road.

The portion of the Trunk Road in the Northern Division of Cariboo extends from Soda Creek, on the Fraser, to Barkerville, a distance of about 116 miles. The first section runs parallel with the Fraser for a distance of 56 miles to Quesnel, on timbered, bench, clay land, suitable for agriculture. There are 20 farms under cultivation along this portion of the road. On both sides of the Fraser placer mining is carried

HARRISON-BEAVER RIVER ROAD (16 miles in length).

Accommodates miners and prospectors.
Constructed 400 feet new road, 8 feet wide.

SUNNYSIDE FARM ROAD (5 miles in length).

Accommodates 5 farmers.
Cleaned slides, removed rocks from road bed, filled washout and ruts.

MUD LAKE ROAD (7 miles in length).

Accommodates 4 farmers.
Cleaned slides, removed rocks from road bed and made general surface repairs.

ALEXANDRIA-BEAVER LAKE ROAD (length, 28 miles).

The country through which this road runs is woody and swampy. Part of the branch road to Quesnel Forks.

Corduroyed	390 feet,	12 feet wide.	
Metalled	16,200 "	8 "	

SPRINGFIELD FARM ROAD (length, 7 miles).

Graded	1,100 feet,	9 feet wide.	
Ditched	10,500 "	2 "	
Excavated earth	1,828 square feet.		
Filled in	300 "		
Gravelled	1,800 "	6 "	6 inches deep.

CHILCOTIN MAIN ROAD (length, 135 miles).

Starts from the Soda Creek Ferry and follows the Chilcotin River, being the mail route.

Forest cleared	15,840 feet,	12 feet wide.	
Graded	500 "	8 "	
Ditched	200 "	2 "	
Metalled	20 miles,	8 "	

Removed fallen timber and land slides and made general repairs.

DURELLE ROAD, CHILCOTIN (length, 3 miles).

Graded 1¼ miles, 6 feet wide.

LOON LAKE ROAD TO CHILCOTIN (length, 2 miles).

Removed large stones from roadbed for two miles.

CHIMNEY CREEK ROAD (length, 5 miles).

This road starts from the Chimney Creek Ferry and extends to the main Chilcotin road.
Filled in large washout; cut and removed fallen timber.

Brought forward	$	5,341 28

VOTE NO. 148.—LILLOOET DISTRICT (EAST RIDING).—*Concluded.*

Rayson's road		52 00
Carson's road		12 50
Upper Bonaparte road		6 25
McKinlay-Hamilton-Ogden road		100 00
Oldham road		50 00
Wood's road		551 25
Upper Deadman's Creek road		231 35
Crow's road		55 00
General roads		6 00
Cribbing Kelly's Lake		330 86
Churn Creek Ferry		392 53
Wintering horses		35 00
Protection work, Bonaparte River		75 00
Road Superintendent		760 00
	$	7,999 02

VOTE 149.—LILLOOET DISTRICT, WEST RIDING.

Chadwick road	$	40 00
Lillooet-Seaton Lake road		98 75
Lillooet-Clinton road		1,348 65
Lillooet-Lytton road		1,460 50
Marble Canyon road		230 00
Cayoosh Creek road		10 00
Hoey-Chadwick road		150 00
Bridge river road		975 50
Seaton Lake road		73 75
Pemberton-Portage road		626 00
Gang Ranch road		393 65
Empire Valley road		376 50
Wycott road		98 50
North Fork from mouth of Bridge River trail		243 00
West side Fraser River trail		333 47
Seaton Lake trail		183 01
Anderson Lake trail		78 50
Street crossings, Lillooet		27 35
Tool house		78 70
St. Mary's Creek bridge		52 00
Fraser River bridge		589 99
Pemberton Meadows		325 00
General roads		279 72
Road Superintendent		933 00
	$	9,005 54

VOTE 150.—CARIBOO DISTRICT.

Northern Division.

Dragon Creek road	$	895 87
8-Mile Lake-Stewart Creek		382 12
Antler-Cunningham Creek road		617 82
Chilcotin Main road		434 57
Lowhee road		115 75
Carried forward		2,446 13

Brought forward	$ 2,446 13

VOTE 150.—CARIBOO DISTRICT.—*Concluded.*

Northern Division.—Concluded.

Slough Creek road	107 62
Lightning Creek road	3 50
Lovett "	25 00
Williams "	35 75
Grouse "	93 00
Chilcotin from Chimney Creek Ferry road	42 00
Barkerville-Stanley road	78 44
Mosquitoe-Hardscrabble Creek road	188 12
Pleasant Valley road	48 75
Steamboat Landing road	9 00
Opposite Deep Creek, below Soda Creek, winter road	140 00
Richfield-Stanley old road	227 82
Cotton Ranch road	14 00
Loon Lake road	51 00
Soda Creek Ferry road	99 00
Harrison-Beaver Creek road	252 00
Durrell road	100 00
Springfield Farm road	347 50
Alexandria-Mud Lake road	104 75
Alexandria-Beaver Lake road	120 00
Baker-McFee road	35 00
Jack of Clubs Creek road	100 00
8-Mile Creek and Cornish Creek roads	48 00
General roads	182 50
Quesnel-Manson Creek trail	400 75
Sugar Creek trail	6 50
Omineca trail	18 00
Bear Lake trail	32 50
Bear Lake-Goat River trail	39 00
Chilcotin River bridge	40 50
Road Superintendent	761 50
Rifle range	117 75

Southern Division.

	650 00
108-Horsefly road	1,421 25
150- "	18 00
Black Bear Creek road	2,149 75
150-Quesnel Forks road	110 50
Quesnel Forks-Quesnel Lake road	337 60
Bear Lake Valley-Horsefly road	31 00
Alkali Lake road	573 01
Chimney Creek Bridge road	860 45
158-Quesnel Forks road	100 00
Knife Creek-Horsefly road	16 50
" "	6 00
Onward Ranch-Sugar Cane road	67 50
General roads	55 00
Tool-house, Harper's Camp	340 75
Quesnel Forks-Keithley Creek trail	990 65
Horsefly River-Eureka Creek trail	91 45
Barkerville-Keithley Creek trail	265 50
Spanish Creek trail	
	$14,400 29

PEMBERTON PORTAGE ROAD.

Built a new pier of logs bolted together under the Birkenhead River Bridge, 25 feet by 3 feet by 9 feet, and filled the same with rock. Built an abutment, 14 feet by 5 feet.
Built 1 bridge at Sixteen-Mile Creek, 45 feet long, 3 stringers 50 feet long, covered with split cedar.

PEMBERTON MEADOWS.

Built 1 bridge of 3 spans, 40-foot centres, with 2 abutments 4 feet high, and 2 piers 7 feet high; covered bridge with split cedar 4 inches thick and 12 feet long.

SEATON LAKE TRAIL.

Re-built 3 piers in the Rock Bluff Bridge, near the foot of Seaton Lake; put in 3 new stringers, 20 feet long, and re-floored 40 feet by 6 feet with 3-inch plank.
Repaired a broken bridge near the 4-mile post.

WYCOTT ROAD.

Renewed floor of bridge over St. Mary's Creek, 69 feet long by 8 feet wide, with hewn timbers, 5 inches thick; put in 2 new stringers 50 feet long.

BRIDGE RIVER ROAD.

Built 1 bridge at Brett's Bluff, 60 feet long by 6 feet wide; covered same with hewn timber 4 inches thick.

FRASER RIVER BRIDGE AT LILLOOET.

Renewed flooring on the 3-hinged arch span, 355 feet by 22 feet, with 3-inch fir plank; renewed 219 lineal feet of guard rails.

LILLOOET DISTRICT (EAST RIDING).

CARIBOO MAIN TRUNK ROAD.

Re-floored bridge over Bonaparte River at Cache Creek.

UPPER HAT CREEK ROAD.

Built 1 bridge, 65 feet by 12 feet by 8 feet.

BIG BAR ROAD.

Built 1 bridge, 40 feet by 12 feet by 5 feet.

RAYSON ROAD.

Built 1 bridge, 40 feet by 12 feet by 2 feet.

UPPER DEADMAN CREEK ROAD.

Made repairs on all bridges.

CARIBOO DISTRICT (SOUTHERN DIVISION).

158-QUESNEL FORKS ROAD.

Built 4 bridges, averaging 17 feet by 14 feet by 4 feet.

150-HORSEFLY ROAD.

Re-floored 1 bridge, 42 feet by 15 feet.

150-MILE HOUSE, QUESNEL FORKS AND BATTLE CREEK ROAD.

Built 2 bridges, averaging 15 feet by 11 feet by 4 feet.

BEAVER LAKE VALLEY-HORSEFLY ROAD.

Built 4 bridges, averaging 30 feet by 12 feet by 4 feet.

BRIDGE ROAD.

Built 2 bridges, averaging 20 feet by 17 feet by 3 feet.

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

Built 1 bridge, 125 feet by 15 feet by 10 feet.

BRIDGES.

NEW WESTMINSTER BRIDGE, FRASER RIVER.

Active work has been carried on on this important bridge across the Fraser River during the past year, and it was anticipated that the formal opening would take place some time in July and the structure opened for railway and vehicular traffic before the end of September.

CHILCOTIN BRIDGE.

The bridge across the Fraser River close to the boundary line between Cariboo and Lillooet, formerly known as Chimney Creek Bridge, has been completed. It is anticipated that it will be open for traffic in September, 1904. The construction of this bridge extended over a period of two years. The estimated cost was originally $40,000, but owing to the fact that work commenced too late in the season with an appropriation of one-half of this, was stopped and commenced again several times, on each occasion involving heavy cost for transportation of skilled labour from the Coast, which it was impossible to get in the locality, and to many other unavoidable causes, the actual cost increased to $65,800. Works cannot be carried on economically under such circumstances.

This structure is a suspension bridge, known as the "Waddell-Hedrick" suspension bridge. It is so designed that all perishable parts can at any time in the future be replaced without the use of falsework and without interrupting traffic. It is figured to carry a total live load of 700 lbs. per lineal foot over the whole structure, and the floor and suspenders a live load of 80 lbs. per square foot of floor, the clear roadway being 12 feet. It is claimed that this type of bridge is by far the cheapest legitimate structure that could be erected at this crossing. If the metal is painted occasionally, and if the timber is renewed from time to time as it decays, the bridge will last an indefinitely long period. Owing to peculiarity of design, the bottom or reverse cable adds greatly to the resistance to uplifting wind, making such up-lift practically impossible, and the bridge is consequently as rigid as if it had a stiffening truss. From centre to centre of towers the span is 325 feet; on the east side there is an 80-foot Howe truss span and about 130 feet of trestle, while on the west side there is about 225 feet trestle approach.

BRIDGES GENERALLY. (Vote No. 172, 1903-4.)

Bridges in South Victoria, Cowichan, North Nanaimo, Dewdney, East and West Yale, and South-East Kootenay were repaired and renewed at a cost of $16,509.85. The details of this expenditure will be found in the statement attached hereto.

FERRIES.

A ferry was established across the Fraser River above its confluence with the Thompson, at a cost of about $530.

The ferry at Savonas has been replaced, at a cost of about $845.

Brought forward	$1,973 60

VOTE 159.—CARIBOO DISTRICT.—*Concluded.*

Northern Division.—Concluded.

Road—Dragon Lake	62 12
" Harrison-Beaver River	280 00
" Dunbar Flat (old)	42 00
" Alexis Creek	12 00
" " Blackwater River	30 00
" Stutler-Yargeau	51 00
" Cottonwood Canyon	75 00
" Dale	36 00
" Deer Park Farm	75 00
" Beaver River	13 13
" Duclos-Baker-McPhee	45 00
" Gang Ranch	7 25
" Soda Creek Ferry	15 00
" Alkali-Beaver Lake	7 00
" Chilcotin Main	793 60
" Chimney Creek	48 00
" Alexandria (assistance)	100 00
Roads—General	334 64
Trail —Summit-Stoney Creek	58 50
" Bear Lake	29 25
" Barkerville-Isaac Lake	42 00
" Grouse Creek	52 00
" Downie Gulch-Pine Creek	13 00
" Omineca	97 65
" Hixon Creek	50 00
Bridge—Lightning Creek	250 00
" Chilcotin	4 50
Steamboat Landing, Soda Creek	30 00
Road Superintendent	635 33

Southern Division.

Road—158-Quesnel Forks	2,635 61
" 150-Horsefly	1,167 45
" Williams Lake-Chimney Creek	271 50
" Alkali Lake	29 00
" Quesnel Forks-Quesnel Lake	167 00
" Beaver Lake Valley-Horsefly	422 25
" Bridge	12 00
" 108-Horsefly	11 00
" Alkali Lake-Chimney Creek	22 00
" Chimney Creek	20 00
" Williams Lake	8 00
" Onward Ranch	6 00
Roads—General	86 95
Trail —Quesnel Forks-Keithley Creek	193 35
" " Barkerville	505 90
" Keithley Creek River	16 25
" Spanish Creek River	9 75
" Keithley Creek-Barkerville	39 00
Road Superintendent	571 00
	$11,456 58

Brought forward		$ 4,047 53

VOTE 173.—WHARVES, GENERALLY.

Penticton	174	25
Shoal Bay, North Saanich	199	85
Sooke	38	25
Bella Bella	416	85
General	4	25
	$ 4,880	98

VOTE 188.—CONTINGENCIES.

Road—Reformatory, Vancouver	$ 1,018	90
" Peachland-Summerland	3,195	85
" Franklin Camp	1,963	62
" Fife Station to Fife Landing	225	00
" Hamil Creek	7,807	76
" and bridge—St. Elmo	1,646	84
" Burnt Basin	90	13
" Upper Squamish	198	24
" Chilcotin to Chimney Creek Bridge	2,601	86
Trail—Canoe River	1,496	15
" Lexington-Boyd	60	00
" Downie Creek	566	85
" Beatrice	1,342	25
Approach—Wharf, Bella Coola	2,329	49
" Chimney Creek Bridge	1,681	61
" Westminster "	3,452	08
Bridge—Chimney Creek	21,471	17
Engine—Pitt River ferry scow	653	50
Fire protection—Telegraph Creek Government Offices	63	99
Protection—Okanagan River bank, Penticton	28	50
Extinguishing bush fire, Saanich	13	95
Sidewalks, Hazelton	97	00
	$ 52,004	74

Brought forward		$ 6,383 57
ATLIN DISTRICT. (Vote 133—$9,500.)—*Concluded.*		
Road—Otter Creek	549 75	
" Wright "	56 00	
" Gold Run	22 00	
" Bixie Creek	12 00	
" Moose Arm	60 00	
Trail—Ruby Creek	231 00	
" Fourth of July	13 00	
" Log Cabin (winter)	235 00	
Bridge—Pine Creek	100 00	
" Gold Run	78 32	
" Fan Tan Trail	10 00	
Streets—Atlin	643 75	
Lake Reserve—Atlin Townsite	38 40	
Tools, supplies and general roads	734 91	
Roads and trails, Telegraph Creek Division	1,012 45	
		$ 9,629 40
SKEENA DISTRICT. (Vote 134—$7,000.)		
Roads—Bella Coola	1,500 21	
" Naas Division	407 70	
" Port Essington	1,703 89	
" Hazleton	1,308 40	
" Port Simpson	227 04	
Trail—Bulkley Valley	499 80	
" Wahoe River	500 00	
" Owee-Kay-noo	272 69	
" Inverness	109 75	
" Kimsquit	258 50	
Sidewalks—Hazleton	195 36	
		$ 6,983 34
CARIBOO DISTRICT. (Vote 135—$10,000.)		
Road—158-Mile House-Quesnel Forks	$ 888 04	
" Quesnel Lake "	216 00	
" Beaver Lake Valley-Horsefly	7 50	
" Williams Lake-Deep Creek	7 50	
" Bakers	24 00	
" Cariboo Main Trunk	1,029 30	
" Harrison-Beavermouth	88 02	
" Chilcotin Main	290 50	
" Grouse-Antler	127 00	
" 150-Mile House-Chimney Creek	76 50	
" Springfield	7 77	
" Antler Creek	878 35	
" Pleasant Valley	3 25	
" Mud Lake	43 05	
" 8-Mile Lake	66 62	
" Quesnel Forks	451 50	
" " River	138 99	
" Hixon Creek	30 00	
" Mosquito Creek-Willow River	43 25	
" Richfield-Van Winkle	24 62	
Carried forward		$ 4,441 76

Brought forward		$ 4,975 42
BRIDGES GENERALLY. (Vote 165—$13,000.)—*Concluded.*		
Horse Creek, Columbia District (renewal)	1,037 37	
Toby Creek-20-Mile Post " (repairs)	249 99	
Kootenay River " "	377 95	
Toby " "	30 25	
Columbia River " "	150 00	
Soda Creek (renewal)	865 74	
Blackwater "	423 87	
Bonaparte River (two bridges) (renewal)	2,486 08	
Chilcotin (repairs)	62 89	
Ashcroft "	12 66	
Deer Creek, Victoria-Nanaimo Trunk Road (renewal)	391 10	
Nanaimo River near Haslam Creek "	1,037 61	
Bunkers, Comox "	349 86	
Simpson Road, Salmon Arm (repairs)	111 23	
Kamloops "	309 70	
West Fork Kettle River "	8 91	
General "	38 28	
		$ 12,908 81
WHARVES GENERALLY. (Vote 166—$5,000.)		
Port Washington, Pender Island (repairs)	$ 397 42	
Hope Bay " "	10 00	
Hood's Point, Bowen Island "	275 51	
Snug Cove " "	603 34	
Penticton, Okanagan District "	598 96	
Westbank " "	36 29	
Bruce's " "	469 69	
Metlakatla "	432 98	
Lynchville, Kaslo District "	150 00	
Thetis Island "	250 00	
Gabriola " "	70 90	
Valdez " Quathiaski Cove "	210 16	
Galiano " Sturdy Bay "	91 46	
Kuper " "	330 11	
Burgoyne Bay "	46 00	
Salmon River, Comox (new)	633 74	
Lund (repairs)	250 00	
General "	161 89	
		$ 5,018 45
CONTINGENCIES. (Vote 180—$32,000.)		
Cariboo District.		
Road—East Side River, Chimney Creek	$ 295 28	
" Alexis Creek	75 00	
" Main Trunk	13 37	
" Antler Creek	305 75	
" Antler-Cunningham Creek	17 30	
" Richfield	6 50	
" Willow River-Mosquito Creek	8 00	
Trail—Upper Horsefly	24 00	
Carried forward		$ 745 20

Brought forward	$4,521 67

CARIBOO DISTRICT. (Vote 120—$10,010.)—*Concluded.*

Road—Beaver Pass-Ruchon Creek	19 50
" Cunningham Creek	60 12
" Barkerville-Richfield	6 50
" Polley Lake	36 00
" Mud Lake	56 00
" Antler-Cunningham Creek	6 00
" Quesnel Forks-Quesnel Lake	73 50
" " Horsefly	115 50
" Sheep Creek Mountain	447 98
" Quesnel Forks-Keithley Creek (sleigh)	2,044 04
" Chilcotin Main	336 00
" Beaumont	24 00
" Chilcotin-Soda Creek	40 00
" Alexandria-Beaver Lake	51 00
" Soda Creek Ferry	7 50
" Beaver Lake Valley	7 50
" Deacon-Quesnel River	117 00
" Richfield (old)	13 00
Trail—Goat River	6 50
" Lower Antler Creek	20 30
" Fountain Creek	19 50
" Upper Horsefly	20 50
" Keithley-Harvey Creek	30 00
" Hazelton	12 00
" Cottonwood-Willow River	56 00
" Bear Lake-Goat River	65 00
" 8-Mile Lake	82 87
" Summit Creek-Bear Lake	87 75
" Barkerville-Canadian Creek	19 50
" Quesnel Forks-Keithley Creek	182 49
" Spanish Creek	89 30
Bridge—E. P. Lee	11 75
" Williams Lake	51 16
" Chilcotin	78 50
" 4-Mile Creek	106 62
" Kangaroo	6 50
Bridges—3 and 150-Mile Creeks	52 50
Ferry—Soda Creek	53 00
Fighting bush fires	58 00
Roads and trails, general	186 18
Road Superintendent	737 50
	$10,015 23

CHILLIWACK DISTRICT. (Vote 121—$1,500.)

Road—Huntingdon	$ 632 95
" Sumas Mountain	352 12
" Abbotsford Townsite	192 45
" Yale	40 00
" Cultus Lake-Columbia Valley	200 10
Roads, general	23 75
Road Superintendent	62 05
	$ 1,503 42

Brought forward		$ 6,647 63
ALBERNI DISTRICT. (Vote 120—$9,000.)—*Concluded.*		
Trail—Ucluelet-Kennedy Lake	361 48	
" Central Lake	606 05	
" Taylor River	100 25	
" Bamfield-Pachena	225 00	
" Quatsino Settlement	198 85	
" Pakenham	75 00	
" Cowican-Alberni	67 50	
" Sechart	100 00	
" Cascade	50 00	
Bridge—Proctor Creek	93 64	
" Cherry Creek	249 54	
" Harry Creek	221 81	
		$ 8,996 75
ATLIN DISTRICT. (Vote 121—$11,500.)		
Road—Atlin-Surprise Lake	$ 888 60	
" Boulder Creek	200 00	
" Spruce "	507 50	
" McKee "	151 00	
" Birch "	33 00	
" Otter "	241 20	
" Ruby "	68 00	
" Volcanic "	2,518 00	
" Wright "	25 90	
" Discovery-Spruce	118 00	
" Atlin-McKee	682 00	
" Atlin Lake-Moose Arm	150 00	
Roads—Wynnton	849 85	
" General, tools, supplies, etc	1,498 85	
Trail—Rainy Valley	115 00	
" Moose Arm	182 00	
" Atlin-Log Cabin	170 00	
" Fan Tan	257 50	
" Tutshi Lake—Great Northern Claim	100 00	
" Mines, Jack Peak	84 00	
" Racine's-Mill-Moose Lake	24 00	
Streets—Atlin	289 05	
" Discovery	602 50	
Roads and Trails—Telegraph Creek Division	1,915 18	
		$ 11,671 13
CARIBOO DISTRICT. (Vote 122—$10,500.)		
Road—158-Mile House-Quesnel Forks	$ 3,689 65	
" 150-Mile House-Horsefly	203 49	
" 150-Mile House-Alkali Lake	119 50	
" Horsefly	64 00	
" Chilcotin	954 97	
" Beaver Valley	306 00	
" Mosquito Creek-Willow River	164 38	
" Antler Creek	547 50	
" 8-Mile Lake-Stewart Creek	128 25	
" Williams Lake	95 25	
" Slough Creek	45 50	
Carried forward		$ 6,318 49

Brought forward		$ 6,649 95
ALBERNI DISTRICT. (Vote 122—$9,000.)—*Concluded.*		
Road—Weigle	42 10	
" Wood	11 75	
Roads—Texada Island	396 61	
Trail—Big Interior	75 00	
" Clayoquot-Ucluelet	249 00	
" Cowichan	2 50	
" Hillier	17 00	
" Pachena-Bamfield	225 00	
" Quatsino trails	150 00	
" Quatsino	57 50	
" Ucluelet-Kennedy Lake	247 05	
" Ucluelet-Wreck Bay	51 00	
Bridge—Dry Creek	4 50	
" Grandy	40 00	
" McKenzie	53 00	
" Roger Creek	55 31	
" Stirling (on flats)	81 35	
Plant, tools, supplies, etc.	501 90	
Road Superintendent	148 75	
		$ 9,059 28
ATLIN DISTRICT. (Vote 123—$15,000.)		
Road—Atlin-Surprise	$ 1,510 31	
" Beams Mine	10 00	
" Birch Creek	15 00	
" Boulder Creek	122 00	
" Fourth of July	110 00	
" Hyland Avenue	111 00	
" McKee Creek	280 00	
" O'Donnell River	10 00	
" Otter Creek	373 00	
" Rainy Hollow	1,721 00	
" Ruby Creek	754 50	
" Spruce Creek	252 50	
" Stephendyke	114 00	
" Stikin Avenue	434 24	
" Sylvester Landing-Snow Creek	10 00	
" Ten-Mile Creek	25 00	
" Wilson Creek	1,152 58	
" Wilson Creek-O'Donnell River	100 00	
" Wood	30 00	
" Wright Creek	240 86	
" Wynton	30 00	
Roads—General, tools, supplies, etc.	5,398 93	
" Telegraph Creek	197 00	
Trail—Atlin-Log Cabin	180 00	
" Dease Lake-Little Deloire Creek	45 00	
" Dease Lake, west side	24 00	
" Fantail	104 00	
" McDame Creek, north side	872 50	
" Klaheeni-Boulder	406 00	
" Pavey Station, Tutchi Lake	300 00	
" Portage, Talaha Bay	140 75	
Carried forward		$ 15,073 17

Brought

ATLIN

Trail—Telegraph Cr
" Telegraph Cr
" Thibert Cree
Bridge—Tahltan ...
Streets—Atlin ...
" Discovery ..

Road—Alexandria-
" Alkali Lake
" Antler-Cunt
" Beaver Lak
" Becker-Shee
" Burns-Mour
" Chilcotin M
" Dragon Lak
" 8-Mile Lake
" Grouse-Ant
" Hillside Ra
" Holt-Slatte
" 150-Mile H
" 158-Mile F
" Isnardy H
" Low[illegible] Cr
" Mosq[illegible]
" 150-Mile I
" Richfield-
" Slough Cr
" Soda Cree
" Springfiel
" Webster-D
" Williams
" Quesnel F
" Quesnel F
" Quesnel F
" Quesnel-F
" Quesnel F
" Quesnel F
" Quesnel F
Trail—Antler-K
" Bear Cre
" Cottonwo
" Fountain
" Keithley
" Quesnel
" Russian
" Spanish
Bridge—Chilcoti
" Hancevi
" William
Protecting river
Road Superinte

Brought forward		$ 15,073 17
ATLIN DISTRICT. (Vote 123—$15,000.)—*Concluded.*		
Trail—Telegraph Creek-Dease Lake	369 00	
" Telegraph Creek-Glenora	209 00	
" Thibert Creek	52 50	
Bridge—Tahltan	31 00	
Streets—Atlin	349 00	
" Discovery	63 47	
		$ 16,147 14
CARIBOO DISTRICT. (Vote 124—$16,000.)		
Road—Alexandria-Beaver Lake	$ 285 00	
" Alkali Lake	749 38	
" Antler-Cunningham Creek	405 79	
" Beaver Lake Valley-Horsefly	137 00	
" Becker-Sheep Creek	597 78	
" Burns-Mountain	7 00	
" Chilcotin Main	943 65	
" Dragon Lake	60 00	
" 8-Mile Lake	32 00	
" Grouse-Antler	427 25	
" Hillside Ranch	138 00	
" Holt-Slatter	48 75	
" 150-Mile House-Horsefly	420 00	
" 158-Mile House-Horsefly	6 48	
" Isnardy House	200 00	
" Lowhee Creek	123 50	
" Mosquito-Hardscrabble	237 25	
" 150-Mile House-Chilcotin Bridge	200 00	
" Richfield-Van Winkle (old)	19 50	
" Slough Creek	8 12	
" Soda Creek-Chilcotin	18 00	
" Springfield Ranch-Soda Creek	58 50	
" Webster-Middleton Ranch	39 25	
" Williams Lake	34 60	
" Quesnel Forks-150-Mile House	72 00	
" Quesnel Forks-158 Mile House	2,530 16	
" Quesnel Forks-Keithley Creek Sleigh	640 11	
" Quesnel-Fort George Trail	3,910 17	
" Quesnel Forks-Quesnel Lake	423 25	
" Quesnel Forks-Moorehead Creek	100 00	
" Quesnel River	58 50	
Trail—Antler-Keithley Creek	13 00	
" Bear Creek	61 75	
" Cottonwood-Willow River	50 00	
" Fountain Creek	164 00	
" Keithley Creek, Barkerville	55 25	
" Quesnel River, Deacons	134 25	
" Russian Creek	44 25	
" Spanish Creek	18 00	
Bridge—Chilcotin, approach and caretaker	754 42	
" Hanceville	30 86	
" Williams Creek	20 78	
Protecting river bank at Lee's, Chilcotin	682 23	
Road Superintendent	1,039 00	
		$15,998 78

Brought forward	$27,049 68

Cariboo District. (Vote 132—$53,000.)—*Concluded.*

Road—Quesnel-Alexandria Sleigh	1,303 57
" Van Winkle	423 75
" Wormald Creek	250 00
Trail—Sugar Creek	15 75
Ferry—Nechaco River	946 83
" Quesnel-Fraser River	823 46
Stable—Quesnel	184 43
General supplies, etc.	635 50
Road Superintendent	1,410 08
Southern Division.	
Road—Alexandria-Beaver Lake	59 00
" Beaver Lake Bridge	50
" Chilcotin Main	2,464 14
" Chilcotin Branch	49 50
" Harper's Camp-Beaver Lake Valley	481 75
" Little Lake-Seven-mile	99 50
" Main Trunk	9,919 47
" Meldrum-Creek Hill	296 00
" 150-mile-Alkali Lake	28 00
" 150-mile-Horsefly	968 50
" Quesnel Forks-158-mile House	1,950 38
" Quesnel Forks-Keithley Creek Sleigh	429 50
" Quesnel Forks-Quesnel Lake	196 50
" Soda Creek Ferry	36 00
" Soda Creek-Springfield Ranch	53 00
Trail—Horsefly (upper)	613 00
" Keithley Creek-Harvey Creek	12 00
" Soda Creek, west of Fraser River	220 00
Bridge—Chimney Creek	192 75
" Quesnel Forks protection	810 25
Ferry—Soda Creek	32 50
General supplies, etc.	130 40
Road Superintendent	912 00
Total	$52,997 69

Chilliwack District. (Vote 133—$27,800.)

Road—Abbotsford-Huntingdon	$ 2,918 18
" Abbotsford Townsite	1,140 05
" Cultus Lake-Columbia Valley	213 95
" Columbia Valley	1,237 65
" Harris-Matsqui	737 21
" Huntingdon Townsite	1,335 00
" Matsqui Hygienic Dairy	252 50
" Matsqui-Abbotsford	2,266 57
" Mount Lehman Trunk	2,236 35
" Mount Baker	133 80
" New, north of Vedder Bridge	35 75
" New, south of Vedder Bridge	153 25
" Parson's Hill	100 40
" Popcum	860 85
" Tipella-Gibraltar	91 40
" Vye	1,913 23
Carried forward	$ 15,626 14

	Brought forward	$21,102 99
	Location of Roads. (Vote 166—$45,000.)—*Concluded.*	
	Similkameen	1,338 95
	Skeena	485 50
	Slocan	5,449 34
	Yale	771 60
	Ymir	13,850 98
	Total	$44,999 37
	Contingencies. (Vote 191—$170,000.)	
Alberni—	Alberni Road	$ 39 10
"	Clayoquot-Ucluelet-Alberni Trail	2,087 90
"	Comox Trail	1,073 85
"	Cowichan Trail	8 45
"	Departure Bay Road	33 05
"	Dunns Road	169 35
"	Gillis Bay Road	65 75
"	Lessons land removing tool box	29 00
"	Marble Bay Road	108 25
"	McKibbins Road	16 50
Alberni—	River Road	345 00
"	St. Joseph Valley Road	1,130 15
"	Townsite Road	2 50
"	Quatsino Trail	76 00
"	Victoria-Campbell River Road	625 15
"	General supplies, etc	8 45
"	Road Superintendent	180 95
Cariboo—	Antler-Cunningham Road	7 00
"	Barkerville-Antler Creek Road	295 00
"	Barkerville-Bear Lake Waggon Road	190 84
"	Beaver Valley Harper Camp Road	12 50
"	Bulkhead-Barkerville Main Trunk Road	277 00
"	Chilcotin Main Road	59 12
"	Dragon Lake Road	12 00
"	Elk Creek—Interception Ditch	2,500 00
"	Fraser Lake Ferry	100 00
"	Fort George Canyon	76 00
"	Fort George Road	295 05
"	Giscom Portage Trail	147 00
"	Hanson's Ranch Road	35 00
"	Hiyon Creek Trail	10 50
"	Little Lake—Quesnel River Mining Co. Claim	159 00
"	Lowhee Road	114 75
"	Main Trunk Road	1,395 69
"	158-mile House-Quesnel Forks Road	189 36
"	158-mile House-Chimney Creek Bridge	10 00
"	Moorhead-7-mile Creek Road	18 00
"	Moorhead-Quesnel River Mining Co. Claim	132 00
"	Mud River Bridge	3 25
"	Nechaco Ferry	1,466 80
"	Nechaco Waggon Road	8,436 80
"	Peters Creek Trail	89 35
"	Quesnel-Alexandria Sleigh Road	266 12
"	Quesnel-Fraser Lake Road	52 15
"	Quesnel Ferry, Fraser River	114 68
	Carried forward	$ 22,464 36

BRIDGES THROUGHOUT THE PROVINCE. (Vote 164—$423,000.)

Electoral District	Name.	Amount.	
Alberni	Arlington	$ 275 55	
"	Bush Creek	88 89	
"	Beaver Creek	20 50	
"	Central Lake Road	243 50	
"	Colman's Road	165 00	
"	Creamery	1,161 95	
"	Englishmen's River	25 20	
"	French Creek	13 75	
"	Hamilton	35 50	
"	Hector's Bridge, No. 15	4 25	
"	McCoy Creek, No. 20	320 12	
"	Quatsino Waggon Road	165 50	
"	Rodger Creek	1,110 42	
"	Schoolhouse, Quatsino	63 50	
"	Schoolhouse, Clayoquot	70 00	
"	Texada Island	89 15	
			$ 3,852 78
Atlin	Gilmors	$ 803 50	
"	Gold Run, No. 9	181 19	
"	Halfway House-Spruce Creek Road	300 00	
"	Surprise Lake-Boulder Creek Road	368 00	
			1,652 69
Cariboo	Beaver Lake	$ 177 74	
"	Blackwater	946 84	
"	Big Lake (renewal)	1,464 86	
"	Cariboo Main Road	395 32	
"	Chimney Creek	10 00	
"	Deep Creek	317 75	
"	Moffat Creek	254 00	
"	Mud River	107 50	
"	Quesnel River	96 00	
"	Quesnel Forks (Protection)	92 40	
"	San Joses Creek-Onward Ranch	103 64	
"	Six-mile Creek	180 25	
"	Three-mile Creek	334 50	
			4,480 80
Chilliwack	Matsqui-Abbotsford Road	$ 60 27	
"	Old Vedder	65 75	
"	Vedder River	3,369 75	
			3,495 77
Comox	Auderton's	$ 198 67	
"	Baynes' Sound River	2,310 84	
"	Bridge over Gully, Comox Lake Road	30 21	
"	Bridge across Slough, Campbell River	98 90	
"	China Creek	656 31	
"	Calhoun's	16 23	
"	Dallas-Comox Lake Road	30 31	
"	Garven's	125 94	
"	Isabel River	7 60	
"	Matthewson's	78 69	
"	Quelkorsta Creek	199 54	
"	Rennison's	301 44	
"	Smith's Creek	397 55	
"	Washer, No. 1	224 08	
"	Washer, No. 2	75 07	
			4,751 36
Cowichan	Cowichan Lake	$ 2,443 21	
"	Glenora Creek	214 77	
"	Garnett's-Shawnigan Lake Road	241 75	
"	Keating's	105 85	
"	Mountain Road	220 97	
"	Millet's	317 65	
"	Pimbury-Clemclemlutz	180 23	
"	Robinson	201 70	
			3,926 13
	Carried forward		$ 22,159 53

Brought forward	$ 11,390 53

CARIBOO DISTRICT. (Vote 133—$137,500.)—*Continued.*

Road—	Fort George-Mud River	1,959 27
"	Fort George-Nechaco River	175 50
"	Fort George-Quesnel	2,500 00
"	Fort George-Stoney Creek	2,750 00
"	Giscombe-Portage	469 25
"	Government Warehouse-Fort George	255 30
"	Hogsback-Chilculty Lake	626 00
"	Hogsback-Nechaco River	1,429 05
"	Pucker Settlement	732 50
"	Quesnel-Fraser Lake	13,405 63
"	Stewart Lake Sleigh	292 50
"	Tsinkist Lake-Milne's Landing	2,311 25
Ferry—	Milne's Landing	9,863 18
Supplies, Road Superintendent		1,797 61

Southern Division.

Road—	Alexandria-Mud Lake	6 00
"	Chilcotin Main	1,751 82
"	Foyle Hill (Diversion)	843 36
"	Harper's Camp-Beaver Lake	962 00
"	Main Trunk	19,538 02
"	150-Mile House-Alkali Lake	76 37
"	150-Mile House-Chimney Creek Bridge	248 47
"	150-Mile House-Horsefly	787 20
"	150-Mile House-Quesnel Forks	4,049 23
"	Moorehead-Quesnel (Seven-mile Camp)	4,938 65
"	Quesnel Forks-Keithley Camp	117 50
"	Quesnel Forks-Quesnel Lake	207 04
"	Klenna Klein-Tatla Lake	211 00
"	Redstone-Tatla Lake	16 00
"	Soda Creek-Springfield Ranch	132 00
"	St. Joseph's Mission	40 00
"	Upper Horsefly	132 50
Trail—	Keithley-Barkerville	90 00
"	Quesnel Forks-Twenty-mile Hydraulic	51 00
"	Soda Creek-Alexandria, West	95 25
"	Upper Horsefly	1,039 10
Ferry—	Soda Creek	1,140 93
General supplies		161 96
Road Superintendent		1,896 00

Central Division.

Road—	Antler Creek-McKinnoch	714 50
"	Baker's (west side of river)	141 00
"	Antler Creek-Barkerville	10 50
"	Bear Lake-Barkerville	2,973 47
"	Bulkhead Protection-Barkerville	1,400 33
"	Cottonwood-Barkerville	1,663 29
"	Old Van Winkle-Barkerville	187 25
"	Bear Lake and Goat River	199 50
"	Clucluty	136 50
"	Dragon Lake	131 00
"	Eight-mile	63 50
"	Ferry (east side of river)	99 75
Carried forward		$ 96,269 56

ATLIN DISTRICT. (Vote 82.)

Atlin Division.

Road—Atlin-Surprise	$3,146	80
" Ben McChree	515	00
" Big Horn	498	55
" Birch Creek	491	50
" Boulder Creek	183	50
" Fourth of July	12	50
" Gold Run Wagon	20	00
" Gleanerville	175	00
" Indian River	150	00
" Klehini River	6,339	09
" Lincoln Creek	20	00
" Moose Arm-Telaka Bay	398	45
" McKee Creek	170	00
" O'Donnell River	954	50
" Otter Creek	113	50
" Pavey Station	300	00
" Ruby Creek	427	50
" Spruce Creek	389	50
" Taku Arm	500	00
" Telegraph Creek	155	73
" Wilson Creek	10	00
" Wood	25	00
" Wright Creek	576	00
Trail—Fantail	75	00
" Wann River	150	00
" White Horse	30	75
Street—Atlin	554	75
" Discovery	30	00
Sidewalks—Atlin	10	00
Bridge—Ditch	64	60
" Gold Run	67	50
" Stephen Dyke	188	00
General supplies	2,539	41
Road Superintendence	1,680	52

Telegraph Creek Division.

Road—Glenora	77	50
" McDame Creek	220	00
Trail—Berry Creek	190	75
" Dease Lake	1,535	37
" Klappan	283	00
" Teslin	1,047	59
Streets—Telegraph Creek	263	80
Ferry—Telegraph Creek	215	00
Survey—Iskoot River Road	1,148	95
General supplies	720	83
Total	$26,665	44

CARIBOO DISTRICT. (Vote 82.)

Southern Division.

Road—Alexandria-Beaver Lake	$ 495	00
" Chilcotin Main	3,777	65
" Harper's Camp-Beaver Lake	443	00
Carried forward	$ 4,715	65

Brought forward		$ 40,092 01
ALBERNI DISTRICT. (Vote 110—$112,000)—*Concluded.*		
Road—Josephine		454 75
" Kitsuckis		1,221 65
" Knight		77 00
" Lasqueti Island (sundry)		1,548 50
" Latham		1,183 58
" Lowry and Craig		102 00
" Maggie Lake from Ucluelet		640 75
" Mill Town		788 70
" Moore		144 75
" Morello		32 00
" Morrison		1,672 70
" McCoy Lake		457 75
" McKenzie		74 00
" McKibbon		83 50
" McNeil and Williams		21 00
" Nanaimo-Alberni		5,178 32
" Nootka Island		1,429 32
" North-West Bay		409 50
" Parksville Cross		355 50
" Pimm and others		125 15
" Port Alberni		2,990 16
" Quatsino Wagon		4,866 72
" Raths		19 50
" San Josef		10,585 80
" Shelter Point		1,460 50
" Simmons		128 75
" Southgate		225 00
" Sprat Lake		1,964 85
" Stanhope and Scott		143 80
" Swayne		66 00
" Sundry roads in Vananda and Marble Bay		186 00
" Texada Island		384 82
" Thompson		27 75
" Turner and Rutherford		321 25
" Vargas Island		357 50
" Victoria-Campbell River		8,513 95
" Walker		39 00
" Ward		1,468 15
" Weigtes or Jones		459 25
" Wellington Old Town		92 50
" Wesslen (new)		91 10
" Wolsey		2,902 73
Trail—Cape Scott-Fisherman's Bay		624 00
" Green and Lidstad		583 50
" Horne Lake		209 00
" Limestone Island		181 00
" Noot and Blands		300 00
" Peninsula Ucluelet		3,428 35
" San Josef's Bay-Cape Scott		721 00
Street—Johnston		92 50
" Nanaimo		92 00
" Pemberton		100 00
Purchase of land, Block 3A, Lot 7		600 00
General, supplies, etc		8,601 24
Supervision		3,316 70
Total		$112,236 80

ATLIN DISTRICT. (Vote 111—$39,000.)

Road —Atlin-Surprise	$	1,289 90
" Atlin-McKee		90 00
" Atlin-Silver Creek		745 00
" Big Horn		1,120 00
" Boulder Creek		165 00
" Burdette Creek		80 00
" Gleanerville		733 75
" Gold Run		276 00
" Indian River		1,027 50
" Lincoln Creek		525 00
" Moose Arm-Telaka Bay		580 00
" McKee Creek		694 00
" O'Donnell River		1,570 00
" Otter Creek		265 00
" Ruby Creek		195 00
" Spruce Creek		1,830 61
" Wann River		1,377 25
" Wilson Creek		900 00
" Wright Creek		65 00
Trail — Burdette-O'Donnell		139 35
" Glacier		70 88
" White Moose		280 00
Street—Atlin		879 12
" Discovery		81 00
General, supplies, etc		5,559 07
Supervision		2,353 70

Telegraph Creek Division.

Road —Casca		83 50
Trail — Glenora		305 80
" Deas Lake-Boulder Creek		1,501 26
" Klappen		448 00
" McDame Creek		579 45
" Telegraph Creek-Dease Lake		3,170 90
" Teslin Creek		246 83
" Thibert Creek		126 00
Street—Telegraph Creek		1,148 00
Bridge—Nos. 4, 7, and 8, Casca Road		57 25
" Dease Creek		25 00
Ferry—Telegraph Creek		40 55
Stable—Government		105 50
General, supplies, etc		1,211 03
Total	$	31,941 20

CARIBOO DISTRICT. (Vote 112—$231,000.)

Southern Division.

Road —Cariboo Main Trunk	$	30,271 43
" Chilcotin Main		2,599 64
" Chilcotin Main-Branch		383 30
" Harper's Camp-Beaver Lake		761 12
" Knife Creek		95 00
" Moorhead-Mile Creek		170 49
Carried forward	$	34,280 98

McKee Creek Road: This road was graded 12 feet wide for a length of 5¾ miles and gravelled for same distance; 53 culverts were built.

O'Donnel River Road: Work on this road consisted of clearing it for 20 miles, grading it 15 feet wide for a distance of 5¾ miles, gravelling it for 1 mile a width of 10 feet, and building 3 culverts.

Wilson Creek Road: Cleared, grubbed, and graded this road for a distance of 1 mile, 20 feet wide.

General repairs when necessary were made on all trails in the district and on the following roads: Atlin-Surprise Lake, Ben M'Chree Mine, Big Horn River, Engineer Mine, Otter Creek, Rainy Hollow, Ruby Creek, Spencer Creek, and Wright Creek.

Telegraph Creek Division.

The principal work was the Dease Lake Road, on which the following work was done: Clearing 10 miles; grading 2 miles; 285 feet of wall; 28 culverts; 9 bridges.

General repairs made to Hubert Creek Road, streets in Telegraph Creek, etc.

CARIBOO DISTRICT.

Northern Division.

New Work.—Fort George—Chief Lake Road: Extended this road 3 miles, 14 feet wide.
Fort George-Pinker Willow Road: Extended this road 4½ miles, 12 feet wide.
Fort George-Giscombe Road: Extended this road 10 miles, 12 feet wide.
White's Landing Road: Extended this road 1½ miles, 12 feet wide.
Mud River Valley Road: Extended this road 5 miles, 16 feet wide.
Tachie Lake Road: Extended this road 2 miles, 16 feet wide.
Pinker Settlement Road: Extended this road 3¼ miles, 12 feet wide.
West Lake Road: Extended this road 4 miles, 16 feet wide.
On all of the above roads the grader was used.

Old Work.—General repairs, including changes at points where easier grades could be obtained, were made to all the other roads in this division, the principal of which are: Quesnel-Fraser Lake, Fort George-Stoney Creek, Fort George-Blackwater, and Tsinkut-Stewart Lake. The principal trail on which any work was done is Stewart-McLeod Lake.

Central Division.

Main Trunk Road: Graded 2½ miles, 24 feet wide; gravelled 3 miles, 12 feet wide.
Alexandria-Quesnel Road: Graded 2 miles, 12 feet wide.
Alexandria Ferry Road: Graded 2 miles, 12 feet wide.
Barkerville-Antler Road: Graded 1 mile, 14 feet wide; gravelled ½ mile, 10 feet wide.
Barkerville-Fraser Lake Road: Graded 4 miles, 18 feet wide; gravelled ½ mile, 10 feet wide.
Bear Lake-Indian Point Road: Graded 1½ miles, 15 feet wide.
Cariboo Coal-mine Road: Graded 1½ miles, 12 feet wide.
Deacon's Road: Graded ⅝ mile, 8 feet wide.
Dragon Lake Road: Cleared and grubbed ¼ mile, 18 feet wide.
Kersley-Dale Landing Road: Cleared ½ mile, 20 feet wide; gravelled ½ mile, 12 feet wide.
Lawies-Big Prairie Road: Graded 8 miles, 14 feet wide.
Quesnel-Nazko Road: Graded 15 miles, 10 feet wide; stoned 4 miles, 10 feet wide.
Quesnel-Quesnel Forks Road: Graded 3 miles, 12 feet wide.
Stewart Creek Road: Graded 2½ miles, 12 feet wide.
Quesnel-Blackwater Road: Graded 3 miles, 20 feet wide.
Van Wynkle-Swift-River Road: Graded 7 miles, 10 feet wide.
Van- Wynkle-Perkins Gulch Road: Graded 6 miles, 16 feet wide.
Arthur McKenna Trail: Cleared 25 miles, 11 feet wide.
Stoney Lake Trail: Cleared 15 miles, 6 feet wide.
Bear River Trail: Cleared 7 miles, 8 feet wide.
Streets, Quesnel Townsite: 4,222 feet sidewalk were built, and 4,930 feet graded, 33 feet wide.

Southern Division.

New Work.—Nine and a half miles new road were built.

Old Work.—General repairs effected to 126 miles of existing road. Principal roads on which work was done: Cariboo Main Trunk, Chilcotin Main, 158-Mile House-Quesnel Forks, 150-Mile House, Harpers Camp. Several trails were also kept in repair, the principal being Horsefly-Fraser Lake, Keithley-Barkerville, Keithley-Harvey Creek. There was also built a retaining-wall consisting of 170 cubic yards masonry.

Peace River Division.

On the south of the Peace the mail route from Edson via Grande Prairie, Saskatoon Lake, and Beaver Lodge enters British Columbia at Borden's, at the south end of Swan Lake. The appropriation providing for a road in Pouce Coupé was expended in building the road from this point through to the Peace River near the mouth of the Cutbank River. The road runs north-westerly for a few miles, then due north over the gently rolling country to a point near the mouth of Bazette Creek, where it enters the Pouce Coupé Prairie proper.

The route for this road was chosen by the settlers from Bazette Creek north, acting through a committee, as being the best road allowance available for a continuous straight road through both the centre of prairie and population. It was found to be the best possible straight road, very little wet ground, and practically level except for the creek crossings. The creek crossings on the road allowance below would be much more costly, on the next allowance above lighter, but the route itself over much wet and swampy ground. The good conditions hold until about 7 miles from the Peace. From here on it was about 6 miles of down timber and wet ground, a little dead standing timber and light poplar growth. There will be a long grade to the Peace, but there is a fairly good road for it.

Up to September there was built practically 20 miles of new road; 26 bridges put in, ranging from 10 to 85 feet; graded long stretches in various places, besides hauling all bridge timber from ½ to 5 miles. This road was an absolute necessity, and with a few side-roads and bridges, and possibly two additional shorter north and south roads, will admirably serve the Pouce Coupé country, besides enabling the settlers along the Peace River to travel over a route provided with feed and stopping-places. Hitherto in going to the railway they have had to follow the river to Dunvegan, a winter journey of some weeks, with no stopping-places en route. The road will also enable the settlers of Pouce Coupé to obtain their necessities by the water route. Length of road about 50 miles.

CHILLIWACK DISTRICT.

Abbotsford-Huntingdon Road: Graded 500 x 20 feet; gravelled ⅓ mile.

Abbotsford Townsite Road: Gravelled 660 feet; built 2 culverts.

Abbotsford-Riverside Road: Gravelled ¾ mile; graded 500 x 24 feet.

Abbotsford-West Yale Road: Gravelling and repairing 4 miles.

Abbotsford-East Yale Road: Cleared 1 mile.

Clayburn Station Road: Corduroyed ⅓ mile.

Columbia Valley and Cultus Lake Road: Gravelled ¾ mile; excavated 2,700 cubic feet of rock.

Chilliwack River Road: Graded 3,300 x 12 feet; built 6 culverts.

Delair Road: Graded 1,100 x 20 feet; gravelled 800 feet.

Gwynn Road: Graded 2,200 x 12 feet; cribbed 600 feet.

Harris Road East: Graded 6,725 x 30 feet; gravelled 1¼ miles.

Huntingdon Townsite Road: Graded 1,000 x 34 feet; gravelled ¼ mile.

Huntingdon-C Street: Gravelled ¾ mile; built 1 culvert.

Hygienic Road: Graded 700 x 28 feet; gravelled 450 feet.

Lefeuvre Road: Graded 2,200 x 10 feet; built 2 culverts.

Marsh Road: Graded 2,800 x 20 feet.

Matsqui-Mount Lehman Road: Graded 8,500 x 18 feet; gravelled 2¾ miles; built 14 culverts.

Mount Lehman Trunk Road: Graded 800 x 26 feet; gravelled nearly 1 mile; built 2 culverts.

Page 1 of 1 [illegible]-2021-14-[illegible]

Brought forward		$ 45,415 37

ATLIN DISTRICT. (Vote 133—$50,000.)—*Concluded.*

Telegraph Creek Division.—Concluded.

Trail—Klappan		75 00
" Teslin		981 35
Street—Telegraph Creek		544 90
General supplies		2,802 00
Supervision		402 00
Total		$ 50,220 62

CARIBOO DISTRICT. (Vote 134—$265,000.)

Northern Division.

Road—Cluculz Lake	$	1,308 52
" Eagle Lake		800 00
" Fort George-Blackwater		5,227 66
" Fort George-Chief Lake		4,003 65
" Fort George-Giscome		13,025 55
" Fort George-Nechako		2,564 54
" Fort George-Pinker Willow		2,886 36
" Fort George-Stoney Creek		6,919 87
" Fraser-Francis Lake		4,779 77
" Milne's Landing (east)		371 58
" Milne's Landing (west)		687 75
" Milne's Landing-Noonla		2,279 44
" Mud River Valley (south)		3,147 10
" Noonla Crossing		373 17
" Pinker Settlement		2,682 77
" Quesnel-Fraser Lake		17,850 79
" Tache Lake		2,511 13
" Tsinkut-Stuart Lake		3,588 99
" West Lake		2,025 69
" White's Landing		1,396 91
Trail—Stuart-Fraser Lake		436 25
" Stuart-McLeod		903 80
Ferry—Fraser River		477 53
" Nechako River		892 00
Stable—Stable and warehouse		1,178 75
Sidewalk—South Fort George		2,714 32
General supplies		9,735 43
Supervision		3,298 60
Total	$	98,067 92

Southern Division.

Road—Chilcotin Main	$	6,797 20
" Clearwater		2,442 25
" Hargreaves		971 61
" Harpers Camp-Beaver Valley		430 70
" Horsefly River		68 50
" Keithley		294 25
" Keithley Creek-Harvey		47 12
" Moorhead-Seven-mile Creek		1,186 26
" Main Trunk		26,851 27
Carried forward	$	39,089 16

McBride Street, Fort George: Cleared 10,560 feet, 60 feet wide; grubbed 2,000 feet, 50 feet wide; grubbed 6,156 feet, 30 feet wide; graded 2,000 feet, 20 feet wide; graded 7,308 feet, 60 feet wide; ditched 11,465 feet, 4 feet wide, 1 foot deep; filled in 60 feet, 30 feet wide, 3 feet deep; gravelled 900 feet, 20 feet wide, 1 foot deep; gravelled 13,570 feet, 12 feet wide, 1 foot deep; built 12 culverts 1 x 35 x 1 feet; built 2 culverts 1 x 50 x 1 feet; total completed this year and to date, 2 miles.

Peace River District.

Rocky Mountain Portage: Cleared 63,360 feet, 16 feet wide; grubbed 10,560 feet, 8 feet wide; graded 10,560 feet, 8 feet wide; corduroyed 200 feet, 14 feet wide; excavated earth 5,280 feet, 6 feet wide, 3 feet deep; built 1 culvert 30 x 14 x 8 feet; total completed this year and to date, 13 miles.

Pouce Coupe Road: Cleared 7,200 feet, 25 feet wide; grubbed 7,200 feet, 8 feet wide; graded 1,601 feet, 8 feet wide; corduroyed 319 feet, 12 feet wide; excavated earth 5,280 feet, 8 feet wide, 2 feet deep; total completed this year, 1½ miles; total completed to date, 52 miles.

Peace River Road: Cleared 42,240 feet, 20 feet wide; graded 3,000 feet, 12 feet wide; excavated earth 2,000 feet, 10 feet wide, 4 feet deep; filled in 200 feet, 12 feet wide, 4 feet deep; built 10 culverts 7 x 18 x 3 feet; total completed this year, 8 miles; total completed to date, 24 miles.

Buckhorn Lake Road: Cleared 26,400 feet, 15 feet wide.

Southern Division.

Cariboo Main Road: Cleared 24,792 feet, 15 feet wide; graded 10,945 feet, 18 feet wide; ditched 8,617 feet, 4 feet wide, 1 foot deep; filled in 329 feet, 10 feet wide, 4 feet deep; gravelled 16,640 feet, 9 feet wide, ⅔ foot deep; built 12 culverts 24 x 4 x 2 feet; total completed to date, 62 miles.

Alexis-Nazko Road: Corduroyed 1,065 feet, 14 feet wide; stoned 415 feet, 10 feet wide; gravelled 650 feet, 14 feet wide, ½ foot deep; built 2 culverts 15 x 5 x 2 feet; made general repairs.

Beaver Lake-Beavermouth Road: Cleared 16,500 feet, 30 feet wide; grubbed 18,800 feet, 12 feet wide; graded 13,300 feet, 10 feet wide; cribbed 90 feet, 10 feet deep; excavated earth 12,500 feet, 6 feet wide, 4 feet deep; excavated rock 2,500 feet, 4 feet wide, 3 feet deep; filled in 1,642 feet, 12 feet wide, 4 feet deep; stoned 13 feet, 10 feet wide; built 2 culverts 16 x 4 x 2 feet; total completed this year and to date, 3 miles.

Beaver Valley Road: Cleared 26,400 feet, 10 feet wide; graded 2,000 feet, 8 feet wide; built 2 culverts 12 x 16 x 3 feet; made repairs on 1,200 feet; total completed to date, 25 miles.

Chilcotin Main Road: Cleared 5,100 feet, 30 feet wide; grubbed 5,100 feet, 6 feet wide; graded 5,820 feet, 18 feet wide; excavated earth 100 feet, 12 feet wide, 10 feet deep; filled in 300 feet, 12 feet wide, 1 foot deep; built 4 culverts 24 x 5 x 4 feet; made general repairs on 24 miles; total completed to date, 46 miles.

Chilcotin-Soda Creek Road: Cleared 21,000 feet, 24 feet wide; graded 5,800 feet, 12 feet wide; cribbed 590 feet, 4 feet wide; excavated earth 590 feet, 12 feet wide, 3 feet deep; excavated rock 40 feet, 4 feet wide, 8 feet deep; filled in 450 feet, 12 feet wide, 3 feet deep; total completed to date, 30 miles.

Horsefly-Woodjam Road: Cleared 2,600 feet, 12 feet wide; graded 1,100 feet, 12 feet wide; corduroyed 490 feet, 12 feet wide; built 4 culverts 24 x 12 x 3 feet; made general repairs on 9 miles; total completed to date, 10 miles.

Horsefly-Fraser Creek Road: Cleared 1,080 feet, 16 feet wide; corduroyed 28 feet, 12 feet wide; gravelled 420 feet, 12 feet wide, ⅔ foot deep; total completed to date, 10 miles.

Little Valley-Seven-mile Road: Cleared 1,760 feet, 12 feet wide; ditched 450 feet, 3 feet wide, 2 feet deep; gravelled 300 feet, 12 feet wide, ⅓ foot deep; built 3 culverts 16 x 4 x 2 feet; total completed to date, 6 miles.

Machin Creek Road: Cleared 4,840 feet, 12 feet wide; grubbed 2,040 feet, 11 feet wide; graded 2,540 feet, 10 feet wide; filled in 130 feet, 10 feet wide, 3 feet deep; total completed to date, 12 miles.

Mud Lake Road: Cleared 10,560 feet, 12 feet wide; graded 2,640 feet, 12 feet wide; ditched 2,850 feet, 1½ feet wide, 1 foot deep; corduroyed 8 feet, 12 feet wide; filled in 85 feet, 8 feet wide, 1 foot deep; built 3 culverts 12 x 18 x 1½ feet; total completed to date, 9 miles.

CARIBOO DISTRICT.—*Continued.*

Southern Division.

Road—Alexis Creek-Nazko	$	945 63
" Beaver Lake-Beavermouth		1,750 40
" Beavermouth		280 95
" Beaver Valley		988 25
" Cariboo Main		10,019 46
" Chezicut		36 00
" Chilcotin Main		1,573 05
" Chilcotin-Soda Creek		1,351 97
" Clearwater		771 00
" Hanceville		432 75
" Harpers Camp		22 75
" Horsefly-108-Mile House		250 53
" Horsefly-Woodjam		392 42
" Knife Creek-Horsefly		31 00
" Little Valley-Seven-mile		195 00
" Mackim Creek		392 86
" Maud Lake		151 30
" Mission		50 00
" Moorhead-Hydraulic		35 75
" 177-Mile House		30 50
" 150-Mile Camp-Harpers Camp		834 22
" 150-Mile House-Springhouse		503 06
" 158-Mile House-Quesnel Forks		1,383 20
" Quesnel Forks-Quesnel Dam		253 50
" Quesnel Forks-Quesnel Lake		234 25
" Soda Creek-Williams Lake		926 75
" Upper Horsefly		4,415 91
Trail—Horsefly-Fraser Creek		110 75
" Keithley		82 87
" Newton-Whitewater		267 50
" Quesnel Forks-Barkerville		1,457 00
" Soda Creek-Alexandria		528 95
Ferry—Soda Creek		1,228 91
Supervision		1,413 25
General supplies		1,817 01
Total	$	35,158 70

Central Division.

Road—Alexandria-Quesnel	$	2,071 78
" Alexandria Ferry (east side)		1,517 70
" Alexandria Ferry (west side)		49 00
" Baker		48 50
" Barkerville-Bulkhead		510 24
" Barkerville-Van Winkle (old)		16 87
" Barkerville-Fraser River		3,990 98
" Bear Lake-Indian Point		1,001 82
" Deacon's		162 25
" Dragon Lake		576 00
" French		7 00
" Howison's		14 00
" Lowhee-Jack of Clubs		577 50
" Main Trunk		18,035 15
Carried forward	$	28,578 79

TRA-2021-11-12

Stella Road (East): Cut sleigh-road.
Jorgensin Road: Construction of new road to Experimental Farm.
Munsen Road: Construction of new road; built 11 culverts.
Niss Lake Road: Construction of new road; built 5 culverts.
Shelley Trail: Construction of new trail; built 3 culverts.
Vanderhoof-Stuart River Road: Extension of No. 10 Road.
Hardy's Road: General repairs; built 3 culverts.
Red Rock Road: Construction of new road.
Vanderhoof Road (West): Construction of new road; built 1 culvert.
Kausp Valley-Dunster Road: Construction of new road; built 8 culverts.
McBride Streets: Were drained in spring.
Fort George Streets: General repairs.

Peace River District.

Pouce-Coupe-Pine River-Hudson Hope Road: Construction; built 20 culverts.
Pouce Coupe-Saskatoon Creek Road: Construction.
Gilderman Road: Construction; built 2 culverts.
Rocky Mountain Portage: General repairs.
Pouce Coupe Road: General repairs.
Peace River Road: General repairs.

Central Division.

Antler-Cunningham Road: General repairs.
Barkerville Bulkhead: Built wing-dam 50 feet long; brush and logs 4 feet high; repaired bulkhead 500 feet long; 20 sets new braces.
Bear Lake-Indian Point Road: General repairs.
Baker's Road: General repairs; 140 feet fencing 4 feet 6 inches high.
Deacon's Road: General repairs; blasted stumps 2,500 feet.
Dragon Lake Road: General repairs; blasted stumps 1,000 feet.
Islip Road: General repairs.
Lowhee-Jack of Clubs Road: General repairs.
Main Trunk Road: General repairs; built log and brush dam 1,200 feet x 4 feet 6 inches.
Quesnel-Alexandria Road: General repairs.
Quesnel-Blackwater Road: General repairs; blasted stumps 5,000 x 16 feet.
Quesnel-Quesnel Forks Road: General repairs; blasted stumps 15,450 x 12 feet.
Quesnel-Nazko Road: General repairs; laid 922 x 6 feet sidewalks.
Sugar Creek-Willow River Road: General repairs.

Southern Division.

Beavermouth Road: General repairs; built 2 culverts.
Black Creek Road: General repairs; cutting out logs.
Chilcotin Main Road: General repairs; built 8 culverts; grading sand-hills.
Harpers Camp-Quesnel Lake Road: General repairs.
Mackin Creek Road: General repairs; built 1 culvert.
Main Trunk Road: General repairs; built 3 culverts.
Newton-Whitewater Road: General repairs.
Quesnel Forks-Keithley Road: General repairs; built 2 culverts; shovelled out slides.
Soda Creek-Alexandria Road: General repairs; built 3 culverts.
Soda Creek-Chilcotin Road: General repairs; built 4 culverts.
108-Mile Road: General repairs; built 4 culverts.
150-Mile-Jones Lake Road: General repairs for 3 miles.
150-Mile-Springhouse Road: General repairs; built 5 culverts.
158-Mile-Quesnel Forks Road: General repairs; built 5 culverts.
150-Mile-Horsefly Road: General repairs; built 5 culverts; repaired under-crossing.
Upper Horsefly Road: General repairs; built 2 culverts.

Brought forward		$ 10,593 53
CARIBOO DISTRICT—*Continued.*		
Northern Division—Concluded.		
Road—Fort George-Chief Lake	$ 3,988 63	
" Fort George-Giscome	1,200 00	
" Fort George-Nechako	529 75	
" Fort George-Pinker-Willow	1,455 75	
" Fort George-Stony Creek	995 50	
" Fraser-Francois Lake-Endako	889 00	
" Giscome-Summit Lake	21 00	
" Hardy's	126 25	
" Hulatt (south)	2,220 85	
" Mapes-Hulatt	161 00	
" Milne-Noonla	1,044 40	
" McBride (east)	2,673 70	
" Noonla Crossing	435 45	
" Peace River District	8,395 31	
" Red Rock Creek	112 00	
" Sackner	1,828 32	
" Six-mile-Buckhorn Lake	921 95	
" Tsinkut-Stuart Lake	2,598 30	
" Willow River-Fraser River	1,986 81	
Trail—Manson Creek	17 50	
Supervision	3,555 65	
General supplies	3,536 02	
Total		$ 49,286 67
Southern Division.		
Road—Beaver Lake-Beavermouth	$ 1,810 35	
" Cariboo Main	3,922 20	
" Chilcotin Main	4,355 20	
" Harpers Camp-Quesnel Lake	492 50	
" Hydraulic-Seven-mile	29 25	
" Knife Creek	300 00	
" Little Lake-Quesnel Dam	149 75	
" Mackin Creek	1,094 73	
" Morehead-Hydraulic	13 00	
" Newton-Whitewater	447 61	
" 108-Mile	110 50	
" 150-Mile-Harpers Camp	1,375 00	
" 150-Mile House-Jones Lake	197 75	
" 158-Mile-Quesnel Forks	1,750 53	
" 150-Mile-Springhouse	1,143 41	
" Quesnel Forks-Quesnel Lake	369 75	
" Soda Creek-Alexandria	2,398 69	
" Springfield Ranch	48 00	
" Upper Horsefly	3,611 14	
Ferry—Sing Lee's Crossing	104 00	
Supervision	614 00	
General supplies	3,143 66	
Total		$ 27,481 02

Brought forward	$	4,991 68
CARIBOO DISTRICT—*Continued.*		
Southern Division—Concluded.		
Road—Chezacut-Alexis Creek (bridge and approaches)		54 00
" Chilcotin Main (corduroy and general repairs)		5,038 93
" Chilcotin-Soda Creek		1,466 07
" Harpers Camp-Quesnel Lake (general repairs)		575 01
" Horsefly (built culverts and general repairs)		648 00
" Hydraulic-Seven-mile (general repairs)		52 00
" Little Lake-Quesnel Lake (general repairs)		78 75
" Mud Lake (general repairs)		3 25
" 150-Mile-Harpers Camp (general repairs)		1,214 38
" 150-Mile-Spokin Lake (general repairs)		82 50
" 158-Mile-Quesnel Forks (clearing, grading, and general repairs)		1,847 42
" Quesnel Forks-Keithley (new work)		1,979 55
" Seven-mile Creek (general repairs)		3 25
" Soda Creek-Alexandria (general repairs)		1,420 49
" Upper Horsefly (construction)		4,308 67
" Williams Lake-Alkali (general repairs)		562 37
Trail—Keithley Creek (clearing, grading, etc.)		449 80
" Keithley (Kangaroo Creek) (general repairs)		21 00
Bridge—Keithley Creek (general repairs)		7 00
Wintering horses		995 32
Assistant Engineer's car		30 90
Supervision		872 25
General supplies		2,386 09
Total	$	29,088 68
Central Division.		
Road—Antler Creek-Barkerville (general repairs)	$	336 50
" Baker's (general repairs)		52 50
" Barkerville—Bulkhead (general repairs)		332 82
" Barkerville-Fraser River (general repairs)		904 00
" Barkerville-Fraser River Sleigh (general repairs)		409 50
" Bear Lake-Indian Point (construction)		1,537 50
" Cottonwood-Fraser River (general repairs)		26 00
" Deacon's (general repairs and construction)		1,174 91
" Dragon Lake (general repairs and construction)		10 50
" Kersley-Dale's Landing (general repairs)		47 50
" Kersley-Beavermouth (general repairs)		196 00
" Lowhee-Jack of Clubs (general repairs)		82 50
" Main Trunk (maintenance)		7,724 89
" Mud Hill (general repairs)		148 00
" McLean's (general repairs)		199 50
" Ormheim's-Little Cottonwood (general repairs)		105 00
" Quesnel-Alexandria (general repairs)		562 00
" Quesnel-Blackwater (general repairs)		259 51
" Quesnel-Cottonwood (construction)		2,118 89
" Quesnel-Nazko (construction and repairs)		5,398 28
" Quesnel-Quesnel Forks (general repairs)		6,917 21
" Stouts Gulch (general repairs)		127 50
" Ferry Creek (general repairs)		263 00
" Winter (shovelling snow and general repairs)		1,340 50
Carried forward	$	30,274 51

ALBERNI DISTRICT—*Concluded.*

Road—Victoria-Campbell River		$ 9,153 38
" Weigle and Jones		206 02
" Weigle, Peter		46 00
" Wellington Townsite		120 60
" Wither's		90 50
" Wright's		42 00
Trail—Stranby		180 75
Supervision—Auto Account	$1,217 40	
" Clerical work	40 00	
" Assistant Engineer	2,034 85	
		3,292 25
General supplies		1,196 46
Total		$ 30,614 63

ATLIN DISTRICT. (Vote 134—$21,700.)

Road—Atlin-McKee	$ 10 00
" Atlin-Surprise	612 50
" Bear River	24 00
" Big Horn	50 00
" Birch Creek	35 00
" Bitter Creek	524 00
" Boulder Creek	260 00
" Burdette-O'Donnell	40 00
" Drave	38 50
" Fourth of July	150 00
" Gleanerville-Warm River	190 85
" Glenora	315 00
" Indian River	25 00
" Jumper-Stewart's Landing	288 00
" Klehini River Wagon	200 00
" Lincoln Creek Wagon	100 00
" Moose Arm Wagon	25 00
" McKee Creek	125 00
" O'Donnel River	10 00
" Ruby Creek	475 00
" Salmon River	2,356 44
" Salmon-Bear River	264 61
" Slate Creek	50 00
" Spruce Creek	447 50
" Stewart's Landing	75 00
Trail—Dease	333 50
" Georgia River	52 00
" Glacier Creek	226 00
" Glenora	90 00
" Grease	48 00
" Illiance	1,381 50
" Kincolith (Mill Bay)	550 80
" Kitsault River	1,012 75
" Mill Bay	15 05
" North Fork, Kitsault	24 00
" Teslin	615 00
Streets—Atlin	87 50
" Discovery	40 00
" Telegraph	95 50

ATLIN DISTRICT—*Concluded.*

Bridges—Nos. 17 and 24, Tahltan	$ 10 00
„ South Fork	16 00
„ No. 27, Tooza	7 50
Ferry—Alice Arm (Kitsault River)	13 50
„ Supervision	4,459 85
„ General supplies	2,476 88
Total	$ 18,255 73

CARIBOO DISTRICT.

(Vote 135—$38,700; S.W., $3,000 = $41,700.)

Road—Alexandria-Beaver Lake	$ 14 75
„ Alexandria Ferry	32 50
„ Alexis Creek-Chilanko Forks	655 72
„ Barkerville, tributary to	960 54
„ Beaver Lake-Beavermouth	22 75
„ Beaver Valley	323 00
„ Beedy Creek Valley	11 00
„ Blackwater-Cottonwood Canyon	26 25
„ Cariboo Main	10,888 55
„ Castle Rock	8 00
„ Chilanko Forks-Chezacut	1,077 42
„ Chilcotin Main	4,204 77
„ Cottonwood-Fraser River	250 90
„ Cottonwood-Strathnaver	987 81
„ Deacon's	3 50
„ Dog Prairie	7 00
„ Dragon Lake	10 50
„ Earley's	7 00
„ Harpers Camp-Black Creek	1,052 90
„ Hargrave's	73 00
„ Higdon	90 50
„ Keithley Creek	28 00
„ Lot 2560-Lot 3969	321 75
„ Macalister-Quesnel	1,019 25
„ Mission	9 75
„ 150-Mile-Harper's Camp	1,900 46
„ 158-Mile-Quesnel Forks	2,354 12
„ Quesnel-Blackwater	939 87
„ Quesnel-Cottonwood	31 50
„ Quesnel-Dragon Lake	8 25
„ Quesnel-Nazko	1,908 85
„ Quesnel-Quesnel Forks	1,631 25
„ Quesnel Forks-Keithley	377 50
„ Quesnel Lake Dam	10 50
„ Sawmill	5 00
„ Spanish Creek	10 50
„ Soda Creek-Alexandria	7 00
„ Soda Creek-Chilcotin	48 25
„ Soda Creek-Meldrum Creek	50 25
„ Soda Creek-Williams Lake	42 25
„ Upper Horsefly	31 50
„ White's Landing	21 00
„ Williams Lake-Alkali	16 25
„ Winter	1,732 92

Alberni District—Continued.

Road—Wither's, No. 64		$ 44 25
Trail—Shown, No. 58		4 50
Bridge—Rodger Creek		1 75
Camp equipment		40 50
Motor-boat Account		26 20
Plant and tools		426 00
General roads		200 80
Supervision—Assistant Engineers	$2,431 10	
" Office	511 45	
" Auto Account	1,319 64	
		4,262 19
Total		$ 27,063 12

Atlin District.

Road—Ayansh-Grease Harbour	$ 92 40
" Alice Arm Ferry-Kitsault Ferry	68 50
" Atlin-McKee Wagon	16 50
" Atlin-Surprise	367 85
" Bear River	1,809 75
" Big Horn Wagon	85 00
" Birch Creek	90 90
" Boulder Creek	553 70
" Casca	326 50
" Fourth of July	92 50
" Glenora	386 00
" Grease Harbour-Cranberry	92 40
" Highland Avenue and Government Lots	48 00
" Klehini River Wagon	511 00
" Ruby Creek	175 00
" Salmon River	497 75
" Spruce Creek	796 10
" Stevendyke	31 80
" Wright Creek	33 45
Trail—Ayansh-Sand Creek	2,824 35
" Atlin-Juneau	471 95
" Bonanza Creek	40 50
" Dease	353 00
" Glacier Creek	215 00
" Illiance	272 10
" Indian River	737 50
" Kincolith-Mill Bay	111 50
" Kitsault	124 50
" Knappen	63 75
" McKee Creek	185 35
" Mission	230 00
" Nass River	12 15
" Nass Harbour-Echo Cove	556 90
" O'Donnel	22 65
" Port-Nelson-Avondale	87 00
" Teslin	580 00
Street—Atlin	123 20
" Discovery	29 00
" Stewart	10 40
" Telegraph	45 76
Camp equipment	40 25

Atlin District—Continued.

Plant and tools		$ 430 45
Supervision—General Foreman	$2,016 25	
" General Foreman	1,253 80	
" Launch Account	37 15	
" Office	26 75	
		3,313 95
Total		$ 16,956 81

Cariboo District.

Road—Alexandria Ferry (east)	$ 130 99
" Alexandria Ferry (west)	31 87
" Alexandria-Quesnel	255 34
" Alexis Creek-Chilanko Forks	96 00
" Alexis Creek-Nazko River	519 50
" Antler-McKenna	140 00
" Barkerville-Fraser River	484 50
" Barkerville-Van Winkle	40 00
" Beaver Valley	769 50
" Beaver Lake-Beavermouth	139 20
" Beaver Pass Bulkhead	180 00
" Beedy Creek	150 75
" Big Prairie-White's Landing	50 00
" Blackwater-Quesnel	138 12
" Borland Hill	1,725 41
" Cariboo Main	5,342 03
" Chilcotin Main	1,274 46
" Chilcotin-Soda Creek	433 57
" Chimney Creek-Springhouse	85 75
" Chezacut	7 20
" Dale's Landing	7 50
" Dog Prairie-Quesnel	7,279 31
" Dragon Lake	1,245 84
" Dragon Lake (east)	757 48
" 8-Mile Lake	24 00
" Harpers Camp-Horsefly	187 25
" Horsefly-Woodjam	161 87
" Mission	45 50
" 108-Mile-Harpers Camp	285 49
" 108-Mile-Horsefly	1 00
" 150-Mile House-Hamilton Meadows	82 50
" 150-Mile House-Harpers Camp	1,836 00
" 150-Mile-Quesnel Forks	1,086 04
" 150-Mile House-Springhouse	250 25
" 153-Mile Post-Horsefly	308 75
" 177-Mile-Beaver Lake	380 75
" Quesnel-Blackwater	234 62
" Quesnel-Fort George	324 87
" Quesnel-Nazko	1,433 41
" Quesnel-Quesnel Canyon	56 25
" Quesnel-Quesnel Forks	1,056 62
" Redstone-Chezacut Lake	709 25
" Soda Creek-Alexandria	187 50
" Soda Creek-Mackin Creek	410 88
" Soda Creek-Williams Lake	380 00

919-20

A patrol system was again used on this stretch with much success. Between Dog Prairie and Quesnel 4 miles were gravelled, the work being carried on until freeze-up. Between Quesnel and Barkerville only necessary repairs were carried out.

The Main Chilcotin Road was much improved, especially with the surfacing of the upper part of Borland's Hill, an excellent rock-pit having been discovered practically on the summit. The west end of this road, between Redstone and Chezacut, was made passable for auto traffic, much good work having been accomplished.

An important diversion was commenced on the road to Harpers Camp, which does away with what is locally known as "Gumbo Hill," which has been a source of annoyance to the travelling public ever since it was built. The diversion affords a good route and has been much appreciated.

The commencement of the new trunk road between Quesnel and South Fort George was one of the most important works, and while no finished road was made between Quesnel and Big Prairie a winter road was opened up. This road, which is really an extension of the old Cariboo Road, will eventually link up with the construction which has been commenced from the Fort George end and provide a first-class trunk highway, which will no doubt prove to be of great assistance in opening up North and Central British Columbia, which is now practically cut off from the remainder of the Province as far as highways are concerned. When completed, this road will be some 15 miles shorter than the present route via Blackwater.

Fort George District.—In the northern end of the district the important main roads radiating from South Fort George were generally improved where necessary. On the Summit Lake Road a 4-mile diversion was opened up and graded, giving a more direct route to this important lake, which is the commencement of navigation to the Peace River country. The freight traffic on this road is fairly heavy and is steadily increasing.

The road leading west from South Fort George to Vanderhoof and the settlement roads in the vicinity of Vanderhoof were all more or less materially improved or extended to cope with the requirements of new settlers coming into the country.

At Fort Fraser similar work was carried out on the main travelled roads and good results were obtained.

The Fort George–Quesnel Main Trunk Road was extended, 6 miles having been graded. Right-of-way was slashed to full width for 12 miles and opened up as sleigh-road for 16 miles. This road was extensively used last winter by settlers and the contractors for the Pacific Great Eastern Railway. It follows the section-lines due south for 14 miles, which is rather an interesting point as far as British Columbia is concerned, and opens up some 60,000 acres of land-settlement territory.

The surface of the roads in the immediate vicinity of the City of Prince George are becoming subject to excessive wear by the greatly increasing number of automobiles and trucks operated upon them, and it will be necessary to carry out some extensive surfacing in the near future, as the expense of trying to keep up earth roads is becoming prohibitive.

A tractor was supplied the district for general road-work and was used all summer in conjunction with an Adams leaning-wheel grader, excellent work being carried out with this machine where it was possible to use it.

Bridges, Fort George District.—Several truss spans were erected during the season in various parts of the district, those over the Fraser River at Mount Robson, at Turcotte's Gulch, Vanderhoof, and over the Cutbank River in the Peace River Block being the most worthy of mention. All of these are 60-foot King trusses, the two latter being pile structures.

Numerous small bridges were replaced or repaired, and the usual repairs to existing truss bridges were carried out; little or no damage being occasioned by high water.

On account of the enhanced cost of material and general rise in wages, the cost per foot of the various classes of bridges was quite marked. It is to be noted, however, that better bridges are now being erected than in former years. Standard designs have been adopted, and it but remains for careful construction in order to prolong the life of our wooden structures of all types.

Cariboo District.—A truss bridge made up of one 100-foot Howe truss and two 60-foot King trusses was erected near Alexis Creek over the Chilcotin River to replace the old structure which was washed out the previous year. This bridge is well built, and while the lumber was obtained locally, the balance of the material had to be hauled nearly 170 miles by team-truck.

The existing bridge over the North Fork of the Quesnel River, which is a 90-foot King truss, was strengthened. This is an exceptionally long span for King-truss design, and, considering the number of years it has been erected, the material was found to be in good condition. The construction-work, however, was very poor.

A standard trestle was erected at Williams Lake over Williams Lake Creek to replace the old bridge, which was unsafe. Various other bridges were repaired throughout the district.

Ferries.—The ferry as a means of crossing rivers has, unfortunately, still to be considered, especially in this northern section, where settlement is taking place to a greater extent than in other parts of the Province. The district being divided as it is by the Fraser, Nechako, and other large rivers, makes it almost essential that some utility of this kind be provided for settlers, so that the pontoon ferry has been of great assistance.

Some of the existing crossings have proved to be useless at certain seasons of the year, especially at very high water, when the approaches become flooded, or at extreme low water, when the ferry often cannot land. Where such conditions exist and where settlement is increasing, substitution by the erection of a bridge is no doubt warranted. Designs for a better type of running-gear have been drawn up, and when installed will be a great improvement over the system now in use.

The usual river service was maintained by the British Columbia Express Company between South Fort George and Soda Creek, but was seriously handicapped by the low condition of the water and the regrettable loss of the subsidized steamer "B.X.," which was wrecked by striking a rock some 35 miles below South Fort George.

The only new ferry installed this year was over the Quesnel River, 18 miles from the town of Quesnel.

Labour, etc.—The increased cost of labour and the difficulty in getting it proved to be a great disadvantage. The commencement of railway activities and the usual requirements for farm-help, etc., all tended to make it practically impossible to keep any organized crews; consequently the work had to suffer in some parts of the district.

Coupled with the high cost of labour has been the increased cost of material of all kinds, and where this has had to be shipped in by rail or otherwise the almost prohibitive price has resulted in the curtailment of all classes of work.

General.—A large number of requests for roads, etc., have been looked into, necessitating much travelling on the part of all concerned, and from the decreasing number of complaints received it would appear that improvement in quality and service has been given.

I wish to compliment the general foreman and staff for the unfailing interest they have shown in the work, and also the head office for the support and encouragement which has always been so liberally given.

All of which is respectfully submitted.

Yours obediently,
A. DIXON,
District Engineer.

REPORT OF THE SUPERVISING ARCHITECT.

SUPERVISING ARCHITECT'S OFFICE,
VICTORIA, B.C., October 15th, 1920.

A. E. Foreman, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit the following report on the work carried out in this office for the fiscal year ending March 31st, 1920:—

The work in this Branch has considerably increased during this year owing to the increased building operations carried out by the Government, and it has necessitated taking on additional assistance in the person of C. S. Ford, who has considerably strengthened the staff and made it possible for one official to make more frequent inspection of the works during construction.

This is a very necessary part of our duties, as contractors understand that they will have a thorough check made of their work, and it is of great assistance to the contractors, as new men often fail to appreciate our intentions even though stated clearly and shown on drawings.

Cariboo District (North)—Continued.

General roads		$ 50 00
Supervision—Assistant Engineer	$1,647 89	
„ General Foreman	1,394 50	
„ Auto and Stable Account	774 52	
„ Office	853 55	
		4,670 46
Total		$ 26,080 55

Cariboo District (South).

Road—Alexis Creek		$ 386 72
„ Beaver Lake–Beavermouth		186 00
„ Beaver Valley		1,164 24
„ Cariboo Main		1,539 41
„ Castle Rock Ferry		751 00
„ Chilanko Forks–Chezacut Lake		3,335 03
„ Chilcotin Main		847 37
„ Chilcotin–Soda Creek		84 75
„ Chimney Valley		103 25
„ Cunningham Settlement		250 00
„ Hanceville–Alexis Creek		416 02
„ Harpers Camp–Horsefly		278 25
„ Harpers Camp–Quesnel Lake		760 65
„ Horsefly–Woodjam		298 36
„ Machin–Soda Creek		348 00
„ 108-Mile–Harpers Camp		415 56
„ 137-Mile–Springhouse		515 56
„ 150-Mile–Harpers Camp		2,423 67
„ 153-Mile–Harpers Camp		5,673 22
„ 153-Mile–Horsefly		1,470 73
„ 156-Mile–Williams Lake		140 00
„ 158-Mile–Quesnel Lake		62 25
„ 177-Mile–Beaver Lake		206 46
„ Peavine District		248 00
„ Quesnel Forks–Keithley Creek		213 50
„ Quesnel Forks–Quesnel Dam		48 00
„ Soda Creek–Alexandria		184 00
„ Soda Creek–Williams Lake		191 75
„ Springhouse–Williams Lake		677 84
„ Upper Horsefly		1,722 46
„ Wellington Lake–Springhouse		105 25
Trail—Keithley		32 00
Camp equipment		1,091 21
Plant and tools		357 35
Supervision—General Foreman	$1,772 60	
„ Stable Account	693 60	
„ Office	147 61	
		2,613 81
Total		$ 29,147 57

Summary.

Cariboo District (North)	$26,080 55
Cariboo District (South)	29,147 57
Total	$55,228 12

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been inspected to date, but from photographs received it has every appearance of being a well-finished job.

A King-truss bridge was erected over Beaver River on the new McBride–Dunster Road.

Ferries.—The ferry on the Fraser River at Dunster has been eliminated on account of the erection of the bridge, and marks the third ferry to be so replaced during the past four years.

All the remaining river crossings have been well maintained, and as the traffic at some points appears very small, it will no doubt be some time before any further replacements with bridges become warranted.

Generally.—As previously mentioned, the working season was much hampered by wet weather, and the labour question being so acute, several small matters had to remain in abeyance, but with the difficulties involved a very fair showing was made.

The continued unfailing interest at all times shown in the work by the general foremen and staff, together with the excellent support and encouragement received from headquarters, has gone a long way towards creating the efficiency which has been obtained.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
QUESNEL, B.C., June 9th, 1921.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I beg to submit my report for year 1920–21 for this district, comprising Cariboo and Lillooet.

Labour Conditions.—In the Lillooet section conditions were normal, but difficulty was experienced in obtaining labour in Cariboo even at greatly increased rate of pay. Although farmers in the district were offering $5 a day and board for farm-hands, the demand was greater than the supply. This state of affairs increased the cost of all work and prevented much-needed improvements.

Weather Conditions.—Much damage was done in Lillooet District by cloudbursts in July. The excessive rains in Cariboo practically suspended heavy traffic on earth roads and caused many mud-slides and other damage. The winter was, however, mild and the snowfall average.

Roads and Trails, Lillooet District.—The most important works undertaken were gravelling Cariboo Main Road, Mile 26 to Mile 34, and widening and reconstructing Bridge River Road. A supply of "Armco" culverts was obtained and used on the main road, displacing old pole culverts. Woods Box–High Bar Road was rebuilt after being entirely destroyed by cloud-burst. Connections to Pacific Great Eastern Railway were made at Exeter and Lac la Hache. Grade improvement was effected at 9-Mile Gulch–Lillooet–Clinton Road.

Cariboo District.—A great deal of work was done in an effort to keep the main roads open to traffic during the extremely wet year.

The Cariboo Main Road, Mile 211 to Mile 218, was gravelled in sections, but a considerable amount remains to be done at this point before it is fit for the heavy auto traffic. Work was done on the Quesnel–Fort George section, building that portion near Little Cottonwood and making the road passable to Strathnaver. One mile of gravelling was completed on Chilcotin Main Road at Borlands Mountain. The grade at west approach to Soda Creek Ferry was improved. The usual maintenance and repairs to roads and trails were carried out throughout the district.

The advent of the Pacific Great Eastern Railway is causing a change in direction of travel, and on this account demands for new roads are very numerous. It is interesting to note that the past winter was the first in the history of the Old Cariboo Road during which no mail-stage operated, and in many parts the snow remained unbroken during the entire winter.

Ferries.—The ten ferries throughout the district were maintained in a satisfactory condition. A new ferry was built at Woodjam and the towers and cable were erected at Macalister.

Atlin District (North)—Continued.

Road—Indian River		$ 273 00
„ Klehini River		334 00
„ McKee Creek		168 00
„ O'Donnel River		82 50
„ Otter Creek		118 25
„ Rainy Hollow		207 50
„ Ruby Creek		430 50
„ Stephendyke		22 00
„ Spruce Creek		435 50
„ Volcano Creek		1,078 45
„ Wilson Creek		220 00
„ Wright Creek		145 75
Trail—Big Horn		22 00
„ Glacier-Llewellyn		60 00
„ Lincoln Creek		151 25
Street—Atlin		44 00
„ Discovery		95 75
Plant and tools		95 70
Camp equipment		11 50
Material		118 65
Stable		2,290 71
Supervision—General Foreman	$2,068 25	
„ Office	68 35	
		2,136 60
Total		$ 9,310 46

Atlin District (South).

Road—Ayansh-Grease Harbour		$ 145 00
„ Ayansh-Sand Creek		775 60
„ Alice Arm		1,163 75
„ Bear River		3,851 47
„ Grease Harbour-Cranberry		277 41
„ Grease Harbour (west)		197 50
„ Nass Harbour-Echo Cove		712 13
„ Salmon River		350 25
„ Stewart-Hyder		1,714 87
„ Stewart-Wynes		400 00
Trail—American		51 75
„ Bear River		348 00
„ Bitter Creek		404 00
„ Climax		1,830 26
„ Glacier Creek		549 88
„ Illiance		108 50
„ Kitsdult River		5,184 92
„ Kitsault River (north-east)		126 50
„ Marmot		48 88
„ Mosquito		51 75
„ Vanguard		50 00
Bridge—Approach, Bitter Creek		871 25
„ Priestley Slough		5 00
Camp equipment		372 87
Supervision—General Foreman	$3,040 02	
„ Office	250 76	
		3,290 78
Total		$ 22,889 22

Cariboo District (South)—Continued.

Road—Chilcotin–Soda Creek			$ 565 17
„ Chimney Valley			38 67
„ Hanceville–Alexis Creek			668 85
„ Horsefly–Woodjam			290 10
„ Mackin Creek–Soda Creek			502 45
„ Mission			30 87
„ Mud Lake			556 72
„ 108-Mile–Harpers Camp			413 36
„ 137-Mile–Springhouse			521 50
„ 150-Mile–Harpers Camp			3,153 36
„ 152-Mile Diversion			1,691 00
„ 153-Mile–Horsefly			22 75
„ 158-Mile–Quesnel Forks			1,456 57
„ 177-Mile–Beaver Lake			694 52
„ Peavine Ridge			1,477 92
„ Quesnel Dam			402 52
„ Quesnel Forks–Keithley Creek			1,855 50
„ Quesnel Forks–Quesnel Lake			27 90
„ Soda Creek–Alexandria			670 80
„ Soda Creek–Chimney Creek			1,321 38
„ Soda Creek Ferry (west approach)			1,426 94
„ Soda Creek–Williams Lake			587 08
„ Upper Horsefly			2,266 60
„ Williams Lake–Springhouse			1,813 35
Plant and tools			903 50
Camp equipment			138 05
Supervision—Assistant Engineer	$ 237 09		
„ General Foreman	3,383 93		
„ Office	143 61		
			3,764 63
Total			$ 39,473 18

Summary.

Cariboo District (North)	$33,760 59
Cariboo District (South)	39,473 18
Total	$73,233 77

Chilliwack District.

Road—Abbotsford–Riverside	$ 3,567 34
„ Abbotsford Townsite	954 71
„ Agassiz–Rosedale	1,507 15
„ Chilliwack River	736 65
„ Clayburn–Straiton	200 00
„ Columbia Valley	736 51
„ Huntingdon Townsite	419 08
„ Parsons Hill–Ryder Lake	2 00
„ Provincial Highway, Section 1	3,498 72
„ Provincial Highway, Section 2	1,062 62
„ Provincial Highway, Section 4	123 24
„ Provincial Highway, Section 5	4,405 47
„ Provincial Highway, Section 7	4,699 27
„ Provincial Highway, Section 10	2,854 30
„ Provincial Highway, Section 11	3,272 71
„ Sumas Mountain	299 50
„ Vedder Mountain Quarry	60 00

"BRITISH COLUMBIA LOAN ACT, 1919"—*Continued.*

Omineca—		
Main Fraser Lake	$ 20,959 49	
North Francois Lake	14,547 77	
		$ 35,507 26
Prince Rupert—Mexican Tom Road, Port Clements—Tlell		1,030 55
Revelstoke—Revelstoke West Road		9,116 94
Richmond—		
No. 3 Road, Lulu Island	$ 15,812 02	
Nos. 5 and 9 Roads	42,810 11	
		58,623 03
Rossland—Rossland-Christina Lake		9,080 46
Saanich—John Dean Road		72 40
Similkameen—		
Fairview-Penticton	$ 658 29	
Osoyoos-9-Mile Creek	61,891 21	
		62,549 50
Slocan—Edgewood-Vernon Road		304 53
South Okanagan—Kelowna-Vernon Road		5,539 50
South Vancouver—		
Kingsway (paving)	$ 51,503 25	
River Road	17,383 68	
		68,886 93
Trail—Thrums-Brilliant Road		477 50
Yale—		
Fraser Canyon Route	$ 1 15	
Hope-Rosedale	3,206 54	
Hope-Spences Bridge	36 30	
Nicola-Kamloops	5,303 82	
1-Mile Road	14,780 84	
		23,328 65
General engineering		2,206 65
Total		$ 673,288 91
By refund, Dominion Government, account expenditure, 1919-20, under "Canada Highways Act"		53,770 32
Total		$ 619,518 59

"HIGHWAY LOAN ACT, 1920."

Alberni—		
Canadian Highway	$ 894 35	
City of Alberni	364 89	
Island Highway	1,317 11	
Port Alberni	624 19	
Qualicum Settlement	445 22	
		$ 3,645 76
Atlin—Alice Arm Shore Road		46 40
Cariboo—		
Cariboo Main Trunk	$ 764 51	
Chilcotin Main	943 10	
Quesnel-Fort George	6,425 66	
		8,133 27
Chilliwack—Chilliwack River		712 56
Columbia—		
Dutch Creek Diversion	$ 9 47	
Findlay Creek Road	690 84	
Main Trunk Road	6,847 23	
Windermere North Diversion	8 50	
		7,565 04

to build timber piers to withstand such ice-crushes as obtain on such rivers as the Bulkley. Also the substitution of iron clamps and keys for timber clamps and keys in timber Howe trusses is bound to result in better and more permanent structures.

Ferries.—All ferries were well maintained, with exception of the Terrace Ferry, which was allowed to break loose and go down-stream and was badly damaged in Hell's Gate Canyon.

A start was made on the construction of a new power-ferry of all-steel construction and modern design for Francois Lake. The ferry at Kitwanga was discontinued in the interests of economy, there being practically no traffic.

Wharves.—Only minor repairs to the Cow Bay Floats and Bella Coola Wharf were done.

All fender-piles were renewed in the Prince Rupert Wharf, and a new level crossing over the Grand Trunk Pacific Railway tracks was obtained and road approaches thereto graded, giving much freer access to the whole water-front in that section and improving wharfage conditions very considerably.

Conclusion.—Taken as a whole, the year 1921–22 was the best year from the standpoint of work accomplished in the past five years. Although the appropriations were reduced as compared to the previous year, the results obtained were greater and better.

One could hardly wish for more loyal service on the part of those responsible to this office or more hearty co-operation on the part of the officials of other departments.

All of which is respectfully submitted.

A. L. CARRUTHERS,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 8.

DISTRICT ENGINEER'S OFFICE,
SOUTH FORT GEORGE, B.C., July 12th, 1922.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31st, 1922.

The bulk of the year's programme was actively carried out during the early part of the season, advantage being taken of the excellent weather conditions then prevailing, and, with labour plentiful, a marked improvement was noticed in the quality of work undertaken throughout the district.

Trunk Roads.—The more important trunk roads were again given prime attention, especially on the sections carrying the bulk of traffic; particularly main roads adjacent to the centres of population, as at Prince George, Vanderhoof, and Fort Fraser. These roads were improved to such an extent as to require the minimum cost for future maintenance, which will allow the major portion of the district appropriation to be expended on the completion of colonization roads so much needed in the various settlements throughout the district.

Federal Aid Project No. 16, Cariboo Road, was, with the exception of a 2-mile gap, graded its entire length between Prince George and the southern boundary of the district, at Woodpecker; the work being carried out by contract in two sections.

On account of the heavy nature of some of the side-hill grading the road-bed was not excavated full width. It was also desirable to open up the entire road in order to benefit settlers as far as possible, who hitherto had no summer outlet to Prince George.

Where practicable, metal culverts were used on this work and have proved satisfactory.

Land-settlement Roads.—On account of active development in these areas further road facilities had to be provided, especially at Vanderhoof, where some 10 miles of new road have been opened up and improved as far as funds would permit.

The Prince George Area roads were improved to some extent, but on account of the curtailment of funds it was not possible to do all that was desired.

Local Roads.—The usual maintenance-work was undertaken on the more important of these roads, but, for reasons above stated, it was not possible to carry out the original programme, thereby necessitating work in some of the isolated sections to be held over for another year. Urgent repairs, however, were carried out where necessary and no great hardship was evidenced.

Peace River District.—Part of the main road from Pouce Coupe to Grande Prairie was substantially improved in order to take care of the steady increase of traffic, and the many miles

of road allowances now opened up on the Pouce Coupe Prairie were well maintained and improved.

A new road was cruised from the new Cutbank Bridge to the Peace River, opposite Taylor Flats, and approximately 3½ miles on this location were slashed during the winter. Upon the completion of this road, and with a ferry installed on the Peace River, a through route will be available for traffic, giving access to all the settlements on the north side of the Peace River. This work will fulfil a long-felt want.

Bridge-work.—The late spring, which prevented a heavy run-off of snow-water, caused little or no damage to any of our bridges. In the Peace River District, where floods are usually expected, precautions were duly taken.

A large number of small bridges were replaced by culverts and fills, a practice which is being encouraged wherever possible. No truss bridges were erected during the season. The spans of the Nechako River Bridge at Vanderhoof were raised 4 feet to allow a reasonable high-water clearance. Several king-truss spans at other points were tightened up and repaired.

New pile trestles were erected over the Upper Mud River on the road between Blackwater and Endako, and over Stony Creek, 1 mile from Vanderhoof.

Ferries.—A new pontoon ferry was constructed for operation on the Nechako River at Fort Fraser, giving access to a new settlement to the south. Otherwise the maintenance of existing crossings formed the principal item under this heading. From all indications the ferry service was well handled by the respective ferrymen.

General.—The whole of the year's work was carried out by local labour, and where practicable returned soldiers were given first consideration.

I wish here to record with regret the death of one of the Department's most faithful servants, in the person of the late General Foreman, Hugh Taylor.

A keen interest has been taken by all the staff for the betterment of the service, which, coupled with the support from headquarters, has created much added efficiency.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
QUESNEL, B.C., May 12th, 1922.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit the following report for the year 1921–22 for this engineering district, comprising Cariboo and Lillooet Electoral Districts:—

Labour.—Conditions were good, no trouble being experienced in obtaining sufficient first-class labour.

Weather.—Most favourable weather conditions prevailed throughout the year, there having been no damage to public works by cloudbursts in Lillooet District. The winter was remarkable for the long period of very cold weather and the absence of the usual Chinook winds. Snowfall was below average.

Roads and Trails.—Lillooet: The principal new work done was the construction of a road from Sheridan Lake to Lone Butte Railway Station, 12½ miles in length. The usual maintenance-work was carried out; metal culverts were again used to replace old pole culverts on the Cariboo Main Road.

Cariboo: The gravelling of the Cariboo Main Road between Miles 212 and 219 was completed and the road was thoroughly drained, metal culverts being used as much as possible. Grade improvement was made at "Red Bluff," near Quesnel, a reduction being made from a maximum of 17 to 12 per cent. About 1½ miles of the Borland Mountain section, Chilcotin Main Road, was gravelled and drained. A section 2 miles in length was built on the new Williams Lake–Springhouse Road. Maintenance-work was done throughout the district.

Ferries.—The new pontoon ferry was inaugurated at Macalister. The ferries now consist of seven pontoon type, two scow type, and one boat.

Bridges.—Lillooet: A new bridge consisting of two 45-foot king trusses was built by day-labour across Seton Creek. The suspension bridge at Lillooet was redecked and overhauled.

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Atlin District (Telegraph Creek).

Road—Casca		$ 42 00
„ Dease–Telegraph Creek		547 75
„ Glenora		110 00
Trail—Dease		737 22
„ Glenora		72 00
„ Klappan		104 50
„ Teslin		516 00
„ Thibert Creek		100 00
Street—Telegraph		572 39
Plant and tools		67 18
Camp equipment		70 72
Supervision—Office		1 50
Total		$ 2,941 26

Summary.

North Atlin	$ 6,526 51
South Atlin	20,173 08
Telegraph Creek	2,941 26
Total	$29,640 85

Cariboo District.

Road—Alexandria–Quesnel	$ 1,084 54
„ Alexandria (east)	786 50
„ Alexandria Ferry	209 52
„ Allen's	148 00
„ Alexis Creek–Nazko	491 06
„ Beaver Valley	30 00
„ Barkerville–McCallum	42 00
„ Bear River–Fraser River	169 00
„ Beaver Lake–Beavermouth	22 50
„ Bear Lake–Barkerville	304 21
„ Barkerville Main	6,316 97
„ Cariboo Main	14,586 38
„ Chilcotin Main	5,662 04
„ Chilanko–Chezacut	290 25
„ Chilcotin–Soda Creek	325 86
„ Dibbs–Cottonwood Canyon	32 00
„ Dragon Lake	987 68
„ Hanceville–Alexis Creek	152 75
„ Harpers Camp–Quesnel	269 00
„ Mission	307 44
„ McLean's	24 00
„ North Star	297 21
„ 150-Mile–Harpers Camp	3,851 85
„ 137-Mile–Springhouse	411 39
„ 108-Mile–Harpers Camp	136 75
„ 158-Mile–Quesnel Forks	2,307 78
„ 152-Mile–Diversion	1,647 53
„ 177-Mile–Beaver Lake	284 13
„ Peavine Ridge	174 00
„ Pleasant Valley–Antler	107 50
„ Quesnel Forks–Keithley Creek	400 73
„ Quesnel–Nazko	1,650 01
„ Quesnel Ferry (east)	47 58

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Atlin District (Telegraph Creek.)

Road—Casca		$ 72 25
„ Dease–McDame		100 00
„ Glenora		205 12
„ Telegraph–Dease		325 12
Trail—Dease		696 72
„ Klappen		283 00
„ Teslin		771 74
„ Thibert Creek		98 37
Street—Telegraph		856 25
Plant and tools		156 94
Camp equipment		34 50
Supervision—Office		12 58
Total		$ 3,612 59

Summary.

North Atlin	$ 9,310 46
South Atlin	22,889 22
Telegraph Creek	3,612 59
Total	$35,812 27

Cariboo District (North).

Road—Alexandria Ferry		$ 125 50
„ Alexandria–Quesnel		2,866 32
„ Barkerville–Bear Lake		454 59
„ Barkerville–Bulkhead		133 35
„ Big Prairie–White's Landing		87 41
„ Cottonwood–Willow River		200 00
„ Dibbs–Cottonwood Canyon		22 44
„ Dragon Lake		807 08
„ Main Trunk		12,190 96
„ Quesnel–Blackwater		506 18
„ Quesnel–Fort George		22 31
„ Quesnel Forks		1,530 64
„ Quesnel–Nazko		2,447 78
„ Ruchon Creek		200 00
„ Winter		3,333 64
Trail—Stony Lake		399 85
Street—Quesnel		213 97
Plant and tools		2,933 81
Camp equipment		884 95
Supervision—Assistant Engineer	$ 502 65	
„ General Foreman	3,070 52	
„ Office	240 40	
„ Auto	586 24	
		4,399 81
Total		$ 33,760 59

Cariboo District (South).

Road—Alexis Creek–Nazko	$ 490 68
„ Beaver Lake–Beavermouth	81 90
„ Beaver Valley	832 32
„ Beedey Creek Valley	343 20
„ Cariboo Main	5,288 18
„ Chilanko Forks–Chezacut	695 46
„ Chilcotin Main	4,473 38

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peculiar to the Peace River prevented the successful operation at the outset, but with minor changes satisfactory service is expected.

New pontoons were installed at the Stuart River Ferry, Fort St. James.

General.—With the exception of contract-work, under the heading of "Federal Aid," all work was carried out by a plentiful supply of local labour, and returned men were well taken care of where possible.

With a keenly interested staff, together with the co-operation of other departments, the work has progressed smoothly and steadily, which, coupled with continued support from headquarters, has done much to provide efficient service.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
150-MILE HOUSE, B.C., June 16th, 1923.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1922-23.

Labour.—Conditions were good during the summer, but many men were unemployed during the fall and winter; certain works were undertaken to relieve these conditions.

Weather.—The weather was exceptionally dry throughout the year and the snowfall on the lower elevations remarkably light. Such conditions permitted the Cariboo Main Road to be open for auto traffic practically all the winter.

Roads and Trails.—Lillooet: About 2¼ miles of road and 7 miles of trail were constructed and 750 miles of roads and 74 miles of trails were repaired and maintained.

Cariboo: About 33 miles of road and 5¼ miles of trail were constructed and 676 miles of roads and 87 miles of trails were repaired and maintained.

Surveys.—Surveys were made for proposed roads at Bridge River Canyon, Canim Lake, Moon's, Roe Lake, Harpers Camp–Quesnel Lake, Cedar Creek, Keithley, Hydraulic, Marguerite, and Lower Beaver Valley, a total of 59 miles.

Construction and reconstruction were undertaken on the following roads and trails: Moon's Road, Jones-Dickey Road, Canim Lake Trail, Harpers Camp Road, Quesnel–Little Lake Road, Soda Creek–Chimney Creek Road, Springhouse–Williams Lake Road, Sisters Creek–Dragon Lake Road, Chilcotin Road, Cariboo Road at Red Bluff Hill and north of Quesnel, Keithley Road, Keithley–Barkerville Trail, and Quesnel Dam–Cedar Creek Trail.

Particular attention was given to drainage and gravelling in maintenance-work and 2,000 feet of metal culvert were laid. This type of culvert is giving satisfaction, but the majority of steel culverts freeze solid during the winter months and remain frozen when most wanted during the time the snow-water is troublesome. At other times their freedom from breakage and better drainage compensate for the defect of freezing.

Ferries.—The ferries (10) were maintained and operated satisfactorily. The records of the ferry at Quesnel show that 500 autos, 2,300 horse-drawn vehicles, 22,500 passengers, and 500 tons of freight were carried during the 8½ months operated; during the remaining 3½ months the crossing was on the ice and no records were kept. For comparison following are the records of the next ferry in importance: 33 autos, 611 horse-drawn vehicles, 2,315 passengers, and 100 tons of freight carried during 7½ months' operating.

Bridges.—Six new bridges were constructed, thirteen were reconstructed, and ninety were substantially repaired. The most important work on bridges was carried out at Chilcotin Suspension, 87-foot Howe truss and trestle approach at east end; Vedan, 76-foot queen truss; Ward's Ferry, two 80-foot Howe trusses (incomplete at end of year); Antler Creek, 40-foot king truss; Mackay's, 60-foot king truss and trestle; completion of Spanish Bridge and the commencement of Quesnel Dam Bridge, consisting of six 60-foot king trusses and trestle approaches, all built upon the foundations of the old dam. All bridge-work was satisfactorily undertaken by day-labour.

General.—Some of the highway-construction work was again done by contract and in a very satisfactory manner, although in all cases the lowest tender had been accepted.

Atlin District (Telegraph Creek).

Road—General		$ 1 40
„ Casca		85 50
„ Glenora		60 00
„ Telegraph–Dease		1,892 42
Trail—Dease		30 55
„ Klappan		120 00
„ Teslin		785 00
Street—Telegraph		162 00
Plant and tools		102 50
Camp equipment		53 37
Boat		20 00
Supervision	$366 49	
„ Office	3 00	
		367 99
Total		$ 3,682 23

Summary.

North Atlin	$ 5,876 95
South Atlin	27,616 95
Telegraph Creek	3,682 23
Total	$37,176 13

Cariboo District.

Road—General	$ 469 30
„ Alexandria–Quesnel	1,020 50
„ Alexandria Ferry (east)	11 25
„ Alexis Creek–Nazko	465 50
„ Antler–McKenna	104 00
„ Barkerville–Antler	469 75
„ Barkerville–Bear Lake	680 00
„ Barkerville–Keithley	8 00
„ Barkerville Main	5,052 93
„ Barkerville–Van Winkle	76 00
„ Bear Lake–Bear River	152 00
„ Beaver Valley	328 71
„ Chilcotin Main	8,586 93
„ Chilcotin–Soda Creek	1,290 50
„ Dibbs—Cottonwood Canyon	197 00
„ Dragon Lake	1,021 00
„ Hanceville–Alexis Creek	114 00
„ Hanson's	42 00
„ Harpers Camp Main	4,291 17
„ Harpers Camp–Quesnel Lake	276 15
„ Hill's	62 20
„ Hobson–Keithley Creek	125 00
„ Keithley Creek–Barkerville	110 50
„ Machin Creek–Soda Creek	11 25
„ Main Trunk	5,035 07
„ 108-Mile–Harpers Camp	260 76
„ 177-Mile–Beaver Lake	460 12
„ 158-Mile–Quesnel Forks	7,766 94
„ Quesnel–Blackwater	1,199 70
„ Quesnel–Nazko	1,046 38
„ Quesnel–Little Lake	5,992 50

Cariboo District, Bridges—Continued.

14-Mile Creek	$ 14 00
First Creek–Nazko Road	128 00
Gravel Creek	136 00
½-Mile, No. 3–186	165 75
Hixon Creek, No. 3–82	175 00
Jones Creek–Cariboo Road, No. 3–113	196 53
Kremmins	144 00
Le Bourdais	917 81
Little Lake–Quesnel Dam Road	41 75
La Roude Creek	70 00
Little Cottonwood	80 00
Lees	7 75
Marquerite	60 30
6-Mile	75 75
McLean	40 00
Morehead	83 05
MacKay	3,603 70
Messinger	24 50
141-Mile House, Knife Creek	273 28
P.G.E. Grade	50 00
Quesnel River	839 82
North Fork of Quesnel River	1,200 57
Newton's	63 66
Nazko River	16 00
177-Mile Post	149 30
179-Mile Post	115 80
Pluchbech	1,280 63
Quesnel Dam	7,073 74
Snowshoe, No. 1	258 00
Snowshoe, No. 2	41 25
Stewart's	255 35
Spanish	618 65
Sluice-box	139 25
Small bridge	22 00
South Fork of Quesnel River	826 45
Slough Creek	1,603 77
West Creek, No. 1	14 00
West Creek, No. 2	14 00
Unnamed (Chilcotin Main Road)	452 14
Williams Creek	100 85
Williams Lake Creek	100 00
Woodjam	50 00
Valley Creek	95 00
Total	$ 26,222 45

Chilliwack District.

No. 4–30	$ 70 76
No. 4–12	242 51
No. 4–13	228 88
Elk Creek	195 57
No. 4–1	466 49
Reserve (Slough, Riverside Road)	41 35
Total	$ 1,245 56

REPORT OF ENGINEER, DISTRICT No. 8.

DISTRICT ENGINEER'S OFFICE,
PRINCE GEORGE, B.C., July 15th, 1924.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31st, 1923-24.

The marked progress made which has been most noticeable in all sections of the district was due to the co-operation and interest taken by those actually concerned in the various classes of construction. A better understanding of the departmental standards is being grasped in the field. For example, it is not long since it was generally supposed that corduroy was used almost exclusively in low wet places and nothing else would do. Now corduroy is becoming obsolete except for use under extreme conditions, and drainage is taking its place. Hundreds of feet of this undesirable method of road-making have been taken up and replaced with a well-drained clay or other surface. Improperly designed pole culverts have disappeared and the standard type of construction has taken their place. A more scientific use of the grader is being adopted whereby the ideal crown and proper mode of ditching are becoming better understood by grader operators.

Excellent weather conditions were a most favourable asset and materially assisted grading operations throughout the season.

Main Roads.—The policy of improving the main roads was again vigorously carried out, resulting in the grading to standard width (with the exception of a few miles) of the whole of the Fort George–Vanderhoof section of the Fort George–Hazelton Road. Another season's work on this 72-mile section of main trunk road will see it completed.

The improvement of the Fort George–Giscome Road was pushed ahead, but the heavy work encountered near Willow River made it impossible to get through the whole distance, although use of the bridge recently constructed crossing the Willow River was utilized during the winter months, connection being made by sleigh-road.

The main Cariboo Road was regraded in places and fills made on a number of low-lying wet stretches. This road is now in excellent shape for 50 miles south of Prince George.

In the Vanderhoof District the Vanderhoof–Stuart Lake Road was much improved, the efficiency of work done being very much in evidence this spring, when the road dried up almost immediately after the snow had disappeared.

The McBride–Tete Jaune Road was extended toward Croydon, where a lot of beneficial work was carried out.

Other main roads were well maintained by the use of road-drags, a system of maintenance which is being generally adopted with great success throughout the district.

Lateral Roads.—This was the first season in which a general attempt has been made to grade up lateral and local roads. On the more-travelled lateral roads the local settlers are taking out the stumps and ploughing two or three furrows. With the use of our tractor and grader these roads are crowned up and ditched at small cost.

Whereas in the past mud-holes had usually to be fixed up each year, there was little or no expense this spring. A day or so with the road-drag did all that was necessary. Other side-roads were widened out and graded where required and as far as funds would permit.

In order to keep our teams busy gravel was hauled during the winter months, making it possible to surface some short stretches of the more heavily travelled roads in the vicinity of Prince George and Vanderhoof.

Peace River District.—A number of new road allowances, especially in the vicinity of Fort St. John, were opened up during the season. The main road through the Pouce Coupe Valley was improved and the Grande Prairie main road received further attention by straightening and regrading.

Bridge-work.—High water caused little or no damage to existing structures from spring freshets. A large number of small bridges were replaced by culvert and fill in many sections of the district and general repairs were carried out on most of the larger structures.

During the winter a new bridge was erected over the Stuart River at Fort St. James, the lay-out being made up of one 130-foot and one 100-foot Howe-truss spans with trestle approaches.

the substructure being of concrete on solid rock foundations. The timber used was local fir, with the exception of chord-leaves, which were shipped in from the Coast. The workmanship on this structure is excellent, the concrete piers being specially well constructed.

Ferries.—Minor changes were effected to the sunken-cable ferry at Taylor's Flats Ferry on the Peace River, which now operates very satisfactorily; otherwise work consisted chiefly of general maintenance.

General.—The whole of the work was carried out by day-labour, which was plentiful in most sections. It is interesting to report that the local settler is at last beginning to realize that efficiency is of prime importance and is making an honest attempt to fill the bill. With a better understanding between all concerned, the work has progressed smoothly, and I am of the opinion that another step in the right direction has been accomplished.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
150-MILE HOUSE, July 8th, 1924.

P. Philip, Esq.,
Public Works Engineer, Victoria, B.C.

SIR,—I have the honour to submit my report for the fiscal year 1923–24. Synopsis of work done during season:—

Cariboo District.—Roads repaired and maintained, 583 miles; roads reconstructed, 15 miles; new roads constructed, 72 miles; trails repaired and maintained, 50 miles; new trails constructed, 22 miles; surveys for new roads, trails, and diversions, 53 miles. New bridges constructed, 18, total length 1,500 feet; bridges reconstructed, 21, total length 635 feet; bridges repaired, 35. Ferries maintained and operated, 6.

Lillooet District.—Roads repaired and maintained, 654 miles; roads reconstructed, 8 miles; new roads constructed, 48 miles; trail repaired and maintained, 15 miles; new trail constructed, 32 miles; surveys for new roads, trails, and diversions, 123 miles. New bridges constructed, 8, total length 321 feet; bridges reconstructed, 8, total length 355 feet; bridges repaired, 28. Ferries maintained and operated, 4.

The supervision costs, including salaries and expenses of District Engineer, assistants, and all clerical work, office expenditures, operation and maintenance of autos, and other transportation charges, amounted to 5.15 per cent. of the total expenditure.

The principal new road-construction comprised the following: Chilcotin Main diversion at Hanceville, Bradley Creek, Lone Butte–Bridge Lake, Willowford–Buffalo, Exeter–Canim (diversion near 100-Mile House), Baity's, Bouchie Lake, Springhouse–Williams Lake, Government Creek, Punchau, Peavine Ridge, Carpenter's Mountain, Dragon Lake–Sisters Creek, and Cariboo Main between Quesnel and Fort George.

The demand for new roads increases, and the construction of these prevents the very necessary work of gravelling the old established roads, which, owing to auto-stage traffic, become deeply rutted during wet weather. I suggest a halt be called to the building of additional mileage and all effort be concentrated on gravelling and thoroughly draining the main roads.

Bridges.—The most important work was the completion of Quesnel Dam Bridge, the total cost of which was as follows: Demolishing section of dam, $2,498.28; building bridge, $19,598.58; constructing road approaches, $6,590.25; total, $28,687.11. Truss bridges were also built at Jim Creek and Burkholder's.

General conditions were favourable and all work was economically carried out.

I take this opportunity of expressing my thanks to all those working with me in the district, and to the Department for its helpful support.

Respectfully submitted.

G. C. MACKAY,
District Engineer.

1924

Atlin District (South)—Continued.

Supervision—Assistant Foreman	$ 350 00	
" Office	1,017 85	
" Auto	3 00	
		$ 7,376 19
Total		$ 25,442 14

Atlin District (Telegraph Creek).

Road—Casca		$ 57 50
" Telegraph–Dease		47 25
Trail—Dease		540 00
" Glenora		275 50
" Klappan		120 00
" Teslin		93 50
Street—Telegraph		65 00
Plant and tools		2,291 08
Camp equipment		162 03
Material		1,121 43
Stable		8 75
Powder-house		147 50
Purchase of building, Buck's Bar		50 00
Supervision—Assistant Engineer	$792 27	
" Office	52 77	
		845 04
Total		$ 5,824 58

Summary.

Atlin (North)	$ 7,065 79
Atlin (South)	25,442 14
Telegraph Creek	5,824 58
Total	$38,332 51

Cariboo District.

Road—Alexandria Ferry (west)	$ 40 00
" Alexandria–Quesnel	914 65
" Alexis Creek–Nazko	534 50
" Baker Creek	125 00
" Barkerville–Antler	698 52
" Barkerville–Bear Lake	79 77
" Barkerville–Keithley	420 50
" Barkerville Main	4,029 39
" Barkerville–Van Winkle	68 00
" Bear Lake–Indian Point	99 34
" Beaver Valley	668 38
" Cedar Creek Camp–Spanish Mountain	207 13
" Cedar Creek Camp–Cedar Creek	1,577 25
" Chilcotin Main	3,220 09
" Chilcotin–Soda Creek	519 00
" Chilanko Forks–Chezacut	192 75
" Chimney Valley	512 64
" Dragon Lake (east)	117 00
" Dragon Lake (west)	152 00
" Hanceville–Alexis Creek	639 12
" Hall Meadow	912 22
" Harpers Camp–Horsefly Lake	40 50

Cariboo District—Continued.

Road—Harpers Camp Main		$ 3,805 00
" Horsefly–Quesnel Lake		924 30
" Horsefly–Woodjam		52 50
" Keithley Creek–Barkerville		47 00
" Kersley–Dale's Landing		199 50
" Likely–Keithley		165 00
" Machin Creek–Soda Creek		262 35
" Main Trunk Road		3,710 70
" Marguerite–Cuissons Lake		11 00
" Meldrum Creek–Chimney Creek		79 80
" Meldrum Creek–Soda Creek		12 40
" Mission		143 68
" McLean		171 40
" North Star		40 00
" 108-Mile–Harpers Camp		307 58
" 137-Mile–Springhouse		21 50
" 158-Mile–Quesnel Forks		7,762 70
" 177-Mile–Beaver Lake		1,497 39
" Pigeon		108 00
" Quesnel–Blackwater		722 10
" Quesnel Dam		55 00
" Quesnel Ferry		643 60
" Quesnel Forks–Keithley		655 22
" Quesnel Forks–Quesnel		45 00
" Quesnel–Little Lake		997 32
" Quesnel–Nazko		1,021 35
" Sisters Creek–Dragon Lake		896 45
" Soda Creek–Alexandria		816 29
" Soda Creek–Chimney Creek		2,524 14
" Soda Creek–Deep Creek		215 25
" Soda Creek–Mud Lake		140 50
" Spokin Lake		101 50
" Springhouse–Williams Lake		3,213 71
" Tingley–Cuissons Lake		1,765 96
" Upper Horsefly		1,583 35
" Woodpecker Area Settlers		1,314 50
" Williams Lake–Carpenter Mountain		64 63
" General		466 62
Trail—Bear River		215 00
" Bear River–Fraser River		100 00
" Beedy Creek		204 00
" Goat River		100 00
" Newton's–Whitewater		101 25
" Swamp River		100 00
Street—Quesnel streets		536 23
Plant and tools		3,086 37
Powder-house		484 04
Camp equipment		1,193 11
Material		4,142 43
Stable		8,437 96
Supervision—General Foreman	$2,715 05	
" Office	766 70	
" Auto	1,683 47	
		5,165 22
		$ 76,203 69

An additional 3 miles of the "Hanceville Timber" diversion on the Chilcotin Main Road were completed, leaving approximately 2½ miles to finish this piece of work. Twelve miles of that important railway feeder from Bridge Lake to Lone Butte Station, P.G.E., were built; a further 12 miles and this road will connect the Bridge Lake Settlement with the road system. A new road from the west end of Horse Lake, direct to Lone Butte, 2½ miles in length, was built. With the exception of gravelling, the western section of Horsefly Lake Road, 4¼ miles in length, was completed.

The installation of a dredge at Antler Creek and the hauling of heavy machinery from the railway at Quesnel to the dredging-ground made it necessary to do extensive repairs to the roads and bridges between these points.

On January 1st District Engineer G. C. Mackay was transferred to District No. 7 and the undersigned appointed to this district.

All of which is respectfully submitted.

E. S. JONES,
District Engineer.

REPORT OF SUPERVISING ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
VICTORIA, B.C., September 23rd, 1925.

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

SIR,—I have great pleasure in submitting herewith the annual report of the Architectural Branch for the year ended March 31st, 1925.

CAPITAL EXPENDITURE.

Essondale.—The new power-house at Essondale was commenced and practically completed along with the steam-distribution mains connecting the building with the different units. The building is designed to accommodate two extra boilers, which will be sufficient for the ultimate development of the institution and also supply steam to the Boys' Industrial School at Coquitlam. I have every reason to believe that for design and equipment this building will be second to none in Western Canada.

John Peck, Chief Inspector of Boilers and Machinery, has been responsible for the design of the boiler units, mechanical equipment, and steam mains, the Architectural Branch erecting the buildings and ducts.

The new Acute Building at Essondale was completed and occupied, the construction having occupied over two years. The Province now possesses two of the best units on the American Continent for treatment of mental cases, about which much favourable comment has been made.

Two residences for medical officers were commenced during the year and the Medical Superintendent's House was completed.

Much credit is due the institution, in that these buildings have been erected by patient-labour with the assistance of the institution's staff under our direction.

University of B.C.—The erection of the various permanent and temporary buildings at the University has been continued and rapid progress has been made, particularly on the temporary buildings.

It is a pleasure to bring to your attention the excellent class of workmanship that has been done by the contractors on both the permanent and temporary buildings, and the good feeling and co-operation that have existed between the contractors, their sub-contractors and myself, and the architects for the permanent buildings, Sharp & Thompson. I am convinced that when the buildings are completed they will reflect credit to the Government. The University authorities will be more than satisfied with what has been accomplished for them.

Designs have been made for equipment, and details of furnishings have been prepared in co-operation with the Purchasing Agent, the University authorities, and myself.

Under the direction of Walter Leek, Consulting Mechanical Engineer, and James Muirhead, Inspector of Electrical Energy, designs are being prepared for steam, gas, water and electrical distribution systems to supply the various buildings.

Atlin District (South).

Road—		Trail—*Continued.*	
Alice Arm Shore	$ 912 00	Georgia River	$ 100 00
Anyox Court-house Walk	424 68	George Copper	236 00
Bear River	2,021 94	Illiance	283 50
Dunwell Mines	251 81	Kitsault River	887 75
Grease Harbour-Cranberry (east)	213 50	Kitsault River–Dolly Varden Railway	3,324 83
Irene Meadow	502 00	La Rose Mine	100 00
Stewart–Hyder	4,243 32	Marmot River	235 00
Salmon River Extension	304 50	Glacier Creek river protection	599 00
General roads	1 00	Plant and tools	3,256 72
Streets—Stewart	1,196 02	Camp equipment	713 48
Trail—		Material	1,525 53
American Creek	400 00	Powder-house	9 10
Alyanish–Grease Harbour	136 00	Supervision—	
Alyanish–Sand Creek	24 00	Assistant Engineer	3,805 32
Bitter Creek	400 00	General Foreman	1,517 35
Bear–Nass	500 00	Assistant Foreman	700 00
Climax	50 00	Office	2,518 01
Esperanza	249 00		
Glacier Creek	694 25	Total	$ 32,595 61
Goose Creek	200 00		

Atlin District (Telegraph Creek).

Road—		Plant and tools	$ 804 35
Glenora	$ 200 00	Camp equipment	158 62
Telegraph–Dease	1,461 30	Material	188 93
Streets—Telegraph	370 50	Supervision—	
Trail—		Assistant Engineer	326 40
Dease Lake	500 37	Office	14 09
Glenora	20 00		
Klappan	150 00	Total	$ 4,604 56
Teslin	160 00		
Thibert Creek	250 00		

Summary.

Atlin (North)	$ 5,878 09
Atlin (South)	32,595 61
Telegraph Creek	4,604 56
	$43,078 26

Cariboo District.

Road—		Road—*Continued.*	
Alexis Creek–Inagio	$ 302 00	Chilcotin Main	$ 4,418 12
Abban Lake	150 00	Chilcotin–Soda Creek	338 09
Barkerville Main	4,317 75	Chimney Valley	217 76
Barkerville–Bear Lake	451 19	Chilanko Forks–Chezacut	57 25
Blackwater–Quesuel	337 00	Dragon Lake (west)	148 30
Beaver Valley	2,240 41	Dibbs–Cottonwood Canyon	160 00
Barkerville–Antler Creek	579 62	Dragon Lake (east)	66 00
Blackwater–Fraser River	390 00	Dragon Lake, Lot 6677	215 00
Beaver Lake–Beavermouth	776 07	Fraser (South Boundary–South Creek)	286 60
Bell's	733 62	Fraser (Alexandria–Quesnel)	2,486 92
Bear Lake–Indian Point	90 00	Freeman	68 00
Barkerville–Keithley Creek	170 37	Government Creek	50 00
Bear Valley–Antoine Lake	203 22		

Bridge-work.—No damage was caused by high water, and apart from the construction of a king-truss span bridge over the Fraser River at Tete Jaune, bridge-work was chiefly confined to maintenance, together with the erection of a few small structures of minor importance.

All work was carried out by day-labour, which was plentiful all over the district.

I wish again to express my appreciation of the sincere co-operation received from all connected with the Department.

All of which is respectfully submitted.

ARTHUR DIXON,
District Engineer.

REPORT OF ENGINEER, DISTRICT No. 9.

DISTRICT ENGINEER'S OFFICE,
150-MILE HOUSE, B.C., May 26th, 1926.

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 1925–26.

Lillooet District.—A diversion, 2½ miles in length, of the Lillooet–Clinton Road was constructed during the year in order to avoid a series of irrigation-ditches which were a cause of considerable trouble on the old road. Reconstruction-work on this road was commenced during the latter part of the season and a very much-needed half-mile diversion was constructed; the old 20-per-cent. grade being replaced by a 7½-per-cent grade. One and a half miles of gravelling were done through the Marble Canyon and several dangerous curves eliminated. On the Lytton–Lillooet Road at the "Big Slide" a considerable amount of work was carried out under very difficult conditions, as the workmen were in constant danger from rock-slides. Fortunately no serious accident occurred. The road was widened from 6 to 9 feet. Throughout the Lillooet District 862 miles of road and 217 miles of trails were maintained.

Extensive river-bank protection work on the Lillooet River at Pemberton was carried out, the residents affected by the scouring of river paying 50 per cent. of the cost of work done along their property. This work was carried out only in places where the road was also in danger. Further work on this river will be necessary before the danger of erosion can possibly be eliminated. No large bridges were constructed during the year, but a number of small ones were rebuilt and several replaced by culverts and fills.

Cariboo District.—The chief work carried out in this district was the completion, under favourable weather conditions, of the Quesnel–Prince George section of the Cariboo Road. In addition to 8 miles of construction, 6½ miles of the worst portions were gravelled; 6,618 cubic yards of gravel having been laid down at a cost of 89.5 cents per cubic yard. The necessary gravelling of another 5 miles will put this highway in good condition.

Mining operations in the Barkerville and Antler Creek sections warranted considerable attention to the Barkerville Main; 10½ miles were reconstructed. The balance of the reconstruction-work will be completed next year. Extensive repairs were also carried out on the Keithley Main Road, 5 miles having been reconstructed, besides the usual maintenance on the remaining 50 miles.

No new construction was carried out on the Hanceville Timber Diversion this year, our efforts being confined to the maintenance of the whole road between Williams Lake and Redstone, a distance of 93 miles.

The chief bridge-work was the rebuilding of the Cottonwood No. 1 and the Nazko River Bridge; the former comprising two 62-foot king trusses and the latter one 62-foot king truss.

Owing to the exceptionally mild winter the Quesnel Ferry was able to remain in operation throughout the whole year, making it very satisfactory to residents on the west side of the Fraser River. There are no records of this ferry having previously been in operation for a year continuously. The remainder of the ferries were out of the river for a short time to undergo minor repairs.

Cariboo District (Northern)—Continued.

ROAD REG. NO.		ROAD REG. NO.	
110. Freeman's	$ 50 00	220. Victoria Creek	$ 50 00
113. Macalister Ferry (west approach)	30 00	STREET REG. NO.	
117. Salmon	100 00	77. Quesnel streets	311 00
120. Darrell's	163 10	Plant and tools	1,258 14
122. Cotton's	125 00	Camp equipment	45 03
123. Jasper	50 00	Material	1,221 72
158. Hanceville Cut-off	75 00	Stables	1,531 49
159. Colobank's	300 00	Supervision—	
161. Lebourdais	198 99	General Foreman	2,499 50
164. Wade's	57 69	Office	848 50
215. Keithley-Barkerville	174 54	Auto	888 05
219. Ahbau	100 00	Total	$ 34,655 58

Cariboo District (South).

ROAD REG. NO.		ROAD REG. NO.	
2. Beaver Lake-Beavermouth	$ 50 00	139. 111-Mile House-Horsefly	$ 538 57
3. Beaver Valley	409 80	141. Lone Butte-Bridge Lake	1,930 49
4. Chilcotin Main	1,440 07	142. McKinley-Hamilton-Ogden	349 87
5. Cariboo Main	5,421 29	143. McKinley-Lac la Hache Stn.	249 87
12. 108-Mile-Harpers Camp	122 49	151. Springhouse-127-Mile House	100 00
15. Harpers Camp Main	990 69	152. Springhouse-U.S. Meadows	92 00
18. Keithley Main	5,749 93	154. Upper Dog Creek	92 75
21. Mission	69 49	157. Willowford-Buffalo	233 75
25. Quesnel Forks-Quesnel Lake	949 89	180. Chilcotin Main-Springhouse	101 50
29. Upper Horsefly	350 00	181. 114-Mile House-Nedel's Ranch	75 00
42. Harpers Camp-Horsefly Lake	1,200 01	STREET REG. NO.	
72. Clinton-Williams Lake	865 38	109. Williams Lake streets	100 00
90. Likely-Cedar Creek Camp	499 53	TRAIL REG. NO.	
98. Bridge Creek-Horse Lake	159 99	202. Cedar Creek-Spanish Mtn.	30 00
104. Buffalo-Canim Lake	150 00	Plant and tools	2,880 68
105. Big Creek	1,163 37	Camp equipment	196 13
118. Canoe Creek-Church Creek	200 00	Material	1,658 51
121. Churn Creek-Hanceville	724 79	Stables	1,573 04
125. Dog Creek-Churn Creek	199 50	Supervision—	
126. Dean Lake	99 50	General Foreman	1,388 55
129. Eagle Creek	199 52	Office	753 75
130. Empire Valley	150 75	Auto	354 05
131. Exeter Station-Canim Lake	1,477 71		
136. 111-Mile House-Mirage Lake	7 00	Total	$ 35,349 21

Summary.

Cariboo (Northern)	$34,655 58
Cariboo (South)	35,349 21
Total	$70,004 79

Chilliwack District.

ROAD REG. NO.		ROAD REG. NO.	
1. Provincial Highway	$ 3,470 12	7. Provincial Highway	$ 3,299 99
2. Provincial Highway	1,547 25	8. Columbia Valley	837 71
5. Provincial Highway	3,548 89	9. Chilliwack River	1,782 38
6. Huntingdon Townsite	977 57	10. Provincial Highway	2,243 90

Cariboo District (North).

Road Reg. No.		Road Reg. No.	
Approaches, Quesnel River Bridge	$3,774.94	83. Vandenberg	$150.00
1. Alexis Creek–Nazko	83.75	93. Allcock's	500.00
4. Chilcotin Main	4,239.08	96. Government Creek	87.28
5. Cariboo Main	6,921.56	97. Punchaw	100.22
6. Chilanko Forks–Chezacut	345.15	110. Freeman's	50.00
7. Chilcotin–Meldrum Creek	138.00	122. Cotton's	150.00
10. Hanceville–Christie's	64.75	158. Hanceville Cut-off	50.00
16. Beaumont	50.00	159. Colebank's	218.05
19. 177-Mile–Beaver Lake	404.40	160. Woodpecker–Fraser	281.00
23. Soda Creek–Mud Lake	100.00	163. Yardley	128.00
27. Blackwater–Mud River	89.06	165. 10-Mile Lake	200.00
28. Soda Creek–Deep Creek	306.66	203. Bear River–Fraser River	100.00
32. Fraser	1,798.18	206. Ruchon Creek	50.00
36. Barkerville–Antler	253.85	215. Keithley–Barkerville	150.15
37. Barkerville–Bear Lake	675.41	Street Reg. No.	
38. Barkerville Main	4,893.74	77. Quesnel streets	320.16
40. Bear Lake–Indian Point	100.00	Camp equipment	73.24
45. Dragon Lake (west)	50.00	Plant and tools	1,738.87
46. Dragon Lake (east)	52.00	Material	1,009.95
47. Salmon	239.50	Stables	1,573.87
51. Lavois	300.00	Government Buildings (Quesnel)	300.00
53. Lowhee–Jack of Clubs	50.00	*Sundry roads	201.05
55. Marguerite–Cuisson Lake	250.35	Supervision—	
58. Quesnel–Blackwater	746.02	General Foreman	2,576.45
59. Quesnel–Nazko	787.65	Office	804.10
60. Quesnel–Little Lake	850.88	Auto	1,026.54
63. Sisters Creek–Dragon Lake	50.00		
75. Sheep Creek–Moon's	100.00	Total	$39,574.12

Cariboo District (South).

Road Reg. No.		Road Reg. No.	
3. Beaver Valley	$162.50	132. Fawn	$50.74
4. Chilcotin Main	2,060.49	123. Forest Grove–Buffalo	852.00
5. Cariboo Main	4,898.19	139. 111-Mile–Horsefly	411.45
9. Chimney Valley	154.00	141. Lone Butte–Bridge Lake	445.00
12. 108-Mile–Harpers Camp	98.03	142. McKinley–Hamilton–Ogden	374.71
15. Harpers Camp Main	1,168.44	143. McKinley–Lac la Hache Stn.	341.24
18. Keithley Main	3,749.15	154. Upper Dog Creek	60.25
21. Mission	169.24	157. Willowford–Buffalo	822.00
24. Knife Creek	221.25	182. Springhouse–Forest Creek	913.00
29. Upper Horsefly	212.24	183. Kelly Lake–Canoe Creek	267.20
42. Harpers Camp–Horsefly Lake	1,064.93	184. Green Lake–Lone Butte	305.00
72. Clinton–Williams Lake	1,751.27	Street Reg. No.	
90. Likely–Cedar Creek	377.00	109. Williams Lake	1,005.00
98. Bridge Creek–Horse Lake	89.37	Camp equipment	952.37
100. Buffalo Lake	100.00	Plant and tools	3,210.00
104. Buffalo Lake–Canim Lake	125.00	Material	944.20
105. Big Creek	1,619.12	Stable	1,500.00
116. Big Creek–Robertson	348.00	*Sundry roads	412.50
118. Canoe Creek–Churn Creek	1,261.40	Supervision—	
121. Churn Creek–Hanceville	520.50	General Foreman	1,920.33
126. Deka Lake	53.24	Office	857.24
129. Eagle Creek	821.94	Auto	813.00
130. Empire Valley	300.00		
131. Exeter–Canim Lake	597.11	Total	$35,795.77

* Units upon which less than $50 has been expended.

"B.C. Loan Act, 1923," Sec. 6 (*c*)—*Continued.*

amloops Gaol	$3,041.91
lue River Lockup	8,000.05
urns Lake Lockup	64.48
lission Lockup	445.50
atal Lockup	5,696.70
imberley	583.37
ld Drill Hall	3,444.39
ing's Printer	1,523.35
arkerville	121.09
Total	$148,154.00

CAPITAL ACCOUNT.

STATUTORY EXPENDITURE.

"B.C. Loan Act, 1924," Sec. 6 (*b*)—Roads and Bridges.

ariboo—Fraser River Bridge		$442.45
ranbrook—Kimberley, cement sidewalks		150.45
reston—Trail-Rossland		114.75
ichmond-Point Grey—		
Eburne Bridges		10,503.41
General engineering		1,387.47
		$12,598.53
Less credits—		
Chilliwack	$13.75	
Cranbrook	1,057.83	
		1,071.58
Total		$11,526.95

"B.C. Loan Act, 1925," Sec. 6 (*a*)—Roads and Bridges.

lberni—		Cariboo—*Continued.*	
Tofino–Ucluelet	$11,989.69	Green Lake–Lone Butte	$999.14
Canadian Highway	5,535.03	Cariboo (reconstruction)	3,000.00
Central Lake	3,488.90	Springhouse–Williams Lake	999.35
Coombs Bridge	5,929.32	Australian Bridge	3,984.23
Lagoon Road Extension	4,080.06	Chilliwack—	
Spruce River Bridge	1,495.53	Provincial Highway	4,930.74
lin—		Dyke Bridge, No. 17	81.00
Beaver River	11,000.00	Porter Bridge, No. 18	82.00
Marmot River	7,998.80	Columbia—	
Alice Arm	1,696.05	Golden–Yoho Park	103,256.02
Telegraph–Dease Lake	14,971.13	Brisco	7,153.85
Stewart–Hyder	19,499.88	Kootenay–Columbia River, No. 1	7,495.02
Stewart–Telegraph Creek	1,546.55	Hanging Glacier Trail	2,198.72
urnaby—		West Side, No. 2	8,998.82
Grandview Highway	14,303.92	Mount Hunter Bridge	2,385.02
Hastings–Burnet	7,883.08	Foster's Bridge	3,481.27
ariboo—		Comox—	
Quesnel River Bridge	80,762.47	Island Highway	18,844.37
Cariboo Main	13,434.40	Salmon River	5,573.01
Chilcotin Main	2,999.23	Hardy Bay–Coal Harbour	16,079.43
Lone Butte–Bridge Lake	2,500.00	Sach's Crossing Bridge	7,461.35

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.

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.

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.	150-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	2,071.15	
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	
100.	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	126.75	
28.	Borrowman	353.86	
40.	Chimney Creek, No. 1	238.63	
90.	Keithley	409.01	
111.	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	
267.	91-Mile Creek	151.00	
353.	5-Mile Creek	170.27	
	Carried forward	$4,292.03	$199,455.82 $526,724.29

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 178—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Brought forward	$33,485.01	$231,167.88
Material	2,640.06	
Stables	419.80	
Supervision—		
General Foreman	2,595.45	
Auto	587.94	
Total, Vote 178—Roads, Trails, etc.		39,728.26

VOTE 178—BRIDGES: MAINTENANCE.

Reg. No.		
4.	Antler Creek, No. 2	$313.25
5.	Antler Creek	160.75
13.	Bear River	12.00
14.	Beavermouth	50.00
16.	Blackwater	276.75
27.	Bouchie	34.00
31.	Canyon Creek	122.05
38.	China	341.98
42.	Shawning	451.00
43.	Buxton	286.36
51.	Quanstrom	175.00
53.	Kent	350.00
59.	Nuth	594.00
72.	Healey	591.81
80.	Hanson Gulch	451.98
82.	Hixon Creek	79.80
88.	Kersley Creek	142.00
91.	Lightning	42.23
96.	Pappen	136.00
97.	Quesnel River	106.50
103.	Sisters Creek	35.00
117.	21-Mile Creek	25.00
119.	Mackay	116.35
122.	West Creek, No. 1	50.00
123, 124.	West Creek, Nos. 2 and 3	310.00
127.	Williams Creek, No. 2	1,587.75
132.	Riske Creek	28.00
133.	Little Cottonwood	115.80
142.	Nazko	18.00
150.	Williams Creek, No. 1	211.98
153.	Soda Creek, No. 2	104.00
176.	Peters Creek	256.80
189.	Cremin	75.00
229.	Falls	75.00
245.	Fish Lake	7.50
250.	Wades	239.50
263.	Donovan	148.55
264.	Cyr	327.50
265.	Stouts Gulch	237.00
266.	Chisholm's	179.75
267.	Sardine	142.00
268.	Butch	100.00
269.	Helwig	100.00
271.	Tibble's	6.90
272.	Sing Lee	26.00
273.	Tingley	26.00
275.	Wynn	36.00
276.	Joe Creek	26.00
Total, Vote 178—Bridges: Maintenance.		9,228.54

VOTE 178—FERRIES.

Alexandria	$1,850.00	
Gravel's, Quesnel River	736.99	
Carried forward	$2,586.99	$280,124.05

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 178—FERRIES—*Continued.*

Brought forward	$2,586.99	$280,224.96
Macalister	3,400.00	
Quesnel	2,048.01	
Soda Creek	2,132.00	
Total, Vote 178—Ferries		10,167.00

VOTE 178—PROTECTION OF RIVER-BANKS.

Barkerville	$1,053.20	
Total, Vote 178—Protection of River-banks		1,053.20

VOTE 178—TRAFFIC OPERATION (INCLUDING SNOW-REMOVAL SERVICE).

Reg. No.		
5. Cariboo Road	$157.15	
18. Keithley Road	10.50	
37. Barkerville–Bear Lake Road	21.00	
38. Barkerville Road	1,043.12	
46. Dragon Lake Road	2.00	
60. Quesnel–Little Lake Road	3.00	
74. North Star Road	5.00	
Total, Vote 178—Traffic Operation (including Snow-removal Service)		1,241.77

VOTE 145—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Roads.

60. Quesnel–Little Lake	$965.50	
Ahbau Lake	600.00	
Barkerville	220.50	
China Creek–California Gulch	200.00	
Hardscrabble Mine	250.00	
Kafue Dredge–McGregor's Cabin	999.96	
Stanley–Houseman Creek	499.00	
Stanley–Swift River	100.00	
Trail–Whitewater	2,500.00	

Bridges.

263. Donovan	200.00	
Total, Vote 145—"Mines Development Act," Supplementary		6,534.96
Special Warrant No. 16. Snow-removal equipment		970.51
Total expenditure, Cariboo (North)		$300,192.40

CARIBOO DISTRICT (SOUTH).

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

4. Chilcotin	$4,000.00	
5. Cariboo	8,650.00	
13. 132 Mile–Springhouse	382.25	
15. Harpers Camp	4,331.84	
17. 150 Mile–Williams Lake	72.00	
18. Keithley	1,992.30	
72. Clinton–Williams Lake	2,499.52	
98. Bridge Creek–Horse Lake	860.95	
105. Big Creek	2,000.00	
121. Canoe Creek–Hanceville	1,995.23	
124. Cooper Creek	244.00	
129. Eagle Creek	1,007.00	
130. 111-Mile–Horsefly	84.00	
141. Lone Butte–Bridge Lake	1,990.99	
Carried forward	$30,110.08	

CARIBOO DISTRICT (SOUTH)—*Continued.*

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

	Brought forward	$30,110.08
REG. NO.		
145.	93-Mile–Lone Butte	1,111.67
184.	Green Lake–Lone Butte	641.20
187.	Bates	1,492.23
188.	Trails End	1,505.68
190.	Mikkelson	50.00
191.	Wilcox	160.00
192.	Biss	150.00
193.	Jowsey	201.00
194.	Sawmill	9.75
	Total, Capital Account—Roads	$35,431.60

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

85.	Horsefly River	$10,301.27
	Total, Capital Account—Bridges	10,301.27

VOTE 178—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

3.	Beaver Valley	$1,357.23
4.	Chilcotin Main	2,415.61
5.	Cariboo	3,342.31
12.	108-Mile–Horsefly	110.00
14.	137-Mile–Springhouse	741.78
15.	Horsefly Main	1,551.96
17.	156-Mile–Williams Lake	68.00
18.	Keithley Main	2,483.46
21.	Mission	263.45
24.	Knife Creek	300.00
25.	Quesnel Forks–Quesnel Lake	633.96
29.	Upper Horsefly	250.69
42.	Horsefly–Horsefly Lake	91.25
61.	Soda Creek–Big Lake	216.00
70.	Peavine Ridge	377.46
72.	Clinton–Williams Lake	2,716.13
78.	Horsefly–Quesnel Lake	1,207.27
90.	Likely–Cedar Creek	332.10
98.	Bridge Creek–Horse Lake	755.00
105.	Big Creek	408.67
121.	Canoe Creek–Hanceville	3,369.89
126.	Deka Lake	181.44
127.	Valley Road	282.61
129.	Eagle Creek	496.96
130.	Empire Valley	362.96
131.	Canim Lake	1,762.61
132.	Fawn	52.00
140.	Little Timothy Mountain	50.00
141.	Lone Butte–Bridge Lake	750.37
142.	McKinley–Ogden	108.00
143.	Lac la Hache Station	110.16
145.	93-Mile–Lone Butte	1,252.11
146.	Raphael–Meagon	246.24
152.	Springhouse–U.S. Meadows	151.20
154.	Upper Dog Creek	237.60
181.	Nedel	125.28
182.	Springhouse–Frost Creek	162.54
183.	Kelly Lake–Canoe Creek	194.40
186.	Duck Lake	159.84
189.	Exeter–McKinley	210.00
208.	Beedey Creek Trail	150.00
223.	Canim–McNeil's Trail	64.00
109.	Williams Lake streets	983.05
	Sundry roads (units under $50)	164.32
	Carried forward	$31,249.94

CARIBOO DISTRICT (SOUTH).

Capital Account—"B.C. Loan Act, 1929," Sec. 6 (*a*): Roads.

Reg. No.			
3.	Beaver Valley	$1,250.10	
4.	Chilcotin	5,036.20	
5.	Cariboo Main	11,459.63	
15.	Horsefly	5,858.34	
18.	Keithley	5,130.87	
72.	Clinton–Williams Lake	6,254.34	
78.	Horsefly–Quesnel Lake	415.00	
105.	Big Creek	4,644.29	
121.	Canoe Creek–Hanceville	340.00	
125.	Churn Creek–Dog Creek	360.00	
129.	Eagle Creek	386.08	
130.	Empire Valley	1,923.40	
131.	Exeter–Canim Lake	3,372.80	
141.	Lone Butte–Bridge Lake	6,301.58	
145.	93-Mile–Lone Butte	4,238.76	
146.	Raphael–Meason	100.00	
154.	Upper Dog Creek	244.20	
187.	Bates	439.60	
196.	Bridge Lake	2,899.27	
	Tool-house, Williams Lake	4,499.62	
	Settlers' roads	2,154.25	
	Total, Capital Account—Roads		$67,908.33

Capital Account—"B.C. Loan Act, 1929," Sec. 6 (*a*): Bridges.

18.	Big Lake	$2,915.17	
	Total, Capital Account—Bridges		2,915.17

Vote 164—Maintenance and Minor Betterments: Roads, Trails, and Streets.

2.	Beaver Lake–Beavermouth	$137.28	
3.	Beaver Valley	253.76	
4.	Chilcotin	1,010.17	
5.	Cariboo Main	4,795.06	
8.	Clearwater	300.00	
9.	Chimney Valley	139.36	
11.	Horsefly–Woodjam	130.00	
12.	108-Mile–Horsefly	242.32	
15.	Horsefly	984.91	
17.	156 Mile–Williams Lake	404.44	
18.	Keithley Main	4,442.86	
21.	Mission	146.12	
25.	Quesnel Forks–Quesnel Lake	182.00	
20.	Upper Horsefly	746.53	
42.	Horsefly–Horsefly Lake	1,105.52	
61.	Soda Creek–Big Lake	104.00	
70.	Peavine Ridge	751.68	
72.	Clinton–Williams Lake	2,229.33	
78.	Horsefly–Quesnel Lake	74.88	
84.	Likely–Spanish Lake	122.72	
90.	Likely–Cedar Creek	208.00	
98.	Lone Butte–Roe Lake	2,234.85	
99.	Pearson's	148.88	
100.	Buffalo Lake	1,017.56	
105.	Big Creek	438.45	
109.	Williams Lake streets	854.48	
121.	Canoe Creek–Hanceville	1,008.77	
125.	Churn Creek–Dog Creek	65.52	
126.	Deka Lake	269.88	
127.	Valley Road	260.00	
129.	Eagle Creek	810.39	
130.	Empire Valley	709.92	
131.	Canim Lake	1,035.88	
136.	111-Mile–Mirage Lake	312.00	
	Carried forward	$28,307.52	$70,823.50

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 169—TRAFFIC OPERATION (INCLUDING SNOW-REMOVAL SERVICE)—*Continued.*

Brought forward	$2,942.39	$107,894.96
REG. NO.		
47B. Cariboo (Village of Quesnel)	9.62	
58. Quesnel–Blackwater	18.00	
159. Colebank's (east)	32.00	
32. Fraser	8.00	
Total, Vote 169—Traffic Operation (including Snow-removal Service)		3,010.01

VOTE 140—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

Trail from Cottonwood House to Ahbau Lake	$75.00	
Hixon Creek Road	501.00	
Upper Hixon Creek Road	200.00	
Lowhee–Jack of Clubs Lake Road	200.00	
Trail to Hudson Group	200.00	
Trail from Beaver Pass to Valley Creek	25.00	
Trail from Valley Creek to connect with Willow River–Ahbau Lake Trail	75.00	
Slough Creek Road from Ketch Hydraulic Mine to Dragon Creek	499.05	
Trail down Willow River from Stony Creek	461.00	
Trail from Cottonwood Bridge to Victoria Creek	100.00	
Road to Cariboo Eagle Mining Co., Stanley (Barkerville–Stanley Road, No. 39)	590.40	
Quesnel to Hydraulic Road	482.50	
Road from Barkerville to property of Lowhee Mining Co.	727.25	
Cunningham Creek Road	200.00	
Bridge across Lightning Creek	100.00	
Trail to Canyon Creek from Prince George to Quesnel Highway	100.00	
Road to Cariboo Gold Quartz Mining Co.	300.00	
Bridge across Lightning Creek at Lovett Creek	400.00	
Total, Vote 140—"Mines Development Act," Supplementary		5,236.20
Total expenditure, Cariboo District (North)		$116,141.17

CARIBOO DISTRICT (SOUTH).

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

3. Beaver Valley	$771.70	
4. Chilcotin Main	7,673.44	
5. Cariboo Main	12,585.51	
12. 108-Mile–Horsefly	803.09	
15. Horsefly Main	4,212.13	
17. 156-Mile–Williams Lake	673.50	
18. Keithley Main	2,931.66	
21. Mission	3,865.11	
28. Soda Creek–Williams Lake	9,690.71	
70. Peavine Ridge	1,392.90	
72. Clinton–Williams Lake	4,497.60	
100. Buffalo Lake–Edwards Lake	186.50	
121. Canoe Creek–Hanceville	2,680.76	
129. Hawkins Lake–Eagle Creek	92.00	
130. Empire Valley	196.88	
131. Exeter–Canim Lake	2,320.69	
141. Lone Butte–Bridge Lake	1,417.29	
143. Lac la Hache Station	760.00	
147. Roe Lake–Bridge Lake	917.72	
196. Bridge Lake	1,600.60	
Tool-house, Williams Lake	8,379.38	
Settlers' roads	2,899.80	
Springfield Bridge approaches	4,998.14	
Total, Capital Account—Roads		$75,547.11

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

47. Springfield	$27,981.67	
Total, Capital Account—Bridges		27,981.67
Carried forward		$103,528.78

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$103,528.78

VOTE 169—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Reg. No.			
3.	Beaver Valley	$260.50	
4.	Chilcotin	3,390.76	
5.	Cariboo Main	3,526.15	
12.	108-Mile–Horsefly	519.00	
15.	Horsefly Main	644.45	
18.	Keithley Main	1,888.89	
21.	Mission	1,305.33	
24.	Knife Creek	74.00	
28.	Soda Creek–Williams Lake	1,099.08	
29.	Upper Horsefly	386.95	
72.	Clinton–Williams Lake	708.63	
90.	Likely–Cedar Creek	320.00	
100.	Buffalo Lake	88.00	
121.	Canoe Creek–Hanceville	1,807.78	
127.	Valley Road	256.00	
130.	Empire Valley	419.82	
131.	Canim Lake	847.10	
141.	Lone Butte–Bridge Lake	114.64	
142.	McKinley–Ogden	98.00	
143.	Lac la Hache Station	404.80	
145.	93-Mile–Lone Butte	346.30	
147.	Roe Lake	80.38	
152.	Springhouse–U.S. Meadows	183.36	
184.	Green Lake–Lone Butte	100.25	
185.	North Fork	98.00	
196.	Bridge Lake	162.00	
197.	Bradley Creek	350.56	
199.	Beedy Creek	150.00	
205.	Bell	150.00	
209.	Red Creek	84.00	
	Residence, Williams Lake	898.38	
	Sundry roads (units under $50)	130.57	
	Camp equipment	3,628.43	
	Plant and tools	18,124.62	
	Supervision—		
	General Foreman, salary and expenses	2,576.30	
	Auto	1,276.56	
	Total, Vote 169—Roads, Trails, etc.		46,499.59

VOTE 169—BRIDGES: MAINTENANCE.

98.	Quesnel Forks	$212.00	
109.	Skunk Creek	1,488.30	
113.	Jones Creek	756.17	
141.	Likely	294.00	
163.	Snowshoe	12.00	
193.	Beaver Creek	58.80	
209.	Wheel	308.05	
301.	Alkali Lake	451.33	
304.	Brigham Creek	120.47	
308.	Bradly Creek	188.00	
317.	Dussault	1,604.97	
319.	Dog Creek, No. 1	149.03	
320.	Dog Creek, No. 2	246.79	
333.	Meason	167.01	
342.	100-Mile Creek	476.40	
348.	122-Mile Creek	477.44	
376.	Martin Creek	122.60	
425.	Mikkelson	278.50	
428.	Waddell Creek	91.00	
429.	Hockley Creek	172.00	
430.	Casey	243.12	
	Carried forward	$7,918.04	$150,028.37

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 169—BRIDGES: MAINTENANCE—*Continued.*

Brought forward	$7,918.04	$150,028.37
REG. No.		
431. Hillman	146.64	
432. 10-Mile Creek	85.09	
Total, Vote 169—Bridges: Maintenance		8,149.77

VOTE 169—FERRIES.

6. Woodjam (Horsefly)	$48.00	
Total, Vote 169—Ferries		48.00

VOTE 169—TRAFFIC OPERATION (INCLUDING SNOW-REMOVAL SERVICE).

4. Chilcotin Main	$100.00	
5. Cariboo Main	805.84	
15. Horsefly Main	294.22	
18. Keithley Main	1,225.60	
72. Clinton–Williams Lake	44.65	
131. Canim Lake	15.00	
141. Lone Butte–Bridge Lake	286.55	
Snow-plough equipment	153.05	
Total, Vote 169—Traffic Operation (including Snow-removal Service)		2,924.91

VOTE 169—SURVEYS.

General surveys	$999.50	
Total, Vote 169—Surveys		999.50

VOTE 140—"MINES DEVELOPMENT ACT," SUPPLEMENTARY.

18. Keithley Main Road	$1,498.00	
90. Likely–Cedar Creek Road	500.00	
111. Antoine Creek Road	500.00	
202. Cedar Creek–Spanish Mountain Trail	50.00	
213. Jane Group Trail	200.00	
214. Black Creek Trail	300.00	
232. Rose Lake Trail	150.00	
Total, Vote 140—"Mines Development Act," Supplementary		3,198.00
Total expenditure, Cariboo District (South)		$165,348.55
Total expenditure, Cariboo District	$281,489.72	

CHILLIWACK DISTRICT.

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

10A. Trans-Provincial, Yale Road Revision	$8,798.11	
10A. Trans-Provincial, Yale Road Revision (gravelling)	18,815.85	
46A. New Sumas Highway	3,210.95	
4R. Trans-Provincial, Yale Road Revision	2,809.85	
6R. New Sumas Highway	6,626.88	
	$40,261.64	

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

10A. Trans-Provincial, Yale Road Revision (Section 4)	$69,730.68	
11A. Trans-Provincial, Yale Road Revision (Abbotsford East)	5,419.86	
5R, 11R. Village of Abbotsford (paving)	45,768.71	
4R. Trans-Provincial, Yale Road Revision (Section 4)	10,081.69	
6R. New Sumas Highway	76,905.39	
12R. Abbotsford–Mission (drain at Matsqui)	4,675.22	
12R. Abbotsford–Mission (Riverside Road Revision)	1,692.03	
Carried forward	$214,273.58	

Excellent work was done in widening and generally improving portions of the Slocan City–Silverton, the New Denver–Silverton, and the Nelson–Kaslo Roads.

Between Nakusp and Rosebery 3 miles were standardized and 7.9 miles gravelled.

Money was spent in widening a portion of the Edgewood–Vernon Road.

A survey was made of the proposed road between Deer Park and Syringa.

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

The Elko–Roosville Road, south of Phillips Canyon, was improved for 2 miles by relocation and the Gateway Road was widened and the alignment was improved at several points south of Elko. The McGinty Road was extended for 2½ miles and a connection made with the Kootenay–Columbia Highway near Wasa.

The Cranbrook–Wycliffe section of the new Kimberley Road was completed and surfaced with gravel.

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

Portions of the Queen Charlotte–Tlell section of the Queen Charlotte City–Masset Road were gravelled; this is the main road of Graham Island; between Port Clements and Masset a start was made on the extension of the existing road, which has been built 2 miles out of Port Clements.

In the Skeena District, the Terrace–Lakelse Road was extended for 2 miles at Lakelse Lake end, although the work was not completely finished for motor traffic; the Smithers–Babine Road was cleared, widened, and improved for a distance of 9 miles.

In Atlin District, a start was made in clearing, grubbing, and grading the Alice Arm–Nass River Road, known also as the Illiance River Road. Some construction was done beyond American Creek on the Stewart–Meziadin Lake Road, known as the Bear River Road.

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

Work continued on the McKenzie Highway and 10 miles were slashed and stumped with side-hills graded; this is an extension of the Vanderhoof–Fort St. James route towards Manson Creek.

Thirteen miles of settlers' roads were built in the Fort George District, chiefly in the land settlement area south of Prince George; in Omineca District, 13 miles of new roads were constructed and 9 miles were widened.

ENGINEERING DISTRICT NO. 9 (CARIBOO AND NORTH LILLOOET ELECTORAL DISTRICTS).

Improvement-work was done on Chilcotin Road, 0.6 mile being reconstructed and 2 miles gravelled. Five miles of the Bridge River Diversion, built during the previous year, were widened to 16 feet and 2 miles were gravelled.

Owing to the change in the location of the P.G.E. Railway near Lillooet, the local road between Seton Lake and Lillooet was moved to the abandoned railway-grade, and this, after being widened and graded, has provided a first-class road far superior to the one it replaced.

Six miles of reconstruction and improvement were carried out on the Quesnel–Nazko Road at Mile 6 and on the Quesnel–Hydraulic Road at Dragon Lake Hill; gravelling was done on the Quesnel–Blackwater Road at Mile 6. On the Clinton–Williams Lake Road two diversions were made and other improvements spread over a distance of 24 miles.

The Lytton–Lillooet Road was improved at many points over a distance of 47 miles; all the blind turns have been either eliminated or made reasonably safe; the road was widened between Mile 14.5 and Mile 23.

All of which is respectfully submitted.

P. PHILIP,
Chief Engineer, Department of Public Works.

CARIBOO DISTRICT (SOUTH).

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

Equipment-sheds—Williams Lake	$370.27	

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

REG. NO.			
3.	Beaver Valley	$188.40	
196.	Bridge Lake	188.00	
4.	Chilcotin Main	347.75	
5.	Cariboo Main	2,284.32	
5.	Cariboo Main (Soda Creek–Williams Lake)	739.65	
72.	Clinton–Williams Lake	881.80	
131.	Canim Lake	729.30	
15.	Horsefly Main	743.55	
18.	Likely Main	519.50	
210.	Likely–Keithley	729.20	
21.	Mission	150.00	
		$7,492.47	
	Total, Capital Account—Roads		$7,862.74

"B.C. LOAN ACT, 1931," SEC. 6 (*e*).

Unemployment Relief—Roads	$7,797.06	
Direct Relief (F)—Roads	432.94	
	$8,230.00	
Special Warrant No. 17. Unemployment Relief—Direct Relief	94.76	
Total, Unemployment Relief		8,324.76

VOTE 182.—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

2.	Beaver Lake–Beavermouth	$127.05	
3.	Beaver Valley	905.30	
100.	Buffalo Lake–Edwards Lake	252.85	
203.	Bradford	50.00	
111.	Beaver Valley–Antoine Lake	102.50	
187.	Bates	80.00	
196.	Bridge Lake (north)	570.00	
197.	Bradley	100.00	
199.	Beedy Creek	91.00	
202.	Boyd–Farmer	100.00	
204.	Boyle	50.00	
4.	Chilcotin Main	2,166.22	
5.	Cariboo Main	7,568.76	
5.	Cariboo Main (Soda Creek–Williams Lake Section)	2,006.15	
9.	Chimney Valley	70.00	
72.	Clinton–Williams Lake	1,500.00	
121.	Canoe Creek–Gang Ranch	1,268.67	
131.	Canim Lake	2,003.98	
125.	Dog Creek–Churn Creek	985.97	
126.	Doka Lake	100.20	
217.	DuBois	80.00	
200.	Donnelly	150.00	
130.	Empire Valley	362.65	
189.	Exeter–McKinley	50.00	
181.	Green Lake–Lone Butte	50.00	
11.	Horsefly Woodjam	115.50	
15.	Horsefly Main	3,567.98	
42.	Horsefly–Horsefly Lake	192.13	
78.	Horsefly Quesnel Lake	415.00	
134.	Horse Lake–Roe Lake	760.70	
24.	Knife Creek	309.00	
185.	Keithley–North Fork	124.00	
18.	Likely Main	3,905.78	
210.	Likely–Keithley	1,712.00	
	Carried forward	$31,889.09	$16,187.50

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

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

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

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

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

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

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

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

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

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

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

Engineering District No. 10 (Peace River District).

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

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

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

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$89,789.84

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

Alkali Lake–Lodi Lake Trail	$17.60	
Road to placer property of W. C. Slade	50.40	
Road from Likely along South Fork of Quesnel River	145.78	
Quesnel Forks–Quesnel Lake	247.05	
French Creek	82.10	
Barkerville–Cunningham Creek	208.60	
Road to placer property of T. H. Oliver, Soda Creek	100.00	
Overhead flume at Keith Mine	200.00	
Stanley–Horsefly Creek	99.40	
White's Landing–Strathnaver	74.00	
Road to placer property of M. Sundberg	50.40	
Road to Canyon Mine, near Quesnel	50.00	
Road to Placer Leases 2709, 2710, and 2711, Keresley	50.00	
Road to Cariboo Gold Quartz	166.25	
Road from Hydraulic to property of Moorehead Mines, Ltd.	201.45	
Road from Mosquito Creek to Sugar Creek	24.50	
Road to Guyet Placers, Ltd., Barkerville, to bridge across Antler Creek	100.80	
Branch road from Quesnel–Barkerville Road, near Stanley, to placer lease of E. M. Falk	50.40	
Road to Placer Leases 2003 and 2002, Cottonwood	150.00	
Foster	50.40	
Cedar Creek	200.95	
Road to placer property of R. N. Campbell and associates, Antoine Creek	150.00	
Hixon Creek	198.90	
Road to property of Moose Syndicate, near Likely	20.00	
Road from Quesnel Forks to lease of W. F. Bendtsen	100.80	
Road to Diatomite Area, Big Bend of Fraser River	150.80	
Proserpine Mountain Trail, Barkerville	50.40	
Cottonwood–Alkali Lake Trail	140.00	
Road to placer leases near Sailor Creek	125.00	
Trail to Lower Antler Creek, Barkerville	100.80	
Keithley–Harvey Creek Trail	99.75	
Total, Vote 132—Grants in Aid of Mining Roads and Trails, etc.		3,576.92
Total expenditure, Cariboo District (North)		$93,366.76

CARIBOO DISTRICT (SOUTH).

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

REG. NO.		
5. Cariboo Main (Williams Lake–Soda Creek)	$7,841.48	

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

Equipment-sheds, Williams Lake	20.70	

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

198. Arterial Highway (Soda Creek, Village of Williams Lake)	999.81	
Total, Capital Account—Roads		$8,870.99
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (prior to May 1st, 1932): Unemployment Relief	$291.03	
Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*) (after May 1st, 1932): Unemployment Relief	233.16	
"Unemployment Relief Act, 1932"	4,288.80	
Total, Unemployment Relief		4,812.99

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

917. Anderson	$100.00	
1. Alexis Nenko	733.49	
105. Big Creek	136.20	
Carried forward	$969.69	$13,683.98

CARIBOO DISTRICT (SOUTH)—*Continued.*

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

Reg. No.			
	Brought forward	$963.65	$13,683.38
16.	Beaumont	100.00	
104.	Buffalo Lake-Horse Lake	193.82	
187.	Bates	498.77	
192.	Biss	67.25	
196.	Bridge Lake (north)	466.70	
4.	Chilcotin Main	5,347.13	
5.	Cariboo Main	2,913.54	
72.	Clinton-Williams Lake	2,708.61	
121.	Canoe Creek-Gang Ranch	1,704.51	
124.	Cooper Creek	50.00	
131.	Canim Lake	1,627.72	
208.	Canim Lake-Deka Lake	438.75	
125.	Dog Creek-Churn Creek	157.43	
126.	Deka Lake	50.50	
194.	Durrell	123.00	
8.	English	101.00	
130.	Empire Valley	130.77	
189.	Exeter-McKinley	50.00	
129.	Eagle Creek	253.69	
141.	Horse Lake (north)	71.15	
140.	Little Timothy Mountain	249.10	
98.	Lone Butte-Horse Lake	94.79	
184.	Lone Butte-Watch Lake	251.67	
21.	Mission	150.50	
145.	93-Mile-Lone Butte-Bridge Lake	3,480.45	
26.	Nehemiah Valley	88.80	
198.	North Bonaparte	115.11	
12.	108-Mile-Horsefly	182.30	
134.	100-Mile-Roe Lake	219.75	
139.	111-Mile-Spring Lake	156.00	
211.	108-Mile-Hickling	50.40	
212.	150-Mile Creek	109.00	
388.	F. Place	90.00	
6.	Revlstone-Chezacut	205.45	
28.	Soda Creek-Williams Lake	693.54	
154.	Upper Dog Creek	50.00	
127.	Valley	100.10	
	Sundry roads and trails (units under $50)	570.48	
	Equipment-sheds, Williams Lake	486.08	
	Plant and tools	2,070.62	
	Total, Vote 171—Roads, Trails, etc.		27,550.11

VOTE 171—BRIDGES: MAINTENANCE.

28.	Borrowman	$450.00	
320.	Dog Creek, No. 2	239.05	
442.	Edwards Creek	1,110.27	
197.	Knife Creek	100.00	
136.	Williams Lake Creek	69.59	
365.	Willowdale, No. 2	234.37	
	Sundry bridges (units under $50)	226.92	
	Total, Vote 171—Bridges: Maintenance		2,430.20

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

237.	Trail from Lost Mine on Deception Creek	$49.06	
	Total, Vote 132—Grants in Aid of Mining, Roads and Trails, etc.		49.06
	Total expenditure, Cariboo District (South)		$43,714.25

Total expenditure, Cariboo District..... $137,081.01

Special attention was given to maintenance of suspension bridges in checking up their camber and adjusting where necessary; the bridges so treated were: The Copper River suspension on the Terrace-Usk Road; the Hagwilgate Bridge on the main highway out of Hazelton; the Skeena River suspension bridge on the Kispiox Road; the Kitsault suspension at Alice Arm, and another suspension bridge over the Kitsault about 17 miles from Alice Arm.

Delkatla Bridge on Queen Charlotte Islands was maintained with some difficulty during the year and a complete renewal commenced in March, 1934. The steel bridge at Terrace was repainted and the floor, which was getting in very bad shape, was maintained until funds could be obtained for renewal in April.

Slides and floods did a considerable amount of damage. The new bridge over Boundary Creek on the Premier Mine Road was damaged by a snowslide and was repaired. Several bridges on the trails north of Terrace and Hazelton went out, as well as the one over the Cranberry River, but funds are not yet available for their renewal.

Highway Construction and Improvements.—No new construction-work was carried out on the Northern Trans-Provincial Highway. The new Hazelton Diversion was continued, mostly by relief workers, and is now about 75 per cent. completed; 2 miles of this diversion were gravel-surfaced.

In North Atlin a new diversion was made on the Spruce Creek Road. This was in the nature of a cut-off to save several miles of a roundabout way for placer-miners operating on Spruce Creek.

On Queen Charlotte Islands a short diversion of the road was made near the hospital at Queen Charlotte City.

Bridges Constructed and Reconstructed.—The reconstruction of Delkatla Bridge was commenced, creosoted piling being used as this is a very bad place for teredo.

Three trestle bridges were renewed on the Stewart-Hyder Road. These represented a combined length of 820 feet and cost $10.30 per lineal foot. A new bridge was built over the Little Muddy River, Dease Lake country, for mining purposes. Gull Creek Bridge, near Cedarvale, was renewed.

Ferries.—With the exception of the closing of the Pacific Ferry on January 31st, 1934, no change was made in the usual services on the Skeena and Nass Rivers.

Unemployment Relief.—In Prince Rupert there were some demonstrations in the way of parades and delegations making certain demands, but, on the whole, a better spirit prevailed than in the previous year and men became more willing to work out their relief, being employed for the most part on maintenance of and improvements to the Court-house grounds.

In Skeena District about 200 single men and 200 married men with 500 dependents were on direct relief, in return for which maintenance-work was carried out.

In South Atlin snow-removal and other maintenance jobs were done by relief labour, and on Queen Charlotte Islands and at Oslund, Oona River, Jap Inlet, Port Simpson, and Port Essington, practically all relief was worked off by men repairing streets, roads, trails, sidewalks, and making drainage-ditches.

Contracts.—A contract was let for the renewal of fender-piles on the Provincial Government wharf at Prince Rupert; the work was successfully carried out at a cost of $710.

Snow-removal.—Snowfall was especially heavy in the South Atlin District and much ploughing was also necessary in the Skeena District to keep the main highways and industrial roads open. The 7 miles of road out of Prince Rupert had to be kept clear of snow on account of the extensive cordwood operations along its route.

Trails.—A survey of Mount Oldfield Trail was made in preparation for trail-construction by the Department of National Defence, but, so far, no such relief projects have been undertaken in this district.

In the matter of the very extensive mileage of trails in this northern country, no systematic programme can be attempted with the funds available; it has been necessary, in the case of trunk trails, to take up each case strictly on its present requirements and then work in conjunction with those most interested. The Department of Mines has given very material assistance in this work, not only in providing part of the funds, but also in advising on the particular need of the work to be done.

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

Roads.—No construction-work of any magnitude was undertaken and the work in the district consisted chiefly of keeping the main highways in a reasonable state of repair.

Two and one-half miles of new gravelling and 5 miles of regravelling were carried out in the Fort George District, and 1.5 miles of new gravelling and 18 miles of regravelling in the Omineca District. A 3-mile section of the No. 52 Nichol–Isle Pierre Road was reconstructed on new location and 2 miles of new grading were carried out on the No. 24 Fort George–Chief Lake Road.

Bridges.—The Fraser River Bridge at Prince George was refloored on both sides with plank, this being laid longitudinally.

At Mile 30 on the Cariboo Road south, fourteen bents were driven and capped for a new bridge on a super-elevated curve. This structure will be completed during the fiscal year 1934–35.

Repairs were carried out on a number of small bridges.

Ferries.—A new 5-ton reaction ferry was built at Isle Pierre in the Fort George District, and a similar one at Eugen (Braeside Ferry) in the Omineca District.

ENGINEERING DISTRICT No. 9 (CARIBOO AND PART OF LILLOOET ELECTORAL DISTRICTS).

Maintenance of Roads.—As funds available for maintenance were greatly reduced, maintenance was chiefly concentrated on the principal highways, only absolutely essential work being done on the side-roads. On the whole, very satisfactory results were obtained up to the fall, when funds were exhausted in spite of great economy exercised. Consequently the roads in some portions of the district had to be left in a rutted condition throughout the winter.

Minor improvements were made to some considerable extent on the Main Cariboo Road.

Extremely trying snow conditions were met with on the Barkerville and the Bridge River Roads. While only a normal snowfall had to be cleared, the lack of equipment required for speedy and effective clearing made the work of keeping these roads open more difficult and costly than would otherwise have been the case. However, with the exception of a few occasions when the roads were closed for a few hours, they were successfully kept open for traffic, as also was the Cariboo Main Road.

Improvements and Reconstruction of Roads.—Some marked improvements were carried out, having regard to the limited funds available, principally in the nature of small diversions to improve alignment, and regravelling. Reconstruction-work was continued on the Soda Creek–Williams Lake Road for a distance of 2.72 miles, to a standard width of 22 feet.

Barkerville Road was greatly improved: fifty-five blind turns and narrow spots were widened to 20 feet in 45 miles, over a total length of 4.86 miles, and 7.5 miles were regravelled. In addition, several turn-outs were provided in Devil's Canyon. Bridge River Road received a considerable amount of attention, much-needed widening being done at dangerous short curves, also gravel put down in the most necessary places. A great deal of work remains to be done on this road, having regard to the relatively large volume of traffic.

Six and one-quarter miles of new gravel were put down and 12 miles of gravel were renewed.

Protection-work.—Work was carried out on the Narrows at Likely; a blockage of the lake at the point, due to a dam giving way two years ago and washing down boulders and gravel, had resulted in the channel being filled. A further effort was made in January of this year to blast out a new channel, the undertaking meeting with success and the expressed satisfaction of local residents, who had been seriously affected financially by the conditions that prevailed, owing to their inability to pass their boats up the Narrows, as they were able to do before the dam went out.

Bridges.—No new major bridges were built. Several bridges were replaced, including a 60-foot King-truss span over Keithley Creek and 40-foot King-truss spans over Beaver Creek and Duck Creek. Maintenance-work essential for the public safety was done where required, but, owing to lack of funds, a number of bridges were repaired temporarily instead of being replaced.

Ferries.—Ferries were given requisite attention and service was satisfactorily and efficiently maintained as in previous years.

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 118—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$2,365.90	$68,471.29
Trail to property of Burns Mountain Gold Quartz Mines, Ltd.	150.00	
Antler Creek-Barkerville	293.55	
Trail, 2-Mile Creek to Duck Creek	50.40	
Road to property of Priority Syndicate Hydraulic	75.00	
French Creek	57.00	
Antler-Cunningham Creek	150.00	
Road to placer property of M. Sundberg, Donovan Creek	50.40	
Quesnel-Hydraulic	245.25	
Trail from Cariboo Mountain Gold Mines	150.00	
Road to property of Guyet Placers, Ltd.	149.80	
Road, Quesnel-Barkerville Road to Falck property	25.20	
Road to Spanish Mountain from Likely	197.50	
Ferry Creek	250.00	
Road, Cinema to Fraser River-Tertiary Mine	249.40	
Hixon Creek	265.09	
Stouts Gulch	249.75	
Dragon Creek	151.20	
Stony Lake Trail-Barkerville-Stony Lake	100.80	
Beaver Pass-Willow River Trail	199.16	
Victoria Creek Trail from Cottonwood	50.40	
Cottonwood-San Juan Trail	50.40	
Keithley-Yanks Peak	718.85	
Total, Vote 118—Grants in Aid of Mining Roads and Trails, etc.		6,251.65
Total expenditure, Cariboo District (North)		$74,722.94

CARIBOO DISTRICT (SOUTH).

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

Res. No.			
28.	Williams Lake-Soda Creek	$98.15	
	Total, Capital Account—Roads		$98.15
	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*): Unemployment Relief	$3,738.48	
	Capital Account—"B.C. Loan Act, 1933," Sec. 6 (*a*): Unemployment Relief	6,734.63	
	"Unemployment Relief Act, 1933"	5,213.20	
	Total, Unemployment Relief		15,686.31

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

1.	Alexis-Nasko	$148.20	
201.	Anderson	50.25	
3.	Beaver Valley	319.21	
204.	Bear Lake	51.80	
205.	Big Creek	171.00	
213.	Bradley Creek	104.45	
214.	Bridge Lake (north)	521.03	
215.	Buffalo-Horse Lake	119.70	
216.	Canim Lake	1,021.65	
218.	Canim Lake-Deka Lake	94.70	
5.	Cariboo Main	3,516.23	
220.	Chilcotin Main	3,261.52	
208.	Decker Lake	259.20	
9.	Dog Creek-Churn Creek	75.90	
222.	Eagle Creek	386.55	
224.	Empire Valley	75.63	
45.	Horsefly Mine	1,089.41	
52.	Horsefly Horsefly Lake	94.60	
78.	Horsefly-Quesnel Lake	252.70	
241.	Homathko River	98.05	
	Carried forward	$11,691.88	$15,784.46

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

Reg. No.			
	Brought forward	$11,691.88	$15,784.46
349.	Knife Creek	50.20	
353.	Little Timothy Mountain	228.20	
351.	Lone Butte–Watch Lake	85.24	
355.	Lone Butte–Horse Lake	99.45	
356.	Mikeson Cut-off	50.00	
358.	Mehlrum Creek–Fraser River	99.58	
360.	Mission	97.30	
366.	Mile 57–Gang Ranch	460.08	
370.	Mile 93–Lone Butte Bridge Lake	1,806.91	
371.	Mile 100–Roe Lake	105.79	
377.	Mile 117–Spring Lake	74.90	
386.	North Bonaparte–Bridge Lake	64.44	
389.	Pigeon	50.00	
392.	Redstone Chezzent	359.35	
393.	Riske Creek–Gang Ranch	78.00	
394.	Riske Creek–Durrell	57.90	
398.	Spokin Lake	50.00	
405.	Tatlayoko	61.95	
29.	Upper Horsefly	130.02	
407.	Upper Dog Creek	120.70	
28.	Williams Lake–Soda Creek	5,879.05	
411.	Williams Lake–Canoe Creek	1,015.05	
412.	Williams Lake–150-Mile	368.40	
	Sundry roads and trails (units under $50)	625.77	
	Plant and tools	2,211.24	
	Total, Vote 156—Roads, Trails, etc.		20,123.48

VOTE 156—BRIDGES: MAINTENANCE.

333.	Big Meadow	$50.40	
7.	China Cabin	50.24	
359.	Chimney Creek	61.30	
78.	Gravel Creek	480.52	
418.	Reserve	204.75	
	Sundry bridges (units under $50)	285.28	
	Total, Vote 156—Bridges: Maintenance		1,082.78

VOTE 156—FERRIES.

7.	Woodjam	$89.16	
	Total, Vote 156—Ferries		89.16

VOTE 118—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

519.	Archie Creek Trail	$50.00	
518.	Black Creek Trail	199.20	
520.	Black Creek–Club Creek Trail	100.00	
	Total, Vote 118—Grants in Aid of Mining Roads and Trails, etc.		349.20
	Total expenditure, Cariboo District (South)		$43,729.08
	Total expenditure, Cariboo District	$118,152.02	

CHILLIWACK DISTRICT.

	Capital Account—"B.C. Loan Act, 1932," Sec. 6 (*a*): Unemployment Relief	$2,169.38	
	Capital Account—"B.C. Loan Act, 1933," Sec. 6: Unemployment Relief	2,772.18	
	"Unemployment Relief Act, 1933"	1,951.36	
	Total, Unemployment Relief		$6,892.92
	Carried forward		$6,892.92

CARIBOO DISTRICT (SOUTH)—*Continued.*

UNEMPLOYMENT RELIEF FUND—*Continued.*

Brought forward	$23,128.93	
(F.) Direct Relief	$19,505.32	
(G.) Non-contributory	1,369.67	
(H.) Supervision	2,143.44	
(J.) Public Health	392.50	
	$23,410.93	
Total Unemployment Relief Fund		$46,539.86

VOTE 156—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

Reg. No.			
1.	Alexis Creek–Nazko	$117.20	
421.	Tatlayoko	405.60	
3.	Beaver Valley	163.46	
314.	Bridge Lake (north)	835.82	
315.	Buffalo Lake–Horse Lake	102.60	
318.	Canim Lake	778.18	
5.	Cariboo	5,534.63	
320.	Chilcotin	4,033.76	
322.	Capoose Trail	150.15	
325.	Churn Creek	286.77	
328.	Deka Lake	100.00	
332.	Eagle Creek	293.20	
336.	Exeter–McKinley	160.68	
15.	Horsefly	2,138.50	
42.	Horsefly–Horsefly Lake	162.69	
343.	Hanceville Cut-off	103.25	
353.	Little Timothy Mountain	115.30	
355.	Lone Butte–Horse Lake	575.72	
358.	Meldrum Creek–Fraser River	226.90	
360.	Mission	117.55	
370.	Mile 93–Bridge Lake	1,583.61	
386.	North Bonaparte–Bridge Lake	130.75	
380.	Pigeon's	171.95	
419.	Reserve	126.75	
392.	Redstone–Chezacut	353.15	
28.	Soda Creek–Williams Lake	257.32	
414.	Sheridan	166.35	
407.	Upper Dog Creek	163.93	
411.	Williams Lake–Canoe Creek	2,244.90	
412.	Williams Lake–150-Mile	412.12	
	Plant and tools	3,927.64	
	Sundry roads and trails (units under $100)	1,370.99	
	Total, Vote 156—Roads, Trails, etc.		27,281.27

VOTE 156—BRIDGES: MAINTENANCE.

425.	Anahim–Chilcotin, No. 2	$682.05	
312.	Borland, No. 2	145.80	
137.	Crosina	244.93	
372.	Lees	625.27	
388.	Ladoucer	112.11	
378.	Onward	139.66	
337.	Trathoway	107.92	
	Sundry bridges (units under $100)	725.08	
	Total, Vote 156—Bridges: Maintenance		[illegible]

VOTE 156—FERRIES.

7.	Woodjam	$12.80	
	Total, Vote 156—Ferries		[illegible]
	Carried forward		[illegible]

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

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

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

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

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

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

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

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

Devil's Canyon: Slides cleared and widening done.

Ketch: Road raised and widened.

Slough Creek: Curvature reduced and road widened.

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

Total length of widening and reconstruction, 4.5 miles.

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

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

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

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

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

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

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

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

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$45,077.16

VOTE 158—TRAFFIC OPERATION (SNOW-REMOVAL).

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

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

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

UNEMPLOYMENT RELIEF FUND.

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

CARIBOO DISTRICT (SOUTH).

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

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

CARIBOO DISTRICT (SOUTH)—*Continued.*

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

	Brought forward	$9,651.04	
REG. NO.			
526.	Greenlee	150.00	
341.	Homathko River	149.20	
342.	Hanceville–Canoe	217.80	
349.	Knife Creek	211.40	
15.	Likely	1,259.65	
358.	Meldrum Creek–Fraser River	142.40	
360.	Mission	350.09	
370.	Mile 93–Bridge Lake	1,214.00	
375.	Mile 108–Horsefly	336.32	
381.	Mile 150–Williams Lake	107.69	
383.	Mile 168–Williams Lake	100.75	
377.	Mile 111–Spring Lake	191.60	
514.	Nemiah Valley	117.00	
389.	Pigeon's	146.00	
392.	Redstone–Chezacut	517.60	
407.	Upper Dog Creek	143.60	
11.	Williams Lake Cut-off	1,235.11	
37.	Williams Lake–57-Mile	734.33	
	Plant and tools	4,724.28	
	Sundry roads and trails (units under $100)	2,299.06	
	Total, Vote 158—Roads, Trails, etc.		$23,999.01

VOTE 158—BRIDGES: MAINTENANCE.

430.	Anahim	$299.45	
310.	Churn Creek Suspension	407.70	
340.	Chilcotin Suspension	856.90	
317.	Dessault	151.00	
425.	Empire	192.40	
356.	Frost	404.52	
423.	Fawn Creek	165.00	
386.	Moffatt	105.60	
368.	150-Mile Creek	1,716.30	
343.	106-Mile Creek	168.17	
344.	111-Mile Creek	178.96	
348.	117-Mile Creek	112.03	
178.	Sucker Creek	269.34	
355.	Sawmill	461.61	
390.	Williams Lake Creek	400.00	
	Sundry bridges (units under $100)	739.07	
	Total, Vote 158—Bridges: Maintenance		6,628.01

VOTE 158—TRAFFIC OPERATION.

11.	Williams Lake Cut-off	$220.47	
419.	Horsefly	365.32	
10.	Cariboo	300.60	
15.	Likely	343.08	
18.	Chilcotin	517.73	
370.	Mile 93–Bridge Lake	375.54	
37.	Williams Lake–57-Mile	153.68	
383.	Mile 168–Williams Lake	39.03	
360.	Mission	24.58	
381.	Mile 150–Williams Lake	27.08	
	Total, Vote 158—Traffic Operation		2,397.16

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

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

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 119—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued.*

Brought forward	$924.00	$59,304.43
Old Keithley Road	100.00	
Road to property of Columbia Tungsten Co., Ltd., on Hard-scrabble Creek near Wells	212.20	
Willow River and Hay Lake Trail	250.00	
Kangaroo Mountain Trail	100.00	
Old Road from Stanley to Barkerville	350.00	
Keithley–Yanks Peak Trail	124.90	
No. 62, Downey Pass Road	249.93	
Trail to M. & T. Property	150.00	
Cunningham Creek Trunk Trail	148.80	
Waverly–Antler Creek Trail	50.00	
Trail to Big Boy Mine	100.00	
Road to Cinema Gold-Placers, Ltd.	400.00	
No. 67, Sugar Creek Road	200.00	
Road from Likely to Quesnel Forks on north side of South Fork of Quesnel River	499.76	
North Fork Road from Spanish Creek to Westenhieser's Ranch	50.00	
Trail to Thomas H. Oliver's placer lease 1 mile above Mackin Creek on west side of Fraser River on Lot 6106	50.00	
Beaver Pass Willow River Trail	250.00	
No. 166, Hixon Creek Road	499.05	
Vote 119—Grants in Aid of Mining Roads and Trails, etc.		$4,708.64

UNEMPLOYMENT RELIEF FUND.

Dominion-Provincial Works Agreement, July, 9th, 1936—Highways—		
North Boundary, Cariboo to Clinton Road	$44,949.17	
Dominion-Provincial Works Agreement, July 9th—Mining Roads and Trails—		
Likely Branch Road to Bullion	$1,393.09	
Hixon Creek	499.85	
Quesnel–Barkerville	9,755.16	
Keithley Main Road to Yanks Peak	2,380.57	
Likely–Keithley	1,059.08	
	$15,087.75	
Provincial Works (K.)—		
Highways	$1,256.54	
Mining-roads	748.72	
	$2,005.26	
Labour Department.		
(F.) Direct Relief	$11,786.93	
(G.) Non-contributory	1,435.30	
(H.) Supervision	1,806.75	
(J.) Public Health	1,668.35	
	$16,697.33	
Total expenditure, Unemployment Relief Fund		78,739.51
Total expenditure, Cariboo District (North)		$142,752.58

CARIBOO DISTRICT (SOUTH).

VOTE 164—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. NO.			
310.	Anderson	$153.60	
411.	Alexis Creek–Nazko	227.20	
417.	Beaver Valley	286.40	
10.	Cariboo	7,229.28	
18.	Chilcotin	4,922.69	
318.	Canim Lake	946.31	
328.	Deka Lake	197.60	
332.	Eagle Creek	336.12	
336.	Exeter–McKinley	327.27	
341.	Hamathko River	176.00	
431.	Greenlee Trail	150.40	
342.	Hanceville–Canoe	270.00	
345.	Horse Lake	161.80	
419.	Horsefly	1,822.84	
349.	Knife Creek	240.40	
15.	Likely	1,069.09	
358.	Meldrum Creek–Fraser River	254.40	
370.	Mile 93–Bridge Lake	1,102.61	
375.	Mile 108–Horsefly	276.00	
377.	Mile 111–Spring Lake	265.60	
379.	Enterprise–Mile 136	196.38	
383.	Mile 168–Williams Lake	224.42	
392.	Redstone–Chezacut	322.20	
398.	Spokin Lake	192.00	
407.	Upper Dog Creek	313.08	
425.	Upper Horsefly	174.16	
11.	Williams Lake Cut-off	2,093.64	
37.	Williams Lake–57-mile	2,634.91	
	Plant and tools	4,466.02	
	Sundry roads and trails (units under $150)	1,964.65	
	Total, Vote 164—Roads, Trails, etc.		$32,997.07

VOTE 164—BRIDGES: MAINTENANCE.

431.	Anahim–Chilcotin	$236.03	
17.	Beaver Lake	266.44	
193.	Beaver Creek, No. 2	275.60	
441.	Vogler	150.10	
	Sundry bridges (units under $150)	2,217.29	
	Total, Vote 164—Bridges: Maintenance		3,145.46

VOTE 164—TRAFFIC OPERATION.

417.	Beaver Valley	$115.60	
313.	Canim Lake	389.28	
18.	Chilcotin	663.60	
10.	Cariboo	1,485.44	
327.	Cotton	28.69	
332.	Eagle Creek	27.22	
336.	Exeter–McKinley	14.35	
419.	Horsefly	427.73	
15.	Likely	1,031.62	
360.	Mission	39.18	
370.	Mile 93–Bridge Lake	464.20	
371.	Mile 100–Roe Lake	64.00	
11.	Williams Lake Cut-off	97.23	
37.	Williams Lake–57-Mile	385.64	
	Total, Vote 164—Traffic Operation		5,238.78
	Carried forward		$41,381.31

38M, Enterprise Creek Road; Project 39M, Ferguson-8-Mile Road; Project 57M, Beaton–Ferguson Road; and Project 37M, Sandon–Reco Road.

Surfacing.—Six and one-half miles of bituminous spray-coat surface were laid during the year, 1.67 miles on the Nelson–Kaslo Road; 1 mile on the Nakusp Streets; and 3.85 miles on the Slocan Valley–Nakusp Highway, between Silverton and New Denver. All this work stood up well, with the exception of 0.37 mile at Ainsworth, on the Nelson–Kaslo Road. This section was laid near the Ainsworth Hot Springs and it is thought that the hot water which seeps under this road is the cause of this breaking up.

Ferries.—Both Arrow Park and Needles–Fauquier Ferries ran continuously throughout the year. The Needles Ferry was laid off for two days for much-needed repairs, a gasoline motor-boat and barge being used to handle the traffic while this ferry was being repaired.

Bridges.—Forty-six bridges were maintained during the year. Nine of these were replaced by culverts and fills. Three stringer bridges and one standard pile-trestle bridge over the Innonaklin River on the Jordan Road were renewed.

Office Building.—On April 7th of this year the office building was destroyed by fire, including office supplies and all furniture. Since then a new building has taken its place. This building houses the Public Works, Mining Recorder, and Forestry Offices, and is a credit to the contractor and the Government.

Snow-removal.—Snow-ploughing was very expensive this year. Although snowfall was lighter than last year, the wet weather after each storm brought down numerous slides on main highways, consisting of rock, mud, and snow. Two hundred and eighty-one miles of road were kept open at an average cost of $30.42 per mile. The addition of a new truck plough greatly aided in the work.

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

DISTRICT ENGINEER, W. RAMSAY, WILLIAMS LAKE.

NORTH CARIBOO ELECTORAL DISTRICT.

General maintenance was undertaken on approximately 300 miles of the more important trunk and main roads, but principally on the Cariboo Road from Mile 158 to Woodpecker, and on the Quesnel–Barkerville Road.

Reconstruction and minor betterments were carried out on the Fraser River Road (west side of the Fraser River) at Alexandria and Narcosli Creek, thus improving transportation facilities for ranchers doing business with Quesnel.

Widening and some gravel surfacing was done on the Blackwater Road between Miles 6 and 9. A diversion was constructed on the Nazko Road at Mile 12, culverts installed and ditching and gravelling carried out. General improvements, including gravelling, ditching, and installation of culverts were carried out on Hixon settlers' roads, Macalister–Mud Lake–Soda Creek Road, and Quesnel–Hydraulic Road.

On the Cariboo Highway, between Mile 221 and Mile 222 north of Quesnel, approximately 1.5 miles of the road was reconstructed on new location to a road-bed width of 30 feet. A relocated section was also constructed on the Soda Creek–Williams Lake Cut-off in Soda Creek Canyon, eliminating a narrow, dangerous side-hill section with steep grades.

Extensive improvements were carried out on several mining-roads, in particular the Barkerville Road, which includes a diversion between Mile 7 and Mile 8, eliminating thirteen curves on the existing road.

Bridges.—The construction of a 130-foot-span Howe truss with creosoted chords and four pile-trestle approach-spans on the Cariboo Highway at Canyon Creek formed the outstanding bridge-work during the season. Six thousand cubic yards of fill were also put in place and angular rock protection to high-water mark.

A new bridge consisting of a standard 20-ton pile-trestle on fir piles was constructed over Slough Creek on the Barkerville Road, replacing an old spruce structure. In order to eliminate a blind turn and heavy grades, a standard 10-ton trestle on cedar bents was erected on the down-stream side of the existing 5-Mile Bridge on Keithley Road, making a great improvement at this point, particularly for truck traffic.

South Cariboo Electoral District.

General maintenance-work was carried out on approximately 700 miles of road, and, on additional side-road mileage, brush was cut and rocks removed from the centre of the road-bed.

Deka Lake Road was extended 4 miles, while the remainder of this road was graded and gravel placed on the worst sections.

Reconstruction and minor betterments were undertaken on the following roads:—

Alexis Creek: General repairs and patch-gravelling on 4 miles.

Chilcotin: Grading, ditching, patch-gravelling 1.3 miles near Springhouse.

Horsefly Upper (Black Creek): Widening and improving 8 miles.

Canim Lake: Grading and gravelling 2 miles.

Mile 93-Bridge Lake and Deka Lake area: General grading, patch-gravelling, and installing new culverts.

Beaver Valley: Grading and improving 15 miles.

The following work was undertaken on the Cariboo Highway: At Mile 141: Building 0.6 mile of new diversion to standard width and gravel surfacing. Mile 147 to Mile 149: Constructing 1.2 miles of new diversion to standard width and part gravelling.

As a Mining-road Project, 1.5 miles of new grade on the Williams Lake–Likely Road was constructed on new location, reducing maximum gradient from 19 to 7.5 per cent. Several other mining-roads were improved under this heading.

Bridges.—Several small stringer bridges were constructed in various parts of the district and a new pile structure 152 feet long was put in at Mile 141 on Cariboo Road.

General.—In connection with the working-out of tax arrears in South Cariboo every effort was made to get as much as possible spent on gravelling side-roads, and altogether 5,300 cubic yards of gravel were placed on various roads in this way. In addition, a considerable mileage of road was brushed out, also rocks and stumps removed and general improvement-work carried out at many points throughout the district.

Snow-removal work was undertaken on 529 miles of road and the units in operation covered 2,984 snow-plough miles. The Cariboo Road was open for auto traffic every day during the winter months for the first time.

Lillooet Electoral District.

Single Homeless Men's Relief Camps.—Two camps, continuing from the previous year, were operated at Squamish and Lytton, respectively, from April 1st to June 30th. At Squamish the work consisted of completing and extending 3 miles of the Squamish–Britannia Road, involving the moving of 43,000 cubic yards excavation, 250 lineal feet of bridging, and sundry culvert structures. Approximately 40 per cent. of the length of Squamish–Britannia Road has been completed.

At Lytton the work comprised the reconstruction of 2 miles of the Lytton–Lillooet Road from Lytton north, involving the moving of 15,000 cubic yards of rock excavation and 16,000 cubic yards of earth and hard-pan excavation. Owing to the closing-down of the Lytton Camp, a small amount of the work remains to be done on the Lytton Project to complete the grading of the improved portion.

Mining Projects.—Five projects were carried out under this heading, four in the Bridge River area and one at Squamish. Eleven and one-half miles of mining-road and 1½ miles of mining-trail were constructed. All of these projects require further work and extension to reach their objectives.

Roads Generally.—Maintenance and minor improvements were carried out to the extent permitted by available funds. Improvements were made to various settlers' roads by tax workers and Government forces. The renewing and construction of crib-work is an expensive item in this district.

On October 29th the Squamish Valley was subjected to serious flood conditions, causing much damage to the roads and bridges of that area. Repairs and replacements have been carried out, but it was not feasible to complete all the necessary work, which will require further attention next fiscal year. Two washouts on the Lytton–Lillooet Road were rebuilt with improved structures.

Bituminous Surfacing.—Two miles of Lillooet Main Street were treated with a spray-coat of Tarvia. Five miles of Trans-Canada Highway west of Ashcroft Manor were surfaced

CARIBOO DISTRICT (SOUTH).

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

Reg. No.			
18.	Chilcotin	$594.36	
411.	Alexis Creek–Nazko	224.00	
370.	Mile 93–Bridge Lake	637.62	
318.	Canim Lake	451.75	
328.	Deka Lake	539.54	
417.	Beaver Valley	905.89	
371.	Mile 100–Roe Lake	387.14	
425.	Upper Horsefly	888.64	
37.	Williams Lake–57-Mile	566.06	
419.	Horsefly	91.80	
332.	Eagle Creek	124.80	
410.	Willcox	85.60	
	Total, Capital Account—Roads		$5,497.20

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

79E.	Williams Lake–Soda Creek Arterial Highway	$377.07	
	Total, Capital Account—Bituminous Surfacing		377.07

Vote 160—Maintenance and Minor Betterments: Roads, Trails, and Streets.

411.	Alexis Creek–Nazko	$364.70	
2.	Beaver Lake–Beavermouth	150.00	
306.	Big Creek	493.60	
314.	Bridge Lake North	332.80	
417.	Beaver Valley	393.20	
10.	Cariboo	7,542.98	
18.	Chilcotin	5,311.05	
318.	Canim Lake	1,652.61	
328.	Deka Lake	913.62	
332.	Eagle Creek	243.20	
334.	Empire Valley	231.80	
342.	Hanceville–Canoe	674.33	
346.	Houseman–Buffalo	228.20	
419.	Horsefly	1,764.13	
421.	Horsefly Lake	227.04	
422.	Horsefly–Quesnel Lake	165.76	
348.	Kelly Lake–Canoe Creek	325.06	
15.	Likely	2,882.15	
353.	Little Timothy Mountain	710.40	
358.	Meldrum Creek–Fraser River	345.60	
360.	Mission	184.68	
362.	Murphy Lake	166.27	
370.	Mile 93–Bridge Lake	1,355.93	
371.	Mile 100–Roe Lake	293.68	
375.	Mile 108–Horsefly	334.16	
376.	Mile 111–Mirage Lake	311.00	
383.	Mile 168–Williams Lake	469.20	
364.	McKinley–Ogden	300.80	
389.	Pigeon	315.20	
392.	Redstone–Chezacut	879.52	
394.	Riske Creek–Durrells	184.05	
398.	Spokin Lake	896.00	
405.	Tatlayoko	174.45	
435.	Taylor–Windfall–Taseko Lake	236.90	
433.	Taseko Lake	433.04	
407.	Upper Dog Creek	215.00	
425.	Upper Horsefly	248.62	
11.	Williams Lake Cut-off	3,497.25	
	Carried forward	$35,447.98	$5,874.27

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 160—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. No.			
	Brought forward	$35,447.98	$5,874.27
37.	Williams Lake–57-Mile	2,009.28	
	Sundry roads (units under $150)	2,831.44	
	Plant and tools	4,169.44	
	Garage and warehouse	710.14	
	Camp equipment	184.48	
	Total, Vote 160—Roads, Trails, etc.		45,352.76

VOTE 160—BRIDGES: MAINTENANCE.

446.	Anahim, No. 1	$169.46	
177.	Beaver, No. 1	502.76	
454.	Burgess	184.21	
340.	Chilcotin Suspension	553.18	
450.	Crazy	155.11	
319.	Dog Creek, No. 1	230.18	
330.	Holland	201.29	
141.	Likely	743.68	
360.	Mile 141	3,563.77	
348.	122-Mile	195.17	
433.	Sitkum Jim	1,001.30	
338.	Vedan	220.00	
	Sundry bridges (units under $150)	2,897.60	
	Total, Vote 160—Bridges: Maintenance		10,617.71

VOTE 160—FERRIES.

11.	Woodjam	$84.40	
	Total, Vote 160—Ferries		84.40

VOTE 160—TRAFFIC OPERATION.

417.	Beaver Valley	$85.05	
314.	Bridge Lake North	67.00	
18.	Chilcotin	1,057.55	
10.	Cariboo	708.48	
318.	Canim Lake	313.09	
336.	Exeter–McKinley	7.00	
332.	Eagle Creek	27.00	
419.	Horsefly	306.94	
15.	Likely	890.29	
383.	Mile 168–Williams Lake	6.00	
371.	Mile 100–Roe Lake	76.20	
370.	Mile 93–Bridge Lake	500.84	
360.	Mission	13.00	
389.	Pigeon	6.40	
433.	Taseko Lake	12.80	
407.	Upper Dog Creek	11.10	
37.	Williams Lake–57-Mile	260.22	
11.	Williams Lake Cut-off	53.35	
348.	Kelly Lake–Canoe Creek	18.75	
	Plant and tools	424.88	
	Total, Vote 160—Traffic Operation		4,845.94

VOTE 160—ROADS: BITUMINOUS SURFACING.

79R.	Williams Lake–Soda Creek Arterial Highway	$437.10	
	Total, Vote 160—Roads: Bituminous Surfacing		437.10
	Carried forward		$67,212.18

Surfacing.—No new surfacing other than general patching.

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

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

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

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

South Cariboo Electoral District.

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

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

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

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

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

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

Prince Rupert Electoral District.

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

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

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

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

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

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

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

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

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

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

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

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$86,166.91

Vote 116—Grants in Aid of Mining Roads and Trails, etc.

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

Unemployment Relief Fund.

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

Labour Department.

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

CARIBOO DISTRICT (SOUTH).

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

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

CARIBOO DISTRICT (SOUTH)—*Continued.*

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

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

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

411.	Alexis Creek–Nazko	$352.00	
417.	Beaver Valley	178.40	
314.	Bridge Lake (north)	577.13	
306.	Big Creek	374.20	
2.	Beaver Lake–Beaver Mouth	2,386.10	
435.	Battlement Creek	443.79	
10.	Cariboo	4,153.61	
18.	Chilcotin	6,181.73	
318.	Canim Lake	1,297.80	
328.	Deka Lake	363.22	
330.	Donnelly	294.40	
329.	Dog Creek–Churn Creek	341.20	
332.	Eagle Creek	305.10	
334.	Empire Valley	368.90	
419.	Horsefly	1,129.82	
342.	Hanceville–Canoe	969.81	
421.	Horsefly Lake	157.58	
422.	Horsefly-Quesnel Lake	307.36	
15.	Likely	1,958.21	
352.	Lake	192.70	
355.	Lone Butte–Horse Lake	232.90	
370.	Mile 93–Bridge Lake	1,614.41	
358.	Meldrum Creek–Fraser River	313.60	
371.	Mile 100–Roe Lake	385.13	
376.	Mile 108–Horsefly	668.46	
383.	Mile 168–Williams Lake	249.10	
364.	McKinley–Ogden	156.80	
386.	North Bonaparte–Bridge Lake	154.80	
389.	Pigeon	169.60	
392.	Redstone–Chezacut	603.25	
398.	Spokin Lake	393.20	
	Taseko Lake–Taylor Windfall Mine	2,328.02	
433.	Taseko Lake	367.94	
425.	Upper Horsefly	271.00	
11.	Williams Lake Cut-off	1,624.09	
37.	Williams Lake–57-Mile	1,979.83	
79R.	Williams Lake–Soda Creek (arterial)	316.36	
	Camp equipment	290.10	
	Garage and warehouse	761.80	
	Plant and tools	4,722.18	
	Sundry roads (units under $150)	2,667.54	
	Total, Vote 157—Roads		42,602.67

VOTE 157—BRIDGES: MAINTENANCE.

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

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 157—BRIDGES: MAINTENANCE—*Continued.*

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

VOTE 157—FERRIES.

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

VOTE 157—TRAFFIC OPERATION.

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

VOTE 157—MINING-ROADS.

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

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

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

UNEMPLOYMENT RELIEF FUND.

	Dominion-Provincial Works Agreement, July 16th, 1938, Sec. 1:		
	Mining-roads—		
	Project No. 37. Chilcotin Road, Redstone to Anaham	$2,773.27	
	Project No. 13. Williams Lake–Likely	6,955.27	
	Carried forward	$9,728.54	$66,340.51

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

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

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

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

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

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

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

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

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

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

A portion of the northern part of the district required some attention with snow-ploughs. One hundred and forty-nine miles were kept open at a cost of $5.95 per mile. Five hundred and forty snow-plough miles were entailed at a cost of $1.65 per snow-plough mile.

North Cariboo Electoral District.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

South Cariboo Electoral District.

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

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

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

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

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

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

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

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

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

Skeena Electoral District.

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

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

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

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

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

(NOTE.—Mining Trails denoted by "M.")

Electoral District.	Project No. (if any).	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31, 1940.
						Per Cent.
Alberni-Nanaimo	——	Central Lake	River Ben Bridge to Mile 3.4	3.40	Reconstruction and widening	100.0
		Beaver Creek	Compton Road to Mile 2.8	2.80	Reconstruction and widening	100.0
		Island Highway	Mile 82.6 to Mile 84.4	1.80	Reconstruction and widening	100.0
Atlin	M-4	Boulder Creek Road	Dease Lake to Boulder Creek	44.50	New construction	.....
	M-29	Spruce Creek Extension	End of Spruce Creek Road toward Nolands mine	0.50	New construction	75.0
	M-19	Spruce Creek Cut-off	Spruce Creek Halfway	1.00	Reconstruction	100.0
Burnaby	9	Central Arterial Highway 17R	Boundary Road to Underhill Avenue	4.5R	New construction	95.0* / 12.0†
Cariboo (North)	6	Barkerville–Yanks Peak	Barkerville to Yanks Peak	27.50	Reconstruction; widening, realignment, grading, diversions	100.0
	10	Beaver Pass–Willow River	Beaver Pass to Hyde Creek	7.00	Reconstruction; widening, realignment, grading	100.0
	13	Wells–Sugar Creek Road	Hardscrabble Junction to Sugar Creek	5.00	Reconstruction; widening and surfacing	100.0
	27	Downey Pass Road	Barkerville Road to Stewart Creek	7.00	Reconstruction; widening	100.0
	23	Keithley–Yanks Peak	Keithley to Yanks Peak	10.80	New construction	90.0
	30	Likely–Keithley Road	Spanish Creek to Keithley	8.00	Diversion, 0.25 mile; widening, gravelling	100.0
		Cariboo Road No. 10	Mile 218 to Mile 220	1.80	Reconstruction; diversion to avoid Red Bluff Hill	80.0
Cariboo (South)	——	Canim Lake	Mile 10 to Mile 14	4.00	Gravelling	100.0
		Williams Lake Cut-off	Mile 18 to Mile 21	3.00	Widening, grading, drainage	90.0
		Raphael–Meason	Pigeon Ranch to 4.8 miles easterly	4.80	New construction; diversion	100.0
		Canim Lake–Mahood	Canim Lake–Mahood Lake	7.75	New construction	100.0
		Eagle Creek	Becker Lake–Hawkins Lake	12.00	Reconstruction	75.0
Chilliwack	6, Sec. A	Huntingdon–Mission Highway (Clayburn–Matsqui Section)	Clayburn to Harris Road	1.65	New construction; clearing (1,400 ft. only), grading (34 ft. wide), gravelling (24 ft. wide)	100.0
			Harris Road to Riverside Road	0.20	Reconstruction; widening old road, grading (30 ft. wide), gravelling (24 ft. wide)	100.0
	1, Sec. B	Trans-Canada Highway (Jones Creek, Mile 86.5, to Hunter Creek, Mile 91, Section)	Portions of this section	1.79	New construction; clearing (80 ft.), grading (38 ft.), gravelling (38 ft.)	100.0

* Grading. † Gravelling.

CARIBOO DISTRICT (NORTH)—*Continued.*

Brought forward		$82,812.93
UNEMPLOYMENT RELIEF FUND.		
Dominion-Provincial Tourist and Mining Roads Agreement, June 30th, 1939: "C." Account—		
Mining Roads	$19,142.26	
Less, Dominion Government contribution	12,761.50	
	$6,380.76	
Total expenditure, Unemployment Relief Fund		6,380.76
Total expenditure, Cariboo District (North)		$89,193.69

CARIBOO DISTRICT (SOUTH)

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

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

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

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

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

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

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

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

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 165—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$26,396.00	$9,994.89
REG. No.			
5.	Keithley	469.90	
161.	LeBourdais	165.20	
54.	McLeans	200.60	
59.	Nazko	2,207.60	
58.	Quesnel–Blackwater	865.43	
185.	Quesnel Forks	495.30	
60.	Quesnel Hydraulic	510.89	
130.	Robertson	153.05	
11.	Williams Lake Cut-off	261.20	
38A.	Wells Village streets	324.73	
	Sundry roads (units under $150)	3,714.34	
	Garage	1,000.43	
	Machinery	4,286.97	
	Plant and tools	643.54	
	Supervision	2,788.01	
	Total, Vote 165—Roads, Trails, etc.		44,483.19

VOTE 165—BRIDGES: MAINTENANCE

12.	Baker Creek	$200.22	
73.	Cuisson Creek	161.87	
82.	Hixon Creek	306.66	
88.	Kersley	473.37	
99.	Jack of Clubs Flume	270.15	
94.	Lynes	492.42	
97.	Quesnel	497.22	
98.	Quesnel (South Fork)	169.66	
131.	Wingdam	147.64	
	Sundry bridges (units under $150)	555.71	
	Total, Vote 165—Bridges: Maintenance		3,274.92

VOTE 165—FERRIES

1.	Alexandria	$3,963.62	
2.	Gravels	985.81	
3.	Macalister	1,646.27	
4.	Soda Creek	2,333.19	
	Total, Vote 165—Ferries		8,928.89

VOTE 165B—BRIDGES: MAINTENANCE

166.	Hixon Creek	$7,497.79	
	Total, Vote 165B—Bridges: Maintenance		7,497.79

VOTE 122—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

159C.	Trail to Placer Property	$100.00	
139.	Barkerville–Yanks Peak	499.75	
131.	Dragon Creek	200.00	
107.	Dibbs–Cottonwood Canyon	452.32	
132.	Jack of Clubs Creek	250.00	
155.	Likely–Keithley	148.40	
114.	Road to Cinema Gold Placers	996.79	
133.	Wells–Sugar Creek	249.84	
116.	Willow River Trail	100.00	
	Total, Vote 122—Grants in Aid of Mining Roads and Trails, etc.		2,997.10
	Total expenditure, Public Works	$77,176.78	
	Carried forward		$77,176.78

CARIBOO DISTRICT (NORTH)—*Continued.*

	Brought forward		$77,176.78
	Unemployment Relief Fund.		
(F)	Direct Relief—		
	Work performed	$7,355.26	
	No work performed	4,180.37	
	Assistance to Settlers	1,033.75	
	Prenatal	90.00	
	Total, (F) Direct Relief	$12,659.38	
(G)	Non-contributory	1,793.89	
(H)	Supervision	856.17	
(J)	Public Health	2,080.73	
(W)	Unemployables	7,411.39	
	Total, Unemployment Relief Fund		24,801.56
	Total expenditure, Cariboo District (North)		$101,978.34

CARIBOO DISTRICT (SOUTH).

Rec. No.	Vote 165—Maintenance and Minor Betterments: Roads, Trails, and Streets.		
411.	Alexis Creek–Nazko	$199.35	
412.	Abel Lake	344.93	
306.	Big Creek	689.85	
417.	Beaver Valley	540.23	
314.	Bridge Lake (north)	200.69	
18.	Chilcotin	4,599.03	
10.	Cariboo	5,501.84	
318.	Canim Lake	1,296.49	
329.	Dog Creek	203.20	
336.	Exeter–McKinley	162.70	
332.	Eagle Creek	740.15	
334.	Empire Valley	176.00	
419.	Horsefly	1,577.20	
342.	Hanceville–Canoe Creek	413.40	
421.	Horsefly Lake	183.02	
343.	Hanceville Cut-off	260.40	
348.	Kelly Lake–Canoe Creek	352.68	
349.	Knife Creek	279.20	
15.	Likely	2,289.18	
355.	Lone Butte–Horse Lake	215.62	
358.	Meldrum Creek–Fraser River	230.40	
360.	Mission	425.70	
381.	Mile 156–Williams Lake	470.08	
371.	Mile 100–Roe Lake	844.35	
370.	Mile 93–Bridge Lake	1,930.36	
362.	Murphy Lake	206.65	
375.	Mile 108–Horsefly	839.65	
377.	Mile 111–Spring Lake	222.36	
379.	Mile 136–Enterprise Station	169.60	
386.	North Bonaparte–Bridge Lake	333.60	
314.	North Bridge Lake	247.00	
389.	Pigeon	157.60	
390.	Raphael–Meason	1,460.79	
442.	Redstone–Chezacut	456.89	
398.	Spokin Lake	305.60	
405.	Tatlayoko	298.00	
407.	Upper Dog Creek	187.47	
425.	Upper Horsefly	203.27	
11.	Williams Lake Cut-off	2,800.23	
37.	Williams Lake–Mile 57	2,731.67	
	Sundry roads (units under $150)	2,942.38	
	Garage	1,426.29	
	Plant and tools	5,734.61	
	Total, Vote 165—Roads, Trails, etc.		$43,849.71
	Carried forward		$43,849.71

CARIBOO DISTRICT (NORTH)—*Continued*.

VOTE 122—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.—*Continued*.

	Brought forward	$2,510.23	$108,139.70
REG. NO.			
195.	Road to placer property at Alexandria	500.00	
117.	Foster–Swift River	293.27	
135A.	Valley Creek	723.50	
139E.	Barkerville–Keithley	100.00	
100.	Hixon Creek	88.40	
167.	Keithley–Yanks Peak	695.99	
107.	Dibbs–Cottonwood Canyon	476.89	
122.	Beaver Pass–Willow River	200.00	
107.	Spanish Lake Dam	98.70	
469.	Ahbau Lake	100.00	
125.	Swift River from Stanley	100.00	
	Total, Vote 122—Grants in Aid of Mining Roads and Trails, etc.		5,886.98

VOTE 165A—BRIDGES.

66.	Fraser River	$2,625.00	
99.	Jack of Clubs Flume	1,115.10	
300.	Alexandria	1,698.63	
	Sundry bridges (units under $150)	230.00	
	Total, Vote 165A—Bridges		5,668.73
	Total expenditure, Public Works	$119,695.41	

UNEMPLOYMENT RELIEF FUND.

(F)	Direct Relief—		
	Work performed	$1,606.45	
	No work performed	2,838.59	
	Assistance to Settlers	271.60	
	Prenatal	15.00	
	Total, (F) Direct Relief		$4,731.64
(G)	Non-contributory		309.35
(H)	Supervision		900.00
(J)	Public Health		1,133.92
(W)	Unemployables		9,133.68
	Total, Unemployment Relief Fund		16,208.59
	Total expenditure, Cariboo District (North)		$135,904.00

CARIBOO DISTRICT (SOUTH).

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1939": ROADS.

417.	Beaver Valley	$526.55	
10.	Cariboo	19,622.41	
318.	Canim Lake	1,189.52	
449.	Canim Lake–Deka Lake	2,119.60	
332.	Eagle Creek	232.68	
870.	Mile 93–Bridge Lake	340.05	
375.	Mile 108–Horsefly	636.65	
362.	Murphy Lake	300.00	
395.	Roe Lake–Mile 100	365.20	
11.	Williams Lake Cut-off	9,508.50	
440.	Wilson Lake	197.96	
	Sundry roads (units under $150)	205.18	
	Total, Capital Account—Roads		$35,244.30

VOTE 165—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

411.	Alexis Creek	$256.40	
306.	Big Creek	1,020.61	
	Carried forward	$1,277.01	$35,244.30

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 165—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$1,277.01	$35,244.30
REG. No.			
417.	Beaver Valley	542.74	
314.	Bridge Lake (North)	988.20	
315.	Buffalo Lake–Horse Lake	159.40	
318.	Canim Lake	1,406.41	
10.	Cariboo	6,690.89	
18.	Chilcotin	4,566.79	
443.	Canim Lake–Mahood	180.40	
329.	Dog Creek–Churn Creek	452.87	
332.	Eagle Creek	232.30	
448.	Eagan Lake	305.00	
526.	Greenlees	510.70	
419.	Horsefly	1,624.14	
421.	Horsefly	182.27	
342.	Hanceville–Canoe Creek	521.46	
422.	Horsefly–Quesnel Lake	366.80	
345.	Horse Lake	265.04	
349.	Knife Creek	188.60	
352.	Lake	229.60	
16.	Likely	1,816.32	
353.	Little Timothy Mountain	171.80	
358.	Meldrum Creek–Fraser River	424.15	
375.	Mile 103	362.37	
370.	Mile 93–Bridge Lake	988.89	
386.	North Bonaparte–Bridge Lake	244.91	
70.	Peavine Ridge	378.00	
389.	Pigeon	227.20	
371.	Roe Lake–Mile 100	627.10	
393.	Spokin Lake	459.30	
425.	Upper Horsefly	291.33	
37.	Williams Lake–Mile 57	2,798.83	
11.	Williams Lake Cut-off	1,771.25	
381.	Williams Lake–Mile 156	321.00	
383.	Williams Lake–Mile 168	380.88	
79R.	Williams Lake (Arterial)	230.50	
	Sundry roads (units under $150)	2,220.85	
	Plant and tools	5,425.67	
	Plant repairs and rentals	724.87	
	Snow-removal	2,323.97	
	Garage	410.28	
	Total, Vote 165—Roads, Trails, etc.		43,290.09

VOTE 165—LOCATION OF HIGHWAYS.

	Cariboo Road (Mile 84–Mile 100)	$1,194.38	
	Canim Lake	2,538.08	
	Total, Vote 165—Location of Highways		3,732.46

VOTE 165—BRIDGES: MAINTENANCE.

437.	Atkinson	$437.33	
17.	Beaver Lake	697.09	
7.	Beaver Valley	356.52	
302.	Big Creek	265.25	
340.	Chilcotin Suspension	7,747.25	
341.	Christie	845.84	
367.	Hanceville	1,270.04	
481.	Hudgins	543.37	
459.	Kleena Kleene	807.85	
344.	111-Mile Creek	357.05	
461.	McClinchy	856.20	
	Carried forward	$14,183.79	$82,266.85

General.—Considerable trouble was encountered throughout the year in securing operators and labourers.

SOUTH CARIBOO ELECTORAL DISTRICT.

Maintenance.—All roads were adequately maintained during the year. While light traffic showed a marked decrease, heavy trucking developed strongly, requiring greater attention to surface grading and gravelling. This was particularly so on side-roads which previously carried farm traffic only.

Construction and Reconstruction.—Little work was undertaken in the way of minor betterments and reconstruction generally, as all available men and equipment were concentrated on improvements to the Chilcotin Road between Miles 100 and 180, the whole of which was conditioned for heavy trucking. More than 20 miles of new construction were included in this programme; 247 lineal feet of 15-ton standard pile trestles were built; 100 feet of stringer bridges; and other necessary incidental work.

Bridges.—In addition to the bridging before mentioned, the Beaver Lake Bridge was replaced by 152 feet of pile trestle and the Dhward Bridge by 76 lineal feet of similar construction. All other necessary maintenance repairs were carried out.

Snow-removal.—After three years of comparatively light snowfall, one of the severest winters in history was experienced. From early November the temperature dropped to zero and remained so until the following March. At Redstone 70° below zero was registered. Snowfall was heavy with continual drifting and strained equipment to the utmost. Removal costs reached an average of $17 a mile.

Buildings.—All buildings and grounds were maintained. The garage and workshop at Williams Lake were destroyed by fire.

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

DISTRICT ENGINEER, J. C. BRADY, PRINCE RUPERT.

SKEENA ELECTORAL DISTRICT.

Labour.—As in last year's report, the labour shortage is acute. War-work of various kinds has taken many men from the district.

Highway Maintenance.—All roads throughout the district were maintained during the year. Settlers working out taxes were instrumental in gravelling and clearing numerous farm and settlement roads. A total of 9,333 cubic yards of gravel was spread by maintenance crews.

Highway-construction.—A contract for 4 miles on Northern Trans-Provincial Highway No. 16 from Mile 125.8 to Mile 129.77 was completed during the year.

A reconstruction project at Mile 224.5 was uncompleted as a new bridge was part of the scheme and the Department was unable to secure necessary materials for its construction. This project was 95 per cent. completed at March 31st, 1943.

Widening and improving 8 miles of No. 43 Kalum Lake Road and 2 miles of No. 52 Lakelse Lake Road were carried out.

Mining Roads and Trails.—In carrying out further improvements on No. 244 Red Rose Mine Road the Dominion and Provincial Governments and the Consolidated Mining and Smelting Company shared equally in developing the road to this tungsten mine. This road is 11 miles long. Departmental equipment was used.

Assistance was given in developing three other mining-trails during the year.

Bridges.—High water in the Bulkley River in May carried away one pier and one 140-foot Howe-truss span of the Hazelton Bridge No. 51. The iron of part of this span was salvaged. The balance of the bridge was demolished and dismantled. The iron salvaged and as much of the timber as was worth saving were kept for culvert and other repairs.

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS (EXCLUSIVE OF HARD-SURFACING) DURING FISCAL YEAR 1942–43.

(NOTE.—Mining-trails denoted by "M.")

Electoral District.	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31st, 1943.
					Per Cent.
Cariboo (North)	Cariboo Road	Alexandria Project	2.00	New construction—completion of 1941	100.0
	Barkerville Road	6-Mile Project	1.00	New construction—completion of 1941	100.0
Cariboo (South)	Cariboo Main	Mile 91 to Mile 92.5 (old mileage)	1.25	Reconstruction; diversion to standard	90.0
		150-Mile House	1.00	Reconstruction; diversion to standard	80.0
	Deka Lake–Canim Lake	East boundary, Lot 3727, easterly	12.00	New construction	3.0
	Canim Lake Road	Forest Grove, easterly	1.00	Reconstruction; diversion to standard	100.0
	Chilcotin Main	Redstone to 2½ miles beyond McClinahy River	81.00	Reconstruction to permit; Dominion telegraph construction	80.0
Columbia	Trans-Canada Highway—Golden–Leanchoil Section	Mile 0 to Mile 1.0, east of Golden	1.00	Reconstruction; removing old cribbing and widening road	80.0
	Parson–Penrose Mining Road	Junction of Penrose and Sanborn Roads to Penrose mine	3.00	Widening and gravelling	100.0
Chilliwack	Trans-Canada Highway (8B)	Vicinity of Barton Ditch Bridge, Mile 69.75	0.40	Reconstruction; new diversion; realigning, widening, and gravel-surfacing; day-labour	100.0
Delta	Trans-Canada Highway (3B)	Through Aldergrove, vicinity of Mile 3.6	0.11	Reconstruction; excavated and backfilled with gravel; surfaced with mulch; approximately 600 feet of perforated wood-stave culvert-pipe and tile drain installed	100.0
	Pacific Highway (13B)	At Livingstone Hill, south of Fry's Corner	0.06	Reconstruction; removed two old timber culverts and replaced with one corrugated-iron pipe; drainage-ditch to divert creek	100.0
	Ladner Trunk Road (68B)	Portions of highway between G.M. Railway Crossing and Ladner	4.90	Reconstruction; widening, grubbing outside of paved portions; building shoulders and widening grade on one or both sides 6 to 10 feet beyond paved areas; 5,362 cubic yards of gravel used	66.0
Esquimalt	Island Highway	Malahat, Sec. A, Mile 20.6 to Mile 23.0	2.40	Reconstruction to improve alignment and grades	100.0
		Malahat, Sec. B, Mile 23.0 to Mile 27.0	3.60	Reconstruction by diversion to improve alignment and reduce distance	100.0

CARIBOO DISTRICT (SOUTH)—*Continued.*

VOTE 164—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

REG. No.			
	Brought forward	$3,371.99	$3,371.99
313.	Bradley Creek	284.54	
314.	Bridge Lake (north)	478.84	
315.	Buffalo Lake–Horse Lake	246.66	
10.	Cariboo	6,915.88	
318.	Canim Lake	1,340.92	
18.	Chilcotin	7,732.47	
325.	Churn Creek	239.90	
328.	Deka Lake	215.68	
332.	Eagle Creek	456.85	
334.	Empire Valley	162.53	
342.	Hanceville–Canoe	307.11	
419.	Horsefly	2,149.04	
421.	Horsefly Lake	166.88	
345.	Horse Lake	173.06	
15.	Likely	3,311.79	
353.	Little Timothy Mountain	261.53	
355.	Lone Butte–Horse Lake	485.29	
358.	Meldrum Creek–Fraser River	431.85	
370.	Mile 93–Bridge Lake	1,530.18	
371.	Mile 100–Roe Lake	699.77	
375.	Mile 108–Horsefly	1,439.92	
377.	Mile 111–Spring Lake	220.22	
383.	Mile 168–Williams Lake	223.00	
360.	Mission	1,168.36	
70.	Peavine	241.93	
392.	Redstone–Chezacut	225.19	
405.	Tatlayoko	278.80	
425.	Upper Horsefly	328.46	
11.	Williams Lake Cut-off	903.23	
37.	Williams Lake– 57-Mile Road	2,254.96	
79R.	Williams Lake (Arterial)	349.56	
	Sundry roads (units under $150)	3,855.57	
	Garage operations	3,987.19	
	Plant and tools	1,211.51	
	Total, Vote 164—Roads, Trails, etc.		46,278.46

VOTE 164—BRIDGES: CLASSIFIED.

437.	Atkinson	$758.70	
17.	Beaver Lake	1,624.32	
18.	Big Lake	712.21	
305.	Brown	172.48	
340.	Chilcotin Suspension	847.98	
347.	Copeland	183.82	
317.	Desault	209.30	
196.	8-Mile Creek	196.30	
459.	Kleena Kleene	741.02	
372.	Lees	569.37	
343.	Mileage 105	155.99	
378.	Onward	1,197.08	
417.	Rat Creek	174.63	
	Sundry bridges (units under $150)	1,512.81	
	Total, Vote 164—Bridges: Classified		9,056.01

VOTE 122—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

531.	Boss Mountain Trail	$374.90	
	Total, Vote 122—Grants in Aid of Mining Roads and Trails, etc.		374.90
	Total expenditure, Public Works	$59,081.36	
	Carried forward		$59,081.36

CARIBOO ROAD—TRAFFIC RECORDS.

Motor-vehicles passing through Toll-gate, Yale, April 1st to December 20th, 1943, inclusive.

(FIGURES FOR 1942 SEASON ARE SHOWN IN BOLD TYPE.)

Automobiles.	Month.																Year Total.	
	April.		May.		June.		July.		August.		September.		October.		November.		December.		1942. (April 1st to Dec. 20th).	1943. (April 1st to Dec. 20th).
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.		
FOREIGN—																				
Alberta	19	12	67	32	166	45	259	109	332	193	176	124	100	67	40	30	10	9	1,169	711
Saskatchewan	25	10	56	12	70	39	108	57	100	49	72	34	62	52	51	22	8	7	552	282
Manitoba	8	4	8	7	13	8	30	12	40	15	19	11	25	7	15	7	1	1	159	72
Eastern Canada	5	2	16	3	24	15	27	12	34	22	41	16	20	9	5	7	2	1	174	87
Washington	25	11	148	82	214	104	265	232	223	181	243	194	145	155	58	103	4	23	1,325	1,035
Oregon	1	.....	12	2	13	2	7	5	11	6	12	6	3	3	2	1	.....	.....	61	25
California	8	2	12	.....	15	1	9	4	12	2	10	5	3	7	2	3	.....	4	71	28
Idaho	.....	1	.....	.....	.....	1	2	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	4	5
Miscellaneous	3	2	8	.....	1	0	5	2	1	4	4	8	11	4	.....	3	.....	.....	33	32
Total Foreign	94	44	327	88	516	224	712	525	755	473	577	398	369	304	173	176	25	45	3,548	2,277
BRITISH COLUMBIA	1,494	693	1,729	1,133	2,129	1,481	2,652	2,392	3,319	2,538	3,569	2,576	2,212	2,313	874	1,057	235	348	18,210	14,536
Total automobiles	1,588	817	2,056	1,221	2,645	1,705	3,364	2,917	4,074	3,011	4,146	2,974	2,581	2,617	1,047	1,233	260	393	21,758	16,813
Motor-trucks	459	248	568	345	599	325	807	348	589	277	560	280	647	316	428	270	224	153	4,630	2,562
Motor-cycles	19	8	15	20	42	28	38	24	62	30	37	26	23	6	2	4	3	1	241	147
Stages	131	1	126	4	130	.....	142	1	171	1	134	.....	124	1	80	2	.....	2	1,038	12
Total motor-vehicles	2,197	1,074	2,765	1,590	3,355	2,058	4,151	3,290	4,896	3,319	4,874	3,280	3,375	2,940	1,557	1,509	487	549	27,667	19,609
Daily ave. (all vehicles)	73	36	89	51	112	69	134	106	158	107	162	109	109	95	52	50	24	18	101	71

STATEMENT AS TO MAJOR HIGHWAY-WORK COMPLETED OR IN PROGRESS (EXCLUSIVE OF HARD-SURFACING) DURING FISCAL YEAR 1943-44.

(NOTE.—Mining-trails denoted by "M.")

Electoral District.	Name of Road.	Extent of Work (Location of Work or Initial and Terminal Points).	Mileage of Work.	Description of Work (New Construction, Reconstruction, Widening, etc.).	Work completed at March 31st, 1944.
					Per Cent.
Cariboo (North)	Cariboo Highway	Trout Creek	0.48	New diversion	100.00
Cariboo (South)	Cariboo Main	Mile 91.0 to Mile 91.25 (old mileage)	1.25	Reconstruction; diversions to standard	90.00
	Cariboo Main	150-Mile House	1.00	Reconstruction; diversions to standard	80.00
	Deka Lake–Canim Lake	East boundary, Lot 3727 easterly	14.00	New construction	90.00
	Chilcotin Main	Redstone to 2½ miles beyond McClinchy Road	81.00	Reconstruction to permit Dominion Telegraph construction	100.00
	Williams Lake–57 Mile	Mile 21 to Mile 46	25.00	Reconstruction and gravelling	65.00
Comox	Island Highway	Mile 93.75 to Mile 94.03	0.28	Reconstruction; widening and grade revision	100.00
Columbia	Trans-Canada Highway (Golden–Leanchoil Section)	Mile 0 to Mile 1.0, east of Golden Section	1.00	Reconstruction; taking down high gravel slope and widening	80.00
Cowichan-Newcastle	South Shore Road	Victoria railway crossing to Lake Logging Company at Honeymoon Bay	6.00	Reconstruction	40.00
	Cowichan Bay Road	Entire length	5.20	Realignment; grade revision and gravelling	100.00
Delta	Ladner Trunk Road	Portions of highway between G.N.R. crossing and Ladner	4.30	Reconstruction; completing work started in 1942–43, widening, grubbing outside of paved portions, building shoulders, and widening grade on one or both sides 6–10 feet beyond paved areas	100.00
Dewdney	Lougheed Highway	Caignon Diversion, near Agassiz Ferry-landing	0.64	Reconstruction; new diversion, eliminating three right-angle turns and one bridge	100.00
Esquimalt	Langford Yard			Construction of garage and machine storage	100.00
	Shawnigan Lake	Miles 1.0 to 2.0, 5.8 to 7.8, 12.2 to 13.7	4.50	Reconstruction with gravel	50.00
	Cowichan Bay Road	Mile 0 to Mile 1	1.00	Reconstruction and gravel	100.00
	Shawnigan–Mill Bay Road	Mile 0 to Mile 3.7	3.70	Reconstruction and gravel	40.00
	Helmcken Road	Island Highway north, 0.5 mile	0.50	Reconstruction and gravel	100.00
	Halhead Road	Mile 0 to Mile 2	2.00	Reconstruction and gravel	75.00
	Metchosin Road	Mile 0 to Mile 2.5	2.50	Reconstruction; with 0.8 mile new alignment	75.00

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$78,723.08

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1939," SEC. 6: ROADS.

Reg. No.			
319.	Deka Lake–Canim Lake	$6,369.94	
	Williams Lake Garage (construction)	5,578.64	
	Total, Capital Account, 1939—Roads		11,948.58

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1939," SEC. 6: BUILDINGS.

Public Works Garage, Williams Lake	$2,982.01	
Total, Capital Account, 1939—Buildings		2,982.01

VOTE 167—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

417.	Beaver Valley	$322.64	
306.	Big Creek	1,861.79	
314.	Bridge Lake (north)	432.11	
315.	Buffalo Lake–Horse Lake	159.60	
10.	Cariboo	7,461.56	
318.	Canim Lake	957.39	
18.	Chilcotin	13,534.78	
319.	Deka Lake–Canim Lake	1,274.45	
328.	Deka Lake	154.41	
332.	Eagle Creek	817.11	
342.	Hanceville–Canoe Creek	382.63	
419.	Horsefly	1,894.16	
421.	Horsefly Lake	186.02	
433.	Johnston	515.27	
348.	Kelly Lake–Canoe Creek	256.15	
15.	Likely	2,655.10	
353.	Little Timothy Mountain	216.63	
354.	Lone Butte–Watch Lake	247.08	
358.	Meldrum Creek–Fraser River	485.66	
370.	Mile 93–Bridge Lake	3,358.00	
371.	Mile 100–Roe Lake	930.54	
375.	Mile 108–Horsefly	1,004.45	
381.	Mile 156–Williams Lake	163.95	
389.	Pigeon	398.80	
392.	Redstone–Chezacut	1,080.64	
398.	Spokin Lake	386.20	
405.	Tatlayoko	380.33	
425.	Upper Horsefly	587.17	
11.	Williams Lake Cut-off	2,176.48	
37.	Williams Lake–57-Mile	2,507.42	
	Sundry roads (units under $150)	2,512.53	
	Plant and tools	1,082.17	
	Camp equipment	603.87	
	Supervision	443.87	
	Cost-of-living bonus, prior to September 1st	125.48	
	Total, Vote 167—Roads, Trails, etc.		51,556.44

VOTE 167—BRIDGES: UNCLASSIFIED.

17.	Beaver Lake	$189.60	
311.	Churn Creek	376.51	
340.	Chilcotin Suspension	4,076.79	
347.	Copeland	2,502.11	
359.	Chimney Creek	256.21	
321.	Enterprise	1,526.71	
358.	Jim Creek	156.24	
328.	Gustafson	154.16	
141.	Likely	253.99	
372.	Lees	184.34	
	Carried forward	$9,676.66	$145,210.11

CARIBOO DISTRICT (NORTH)—*Continued.*

VOTE 177—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued.*

	Brought forward	$51,473.23	$20,650.11
REG. No.			
186.	Soda Creek Ferry	156.74	
	Sundry roads (units under $150)	1,899.97	
	Stores undistributed	351.44	
	Machinery	2,402.00	
	Garage Account	2,587.50	
	Plant and tools	2,627.35	
	Plant Repair and Rental Account	716.82	
	Total, Vote 177—Roads, Trails, Streets, etc.		62,215.05

VOTE 177—BRIDGES: MAINTENANCE.

1.	Antler Creek	$865.22	
36.	Cottonwood, No. 2	208.06	
47.	Springfield, No. 1	2,399.65	
48.	Springfield, No. 2	252.67	
73.	Cuisson Creek	908.97	
82.	Hixon Creek	496.94	
94.	Lynes	324.93	
98.	Quesnel–South Forks	300.27	
107.	Soda Creek, No. 1	1,119.10	
127.	Williams Creek, No. 2	201.32	
128.	Willow River	805.20	
150.	Williams Creek, No. 1	182.98	
271.	Tibbles	186.82	
	Sundry bridges (units under $150)	866.43	
	Total, Vote 177—Bridges: Maintenance		9,118.56

VOTE 177—FERRIES.

1.	Alexandria	$2,162.82	
2.	Gravel	1,365.56	
3.	Macalister	3,071.50	
4.	Soda Creek	2,127.76	
	Total, Vote 177—Ferries		8,727.64

VOTE 134—GRANTS IN AID OF MINING ROADS AND TRAILS, ETC.

116.	Abhou Lake and Williams River Trail	$249.93	
128.	Gagen Creek Trail	200.00	
138A.	Pine Creek Trail	149.61	
155A.	Murderer's Gulch	574.82	
	Total, Vote 134—Grants in Aid of Mining Roads and Trails, etc.		1,174.36
	Total expenditure, Cariboo District (North)	$101,885.72	

CARIBOO DISTRICT (SOUTH).

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

Cache Creek–Soda Creek	$6,267.28	
Total, Capital Account, 1935—Surveys		6,267.28

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

Public Works Garage, Williams Lake (renewal of pipe-line for domestic water service)	$389.16	
Total, Capital Account, 1936—Roads		389.16
Carried forward		$108,542.16

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward		$108,542.16
CAPITAL ACCOUNT—"B.C. LOAN ACT, 1939," SEC. 6: BUILDINGS.		
Williams Lake Garage	$1,609.25	
Total, Capital Account, 1939—Buildings		1,609.25
"REVENUE SURPLUS APPROPRIATION ACT," 1944, SEC. 2 (*a*): ROADS.		
REG. No.		
10. Cariboo	$8,655.76	
11. Williams Lake Cut-off	1,296.61	
15. Likely	953.18	
313. Bradley Creek	791.13	
318. Canim Lake	3,076.32	
319. Deka Lake–Canim Lake	4,532.97	
370. Mile 93–Bridge Lake	939.20	
371. Mile 100–Roe Lake	732.07	
445. Dempsey Lake	840.48	
Williams Lake Garage	168.00	
Total, "Revenue Surplus Appropriation Act," 1944, Sec. 2 (*a*)—Roads		21,985.72
VOTE 177—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.		
10. Cariboo	$5,158.65	
11. Williams Lake Cut-off	1,905.61	
15. Likely	2,909.20	
18. Chilcotin	6,973.91	
37. Williams Lake–57 Mile	12,855.05	
306. Big Creek	493.43	
313. Bradley Creek	1,770.15	
315. Buffalo Lake–Horse Lake	488.43	
318. Canim Lake	2,424.53	
319. Deka Lake–Canim Lake	770.34	
334. Empire Valley	198.06	
342. Hanceville–Canoe	468.72	
349. Knife Creek	275.77	
352. Lake	157.45	
358. Meldrum Creek–Fraser River	458.40	
370. Mile 93–Bridge Lake	9,721.06	
371. Mile 100–Roe Lake	1,103.94	
375. Mile 108–Horsefly	368.65	
376. Mile 111–Mirage Lake	152.01	
377. Mile 111–Spring Lake	244.00	
398. Spokin Lake	432.94	
405. Tatlayoko	254.53	
417. Beaver Valley	1,662.99	
419. Horsefly	2,982.40	
421. Horsefly Lake	236.21	
425. Upper Horsefly	562.05	
438. Johnston	598.21	
440. Wilson Lake	253.40	
Sundry roads (units under $150)	1,955.11	
Camp equipment	708.48	
Plant and tools	1,559.86	
Plant Repair and Rental Account	1,683.11	
Garage Account	1,915.72	
Total, Vote 177—Roads, Trails, etc.		63,702.37
VOTE 177—CLASSIFIED HIGHWAYS.		
79R. Soda Creek–Williams Lake	$124.57	
Total, Vote 177—Classified Highways		124.57
Carried forward		$195,964.07

CARIBOO DISTRICT (SOUTH).

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

Reg. No.			
10.	Cariboo, Miles 83–93	$2,342.06	
	Total, Capital Account, 1935—Surveys		$2,342.06

Capital Account—"B.C. Loan Act, 1943," Sec. 6 (a): Roads.

10.	Cariboo, Miles 83–94 (engineering expenditures)	$2,995.74	
	Total, Capital Account, 1943—Roads		2,995.74

"Revenue Surplus Appropriation Act, 1945," Sec. 2 (a): Roads.

10.	Cariboo	$5,871.74	
11.	Williams Lake Cut-off	259.24	
15.	Likely	981.04	
18.	Chilcotin	208.75	
306.	Big Creek	858.76	
313.	Bradley Creek	703.15	
316.	Burgess	433.80	
318.	Canim Lake	1,226.48	
319.	Deka Lake–Canim Lake	3,232.72	
334.	Empire Valley	900.00	
342.	Hanceville–Canoe	503.41	
367.	Mile 70–Lone Butte	250.00	
370.	Mile 93–Bridge Lake	1,451.18	
405.	Tatlayoko	280.00	
419.	Horsefly	444.22	
425.	Upper Horsefly	455.32	
449.	Dempsey Lake	536.72	
454.	Horsefly Cut-off	1,241.39	
455.	Montana Lake	200.00	
	Sundry roads (units under $150)	168.75	
	Total, "Revenue Surplus Appropriation Act, 1945," Sec. 2 (a)—Roads		20,206.67

Vote 172—Maintenance and Minor Betterments: Roads, Trails, and Streets.

		Snow-removal.	General.	Total.	
	Moving machinery, B.C. Power Commission		$221.62	$221.62	
10.	Cariboo	$1,781.71	2,450.23	4,231.94	
11.	Williams Lake Cut-off	815.37	667.45	1,482.82	
15.	Likely	2,718.83	1,967.29	4,686.12	
18.	Chilcotin	2,689.60	9,882.38	12,571.98	
37.	Williams Lake–57-Mile	292.25	1,447.70	1,739.95	
305.	Big Creek–Robertson		156.31	156.31	
306.	Big Creek	207.99	265.49	473.48	
314.	Bridge Lake (north)	147.66	77.93	225.59	
318.	Canim Lake	575.69	353.69	929.38	
319.	Deka Lake–Canim Lake	640.56	222.60	863.16	
332.	Eagle Creek		390.85	390.85	
334.	Empire Valley		499.00	499.00	
342.	Hanceville–Canoe		1,440.18	1,440.18	
352.	Lake	32.10	354.14	386.24	
353.	Little Timothy Mountain	131.33	1,073.61	1,204.94	
358.	Meldrum Creek	44.48	1,383.31	1,427.79	
370.	Mile 93–Bridge Lake	1,215.62	1,318.70	2,534.32	
371.	Mile 100–Roe Lake	429.97	375.99	805.96	
380.	Mile 137–Springhouse		345.00	345.00	
383.	Mile 168–Williams Lake	75.88	150.84	226.72	
389.	Pigeon		292.99	292.99	
393.	Riske Creek–Gang Ranch		154.58	154.58	
405.	Tatlayoko		194.98	194.98	
411.	Alexis Creek–Nazko		330.84	330.84	
	Carried forward	$11,799.04	$26,017.70	$37,816.74	$25,544.47

CARIBOO DISTRICT (SOUTH).

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

REG. NO.			
10.	Cariboo, Miles 83–94	$1,045.02	
	Total, Capital Account, 1935—Roads		$1,045.02

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

341.	Chilcotin	$10,707.51	
	Total, Capital Account, 1935—Bridges		10,707.51

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1943," SEC. 6 (*a*): ROADS.

10.	Cariboo, Miles 83–94	$65,718.35	
	Total, Capital Account, 1943—Roads		65,718.35

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1943," SEC. 6 (*a*): BRIDGES.

310.	Churn Creek Suspension	$163.20	
	Total, Capital Account, 1943—Bridges		163.20

"REVENUE SURPLUS APPROPRIATION ACT, 1945," SEC. 2 (*a*): ROADS.

18.	Chilcotin	$792.92	
	Total, "Revenue Surplus Appropriation Act, 1945," Sec. 2 (*a*): Roads		792.92

"REVENUE SURPLUS APPROPRIATION ACT, 1945," SEC. 2 (*a*): SURFACING.

79R.	Arterial Highway (Williams Lake–Soda Creek)	$2,097.63	
	Total, "Revenue Surplus Appropriation Act, 1945," Sec. 2 (*a*): Surfacing		2,097.63

"REVENUE SURPLUS APPROPRIATION ACT, 1946," SEC. 2 (*a*): ROADS.

10.	Cariboo	$1,904.99	
11.	Williams Lake Cut-off	378.30	
15.	Likely	609.01	
18.	Chilcotin	1,621.68	
314.	Bridge Lake (north)	748.61	
318.	Canim Lake	1,223.93	
319.	Deka Lake–Canim Lake	162.50	
332.	Eagle Creek	3,403.65	
334.	Empire Valley Road	242.40	
342.	Hanceville–Canoe	930.19	
370.	Mile 93–Bridge Lake	1,088.39	
371.	Mile 100–Roe Lake	338.41	
375.	Mile 108–Horsefly	409.52	
386.	North Bonaparte–Bridge Lake	190.92	
417.	Beaver Valley	1,058.26	
419.	Horsefly	3,354.54	
433.	Taseko Lake	185.43	
462.	Greenlee	5,588.06	
454.	Horsefly Cut-off	1,205.09	
	Sundry roads (units under $150)	588.01	
	Total, "Revenue Surplus Appropriation Act, 1946," Sec. 2 (*a*): Roads		25,231.89

"REVENUE SURPLUS APPROPRIATION ACT, 1946," SEC. 2 (*d*): MINING ROADS AND TRAILS.

433.	Taseko Lake Road	$12,344.17	
538.	O'Harasko River Trail	130.48	
	Total, "Revenue Surplus Appropriation Act, 1946," Sec. 2 (*d*): Mining Roads and Trails		12,474.65
	Carried forward		$118,231.17

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward $118,231.17

VOTE 174—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

REG. No.		Snow-removal.	General.	Total.	
5.	Likely–Keithly	$487.65	$18.78	$506.43	
10.	Cariboo	2,235.02	5,786.05	8,021.07	
11.	Williams Lake Cut-off	419.12	2,426.29	2,845.41	
12.	Borland	7.66	340.41	348.07	
15.	Likely	2,311.10	147.34	2,458.44	
18.	Chilcotin	2,756.08	14,375.09	17,131.17	
37.	Williams Lake–37-Mile	282.93	3,386.03	3,668.96	
314.	Bridge Lake (north)	290.71	216.05	506.76	
318.	Canim Lake	603.84	1,490.68	2,094.52	
319.	Deka Lake–Canim Lake	427.02	479.12	906.14	
332.	Eagle Creek		343.58	343.58	
342.	Hanceville–Canoe Creek		186.25	186.25	
354.	Lone Butte–Watch Lake	136.70	157.93	294.63	
362.	Murphy Lake		180.19	180.19	
370.	Mile 93–Bridge Lake	997.94	1,894.51	2,892.45	
371.	Mile 100–Roe Lake	552.89	650.91	1,203.80	
375.	Mile 108–Horsefly	49.00	447.41	496.41	
381.	Mile 156–Williams Lake	42.15	199.25	241.40	
383.	Mile 168–Williams Lake	18.15	244.08	262.23	
389.	Pigeon	20.67	264.74	285.41	
411.	Alexis Creek–Nazko		319.66	319.66	
413.	Bear Lake		212.47	212.47	
417.	Beaver Valley	503.59	27.63	531.22	
419.	Horsefly	703.72	3,255.44	3,959.16	
421.	Horsefly Lake	97.91	54.40	152.31	
425.	Upper Horsefly	141.95	182.06	324.01	
452.	Greenlee		5,318.21	5,318.21	
454.	Horsefly Cut-off	394.10	1,037.46	1,431.56	
79R.	Williams Lake–Soda Creek		45.21	45.21	
	Sundry roads (units under $150)	442.23	2,672.22	3,114.45	
	Unissued stores		499.38	499.38	
	Camp equipment		1,307.79	1,307.79	
	Plant and tools		3,633.09	3,633.09	
	Plant Repair and Rental Account		5,029.98	5,029.98	
	Garage Account		2,967.92	2,967.92	
	Contribution from Dominion Government, Chilcotin District Roads (Credit, $20,000)				
		$13,922.13	$39,797.61	$53,719.74	
	Total, Vote 174—Roads, Trails, and Streets				53,719.74

VOTE 174—BRIDGES: MAINTENANCE.

308.	Bradley Creek No. 1	$288.83	
310.	Churn Creek Suspension	361.27	
368.	Mile 158	400.48	
426.	Swift Creek No. 3	174.94	
	Sundry bridges (units under $150)	1,538.19	
	Total, Vote 174—Bridges: Maintenance		2,763.71
	Total expenditure, Cariboo District (South)		$174,714.62

CHILLIWACK DISTRICT.

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

16.	Vedder Canal (Credit, $159.41)	
	Total, Capital Account, 1935—Bridges (Credit, $159.41)	

Major Reconstruction.—Australian Ranch Revision (Project No. 61) was started, but only fair progress was made owing to shortage of labour; some 8,000 cubic yards were moved and approximately 75 per cent. of clearing and grubbing completed.

Bridges.—Williams Creek No. 1 on the Barkerville–Bear Lake Road was completely rebuilt, also several small bridges. Little Cottonwood and Canyon Creek spans were redecked and guard-rail painted.

Ferries.—Four ferries were operated during the year. New sets of roller-bearing sheaves for cages were installed at Soda Creek, Macalister, and Alexandria Ferries.

Snow-removal.—Snow-removal costs were high during the latter part of the winter, occasioned by heavy falls and high winds. Snowfall in the vicinity of Stanley was greater than for some years past. A total of 351.1 miles of road was kept open at an average cost of $83.79 per mile.

Cariboo (South) Electoral District.

Maintenance.—In all sections of the district the usual maintenance was carried out. An exceptionally wet June, with 4 inches of rain, hampered this work considerably.

Highway Reconstruction and Improvement.—Cariboo Road No. 10: The reconstruction of the 83–94-mile section was completed by the contractors, Dawson, Wade & Company, Limited, and taken over by the Department. Some clearing was done between the south boundary of the Cariboo District at Mile 76 and the 83-Mile House, this work also being done under contract by the same company.

Chilcotin Road No. 18: On the Borland Hill, commencing approximately 2 miles from Williams Lake, one-quarter mile was reconstructed on improved alignment and 2¾ miles widened and gravelled. Across Becher's Prairie, in the Chilcotin, some improvements were made, and 10 miles gravelled. Between the McClinchy River and Anahim Lake, 18 miles was reconstructed and graded.

Bradley Creek Road No. 313: Five miles of this road was reconstructed, and 7 miles improved.

Eagle Creek Road No. 337: Two miles was reconstructed, one of which was on new and improved alignment.

Mile 93, Bridge Lake Road No. 370: East of Lone Butte 2 miles was reconstructed on improved alignment and to wider standard.

Mile 100, Roe Lake Road No. 371: Between Horse Lake and Roe Lake, 3 miles, chiefly narrow side-hill, was widened to a 16-foot minimum.

Horsefly Cut-off No. 454: A further 4 miles was cleared and graded for a winter road.

Bridges.—The only major work carried out in the district was the reconstruction of Chilcotin Bridge No. 341 at Alexis Creek. This bridge, consisting of two 100-foot Howe-truss spans on pile piers and seven bays of pile trestle approach, was not completed within the fiscal year.

Snow-removal.—Snow-removal was carried out on 1,018 miles of road at an average cost of $25.07 per mile. The winter is reported to have been the worst and longest in forty years, and, in parts of the district where snowfall is heaviest, depths of up to 6 feet were recorded.

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

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

Skeena Electoral District.

Roads.—Highways were maintained and kept in good condition throughout the year. Due to the shortage of labour during the war years, brush along the highway has become a major problem. About 24 miles of right-of-way was cleared this year.

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward $515,635.05

"REVENUE SURPLUS APPROPRIATION ACT, 1947," SEC. 2 (*a*): ROADS.
(Increases awarded to Contractors.)

REG. No.		
10.	Cariboo	$19,052.25
	Total, "Revenue Surplus Appropriation Act, 1947," Sec. 2 (*a*): Roads	19,052.25

"REVENUE SURPLUS APPROPRIATION ACT, 1947," SEC. 2 (*a*): SURVEYS.

10.	Cariboo, Miles 57–70–83	$1,249.40
10.	Cariboo, Miles 93–100	5,487.74
	Total, "Revenue Surplus Appropriation Act, 1947," Sec. 2 (*a*): Surveys	6,737.14

VOTE 187 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

		Snow-removal.	General.	Total.	
2.	Beaver Lake–Beaver Mouth	$36.50	$194.05	$230.55	
5.	Likely–Keithley	705.25	.....	705.25	
10.	Cariboo	4,054.32	2,804.96	6,859.28	
11.	Williams Lake Cut-off	905.16	2,061.56	2,966.72	
15.	Likely	4,468.60	3,762.26	8,230.86	
18.	Chilcotin	2,773.49	25,799.19	28,572.68	
37.	Williams Lake—57-Mile	1,169.72	1,660.13	2,829.85	
70.	Peavine	77.00	80.04	157.04	
306.	Big Creek	416.00	2,309.78	2,725.78	
313.	Bradley Creek	913.61	3,841.48	4,755.09	
314.	Bridge Lake (north)	685.99	603.43	1,289.42	
318.	Canim Lake	621.03	1,744.75	2,365.78	
319.	Deka Lake–Canim Lake	714.50	1,991.06	2,705.56	
321.	Chilcotin–Meldrum Creek	235.94	139.30	375.24	
325.	Churn Creek	.....	150.00	150.00	
326.	Cooper Creek	.....	189.73	189.73	
332.	Eagle Creek	71.25	4,081.86	4,153.11	
334.	Empire Valley	.....	421.00	421.00	
339.	Felker	14.15	212.05	226.20	
342.	Hanceville–Canoe Creek	326.16	1,524.54	1,850.70	
352.	Lake	8.60	223.48	232.08	
353.	Little Timothy Mountain	231.56	.....	231.56	
354.	Lone Butte–Watch Lake	180.43	113.19	293.62	
360.	Mission	69.72	191.78	261.50	
370.	Mile 93–Bridge Lake	1,589.67	4,611.85	6,201.52	
371.	Mile 100–Roe Lake	1,479.29	6,040.50	7,519.79	
381.	Mile 156–Williams Lake	123.05	291.01	414.06	
386.	North Bonaparte–Bridge Lake	120.00	511.03	631.03	
389.	Pigeons	39.80	139.36	179.16	
392.	Redstone–Chezacut	229.87	159.20	389.07	
405.	Tatlayoko	.....	374.68	374.68	
411.	Alexis Creek–Nazko	.....	360.07	360.07	
417.	Beaver Valley	705.95	333.84	1,039.79	
419.	Horsefly	1,258.21	1,037.65	2,295.86	
421.	Horsefly Lake	108.00	518.99	626.99	
425.	Upper Horsefly	281.58	222.05	503.63	
442.	Redstone–Chilco Lake	.....	429.14	429.14	
452.	Greenlee	146.02	600.41	746.43	
454.	Horsefly Cut-off	405.77	1,509.07	1,914.84	
457.	Knight Lake	.....	210.80	210.80	
	Sundry roads (units under $150)	354.22	2,398.75	2,752.97	
	Sick leave	.....	206.36	206.36	
	Supervision	.....	363.47	363.47	
	Unemployment insurance	.....	51.69	51.69	
	Barrel Account	.....	466.50	466.50	
	Carried forward	$25,520.41	$74,936.04	$100,456.45	$541,424.44

CARIBOO DISTRICT (NORTH)—*Continued.*

	Brought forward	$5,824.45

"REVENUE SURPLUS APPROPRIATION ACT, 1947," SEC. 2 (*a*): ROADS.

Reg. No.		
10.	Cariboo–Australian Ranch Revision (Project No. 61)	$38,825.31
	Total, "Revenue Surplus Appropriation Act, 1947," Sec. 2 (*a*): Roads	38,825.31

VOTE 213 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

		Snow-removal.	General.	Total.	
5.	Keithley	.....	$1,249.67	$1,249.67	
10.	Cariboo	$10,334.48	28,427.98	38,762.46	
16.	Antler Creek	450.54	.....	450.54	
23.	Soda Creek–McLeese Lake	39.32	1,563.91	1,603.23	
24.	Zschiedrich	170.34	24.89	195.23	
25.	Quesnel Forks–Likely	60.00	6,229.92	6,289.92	
28.	Yorston	119.70	78.59	198.29	
29.	Barkerville–Bear Lake	305.64	4,273.19	4,578.83	
32.	Fraser	1,713.33	22,059.11	23,772.44	
38.	Barkerville	21,845.16	22,977.30	44,822.46	
45.	Dragon Lake (west)	748.51	1,007.89	1,756.40	
51.	Lavoies	204.45	154.95	359.40	
54.	McLean	85.08	277.05	362.13	
58.	Blackwater	528.19	2,830.02	3,358.21	
59.	Nazko	1,166.29	5,511.54	6,677.83	
60.	Quesnel–Hydraulic	821.54	8,782.21	9,603.75	
62.	Downey Pass	.....	176.77	176.77	
63.	Sisters Creek–Dragon Lake	243.50	1,511.24	1,754.74	
72.	Datoff	.....	307.29	307.29	
92.	Hanson	12.10	367.63	379.73	
97.	Punchaw	.....	580.48	580.48	
146.	Brownscombe	143.77	412.38	556.15	
156.	McKenzie	.....	5,083.77	5,083.77	
159.	Colebank	110.44	290.46	400.90	
165.	Ten Mile Lake	171.36	15.96	187.32	
169.	Hay-Hill	64.14	243.95	308.09	
175.	Meadow Creek	221.42	206.20	427.62	
179.	Thorley	124.77	152.34	277.11	
204.	Manson	.....	360.00	360.00	
492.	West Quesnel streets	100.97	613.47	714.44	
	Roads, general	.....	604.79	604.79	
	Sundry roads (units under $150)	738.26	1,626.02	2,364.28	
47R.	Cariboo (Arterial Highway)	73.08	3,856.90	3,929.98	
	Stamp Account (Unemployment Insurance	.....	198.29	198.29	
	Unissued stores	.....	838.72	838.72	
	Barrel Account (Credit, $45)				
	Plant and tools	.....	5,672.32	5,672.32	
	Garage Account	.....	304.90	304.90	
	Plant Repair and Rental Account (Credit, $1,432.70)				
		$40,596.38	$127,393.40	$167,989.78	
	Total, Vote 213 (*a*)—Roads, Trails, and Streets				167,989.78

VOTE 213 (*a*)—BRIDGES: MAINTENANCE.

35.	Cottonwood	$312.40	
41.	Narcosli Creek	221.29	
66.	Fraser River	5,089.58	
76.	First Creek	223.62	
103.	Sisters Creek	383.50	
104.	Sisters Creek	392.14	
105.	Heinisch	221.34	
120.	Udy Creek	636.75	
	Carried forward	$7,480.62	$212,639.54

CARIBOO DISTRICT (SOUTH)—*Continued.*

Brought forward $25,988.81

"REVENUE SURPLUS APPROPRIATION ACT, 1947," SEC. 2 (*a*): SURVEYS.

Rec. No.		
10.	100-Mile House–Lac la Hache	$9,472.78

Total, "Revenue Surplus Appropriation Act, 1947," Sec. 2 (*a*): Surveys 9,472.78

VOTE 213 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS.

		Snow-removal.	General.	Total.	
2.	Beaver Lake–Beaver Mouth	.....	$432.40	$432.40	
5.	Likely–Keithley	$1,215.49	.....	1,215.49	
10.	Cariboo	4,479.88	9,790.82	14,270.70	
11.	Williams Lake Cut-off	550.32	3,983.89	4,534.21	
15.	Likely	4,910.14	3,855.23	8,765.37	
18.	Chilcotin	3,296.87	16,279.11	19,575.98	
37.	Williams Lake–57-Mile	710.57	4,461.40	5,171.97	
70.	Peavine	.....	504.38	504.38	
79R.	Williams Lake Arterial Highway	.....	5,372.65	5,372.65	
302.	Bates	.....	285.16	285.16	
303.	Beaumont	.....	263.50	263.50	
306.	Big Creek	204.70	2,989.41	3,194.11	
309.	Biss	.....	321.60	321.60	
313.	Bradley Creek	.....	1,019.06	1,019.06	
314.	Bridge Lake (north)	305.40	7,715.19	8,020.59	
315.	Buffalo Lake–Horse Lake	.....	297.28	297.28	
318.	Canim Lake	409.73	3,769.60	4,179.33	
319.	Deka Lake–Canim Lake	356.30	1,039.12	1,395.42	
321.	Chilcotin–Meldrum Creek	188.30	736.00	924.30	
325.	Churn Creek	.....	333.79	333.79	
332.	Eagle Creek	.....	1,414.09	1,414.09	
334.	Empire Valley	.....	548.00	548.00	
342.	Hanceville–Canoe Creek	.....	1,095.05	1,095.05	
349.	Knife Creek	.....	291.01	291.01	
351.	Lac la Hache Station	.....	317.52	317.52	
352.	Lake	.....	155.27	155.27	
353.	Little Timothy Mountain	.....	344.25	344.25	
354.	Lone Butte–Watch Lake	.....	509.41	509.41	
358.	Meldrum Creek–Fraser River	236.85	.....	236.85	
360.	Mission	.....	478.33	478.33	
364.	McKinley–Ogden	.....	173.10	173.10	
368.	Mile 83–Green Lake	.....	919.60	919.60	
370.	Mile 93–Bridge Lake	852.21	4,188.72	5,040.93	
371.	Mile 100–Roe Lake	413.80	4,036.57	4,450.37	
375.	Mile 108–Horsefly	.....	3,036.83	3,036.83	
377.	Mile 111–Spring Lake	211.16	.....	211.16	
381.	Mile 156–Williams Lake	.....	319.52	319.52	
383.	Mile 168–Williams Lake	.....	209.26	209.26	
386.	North Bonaparte–Bridge Lake	.....	412.72	412.72	
389.	Pigeons	.....	489.58	489.58	
392.	Redstone–Chezacut	416.00	611.78	1,027.78	
393.	Riske Creek–Gang Ranch	202.45	551.11	753.56	
405.	Tatlayoko	.....	875.07	875.07	
417.	Beaver Valley	533.80	512.93	1,046.73	
418.	Fraser	.....	463.10	463.10	
419.	Horsefly	1,582.71	3,335.52	4,918.23	
421.	Horsefly Lake	.....	328.39	328.39	
422.	Horsefly–Quesnel Lake	.....	1,850.82	1,850.82	
425.	Upper Horsefly	200.55	441.26	641.81	
433.	Taseko Lake	.....	152.16	152.16	
442.	Redstone–Chilco Lake	.....	822.43	822.43	
448.	Big Lake	.....	285.34	285.34	
451.	Big Lake–Tyee Lake	.....	542.03	542.03	
452.	Greenlee	.....	941.61	941.61	
	Carried forward	$21,277.23	$94,101.97	$115,379.20	$35,461.59

CARIBOO DISTRICT (NORTH)—*Continued*

VOTE 201—GRANTS IN AID OF MINING ROADS AND TRAILS—*Continued*

Brought forward	$22,500.00	$279,238.88
West Fork Cunningham Creek	250.00	
Keithley Creek Spur	200.00	
Upper Antler Creek	100.00	
Perkins Gulch	100.00	
Big Valley Creek	1,000.00	
Barkerville–Lowhee	139.21	
Total, Vote 201—Grants in Aid of Mining Roads and Trails		24,289.21
Total expenditure, Cariboo District (North)		$303,528.09

CARIBOO DISTRICT (SOUTH)

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

REG. NO.			
10.	Cariboo Road (Lac la Hache–141-Mile House)	$49.84	
	Total, Capital Account, 1932—Surveys		$49.84

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

341.	Chilcotin	$608.77	
	Total, Capital Account, 1935—Bridges		608.77

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1943," SEC. 6 (*a*): BRIDGES

310.	Churn Creek	$503.97	
	Total, Capital Account, 1943—Bridges		503.97

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1946," SEC. 6 (*a*): ROADS

10.	Cariboo Road (Miles 57–70 and extensions, Miles 70–83, 93–100, and Clinton–Miles 57, Maiden Creek–Clinton) (Project No. 12)	$138,383.40	
	Total, Capital Account, 1946—Roads		138,383.40

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1948," SEC. 6 (*a*): SURVEYS

10.	Cariboo Road (Lac la Hache–141-Mile House)	$29.14	
	Total, Capital Account, 1948—Surveys		29.14

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1949," SEC. 6 (*a*): HIGHWAYS

10.	Cariboo Road (Miles 57–70 and extensions, Miles 70–83, 93–100, Clinton–Mile 57, and Maiden Creek–Clinton) (Project No. 12)	$549,433.57	
10.	Cariboo Road (100-Mile–Lac la Hache) (Project No. 115)	654,719.14	
	Total, Capital Account, 1949—Highways		1,204,152.71

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1949," SEC. 6 (*a*): SURVEYS

10.	Cariboo Road (Lac la Hache–141-Mile House)	$17,715.91	
	Total, Capital Account, 1949—Surveys		17,715.91

"REVENUE SURPLUS APPROPRIATION ACT, 1947," SEC. 2 (*a*): ROADS

10.	Cariboo Road (Miles 57–70 and extensions, Miles 70–83, 93–100, and Clinton–Mile 57) (Project No. 12)	$300,000.83	
	Total, "Revenue Surplus Appropriation Act, 1947," Sec. 2 (*a*)—Roads		300,000.83
	Carried forward		$1,661,444.57

CARIBOO DISTRICT (SOUTH)—*Continued*

Brought forward $1,661,444.57

VOTE 239 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

Reg. No.		Snow-removal	General	Total	
2.	Beaver Lake–Beaver Mouth	$72.00	$491.21	$563.21	
5.	Keithley	1,557.89	414.83	1,972.72	
10.	Cariboo	3,830.23	15,850.72	19,680.95	
11.	Williams Lake Cut-off	1,126.43	8,401.44	9,527.87	
15.	Likely	3,142.81	11,128.58	14,271.39	
18.	Chilcotin	5,450.94	23,179.43	28,630.37	
25.	Quesnel Forks	528.22	.....	528.22	
37.	Williams Lake–57-Mile	1,783.41	7,252.99	9,036.40	
70.	Peavine	.....	161.80	161.80	
79R.	Williams Lake Arterial Highway	291.47	288.50	579.97	
302.	Bates	74.96	304.28	379.24	
304.	Bell	.....	198.79	198.79	
306.	Big Creek	183.50	1,038.34	1,221.84	
313.	Bradley Creek	.....	862.34	862.34	
314.	Bridge Lake (north)	673.04	4,154.10	4,827.14	
315.	Buffalo Lake–Horse Lake	47.55	314.28	361.83	
318.	Canim Lake	966.85	6,974.97	7,941.82	
319.	Deka Lake–Canim Lake	1,063.33	3,317.22	4,380.55	
326.	Cooper Creek	.....	430.50	430.50	
332.	Eagle Creek	1,317.22	3,431.56	4,748.78	
334.	Empire Valley	143.00	763.18	906.18	
336.	Exeter–McKinley	171.33	364.69	536.02	
339.	Felker	296.94	4,124.44	4,421.38	
341.	Hamathko	.....	435.60	435.60	
342.	Hanceville–Canoe Creek	708.34	1,081.28	1,789.62	
345.	Horse Lake (north)	.....	431.20	431.20	
346.	Houseman–Buffalo Lake	146.25	134.66	280.91	
351.	Lac la Hache Station	.....	1,499.36	1,499.36	
352.	Lake	127.71	95.85	223.56	
353.	Little Timothy Mountain	144.00	1,161.21	1,305.21	
354.	Lone Butte–Watch Lake	19.27	650.75	670.02	
355.	Lone Butte–Horse Lake	.....	275.03	275.03	
360.	Mission	80.51	583.29	663.80	
366.	Sheridan	.....	375.67	375.67	
370.	Mile 93–Bridge Lake	1,366.59	24,382.50	25,749.09	
371.	Mile 100–Roe Lake	743.56	7,116.66	7,860.22	
375.	Mile 108–Horsefly	45.00	2,637.55	2,682.55	
376.	Mile 111–Mirage Lake	81.00	114.31	195.31	
377.	Mile 111–Spring Lake	72.00	1,417.29	1,489.29	
381.	Mile 156–Williams Lake	.....	467.66	467.66	
383.	Mile 168–Williams Lake	282.42	1,424.15	1,706.57	
386.	North Bonaparte–Bridge Lake	66.45	371.25	437.70	
392.	Redstone–Chezacut	416.00	2,021.92	2,437.92	
405.	Tatlayoko	234.00	1,572.45	1,806.45	
409.	Watson	.....	201.92	201.92	
411.	Alexis Creek–Nazko	.....	409.94	409.94	
417.	Beaver Valley	425.31	632.97	1,058.28	
419.	Horsefly	1,257.31	5,142.78	6,400.09	
421.	Horsefly Lake	.....	813.63	813.63	
422.	Horsefly–Quesnel Lake	37.70	2,214.67	2,252.37	
425.	Upper Horsefly	195.61	405.94	601.55	
436.	Priority Mine	76.76	95.95	172.71	
443.	Canim Lake–Mahood Lake	304.00	679.95	983.95	
448.	Big Lake	.....	305.78	305.78	
452.	Greenlee	251.00	1,657.94	1,908.94	
454.	Horsefly Cut-off	184.89	2,516.60	2,701.49	
455.	Montano Lake	440.52	163.81	604.33	
	Carried forward	$30,427.32	$145,324.29	$175,751.61	$1,661,444.57

CARIBOO DISTRICT (NORTH)—*Continued*

VOTE 237 (*a*)—BRIDGES: MAINTENANCE—*Continued*

Reg. No.			
	Brought forward	$3,920.10	$308,321.64
44.	Hawks	209.43	
82.	Hixon Creek	1,063.69	
90.	Keithley Creek	361.11	
94.	Lynes	620.17	
142.	Nazko	249.24	
97.	Quesnel River	2,780.96	
106.	Slough Creek	676.19	
47.	Springfield	8,810.59	
	Sundry bridges (units under $150)	583.89	
	Total, Vote 237 (*a*)—Bridges: Maintenance		19,275.37

VOTE 237 (*a*)—FERRIES

Alexandria	$1,629.82	
Gravelle	3,266.20	
Macalister	3,187.29	
Soda Creek	3,892.44	
Total, Vote 237 (*a*)—Ferries		11,975.75
Total expenditure, Cariboo District (North)		$339,572.76

SUMMARY OF EXPENDITURES, CARIBOO DISTRICT (NORTH)

District expenditures as detailed above	$339,572.76
Expenditures as per Location Engineer's report (*see* page 167)	23,551.92
Expenditures as per Construction Engineer's report	*Nil*
Expenditures as per Surfacing Engineer's report	*Nil*
Grand total Cariboo District (North)	$363,124.68

CARIBOO DISTRICT (SOUTH)

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1943," SEC. 6 (*a*): BRIDGES

310.	Churn Creek	$5,096.47	
	Total, "B.C. Loan Act, 1943," Sec. 6 (*a*): Bridges		$5,096.47

CAPITAL ACCOUNT—"HIGHWAY DEVELOPMENT ACT," SEC. 5 (*a*): ROADS

318.	Canim Lake and Bridge Lake Road (Project No. 161)	$9,936.12	
370.	Little Fort–Bridge Lake Road (Project No. 29)	4,999.89	
	Total, "Highway Development Act," Sec. 5 (*a*): Roads		14,936.01

VOTE 237 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

		Snow-removal	General	Total	
302.	Bates	$131.60	$54.08	$185.68	
413.	Bear Lake		306.15	306.15	
2.	Beaver Lake–Beaver Mouth	192.89		192.89	
417.	Beaver Valley	502.94	610.48	1,113.42	
306.	Big Creek	823.87	2,030.98	2,854.85	
313.	Bradley Creek	370.00	136.38	506.38	
451.	Big Lake–Tyee Lake	88.30	279.25	367.55	
314.	Buffalo Lake (north)	1,147.86	290.09	1,437.95	
315.	Buffalo Lake–Horse Lake	35.53	449.49	485.02	
318.	Canim Lake	4,233.95	15,735.74	19,969.69	
443.	Canim Lake–Mahood Lake	360.00	458.68	818.68	
10.	Cariboo	10,762.88	15,953.96	26,716.84	
10c.	Cariboo (Williams Lake–Mountain House)	3,417.93	5,040.93	8,458.86	
	Carried forward	$22,067.75	$41,346.21	$63,413.96	$20,032.48

CARIBOO DISTRICT (SOUTH)—*Continued*

VOTE 237 (*a*)—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued*

Reg. No.		Snow-removal	General	Total	
	Brought forward	$22,067.75	$41,346.21	$63,413.96	$20,032.48
18.	Chilcotin	10,459.12	14,968.28	25,427.40	
327.	Cotton		243.12	243.12	
319.	Deka Lake–Canim Lake	1,281.96	3,118.11	4,400.07	
332.	Eagle Creek	1,335.62	1,897.71	3,233.33	
334.	Empire Valley	1,377.00	268.36	1,645.36	
336.	Exeter–McKinley	101.67	118.91	220.58	
339.	Felker	497.16	174.95	672.11	
452.	Greenlee	1,686.06	7,430.97	9,117.03	
341.	Homathko River	486.25	940.19	1,426.44	
342.	Hanceville–Canoe Creek		4,307.02	4,307.02	
419.	Horsefly	2,640.91	11,428.40	14,069.31	
454.	Horsefly Cut-off	337.38	399.27	736.65	
421.	Horsefly Lake	69.62	594.38	664.00	
422.	Horsefly–Quesnel Lake	39.58	1,866.45	1,906.03	
346.	Houseman–Buffalo Creek	168.48	72.82	241.30	
348.	Kelly Lake–Canoe Creek	288.00	380.17	668.17	
349.	Knife Creek	239.89		239.89	
351.	Lac la Hache Station		392.21	392.21	
352.	Lake Road	232.45	289.89	522.34	
15.	Likely	4,045.98	14,017.33	18,063.31	
5.	Likely–Keithley	411.61	104.00	515.61	
25.	Likely–Quesnel Forks	949.55		949.55	
353.	Little Timothy Mountain	437.81	295.35	733.16	
355.	Lone Butte–Horse Lake	155.68	422.48	578.16	
354.	Lone Butte–Watch Lake	759.13	360.36	1,119.49	
357.	Maindley		165.92	165.92	
358.	Meldrum Creek	171.73	5,497.47	5,669.20	
360.	Mission	324.91	239.67	564.58	
370.	Mile 93–Bridge Lake	4,682.07	6,092.60	10,774.67	
371.	Mile 100–Roe Lake	2,856.40	2,838.43	5,694.83	
375.	Mile 108–Horsefly		2,894.49	2,894.49	
376.	Mile 111–Mirage Lake	152.92	417.60	570.52	
377.	Mile 111–Spring Lake	156.46	763.75	920.21	
381.	Mile 156–Williams Lake	343.45	61.88	405.33	
383.	Mile 168–Williams Lake	135.25	1,511.01	1,646.26	
455.	Montano Lake	185.90	331.21	517.11	
386.	North Bonaparte–Bridge Lake	126.43	248.21	374.64	
70.	Peavine Ridge	19.50	388.20	407.70	
390.	Raphael–Mason	203.00	49.35	252.35	
392.	Redstone–Chezacut	390.00	315.40	705.40	
442.	Redstone–Chilko Lake		257.22	257.22	
366.	Sheridan	298.61		298.61	
433.	Taseko Lake		199.93	199.93	
405.	Tatlayoko	646.50	645.56	1,292.06	
407.	Upper Dog Creek	214.25		214.25	
425.	Upper Horsefly	436.37	993.81	1,430.18	
79R.	Williams Lake Arterial Highway	528.57	93.87	622.44	
11.	Williams Lake Cut-off	2,324.01	8,141.09	10,465.10	
37.	Williams Lake–Mile 57	3,376.22	5,152.00	8,528.22	
	Sundry Roads (units under $150)	770.85	979.36	1,750.21	
	Garage		1,982.11	1,982.11	
	Plant and tools		5,044.38	5,044.38	
	Plant Repair and Rental Account (Credit)		*14,948.05*	*14,948.05*	
		$68,412.06	$135,793.41	$204,205.47	
	Total, Vote 237 (*a*)—Roads, Trails, and Streets				204,205.47

VOTE 237 (*a*)—BRIDGES: MAINTENANCE

301.	Alkali Lake	$560.38	
304.	Becker	157.30	
18.	Big Lake	5,972.18	
	Carried forward	$6,689.86	$224,237.95

Snow-removal.—Snow conditions were again severe last winter, and a great deal of sanding was necessary on the hills.

All main roads were kept open, except the Rossland–Cascade section of Southern Trans-Provincial Highway No. 3. Due to snow conditions, this road was closed on December 29th, 1951, and was opened again on May 10th, 1952. The section between Rossland and Sheep Creek was ploughed several times, however.

Castlegar Ferry.—This ferry was kept in good running order and condition, and the usual schedule of twenty-four hours per day maintained throughout the year.

Shop and Garage.—The new shop and garage in Rossland was completed and put into service at the beginning of December, 1951. The new building is 36 by 134 feet and is very well heated and equipped. The yard, 216 by 242 feet, gives ample storage area for material and equipment.

ENGINEERING DISTRICT No. 7 (CARIBOO AND LILLOOET ELECTORAL DISTRICTS)

(Divisional Engineer, C. D. Grigg)

Cariboo (South) Electoral District

Highway Maintenance and Reconstruction.—Maintenance of South Cariboo roads was made very difficult by the extremely dry weather throughout the summer. The Cariboo Highway in particular unravelled, and remained rough throughout the season.

One mile of the Williams Lake Cut-off adjacent to Project No. 242 was reconstructed, giving a new entrance road to Williams Lake.

The Dominion Government undertook to rebuild the Chilcotin Road from Williams Lake to Mile 120, and by fall approximately 50 miles had been put on new grade and alignment and gravelled.

Minor improvements and culvert installations were carried out on the Raphael–Mason Road in the Dog Creek area, with spot gravelling included.

One grade and bad corner was eliminated on the Canim Lake Road. It was noted that improvements of the previous year on the Canim Lake Road greatly assisted in the spring break-up period. Conditions were not as severe as in previous years.

Grade improvements, widening, and gravelling covered the southern end of the Deka Lake–Canim Lake Road.

The Tatton Station and Exeter–McKinley Roads were lifted, widened, and gravelled to accommodate heavy lumber traffic.

The Homathko River Road was blasted around Bluff Lake to give access to settlers at its southern end.

Gravelling commenced during the previous year was completed on the Meldrum Creek Road.

A total of 15.7 miles of the Cariboo Highway between 100-Mile and Lac la Hache was paved with plant-mix asphalt.

Miscellaneous gravelling, culvert replacement, and grading were in progress throughout the season in all parts of the district.

New Construction.—There were 3.7 miles of subgrade completed on the 16 miles of Project No. 242, Williams Lake–170-Mile Road. Clearing and burning of 70 per cent of the right-of-way and installation of the 96-inch culvert at Deep Creek was realized.

Bridges.—Churn Creek Suspension Bridge was redecked, and all trestle-work approaches renewed.

Whitewater Bridge was built over the Taseko River during the winter, connecting the Nemaiah Valley with the Whitewater Trail.

Miscellaneous bridges were repaired and maintained.

CARIBOO DISTRICT (NORTH)—*Continued*

VOTE 255—SNOW-REMOVAL—*Continued*

Reg. No.			
	Brought forward	$49,911.49	$199,892.18
11.	Williams Lake Cut-off	1,547.98	
	Sundry roads	3,137.52	
47R.	Quesnel Arterial	485.30	
	Total, Vote 255—Snow-removal		55,082.29
	Total expenditure, Cariboo District (North)		$254,974.47

SUMMARY OF EXPENDITURES, CARIBOO DISTRICT (NORTH)

District expenditures as detailed above	$254,974.47
Expenditures as per Location Engineer's report	*Nil*
Expenditures as per Construction Engineer's report	*Nil*
Expenditures as per Surfacing Engineer's report	*Nil*
Grand total, Cariboo District (North)	$254,974.47

CARIBOO DISTRICT (SOUTH)

CAPITAL ACCOUNT—"B.C. LOAN ACT, 1943," SEC. 6 (*a*): BRIDGES

310.	Churn Creek	$6,530.60	
	Total, "B.C. Loan Act, 1943," Sec. 6 (*a*): Bridges		$6,530.60

CAPITAL ACCOUNT—"HIGHWAY DEVELOPMENT ACT," SEC. 5 (*a*): ROADS

10c.	New cut-off from Williams Lake north to Mountain House (Project No 242)	$100,000.00	
	Total, "Highway Development Act," Sec. 5 (*a*): Roads		100,000.00

VOTE 254—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

411.	Alexis Creek–Nazko	$285.65	
417.	Beaver Valley	1,035.44	
306.	Big Creek	3,173.42	
313.	Bradley Creek	475.11	
314.	Bridge Lake (north)	1,196.94	
315.	Buffalo Lake–Horse Lake	722.88	
316.	Burgess	394.93	
318.	Canim Lake	12,941.35	
443.	Canim Lake–Mahood Lake	277.50	
10.	Cariboo	21,127.64	
10c.	Cariboo (revision)	207.17	
18.	Chilcotin	16,506.74	
447.	Christensen	1,000.00	
326.	Cooper Creek	209.79	
319.	Deka Lake–Canim Lake	6,990.51	
329.	Dog Creek–Churn Creek	346.47	
332.	Eagle Creek	3,111.65	
334.	Empire Valley	441.00	
336.	Exeter–McKinley	2,989.39	
452.	Greenlee	903.19	
341.	Homathko River	6,241.98	
342.	Hanceville–Canoe Creek	376.76	
419.	Horsefly	2,034.33	
421.	Horsefly Lake	201.88	
422.	Horsefly–Quesnel Lake	1,101.50	
346.	Houseman–Buffalo	971.11	
351.	Lac la Hache Station	259.57	
	Carried forward	$85,523.90	$106,530.60

CARIBOO DISTRICT (SOUTH)—*Continued*

VOTE 254—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued*

Reg. No.			
	Brought forward	$85,523.90	$106,530.60
15.	Likely	3,314.44	
353.	Little Timothy Mountain	1,276.70	
354.	Lone Butte–Watch Lake	836.67	
358.	Meldrum Creek	7,768.82	
360.	Mission	186.79	
370.	Mile 93–Bridge Lake	16,282.40	
371	Mile 100–Roe Lake	3,768.76	
376.	Mile 111–Mirage Lake	547.63	
386.	North Bonaparte–Bridge Lake	198.50	
390.	Raphael–Mason	4,053.66	
403.	Tatton Station	2,718.78	
405.	Tatlayoko	532.32	
425.	Upper Horsefly	908.11	
410.	Wilcox	321.64	
11.	Williams Lake Cut-off	5,457.33	
37.	Williams Lake–57-Mile	3,469.68	
	Acquisition of gravel-pits	2,011.00	
	Outside Parties Account	1,800.91	
	Garage Account	9,622.05	
	Plant Repair and Rental Account (Credit)	*13,031.40*	
	Plant and tools	6,327.91	
	Fire Account	100.85	
79R.	Chilcotin Arterial	469.99	
	Sundry roads (units under $150)	1,780.26	
	Total, Vote 254—Roads, Trails, and Streets		146,247.70

VOTE 254—BRIDGES: MAINTENANCE

407.	Bambrick No. 2	$269.25	
193.	Beaver Valley No. 3	253.61	
438.	Bowser	197.28	
479.	Canoe Creek No. 1	216.79	
310.	Churn Creek Suspension	14,158.89	
430.	Colwell	1,385.94	
494.	Corkscrew	1,107.04	
397.	Faessler	331.83	
329.	Houseman	200.23	
373.	Jesmond	333.13	
141.	Likely	444.52	
362.	Lone Butte	586.09	
501.	Nicol	3,224.80	
47.	Springfield	491.27	
	Under-pass at Mile 171, P.G.E. Railway	192.43	
508.	Whitewater	17,135.39	
	Sundry bridges (units under $150)	720.74	
	Total, Vote 254—Bridges: Maintenance		41,249.23

VOTE 255—SNOW-REMOVAL

302.	Bates	$214.50	
2.	Beaver Lake–Beaver Mouth	252.12	
417.	Beaver Valley	260.40	
306.	Big Creek	857.00	
313.	Bradley Creek	422.95	
314.	Bridge Lake (north)	1,609.17	
315.	Buffalo Lake–Horse Lake	594.06	
318.	Canim Lake	3,881.47	
443.	Canim Lake–Mahood Lake	943.00	
10.	Cariboo	13,449.78	
18.	Chilcotin	11,978.50	
319.	Deka Lake–Canim Lake	2,548.95	
445.	Dempsey Lake	361.00	
332.	Eagle Creek	2,365.66	
338.	Fawn	231.53	
	Carried forward	$39,970.09	$294,027.53

CARIBOO DISTRICT (NORTH)—*Continued*

	Brought forward		$256,469.19
	VOTE 259—BRIDGES: MAINTENANCE		
Reg. No.			
71.	Beavermouth	$595.45	
20.	Cuisson	419.44	
98.	Fraser	2,478.53	
22.	Kersley	769.99	
23.	Quesnel	3,597.18	
65.	Shawning	512.75	
10.	Slough Creek	2,578.78	
62.	West Creek	1,133.35	
	Sundry bridges (units under $350)	2,969.22	
	Total, Vote 259—Bridges: Maintenance		15,054.69
	VOTE 259—FERRIES		
	Gravelle	$5,098.28	
	Macalister	10,301.52	
	Soda Creek	4,778.50	
	Total, Vote 259—Ferries		20,178.30
	VOTE 261—SNOW-REMOVAL		
38.	Barkerville	$15,234.86	
29.	Barkerville–Bear Lake	1,474.58	
2.	Cariboo	15,224.05	
45.	Dragon Lake	376.61	
32.	Fraser	3,211.08	
58.	Quesnel–Blackwater	1,306.44	
60.	Quesnel–Hydraulic	1,546.92	
59.	Quesnel–Nazko	812.14	
13.	Wells Townsite	1,841.84	
18.	West Quesnel streets	448.00	
22.	Western Plywood	628.51	
11.	Williams Lake Cut-off	1,311.55	
	Sundry roads (units under $350)	5,249.05	
	Total, Vote 261—Snow-removal		48,665.63
	Total expenditure, Cariboo District (North)		$340,367.81

SUMMARY OF EXPENDITURES, CARIBOO DISTRICT (NORTH)

District expenditures as detailed above	$340,367.81
Expenditures as per Location Engineer's report (*see* page 182)	4,747.92
Expenditures as per Construction Engineer's report	*Nil*
Expenditures as per Surfacing Engineer's report (*see* page 197)	37,723.11
Grand total, Cariboo District (North)	$382,838.84

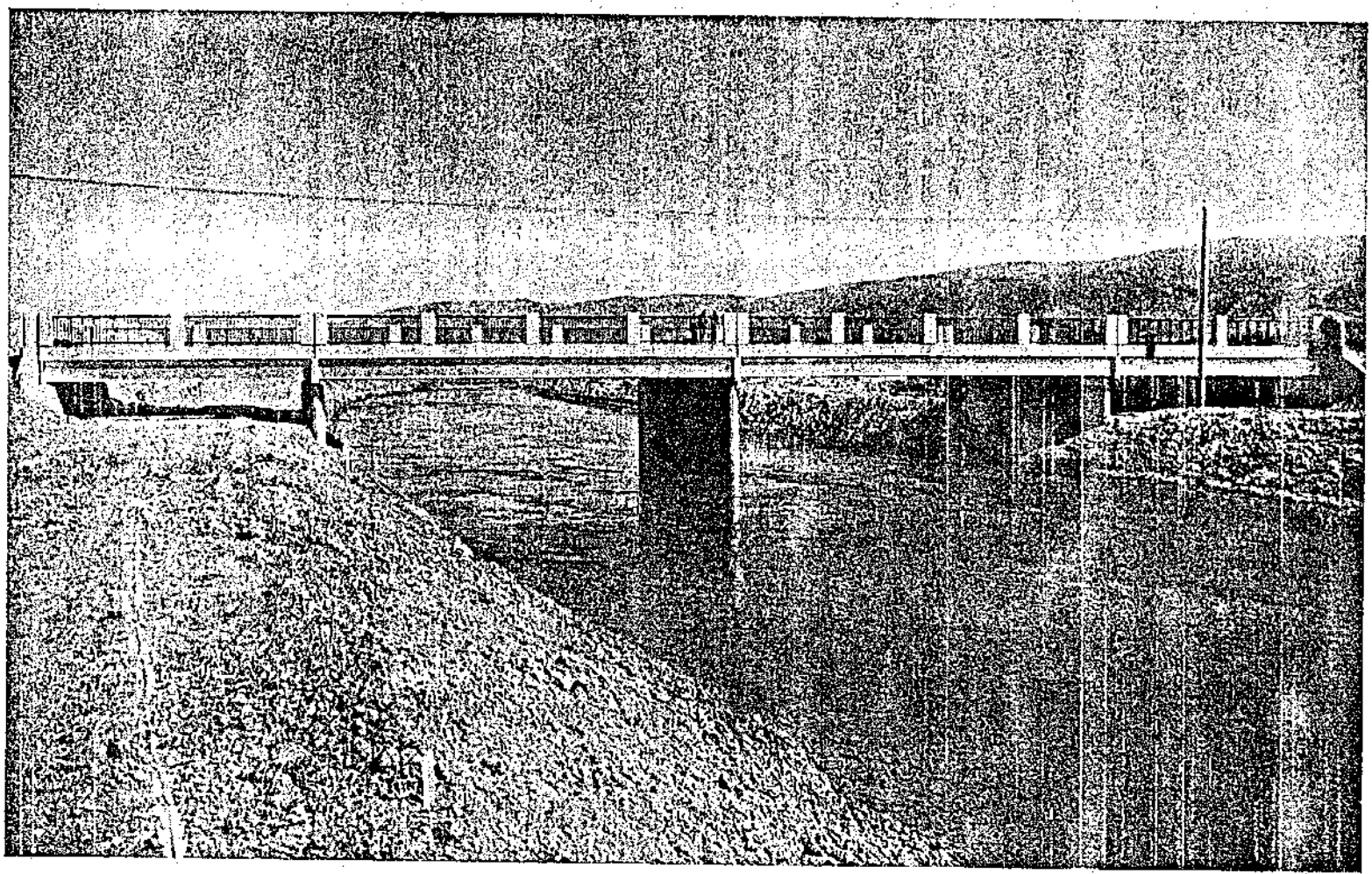
CARIBOO DISTRICT (SOUTH)

CAPITAL ACCOUNT—"REVENUE SURPLUS APPROPRIATION ACT, 1952," SEC. 2 (*e*): SECONDARY ROADS

339.	Felker (Project No. 328)	$3,989.21	
419.	Horsefly (Project No. 328)	19,998.23	
348.	Kelley Lake–Canoe Creek (Project No. 328)	7,000.00	
175.	Antoine Bridge elimination (Project No. 329)	884.51	
7.	Beaver Valley No. 1 Bridge elimination (Project No. 329)	1,020.87	
208.	Beaver Valley No. 2 Bridge elimination (Project No. 329)	959.96	
193.	Beaver Valley No. 3 Bridge elimination (Project No. 329)	956.85	
178.	Beaver Valley No. 4 Bridge elimination (Project No. 329)	959.92	
389.	Beaver Valley No. 5 Bridge elimination (Project No. 329)	964.74	
177.	Beaver Valley No. 6 Bridge elimination (Project No. 329)	930.00	
507.	China Cabins Bridge elimination (Project No. 329)	840.00	
164.	Deep Creek Bridge elimination (Project No. 329)	847.08	
85.	Horsefly Bridge elimination (Project No. 329)	3,123.76	
	Total, "Revenue Surplus Appropriation Act, 1952," Sec. 2 (*e*): Secondary Roads		$42,475.13
	Carried forward		$42,475.13

CARIBOO DISTRICT (SOUTH)—*Continued*

	Brought forward		$42,475.13
	CAPITAL ACCOUNT—"HIGHWAY DEVELOPMENT ACT," SEC. 5 (*a*): ROADS		
REG. NO.			
11.	New cut-off from Williams Lake north to Mountain House (Project No. 242)	$99,926.84	
	Total, "Highway Development Act," Sec. 5 (*a*): Roads		99,926.84
	VOTE 259—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS		
303.	Beaumont	$948.88	
2.	Beaver Lake–Beaver Mouth	848.63	
306.	Big Lake	2,782.08	
313.	Bradley Creek	885.70	
314.	Bridge Lake (north)	1,884.89	
317.	Brunsen Lake	650.40	
315.	Buffalo Lake–Horse Lake	1,966.81	
318.	Canim Lake	9,860.05	
443.	Canim Lake–Mahood Lake	1,751.34	
479.	Canoe Creek No. 1	789.42	
10.	Cariboo	66,676.57	
18.	Chilcotin	33,289.72	
321.	Chilcotin–Meldrum	1,463.17	
319.	Deka Lake–Canim Lake	5,969.41	
332.	Eagle Creek	5,292.69	
334.	Empire Valley	1,755.16	
336.	Exeter–McKinley	946.00	
338.	Fawn	986.45	
452.	Greenlee	1,850.48	
341.	Hamathko	841.00	
342.	Hanceville–Canoe Creek	5,790.63	
343.	Hanceville Cut-off	3,040.42	
419.	Horsefly	2,924.64	
421.	Horsefly Lake	687.11	
346.	Houseman–Buffalo	1,093.11	
351.	Lac la Hache Station	895.04	
15.	Likely	6,665.13	
353.	Little Timothy Mountain	2,290.73	
354.	Lone Butte–Watch Lake	574.59	
370.	Mile 93–Bridge Lake	6,860.02	
375.	Mile 108–Horsefly	650.16	
371.	Mile 100–Roe Lake	4,964.50	
377.	Mile 111–Spring Lake	2,730.21	
381.	Mile 156–Williams Lake	823.87	
360.	Mission	836.62	
386.	North Bonaparte–Bridge Lake	6,873.20	
70.	Peavine	3,564.86	
389.	Pigeons	881.33	
392.	Redstone–Chezacut	1,834.73	
442.	Redstone–Chilco Lake	875.10	
547.	Schoolbus Road	4,777.02	
405.	Tatlayoko	2,694.13	
403.	Tatton Station	1,539.80	
407.	Upper Dog Creek	834.23	
425.	Upper Horsefly	943.63	
410.	Wilcox	1,741.44	
11.	Williams Lake Cut-off	8,454.05	
37.	Williams Lake–57-Mile	9,771.99	
440.	Wilson Lake	584.95	
79R.	Williams Lake Arterial	350.95	
	Acquisition of gravel-pits	4,463.10	
	Outside Parties Account	*1,247.91* (Credit)	
	Garage Account	13,402.72	
	Plant Repair and Rental Account	4,504.65	
	Plant and tools	3,905.60	
	Sundry roads (units under $350)	4,158.49	
	Total, Vote 259—Roads, Trails, and Streets		257,173.69
	Carried forward		$399,575.66



Eckhardt Avenue Bridge over Okanagan River, Penticton.

Rossland-Trail District

Construction and Reconstruction. — Five and one-quarter miles of new road was constructed, linking the Robson–Syringa Creek Road with the Deer Park area on the Lower Arrow Lake. Construction of this road involved considerable rock work and was carried out by day-labour and hired equipment. Gravelling is proceeding.

Widening of the Schofield Highway, which commenced last year below the Webster School in the vicinity of Annable, was completed in August.

Further widening and improvements were undertaken and completed at the Trail City boundary, where a galvanized-metal bin-wall was erected.

Considerable improvements were carried out on the Warfield Village streets as portion of the work promised to the village by the Department at the time of incorporation.

Minor projects undertaken throughout the year were as follows: Head-wall and end-wall for the Trail Creek culvert; installation of a multi-plate pipe arch at Berry Creek on the Robson–Syringa Creek Road; Bloomer Creek drainage project at Castlegar, carried out under Aid to Municipalities Vote; erection of 2,000 feet of guard-rail on the Rossland–Trail Highway.

No roads were paved in this district during the year.

Maintenance.—All roads were maintained during the year, and considerable gravelling was done on the following: Trail–Waneta Road, 5½ miles; Montrose Subdivision roads, 1 mile; Fruitvale side-roads, 1 mile.

Oiling.—Four miles on the Robson–Syringa Creek Road were oiled with Bunker "C" fuel-oil. Eight miles of the Trail–Waneta Road were treated with special primer. One mile on the Fruitvale–Columbia Gardens Road was treated with special primer.

Castlegar Ferry.—The Castlegar Ferry was maintained and continued to give good service throughout the year. Repairs to the chimney and floor of the ferry-house were carried out, and the exterior of the building was repainted.

Bridges.—All bridges were maintained and some were repainted. Mud-sills were renewed on the Murphy Creek Bridge.

New bridges built were as follows: Across Beaver Creek at Fruitvale, across Beaver Creek on the Marsh Creek Road, across Trail Creek at Annable, and across Tulip Creek on the Deer Park New Road.

Snow-removal.—Snow conditions were normal. All roads were kept snow-ploughed, and considerable sanding was done on the hills.

The Rossland–Cascade section of the Southern Trans-Provincial Highway was kept open throughout the winter.

Shop and Garage.—Water-heater and tanks were installed.

ENGINEERING DISTRICT No. 7 (CARIBOO AND LILLOOET ELECTORAL DISTRICTS)

(Divisional Engineer, C. D. Grigg)

Cariboo (South) District

Maintenance and Reconstruction.—Realignment and grade improvements with gravelling were carried out on Horsefly, Canim Lake, Bridge Lake, Roe Lake, Williams Lake Cut-off, Whiskey Creek, and Chilcotin Roads. Minor improvements were incorporated into general maintenance on other roads.

Work on all roads was seriously hampered by an extended period of wet weather in June, which required some equipment working on road improvement to be diverted to general maintenance and correction.

Weigh-scale platforms were constructed at Williams Lake, Lac la Hache, and 100 Mile House in order to control axle loadings which, due to the increased lumber produc-

tion in the area, have been sufficiently high as to cause serious damage to almost every road in the district.

This increase in heavy traffic volume continued to complicate the maintenance and minor improvement problems and to greatly decrease the safety factor on all roads.

New Construction.—An additional 5.5 miles of subgrade was built on the Williams Lake–Mile 170 Road, and 6.6 miles were gravelled. The project is approximately 80 per cent completed.

Reconstruction.—The Chilcotin Road was connected to the Bella Coola Road by constructing 2.5 miles of new road to by-pass the Indian village at Anahim.

Nine and one-half miles of roads were reconstructed and gravelled in the Williams Lake area, and 5.5 miles were reconstructed and gravelled in the Lone Butte area.

On the Cariboo Highway, 8.09 miles of reconstruction was completed from Mile 126 to Mile 134. Approximately 3 miles remained to be completed on the section between Mile 134 and Mile 150.

Bridges.—Stiffening-trusses on the Chilcotin and Churn Creek Suspension Bridges over the Fraser River were tightened and painted.

Big Creek No. 1, Black Creek, Johnson, and Shertinlib Bridges were completely rebuilt. Thirteen other bridges received major repairs.

Eighteen bridges were replaced by culvert and fill.

Snow-removal.—The snowfall varied from 55 inches at Alexis Creek to 79 inches at Lone Butte, with an average of 65 inches for the district. A total of 1,070 miles of road was kept open by plough.

Sand and Gravel.—A total of 96,554 cubic yards of gravel and 1,449 cubic yards of sand were hauled from sixty-three pits throughout the district.

Cariboo (North) District

Maintenance.—Maintenance and minor betterments were carried out as well as available funds would permit. More grading has been possible in the past two years than formerly because of the addition of a new grader, though much grader time has been required for construction. Considerable attention was given to culvert installation and general drainage on the main roads.

As with last year, a fairly heavy gravelling programme was undertaken, but devoted mostly to the main highways.

Including projects, reconstruction and improvements were carried out on 107 miles of roads, 90 miles being on main highways. This mileage includes reconstruction and (or) gravelling, the following being regarded as main highways: Cariboo Highway and Fraser, Barkerville, Quesnel–Nazko, Quesnel–Blackwater, and Quesnel–Hydraulic Roads. During the calendar year 1953 the amount of gravel applied to the roads in the district was 76,000 cubic yards of pit-run and 28,000 cubic yards of crushed (¾-inch).

Projects.—On the Cariboo Highway, approximately 25 miles of last year's reconstruction gravelled for pulvi-mix, using gravel from crusher or pit-run gravel crushed on the road with an Athey breaker. Five miles were reconstructed to standard width for future pulvi-mix. Several more miles were improved and gravelled to a lesser standard.

On the Fraser Road, 2.7 miles were reconstructed to 26-foot width, 0.5 mile widened, and a total of 4.5 miles gravelled.

Major improvements were also carried out on Barkerville, Quesnel–Nazko, and Quesnel–Blackwater Roads.

Paving.—A total of 25.2 miles on the Cariboo Highway were pulvi-mixed in several sections between Macalister and Quesnel.

Bridges.—A new 68-foot King-truss span with approaches was built at Nazko. Throughout the district, six other small bridges were built and five bridges were eliminated by culvert and fill. Sidewalks were constructed on the Quesnel and Canyon Creek

CARIBOO DISTRICT (NORTH)—*Continued*

	Brought forward		$360,470.64

VOTE 298—SNOW-REMOVAL

Req. No.			
38.	Barkerville	$15,695.19	
2.	Cariboo	16,359.92	
32.	Fraser	3,541.79	
22.	Western Plywood	512.33	
58.	Quesnel–Blackwater	490.49	
60.	Quesnel–Hydraulic	1,303.89	
59.	Quesnel–Nazko	1,256.96	
13.	Wells Townsite	1,144.82	
11.	Williams Lake Cut-off	1,261.00	
	Sundry roads (units under $350)	4,667.74	
	Total, Vote 298—Snow-removal		46,234.13
	Total expenditure, Cariboo District (North)		$406,704.77

SUMMARY OF EXPENDITURES, CARIBOO DISTRICT (NORTH)

District expenditures as detailed	$406,704.77
Expenditures as per Location Engineer's report (*see* page 180)	36,689.11
Expenditures as per Construction Engineer's report (*see* page 185)	201.75
Expenditures as per Surfacing Engineer's report (*see* page 196)	122,377.68
Grand total, Cariboo District (North)	$565,973.31

CARIBOO DISTRICT (SOUTH)

CAPITAL EXPENDITURES: VOTE 316 (*b*)—GENERAL HIGHWAYS, ROADS

550.	Cariboo Highway–Williams Lake North (Project No. 242)	$115,000.00	
419.	Horsefly (Project No. 445)	10,503.98	
201.	Lone Butte Village streets (Project No. 445)	1,088.41	
370.	Mile 93–Bridge Lake (Project No. 445)	5,358.95	
371.	Mile 100–Roe Lake (Project No. 445)	8,048.66	
	Total, Vote 316 (*b*)—General Highways, Roads		$140,000.00

VOTE 296—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

411.	Alexis Creek–Nazko	$2,345.71	
2.	Beaver Lake–Beaver Mouth	494.10	
417.	Beaver Valley	806.63	
306.	Big Creek	1,922.71	
313.	Bradley Creek	1,088.27	
314.	Bridge Lake North	1,073.19	
315.	Buffalo Lake–Horse Lake	1,101.57	
318.	Canim Lake	11,021.66	
443.	Canim Lake–Mahood Lake	1,636.96	
10.	Cariboo	19,258.52	
18.	Chilcotin	29,811.20	
327.	Cottons	472.19	
319.	Deka Lake–Canim Lake	3,858.43	
332.	Eagle Creek	4,049.41	
336.	Exeter–McKinley	940.34	
339.	Felker	758.65	
452.	Greenlee	890.86	
450.	Grossett	1,288.95	
341.	Hamathko River	413.26	
342.	Hanceville–Canoe Creek	406.50	
419.	Horsefly	8,682.21	
421.	Horsefly Lake	1,130.07	
346.	Houseman–Buffalo	479.81	
438.	Johnston	643.24	
349.	Knife Creek	3,407.63	
	Carried forward	$97,982.07	$140,000.00

CARIBOO DISTRICT (SOUTH)—*Continued*

VOTE 296—MAINTENANCE AND MINOR BETTERMENTS:
ROADS, TRAILS, AND STREETS—*Continued*

Reg. No.			
	Brought forward	$97,982.07	$140,000.00
351.	Lac la Hache Station	1,430.58	
352.	Lake	1,655.54	
15.	Likely	6,270.50	
353.	Little Timothy Mountain	2,155.69	
355.	Lone Butte–Horse Lake	782.02	
354.	Lone Butte–Watch Lake	1,100.43	
201.	Lone Butte Village streets	375.26	
370.	Mile 93–Bridge Lake	15,733.53	
371.	Mile 100–Roe Lake	5,208.92	
375.	Mile 108–Horsefly	2,634.58	
376.	Mile 111–Mirage Lake	412.97	
377.	Mile 111–Spring Lake	1,432.73	
360.	Mission	591.53	
455.	Montano Lake	1,299.04	
386.	North Bonaparte–Bridge Lake	1,229.49	
70.	Peavine	479.75	
389.	Pigeons	1,421.61	
390.	Raphael	1,112.49	
392.	Redstone–Chezacut	8,019.81	
547.	Schoolbus Road	598.19	
405.	Tatlayoko	1,310.75	
403.	Tatton Station	505.73	
425.	Upper Horsefly	714.60	
11.	Williams Lake Cut-off	10,915.45	
37.	Williams Lake–57-Mile	3,606.93	
550.	Williams Lake–Mile 170	857.55	
164.	Dog Creek Bridge elimination	391.12	
319.	Dog Creek No. 1 Bridge elimination	444.82	
320.	Dog Creek No. 2 Bridge elimination	675.66	
509.	English Bridge elimination	688.84	
323.	Fawn Creek Bridge elimination	1,246.99	
458.	Kitsner Bridge elimination	2,105.98	
405.	Quitsine Bridge elimination	507.00	
381.	Siwash No. 1 Bridge elimination	371.99	
516.	Womack Bridge elimination	584.95	
190R.	Railway Avenue Arterial	3,596.46	
79R.	Williams Lake Arterial	569.05	
	Garage Account	6,341.18	
	Plant and tools	3,679.04	
	Plant Repair and Rental Account (Credit)	*6,845.48*	
	Sundry roads (units under $350)	7,401.93	
	Total, Vote 296—Roads, Trails, and Streets		191,597.27

VOTE 296—BRIDGES: MAINTENANCE

402.	Bambrick No. 1	$361.55	
302.	Big Creek No. 1	7,813.13	
303.	Big Creek No. 2	674.11	
467.	Black Creek	356.49	
340.	Chilcotin Suspension	916.49	
310.	Churn Creek Suspension	1,282.07	
367.	Hanceville	2,677.60	
85.	Horsefly	4,506.73	
420.	Johnston	1,918.58	
39.	Jones Creek	376.52	
459.	Kleena Kleene	1,969.48	
468.	Shertenlib	2,033.95	
338.	Vedan	595.22	
	Sundry bridges (units under $350)	3,284.69	
	Total, Vote 296—Bridges: Maintenance		28,766.61
	Carried forward		$360,363.88

SURFACING ENGINEER

CARIBOO DISTRICT (SOUTH)

Capital Expenditure: Vote 316 (d)—Hard-surfacing

REG. No.			
10.	Cariboo Highway, Mile 127.0–Mile 135.1	$131,827.67	
10.	Cariboo Highway, district boundary north to 100 Mile House	4,593.75	
10.	Cariboo Highway, Lac la Hache northerly	89,849.36	
11.	Williams Lake–Chilcotin Cabins	16,754.23	
190R.	Chilcotin Arterial, Yorston Street–Williams Lake boundary	3,332.51	
18.	Chilcotin Road, Williams Lake boundary to bridge	9,618.47	
10.	Cariboo Highway, Williams Lake northerly	45,335.44	
	Total, Vote 316 (*d*)—Hard-surfacing		$301,311.43

Capital Expenditure—"Highway Development Act," Sec. 5 (b): Hard-surfacing of Highways

10.	Cariboo Highway, district boundary north to 100 Mile House	$53,066.76	
	Total, "Highway Development Act," Sec. 5 (*b*): Hard-surfacing of Highways		53,066.76
	Total expenditure, Cariboo District (South)		$354,378.19

CARIBOO DISTRICT (NORTH)

Capital Expenditure: Vote 316 (d)—Hard-surfacing

10.	Cariboo Highway, Quesnel southerly	$122,377.68	
	Total, Vote 316 (*d*)—Hard-surfacing		$122,377.68
	Total expenditure, Cariboo District (North)		122,377.68

CHILLIWACK DISTRICT

Capital Expenditure: Vote 316 (a)—Trans-Canada Highway, Paving

	Trans-Canada Highway, Twin Bridge and Cheam, Mile 144.95–Mile 145.31, Mile 147.3–Mile 148.21	$22,359.15	
6R.	Trans-Canada Highway, Delair Road–Marshall Creek Bridge, Mile 113.85–Mile 114.85	21,442.82	
	Trans-Canada Highway, Sumas River–Sumas Canal, Mile 118.17–Mile 123.33	46,357.51	
	Total, Vote 316 (*a*)—Trans-Canada Highway, Paving		$90,159.48
	Total expenditure, Chilliwack District		90,159.48

COMOX DISTRICT

Capital Expenditure: Vote 316 (d)—Hard-surfacing

	Campbell River Arterial (survey)	$1,365.74	
	Total, Vote 316 (*d*)—Hard-surfacing		$1,365.74
	Total expenditure, Comox District		1,365.74

COWICHAN-NEWCASTLE DISTRICT

Capital Expenditure: Vote 316 (a)—Trans-Canada Highway, Paving

	Trans-Canada Highway, Ladysmith Arterial (survey)	$802.63	
	Total, Vote 316 (*a*)—Trans-Canada Highway, Paving		$802.63
	Total expenditure, Cowichan-Newcastle District		$802.63
	Carried forward		$569,083.72

Snow-removal.—Snow conditions were normal. All roads were kept snow-ploughed, and considerable sanding was done on the hills.

Shop and Garage.—Two new bays were added to the equipment-shed at Rossland.

ENGINEERING DISTRICT No. 7 (CARIBOO AND LILLOOET ELECTORAL DISTRICTS)

Cariboo District (South)

Highway Maintenance and Reconstruction.—Improvements to grade and alignment were carried out on the Horsefly, Likely, Forest Grove, Williams Lake, and Chilcotin Roads. Minor improvements, including gravelling, ditching, installation of culverts, and widening, were incorporated into general maintenance of other roads.

Work was again slowed by wet weather which continued periodically throughout the summer, and maintenance gravelling and grading were cancelled out on most local roads by heavy lumber traffic.

New Construction.—The final 2.85 miles of subgrade was completed and 9.34 miles were gravelled, to complete the new road link from Williams Lake to the old Cariboo Highway at 170 Mile House.

Reconstruction.—A diversion 1,600 feet long was constructed on the Greenlees Road to avoid a dangerous grade on the hill near the south end of Canim Lake. On the Lake Road along the south shore of Williams Lake, 2.4 miles were widened and gravelled. Two miles of the Tatton Station Road were reconstructed and gravelled. Approximately 500 feet of sharp corners were improved on the Chilcotin Road. A new entrance, 1,600 feet long, was constructed to the Lone Butte Road at the Cariboo Highway.

Extensive gravelling renewal was carried out on the Horsefly, Likely, Chilcotin, Timothy Lake, Exeter Station, Meadow Lake, and Alkali Lake Roads, and spot-gravelling, culvert installation, and drainage improvement were effected on a number of other roads.

Bridges.—Four bridges were completely reconstructed, two were replaced by culvert and fill, and five others received major repairs.

Snow-removal.—The snowfall varied from 111 inches at Likely to 47 inches at Williams Lake, with an average of 78 inches for the district, an increase of 13 inches over last year.

The total cost of snow-removal was up 0.9 per cent from the previous year and the cost per mile was up 19 per cent. A total of 1,041 miles of road was kept open.

Sand and Gravel.—A total of 133,306 cubic yards of gravel and 1,108 cubic yards of sand were hauled from thirty-six pits throughout the district.

Cariboo District (North)

Roads.—Maintenance and minor betterments were carried out as well as available funds would permit, though all work was greatly handicapped by inclement weather and some jobs had to be discontinued. The Quesnel–Nazko Road was the most affected by adverse weather conditions, but, even so, approximately fifty culverts were installed on this road. Considerable improvement work was done on the Barkerville Road, with district vote funds.

The residents of both the Blackwater and Nazko areas endeavoured to improve their roads with funds allocated from district funds but were not very successful because of conditions. It is expected the improvement work done by them will show up better when weather returns to normal.

A fairly extensive gravelling and drainage programme was carried out generally throughout the district. Including projects, the amount of gravel (pit-run and crushed) applied to the roads was approximately 85,000 cubic yards.

CARIBOO DISTRICT (NORTH)—*Continued*

	Brought forward		$332,065.53

VOTE 300—SNOW-REMOVAL

Reg. No.			
38.	Barkerville	$19,682.46	
29.	Barkerville–Bear Lake	1,587.88	
19.	Beaver Lake	360.53	
2.	Cariboo	23,046.53	
159.	Colebank	366.83	
32.	Fraser	4,403.96	
200.	Lavington	540.55	
3.	Olson	530.93	
58.	Quesnel–Blackwater	2,209.11	
60.	Quesnel–Hydraulic	2,619.98	
59.	Quesnel–Nazko	3,388.76	
248.	Soda Creek–Macalister	663.67	
98.	Tibbles	432.99	
13.	Wells Townsite	1,628.80	
18.	West Quesnel streets	553.51	
22.	Western Plywood	622.78	
11.	Williams Lake Cut-off	600.48	
	Sundry roads (units under $350)	7,608.33	
	Total, Vote 300—Snow-removal		70,848.08
	Total expenditure, Cariboo District (North)		$402,913.61

SUMMARY OF EXPENDITURES, CARIBOO DISTRICT (NORTH)

District expenditures as detailed	$402,913.61
Expenditures as per Location Engineer's report (*see* page 189)	36,424.08
Expenditures as per Construction Engineer's report (*see* page 195)	636,763.02
Expenditures as per Surfacing Engineer's report (*see* page 205)	158,688.34
Grand total, Cariboo District (North)	$1,234,789.05

CARIBOO DISTRICT (SOUTH)

CAPITAL EXPENDITURES: VOTE 320 (*b*)—GENERAL HIGHWAYS, ROADS

550.	Cariboo Highway, Williams Lake north (Project No. 242)	$95,920.03	
15.	Likely, widen sections (Project No. 514)	5,000.00	
	Total, Vote 320 (*b*)—General Highways, Roads		$100,920.03

VOTE 298—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

418.	Beaver Valley	$2,139.42	
306.	Big Creek	4,145.22	
451.	Big Lake–Tyee Lake	508.05	
313.	Bradley Creek	859.81	
314.	Bridge Lake North	2,684.69	
315.	Buffalo Lake–Horse Lake	2,312.87	
318.	Canim Lake	8,094.03	
443.	Canim Lake–Mahood Lake	3,991.87	
10.	Cariboo	15,306.81	
18.	Chilcotin	31,859.37	
321.	Chilcotin–Meldrum	528.30	
313.	Cotton	507.73	
319.	Deka Lake–Canim Lake	10,838.53	
551.	Eagan Lake	863.79	
332.	Eagle Creek	9,000.63	
554.	Exeter Station	2,380.47	
338.	Fawn	421.94	
339.	Felker	772.59	
	Carried forward	$97,216.12	$100,920.03

Snow-ploughing and sanding were normal, although a cold winter was experienced. Marine Drive stood up very well.

REGION No. 2

(Cariboo (South), Kamloops, Lillooet, North Okanagan, Revelstoke, Salmon Arm, Similkameen, South Okanagan, and Yale Electoral Districts)

D. R. McLeod, Regional Highway Engineer, Kamloops

CARIBOO (SOUTH) DISTRICT

Roads

Maintenance and Reconstruction.—Major improvements to grade, alignment, surface, and drainage were carried out on the Horsefly, Eagle Creek, Dog Creek, Beaver Valley, 100 Mile–Roe Lake, and Chilcotin Roads.

Approximately 4 miles of the Tatlayoko Road and 2 miles of the Alexis Lake Road were relocated. Almost 1 mile of the Chilcotin Road was raised an average of 4 feet at two sections, Mile 156 and Mile 163, to avert flooding by the Kleena Kleene River.

Most extensive reconstruction work was carried out between Bell Creek and Gravel Creek on the Horsefly Road, between Forest Grove and Bradley Creek on the Eagle Creek Road, between the airport and Dog Creek on the Dog Creek Road, and for 3 miles north of Bridge Creek on the 100 Mile–Roe Lake Road.

Work was again hampered by a wet season, with dirt-moving confined mostly to the months of August and September. Maintenance grading and gravelling operations were complicated by recurring rains and heavy lumber traffic.

Snow-removal.—The snowfall varied from 129 inches at Likely to 62 inches at Alexis Creek, with an average of 104 inches for the district, an increase of 25 inches over the previous year.

The total cost of snow-removal was up 58 per cent from the previous year and cost per mile up 38 per cent.

A total of 1,186 miles were kept open.

Sand and Gravel

A total of 93,979 cubic yards of gravel and 2,203 cubic yards of sand were hauled from forty-three pits throughout the district.

Bridges

Major repairs were carried out on nine bridges in the district, and one replacement and one new construction were started.

KAMLOOPS DISTRICT

General Maintenance of Roads

Trans-Canada Highway.—The Trans-Canada Highway east from Kamloops to Monte Creek Junction has been well maintained; burning of weeds, spraying, and shoulder maintenance has kept the road in good repair. Some patching has had to be done at Monte Creek due to frost-boils, one patch due to leakage of an irrigation crossing at the Bostock Ranch, and a few minor mud-slides, due to irrigation leakage also where highway is in cut.

On the Trans-Canada Highway west, considerable patching has been necessary west of Cornwall Lodge and from Lemonade Flats to Cache Creek, and also from Ashcroft Manor to Mantell. Ditches have had to be cleaned out on several occasions due to rock-slides in the cuts along Kamloops Lake and the section from Mantell to Spences Bridge.

CARIBOO DISTRICT (SOUTH)—*Continued*

	Brought forward		$94,288.53

VOTE 309—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

Reg. No.			
411.	Alexis Creek–Nazko	$1,922.89	
417.	Beaver Valley	1,993.62	
341.	Bluff Lake	1,413.48	
306.	Big Creek	582.68	
305.	Big Creek–Robertson	523.80	
309.	Biss	358.56	
314.	Bridge Lake (north)	2,015.92	
313.	Bradley Creek	916.76	
315.	Buffalo Lake–Horse Lake	3,212.73	
318.	Canim Lake	10,239.12	
443.	Canim Lake–Mahood Lake	952.23	
10.	Cariboo	18,355.22	
18.	Chilcotin	36,960.08	
321.	Chilcotin–Meldrum	605.96	
326.	Coopers Creek	1,043.00	
319.	Deka Lake–Canim Lake	9,015.57	
551.	Eagan Lake	840.74	
332.	Eagle Creek	15,604.52	
334.	Empire Valley	363.00	
554.	Exeter Station	360.06	
339.	Felker	958.48	
452.	Greenlee	532.30	
419.	Horsefly	9,803.64	
421.	Horsefly Lake	1,081.48	
346.	Houseman–Buffalo	709.18	
348.	Kelly Lake–Canoe Creek	415.45	
349.	Knife Creek	1,278.38	
15.	Likely	7,774.76	
353.	Little Timothy Mountain	4,249.66	
355.	Lone Butte–Horse Lake	726.31	
370.	Mile 93–Bridge Lake	9,739.10	
371.	Mile 100—Roe Lake	3,719.02	
375.	Mile 108–Horsefly	4,098.25	
377.	Mile 111–Spring Lake	851.10	
360.	Mission	363.03	
455.	Montano Lake	960.77	
386.	North Bonaparte–Bridge Lake	877.34	
70.	Peavine	917.15	
405.	Tatlayoko	6,249.27	
403.	Tatton Station	780.83	
425.	Upper Horsefly	1,075.22	
11.	Williams Lake Cut-off	3,588.42	
37.	Williams Lake–Mile 57	9,422.37	
550.	Williams Lake–Mile 170	7,468.23	
440.	Wilson Lake	385.27	
	Garage Account	1,305.18	
	Plant and tools	11,040.25	
	Plant Repair and Rental Account (Credit)	*4,020.77*	
	Unissued Stores Account	7,101.42	
	Sundry roads (units under $350)	5,642.24	
	Total, Vote 309—Roads, Trails, and Streets		206,373.28

VOTE 309—BRIDGES: MAINTENANCE

407.	Bambrick No. 2	$4,619.28	
303.	Big Creek No. 2	1,021.90	
340.	Chilcotin Suspension	1,563.76	
311.	Churn Creek	1,121.12	
358.	Jim Creek	754.57	
461.	McClinchie	1,130.13	
418.	Red Creek	661.75	
415.	Swift Creek No. 1	675.72	
	Carried forward	$11,548.23	$300,661.81

REGION No. 1—SKEENA DISTRICT (WEST)—*Continued*

CAPITAL EXPENDITURE: VOTE 343 (*b*)—GENERAL HIGHWAYS, BRIDGE ELIMINATION

Reg. No.			
159.	Brauns Island (Project No. 739)	$2,108.64	
	Total, Vote 343 (*b*)—General Highways, Bridge Elimination		$2,108.64

VOTE 207—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

105.	Cedar River	$3,250.84	
157.	Egan	771.74	
43.	Kalum Lake	4,920.62	
52.	Lakelse Lake	6,684.54	
4.	North Terrace streets	5,485.53	
7.	Old Remo	4,151.71	
173.	Skeena City–Terrace (Northern Trans-Provincial Highway)	72,544.86	
9.	South Terrace streets	3,866.78	
167.	Terrace Airport	1,990.22	
102.	Terrace–Pacific (Northern Trans-Provincial Highway)	40,382.56	
	Preparation for paving, Northern Trans-provincial Highway	27,000.00	
	Scott and Eby Road—culverts and ditching	957.44	
	Plant and tools	17,735.81	
	Sundry roads (units under $350)	851.53	
	Total, Vote 207—Roads, Trails, and Streets		190,594.18

VOTE 207—CLASSIFIED HIGHWAYS

67B.	Kalum Street	$4,000.00	
	Total, Vote 207—Classified Highways		4,000.00

VOTE 207—BRIDGES: MAINTENANCE

366.	Antigonish	$1,149.09	
362.	Basalt	1,214.46	
161.	Copper River Slough	8,150.96	
168.	Copper River Suspension	893.08	
339.	Esker	1,157.29	
368.	Inver	2,517.13	
330.	Kalum River	6,062.99	
347.	Kasiks River	4,039.14	
359.	Log Creek	2,548.38	
337.	Shames	3,364.14	
90.	Spring Creek	375.51	
335.	Talus	4,623.14	
135.	Terrace	1,244.17	
331.	Zimacord	845.52	
	Sundry bridges (units under $350)	1,558.59	
	Total, Vote 207—Bridges: Maintenance		39,743.59

VOTE 209—SNOW-REMOVAL

105.	Cedar River	$1,628.79	
43.	Kalum Lake	4,878.46	
52.	Lakelse Lake	5,749.68	
4.	North Terrace streets	6,049.92	
7.	Remo	712.09	
173.	Skeena City–Terrace (Northern Trans-Provincial Highway)	51,252.07	
9.	South Terrace streets	3,958.15	
167.	Terrace Airport	1,368.64	
102.	Terrace–Pacific (Northern Trans-Provincial Highway)	24,185.89	
86.	Usk streets	1,920.00	
	Sundry roads (units under $350)	246.54	
	Total, Vote 209—Snow-removal		101,950.23
	Total expenditure, Skeena District (West)		$410,969.14

REGION No. 1—SKEENA DISTRICT (WEST)—*Continued*

SUMMARY OF EXPENDITURES, SKEENA DISTRICT (WEST)

District expenditures as detailed	$410,969.14
Expenditures as per Location Engineer's report (*see* page 207)	25,493.90
Expenditures as per Right-of-way Agent's report	*Nil*
Expenditures as per Bridge Engineer's report (*see* page 220)	120,703.66
Expenditures as per Construction Engineer's report (*see* page 228)	846,417.58
Expenditures as per Surfacing Engineer's report (*see* page 237)	286,289.30
Grand total, Skeena District (West)	$1,689,873.58

VANCOUVER-POINT GREY DISTRICT

CAPITAL EXPENDITURE: VOTE 343 (*b*)—GENERAL HIGHWAYS, ROADS

Reg. No.			
3.	Marine Drive—curb and gutter at West Mall and pave parking area (Project No. 702)	$7,963.20	
	Total, Vote 343 (*b*)—General Highways, Roads		$7,963.20

VOTE 207—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

	Buckingham Avenue	$907.76	
	Camosun Street	117.73	
	Imperial Street	3,262.53	
3.	Marine Drive	15,380.32	
	University and Chancellor Boulevards	19,026.77	
	Plant and tools	90.50	
	Total, Vote 207—Roads, Trails, and Streets		38,785.61

VOTE 209—SNOW-REMOVAL

	Buckingham Avenue	$260.11	
	Imperial Street	733.49	
3.	Marine Drive	1,358.26	
	Total, Vote 209—Snow-removal		2,351.86
	Total expenditure, Vancouver-Point Grey District		$49,100.67

SUMMARY OF EXPENDITURES, VANCOUVER-POINT GREY DISTRICT

District expenditures as detailed	$49,100.67
Expenditures as per Location Engineer's report	*Nil*
Expenditures as per Right-of-way Agent's report	*Nil*
Expenditures as per Bridge Engineer's report	*Nil*
Expenditures as per Construction Engineer's report	*Nil*
Expenditures as per Surfacing Engineer's report	*Nil*
Grand total, Vancouver-Point Grey District	$49,100.67

REGION No. 2

CARIBOO DISTRICT (SOUTH)

CAPITAL EXPENDITURE: VOTE 343 (*b*)—GENERAL HIGHWAYS, ROADS

417.	Beaver Valley (Project No. 730)	$6,000.00
306.	Big Creek (Project No. 730)	4,015.80
341.	Bluff Lake (Project No. 730)	3,000.00
314.	Bridge Lake (north) (Project No. 730)	5,000.00
318.	Canim Lake (Project No. 730)	12,010.00
18.	Chilcotin (Project No. 730)	14,000.00
452.	Greenlee (Project No. 730)	4,000.00

REGION No. 2—CARIBOO DISTRICT (SOUTH)—*Continued*

VOTE 343 (*b*)—GENERAL HIGHWAYS, ROADS—*Continued*

REG. NO.			
419.	Horsefly (Project No. 730)	$47,491.86	
353.	Little Timothy Mountain (Project No. 730)	7,000.00	
370.	Mile 93–Bridge Lake (Project No. 730)	7,000.00	
371.	Mile 100–Roe Lake (Project No. 730)	8,000.00	
392.	Redstone–Chezacut (Project No. 730)	4,000.00	
425.	Upper Horsefly (Project No. 730)	7,000.00	
37.	Williams Lake–Mile 57 (Project No. 730)	4,000.00	
	Total, Vote 343 (*b*)—General Highways, Roads		$132,517.66

CAPITAL EXPENDITURE: VOTE 343 (*c*)—BRIDGES

367.	Hanceville (Project No. 233)	$31,567.01	
	Total, Vote 343 (*c*)—Bridges		31,567.01

VOTE 207—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS

411.	Alexis Creek–Nazko	$9,883.77
413.	Bear Creek	1,266.92
417.	Beaver Valley	9,092.37
306.	Big Creek	701.48
305.	Big Creek–Robertson	1,913.45
308.	Bishop Meadow	442.35
427.	Bissett	1,401.42
341.	Bluff Lake	2,368.97
12.	Borland	1,827.68
313.	Bradley Creek	5,000.75
314.	Bridge Lake (north)	3,477.79
315.	Buffalo Lake–Horse Lake	2,974.22
318.	Canim Lake	17,349.27
443.	Canim Lake–Mahood Lake	833.72
10.	Cariboo	9,954.75
600.	Chilco–Newton	724.91
18.	Chilcotin	48,838.84
321.	Chilcotin–Meldrum	732.61
447.	Christensen	677.03
327.	Cottons	379.09
549.	Davis Lake	572.78
319.	Deka Lake–Canim Lake	3,344.34
332.	Eagle Creek	2,575.63
339.	Felker	475.90
452.	Greenlee	7,173.22
450.	Grossett	830.44
419.	Horsefly	3,679.66
421.	Horsefly Lake	699.40
422.	Horsefly–Quesnel Lake	637.99
345.	Horse Lake (north)	525.64
346.	Houseman–Buffalo	936.74
349.	Knife Creek	1,683.78
352.	Lake	683.10
15.	Likely	11,146.81
353.	Little Timothy Mountain	3,462.12
355.	Lone Butte–Horse Lake	1,823.67
354.	Lone Butte–Watch Lake	2,219.78
368.	Mile 83–Green Lake	377.84
370.	Mile 93–Bridge Lake	17,352.98
371.	Mile 100–Roe Lake	12,428.87
373.	Mile 104–Timothy Mountain	582.62
375.	Mile 108–Horsefly	1,223.70
277.	Mile 111–Spring Lake	2,688.12
381.	Mile 156–Williams Lake	1,060.60

REGION No. 2—CARIBOO DISTRICT (SOUTH)—*Continued*

VOTE 207—MAINTENANCE AND MINOR BETTERMENTS: ROADS, TRAILS, AND STREETS—*Continued*

Reg. No.			
455.	Montano Lake (reservoir)	$887.99	
386.	North Bonaparte–Bridge Lake	985.33	
70.	Peavine	414.32	
389.	Pigeons	374.66	
392.	Redstone–Chezacut	749.88	
547.	School bus roads	434.65	
612.	Sheridan Lake (north)	370.60	
405.	Tatlayoko	1,796.03	
403.	Tatton Station	1,249.20	
425.	Upper Horsefly	4,499.59	
11.	Williams Lake Cut-off	6,320.82	
37.	Williams Lake–Mile 57	7,718.71	
550.	Williams Lake–Mile 170	1,897.13	
190R.	Chilcotin Arterial	576.82	
	Garage Account	6,355.04	
	Plant and tools	14,059.69	
	Unissued stores	14,913.30	
	Sundry roads (units under $350)	3,904.87	
	Total, Vote 207—Roads, Trails, and Streets		$265,535.75

VOTE 207—BRIDGES: MAINTENANCE

407.	Bambrick No. 2	$7,789.33	
601.	Chilco River	8,512.26	
341.	Chilcotin	5,409.79	
340.	Chilcotin Suspension	12,286.65	
436.	Dean River No. 3	780.62	
367.	Hanceville	3,896.25	
500.	Lingfield Creek	568.23	
461.	McClinchie	7,262.49	
	Sundry bridges (units under $350)	1,582.97	
	Total, Vote 207—Bridges: Maintenance		48,088.59

VOTE 209—SNOW-REMOVAL

411.	Alexis Creek–Nazko	$474.40
413.	Bear Creek	474.09
417.	Beaver Valley	709.57
306.	Big Creek	1,033.60
305.	Big Creek–Robertson	1,028.63
341.	Bluff Lake	1,399.14
313.	Bradley Creek	1,266.67
314.	Bridge Lake (north)	4,030.17
315.	Buffalo Lake–Horse Lake	1,235.48
318.	Canim Lake	8,566.16
443.	Canim Lake–Mahood Lake	1,263.87
10.	Cariboo	22,535.02
18.	Chilcotin	24,999.43
319.	Deka Lake–Canim Lake	6,192.94
551.	Eagan Lake	1,002.54
332.	Eagle Creek	3,422.14
554.	Exeter Station	559.59
339.	Felker	439.61
452.	Greenlee	1,291.82
419.	Horsefly	4,595.54
421.	Horsefly Lake	769.14
422.	Horsefly–Quesnel Lake	397.74
345.	Horse Lake (north)	443.98
346.	Houseman–Buffalo	642.99
351.	Lac la Hache Station	459.47
352.	Lake	472.48
15.	Likely	10,689.67

ALBERNI DISTRICT—*Continued*

Construction—		
Bridges—Gertrude Street and Kitsucksus Creek Bridges (Project No. 276)		$256,017.83
Roads—Alberni–Tofino Highway, Kennedy River section (Project No. 886)		649,057.90
Surfacing—		
Port Alberni Highway from the east boundary of Port Alberni to junction of Canadian Highway, strengthen and pave (Contract S-0158)	$54,898.50	
Canadian Highway from the junction with Port Alberni Highway to the east boundary of Alberni District, recap (Contract S-0158)	53,409.61	
		108,308.11
Total, Alberni District		$1,171,348.02

ATLIN DISTRICT (NORTH)

Day-labour (Project No. 947)—		
McDame Creek Road, general improvements	$16,000.00	
Atlin Highway, general improvements	6,000.00	
		$22,000.00
Maintenance of roads		87,794.05
Maintenance of bridges		2,500.00
Snow-removal		74,370.90
Surveys (mining-roads)—Cassiar–Stewart Road (Project No. 775)		101,770.78
Construction (mining-roads)—		
Cassiar–Stewart Road, Sawmill Point–Hotel Creek (Project No. 883)	$915,109.53	
Cassiar Road, Tanzilla River–Stikine River section (Project No. 966)	30,951.96	
		946,061.49
Total, Atlin District (North)		$1,234,497.22

ATLIN DISTRICT (SOUTH)

Day-labour (Project No. 967)—Cassiar–Stewart Road, grading	$221,703.45
Maintenance of roads	20,154.68
Maintenance of bridges	12,500.11
Maintenance and operation of ferries	212.20
Snow-removal	13,052.28
Total, Atlin District (South)	$267,622.72

BURNABY DISTRICT

Day-labour (Project No. 917)—Hastings–Barnet, completion of slide area		$14,866.05
Maintenance of roads		58,158.23
Snow-removal		8,177.48
Surveys (general)—Hastings–Barnet slide (Project No. 952)		15.75
Rights-of-way—Widening Lougheed Highway, Boundary Road to North Road (Project No. 954)		8,141.50
Construction—		
Trans-Canada Highway, Vancouver–Fraser River section (preliminary design, etc.), 6.98 miles (Project No. 885)*		107,877.18
Roads (general)—		
Widening and reconstruction of Lougheed Highway, Boundary Road to North Road (Project No. 790)	$751,782.83	
Channelization, traffic signals, and lighting (Project No. 894)	38,028.66	
		789,811.49
Surfacing—East Hastings Street Arterial (Contract S-0358)		139,041.58
Total, Burnaby District		$1,126,089.26

* Project No. 885 extends into several districts (*also see* Dewdney and Vancouver). Total project expenditure is $217,622.80.

CARIBOO DISTRICT (NORTH)

Day-labour (Project No. 944)—		
Barkerville, reconstruction	$55,199.77	
Blackwater, gravelling	11,417.69	
Nazko, gravelling	1,287.16	
Alexandria area, gravelling	814.50	
Dragon Lake area, gravelling	11,129.15	
Hixon area, gravelling	5,789.77	
Quesnel area, gravelling	1,376.48	
Soda Creek area, gravelling	2,984.71	
		$89,999.23
Bridge elimination (Project No. 957)—No. 5 Wingdam Bridge		4,470.00
Maintenance of roads		239,278.87
Maintenance of bridges		15,636.22
Maintenance and operation of ferries		23,245.43
Snow-removal		90,117.70
Local highways within municipal limits—First Street, West Quesnel, reconstruction		8,900.00
Surveys (general)—		
Dog Prairie–Quesnel (Project No. 952)	$478.25	
Cariboo Highway, Quesnel By-pass (Project No. 952)	962.40	
		1,440.65
Legal surveys—Quesnel–Dog Prairie (Project No. 953)		165.00
Rights-of-way—		
Cariboo Highway, Quesnel–Cottonwood River section (Project No. 954)	$42.50	
Cottonwood River–Strathnaver (Project No. 954)	541.50	
Cariboo Highway, Dog Prairie–Quesnel River (Project No. 954)	19,976.10	
		20,560.10
Construction—		
Bridges—		
Highway bridges, Cariboo Highway (P.G.E. Overpass and Abbau Creek, Canyon Creek, Hixon Creek, and Stone Creek Bridges) (Project No. 198)	$49,857.13	
P.G.E. Underpasses, Cariboo Highway (Project No. 196)	123,970.80	
Cottonwood River (Project No. 213)	3,670.35	
Baker Creek Bridge (Project No. 202)	42.85	
		177,541.13
Roads—		
Cariboo Highway, Cottonwood River–Strathnaver (Project No. 754)	$975,305.53	
Cariboo Highway, Canyon Creek–Cale Creek (Project No. 755)*	249,484.12	
Cariboo Highway, Dog Prairie–Quesnel River section (Project No. 962)	401,323.35	
		1,626,113.00
Surfacing—Cariboo Highway, Cottonwood River–Strathnaver section (Contract S-6358)		2,584.11
Total, Cariboo District (North)		$2,300,051.44

* Project No. 755 also extends into Fort George District. Total project expenditure is $997,936.49.

CARIBOO DISTRICT (SOUTH)

Day-labour (Project No. 929)—	
Airport	$40.00
Alexis Creek–Nazko	229.84
Bear Creek	19.71
Beaver Lake–Beaver Mouth	686.29
Beaver Lake–Macalister	252.00
Beaver Valley	2,303.99
Big Creek	442.87
Big Creek–Robertson	114.70
Big Lake	29.88
Bluff Lake	1,066.80
Borland	305.46
Boyde–Farmer	40.33
Bradley Creek	493.52
Bridge Lake north	47.60
Brunsen Lake	8,251.99
Buffalo Lake–Horse Lake	724.08
Canim Lake	264.07

CARIBOO DISTRICT (SOUTH)—*Continued*

Day-labour—*Continued*		
Canim Lake–Mahood Lake	$140.79	
Cariboo	5,321.20	
Cedar Creek	14.92	
Chilco–Newton	45.25	
Chilcotin	26,058.78	
Christie	268.68	
Cotton	58.15	
Deka Lake–Canim Lake	170.49	
Dog Creek–Churn Creek	105.85	
Eagan Lake	488.26	
Eagle Creek	700.40	
Fawn	170.27	
Felker	107.46	
Greenlee	418.74	
Hanceville–Canoe Creek	61.54	
Horsefly	1,463.42	
Horsefly Lake	2,196.14	
Horsefly–Quesnel Lake	733.39	
Knife Creek	435.67	
Lac la Hache Station	19.91	
Lake	50.24	
Likely	8,787.22	
Little Timothy Mountain	314.45	
Lone Butte–Horse Lake	518.90	
Lone Butte–Watch Lake	65.59	
Meldrum Creek	607.25	
Mile 83–Green Lake	32.41	
Mile 93–Bridge Lake	1,568.96	
Mile 100–Roe Lake	611.93	
Mile 108–Horsefly	427.03	
Mission	36.48	
Paulspoint	74.93	
Peavine	453.37	
Pegeons	52.71	
Redstone–Chezacut	62.52	
Riske Creek–Gange Ranch	116.30	
Spokin Lake	30.57	
Springhouse–Frost Creek	691.74	
Taseko Lake	114.70	
Tatlayoko	2,721.67	
Tatton Station	27.98	
Upper Horsefly	552.25	
Wilcox	23.01	
Williams Lake Cut-off	1,168.61	
Williams Lake–57 Mile	1,318.23	
Williams Lake–170 Mile	249.84	
Witte	28.67	
		$75,000.00
Maintenance of roads		275,775.25
Maintenance of bridges		43,571.65
Snow-removal		119,637.53
Surveys (general)—Chilcotin Suspension and approaches (Project No. 952)		4,132.14
Total, Cariboo District (South)		$518,116.57

CHILLIWACK DISTRICT

Day-labour (Project No. 919)—Trans-Canada Highway, shouldering, Chilliwack to Bridal Falls		$10,000.00
Maintenance of roads		135,374.50
Maintenance of bridges		3,566.97
Maintenance and operation of ferries		443.81
Snow-removal		12,902.94
Local highways within municipal limits—		
Corporation of the District of Matsqui, reconstruction of King Road	$14,700.00	
Corporation of the District of Sumas, reconstruction of Boundary Road	8,000.00	
Corporation of the Township of Chilliwhack	1,000.00	
		23,700.00

Surv. Form No. 1a

P. L. 31 2476

1913 L. I.

Department No.

District CARIBOO

Lot Number.	Purchase Name.
7047	S.22
	A.P. 837 – 6701/00
	47960/13
48T7	
B.M. 27A	

Department of Lands
RECEIVED
JUN 27 1913
Surveyor-General's Branch

Surveyed by M. C. Gordon B.C.L.S.

June 1913

Plotted 30th June 1913

By whom A. Bennett

Survey Gazetted December 11th. 1913

10,000/8/1911

Form 1 C.

DECLARATION.

(To accompany Surveyor's Field-notes.)

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA,
TO WIT:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, Faitland Lockhart Gordon, B. C. L. S., of Vancouver, in the Province of British Columbia, do solemnly declare that I have surveyed Lot 7047, Group 1, in the Cariboo District, containing 165 acres, for s.22, and have made careful examination of said land and classify the same as follows:—

(1st.) Timber lands.... 0 ..... acres.
1st class lands. 80 ..... acres.
2nd class lands 85 ..... acres.

(2nd.) In my opinion .... 0 .... acres of this land is likely to be required for a Townsite.

In my opinion .... 0 .... acres is likely to be required for a Fishing station.

(3rd.) In my opinion, the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the 150 Mile House in the Province of British Columbia, this 11th day of June, 1913

M. P. Gordon

Edgar A. Lunn
Commissioner.
Stipendiary Magistrate.

5,000/10/1911

Sur.—Form 1b.

FIELD-NOTES

—OF—

PURCHASE.

Lot No. 7047

Situate Near West end of Williams Lake
Cariboo District,
British Columbia.

165 acres.

s.22

SURVEYED FOR.....

BY. J. L. Gordon B.C.L.S.

s.22

Name of Applicant.....

.....

Lot No..... District.

Boundary. Bearing.....

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of pastoral land in Cariboo District, commencing at a post about three-quarters of a mile in a south-easterly direction from the bridge crossing of Williams Lake Creek at lower end of said lake; thence south 20 chains; thence west eighty (80) chains; thence north twenty (20) chains; thence east eighty (80) chains to point of commencement.

Sgd. s.22

Williams Lake, Nov. 30th, 1900

I

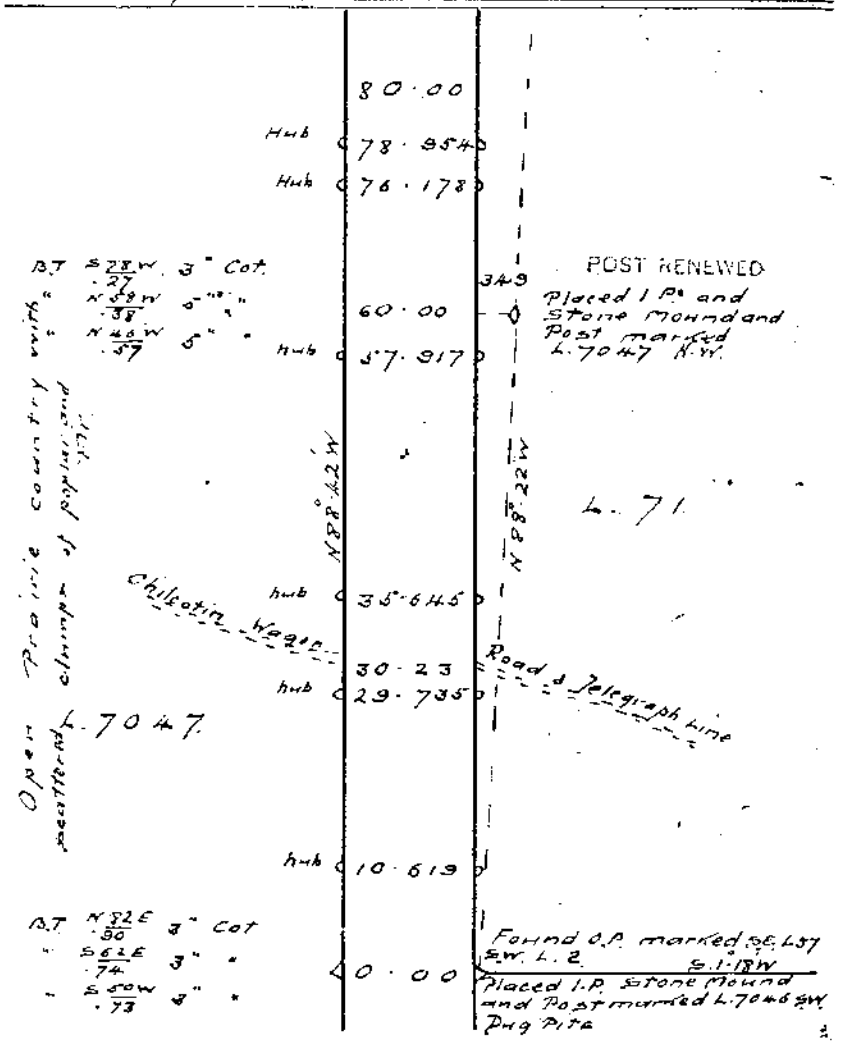
This land is situated on the South side of the Valley of Williams Lake and Mission Creek The South half is generally timbered with poplar & fir and the North half being mostly open with scattered clumps of willow and poplar.....

.....

The above line was run the.....day of.....191...

Lot No. 7047 Cariboo District.

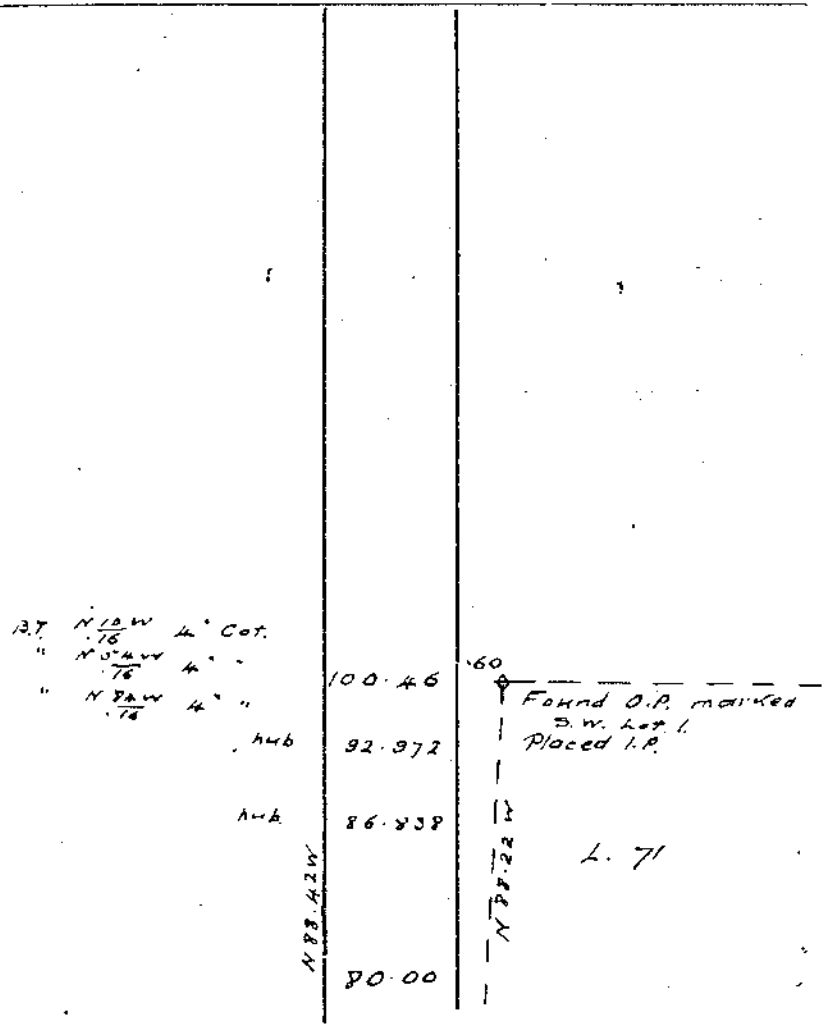
Part of North Boundary. Bearing N. 88. 22. W.



The above line was run the 5 th day of June, 1913.

Lot No. 7047 Cariboo District.

Part of North Boundary. Bearing N. 88. 22. W.

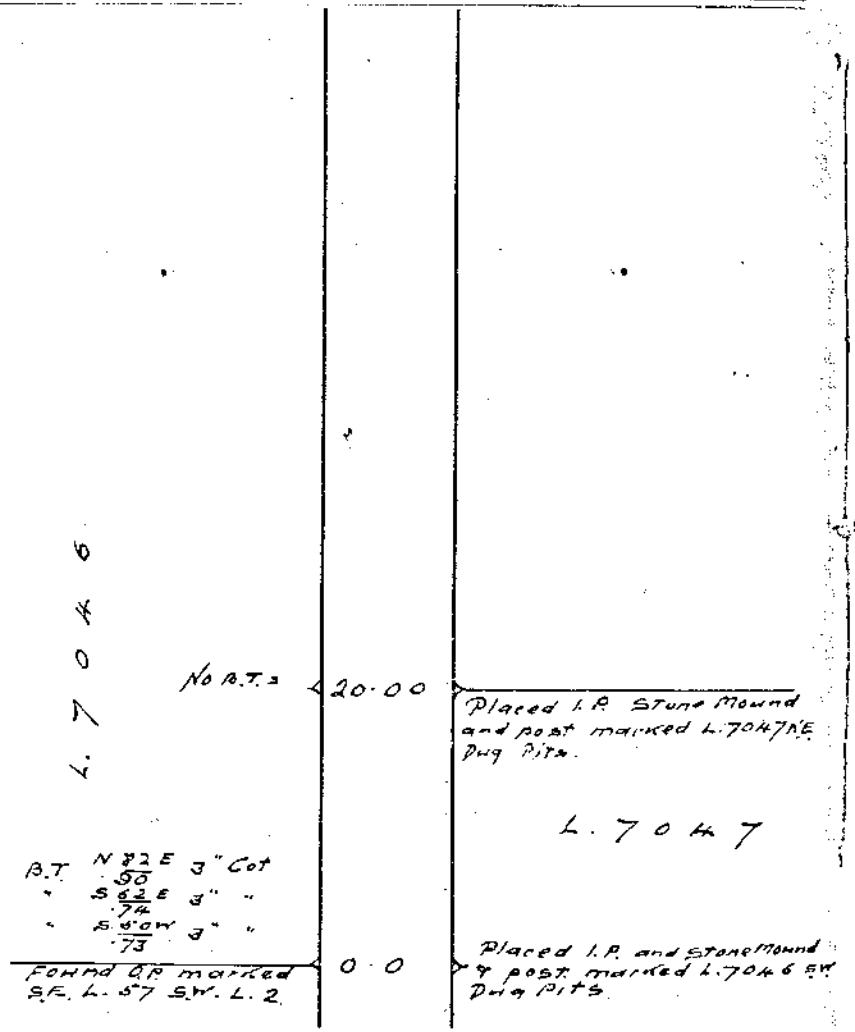


The above line was run the 5 th day of June, 1913.

FORM D. 3

Lot No. 7047 Caribou District.

Part of North Boundary. Bearing East



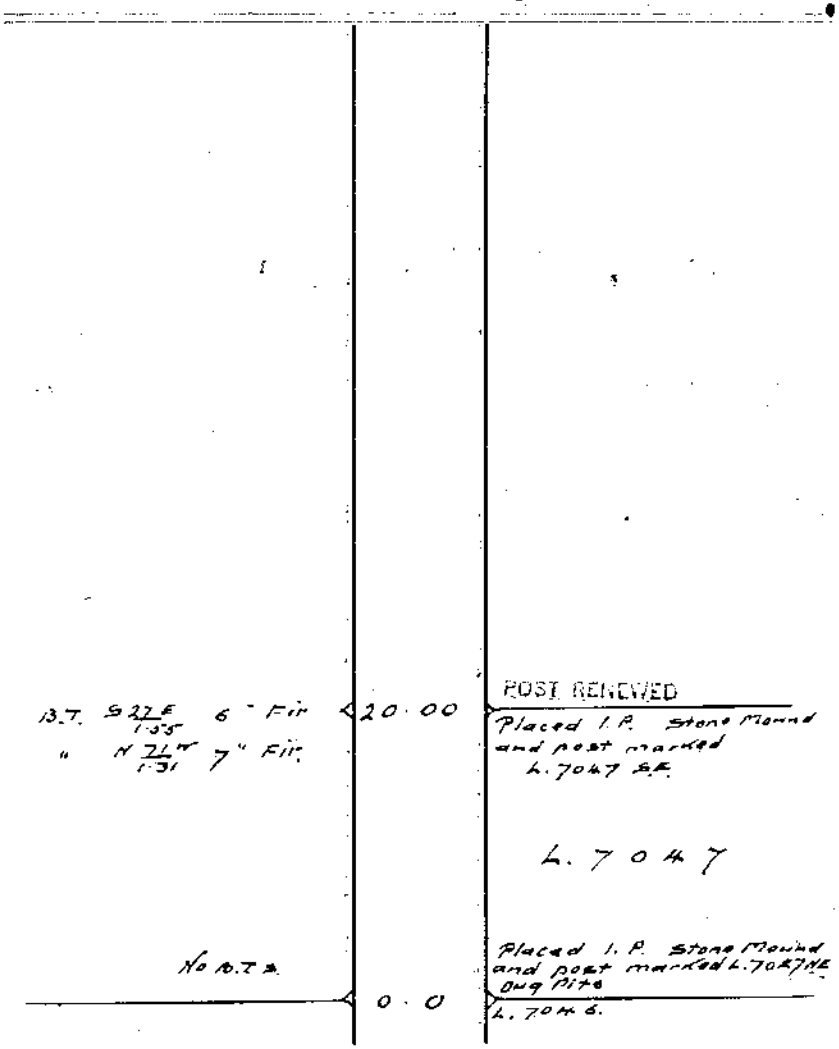
The above line was run the 7th *day of* June *1913.*

25,000/7/1912

FORM D. 4

Lot No. 7047 Caribou District.

East Boundary. Bearing South



The above line was run the 7th *day of* June *1913.*

Lot No. 7047 Cariboo District.

South Boundary. Bearing West

B.T. S 30 W / 29 10" Fir
" N 44 E / 23 45" "
" S 55 E / 60 10" "

Chilcotin

	80.00	POST RENEWED
		Placed I.P. and Post marked L.7047 S.W.
hub	69.317	
	62.50	Wagon Road and Telegraph Line
hub	61.242	
hub	47.445	
hub	35.466	
hub	25.022	
hub	10.681	
	0.0	Placed I.P. Stone Mound and Post marked L.7047 S.E.
		POST RENEWED

L. 7047

B.T. S 27 E / 1.55 6" Fir
" N 71 W / 1.31 7" "

The above line was run the 7th day of June, 1913

Lot No. 7047 Cariboo District.

West Boundary. Bearing North

L. 71

L. 71

B.T. S 78 W / 27 3" Cotton
" N 53 W / 33 5" "
" N 46 W / 87 5" "

	21.67	POST RENEWED
		Placed I.P. Stone Mound and post marked L.7047 N.W.
hub	14.804	
hub	9.886	L. 7047
hub	5.735	
	0.0	Placed I.P. and Post marked L.7047 S.W.
		POST RENEWED

B.T. S 30 W / 29 10" Fir
" N 44 E / 23 45" "
" S 55 E / 60 10" "

The above line was run the 9th day of June, 1913

FORM D.

Lot No. ..... District.

Boundary. Bearing. .....

The above line was run the ..... day of ..... 191...

35,000-7-1912

Lot 7047

M. L. Gordon B. C. L. S. TRAVERSE TABLE OF Boundaries

No. of Station.	Bearing.	Distance.	North.	South.	East.	West.	Total Latitude.	Total Departure.
	East	20.00			20.00		0.0	+ 20.00
	South	20.00		20.00			- 20.00	20.00
	West	80.00				80.00	20.00	- 60.00
	North	21.67	21.67				+ 1.67	60.00
	S. 88.22 E.	60.00		1.71	59.98		- .04	.02

AFFIDAVIT.

—:o:—

I, J. Maitland Lockhart Gordon,

of Vancouver, a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed L. 7047, Cariboo District.

(2.) I commenced the said survey on the 5th day of June, 1913, and completed it on the 9th day of June, 1913.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

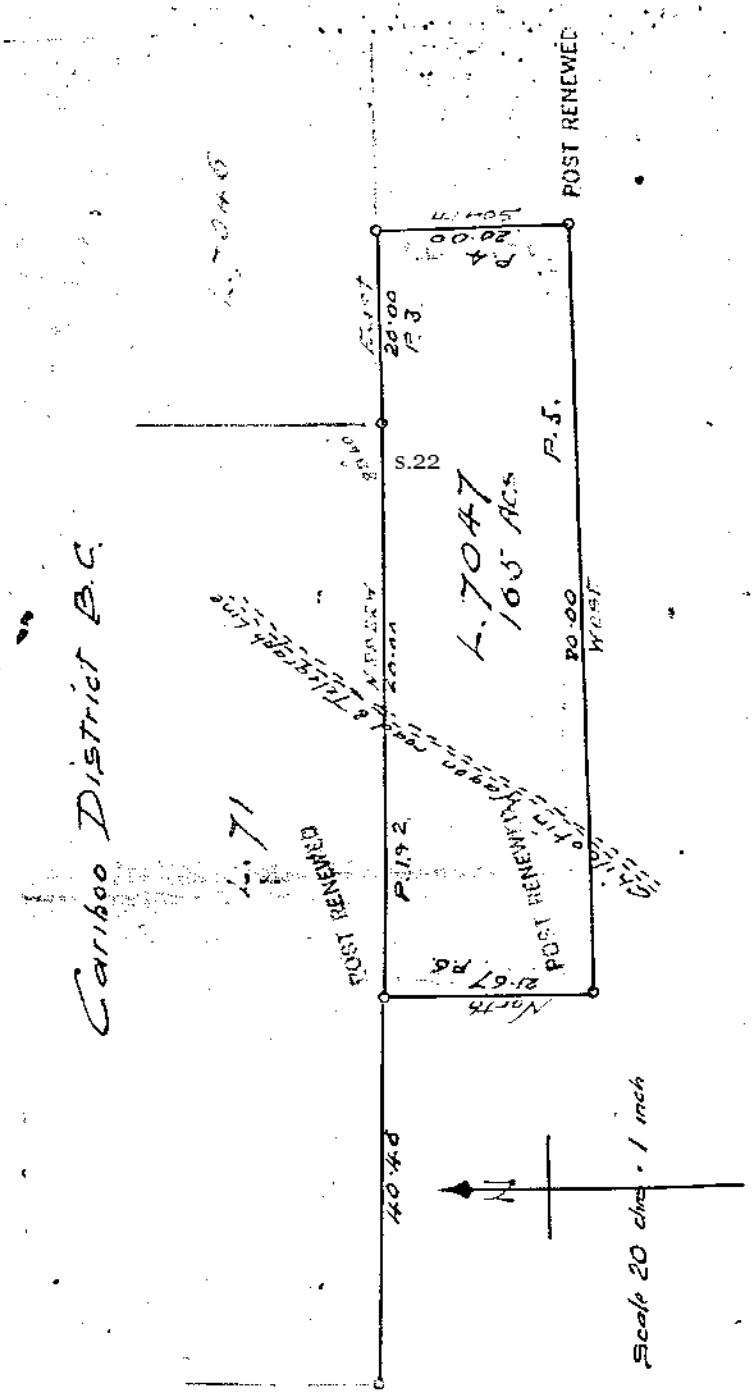
(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this 11th day of June A.D. 1913.

J. R. Gordon

Edgar A. Lunn

Stipendiary Magistrate.



19383

Form 2A—10,000—1/14

P. II. 86 L.I.

Department No.

District CARIBOO

SURVEYED FOR THE GOVERNMENT OF BRITISH COLUMBIA.

Lot number or Section.	REMARKS.
8819	SE¼ R.S. 191[illegible]
8826	
8827	For subdivision see F.B. 335/30 & 336/30
8828	also see F.B. 32½/56 p. 57
8829	
8830	BLK. A
4877	R.M. 27A.

Department of Lands
JAN 8 1915
Surveyor-General's Branch

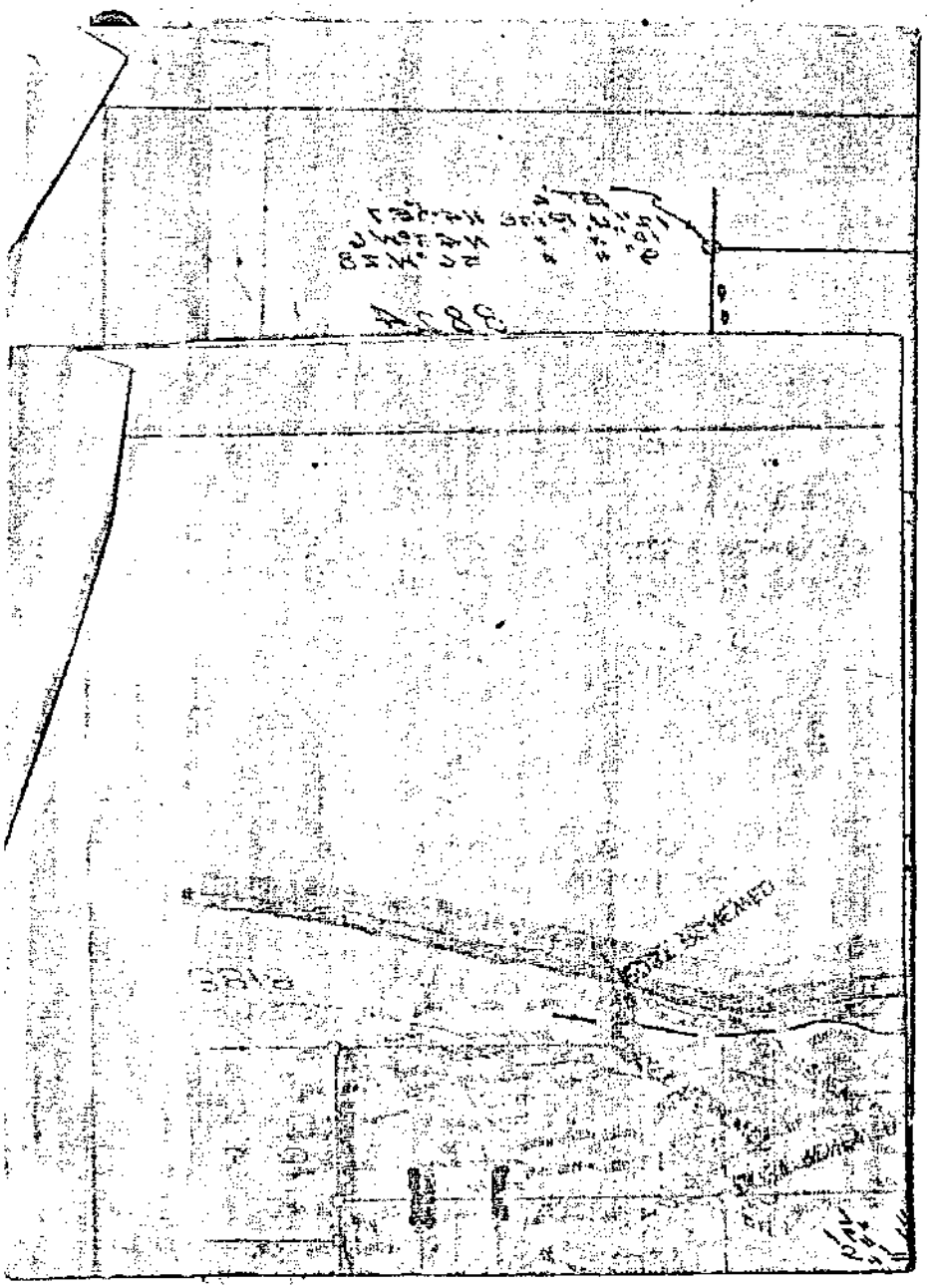
Surveyed by H.H. Roberts, B.C.L.S.

July, 191[illegible]

Plotted Feb 2, 1915

By whom

Survey Gazetted February 11th 1915.



Surs.—Form No. 6b.—7,500/2/1913.

FIELD NOTES

—OF—

BRITISH COLUMBIA GOVERNMENT SURVEY.

Lots Nos. 3819, 3826, 3827, 3828, 3829 & 3830

Situate near Williams Lake

Cariboo District,

BRITISH COLUMBIA.

2349 acres. (total).

SURVEYED BY H. H. Roberts, B.C.L.S.

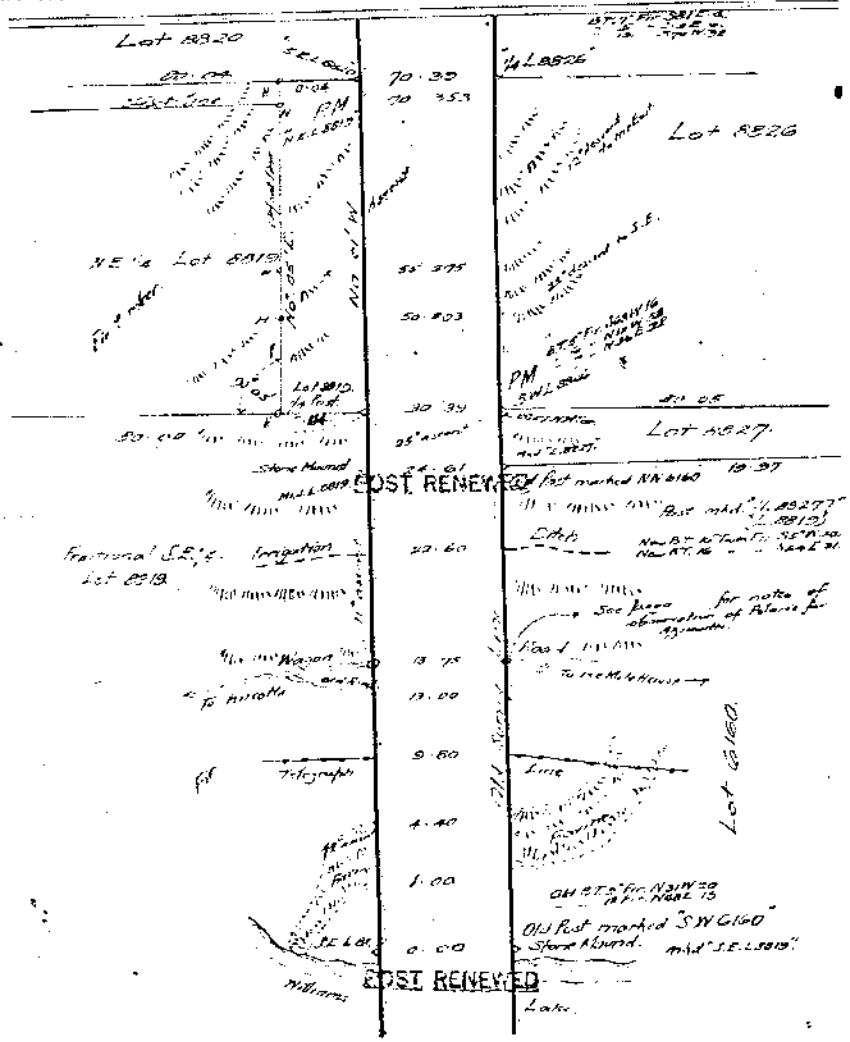
UNDER INSTRUCTIONS DATED 2nd July 1914

LOT No.	PAGES.	REMARKS.
8219	1	East Boundary.
"	2	Centre-Line.
"	3	North Boundary.
"	4 to 6	West "
"	5 & 7, 8&9	South "
"	10.	Traverse-Table
"	35.	Descriptions of fr Lots.
8226	11	South Boundary.
"	12.	West "
"	13	North "
"	14.	East "
"	15	Centre-Line
"	36.	Description of fr Lots.
8227	17	North Boundary.
8227	20, 23 & 24	South "
"	21,	West "
"	22,	East "
"	35	Description.
8228	11,	North Boundary.
"	25, & 27	East "
"	26, 28	South "
"	29.	Traverse Table.
"	32	West "
"	35	Description
8229.	25, 27.	West Boundary.
"	26	North "
"	30, 31, & 32.	South "
"	33 & 34	East "
"	36	Description.
8230	14.	West Boundary.
"	16	North "
"	17	East "
"	18.	South "
"	19.	Centre Line
"	36.	Description of fr Lots.
	37	Astronomical Observation.

Notes of not more than six lots to be in one book.

Lot No. 6160 ..... West ... Boundary ..... Coast ... District

Lot No. 8212 ..... East ... Boundary. Bearing N 0° 1' W



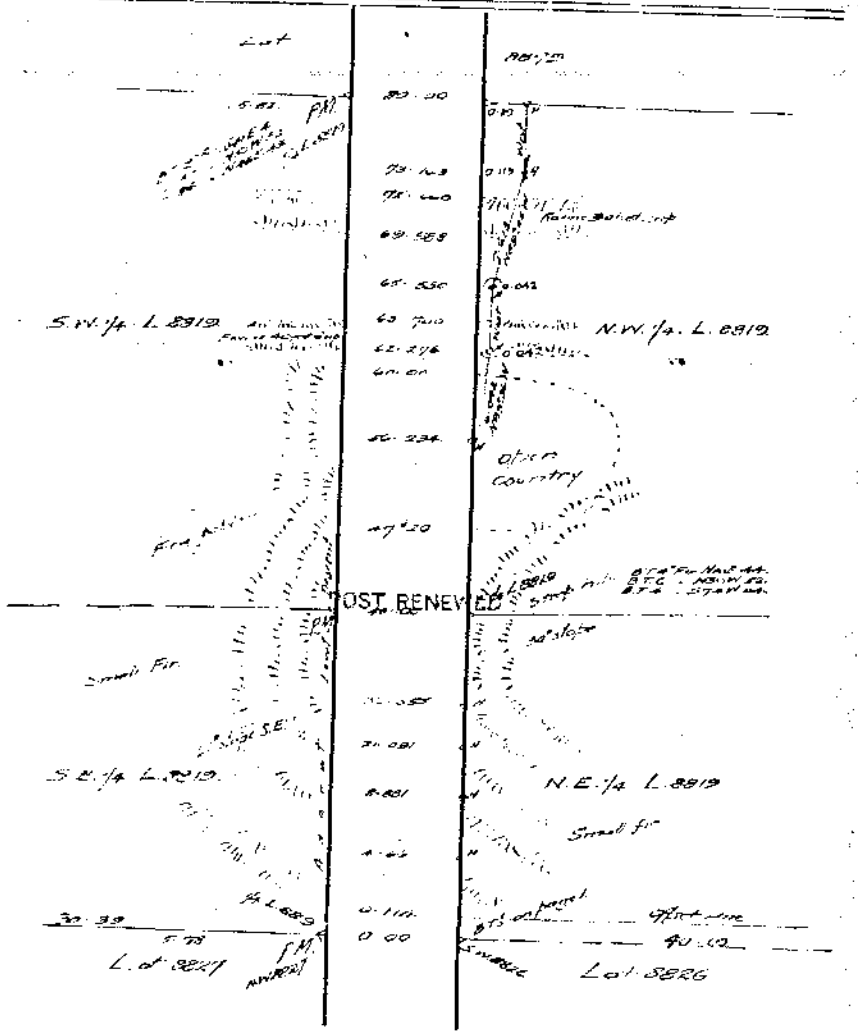
The above line was run the 8th day of July, 1914.

H. H. Roberts. B.C.L.S.

FORM D.

Lot No. 8819 ..... Cariboo ... District.

Centre Line ... Boundary. Bearing ... West



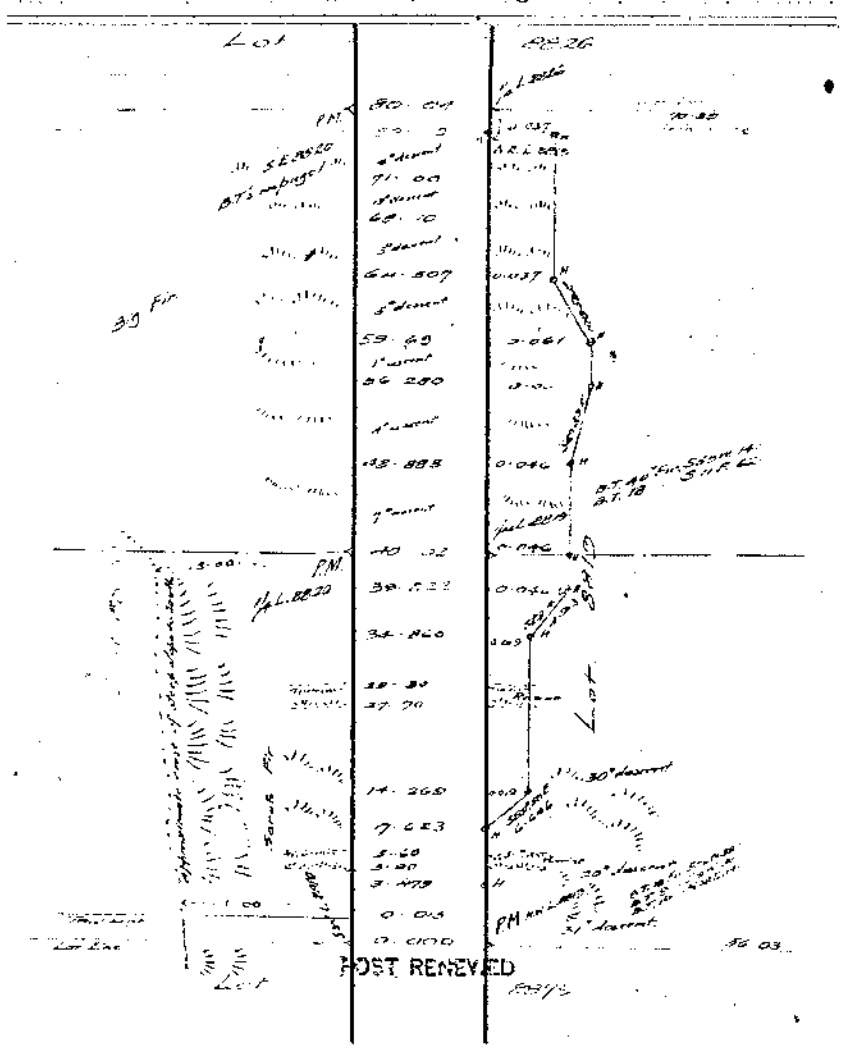
The above line was run the 22nd/23rd days of July, 1914.

25,000/7/1912

H. H. Roberts. B.C.L.S.

Lot No. 8819 ..... Cariboo ... District.

North ..... Boundary. Bearing East



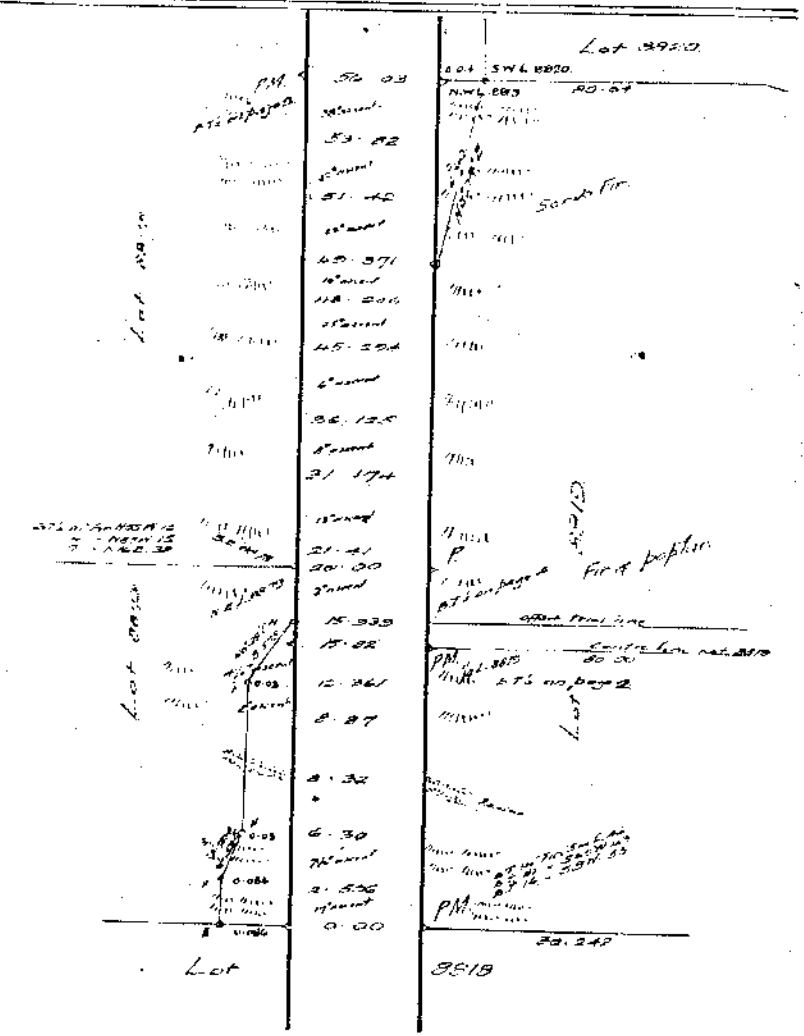
The above line was run the 17th days of July, 1914.

H. H. Roberts. B.C.L.S.

Form D.

Lot No. 8919 ..... Cariboo ..... District.

North & West ..... Boundary. Bearing North

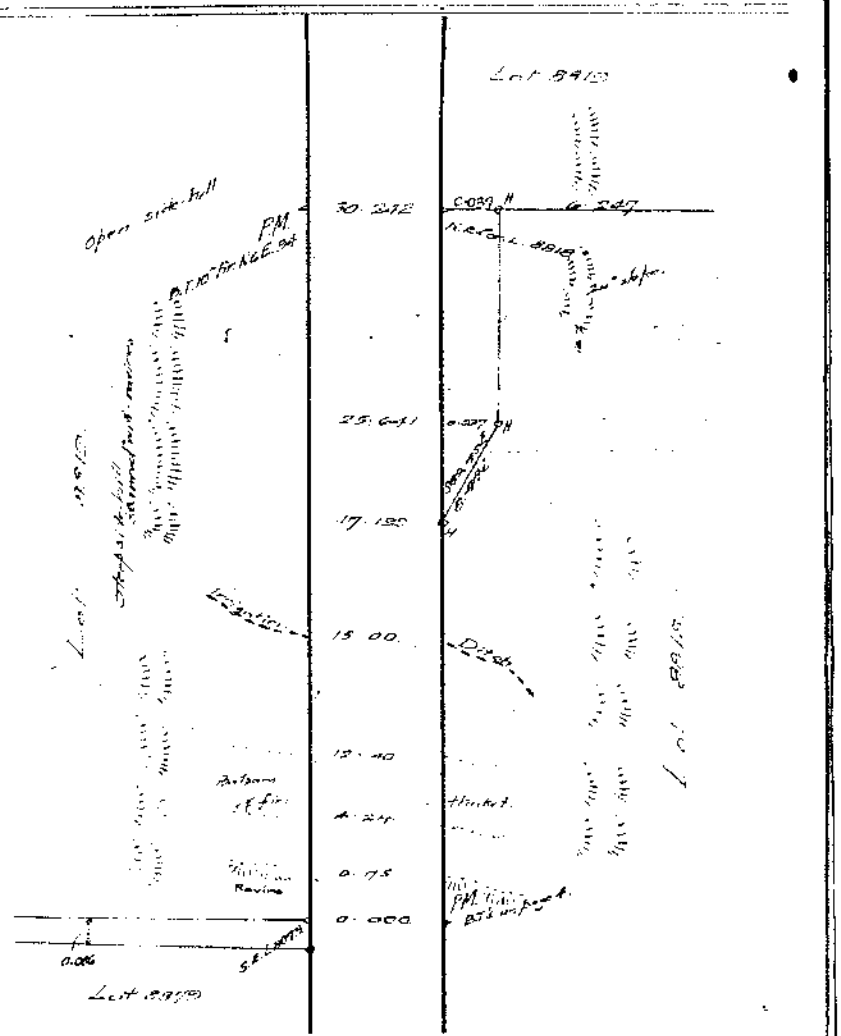


The above line was run the 22nd day of July, 1914

25,000/7/1912 H. H. Roberts B.C.L.S.

Lot No. 8919 ..... Cariboo ..... District.

Part of South ..... Boundary. Bearing East



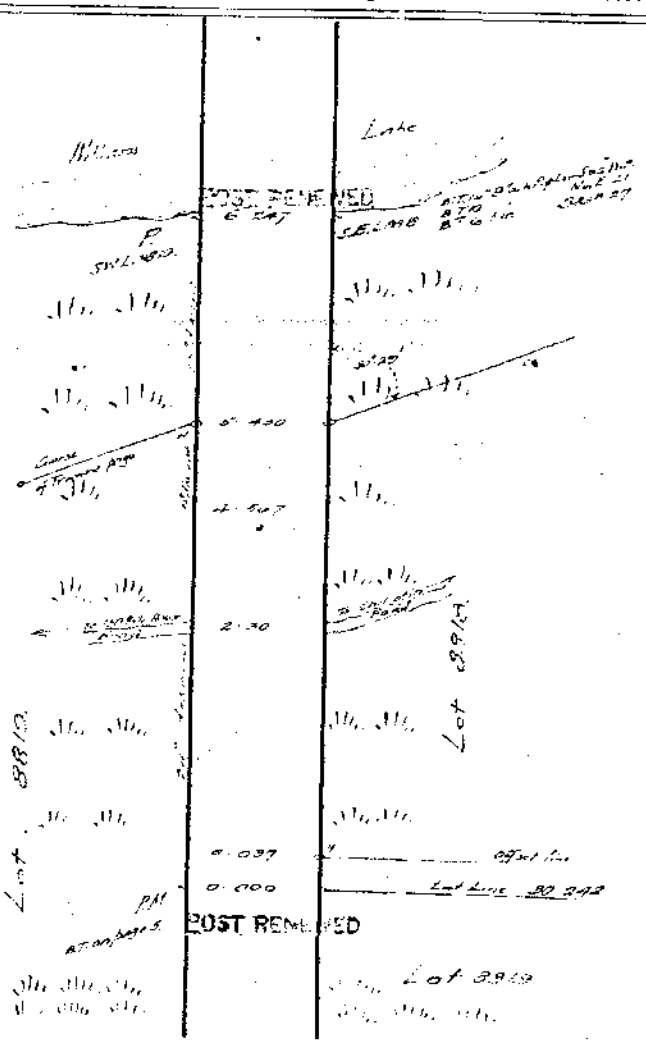
The above line was run the 11th day of July, 1914

H. H. Roberts B.C.L.S.

FORM D.

Lot No. 3913 ..... Cariboo ..... District.

..... Part of West ..... Boundary. Bearing ..... South .....

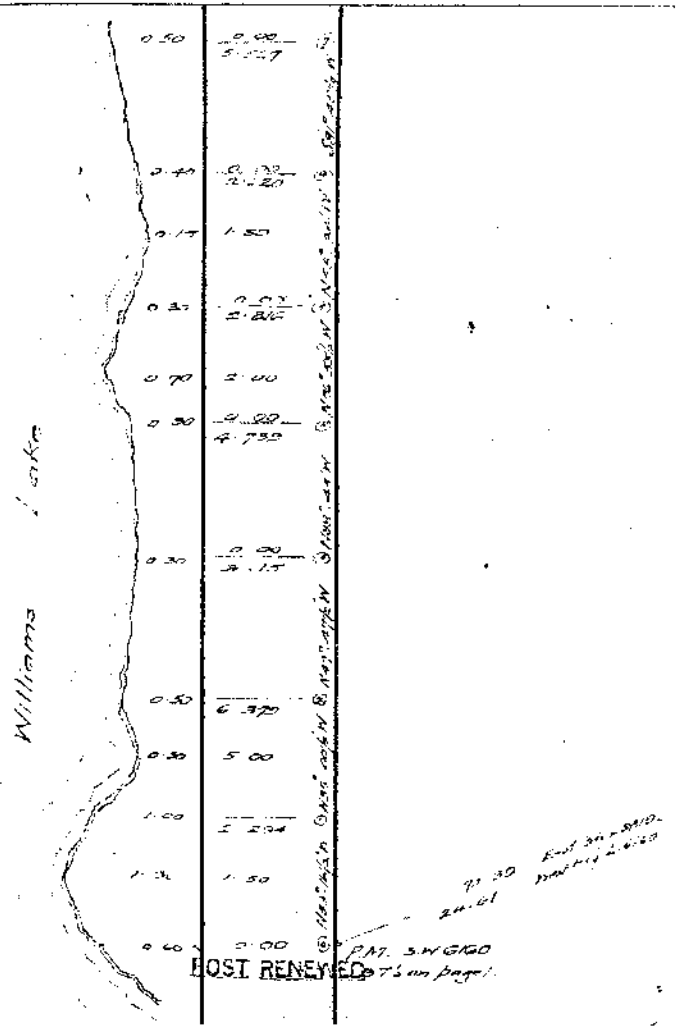


The above line was run the 11th *day of* July, *1914*

25,000/7/1912 H. H. Roberts. B.C.L.S.

Lot No. 3913 ..... Cariboo ..... District.

..... Part of South ..... Boundary. Bearing Traverse along shore of Williams Lake .....



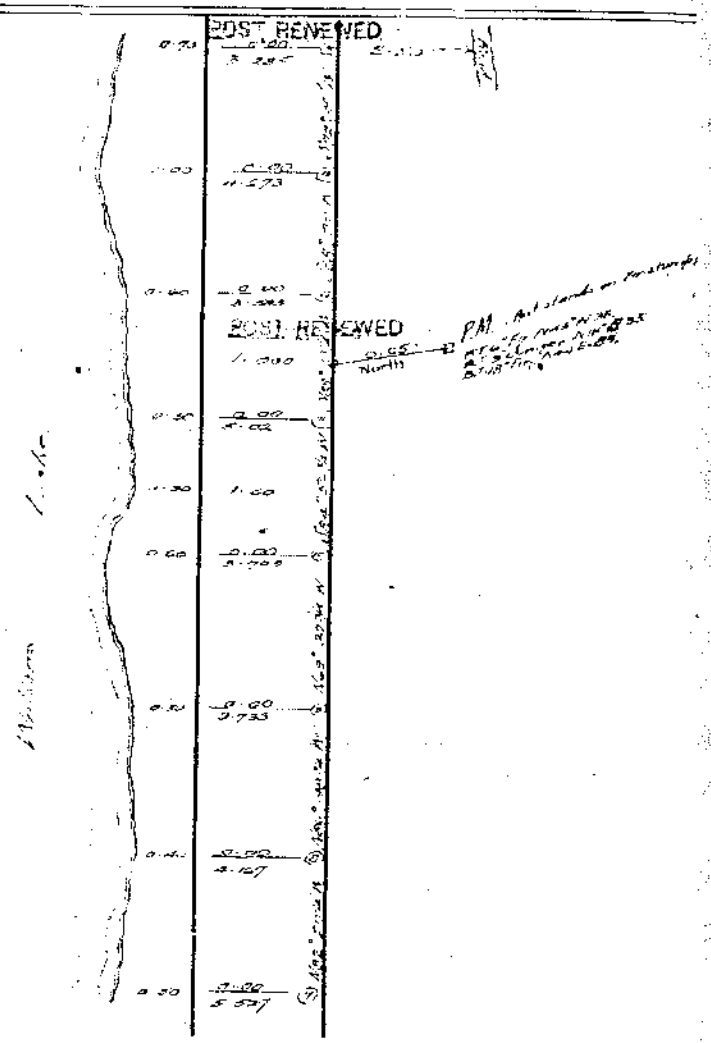
The above line was run the 9th *day of* July, *1914*

H. H. Roberts. B.C.L.S.

FORM D.

Lot No 8818 ..... Cariboo ..... District.

..Part of South..... Boundary.. Bearing... Traverse along shore of Williams Lake .....



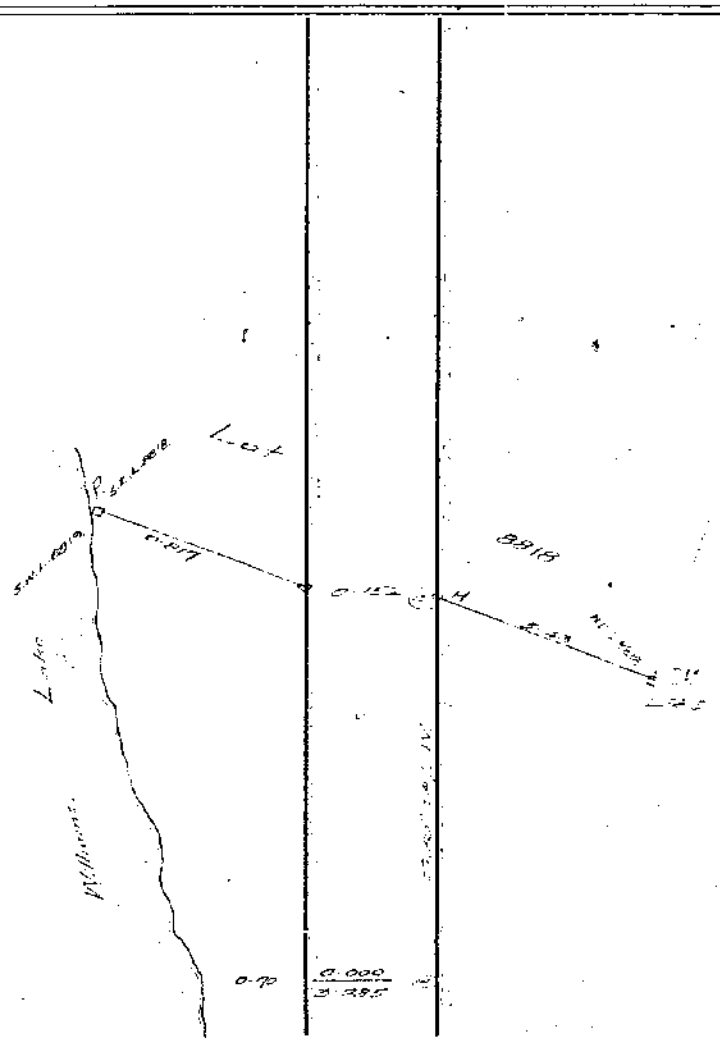
The above line was run the 2nd *day of* July, *1914.*

25,000/7/1912

H.H. Roberts B.C.L.S.

Lot No 8819 ..... Cariboo ..... District.

..... Part of South..... Boundary.. Bearing.... Traverse along shore of Williams Lake .....



The above line was run the 2nd *day of* July, *1914.*

H.H. Roberts, B.C.L.S.

Lot No 8819 ..... Cariboo ..... District.

..... Boundary. Bearing .....

Traverse Table of Lot 8819

Sta.	Dist.	Bearing	North	South	East	West	Total Latitude	Total Departure
		N. 81° 45' E.	1.392			1.838	1.838 N.	1.838 E.
		N. 23° 00' W.	5.445			5.160	5.283 N.	5.283 E.
		N. 47° 45' W.	0.116			0.113	7.731 N.	7.731 E.
		N. 80° 45' W.	0.173			0.168	13.503 N.	13.503 E.
		N. 24° 30' W.	0.630			0.285	15.313 N.	15.313 E.
		N. 56° 45' E.	1.912			1.581	15.746 N.	15.746 E.
		S. 81° 45' W.		0.932		0.923	15.230 N.	14.823 E.
		N. 8° 15' W.	0.1486			0.147	15.377 N.	14.676 E.
		N. 48° 45' W.	0.207			0.154	15.515 N.	14.522 E.
		S. 30° 30' W.	1.298			0.661	14.854 N.	13.877 E.
		S. 30° 45' E.		0.944		0.472	15.326 N.	14.349 E.
		N. 39° 15' W.	0.119			0.075	15.251 N.	14.424 E.
		S. 49° 30' W.		1.564		1.184	16.435 N.	13.240 E.
		S. 72° 15' W.		1.031		0.984	16.819 N.	12.256 E.
		S. 30° 30' E.		0.996		0.862	16.033 N.	12.718 E.
		North	5.430			5.430	21.463 N.	12.718 E.
		North	5.030			5.030	26.493 N.	12.718 E.
		South 65° E.		0.116	0.105		26.388 N.	12.823 E.
		S. 30° 01' E.		20.350	0.000		6.000 N.	12.823 E.
			39.97	24.391	0.105	43.021		
				0.910		0.011		

Sta.	Dist.	Bearing	North	South	East	West	Total Latitude	Total Departure
1-11			11.653			30.327	11.653 N.	30.327 W.
	1.003	N. 68° 15' W.	0.372			0.909	11.281 N.	31.236 W.
	0.033	North	0.050				11.331 N.	31.236 W.
+	18.725	North	18.725				30.056 N.	31.236 W.
	40.00	East			(40.017) 40.000		30.056 N.	8.764 W.
	40.35	S. 50° 01' E.		30.350	0.003		0.000	8.767 W.
			30.390	30.350	40.020	40.026		
						40.009		
						0.017		

+ Fraction of section line of Lot 8819.

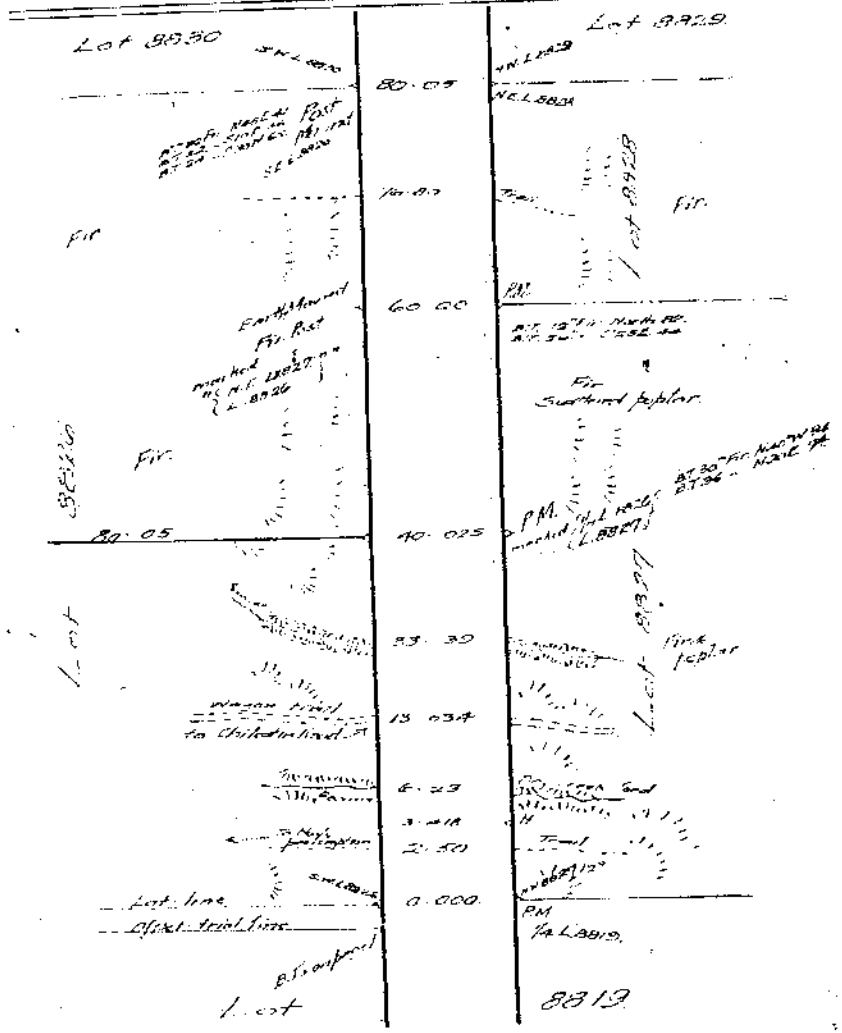
The above line was run the ..... day of ....., 191..

L. H. Roberts, B.C.L.S.

L.C. No. 8820 ..... North ..... Boundary .....

Lot No 8821 ..... North ..... Boundary ..... Cariboo ..... District.

Lot No. 8821 ..... East of North ..... Boundary. Bearing ..... East .....

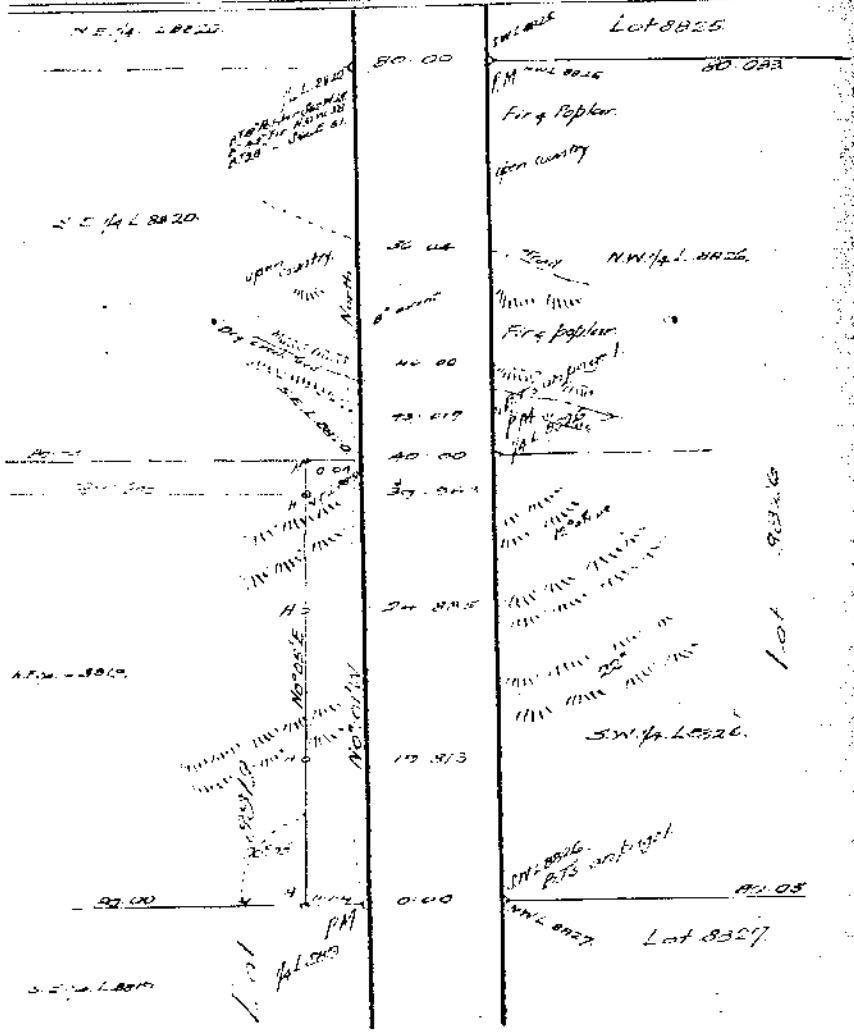


The above line was run the 18th day of July, 1914.

L. H. Roberts B.C.L.S.

Lot No. 8826 ..... Cariboo ... District.

West ..... Boundary. Bearing ... No° 0'W. and North .....

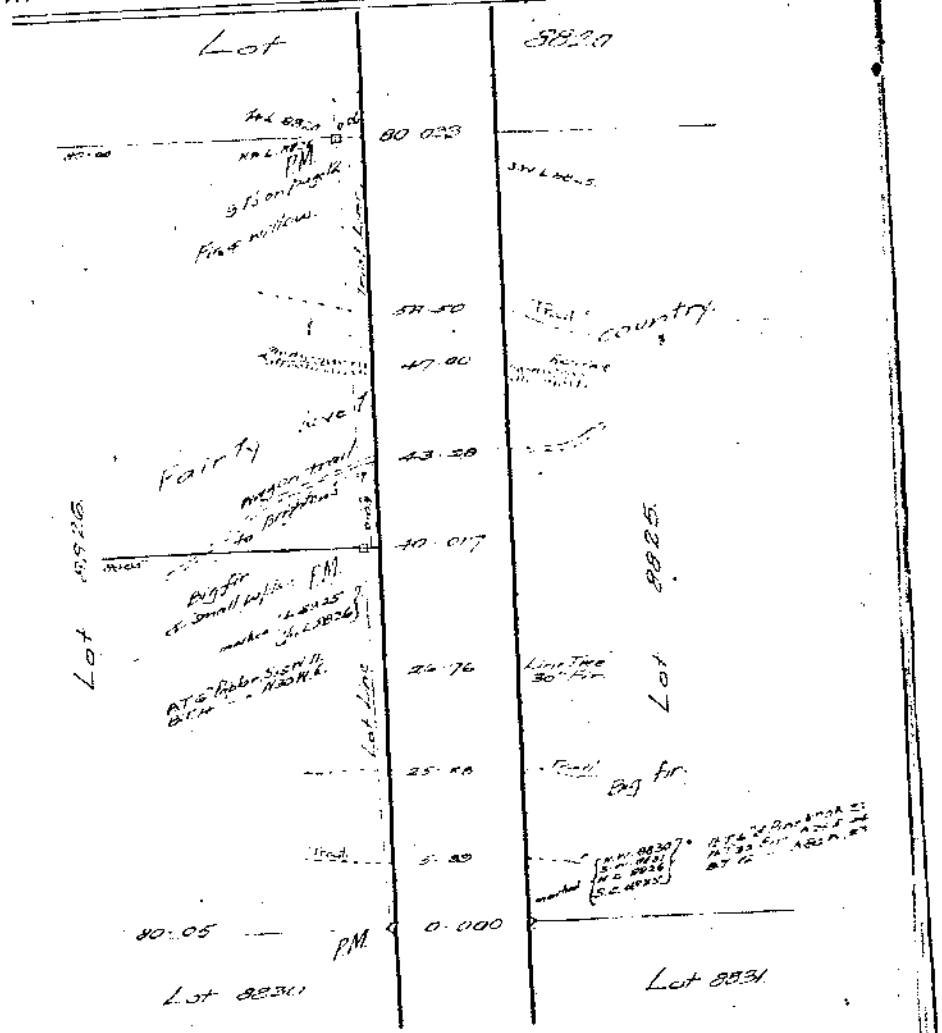


The above line was run the 8th day of July, 1912

J.H.H. Roberts B.C.L.S.

Lot No. 8826 ..... Cariboo ..... District.

North ..... Boundary. Bearing ... West .....

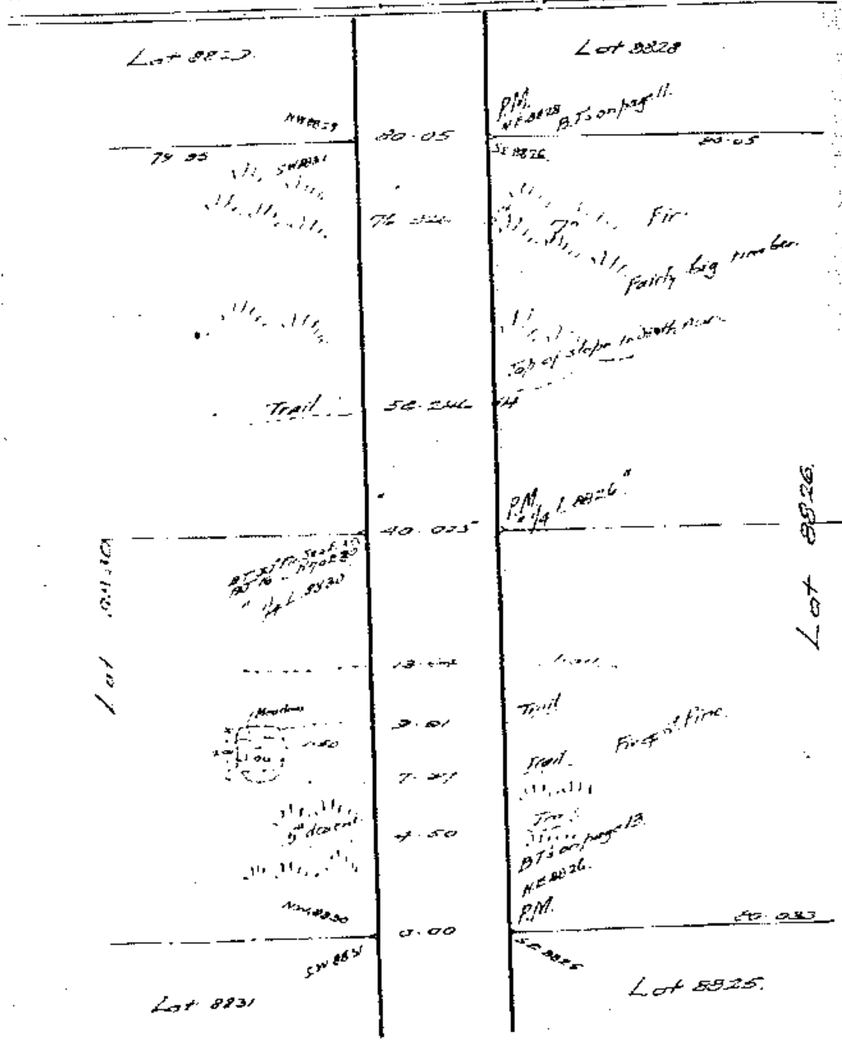


The above line was run the 16th day of July, 1912

H.H. Roberts B.C.L.S.

Lot No 8826 ...... East Boundary .... Cariboo ... District.

Lot No 8830 ...... West ... Boundary. Bearing ...... South ....

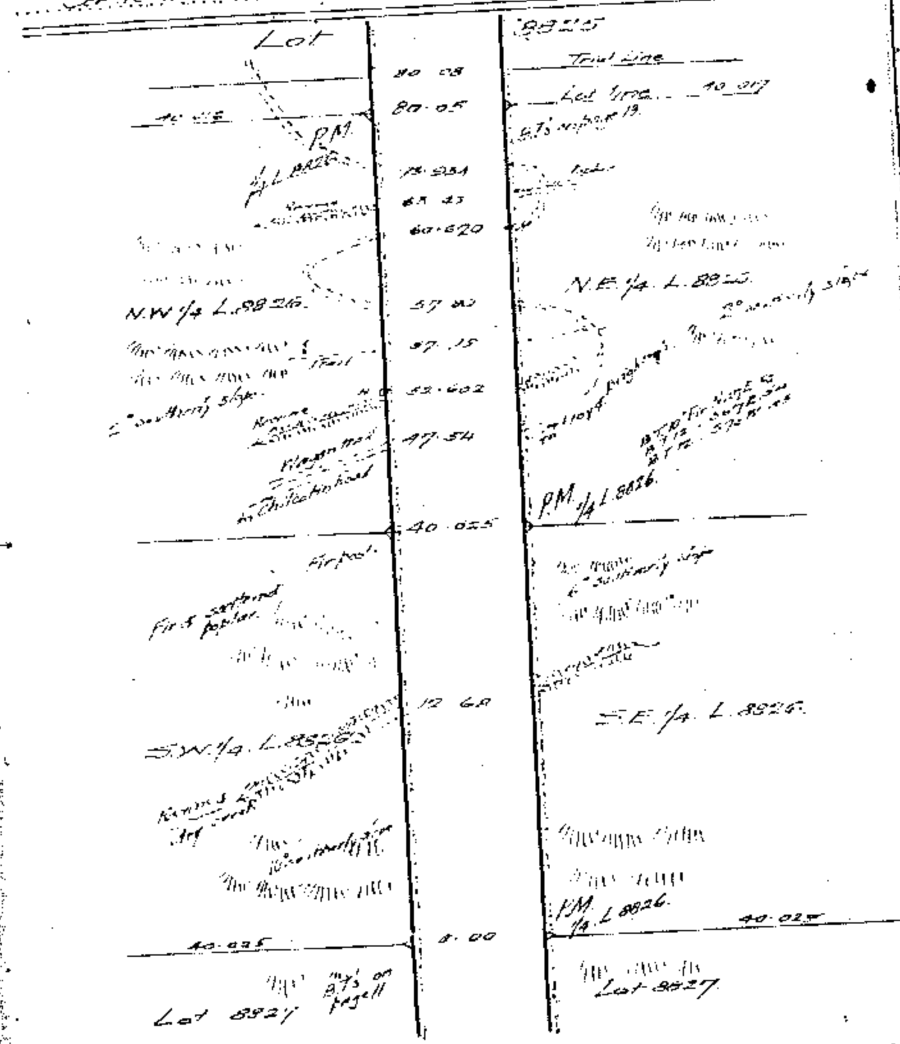


The above line was run the 17th day of July, 1914.
H. H. Roberts. B.C.L.S.

Cariboo .... District.

Lot No 8826 ....

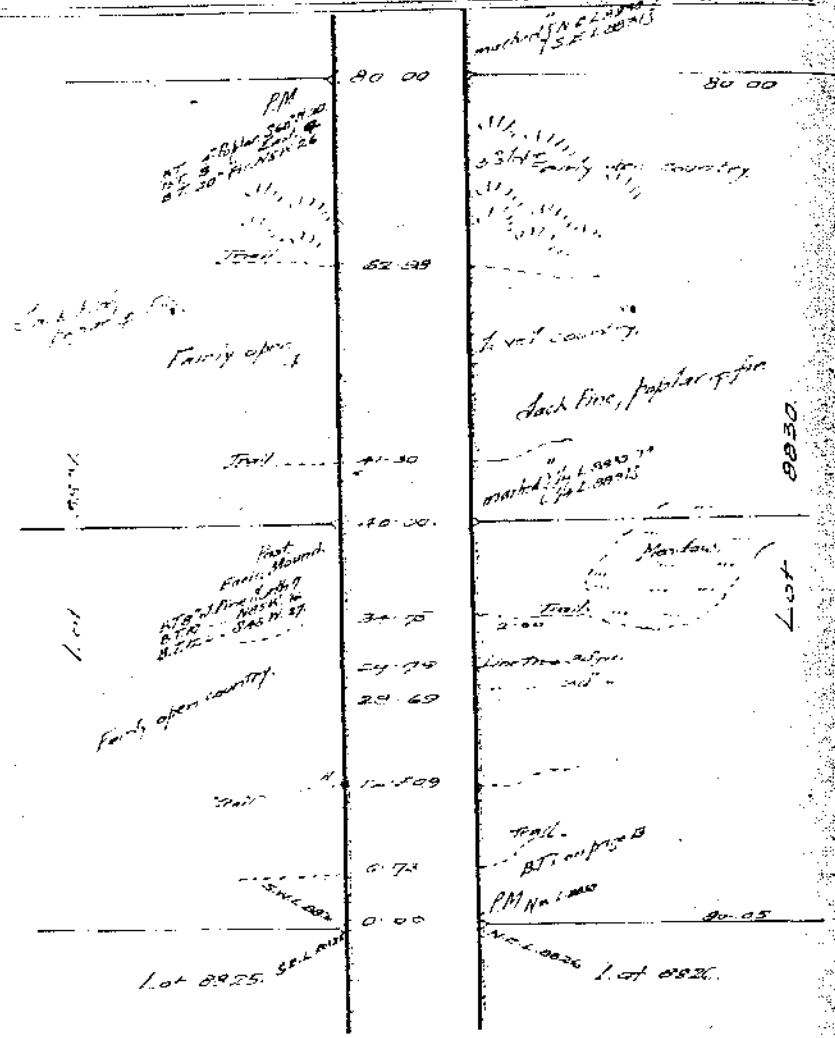
Centre-line .... Boundary. Bearing ... North ....



The above line was run the 18th day of July, 1914.
H. H. Roberts. B.C.L.S.

Lot No 8830 ..... Cariboo ... District.

North ..... Boundary. Bearing East .....



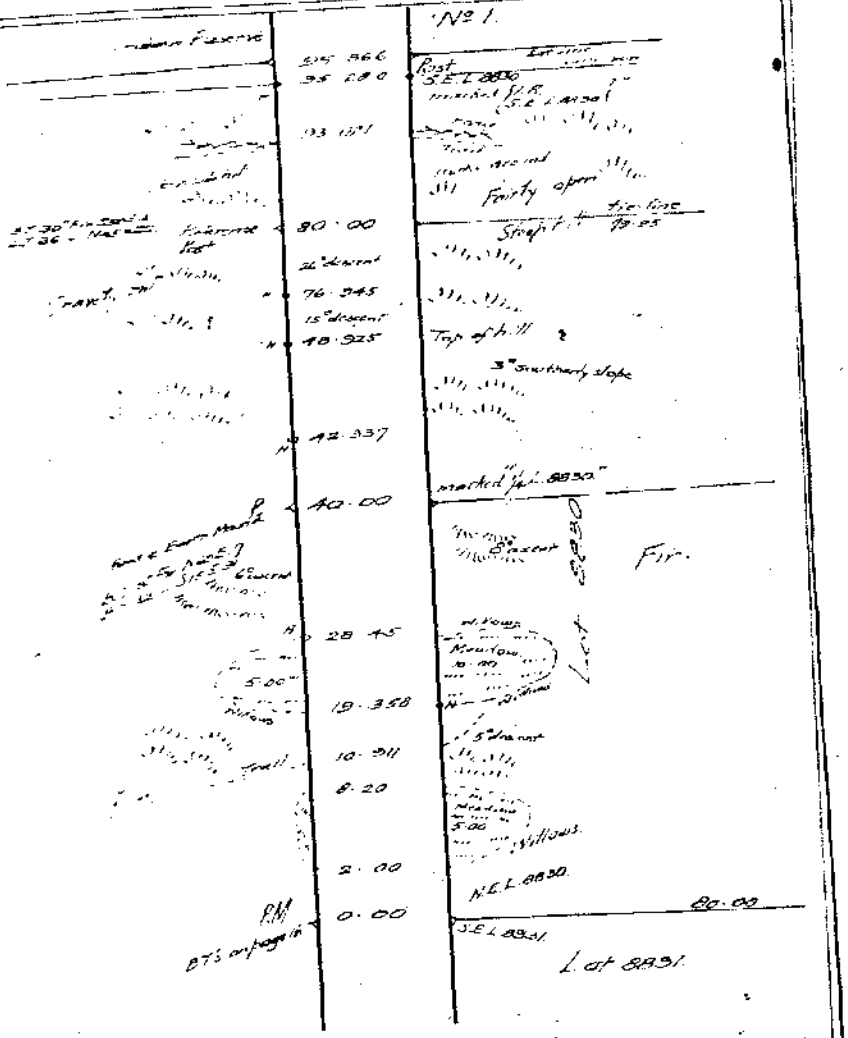
The above line was run the 23rd day of July, 1914

H. H. Roberts. B.C.L.S

Lot No 8830 ..... Cariboo ..... District.

East ..... Boundary. Bearing South .....

No 1.



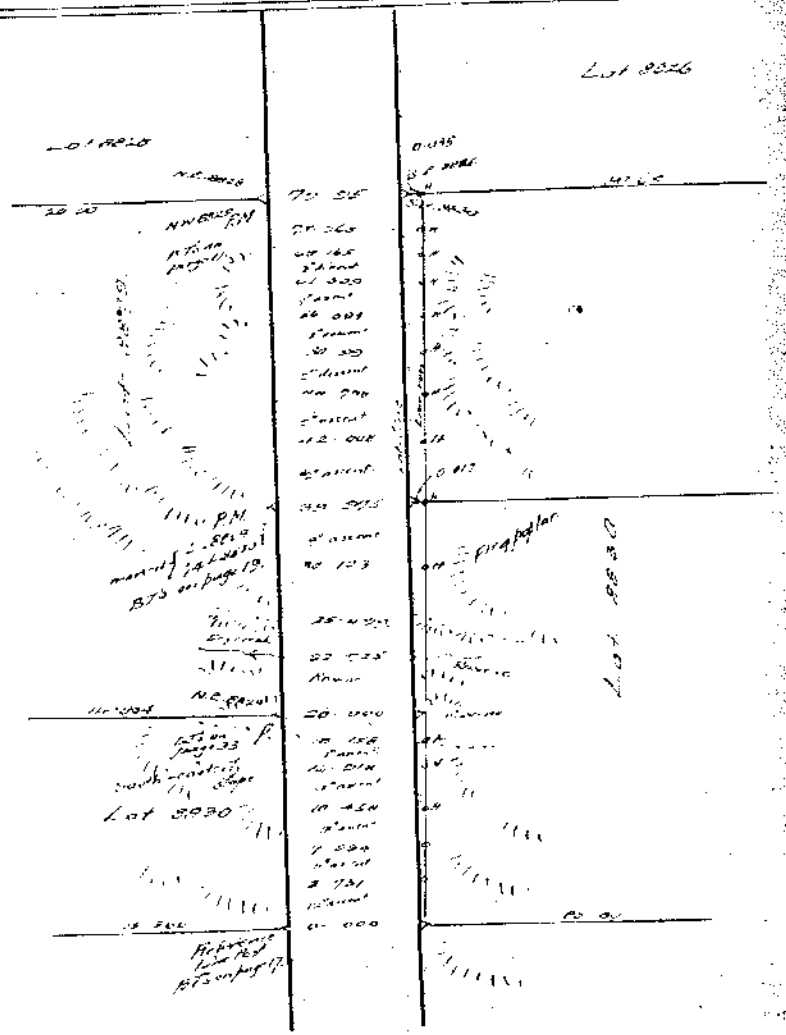
The above line was run the 24th day of July, 1914

H. H. Roberts. B.C.L.S

FORM D.

Lot No 8830 ..... Cariboo ... District.

South ..... Boundary. Bearing ..... West .....



The above line was run the 24th day of July, 1914.

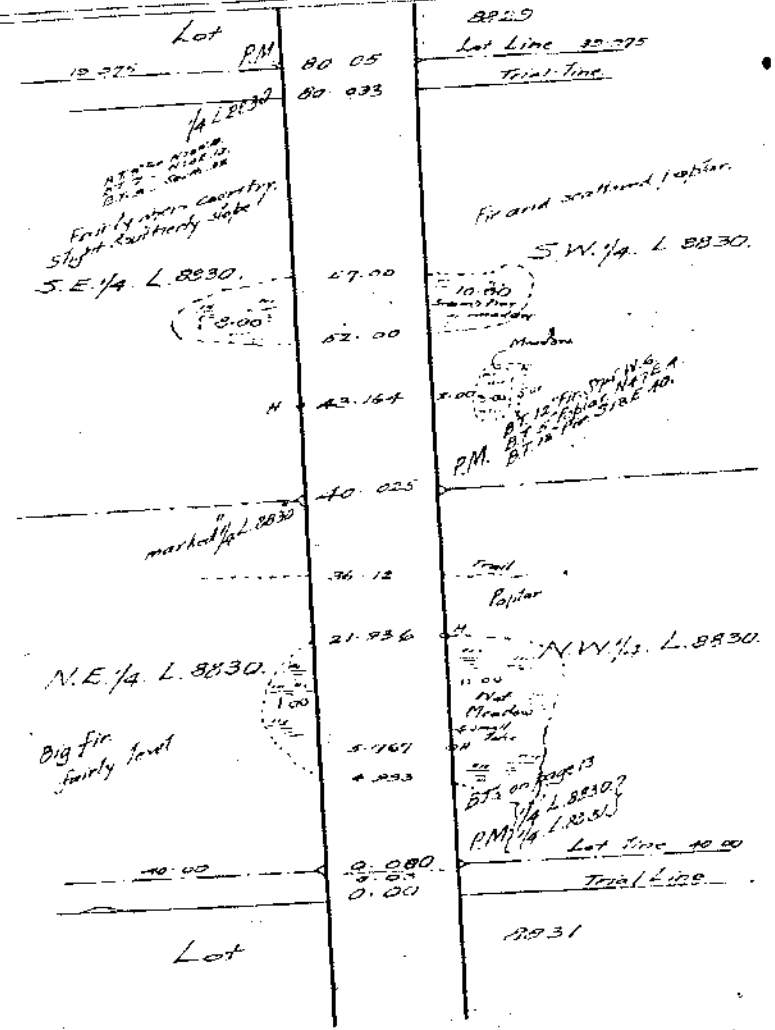
H. H. Roberts. B.C.L.S.

25,000/7/1912

19

Lot No 8830 ..... Cariboo ..... District.

Centre line ..... Boundary. Bearing ..... North .....



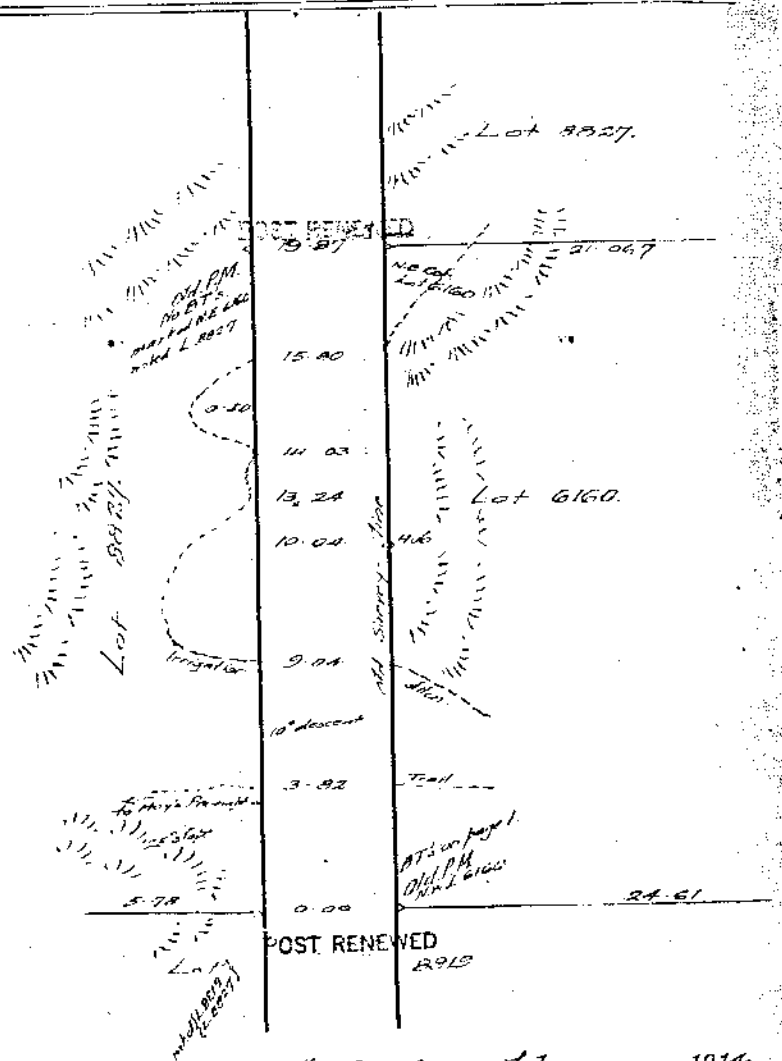
The above line was run the 25th day of July, 1914.

H. H. Roberts. B.C.L.S.

Form D.

Lot No. 8827 ..... Cariboo ..... District.

.....East of South..... Boundary. Bearing... N89°57'E.....



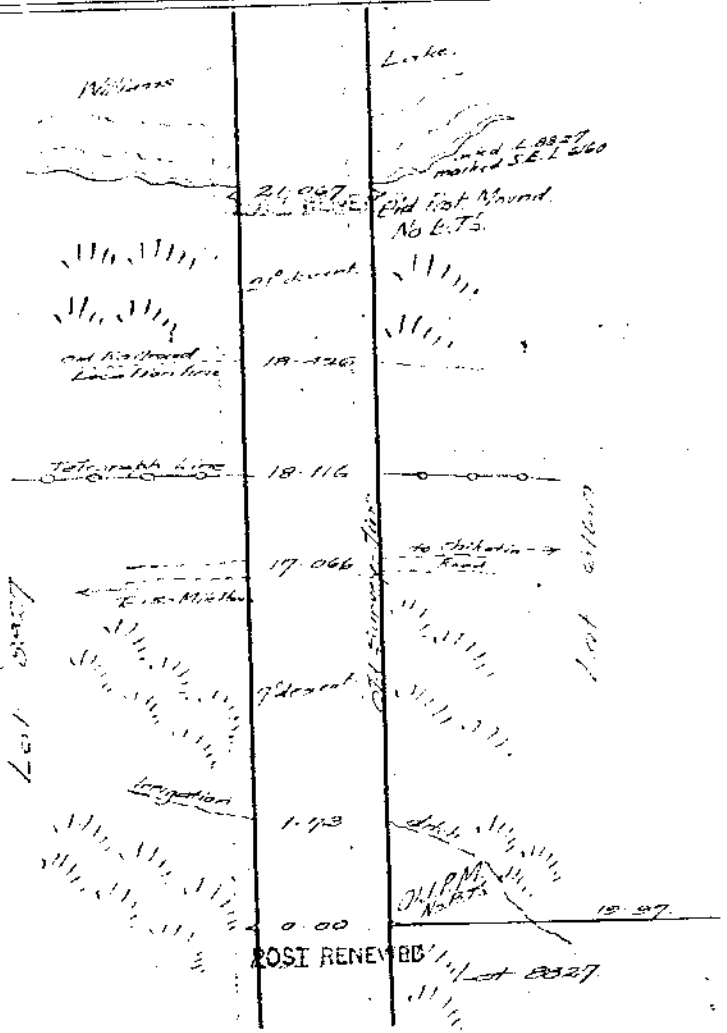
The above line was run the 8th day of July 1914.

H. F. I. Roberts. B.C.L.S.

25,000/7/1912

Lot No. 8827 ..... Cariboo ..... District.

.....Part of West.....Boundary. Bearing.... S2° 47'E.....

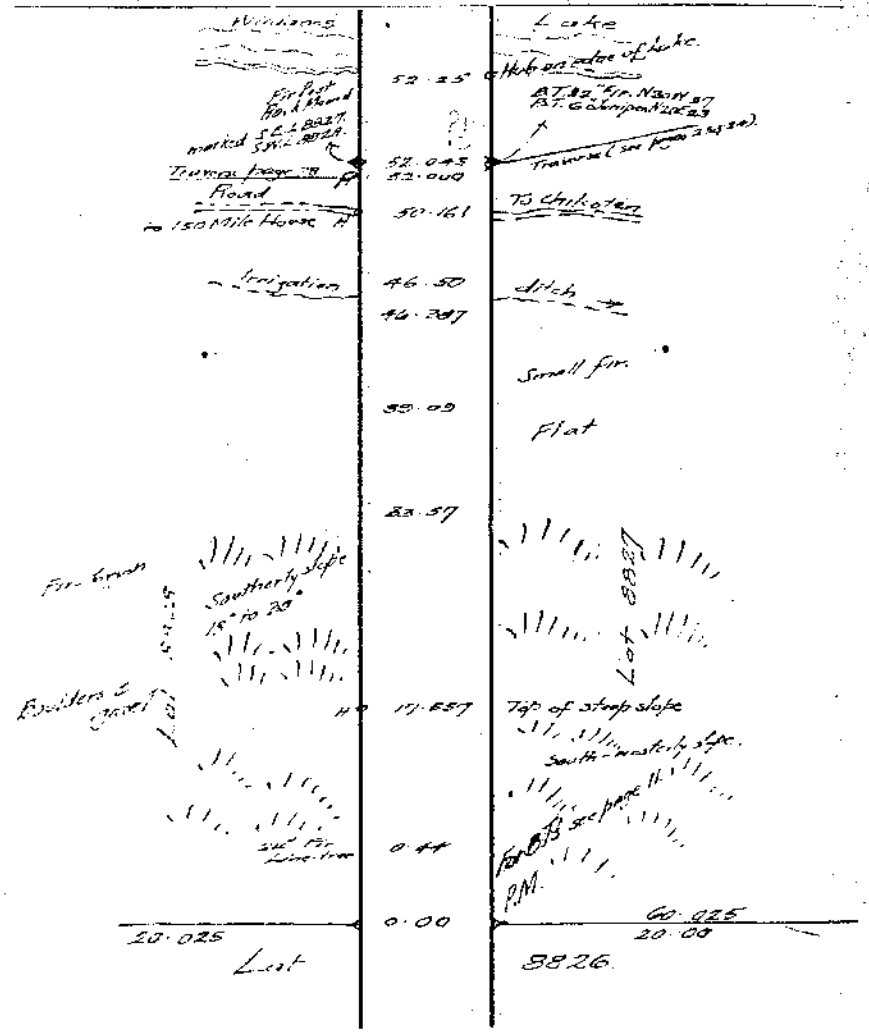


The above line was run the 4th day of July 1914.

H. F. I. Roberts. B.C.L.S.

Lot No 8827 East Boundary. Bearing 600 District.

Lot No. 8828 West Boundary. Bearing South



52.25	
52.045	
52.000	
50.161	
46.50	
46.397	
38.09	
22.57	
17.657	
0.44	
0.00	

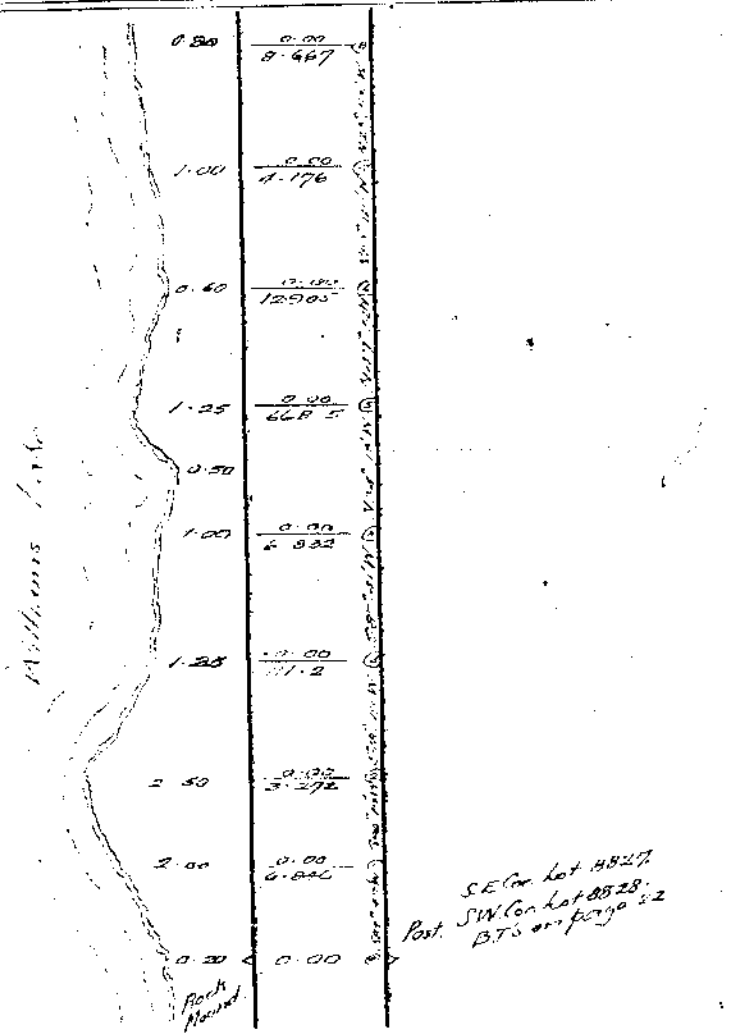
20.025 — 60.025 — 20.00

The above line was run the 20th day of July, 1914.

H. H. Roberts B.C.L.S.

Lot No. 8827 East Boundary. Bearing

Part of South Boundary. Bearing Traverse along shore of Williams Lake



0.80	0.00 / 8.667
1.00	0.00 / 4.176
0.60	0.00 / 12.905
1.25	0.00 / 6.68 S
0.50	
1.00	0.00 / 2.932
1.25	0.00 / 11.2
2.50	0.00 / 3.292
2.00	0.00 / 6.84 E
0.20	0.00

The above line was run the 20th day of July, 1914

H. H. Roberts B.C.L.S.

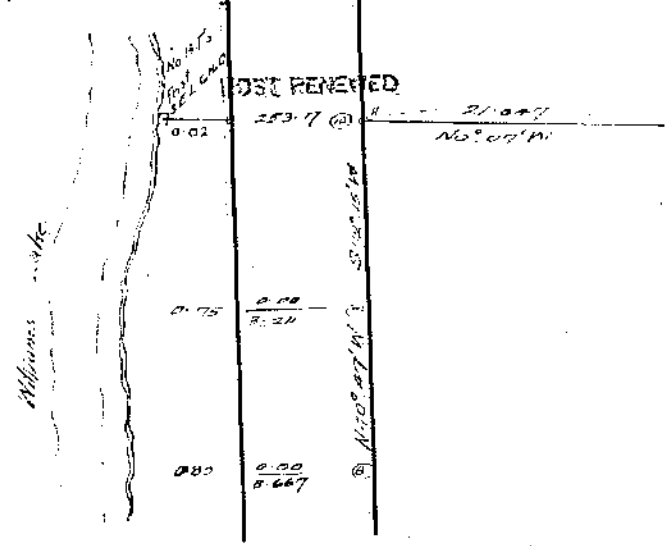
24

Lot No 8827 ..... Caribou ..... District.

..... Part of South ..... Boundary. Bearing .....

Traverse Table of Lot 8827

Station	Distance	Bearing	North.	South.	East	West	Total Latitude	Total Departure
	6.084	S 82° 41' W		0.846		6.032	0.846 S.	6.032 W.
	5.475	S 28° 19' W		4.810		2.610	5.670 S.	8.642 W.
	1.112	S 31° 29' W		0.955		0.575	6.625 S.	9.217 W.
	6.032	S 87° 41' W		0.215		6.026	6.840 S.	15.243 W.
	6.685	N 89° 13' W				6.679	6.838 S.	21.922 W.
	12.903	S 41° 21' W	5.925			8.541	12.703 S.	30.463 W.
	8.176	S 81° 03' W	4.600			8.051	13.431 S.	38.514 W.
	10.667	S 23° 41' W	9.843			4.241	23.274 S.	42.755 W.
	5.211	S 41° 41' W	3.925			3.441	27.199 S.	46.196 W.
	25.557	S 72° 15' W	7.941			24.303	34.843 S.	70.499 W.
	21.044	N 0° 07' W	21.043				13.800 S.	70.499 W.
	5.780	S 28° 57' W	5.780				18.870 S.	70.499 W.
	60.025	No° 07' W		0.775			19.645 S.	70.499 W.
	22.044	East		0.838	60.025		19.645 S.	10.474 W.
		South	0.140	1.241			19.785 S.	9.233 W.
			32.042	32.042	60.025	39.984		
			32.042	55.236	59.366			
			23.194		0.659			
			0.000					

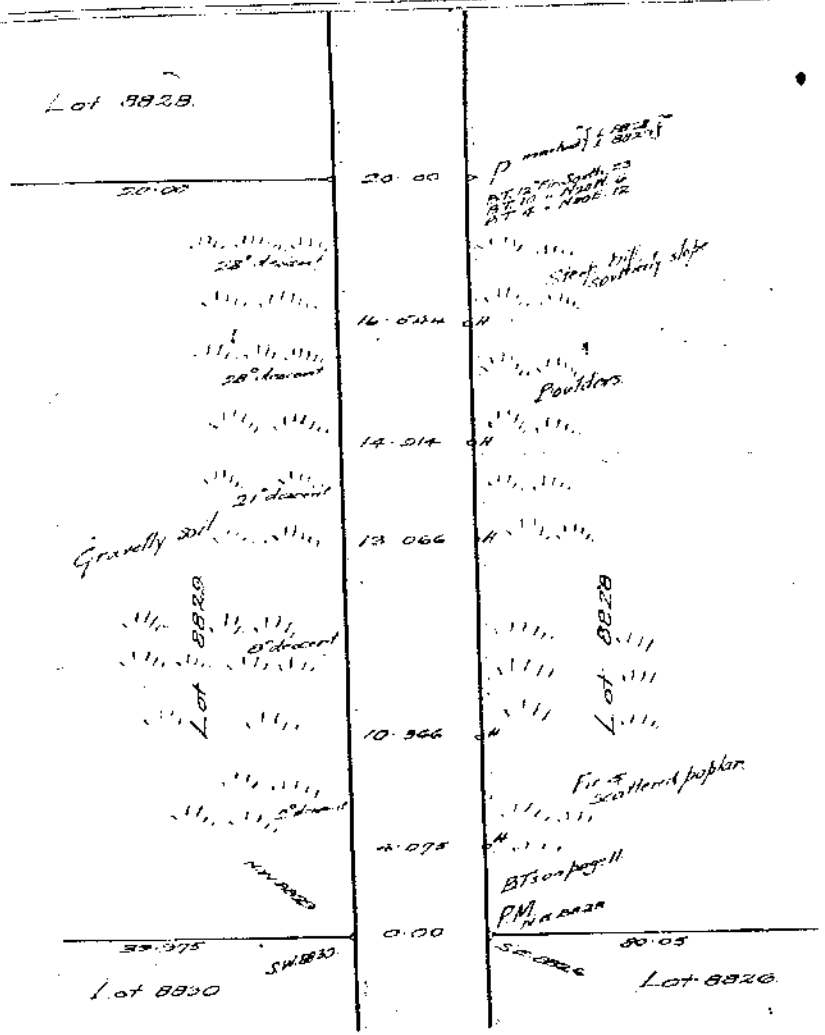


The above line was run the 22nd day of July, 1914.
H. H. Roberts. B.C.L.S

25

Lot No 8828 ..... Part of East ..... Boundary. ..... District.

Lot No 8830 ..... Part of West ..... Boundary. Bearing ..... South .....

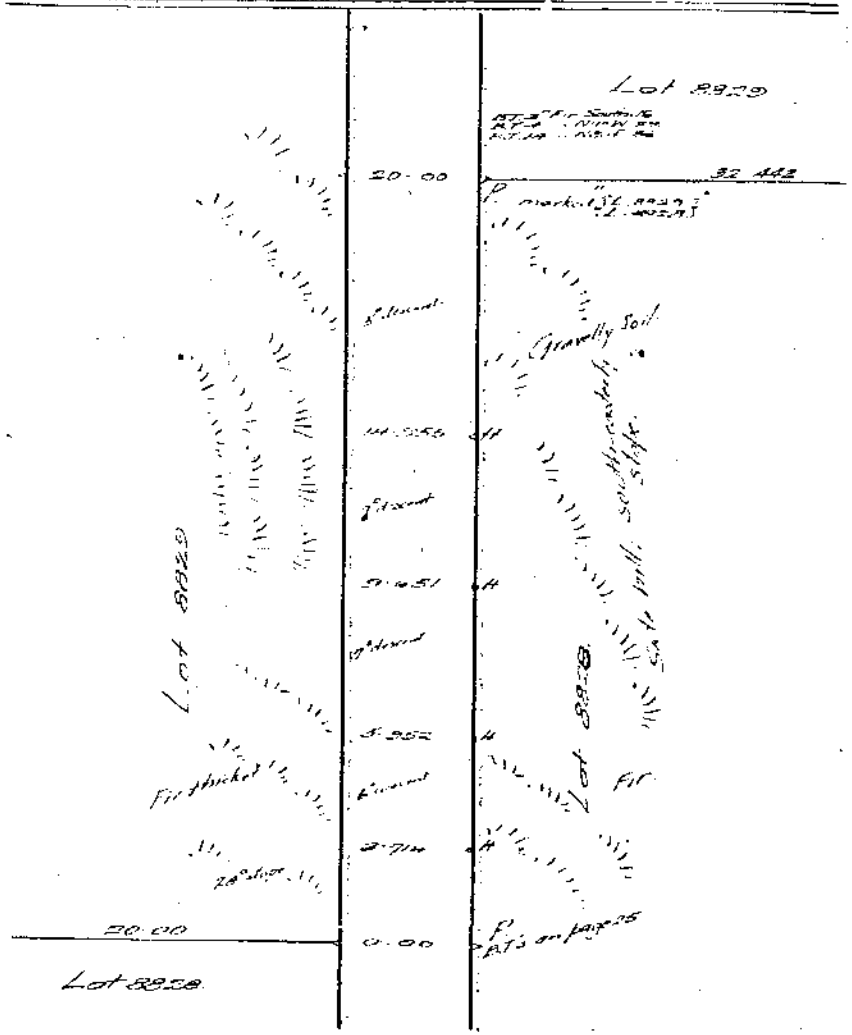


The above line was run the 21st day of July, 1914.
H. H. Roberts B.C.L.S

FORM D.

Lot No 8928 ... Part of South Boundary ... Carcross ... District.

Lot No 8929 ... Part of North Boundary. Bearing ... East ...

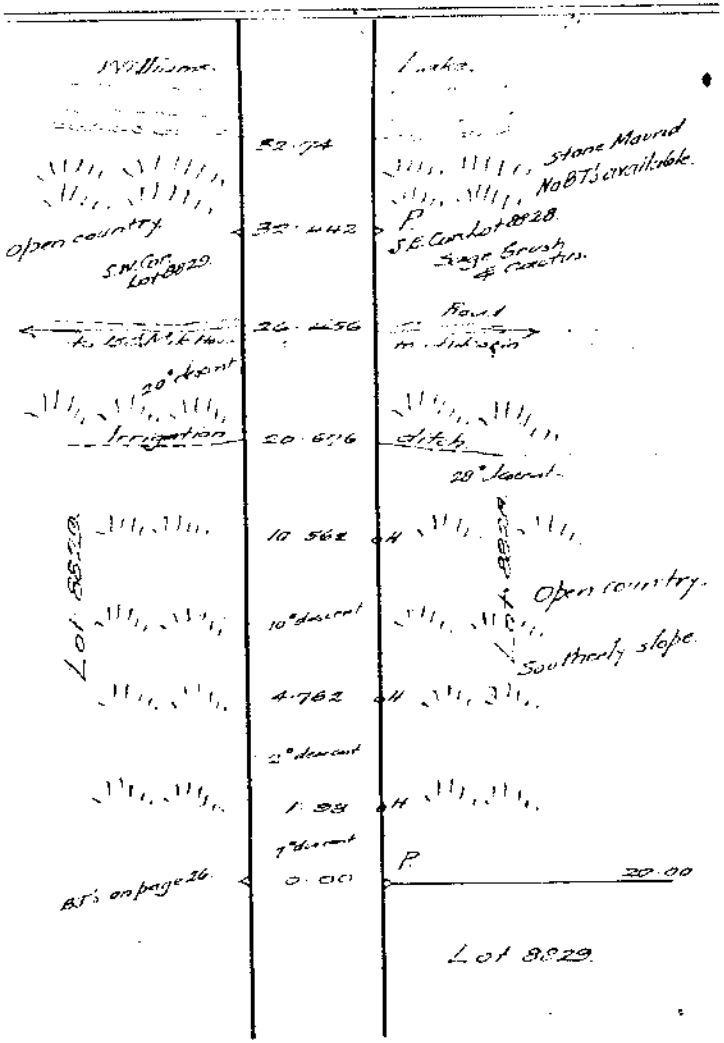


The above line was run the 21st *day of* July, *1914.*

25,000/7/1912 *L. H. Roberts. B.C.L.S.*

Lot No 8928 ... Part of East Boundary ... Carcross ... District.

Lot No 8925 Part of West Boundary. Bearing South ...



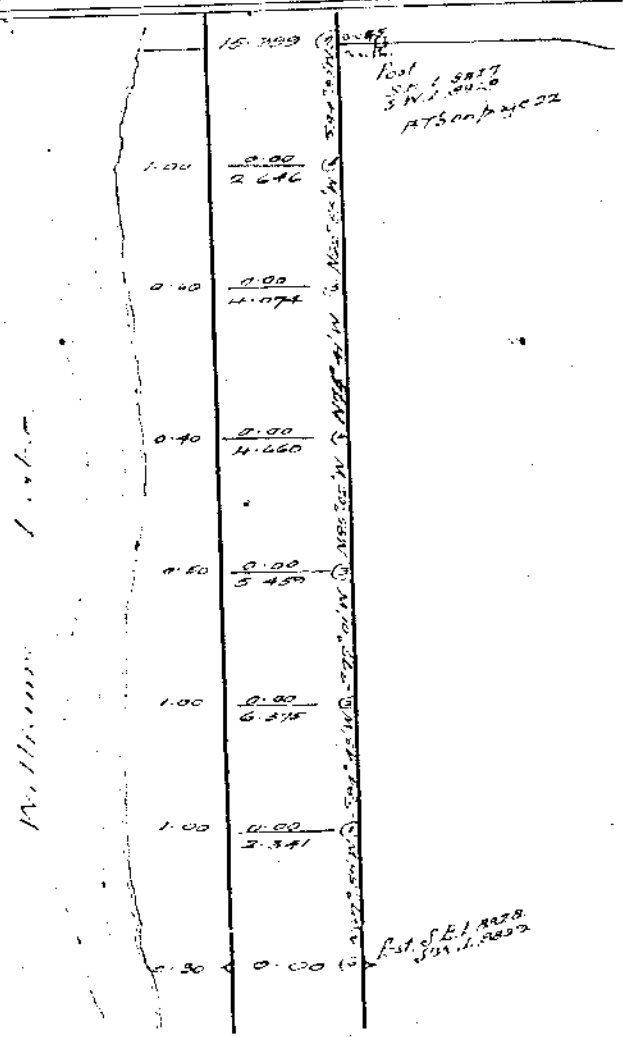
The above line was run the 21st *day of* July, *1914.*

L. H. Roberts. B.C.L.S.

Form D.

Lot No. 8828 ..... Cariboo ... District.

..... East of South ..... Boundary. Bearing ... Traverse along shore of Williams Lake .....



The above line was run the 23rd *day of* July, 191 4

H. H. Roberts. B.C.L.S.

25,000/7/1912

Lot No. 8828 ..... Cariboo ... District.

..... Boundary. Bearing .....

Traverse of Lot 8828

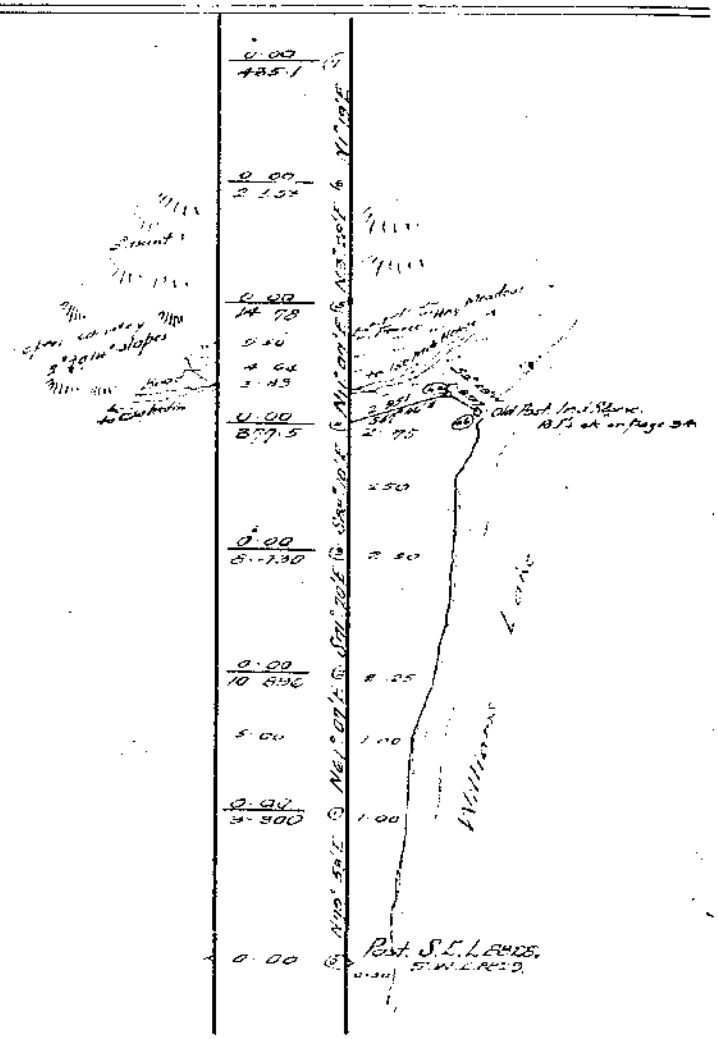
Station	Distance	Bearing	North	South	East	West	Total Latitude	Total Departure
1	2.341	N6° 24' W	0.877			2.170	0.877N	2.170
2	6.425	N 64° 41' W		0.387		4.447	0.490	4.517
3	3.441	S 15° 01' W		1.328		0.889	0.838	4.673
4	4.661	N 85° 02' W	0.403			4.648	0.535	4.673
5	4.074	N 76° 41' W	1.076			3.930	0.511	5.032
6	4.660	N 82° 00' W	1.385			2.356	1.796	4.621
7	16.496	S 84° 00' W		1.444		15.231	3.812	19.853
	52.000	North	52.000				52.000	19.853
	50.000	East			50.000		52.000	29.853
	20.000	South		20.000			32.000	29.853
	20.000	East			20.000		32.000	9.853
	52.442	South		52.000			0.000	9.853
			54.861	54.861	70.000	40.000		
				0.000		30.000		
				0.000		0.000		

The above line was run the ..... *day of* ..... , 191 .....

FORM D.

Lot No. 8829 ..... Cariboo ..... District.

..... East of South ..... Boundary. Bearing ..... Traverse along shore of Williams Lake .....



The above line was run the 21st day of July, 1914.

J. H. Roberts. B.C.L.S.

25,000/7/1912

Lot No. 8829 ..... Cariboo ..... District.

..... Boundary. Bearing .....

Traverse - Length of Lot 8829

Sta.	Distance	Bearing	North	South	East	West	Total Latitude	Total Departure
	3.300	N 90° 45' E	1.080		3.118		1.080 N	3.118 E
	10.894	N 41° 01' E	8.263		9.581		6.943 -	12.699 -
	9.430	N 21° 20' E		8.698	7.086		2.745 -	19.785 -
	3.775	S 89° 15' E		0.121	3.778		2.624 -	23.563 -
	14.790	N 11° 03' E	14.501		2.844		17.125 -	26.407 -
	2.545	N 9° 28' E	2.458		0.153		19.583 -	26.560 -
	4.441	N 1° 15' E	4.439		0.100		24.022 -	26.660 -
	13.280	N 1° 41' E	13.274		0.411		37.296 -	27.071 -
	12.151	Same as 14		0.375	12.155		25.021 -	39.226 -
	14.804	North.	14.804				39.825 N	39.226 E
	45.960	West				39.250	39.825 -	13.976 -
	20.000	South.		20.000			19.825 -	13.976 -
	20.000	East		0.083	20.000		39.908 -	6.024 E
	32.002	South		39.917		0.141	0.009 -	6.033 E
			55.713	55.636	60.091	39.250		
			55.636					
			0.083		0.141			

Table of Ties between Stas. of Traverse Lot 8829 and Old Post Indicating Shore on Lake

Sta.	Distance	Bearing	N	S	E	W	Lat.	Dep.
							3.52 N	33.483 E
46	2.951	S 87° 46' E		1.574	3.496		1.950 -	36.979 -
46	1.889	S 31° 29' W		1.595		2.282	0.656 -	36.979 -
				3.169	3.496	2.282		
					2.282	0.282		
					1.214 E			

From Total Latitudes & Departures of Stas. 0 & 46 in above tables, Bearing of Boundary of Indian Reserve calculates — N 1° 30' E, and length of Boundary 38.05

$\frac{32.236}{38.05} = \frac{25.837}{31.041}$ ∴ $\frac{1.092}{31.041} = .0218 = \tan 1°\,15'$

31.041 Sin 1° 35' = 38.05

Old Post Ind. Pcs. No. 1 marked "Ind Res"

Hub

12 Nail Scribed N. Edge Trail Tree No. 1

Old Post Ind. Pcs. No. 1 marked "Ind Res"

21" Cedrus

gravelly Sand

Slope varies from 14° to 37°

Old Post Ind. Pcs. No. 2 marked "Ind Res"

Cariboo L 8829

1325.6

1320.

34" Cedrus

Trail

Trail

4.454

The above line was run the 21st day of July, 1914.

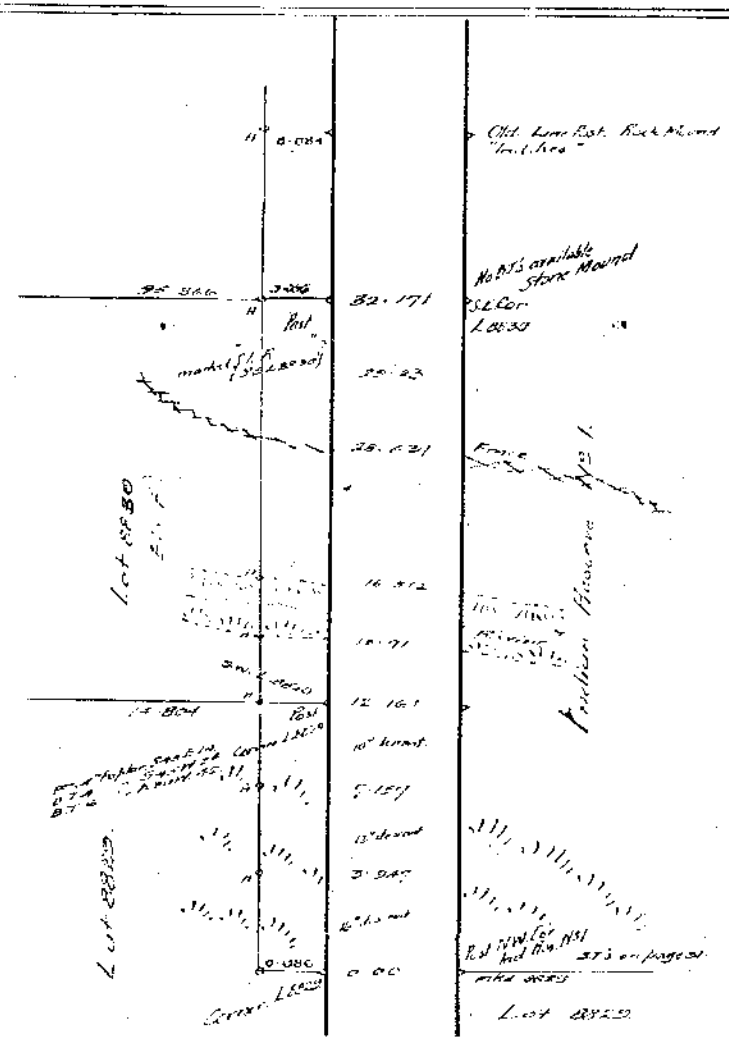
J. H. Roberts. B.C.L.S.

FORM D.

Lot No. 8830 ... Part of South Boundary

Lot No. 8829 ... Cowichan ... District.

... Part of South ... Boundary. Bearing ... Sec. 14 E ...



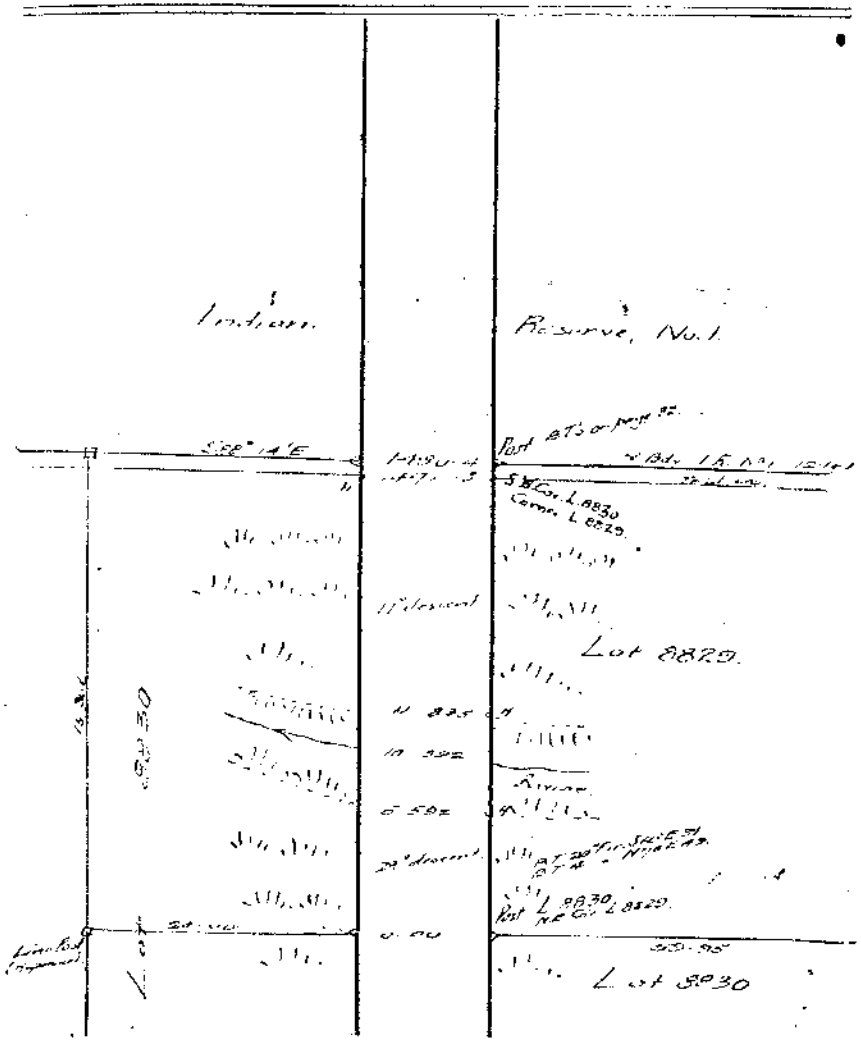
The above line was run the 31st day of July, 1914

25,000/7/1912

H H Roberts B.C.L.S.

Lot No. 8829 ... Cowichan ... District.

... Part of East ... Boundary. Bearing ... South ...



The above line was run the 21st day of July, 1914

H H Roberts B.C.L.S.

Lot No 8829 ..... Cariboo ..... District.

.... Part of East ..... Boundary. Bearing N. 1° 39' E. .....

Lot 8829

Corner Lot 8829 — 38.136 — N. Offset line

Found Old B.T's — 38.05 — 18.161 Set line

Old B.T's on page 31. — Old Post "Ind Res"

Lot 8829

Indian Reserve No. 1.

Method of calculating bearing & distance shown on page 31.

Old Survey Line.

Actual Line Between Posts was not Cleared.

Set new Post and marked it "Ind Res" S.E. 8829

Post — 0.00

Old B.T. 32 "Poplar. Stds N. 16. New B.T. 20 " North 88. New B.T. 5 " North 16.

Found Old Post; in bad condition. marked "Ind Res" "Line Post"

Williams Lake

The above line was run the ..... day of ....., 191..

H. H. Roberts. B.C.L.S.

Descriptions of Fr. Lots & Lots

Lot No. 8819, 8827, 8828 & 8829 ..... Cariboo .... District.

..... Boundary. Bearing .....

Lot 8819

N.W. fr. L. 8819.

Sandy loam soil chiefly. Southerly slope. The northern portion of this fr is covered with scrub fir. The S.E portion is fairly open. Fir & poplar are principal timber in southern portion of fr.

2nd Class Land.

S.W. fr. L. 8819.

Sandy loam soil, rather rocky. Steep southerly slope. Fir and poplar predominate. Surface is broken in many places by ravines. Steep slope make this fr unsuitable for agricultural purposes.

2nd Class land.

N.E. fr. L. 8819.

The soil is dry, fair and rather stony. Land slopes southerly. Fir & poplar are principal trees. Vegetation fairly abundant.

2nd class land.

S.E. fr. L. 8819.

Sandy & gravelly soil. Very steep southerly slope to Williams Lake. Fir, willow & poplar are principal trees. Grass & prairie are fairly abundant. Portion of long irrigation ditch & Chilcotin Road traverse this fr.

2nd Class land.

Lot 8827 :- Sandy loam soil, rocky surface. Sharp southerly slopes to Williams Lake make the major portion of this lot unsuitable for pre-emption. Fir and scattered poplar are predominant trees. Vegetation — bunch grass and pearine are found on this lot; in several open places, near lake, bunch grass & cactus grow. An old irrigation ditch and the Chilcotin Road traverse this lot.

First Class — 10 acres; 2nd Class — 189.

Lot 8828 :- Sandy loam soil, very rocky in places. Very sharp slopes to south. This Lot is not suited for agriculture. Fir is principal timber. Vegetation grows well.

2nd Class land.

Lot 8829

:- Northern portion of Lot is very steep and rocky, and fairly open in the north-east. The only land suitable for agriculture is in the southern portion, adjoining Indian Reserve No1. Williams Lake forms the south boundary of this lot. The Chilcotin Road traverses the southern portion of lot. Fir & scattered poplar are found on this lot.

1st Class Land — 15 acres

2nd Class land — 181 "

The above line was run the ..... day of ....., 191..

H. H. Roberts. B.C.L.S.

Descriptions of Lots

Lots No 8826 & 8830 Cariboo District.

Boundary. Bearing

— Lot	8826 —
N.W.¼ L. 8826. A wagon trail connects this L with the Chilcotin Road. The land has a slight southerly slope. Soil is sandy loam, and principal trees are fir and poplar. In places the land is quite open. 1st Class 15 acres. 2nd " 145 "	N.E.¼ L. 8826. Level in northern portion, and slight southerly slope in southern. Access from Chilcotin Road by wagon trail. Sandy loam soil. Fir, S.Pine & poplar are found on this ¼ 1st Class. — 15 acres. 2nd " — 145 "
S.W.¼ L. 8826 Sandy loam soil, stony surface. Steep southerly slopes. A dry creek running in a ravine and a wagon trail traverse this ¼ in a southerly direction. Fir & poplar & bearing are principal growths. 2nd Class Land.	S.E.¼ L. 8826 Sandy loam soil. Southern portion has steep southerly slope. Fir & scattered poplar are principal trees. 2nd Class Land.
— Lot	8830 —
N.W.¼ L. 8830. Sandy loam, stony in places. Fir & S.Pine are predominant trees. Fairly level country. A wet meadow lies near East boundary. Several trails connect with Nemaia trail, which joins Chilcotin Road. 1st Class 10 acres. 2nd " 150 "	N.E.¼ L. 8830 Fairly open, level country in northern portion: in Southern portion timber is heavier, consisting chiefly of fir. Two meadows are situate on east boundary. Fir, S.Pine & poplar are found on this ¼. Sandy loam soil. 1st Class — 10 acres. 2nd " — 150 "
S.W.¼ L. 8830. Northern portion is fairly level, southern portion has slight southerly slope. Country is open in places. East boy crosses a wet meadow. Fir, poplar are principal timber. 2nd Class Land.	S.E.¼ L. 8830 Fairly, level, except in South east portion, which slopes sharply to the south. Sandy loam soil, stony in places. Fir & scattered poplar predominate; stand of fir rather heavy in some parts. 2nd Class land.

The above line was run the ..... day of ....., 191..

H. H. Roberts. B.C.L.S.

Astronomical Observation

Lot No 8819 Cariboo District.

East Boundary. Bearing

Observation

Date: 10th July 1912

Time: 12h 25m Local mean time

Place: 13 yds. magnetic North of Station 1100

Reference Line: West End of Long Line to East " " L.8819

Star at meridian observation

Latitude: 52° 07' 46"

Declination of Star: 88° 50' 42" N

Sin Azimuth of Star = Sin co-declination / Sin Colatitude = Sin 1° 09' 16" / Sin 37° 52' 14"

= Sin 1° 52' 47"

Angle between Reference Line and Star = interior angle at Station 1° 52' 47"

Azimuth of Star = 1° 52' 47" + 0° 01' 13"

Bearing of Reference Line is N 0° 01' 33" W

In notes, bearing is shown as N 0° 01' W

The above line was run the ..... day of ....., 191..

H. H. Roberts. B.C.L.S.

AFFIDAVIT.

—:o:—

I, H. H. Roberts

of Vancouver, B.C., a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed Lots 8019, 8026, 8027, 8028, 8029, 8030 & 8030a Caribou District

(2.) I commenced the said survey on the 8th day of July, 1914, and completed it on the 31st day of July, 1914.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this 4th day of January A.D. 1915.

H. H. Roberts B.C.L.S.

Harry J. Devine

Notary Public for Province of British Columbia

THE CARIBOO AUTOMOBILE ASSN.

QUESNEL, B.C. 1923.

LEGEND.

- D GAS and OIL
- O GARAGE
- HOTEL = GAS = GARAGE
- △ Stopping Places.
- D△ HOTEL = GAS.

Figures in Circles represent miles from ASHCROFT.

CARIBOO ROAD

Nixon Creek

Okbow L.

Cottonwood R.

Cottonwood

Stanley

BEAR LAKE 299

Bonkerville 280 D△

Isaac L.

Spectacle L.

Long L.

ESNEL 220

Quesnel River

Quesnel Forks Road

Kersley

Alexandria

Caribou Lake

Keithley

Quesnel Forks

Little Lake

D△ Quesnel Dam 201

Cedar Creek

QUESNEL LAKE

Macalister D

Beaver Lake △

CARIBOO ROAD

Big Lake

300 Mile Creek

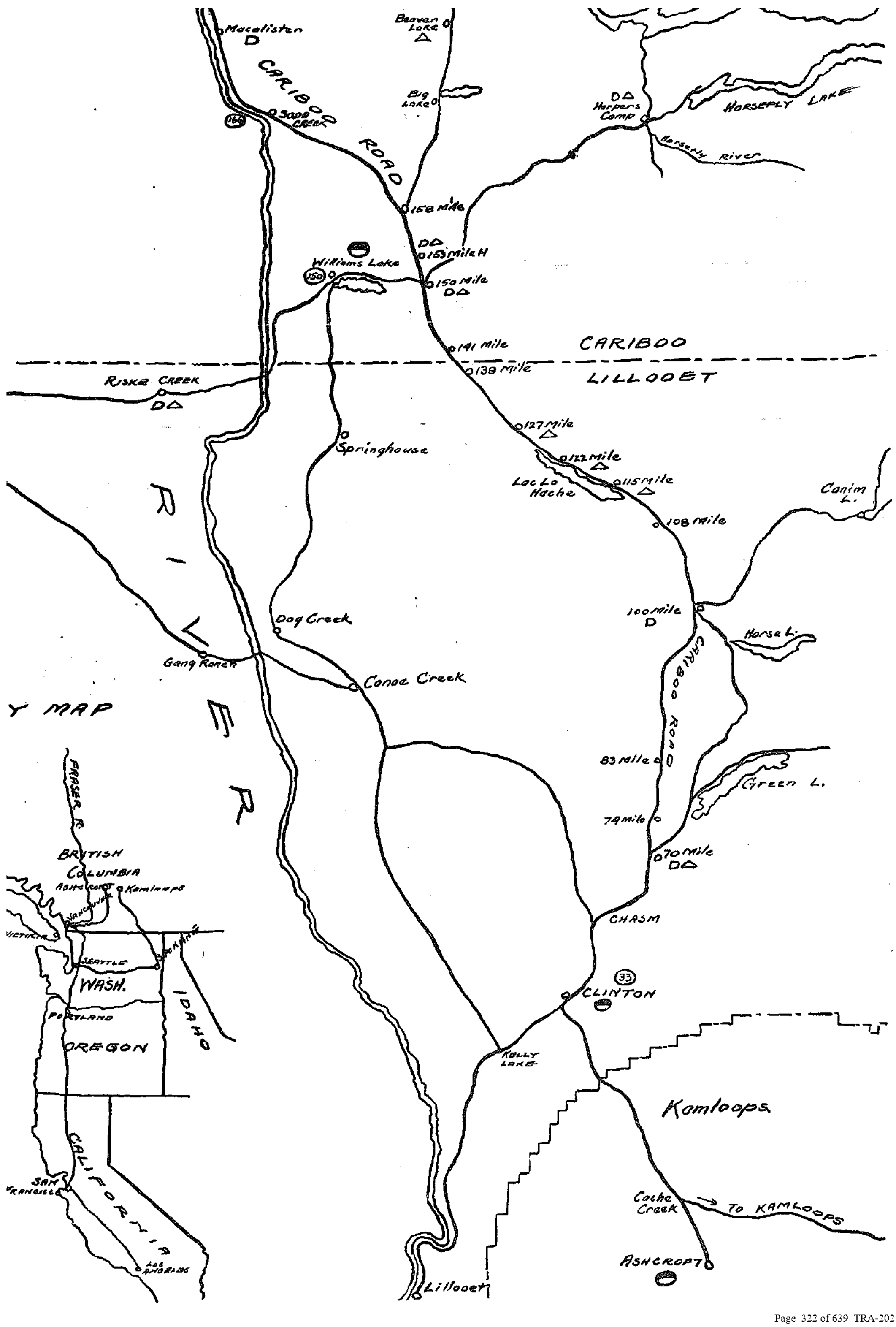
158 Mile

D△ Harpers Camp

HORSEFLY LAKE

Horsefly River

D△


Macalister
Beaver Lake
CARIBOO ROAD
Big Lake
Harpers Camp
HORSEFLY LAKE
Horsefly River
Soda Creek
158 Mile
Williams Lake
150
159 Mile H
150 Mile
CARIBOO
LILLOOET
141 Mile
138 Mile
RISKE CREEK
127 Mile
Springhouse
122 Mile
Loc Lo Hache
115 Mile
Canim L.
108 Mile
100 Mile
D
Horse L.
CARIBOO ROAD
Dog Creek
Gang Ranch
Canoe Creek
83 Mile
Green L.
74 Mile
70 Mile
CHASM
33
CLINTON
KELLY LAKE
Kamloops
Cache Creek
TO KAMLOOPS
ASHCROFT
Lillooet
R I V E R
Y MAP
FRASER R.
BRITISH COLUMBIA
Ashcroft
Kamloops
Vancouver
VICTORIA
SEATTLE
Spokane
WASH.
PORTLAND
OREGON
IDAHO
CALIFORNIA
SAN FRANCISCO
LOS ANGELES

DEPARTMENT OF HIGHWAYS, B.C. Electoral District South Cariboo Reference No. 12

DETAILS OF ROAD (TRAIL)

Name s.22

Initial Point Cariboo Highway at N.E. Cor. Block B Plan 4189, D.L. 8817

Terminal Point Village of Wm's Lake Bdy at E. Bdy D. L. 7045

Total distance between Initial and Terminal Points 0.15 Miles.

CLASS:—

Trunk	Local	Industrial X	Trail—Ordinary
Main	Farm	Mining	Trail—Mining

(Check appropriate spaces above and below; thus: X.)

TRAFFIC: Character—

Volume—

General X	Rural	Mining
Heavy X	Medium	Light

DATE OF ESTABLISHMENT AND HOW ESTABLISHED; e.g., Gazette, subdivision plan, reference plan, conveyance, or otherwise.

Subdivision Plan

Year constructed [redacted] Dept. Plan No.

Width of Right-of-way 40 and 66 Dist. Plan No.

Range of Elevations above sea-level 2000 REMARKS: October 1961 — length ~~[redacted]~~ reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a "truck route"

DETAILS OF CONSTRUCTION AND MILEAGE OPEN

TYPE OF SURFACE	Length, open, Miles	Width, Feet
Cleared only		
Earth or sand-clay		
Gravel or W.B. macadam	0.15	
Bituminous spray coat		
Bituminous mulch		
Bituminous pen. macadam		
Asphaltic concrete		
Portland cement concrete		
Other types		
TOTAL LENGTH OPEN, MILES	0.15	

H. 59-0

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

3834

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B.C.
DEC 3 1963

TO: Assistant Deputy Minister
Victoria, B. C.

SUBJECT: #20 Chilcotin Highway
Williams Lake Junction - Sheep Creek (Sword Creek) Section

ANSWER NOTED:
DATE:

SENDER'S ADDRESS: Williams Lake, B. C.
DATE: 29 November, 1963
ELECTORAL DISTRICT: South Cariboo
HEADQUARTERS FILE:
REGIONAL FILE:
DISTRICT FILE: 84-20-20
REFERENCE: DATED:

I refer to my discussion with Mr. Brown of yesterday regarding s.22 claim for $25,000. for the lot at the "Y" in Williams Lake. The following is an outline of the points brought out concerning that portion of the proposed Williams Lake-Sheep Creek (Sword Creek) location between Williams Lake junction (the "Y") and Mile 0.0 of the present Chilcotin Hwy. at the East end of #307R Chilcotin Arterial (MacKenzie Ave.) (Points A and B respectively on plan attached.)

1. At present Williams Lake is, and will be for a great many years to come, the shopping, trading and railway centre for the Chilcotin country.

2. If the whole Chilcotin Highway is paved and Alexis Creek, Anahim and Bella Coola triple in size, the importance of Williams Lake will increase not decrease. The only factor which might alter this situation would be a railway line West from Williams Lake and it is difficult to see what industry would justify this.

3. Bella Coola is 300 miles; Anahim Lake, 200 miles; and Alexis Creek, 70 miles from Williams Lake and with these distances Williams Lake will remain a stopping place for meals, overnight and longer to practically all tourists, hunters, business men and others.

4. In view of this, a new road from the "Y" directly to the present starting point of the Chilcotin Highway, (A to B on plan) which would be, in effect, an East-West bypass would seem to be hard to justify.

5. The heavy industrial area (logging, etc.) here is entirely located on the Western outskirts of Williams Lake and a few logging trucks do traverse the main street on their way from the South. This is a source of local irritation but I would estimate this traffic at not more than 30 vehicles a week and these vehicles would be the only ones which would regularly make use of the direct link referred to. Even this minor problem can be taken care of by improving and paving the "Williams Lake Truck Route" — a Village road that runs from a point South of the "Y" on #97, skirts the town to the South, and leads directly to MacKenzie Avenue and the Chilcotin Hwy. (Shown blue on plan.)

1506634

Continued..... Page 2

ASSISTANT
DEPUTY MIN HIGHWAYS

Page 2 of 634 IRA-2021-11116

TO FORM H.116 FOR DEPARTMENTAL CORRESPONDENCE ONLY

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF HIGHWAYS

FORM H-113

FOR DEPARTMENTAL CORRESPONDENCE ONLY

TO:

ATTENTION:

SUBJECT:

SENDER'S ADDRESS:

DATE:

ELECTORAL DISTRICT:

HEADQUARTERS FILE:

REGIONAL FILE:

DISTRICT FILE:

REFERENCE: DATED:

6. The complaints received as to the road West all bear on such trouble spots as Sheep Creek (Sword Creek) Hill, the grades East of the Fraser River, the hill at Lee's corner (50 miles West) Tatla Lake Hill, and so on, I have never heard of any one having trouble through Williams Lake itself.

7. These points lead me to suppose that the link A-B would be strictly a luxury for very many years to come and I feel that this section could be deleted from our present plans.

8. If this point is accepted, then there remains no reason why we should not abandon the amendment to the reserve at the "Y" (we could keep the original reserve) and approve s.22 subdivision as originally proposed.

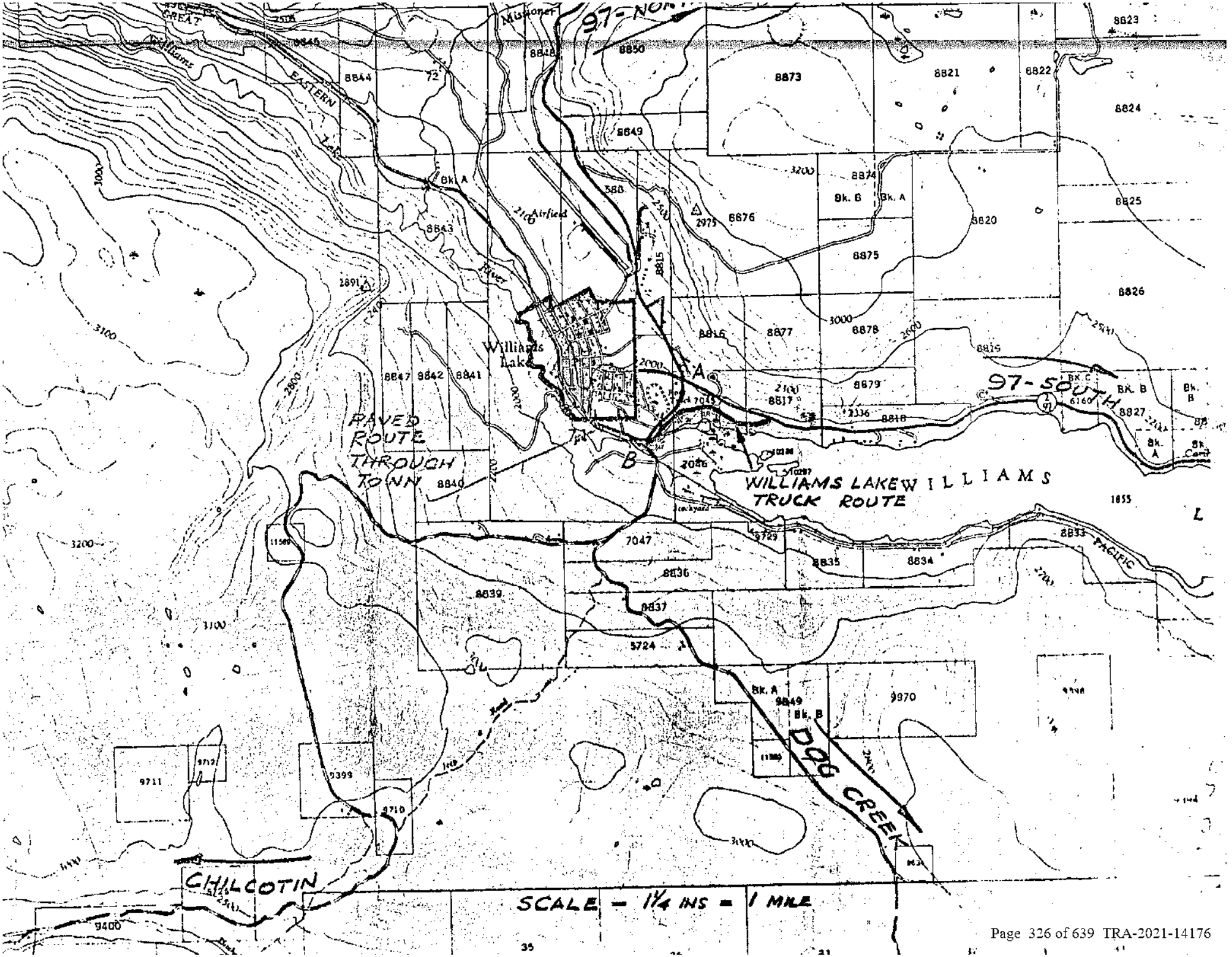
9. There would be no point in cancelling the access permits, this is an area already committed to service industries and if we are prepared to accept that the link A-B will not be needed until way into the distant future, there would be no reason to aggravate s.22 with such a picayune matter.

10. We would appear to save $25,000.00.

H.F. Blunden
District Superintendent

HFB/ar

c.c. Regional Highway Engineer, Kamloops
ATTENTION: Right-of-Way Agent, Kamloops


97-NORTH
97-SOUTH
WILLIAMS LAKE
Williams Lake
PAVED ROUTE THROUGH TOWN
WILLIAMS LAKE WILLIAMS TRUCK ROUTE
DOG CREEK
CHILCOTIN
Bk. A
Bk. B
Bk. C
Airfield
Eastern
Pacific
SCALE - 1¼ INS = 1 MILE

A Canbon L.D.
(+ Chilcotin Soap Co. Ltd. in Lillooet Dist.)

San Jose #6 – Wms Lake

Expenditures – Analysis

1876 – Soda Creek x Wms Lake – $2.00
1877 – Report on proposed trail to Chilcotin country (from S.C.) – of opening a trail already existing
1878 – Wms Lake to S.C. Road (165.15)
1879 – new trail route, opposite S.C. on Fraser (6 mi to Chilcotin (Quesnel to)
1882 – Wms Lake Rd works – from 150 Mi (?)
1883 – Chilcotin trail – 3 mi into canyon work; work on Rd S.C to Wms Lake
1884 – Soda Creek – Chilcotin Road (suggestions re to new Rd along shore of Wms Lake)
– Wms Lake & Chimney Creek – 2½ mi repaired – i.e. rd already exists – this is 1st rep.
1885 – Chilcotin Rd (+ Wms L to S.C.)
1886 – Rd from Fraser opposite Chimney Creek south to intersect Chilcotin Rd* (about 4 mi)
1887 – Wms L. – Chimney Crk – 8 mi E Chimney Crk P.O. differs from other Chim Crk note from
– Wms L Rd (from Main Trunk Rd to Pinchbeckie – 12 mi) – see 7, 10/12/20*
– Chilcotin Rd
1888 – Chimney Crk to Chilcotin
Soda C & Chilcotin Rd – 23 mi
1889 – Chilcotin Main Rd (1st rep.)
= " Rd via Chimney Creek* – runs on west side of Fraser – then opening Chilcotin Rd to Main Western Rd at 150 Mi (via Wms Lake?)

1890 – Chilcotin Rd; Rd from W.L. to Chimney Crk, etc.
" trail – S.C. to Little Lake
1891 – Rd from Pinchbeckie to new ferry at Chimney Crk*
– Chilcotin Rd + road to Chimney Crk ferry
1892 – Wms Lake – Whelan L + Rd to Chimney Creek ferry (both sides Fraser),
– Chilcotin Rd.

Wawa Lake B

Bridge - Wawa Lake
19-20, 22-23

when did bridge across Francois replace ferry at mouth of Chilcotin Rd? - 1902

Expenditures Bridges (continued)

1893 - Rds via Lillooet (to Chimney Crk, etc.)
1894 - " " " " "
- Chilcotin Rd (from S.C.) #11 - Wawa Lake Cut off
1896 - Wawa L. Rd. ; S.C. & Chimney C. Rd.
1897 - Chilcotin Rd (112 mi)
1898 - Wawa Lake Valley Rd (150 to Lillooet; Branch to Chimney Crk, 150 to Bl. L.).
1899 - Chimney Crk Rd via Wawa Lake*
- Chilcotin Main Rd (Chimney Crk Rd to ferry)
1901 - Chilcotin; Chimney Crk
1902 - Wawa Lake - Chimney Crk Rd.
- Chilcotin Main, Chimney Crk - Chilcotin
1903 - Wawa Lake - Chimney Crk - Lillooet route (20 mi)* - begins at 150.
- Chilcotin ~~Chilcotin Main~~* (+ Chimney C - Rd)
1904 - Wawa Lake - Chimney Crk - Lillooet as in 1903 (+ bridges)
- Chilcotin Main (+ Chimney Crk: N. Div Ry Rd + S. Div bridge Rd*)

Chilcotin Surv. Bridge
Legn 1901 (p 685)
completed 1904 (p. C 16).

Chilcotin Main Rd	Chimney Crk	Wawa L - Chimney C	Chilcotin - Soda Creek
1905, 06, 07, 08, 09, 09-10, 10-11, 11-12, 12-13, 13-14, 14-15* (via W.L.), 15-16, 16-17, 17-18, 18-19, 19-20, 20-21, 21-22, 22-23, 23-24, 24-25, 25-26* [#4], 26-27, 27-28, 28-29, 29-30, 30-31, 31-32, 32-33, 33-34 [#32], 34-35 [Chilcotin], 35-36 [#18], 36-37, 37-38, 38-39, 39-40, 40-41, 41-42, 42-43, 43-44, 44-45, 45-46, 46-47, 47-48, 48-49, 49-50, 50-51, 51-52, 52-53, 53-54, 54-55, 55-56, 56-57, 58-59	1905, 06 (Eagle), 09-10, 10-11 (15 mi - Chimney C. bridge*)	1905	1914-15*, 15-16, 16-17, 17-18, 18-19, 19-20, 20-21, 21-22, 23-24, 24-25

Bridges #12 - 46-47, 56-57, 58-59

S.C. - Soda C. 20-21, 22-23, 23-24

W.L. - S.C. (Gang Ranch) 31-32, 32-33, 33-34, 34-35

new W.L. - Springhouse road - 1921-22

C

San Jose # 6 – Wine Lake

#11 = milk in Lake Sq.

s.22

Road ?

– when does it show in Annual Reports ? – 46-47 56-57 58-59 [by appeal]

– Fed 1:50,000 map from 1951 did show Body's Creek going thru I. R 6 (central of camp down thru NW corner of Res.)

File 3827/150 CORS

1963

Roads listing in Annual Reports

- alphabetically thru report of 1924-25
- Numerically from " " 1925-26
  - from '25-26 – Chilcotin Agency – No. 1 to '32-33
  - " '33-34 " " " 320 " '34-35
  - " '35-36 " " " 18 omitted

when did Dist. Rds. replace DX stage from Lac des Is to Wine Lake ? —
Somehow between 1925 and 1933 I think

~~Rd to Forest = shown in Annual Report 1956-57~~ *

– subject road cannot be Carlton Hwy because it would go south of ground area

Wine Lake Dist 1967-68

12 Post Rd. not used for Forest in 1930-31 report

Wino Lake D

File 4013 Notes

- file shows Municipality's request of Chilcotin Rd as feeder, includes work orders

- Memo 14/9/44 : list of bridges on Chilcotin Rd :
  #390 - Wino Lake Creek
  312 - Ledard Hill *
  310 - Chilcotin Suspension

- by 1951 - Chilcotin + Hill Creek are still not canceled

File 5565

Details of Pre-emptions, purchases of D.L.'s in Wino Lake area - see page opposite.
- expired for D.L. 7295

- pages of gazettes of Chilcotin Hwy 20

- Railway Plans - (1915) - shows Chilcotin Rd meeting Wino Lake Rd with D.L. 7045 - but Wino Lake Rd goes from L.R. 6, not Chilcotin Rd. *

L.T.O. Plans
Plan 18517 (1976)

Published Maps - see L.

Wms Lake E

Published Maps

1. Quesnel [illegible] (1915) - not appear to go there.
2. " " " (1921) " is in vicinity but hard to tell if it go there
3. Map of Central Cariboo (Forks & Works, 1898) — shows general course Chilcotin Rd from 150 Mile House.
4. Sketch of Part of B.C. (1882) - forerunner of Chilcotin Rd from Wms Lake may have been "River Trail"
5. Cariboo & Adjacent Districts (Forks, 1916) - good on General course of Chilcotin Rd.

6. Reference Map 27 — doesn't show Lucy's ~~[illegible]~~.

s.22

7. Forest Service map of 1952 shows ~~[illegible]~~ the general area — (I.R. is not placed).

Basic documents re I.R. 6.

1. Original Survey — W.S. Jemmett 1882-84 — shows trail going thru N.E. corner — [on fence? - Pinchbeck.] way to Soda Creek & Wms L. & rd to Chimney Creek.
2. Resurvey of subdivision lots — 1972 (shows Plan 18517)
3. Reserve General Register
4. Minutes of Decision (1881) - accompanying map (1882) shows ~~trail~~ fence thru N.E. corner of Reserve
5. Field Book (I.R. - Co. 5 Vol II) 28/7/1883
 - originally designated I.L. 79, Gp. 1, C.D.
 - again, fence thru NE corner or fencing
 - mentions trail to Chimney Creek?

Wm Affleck F

Field Books — D.L.s C.D.

1. D.L. 7045 (1913)
   - tracing shows Chilcotin Road in process survey & intend * (Hwy 7 - R.)
   - " " Soda Creek Rd going from D.L. 7045
   + notes p. 1: "Chilcotin Wagon Rd"
   p. 4: "Chilcotin ..." and telegraph"
   p. 6: "Chilcotin Rd."

2. D.L. 7046 (1913) - nothing (Chilcotin Rd on p. 4 map)

3. D.L. 7047 (1913)
   - tracing: "Chilcotin Wagon Rd" + telegraph line
   - notes - pgs. 1, 5

4. D.L. 8836 (1914)
   - tracing: "to Chilcotin Wagon Rd to 150 mile House"
   - preliminary notes: "I suppose will connect this road with Chilcotin 150 mile House"
   - notes - 2, 4

5. D.L. 8837, 8839 (1914)
   - tracing "Wagon Rd" (to Chilcotin 150 mile House): both lots
   - notes - 1, 2, 3, 4, 9, 19

6. D.L. 8816, 8817 8818 (1914)
   - tracing: Rd to Chilcotin intersects diff 150 mi Wagon Rd with D.L. 8817 + 150 Mile Wagon Rd goes from Rd to 150
   - notes: 3, 4, 5, 7, 10, 11, 12*, 13*

G

Wms Lake

Field Books (continued)

7. D.L. 8819, 8827, 8828, 8829 (1914)
- tracing: Chilcotin Road thru all 4 lots and into I.R. # 1
- notes - 1, 6, 11, 15, 21, 22, 27, 30, 35, 36

8. D.L. 71 (1883)
- difficult to tell - see C.G. tracing copy - looks like trail going south of Mission Creek (Wms Lake Rd) Bridge + Ale official Plans

---

OFFICIAL PLANS
- show Chilcotin Road going thru all of the Lots. It appears it must take it thru I.R. 6, though hard to say.

CURRENT MAPS AND PLANS

1. City Maps
a) 1971 - Plan 18517 - "South Truck Route"
b) 1975 - "Lower Rd" at east side of I.R.
c) 1978 - Lower Rd " " " , may suggest it goes thru, goes Plan 18517 - is this Borland Rd? Plan 18517 goes both routes
d) 1980 - new route of Hwy 20 thru NW corner D.L. 7045. "South Truck Route" Plan 18517 goes both routes. Is this Borland Road?] - now it enters

2. Hwy Plan H-321 - Wms Lake Bypass of Hwy 97
- based on Cadastral of LR 8812 - shows road at city end
- compare with 18517

Wms Lake. H

3. Map with Memo 29/11/63
   - "Williams Lake Truck Route". - referred to as a "Village road".
4. Cariboo Roads Assn 1923 - general route
5. Map with Memo 10/12/20 (Memo dated 9/12/20)

- the available evidence leaves little doubt that this portion of road was formerly part of the original Chilcotin Road (Chilcotin Main Road), being now a part of the original Chilcotin Road (Chilcotin Main Road), a public way on which the Ministry has expended public funds since before 1900.

6. Royal Commission Report - 1916.

Memo from Wms Lake Dist Office

- 1923 road register copy
- reference to Bridge #12
- oldest road registers (#4 Chilcotin Main - Williams Lake to terminus at Chilcotin River bridge)
  #18 " " "
  (bridge location 12-36-2W)
- 1945 R. Reg - #12 Bridge still on road [#12 deleted to #11 when bridge #4 from 12-36-2W]
- 1959 R. Reg - #12 Bridge
- point from R. Reg - oldest title Oct 1961 re Bridge #12 - length* extent from 1 to 0.15 mi - however been enlarged - now said to "bush roads"
- original bridge (oldest memo) is still there & listed as #11 - Bridge #4

(1.)

4

4a file 4013 - Chilcotin Road.

File 3343?

Rec 45T (to Springhouse).

1st cross: 1915.

- Horse Thief Horseville? a pre-emptor?
- Tom Horse - came to Cinder 1915, traded T-H Ranch.

"Mrs Chilcotin" Rd from Wms Lake to Alexis Creek" -
4/ 1915 (petition). "wilderness lake land

- at this time main District Office at Quesnel
- also a cross Bowman's Ranch? (Bowman?)

Chilcotin Road Work: $ 6 : 00

"Chilcotin road." ✓ 1915

Rec'd from Bridge Mattie.

- 4/ 17/6/17 - "Chilcotin Mgr Rec'd 150 from A. Channing Creek. - by Bowman
- Rec'd with 4/ 17/7/19 *
- "from Lake Wigan Road".
- 4/ 6/10/24 from Lorne * (File 051247) - all roads changed Chilcotin road South of W.L.

(2)

File 4013 - Main Chilcotin Road.

- by 1926 - upgraded road between Hanceville & Williams Lake

40 1/3/24 - mentions Chilcotin Road from Williams Lake

c. 1939 - Chilcotin Road Rte 320.

"Williams Lake Main Road"

Late 30's - various work orders for Chilcotin Road.

- "main Chilcotin Highway" W/O 18, 2-3 miles

- 41/12/42* very informative - at the time, the road ends at Anahim Lake - Kimsley packtrail to Stuie

1943 - much new road work from Williams Lake to Hanceville

41/12/44 - list of bridges on Chilcotin road* (Hanceville)

"Chilcotin Road" 18"

51/51

B

Lines 3, 4, 5, HQ File 4012 - nothing

Wairoa Lake Tourists - HQ File 2255

- covers 1921-22-23 re Clifton Main Rd + proposed Railway Ave (Parkside)
- includes various lake maps
- covers of 1921 notation that Wairoa Lake is not directly linked to Clifton Main Road - Memo 6/1/21
- erected, various tracks connect them - distance ½ mile

File 3839* Memo 29/11/63 + map - re "Wairoa Lake Tracks Roads" (Seems Wairoa Lake cut-off? ? - No, I don't think so)

Lot 8817

Re Son Soo I.R. #6 - located on shore of Wnrs Lake, now within town boundary but before just outside at the S E end - surrounded by D.L. 7045 - old road passes thru NE corner

Presently - Cariboo Hwy (97) runs just north of Reserve, and

Hwy 20 joins Hwy 97 further west (outside) reserve

- not sure when this new route for Hwy 20 left the I.R. - check older gazettes for Hwy 20

8/1/82 — Jim Downey Wnrs Lake office, called on Son Soo #6 — he will send me earliest plan register (may or may not be before 1938) and earliest Dist road map (1923) ±.

(1.)

no air photos available before 1938.

File 5565 – Rd – Williams Lake to Soda Creek

c. 1925 – Wms Lake requesting main hwy to north to go thru Wms Lake.

– old Soda Creek Road to Wms Lake some down almost from dw north from Cariboo Road (at Soda Creek I.R. # 2.)

Deep Creek = Hawks Creek.

– See 1923 Cariboo Auto Assn Map – shows route as Cariboo Rd *. (with 4/1 4/1/27).

I'm unclear to think this is part of old Chilcotin Road.

– Work on Soda Creek approach – ready to forward by 1927

R.S. 1705, 1705A, 1705B, 1705-1, 1705-3.

↑ climbed up.

P.G.E Rly Hwy –

Gazetted 8/2/32 – "Cariboo Main Rd – Wms Lake – Soda Creek Section"

Gap jump from 1941 to 1957.

GO OVER AGAIN

A

Chilcotin Road & San Jose's 6 - Annual Reports

1875 - RJ: Soda Creek & Puntzi Lake.

1876 - p 280 - refers to prop. of Quesnel Rd now Ingenika Mine

" p. 331 - RJ - Soda Creek to Wms Lake.

1877* - p. 261 - proposed trail from Soda Creek to Chilcotin

1878 - p 263 - re Chilcotin Road.

" p 314 - Wms Lake to Soda Creek.

1879 - p. 271 - Soda Crk - 16 mi to Chilcotin - new trail.
p. 305

- Hanham Road - runs Lake Sam? (Hanks Crk - Dog Crk).

- Morrison & Adams Road - where?

1902 report give short desc of extent of each road.*

When did route of Chilcotin Myers Road change from Soda Creek to Wms Lake? - report of 1914-15 - p D15 county - Chilcotin Mineralights reports from "Chilcotin - Soda Creek Rd."*

- refers to roads of Hwy 20 change on 1st pg of Hwy 2 p. 6.?

B

Williams Lake
93 B/1 East
52 122 SE
Cariboo E.D.
" Hwy Dist

Son Sore # 6 - Annual Reports

- did new route of Caribou Road by way of Williams Lake go through - looked like first route between Soda Creek and Williams Lake did - i.e. field notes D.L. 7095
- Notes, Caribou Hwy does not go there or away to Soda Creek, as does Hwy 20 to Chilcotin.
check notes on HQ files about this

reports & Note '30's - Williams Lake "cut-off" (from 1935-36)

Plan
Red mrks

23 - 9/3/72 file 533

20 - R.S. 3997 24/2/72

Plan H-331

Old Gazette Notes

EL 5565 18/2/32 Williams Lake - Soda Creek.

" 533 25/1/54

" 5154 15/4/55

" 533 4/10/55 Williams Lake Approx.

" 5154 1/11/57 (D.L. 71)

" 5154 26/11/57 (D.L. 7095)

San Jose I. R. # 6 HQ File 3839

L/o 7/e/17: "main road from 150 Mile House to Redstone Post Office"

- refer to Archive Records Mgt file — circa 1915–16

~~#~~ - report of meeting Bella Coola Trail - before 4/17/2/15.
- mentions "main road from Ashcroft to the Chilcotin

- ca 1915 Mgt from 150 Mile House is noted as far as Williams Lake.

- very interesting report by Dist Eng - 4/15/3/20 D.
proposed Chilcotin Tsilanko Road

+ Carpenter Mtn I. R. #15, Meadow I. R. 5,3A

Snaw Jose I. R. #6 – HQ Files Wms Lake Hwy Dist.

Chilcotin - Bella Coola → to 13 (3831 - Mackenzie Dist.)
Bella Coola Mtn. 15 sections - see 1A2 11 sections existing 1A2

Cariboo Hwy (97) - 553, 5565 ✓ [Use this Route Coola I. R. Number]

Wms Lake to 70 - 2255

Big Lake - 4147 R/W Area = Mackenzie Area.

Carpenter Mtn Road - 5565 ✓

Moorehead - 763

Wms Lake - Quesnel & Horse Creek - 3976
" " - Bella Coola - 3977
Soda Creek - Chilcotin - 2220 (+/- 27 1/2 to be mentioned "Soda Creek-Chilcotin Road"
19-7-17 - Chilcotin Bridge Road
+/- from A. Dunn 8/8/17 - 32 road between the Nth. & Soda Creek Chilcotin Rd.

5396

Likely – Keithley – 870 (2284 - Quesnel Fish; 3580 - Cedar Creek Rd.)

Horsefly Rd. - East of - 4162

Macalister - Rd. South of - 3677

150 Mile House Vicinity - 3777
" " " - N.E. of - 5346. [illegible]

Corridor Dist.

D.L.'s near Wm Tebbetts to ~~Act~~ check

7046	10/9/13	Pac. Coast Timber Dev. Co.		109/372	11/11/15	
7047	"	"	"	"	"	
8836	"	"	Rly Co.		7001/941	2/2/56
8837	28/7/13	Peter Miller			5295/523	16/10/26
8839	S½ = C.L.	NW¼:	1123/482	6/3/23;	NE¼: 987/411	23/12/18

71 ? 1861 Wm Pinchbeck 180 Acs 2923/16 29/6/1885
— seems to be off trail in CG survey

8817	2/6/25	George Mabey	2189/592	20/11/31	
8818	12/7/15	Jean Champion	930/411	16/10/18	
8819					

D.L.	Date	F. b	P.H.	O. P.
✓ 7046	11/12/13	2475/13	38	TBT
✓ 7047	"	2476/13	38	"
✓ 8836	11/2/15	348/15	43	"
✓ 8837	"	410/15	"	"
✓ 8839	"	"	"	"
✓ 8817	"	245/15	"	"
✓ 8818	"	"	"	"
✓ 8819	"	86/15	"	"
✓ 71	26/6/1885	10/83	3	STI

D.L. 7045, CARIBOO DIST.

10/9/1913 Fairfax Hunt Salmon 47760/12 101 Yo 108/372 10/11/1915
Development Co. Ltd.

(3 companies)
C.G. fishing station I.R.6 Inlet Nt. reads

Gazetted 11/12/1913 Fil 2474/13 Pl. 38 Off Plan: 457

Chilcotin Road
Williams Lake Road

REFERENCE MAP 21

Williams Lake

TP. 47

Sperry

Chimney

Colpitt L.

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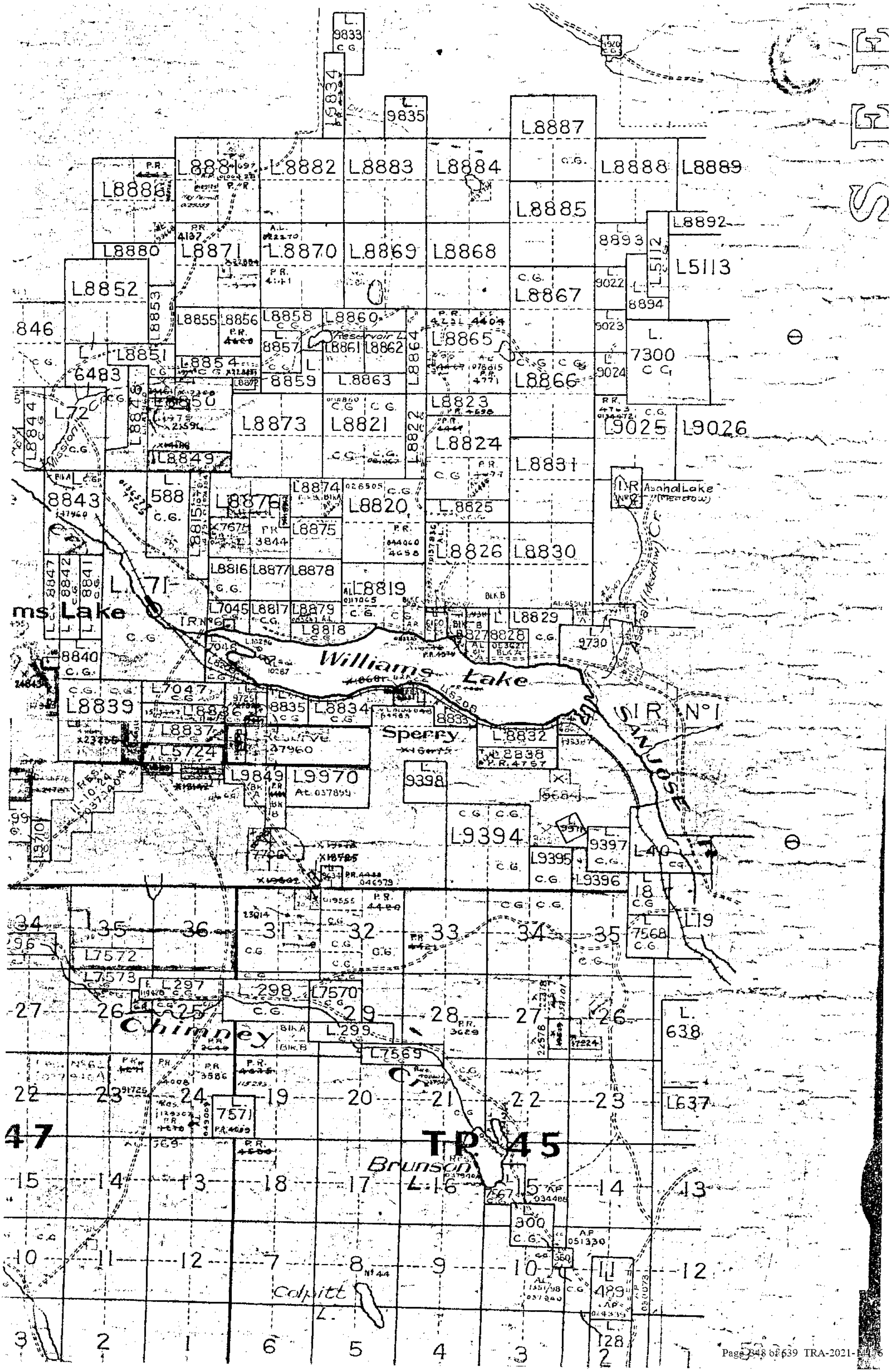
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128
7568
L19
Williams Lake
Sperry
Chimney
Brunson
Colpitt
Asahal Lake
IR N°6
IR N°1
SAN JOSE
TP 45
47
Reservoir
Mission

Page 349 of 639 to/à Page 353 of 639

Withheld pursuant to/removed as

s.3

Dept. File No. 4213

District File No. 3-20-72

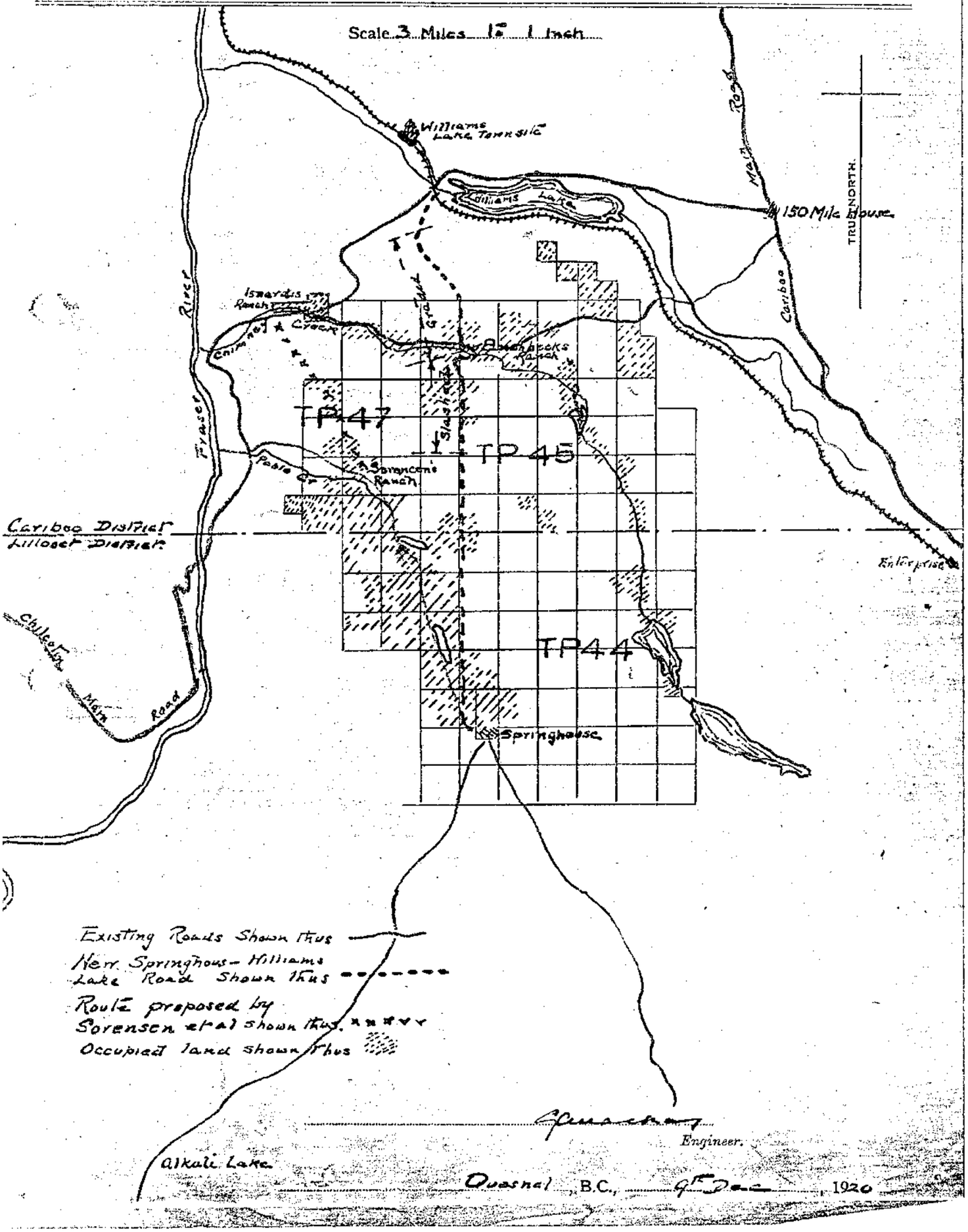
FORM 52.

GOVERNMENT OF BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT.

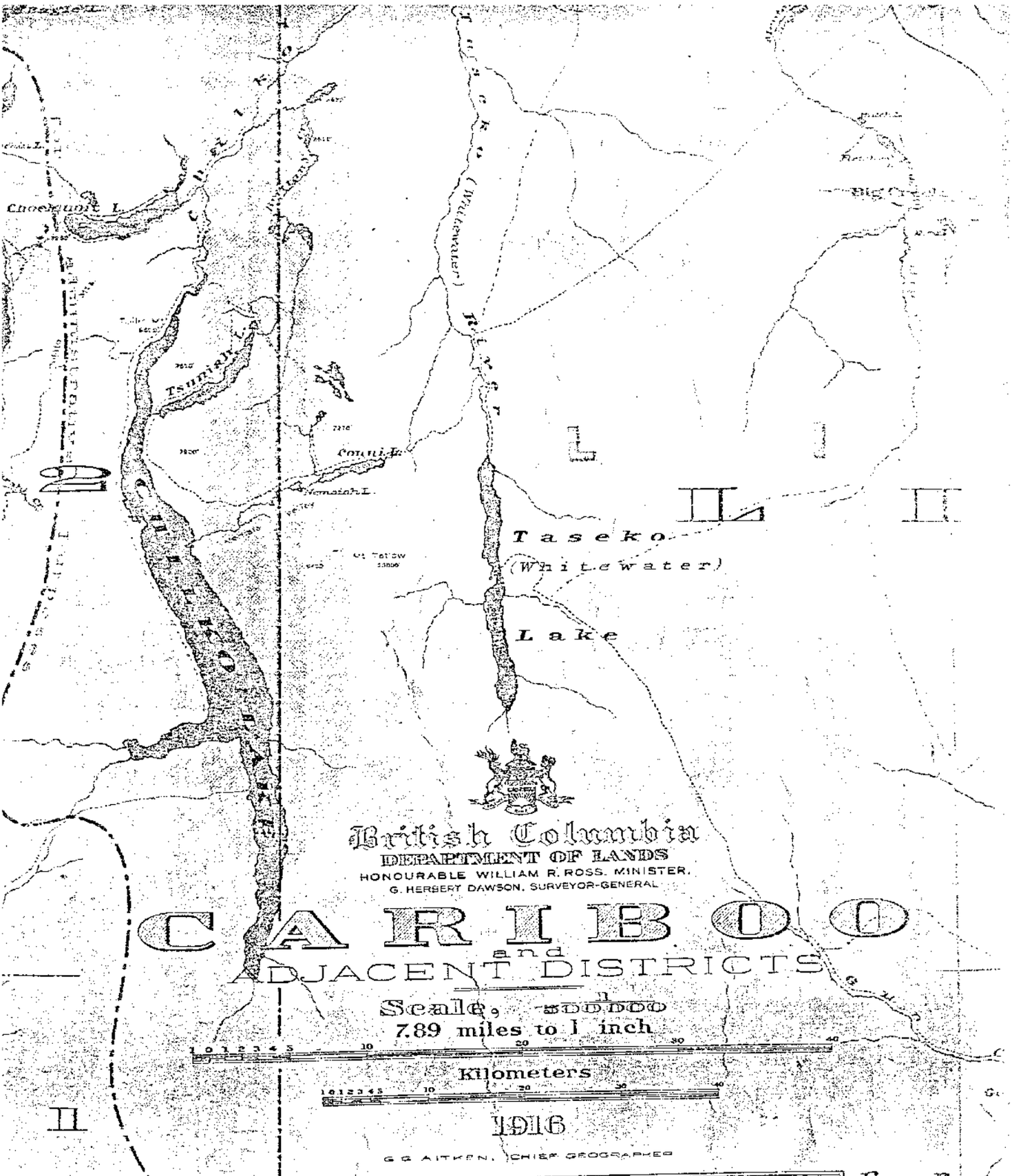
To accompany Report on Springhouse — Williams Lake Road.

Lillooet and Cariboo Electoral Districts



Engineer.

Quesnel, B.C., 4th Dec, 1920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(Whitewater)
Lake
British Columbia
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HONOURABLE WILLIAM R. ROSS, MINISTER.
G. HERBERT DAWSON, SURVEYOR-GENERAL
CARIBOO
and
ADJACENT DISTRICTS
Scale, 1/500000
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Kilometers
1916
G.G. AITKEN, CHIEF GEOGRAPHER
LEGEND
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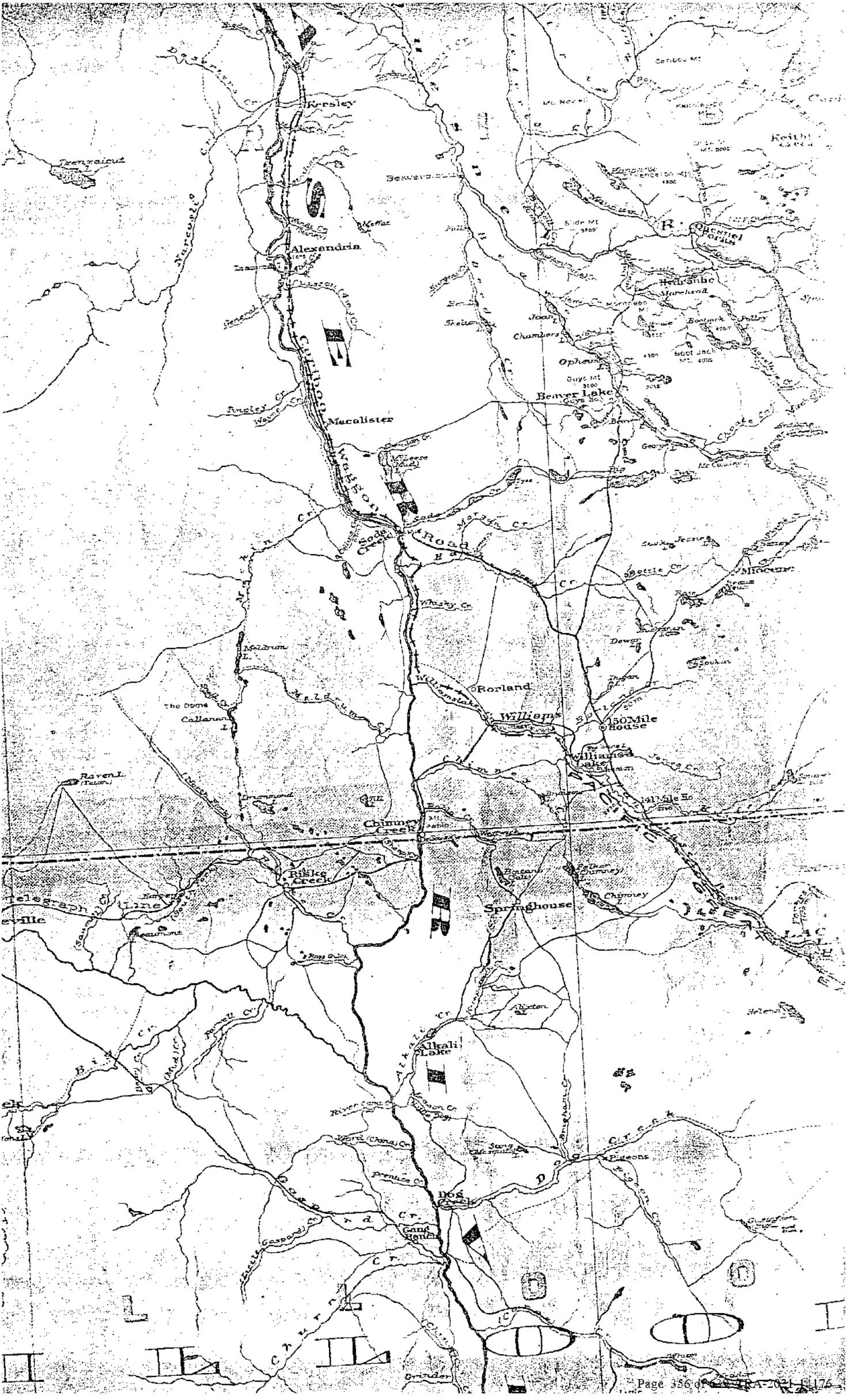
Bar
Babi
Moha
Railway Stations, etc.
Railways
Railways (under construction)
Roads
Trails
Elevation of lakes, mountains, etc. in feet above sea-level
Inter-Provincial Boundaries
Land District Boundaries
124
123


Kersley
Alexandria
Macalister
Beaver Lake
Soda Creek
Road
Riske Creek
Springhouse
Alkali Lake
Dog Creek
Williams Lake
150 Mile House
Chimney Creek
Telegraph Line
Quesnel
Keith
Hixon
Quesnel Forks
Hydraulic
Miocene
Bouchie L.
Dewar L.
Callanan L.
Raven L.
Pigeons
Gang Ranch
Meldrum L.
Whitey Cr.
Deep Cr.
Mud Cr.
Alkali Cr.
Fraser R.
Cariboo Mts
Mt. Nevin
Beaver Mt.
Slide Mt.
Joan L.
Chambers L.
Ophoun L.
Guys Mt.
Boot Jack Mt.
Bonjack
Pelton
Marchand
Bouchie L.
Dewar L.
Callanan L.
Meldrum L.
Raven L.
Pigeons
Gang Ranch
Mud Cr.
Alkali Cr.
Fraser R.

REPORT

OF THE

ROYAL COMMISSION ON INDIAN AFFAIRS FOR THE PROVINCE OF BRITISH COLUMBIA

PRINTED BY ORDER

VICTORIA, BRITISH COLUMBIA

IN FOUR VOLUMES

VOLUME IV.

PRINTED BY THE ACME PRESS, LIMITED, 1916

LEGISLATIVE LIBRARY VICTORIA, B.C.

WILLIAMS LAKE AGENCY

ANALYSIS OF EVIDENCE—TABLE A—REFERENCE AND GENERAL

ISAAC OGDEN, AGENT
A. MEGRAW, INSPECTOR

TRIBE OR BAND	RESERVE	No.	OCCUPIED OR UNOCCUPIED	PAGE SCHEDULE	VISITATION AND INSPECTION	ACREAGE	PER CAP. ACREAGE	GENERAL CONDITION	COMMUNITY BUILDINGS	FACILITIES OF ACCESS	VALUE	SPECIAL
Toosey (or Riske Creek)	Toosey	1	Occupied	122	July 21, 1914 Oct. 23-6, 1914	5780	135	Farming area with good pasture, partly fenced.	R. C. Church	Do	@ $15.00 per ac.=$86,700.00	
Do	Meadow	2	Unoccupied*	122	Do	560	Do	Prairie meadow and pasture land.	None		@ $20.00 per ac.=$11,200.00	*Agent classes as occupied.
Do		3	Intermittently	122	Do	12.25	Do	Fishing station.	Do		@ $15.00 per ac. = $183.75	
Williams Lake	Williams Lake	1	Occupied	122	July 24, 1914 Oct. 23-6, 1914	4074	30.8	Fine village site, farming land and fenced range.	R. C. Church	Public Road.	@ $25.00 per ac.=$101,850.00	1464 acres purchased for Indians from the Bates Estate.
Do		2	Unoccupied	122	Do	120*	Do	Wild hay land lightly wooded.	None	Do	@ $15.00 per ac. = $1,800.00	*Less 20 acres in Lake.
Do	Meadow	3	Do	122	Do	180	Do	Hay meadow and pasture range.	Do	Do	@ $20.00 per ac. = $3,600.00	
Do	Fishery	4	Intermittently	122	Do	7*	Do	Fishing station.	Do	Horse Trail.	@ $15.00 per ac. = $93.75.	*Schedule in error in giving acreage as 6.25.
Do	Do	5	Do	122	Do	56	Do	Do	Do	Private road from Isnardy's ranch.	@ $15.00 per ac. = $840.00	
Do	Do	6	Unoccupied*	122	Do	6.5	Do	Do	Do	Road.	@ $30.00 per ac. = $195.00	*Agent says not used by Indians and valueless to them.
Do	Graveyard	7		122	Do	.24	Do			On property of Mr. Isnardy.	$2.30	
Do	Do	8		122	Do	.25	Do			On property of Mr. Pinchbeck.	$3.75	
Do	Do	9		123	Do	.16	Do			On property of Mr. Pinchbeck.	$2.40	
Do	Do	10		123	Do	.10	Do			Horse Trail.	$1.50	
Do	Do	11		123	Do	.17	Do			Do	$2.55	
Do	Do	12		123	Do	.26	Do			Do	$3.45	
Do	Do	13		123	Do	.9	Do			Do	$13.50	
Do	Do	14		123	Do	.3	Do			Trail.	$4.50	
Do	Carpenter Mountain	15	Intermittently*	123	Do	168.7	Do	Wooded meadow	None		@ $20.00 per ac. = $3,375.00	*Agent says unoccupied.
											Total . . $1,103,140.25	

WILLIAMS LAKE AGENCY

ANALYSIS OF EVIDENCE—TABLE A—REFERENCE AND GENERAL

BAND OR BAND	RESERVE	No.	OCCUPIED OR UNOCCUPIED	PAGE SCHEDULE	VISITATION AND INSPECTION	ACREAGE	PER CAP. ACREAGE	GENERAL CONDITION	COMMUNITY BUILDINGS	FACILITIES OF ACCESS	VALUE	SPECIAL
Toosey (or Riske Creek)	Toosey	1	Occupied	122	July 21, 1914 Oct. 23-6, 1914	5780	235	Farming area with good pasture, partly fenced.	R. C. Church	Do	@ $15.00 per ac.=$86,700.00	
Do	Meadow	2	Unoccupied*	122	Do	560	Do	Prairie meadow and pasture land.	None		@ $20.00 per ac.=$11,200.00	*Agent claims [illegible]
Do		3	Intermittently	122	Do	22.25	Do	Fishing station.	Do		@ $15.00 per ac. = $333.75	
Williams Lake	Williams Lake	1	Occupied	122	July 24, 1914 Oct. 23-6, 1914	4074	30.8	Fine village site, farming land and fenced range.	R. C. Church	Public Road.	@ $25.00 per ac.=$101,850.00	2464 acres [illegible] Flats from [illegible]
Do		2	Unoccupied	122	Do	120*	Do	Wild hay land lightly wooded.	None	Do	@ $15.00 per ac. = $1,800.00	*Less no acres in [illegible]
Do	Meadow	3	Do	122	Do	180	Do	Hay meadow and pasture range.	Do	Do	@ $20.00 per ac. = $3,600.00	
Do	Fishery	4	Intermittently	122	Do	7*	Do	Fishing station.	Do	Horse Trail.	@ $25.00 per ac. = $93.75	*Schedule in error [illegible] acreage as [illegible]
Do	Do	5	Do	122	Do	56	Do	Do	Do	Private road from Isnardy's ranch.	@ $15.00 per ac. = $840.00	
Do	Do	6	Unoccupied*	122	Do	6.5	Do	Do	Do	Road.	@ $30.00 per ac. = $195.00	*Agent says [illegible] [illegible] and [illegible]
Do	Graveyard	7		122	Do	.24	Do			On property of Mr. Isnardy.	$2.10	
Do	Do	8		122	Do	.85	Do			On property of Mr. Pinchbeck.	$3.75	
Do	Do	9		123	Do	.16	Do			On property of Mr. Pinchbeck.	$2.40	
Do	Do	10		123	Do	.10	Do			Horse Trail.	$1.50	
Do	Do	11		123	Do	.37	Do			Do	$7.55	
Do	Do	12		123	Do	.16	Do			Do	$2.45	
Do	Do	13		123	Do	.9	Do			Do	$13.50	
Do	Do	14		125	Do	.3	Do			Trail.	$2.50	
Do	Carpenter Mountain	15	Intermittently*	125	Do	168.7	Do	Wooded meadow	None		@ $30.00 per ac. = $5,375.00	*Agent says [illegible]
											Total - - $2,193,746.35	

17 Geo. A. Walkem

Minutes of Decision.

Williams Lake.

— No. 1. —

A Reserve situated at the head of Williams Lake, containing about 4100 acres.

Commencing at a post on the right bank of the San Jose or Williams Lake Creek, being the boundary between Mr. Charles Eagle and the Estate of the late Mr. A. S. Bates; due East 140 chains, thence due North 200 chains; thence due West 250 chains; thence due South across Williams Lake, an approximate distance of 118 chains to a point due West of the Western boundary Post of the Bates Estate; thence due East to the said post an approximate distance of 140 chains; thence following the official boundary of Lot 5 Group 3 (Cariboo District) of the Bates Estate, to San Jose Creek; and thence up the right bank of the said Creek to point of Commencement.

The waters of the two streams — flowing through this Reserve are also

Williams Lake Indians

— No. 1, Cont'd —

18

allotted for the use of the Indians.

— No. 2. —

Also a Reserve of 120 acres to include the lake from whence the Indians get their water for irrigation.

Commencing at a Cottonwood Tree, marked Indian Reserve, near the dam across the outlet of the lake, and running due North 40. Chains; thence due West 30 chains; thence due South 40 chains; and thence due East 30 chains to place of commencement.

The whole of the water flowing from this lake is also reserved for the use of the Indians.

Williams Lake Indians.

No. 3.

19

A Reserve of 160 acres situated about 8 chains West of the 154 mile Post on the Cariboo waggon Road.

Commencing at a post marked Indian Reserve, and running due East 10 chains; thence due North 20 chains; thence due West 30 chains; thence due South 70 chains; thence due East 20 chains; and thence due North 30 chains to point of commencement.

No. 4.

A Fishing station of 10 acres, at the mouth of the San Jose or Williams Lake Creek, commencing at its confluence with the Fraser river, and running up the left bank of the river 6 chains; thence due East 10 chains; thence due South 10 chains; thence due West 10 chains to the Fraser river; and thence up the river to Point of commencement.

Re: Williams Lake Indians

— No 5. —

20

A Fishing station of 40 acres at the mouth of Chimney Creek, Commencing at the Northwest Corner post of Lot 11. Group 1 Lillooet District, due North 30 chains; thence due West to the Fraser river, a distance of about 13 chains; thence down the left bank of the river 40 chains; thence due East to a point, due South to chains of the starting point; and thence due North 10 chains to place of Commencement.

— No 6. —

6.5/A

A Fishing station at the foot of Williams Lake, containing 4 acres, a portion of which has been enclosed by Mr Pinchbeck.

Commencing at a willow at the edge of lake, blazed and marked Indian Reserve; due North 3 chains; thence due East 10 chains; thence due South 3 chains 11 links to the edge of Lake

— No 6, Cont'd —

Lake; and thence along the Lake shore in a Westerly direction to point of commencement.

21

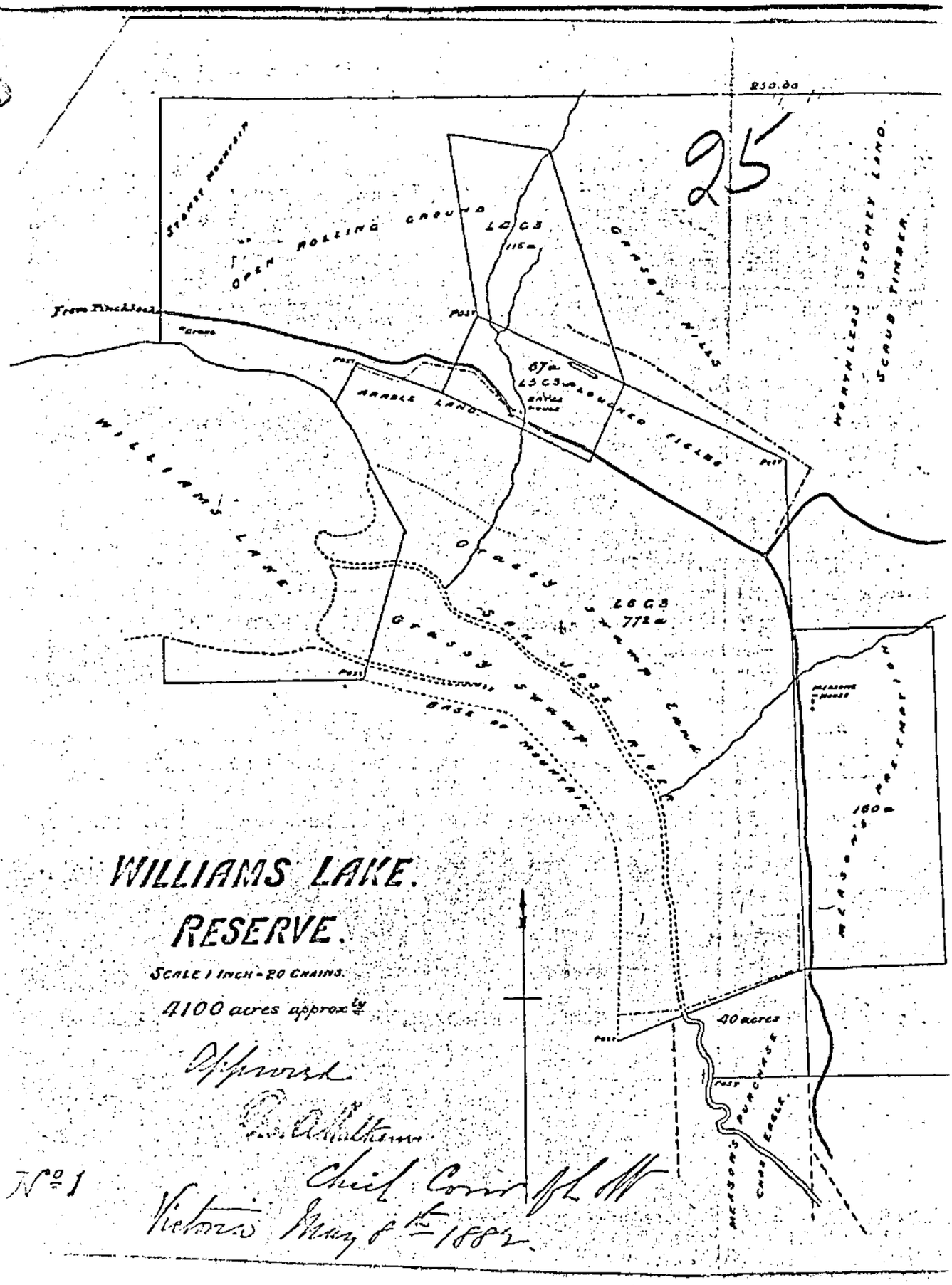
— No 7. —

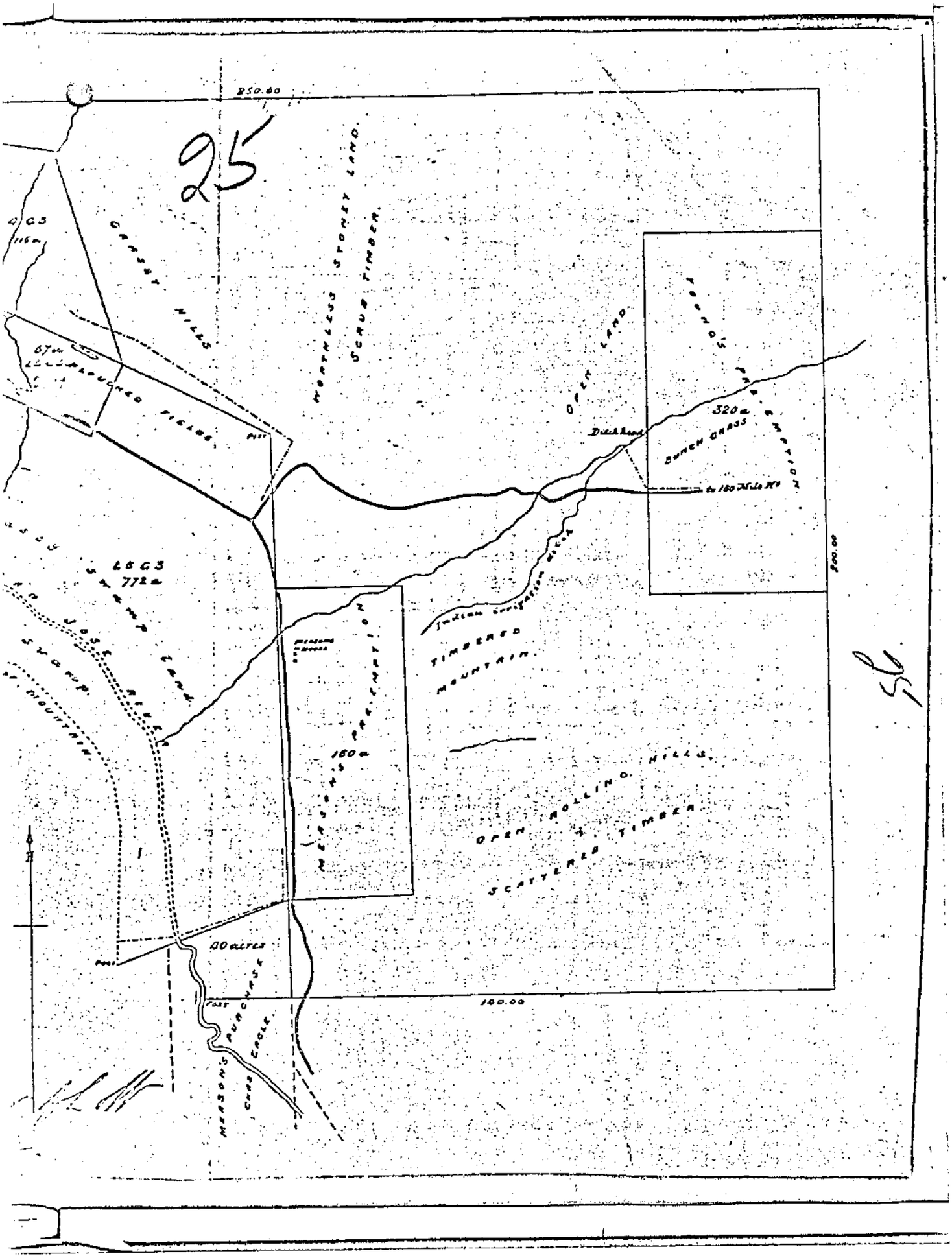
A graveyard on the right bank of Chimney Creek, and distant from it 70 links, and about 200 yards South of Mr Donaidy's House, marked by four stakes.

Commencing at the South West corner, and running N 35 E magnetic, for 275 links; thence S. 55 E. 80 links; thence S. 35 W. 275 links; and thence N. 55 W. 80 links to point of commencement.

— No 8. —

A graveyard on Mr Pinchbeck's land; South of the road from Williams Lake to Soda Creek; and marked by 3

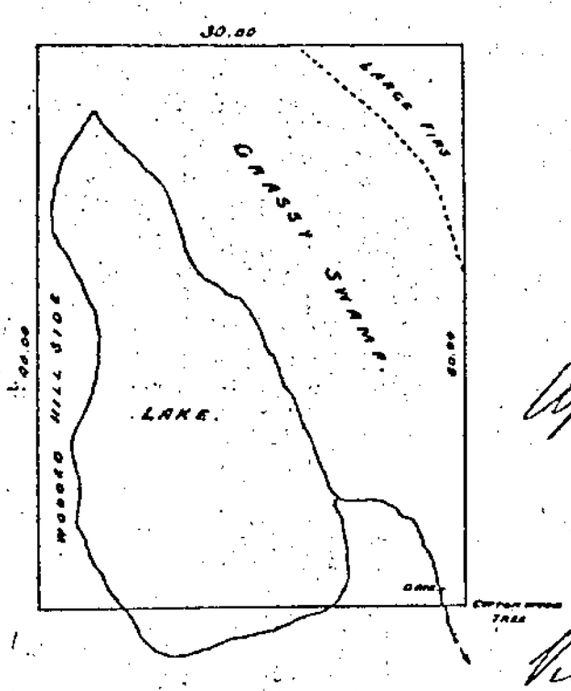

25
850.00
STONEY MOUNTAIN
OPEN ROLLING GROUND
LOGS
115 ac
From Pinchbeck
POST
67 ac
LOGS
ARABLE LAND
GRASSY HILLS
HEAVY LOGS STONEY LAND.
SCRUB TIMBER.
WILLIAMS LAKE
GRASSY
LOGS
772 ac
GRASSY SWAMP
SWAMP LAND
BASE OF MOUNTAIN
MEADOW
160 ac
PRE-EMPTION
40 acres
McLEOD'S PURCHASE
CHAS EAGLE
WILLIAMS LAKE.
RESERVE.
SCALE 1 INCH = 20 CHAINS.
4100 acres approx^{ty}
No 1
Chief Commissioner
Victoria Land Office 1882.


25
850.00
GRASSY HILLS
WORTHLESS STONEY LAND
SCRUB TIMBER.
OPEN LAND
320 a
BUNCH GRASS
Ditch Road
to 160 Mile R.S.
LEASED PASTURE
TIMBERED MOUNTAIN.
OPEN ROLLING HILLS
SCATTERED TIMBER
160 a
LEASED PASTURE
80 acres
POST
100.00
200.00
HARRISON'S PURCHASE
CREEK
EAGLE.
SWAMP
MOUNTAIN
56

WILLIAMS LAKE INDIANS.

120 acres

96



SCALE 1 INCH = 10 CHAINS

A. J. Hanna
Geo. A. Walkem
Chief Comr of Lds & Wks
Victoria
March 15th 1882.

No 3

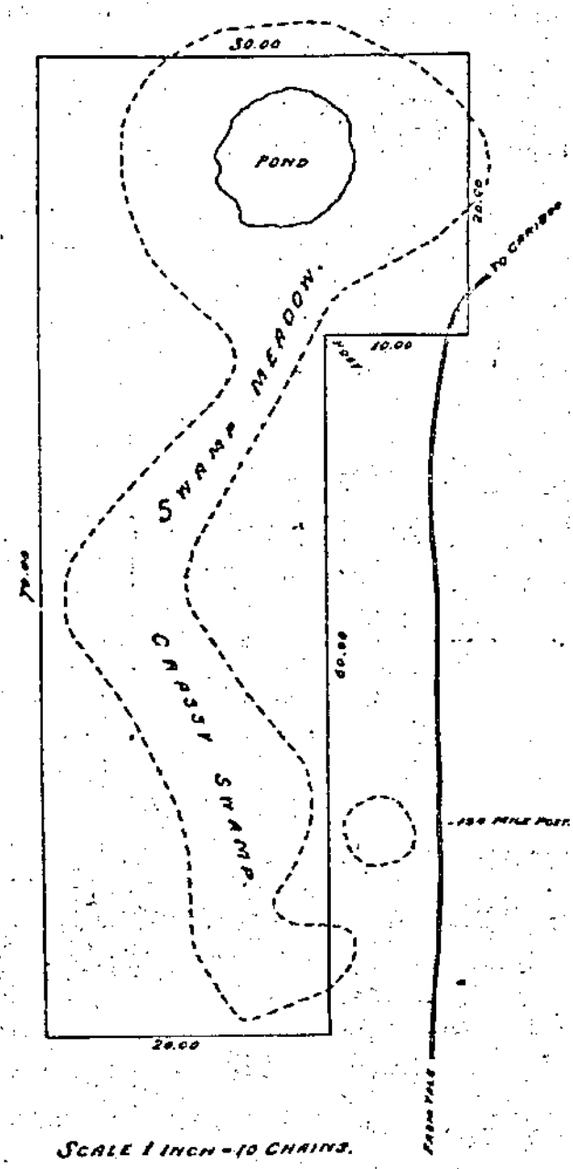
No 2

INDIANS.

96

WILLIAMS LAKE INDIANS.

160 acres



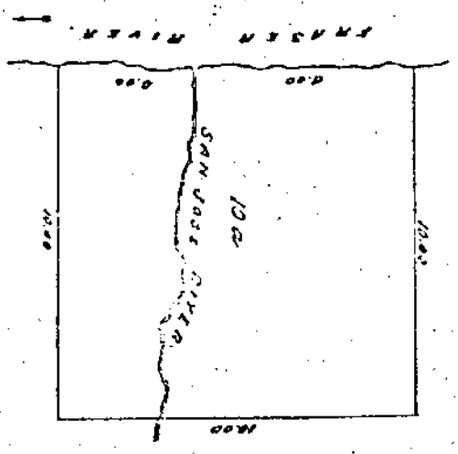
C. Gunnel
Pro. Asst. Gen.

Chief Comr. Lds & Wks

Victoria
May 8th 1882.

No 3

27

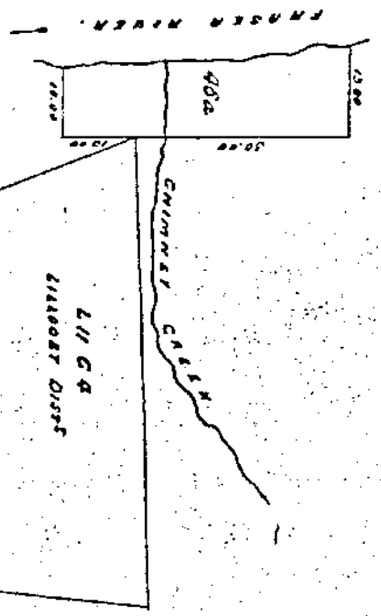


No 4

Approved

Chief Com

Victoria May 6th

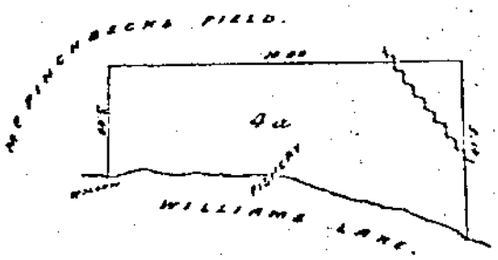


No 5

WILL

27

No 6



SCALE 1 INCH = 8 CHAINS.

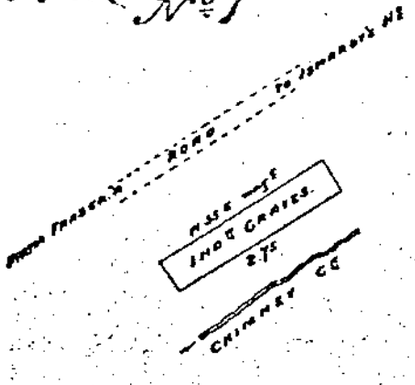
No 5

Pre-emd

Geo. Robertson

Chief Comr of Lds & Wks

Victoria May 6th 1864 - No 7



SCALE 1 INCH = 2 CHAINS

WILLIAMS LAKE INDIANS.

REFERENCE MAP 27

(1)

Williams Lake

Comer

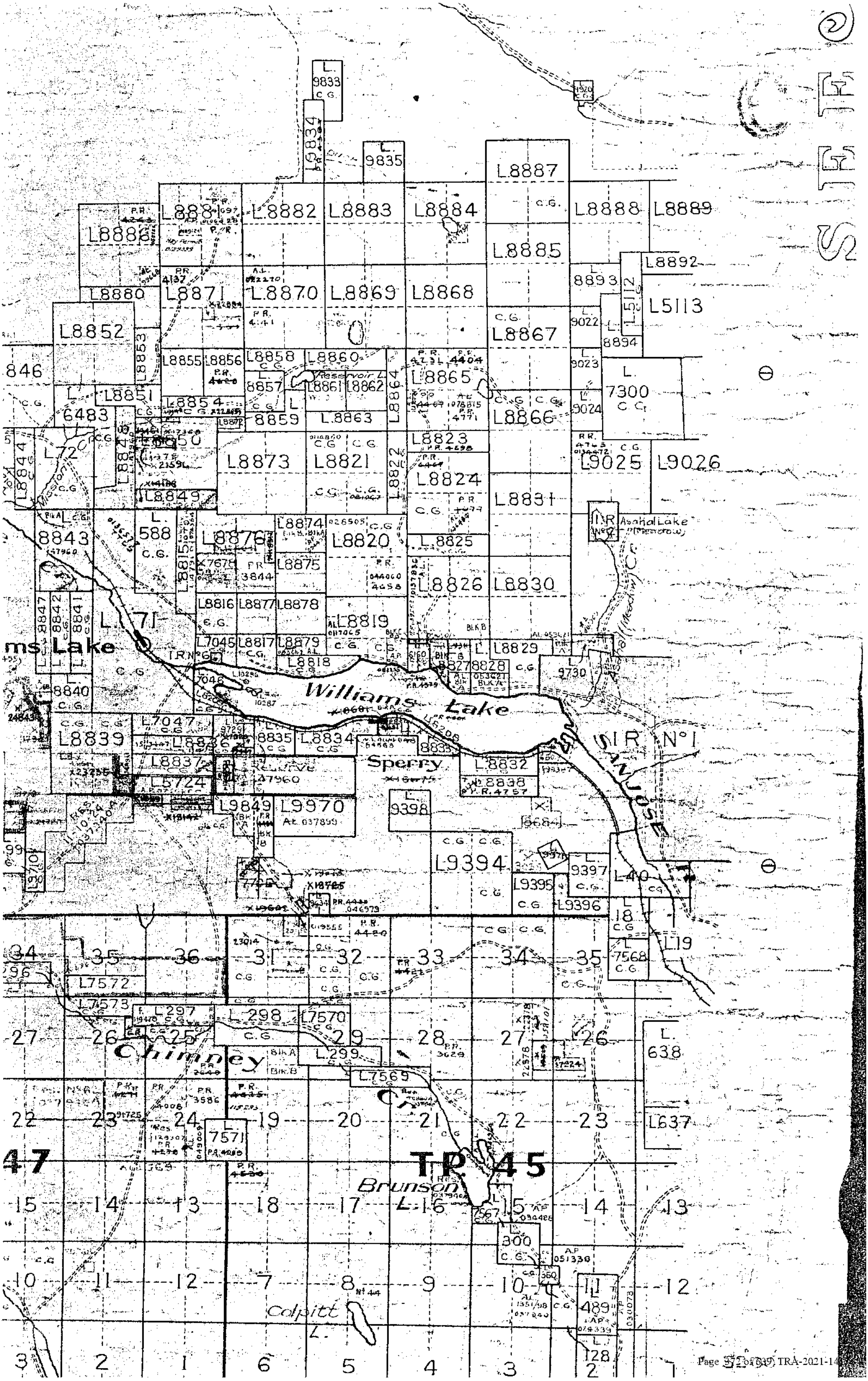
Sperry

Chimney

Brunson

Colpitt L.

TP. 47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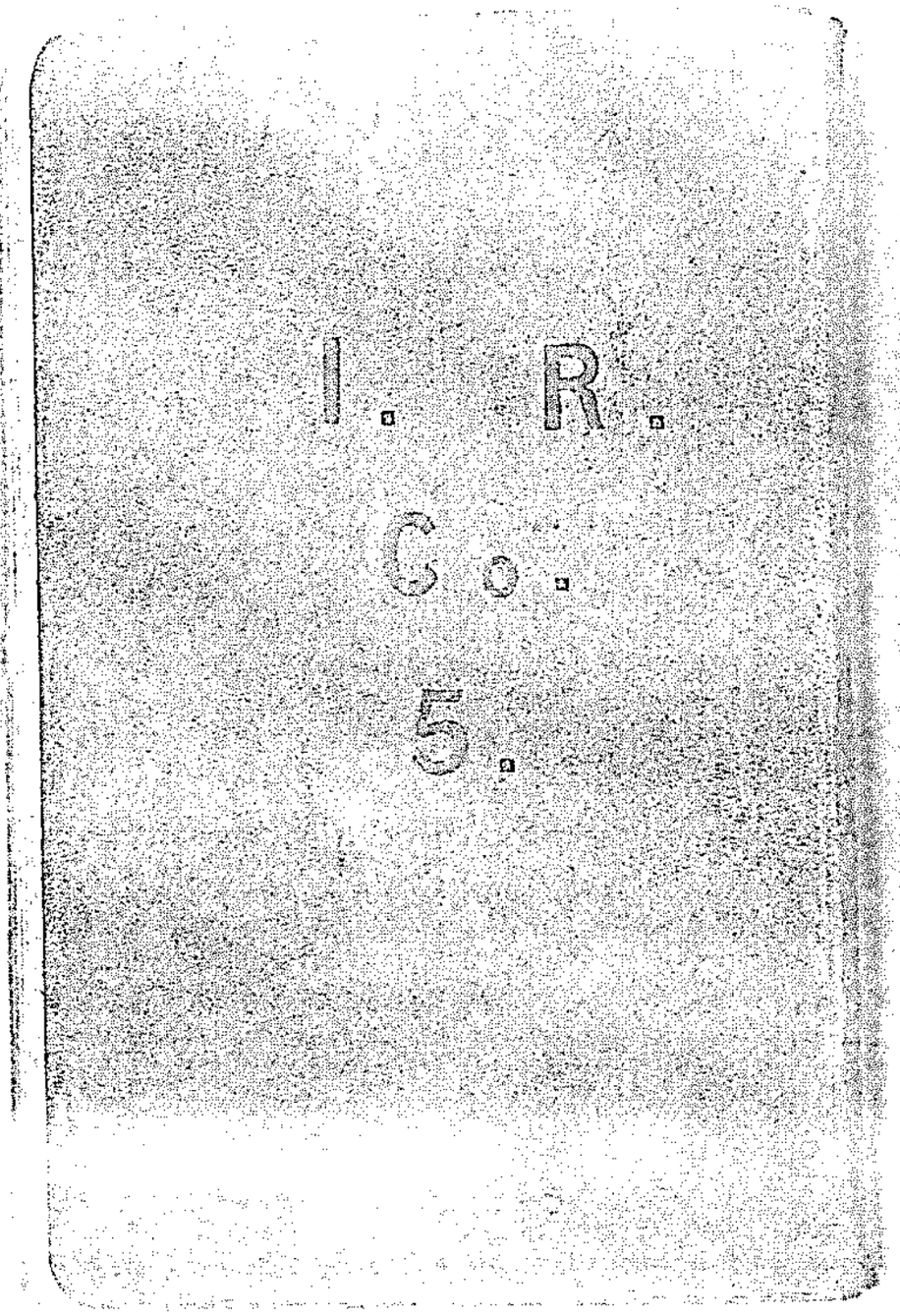
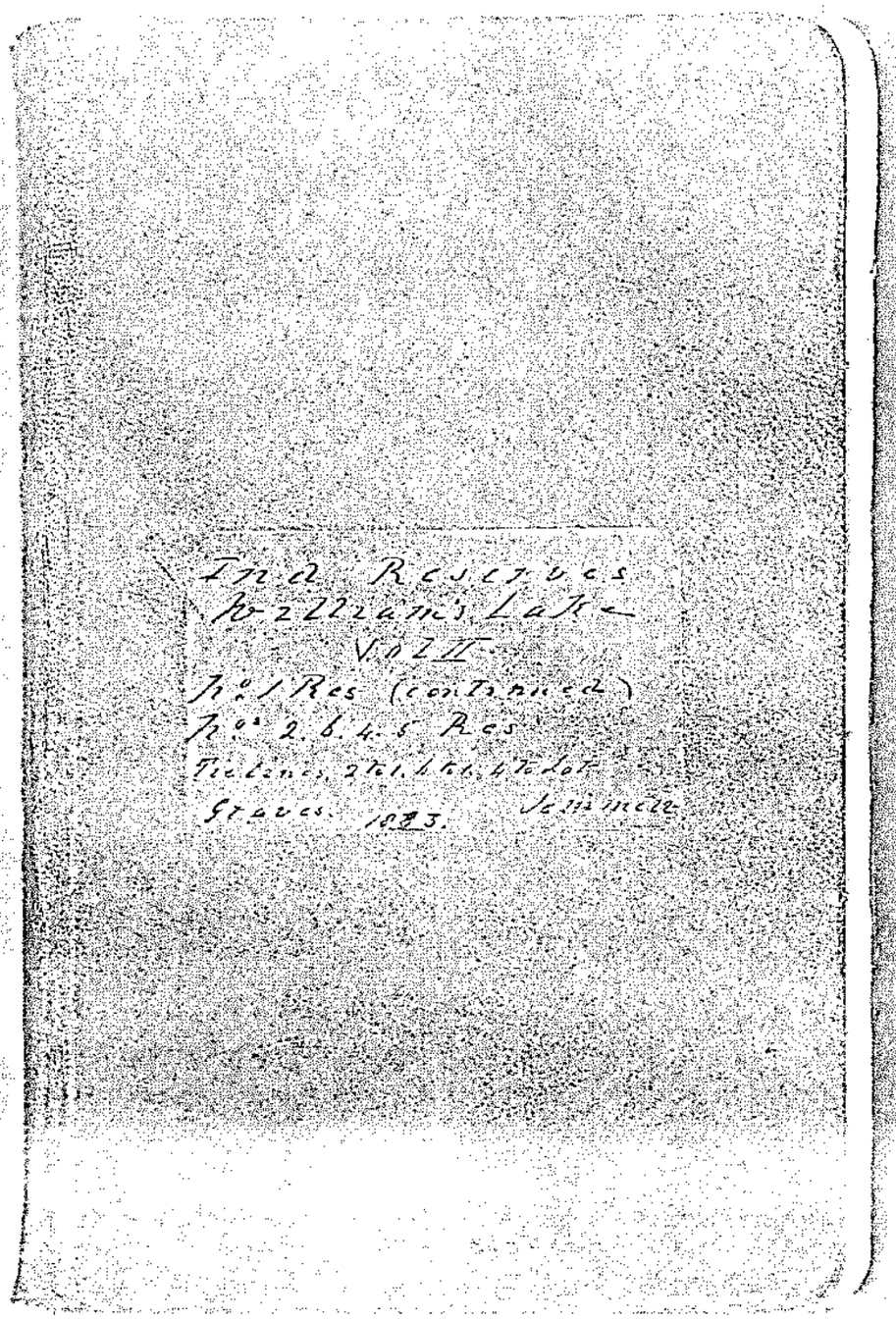
L7569
L638
L637
L7571
L7567
300
489
128
Williams Lake
Sperry
Chimney
Brunson
Colpitt
Asahal Lake
IR N° 1
TR 45
Page 572 of 639 TRA-2021-14


I. R.
C. O.
5.


Ind. Reserves
Pleasant Lake
Vol II
No 1 Res (continued)
No 2. 6. 4. 5 Res
Pleasant Valley Tract
Graves 1023.
Jerome

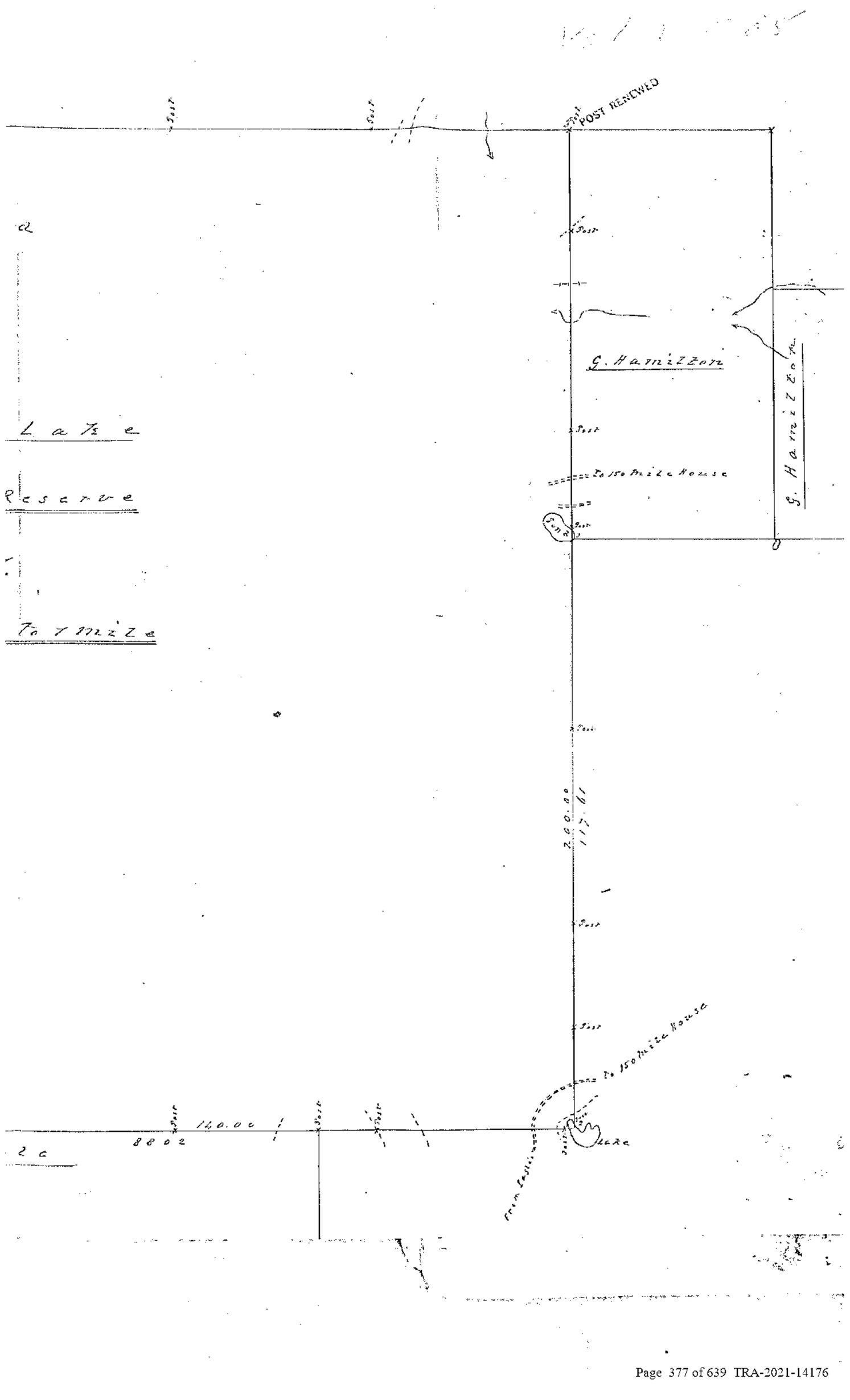
William Lake

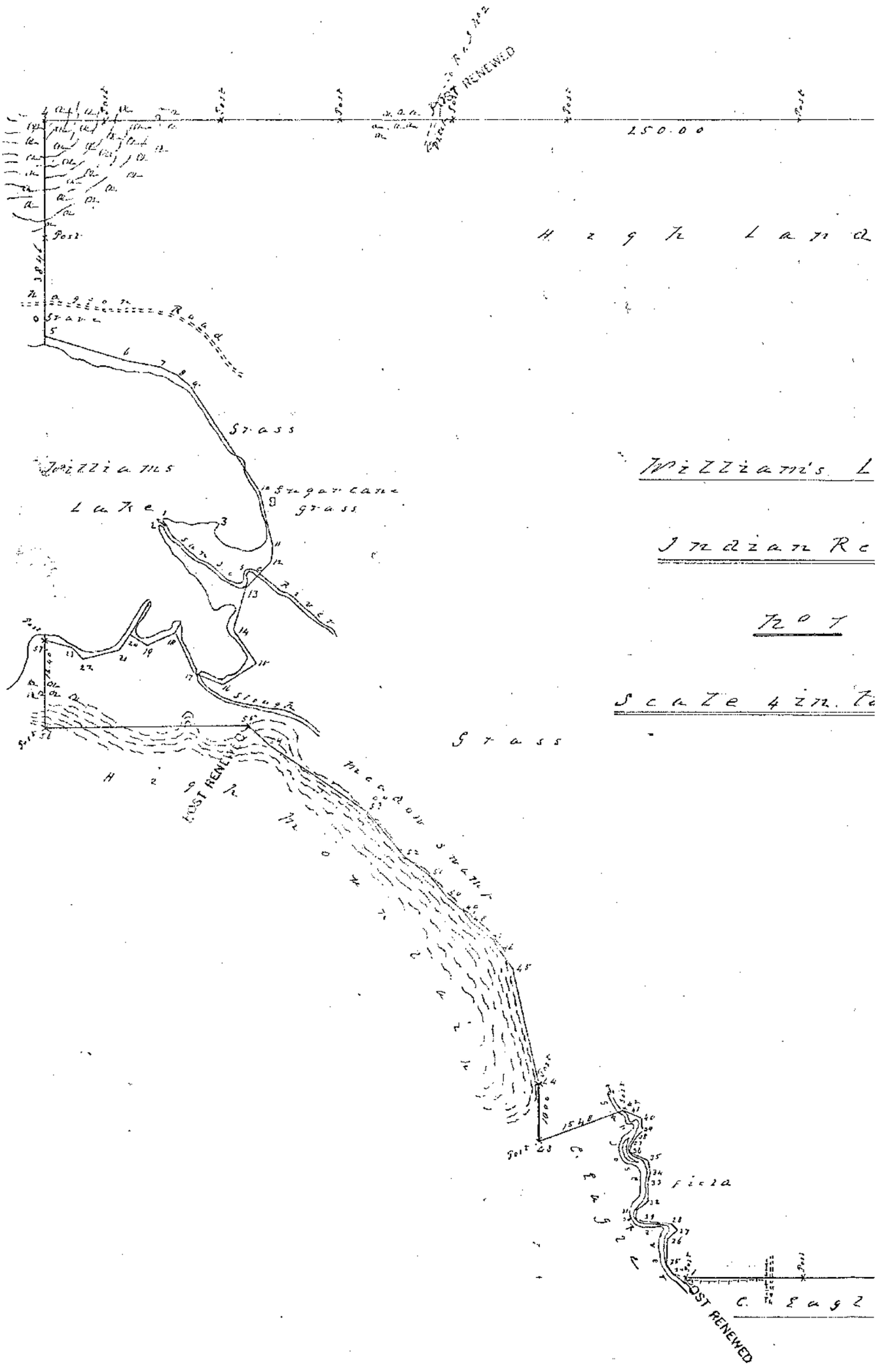
Vol II

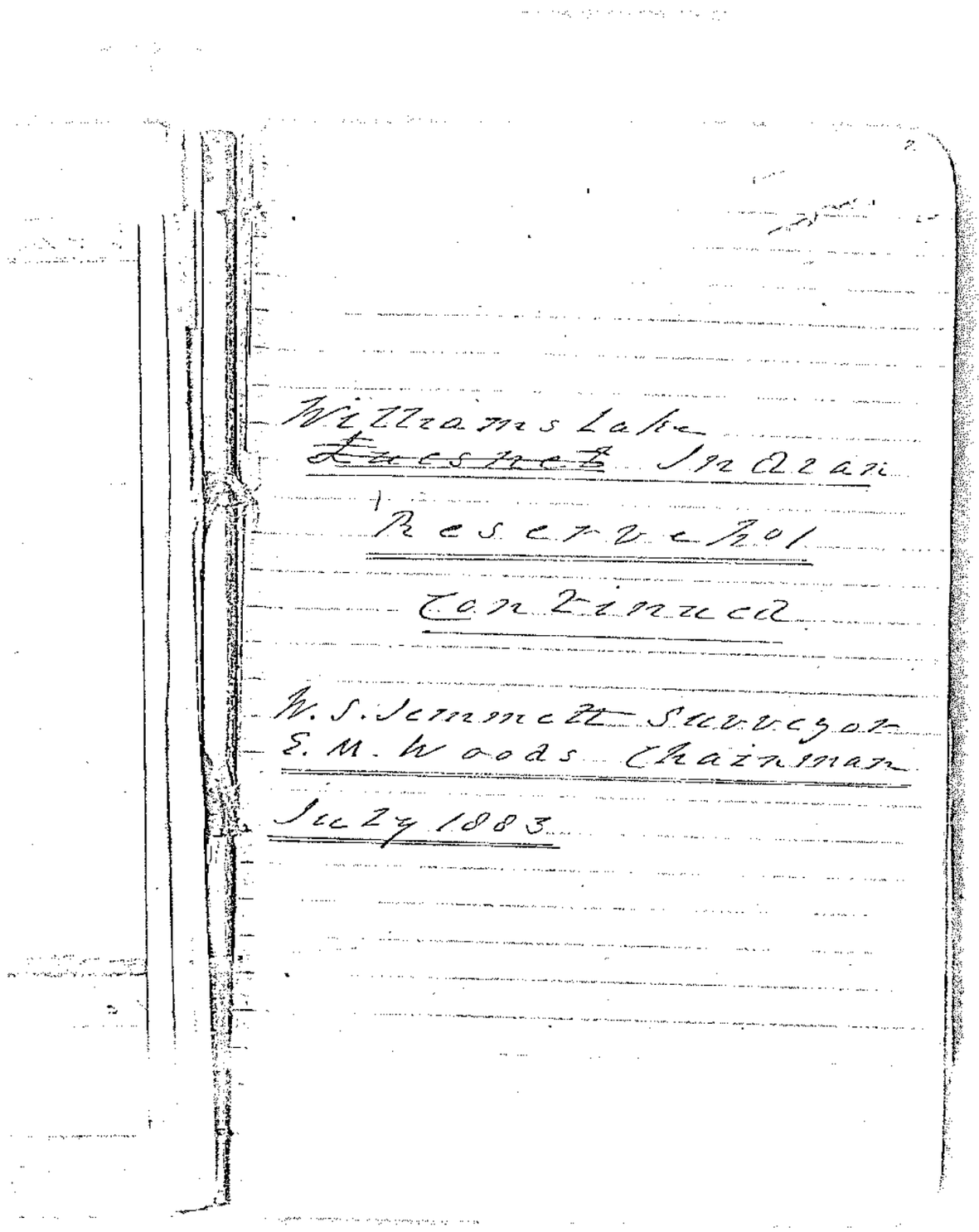
Torrens
Wyelliamstown Indian
Reserve
Vol III

		Page
1	No 1 Res continued	3 to 5
2	No 2 Res	7 " 10
3	Tie line between Nos 2 & 1	12 " 15
4	No 6 Res	18 " 20
5	Tie line No 6 to No 1 Res	22 " 28
6	No 4 Res	30 " 32
7	Tie line No 4 to Pinch Lake	34 " 39
8	Graveyards & Tie lines	41 " 42
9	No 5 Res	44 " 48

William S. Semmett
Dom. Surveyor


POST RENEWED
G. Hamilton
G. Hamilton
To 150 Mile House
To 150 Mile House
Lake
Lake
Reserve
To Tatlayoko
140.00
8802
2640.00


POST RENEWED
250.00
High Land
Indian's L
Indian Re
Not
Scale 4 in. To
Strass
Indian's
Lake
Strass
Stream
RIVER
POST RENEWED
High
Meadow
1548
Creek
POST RENEWED

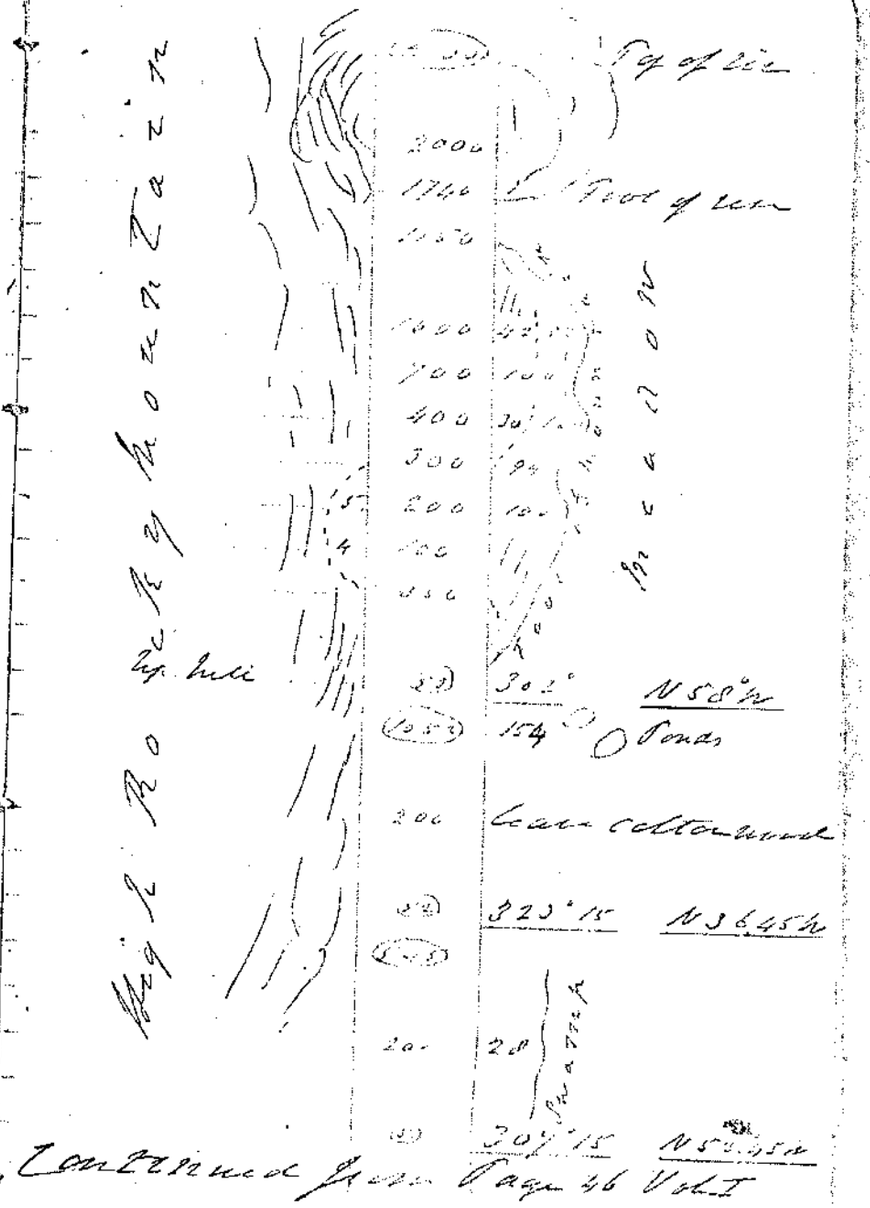


Williams Lake
~~Fort St~~ James Indian
Reserve No 1
Continued

W. S. Jennett Surveyor
E. M. Woods Chairman
July 1883

Stagnant Creek

Iron Lane



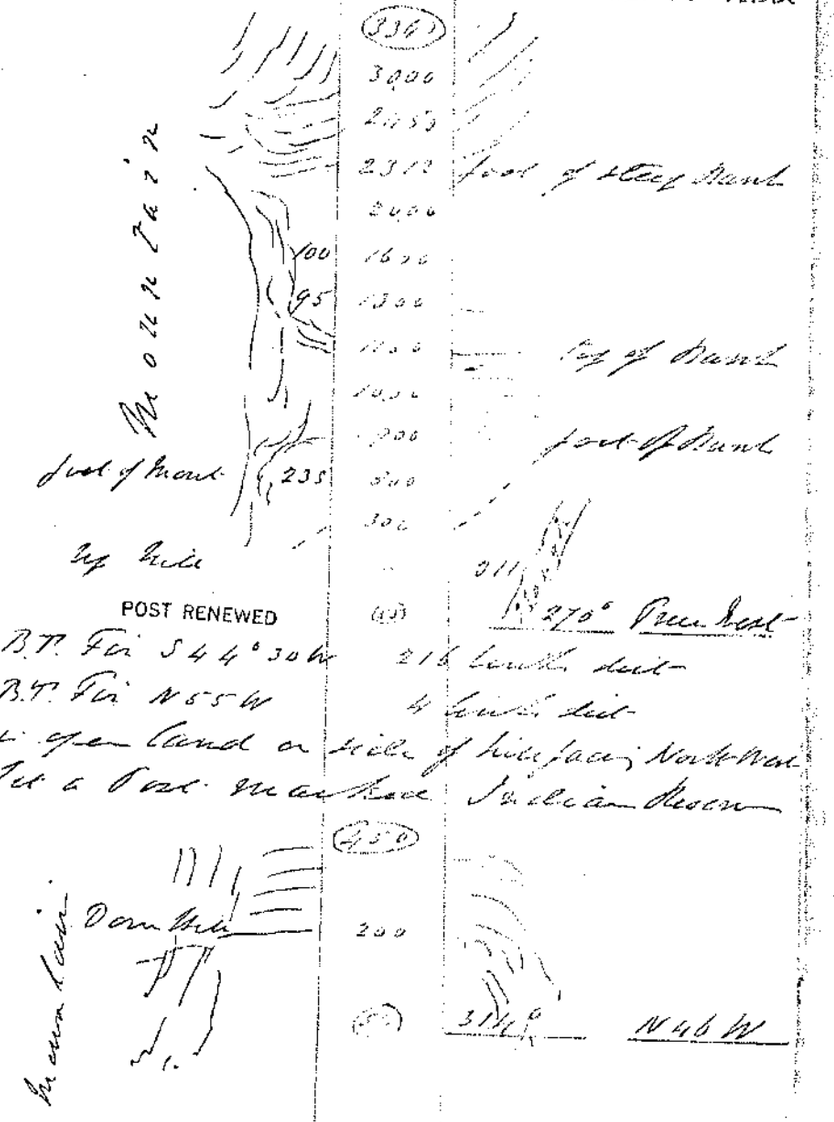
Fir & Hemlock timber

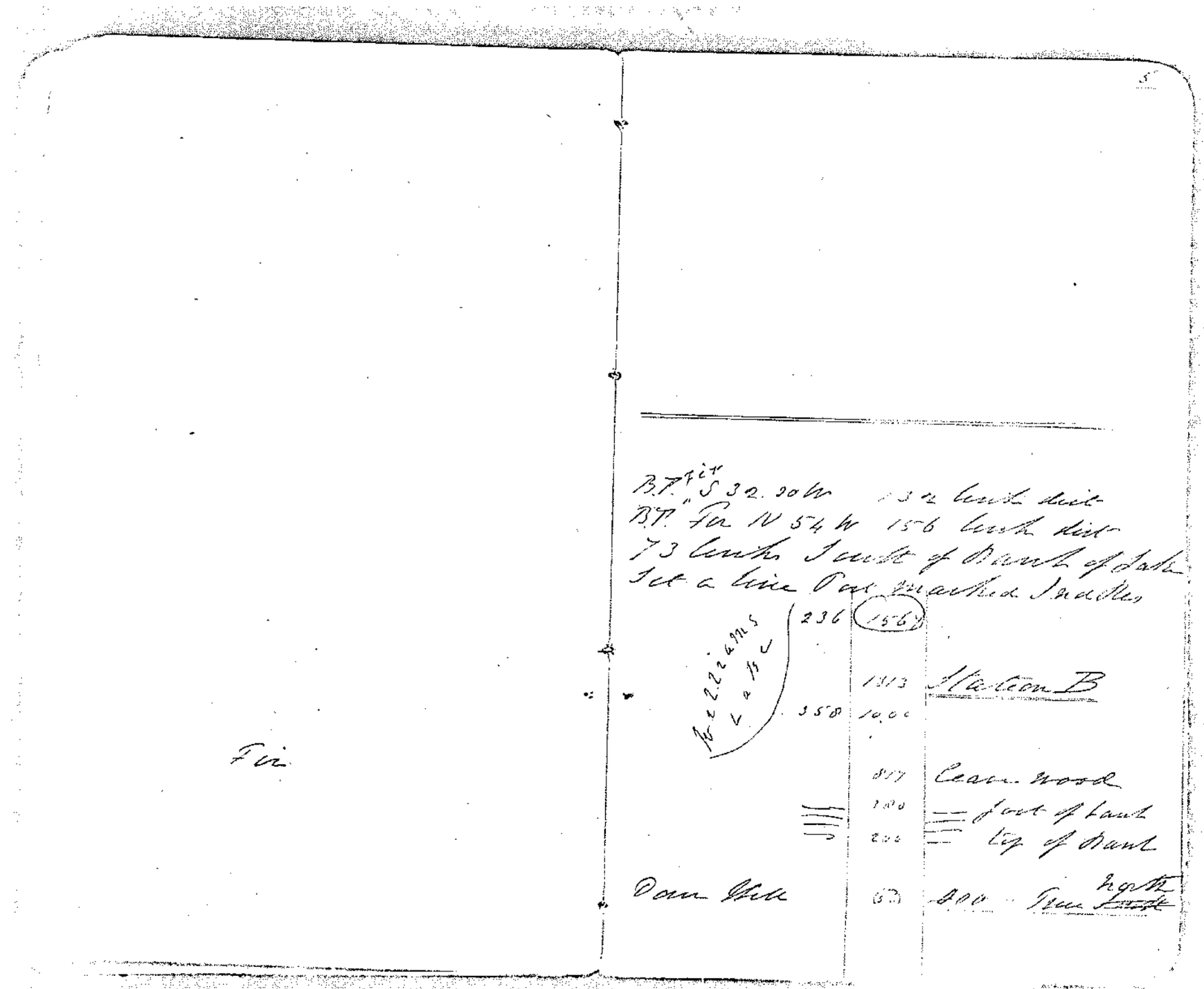
I made this Jack Pine
a fine Fir tree

Mass land
corner of Lot
Fir pine tree marked 1593 is dead

July 24th 1883

B.T. Fir N85E 90 Links dist
B.T. Fir N62.15E 3.5 Links dist
in wood
Set a Post marked Indian tree in situ




B.T. 7th S 32. 20 W 252 links dist
B.T. " Fir N 54 W 156 links dist
73 links South of North of Lake
Set a little Oak Planted Standard
Fir
236
156½
Station B
1313
350
1400
Clear wood
1200
East of Land
200
Top of Bank
Down Hill
63
200
True North

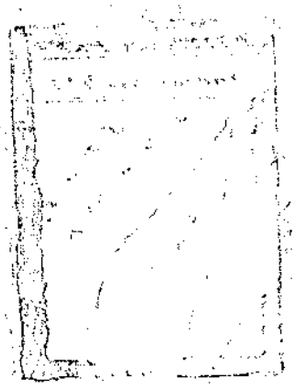
Williams Lake

~~Lytton~~ Indian

Reserve - No 2.

July 25th 1883

Fir & Willows — Cottonwood



1200 50
1200 58
1200 75
800 Edge of ravine
100 200
175 400 50
300 0
Kicketts down hill 0 2 Pm Trail Creek

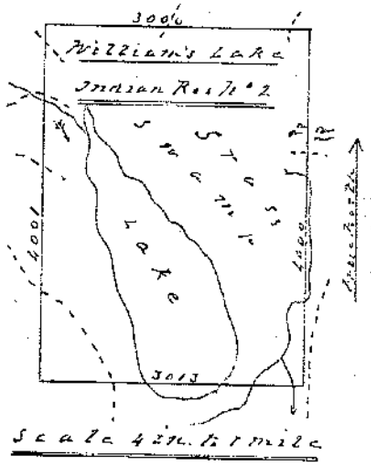
Near land
a few Cottonwoods & Fir
Marked tree

B.T. Cottonwood N 30.30 W 4 links dist
B.T. Cottonwood N 20 30 W 10 links dist
B.T. Cottonwood S. 70 30 W 15 links dist
on Mountain
Near act a post Pinned Ind Reserve

Indian Cemetery on No 2 No
Ind Reserve. Kamloops & Kittian Lake
about 1¾ mi from No 2 Reserve
Survey of a piece of land selected

July 25th 1882

Fir & Willows



a few Cottonwood & Fir

Granted Ken

July 25th 1883

Cedar fir wood
1100 68
1200 60
1284 Pass Indian Blanket
1200 58
1400 73
200 Edge of swamp
165 700 138
Swamp 175 400 50
200 0
0 200
Middle dam hill
Fine Road

B.T. Cottonwood N 30.30 W 2 links dist
B.T. Cottonwood N 80 30 W 10 links dist
B.T. Cottonwood S 80 45 E 15 links dist on Mountain
Flat at a post - Planted and Revised

Indian settlement on No 2 Res
This Reserve Lies between Williams Lake about 1 1/2 miles from No 1 Reserve
Survey of a piece of land retained.

Small Cottonwoods

Open Land

Little Jacinto Route

Firs & cottonwood, Grandana

Cottonwood, Pine & Fir

Fir, Indian & Cottonwoods

	1700	Small mottled Rock	
	2 21		
down hill	(3)	1.90	Fine Soil
B.T. Cottonwood	S 50 E	Limbs dead	
B.T. Cottonwood	40 W	Limbs dead	
Set a Post marked		Soil Pine wood	
	(3000)		
	2000		
	1000	Open Land	
Slightly down hill	1000		
	(2)	2.70	Fine Soil
B.T. Fir N 25 W	56	Limbs dead	
B.T. Fir S 80 W	35	Limbs dead	
B.T. Fir S 53.45 E	35	Limbs dead	
Set a post-marked	(3000)	Surface wood	
	3000		
	2430	Open wood	
	2039		
up hill			
Open swamp	1372	Open wood	
	1005		

Up hill

Cedar swamp

Cedar & Spruce

Up hill

Cedar swamp

Up hill

Cedar swamp

Cedar & Spruce

Page 387 of 639 TRA-2021-14176

South SW corner Post of Section

3013
3150
2161
2047 Coal vein
2000
1907 Bed of swamp
1917 Coal vein
1917
about 150 1600 Lake
872
Set a line post Iron Pipe Iron Pipe
North 865
620 Edge of swamp
556

July 26th 1883

The Lane

Electric

Resident 12.2

and

Resident 12.1

Jacky 26/11/1983

Fii

Fii d'Peie (black)

July 26th 1883

		1927	S 17½
	(1920)	12	
		1960	
up hill		1925	bottom of hill
			top of hill
	6	1900	
down hill	170		
		1825	
		159°15'	S 20 45 E
	(5.20)	55	
up hill		1900	190
		153 25	S 21.15 E

Post of N°2 Fii
Start at the South East corner

Williams Land Surveyors
Victoria Saturna N° 2 Fii

Fin creek is dry

— 200 — Creek

220 Stony Point

(5) 226.45 S 46°45' W

16 (193)

300 Gravel bars

(8) 202° S 22° W

On Point (457) Stony Point

160

50

150 193.45 S 6°15' E

(510)

Entrance 300

200 80

100 60

Fall Entrance dam built 850

40 209° S 29° W

dam built (240)

14 300

10 200

fir

dead timber

fir, willow, + Cottonwood

	27	(563)	top of hill	
	26	400		
		300	Pole Lg Timber	
	2	200		
		(8)	158.45	S 21.15 E
	13	(500)		
		400	on hill	
	40	200		
		(6)	172.	S 8 E
	14	(237)		
		(9)	205.30	S 25.30 W
down hill	36	(1424)	top of hill	
		1243		
		10.00		
Up hill		800	foot of hill	
		784		
		700	Coon Lumberjack	
	32	600	down hill	
	4	400		
	10	300		
		(8)	216.45	S 36.45 W
Up hill	12	(410)	Pole burnt wood	

Post.

Res. 185.81 links West of N.E. corner
White Rock Boundary tree of No 7

(130)

075

(60) 15-3.40 S26.20E

(1233)

1060

10.30

1000

947

500 Center of Branch

(60) 204.10 S24.30 W

(1227) Cy of Branch

down hill 120 Center Branch South

(60) 190' S10 E

(1417)

(60) 109.15 S E. 15 W

(950)

(60) 182. S 2 W.

Williams Lake

Indian Reserve No 6

Sept 28th 1883

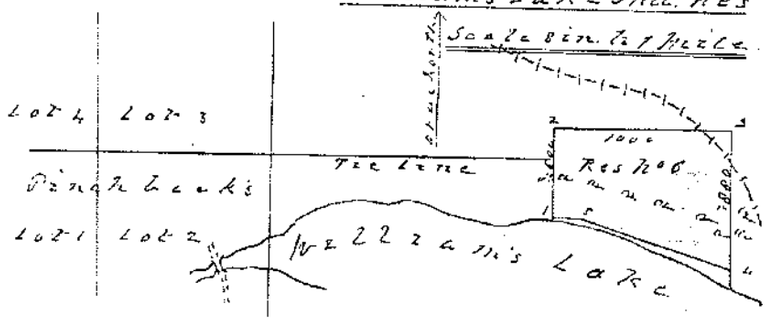
Tie Line Vide Page 22

No bearing tree

This land goes Thence East — Lacks. Thence West 1608 Links
Tie Line to N.E. corner of Lot 2 Block

Lot 79. Group 1.
Cariboo D.L.

Williams Lake Ind. Res



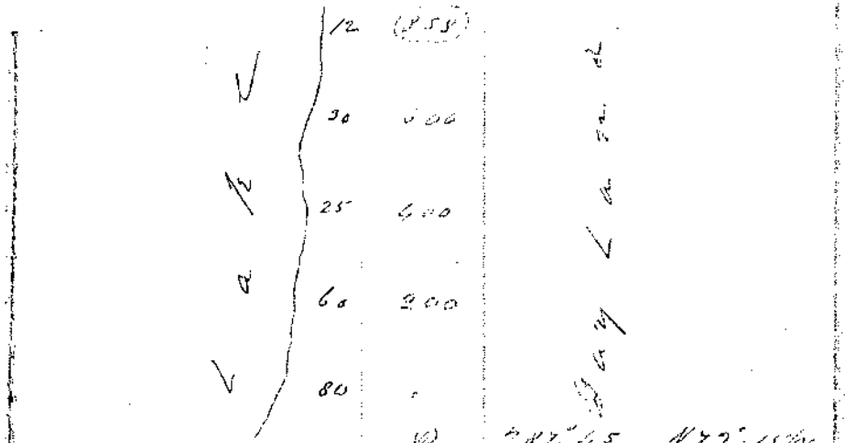
July 28th 1883

(10.00)

	825		
	818		Fence
	445		
Up Hill	(2)	90°	True East
Land			
Set a post marked			Iron Res No 6 on
	(20)		
	356		
	303		
End of grassy marsh	217	66	Marked Birch
Up Hill	(0)	200	True North

Lake
Post at a post set on bank of

Reserve No 6. L.79.1. Cariboo D.L.
The "William Lake Indians
This is a fishing station belonging to
the Northside of Williams Lake
Survey of a piece of land situated on



Nelson to Martin A

No bearing trees

Set a post on surface 1 foot thru
(S 30)

Station A 286

Lean Ribbon 586 Edge of grass ramp
570 Lean Ribbon
260
200

down hill (1) 180' from South

No bearing trees

Side of hill facing South
Set a post on surface 1 foot thru a

Bottom Stick Starting point

(1 Bag)

(S) 277° 25' N02 35' W

Price List

of

Hospital Reserves

Issued 28th March 1913

(2180)

2200

Up hill

10 99.10 S 80.30 E

(2300)

20.00

Up hill

80.11

220

673

9

300

10 95' S 85 E

(105)

100

10 48°15' N 40 15 E

Reserve

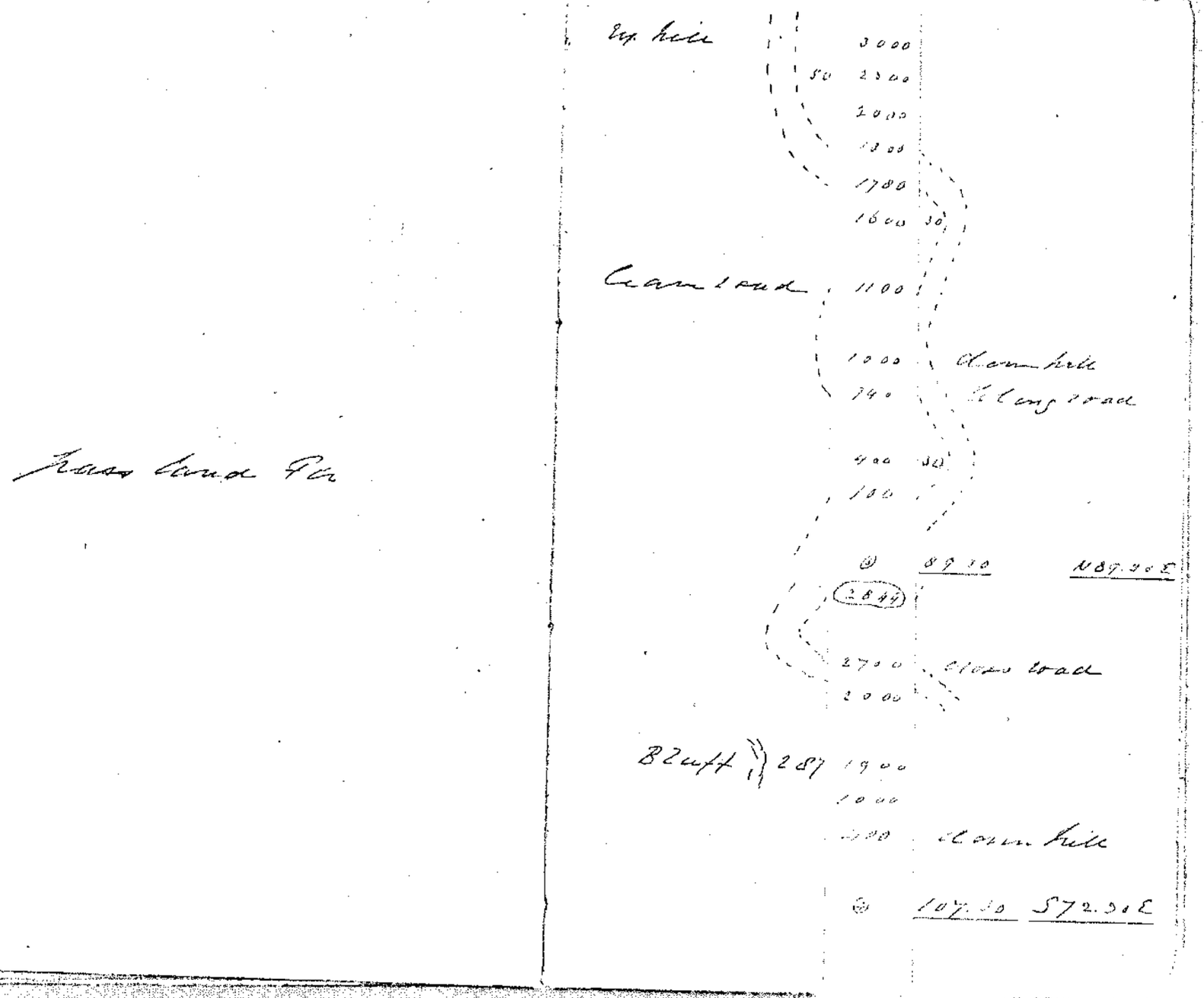
Start from N.E. corner post of L° 6

Reserve,

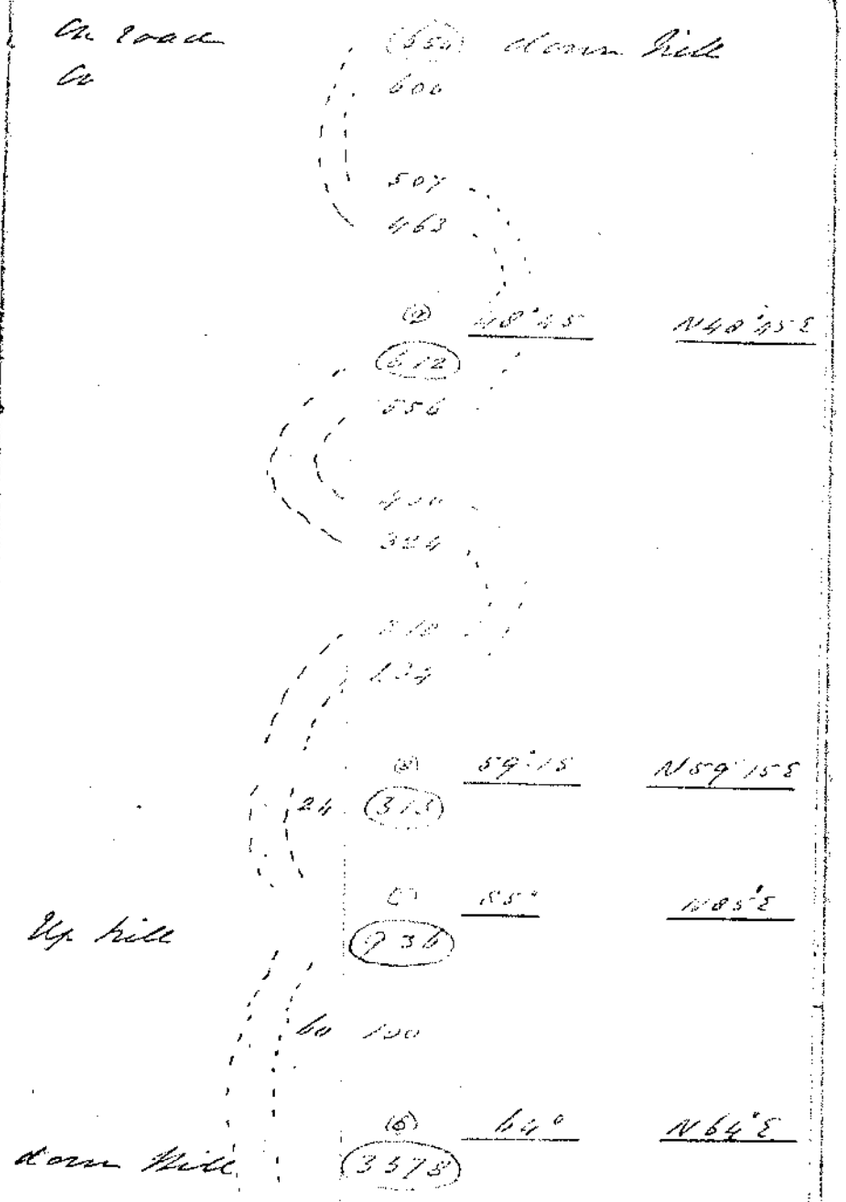
Pie Lêne Section L° 6 Res 2 L° 91

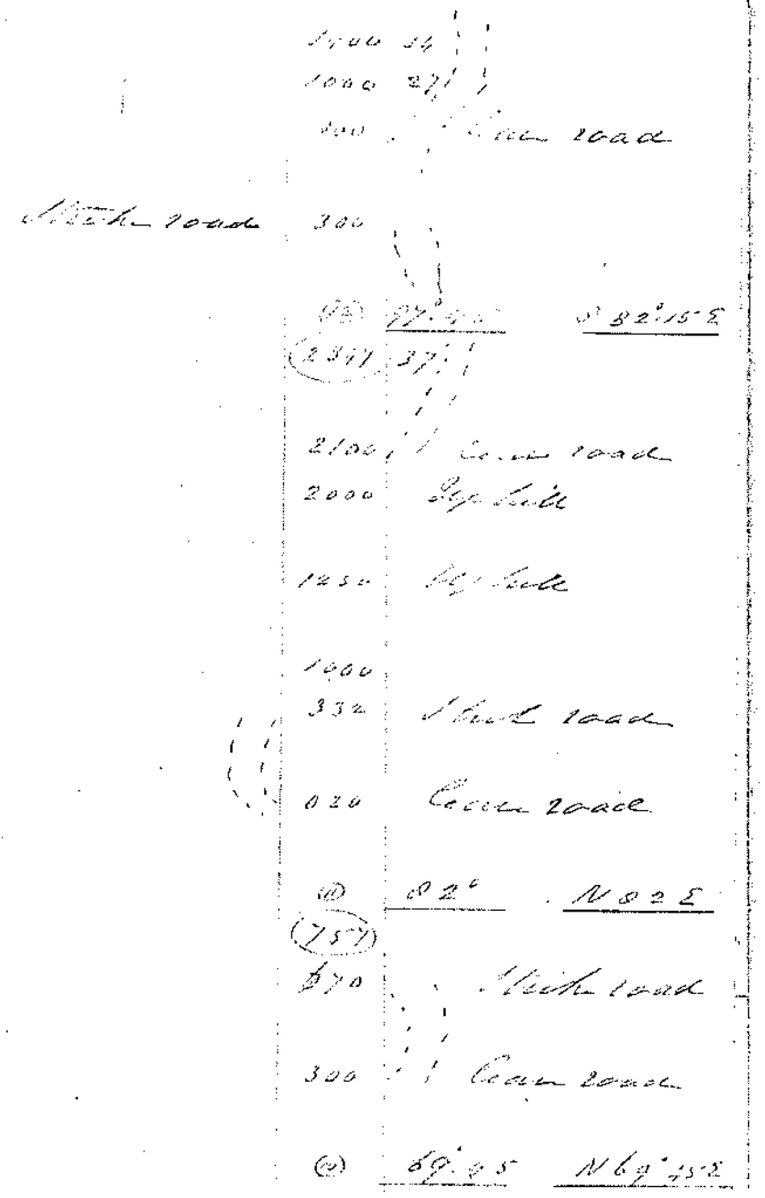
Fri

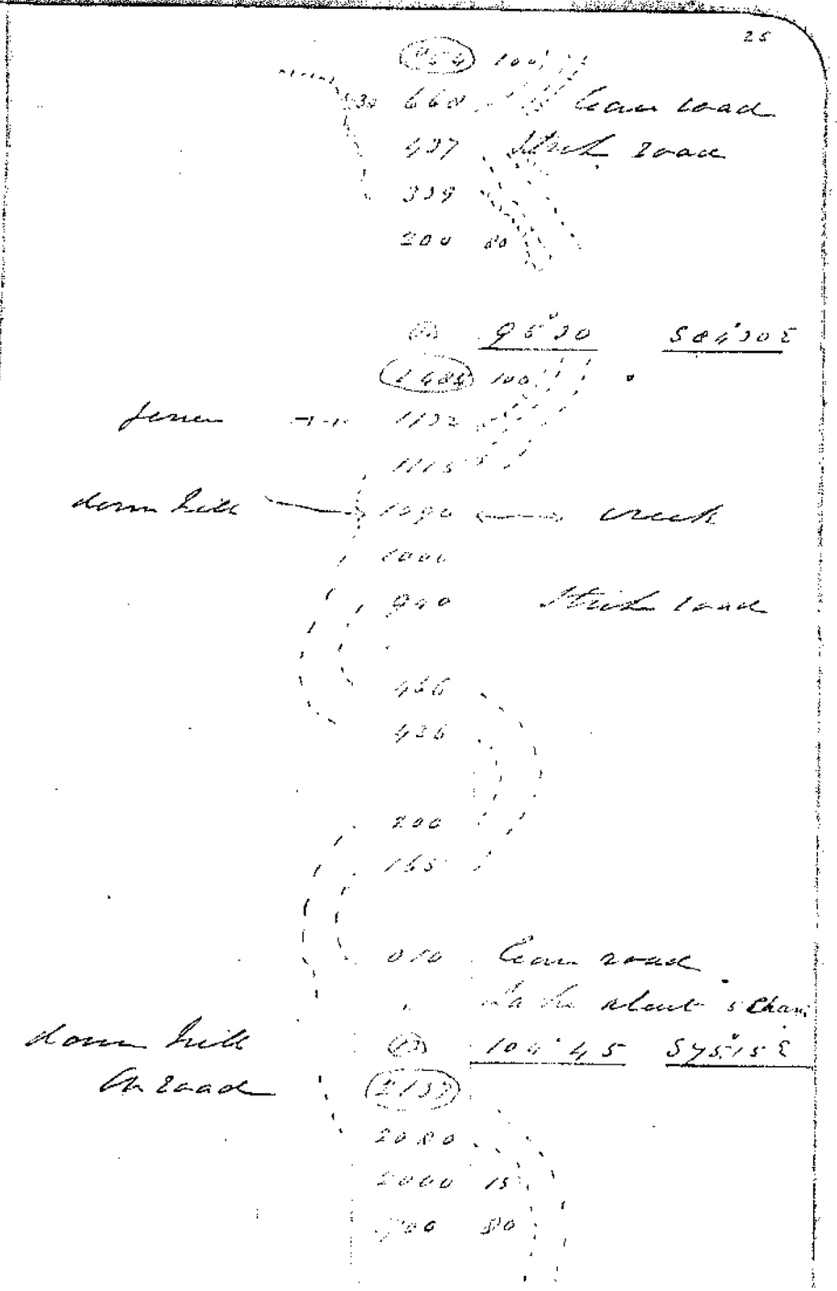
July 28 II 1893



Trans land Pa


On road
On
(350)
600
down hill
50
463
(2)
N40°45'E
N40°45'E
(412)
656
300
324
240
434
(3)
S9°15'E
N89°15'E
24
(378)
(4)
N5°
N85°E
up hill
(238)
60
120
(5)
64°
N64°E
down hill
(357')


1700 34
1000 27
300
Cart road
North road
300
(A) 22° 00' N 82°15'E
(2311) 37.1
2100
Cart road
2000
Log hut
1250
Log hut
1000
334
Hut road
020
Cart road
(D) 02° N 82 E
(757)
870
North road
300
Cart road
(E) 69° 45' N 69° 45' E


(P.S.) 100.11
660 Cam road
437 Mick road
339
200 80
(P) 25°30 S84°30E
(1484) 100
fence
1132
1115
dam hill
1090 creek
1000
940 Mick land
446
426
200
165
070 Cam road
to the start 5 chains
dam hill (P) 100.45 S75°15E
Cam road
(1159)
2080
2000 15
1920 80

	1000		
	900		
	N 50		
	020		Coal road
	"		Left about 10 Chains
	(21)	25.45	S 83° 15-E
	(574)		
	400		Rock road
	100		Coal road
	(15)	122.35	S 5° 15' E
	(599)		
	(8)	112°30	S 62° 30 E
	(893)		
	(8)	144.45	S 38° 45' E
	(327)		
	(2)	112°45	S 60-15-E
	(623)		
	(11)	137°	S 45° E
	(880)		
	470	20'	Rock road
	400	15' 16'	
	100	122°30	S 70°.30 E

+ 2.

Up hill on road

Up hill along road

Close on Station A on north boundary line of R. No. 1

	1242	Beaver	
	20	125°15'	S 54°25' E
	1180	Team track	
	1100	Stick road	
	1000		
	52	112°	S 68° E
12	(1247)		
	1100		
32	600		
	240	Cam road	
	26	74°15'	N 74°15' E
	(1243)		
	1000	Stick road	
	800	42	
	400	44	
	54	82°45'	N 82°45' E
	(454)		
	24	85°45'	N 85°45' E
	(1505)		
	1000	Cam road	
	500	Stick road	
	305	Cam road	
	21	100°	S 80° E
	(594)		
	226	87°	N 87° E
	(1510)	Stick road	
	1300	Main side	

Lake about 450 Chains S

Lake about 5 Chains S

On road

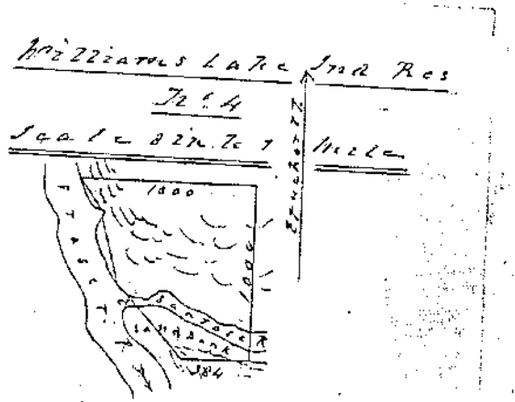
Williams Lake

Indian Research

July 30th 1903

Sagen

Ind. Res. # 4



July 30th 1893.

30

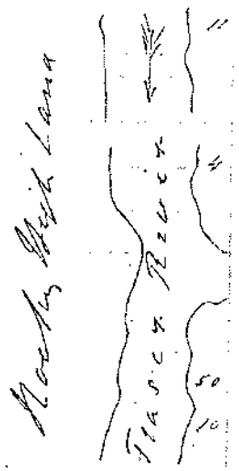
2nd Sep. Steep Bank

10 90 Due East

(152)

BT Fd S 20° 15' E 40 Links to edge of steep Bank

Take a base on Mountain Side as on



11	116		
10	268.15	N 18° 45' W	
9	(287)		
4			
	420		
	370		Muskeg Gulch
50	200		
10			
0	339° 30	N 20° 30' W	

of River

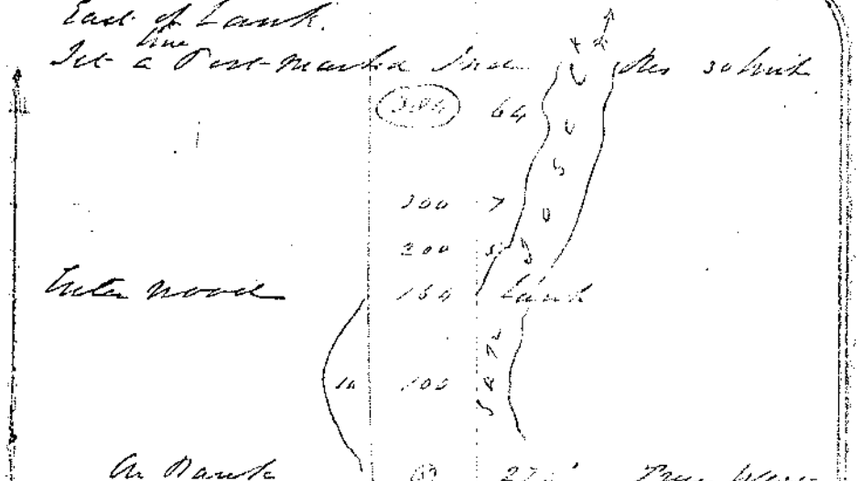
Start at a Mark. set on N. Land

Lake Indian Ind. Res. No. 4.

This survey between the Williams & Mountain of San Jose Creek & the East Bank of Pazziatus and Survey of a Fishing Station thereto

East of Lauck.

Set a Post-Marked Iron Pin on bank



Water mark

At Bank @ 270' From West-

B.T. Fir S 25° W 60 Lauck dist.

B.T. Fir S 26 15° W 81 Lauck dist.

Set a post-marked Iron Pin

2000

Road Marks

920

San Jose & 840 Lauck →

— 356 — Top of bank

— 364 — Top of steep bank

Low Hill @ 180' From South

side of Hill Jacinto Lauck

Set a post-Marked Iron Pin on

1000

Starke Starting Point

(P5)

Lamb

5.70

423

Jan 3.05 = 2.7

3.20

0.87 35

Across bed of creek (6) 315.45 N 44.15 W

B.M. Fir 163.45 10 links dist

The Line between
No. 4 Reserve and
Mr. Pinchbeck's Lot 41
Surveyed 31st 1883

Top of Pilot Jacinto Peak

Up Pilot Jacinto Peak, 1 page 2 burnt pines

Jacinto South East, ~~[illegible]~~ N.W.
Pilot Knob is about 1 1/2 up & down Bank of page

July 31st 1883

(202)

3	25°15'	S 83°45' E

(204)

2	71°30'	N 71°30' E

(209)

Up Peak By Calculation

21	36°15'	N 36°15' E

(237)

3	81°	N 81° E

4 Nos. Initiam Mark Indians Stand at Starting Point of R°

Quicksilver Lat R°4
Pilot Knob Section R°4 Nos. 2 Pine

F21

(1092)

1300

650 — Top of small terrace

520 — Top of main terrace

① 95' S 84 E

43 (237)

Cow trail

2100

2000

1900

300 Main trail

Highest down hill ① 115°30 S 64°30 E

(1092) 50'

1900

950

30 800

770

Top Butte ① 87°30 N 87°30 E

(764)

By Calculation

① 115' N 84 E

(1263)

1000

down hill 540

400 S

(23) 115.75 S 64° 45 E

(1203)

1000

700 50

500 Clear trail

200 Mark trail

020

down hill (12) 40° 30 S 63.30 E

(1191)

Up hill (9) 82.75 N 82° 15 E

(1109)

100 1200

33 300

(20) 105.30 S 89.30 E

8 (1008)

(8) 84.45 N 84° 45 E

Fir

Fir

Hwy 63 down hill

(563)

500 Level

(19) 106.45 S 29° 15' E

(1084)

150 Low level

(68) 113.45 S 66° 15' E

(1252)

(9) 100' S 21° E

on level (1352)

100 North level

(10) 100' 15" S 21° 45' E

(1521)

400

300 ft

Hy hill, on level (28) 95° 30 S 84° 30 E

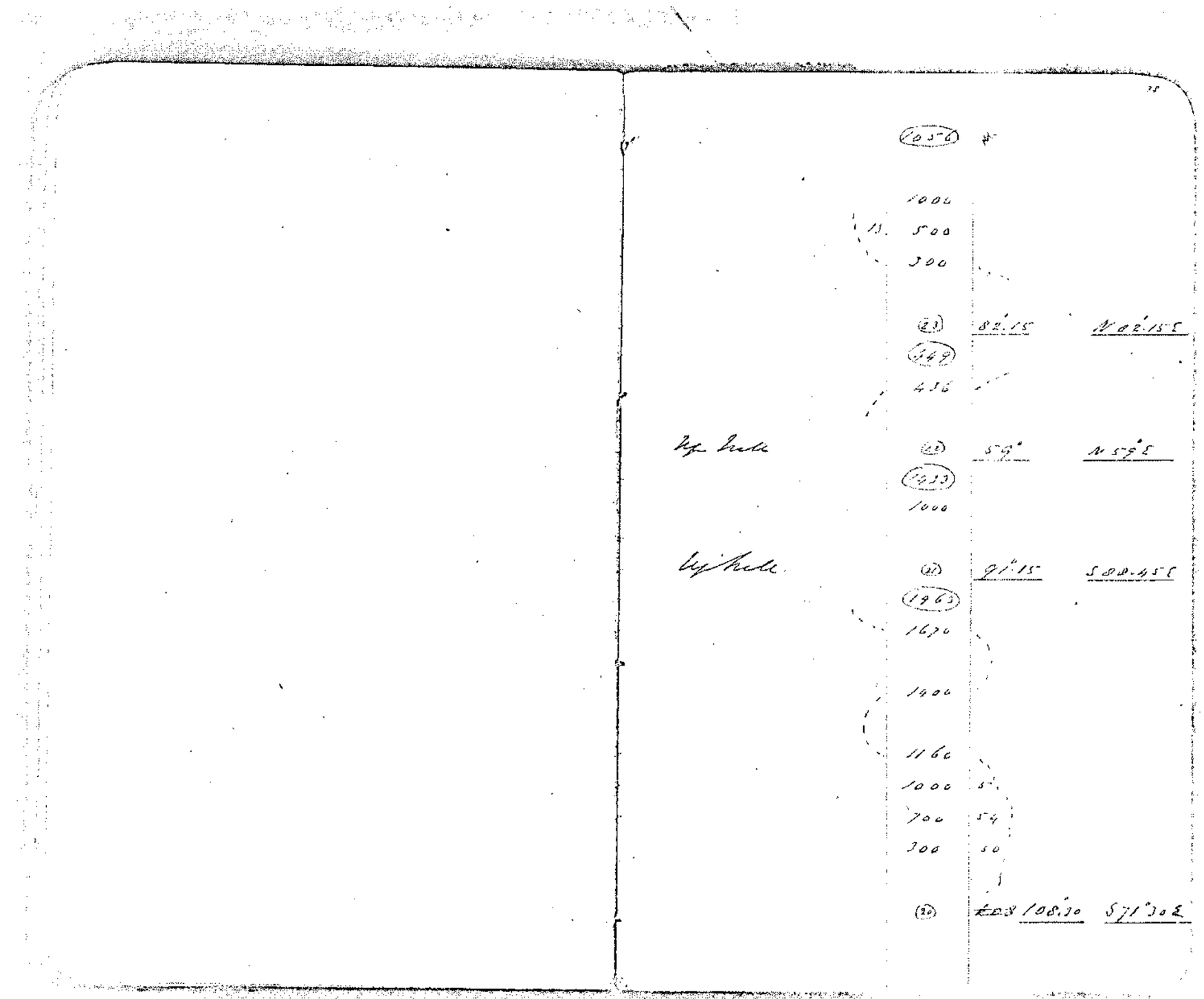
(1570)

1200 2 ft

1000

900 11

(9) 120° S 60 E



(20) ~~to~~ 108.30 S71°30E

1963

1630

1400

1160

1000 S

700 S4

300 S0

(21) 91°15' S88.45E

1000

(22) 59° N59°E

436

(23) 82.15 N02.15E

500

300

(24) to (25) to (26) to (27) to (28) to (29) to (30) to (31) to (32) to (33) to (34) to (35) to (36) to (37) to (38) to (39) to (40) to (41) to (42) to (43) to (44) to (45) to (46) to (47) to (48) to (49) to (50) to (51) to (52) to (53) to (54) to (55) to (56) to (57) to (58) to (59) to (60) to (61) to (62) to (63) to (64) to (65) to (66) to (67) to (68) to (69) to (70) to (71) to (72) to (73) to (74) to (75) to (76) to (77) to (78) to (79) to (80) to (81) to (82) to (83) to (84) to (85) to (86) to (87) to (88) to (89) to (90) to (91) to (92) to (93) to (94) to (95) to (96) to (97) to (98) to (99) to (100) to (101) to (102) to (103) to (104) to (105) to (106) to (107) to (108) to (109) to (110) to (111) to (112) to (113) to (114) to (115) to (116) to (117) to (118) to (119) to (120) to (121) to (122) to (123) to (124) to (125) to (126) to (127) to (128) to (129) to (130) to (131) to (132) to (133) to (134) to (135) to (136) to (137) to (138) to (139) to (140) to (141) to (142) to (143) 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W.S. Allen Survey 1883

P.L.L. N.W.C. L 42.

Locks) 1093 Locks South of Post marked Strike Head Lower dam, Lot XI (Block

(334)

(1)		S 6° 15'	N 56° 15' E
(576)			
	240	Lower trail	
on trail	(2)	W 15'	S 62° 45' E
	(561)		
	300	Lower trail	
	(3)	24° 15'	S 80° 45' E
	(459)		
	(4)	56° 45'	N 56° 45' E
	(428)		
Strike trail	(5)	29° 30'	N 29° 30' E
	(350)		
Up hill	(6)	51° 15'	N 51° 15' E

Graveyards

and

The Lines

Dec 31st 1809.

Station A (415)

381 ◇ Iron yard No 10

@ 0°30 N 0° 30 E

(844)

@ 323' N 37° W

(332)

---- 428 ----

@ 339°-15' N 20° 45' W

Tie line from S. E. Corner of Iron yard No 11

State Point.

State marker (051) Iron Rod

@ 45° N 45° E

State marker (300) Iron Rod

@ 135° S 45° E

State marker (030) Iron Rod

@ 225° S 45° W

State marker (300) Iron Rod.

@ 315° N 45° W

Iron yard No 11, State S. S. Corner.

---

(300)

July 31st 1903

Island, and tie line from Iron yard in Paddock

of S.W. corner Post L.C. [illegible]
R°6, (Smithtree) 1195 links East
Ninth Southern Boundary of Sel-

(250)

(4) 347 lks N12.30 W

tion 6 Natoma &c

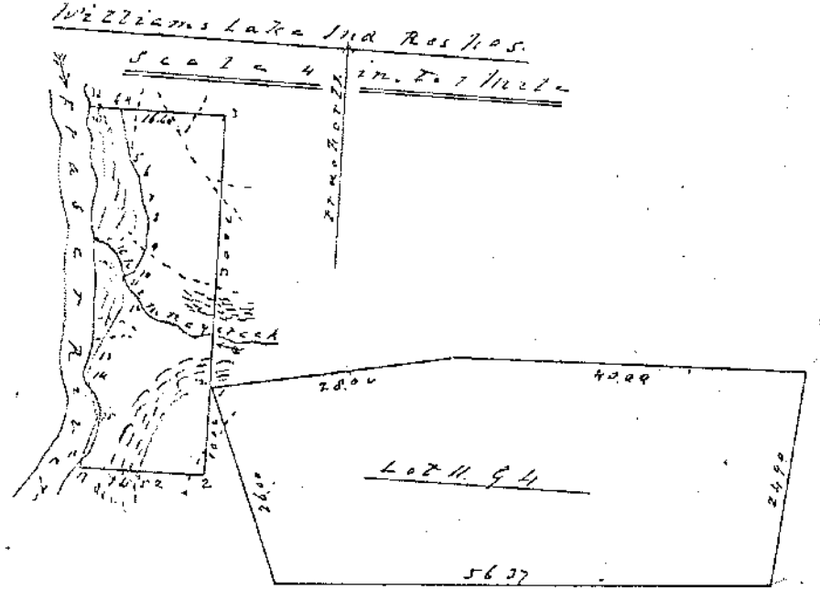
(136) ☐ Grandpa R°9

(4) 107 S 73 E

William's Lake

Indian Reserve No 5

August 3rd 1883



1175

1100

1000

dam hill 300 top of steep hill

206

@ 270° True West

DP Fir 7 to 8 in. 15' 2 25 Links dist

DP Fir 18 in 76 Links dist

Side of Ravine

Set a Post marked Indian Res a

(Post)

@ 180 True South

Between a marked Ind Res. & Lot 1194

1194. Set a Post at Foot of Steep Bank, Post Stands at N.W. corner Post of Lot

---

a Chainman Local Surveyor

Sets Indian Reserve Between the Williams Lake Creek

& the Little Creek of Fraser River and Incorporates it with Reserve No 5

August 3rd 1887

BT Fei S 61.20 W 110 links down side of Mountain facing South Set a Post-marked Iron Pin on

(1000)

up hill 2270 Center of Mount
2130
2000

Station 0 1907

Coal Seam 1560 Top of hill
1120
1000

up hill 960 Top of Perpendicular Cliff

Blank
Chimney 2 ——— 516 ——— Elevation

Top of rock cliff 262 South edge of Platform

0 000 — Due North

Station 2 Station 1, Point

BT Fei N 37.30 E 31 links down
BT Fei S 33.30 E 10 links down side of Mountain facing West Set a Iron Post-marked Iron Pin

(1452)

Station 0

Bridle way between Iron Limits
Where creek crosses line about
found by calculation.
Distance between 1st x and 1st 0 (Station +)

(501)

④ 132.45 S 42.15 E

on bank (615) 90

540 ---

300 46

⑤ 166.10 S 13.30 E

Station 6 Station A

---

along rock

2 Chains from last water mark

Set a Post near last tree along

(1460)

Station A 1312 Crown of hill

--- 1019 ---

1220

--- 620 ---

--- 339 ---

Down side of the creek

③1 270 Tree Inacc-

B.F. For N 34 E 7.7 Links dist-

(600) 40 W Land

5.10

165

dam hole (25) 207.30 S 27.30 W

(205)

crack 125 200

(27) 171.45 S 8.15 E

(177)

Thimm 100 Creek

(25) 235.10 S 55.30 W

(353)

164 Trail to Thimm

(2) 201.45 S 21.45 W

Can trail (203)

(2) 181.65 S 1.45 W

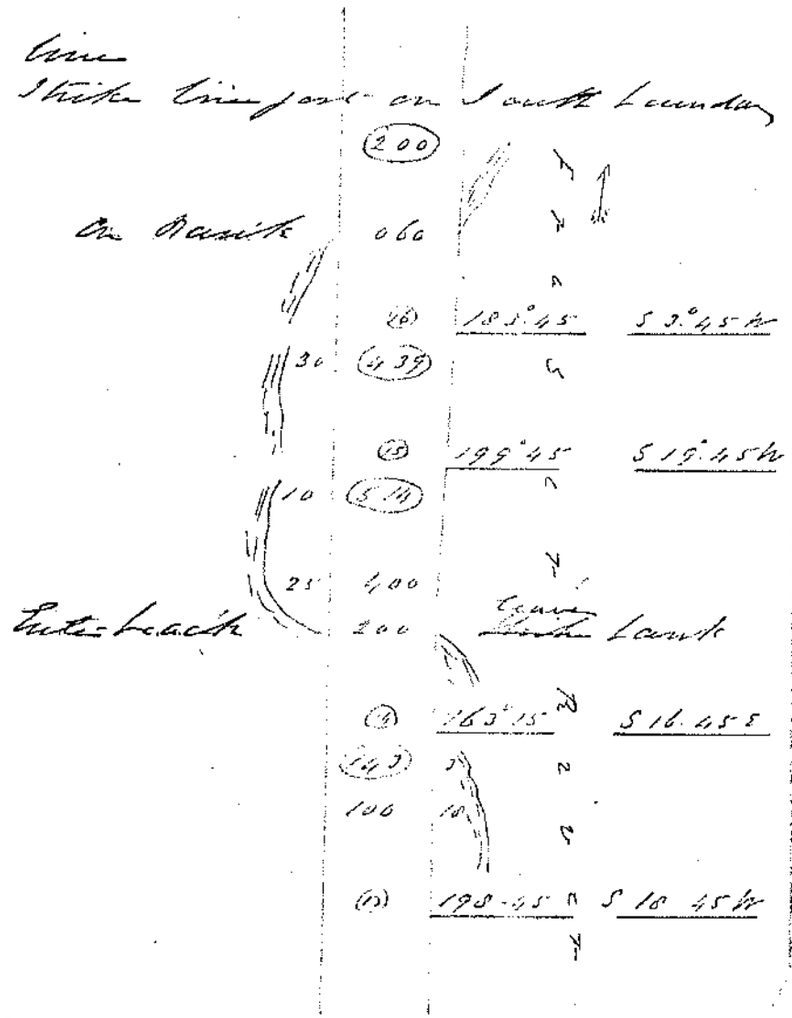
(179)

(2) 170.15 S 9.45 E

(295)

Along trail (6) 164 S 16 E

William S. Jennett
Dan Lanyon



Size Form No. 14.

P. H. 39 2475 L. I.

1913

Department No.

District CARIBOO

Lot Number.	PRE-EMPTION NAME.
7046	S.22
	P.R. 378 - 28 6/00
	47960/13
48 T 7	
B.M. 27A	

Department of Lands
RECEIVED
JUN 23 1913
Surveyor-General's Branch

Surveyed by M. C. Gordon B.C.L.S.,

June 1913

Plotted 30th June 1913

By whom A Bennett

Survey Gazetted December 11th 1913

10,000/8/1911

Sur.—Form 2b.

FIELD-NOTES

—OF—

PRE-EMPTION

Lot No. 7046

Situate At West end of Williams Lake

Cariboo District,

British Columbia.

145 acres.

S.22

SURVEYED FOR.....

BY M. L. Gordon B.C.L.S.

Sur.—Form 1c.

DECLARATION.

To accompany Surveyor's Field-notes.)

—to—

DOMINION OF CANADA:
PROVINCE OF BRITISH COLUMBIA,
To Wit:

In the Matter of the Sale of Crown Lands under Section 30 of the "Land Act."

I, Maitland Lockhart Gordon, B.C.L.S., of Vancouver, in the Province of British Columbia, do solemnly declare that I have surveyed Lot 7046, Group 1, in the Cariboo District, containing 145 acres, for S.22, and have made careful examination of said land and classify the same as follows:—

1st.) Timber lands.... 0 .... acres.
1st class lands.... 145 .... acres.
2nd class lands.... 0 .... acres.

2nd.) In my opinion.... 0 .... acres of this land is likely to be required for a Townsite.

In my opinion.... 0 .... acres is likely to be required for a Fishing Station.

3rd.) In my opinion, the granting of this land or any of it will not prevent or hamper the development of any adjoining natural resources.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act, 1893."

Declared before me at the 50 Mile House, in the Province of British Columbia, this 11th day of June, 1913.

M. L. Gordon

Edgar A. Lucas
Commissioner.

5,000. 10/1911

Note classification amended to, 69 at 0 @ 76 at $2.50 = $360, see file 4179 dated Sept letter

Copy of the Pre-emption Record No. 378

BRITISH COLUMBIA.

LAND ACT, 1884.

CERTIFICATE OF PRE-EMPTION RECORD.

District of ....Cariboo.....

Name of settler (in full) ..... S.22 .....

Date of Record ....17.th....May.1900.....

Number of acres ..About .two.hundred.& Sixty .....

Where situated....At...Williams....Lake.....

Description of boundaries of land Commencing at a post up the Creek or Lake five chains above the Bridge at the outlet of the Lake on North side of Creek and running North 40 chains thence East 40 chains thence South to the Lake about 42 chains thence West 15 chains to the Indian Reserve thence North to the N.E. corner of the Indian Reserve thence west 10 chains thence South to the

Description and characteristics of area surveyed and its situation .....

Lake and thence West 15 chains to the point of commencement the balance of the pre-emption including 100 acres of surveyed land being Lot 57 G.L. and is situated on the opposite side of the creek and lake from the above described land, both pieces of Land adjoin.....

.....

1

.....

Lot No. 7046 ..... Cariboo ..... District.

..... West ..... Boundary. Bearing ... S. 1. 18. W. .....

80.00

73.42 Hay Meadow

L. 7046

65.42

N.W. L. 7046

Placed I.P. B.T. S 46 E 8" Cot
" N 86 E 10" Willow
" N 15° 10" E

5°5. 44½ Traverse Hub.
5°1. 5°8
5°1. 5°2
48.40

Williams Lake / L. 7045 S.W. Traverse Hub.

48.83 Placed I.P. B.T. N 32 W 5" Cot
" N 5 W 4" "

44.979

L. 7045 L. 71

B.T. N 5°3 E 12" Fir
" N 44 W 18" "

20.00 Placed I.P. Stone Mound and Post marked L. 7045 N.W.

Soda Creek 17.00 Wagon Road

O.B.T. S 45° E 26" Fir
B.T. S 16 E 4" "
" N 86 E 24" "
" S 47 W 26" "

N.E. L. 71 Placed I.P. Found O.P. marked L. 3 N.E. O.B.T. Cut down. Marking Found Visible

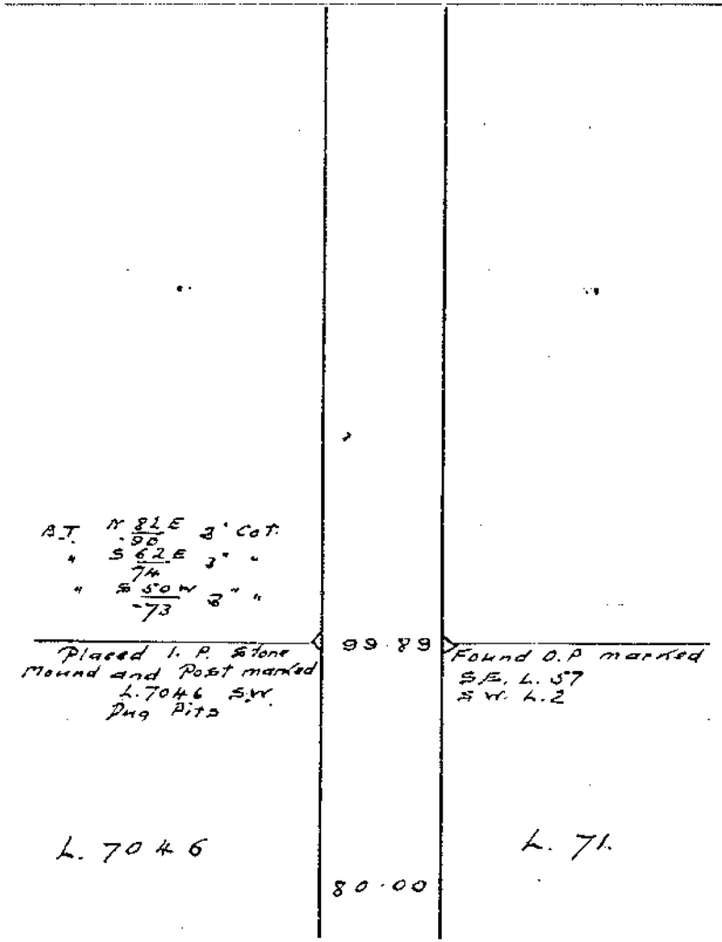
0.0

The above line was run the 4 th day of June 1913

Form D. 2.

Lot No. 7046 Cariboo District.

West Boundary. Bearing S. 1° 18' W.



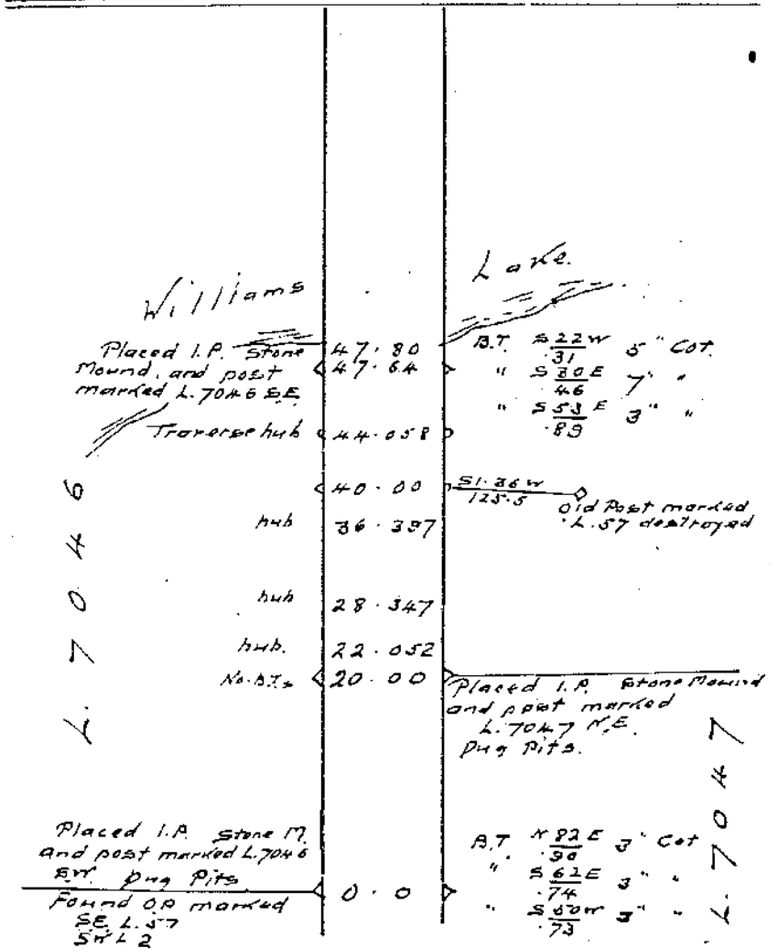
The above line was run the 4th day of June 1913.

25,000/7/1912

3

Lot No. 7046 Cariboo District.

South Boundary. Bearing East.

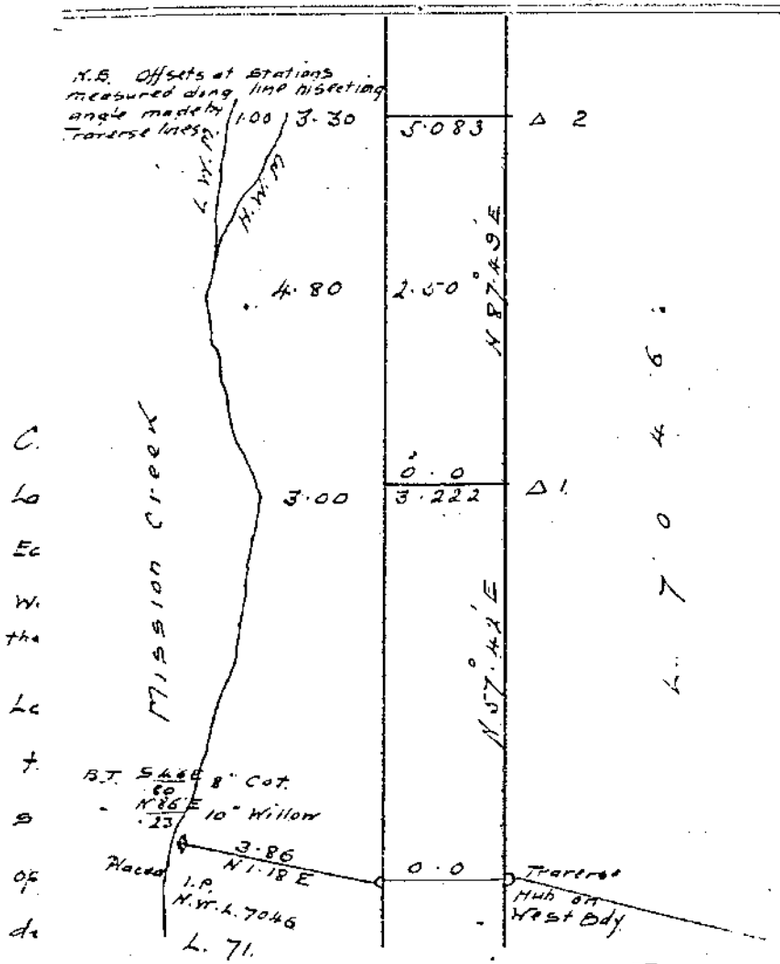


The above line was run the 9th day of June 1913.

Page D. 4

Lot No. 7046 ..... Caribou ..... District.

Traverse Boundary. Bearing ... of North Boundary



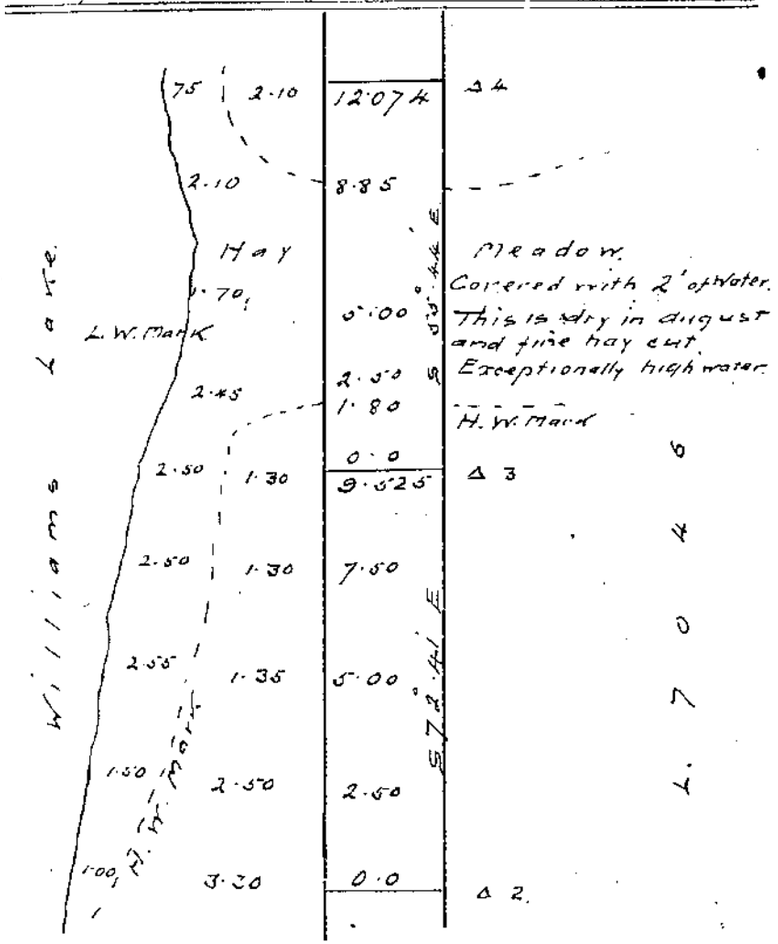
The above line was run the 10 th day of June *1913*

25,000/7/1912

Page 5

Lot No. 7046 ..... Caribou ..... District.

North ..... Boundary. Bearing ..... Traverse .....

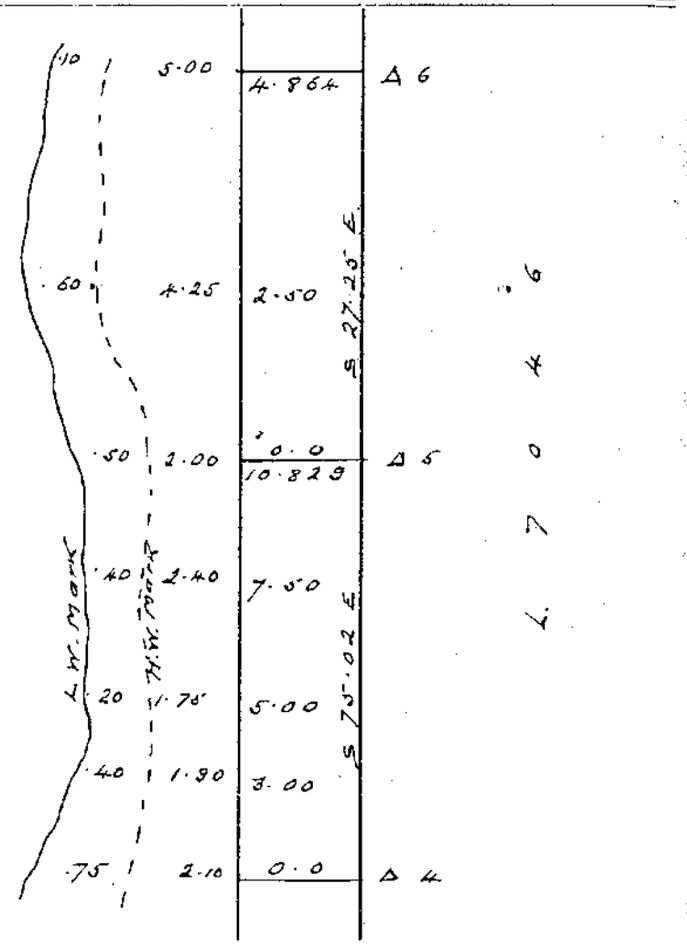


The above line was run the 10 th day of June *1913*

FORM D. 6

Lot No. 7046 Cariboo District.

Williams Lake Boundary. Bearing Traverse



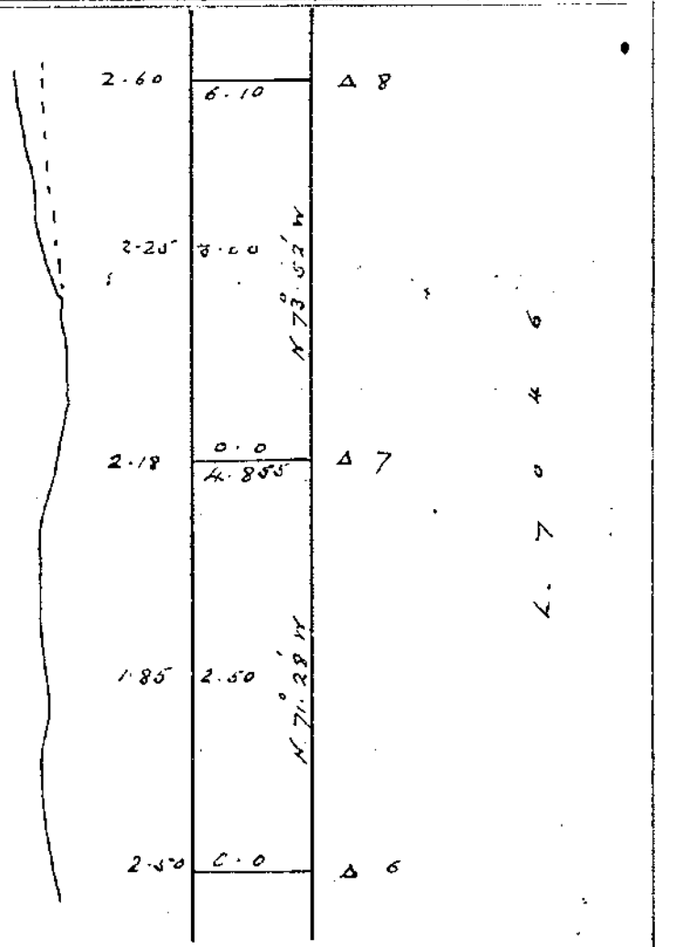
The above line was run the 10 th day of June 1913

25,000/7/1912

7.

Lot No. 7046 Cariboo District.

Williams Lake Boundary. Bearing Traverse



The above line was run the 10 th day of June 1913

C.
La
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W.
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of
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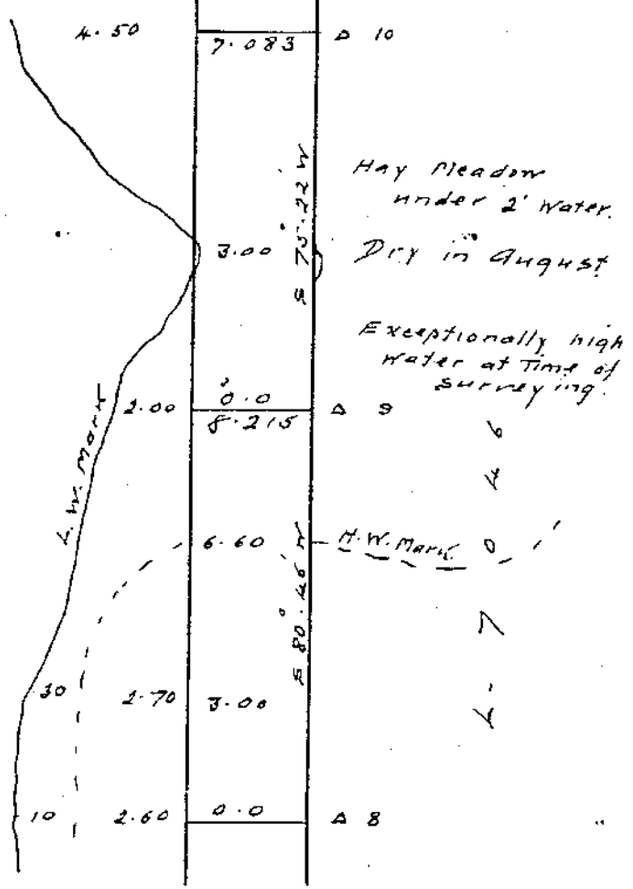
8

Lot No. 7046 Caribou District.

Williams Lake Boundary. Bearing Traverse

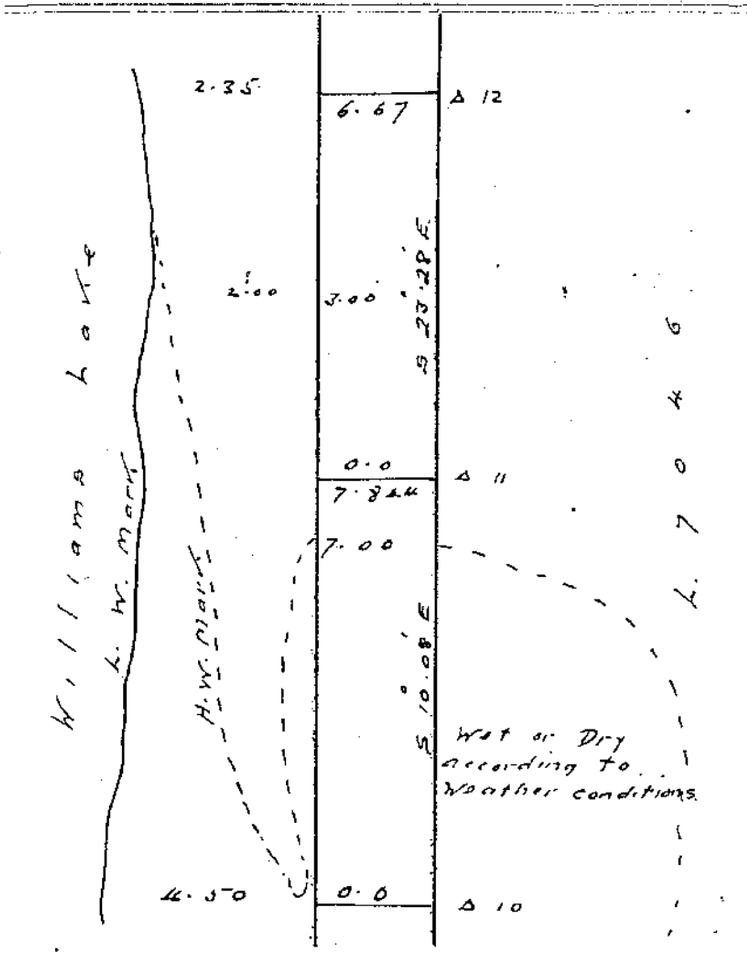


The above line was run the 10 th day of June 1913

9

Lot No. 7046 Caribou District.

Williams Lake Boundary. Bearing Traverse



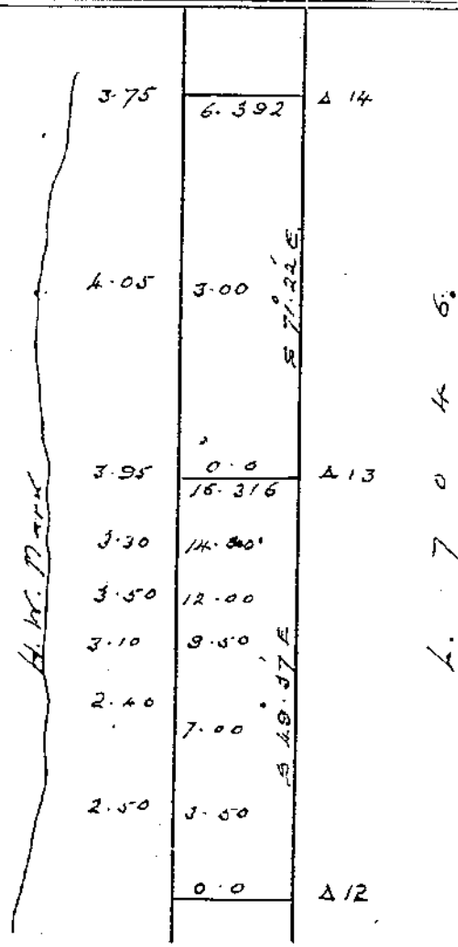
The above line was run the 10 th day of June 1913

Scale of 4 chains to 1 inch

10

Lot No. 7046 Cariboo District.

Williams Lake Boundary. Bearing Traverse

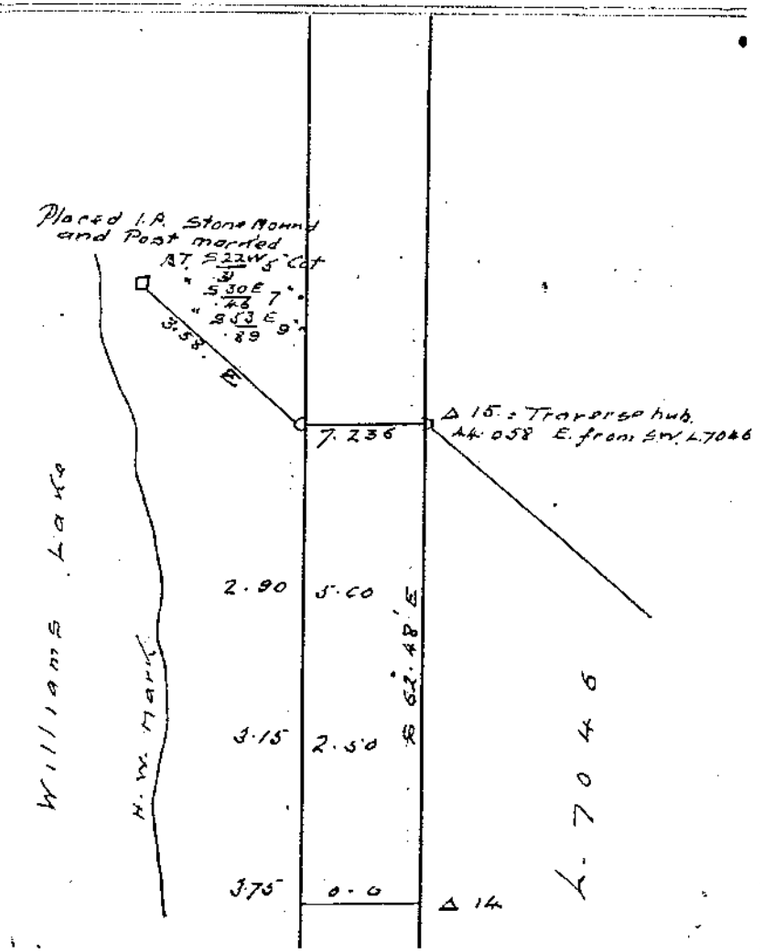


The above line was run the 10 th *day of* June *191* 3

11

Lot No. 7046 Cariboo District.

Williams Lake Boundary. Bearing Traverse



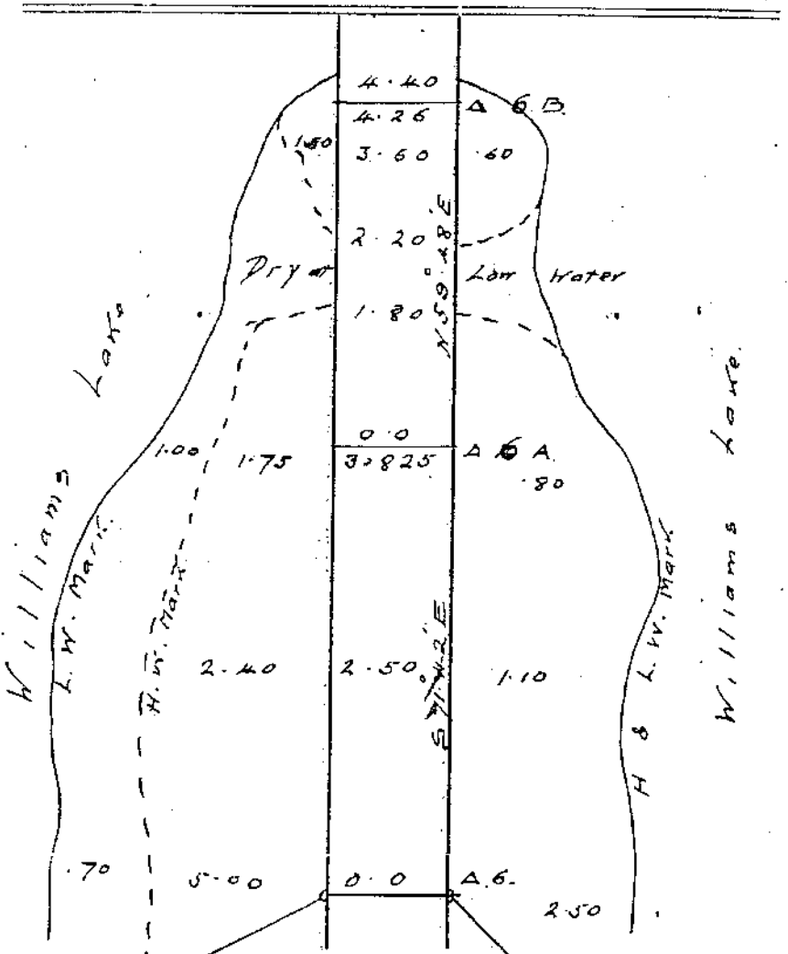
The above line was run the 10 th *day of* June *191* 3.

12.

Traverse from Traverse hub A 6

Lot No. 7046 Cariboo District.

Boundary. Bearing



The above line was run the 10 th day of June 191 3

Lot 7046 B.C.L.S. TRAVERSE TABLE OF Boundaries

No. of Sta. Geo.	Bearing	Distance.	North.	South.	East.	West.	Total Latitude.	Total Departure.
1.	N 57° 44' E.	3.242.	1.772		2.723		+ 1.772	+ 2.723
2.	N 87° 49' E.	5.093.	184		5.079		1.916	7.802
3.	S 72° 41' E.	9.525		2.835	9.094		9.194	16.895
4.	S 45° 44' E.	12.024		8.498	8.578		7.717	26.873
5.	S 75° 02' E.	10.823		2.797	10.462		10.514	37.335
6.	S 27° 25' E.	4.866		4.318	2.240		14.832	39.575
7.	N 71° 28' W.	4.455	1.543			4.203	13.289	34.972
8.	N 73° 42' W.	6.100	1.699			5.836	11.594	29.112
9.	S 80° 44' W.	8.215		1.318		8.108	12.912	21.004
10.	S 75° 42' W.	7.083		1.788		6.854	14.700	14.150
11.	S 10° 04' E.	7.844		7.722	1.380		22.422	15.530
12.	S 23° 49' E.	6.670		6.118	2.656		28.540	18.186
13.	S 42° 37' E.	16.316		10.857	12.428		39.111	30.614
14.	S 71° 22' E.	6.092		2.042	6.057		41.153	36.671
15.	S 64° 48' E.	7.216		3.107	6.436		44.460	43.107
	West.	44.058				44.058	44.460	0.951
	N 1° 18' E	44.449	44.437		1.008			0.951
								0.057

AFFIDAVIT.

I, Tatlard Lockhart Gordon

of Vancouver, a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed Lot 7046 Cariboo District

(2.) I commenced the said survey on the 4th day of June, 1913, and completed it on the 10th day of June, 1913.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

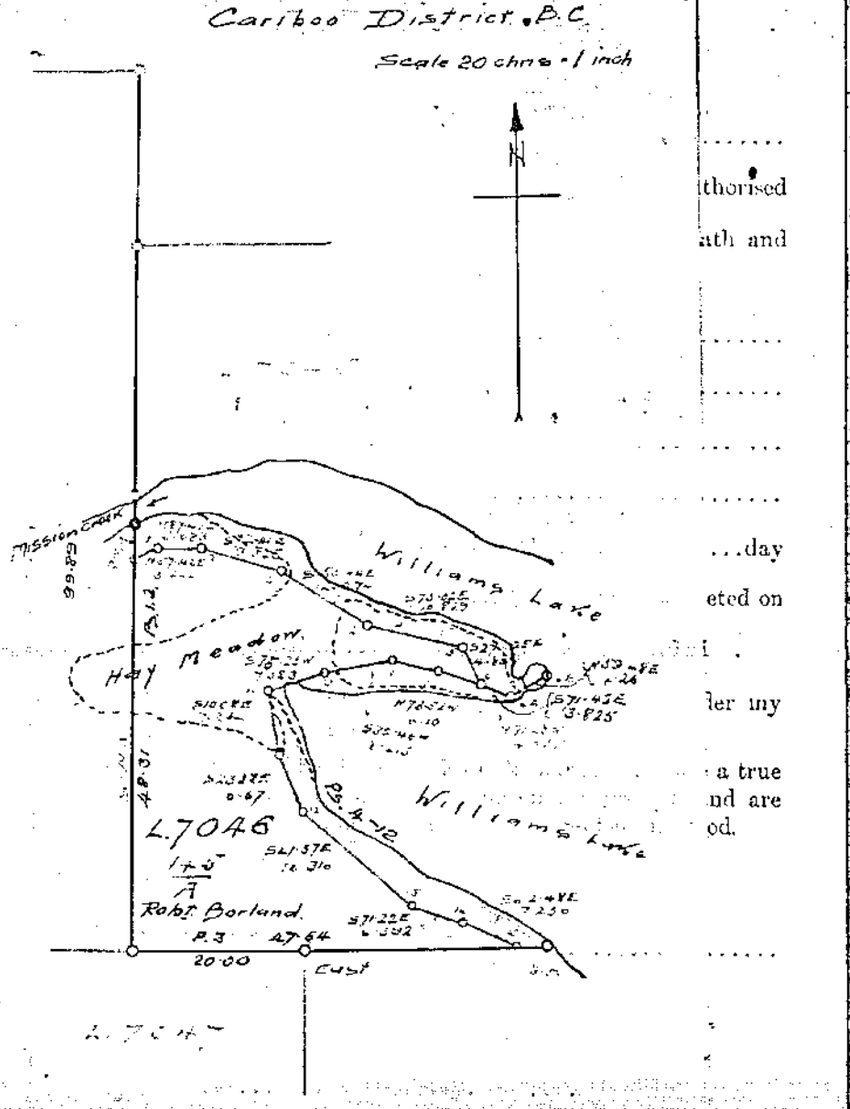
(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this 11th day of June A.D. 1913.

T. L. Gordon

Edgar A. Lewis

A Notary Public.



P.H. 3 File

Department No. 10/83

District Cariboo

LOT No.	NAME
71	
72	

Surveyed by W. Allan, B.C.L.S.

May, 1883

Plotted, 19

By whom

Survey gazetted

S.B. 1a—4M-958-6045

Page 1 of 3 HCA 502-14176

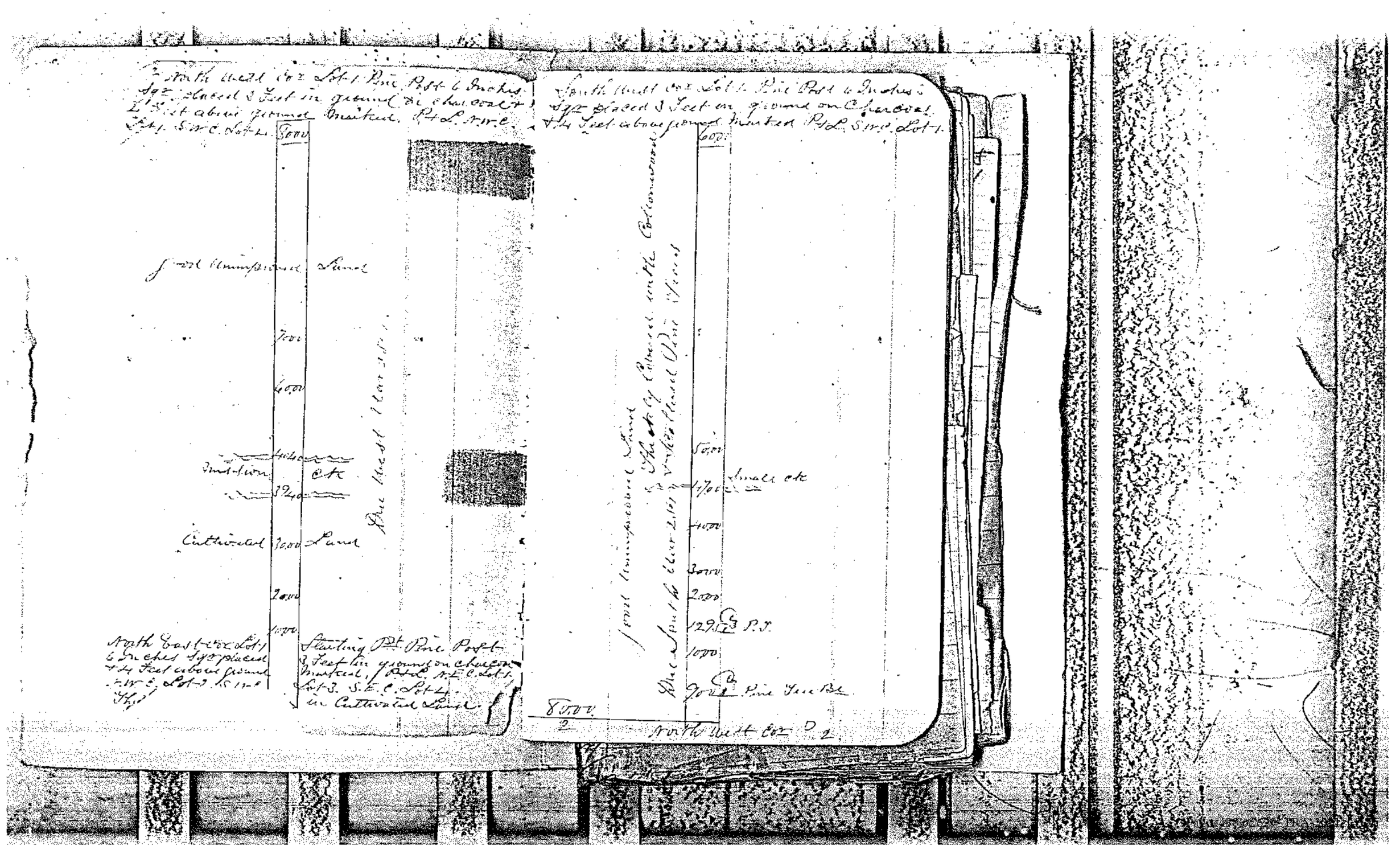
Index.

	1	to 39.	Diagram Lots 1 & 4
	40	to 91.	" 2 & 3
	92	to 93	" 5 & 6
"	2	to 6.	Plan of the Lots.
"	7	to 10	Lot 2.
"	11	to 13.	Lot 3.
"	14	to 18	Lot 4
"	19	to 22	Lot 5.
"	23	to 26	Lot 6.
"	27	to 38	Descriptions &c.

L.P.G.L.

L.P.2.G.L.

Box 02.


North West Cor Lot 1 Pine Post 6 Inches Sqr. Blazed 3 Feet in ground 24 Feet above ground Mounted. Pt L. N.W.C. Lot 1. S.W.C. Lot 2.
5000
4000
3000
2000
1000
Cultivated Land
Blue Wood Plains
North East Cor Lot 1 6 Inches Sqr Placed 24 Feet above ground N.W.C. Lot 2 S.W.C. Lot 1
Standing Pt Pine Post 3 Feet in ground on Chainon Mounted, Pt L N.E.C. Lot 1. Lot 3. S.E.C. Lot 4. in Cultivated Land
South West Cor Lot 1 Pine Post 6 Inches Sqr Blazed 3 Feet in ground on Charcoal 24 Feet above ground Mounted Pt L S.W.C. Lot 1
6000
5000
4000
3000
2000
1000
Blue Wood Plains
Swamp
129 1/2 P.X.
Pine Tree Bl
North West Cor No 2

South East Cor Lot 1. Pine Post 6 Inches [illegible] inserted 3 Feet in ground on charcoal + [illegible] stone [illegible] marked P+L S.E. C Lot 1. [illegible] Lot 2.

Level Unimproved Land

Due East 1 Mile 2 Lot 1

8000
7000
6000
5000
4000
3000
2000
1000

3 South West Cor Lot 1. P3

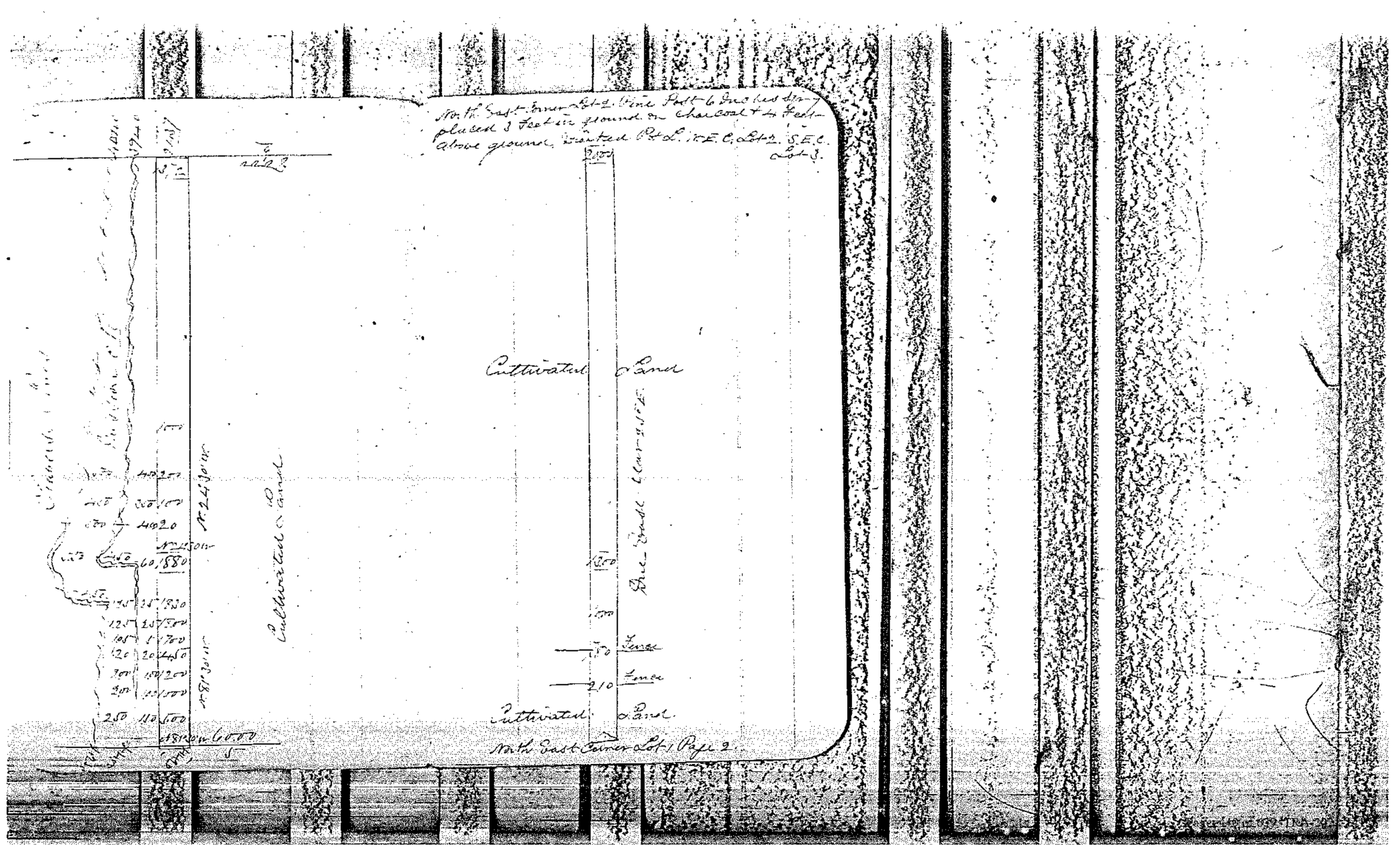
North East Cor being Pt of Commencement Page 1

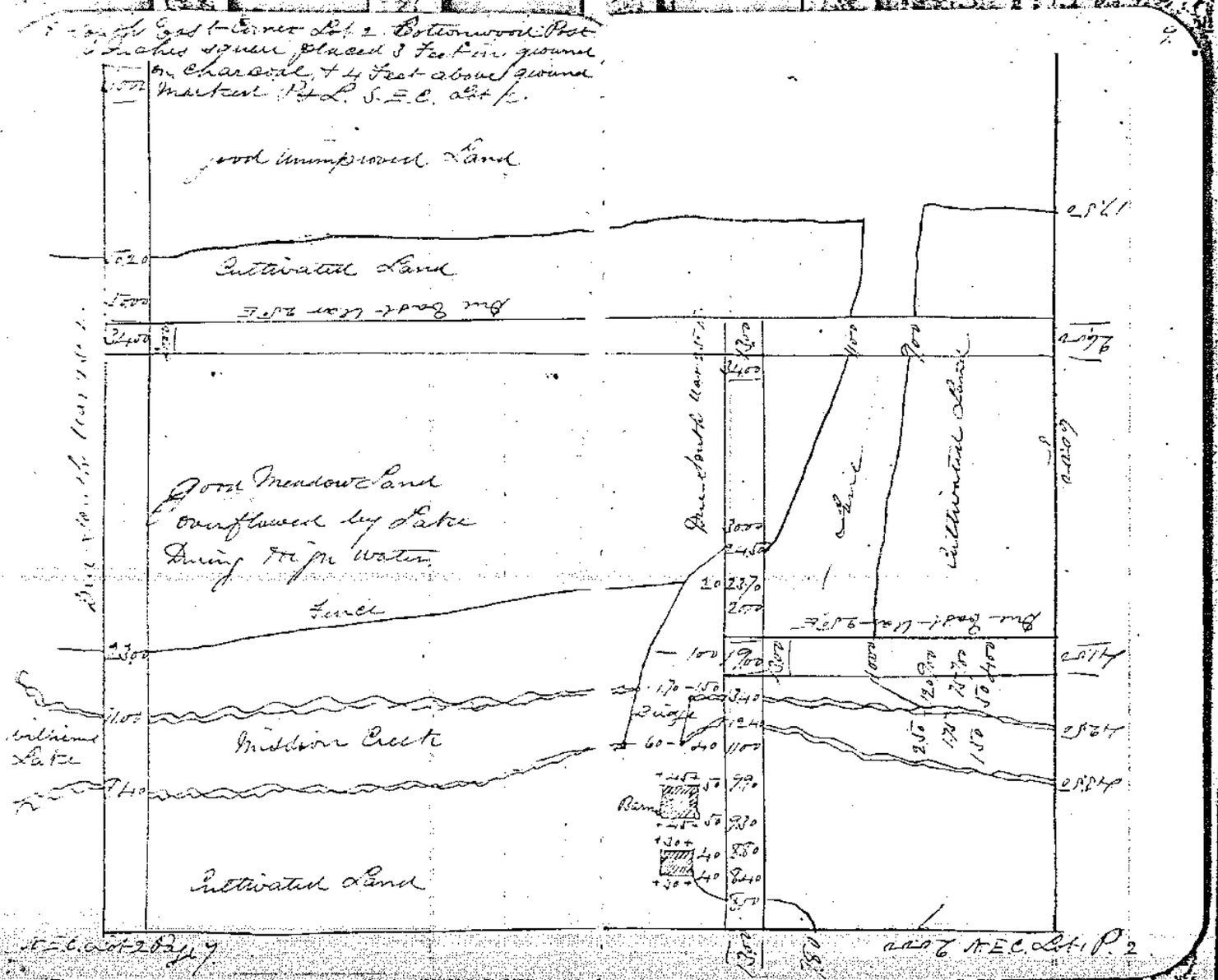
Cultivated		Land
	5500	
	4400	
Mission		Ck
	4250	
	4000	
Cultivated	3000	Land
	2000	
	1750	Fence
Unimproved	1000	Land

Due North 1 Mile 2 Lot 1

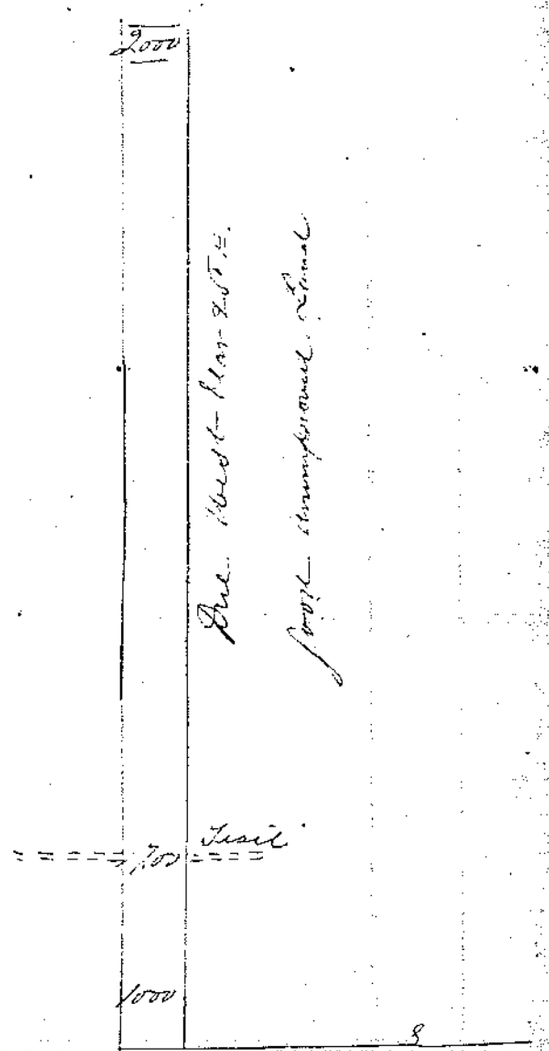
8000

4 South East Cor Lot 1. P4.


North East Corner Lot 2. Pine Post 6 Inches diameter placed 3 feet in ground on charcoal & Stones above ground. Painted
Pt of L. in E. C. Lot 2. S.E.C. Lot 3.
Cultivated Land
Blue Gum Log 2 Feet
Cultivated Land
Cultivated Land
North East Corner Lot 1 Page 2.
N 24° 30' W
S 24° 30' E
Chains
Links
Feet
Remarks


Good unimproved Land
Cultivated Land
Good Meadow Land
Overflowed by Lake
during High Water
Marsh
Middle Creek
Cultivated Land
Cultivated Land
Cultivated Land
Cultivated Land
Barn
Barn
Lake
Lake
Middle Creek
Lake

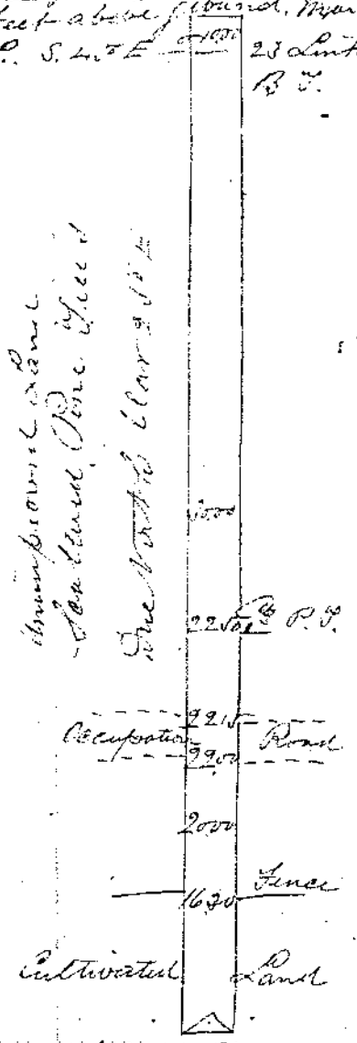
South East Corner Lot 1 Page 6



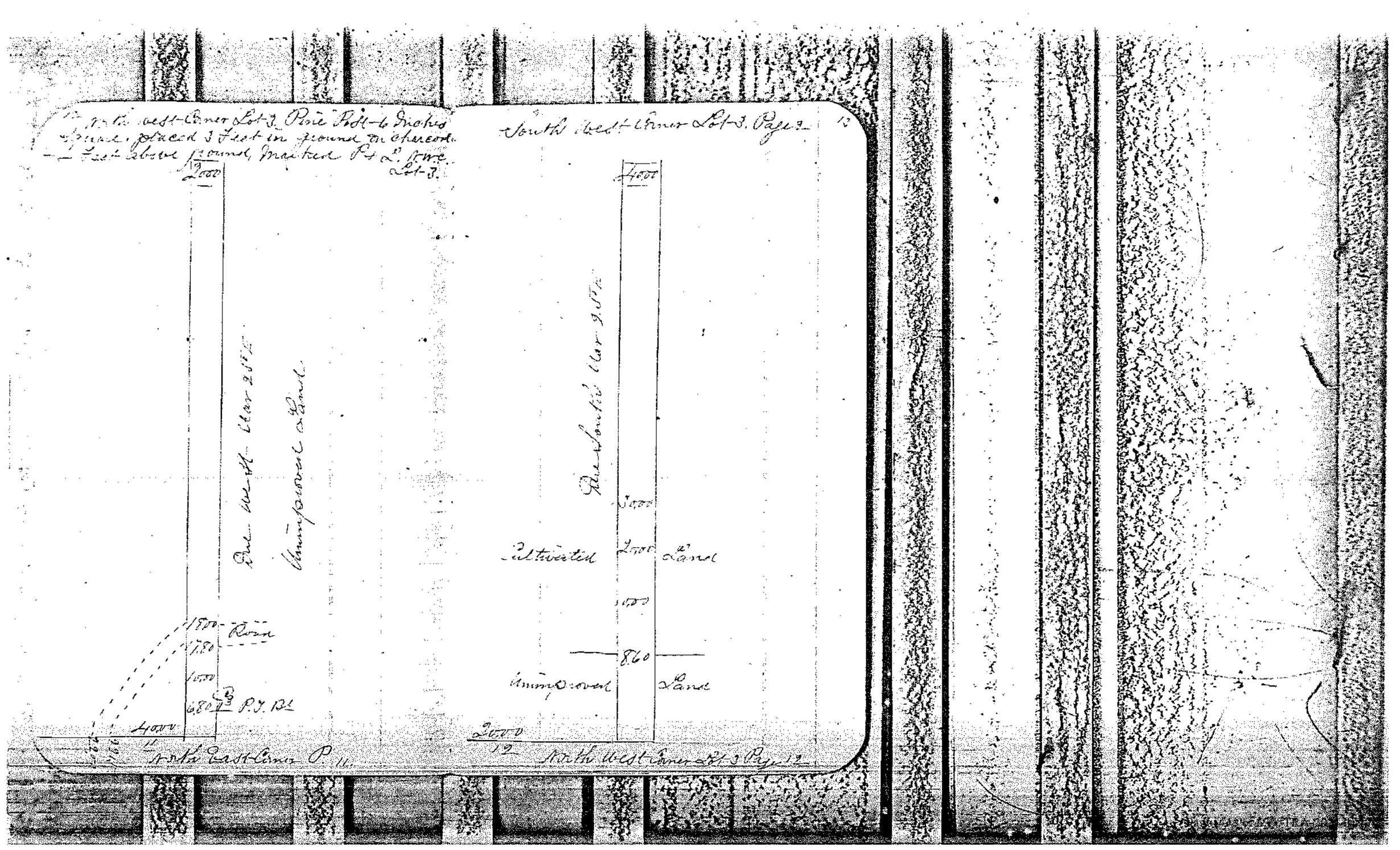
South East Corner Lot 1 Page 8

North East Corner Lot 3. Pine Post 6 Inches square. Placed 3 feet in ground mr chucoa 4 feet above ground. Marked N.E.C. Lot 3 P+L. S. 44° E

23 Links Pine Tree Intrs B.T.



North East Corner Lot 2 Page 7

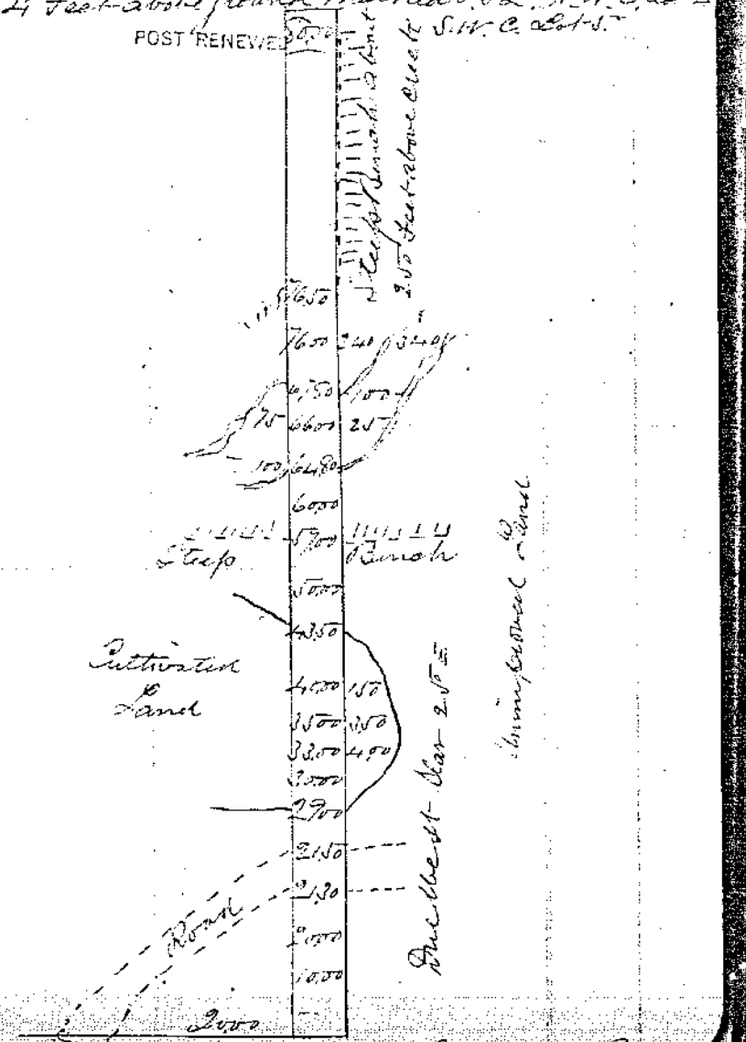

North West Corner Lot-3. Page 11
Pine Post-6 Inches
Square, placed 3 Feet in ground & thereon
2 Feet above ground, marked No 2 Pine
Lot-3.
2000
Run North East 2 Chains
Unimproved Land
1500 Run
180
1000
680
P.J. B3
4000
North East Corner P. 11
South West Corner Lot-3. Page 12
13
4000
Run South West 3.50 Chs
3000
Cultivated
2000
Land
1000
860
Unimproved
Land
2000
12 North West Corner Lot-3 Page 12

North East Corner Lot 14 Pine Post 6 Inch square, Placed 3 Feet in ground on charcoal. 4 Feet above ground Marked P.L.

N.E. Cor Lot 14

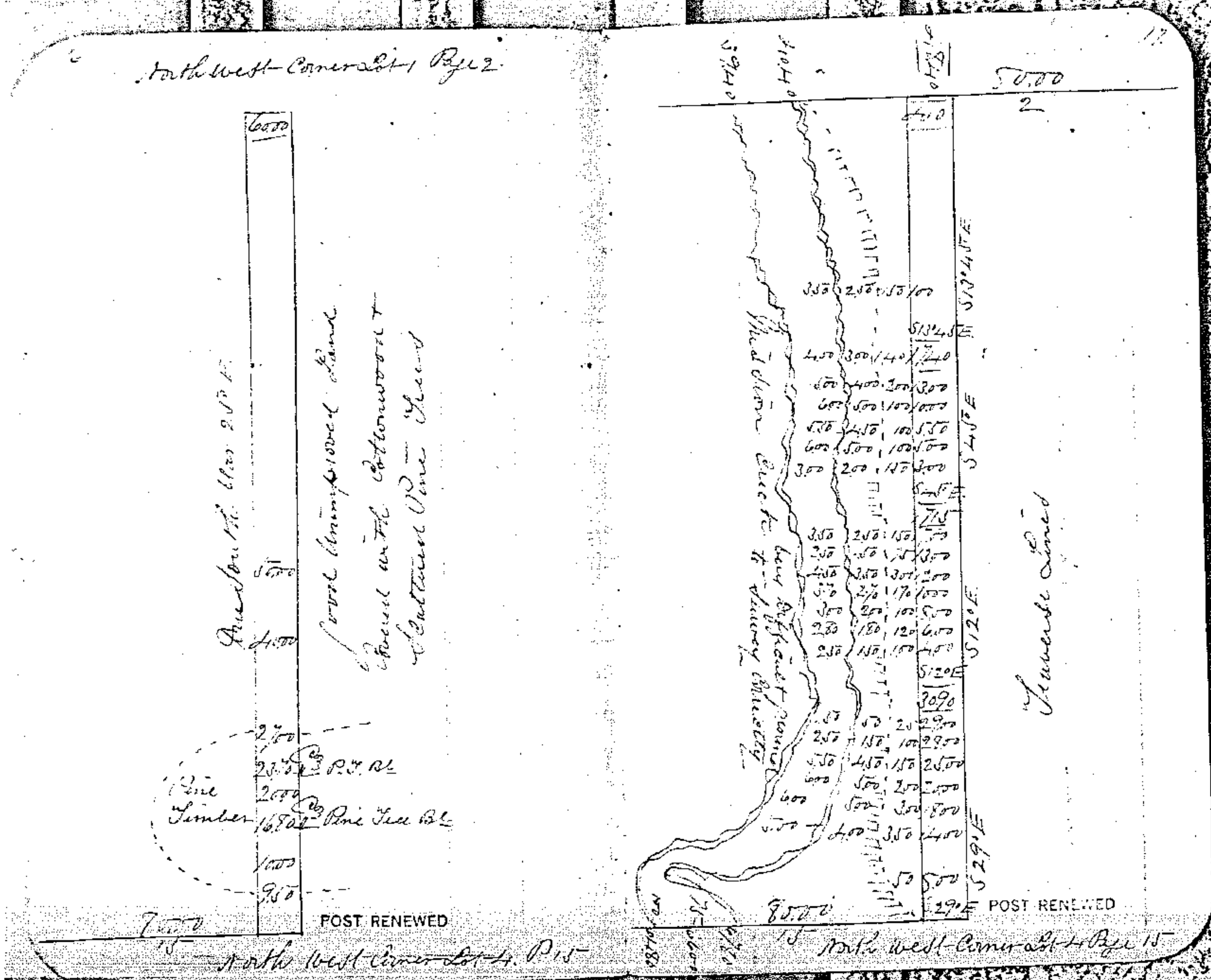
North West Corner Lot 14 Pine Post 6 Inches square placed 3 Feet in ground on charcoal. 4 Feet above ground Marked P.L. N.W.C. Lot 14 S.W.C. Lot 15

POST RENEWED



North West Corner Lot 14 Rge 12

14 North East Corner Lot 2 Pt 14


North West Corner Lot 1 Rge 2
Due South Var 20 E
Good unimproved Land
Timbered with Cottonwood & Scattered Pine Trees
Pine Timber
Pine Tree Bl
Traverse Line
POST RENEWED
North West Corner Lot 4 R 15
POST RENEWED
North West Corner Lot 4 Rge 15

To the East Corner Lot 5 Pine Post 6 Inches Square placed 3 Feet in ground on charcoal & 4 Feet above ground 5000 marked P & L N.E. Cor Lot 5

Irrigation 7767 Ditch

6000

5780

Occupation 5740 Road

5500

4000

Mag. 25° E.

Due North

3000

2780 Pine Tree

2000

1000

Unimproved Land

South East Corner Lot 5 Pine Post 6 Inches Square placed 3 Feet in ground on charcoal & 4 Feet above ground marked P & L S.E. Cor Lot 5

Fence

50

5248

2843

3000

2670 Pine Tree

260	2650
300	2600
225	2000
250	1700
	1500
220	1420
300	1000
300	800
	700
150	600
100	450
	1050
10	1000
40	500
25	150
150	2850
130	2700
	2600
	2250
120	2000
200	1600
150	1400
75	1100
120	1000

N 28° W

N 23½° W

N 28° E

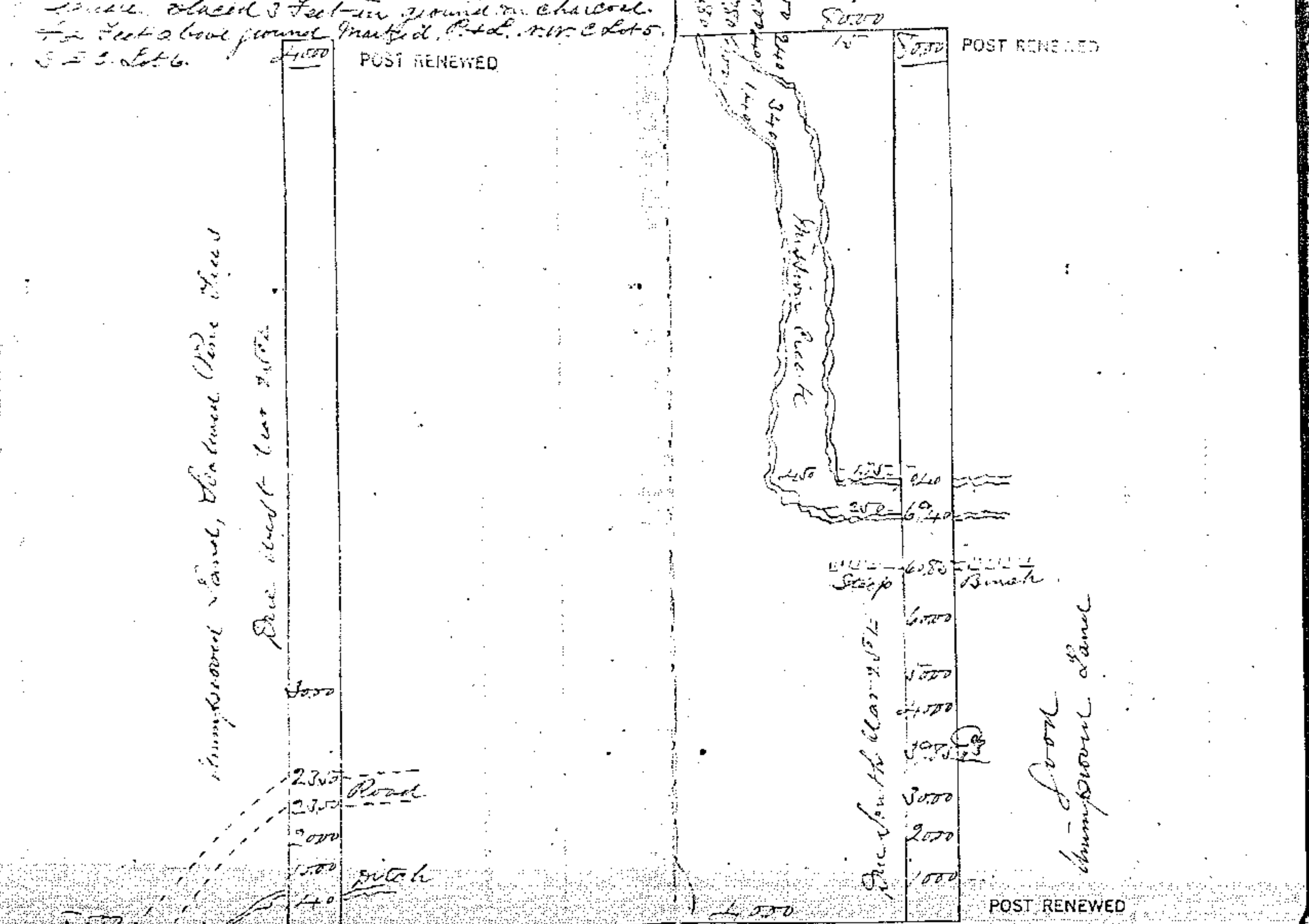
N 22½° E

Uneven Different ground & heavy Brush

Unimproved Land

North West Corner Lot 6. Pine Post 6 Inches square. placed 3 feet in ground on charcoal. two feet above ground Marked, P+L. N.W.C Lot 5. S.E.C. Lot 6.

North West Corner Lot 4 P 15



North East Corner Lot 5 P 19

North West Corner Lot 5 P 20

22

Traverse Lines

5.00	23	5 E
15	23.40	
	23.00	75
	20.00	15.5
	1.00	19.5
	5.00	200
	4.00	275
	2.25	
	2.00	
	1.70	S 28°30' E
	1.25	
S 28°30' E		
N 57°30' E	38	
	5.00	30
	3.00	35
	1.50	90
	15	30 E
	37	
S 80°15' E	9.00	40
	8.00	250
	6.00	125
	4.00	90
5.00	S 80°15' E	
21	15.00	

(sketch of angle: 90 [illegible] 50 [illegible])

Very Difficult ground to survey correctly

Steep Bench about 250 Feet above Creek

North East Corner Lot 6. Pine Post 5 Inches Square placed 3 Feet in ground on charcoal + 2 Feet above ground Marked N.E.C. Lot 6

	5.00	
Cultivated		Land
	5.25	
Unimproved		Land
		Small Ck
	4.40	
	2.00	
Cultivated	7.00	Land
	6.50	
Unimproved	6.00	Land Covered
with willows		+ Cottonwood
	5.70	
Cultivated		Land
	33.40	
Covered with		
willows +	3.00	Cottonwood
	22.80	
Cultivated		Land
	20.00	
	11.00	Fence
		Road
	10.50	
	1.00	

Due North Var 25° E

POST RENEWED

North West Corner Lot 5 Page 20

North West Corner Lot-6 Pine Post-6 Inches Square, placed 3 Feet in ground on Charcoal + 2 Feet above ground Marked P.P. N.W.C. Lot 6 P.23 N. 25° E. 2.50 Chs to Spruce Tree Marked B.T.

POST RENEWED

Pine

Timber

Pine

Trail

Fence

Small Creek

Cattlewater

Lane

Spring

Direct Head Waters Bed Creek

25 North East Corner Lot-6. P.23.

South West Corner Lot-6 Pine Post-6 Inches Square, placed 3 Feet in ground on Charcoal + 2 Feet above ground Marked P.P. S.W.C. Lot 6 P.24 N. 45 W. 20 Links Pine Tree Marked B.T.

Direct Head Waters Bed Creek

Fence

Small Creek

Spring

P.P.

Fence

Pine

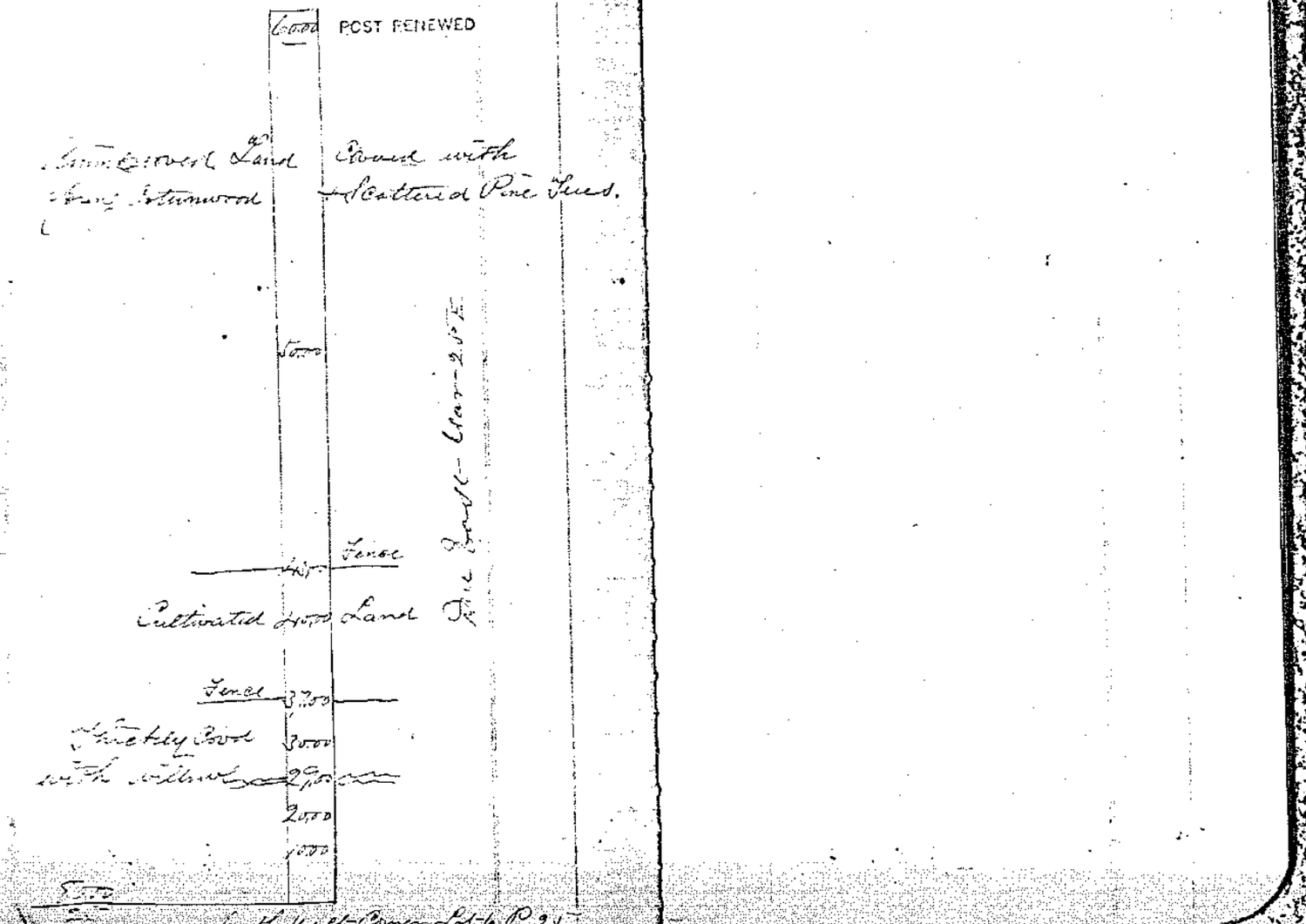
Timber

Trail

POST RENEWED

24 North West Corner Lot-6 P.24

North West Corner Lot-1 Starting Pt Page 20



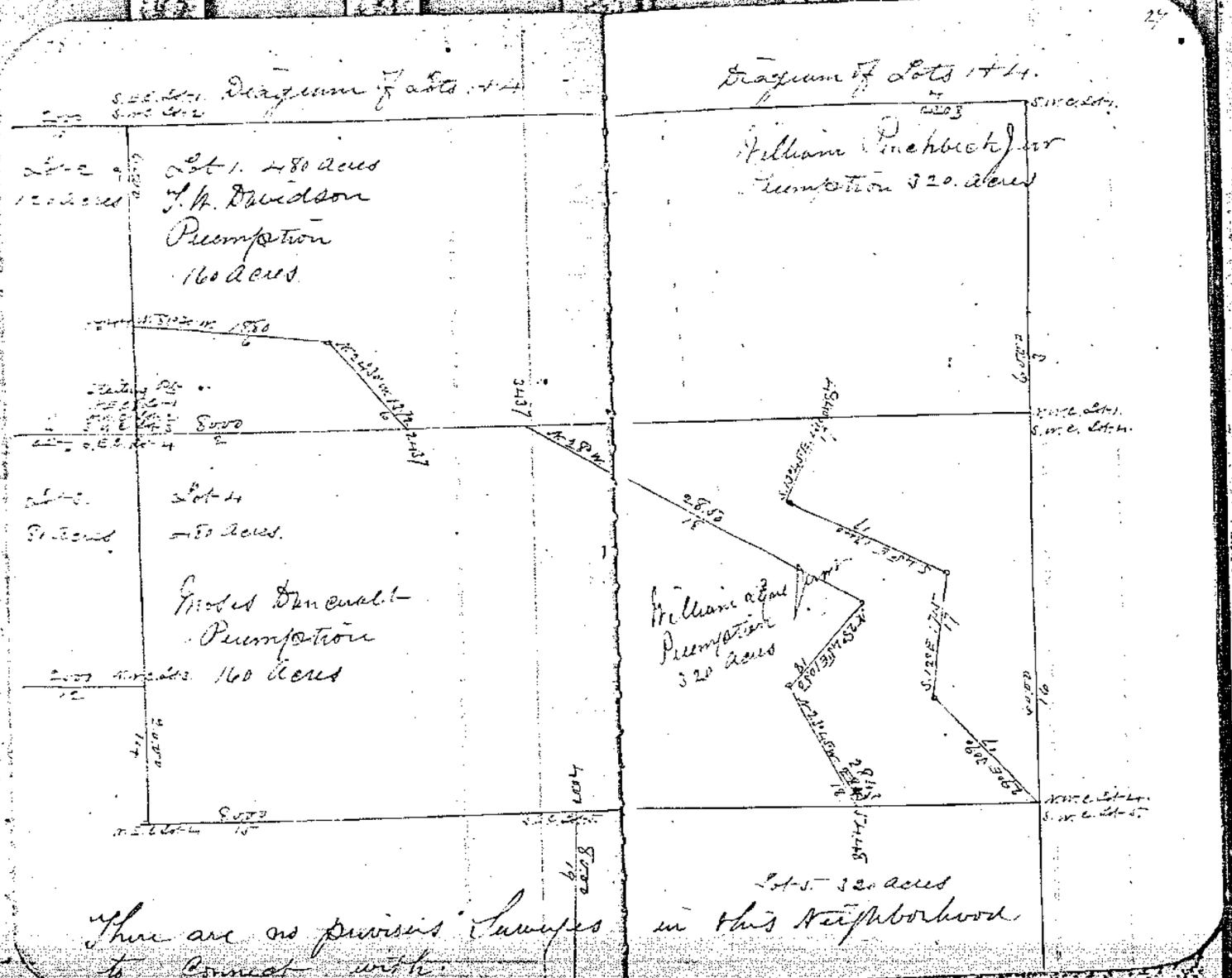


Diagram of Lots 1 & 4.
Lot 1. 160 acres
J. A. Davidson
Preemption
160 acres
Lot 4
50 acres.
Geo. Bennett
Preemption
160 acres
There are no previous Surveys to connect with.

Diagram of Lots 1 & 4.
William Pinchbeck Jnr
Preemption 320 acres
William Gaul
Preemption
320 acres
Lots 1 & 4 320 acres
in this Neighborhood

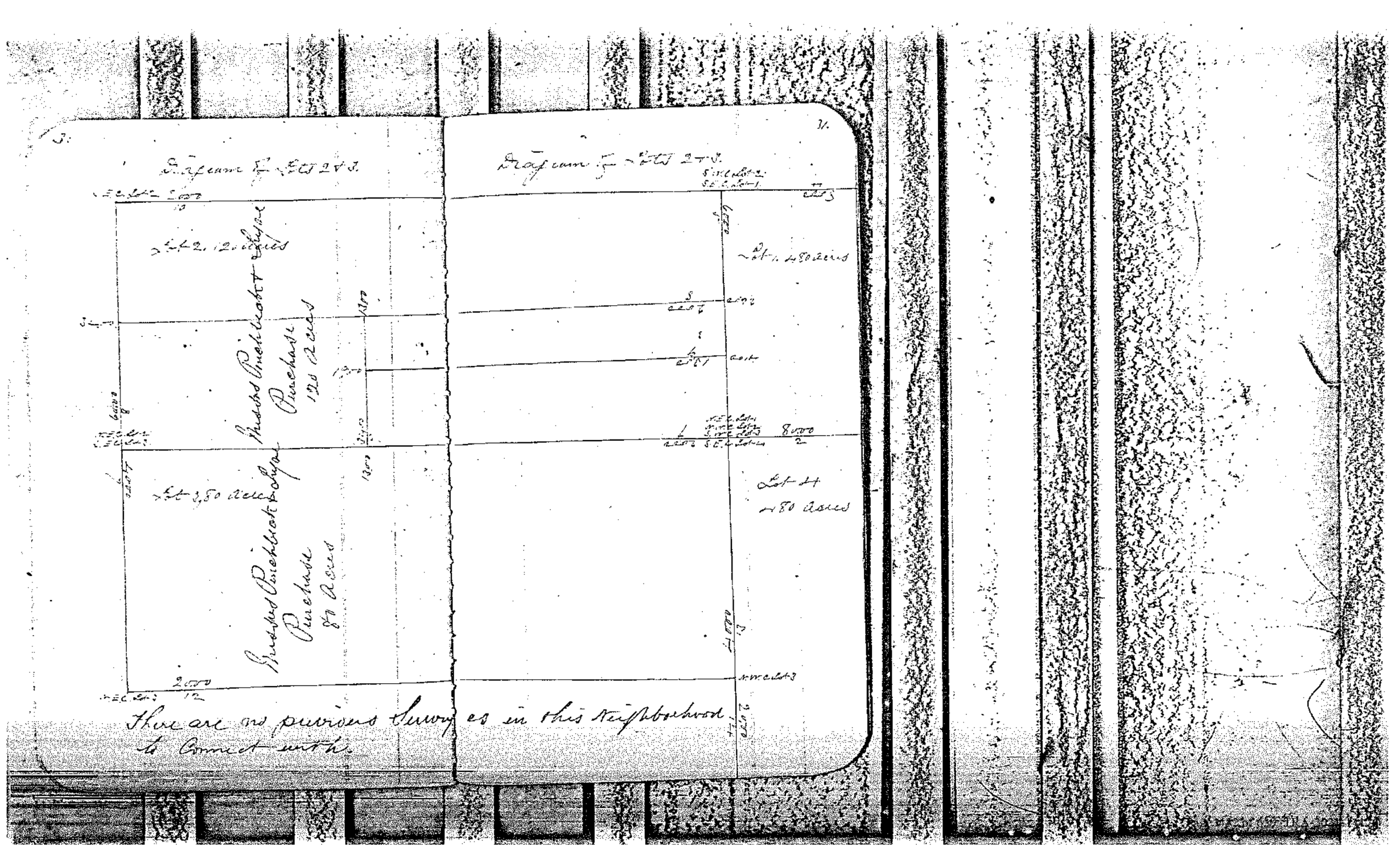
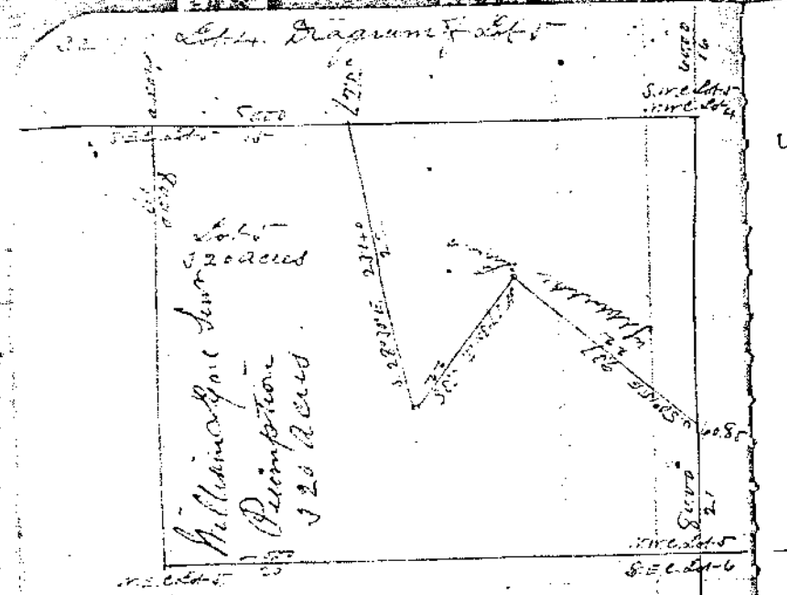


Diagram for SEC 24-8
Richard Underhart Purchase 120 Acres
Richard Underhart Purchase 80 Acres
Lot 1 ~80 acres
Lot 2 ~80 acres
Lot 3 ~80 acres
Lot 4 ~80 acres
Diagram for SEC 24-8
There are no previous Surveys in this Neighborhood to Connect with.

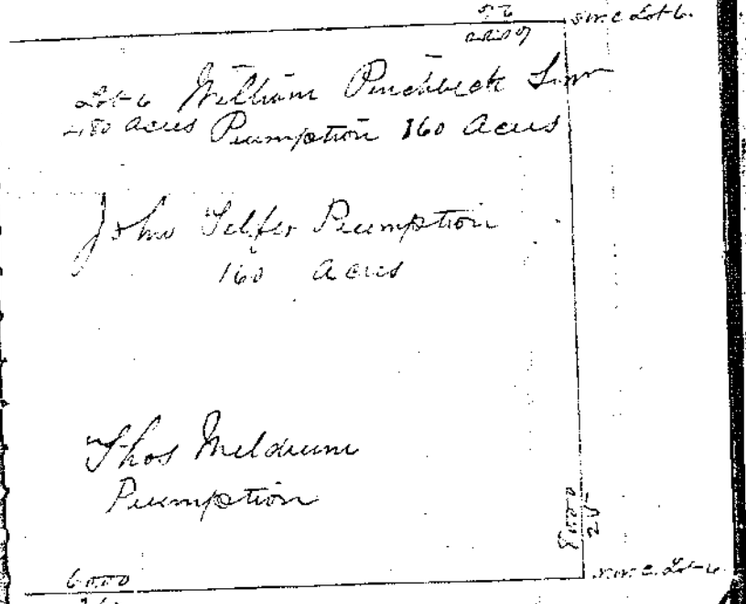
Diagram of Lot 6



1.2.3.4.5 called L. 7. 9. 1.
6 " L. 72. 9. 1.

Diagram of Lot 6.

Shore are no Previous Surveys in this neighborhood, to Connect with



This Section Lot 1 containing 43 Acres about one half is well Improved Land. The balance being fit for Cultivation (wood and water for Irigation) The amount of water to be had for Irrigation is very limited. 320 Acres of This Lot has been Recorded for Preemption by William Lyne Junior 22nd May 1883.

The remaining 160 Acres was Recorded for Preemption 5th Dec 1860 by J.H. Davidson. Certificate of Improvements Issued to J.H. Davidson 2nd November 1868. by E.B. Saunders D.M. Kilcool. J.H. Davidson Sold his Rights to Said Land to Thos Mumfee & D.C. Moreland 23 Septr 1861. The Heirs of the above Thos Mumfee Sold all his Rights to William Pinchbeck 21st April 1874

Lots 2 & 3 containing 200 Acres of Good Cultivated Land. Messrs Pinchbeck & Lyne went to Purchase J.H. Davidson having deposited The Sum of Two Hundred Dollars for the Purchase of this Land January 9th 1861. Sent to P.M. Stinde

Lot No 4 Containing 480 Acres about one half of which is good Improved Land. The remainder being good pasture Land: 320 Acres of this Lot has been recorded for Preemption by William Pinchbeck Junior 22nd May 1883.

The remaining 160 Acres was recorded for Preemption by Moses Duncraft (about April 1860) This Record being in Quarantine Mouth Books, now at Victoria

The Said Moses Duncraft Sold his Rights to Thos Mumfee, Dec 1861. William Pinchbeck purchasing this Land with Thos Mumfee's Property 21st April 1874.

Lot 5 Containing 320 Acres Recorded for Preemption by William Lyne Lot 5 5th May 1883

Lot 6 Containing 160 Acres of
good Inclosed Land with good
dwelling House & outbuildings
&c. 60 Acres of this Lot was
Recorded for Preemption by Thos
Meldrum 25th November 1861.
Certificate of Improvements Issued
to Thos Meldrum 7th January 1863
by T. Elwyn Esq. The said Thos
Meldrum Sold his Rights to
William Pinchbeck March 1866.
60 Acres of Lot 6 Recorded for
Preemption by John Telfer 28th
April 1860.
Certificate of Improvements Issued
to John Telfer 5th April 1861 by
P.M. Reid.
The said John Telfer Sold his
Rights to Thos Menzies in 1861.
This being included in Property
Sold to William Pinchbeck 21st
April 1864.
The remaining 160 Acres of Lot 6.
was Recorded for Preemption by
William Pinchbeck Junr 28th March
1862

Certificate of Improvements Issued
to William Pinchbeck 21st May 1863
by Jr. & Col. P.M.
There has been the Sum of
£ s. d. 4. paid on this Land, by
former Owners, Messrs Pinchbeck
& Lyne, which this Money to
be applied to Purchase of
Lots 2 & 3, & Ballance to be
applied to first Instalement
on Preemptions. Receipts for
above amount accompany these
notes. Messrs Pinchbeck &
Lyne are Partners & William
Pinchbeck Junr & William
Lyne Junr are Sons of the
above. & they with all the
Land Surveyed viz 1960 Acres. to go
as a Whole, in, one Partnership
Family Pinchbeck & Lyne.

I Certify that this Land has been
Surveyed according to Land Acts
1861 - 1870 & 1882 & that Said Survey
& Field notes are correct to the

best of my knowledge &
ability — Wm Allan J.P.

Sworn before me at Lucknellmouth
this 16th day of June A.D. 1883

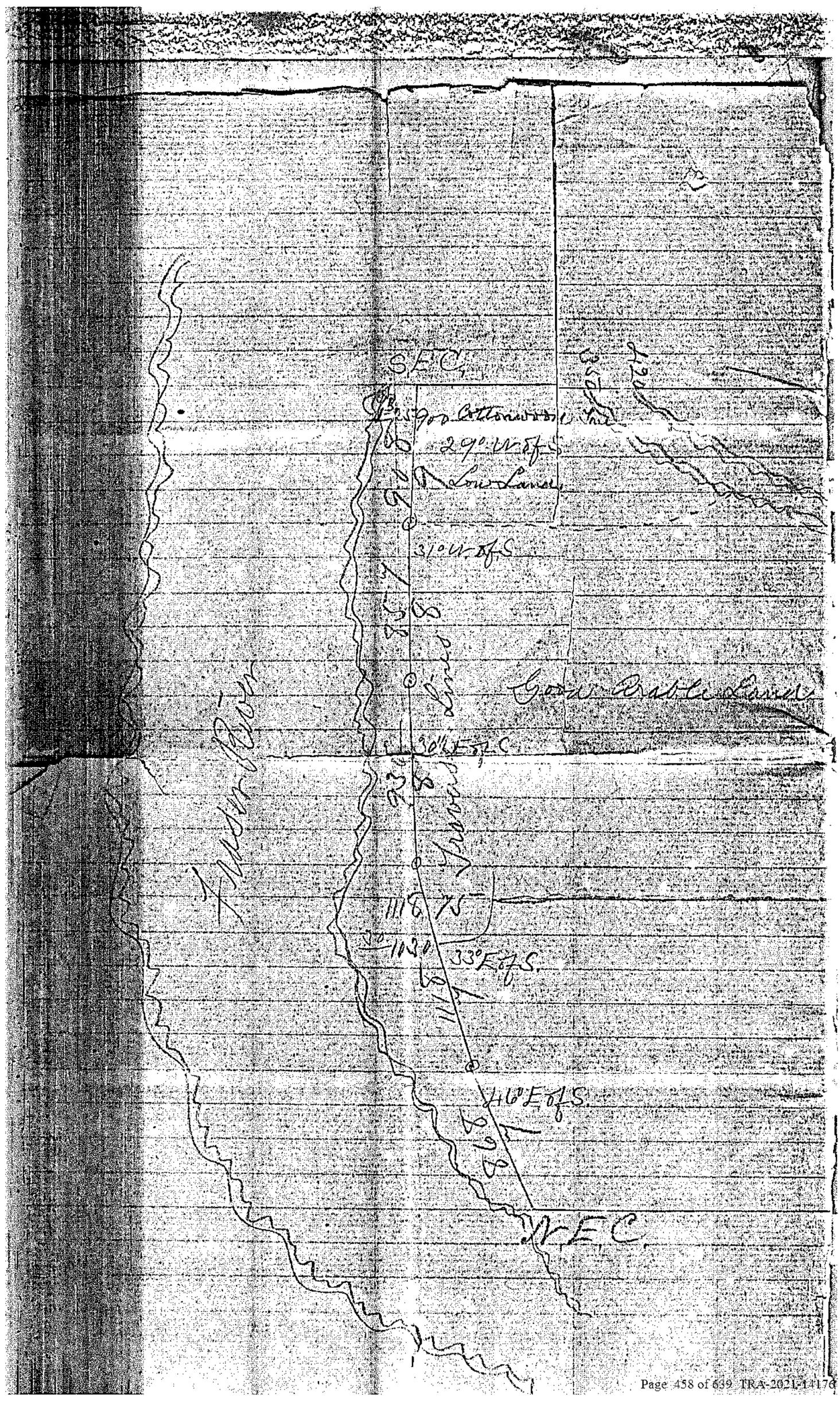
N. Barlow J.P.

Lot 1.2.3.4.5. Known as
Lot 71.9.1.

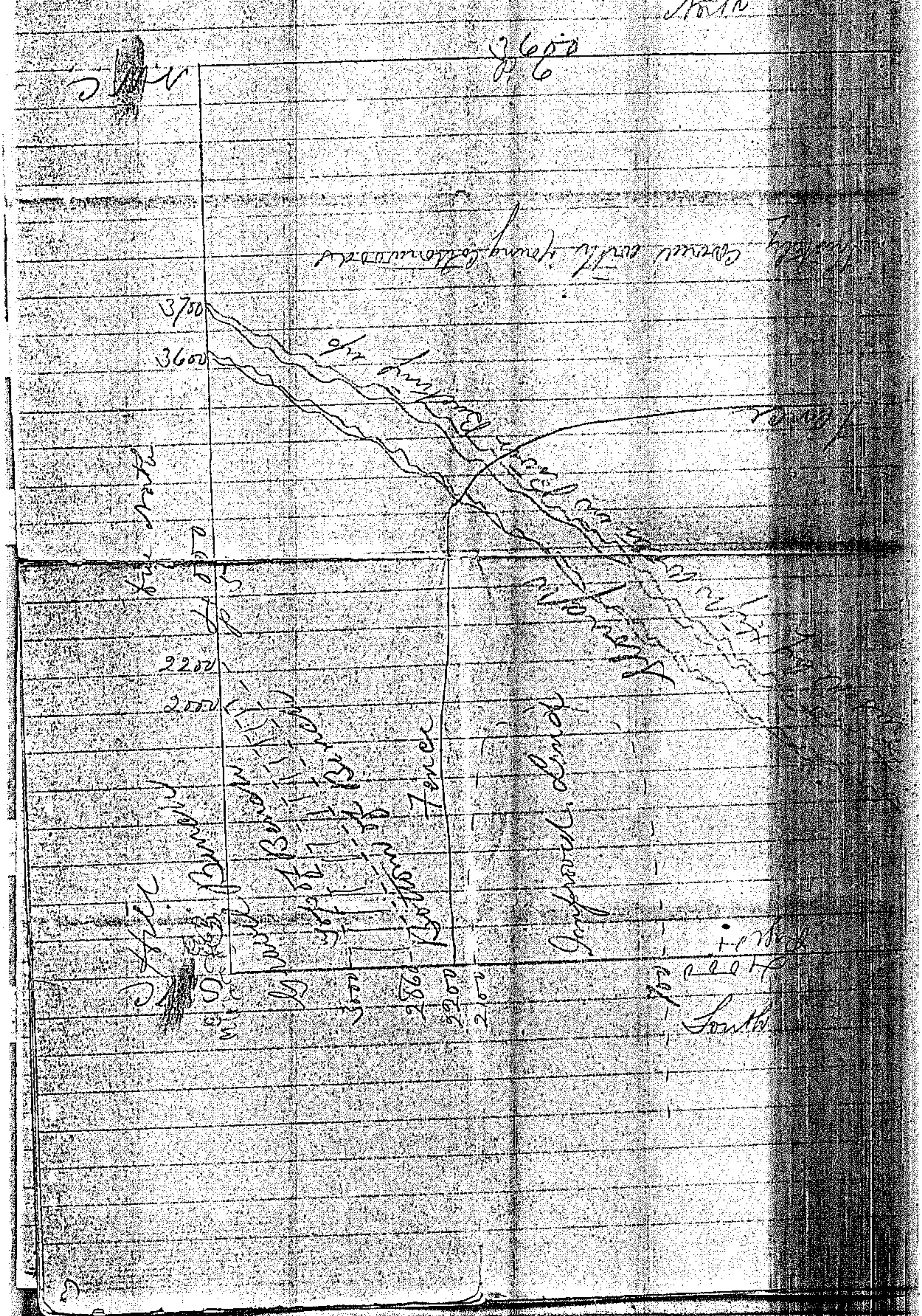
Lot 6. Known as Lot 72.9.1.

Index

Page 2 & 3 Diagram
4 to 6 Main Lines
7 to 9 Traverse Lines
10 Description


S.E.C.
29° W of S
Low Land
31° W of S
Gauley Creek
90° E of C
Meadow Run
Division
111 Ps
No 1120
33° E of S.
46° E of S.
N.E.C.

Diagram


North
3600
3700
3600
Fence
2200
2000
Gravel Bench
Top of Bench
Bottom of Bench
2860
Improved Land
Slough
South

Initial Post - Squared on four sides,
Corner three feet in ground & four feet above
Marked S.W.C. Large five inches Square

400

Timber growth of Small Cottonwood,

Gravel Bench

Steep gravel 300 Hill Bench

2860 Dry wash

Fence

920

Level Land Covered by Small Cottonwood & Willow

207

200

1000

Cultivated Land

700

Low Land Liable to overflow by River

450

200 Slough Caused by

Seepage water in River

30

The East Corner Post - Marked S.E.C. Cottonwood
Squared on four sides, placed three feet in ground
Four feet above ground, with flat Rock under it

Cottonwood Post 6 Inches Square, placed in ground 3 feet & five feet above ground, Marked N.W.C.

4000

5

Magnetic North

24° 45'

True North

Set Corner with Sand to Mound

3730

3700

Slough

3620

3500

3000

2200

Step grave

Bench

2000

1000

High Gravel Bench

Rock Marked S.W.C

4000

4

Page 461 of 639 TRA-2021-1176

Mile Post - Placed on Bank of River, 6 Inches square
Post 3 feet in ground + five feet above ground.
Protected N.E.C.

3600

Head

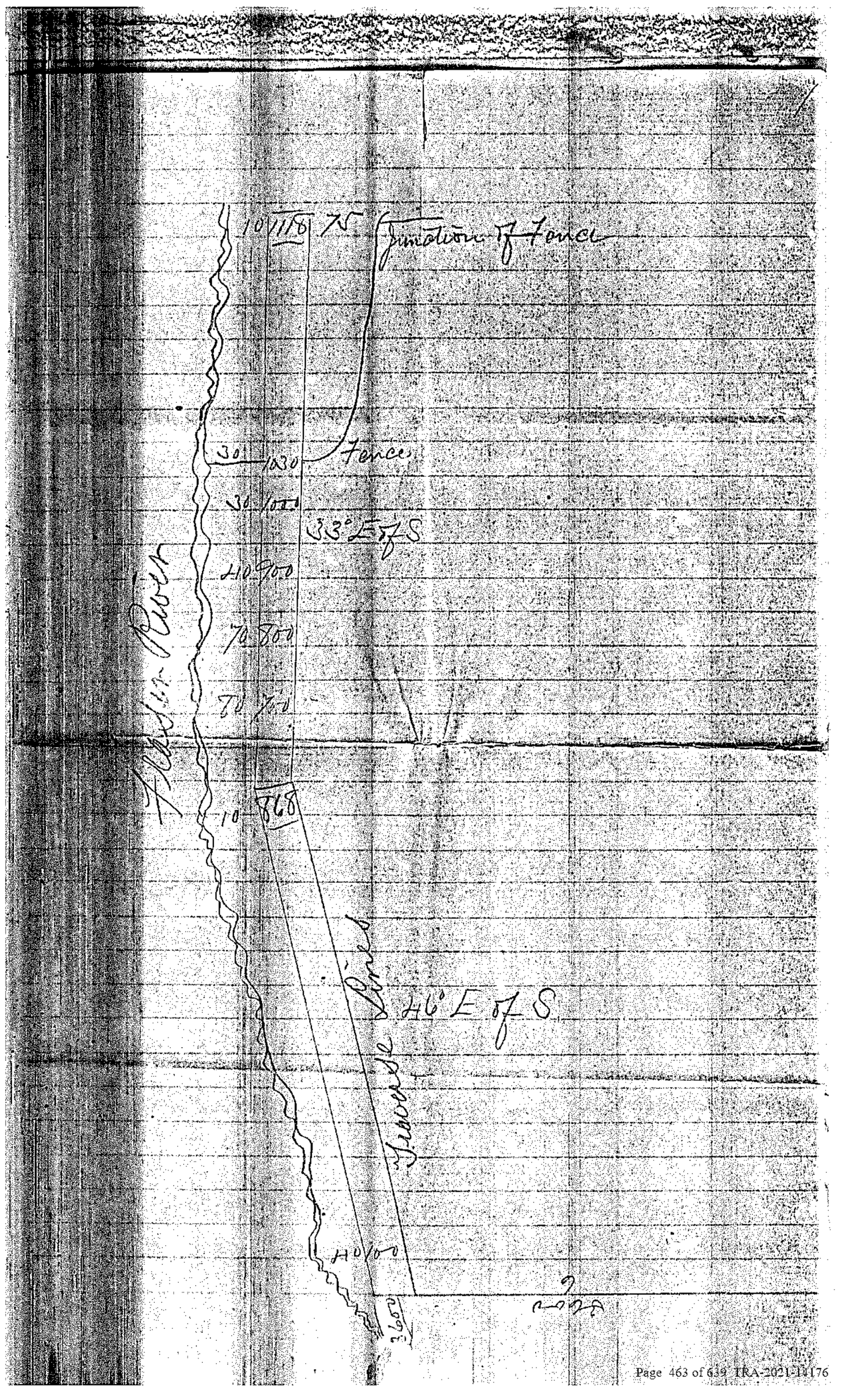
Mouth

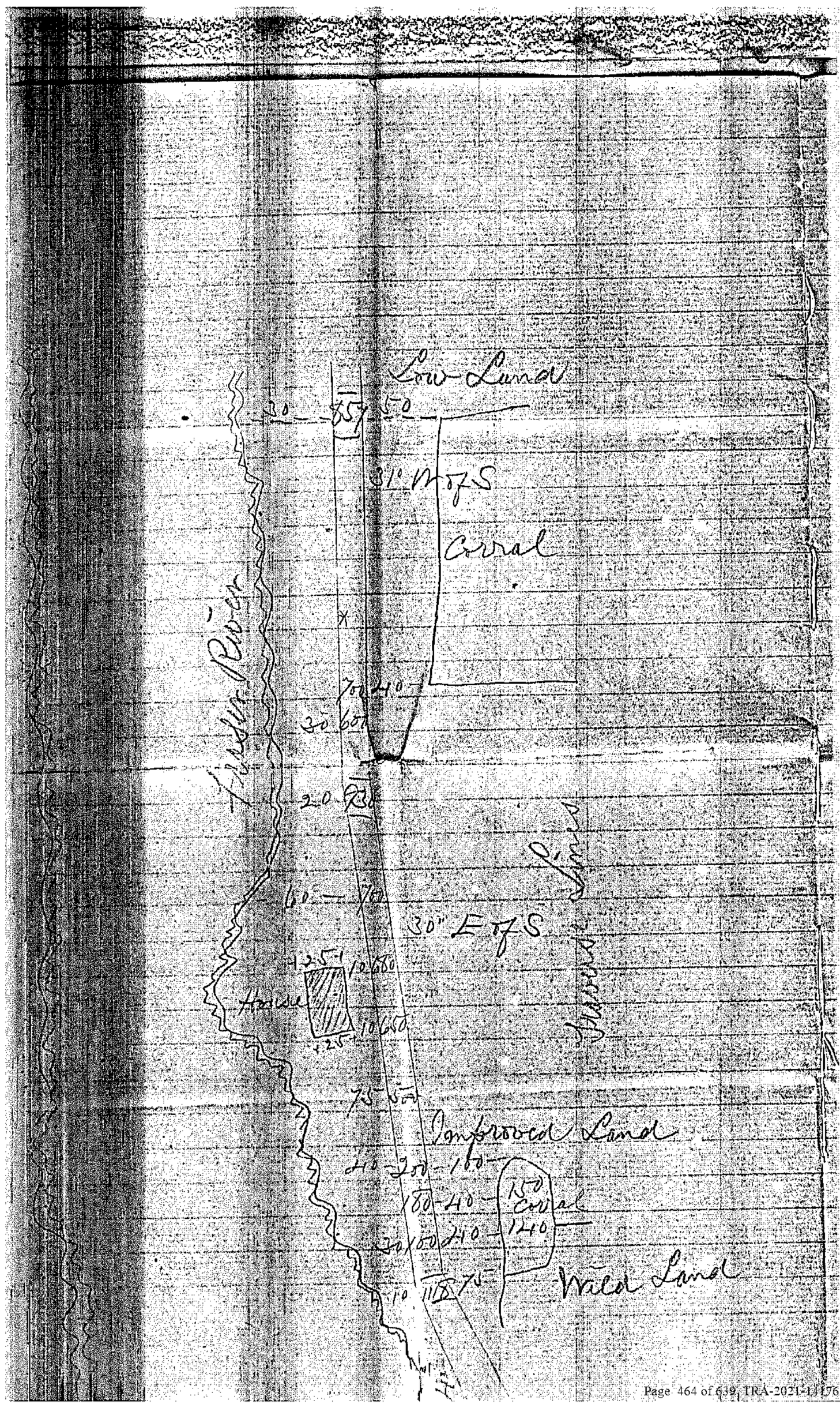
4000

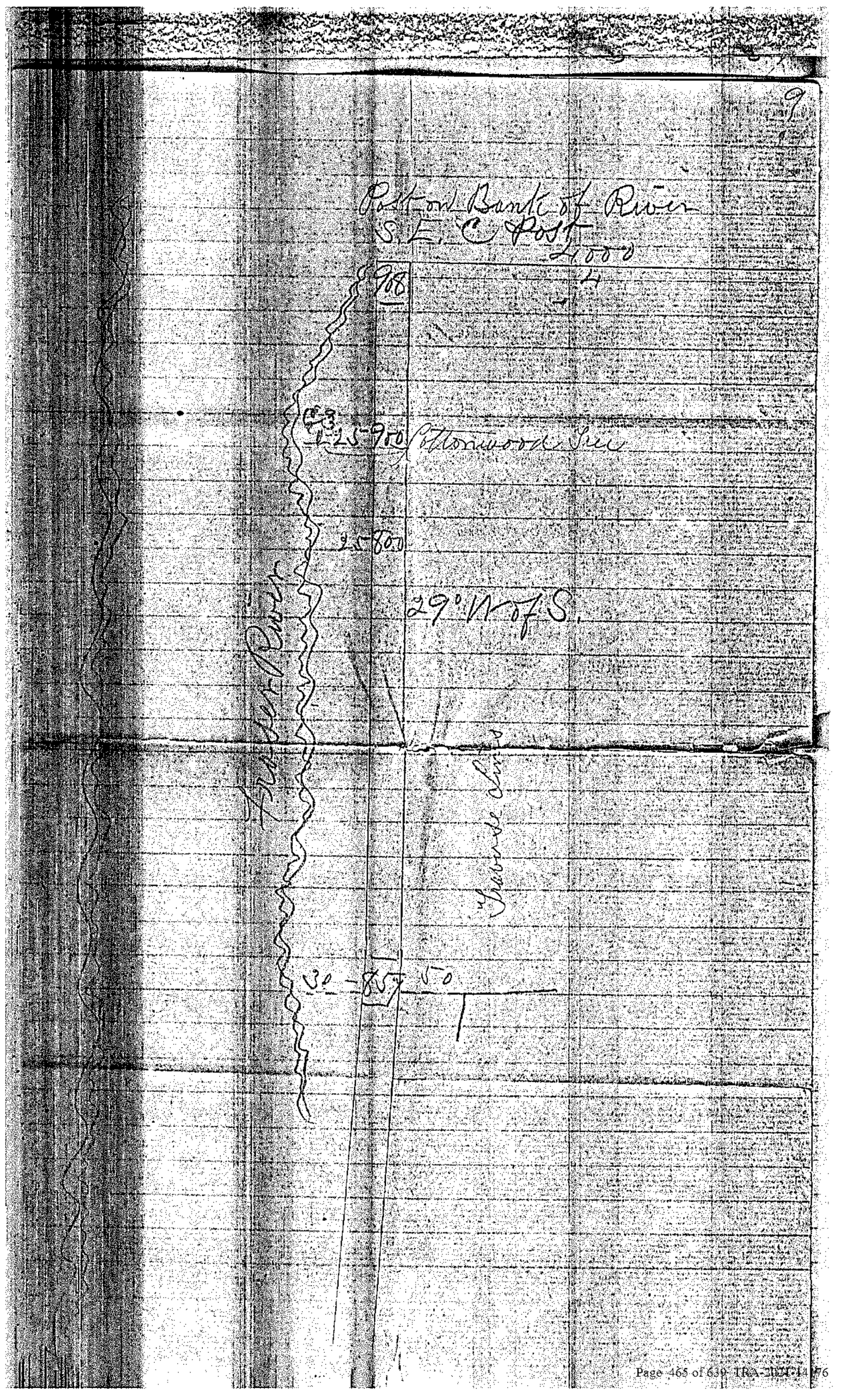
2000

1000

Post - Protected N.W.C.


10 1150 N
Direction of Fence
30 1230
Fence
30 1260
N 33° E of S
40 900
70 830
70 760
Middle Room
10 868
Lines
N 46° E of S
Traverse
40 00


Low-Land
30
55
50
81" M&S
Corral
Yaqui River
70
40
30
60
20
20
60
60
30" E&S
125
10680
House
10650
75
60
Sandwood Land
40
200
160
80
40
150
Corral
240
30
60
240
10
115
75
Wild Land


Post on Bank of River
S.E. Corner Post
1000
988
925-950
Cottonwood Tree
2-80
29° 11' of S.
Pecos River
Juarez Ave
30-80
50

The above Mentioned Land is Situated
on the Bank of Fraser River, about
2½ Miles below Quesnelle Mouth,
There is about 30 Acres Improved
with Good Dwelling House, and out
Buildings &c, There is probably about
120 Acres fit for Agricultural purposes
the remainder, Gravel benches, & Bout
Land, liable to overflow by River,
being useless for farming purposes.
The Land, with the exception of the
Improved portion, is thickly Covered
with young Cottonwood & willows.
The other Timber having been destroyed
by fire (Years ago)

W. Allan

I certify the above mentioned Land has been Surveyed
in accordance to Lands Act 1879, and the accompanying
Field Notes & Maps to be Correct to the best of my
Knowledge & Ability.

W. Allan

Subscribed and Sworn to before me
this Twentieth day of June
A.D. One Thousand Eight Hundred
and eighty one

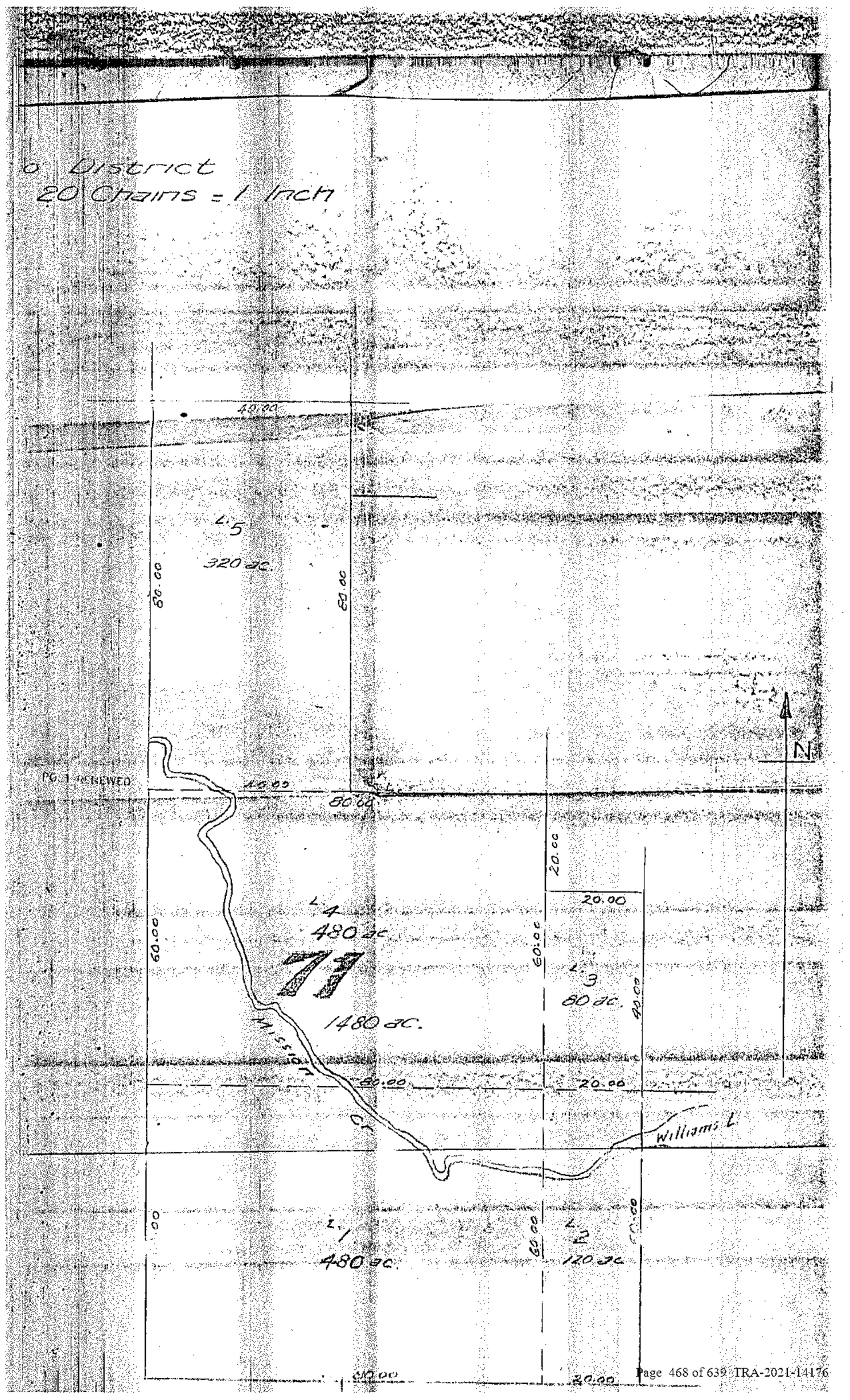
J. Rawlinson
Commissioner Appointed
to take Affidavits in B.C.

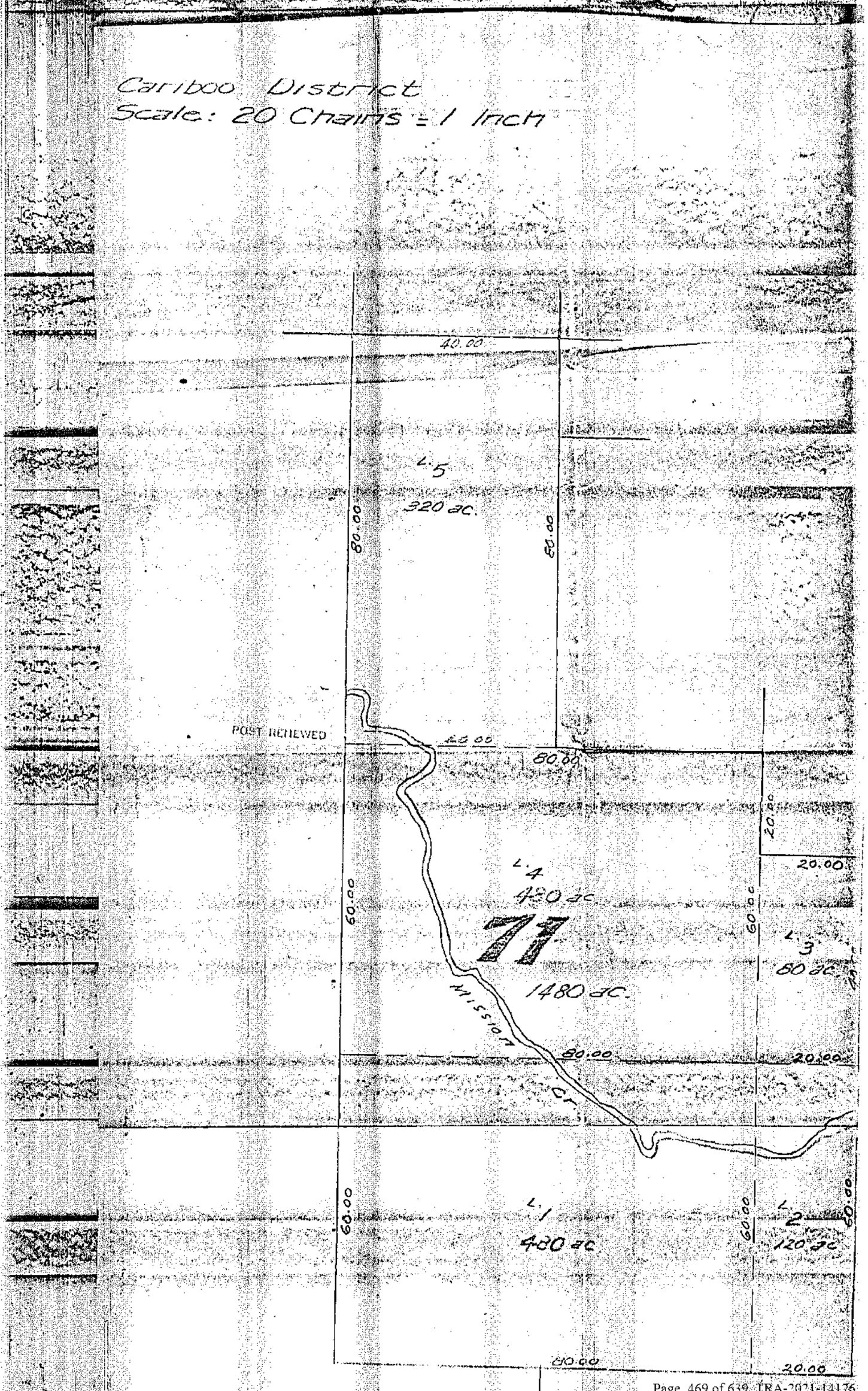
Field Notes
of
181 Acres +
17 1/2 Poles of
Land
Surveyed for
s.22
Situated on
Cariboo District
about two & one
half Miles below
Mouth of Quesnelle
River on West
Bank of Fraser
River

Surveyor

P.H. 3.
CARIBOO

P.H. 3.
CARIBOO


6 District
20 Chains = 1 Inch
40.00
L 5
320 ac.
80.00
80.00
N
PG 1 RENEWED
40.00
80.00
20.00
20.00
L 4
480 ac
60.00
60.00
L 3
80 ac.
40.00
1480 ac.
80.00
20.00
Williams L
L 1
480 ac.
L 2
120 ac
80.00
20.00


Cariboo District
Scale: 20 Chains = 1 Inch
40.00
L. 5
320 ac.
80.00
80.00
POST RENEWED
40.00
80.00
20.00
20.00
L. 4
480 ac
71
1480 ac.
L. 3
80 ac
60.00
60.00
MISSION
80.00
20.00
Cr
60.00
60.00
L. 1
480 ac
L. 2
120 ac
60.00
80.00
20.00

British Columbia

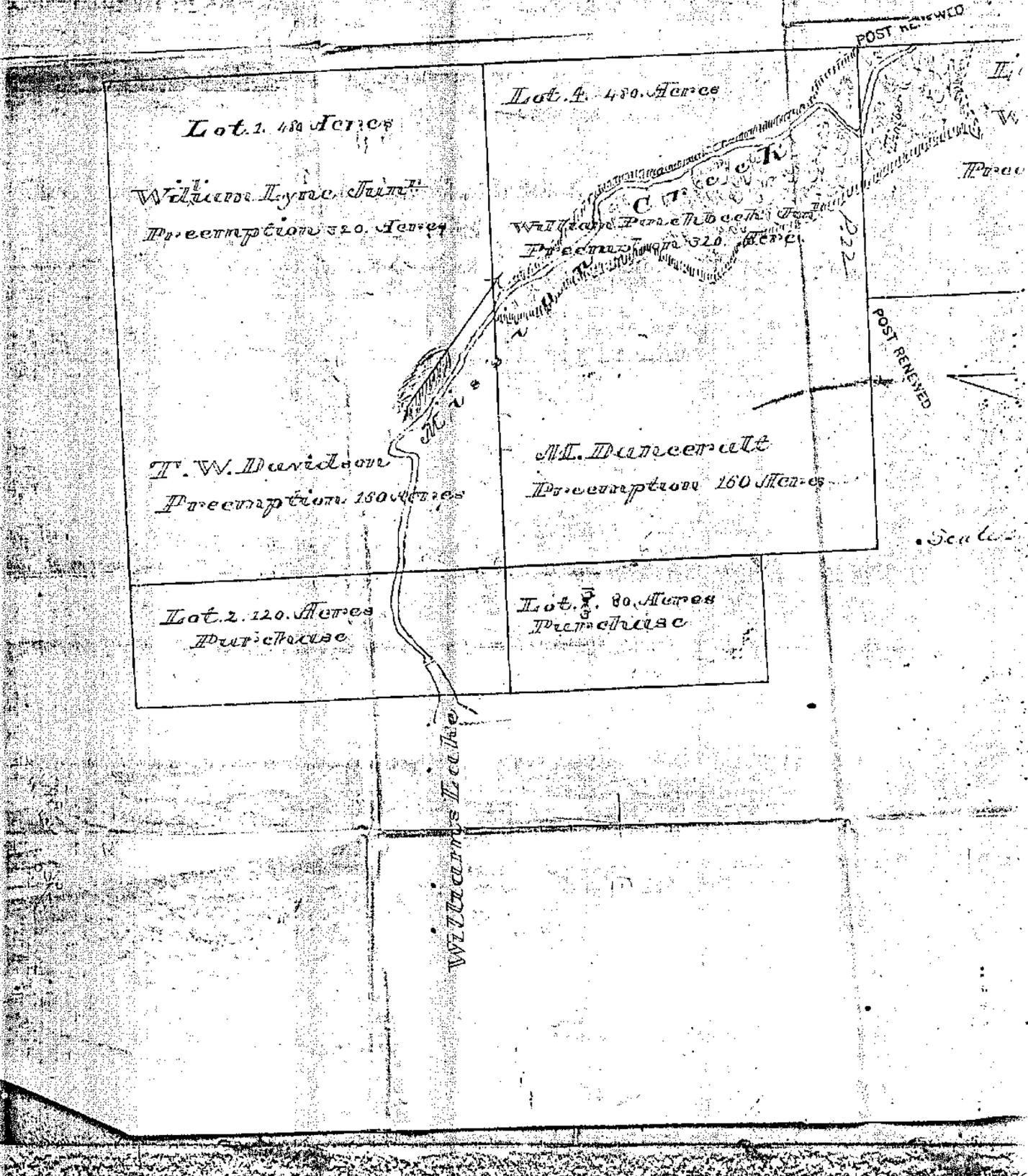
Cariboo District

Map of 1700 Acres of Land

Surveyed for Messrs Pinkerton & Agnew

By H. Abbott Land Surveyor

21st May 1863.



POST RENEWED

Lot. 6.
160 Acres

Thos. McElhaney
Preemption 160 Acres

Thos. McElhaney
Preemption 160 Acres

Thos. McElhaney
Preemption 160 Acres

Lot. 5. 320 Acres

William Lyne Senior
Preemption 320 Acres

POST RENEWED

P. H. 2474 L. J.
1913

Department No.

District CARIBOO

Lot Number.	Pre-emption Name.
7045	S.22
	P.R. 378 - 2896/00
	4796 0/13
48 T 7	
R.M. 27A	

Department of Lands
RECEIVED
JUN 23 1913
Surveyor-General's Branch

Surveyed by M. L. Gordon B.C.L.S.

June 1913

Plotted 30th June 1913

By whom A Bennett

Survey Gazetted December 11th 1913

10,000/6/1911

AFFIDAVIT.

—:o:—

I, ...Maitland..Lockhart..Gordon.....

of.....Vancouver....., a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed ..Lot..7045..Cariboo.....
.....District.....
.....
.....
.....

(2.) I commenced the said survey on the.....4..th.....day of.....June....., 1913, and completed it on the.....9..th...day of.....June....., 1913.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

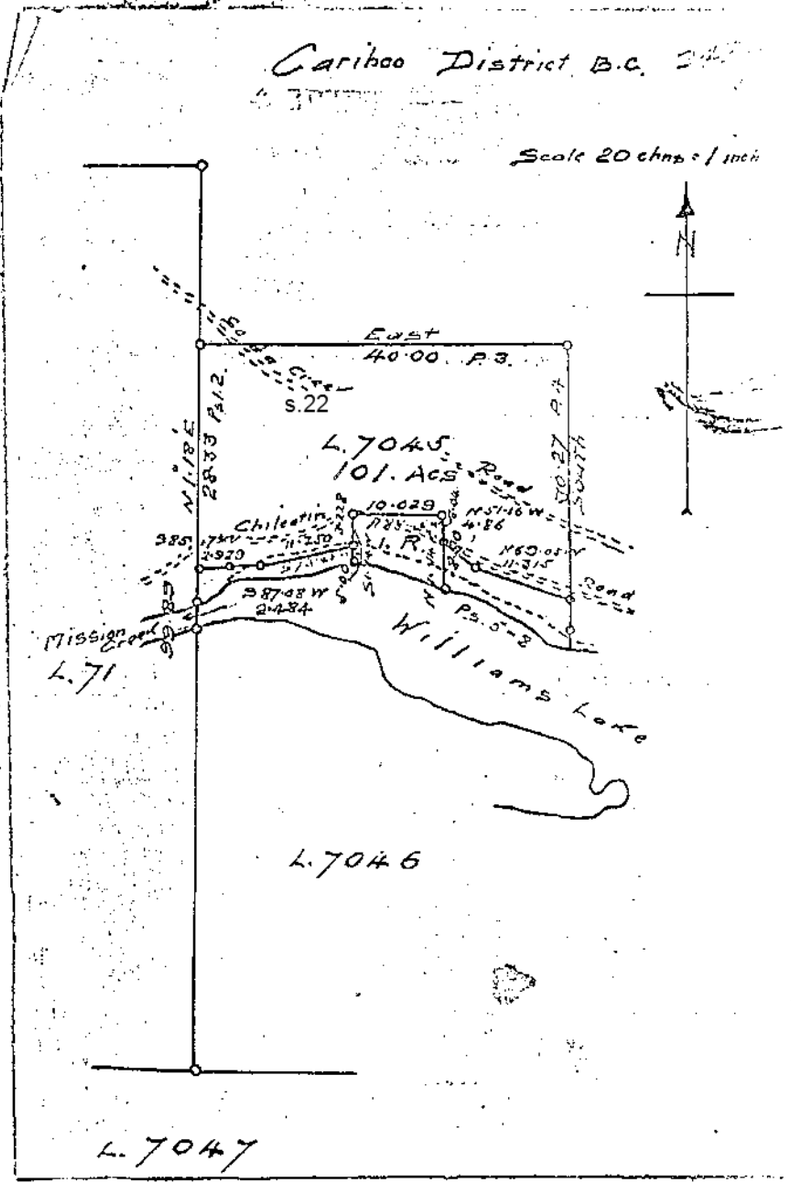
(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me
this...11th.....day
of..June.....
A.D. 1913.

M.L. Gordon

.....Edgar D. Lewis.....
Stipendiary Magistrate.

AFFIDAVIT.



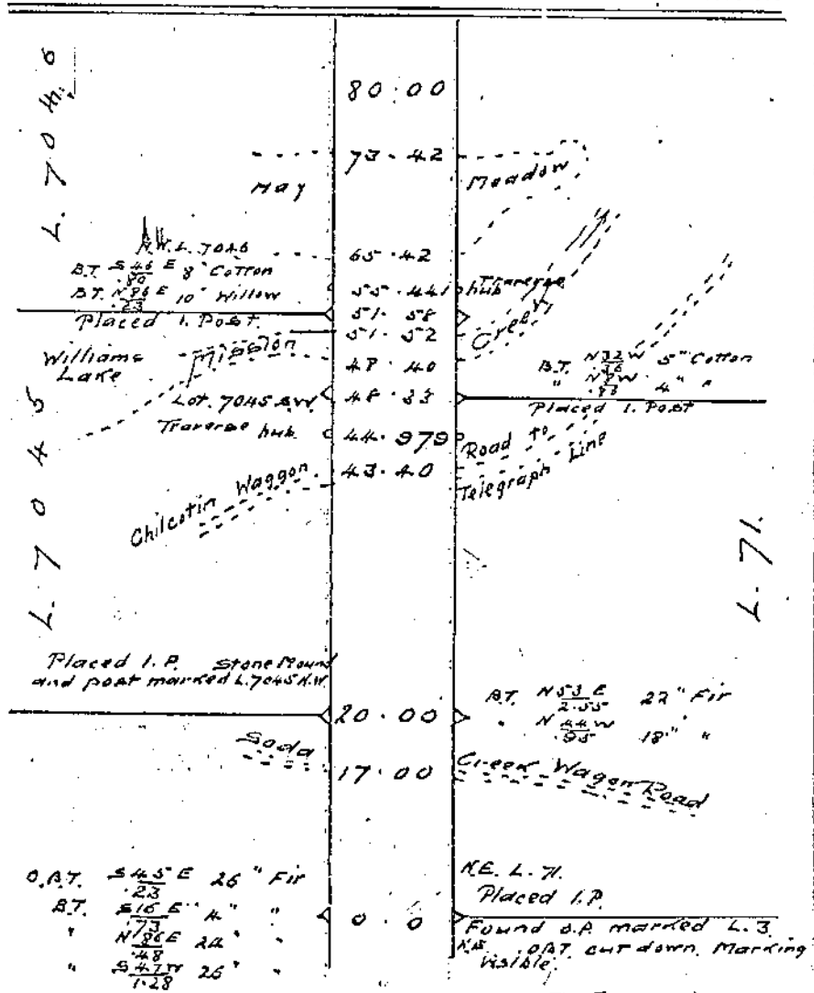
Lot No. ..... District.

.....Boundary. Bearing.....

The above line was run the ..... day of ..... 191...

Lot No. 7045 ..... Caribou ..... District.

.....West.....Boundary. Bearing ... S. 1° 15' W. ...

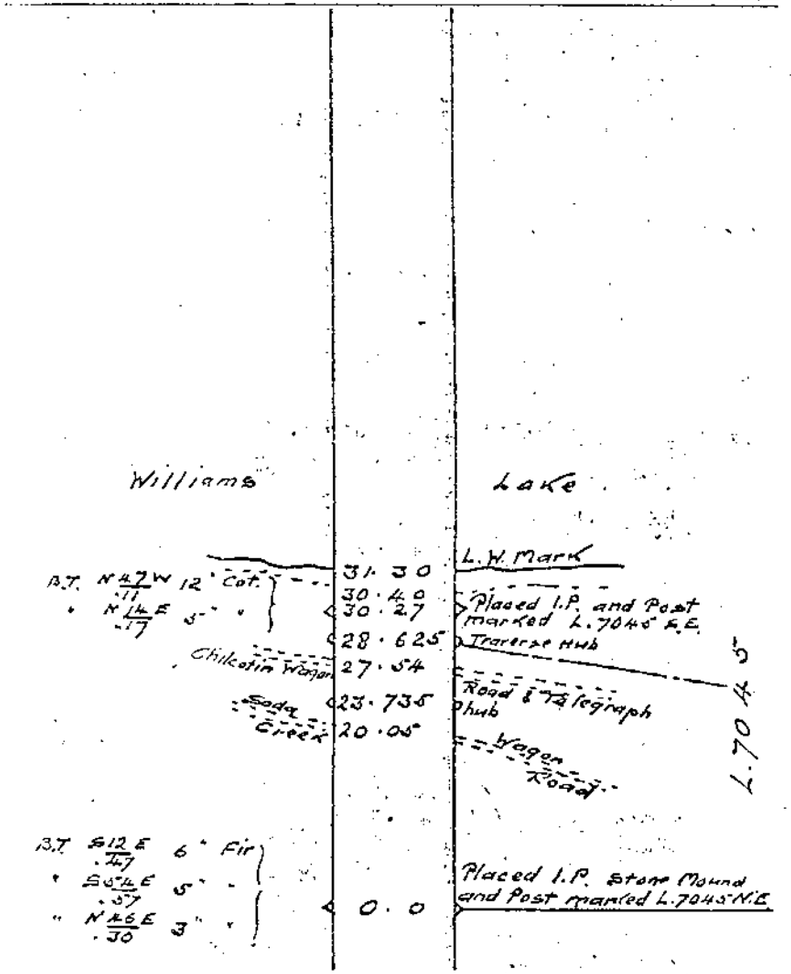


The above line was run the 4th day of June 1913.

Form D. 4

Lot No. 7045 Cariboo District.

East Boundary. Bearing South



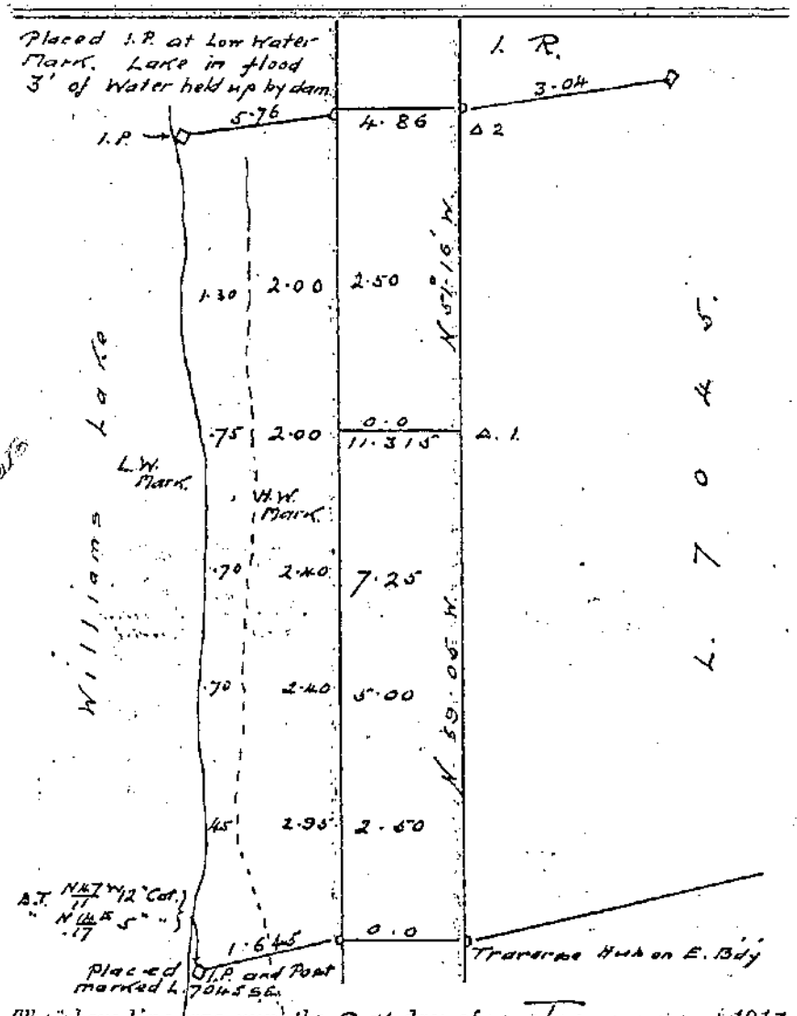
The above line was run the 9th day of June 1913

25,000/7/1912

5

Lot No. 7045 Cariboo District.

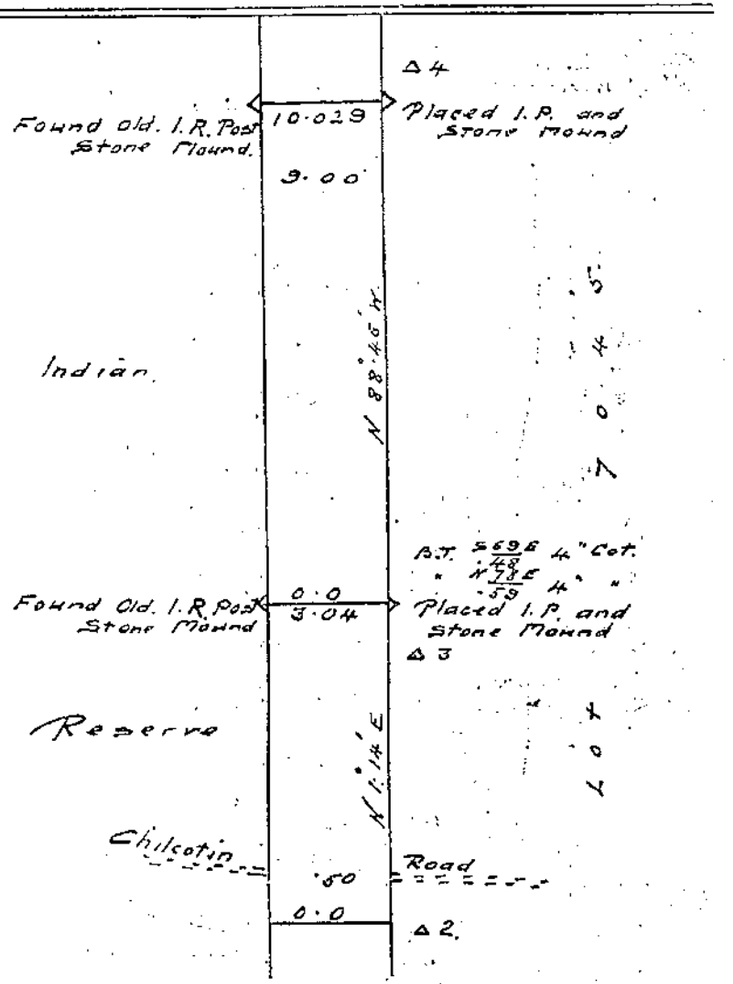
South Boundary. Bearing Part of Traverse



The above line was run the 9th day of June 1913

Lot No. 7045 Cariboo District.

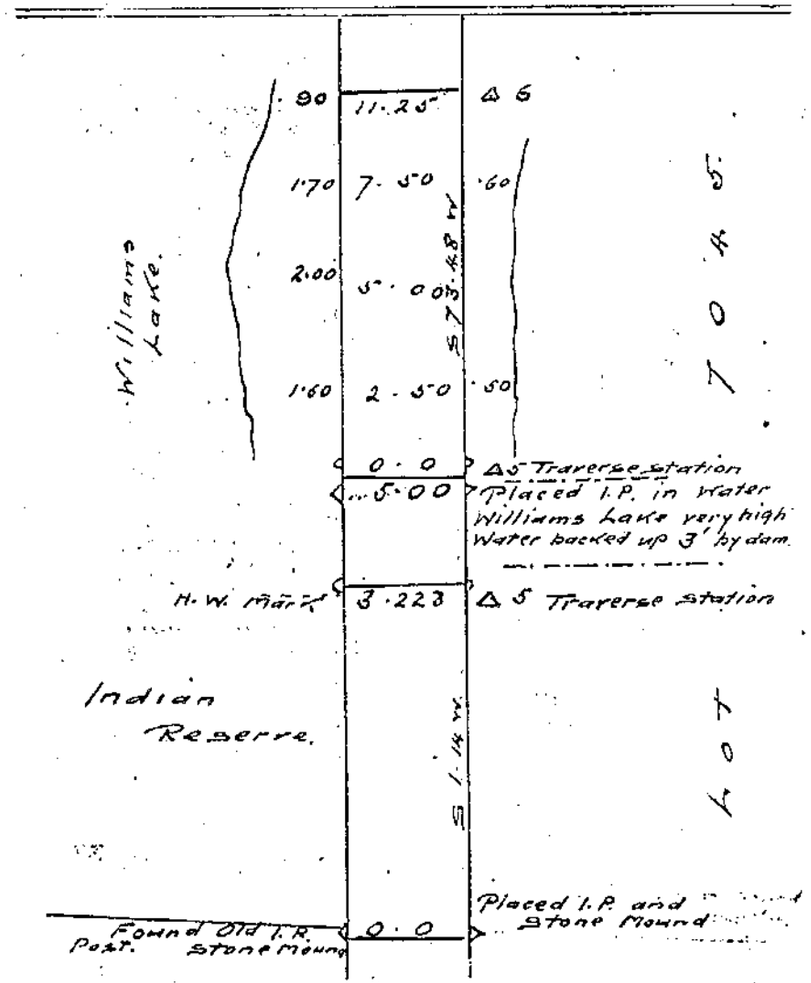
South Boundary. Bearing Traverse



The above line was run the 6th day of June 1913.

Lot No. 7045 Cariboo District.

South Boundary. Bearing Traverse



The above line was run the 9th day of June 1913.

Province of British Columbia
Ministry of Transportation, and Highways

MEMORANDUM

H118

To: Director of Property Services
Administration & Services Department
Victoria, B.C.

Date: January 12, 1982

Headquarters File:

Regional File:

Attn: R. Hadley

District File: 47-20-0 & 47-20-112
Williams Lake

Re: Williams Lake I.R. No.6 within City of Williams Lake

As requested by telephone January 8/82 we have searched our maps, files and road registers for information with respect to public roads through the above noted I.R.

Our information is sketchy. We enclose: M-1341

1. a large roll print of road system in 1923. It shows no detail at Williams Lake but does show a road from 150 Mile House through Williams Lake to the Chilcotin and south toward Dog Creek. As the map covers a large area it may be useful to you for other Cariboo areas.
2. a print from an undated later map with road No.12 (Borland) drawn on through I.R. No.6.
3. 5 prints from oldest road register (undated) -- none of these show Borland Road, but do show other roads connecting to Williams Lake.
4. print from 1945 road register where Road No.12 Borland was added by hand to the typewritten sheet.
5. print from 1959 road register where No.12 Borland Road was included.
6. print from later register with a notation dated October 1961.

The reduced length of Borland Road (0.15 miles) located outside the municipality is still ours and listed as No.12 Borland Road.

S. Paloposki
District Highways Manager

by:

D.J.H. Raven
District Technician

DJHR/zs

Enclosures

WHISKEY
BOUNDARY
BOUNDARY
No.
S. FORK
158 MILE HO
(MOUNTAIN House)
550
321
I.R. NO. 4
WILLIAMS LAKE CR.
WILLIAMS LAKE
79R
B390
I.R. NO. 2
I.R. NO. 15
I.R. NO. 3
DUGAN L.
I.R.
NO. 4
150 MILE HOUSE
BRIDGE
389
37
18
10
11
15

Province of British Columbia

Ministry of Transportation, and Highways

MEMORANDUM

H118

To: Director of Property Services
Administration & Services Department
Victoria, B.C.

PROPERTY SERVICES BRANCH
MINISTRY OF TRANS. & HWYS.
JAN 19 1982
Noted
Victoria, B.C.

Date: January 12, 1982

Headquarters File:

Regional File:

District File: 47-20-0 & 47-20-112
Williams Lake

Attn: R. Hadley

Re: Williams Lake I.R. No.6 within City of Williams Lake

As requested by telephone January 8/82 we have searched our maps, files and road registers for information with respect to public roads through the above noted I.R.

Our information is sketchy. We enclose: M-1341

1. a large roll print of road system in 1923. It shows no detail at Williams Lake but does show a road from 150 Mile House through Williams Lake to the Chilcotin and south toward Dog Creek. As the map covers a large area it may be useful to you for other Cariboo areas.
2. a print from an undated later map with road No.12 (Borland) drawn on through I.R. No.6.
3. 5 prints from oldest road register (undated) -- none of these show Borland Road, but do show other roads connecting to Williams Lake.
4. print from 1945 road register where Road No.12 Borland was added by hand to the typewritten sheet.
5. print from 1959 road register where No.12 Borland Road was included.
6. print from later register with a notation dated October 1961.

The reduced length of Borland Road (0.15 miles) located outside the municipality is still ours and listed as No.12 Borland Road.

SEE RESEARCH FOLDER

S. Paloposki
District Highways Manager

by: D.J.H. Raven

D.J.H. Raven
District Technician

DJHR/zs

Enclosures

October.—Made general repairs to Dog Creek Road, Big Bar Road, and Lillooet-Clinton Road; altering and repairing trail from French Creek to Lone Cabin Creek.
Graded 1,780 yards, 7 feet wide.
Built one small bridge and two culverts.
Cribbed 33 feet, 15 feet high.

The Foster Milling and Mining Company have constructed a waggon road to their mine on the Big Slide, following Kelly Creek Cañon for about 5 miles, towards the cost of which the Government have contributed the sum of $2,000.

Cariboo District.

The road to the Soda Creek Ferry was improved early in the season by widening, extending and otherwise repairing the same. In order to utilize the ice on the Fraser River as a winter crossing, a new trail was made by grading from a point on the river opposite Chimney Creek, up the hill and back, to intersect the Chilcotin Road to Soda Creek, a distance of about three or four miles, the ice forming across the river at this point when other parts of the river are still open, rendering the crossing unsafe.

The road from Williams Lake to Deep Creek has been further improved, and by the construction of two miles of new road the distance has been shortened about one mile. Several small bridges were put in this season, and the road otherwise repaired and improved. Loaded teams now pass from Williams Lake to Soda Creek in six hours, which formerly occupied two days, the only route then being by way of the 150-Mile House.

The roads and trails in the Keithley Creek Polling Division, under Mr. Stephenson's charge, have come in, as usual, for a large portion of the annual vote.

In consequence of the works now going on and contemplated at Horsefly River, more than the usual attention was bestowed on the trail leading in from the main waggon road.

The old trail from Alexandria to Beaver Lake has been cleared of fallen timber and made passable for pack trains. The main trail from the 150-Mile House on the waggon road to Quesnelle Forks, Keithley, Harvey and Snow Shoe Creeks (which, from the swampy nature of the ground, a great part of the way is expensive to keep in repair), has received usual attention. A good substantial bridge has just been completed by Mr. W. F. Anderson across Snow Shoe Creek, near its mouth, the contract price being $350.

The trail from Quesnelle to Hixon Creek has been cleared of fallen timber.

The trail leading from the waggon road at Beaver Pass to Ruchon Creek, which has for some years past had but little work done upon it, was, the present season, put in good order, the mud holes corduroyed, and bridges repaired, or replaced where necessary with new ones.

The Barkerville-Stanley road, *via* Slough Creek, has been further improved. A good substantial bridge has been constructed across Slough Creek, equal to those on the main waggon road, necessitated from the fact that this road will be used exclusively for the winter traffic hereafter, as from the limited number of trains now on the road it is quite impossible to keep the road over the mountain in anything like a passable condition, owing to the heavy drifts and slides constantly occurring. The adoption of the new route as a winter road will also benefit greatly the quartz mines on Island Mountain, now in process of development. The Barkerville bulkhead, protecting the town of Barkerville and road passing through it, has been raised two logs nearly its whole length, and the Bush dam below the town repaired to prevent the tailings passing by.

A line for a trail from Barkerville, striking the Fraser River some eighty miles distant in a north-easterly direction, has been marked or blazed as a guide to prospectors.

All the trails leading to Mosquito, Sugar, Crouse, Antler, and Cunningham Creeks, and other points in the vicinity of Barkerville, have had more or less work done upon them and are in fair condition.

A contract was awarded to Mr. M. Pinkerton, whose tender was the lowest, for the erection of a good log building, 16x20 feet in the clear, for a gaol or lock-up at Richfield. This has four cells and is constructed in a substantial manner.

BRIDGES.

NEW WESTMINSTER BRIDGE, FRASER RIVER.

Active work has been carried on on this important bridge across the Fraser River during the past year, and it was anticipated that the formal opening would take place some time in July and the structure opened for railway and vehicular traffic before the end of September.

CHILCOTIN BRIDGE.

The bridge across the Fraser River close to the boundary line between Cariboo and Lillooet, formerly known as Chimney Creek Bridge, has been completed. It is anticipated that it will be open for traffic in September, 1904. The construction of this bridge extended over a period of two years. The estimated cost was originally $40,000, but owing to the fact that work commenced too late in the season with an appropriation of one-half of this, was stopped and commenced again several times, on each occasion involving heavy cost for transportation of skilled labour from the Coast, which it was impossible to get in the locality, and to many other unavoidable causes, the actual cost increased to $65,800. Works cannot be carried on economically under such circumstances.

This structure is a suspension bridge, known as the "Waddell-Hedrick" suspension bridge. It is so designed that all perishable parts can at any time in the future be replaced without the use of falsework and without interrupting traffic. It is figured to carry a total live load of 700 lbs. per lineal foot over the whole structure, and the floor and suspenders a live load of 80 lbs. per square foot of floor, the clear roadway being 12 feet. It is claimed that this type of bridge is by far the cheapest legitimate structure that could be erected at this crossing. If the metal is painted occasionally, and if the timber is renewed from time to time as it decays, the bridge will last an indefinitely long period. Owing to peculiarity of design, the bottom or reverse cable adds greatly to the resistance to uplifting wind, making such up-lift practically impossible, and the bridge is consequently as rigid as if it had a stiffening truss. From centre to centre of towers the span is 325 feet; on the east side there is an 80-foot Howe truss span and about 130 feet of trestle, while on the west side there is about 225 feet trestle approach.

BRIDGES GENERALLY. (Vote No. 172, 1903-4.)

Bridges in South Victoria, Cowichan, North Nanaimo, Dewdney, East and West Yale, and South-East Kootenay were repaired and renewed at a cost of $16,509.85. The details of this expenditure will be found in the statement attached hereto.

FERRIES.

A ferry was established across the Fraser River above its confluence with the Thompson, at a cost of about $530.

The ferry at Savonas has been replaced, at a cost of about $845.

1902 REPORT

Forest cleared 70,776 feet; graded 23,676 feet; ditched 21,957 feet; corduroyed 1,074 feet; gravelled 17,514 feet.
Built 2 bridges, 25 feet long, 19 feet wide, 4 feet deep, timber averaging from 8 to 20 inches.
Built 37 culverts, averaging 19 feet long, 2 to 3 feet wide, 2 feet deep.

150-HORSEFLY ROAD.

This road starts at the 150-Mile House, and its length is 35 miles. The land is partly agricultural and partly timbered and swampy, and the number of settlers is 6. It is the mail and freight road to the Horsefly mines, of which there are 3 in operation.
Forest cleared 21,402 feet; grubbed 5,934 feet; graded 12,369 feet; ditched 3,342 feet; corduroyed 525 feet; excavated earth 90 feet; excavated rock 225 feet; filled in 625 feet.
Built 35 culverts, averaging 16 feet long, 2½ to 3 feet wide, 2 feet deep; dimensions of timber, from 7 to 15 inches.

108-HORSEFLY ROAD.

The total distance from the 108-Mile Post to the Forks of the Horsefly is, approximately, 98 miles, divided as follows: 108-Mile Post to Harper's Camp, 48 miles; Harper's Camp to Forks of Horsefly, 50 miles; and it is 13 miles further to Eureka Creek. During the year 1900 work was done on the portion of this road from Harper's Camp to Half-way House, 20 miles; and the work done this year (to 30th June, 1902) was on a section of 26 miles, from the Half-way House towards Horsefly. The road passes through an agricultural and timbered country, and is intended for a freight road to the Horsefly mines. There are only two settlers on its route.
Forest cleared 15 feet; grubbed 465 feet; graded 2,601 feet; ditched 723 feet; corduroyed 1,248 feet; excavated rock 175 feet; excavated earth 450 feet; filled in 849 feet; cribbed 42 feet; gravelled 1,737 feet.
Built 6 bridges, total length, 263 feet, 8 to 20-foot spans; timber used, from 12 to 20 inches.
Built 12 culverts, averaging 20 feet long, 4 feet wide.

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

The starting point of this road is the 150-Mile House, and its length is 20 miles. It runs through an agricultural country, and the number of settlers is 4. It is a freight and mail road.
Graded 18,300 feet; ditched 1,650 feet; gravelled 1,350 feet; changed road 7,401 feet.
Built 8 culverts, 14 feet long, 2 feet wide; timber used, from 8 to 12 inches.
Built 1 bridge, 17 " 16 " 3 feet high.
General repairs were made on the entire length of the road.

ALEXANDRIA ROAD.

This road runs from Beaver Lake to Alexandria, a distance of 16 miles, through an agricultural and timbered country. It is a freight road, and accommodates 2 settlers.
Graded 2,175 feet, and general repairs made for a distance of 8 miles.

ALKALI LAKE ROAD.

This road starts from the Main Trunk Road 1 mile south of the 150-Mile House, and its length is 25 miles, the country traversed being agricultural and timbered, also hilly. Road used for farming purposes, there being 3 settlers along its route.
Forest cleared 1,800 feet; grubbed 1,200 feet; graded 3,071 feet; ditched 2,490 feet; excavated rock 23,949 feet; gravelled 12,399 feet.
Built 3 culverts, 16 feet long, 3 feet wide; timber used, from 8 to 14 inches.

1902 REPORT

CASSON ROAD.

One mile from Main Trunk Road; accommodates one farm.
Widened the roadbed, straightened turns and filled in ruts.

CHILCOTIN MAIN ROAD.

This road is 130 miles long and runs from Soda Creek to Copeland Ranch, Chilcotin. It is a mail route, and accommodates all the farmers, ranchers and cattle-raisers in that valley.

Forest cleared	15,840	feet,	12 feet wide.
Graded	500	"	8 "
Ditched	2,100	"	2 "
Corduroyed	525	"	10 "
Gravelled	2,400	"	8 "

Cleaned out bank slopes; cleaned ditches; removed rocks from roadbed; cut out and removed fallen timber, and made general repairs throughout a distance of 100 miles.
Extended 6 miles.

Forest cleared	21,120	feet,	12 feet wide.
Graded	1,760	"	9 "
Built 4 bridges,	72	"	14 "

DAVIS RANCH ROAD.

Runs 2 miles from Main Chilcotin Road; accommodates 1 cattle-raiser.
Graded 2,754 feet, 7 feet wide.

COTTON RANCH ROAD.

Seven miles from Main Chilcotin Road; accommodates 1 farmer and cattle-raiser.
Filled in washout and removed rocks from roadbed.

BEAUMONT RANCH ROAD.

Extends 8 miles from Main Chilcotin Road, for use of 1 farmer and stock-raiser.
Graded 300 feet, 8 feet wide.
Removed large quantity of big rocks from roadbed, and made general repairs for a distance of 7 miles.

LEE HILL (3 miles).

Leaves the Main Chilcotin Road on the top of the hill and connects on Main Chilcotin Road at Lee House.

Forest cleared	900	feet,	15 feet wide.	
Graded	500	"	8 "	
Excavated earth	25	"	10 "	1½ feet deep.
Filled in	12	"	10 "	3 "

JOHNSTON & BROS.' RANCH ROAD.

Extends 7 miles from Main Chilcotin Road; accommodates 3 farmers and cattle-raisers.
Graded 2,000 feet, 4 feet wide.
Made 3 culverts, averaging 13 feet, 15 feet wide.
Built 2 bridges, " 30 " 9 " 6 feet high.

VEDDIS CREEK ROAD.

Extends 8 miles from the Main Chilcotin Road; accommodates 2 stock-raisers.
Grubbed 1,500 feet, 8 feet wide.
Graded 1,500 " 8 "
Built 2 bridges, 30 feet, 9 feet wide, 6 feet high.
Widened roadbed and removed rock from same.

Brought forward	$13,036 42

VOTE 151.—LILLOOET DISTRICT (WEST RIDING).—*Concluded.*

Seaton Lake trail	243 57
Wyeott road	201 25
High Bar road	491 40
Cayoosh Creek road	325 00
Marble Canyon road	171 75
West Side Fraser River trail	130 50
Empire Valley road	367 25
McGillivray Creek trail	218 00
To Winter Crossing, Churn Creek Ferry road	114 00
Portage Creek bridge	32 00
Fraser River bridge	114 60
Upper Lillooet River road	11 25
Gaspard Creek bridge	1,073 74
Gang Ranch road	176 95
Lillooet-Seaton Lake road	138 50
Churn Creek Ferry	2 00
Main Street, Lillooet	23 00
Trail north of Bridge River to North Fork	36 00
	$16,907 18

VOTE 155.—CARIBOO DISTRICT.

Quesnel-Manson trail	$1,511 93
150-Mile House to Quesnel Forks road	5,129 49
150-Mile House to Horsefly road	2,607 20
108-Mile House to Horsefly road	2,033 52
Beaver Valley to Horsefly road	743 00
Hardscrabble Creek road	211 62
Slough Creek road	155 25
Chilcotin Bridge to Deer Park Ranch road	60 00
Richfield road	42 25
Beaumont Ranch from main Chilcotin road	100 50
Richfield-Stanley old road	165 75
Lowhee Creek road	420 25
Chilcotin River bridge and road	48 00
Springfield Farm road	16 50
Dragon Creek trail	88 00
Quesnel River trail	152 75
General roads	81 24
Rochon Creek trail	45 50
Grouse Creek and Antler Creek road	1,414 46
" "	107 25
Hopeful Flat road	25 50
8-Mile Lake and Stewart Creek road	491 25
Snowshoe trail	21 75
Soda Creek Ferry	95 55
Quesnel River road	413 50
Chilcotin main road	417 65
Dragon Creek road	581 00
Pinchbeck Creek road to Davis' Ranch road	57 00
Barkerville to Fraser River trail	50 00
Alkali Lake-Chimney Creek road	483 95
Barkerville to Keithley Creek trail	1,045 64
Quesnel Forks to Quesnel Lake road	79 00
Carried forward	18,896 25

DEPT. FILE .....

DIST. FILE .....

DEPARTMENT OF PUBLIC WORKS, B.C.

DETAILS OF ROAD (OR TRAIL).

REF. NO. 4

NAME Chilcoten Main INITIAL POINT Williams Lake

Trunk, Main, or Branch ..... Range of elevation above sea-level ..... Terminal point Chilcoten Susp. Bridge

Character of traffic .....

Length of road open in miles: (*a.*) Unorganized District ..... (*b.*) Organized District ..... Total (*a*) and (*b*) .....

DETAILS OF CONSTRUCTION.

WIDTH OF RIGHT-OF-WAY IN FEET .....

	CLEARED ONLY.	ORDINARY EARTH.	GRAVEL.	MACADAM (Water-bound).	STONE, CARPET COAT, TARVIA, ETC.
Length (miles)					
Width (feet)					

	ASPHALT MACADAM.	ASPHALTIC CONCRETE.	CEMENT CONCRETE.	
Length (miles)				
Width (feet)				

REMARKS .....

P.W. 59—2M-228-1052

DEPT. FILE .....

DIST. FILE .....

DEPARTMENT OF PUBLIC WORKS, B.C.

DETAILS OF ROAD (OR TRAIL).

REF. No. 5

NAME Cariboo Main

INITIAL POINT Southern Boundary Mile 76

Trunk, Main, or Branch ..... Range of elevation above sea-level ..... Terminal point Soda Creek Mile94

Character of traffic .....

Length of road open in miles: (*a.*) Unorganized District ..... (*b.*) Organized District ..... Total (*a*) and (*b*) .....

DETAILS OF CONSTRUCTION.

WIDTH OF RIGHT-OF-WAY IN FEET .....

	CLEARED ONLY.	ORDINARY EARTH.	GRAVEL.	MACADAM (Water-bound).	STONE, CARPET COAT, TARVIA, ETC.
Length (miles)					
Width (feet)					

	ASPHALT MACADAM.	ASPHALTIC CONCRETE.	CEMENT CONCRETE.	
Length (miles)				
Width (feet)				

REMARKS .....

P.W. 59—2M-228-1062

DEPARTMENT OF PUBLIC WORKS, B.C.

DETAILS OF ROAD (TRAIL).

Electoral District South Cariboo Reference No. 18 (C)

Name Chilcotin Main

Initial Point Jct. Oliver & Rly. Av. Williams Lake

Terminal Point Hudson Bay Post (Bowser's)

Total distance between Initial and Terminal Points 223.0 Miles.

CLASS :—

Trunk X	Local	Industrial	Trail—Ordinary
Main	Farm	Mining	Trail—Mining

(Check appropriate spaces above and below; thus: X.)

TRAFFIC: Character—

Volume—

General X	Rural	Mining
Heavy	Medium X	Light

DATE OF ESTABLISHMENT AND HOW ESTABLISHED; e.g., Gazette, subdivision plan, reference plan, conveyance, or otherwise.

Year Constructed _____ Dept. Plan No. _____

Width of Right-of-way _____ Dist. Plan No. _____

Range of Elevations above sea-level _____ REMARKS: _____

DETAILS OF CONSTRUCTION AND MILEAGE OPEN.

TYPE OF SURFACE.	Length open, Miles.	Width, Feet.
Cleared only	53.3	
Earth or sand-clay	139.7	
Gravel or ~~W.B. macadam~~	30.0	
Bituminous spray coat		
Bituminous mulch		
Bituminous pen. macadam		
Asphaltic concrete		
Portland cement concrete		
Other types		
TOTAL LENGTH OPEN, MILES	223.0	

P.W. 59—5M-734-8231

DEPT. FILE

DIST. FILE

DEPARTMENT OF PUBLIC WORKS, B.C.

REF. NO. 17

DETAILS OF ROAD (OR TRAIL).

NAME 156 Mile - Williams Lake INITIAL POINT 156 M⌀P. Rd.5

Trunk, Main, or Branch Range of elevation above sea-level Terminal point Williams Lake

Character of traffic

Length of road open in miles: (*a.*) Unorganized District (*b.*) Organized District Total (*a*) and (*b*)

DETAILS OF CONSTRUCTION.

WIDTH OF RIGHT-OF-WAY IN FEET

	CLEARED ONLY.	ORDINARY EARTH.	GRAVEL.	MACADAM (Water-bound).	STONE, CARPET COAT, TARVIA, ETC.
Length (miles)					
Width (feet)					

	ASPHALT MACADAM.	ASPHALTIC CONCRETE.	CEMENT CONCRETE.	
Length (miles)				
Width (feet)				

REMARKS

P.W. 59—2M-228-1052

DEPT. FILE .....

DIST. FILE .....

DEPARTMENT OF PUBLIC WORKS, B.C.

DETAILS OF ROAD (OR TRAIL).

REF. No. 208

NAME Soda Creek - Wms Lake INITIAL POINT Soda Creek

Trunk, Main, or Branch ..... Range of elevation above sea-level ..... Terminal point Williams Lake

Character of traffic .....

Length of road open in miles: (*a.*) Unorganized District ..... (*b.*) Organized District ..... Total (*a*) and (*b*) .....

DETAILS OF CONSTRUCTION.

WIDTH OF RIGHT-OF-WAY IN FEET .....

	CLEARED ONLY.	ORDINARY EARTH.	GRAVEL.	MACADAM (Water-bound).	STONE, CARPET COAT, TARVIA, ETC.
Length (miles)					
Width (feet)					

	ASPHALT MACADAM.	ASPHALTIC CONCRETE.	CEMENT CONCRETE.	
Length (miles)				
Width (feet)				

REMARKS .....

P.W. 59—2M-228-1052

DEPARTMENT OF HIGHWAYS, B.C. Electoral District South Cariboo Reference No. 12

DETAILS OF ROAD (TRAIL)

Name Borland

Initial Point Cariboo Highway at N.E. Cor. Block B Plan 4189, D.L. 8817

Terminal Point Village of Wmshake Bdy at E. Bdy D.L. 7045

Total distance between Initial and Terminal Points 0.15 Miles.

CLASS:—

Trunk	Local	Industrial X	Trail—Ordinary
Main	Farm	Mining	Trail—Mining

(Check appropriate spaces above and below; thus: X.)

TRAFFIC: Character—

Volume—

General X	Rural	Mining	
Heavy X	Medium	Light	

DATE OF ESTABLISHMENT AND HOW ESTABLISHED; e.g., Gazette, subdivision plan, reference plan, conveyance, or otherwise.

Subdivision Plan

Year constructed [redacted] Dept. Plan No.

Width of Right-of-way 40 and 66 Dist. Plan No.

Range of Elevations above sea-level 2000

DETAILS OF CONSTRUCTION AND MILEAGE OPEN

TYPE OF SURFACE	Length, open, Miles	Width, Feet
Cleared only		
Earth or sand-clay		
Gravel or W.B. macadam	0.15	
Bituminous spray coat		
Bituminous mulch		
Bituminous pen. macadam		
Asphaltic concrete		
Portland cement concrete		
Other types		
TOTAL LENGTH OPEN, MILES	0.15	

REMARKS: October 1961 – length ~~from~~ reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a "truck route"

H. 59-O

No. 1 A.

(Signature of Official.)

COMPILED ....., 19....
REVISED April 1st, 19 45
" ....., 19....
" ....., 19....
" ....., 19....

REGISTER OF

(2.) NAME. (In alphabetical order.) (If classified state whether Arterial, Primary, or Secondary.)	(3.) INITIAL POINT.	(4.) TERMINAL POINT.	(5.) Total Distance from Initial to Terminal Point, Miles.	(6.) CLASS. Trunk. Main. Local. Farm. Mining. Indust'l.	(7.) TRAFFIC. (A.) CHARACTER. General. Rural. Mining.	(B.) VOLUME. Heavy. Medium. Light.
Alexis Creek - Nazko	Chilcotin Rd. at 80 M.	N. Bdy. 1 M.N. Lot 3414	43.00	Local	Rural	Light
Abel Lake	Exeter - McKinley Road	Abel Lake	0.80	Farm	"	"
Archie Meadows	Canim Lake Road	Archie Meadows	0.5	"	"	"
Anderson	Felker Road	Wms. Lake - 57 Mile at 42 M.P.	4.00	"	"	"
BLUFF LAKE	TATLAYOKO 105 MILE 2.7	NICHOLSON RANCH	19.3	"	"	"
BECHER CUTOFF	CHILCOTIN MILE 29.7	COTTON ROAD MILE 10.6	1.2	FARM	RURAL	"
Beaver Lake - Macalister	Beaver Lake Road	Lot 395	9.00	Farm	Rural	Light
~~Beaver Lake~~ - Beaver Mouth	" " "	Eight Mile Creek	8.00	"	"	"
Bear Lake	Mile 93 - Bridge Lake	Bear Lake	12.00	"	"	"
Battle Creek	Lot 9049 HORSEFLY RD	Lot 463	5.00	"	"	"
Bells (Mikkelsen Cut-off)	Lot 9576	Horsefly Road	6.3	"	"	"
Beaver Valley	Horsefly Road at 30 M.	Likely Rd. at Beaver Lake	23.2	Local	"	"
Beaver Lake - Antoine	Beaver Valley Road at 9 M.	Antoine Lake	3.00	Farm	"	"
Bates	Buffalo Lake - Horse Lake Rd.	Canim Lake Rd. at 15 M.	4.9	Local	"	"
Beaumont	Chilcotin Road at ~~30~~. M.	Chilcotin River Lot 925	6.7	Farm	"	"
~~Best~~ Forest Bell	93 Mile - Bridge Lake Rd.	Bell's Road	1.5	"	"	"
Big Creek - Robertson	Big Creek Road	Lot 2129	6.3	"	"	"
Big Creek	Hanceville - Canoe Creek Rd. at 7 M.	Hanceville - Canoe at 21 M.	30.8	Local	"	"
Big Creek - Chilcotin River.	Big Creek Road	Chilcotin River	13.00	Farm	"	"
Bishop Meadows	Cariboo Road 83 M.	Bishop Meadows	5.00	"	"	"
Biss	Eagle Creek Rd. at 2 M. #19 Chilcotin Rd	Canim Lake Rd. at Lot 5044 #11 Williams Lake Cutoff	2.00 6a ?	"	"	"
Boyde-Chezacut	Redstone-Chezacut Rd. at 26 M.	Lot 4756	17.00	"	"	"
Boyde	93 Mile-Bridge Lake Road.	Boyde's Ranch	0.5	"	"	"
Boyd-Farmer	" " " " " at 15 M.	N. Bdy. Lillooet District	5.5	"	"	"
Bradley Creek	Eagle Creek Rd. at 8 M.	Lot 9105	15.00	"	"	"
Bridge Lake North	100 Mile-Roe Lake Rd. at 29 M.	93 Mile-Bridge Lake Rd at 34 M.	11.2	Local	"	"
Buffalo Lake-Horse Lake	Canim Lake Rd. at 10 M.	Deka Lake Road. East end Horse Lake 100 mi - Roe Lk	11.00	"	"	"
Burgess	Deka Lake Rd. at 2.7 M.	Burgess Ranch	2.5	Farm	"	"
Brunsen Lake	Wms. Lake-57 Mile Rd.	Brunsen Lake	3.6	"	"	2
Bisset	Canim Lake Rd. at 5.5 M.	Bisset Ranch Lot 4770	0.5	"	"	"

Sheet No. 7 A.

(Signature of Official.)

DATE COMPILED June, 1959
DATE REVISED June, 1959
" " , 19
" " , 19
" " , 19

REGISTER OF

(1.) Reference No.	(2.) NAME. (In alphabetical order.) (If classified state whether Arterial, Primary, or Secondary.)	(3.) INITIAL POINT.	(4.) TERMINAL POINT.	(5.) Total Distance from Initial to Terminal Point, Miles.	(6.) CLASS. Trunk. Main. Local. Farm. Mining. Industrial.	(7.) TRAFFIC. A. CHARACTER. General. Rural. Mining.	(7.) TRAFFIC. B. VOLUME. Heavy. Medium. Light.
412	Abel Lake	336 Exeter-McKinley	Abel Lake	0.8	Farm	Rural	Light
168	Airport Road	Village Boundary-Wms. Lake	550 Wms. Lake N. at Mi. 0.9	0.4	Local	General	Medium
614	Alexis Cr.-Chilco Ranch	Christie Road 324	Taseko Lake Road	14.6	Farm	Rural	Light
411	Alexis Creek-Nazko	18 Chilcotin at Mile 74.3	Lot 3414 North Boundary	43.0	Farm	Rural	Light
301	Anderson	339 Felker at Mile 1.7	37 Wms. Lake 57 Mi. at Mi. 3.4	5.0	Farm	Rural	Light
300	Archie Meadow	318 Canim Lake	Archie Meadow	0.5	Farm	Rural	Light
302	Bates	315 Buffalo Lake-Horse Lake at Mile 0.7	318 Canim Lake at Mi. 14.2	4.6	Local	General	Heavy
435	Battlement Creek	433 Tasko at Mile 63.6	Battlement Creek	17.1	Mining	Mining	Light
413	Bear Lake	# 370 Mi. 93-Bridge Lake Rd. at 33.7	Bear Lake	12	Farm	Rural	Light
303	Beaumont	18 Chilcotin Rd. at Mi. 45.7	River Ranch Lot 925	6.5	Farm	Rural	Light
320	Beaver Lake-Antoine	417 Beaver Valley at Mi. 8.6	Lot 8271	3.0	Farm	Rural	Light
2	Beaver Lake-Beaver Mouth	15 Likely at Mile 23.5	Lot 8248-Jacobson Ranch	10.5	Farm	Rural	Light
19	Beaver Lake-Macalister	15 Likely at Mile 22.5	McLeese Lake (9Mi. in Car. South)	25.0	Farm	Rural	Light
417	Beaver Valley	419 Horsefly Rd. at Mi. 28.2	15 Likely Rd. at Mi. 23.5	22.2	Local	General	Heavy
606	Bechers Cutoff	18 Chilcotin Rd. at Mi. 29.7	327 Cotton Rd. at Mi. 10.6	1.2	Farm	Rural	Light
552	Beedy	~~451 Big Lake-Tyee Lake Rd.~~ N. 19 BEAVER LAKE MCA.	North Cariboo Boundary	8.0	Local	Rural	Light
304	Bell	370 Mi. 93-Bridge Lake at Mile 27.3	Bells Road	1.5	Farm	Rural	Light
415	Bells (Mikkelsen Cutoff)	419 Horsefly at Mile 23.0	375 Mi. 108-Horsefly Rd. at Mile 37.6	6.3	Farm	Rural	Light
306	Big Creek	342 Hanceville-Canoe Cr. at Mile 6.5	Hanceville-Canoe Cr. at Mi. 21.2	26.5	Local	Rural	Light
307	Big Creek-Chilco River	306 Big Creek Road	Chilcotin River	13.0	Farm	Rural	Light
305	Big Creek-Robertson	316 Big Creek at Mi. 20.2	Maxted Ranch Lot 2129	10.7	Farm	Rural	Light
448	Big Lake	15 Likely Rd. at Mi. 15.7	Lot 8131	2.0	Farm	Rural	Light
451	Big Lake-Tyee Lake	15 Likely Rd. at Mi. 15.9	Lot 9199	8.0	Farm	Rural	Light
308	Bishop Meadows	10 Cariboo Rd. at 83 Mi. House	Bishop Meadows	5.0	Farm	Rural	Light
309	Biss	332 Eagle Cr. Rd. at Mi. 1.9	318 Canim Lake Rd. at Mi. 17.9 Lot 5044	2.0	Farm	Rural	Light
427	Bisset	318 Canim Lake Rd. at Mi. 5.5	Bissett Ranch Lot 4210	0.5	Farm	Rural	Light
341	Bluff Lake	405 Tatlayoko Rd. at Mi. 2.7	Nicholson Ranch	19.3	Farm	Rural	Light
12	Borland	18 Chilcotin at Mi. 0.6	11 Wms. Lake Cutoff at Mi. 8.8	1.0	Farm	Rural	Light
414	Bottle Creek	Lot 9049 Horsefly Road	Bottle Creek Lot 468	5.0	Farm	Rural	Light
311	Boyde	370 Mile 93-Bridge Lake Rd.	Boyde Ranch	0.5	Farm	Rural	Light
310	Boyde-Chezacut	392 Redstone-Chezacut at Mi. 26	Lot 4756	17.0	Farm	Rural	Light
312	Boyde-Farmer	370 Mi. 93-Bridge Lake Rd.	N. Boundary Lillooet Dist.	5.5	Farm	Rural	Light
313	Bradley Creek	332 Eagel Cr. Rd. at Mi. 8.3	Lot 9105	15.0	Local	General	Heavy

...ARIBOO ELECTORAL DISTRICT

...ISHING RIGHT-OF-WAY FOR THE ...HIGHWAY, CANYON CREEK–WOOD-...PECKER SECTION.

...ICE is given, pursuant to section 8 of the ..., that all those portions of the South-... of District Lot 3171, Legal Subdivision 10, ... Quarter of Lot 3171, Lot 4568, South-... of Lot 2567, North-west Quarter of ... Quarter of Lot 3027, South-... Quarter of Lot 2924, South-west Quarter of ... North-west Quarter of Lot 2924, South-... Quarter of Lot 2923, South-east Quarter of ... North-east Quarter of Lot 2922, South-... Quarter of Lot 2919, South-west Quarter of ... North-west Quarter of Lot 2919, South-... Quarter of Lot 2194, North-west Quarter of ... South-west Quarter of Lot 2195, South-... Quarter of Lot 1553, North-east Quarter of ... North-west Quarter of Lot 2915, South-... Quarter of Lot 1552, South-west Quarter of ... North-west Quarter of Lot 4577, North-... Quarter of Lot 1552, all in Cariboo Land Dis-... outlined in red on a plan of survey ... in the Department of Highways under ... Survey No. 2586-1 are hereby established as ...

E. S. JONES,
Deputy Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., June 26th, 1956.
je28—1735

File 559.

CARIBOO AND FORT GEORGE ELECTORAL DISTRICTS 3951

AMENDING GAZETTE NOTICES ESTABLISHING RIGHT-OF-WAY FOR CARIBOO HIGHWAY

NOTICE is given, pursuant to subsection (3) of ... of the "Highway Act," that the Gazette ... dated June 26th, 1956, and appearing in ... British Columbia Gazette of June 28th, 1956, ... the right-of-way for the Cariboo Highway ... Canyon Creek and Cale Creek are hereby ... by deleting all reference to Road Survey ... 2586-1, and 2586-2, and substituting ... "Road Survey Nos. 2590, 2590-1, and ... respectively.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., September 18th, 1956.
se20—2565

File 559.

CARIBOO ELECTORAL DISTRICT 3935

AMENDING GAZETTE NOTICE ESTABLISHING HIGHWAY RIGHT-OF-WAY FOR THE CARIBOO HIGHWAY, CANYON CREEK–WOODPECKER SECTION.

NOTICE is given, pursuant to subsection (2) of section 8 of the "Highway Act," that the Gazette notice dated June 26th, 1956, appearing in The British Columbia Gazette of June 28th, 1956, is amended by deleting therefrom all reference to Lots 2194 and 2195, and substituting therefor Lots 2914 and 2915.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 16th, 1956.
au16—2331

File 559.

CARIBOO ELECTORAL DISTRICT

(79) 93B 3943

DISCONTINUING AND CLOSING PORTION OF CARIBOO HIGHWAY, LOT 71, CARIBOO DISTRICT

NOTICE is given, pursuant to section 11 of the "Highway Act," that all that portion of Parcel E, Plan H 331, lying within Parcel A, as shown on plan of subdivision of portion of Lot 71, Cariboo District, completed by M. Bruce Paterson, B.C.L.S., on the 11th day of August, 1956, is hereby discontinued and closed.

O.I.C. 2478 - 3/12/57

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 1st, 1957.
no21—1841

File 5154.

(78) CARIBOO ELECTORAL DISTRICT 4763

93B

DISCONTINUING AND CLOSING PORTION OF CARIBOO HIGHWAY, D.L. 7045, CARIBOO DISTRICT

NOTICE is given, pursuant to section 11 of the "Highway Act," that all that portion of Parcel D of Plan H 331 lying within Lot 1 as shown on plan of subdivision of part of District Lot 7045 and part of Parcel D of Plan H 331, Cariboo District, completed by J. C. A. Long, B.C.L.S., on the 17th day of June, 1957, is hereby discontinued and closed.

O.I.C. 32 - 13/1/58.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 26th, 1957.
je12—2147

File 5154.

(10) CARIBOO ELECTORAL DISTRICT 93A 3810

ESTABLISHING RIGHT-OF-WAY FOR CARIBOO HIGHWAY FROM 144 MILE RANCH TO MILE 149, CARIBOO DISTRICT.

NOTICE is given, pursuant to section 8 of the "Highway Act," that all those portions of Lots 32, 44, 175, 28, 26, 25, 141, 142, 16, Block C of Lot 141, Plan 5462, all of Cariboo District, as shown outlined in red on a plan prepared by A. P. McLaughlin, B.C.L.S., and deposited in the Land Registry Office at Kamloops, B.C., and there numbered Plan H 366, are hereby established as a public highway.

A copy of the said plan H 366 is recorded in the Provincial Department of Highways at Victoria, B.C., under Road Surveys 2631.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., June 3rd, 1958.
je12—4220

File 2204.

CARIBOO ELECTORAL DISTRICT

ESTABLISHING RIGHT-OF-WAY FOR CARIBOO HIGHWAY, DOG PRAIRIE–QUESNEL RIVER SECTION

NOTICE is given, pursuant to section 8 of the "Highway Act," that all those portions of District Lots 3973, 3981, 3960, 490, 3958, 3955, 3952, 3951, 3951A, 3950, 4519, 3965, 3971, 3140, 3140F, 6679, and 3946, all in Cariboo Land District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways at Victoria, B.C., under Road Survey No. 2647 are hereby established as a public highway.

CANCELLED

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 6th, 1958.
au7—4861

File 533.

(75) CARIBOO NORTH ELECTORAL 93B DISTRICT 3911

ESTABLISHING RIGHT-OF-WAY FOR CARIBOO HIGHWAY, DRAGON CREEK – QUESNEL RIVER SECTION.

NOTICE is given, pursuant to section 8 of the "Highway Act," that all those portions of District Lots 3948, 6681, 6682, 6683, 77, and 51, all in Cariboo Land District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways at Victoria, B.C., under Road Survey No. 2647-1 are hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., October 2nd, 1958.
oc23—569

File 533.

...OOET, CARIBOO, AND FORT GEORGE ELECTORAL DISTRICTS. 367

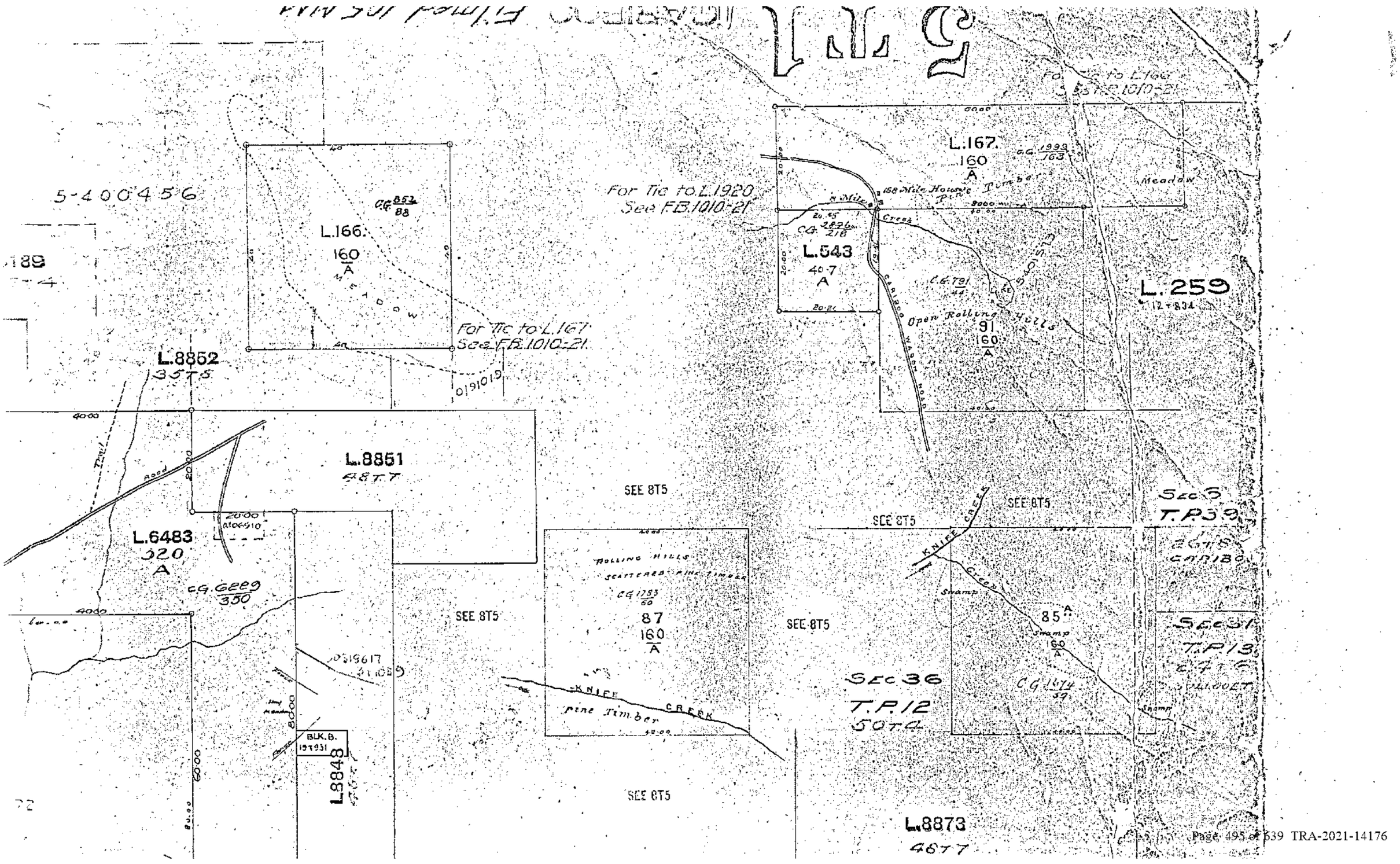
ESTABLISHING ADDITIONAL RIGHT-OF-WAY FOR CARIBOO HIGHWAY

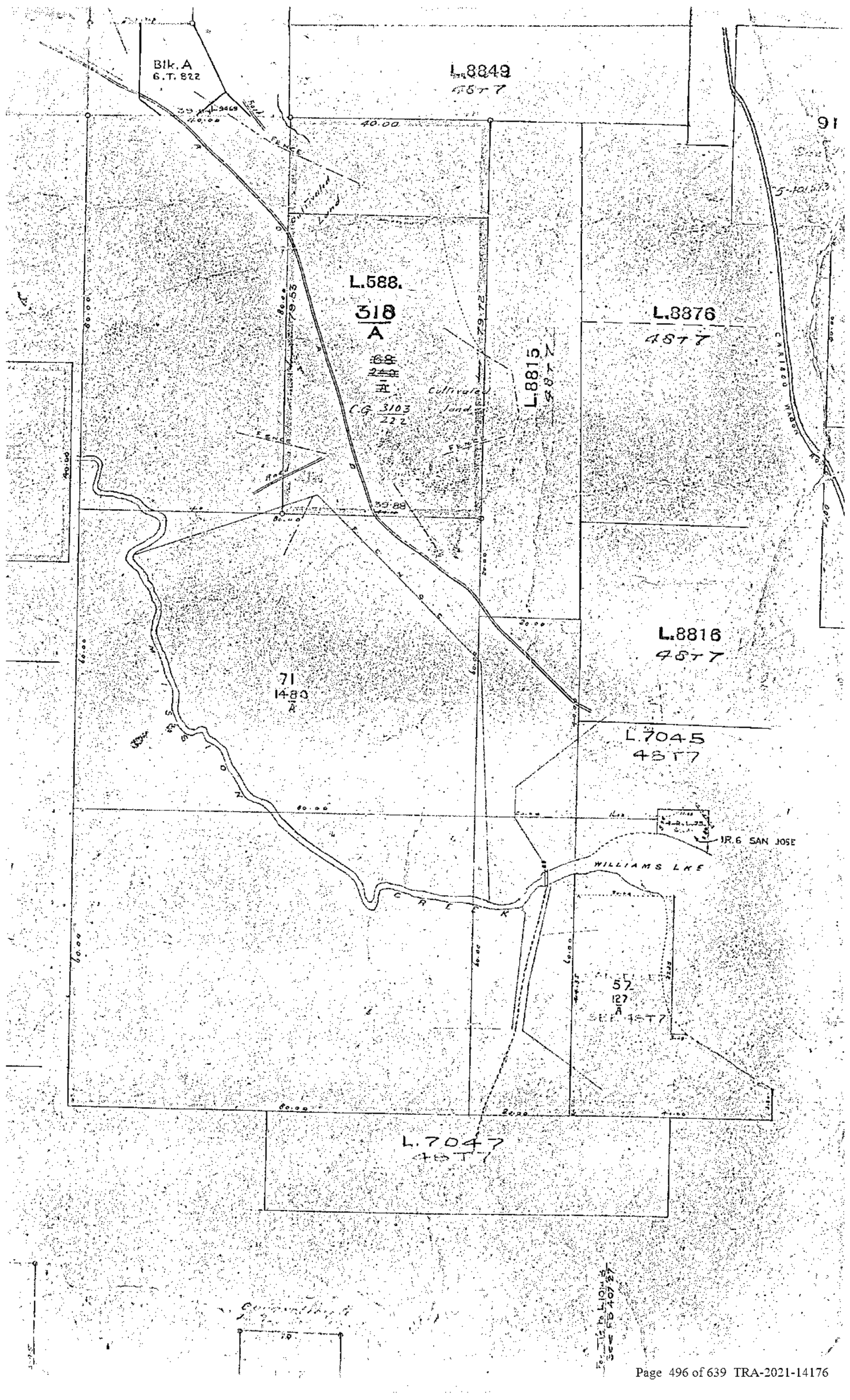
NOTICE is given, pursuant to section 8 of the *Highway Act*, that the right-of-way of the Cariboo Highway from its intersection with the Trans-Canada Highway in the vicinity of Cache Creek to its intersection with the Northern Trans-Provincial Highway in the vicinity of Prince George is hereby established as public highway having a width of 100 feet on either side of its centre line only where it passes through Crown lands, except where by survey the right-of-way is already established as a width of 200 feet or greater.

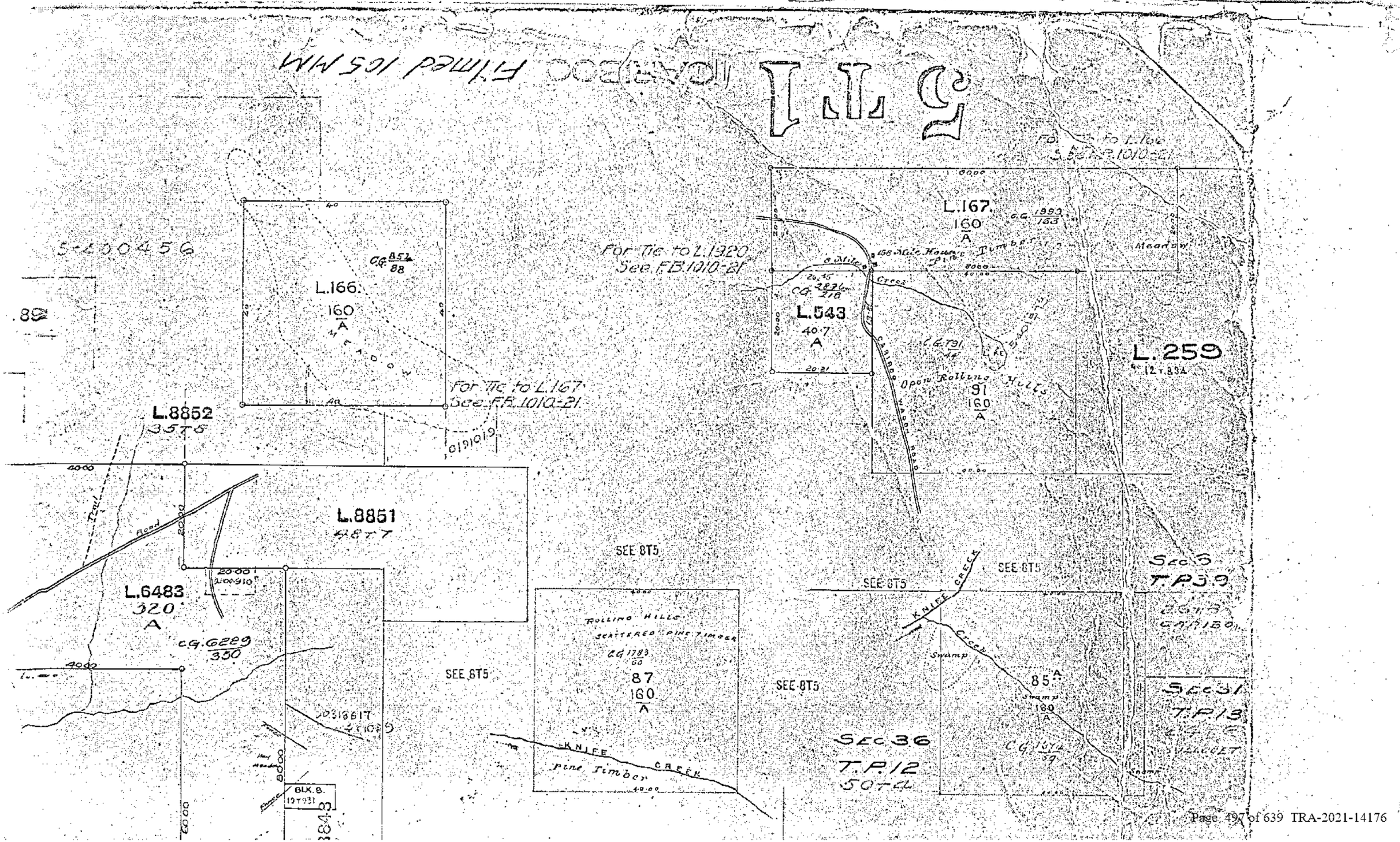
P. A. GAGLARDI,
Minister of Highways.

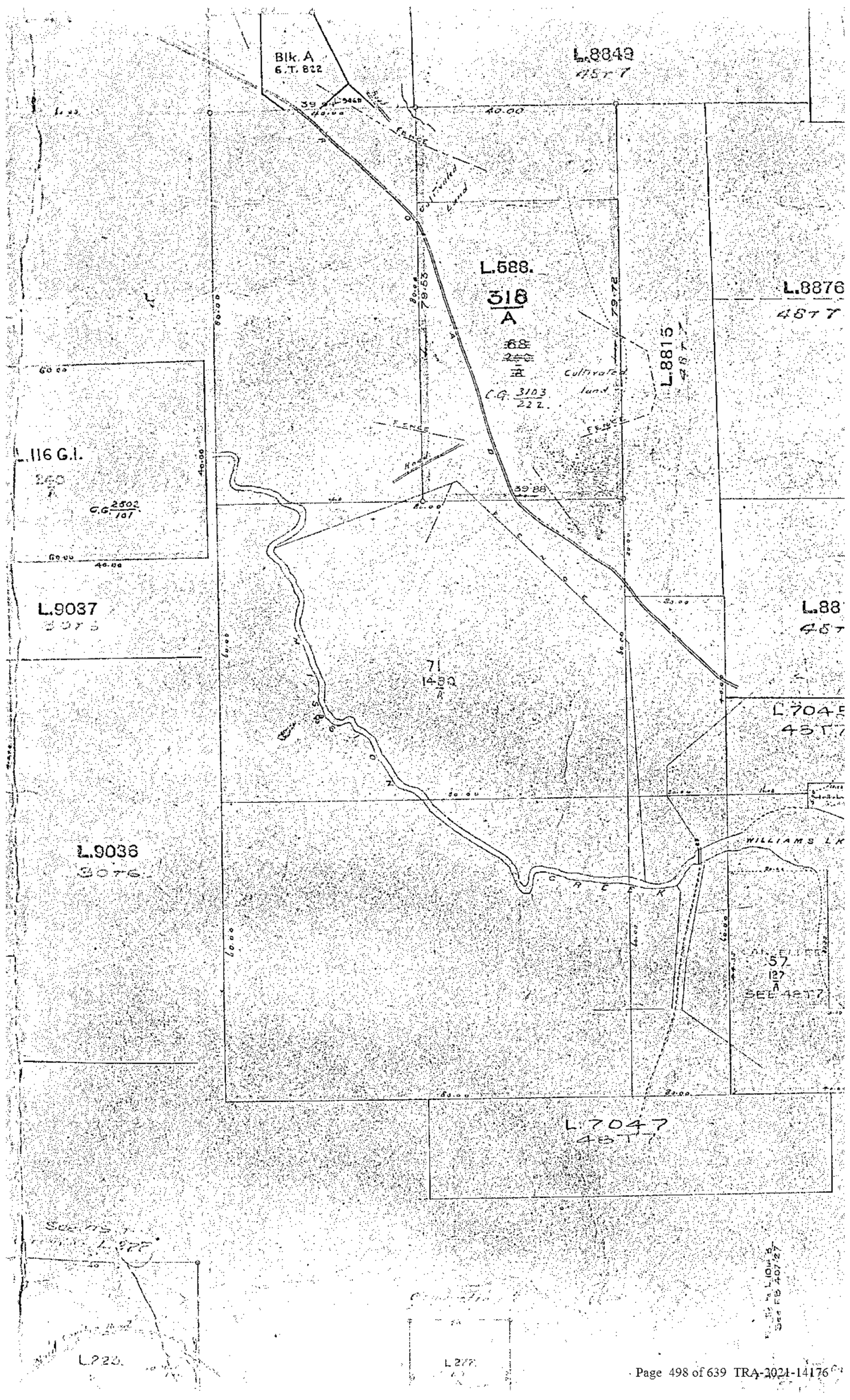
Department of Highways,
Parliament Buildings,
Victoria, B.C., February 10th, 1961.
mh8—669

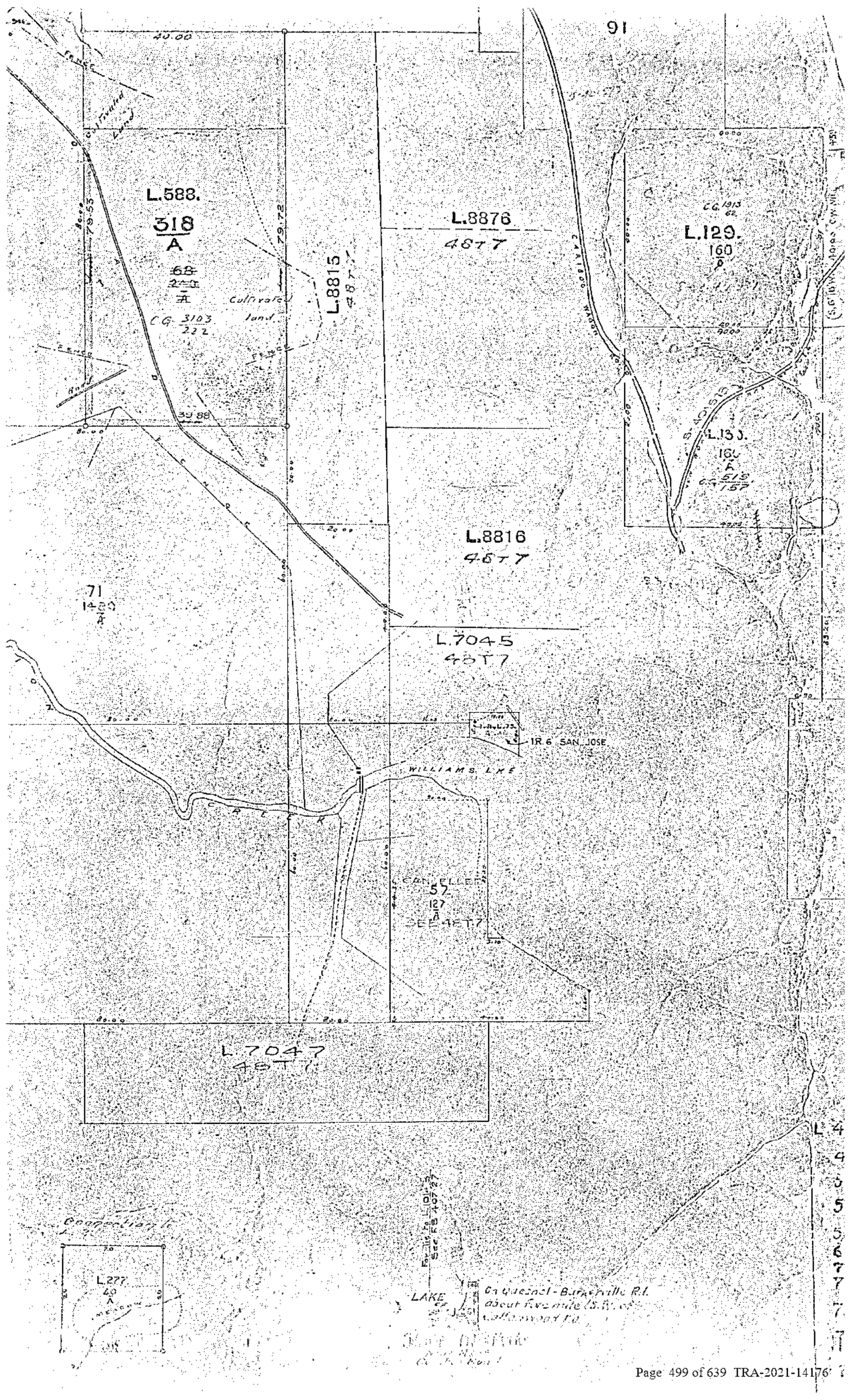
File 2207.

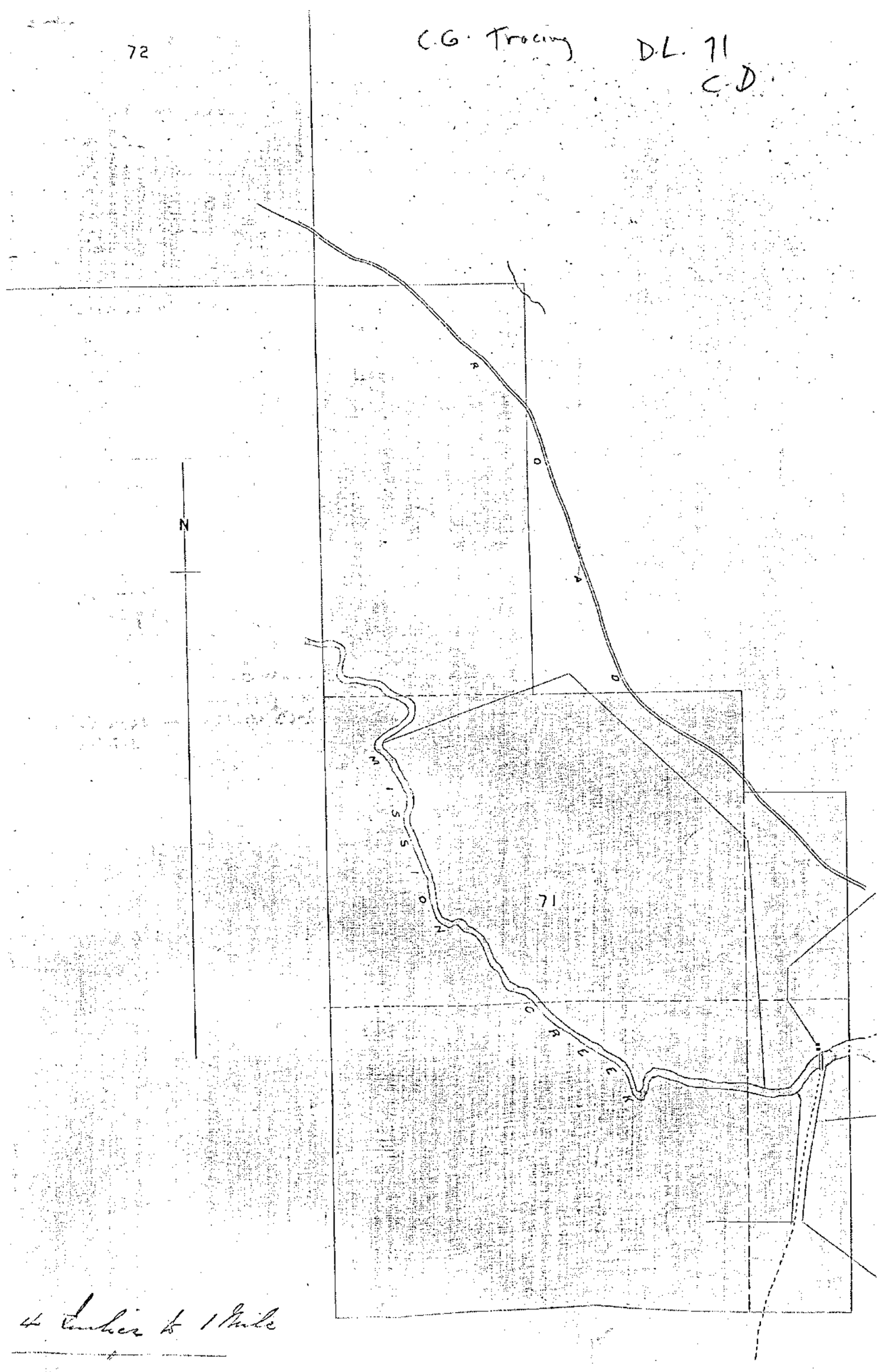

L.166.
160
A
MEADOW
CG 853
88
For Tie to L.167
See F.B.1010-21
For Tie to L.1920
See F.B.1010-21
L.167.
160
A
CG 1993
163
Meadow
158 Mile Hotwire
Pine Timber
N. Mile
Creek
CG 2826
218
L.543
40.7
A
CG 791
41
Open Rolling Hills
91
160
A
L.259
12+834
L.8852
3STS
L.8851
4STT
L.6483
320
A
CG 6669
350
SEE 8T5
ROLLING HILLS
SCATTERED PINE TIMBER
CG 1783
60
87
160
A
KNIFE CREEK
Pine Timber
Swamp
85
A
160
A
CG 1674
39
Sec 36
T.P12
50TA
Sec 3
T.P39
Sec 31
T.P13
BLK. B.
197931
L.8848
L.8873
46TT

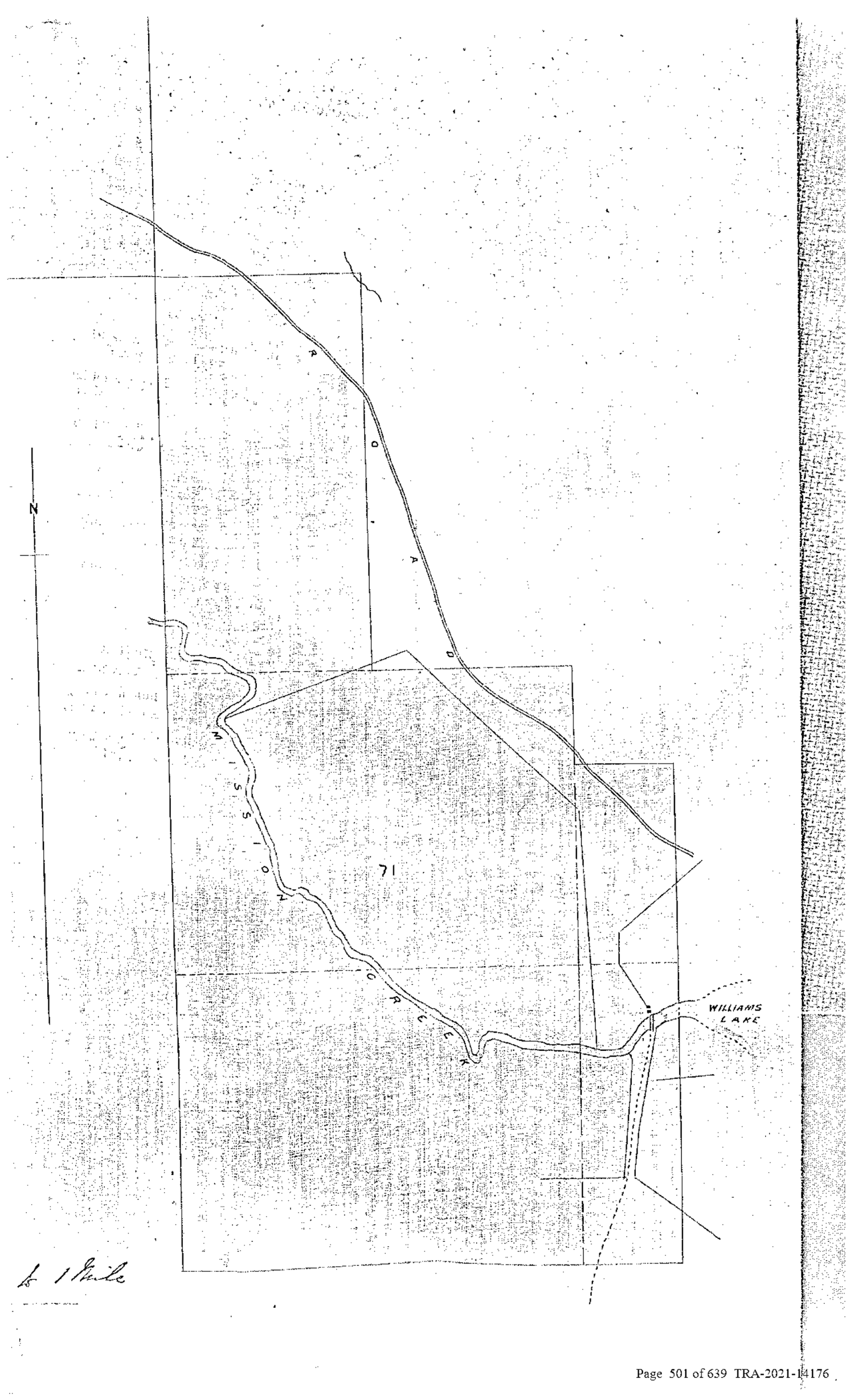

Blk. A
6.T. 822
L.8849
4S T 7
40.00
Cultivated Land
L.588.
318
A
68
2
A
C.G. 3103
222
Cultivated land
79.55
79.72
L.8815
4S T 7
L.8876
4S T 7
39.88
L.8816
4S T 7
71
1480
A
L.7045
4S T 7
IR. 6 SAN JOSE
WILLIAMS LAKE
57
127
A
SEE 4S T 7
L.7047
4S T 7

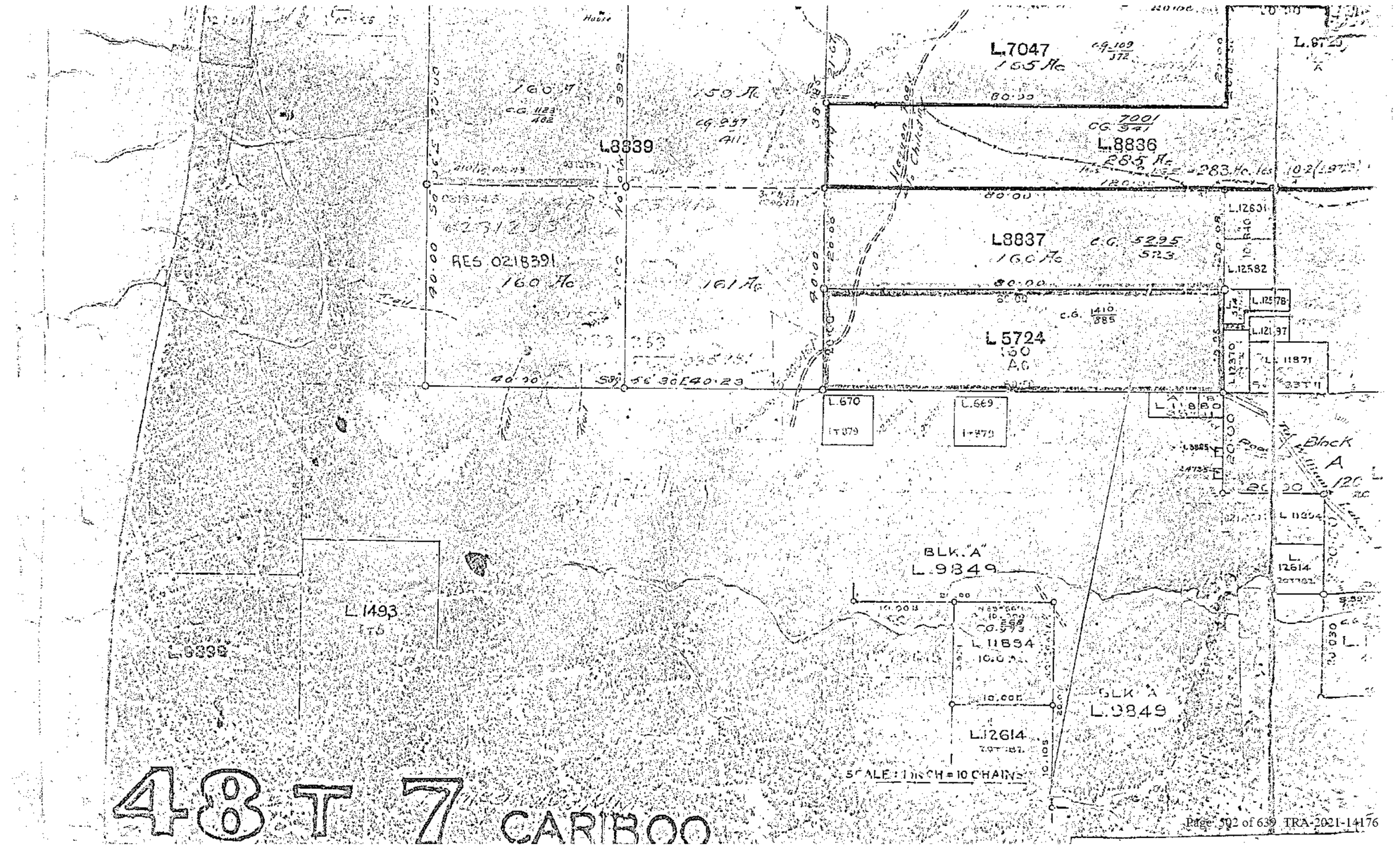

L.166.
160
A
L.167.
160
A
L.543
40.7
A
L.259
12+83A
L.8852
35T6
L.8851
48T7
L.6483
320
A
SEE 8T5
Sec 6
T.P3.9
Sec 31
T.P13
Sec 36
T.P12
50-EL
Open Rolling Hills
91
160
A
Rolling Hills
Scattered Pine Timber
87
160
A
Pine Timber
85
A
Swamp
160
A
Meadow
Timber
Road
Creek
KNIFE CREEK
Caribou
Wagon Road
For Tie to L.1920
See FB.1010-21
For Tie to L.167
See FB.1010-21
For Tie to L.166
See FB.1010-21
5-400456
Timber Lands

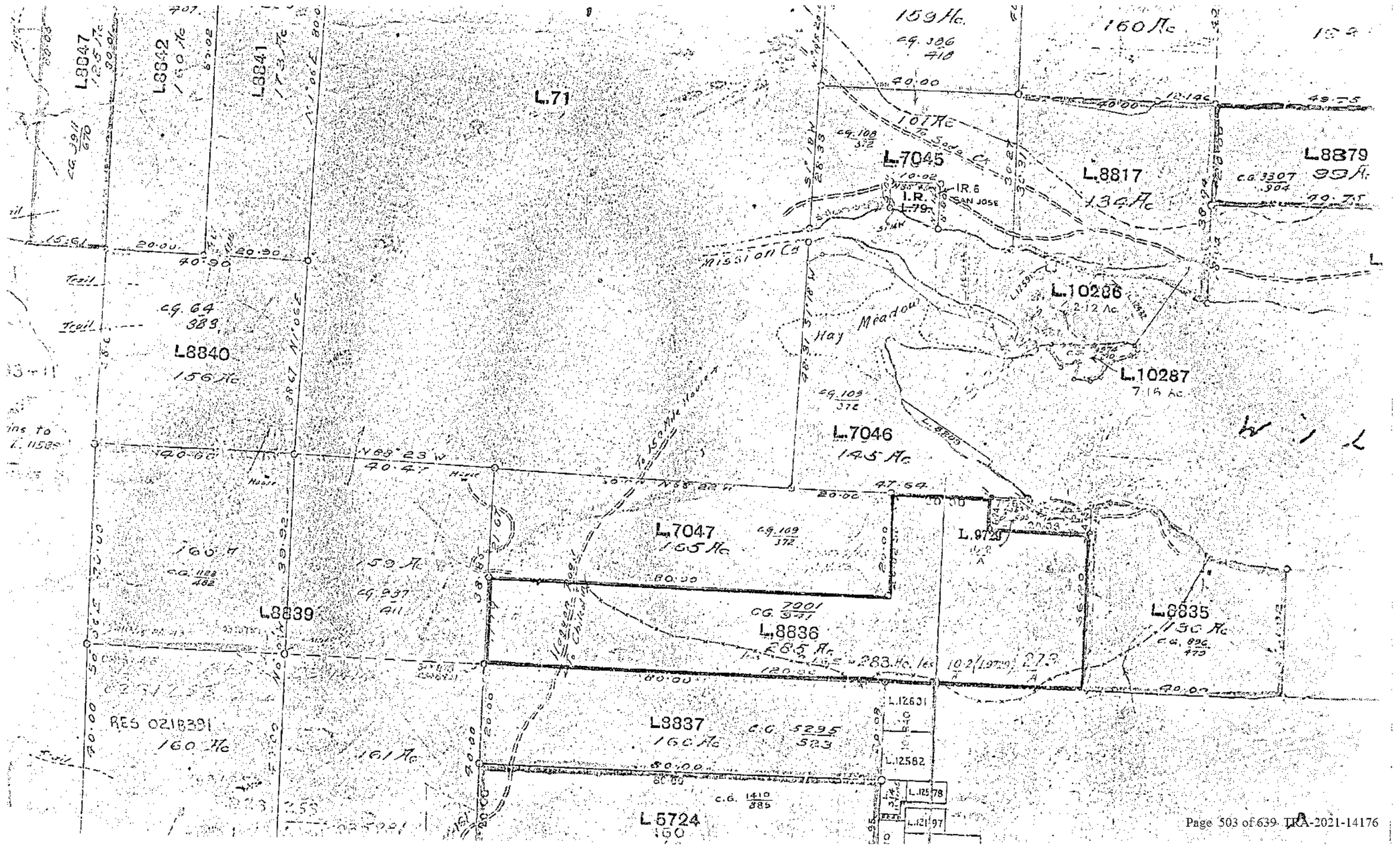

Blk. A
6. T. 822
L.8849
45T7
L.588.
318
A
L.8876
45T7
L.8815
45T7
L.116 G.I.
L.9037
L.9038
L.7045
45T7
L.7047
45T7
WILLIAMS LK
CREEK
57
127
SEE 45T7
L.222.
L.277.
Cultivated land
FENCE
ROAD
C.G. 2502/101
C.G. 3103/222.
71
1480
39.88
79.72
79.83


91
L.588.
318
A
68
2.2
A
Cultivated land.
C.G. 3103
222
L.8815
48T.
L.8876
48T.
L.129.
160
P
C.G. 1913
62
L.130.
160
A
515
C.G. 152
L.8816
48T.
71
140
A
L.7045
48T.
IR. 6 SAN JOSE
WILLIAMS. LKE
CANFIELD
52
127
A
SEE 48T.7
L.7047
48T.
L.277
40
A
Connection to
L.277
LAKE
On Quesnel-Barkerville R.I.
about five miles S.E. of
Lightning Creek


72
C.G. Tracing
D.L. 71
C.D.
N
71
4 Inches to 1 Mile


N
ROAD
MISSION
CREEK
71
WILLIAMS LAKE
1 Mile


L.7047
165 Ac
C.G. 109/372
L.8836
285 Ac
C.G. 7001/341
L.8837
160 Ac
C.G. 5295/573
L.5724
150 Ac
C.G. 1410/885
L.8339
160 Ac
C.G. 1123/462
RES 0218391
160 Ac
150 Ac
C.G. 937/411
161 Ac
L.1493
LTS
L.9849
BLK "A"
L.11854
L.12614
L.12631
L.12582
L.12578
L.12597
L.12570
L.11871
L.11880
L.670
LT 879
L.669
LT 879
Block A
SCALE: 1 INCH = 10 CHAINS
48 T 7 CARIBOO


L.8847
L.8842
L.8841
L.71
L.8840
156 Ac
L.7045
101 Ac
L.8817
134 Ac
L.8879
99 Ac
L.10286
2.12 Ac
L.10287
7.16 Ac
L.7046
145 Ac
L.7047
165 Ac
L.8839
160 Ac
L.8836
285 Ac
L.8835
150 Ac
L.8837
160 Ac
L.5724
160
RES 0218391
160 Ac
Mission Ca
Hay Meadow
IR 6
SAN JOSE
I.R.
Trail
House

SAN JOSE

Reserve No. 6 WILLIAMS LAKE CARIBOO DIST.

At the foot of Williams Lake, ¼ of a mile from the effluence of Williamslake Creek.

Caribou 3

R. M. 27

Plan TOC 77 - Corporate Limits P.B.S. (Vol. 2)

6.50 acres.

Minutes of Dec. 10/82 12/1/82 16

ER OF PUBLIC W

DEPARTMENT OF WORKS.

CARIBOO ELECTORAL DISTRICT.

CARIBOO MAIN ROAD, WILLIAMS LAKE–SODA CREEK SECTION.

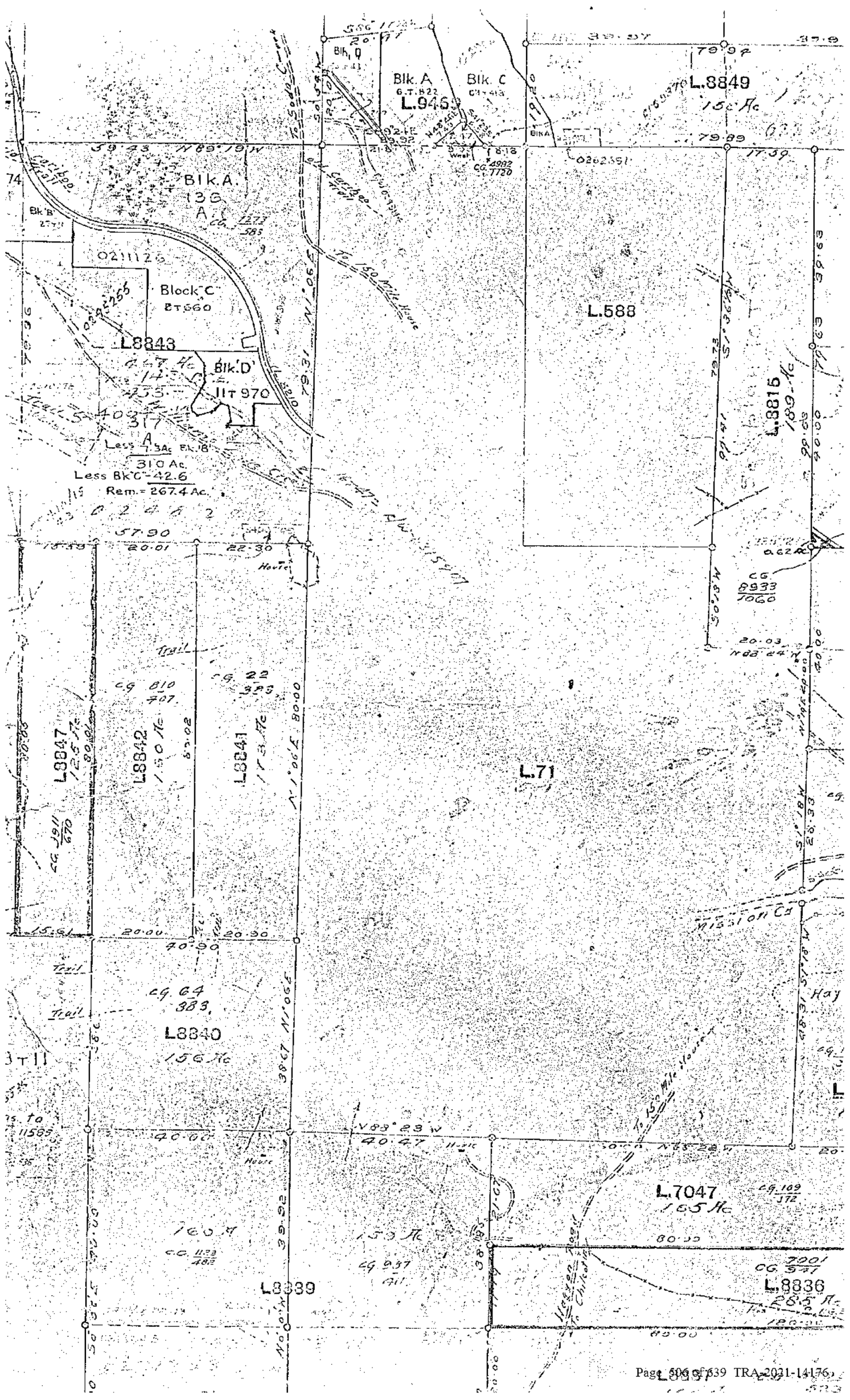
NOTICE is hereby given that the Williams Lake–Soda Creek section of the Cariboo Main Road is hereby established 66 feet wide, having a width of 33 feet on each side of the following described centre line for a distance of 17.7 miles, more or less, as shown on a plan deposited in the Provincial Department of Public Works, Victoria, B.C., under Number "1705-1 Road Surveys":—

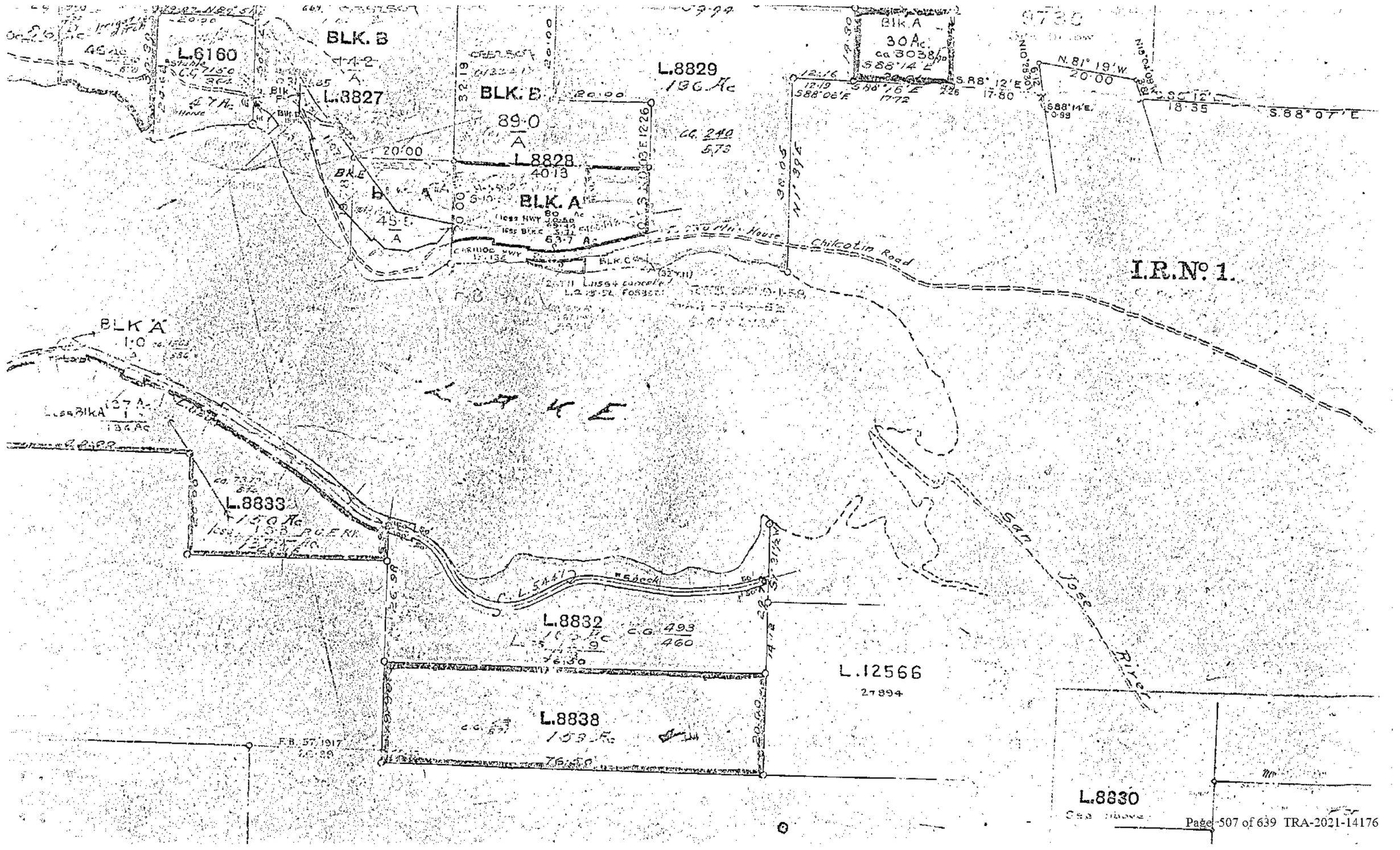
Commencing at the intersection of the centre line of Railway Avenue with the north-westerly boundary of the Townsite of Williams Lake in Lot 71, Cariboo District, being Station 0 plus 00 in plan referred to herein; thence in a general north-westerly direction through Lots 71 and 8843 (Block A) to a point on the south boundary of Lot 72, said point being 33 feet easterly and measured at right angles from the easterly boundary of the right-of-way of the Pacific Great Eastern Railway; thence parallel to and distant 33 feet from the north-easterly boundary of said railway right-of-way through Lots 72, 8844, vacant Crown land, Lot 8845, vacant Crown land, and part of Lot 9114, to a point 300 feet, more or less, south-easterly from the easterly boundary of Comer Station grounds of said railway; thence north-westerly to a point on the easterly boundary of and 17 feet southerly from the most easterly corner of Comer Station grounds of said railway, being part of Lot 8210 as shown on Land Registry Map Number "C.G. 26," deposited October 27th, 1916; thence north-westerly parallel to and distant 17 feet south-westerly measured at right angles from the northerly boundary of said Lot 8210 to a point on the north-westerly boundary of and distant 17 feet south-westerly from the most northerly corner of said Comer Station grounds; thence in a general westerly direction through part of Lot 9114 and vacant Crown land to a point on the east boundary of Lot 4730 distant 268 feet northerly from the south-east corner thereof; thence northerly through Lot 4730 and vacant Crown land, Lot 4729, vacant Crown land, Lots 4726 and 4727, vacant Crown land, Lots 4728, 9115, 6155, Lot 7, Group 4, Lot 6155, Lots 7, 6, 5, and 4, Group 4 (the highway crossing under the Pacific Great Eastern Railway in Lot 6, Group 4); thence northerly through Lot 6153; thence westerly through Lot 3, Group 4; thence northerly through vacant Crown land, Lot 9531, and vacant Crown land to a point on the southerly boundary of Soda Creek Indian Reserve Number One, said point being 780.5 feet easterly from the south-west corner post of said Indian reserve.

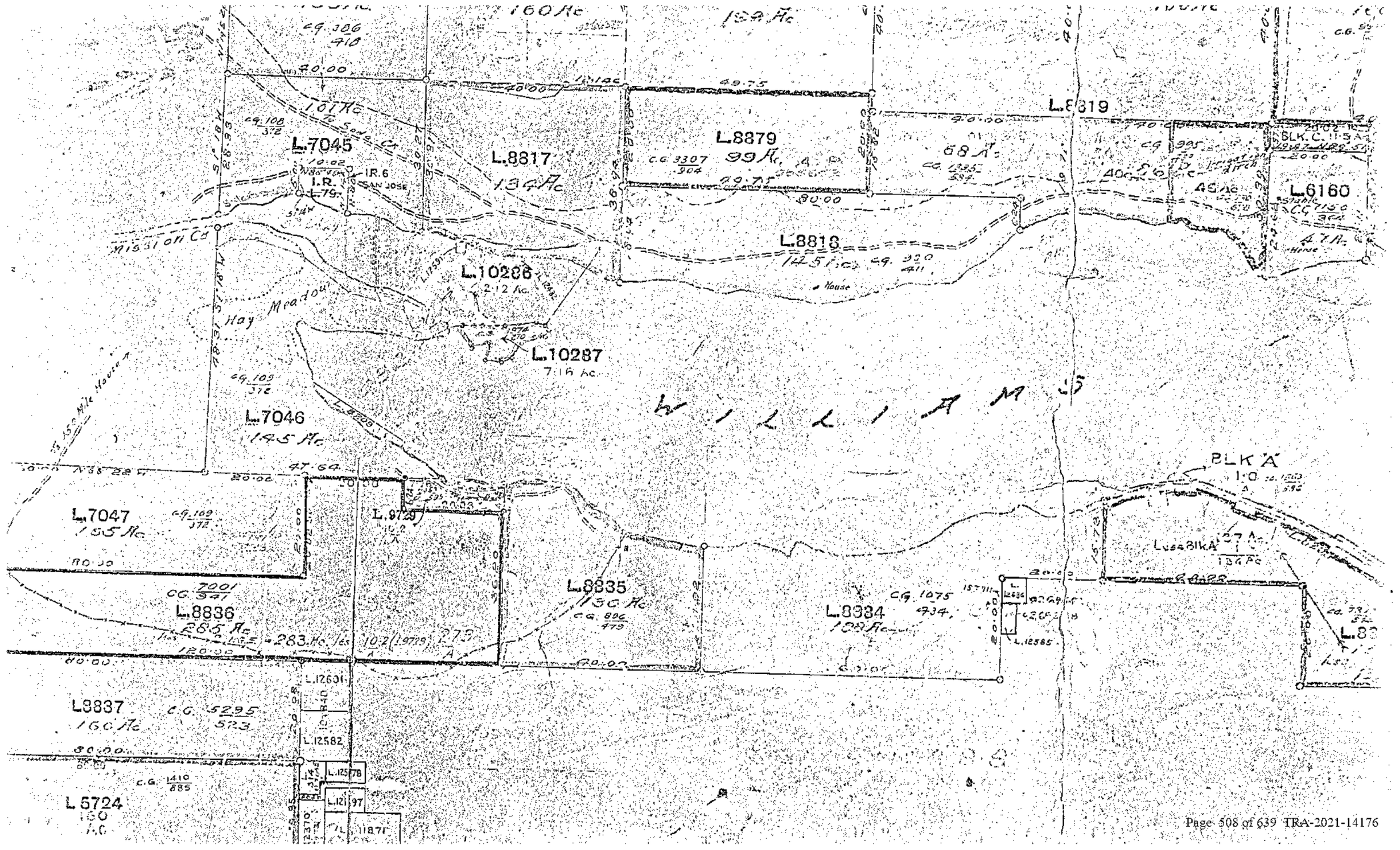
R. W. BRUHN,
Minister of Public Works.

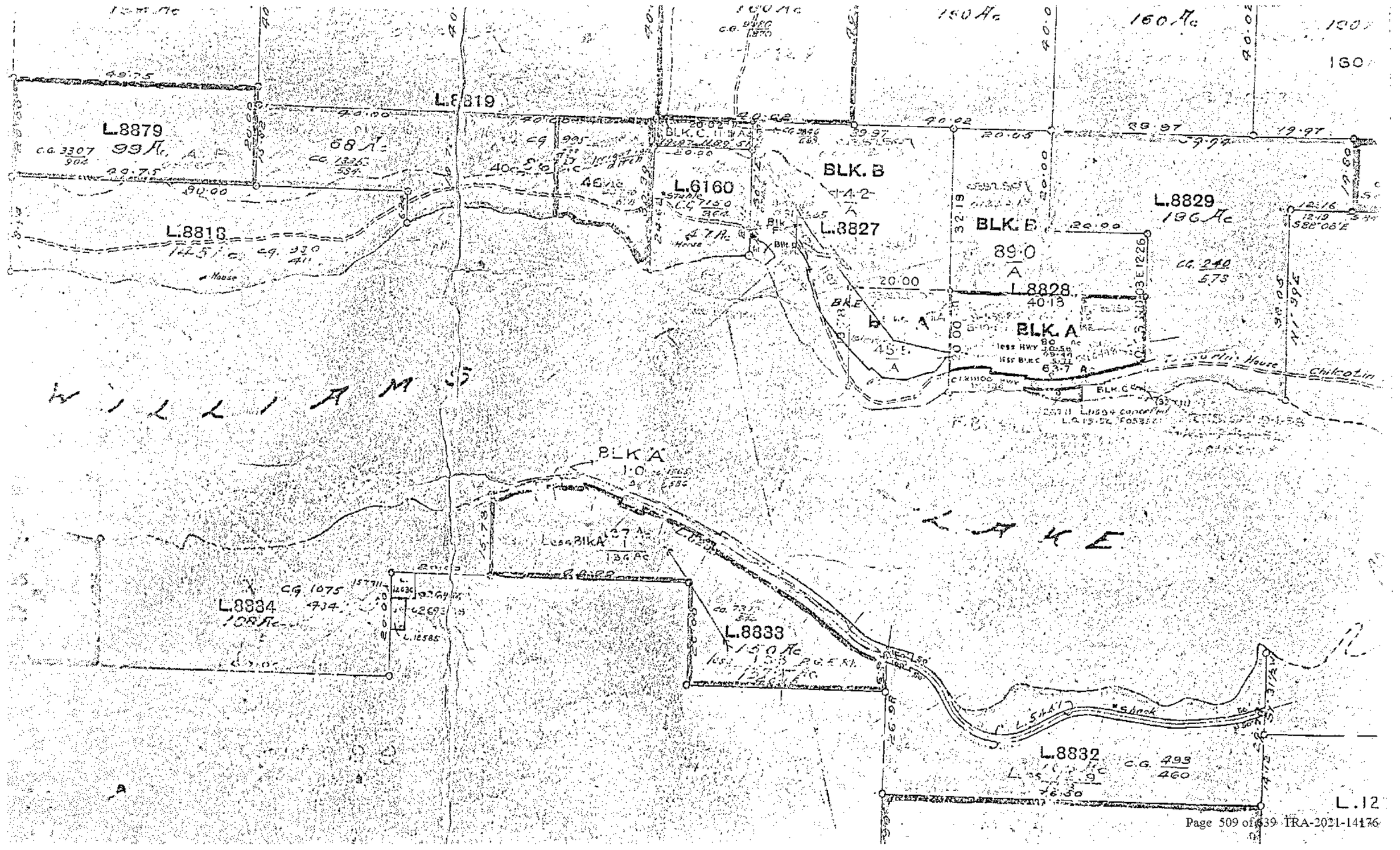
Department of Public Works,
Parliament Buildings,
Victoria, B.C., February 18th, 1932.

1792-fe18

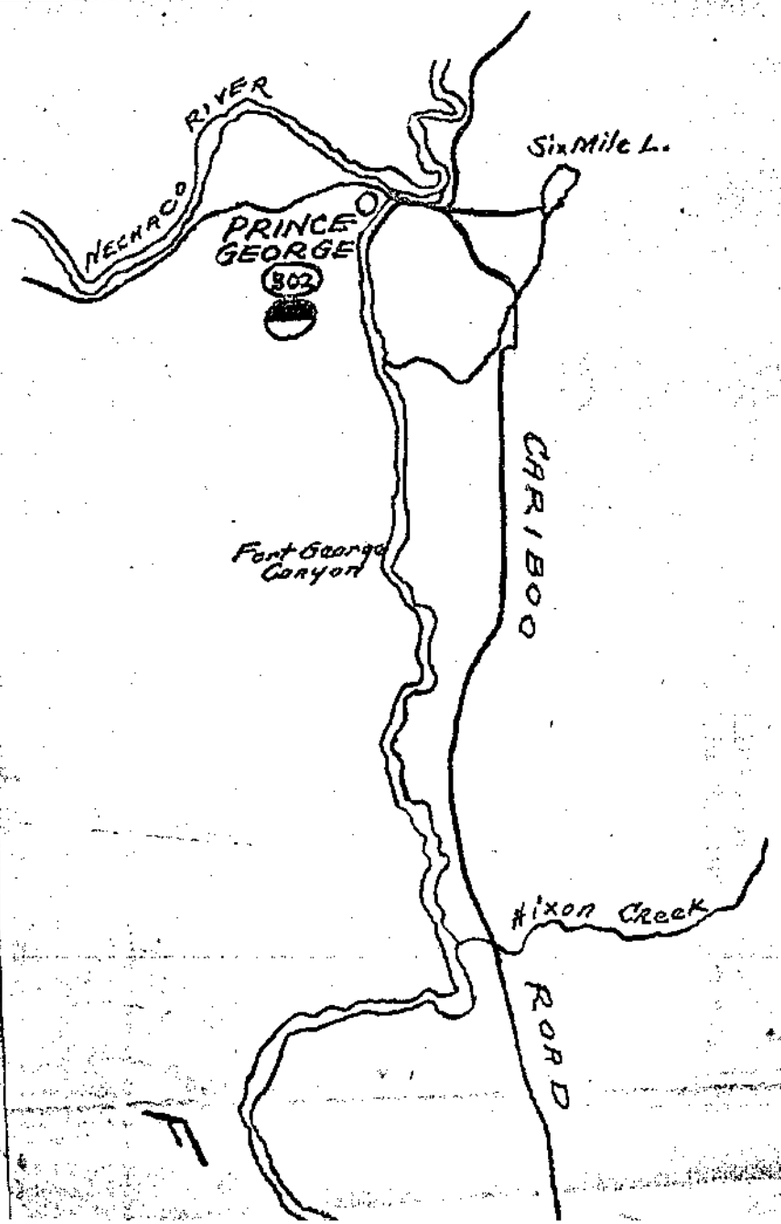

Blk. A
G.T. R22
L.9469
Blk. C
Blk. Q
L.8849
15.0 Ac
Blk. A
136 A
Blk 'B'
Block 'C'
BT 660
L.8843
Blk 'D'
11 T 970
317 A
Less 7.3Ac
310 Ac.
Less Blk 'C' 42.6
Rem. = 267.4 Ac.
L.588
L.8815
189 Ac
L.8847
125 Ac
L.8842
150 Ac
L.8841
113 Ac
L.71
L.8840
156 Ac
160.4
153 Ac
L.8839
L.7047
165 Ac
L.8836
28.5 Ac
Trail
Hay
Mission Cr
150 Mile House
Chilcotin


BLK. B
L.6160
L.3827
L.8829
196 Ac.
BLK. B
89·0
A
L.8828
40 Ac.
BLK. A
80 Ac.
63·7 Ac.
BLK. A
30 Ac.
S.88° 14' E
S.88° 12' E
17·80
N.81° 19' W
20·00
S.88° 07' E
18·35
Chilcotin Road
I.R.No. 1.
BLK A
Less BLK A 137 Ac.
196 Ac.
L.8833
150 Ac.
Less 12·7 Ac.
L.8832
L.8838
153 Ac.
L.12566
27894
San Jose River
L.8830
F.B. 57/1917


L.7045
L.8817
L.8879
99 Ac.
L.8819
L.6160
L.8818
142.5 Ac.
L.10286
2.12 Ac.
L.10287
7.16 Ac.
Hay Meadow
L.7046
14.5 Ac.
L.7047
15.5 Ac.
L.9729
L.8835
15.0 Ac.
L.8836
28.5 Ac.
283 Ac. less 10.2 (L.9729) 273 A
L.8334
100 Ac.
BLK A
1.0 Ac.
Less BlkA 13.7 Ac.
13.4 Ac.
L.8837
16.0 Ac.
L.5724
15.0 Ac.
L.12630
L.12582
L.12585
L.12636
WILLIAM


L.8819
L.8879
99 Ac.
68 Ac
L.8818
142.5 Ac
L.6160
47 Ac
BLK. B
14.2
A
L.8827
BLK. B
89.0
A
L.8829
196 Ac
L.8828
40.13
BLK. A
80 Ac
less HWY
less BLK C
63.7 A
45.5
A
BLK A
1.0
Less BLK A
137 Ac
136 Ac
L.8834
108 Ac
L.8833
150 Ac
L.8832
WILLIAMS
LAKE
Chilcotin
Creek

File No. 2255
File No. 3 Ye. 26 GOVERNMENT OF BRITISH COLUMBIA.
FORM



MAP
of the
CARIBOO ROAD
and
BRANCH ROADS.

PREPARED BY

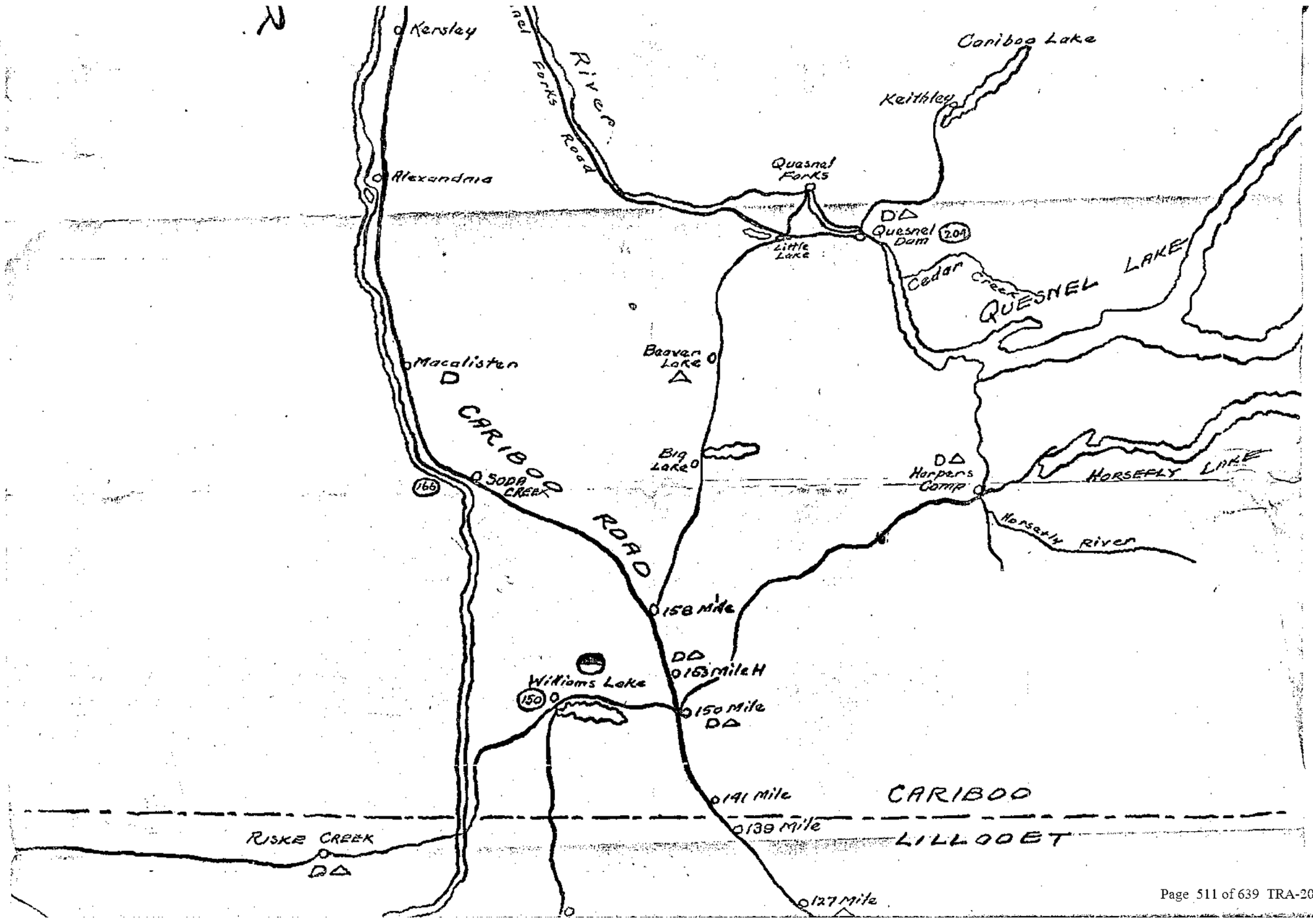
THE CARIBOO AUTOMOBILE ASSN.

QUESNEL, B.C. 1923.

LEGEND.

- D — GAS and OIL
- O — GARAGE
- ⬬ — HOTEL = GAS = GARAGE
- △ — Stopping Places.
- D△ — HOTEL = GAS.

Figures in Circles represent miles from ASHCROFT.


Kersley
Alexandria
Quesnel Forks River Road
Quesnel Forks
Caribou Lake
Keithley
Quesnel Dam
201
Little Lake
Cedar Creek
QUESNEL LAKE
Macalister
Beaver Lake
CARIBOO ROAD
Big Lake
Soda Creek
166
Harpers Camp
HORSEFLY LAKE
Horsefly River
158 Mile
163 Mile H
Williams Lake
150
150 Mile
141 Mile
CARIBOO
139 Mile
LILLOOET
Riske Creek
127 Mile

3-20-72

Dept. File: ~~4013~~ 4013

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

PUBLIC WORKS ENGINEER
DEC 14 1920
VICTORIA, B. C.

Quesnel. December 10th 1920

Cariboo District.

Springhouse-Williams Lake Road.

Sir:-

Replying to your letter of 9th ult., I beg to submit a sketch map showing the new Springhouse-Williams Lake Road, also existing roads, and the route requested by petitioners.

The new road was commenced several years ago and is partly graded from a point one mile South of the Main Chilcoten Road to Pinchbecks ranch, and slashed from that point to a point two miles North of the South boundary of Cariboo District.

An old Trail, suitable for wheeled traffic, runs from Springhouse to Pinchbecks, meandering through the timber along the route of the new road.

The grade at Pinchbecks does not exceed 10%, and the remainder of the road is well located.

The route proposed by the petitioners is an old Trail with a very heavy grade near Isnardy's ranch - trees having to be fastened to decending wagons for braking purposes on this grade -.

116717

On my recent trip through this section I called on s.22 who I understand is the principal advocate of the Isnardy route, unfortunately he was not at home; s.22 informed me that they were desirous of having the mail service pass their property, and they were going to have the Post Office if it could be so arranged; however she thought the road via Pinchbecks would suit them if they had a connecting road.

From personal knowledge and from information received from settlers, I am convinced that the new road, if completed, would be the most satisfactory, and I recommend that this work be completed from Springhouse to Williams Lake as soon as possible.

Estimated cost, Lillooet District, 5 miles of road - $2000.00. Cariboo District - $3000.00.

Yours obediently,

District Engineer.

G. P. Napier Esq.,
Asst. Public Works Engineer,
Victoria.

D

Dept. File No. 4013

District File No. 3-20-72

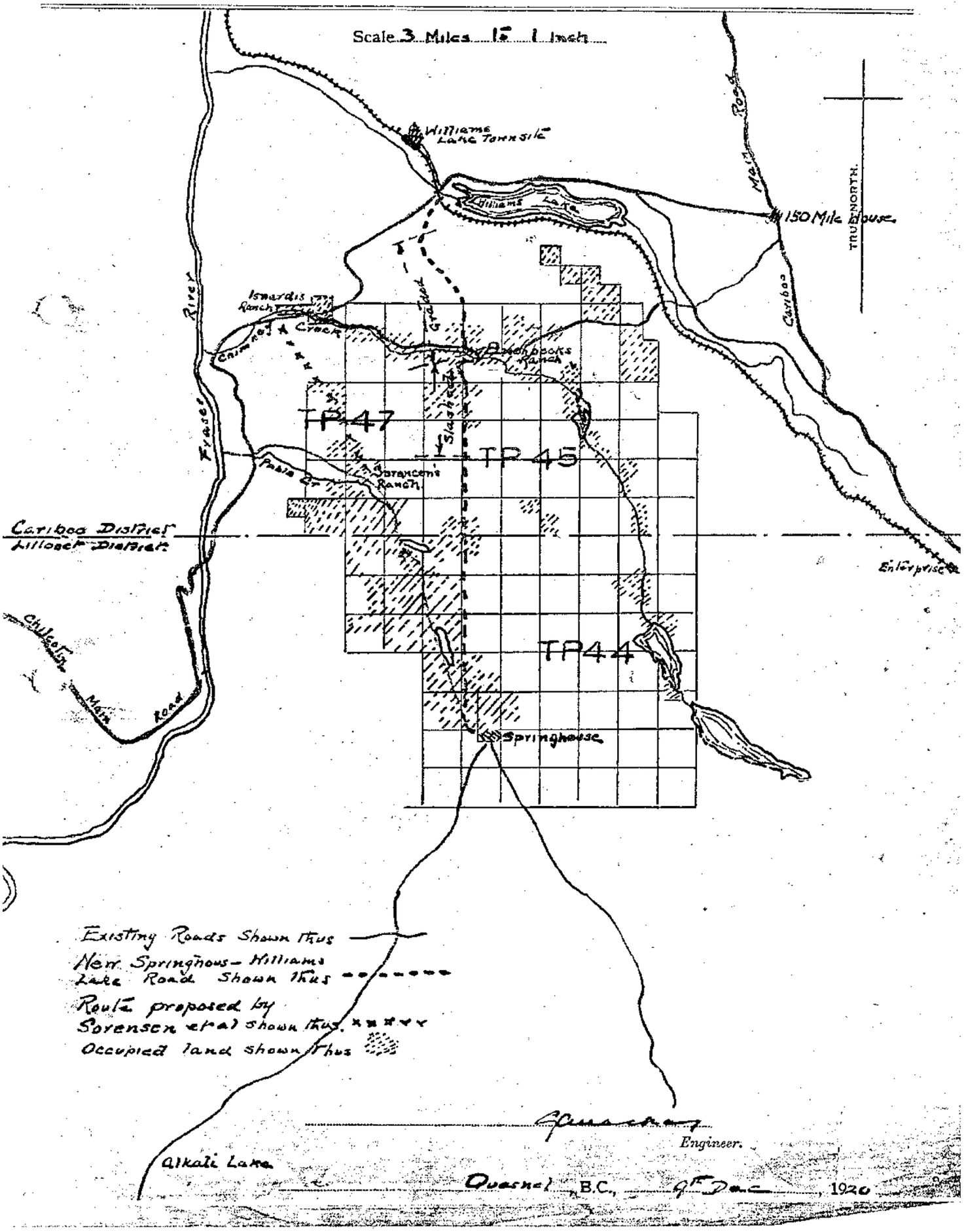
Form 53.

GOVERNMENT OF BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT.

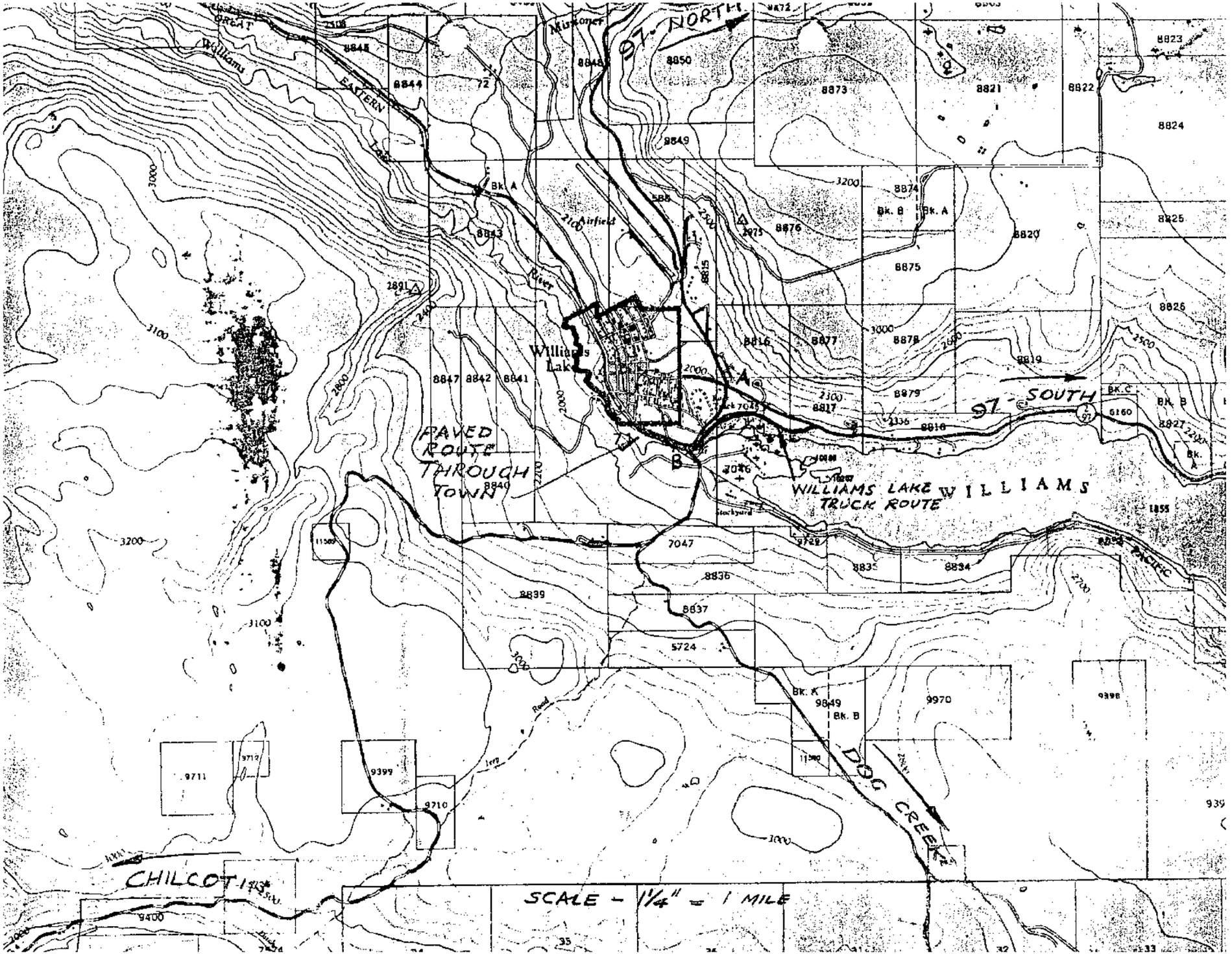
To accompany Report on Springhouse — Williams Lake Road.

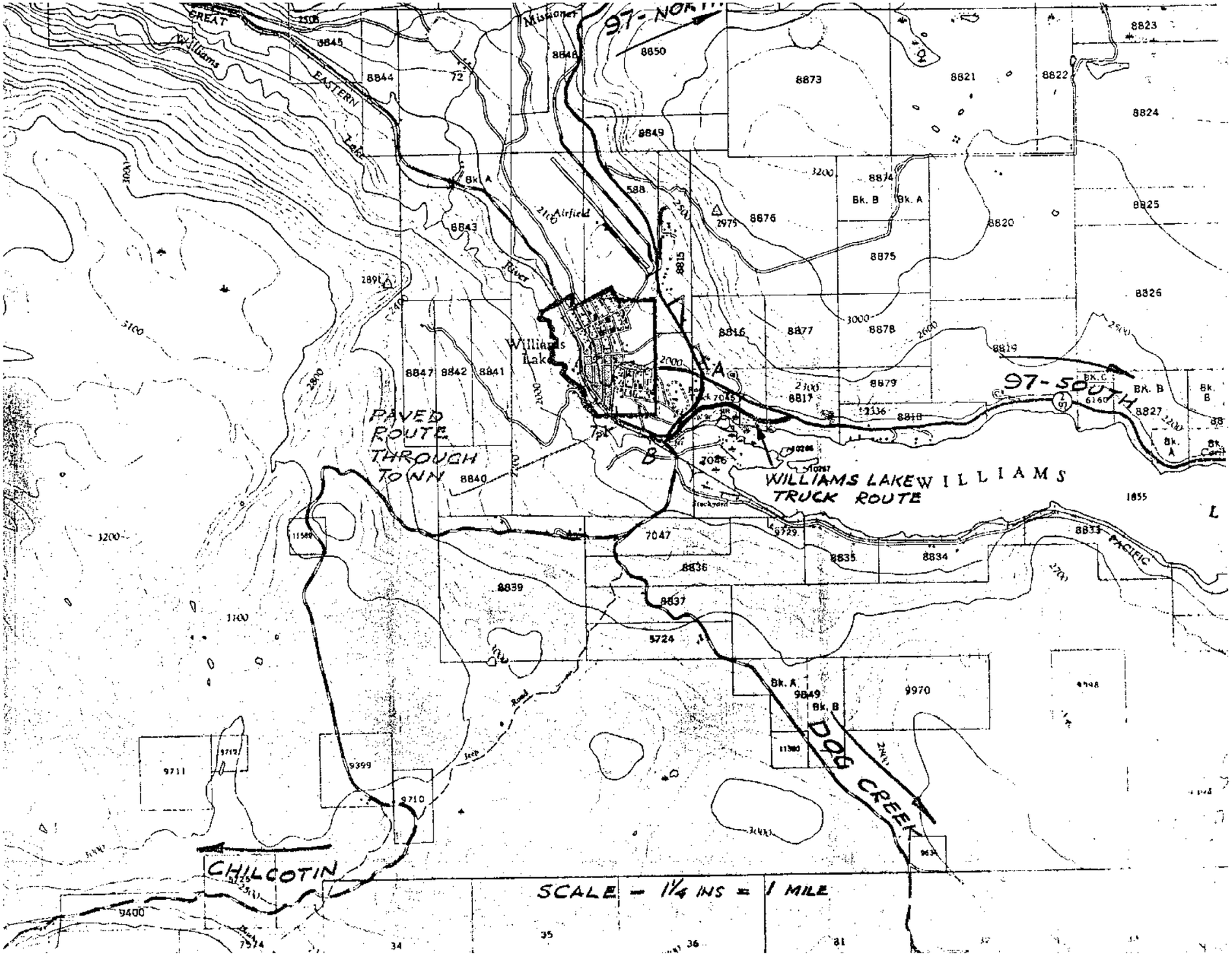
Lillooet and Cariboo Electoral Districts

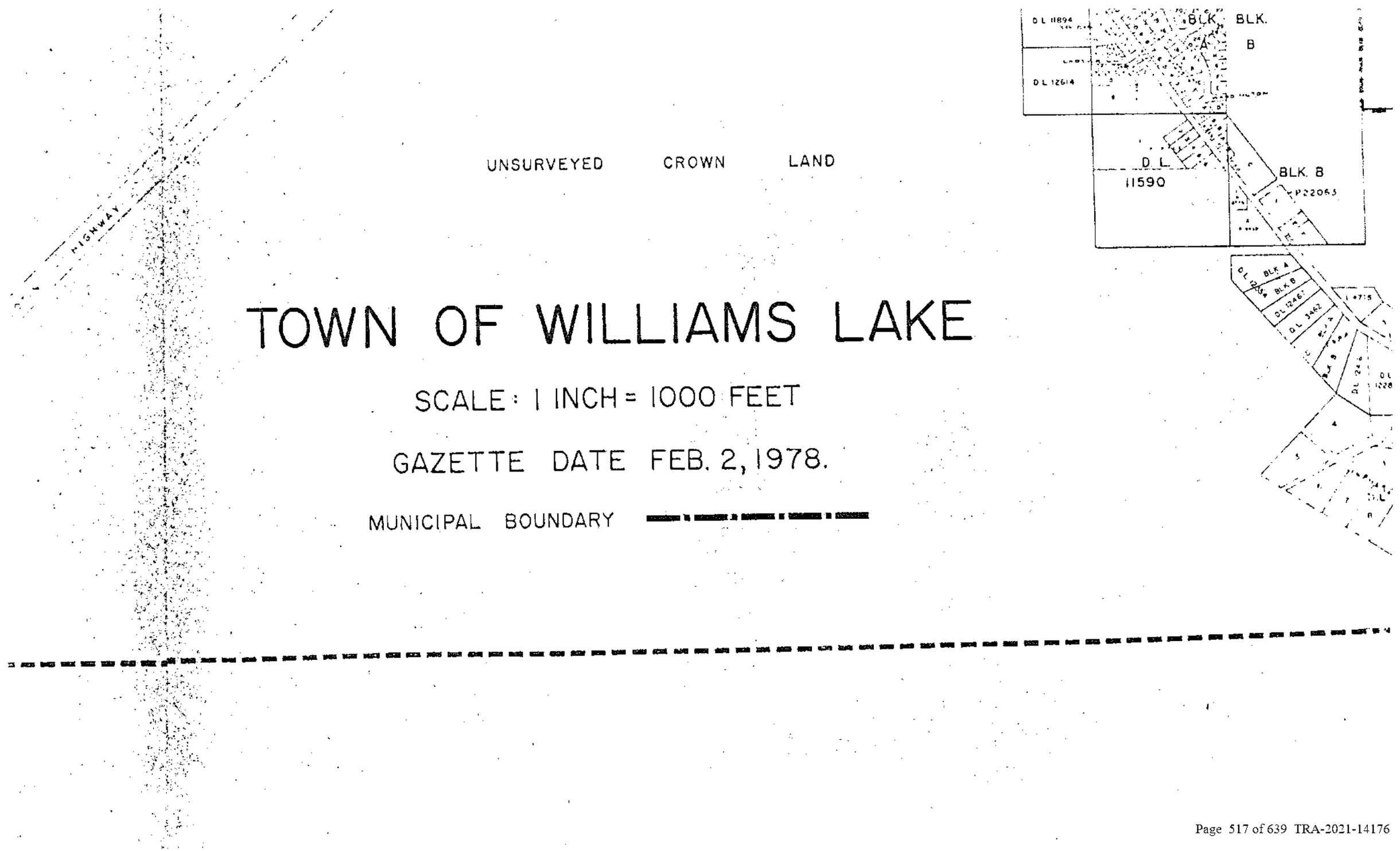


Engineer.

Quesnel, B.C., 9th Dec, 1920


97 - NORTH
97 - SOUTH
Williams Lake
PAVED ROUTE THROUGH TOWN
WILLIAMS LAKE TRUCK ROUTE
WILLIAMS
DOG CREEK
CHILCOTIN
SCALE - 1¼" = 1 MILE
Airfield
Bk. A
Bk. B
Bk. C
Bk. D
Stockyard
Creek
River
Road
Great Eastern
Pacific


97 - NORTH
97 - SOUTH
PAVED ROUTE THROUGH TOWN
WILLIAMS LAKE TRUCK ROUTE
WILLIAMS LAKE
DOG CREEK
CHILCOTIN
SCALE - 1¼ INS = 1 MILE
Williams Lake
Airfield
River
Lake
Eastern
Pacific
Great
Missioner
Bk. A
Bk. B
Bk. C

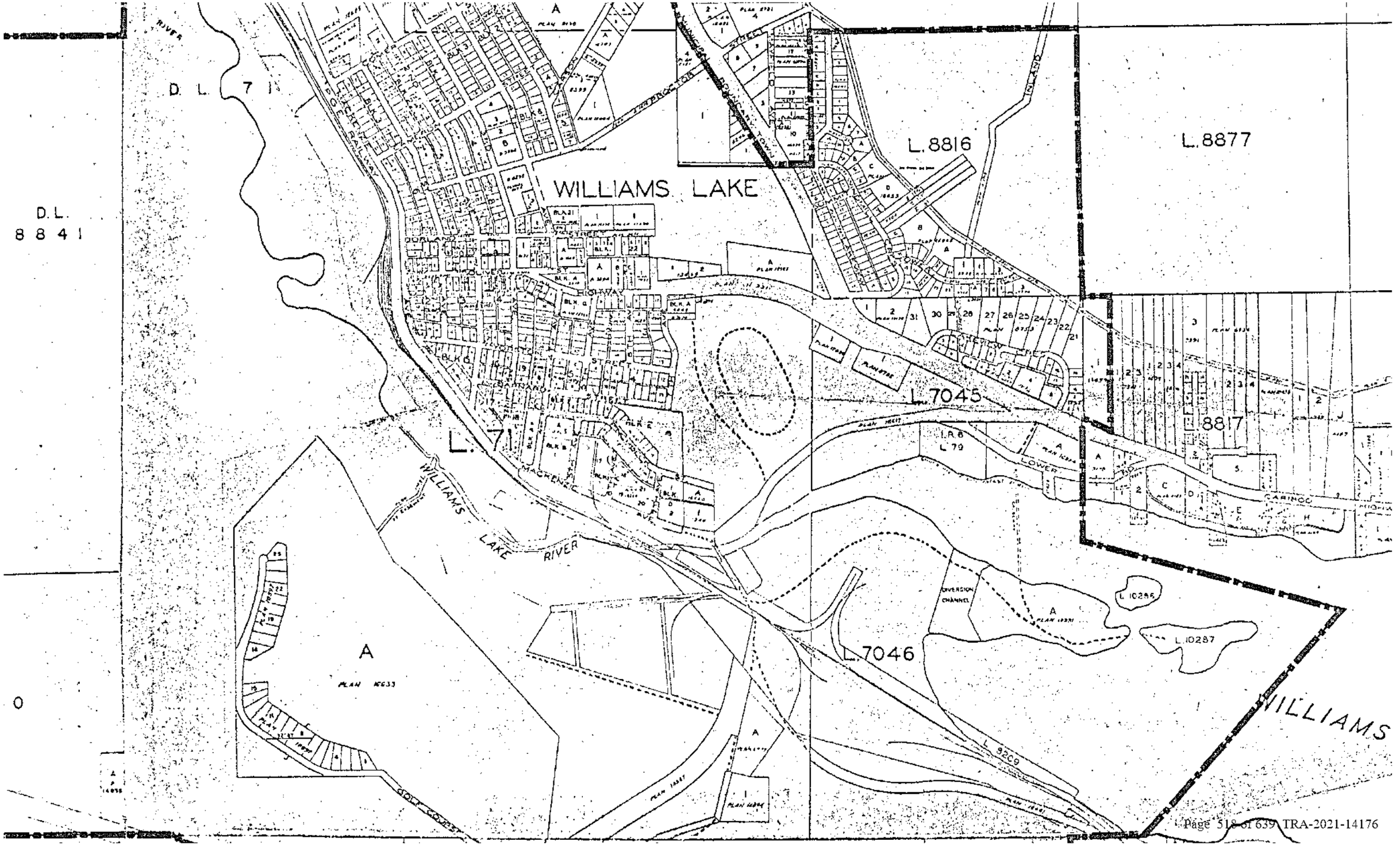


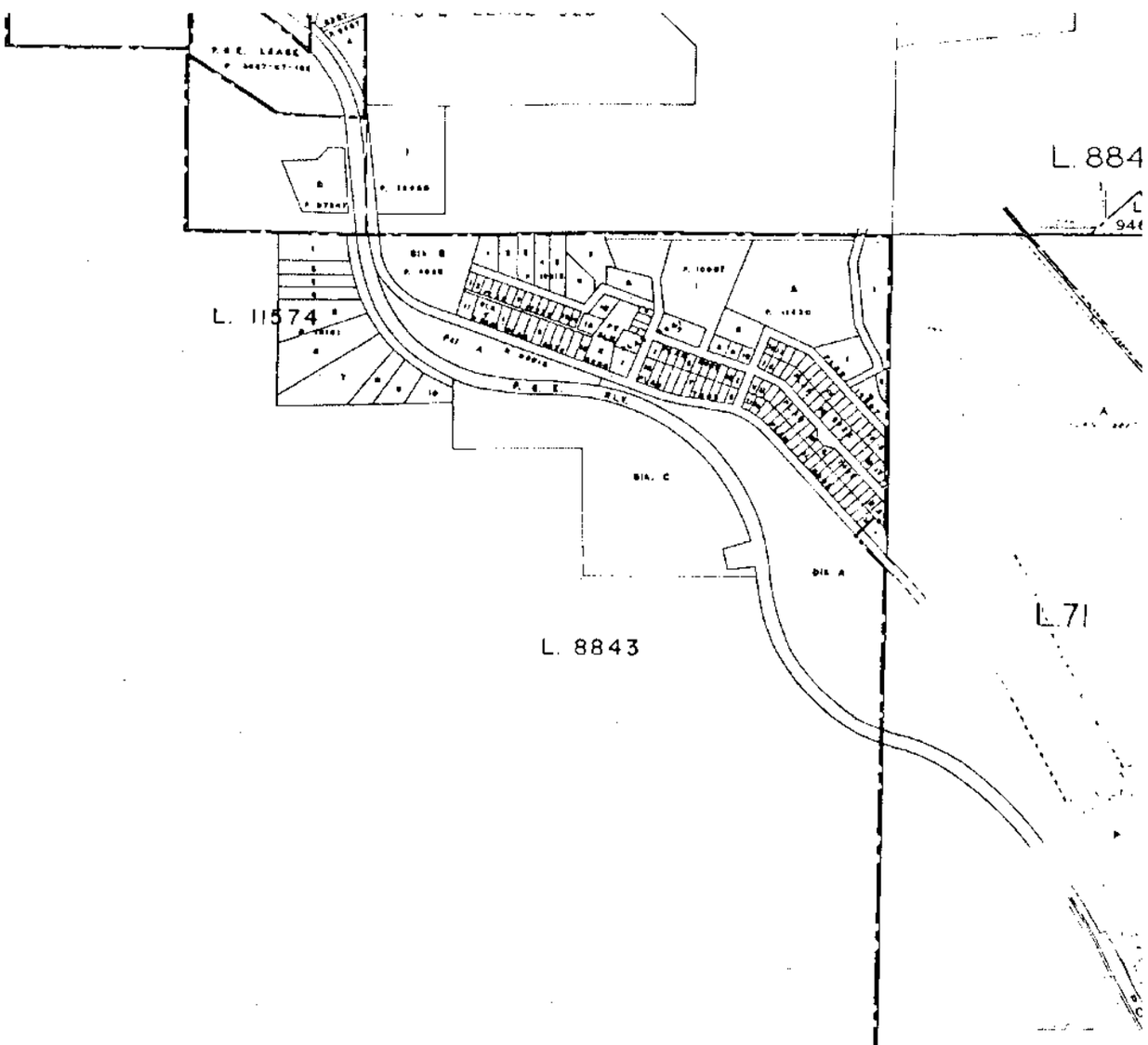
TOWN OF WILLIAMS LAKE

SCALE: 1 INCH = 1000 FEET

GAZETTE DATE FEB. 2, 1978.

MUNICIPAL BOUNDARY


D. L. 71
D.L. 8841
WILLIAMS LAKE
L. 8816
L. 8877
L. 7045
L. 71
8817
L.R.8 L.79
LOWER
CARINCO
WILLIAMS LAKE RIVER
DIVERSION CHANNEL
L. 10286
L. 10287
L. 7046
L. 9209
A
PLAN 8633
WILLIAMS

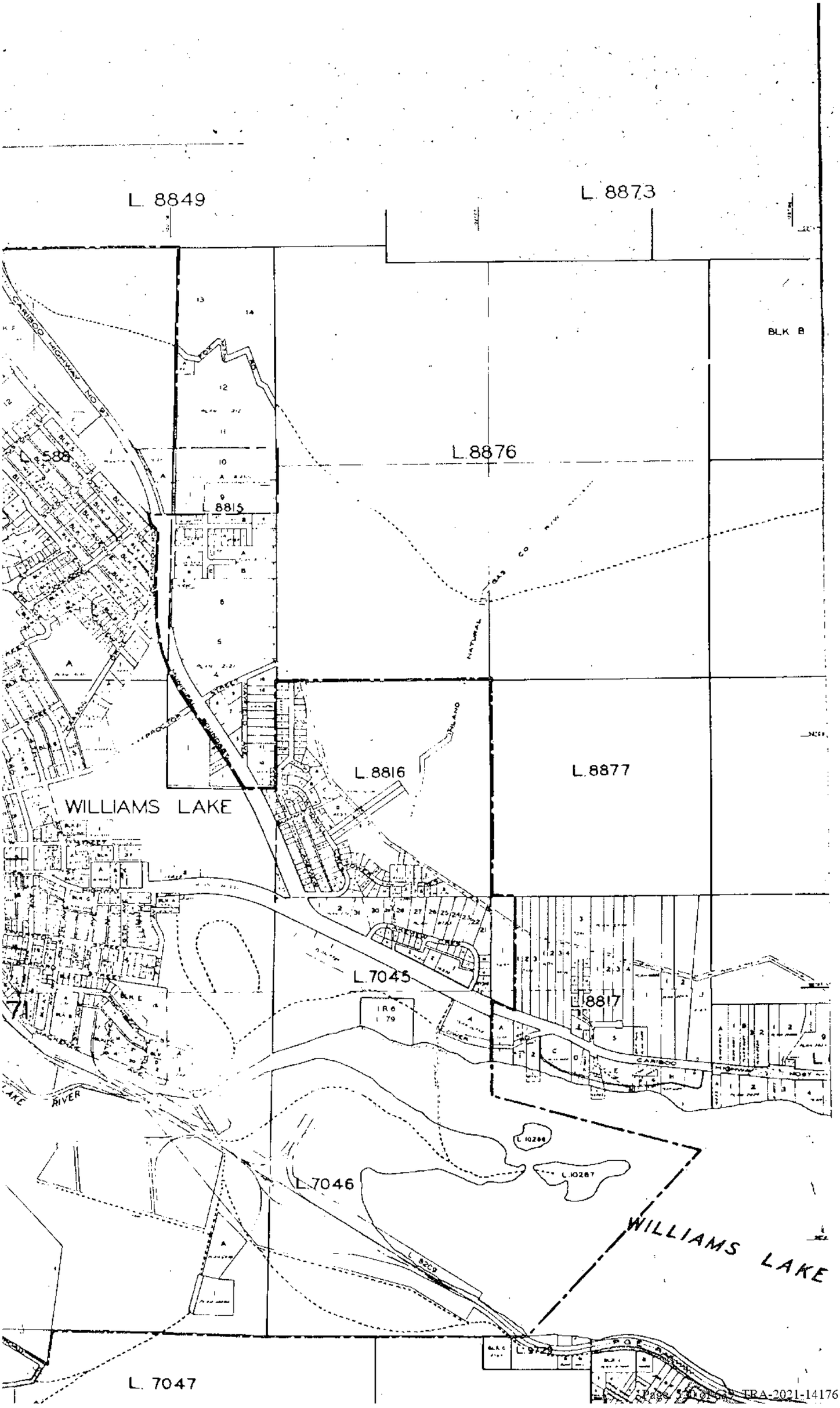


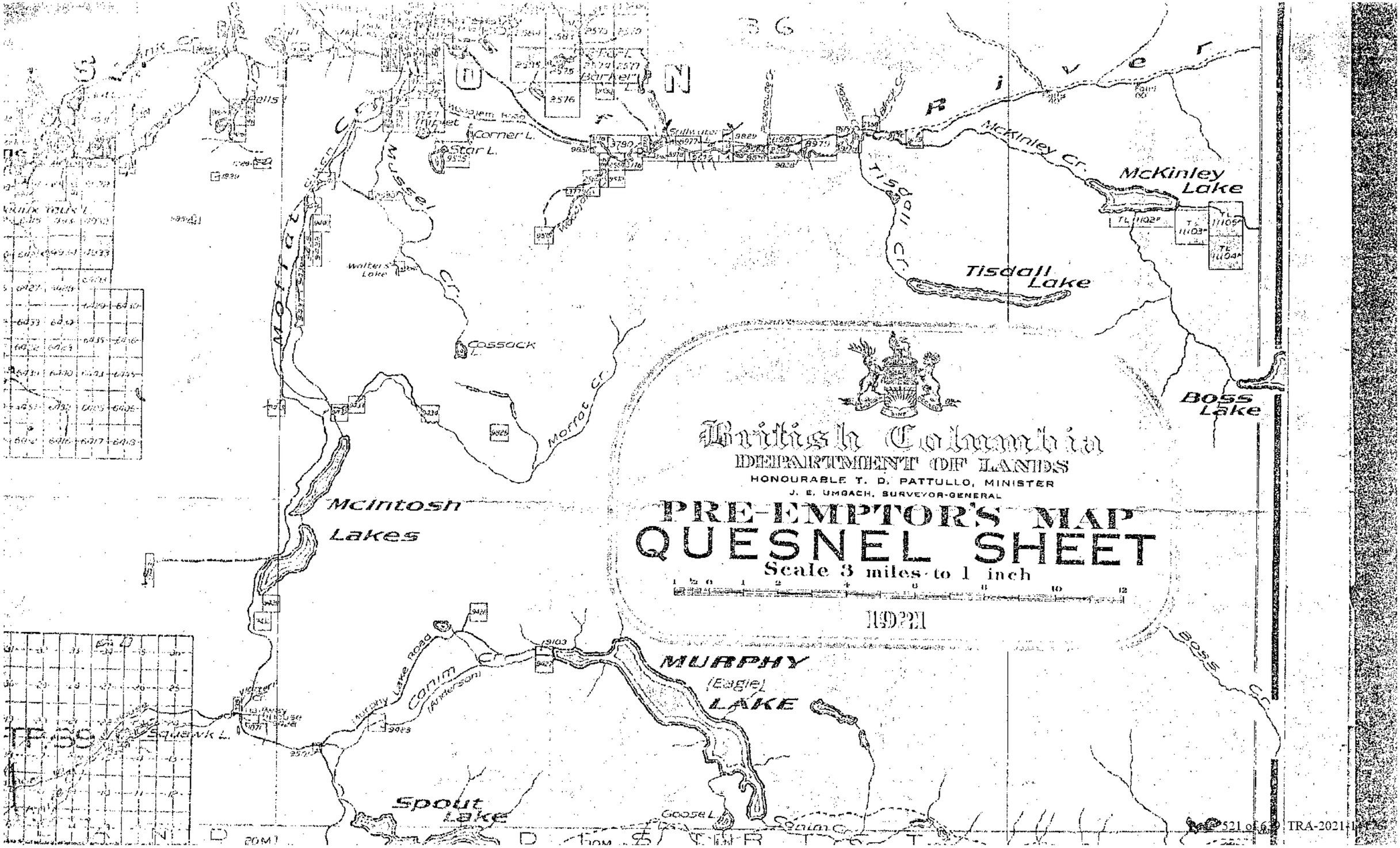
16 January, 1975

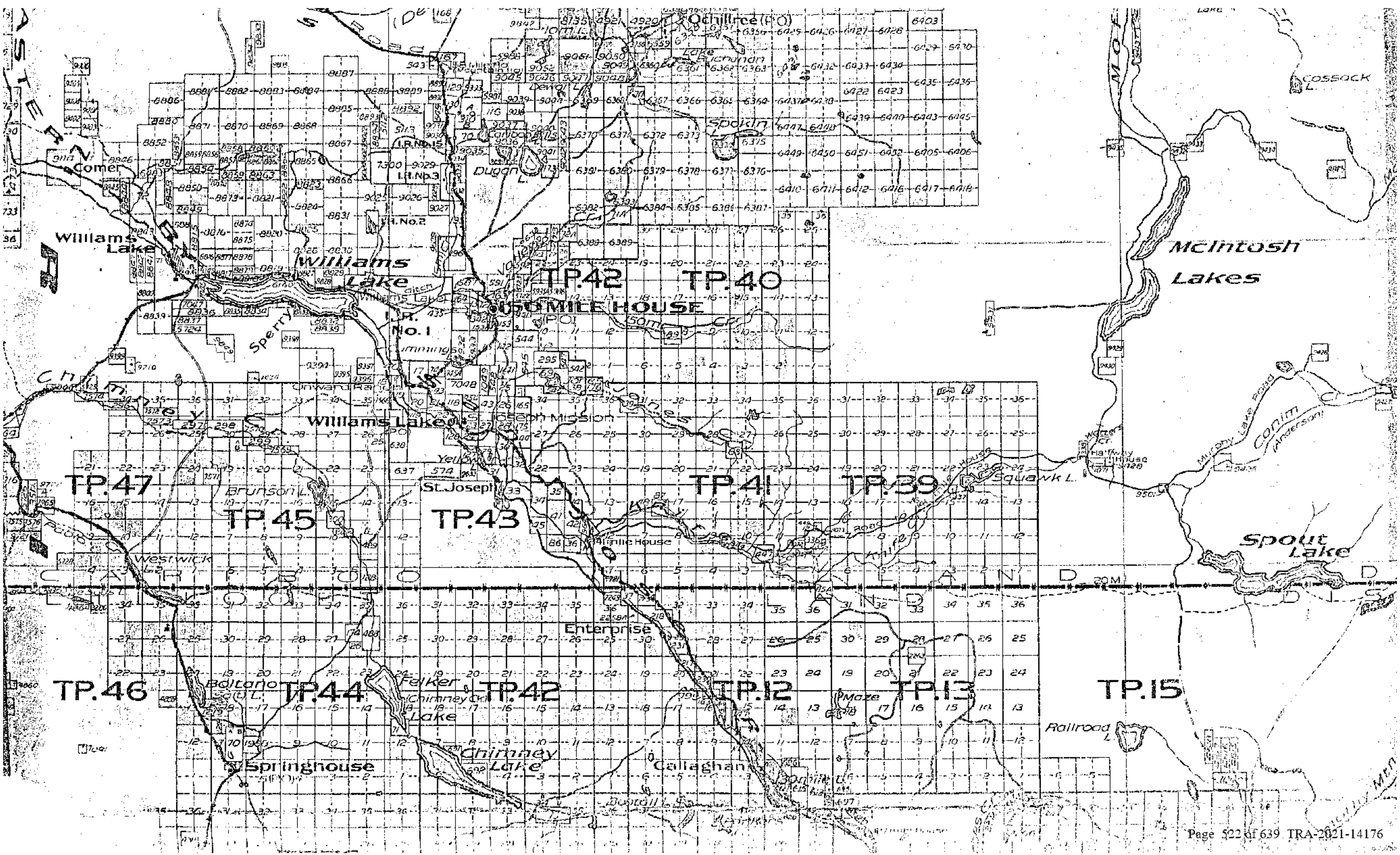
Dept. of Lands, Forests &
Water Resources

TOWN OF
WILLIAMS LAKE

SCALE: 1 INCH = 500 FEET


L. 8849
L. 8873
BLK B
L. 8876
L. 8815
L. 8816
L. 8877
WILLIAMS LAKE
L. 7045
8817
L. 10286
L. 10287
L. 7046
WILLIAMS LAKE
L. 9729
L. 7047


British Columbia
DEPARTMENT OF LANDS
HONOURABLE T. D. PATTULLO, MINISTER
J. E. UMBACH, SURVEYOR-GENERAL
PRE-EMPTOR'S MAP
QUESNEL SHEET
Scale 3 miles to 1 inch
1922
McKinley Lake
Tisdall Lake
Boss Lake
McIntosh Lakes
MURPHY (Eagle) LAKE
Spout Lake
Moffat Cr.
Mussel Cr.
McKinley Cr.
Tisdall Cr.
Boss Cr.
Murphy Lake Road
Cassock L.
Walters Lake
Star L.
Corner L.
Squawk L.
Goose L.



Ochiltree (P.O.)
Lake Buchanan
Spokin L.
Dugan L.
Cossack L.
McIntosh Lakes
Comer
Williams Lake
Williams Lake
I.R. No.15
I.R. No.3
I.R. No.2
I.R. No.1
Sperry
TP.42
TP.40
150 MILE HOUSE
Williams Lake (P.O.)
St. Joseph Mission
St. Joseph
Brunson L.
Westwick L.
TP.47
TP.45
TP.43
TP.41
TP.39
Squawk L.
Halfway House
Spout Lake
Enterprise
TP.46
TP.44
TP.42
TP.12
TP.13
TP.15
Bolton (Salt) L.
Felker (Chimney Cr.) Lake
Chimney Lake
Springhouse
Callaghan
Maze
Railroad L.

1971

D.L. 8876

INLAND NATURAL GAS

UP TO DATE MAP SHEETS AVAILABLE ACCORDING TO GRID SYSTEM

SCALE : 1" = 200'

ORDER BY NO. eg. : 93·B·1·g·11

WESTERN MAPPING LTD 249 1st AVE. KAMLOOPS B.C.
BOX 590

D.L. 8876

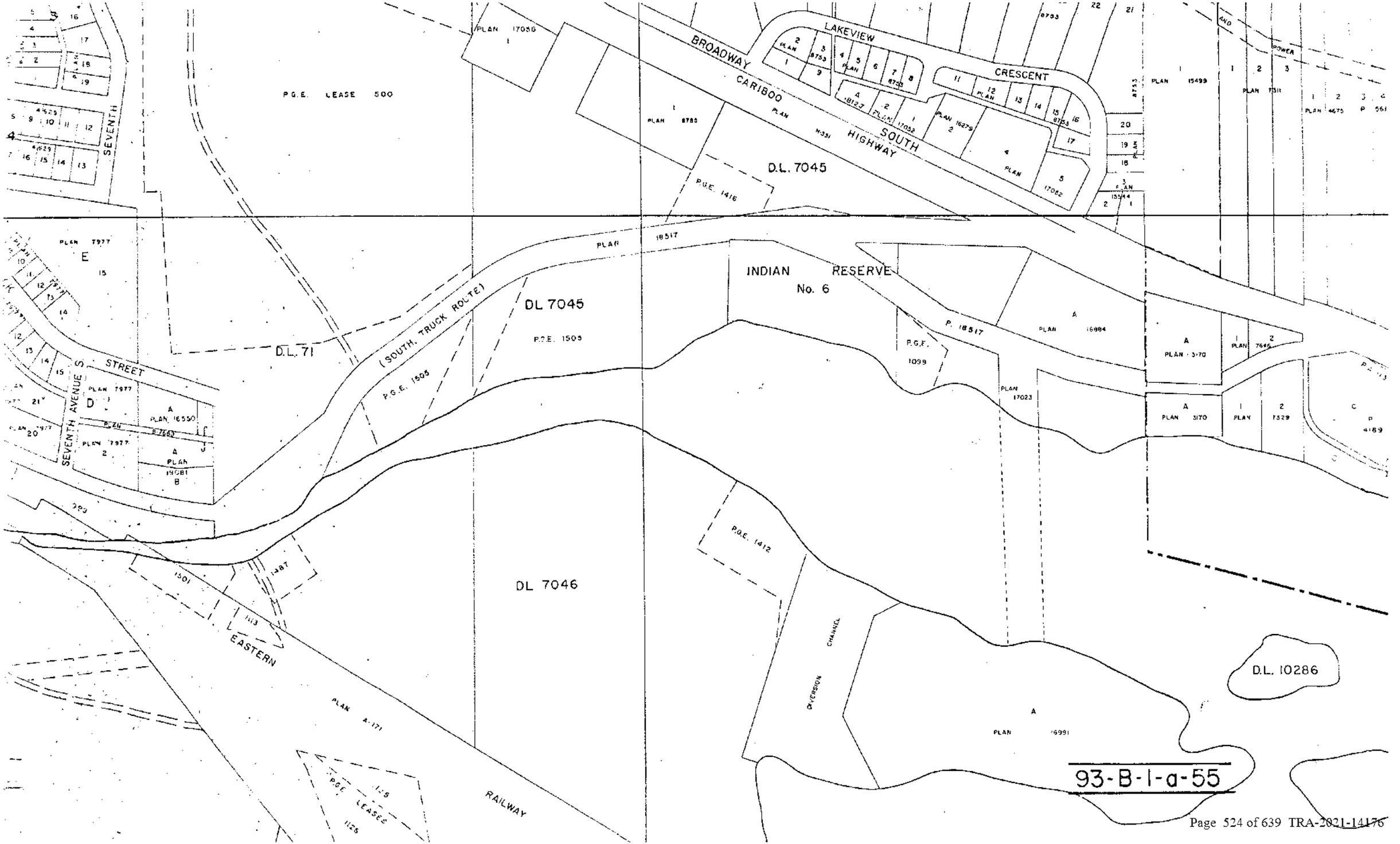
PLAN 6G 668

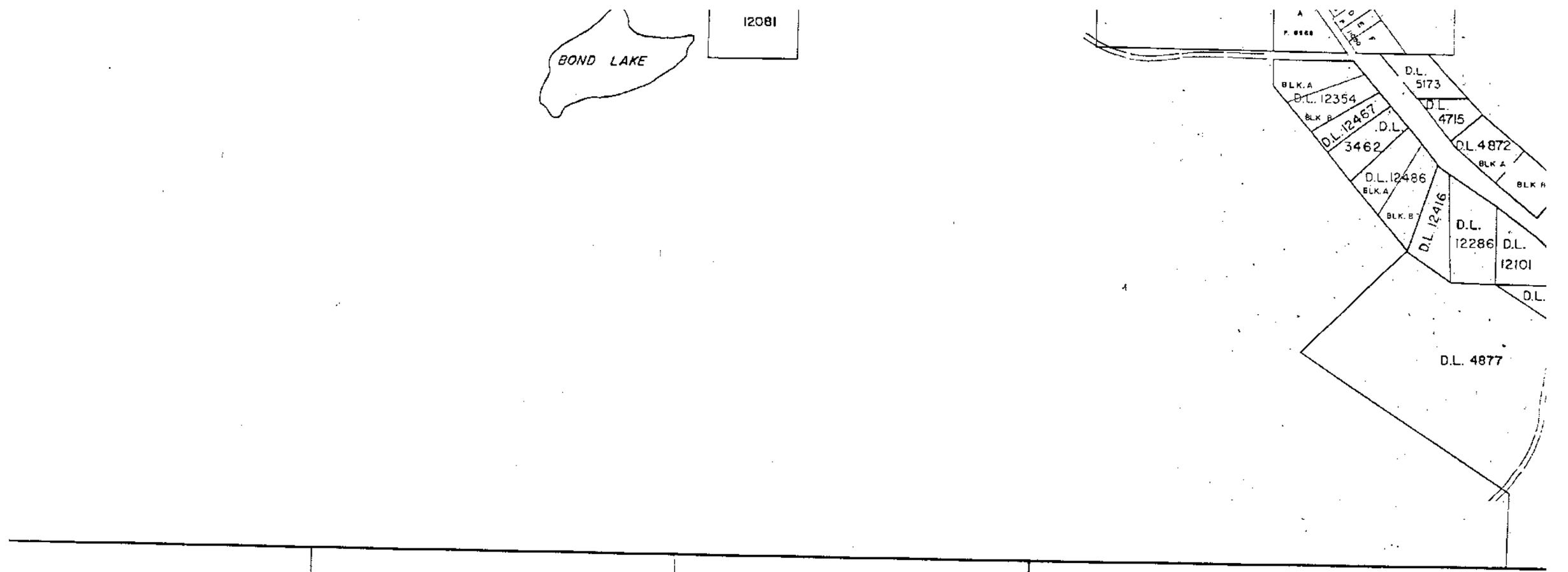
PLAN 15834

B.C. HYDRO AND POWER AUTHORITY

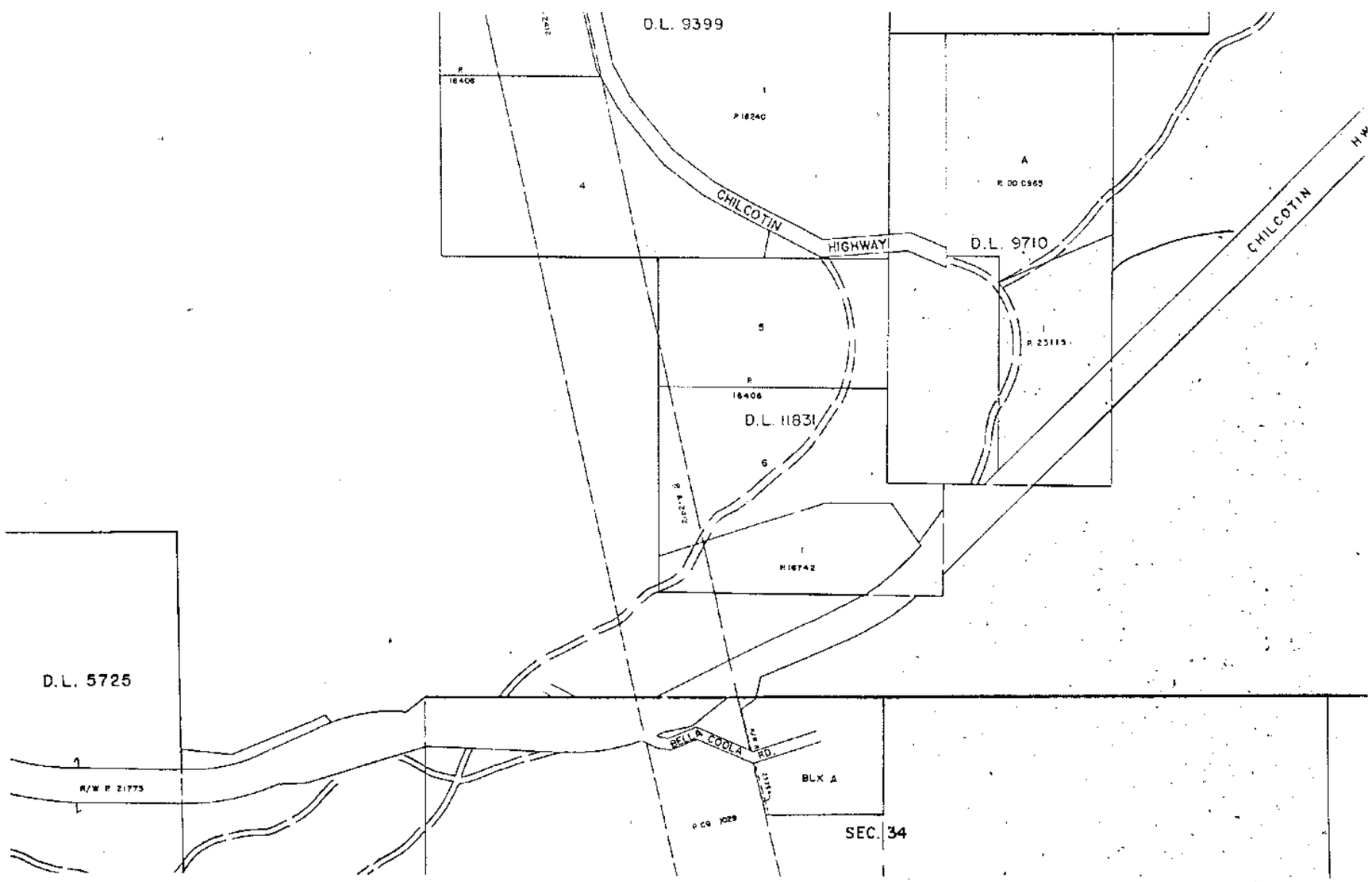
LAKEVIEW AVE.

PLAN 44715


BROADWAY
CARIBOO
HIGHWAY
SOUTH
LAKEVIEW
CRESCENT
SEVENTH
AVENUE
STREET
P.G.E. LEASE 500
D.L. 7045
D.L. 71
DL 7045
DL 7046
INDIAN RESERVE
No. 6
(SOUTH TRUCK ROUTE)
P.G.E. 1505
P.G.E. 1416
P.G.E. 1412
P.G.E. 1099
PLAN 18517
PLAN 17023
PLAN 16984
PLAN 16550
PLAN 19081
PLAN 7977
PLAN 15499
PLAN 7311
PLAN 4675
PLAN 7645
PLAN 7529
PLAN 3170
PLAN 8753
PLAN 8788
PLAN 17056
PLAN 17052
PLAN 17062
PLAN 16279
PLAN 15944
PLAN 18127
PLAN A-171
PLAN 16991
D.L. 10286
EASTERN
RAILWAY
DIVERSION
CHANNEL
POWER
LINE
93-B-1-a-55



TOWN OF WILLIAMS LAKE



Prepared By: PLANNING SERVICES DIVISION
MINISTRY OF MUNICIPAL AFFAIRS . VICTORIA, B.C.

Copies Available From: Map Production Division
Ministry of Environment, Victoria, B.C.

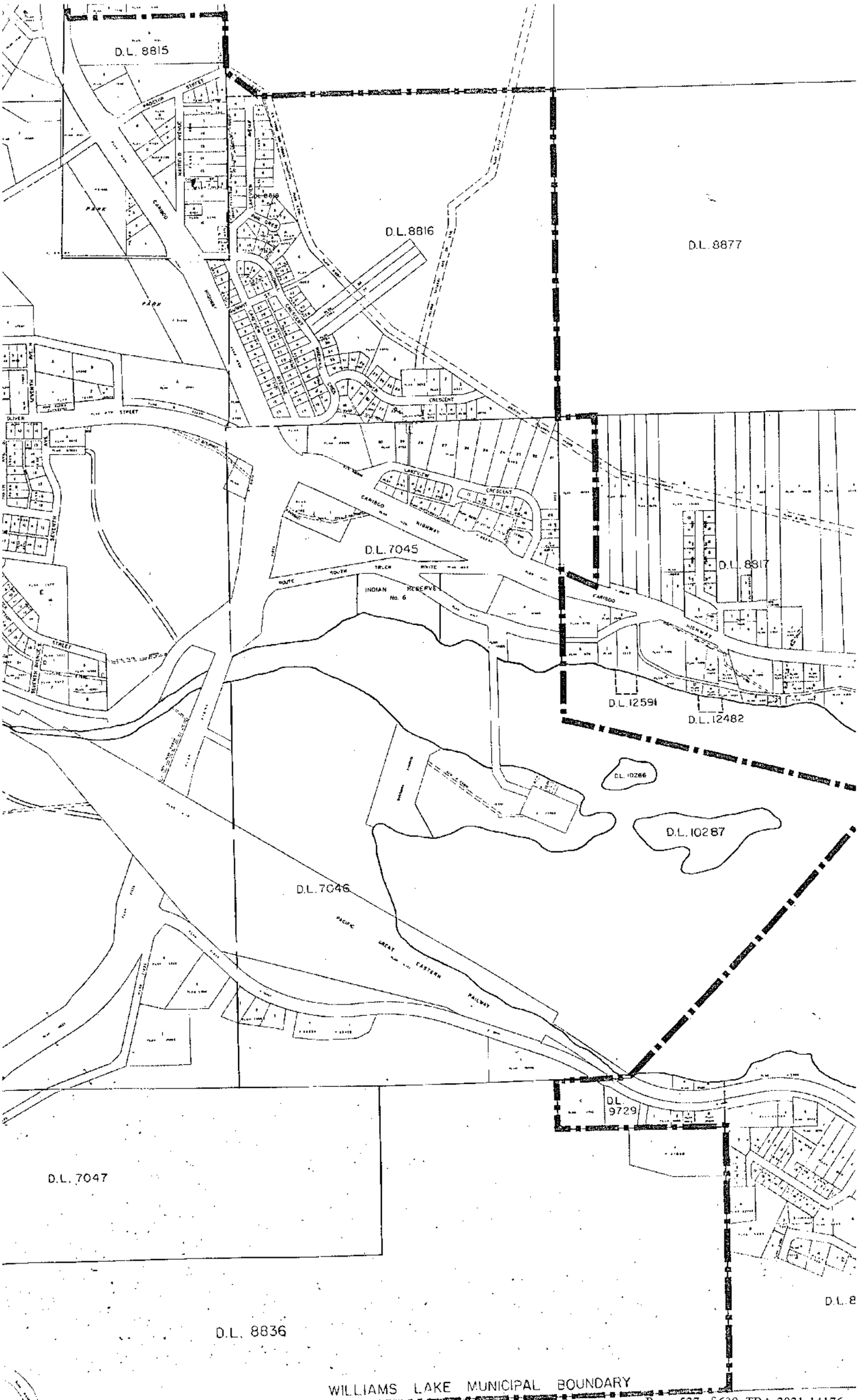
COMPILATION DATE: MAY 1979

ORIGINAL MAP BASE: WESTERN MAPPING

GAZETTE DATE DEC. 4, 1980.

LATEST PLAN:

MUNICIPAL BOUNDARY


D.L. 8815
D.L. 8816
D.L. 8877
D.L. 7045
D.L. 8817
D.L. 12591
D.L. 12482
D.L. 10266
D.L. 10287
D.L. 7046
D.L. 9729
D.L. 7047
D.L. 8836
D.L. 8
INDIAN RESERVE No. 6
PACIFIC GREAT EASTERN RAILWAY
WILLIAMS LAKE MUNICIPAL BOUNDARY

INTERIM FOREST COVER SURVEY

SCALE: 40 CHAINS — 1 INCH

COMPARTMENT 3

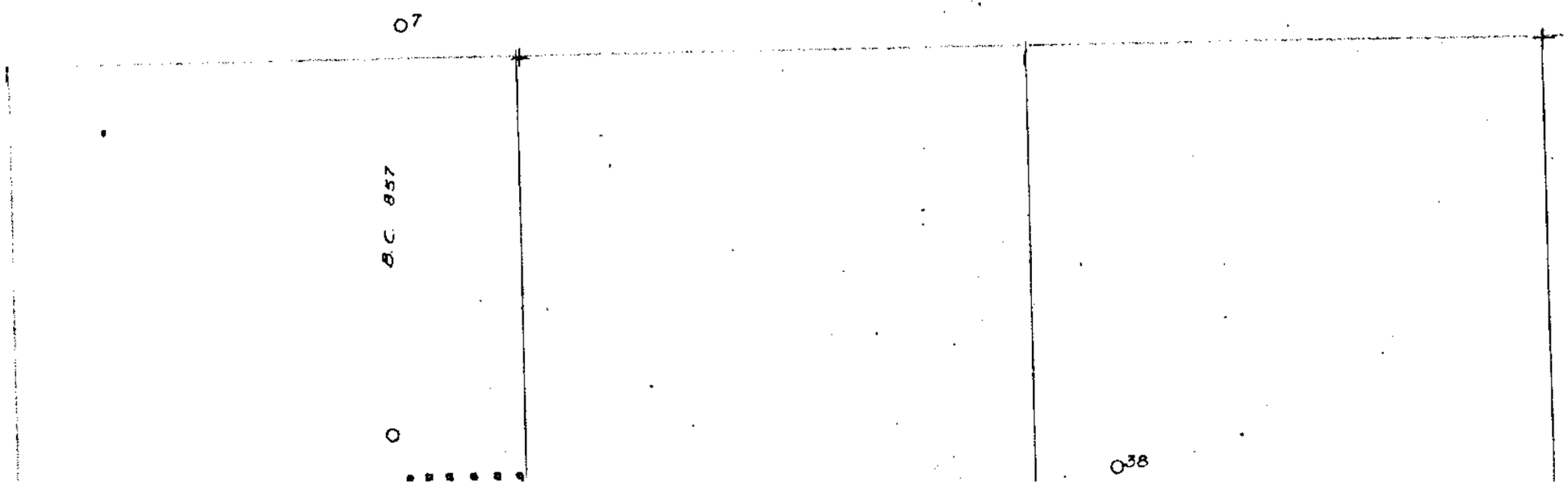
REGION 47

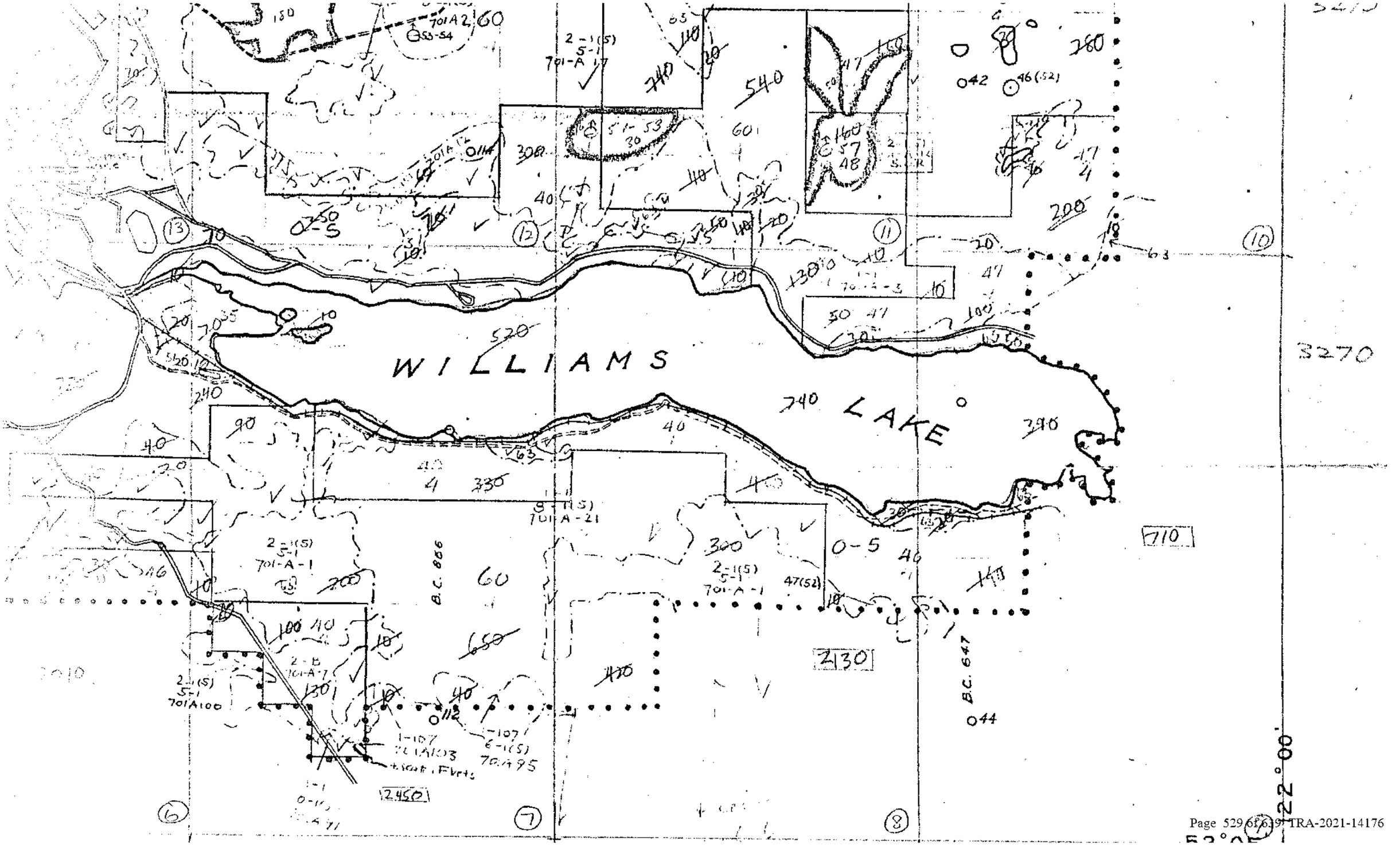
MAP 93 B/1

REF. MAP 27

100% accessible

1952




WILLIAMS LAKE
3270
710
2130
2450
B.C. 656
B.C. 647
52°00'

CARIBOO ELECTORAL DISTRICT

4-920— 2236

Establishing Right-of-way for a Portion of the Chilcotin Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of the South-east Quarter of Section 28, the South-west Quarter of Section 27, the North-west Quarter of Section 27, the North-east Quarter of Section 27, the North-west Quarter of Section 26, the South-west Quarter of Section 26, the South-east Quarter of Section 26, the North-east Quarter of Section 23, the North-west Quarter of Section 25, the North-east Quarter of Section 26, District Lot 115, the South-west Quarter of Section 36, all in Township 48, Lillooet District, and as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, B.C., under Road Surveys 2922 (Location Plan 344-1), are hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., October 24, 1963.
File 4013/1500733. no7—3299

CARIBOO ELECTORAL DISTRICT

3-920— 3143

Establishing Chilcotin Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of the Fractional South-west Quarter of Section 36; District Lot 115, Cariboo District; the Fractional North-west Quarter of Section 25, the Fractional North-east Quarter of Section 26, the Fractional South-east Quarter of Section 26, the North-east Quarter of Section 23, the Fractional South-west Quarter of Section 26, and the Fractional North-west Quarter of Section 26, all in Township 48, Lillooet District, as shown outlined in red on plan of survey prepared by J. E. Anderson, B.C.L.S., and recorded in the Land Registry Office at Kamloops, British Columbia, under Plan H 8437, are hereby established as a public highway.

A copy of the said Plan H 8437 is recorded in the Provincial Department of Highways, Victoria, British Columbia, under Road Surveys 3577.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
October 28, 1968.
File 4013/112838. no7—8903

CARIBOO ELECTORAL DISTRICT

6-920—

Establishing Right-of-way for Chilcotin Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of the southeast quarter of Section 28; the southwest quarter, the northwest quarter, and the northeast quarter of Section 27, all of Township 48, Lillooet District, as shown outlined in red on a plan prepared by J. E. Anderson, B.C.L.S., and deposited in the Land Registry Office at Kamloops, British Columbia, under "Plan H-8875," are hereby established as public highway.

A copy of said Plan H-8875 is recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3715."

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
October 1, 1970.
File 4013/185554. oc8—1068

SOUTH CARIBOO ELECTORAL DISTRICT

(1) 935— 1401

Establishing Right-of-way for Chilcotin Road No. 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that Lot 2, District Lot 8839, Cariboo District, Plan 11670, is hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., June 22, 1964.
File 4013/1531556. jy9—4054

CARIBOO ELECTORAL DISTRICT

4-927— 1617

Establishing Right-of-way for Forest Grove–Canim Lake Road

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lot 2190; Blocks A and B, District Lot 2748; Lot 1, District Lot 2748, Plan 17746; south half of District Lot 2748; District Lot 3916; Lots 3, 4, 6, 7, and 8, District Lot 3916, Plan 11156; the southeast quarter of District Lot 3916; District Lot 3917; Block C of the north-west quarter of District Lot 3917; the northeast quarter, the southeast quarter, and the southwest quarter of District Lot 3758, all of Lillooet District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia, under Road Surveys 3685 (Location Plan 543-5), are hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
June 4, 1970.
File 5010/175545. je11—782

CARIBOO ELECTORAL DISTRICT

2-920—

Establishing Right-of-way for Chilcotin Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lots 4865 and 5002, Lillooet District, and of unsurveyed Crown land (being part of bed of Fraser River), as shown outlined in red on plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia, under Road Surveys 3735 (being a copy of a plan deposited in the Kamloops Land Registry Office as Plan H8813), are hereby established as public highway.

W. K. KIERNAN,
Acting Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
November 26, 1970.
File 3839/190020. no26—1198

CARIBOO ELECTORAL DISTRICT

1029

Establishing Additional Right-of-way for Chilcotin–Bella Coola Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that the right-of-way of the Chilcotin–Bella Coola Highway from its intersection with the Cariboo Highway in the Town of Williams Lake, thence in a westerly, north-westerly, and south-westerly direction to the east boundary of the Mackenzie Electoral District, is hereby established as a public highway, having a width of 100 feet on either side of its centre line only where it passes through Crown lands, except where by survey the right-of-way is already established a width of 200 feet or greater.

H. T. MIARD,
Deputy Minister.

Department of Highways,
Parliament Buildings,
Victoria, B.C., May 8, 1967.
File 4013. my11—6944

CARIBOO ELECTORAL DISTRICT

(16) 935—

Establishing Right-of-way for Chilcotin–Bella Coola Highway, Route 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 2, Plan 2228, District Lot 234; Lots 1 and 2, Plan 9207, District Lot 234; District Lots 234, 8694, 11721, and 11722; and of unsurveyed Crown land adjacent to District Lots 11721, 11749, and 11281, all in Cariboo District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3752," and deposited in the Prince George Land Registry Office as Plan 17986, are hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
December 24, 1970.
File 3839/191916. de31—1271

CARIBOU ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway, Route 20, Chilcotin Bridge to Williams Lake.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lot 4865, Lillooet District; District Lots ~~7966, 9824~~, 9721, 7575, 1254, 5726, 716, 12053; District Lot 10, Group 4; District Lots 9400, 5725; the northwest quarter of Section 34, Township 47; Lot 1, District Lot 11831, Plan 16742; Plan C.G. 1029 (B.C. Hydro), Plan A2412; Parcel A (DD C965), District Lot 9710; the remainder of District Lot 9710; the southeast quarter and the southwest quarter of District Lot 8839; and unsurveyed Crown land, all in Cariboo District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3943" (being a copy of Highway Location Drawings R2-17-1 to R2-17-20, inclusive), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
October 14, 1971.

File 4013/221402 oc14—2271

CARIBOU ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway, Route 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of unsurveyed Crown land adjacent to District Lot 9824, District Lot 7966, and District Lot 9824, all in Cariboo District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3951" (being a copy of plan deposited in the Prince George Land Registry Office as Plan 18003), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
December 2, 1971.

File 3839/225657 de2—2441

CARIBOU ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway, Route 20, Chilcotin Bridge to Williams Lake.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 1, District Lot 8839, Plan 18263, containing 0.23 acre, more or less; the fractional northwest quarter, District Lot 8839 (except Plans 5933, 6442, 10735, 11670, 14239, 14308, 17154, and 18263), containing 1.26 acres, more or less; Lot 15, District Lot 8839, Plan 14239, containing 0.29 acre, more or less; Lot 1, District Lot 8839, Plan 17154, containing 2.1 acres, more or less; Lot A, District Lot 8839, Plan 14308, containing 0.74 acre, more or less; Lot 5, District Lot 8839, Plan 14239, containing 0.01 acre, more or less; Lot 1, District Lot 8839, Plan 14239, containing 0.04 acre, more or less; Lot 3, District Lot 8839, Plan 11670, containing 0.07 acre, more or less; Lot 3, District Lot 8839, Plan 7280, containing 0.28 acre, more or less; Lot 4, District Lot 8839, Plan 7280, containing 2.58 acres, more or less; District Lot 8840 (except Lot A, DD 90358M), containing 11.46 acres, more or less; Lot A, District Lot 8840, Plan 14935; Lot 2 (except Plan 14935), District Lot 8839, Plan 6442, containing 0.57 acre, more or less; Lot A, District Lot 8839, Plan 18301, containing 11.2 acres, more or less; the northeast quarter, District Lot 8839 (except Plans 6294, 7747, 7814, 16326, and 18301), containing 0.17 acre, more or less; Lot A, District Lot 8839, Plan 6294, containing 0.04 acre, more or less; Lot A, District Lot 7047, Plan 15245, containing 0.51 acre, more or less; District Lot 7047 (except Plans 15245 and 16633); Lot A of District Lots 71 and 7047, Plan 16633 (except Plan 18897), containing 0.6 acre, more or less; the remainder of District Lot 71, containing 2.3 acres, more or less; District Lot 7045 (except Plans B6481, 8753, 8785, 15179, 16884, 17023, 17056, and 18517), containing 1.61 acres, more or less; and Lot A, District Lot 71, Plan 6939, containing 0.73 acre, more or less, all in Cariboo District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3997" (being a copy of Highway Location Drawing R2-17-20 R/W to R2-17-25 R/W, inclusive), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 4013/233328 fe24—2687

CARIBOU ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that portion of District Lot 4865, Lillooet District, lying west of Highway Plan H8813, is hereby established as public highway.

GRAHAM LEA
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., October 3, 1974.

File 3839/305009 oc31—6762

CARIBOU ELECTORAL DISTRICT

Establishing Road Allowance, Chilcotin–Bella Coola Highway 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 15, Plan 14239, District Lot 8839; Lot 1, Plan 18263, District Lot 8839; the remainder of northwest quarter of District Lot 8839; Lot 1, Plan 17154, District Lot 8839; Lot A, Plan 14308, District Lot 8839; Lot 5, Plan 14239, District Lot 8839; Lot 1, Plan 14239, District Lot 8839; Lot 3, Plan 11670, District Lot 8839; Lot 4, Plan 7280, District Lot 8839; Lot 3, Plan 7280, District Lot 8839; District Lot 8840; Lot 2, Plan 6642, District Lot 8839; Lot A, Plan 14935, District Lots 8839 and 8840; Lot A, Plan 6294, District Lot 8839; the remainder of northeast quarter of District Lot 8839; Lot A, Plan 15245, District Lot 7047; Lot A, Plan 16633, District Lot 7047; the remainder of District Lot 7047; Parcel A (C4643), District Lot 71; Lot A, Plan 6939, District Lot 71; District Lot 8209, Plan A171; unsurveyed Crown land, bed of Williams Lake; the remainder of District Lot 7045; Lot 1, Plan 17056, District Lot 7045; all in Cariboo District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4482" (being a copy of plan deposited in the Prince George Land Registry Office as Plan 21836), are hereby established as public highway.

GRAHAM LEA
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 23, 1975.

File 4013/309155 fe6—7186

CARIBOU ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lot 7966; unsurveyed Crown land between District Lots 7966 and 9824; District Lot 9824; unsurveyed Crown land between District Lots 9824 and 9721; District Lot 9721; District Lot 7575; District Lot 5726; District Lot 1254; District Lot 716; District Lot 12053; unsurveyed Crown land, vicinity of District Lot 12053; Lot 10, Group 4; unsurveyed Crown land north of District Lot 10, Group 4; District Lot 9400; and unsurveyed Crown land north of District Lot 9400, all in Cariboo District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4701" (being a copy of plan deposited in the Prince George Land Registry Office under plan 22094), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., December 18, 1975.

File 4013/320532 ja2—8449

DEPARTMENT OF AGRICULTURE

NOTICE

NOTICE is hereby given that, by Order in Council No. 2352, approved the 28th day of September, 1955, His Honour the Administrator in Council, under the provisions of the "Public Utilities Act," has been pleased to approve an amendment to the General Regulations of the Milk Board, made pursuant to the provisions of said Act, as follows:—

THE MILK BOARD

AMENDMENT TO THE GENERAL REGULATIONS OF THE MILK BOARD

In the Matter of the "Public Utilities Act," and in the Matter of the General Regulations of the Milk Board, Made pursuant to Section 51 of Said Act as Substituted by Section 2 of the "Public Utilities Act Amendment Act, 1955."

VANCOUVER, B.C.,
September 22nd, 1955.

1. The General Regulations of the Milk Board are amended by striking out Regulation 28, and substituting the following:—

"28. (1) Notwithstanding anything to the contrary contained in these regulations, any milk supplied by a producer to a vendor that does not meet with the requirements of the standard for raw milk to be pasteurized for fluid trade under the provisions of the Regulations Governing Creameries and Dairies, made pursuant to the 'Creameries and Dairies Regulation Act,' shall not be considered to have been supplied for the whole-milk requirements of the vendor.

"(2) Whenever milk supplied by a producer to a vendor does not meet with the requirements of the standard for raw milk to be pasteurized for the fluid trade during three successive half-monthly butter-fat test periods, referred to in clause (5) of Regulation 20A of said Regulations Governing Creameries and Dairies, the vendor may apply to the Board to have the producer's licence cancelled."

2. This amendment shall come into force on the 1st day of October, 1955.

THE MILK BOARD,
[SEAL.] E. C. CARR, *Chairman.*
FRAUDENA EATON, *Member.*
H. M. KING, *Member.*

Certified a true copy.

E. C. CARR.

W. K. KIERNAN,
Minister of Agriculture.

Department of Agriculture,
Victoria, B.C., October 4th, 1955. oc6—3932

"CREAMERIES AND DAIRIES REGULATION ACT"

NOTICE is hereby given that, by Order in Council No. 2345, approved the 28th day of September, 1955, His Honour the Administrator in Council has been pleased to approve the following amendments to the regulations made by the Minister of Agriculture pursuant to the "Creameries and Dairies Regulation Act," chapter 80 of the "Revised Statutes of British Columbia, 1948":—

1. Delete clause (6) of Regulation 20A and substitute the following:—

"(6) If samples taken according to clause (5) of this regulation show, when tested, that the milk does not conform to the standard prescribed by these regulations for raw milk to be pasteurized for fluid trade, the person who purchases milk for such purpose shall forthwith notify the producer of the milk of the result of the tests and that further tests will be made within seven days. The person who purchases milk for pasteurizing shall, within seven days, but not sooner than four days after the date of notification of the producer, take, or cause to be taken, further samples of the milk supplied by such producer, and the results of the tests of such samples shall be used to determine the classification of all of the milk purchased from that producer during the whole of the half-monthly butter-fat test period for which the tests were made."

2. Delete the words "shall be coloured by means of a harmless, edible dye and" from Regulation 20C.

W. MACGILLIVRAY,
Deputy Minister of Agriculture.

Department of Agriculture,
Victoria, B.C.,
September 30th, 1955. oc6—3927

DEPARTMENT OF HIGHWAYS

KAMLOOPS ELECTORAL DISTRICT

ESTABLISHING PART OF THE KAMLOOPS—MERRITT HIGHWAY

NOTICE is given, pursuant to section 8 of the "Highway Act," that those portions of the North-east Quarter and the South-east Quarter of Section 17; the South-west Quarter of Section 16; the Fractional North-west Quarter, South-west Quarter, and South-east Quarter of Section 9; the North-east Quarter and South-east Quarter of Section 4, all in Township 19, Range 17, west of the 6th meridian, and part of District Lot 4U, Group 1, Kamloops Division of Yale District, as shown outlined in red on Plan H 332 deposited in the Land Registry Office, Kamloops, B.C., are hereby established as a public highway. A print of Plan H 332 is on Department of Highways File 1930-8.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., October 4th, 1955.
File 2327. oc6—3936

CARIBOO SOUTH ELECTORAL DISTRICT

ESTABLISHING WILLIAMS LAKE BY-PASS, CARIBOO HIGHWAY

NOTICE is given, pursuant to section 8 of the "Highway Act," that those portions of District Lots 8817, 7045, 8816, 71, 8815, and 588, Cariboo District, shown outlined in red on Plan H 331 deposited in the Land Registry Office, Kamloops, B.C., are hereby established as a public highway. A print of Plan H 331 is on Department of Highways file under "Road Surveys 1705-16."

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., October 4th, 1955.
File 533. oc6—3937

DELTA ELECTORAL DISTRICT

AMENDING GAZETTE NOTICE ESTABLISHING ENDERSBY HILL SECTION OF LADNER TRUNK ROAD AND THE BEAUBIEN HIGHWAY.

NOTICE is given, pursuant to section 8, subsection (2), of the "Highway Act" that:—

Firstly, the highway right-of-way through the North Quarter of the South-east Quarter of the South-east Quarter of Section 12, Township 4; the South-east Quarter of Section 12, Township 4; Lots 1 and 2, Plan 6078; and the North-east Quarter of Section 1, Township 4, New Westminster District, shown on Plan R.S. 2532-1, filed in the Department of Highways and established by notice dated May 18th, 1954, appearing in The British Columbia Gazette of May 20th, 1954, is rescinded.

Secondly, the highway right-of-way commencing at the intersection of Scott Road No. 139R and Beaubien Road; thence in a general easterly direction along Beaubien Road through Sections 7 and 8, Township 2, New Westminster District, shown on Plan R.S. 2532, filed in the Department of

DEPARTMENT OF HIGHWAYS

NORTH VANCOUVER ELECTORAL DISTRICT

ESTABLISHING ADDITIONAL RIGHT-OF-WAY, UPPER LEVELS HIGHWAY

NOTICE is given, pursuant to section 8 of the "Highway Act," that all that portion of Lot F, Plan 9425, District Lot 1090, New Westminster District, having an area of 0.139 acre, more or less, as shown outlined in red on a plan recorded on File 744 in the Provincial Department of Highways, Victoria, B.C., is hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 25th, 1957.
File 744. de12—2144

PEACE RIVER ELECTORAL DISTRICT

ESTABLISHING ROAD ALLOWANCE, FR. S.W. ¼ SEC. 22, TP. 78, R. 20, W. OF 6TH M., PEACE RIVER DISTRICT.

NOTICE is given, pursuant to section 8 of the "Highway Act," that the following described portions of the Fractional South-west Quarter of Section 22, Township 78, Range 20, west of the 6th meridian, Peace River District, are hereby established as a puolic highway, namely:—

1. All that portion of the said Fractional South-west Quarter of Section 22 lying to the north of a line drawn parallel to and distant 50 feet southerly, measured perpendicularly, from the south boundary of the right-of-way of the John Hart Highway as defined by Plan H 309, deposited in the Land Registry Office at Kamloops, B.C.

2. All that portion of the said Fractional South-west Quarter of Section 22 lying to the south of a line drawn parallel to and distant 50 feet northerly, measured perpendicularly, from the north boundary of the right-of-way of the John Hart Highway as defined by Plan H 309, deposited in the Land Registry Office at Kamloops, B.C.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., December 3rd, 1957.
File 5697-2. de12—2145

SAANICH ELECTORAL DISTRICT

REVISION OF PATRICIA BAY HIGHWAY

NOTICE is given, pursuant to section 8 of the "Highway Act," that the following described areas, as shown outlined in red on a plan recorded on File 5020 in the Provincial Department of Highways at Victoria, B.C., are hereby established as a public highway, namely:—

1. All those portions of Lots 1, 2, 3, 4, 5, and 6, Plan 9788, Section 17, Range 2 east, North Saanich District, having areas of 0.018 acre, 0.03 acre, 0.089 acre, 0.144 acre, 0.29 acre, and 0.044 acre, more or less.

2. All that portion of Lot 12, Composite Plan 2809, Section 17, Range 2 east, North Saanich District, having an area of 0.81 acre, more or less.

3. All that portion of Section 16, Range 2 east, North Saanich District, having an area of 0.64 acre, more or less.

4. All that portion of Rem. Lot 2, Composite Plan 2811, Section 16, Range 2 east, North Saanich District, having an area of 0.02 acre, more or less.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 26th, 1957.
File 5020 de12—2148

DEPARTMENT OF HIGHWAYS

CARIBOO ELECTORAL DISTRICT

DISCONTINUING AND CLOSING PORTION OF CARIBOO HIGHWAY, D.L. 7045, CARIBOO DISTRICT

NOTICE is given, pursuant to section 11 of the "Highway Act," that all that portion of Parcel D of Plan H 331 lying within Lot 1 as shown on plan of subdivision of part of District Lot 7045 and part of Parcel D of Plan H 331, Cariboo District, completed by J. C. A. Long, B.C.L.S., on the 17th day of June, 1957, is hereby discontinued and closed.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 26th, 1957.
File 5154. de12—2147

SAANICH ELECTORAL DISTRICT

SWARTZ BAY ROAD DIVERSION

NOTICE is given, pursuant to section 8 of the "Highway Act," that all those portions of Lot 7, Plan 4626, Section 19, and of Section 20, Range 2 east, North Saanich District, having areas of 0.04 acre and 0.014 acre, together with all those portions of part of Lot A, Plan 1805, and of part of Parcel 2 of Lot A, Plan 1805, Section 20, Range 3 east, North Saanich District, having areas of 0.34 acre and 1.08 acres, as shown outlined in red on plan recorded on File 2792 in the Provincial Department of Highways, Victoria, B.C., are hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 29th, 1957.
File 2792. de12—2149

DEPARTMENT OF HEALTH AND WELFARE

CERTIFICATE OF CHANGE OF NAME

THIS is to certify that on the 5th day of December, 1957, at the hour of 1.32 o'clock in the afternoon, the following changes of name were effected under the provisions of the "Change of Name Act" of British Columbia:—

Name changed from Milos Surycek.
Name changed to Michael Gonzales.
Domiciled at 8, 2760 West Fourth Avenue, Vancouver, in the Province of British Columbia.
Name of wife: Laura Constance Surycek changed to Laura Constance Gonzales.

Given under my hand at Victoria, B.C., this 5th day of December, 1957.

GEOFFREY C. PAGE,
de12—2138 *Acting Director of Vital Statistics.*

CERTIFICATE OF CHANGE OF NAME

THIS is to certify that on the 3rd day of December, 1957, at the hour of 10.51 o'clock in the forenoon, the following changes of name were effected under the provisions of the "Change of Name Act" of British Columbia:—

Name changed from Peter Kalojanoff (known as Peter Kalonoff).
Name changed to Peter Kalonoff.
Domiciled at 2733 Blackwood Avenue, Victoria, in the Province of British Columbia.
Name of wife: Mary Katherine Kalojanoff changed to Mary Katherine Kalonoff.
Name of child: Margaret Ann Kalojanoff changed to Margaret Ann Kalonoff.

Given under my hand at Victoria, B.C., this 3rd day of December, 1957.

J. H. DOUGHTY,
de12—2138 *Director of Vital Statistics.*

DEPARTMENT OF HIGHWAYS

SKEENA ELECTORAL DISTRICT

Establishing Right-of-way for Northern Trans-Provincial Highway through Chimdimash Indian Reserve No. 2.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that the 11.70-acre portion of the Chimdemash Indian Reserve No. 2, Range 5, Coast District, which was transferred to the Province of British Columbia by Order in Council P.C. 1967-1250, dated June 22, 1967, shown outlined in red on a plan of survey prepared by Ian C. MacDonald, B.C.L.S., and deposited in the Land Registry Office at Prince Rupert, B.C., under Plan 5127, is hereby established as a public highway.

A copy of the said Plan 5127 is recorded in the Provincial Department of Highways, Victoria, B.C., under Road Surveys 3315.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 3588-3/66117 au31—7425

SKEENA ELECTORAL DISTRICT

Establishing Right-of-way for Northern Trans-Provincial Highway through Chimdimash Indian Reserve No. 2A.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that the 24.13-acre portion of Chimdimash Indian Reserve No. 2A, Range 5, Coast District, which was transferred to the Province of British Columbia by Order in Council P.C. 1967-1250, dated June 22, 1967, and as shown outlined in red on a plan of survey prepared by Ian C. MacDonald, B.C.L.S., and deposited in the Land Registry Office at Prince Rupert, B.C., under Plan 5056, is hereby established as a public highway.

A copy of said Plan 5056 is recorded in the Provincial Department of Highways, Victoria, B.C., under Road Surveys 3446.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 23, 1967.
File 3588-3/66031. au31—7426

ROSSLAND-TRAIL AND NELSON-CRESTON ELECTORAL DISTRICTS

Establishing Right-of-way for Kootenay River–Thrums Section, Kinnaird–Nelson–Creston Highway No. 3A.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Kootenay River bed, District Lots 4598, 14539, and 13035, Kootenay District, as shown within the red outline on a plan prepared by Philip Motchman, B.C.L.S., and deposited in the Land Registry Office at Nelson, B.C., under Plan 6015, are hereby established as a public highway.

A copy of the said Plan 6015 is recorded in the Provincial Department of Highways, Victoria, B.C., under Road Surveys 3447.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 1521/66032. au31—7426

DEPARTMENT OF HIGHWAYS

SKEENA ELECTORAL DISTRICT

Establishing Right-of-way for Northern Trans-Provincial Highway

NOTICE is given, pursuant to section 8 (2) of the *Highway Act*, that the notice dated October 17, 1966, and published in The British Columbia Gazette dated November 3, 1966, is hereby cancelled.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 3588-3/66117. au31—7426

REVELSTOKE-SLOCAN ELECTORAL DISTRICT

Establishing Road Allowance in D.L. 10425, 383, 7706, 5583, and 7357, Kootenay District.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lots 10425, 383, 7706, 5583, and 7357, Kootenay District, as shown within the red outline on a plan recorded in the Provincial Department of Highways, Victoria, B.C., under Road Surveys 3445 (District Plan 6-87), are hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 3405/66034. au31—7426

FORT GEORGE ELECTORAL DISTRICT

Establishing Additional Right-of-way for Cariboo Highway No. 97

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that portion of the North Half of the South-west Quarter of District Lot 748, Cariboo District, having an area of 2.231 acres, more or less, as shown outlined in red on a plan recorded on File 959 in the Provincial Department of Highways, Victoria, B.C., is hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 959/66251. au31—7426

CARIBOO ELECTORAL DISTRICT

Establishing Road Allowance, Williams Lake

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Parcel F of District Lots 71 and 7045 and Parcel D of District Lot 7045, and as shown on Plan H 331 as deposited in the Land Registry Office, Kamloops, B.C., are hereby established as a public highway.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 18,1967.
File 533/65316. au31—7426

DEPARTMENT OF HIGHWAYS

NORTH PEACE RIVER ELECTORAL DISTRICT

Discontinuing and Closing Portion of Road Allowance between Plans 2123 and 12603 in Sec. 13, Tp. 81, R. 26, W. of 6th M., Peace River District.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that portion of the road allowance defined by Plan 2123 and lying between Lot 1, Plan 2123, and Parcel A, D.D. 96436M, in Section 13, Township 81, Range 26, west of the 6th meridian, Peace River District, and contained within the following described boundaries, is hereby discontinued and closed, namely:—

Commencing at the most westerly corner of Parcel A, D.D. 96436M; thence S. 52° 44' 20" W. a distance of 54.50 feet, more or less, to the north boundary of Lot 1, Plan 2123; thence east along the north boundary of Lot 1, Plan 2123, a distance of 155.20 feet; thence north a distance of 33.00 feet, more or less, to the south boundary of Parcel A, D.D. 96436M; thence west along the south boundary of the said Parcel A, D.D. 96436M, a distance of 189.08 feet, more or less, to the point of commencement, and containing an area of 0.102 acre, more or less.

The portion of road allowance so discontinued and closed is shown outlined in green on a plan recorded on File 2070-4 in the Provincial Department of Highways, Victoria, B.C.

P. A. GAGLARDI,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, B.C., August 22,1967.
File 2070-4/66119. au31—7425

NOTICE TO CONTRACTORS

North Vancouver-Seymour Electoral District

Bituminous Surfacing, 1967/68

Project No. S-1067—Mount Seymour Park Road (25,000 Sq. Yd.)

SEALED TENDERS, marked "Tender for Bituminous Surfacing, 1967/68—Project No. S-1067," will be received by the Minister of Highways in his office at the Parliament Buildings, Victoria, B.C., up to 2 p.m. (Pacific Daylight Saving time) on Friday, the 1st day of September, 1967, and opened in public at that time and date.

Plans, specifications, and conditions of tender may be obtained from the Department of Highways, Room 1414, 207 West Hastings Street, Vancouver 3, B.C., or from the undersigned, for the sum of ten dollars ($10), which is not refundable.

Each tender must be accompanied by a certified cheque or a bid bond in an amount equal to five per cent (5%) of the tender price. This cheque or bond shall be forfeited if the tenderer declines to enter into contract. If a bid bond is used, a performance bond in the amount of one hundred per cent (100%) of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder prior to the award of the contract. If a deposit

DEPARTMENT OF AGRICULTURE

POUND DISTRICT ACT

PURSUANT to the provisions of section 11 of the *Pound District Act*, chapter 292, R.S.B.C. 1960, notice is hereby given of the appointment of Harold Purdy, R.R. 1, Nanaimo, British Columbia, as poundkeeper for the Extension Pound District.

The location of the pound premises is on Lots 3, 4, 5, and 6, Block 10, subdivision of Section 12, Range 2, Plan 716, Cranberry District, Nanaimo.

CYRIL M. SHELFORD,
Minister of Agriculture.

Department of Agriculture,
Victoria, British Columbia,
June 9, 1970. je11—785

DEPARTMENT OF THE ATTORNEY-GENERAL

SUPREME COURT ACT AND COUNTY COURTS ACT

HIS HONOUR the Lieutenant-Governor in Council has been pleased to order that, pursuant to the provisions of the *Supreme Court Act* and the *County Courts Act*, and all other powers thereunto enabling, sittings of the County Court for criminal trials with a jury be held at the Courthouse at 11 o'clock in the forenoon, at the places and on the dates as follows:—

1970 County Court Criminal Trials with a Jury

County of Vancouver

Vancouver—September 14th.
Vancouver—November 2nd.

County of Victoria

Victoria—September 14th.
Victoria—November 16th.

County of Westminster

New Westminster—June 15th.
New Westminster—September 8th.
New Westminster—November 30th.

L. R. PETERSON,
Attorney-General.

Attorney-General's Department,
Victoria, British Columbia,
November 21, 1969. no26—140

SUPREME COURT ACT

HIS HONOUR the Lieutenant-Governor in Council has been pleased to order that, pursuant to the provisions of the *Supreme Court Act*, sittings of the Supreme Court for the transaction of the business of the Courts of Assize, Nisi Prius, Oyer and Terminer, and General Gaol Delivery, be held at the Courthouse at 11 o'clock in the forenoon in the case of criminal sittings and 10.30 o'clock in the forenoon in the case of civil sittings, at the places and on the dates as follows:—

1970 Supreme Court of British Columbia Sittings for Assize and Civil Work

For the County of Cariboo

Quesnel, September 8th—Criminal and Civil.

Pouce Coupe, September 21st—Criminal and Civil.

Prince George, October 26th—Criminal and Civil.

For the County of Kootenay

Cranbrook, September 28th—Criminal and Civil.

Nelson, November 30th—Criminal and Civil.

For the County of Nanaimo

Nanaimo, October 13th—Criminal and Civil.

For the County of Westminster

New Westminster, October 13th—Criminal.

For the County of Prince Rupert

Prince Rupert, October 19th—Criminal and Civil.

For the County of Vancouver

Vancouver, September 8th—Criminal.
Vancouver, November 2nd—Criminal.

For the County of Victoria

Victoria, October 5th—Criminal.

For the County of Yale

Penticton-Kelowna-Vernon, September 8th—Civil.

Kamloops, September 28th—Criminal.
Kamloops, November 2nd—Civil.
Vernon, November 16th—Criminal.

L. R. PETERSON,
Attorney-General.

Attorney-General's Department,
Victoria, British Columbia,
November 21, 1969. no26—140

DEPARTMENT OF HIGHWAYS

SKEENA ELECTORAL DISTRICT

Establishing Right-of-way for Road Allowance in D.L. 374, Range 5, Coast District.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that portion of Lot 6, Plan 1335, District Lot 374, Range 5, Coast District, having an area of 0.0096 acre, more or less, as shown outlined in red on a plan recorded on File 3588-3 in the Provincial Department of Highways, Victoria, British Columbia, is hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
June 2, 1970.

File 3588-3/174845. je11—782

CARIBOO ELECTORAL DISTRICT

E 8509 — 13/7/70

Establishing Road Allowance, Highway 97, Williams Lake–Mountain House Road.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lots 4 and 3, District Lot 8817, Cariboo District, Plan 5616; Block 2, District Lot 8817, Cariboo District, Plan 4675; Lot 1, District Lot 8817, Cariboo District, Plan 4675; Lots 2 and 3, District Lot 8817, Cariboo District, Plan 7311; Lot 1, District Lot 8817, Cariboo District, Plan 15499; Lot 1, District Lot 7045, Cariboo District, Plan 15544; District Lot 7045, Cariboo District, except Parcel A (28036M) and except those parts included within the boundaries of Plans B6481, 8753, 8785, 15179, 16884, 17023, and 17056; part of District Lot 71 shown on Plan A171; Lot 2, District Lot 7045, Cariboo District, Plan 15544; Lot 5, District Lot 7045, Cariboo District, Plan 17052; Lot 2, District Lot 7045, Cariboo District, Plan 16279; Lots 30 and 31, District Lot 7045, Cariboo District, Plan 8753; Lots 1 and 2, District Lot 7045, Cariboo District, Plan 13172; Lot 1, District Lots 7045 and 71, Cariboo District, Plan 17056; Lots 1, 2, and 3, District Lots 71 and 8816, Cariboo District, Plan 12569; Lot 1, District Lot 8815, Cariboo District, Plan 6296; Lot 10, District Lot 8815, Cariboo District, Plan 6296, except parts included in Plans 11317 and 14375; Lot 1, District Lot 8815, Cariboo District, Plan 11244, except Lot A, Plan 17546; Parcel A (D.D. 25340M), Reference Plan B6061 of Lot 6, District Lot 8815, Cariboo District, Plan 2121; Lot A, District Lot 588, Cariboo District, Plan 10480; Lot 6, District Lot 8815, Cariboo District, Plan 2121, except parts included within Plans B6061 and 11244; and Lot 1, District Lot 8817, Cariboo District, Plan 7311, as shown outlined in red on plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia, under Road Surveys 3684, are hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
June 2, 1970.

File 533/174681. je11—782

OMINECA ELECTORAL DISTRICT

DF 18773

Establishing Right-of-way for Anderson Road 172 and for Frontage Road on Northern Trans-Provincial Highway 16.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lot 281, Range 5, Coast District, having a total area of 4.41 acres, more or less, as shown outlined in red on a plan recorded on File 611 in the Provincial Department of Highways, Victoria, British Columbia, are hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
June 2, 1970.

File 611/174846. je11—782

PRINCE RUPERT ELECTORAL DISTRICT

DF 18772

Establishing Right-of-way for Access Road to Tlell Park

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of the fractional northeast quarter of District Lot 1749 and the west half of District Lot 1748, Queen Charlotte District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, under Road Surveys 3683, are hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
June 2, 1970.

File 618/174680. je11—782

upon to do so. A performance bond and a labour and material payment bond, each in the amount of fifty per cent (50%) of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder prior to the award of the contract.

Tenders must be made out on the forms supplied and enclosed in the envelope furnished.

Tenderers are advised that all bidders will be required to satisfy the Minister of Highways, in writing, that they have the necessary qualifications to successfully perform the work. It is preferred that tenderers submit with their tenders a list stating the type, capacity, and present location (so that inspection can be made if necessary) of the equipment in their possession or at their disposal which is immediately available for the carrying-out of the work within the time limit specified without in any way curtailing or delaying any Departmental project that may be under contract at this date.

No tender will be accepted or considered which contains an escalator clause or any other qualifying conditions, and the lowest or any tender will not necessarily be accepted.

It is preferred that tenderers submit with their tenders a schedule of proposed construction operations showing estimated monthly progress for each phase of the construction work.

H. T. MIARD,
Deputy Minister.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September, 1970.

File 3240. oc1—1048

KAMLOOPS ELECTORAL DISTRICT

Discontinuing and Closing Portion of Shuswap Road 233

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that portion of road allowance in Section 35, Township 19, Range 15, west of the 6th meridian, Kamloops Division of Yale District, indicated by solid and broken lines and the words "Closed Road" on a Plan of Subdivision of Part of the South Half of the North Half of Section 35, and Those Parts of the South Half of Section 35 and Fractional Section 34 Lying North of the South Thompson River, Except Plan 19695, and Closed Road, All in Township 19, Range 15, West of the 6th Meridian, Kamloops Division of Yale District, prepared by D. G. Whyte, B.C.L.S., the survey for which was completed on the 8th day of May, 1970, to be deposited in the Land Registry Office at Kamloops, British Columbia, is hereby discontinued and closed.

The portion of road so discontinued and closed is shown bordered in green on a copy of the above-noted subdivision plan recorded on File 2070-2 in the Provincial Department of Highways, Victoria, British Columbia.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 18, 1970.

File 2070-2/184615. oc1—1045

DEPARTMENT OF HIGHWAYS

KAMLOOPS ELECTORAL DISTRICT

Establishing Road Allowance at Valleyview

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that part of Block 49 shown outlined in red on Plan B5749, District Lot 236, Kamloops Division of Yale District, Plan 3325, having an area of 0.40 of an acre, is hereby established as public highway.

A copy of the said Plan B5749 is recorded on File 5450-21 in the Provincial Department of Highways, Victoria, British Columbia.

W. K. KIERNAN,
Acting Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 18, 1970.

File 5450-21/184144. oc1—1045

CARIBOO ELECTORAL DISTRICT

Establishing Right-of-way for Cariboo Highway, Williams Lake–Mountain House Section.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that portion of Lot 4, District Lot 7045, Cariboo Highway, Plan 17052, having an area of 0.393 of an acre, as shown outlined in red on a plan recorded on File 533 in the Provincial Department of Highways, Victoria, British Columbia, is hereby established as public highway.

W. K. KIERNAN,
Acting Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 18, 1970.

File 533/184491. oc1—1045

WEST VANCOUVER-HOWE SOUND ELECTORAL DISTRICT

Establishing Right-of-way for Pemberton-Portage Road

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that portion of District Lot 8045, Lillooet District, having an area of 0.29 of an acre, more or less, as outlined in red on a plan recorded on File 3175 (District Plan 160-4A) in the Provincial Department of Highways, Victoria, British Columbia, is hereby established as public highway.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 24, 1970.

File 3175/185161. oc1—1045

WEST VANCOUVER-HOWE SOUND ELECTORAL DISTRICT

Establishing Right-of-way for a Service Road, Trans-Canada Highway at Horseshoe Bay.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of parts of Lots 10, 11, 12, and 13, Block 39, District Lot 430, Group 1, New Westminster District, Plan 2103; all of Lots 4 and 14, Block 2, District Lot 1493, Group 1, New Westminster District, Plan 2103; all of Lots 4 and 14, Block 3, District Lot 1493, Group 1, New Westminster District, Plan 2103; all of Lot 3, all of the east half of Lot 4, all of the west half of Lot 4, all of Re-amended Lot 6, Explanatory Plan 4913, and all of Re-amended Lot 7, Explanatory Plan 4913, Block 4, District Lot 1493, Group 1, New Westminster District, Plan 2103, all as shown outlined in red on a plan of survey prepared by Ray E. Chapman, B.C.L.S., and recorded in the Vancouver Land Registry Office under "Highway Plan 128," are hereby established as public highway.

A copy of the said Highway Plan 128 is recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3711."

W. K. KIERNAN,
Acting Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 15, 1970.

File 892-11/183734. oc1—1043

REVELSTOKE-SLOCAN ELECTORAL DISTRICT

Discontinuing and Closing Road Allowance within D.L. 7, Kootenay District.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that part of the road allowance dedicated by Plan 6823 of District Lot 7, Kootenay District, and all that part of road allowance along the southerly boundary of Lots 1 to 6, inclusive, and lying to the south of the westerly extension of the southerly boundary of Lot 6 and to the south of the easterly extension of the southerly boundary of Lot 1, Plan 1067, of District Lot 7, Kootenay District, are hereby discontinued and closed.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 18, 1970.

File 3484/184069. oc1—1045

MACKENZIE ELECTORAL DISTRICT

Discontinuing and Closing a Portion of Ocean Beach Esplanade at Gower Point.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that a portion of Ocean Beach Esplanade in District Lot 909, Group 1, New Westminster District, as established by dedication on a plan prepared by E. B. Herman, B.C.L.S., dated October 17, 1906, and numbered 1275, having an area of 0.676 of an acre, more or less, is hereby discontinued and closed.

The area so discontinued and closed is shown outlined in green on a plan recorded on File 2070-1 in the Provincial Department of Highways, Victoria, British Columbia.

W. D. BLACK,
Minister of Highways.

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
September 18, 1970.

File 2070-1/184749. oc1—1045

refundable. All copies purchased are registered and amendments are forwarded when issued.

Each tender must be accompanied by a bid bond or a certified cheque in an amount equal to 10 per cent of the tender price. A performance bond and a labour and material payment bond, each in the amount of 50 per cent of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder prior to the award of the contract. If a bid bond is supplied, this bond shall be forfeited if the tenderer declines to enter into a contract if called upon to do so. In the event that the successful bidder supports his tender with a certified cheque, but fails to produce the required performance bond and labour and material payment bond within a period of 14 days from the date of issuance of notice that his tender is accepted, the Minister of Highways shall have the right to forfeit the tender deposit in its full amount or to the extent of the difference in cost between the bidder's tender and the accepted tender, whichever is the lesser.

Tenders must be made out on the forms supplied and enclosed in the envelope furnished.

The tender submitted is irrevocable for 60 days and may not be altered, amended, or withdrawn for any cause without the written permission of the Minister.

Tenderers are advised that all bidders will be required to satisfy the Minister of Highways, in writing, that they have the necessary qualifications to successfully perform the work. It is preferred that tenderers submit with their tenders a list stating the type, capacity, and present location (so that inspection can be made if necessary) of the equipment in their possession or at their disposal which is immediately available for the carrying-out of the work within the time limit specified without in any way curtailing or delaying any Departmental project that may be under contract at this date.

No tender will be accepted or considered which contains an escalator clause or any other qualifying conditions, and the lowest or any tender will not necessarily be accepted.

It is preferred that tenderers submit with their tenders a schedule of proposed construction operations showing estimated monthly progress for each phase of the construction work.

H. T. MIARD
Deputy Minister

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 18, 1972.

File 624-2366 fe24—2682

KAMLOOPS ELECTORAL DISTRICT

Establishing Right-of-way for Yellowhead South Highway Route 5, Blackpool to Clearwater.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lot 1655; unsurveyed Crown land adjacent to District Lot 1655; Plan A2162 of District Lot 1657; District Lot 1657 (except Plan B3137); Parcel A of District Lot 1689; District Lot 1690 (except Plans 12509, 12864, and 13699); Lot 5, District Lot 1371, Plan 5153; Lot 3, District Lot 1370, Plan 5153 (except Plan 14121); Lot 2, District Lot 1370, Plan 5153; Lot 1, District Lot 1370, Plan 5153; Lot A, District Lot 1729, Plan 12557; District Lot 1729 (except Plans 12557, 14971, and 15768); District Lot 1601 (except Plans 19327 and 19811); Lot A, Plan 19811, District Lot 1601; District Lots 1683, 1602, 1682; District Lot 1641 (except Plan 18908); Lot B, District Lot 2620, Plan 7092 (except Plan 13540); Lot 1, Plan 17788, District Lot 2620; Lots 1, 2, and 3, Plan 7992, District Lot 2905; District Lot 2905 (except Plans B4952, B6987, 4422, 6688, 7367, and 8690); Lot A, District Lot 2905, Plan 16301; Lot A, District Lot 2905, Plan 4422; and Plan B4952 of District Lot 2905, all in Kamloops Division of Yale District, as shown outlined in red on plans recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3998" (being a copy of Highway Location Plan 236-10 and 236-11), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 1775-1/233414 fe24—2688

OMINECA ELECTORAL DISTRICT

Establishing Additional Right-of-way for Yellowhead Highway, Route 16

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that part of District Lot 748, Range 5, Coast District, containing 2.34 acres, more or less, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, on File 611 (being a copy of Reference 922-748-5), is hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 611/231884 fe24—2687

SKEENA ELECTORAL DISTRICT

Discontinuing and Closing Portion of Kalum Lake Road Within DL 6733, Range 5, Coast District.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that portion of road allowance in Lot 1 of District Lot 6733, Range 5, Coast District, as shown outlined in green on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, on File 2070-4, is hereby discontinued and closed.

The portion of road allowance so discontinued and closed is indicated established by *Gazette* notice dated February 18, 1926, Plan 1613 on a "Plan of Subdivision of Lot 6733 Including Closed Road and Unsurveyed Crown Land Range 5, Coast District," prepared by H. R. Millard, B.C.L.S., the survey for which was completed on August 30, 1971, to be deposited in the Prince Rupert Land Registry Office.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 2070-4/231101/233142 fe24—2687

DEPARTMENT OF HIGHWAYS

SAANICH AND THE ISLANDS ELECTORAL DISTRICT

Establishing Right-of-way for Patricia Bay Highway Through East Saanich IR 2.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of the East Saanich Indian Reserve 2, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, British Columbia under "Road Surveys 4001" (being a copy of plan deposited in Victoria Land Registry Office as Plan 2134 R/W), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 5020/232734 fe24—2687

SOUTH PEACE RIVER ELECTORAL DISTRICT

Establishing Additional Right-of-way for Roads 208 and 227

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all that part of the southwest quarter of Section 13, Township 78, Range 16, W6M, containing 2 acres, more or less, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, on File 5522 (being a copy of Highway District Drawing I-E-158 DR), is hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 5522/232098 fe24—2687

CARIBOO ELECTORAL DISTRICT

Establishing Right-of-way for Chilcotin–Bella Coola Highway, Route 20, Chilcotin Bridge to Williams Lake.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 1, District Lot 8839, Plan 18263, containing 0.23 acre, more or less; the fractional northwest quarter, District Lot 8839 (except Plans 5933, 6442, 10735, 11670, 14239, 14308, 17154, and 18263), containing 1.26 acres, more or less; Lot 15, District Lot 8839, Plan 14239, containing 0.29 acre, more or less; Lot 1, District Lot 8839, Plan 17154, containing 2.1 acres, more or less; Lot A, District Lot 8839, Plan 14308, containing 0.74 acre, more or less; Lot 5, District Lot 8839, Plan 14239, containing 0.01 acre, more or less; Lot 1, District Lot 8839, Plan 14239, containing 0.04 acre, more or less; Lot 3, District Lot 8839, Plan 11670, containing 0.07 acre, more or less; Lot 3, District Lot 8839, Plan 7280, containing 0.28 acre, more or less; Lot 4, District Lot 8839, Plan 7280, containing 2.58 acres, more or less; District Lot 8840 (except Lot A, DD 90358M), containing 11.46 acres, more or less; Lot A, District Lot 8840, Plan 14935; Lot 2 (except Plan 14935), District Lot 8839, Plan 6442, containing 0.57 acre, more or less; Lot A, District Lot 8839, Plan 18301, con-

taining 11.2 acres, more or less; the northeast quarter, District Lot 8839 (except Plans 6294, 7747, 7814, 16326, and 18301), containing 0.17 acre, more or less; Lot A, District Lot 8839, Plan 6294, containing 0.04 acre, more or less; Lot A, District Lot 7047, Plan 15245, containing 0.51 acre, more or less; District Lot 7047 (except Plans 15245 and 16633); Lot A of District Lots 71 and 7047, Plan 16633 (except Plan 18897), containing 0.6 acre, more or less; the remainder of District Lot 71, containing 2.3 acres, more or less; District Lot 7045 (except Plans B6481, 8753, 8785, 15179, 16884, 17023, 17056, and 18517), containing 1.61 acres, more or less; and Lot A, District Lot 71, Plan 6939, containing 0.73 acre, more or less, all in Cariboo District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, under "Road Surveys 3997" (being a copy of Highway Location Drawing R2-17-20 R/W to R2-17-25 R/W, inclusive), are hereby established as public highway.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 4013/233328 fe24—2687

NOTICE TO CONTRACTORS

Bridge Project 692—Passenger and Vehicle Ferries

SEALED TENDERS, marked "Tender for Bridge Project 692—Passenger and Vehicle Ferries," will be received by the Minister of Highways in his office at the Parliament Buildings, Victoria, British Columbia, up to 2 p.m. (Pacific Standard time) on Friday the 10th day of March 1972, and opened in public at that time and date. Tenders should be delivered to Room 237, Douglas Building, Victoria.

The contract shall consist of the construction of one, two, or three vessels. Each vessel shall have an over-all length of 157 feet and be capable of carrying 22 automobiles and 150 passengers.

Plans, specifications, and conditions of tender may be obtained from the Provincial Government Plan Viewing Room, 103, 501 West 12th Avenue, Vancouver 9, British Columbia (telephone 879-7531), or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable.

Each tender must be accompanied by a bid bond or a certified cheque in an amount equal to 10 per cent of the tender price. A performance bond and a labour and material payment bond, each in the amount of 50 per cent of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder prior to the award of the contract. If a bid bond is supplied, this bond shall be forfeited if the tenderer declines to enter into a contract if called upon to do so. In the event that the successful bidder supports his tender with a certified cheque, but fails to produce the required performance bond and labour and material payment bond within a period of 14 days from the date of issuance of notice that his tender is accepted, the Minister of Highways shall have the right to forfeit the tender deposit in its full amount or to the extent of the difference in cost between the bidder's tender and the accepted tender, whichever is the lesser.

Tenders must be made out on the forms supplied and enclosed in the envelope furnished.

The tender submitted is irrevocable for 60 days and may not be altered, amended, or withdrawn for any cause without the written permission of the Minister.

Tenderers are advised that all bidders will be required to satisfy the Minister of Highways, in writing, that they have the necessary qualifications to successfully perform the work. It is preferred that tenderers submit with their tenders a list stating the type, capacity, and present location (so that inspection can be made if necessary) of the equipment in their possession or at their disposal which is immediately available for the carrying-out of the work within the time limit specified without in any way curtailing or delaying any Departmental project that may be under contract at this date.

No tender will be accepted or considered which contains an escalator clause or any other qualifying conditions, and the lowest or any tender will not necessarily be accepted.

It is preferred that tenderers submit with their tenders a schedule of proposed construction operations showing estimated monthly progress for each phase of the construction work.

H. T. MIARD
Deputy Minister

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 1972.

File 5704 fe24—2678

NELSON-CRESTON ELECTORAL DISTRICT

Discontinuing and Closing Part of Nelson–Nelway Highway, Route 6, Vicinity of Ymir.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that part of Parcel Z of Sublot 7 of District Lot 1242, Kootenay District, Plan X59, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, British Columbia, on File 4758 (being a copy of plan deposited in the Nelson Land Registry Office as Explanatory Plan 7949), is hereby discontinued and closed.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 4758/232005 fe24—2687

WEST VANCOUVER-HOWE SOUND ELECTORAL DISTRICT

Notice Designating Controlled Access Highway

NOTICE is given, pursuant to section 3 of the *Controlled Access Highway Act*, that, by Order in Council 545, approved February 14, 1972, the undernoted change has been made with respect to the designation of controlled access highways, namely:

The designation of the Horseshoe Bay–Pemberton Highway, as authorized by Order in Council 1523, approved June 2, 1964, has been withdrawn.

And further, the following described highway has been designated as a controlled access highway, namely:

The Garibaldi Highway, from the junction with British Columbia Highway 1 at Horseshoe Bay, in the District Municipality of West Vancouver, thence in a generally northerly direction through the District Municipality of Squamish (via the new route from Mamquam to the intersection with Alice Lake Road east of Cheekye), and continuing northerly to the intersection with the Pemberton Portage Road in the Village of Pemberton.

W. D. BLACK
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, British Columbia,
February 24, 1972.

File 3449/232012/233455 fe24—2688

NOTICE TO CONTRACTORS

West Vancouver-Howe Sound Electoral District

Bridge Project 530—Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Garibaldi Highway Contract 2: Fabrication and Erection of Structural Steelwork.

SEALED TENDERS, marked "Tender for Bridge Project 530: Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Contract 2," will be received by the Minister of Highways in his office at the Parliament Buildings, Victoria, British Columbia, up to 2 p.m. (Pacific Standard time) on Wednesday the 15th day of March 1972, and opened in public at that time and date. Tenders should be delivered to Room 237, Douglas Building, Victoria.

The contract consists of the supply, fabrication, shop-painting, delivery, and erection of 235 tons of structural steelwork for the four bridges.

Plans, specifications, and conditions of tender may be obtained from the Provincial Government Plan Viewing Room, 108, 501 West 12th Avenue, Vancouver 9, British Columbia (telephone 879-7531), or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable.

Construction of this contract shall conform to the requirements of the applicable sections of the Department of Highways "General Specifications for Highway Construction." If the bidder does not already have a copy of these specifications, one may be obtained from the Provincial Government Plan Viewing Room, Vancouver, or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable. All copies purchased are registered and amendments are forwarded when issued.

Each tender must be accompanied by a bid bond or a certified cheque in an amount equal to 10 per cent of the tender price. A performance bond and a labour and material payment bond, each in the amount of 50 per cent of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder prior to the award of the contract. If a bid bond is supplied, this bond shall be forfeited if the tenderer declines to enter into a contract if called upon to do so. In the event that the successful bidder supports his tender with a certified cheque, but fails to produce the

DEPARTMENT OF THE ATTORNEY-GENERAL

SPECIAL SURVEYS ACT

In the Matter of the Special Surveys Act and in the Matter of the Special Survey of Amended Lots 3 and 4, Lots 5 to 11, Both Inclusive, and Lots 23 to 26, Both Inclusive, Bk. O, DL 1638, Gp. 1, NWD, Plan 7474, Vancouver Assessment District.

NOTICE is hereby given that the plan of the special survey of the above-described lands which is registered in the Vancouver Land Registry Office, which special survey was directed by order of Gilbert D. Kennedy, Q.C., Deputy Attorney-General of British Columbia, dated the 7th day of December 1971, for the purpose of correcting any error or supposed error in respect of any existing survey or plan concerning the lands referred to, or adjusting any discrepancies between the occupation of any parcel and any registered subdivision plan or other plan or description under which it is held, or for any other purpose mentioned in section 3 of the Act, has been deposited with undersigned, together with the surveyor's report, and will be submitted to the Lieutenant-Governor in Council for approval in pursuance of the Act.

In accordance with the *Special Surveys Act*, I hereby appoint Henry T. Kennedy, Esq., Acting-Registrar of the Vancouver Land Registration District, to hear any complaints against the special survey plan or report, or claim for compensation, that may be made by any person interested in the land affected by this survey, and that such hearing be held on Tuesday the 28th day of November 1972, at the hour of 2 p.m. in the Land Registry Office, Avord Building, 777 Hornby Street, Vancouver, B.C.

The Act provides that any person desiring to complain against the special survey plan or report, or to claim compensation, shall, not less than seven days before the date fixed for the hearing, deliver or cause to be delivered to the undersigned by mail or otherwise a written statement setting forth the nature and grounds of his complaint or claim.

Dated at the City of Victoria, in the Province of British Columbia, this 6th day of October 1972.

GILBERT D. KENNEDY
Deputy Attorney-General

Attorney-General's Department,
Victoria, B.C., November 6, 1972.

no9—3784

CIVIL SERVICE COMMISSION

CIVIL SERVICE ACT

THE APPOINTMENT of David P. Lancaster to the following positions has been rescinded effective October 1, 1972: Gold Commissioner, Atlin Mining Division, with office at Atlin; Mining Recorder, Atlin Mining Division, with office at Atlin; Sub-Mining Recorder, Liard Mining Division, with office at Atlin; Deputy Registrar of Voters, Atlin Electoral District.

The appointment of Stuart William Minifie as Deputy Registrar of Voters, Alberni Electoral District, has been rescinded effective October 1, 1972.

The appointment of Henry Spencer Tatchell as Registrar of Voters, Cariboo Electoral District, has been rescinded effective August 15, 1972.

Peter J. Newall has been appointed Deputy Registrar of Voters, Atlin Electoral District, effective October 1, 1972.

Doreen J. Onions has been appointed Deputy Registrar of Voters, Boundary-Similkameen Electoral District, for the period September 1 to September 30, 1972, inclusive.

no9—3783

DEPARTMENT OF AGRICULTURE

POUND DISTRICT ACT

PURSUANT to the provisions of section 11 of the *Pound District Act*, chapter 292, R.S.B.C. 1960, notice is hereby given of the resignation of R. H. Bell as poundkeeper of the Montney Pound District and the appointment of Bob B. Parker, Montney, B.C., in his stead.

The location of the pound premises is on the southeast quarter of Section 16, Township 86, Range 19, W6M.

DAVID D. STUPICH
Minister of Agriculture

Department of Agriculture,
Victoria, B.C., October 30, 1972.

no9—3779

POUND DISTRICT ACT

PURSUANT to the provisions of section 11 of the *Pound District Act*, chapter 292, R.S.B.C. 1960, notice is hereby given of the resignation of N. F. Craig as poundkeeper for the Vanderhoof North Pound District and the appointments in his stead of Antoine M. Sadler, Vanderhoof, B.C., and Margaret Sadler, Vanderhoof, B.C.

The location of the pound premises is Lot 1 of the southeast quarter of Section 15, Township 11, Plan 5091, Range 5, Coast District.

DAVID D. STUPICH
Minister of Agriculture

Department of Agriculture,
Victoria, B.C., November 2, 1972.

no9—3783

DEPARTMENT OF HIGHWAYS

DEWDNEY ELECTORAL DISTRICT

DF # H 117379

Establishing Right-of-way Through DL 411, Gp. 1, NWD, Mission Bridge Project.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all of Lots 38, 39, 40, 41, and 42, Block 55, of Lot 411, Group 1, NWD, Plan 594, are hereby established as public highway.

R. M. STRACHAN
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 9, 1972.

File 3240/257559 no9—3788

CARIBOO ELECTORAL DICTRICT

G-24149

Establishing Additional Right-of-way for Cariboo Highway 97, Williams Lake to Mountain House Road Section.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Blocks 2 and 1, Plan 4675, District Lot 8817; Lots 3, 2, and 1, Plan 7311, District Lot 8817; Lot 1, Plan 15499, District Lot 8817; Lots 1 and 2, Plan 15544, District Lot 7045; Lots 5 and 4, Plan 17052, District Lot 7045; Lot 2, Plan 16279, District Lot 7045; Lots 30 and 31, Plan 8753, District Lot 7045; Lots 2 and 1, Plan 13172, District Lot 7045; Lot 1, Plan 17056, District Lot 7045; the remainder of District Lot 7045; and Parcel D, Plan H133, District Lot 7045, all in Cariboo District, as shown outlined in red and green on a plan of survey recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4168" (being a copy of plan deposited in the Prince George Land Registry Office as Plan 20296), are hereby established as public highway.

R. M. STRACHAN
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., November 9, 1972.

File 533/257292 no9—3788

NOTICE TO CONTRACTORS

Rossland-Trail Electoral District

Bridge Project 818—Blueberry Creek CPR Overhead, Blueberry Access Road, Contract 1: General.

SEALED TENDERS, marked "Tender for Bridge Project 818—Blueberry Creek CPR Overhead, Contract 1," will be received by the Minister of Highways in his office at the Parliament Buildings, Victoria, B.C., up to 2 p.m. (Pacific Standard time) on Friday the 24th day of November 1972, and opened in public at that time and date. Tenders should be delivered to Room 237, Douglas Building, Victoria.

The work to be carried out under this contract consists of the construction complete, except for asphalt overlay, but including the supply and erection of the prestressed-concrete stringers, of a 170-foot, five-span structure. The substructure consists of treated-timber pile bents, while the superstructure consists of prestressed-concrete box-stringers.

Plans, specifications, and conditions of tender may be obtained from the Provincial Government Plan Viewing Room, 108, 501 West 12th Avenue, Vancouver 9, B.C. (telephone 879-7531), or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable.

Construction of this contract shall conform to the requirements of the applicable sections of the Department of Highways "General Specifications for Highway Construction." If the bidder does not already have a copy of these specifications, one may be obtained from the Provincial Government Plan Viewing Room, Vancouver, or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable. All copies purchased are registered and amendments are forwarded when issued.

Each tender must be accompanied by a bid bond or a certified cheque in an amount equal to 10 per cent of the tender price. A performance bond and a labour and material payment bond, each in the amount of 50 per cent of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder upon receipt of notice of acceptance of tender. If a bid bond is supplied, this bond shall be forfeited if the

Witness, the Honourable John L. Farris, Administrator of Our said Province of British Columbia, in Our City of Victoria, in Our said Province, this ninth day of January in the year of our Lord one thousand nine hundred and seventy-five, and in the twenty-third year of Our Reign.

By Command.
[L.S.] E. DAILLY
fe6—7153 *Acting Provincial Secretary*

[L.S.] JOHN L. FARRIS
Administrator

CANADA:

PROVINCE OF BRITISH COLUMBIA

ELIZABETH the SECOND, by the Grace of God, of the United Kingdom, Canada and Her Other Realms and Territories, Queen, Head of the Commonwealth, Defender of the Faith.

To all to whom these presents shall come—Greeting.

James G. Lorimer, *Minister of Municipal Affairs*

WHEREAS by section 766 of the *Municipal Act* it is provided, *inter alia*, that, in addition to the functions conferred by that Act, a regional district has such functions as are provided by Letters Patent or supplementary Letters Patent, and for this purpose the Lieutenant-Governor in Council may, on the recommendation of the Minister, provide in the Letters Patent or Supplementary Letters Patent such further objects, powers, obligations, duties, limitations, and conditions in respect to any or all functions requested pursuant to this section:

And whereas the Regional Board of the Ocean Falls Regional District has requested that the regional district be empowered to undertake refuse disposal, with Electoral Areas C and D as participating member municipalities:

And whereas, under the provisions of subsection (*4b*) of section 766 of the *Municipal Act*, the annual net cost of any function granted pursuant to subsection (*4a*) of said section shall not exceed the product of 2 mills on the assessed values referred to in subsection (1) of section 782 within the participating municipalities, and the annual net cost of all functions granted pursuant to subsection (*4a*) shall not exceed the product of 3 mills on such assessed values:

And whereas the provisions of section 766 of the *Municipal Act* have been duly complied with:

Now know ye that by these presents We do order and proclaim that on, from, and after the date hereof the following be added to the objects, powers, obligations, duties, limitations, and conditions of the Ocean Falls Regional District:

"Division IV—Refuse Disposal

"1. The Regional Board may establish, maintain, operate, and regulate grounds for the disposal of refuse, and may by by-law establish and impose charges for the use thereof, within the area of the regional district comprising Electoral Areas C and D.

"2. The annual net cost attributable to this function shall be apportioned between the member municipalities on the basis of current taxable assessed values of land and improvements as fixed for school purpose, excluding property taxable for school purposes only by special Act, and shall not exceed the product of 2 mills on the current taxable assessed values of land and improvements under the *Public Schools Act*, excluding those properties taxable for school purposes only by special Act.

"3. No debt, other than temporary current borrowing, shall be incurred for the purposes of this function."

And that the Letters Patent of the Ocean Falls Regional District deemed to be further amended accordingly.

In testimony whereof, We have caused these Our Letters to be made Patent and the Great Seal of Our said Province to be hereunto affixed.

Witness, the Honourable John L. Farris, Administrator of Our said Province of British Columbia, in Our City of Victoria, in Our said Province, this ninth day of January in the year of our Lord one thousand nine hundred and seventy-five, and in the twenty-third year of Our Reign.

By Command.
[L.S.] E. DAILLY
fe6—7153 *Acting Provincial Secretary*

DEPARTMENT OF HIGHWAYS

NOTICE TO CONTRACTORS

Cowichan-Malahat Electoral District

Project TF 182—Kuper Island Ferry Terminal, Contract 1: Fill Area and Marine Structures.

SEALED TENDERS, marked "Tender for Project TF 182—Kuper Island Ferry Terminal, Contract 1," will be received by the Department of Highways at the Parliament Buildings, Victoria, B.C., up to 2 p.m. on Wednesday the 26th day of February 1975, and opened in public at that time and date. Tenders must be delivered only to Room 237, Douglas Building, Victoria, which is open from 8.30 a.m. to 12 noon and 1 p.m. to 4.30 p.m., Monday to Friday, except holidays.

The work to be carried out under this contract consists of the construction of a new fill area and a new berth, including a new abutment, loading-ramp, apron, wingwalls and shelter, and the installation of a pontoon and floating leads.

Plans, specifications, and conditions of tender may be obtained from the Provincial Government Plan Viewing Room, 108, 501 West 12th Avenue, Vancouver, B.C. V5Z 1M4 (telephone 879-7531), or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable.

Construction of this contract shall conform to the requirements of the applicable sections of the Department of Highways "General Specifications for Highway Construction." If the bidder does not already have a copy of these specifications, one may be obtained from the Provincial Government Plan Viewing Room, Vancouver, or from the undersigned for the sum of $10 (cheque or money order made payable to the Minister of Finance), which is not refundable. All copies purchased are registered and amendments are forwarded when issued.

Each tender must be accompanied by a bid bond or a certified cheque in an amount equal to 10 per cent of the tender price. A performance bond and a labour and material payment bond, each in the amount of 50 per cent of the tendered sum, in a form acceptable to the Minister of Finance, must then be provided by the successful bidder upon receipt of notice of acceptance of tender. If a bid bond is supplied, this bond shall be forfeited if the tenderer declines to enter into a contract if called upon to do so. In the event that the successful bidder supports his tender with a certified cheque, but fails to produce the required performance bond and labour and material payment bond within a period of 14 days from the date of issuance of notice that his tender is accepted, the Minister of Highways shall have the right to forfeit the tender deposit in its full amount or to the extent of the difference in cost between the bidder's tender and the accepted tender, whichever is the lesser.

Tenders must be made out on the forms supplied and enclosed in the envelope furnished.

The tender submitted is irrevocable for 60 days and may not be altered, amended, or withdrawn for any cause without the written permission of the Minister.

Tenderers are advised that all bidders will be required to satisfy the Minister of Highways, in writing, that they have the necessary qualifications to successfully perform the work. It is preferred that tenderers submit with their tenders a list stating the type, capacity, and present location (so that inspection can be made if necessary) of the equipment in their possession or at their disposal which is immediately available for the carrying-out of the work within the time limit specified without in any way curtailing or delaying any Departmental project that may be under contract at this date.

No tender will be accepted or considered which contains an escalator clause or any other qualifying conditions, and the lowest or any tender will not necessarily be accepted.

It is preferred that tenderers submit with their tenders a schedule of proposed construction operations showing estimated monthly progress for each phase of the construction work.

H. F. STURROCK
Deputy Minister

Department of Highways,
Parliament Buildings,
Victoria, B.C. V8V 2M3,
January 1975.

File 795 fe6—7173

CARIBOO ELECTORAL DISTRICT

DF # K3295—

Establishing Road Allowance, Chilcotin–Bella Coola Highway 20

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 15, Plan 14239, District Lot 8839; Lot 1, Plan 18263, District Lot 8839; the remainder of northwest quarter of District Lot 8839; Lot 1, Plan 17154, District Lot 8839; Lot A, Plan 14308, District Lot 8839; Lot 5, Plan 14239, District Lot 8839; Lot 1, Plan 14239, District Lot 8839; Lot 3, Plan 11670, District Lot 8839; Lot 4, Plan 7280, District Lot 8839; Lot 3, Plan 7280, District Lot 8839; District Lot 8840; Lot 2, Plan 6642, District Lot 8839; Lot A, Plan 14935, District Lots 8839 and 8840; Lot A, Plan 6294, District Lot 8839; the remainder of northeast quarter of District Lot 8839; Lot A, Plan 15245, District Lot 7047; Lot A, Plan 16633, District Lot 7047; the remainder of District Lot 7047; Parcel A (C4643), District Lot 71; Lot A, Plan 6939, District Lot 71; District Lot 8209, Plan A171; unsurveyed Crown

land, bed of Williams Lake; the remainder of District Lot 7045; Lot 1, Plan 17056, District Lot 7045; all in Cariboo District, as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4482" (being a copy of plan deposited in the Prince George Land Registry Office as Plan 21836), are hereby established as public highway.

GRAHAM LEA
Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 23, 1975.
File 4013/309155 fe6—7186

DF# 32189

NELSON-CRESTON ELECTORAL DISTRICT

Establishing Right-of-way for Castlegar–Nelson Highway 3A

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Parcel A (DD 276411), Blocks 20 and 21, Plan 857, District Lot 1239; and Block 10, Plan 781, District Lot 302A, Kootenay District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, B.C., on File 4758 (being a copy of Highway District Plan 1-351), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 4758/309511 fe6—7186

DF # K7335

BOUNDARY-SIMILKAMEEN DISTRICT

Establishing Right-of-way for Southern Trans-Provincial Highway and Phoenix Road 67.

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of District Lots 3229(S), 3228(S), and 3227, all of Similkameen Division of Yale District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4487" (being a copy of Highway District Plan 15-53), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 969/309510 fe6—7186

ESQUIMALT ELECTORAL DISTRICT

Discontinuing and Closing Road Allowance Within Section 70, Esquimalt District.

NOTICE is given, pursuant to section 11 of the *Highway Act*, that all that part of Glencairn Lane (formerly Cemetery Road) defined as part of Lot G, Section 70, Esquimalt District, Plan 1118, more particularly known and described as follows: Commencing at the most northerly corner of that part of said Lot G shown outlined in red on Plan 2576 R/W; thence S.35°07'10"E. for 175.49 feet; thence S.46°41'20"W. for 40.02 feet to an iron post; thence N.35°07'10"W. for 175.62 feet to an iron post; thence N.46°52'00"E. for 40 feet to point of commencement (except portion lying within Plan 2576 R/W), is hereby discontinued and closed.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 2070-1/309540 fe6—7186

ALBERNI ELECTORAL DISTRICT

DF# 3165 OS

Establishing Right-of-way for Port Albion Highway 4

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot A, Plan 24886, Lot 1, Plan 12114, and Lot 1, Plan 9403, all in District Lot 20; District Lots 20, 474, 475, 477, 478, 479, and 480; and unsurveyed Crown land south of District Lot 475, all in Clayoquot District, as shown outlined in red on a plan recorded in Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4485" (being a copy of Highway Location Drawings R1-27-01 R/W to R1-27-05 R/W, inclusive), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 1793/309340 fe6—7186

COWICHAN-MALAHAT ELECTORAL DISTRICT

DF# 3187 OS

Establishing Right-of-way for Cowichan Lake Highway

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Block 29, Map 775 (except, firstly, 23.65 acres, being the right-of-way of the Esquimalt and Nanaimo Railway as shown outlined in red on plan deposited under 11421F, and, secondly, 7.934 acres, being the right-of-way of the Esquimalt and Nanaimo Railway as shown outlined in red on plan deposited under 11425F, except Plan 4275); Block 213, containing 557.6 acres, more or less; Lot 11 (except part shown outlined in red on plan deposited under DD 12162F; Block 1244, containing 4,408 acres, more or less; Lot 4, District Lot 16, Plan 13598; Lot 3, District Lot 16, Plan 13598; Lot 2, District Lot 16, Plan 13598; Parcel N (DD 174226I) of Lot 16; Parcel H (DD 112818I) of Lot 16, lying north of the right-of-way of the Esquimalt and Nanaimo Railway; and Parcel M (DD 173685I) of Lot 16, all in Cowichan Lake District; Parcel K (DD 122107I) of Section 6, Renfrew District, and of Lot 16, Cowichan Lake District, lying within said Lot 16; Parcel K (DD 122107I) of Section 6, Renfrew District, and of Lot 16, Cowichan Lake District, lying within said Section 6; Lot 3 of Section 6, Renfrew District, Plan 5246, lying south of a boundary parallel to the northerly boundary of said lot and extending from a point on the easterly boundary of said lot distant 1,607.5 feet from the northeast corner of said lot; Parcel F (DD 115396I) of Section 6, Renfrew District (situate in Cowichan Lake District, lying to the north of Plan 1068 R.W.); Lot 1, Section 6, Renfrew District (situate in Cowichan Lake District), Plan 12606; Lot 2, Section 6, Renfrew District (situate in Cowichan Lake District), Plan 7256, lying north of a straight boundary joining points on the east and west boundaries of said Lot 2 distant respectively 97.1 feet and 97.1 feet from the northeast and northwest corners thereof; Lot 3, Section 6, Renfrew District (situate in Cowichan Lake District), Plan 7256; Lot A, Section 6, Plan 17659, and Lot 1, Section 6, Plan 10876, Renfrew District (situate in Cowichan Lake District); the west half of Section 6, Renfrew District, lying to the north of Cowichan Lake Road (except Plans, Parcel E (DD 92507I), 1005, 1005A, 6966, 1627R, and 15590; Block 401, Cowichan Lake District; Lot 5, Block 10, Section 5, Renfrew District (situate in Cowichan Lake District), Plan 1750; Lot 6, Block 10, Section 5, Plan 1750; Lot 7, Block 10, Section 5, Plan 1750; Lot 1, Block 11, Section 5, Plan 1750; Lot 2, Block 11, Section 5, Plan 1750; Lots 4, 6, 10, 11, 12, 13, 14, and 15, Block 12, Section 5, Plan 1750; Lots 1 and 5, Block 12, Section 5, Plan 1750 (except Plan 14238); Lot A, Section 5, Plan 14238; Lot 4, Block 13, Section 5, Plan 1750; Lot 3, Block 13, Section 5, Plan 1750; Lot 2, Block 13, Section 5, Plan 1750; Lot 1, Block 13, Section 5, Plan 1750, all in Renfrew District, situate in Cowichan Lake District; Lot 54, Cowichan Lake District (except the right-of-way of the Canadian Northern Pacific Railway), containing 1.34 acres, more or less, as shown on plan deposited under DD 141811; Parcel A (DD 421361) of Lot 27, Cowichan Lake District; Lot A, Plan 24356, of Block 488, Cowichan Lake District; Block 488, Cowichan Lake District, containing 815 acres, more or less (except part shown outlined in red on Plan 620R and except Plans 16811 and 23727), as shown outlined in red on a plan of survey recorded in the Provincial Department of Highways, Victoria, B.C., under "Road Surveys 4486" (being a copy of plan deposited in the Victoria Land Registry Office as Plan 2762 R.W.), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 1007/309332 fe6—7186

COWICHAN MALAHAT ELECTORAL DISTRICT

DF# 3176 OS

Establishing Right-of-way for Old Cowichan Lake Road

NOTICE is given, pursuant to section 8 of the *Highway Act*, that all those portions of Lot 1, Section 19, Range 5, Plan 7231; Amended Lot 1 (DD 181520I) of Sections 19 and 20, Range 5, Plan 2156 (except Plan 7231); Amended Lot 2 (DD 181532I), Section 19, Range 5, Plan 2156 (except Plan 10277), all in Quamichan District, as shown outlined in red on a plan recorded in the Provincial Department of Highways, Victoria, B.C., on File 1007 (being a copy of Highways District Plan 12-1-115), are hereby established as public highway.

H. F. STURROCK
Deputy Minister of Highways

Department of Highways,
Parliament Buildings,
Victoria, B.C., January 30,1975.
File 1007/309331 fe6—7186

Delgam 8

30 July 99 3:35

Judy

I talked to Mike Bruggs @ Hwy Dogs

They no longer need to go on I.R. 6

Please put plans on I.R. 6 file

& return

PS 100707 to Jim W.

Thanks

J

- Williams Lake IB
  San Jose IB is
  PS 51127

- Soda Creek Temp. File

Seel, Catherine TH:EX

From: Schaefer, Judy TH:EX
Sent: Monday, July 26, 1999 2:19 PM
To: Seel, Catherine TH:EX
Subject: RUSH Request for Prince George Plans

Importance: High

Hi Catherine,

Could you please forward a copy of the following plans.

PGP 20854
Plan 18517

Sorry - but this is a bit of a **RUSH**. Could you courier them out as soon as you can. Thanks a lot!!!

Judy,

as requested, here's copies of the two plans.

Catherine.

PROPERTIES BRANCH
Ministry of Transportation & Highways

JUL 28 1999
KAMLOOPS, B.C.

The Status of Highway 20 Through Six Indian Reserves

EXECUTIVE SUMMARY

Highway 20 traverses the Chilcotin Plateau west from Williams Lake to Bella Coola following a route similar to what was once known as the Chilcotin or Chilcotin Main Road. The Highway crosses six Indian Reserves as outlined below.

San Jose I.R. No. 6 - Williams Lake Indian Band
Evidence suggests that Borland Road (the historic route of the Chilcotin Road) through IR6 was in existence before 1900, prior to 1911, thus establishing its width at sixty-six feet wide by the 1911 general Gazette Notice and excluding it from the transfer of land from the Province to Canada by Order in Council 1036/38. The present location of Highway 20 does not cross I.R. No. 6.

Anahim's Flat I. R. No. 1 - Anaham Indian Band
Research reveals that the route of Highway 20 through I.R. No. 1 was in existence as a wagon road prior to 1911 making the 1911 Gazette Notice applicable to the original road. Highway 20 was excluded from the conveyance of the Reserve to Canada 'in trust' for the Anaham Indian Band by Order in Council 1036/38. In 1977, land was resumed by the Province from I.R. No. 1 for widening and relocation purposes. In 1980 negotiations took place to acquire land for widening purposes. The abandoned right of way through the Reserve has not yet been returned and to date a PCO has not been passed.

****Redstone I.R. No.1 - Alexis Creek Indian Band***
The original route of Highway 20 through I.R. No. 1 was in existence as a wagon road prior to 1911 making the 1911 Gazette notice applicable, establishing the width of the right of way at 66 feet. A similar route through I.R. No.1 was in existence prior 1938, thus, excluding it from the conveyance of the Reserve to Canada 'in trust' for the Alexis Creek Indian Band according to the terms of Order in Council 1036/38.

Evidence suggests that Highway 20 through I.R. No.1 has been significantly relocated since 1938. During the 1940's the route was relocated by the Military to what appears to be the present location. In the 1980's negotiations took place to acquire land for widening purposes and at that time an agreement was negotiated with the Band to exchange old road right of way for new. To date a PCO has not been issued and in March 1996 the Band revoked the BCR's of 1986 and 1987 allowing for the transfer of 8.237 acres of existing and additional right of way to the Province.

4.1 SanJose IR 6

San Jose IR6 (IR6) is located in the town of Williams Lake. Borland Road No. 12 passes though the reserve and used to be a part of the Chilcotin Road. The present location of Highway 20 does not cross the reserve, but in order to make this report complete IR6 has been included.

A research report on IR6 was prepared by the Ministry of Transportation and Highways on February 1, 1982[10]. It concludes that Borland Road No. 12 is a public highway because it is excluded from the transfer of 1938. It was also in existence before 1900, thus making the general Gazette Notice of August 3, 1911 applicable. Presently the road is within the municipal boundaries of the city of Williams Lake.

It appears that the District office is addressing a current concern that MacKenzie Street may encroach slightly onto IR6.

4.2 Anahim's Flat I.R. No. 1

(Note: While this is a report on Highway 20, this section also contains information on Stum Lake Road through Anahim's Meadow IR2 because the Region requested information on this road through I. R. No. 2 and reference to maintenance of the road was part of a 1980 agreement regarding Anahim Flats I.R. No. 1 between the Band and the Province)

4.2.1 Background

Anahim's Flat Indian Reserve No.1 (IR1) of the Anaham Indian Band is situated on the Chilcotin River just south an east of Alexis Creek, approximately 50 miles west of Williams Lake on Highway 20[11].

The Reserve was allotted by the Joint Reserve Commission July 8, 1877 and recorded by Minutes of Decision, 1309/95, dated April 19, 1895. The original survey was completed in August 1894 defining the Reserve at 9285.00 acres. The Royal Commission on Indian Affairs recommended confirmation of the Reserve at 9285.00 acres on February 26, 1916[12].

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[10] MoTH HQ f. 51127

[11] NTS Map 1:250 000, Taseko Lakes, BC, 92O, 1979 and Quesnel, BC, 93B, 1966

[12] Schedule of Federal Indian Reserves, 1943, Minutes of Decision, April 19, 1895 and Fieldbook survey 1894 an Minute of Decision from the Royal Commision on Indian Affairs, February 26, 1916.

Road Research Report

July 1996/Revised March 1997

Highway 20

Prepared for the
Aboriginal Relations Branch,
Ministry of Transportation and Highways

DRAFT

The Status of Highway 20 Through Five Indian Reserves

EXECUTIVE SUMMARY

Highway 20 traverses the Chilcotin Plateau west from Williams Lake to Bella Coola and was previously known as the Chilcotin or Chilcotin Main Road. The Highway crosses five Indian Reserves as outlined below.

San Jose I.R. No.6

The current location of Highway 20 does not cross IR6. Historically Borland Road has been in existence since before the 1900's and it used to be part of the Chilcotin Road. It was concluded in a 1989 MoTH research report that Borland Road is a public highway because it was excluded from the transfer of administration and control of the Reserve to Canada by BC-OIC #1036/1938.

Anahim's Flat I.R. No.1

Maps and surveys between 1875 and 1894 illustrate a road passing though I.R. No. 1 in a location similar to the present Highway 20. The road predated the 1911 general Gazette Notice that stated "...all Public highways in unorganized Districts...are sixty-six feet wide...".

Revisions to the road location occurred in 1916 and 1924. The road was in existence prior to BC-OIC#1036/1938. During the 1940's the Military conducted maneuvers through I.R. No.1 and possibly widened portions of the road.

In the 1970's a portion of Highway 20 through I.R. No. 1 at Buffalo Hances Corner was relocated to straighten the road. This was done at the request of the Anahim Indian Band. A Band Council Resolution was signed January 22, 1976 giving the Province permission to straighten this section of Road. In 1977, 14.25 acres of land was resumed by the Province for the widening and relocation.

PCO-1983#4012, dated December 15, 1983, purported to transfer 7.426 hectares (14.25 acres of new road and 4.73 acres of old road) of I.R. No.1 to the Province.

1.2

Regional Director
Ministry of Transportation
and Highways
Prince George, BC

February 1, 1982

P/N 51127

Attention: Regional Property Negotiator

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

This report responds to the Regional Property Negotiator's inquiry of some months ago regarding the status of a road that goes through the northeast corner of the Indian reserve noted above (see map). Determining the status has posed considerable difficulties, but after extended research we conclude that the road is a public highway 66 feet wide based on its mean centreline. The available evidence leaves little doubt that this road existed by 1900, and soon thereafter became part of the Chilcotin Road (or Chilcotin Main Road) from 150 Mile House westerly through Williams Lake. Since the initial point of the Chilcotin Road (today's Highway 20) was changed from 150 Mile House to Williams Lake about 1930, the subject road has been known by different names, such as Borland Road, and currently appears to be known as part of the lower portion (or "Lower Road") of a "South Truck Route" that bypasses the junction of Cariboo Highway 97 and Highway 20 by connecting the two highways south of their junction within the City of Williams Lake near its easterly boundary (see maps).

In order to document our claims to the road it has been necessary to examine much of Chilcotin Road's history. We have gathered substantial information from a number of sources such as the Ministry's Annual Reports (including public money spent), various surveys, maps, and plans made over the years, and Ministerial files and road registers. Basic information concerning San Jose I.R. No. 6 has been examined also (this reserve at one time was designated "Lot 79" but this lot number appears to have been cancelled).

Note: multiple attachments are contained in HQ PS 51127

. . . . 2

FOR ATTACHMENTS :
SEE RESEARCH FILES

San Jose I.R. No. 6

This small reserve of about 6 acres on the north shore of Williams Lake at its western end, was known as Fishery I.R. No. 6 until 1966 when the Williams Lake Band accepted the new name of San Jose No. 6. Title to the reserve was conveyed by the Province to Canada "in trust for the use and benefit of the Indians of the Province of British Columbia" by B.C. Order-in-Council 1036 approved 29 July, 1938 (see copy). This conveyance was made subject to certain provisions including the Province's right of 1/20 resumption. Another provision reads:

> "Provided also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant."

Since we have no record of the road through the reserve being gazetted, our claims of its public status must be established by evidence of its existence before 29 July, 1938.

Annual Reports

The Annual Reports of the Ministry (under its various names over the years) provide extensive information on Chilcotin Road's initial construction, its progressive development over time and the details of public funds spent in so doing. And though we are unable to apply Section 4 of the Highway Act to roads through Indian reserves, expenditures before and after 1938 show that the road existed at the dates of expenditure and that the Province recognized a continuing responsibility to maintain the road as a public highway before and after 1938 (i.e. Provincial jurisdiction did not stop in 1938).

Originally, the Chilcotin Road began on the west side of the Fraser River opposite Soda Creek, and followed the river southwards before turning west toward Riske Creek and the Chilcotin country. The Report of 1877 records that:

> "Mr. W. A. Johnston received instructions, dated 30th August, 1877, to examine the country between Fraser River and the Chilcotin Valley, with a view of improving the existing trail, or changing its direction, if such a course should appear advisable."

. . . . 3

Later Reports detail the trail's first improvement in 1879, its conversion to a wagon road in the 1880's, and its gradual extension westward. The Reports of the 1880's also recount road development on the east side of the Fraser in the Williams Lake area. These developments would lead to Williams Lake being linked to Chilcotin Road via Chimney Creek ferry, and eventually to Chilcotin Road's initial point being switched from Soda Creek to 150 Mile House, and later still to Williams Lake. For instance, the Report of 1882 refers to work on "Williams Lake Road", that of 1884 to repairs being made on 2½ miles of "Williams Lake and Chimney Creek Road."

The Report for 1886 records the first steps taken to link Chilcotin Road to the east side of the Fraser, near Chimney Creek's mouth (see copy of Report). The name "Chilcotin Main Road" is first used in the Report of 1889, and continued as the Chilcotin highway's name --in its various locations--until the 1930's. The 1889 Report also mentions work on "Chilcotin Road, via Chimney Creek," including a new road made on the Fraser's east side with the result that "This road is now open for traffic from Chilcotin to the Main Waggon Road at the 150 Mile House." In the meantime, maintenance continued on the Williams Lake roads, including the Williams Lake --Chimney Creek road. The Report of 1891 mentions the "new ferry across the Fraser at Chimney Creek", but this connection to Chilcotin Main Road was replaced by 1904 when the Chilcotin Suspension Bridge across the Fraser at Chimney Creek Post Office (some miles south of the creek mouth) was completed at a cost of $65,800 (see Report copy).

The Annual Reports indicate that the relocation of Chilcotin Main Road's initial section from Soda Creek to 150 Mile House took place in the early years of this century. As early as the 1899 Report "Chimney Creek Road ... via Williams Lake" is listed as one the roads to 150 Mile House, and the Report for 1902 gives a detailed description of both Williams Lake - Chimney Creek Road and Chilcotin Main Road (see copies), $417.65 being spent that year on Chilcotin Main Road. The 150 Mile House had certainly become Chilcotin Main Road's terminus by 1914, the Report of 1914 - 15 distinguishing between "Chilcotin Main Road" ($1,573.05 spent) and "Chilcotin - Soda Creek Road" ($1,351.97). Clearly, the Williams Lake - Chimney Creek Road had become part of Chilcotin Main Road.

. . . . 4

Our information suggests that Chilcotin Main Road's starting point was changed to Williams Lake sometime in the 1920's (perhaps around 1930) meaning the subject road through I.R. 6 was from that date no longer part of Chilcotin highway, and reverted to the status of a local road. Overall, the Annual Reports record works and expenditures on Chilcotin Main Road for most of the years from 1877 to 1930, as well as for a number of years for Williams Lake - Chimney Road between 1884 and 1914.

District Lot Surveys

Used in concert with the Annual Reports, the original surveys of a number of the district lots in the vicinity of the subject road also traversed by the road, can firmly identify the subject road with Chilcotin Main Road. The most instructive evidence is contained in the Field Book (F.B. 2474/13 P.H. 38) for D.L. 7045, Cariboo District (surveyed 1913) which almost completely surrounds I.R. 6. The field note plan (see copy) clearly shows "Chilcotin Road" going through and leaving Lot 7045 and the Indian reserve's northeast corner. "Soda Creek Road" is shown north of Chilcotin Road. Further references are made in the notes: page 1 - "Chilcotin Waggon Road and Telegraph Line", page 4 - "Chilcotin Wagon Road and Telegraph", and page 6 shows "Chilcotin Road" going through the Indian reserve (see copies). Lot 7045 was gazetted 11 December, 1913 and Crown granted 10 November, 1915.

Chilcotin Road's route is shown in the same way on a number of other district lot surveys in the area, both east of the Indian reserve on the way from 150 Mile House, and west, continuing to the Chilcotin country. The 1913 survey of Lot 7047 shows "Chilcotin Wagon road and Telegraph Line on its field book plan. The notes for Lot 8836, surveyed 1914, state that a "wagon road connects this land with Chilcotin and 150 Mile House", and its plan shows this road. The notes for Lot 8818, surveyed 1914, state that "The 150 Mile House - Chilcotin wagon road runs thro' this Lot ...." Numerous similar references are found in the survey notes for Lots 8837, 8839, 8817, 8819, 8827, 8828, 8829, all surveyed in 1914. Finally, the Official Plans (48T7 CARIBOO - Lands Service) of those lots, drawn from the field notes, also show the 150 Mile House - Chilcotin wagon road, and in particular, show the road's route going through the Indian reserve's northeast corner.

. . . . 5

Maps and Plans

We have a number of published maps dated before 1938 which furnish evidence. Map of Central District of Cariboo, published in 1898 under authority of B.C. Dept. of Lands and Works, shows the general course of Chilcotin Main Road from Soda Creek, and the Williams Lake road from 150 Mile House to Chimney Creek's mouth. Map of Cariboo and Adjacent Districts (Lands Dept., 1916) shows Chilcotin Main Road by way of 150 Mile House. Two editions of the Quesnel Sheet Pre-emptors Map (Lands Dept., 1916, 1921) provide good coverage of the roads and surveyed lands in the Williams Lake area. Another published map on hand is Map of the Cariboo Road and Branch Roads, published in 1923 by the Cariboo Automobile Assn. Chilcotin Main Road's general route from 150 Mile House is shown on this map.

The Report of the Royal Commission on Indian Affairs for the Province of British Columbia of 1916, includes map of the Williams Lake Agency, 1916 (pg. 910), which shows the "Wagon Road" from 150 Mile House through Williams Lake to the Chilcotin (pg. 916 of the Report mentions a "Road" as access to I.R. 6). A Public Works Department plan dated 9 December, 1920 (from Ministry File 4013), shows Chilcotin Main Road's location through the Williams Lake area in some detail (see copy). Also, Map of Pacific Great Eastern Railway - Vancouver to Fort George, 1915, shows "Chilcotin Road and Telegraph Line" going through San Jose I.R. No. 6. One other map available is the Public Works Department's Cariboo District Road Map, dated 1923, which shows Chilcotin Main Road designated as road no. 4.

Borland Road

The available evidence indicates that after Chilcotin Road's initial point moved from 150 Mile House to Williams Lake, the subject road through the Indian reserve came to be called Borland Road (road no. 12 in Ministry road registers and road maps). Precisely when this happened is difficult to trace, but a series of old district road registers provided by our Williams Lake District Office allows us to place the date in the period 1925 - 35. One old, undated register page for Chilcotin Main Road names its initial point as Williams Lake, and designates it road no. 4. The Annual Reports list this road as no. 4 in the report years 1925 - 26 through 1932 - 33 (no. 320 is used 1933 - 34 to 1934 - 35, and no. 18 from 1935 - 36 on). Also, the name "Chilcotin Main Road" went out of usage in favour of "Chilcotin Road" by about 1935.

. . . . 6

Borland Road is listed with expenditures thereon in the Reports of 1946 - 47, 56 - 57, 58 - 59, and appears as road no. 12 in road registers dated 1945 and 1959, its initial point being no. 18 Chilcotin, its terminal point no. 11 Williams Lake Cut-Off. The Williams Lake Cut-Off, which first appears in the Report of 1935 - 36, seems to have been the new name of the old Chilcotin Road between 150 Mile House and Williams Lake, later forming part of Cariboo Highway. A later register page for Borland Road has a notation dated October, 1961: "Length reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a 'truck route'". (See copy). The road's use as a truck route is mentioned further in a letter dated 29 November, 1963 (File 3839) from District Superintendent Blunden (see copy and map). Currently, the name "Borland Road" is still used by the Ministry for its reduced length outside the city, while the portion through the Indian reserve, within the city, has become part of the "Lower Road" section of South Truck Route.

Conclusions

The subject road is a public highway because it is an exclusion from the transfer of 1938. The evidence demonstrates that it existed before 1900 and has been known by various names: Williams Lake - Chimney Creek Road, Chilcotin Main Road, Borland Road, Williams Lake Truck Route, Lower Road. The Ministry can claim a 66 ft. width, 33 ft. either side of the mean centreline, under the terms of the general gazette of 3 August. 1911. One question that has arisen is how L.T.O. Plan 18517 (surveyed 1967, deposited 1970), which delineates the "Lower Road" portion of South Truck Route, affects the road and Indian Reserve. Our opinion is that Plan 18517's width for the road through the reserve can be a maximum

. . . . 7

of 66 ft. for the reasons explained above.

A. C. Brown
Director of Property Services

Per: RH
for D. I. F. MacSween
Senior Property Negotiator

RH/tlc

cc. D. J. H. Raven
District Technician
Williams Lake District Office

D. Neill
Head of Regulations, B.C. - Legal Surveys Division
Energy, Mines and Resources Canada
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6

RUSH URGENT

☑ Copy of Plan PGP20854, CLSR 57824 ordered thru Region 4 (Catherine)

☑ Copy of Plan LRO 18517 ✓ ✓ ✓

☑ Copy of Plan BC 77 (FB BC118) ordered thru EMR
Rec'd Aug. 3/99

☑ Copy of any detailed research - see file for Research Report listings - See attached 1997 excerpted pages & full copy of 1993 Research Report

Printed By: Judy Schaefer@PROPERTIES
To: Heather Halliday@PROFSERV@TH_OPS_REGION4
From: Judy Schaefer@PROPERTIES
Cc:
Bcc:
Subject: Plan request
Attachment:
Date: 6/23/99 11:44 AM

Hi Heather,

Could you please obtain a copy of the following Prince George LTO Plan PGP20854 (CLSR57824) for us.

Return via House Mail is fine.

Many thanks!

Judy Schaefer, Property Clerk
Property Services, Region 2 - Thompson Okanagan
970A Camosun Crescent, Kamloops, B.C. V2C 6G2
Telephone:(250) 314-6012 Facsimile:(250) 314-6016
jschaefer@vines.gems.gov.bc.ca

July 5/99 1.25p Heather goes to LTO Tues & Thurs will send SAP.

MESSAGE

Date 23 June/99 Time 1:30/p

To Jason

WHILE YOU WERE OUT

s.22

From s.22

TELEPHONE

Telephoned	✓	Please call	
Called to see you		Will call again	
Wants to see you		Returned your call	

MESSAGE Re. Wms. Lake IB - San Jose JR 6 - Intersection Hwy 20/97B in Williams Lake.
1) copy of CLSR 20854 PGP. 057824
2) letter to Band re. impending

Operator Survey crew URGENT

46-50¢ pink Hilroy

PROPERTY SERVICES

	DATE	TIME	TO/FROM	MODE	MIN/SEC	PGS	JOB#	STATUS
09	07/26	13:56	604 666 0522	EC--S	00'19"	001	036	OK

BRITISH COLUMBIA

Province of British Columbia

Ministry of Transportation and Highways

Regional Properties
Thompson-Okanagan Region
970-A Camosun Crescent
Kamloops, B.C. V2C 6G2
Telephone: (250) 314-6000
Facsimile: (250) 314-6016

Facsimile Cover Sheet

RUSH URGENT

To: Doug Johnson
Company: Geomatics Canada, Vancouver, B.C.
Phone: (604) 666-5329
Fax: (604) 666-0522

From: **Judy Schaefer, Property Clerk for Jim Jones, Supervisor, Property Acquisitions**

Company: Property Services, Kamloops, B.C.
Phone: (250) 314-6000
Fax: (250) 314-6016

Date: July 26, 1999
Pages including this cover page: One (1)

Re: Williams Lake Band, Our File: 51127

Hi Doug,

Could you please forward a copy of Plan BC77 relating to the overnoted.

Thanks!

Province of British Columbia
Ministry of Transportation and Highways
ABORIGINAL RELATIONS BRANCH

MEMORANDUM

To: Fred Menu
Manager, Property Services
Region 2 Thompson/Okanagan Office

Tracy Cooper
District Highways Manager
Cariboo District

September 3, 1998
File: 13100-73

PROPERTIES BRANCH
Ministry of Transportation & Highways
OCT 0 7 1998
KAMLOOPS, B.C.

Re: Road Research Reports

Please find the attached road research reports (comprised of three volumes):

Highway No. 20 Through: Report filed in Research Cabinet under ~~Highway~~ 'A'

- *Anahim's Flat I.R. No. 1, Redstone Flat I.R. No. 1*
- *Towdystan Lake I.R. No. 3, Ulkatcho I.R. No. 14 A*
- *Bella Coola I.R. No. 1, San Jose Band I.R. No. 6*
- *Stum Lake Road*

These reports are part of a comprehensive project to research roads which MoTH currently maintains through Indian Reserves in British Columbia, as well as rights-of-way across Indian Reserves in which the public may have an established or legitimate interest. Input was incorporated from the designated District/Regional Contacts.

We delayed the distribution of this report in order to incorporate new information from recent court decisions and additional sources, records and files that were received prior to final printing. This has allowed us to deliver to you a more complete and thorough research project.

These reports are available to all parties. They are part of the provincial government's record of official business, therefore, they are subject to the Freedom of Information and Protection of Privacy (FOI) Act. Consequently, before the reports can be distributed outside the provincial government they must be screened, first by MoTH staff then by FOI staff.

I hope that you find these reports valuable. Please call me if you have any questions about them, FOI, or the research project itself.

K.P. May

Nicholas May
Manager, Road Tenure and Research

Attachments

cc: Dan Doyle, Assistant Deputy Minister, Highways Operations
Jon Buckle, Regional Director, Thompson/Okanagan District Office
Mary Koyl, Director, Aboriginal Relations Branch
Bud Fenny, Aboriginal Law Group, Ministry of Attorney General

Printed on Recycled Paper

Anahaan IB
Anahim's Flat IR 1 30088 (1)

Alexis Creek IB
Redstone Flat IR 1 50805 (2)

Ulkatcho IB
Towdystan Lake IR 3 51904 (3)
Ulkatcho IR 14A 26578 (4)

Williams Lake IB
San Jose IR 6 51127 (5)

Bella Coola IB
Bella Coola IR 1 18692 (6)

August 25, 1998

Note to File:

* FULL REPORT VOLUMES FILED IN RESEARCH CABINET

Aboriginal Relations Branch
Road Research Report
July 1996
[Volumes 1, 2 and 3]

Highway 20 through:

Anaham IB	Anahim's Flat IR 1	PS 30088
Alexis Creek IB	Redstone Flat IR 1	PS 50805
Ulkatcho IB	Towdystan Lake IR 3	PS 51904
Ulkatcho IB	Ulkatcho IR 14A	PS 26578
Bella Coola IB	Bella Coola IR 1	PS 18692

Stum Lake Road through:

Williams Lake IB	San Jose IR 6	PS 51127

BRITISH COLUMBIA

Ministry of Transportation and Highways

MEMORANDUM

VIA COURIER

August 25, 1998

Ministry of Transportation and Highways
Aboriginal Relations Branch
P.O. 9850 Sta Prov Govt
3rd Floor, 940 Blanshard Street
Victoria, B.C. V8W 9T5

Thompson - Okanagan Region
Property Services
970-A Camosun Crescent
Kamloops, B.C. V2C 6G2
Telephone: (250) 314-6000
Facsimile: (250) 314- 6016

File: 240-60/RES

Attention: Sherry Stubbings
Records Management Clerk

Re: Three Volume Research Report - Highway 20

As per your request we return Volume 1 of the abovementioned report in order to address amendments required therein.

Thank you.

Judy Schaefer
Property Clerk
(250) 314-6012

/jjs

ABORIGINAL
RELATIONS
BRANCH

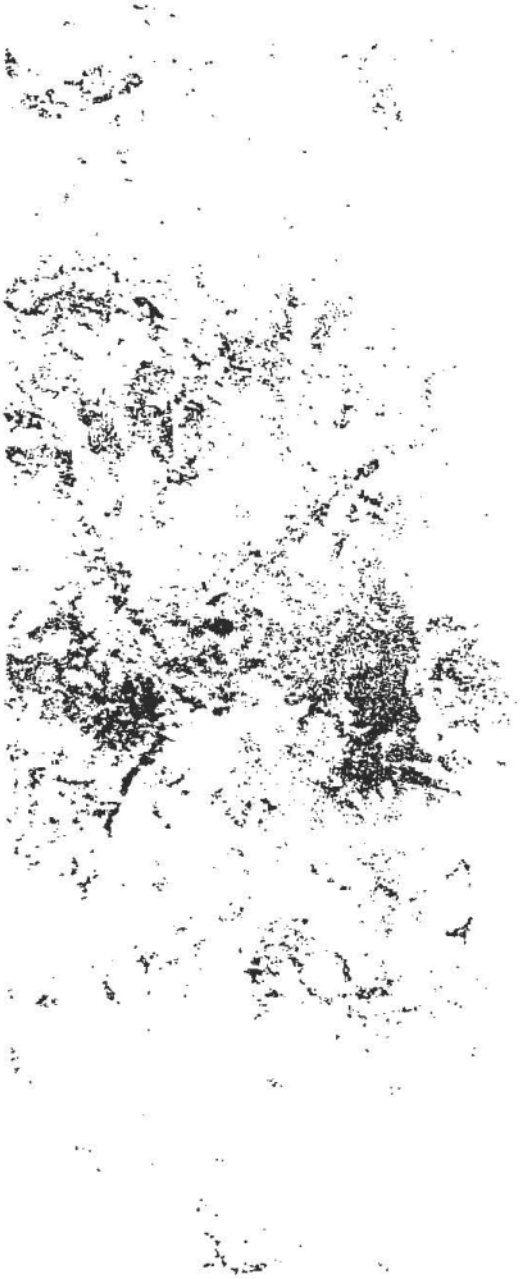
Road Research Report

July 1996

Highway 20 Through:

Anahim's Flat I.R. No. 1,
Redstone Flat I.R. No. 1,
Towdystan Lake I.R. No. 3,
Ulkatcho I.R. No.14A,
Bella Coola I.R. No. 1

San Jose I.R. No. 6
Stum Lake Road



Volume 1 of 3

BRITISH COLUMBIA
Ministry of Transportation and Highways

Province of British Columbia

Ministry of Transportation and Highways
ABORIGINAL RELATIONS BRANCH

MEMORANDUM

To: Fred Menu
Manager, Property Services
Region 2 Thompson/Okanagan Office

August 21, 1998
File: 13100-73

PROPERTIES BRANCH
Ministry of Transportation & Highways

Tracy Cooper
District Highways Manager
Cariboo District Office

AUG 2 4 1998

KAMLOOPS, B.C.

Re: Road Research Reports

Please find the attached road research reports (comprised of three volumes):

Highway 20 Through:

- Anahim's Flat I.R. No. 1
- Redstone Flat I.R. No. 1
- Towdystan Lake I.R. No 3
- Ulkatcho I.R. No. 14 A
- Bella Coola I.R. No. 1
- San Jose Band, IR No. 6,
- Stum Lake Road/Highway 20

These reports are part of a comprehensive project to research roads which MoTH currently maintains through Indian Reserves in British Columbia, as well as rights-of-way across Indian Reserves in which the public may have an established or legitimate interest. Input was incorporated from the designated District/Regional Contacts.

These reports are available to all parties. They are part of the provincial government's record of official business, therefore, they are subject to the Freedom of Information and Protection of Privacy (FOI) Act. Consequently, before the reports can be distributed outside the provincial government they must be screened, first by MoTH staff then by FOI staff.

I hope that you find these reports valuable. Please call me if you have any questions about them, FOI, or the research project itself.

Nicholas May
Manager, Policy and Negotiations

Attachments

cc: Dan Doyle, Assistant Deputy Minister, Highways Operations
Jon Buckle, Regional Director, Thompson/Okanagan
M. Koyl, Director, Aboriginal Relations Branch

Printed on Recycled Paper

MESSAGE

Date 98.08.25 Time 9:10

To Judy

WHILE YOU WERE OUT

s.22

From

TELEPHONE s.22

Telephoned		Please call	
Called to see you		Will call again	
Wants to see you		Returned your call	

MESSAGE Package of 3 Vol. sent Courier
Vol 1 - some errors. Please
return & they can't for
connections & they will return.
(Thurs 20 -)

Operator [signature] URGENT ☐

46-501 pink
46-502 yellow

Hilroy

ABORIGINAL
RELATIONS
BRANCH

Road Research Report

July 1996

Highway 20 Through:

Anahim's Flat I.R. No. 1,
Redstone Flat I.R. No. 1,
Towdystan Lake I.R. No. 3,
Ulkatcho I.R. No.14A,
Bella Coola I.R. No. 1

San Jose I.R. No. 6
Stum Lake Road

Volume 2 of 3

BRITISH COLUMBIA

Ministry of
Transportation
and Highways

ABORIGINAL
RELATIONS
BRANCH

Road Research Report

July 1996

Highway 20 Through:

Anahim's Flat I.R. No. 1,
Redstone Flat I.R. No. 1,
Towdystan Lake I.R. No. 3,
Ulkatcho I.R. No.14A,
Bella Coola I.R. No. 1

San Jose I.R. No. 6
Stum Lake Road

Volume 3 of 3

BRITISH COLUMBIA
Ministry of Transportation and Highways

Research - File
in Alexis Creek IB
section & cross ref.
to all other Band
files referenced.

Williams Lake IB
San Jose IR 6
Ministry of Transportation & Highways
KAMLOOPS, B.C.

51127

Road Research Report: The Status of Highway 20, Williams Lake to Bella Coola

Prepared for:

Ministry of Transportation and Highways
Aboriginal Relations Branch
940 Blanshard Street, 4th Floor
Victoria, B.C. V8W 3E6

Researched by:

Terry Ann Young

Prepared by:

Archaeo Research Limited
Consulting Anthropologists

1114 Langley Street, Victoria, B.C., Canada V8W 1W1
Telephone / Facsimile: (250) 383-4583 E-Mail: archeotech@pinc.com

July, 1997

Draft November 24/97

Road Research Report

July 1996/Revised July 1997

Highway 20 Through:

Anahim's Flat I.R. No. 1	Anahim IB
Redstone Flat I.R. No. 1	Alexis Creek IB
Towdystan Lake I.R. No. 3	Ulkatcho IB
Ulkatcho I.R. No. 14A	Ulkatcho IB
Bella Coola I.R. No. 1	Bella Coola IB

San Jose I.R. No. 6 — Williams Lake IB
Stum Lake Road

Prepared for the
Aboriginal Relations Branch,
Ministry of Transportation and Highways

Revised by:
Terry Ann Young
Del Mar Historical Research
November 1997

Revisions to May 1 · 96

FINAL PAYMENT (APRIL 11/96 LETTER)

MARCH

DISBURSEMENTS	30.47
LEGAL FEES	33,00
	63.47

APRIL

DISBURSEMENTS	15.34
LEGAL FEES	313,00
	328.34

TOTAL = 391.81

TOTAL

SEPT 14 · 95	LETTER	5,754.00
OCT 10 · 95	LETTER	452.93
OCT 30 · 95	LETTER	3,837.71
DEC 15 · 95	LETTER	9,734.19
JAN 26 · 96	LETTER	6,035.06
JAN 26 · 96	LETTER	2,912.29
MAY 1 · 96	LETTER	4,597.81
		$ 33,323.99

Revisions to April 11/96

Dec 18/19 1995	Rental for car		116.92
Jan 26/96	Mtg. @ W. LAKE		
Meals (1 DAY)	36.00		
BC Tel	10.11		
TAXI	22.50		
	21.80		
	22.50		
AIF	5.00		
AIR FARE	448.98		
CAR RENTAL	124.95		
	691.84		
Legal Fees	1854.00	(9.6 HRS)	
	2545.84		2545.84
Feb 12/96	Mtg @ W. LAKE		
AIF	5.00		
TAXI	22.20		
CAR RENTAL	68.52		
AIR FARE	457.54		
SPRINT	16.98		
LAW SOCIETY	30.00		
Meals (1 DAY)	36.00		
	636.24		
Legal Fees	907.50	(5.0 HRS)	
	1543.74		1543.74
		TOTAL	4206.00

Revisions to Dec 21/95 Claim

Sprint		18.68	
BC Courthouse		50.00	
Taxi	22.99		
	20.28		
	21.32		
		64.59	
Air Canada		448.98	
1 day meals		36.00	
Car rental		76.31	
AIF		5.00	
		$ 699.56	
Legal fees		$ 5335.50	
			$ 6035.06
Previous Payments			$ 19778.83
			$ 25,813.89

Revisions to Jan 5, 1996

Taxi	20.09		
Sprint	23.72		
Air Canada	448.98		
1 day meals	36.00		
	528.79		
Legal fees	2383.50		
			$ 2912.29
		TOTAL	$ 28,726.12

FACSIMILE RECORD

MINISTRY OF TRANSPORTATION & HIGHWAYS

DATE: 21-Jul-95

FILE #: PS4148

TO: **Chief Willie Alphonse Jr.**
Williams Lake Indian Band

FROM: **Steve Henderson, Property Agent**
PROPERTIES BRANCH
#213 - 1011, Fourth Ave.
Prince George, BC
V2L 3H9
PHONE: (604) 565-6472
FAX: (604) 565-4156

FAX#: **604-296-4750**

SUBJECT: DRAFT Protocol Agreement
Negotiation Expenses

NOTES:

As discussed at our July 7th meeting, here is the letter addressing the reimbursement of expenses incurred to date and up to the signing of the Protocol Agreement between the Williams Lake Indian Band and the Ministry of Transportation and Highways.

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER THE PROVISIONS OF THE FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT. If the reader of this message is not the intended recipient or an employee or agent responsible for delivering the message to the intended recipient, your are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and return the original message to us by mail. Thank you.

OF PAGES: 4 (including this one)

☒ Original by mail

OPERATOR

{PROP_FAX.DOT}

Province of British Columbia
Ministry of Transportation and Highways

MEMORANDUM

Maurice LeFrancois, District Technician or
Dave Jacobs, Area Manager
Williams Lake, BC

Regional Properties
#213-1011 4th Ave.
Prince George, BC
V2L 3H9

Telephone: 565-6472
Facsimile: 565-6065

VIA FACSIMILE

PS4148
Central Cariboo

October 26, 1994

RE: Mission Road R/W

Further to your memo of October 3, regarding the progress of the right-of-way acquisition for the Mission Road deceleration lane, please be advised of the following:

1. in my current EMR report, I am retaining s.17 out of the original CFS amount of s.17 to provide for my expenses, Band expenses, perhaps an appraisal or archeological report. Thus, s.17 is available for re-allocation to other District uses. If it appears the Band is willing to negotiate immediately, I will be advising you and asking for the funds to cover that instance.

2. my tentative schedule is as follows:
November & December/94: (a) contact Band and request a written reply to my July letter outlining the negotiation terms (b) if the Band will negotiate, then preparation of the Framework Agreement, in November (c) if agreement reached, conduct the archaeological review and initiate appraisals.
January/February/March/95: negotiate transfer, review professional reports, attend and/or advise the Williams Lake Band members of the project and our view of the implications, determine extent of damages (if any), prepare Agreement in Principal, and await ratification and/or referendum.

3. as you well know the above is contingent on a number of timely responses, which may not come together as expected. The above is the best case scenario and one which I will endeavor to encourage.

If you have any questions or concerns, contact the undersigned.

Steven Henderson
Property Agent

Recycled Paper

Province of British Columbia Ministry of Transportation and Highways

MEMORANDUM

Steve Henderson
Property Agent
Central/North East

October 3, 1994
Central Cariboo
#209, 540 Borland Street
Williams Lake, B. C.
V2G 1R8
398-4510

MINISTRY OF TRANSPORTATION
& HIGHWAYS
OCT - 6 1994
REGIONAL OFFICE
PRINCE GEORGE, B.C.

Re: Mission Road R/W

As this fiscal is marching on, and we have committed s.17 I via C.F.S. to the acquisition, I thought it best I request a schedule from you.

Please provide your best guess as to expenses required, and a schedule for these expenditures for this fiscal, so we may reallocate any surplus funds.

Please make every effort to acquire the R/W and keep me informed of your progress. I am sure if we reallocate the funding and you do happen to make some headway by spring the funding will be found or we can make it next fiscal.

Maurice LeFrancois
District Technician

MF/smh

cc: Dave Jacobs
Roger Hlina

Recycled Paper
H-118 (90/0
MR 2081

Withheld pursuant to/removed as

s.17

[Sugar Cane]
Williams Lake IR 1 : ~~4194~~ 4148

Mary Koyl
Director
Aboriginal Relations Branch

June 29, 1994

Regional Properties
Central/North East
#213 - 1011, Fourth Avenue
Prince George, B.C.
V2L 3H9
Telephone: 565-6472
Facsimile: 565-6065

Re: Negotiation Cost Estimate 94/95 Fiscal Year

The Central/North East Region anticipates the settlement of the following right-of-way issues within Indian Reserve Lands during the 1994/95 fiscal year:

Williams Lake IR #1 (Sugar Cane)

Acquisition of right-of-way for deceleration lane on Highway 97 at Mission Road.

1.	Compensation for land taken		
	land	s.17	
	injurious affection		0
	severance		0
	riparian/littoral rights		0
2.	Past usage		0
3.	Interest		0
4.	General disturbance		
	fencing	s.17	
5.	Bands' professional fees		

Estimate of total cost of negotiated settlement

Less funds previously accrued

Funding required

...2

Quesnel IR #1 (Red Bluff) and Dragon Lake IR #3

Acquisition of right-of-way for public road through Dragon Lake IR #3 and resolution of outstanding concerns over Butterfield and Lust Roads in IR #1

1. Compensation for land taken s.17
   land
   injurious affection
   severance
   riparian/littoral rights

2. Past usage

3. Interest

4. General disturbance
   fencing

5. Bands' professional fees

Estimate of total cost of negotiated settlement

Less funds previously accrued

Funding required

...3

Soda Creek IR #1 and Deep Creek IR #2

Acquisition of right-of-way for public roads through IR #1 and IR #2.

1. Compensation for land taken s.17
   Soda Creek
   Deep Creek

2. Past usage
   Soda Creek
   Deep Creek

3. Interest

4. General disturbance

5. Bands' professional fees

Estimate of total cost of negotiated settlement

Less funds previously accrued

Funding required

Total Funding required for all settlements in the Central/North East Region during the 1994/95 fiscal year is anticipated to be s.17

Please contact me if you require additional information.

Michelle Garvock
Manager, Property Services

c.c. R. M. Webster, A/Regional Director
Wayne Carr, Director, Strategic Planning

Province of
British Columbia

Ministry of
Transportation
and Highways

940 Blanshard Street
Victoria
British Columbia
V8W 3E6

January 4, 1994
Highway Planning
387-5251
50,525-20/WIL

MINISTRY OF TRANS. & HIGHWAYS
RECEIVED
JAN 10 1994
PRINCE GEORGE, B.C.
REGIONAL OFFICE

Mr. Wayne Thiessen
Clerk/Administrator
City of Williams Lake
450 Mart Street
Williams Lake, B.C.
V2G 1N3

Dear Mr. Thiessen:

Forwarded herewith for your records, please find attached copy of gazette notice dated December 30, 1993, and published in the British Columbia Gazette of December 30, 1993, covering the classification of highways in the City of Williams Lake, together with paper print of plan showing the route of the highway so classified.

Yours truly,

Alan Callander
Systems Planning Research Clerk

AC/smo

0417s/51

Attach:

cc: Mr. M. Brown, Director, Commercial Transport, Motor Vehicle Branch, 2631 Douglas St., Victoria, BC V8T 5A3
Mr. R. Gauley, Regional Manager Compliance, Motor Vehicle Branch, 4240 Manor St., Burnaby, BC V5G 3X5
Mr. R.G. Grant, Manager, Municipal Programs
Mr. G. Eisenhuth, Liaison Officer, Bridge Engineering
Regional Director, Highways - Central/North East
District Highways Manager - Central Cariboo

Recycled Paper

CLASSIFICATION OF HIGHWAYS

Classification of Highways, City of Williams Lake, Cariboo South Electoral District.

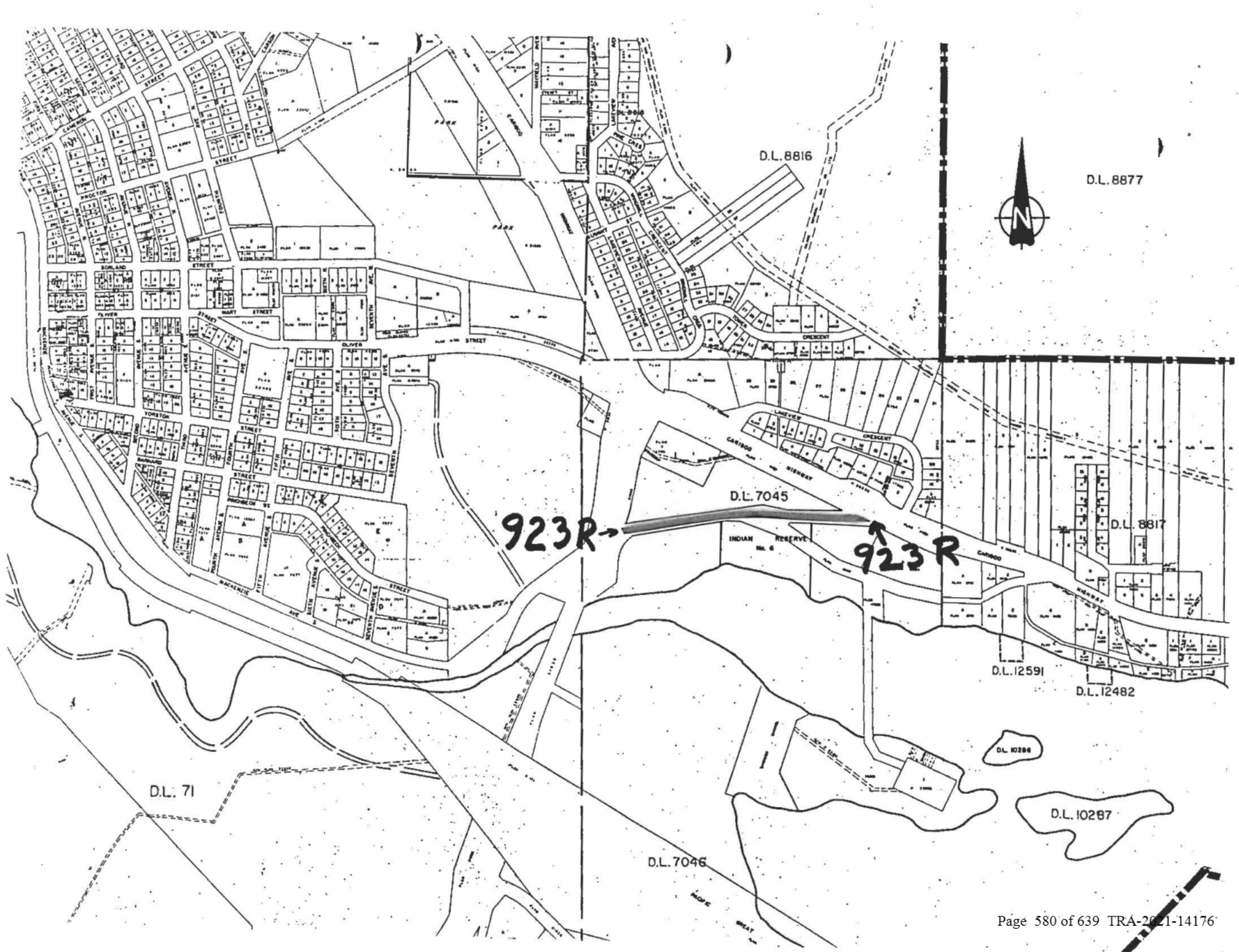
Notice is given, pursuant to sections 30 and 31 (2) (a) of the *Highway Act*, that by Order in Council 1633, approved and ordered December 2, 1993, the following changes have been made with respect to the classification of highways within the City of Williams Lake, namely:

all that portion of highway within the municipal area of the City of Williams Lake, known as Mackenzie Avenue, as delineated in green on the attached map marked 923R, and more particularly described as:

Reference 923R — Mackenzie Avenue.

Commencing at its intersection with the Cariboo Highway (Reference 659R), thence in a generally westerly direction to its intersection with the Chilcotin-Bella Coola Highway (Reference 774R), for a total distance of 0.72 kilometre, more or less, excluding all service and frontage roads,

be classified as Arterial Highway. December 30, 1993. — M. V. Collins, *for Minister of Transportation and Highways.* [de30 — 115374]


D.L. 8816
D.L. 8877
D.L. 7045
923R
923R
D.L. 8817
D.L. 12591
D.L. 12482
D.L. 10286
D.L. 10287
D.L. 71
D.L. 7046

Province of British Columbia

Ministry of Transportation and Highways

MEMORANDUM

TO: Rebecca Austin
Regional Property Clerk
Central/North East Region

Freedom of Information Office
August 20, 1993
File No.: 292-30 WILL

RE: Williams Lake Band files

Enclosed are the Regional PS files for Williams Lake I.R. #1, 5 Mile I.R. #3, and San Jose I.R. #6.

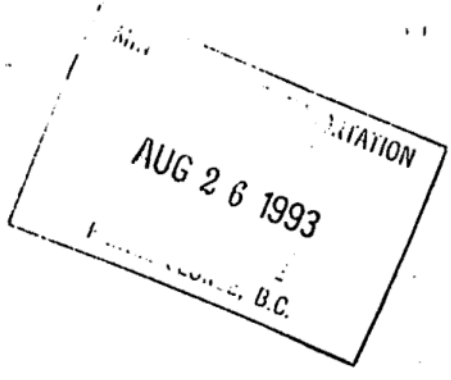
You will notice that some records have been removed from the main body and placed in a red folder at the front of the file. This is the material was not released. A pink sheet entitled "Notice of Material Removed from File" has been inserted in place of the record in the main body of the file. Should another external request for the file be received, the red f11ile should be removed before its release.

Thank you for your prompt attention and cooperation in this matter.

Shelley Burnham

Shelley Burnham
Research Officer

SB/
Enclosures (4)



Dennis Davis
Regional Manager, Planning
Central/North East Region

May 17, 1991
Regional Property Agent
Central/North East Region
213 - 1011, Fourth Avenue
Prince George, B.C.
V2L 3H9

Phone: 565-6472

PS 51127
Central Cariboo

Re: Status of R/W through San Jose Indian Reserve #6

Ray Burgess has researched the status of the right-of-way through the San Jose Reserve.

The 66' wide right-of-way shown on Plan 28678 has been excluded from the Reserve. No other land has been acquired for road purposes from this Reserve. Plan 18517 shows a wider right-of-way adjacent to the Reserve, and appears to propose additional requirements through the Reserve. A memo in our file dated 1982 indicated that at that time the City of Williams Lake would be responsible for the acquisition of any additional right-of-way required for their road.

I have enclosed copies of both plans.

mg

Michelle Garvock
Regional Property Agent

MG/lf

Enclosure

Province of British Columbia

MEMORANDUM

TO:
MICHELLE GARDOCK.
REGIONAL PROP. AGENT

FROM:
R BURGESS
PROPERTY AGENT

SUBJECT: SANJOSE IR#6 WILLIAMS CK BAND

DATE: MAY 15/91

FILE: PS 51127

☐ For Your Information ☐ Please O.K. and Return ☐ Please Discuss With Me ☐ Per Your Request ☐ For Your Signature
☐ Please Process ☐ Return With More Details ☐ Investigate and Report ☐ Please Answer ☐ For Your File

AS REQUESTED.

THE ROAD STATUS THROUGH THE ABOVE RESERVE IS 66 FT WIDE AS SHOWN ON P.G. L TO PLAN. 28678. THE AREA IS CLAIMED BY THE 1911 GAZETTE. WE HAVE DOCUMENTATION TO PROVE IT WAS IN EXISTANCE PRIOR TO 1900. PLANS ARE ATTACHED PLEASE PUT IN FILE WHEN YOU ARE FINISHED

THKS RAY

REPLY:

Fold Here for Window Envelope

Fold Here for Window Envelope

WRITE YOUR REPLY AND RETURN THIS SHEET

Southam Paragon MANUFACTURED IN VICTORIA

Province of
British Columbia

Ministry of
Transportation
and Highways

#2[illegible] 540 Borland Street
W[illegible]ms Lake, B. C.
V2G 1R8
398-4510

17-20-97

March 25, 1991

Williams Lake Indian Band
R.R.#3, Box 4, Sugar Cane
Williams Lake, B. C.
V2G 1M3

Attention: Norman Hudson
Band Manager

Dear Sir:

RE: Cattle Underpass on Highway 97

This letter is to confirm our on site meeting of March 25, 1991.

The cattle underpass noted above is located approximately 300 metres west of the Highway 97 - Mission Road intersection. A section of pipe at the north end is out of round. There is no evidence of any settlement of the highway surface or embankment. This would suggest this section of pipe probably deformed shortly after installation. Although it is out of round there is ample room for it to function as a cattle underpass. It does not appear to have had much, if any, use to this date by cattle.

We both agreed that there is no need for any repair work at this time although some would be necessary if future road widening required it to be extended.

The Ministry will periodically monitor the structure to determine if any further movement occurs.

Yours truly,

P. R. Milburn, P. Eng.
District Highways Manager

by:

David N. Jacobs
Area Manager

DNJ/sb

cc: Michelle Garvock, Regional Property Agent

Province of British Columbia

MEMORANDUM

TO: MICHELLE CARBOOK
REGIONAL PROPERTY AGENT.

FROM: R BURGESS
PROPERTY AGENT
PS 50598

SUBJECT: R/W REQUIRED FROM W.L BAND

DATE: MARCH 14/91

FILE: 50874
51373

☒ For Your Information ☐ Please O.K. and Return ☐ Please Discuss With Me ☐ Per Your Request ☐ For Your Signature
☐ Please Process ☐ Return With More Details ☐ Investigate and Report ☐ Please Answer ☐ For Your File

CARPENTER MOUNTAIN # 15 5 MILE RESERVE #3 AND JAMES LOUIE # 3 A RIGHT OF WAY REQUIRED. FOR UKELY ROAD DIST PLAN 47-115-12. 3.239A 0.498A AND 2.405 ACRES RESPECTIVELY.

ALL THESE RESERVES BELONGS TO THE WILLIAMS LAKE BAND.

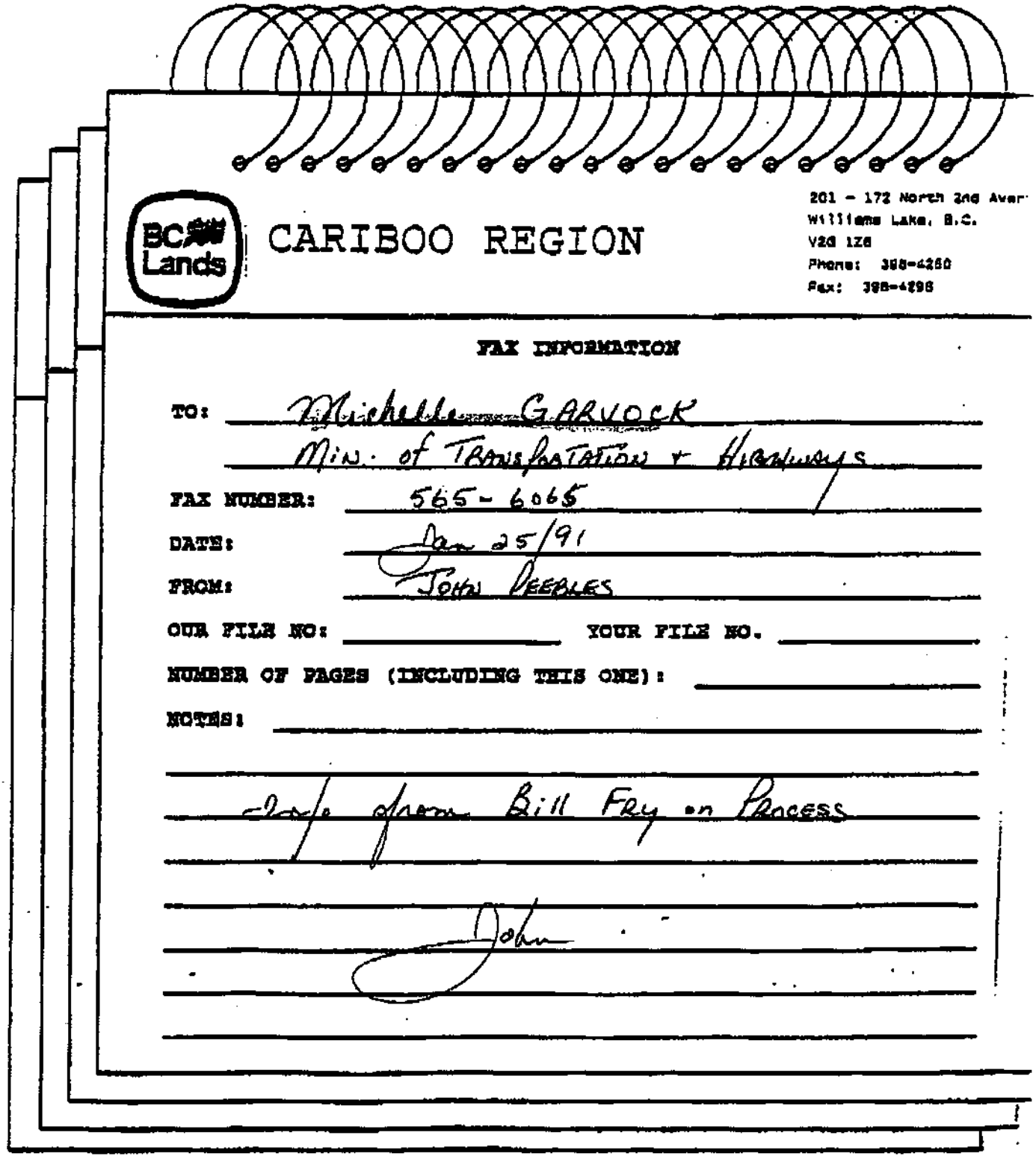
ROB

REPLY:

Fold Here for Window Envelope

Fold Here for Window Envelope

WRITE YOUR REPLY AND RETURN THIS SHEET



BC Lands

CARIBOO REGION

201 - 172 North 2nd Avenue
Williams Lake, B.C.
V2G 1Z6
Phone: 398-4250
Fax: 398-4296

FAX INFORMATION

TO: Michelle GARLOCK
Min. of Transportation & Highways

FAX NUMBER: 565-6065

DATE: Jan 25/91

FROM: John Peebles

OUR FILE NO: _____ YOUR FILE NO. _____

NUMBER OF PAGES (INCLUDING THIS ONE): _____

NOTES:

Info from Bill Fry on Process

John

IF YOU ARE NOT RECEIVING THIS MESSAGE CLEARLY, OR HAVE OTHER PROBLEMS, PLEASE CALL THE ABOVE FAX OPERATOR AT (604)398-4250

VANDERBURGH SCOTT HALPIN & O'BRIEN
BARRISTERS & SOLICITORS

ALAN E. VANDERBURGH, Q.C.
TIM HALPIN
THOMAS M. SCOTT
KENNETH J. O'BRIEN

TELEPHONE 392-7161
FAX (604) 392-7060

SUITE #5, 123 BORLAND STREET
WILLIAMS LAKE
BRITISH COLUMBIA
V2G 1R1

IN REPLY PLEASE REFER TO FILE NO. 172192

January 24, 1991

Ministry of Transportation
and Highways
#213 - 1011 4th Avenue
Prince George, B.C.,
V2L 3H9

Attention: Michelle Garvock

Dear Madam:

RE: Williams Lake Indian Band

Further to our letter of January 15, 1991 and our subsequent telephone conversation of January 17, 1991, I met with Chief Rick Gilbert of the Williams Lake Indian Band and reviewed with him the response of January 11, 1991 from P.R. Milburn with respect to the conditions precedent of the Williams Lake Indian Band.

Chief Rick Gilbert has instructed me to advise you and B.C. Rail that the response is unsatisfactory as far as the Band is concerned and the Band is therefore adjourning negotiations indefinitely.

Yours truly,

VANDERBURGH SCOTT HALPIN & O'BRIEN

Thomas M. Scott

*hs

VIA FAX NO. 565-6065

Province of
British Columbia

Ministry of
Transportation
and Highways

#209 540 Borland Street
Williams Lake, B. C.
V2G 1R8
398-4510

17-20-97

F A X C O M

January 11, 1991

Vanderburgh, Scott, Halpin & O'Brien
Barristers and Solicitors
Suite #5, 123 Borland Street
Williams Lake, B. C.
V2G 1R1

Attention: Mr. T. M. Scott

Dear Sir:

RE: Williams Lake Indian Band

Thank you for your letter of December 12, 1990 regarding the six concerns that the Williams Lake Indian Band wish to have addressed. I will deal with each concern as it was mentioned in the letter.

1. Purchase and installation of all cattleguards is the responsibility of the applicant. All installations must be completed under a permit granted by the Ministry of Transportation and Highways. Generally all cattleguards must be 24 ft. wide.

2. A functional study will be done on this intersection within three years. This will identify the required improvements, allowing integration into the rehabilitation plan.

3. If the stock underpass is under a road under our control, and was installed under permit, the Ministry will maintain the structure.

4. Fencing along R/W boundaries is the responsibility of the applicant, except where fencing is part of a R/W settlement.

5. Removal of fencing must be completed under permit when Crown Land is involved. It is the responsibility of the applicant.

.../2

6. I am assuming that the band may be developing the campsite area. If this is the case then a new access permit must be sought by the band. The Ministry of Transportation and Highways will review the proposal as it impacts the highway in the areas of drainage, traffic generation, turning movements, lighting, sight distance and general safety. Dependent on the proposal, highway improvements may be required. These improvements would be the responsibility of the applicant.

I hope that I have adequately answered your concerns.

Yours truly,

P. R. Milburn, P. Eng.
District Highways Manager

PRM/sb

cc: Michelle Garvock, Regional Property Agent
cc: D. Jacobs, Area Manager

Ministry of Transportation and Highways

TELEX/FACSIMILE RECORD

Date OCT. 18, 1989
File No. PS 4148

VIA: ☐ TELETYPE ☐ RADIO ☑ FACSIMILE

TO: REGIONAL PROPERTY AGENT
TRANS & HIGHWAYS
PRINCE GEORGE
%: RAY BURGESS PHONE No.

FROM: RICH HADLEY
PROPERTIES BR
TRANS & HIGHWAYS
VICTORIA

FAX No. 565-6065 TELEX No.

FAX No. 387-7592 PHONE No.

SUBJECT: MISSION ROAD 360 — WILLIAMS LAKE INDIAN RESERVE 1

COPY OF OUR MEMO TO FILE 15 SEPT. 1988 + ATTACHMENTS. ALSO COPY OF B. BEDFORD'S MEMO 29 SEPT 1988 TO VINCE COLLINS.

IN DECEMBER, 1988, I COMPLETED RESEARCH AND DRAFT OF REPORT ON PUBLIC ROADS IN IR 1. I SHOULD BE ABLE TO PRODUCE A FINAL REPORT FAIRLY QUICKLY.

R H

PAGES: 11 (including this sheet)

MS (88/05) M28-2169

Operator's Signature

"VIA DEX" (Through Loomis, Wms. Lake)

September 15, 1988

E4974-2028(RT21)

Chief & Council
Williams Lake Indian Band
R.R. /, Box 4
Sugarcane
Williams Lake, B.C.
V2C 1M3

Attention: Alice Abbey

Dear Chief Abbey:

Re: Cariboo Residential School

We have been attempting to reach you by telephone over the last few days, without success. After speaking with Bill Lowry on September 9, 1988, we understood that he would suggest a meeting between Chief and Council and this Department. We have been trying to arrange that meeting since that time.

Without more detail, we will not have sufficient information to place before the Deputy Minister for a decision. A meeting may be the quickest and most effective way to obtain this detail. We are working to a deadline of September 30, 1988, for a Departmental decision, and time is needed both in this office and in Ottawa to review the material. Therefore a meeting right away is necessary.

No decision has been made on disposing of the property as yet, and no decision will be made until our time is up. We remain optimistic that if we can obtain answers to our questions a positive recommendation can be sent from our Regional office. We would appreciate hearing from you at your earliest convenience.

Yours truly,

Juliet E. Balfour
Manager, Special Projects
Lands, Revenues & Trusts
British Columbia Region
P.O. Box 1000
800 Burrard Street
Vancouver, B.C.
V6Z 2J3

Canada

2/6

Page 39 of 639 IRA-2021-14176

FOI ALERT

DS 4114
WILLIAMS LAKE
REG 4 (SEC 1)
Doc. Sept 14, 1988

March 9, 1982

D.J.F. McSween
Senior Property Negotiator
Victoria

P/N 51127
Williams Lake

Attention: R. Hadley

Re: Status of Road through San Jose (Fishery)
Indian Reserve No. 6 within City of Williams Lake
Cariboo District

Under 'Conclusions' you note that a maximum of 66 ft. may be claimed. What is the status of the remaining 34 ft. surveyed as right-of-way on Plan 18517 ? Will further acquisition be necessary?

E.G. Gowman
Regional Property Negotiator

EG/btj

Province of British Columbia

Ministry of Transportation and Highways

MEMORANDUM

H118

To: Regional Director
Ministry of Transportation
and Highways
Prince George, BC

Date: February 1, 1982

Headquarters File:

Regional File: P/N ~~51127~~ 51695 ?

District File:

Attention: Regional Property Negotiator

Re: Status of Road through San Jose (Fishery) Indian Reserve No. 6 within City of Williams Lake Cariboo District

This report responds to the Regional Property Negotiator's inquiry of some months ago regarding the status of a road that goes through the northeast corner of the Indian reserve noted above (see map). Determining the status has posed considerable difficulties, but after extended research we conclude that the road is a public highway 66 feet wide based on its mean centreline. The available evidence leaves little doubt that this road existed by 1900, and soon thereafter became part of the Chilcotin Road (or Chilcotin Main Road) from 150 Mile House westerly through Williams Lake. Since the initial point of the Chilcotin Road (today's Highway 20) was changed from 150 Mile House to Williams Lake about 1930, the subject road has been known by different names, such as Borland Road, and currently appears to be known as part of the lower portion (or "Lower Road") of a "South Truck Route" that bypasses the junction of Cariboo Highway 97 and Highway 20 by connecting the two highways south of their junction within the City of Williams Lake near its easterly boundary (see maps).

In order to document our claims to the road it has been necessary to examine much of Chilcotin Road's history. We have gathered substantial information from a number of sources such as the Ministry's Annual Reports (including public money spent), various surveys, maps, and plans made over the years, and Ministerial files and road registers. Basic information concerning San Jose I.R. No. 6 has been examined also (this reserve at one time was designated "Lot 79" but this lot number appears to have been cancelled).

. . . . 2

San Jose I.R. No. 6

This small reserve of about 6 acres on the north shore of Williams Lake at its western end, was known as Fishery I.R. No. 6 until 1966 when the Williams Lake Band accepted the new name of San Jose No. 6. Title to the reserve was conveyed by the Province to Canada "in trust for the use and benefit of the Indians of the Province of British Columbia" by B.C. Order-in-Council 1036 approved 29 July, 1938 (see copy). This conveyance was made subject to certain provisions including the Province's right of 1/20 resumption. Another provision reads:

> "Provided also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant."

Since we have no record of the road through the reserve being gazetted, our claims of its public status must be established by evidence of its existence before 29 July, 1938.

Annual Reports

The Annual Reports of the Ministry (under its various names over the years) provide extensive information on Chilcotin Road's initial construction, its progressive development over time, and the details of public funds spent in so doing. And though we are unable to apply Section 4 of the Highway Act to roads through Indian reserves, expenditures before and after 1938 show that the road existed at the dates of expenditure and that the Province recognized a continuing responsibility to maintain the road as a public highway before and after 1938 (i.e. Provincial jurisdiction did not stop in 1938).

Originally, the Chilcotin Road began on the west side of the Fraser River opposite Soda Creek, and followed the river southwards before turning west toward Riske Creek and the Chilcotin country. The Report of 1877 records that:

> "Mr. W. A. Johnston received instructions, dated 30th August, 1877, to examine the country between Fraser River and the Chilcotin Valley, with a view of improving the existing trail, or changing its direction, if such a course should appear advisable."

. . . . 3

Later Reports detail the trail's first improvement in 1879, its conversion to a wagon road in the 1880's, and its gradual extension westward. The Reports of the 1880's also recount road development on the east side of the Fraser in the Williams Lake area. These developments would lead to Williams Lake being linked to Chilcotin Road via Chimney Creek ferry, and eventually to Chilcotin Road's initial point being switched from Soda Creek to 150 Mile House, and later still to Williams Lake. For instance, the Report of 1882 refers to work on "Williams Lake Road", that of 1884 to repairs being made on 2½ miles of "Williams Lake and Chimney Creek Road."

The Report for 1886 records the first steps taken to link Chilcotin Road to the east side of the Fraser, near Chimney Creek's mouth (see copy of Report). The name "Chilcotin Main Road" is first used in the Report of 1889, and continued as the Chilcotin highway's name --in its various locations--until the 1930's. The 1889 Report also mentions work on "Chilcotin Road, via Chimney Creek," including a new road made on the Fraser's east side with the result that "This road is now open for traffic from Chilcotin to the Main Waggon Road at the 150 Mile House." In the meantime, maintenance continued on the Williams Lake roads, including the Williams Lake --Chimney Creek road. The Report of 1891 mentions the "new ferry across the Fraser at Chimney Creek", but this connection to Chilcotin Main Road was replaced by 1904 when the Chilcotin Suspension Bridge across the Fraser at Chimney Creek Post Office (some miles south of the creek mouth) was completed at a cost of $65,800 (see Report copy).

The Annual Reports indicate that the relocation of Chilcotin Main Road's initial section from Soda Creek to 150 Mile House took place in the early years of this century. As early as the 1899 Report "Chimney Creek Road ... via Williams Lake" is listed as one the roads to 150 Mile House, and the Report for 1902 gives a detailed description of both Williams Lake - Chimney Creek Road and Chilcotin Main Road (see copies), $417.65 being spent that year on Chilcotin Main Road. The 150 Mile House had certainly become Chilcotin Main Road's terminus by 1914, the Report of 1914 - 15 distinguishing between "Chilcotin Main Road" ($1,573.05 spent) and "Chilcotin - Soda Creek Road" ($1,351.97). Clearly, the Williams Lake - Chimney Creek Road had become part of Chilcotin Main Road.

. . . . 4

Our information suggests that Chilcotin Main Road's starting point was changed to Williams Lake sometime in the 1920's (perhaps around 1930) meaning the subject road through I.R. 6 was from that date no longer part of Chilcotin highway, and reverted to the status of a local road. Overall, the Annual Reports record works and expenditures on Chilcotin Main Road for most of the years from 1877 to 1930, as well as for a number of years for Williams Lake - Chimney Road between 1884 and 1914.

District Lot Surveys

Used in concert with the Annual Reports, the original surveys of a number of the district lots in the vicinity of the subject road also traversed by the road, can firmly identify the subject road with Chilcotin Main Road. The most instructive evidence is contained in the Field Book (F.B. 2474/13 P.H. 38) for D.L. 7045, Cariboo District (surveyed 1913) which almost completely surrounds I.R. 6. The field note plan (see copy) clearly shows "Chilcotin Road" going through and leaving Lot 7045 and the Indian reserve's northeast corner. "Soda Creek Road" is shown north of Chilcotin Road. Further references are made in the notes: page 1 - "Chilcotin Waggon Road and Telegraph Line", page 4 - "Chilcotin Wagon Road and Telegraph", and page 6 shows "Chilcotin Road" going through the Indian reserve (see copies). Lot 7045 was gazetted 11 December, 1913 and Crown granted 10 November, 1915.

Chilcotin Road's route is shown in the same way on a number of other district lot surveys in the area, both east of the Indian reserve on the way from 150 Mile House, and west, continuing to the Chilcotin country. The 1913 survey of Lot 7047 shows "Chilcotin Wagon road and Telegraph Line on its field book plan. The notes for Lot 8836, surveyed 1914, state that a "wagon road connects this land with Chilcotin and 150 Mile House", and its plan shows this road. The notes for Lot 8818, surveyed 1914, state that "The 150 Mile House - Chilcotin wagon road runs thro' this Lot ...." Numerous similar references are found in the survey notes for Lots 8837, 8839, 8817, 8819, 8827, 8828, 8829, all surveyed in 1914. Finally, the Official Plans (48T7 CARIBOO - Lands Service) of those lots, drawn from the field notes, also show the 150 Mile House - Chilcotin wagon road, and in particular, show the road's route going through the Indian reserve's northeast corner.

. . . . 5

Maps and Plans

We have a number of published maps dated before 1938 which furnish evidence. Map of Central District of Cariboo, published in 1898 under authority of B.C. Dept. of Lands and Works, shows the general course of Chilcotin Main Road from Soda Creek, and the Williams Lake road from 150 Mile House to Chimney Creek's mouth. Map of Cariboo and Adjacent Districts (Lands Dept., 1916) shows Chilcotin Main Road by way of 150 Mile House. Two editions of the Quesnel Sheet Pre-emptors Map (Lands Dept., 1916, 1921) provide good coverage of the roads and surveyed lands in the Williams Lake area. Another published map on Land is Map of the Cariboo Road and Branch Roads, published in 1923 by the Cariboo Automobile Assn. Chilcotin Main Road's general route from 150 Mile House is shown on this map.

The Report of the Royal Commission on Indian Affairs for the Province of British Columbia of 1916, includes map of the Williams Lake Agency, 1916 (pg. 910), which shows the "Wagon Road" from 150 Mile House through Williams Lake to the Chilcotin (pg. 916 of the Report mentions a "Road" as access to I.R. 6). A Public Works Department plan dated 9 December, 1920 (from Ministry File 4013), shows Chilcotin Main Road's location through the Williams Lake area in some detail (see copy). Also, Map of Pacific Great Eastern Railway - Vancouver to Fort George, 1915, shows "Chilcotin Road and Telegraph Line" going through San Jose I.R. No. 6. One other map available is the Public Works Department's Cariboo District Road Map, dated 1923, which shows Chilcotin Main Road designated as road no. 4.

Borland Road

The available evidence indicates that after Chilcotin Road's initial point moved from 150 Mile House to Williams Lake, the subject road through the Indian reserve came to be called Borland Road (road no. 12 in Ministry road registers and road maps). Precisely when this happened is difficult to trace, but a series of old district road registers provided by our Williams Lake District Office allows us to place the date in the period 1925 - 35. One old, undated register page for Chilcotin Main Road names its initial point as Williams Lake, and designates it road no. 4. The Annual Reports list this road as no. 4 in the report years 1925 - 26 through 1932 - 33 (no. 320 is used 1933 - 34 to 1934 - 35, and no. 18 from 1935 - 36 on). Also, the name "Chilcotin Main Road" went out of usage in favour of "Chilcotin Road" by about 1935.

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Borland Road is listed with expenditures thereon in the Reports of 1946 - 47, 56 - 57, 58 - 59, and appears as road no. 12 in road registers dated 1945 and 1959, its initial point being no. 18 Chilcotin, its terminal point no. 11 Williams Lake Cut-Off. The Williams Lake Cut-Off, which first appears in the Report of 1935 - 36, seems to have been the new name of the old Chilcotin Road between 150 Mile House and Williams Lake, later forming part of Cariboo Highway. A later register page for Borland Road has a notation dated October, 1961: "Length reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a 'truck route'". (See copy). The road's use as a truck route is mentioned further in a letter dated 29 November, 1963 (File 3839) from District Superintendent Blunden (see copy and map). Currently, the name "Borland Road" is still used by the Ministry for its reduced length outside the city, while the portion through the Indian reserve, within the city, has become part of the "Lower Road" section of South Truck Route.

Conclusions

The subject road is a public highway because it is an exclusion from the transfer of 1938. The evidence demonstrates that it existed before 1900 and has been known by various names: Williams Lake - Chimney Creek Road, Chilcotin Main Road, Borland Road, Williams Lake Truck Route, Lower Road. The Ministry can claim a 66 - ft. width, 33 ft. either side of the mean centreline, under the terms of the general gazette of 3 August, 1911. One question that has arisen is how L.T.O. Plan 18517 (surveyed 1967, deposited 1970), which delineates the "Lower Road" portion of South Truck Route, affects the road and Indian Reserve. Our opinion is that Plan 18517's width for the road through the reserve can be a maximum

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of 66 ft. for the reasons explained above.

A. C. Brown
Director of Property Services

Per: R. Hadley
for D. I. F. MacSween
Senior Property Negotiator

RH/tlc

cc. D. J. H. Raven
District Technician
Williams Lake District Office

D. Neill
Head of Regulations, B.C. - Legal Surveys Division
Energy, Mines and Resources Canada
P.O. Box 10062
700 West Georgia Street
Vancouver, B.C.
V7Y 1B6

Canada
Department of Mines and Resources
HON. T. A. CRERAR, Minister; CHARLES CAMSELL, Deputy Minister
INDIAN AFFAIRS BRANCH
HAROLD W. McGILL
DIRECTOR

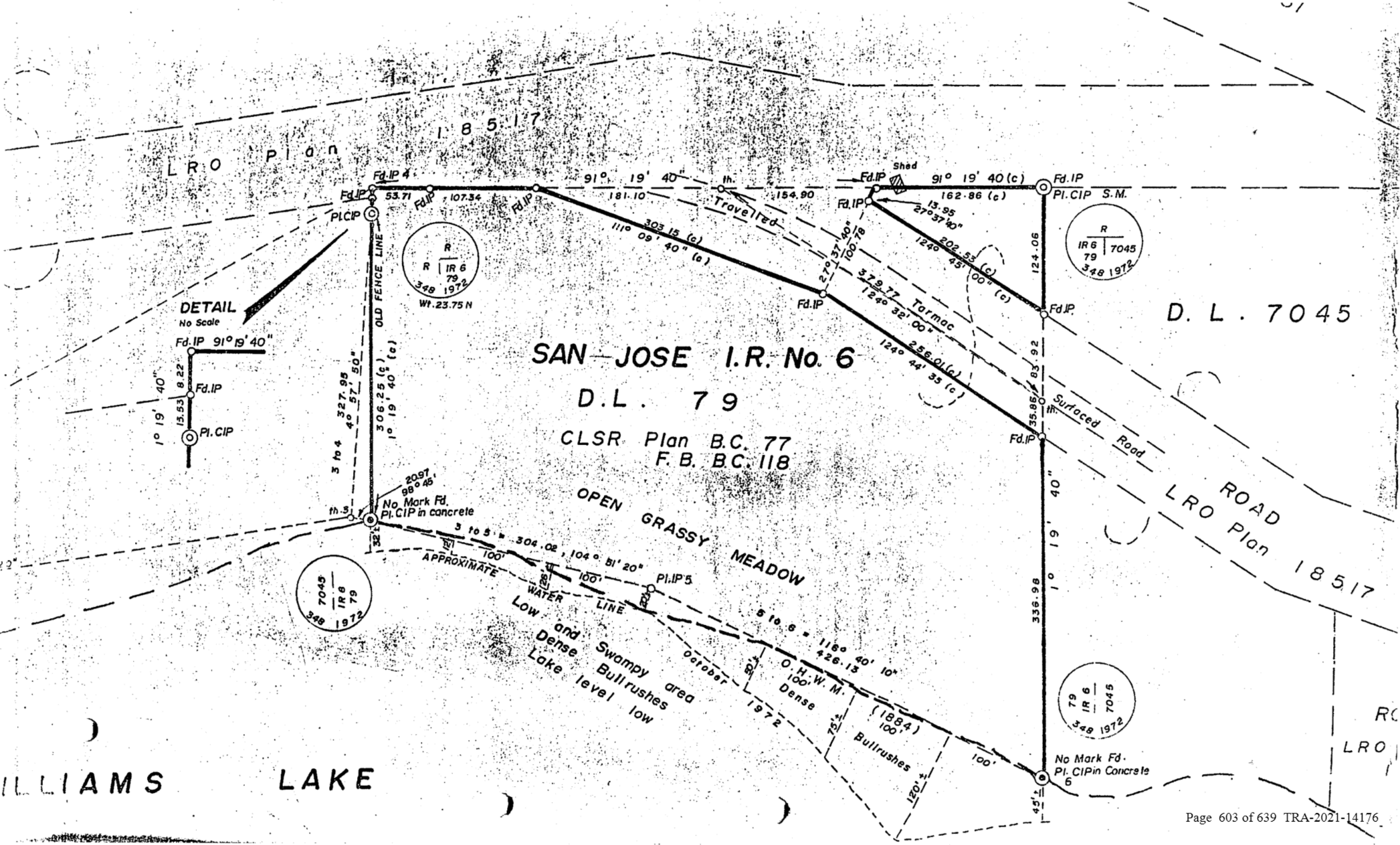
SCHEDULE OF INDIAN RESERVES IN THE DOMINION OF CANADA

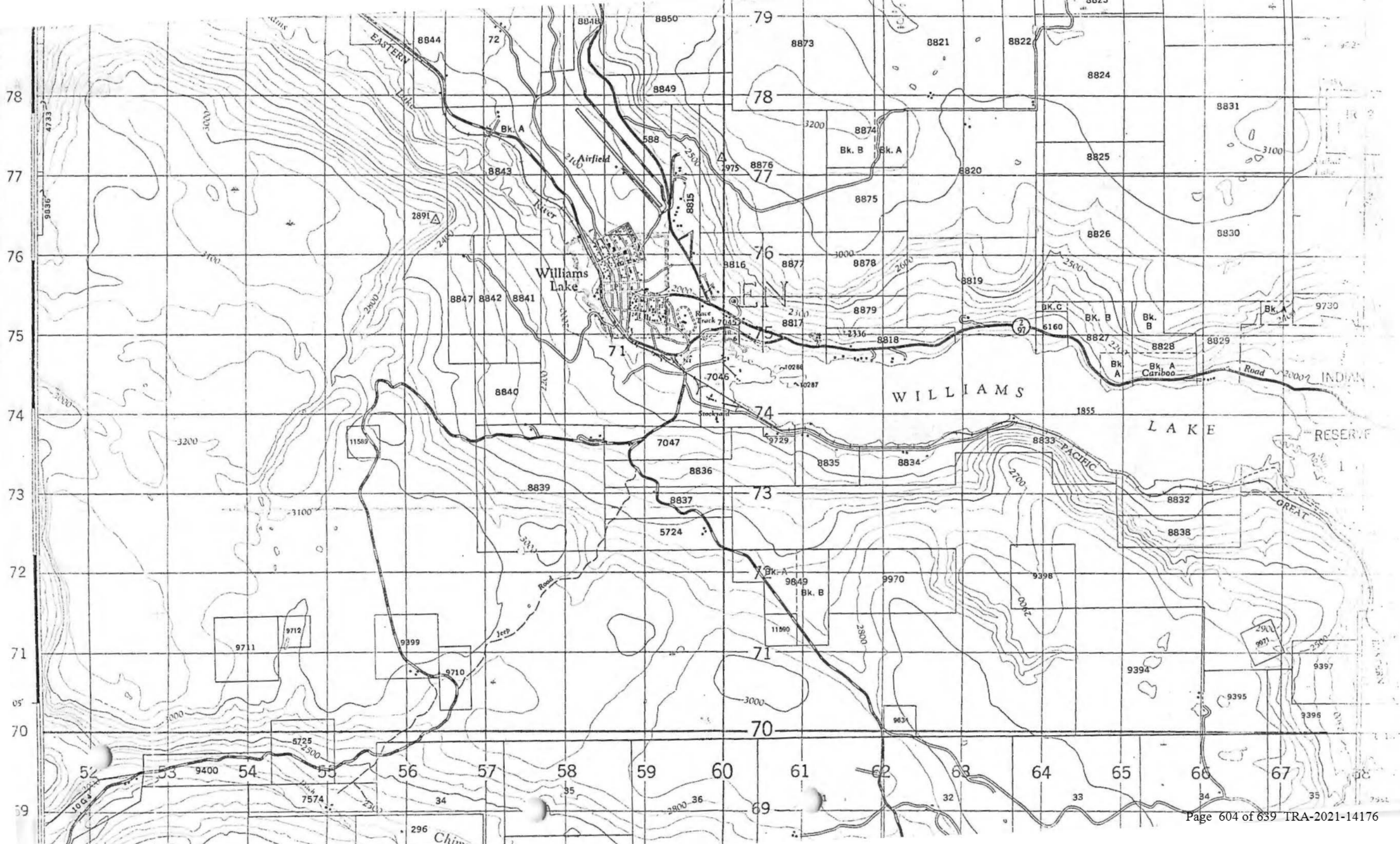
INDIAN COMMISSIONER
JUL 28 1954
VANCOUVER, B. C.

PART 2
RESERVES IN THE PROVINCE OF BRITISH COLUMBIA

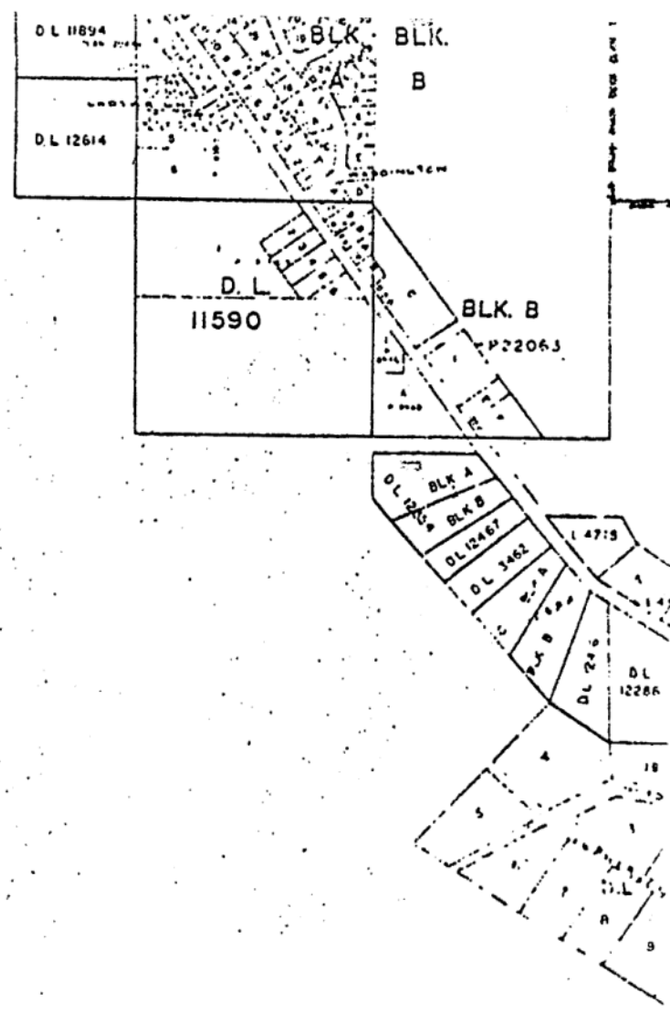
RECOMPILED AND CORRECTED UP TO MARCH 31, 1943

1	Williams Lake.....	Williams Lake	Cariboo District. At the eastern end of Williams Lake and on the right bank of San Jose River. (Ref. Maps 24 and 27, B.C. Map 30)	4044.03	Allotted by Commissioner O'Reilly, 16th July, 1881..... 2810.00 Purchased from Balis Estate, 5th March, 1881..... 1464.00 Original Survey 1883. Plan No. 77..... 4074.00 To P.G.E. Ry, Right of Way: Plan RR.1448A; Dominion Order in Council 2184, 24th December, 1914. Provincial Crown Grant, Order in Council, 28th August, 1915. Dominion Patent Reference 17575. Area excluded in Title, Order in Council #1036..... 4.37 Title, Provincial Order in Council #1036, 29th July, 1938..... 4069.63 Right of Way, Cariboo Road (preliminary) 25.00 Final Water Licences: #10278, 100 acre feet water, storage, from Five Mile Creek. #10005, 90 acre feet water from Five Mile Creek. #10008, 120 acre feet water from Valley Creek. #9621, 57.4 acre feet water from Asahal Creek. #9622, 57.4 acre feet water, storage, from Asahal Creek.
2	Asahal Lake.....	Williams Lake	Cariboo District. On the shore of Asahal Lake, at the head of Asahal (Meadow) Creek, 2 miles north of the east end of Williams Lake. (Ref. Map 27, B.C. Map 30)	120.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 120.00 Title, Provincial Order in Council #1036, 29th July, 1938..... 120.00
3	Meadow.....	Williams Lake	Cariboo District. On Five Mile Creek, 3 1/2 Miles above its junction with San Jose River, which flows into the eastern end of Williams Lake. (Ref. Map 24, B.C. Map 30)	180.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 180.00 Title, Provincial Order in Council #1036, 29th July, 1938..... 180.00
3A	Meadow.....	Williams Lake	Cariboo District. Designated Lot 9032. On Five Mile Creek, 3 1/2 miles northwesterly from 150 Mile House on Cariboo Road, adjoins Reserve No. 3, on the East. (Ref. Map 24, B.C. Map 30)	158.00	Purchased from Estate of A.E. Lucas: Original Survey 1914. (See blue print on file 34160-6) Resurvey 1926. B.C. Plan No.1019..... 158.00 Title, Deed filed in Commissioner's Office. Indefeasible Title - 3706M - 27th February, 1926. Recorded under No. 909.
4	Fishery.....	Williams Lake	Cariboo District. On the left bank of Fraser River. At the confluence with Williams Lake Creek. (Ref. Map 27, B.C. Map 30)	7.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No. 77..... 7.00 Title, Provincial Order in Council #1036, 29th July, 1938..... 7.00
5	Fishery.....	Williams Lake	Cariboo District. On the left bank of Fraser River, at the confluence with Chimney Creek. (Ref. Map 24, B.C. Map 30)	56.00	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No.77..... 56.00 Title, Provincial Order in Council #1036, 29th July, 1938..... 56.00
6	Fishery.....	Williams Lake	Cariboo District. On the shore of Williams Lake at its western end. One mile east of Williams Lake Station, on P.G.E. Railway. (Ref. Map 27, B.C. Map 30)	6.50	Allotted by Commissioner O'Reilly, 16th July, 1881. Original Survey 1883. Plan No.77..... 6.50 Title, Provincial Order in Council #1036, 29th July, 1938..... 6.50
7-14	Graveyards.....	Williams Lake	Cariboo District. Several graves on private property along the Cariboo Highway or close to it.		These had been allotted by Commissioner O'Reilly 16th July, 1881. Surveyed 1933 having areas 0.14; 0.25; 0.15; 0.10; 0.17; 0.15; 0.90 and 0.30. See Page 933, Royal Commission Report. Confirmed by Royal Commission 26th February, 1916, but later it was found these areas could not be made available.
15	Carpenter Mountain.	Williams Lake	Cariboo District. On the old Cariboo Road near 156 mile post, one mile west of Cariboo Bill Lake; bounded on east by Lots 310, 170 and 9035; on west by Lots 9029, 9030, 9031 and 549. (Ref. Map 24, B.C. Map 30)	170.00	Allotted by Commissioner O'Reilly, 26th November 1881. Original Survey 1897. Plan No. 77..... 160.76 Resurvey 1931. Plan 804..... 169.70 Title, Provincial Order in Council, #1036, 29th July, 1938..... 170.00


LRO Plan 18517
Fd.IP
Pl.CIP
53.71
107.34
91° 19' 40"
181.10
th.
154.90
Shed
91° 19' 40" (c)
162.86 (c)
Pl.CIP S.M.
13.95
27° 37' 40"
100.78
202.53 (c)
124° 45' 00" (c)
124.06
R
IR 6
79
7045
348 1972
303.15 (c)
111° 09' 40" (c)
Wt. 23.75 N
Fd.IP 91° 19' 40"
DETAIL
No Scale
8.22
13.53
1° 19' 40"
OLD FENCE LINE
327.95
40° 57' 50"
306.25 (c)
1° 19' 40" (c)
3 to 4
SAN JOSE I.R. No. 6
D.L. 79
CLSR Plan B.C. 77
F.B. B.C. 118
D.L. 7045
37.97
Tarmac
124° 32' 00"
256.01 (c)
124° 44' 33" (c)
83.92
35.86
Surfaced Road
ROAD
LRO Plan 18517
20.97
98° 45'
No Mark Fd.
Pl.CIP in concrete
OPEN GRASSY MEADOW
3 to 5 = 304.02
104° 51' 20"
APPROXIMATE
WATER LINE
Pl.IP 5
Low and Swampy area
Dense Bullrushes
Lake level low
October 1972
5 to 6 = 116° 40' 10"
426.13
O.H.W.M.
Dense
(1884)
Bullrushes
75'±
120'±
100'
336.98
1° 19' 40"
No Mark Fd.
Pl.CIP in Concrete
6
45'±
WILLIAMS LAKE


Williams Lake
Airfield
Race Track
Stockyard
Bk. A
Bk. B
Bk. C
Cariboo Road
Jeep Road
EASTERN
River
WILLIAMS LAKE INDIAN RESERVE 1
PACIFIC GREAT

WILLIAMS LAKE
Williams Lake
South Williams Lake
Glendale
Pine Valley
Comer
Mackin
Hargreaves
West Minton
Minton
Missioner
Reservoir
WILLIAMS LAKE AIRPORT
IR 1
IR 2
Asahal
Frost
Brunson
Doctors
Tp 47
Tp 45
PLATEAU
FRASER
PRINCE GEORGE
Gas Pipeline
Gas Pipeline 2
Lyne Dam
Forest Lake
Hawks Cr
Johnny Cr
Whiskey Cr
Chimney Creek
Bond Lake
Williams Lake
Pablo Cr
To 150 Mile House - 14 km
To 150 Mile House - 5 km
To Lillooet



UNSURVEYED CROWN LAND

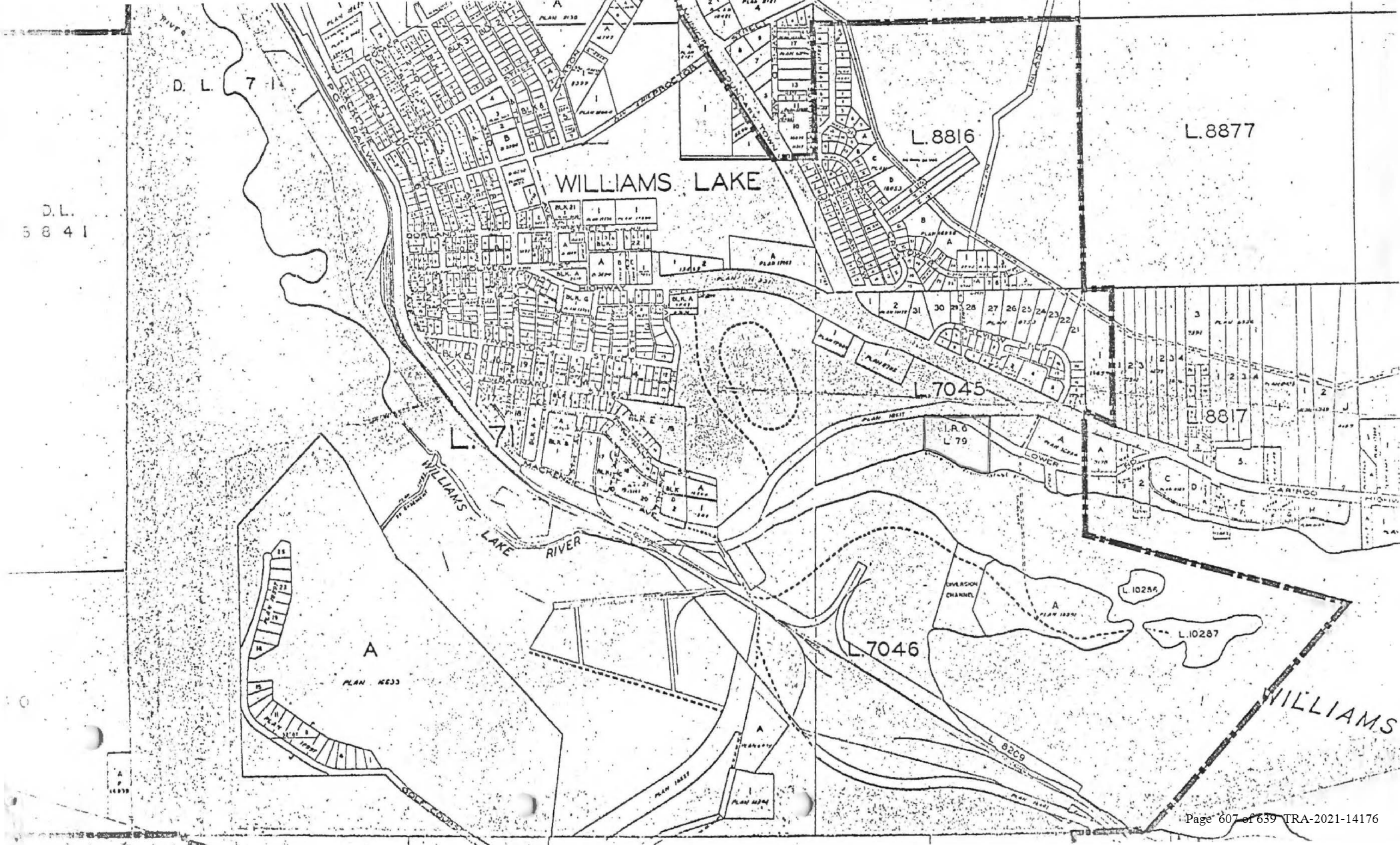
HIGHWAY

TOWN OF WILLIAMS LAKE

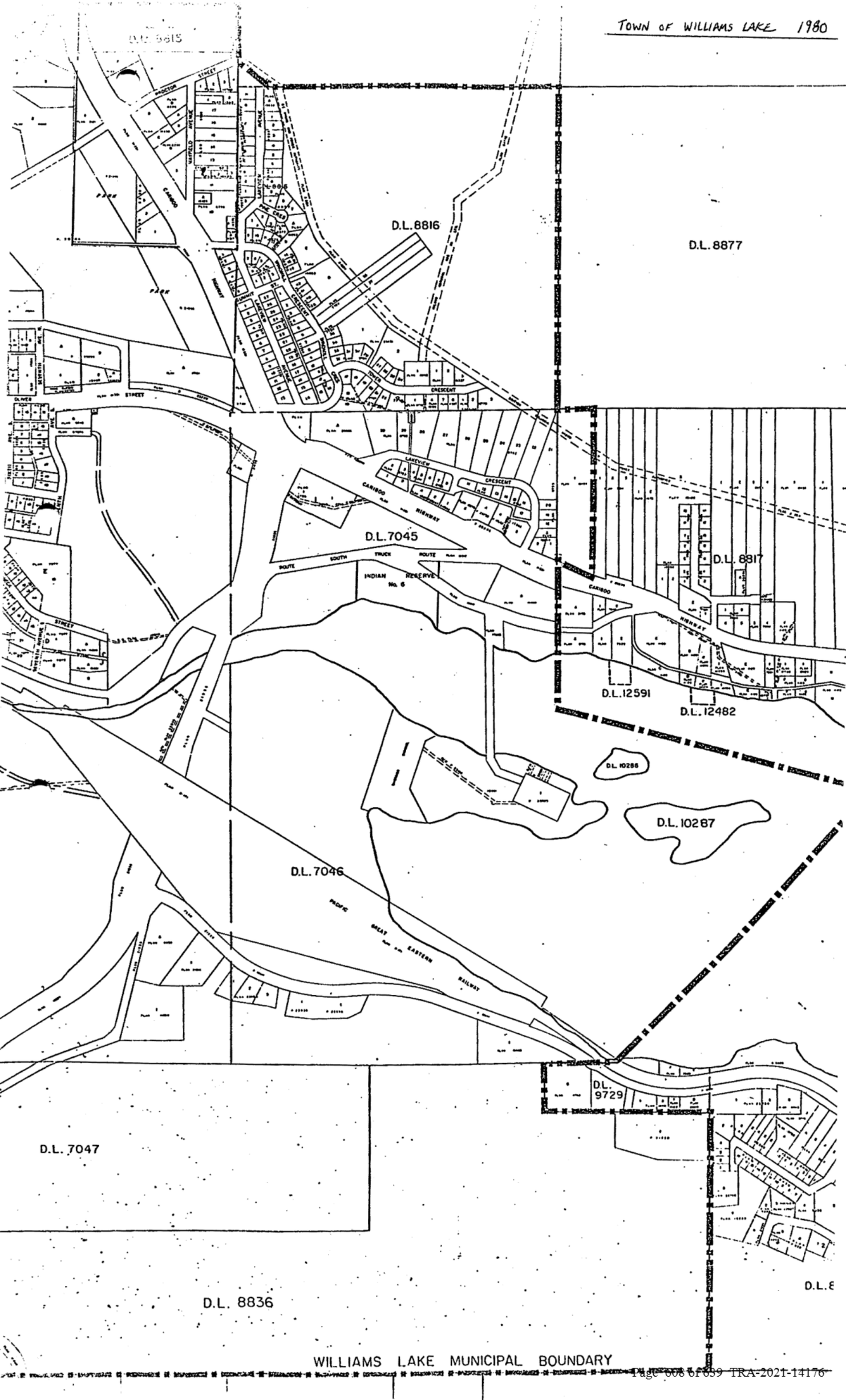
SCALE: 1 INCH = 1000 FEET

GAZETTE DATE FEB. 2, 1978.

MUNICIPAL BOUNDARY


D. L. 71
D.L.
5841
P.G.E. RAILWAY
WILLIAMS LAKE
L.8816
L.8877
L.7045
L.8817
L. 71
I.R.6
L 79
LOWER
CARIBOO
MACKENZIE
AVE
WILLIAMS
LAKE
RIVER
A
PLAN 16633
DIVERSION
CHANNEL
L. 10286
L.10287
L.7046
L. 8209
WILLIAMS

TOWN OF WILLIAMS LAKE 1980



G. [illegible]or (signed)
Deputy Clerk, Executive
Clerk

C O P Y

THE GOVERNMENT OF THE
PROVINCE OF BRITISH COLUMBIA

Certified copy of a minute of the Honourable The Executive Council, Approved by His Honour The Lieutenant-Governor on the 29th Day of July, A.D., 1938.

TO HIS HONOUR

THE LIEUTENANT-GOVERNOR in Council:

The undersigned has the honour to recommend:

THAT under authority of Section 93 of the "Land Act", being Chapter 144, "Revised Statutes of British Columbia, 1936", and Section 2 of Chapter 32, "British Columbia Statutes,1919", being the "Indian Affairs Settlement Act", the lands set out in schedule attached hereto be conveyed to His Majesty the King in the right of the Dominion of Canada in trust for the use and benefit of the Indians of the Province of British Columbia, subject, however, to the right ofthe Dominion Government to deal with the said lands in such a manner as they may deem best suited for the purpose of the Indians including a right to sell the said lands and fund or use the proceeds for the benefit of the Indians subject to the condition that in the event of any Indian tribe or band in British Columbia at some future time becoming extinct that any lands hereby conveyed for such tribe or band, and not sold or disposed of as heretofore provided, or any unexpended fund being the proceeds of any such sale, shall be conveyed or repaid to the grantor, and that such conveyance shall also be subject to the following provisions:

PROVIDED NEVERTHELESS that it shall at all times be lawful for Us, Our heirs and successors, or for any person or persons acting in that behalf by Our of their authority, to resume any part of the said lands which it may be deemed necessary to resume for making roads, canals, bridges, towing paths, or other works of public utility or convenience; so, nevertheless that the lands so to be resumed shall not exceed one-twentieth part of the whole of the lands aforesaid, and that no such resumption shall be made of any lands on which any buildings may have been erected, or which may be in use as gardens orotherwise for the more convenient occupation of any such buildings:

PROVIDED also that it shall be lawful for any person duly authorized in that behalf by Us, Our Heirs and successors, to take and occupy such water privileges, and to have and enjoy such rights of carrying water over, through or under any parts of the hereditaments hereby granted, as may be reasonably required for mining or agricultural purposes in the vicinity of the said hereditaments, paying therefor a reasonable compensation;

PROVIDED ALSO that the Department of Indian Affairs shall through its proper officers be advised of any work contemplated under the preceding provisoes that plans of the location of such work shall be furnished for the information of the Department of Indian Affairs, and that a reasonable time shall be allowed for consideration of the said plans and for any necessary adjustments or arrangements in connection with the prpposed work:

PROVIDED also that it shall be at all times lawful for any person duly authorized in that behalf by Us, Our heirs and successors, to take from or upon any part of the hereditaments hereby granted, any gravel, sand, stone, lime, timber or other material which may be required in the construction, maintenance, or repair of any roads, ferries, bridges, or other public works. But nevertheless paying therefor reasonable compensation for such material as may be taken for use outside the boundaries of the hereditaments hereby granted:

PROVIDED also that all travelled streets, roads, trails, and other highways existing over or through said lands at the date hereof shall be excepted from this grant.

AND TO FURTHER RECOMMEND THAT A certified copy of this minute, if approved, be transmitted to the Registrar in each Land Registry Office in the Province of British Columbia to the intent that such certified copy be accepted by him as a conveyance of the said land to His Majesty the King in the right of the Dominion of Canada as represented by the Department of Indian Affairs of Canada, without further formal instrument of transfer subject to the said provisoes and conditions.

AND TO FURTHER RECOMMEND THAT A certified copy of this minute, if approved, be forwarded to the Superintendent General of Indian Affairs at Ottawa.

DATED this 29th day of July, A.D., 1938

"John Hart"
ACTING MINISTER OF LANDS.

APPROVED this 29th day of July, A.D., 1938

"John Hart"
PRESIDING MEMBER OF THE EXECUTIVE COUNCIL

Tribe or Band	Reserve	Number	Description	Acreage
Stone	Stone	1A	Cariboo District, adjoining Stone I.R.No.1, known as Lot 5395, Lillooet District	399.00
"	Meadow	2	Cariboo District about 8 miles southeast of Res. No. 1	320.00
"	Brigham Creek	3	11 miles S.W. of Stone I.R.No.1 known as Lot 5397, Lillooet List	180.00
"		4	5 miles S.W. of Stone I.R.No.1, known as Lot 5396, Lillooet Dist.	480.00
Toosey	Toosey	1	Cariboo District, on Riskie Creek about 3 miles from its confluence with Fraser River	5780.00
"	"	1A	Adjoining Toosey I.R.No.1, known as the S.E.¼ of N.E.¼ of Sec.6, Tp.50, Lillooet District	29.00
"	Meadow	2	Cariboo District about 6 miles northwest of the Indian village on Reserve No. 1	560.00
"		3	Cariboo District about 3 miles above the outh of Riskie Creek on the right bank of the Fraser River	12.25
Williams Lake	Williams Lake	1	Cariboo District east of the head of Eastern end of Williams Lake	4069.63
"		2	Cariboo District, two miles north of Res. No. 1	120.00
"	Meadow	3	Cariboo District, 2 miles N.E. of Reserve No. 2	180.00
"	Fishery	4	Cariboo District on the left bank of the Fraser River at the confluence of Williams Lake Creek	7.00
"	"	5	Cariboo District on the left bank of Fraser River at confluence of Chimney Creek	56.00
"	"	6	Cariboo District at the foot of Williams Lake, ½ of a mile from effluence of Williams Lake Creek	6.50
"	Carpenter Mountain	15	Cariboo District at the 156 Mile House of Cariboo wagon Road, north of No. 3	170.00
Clinton		2	Lillooet District on the road from Lillooet to Clinton and E. of and adjoining Lot 9, Gp.1, E. of Kelly Lake	820.92
"		2A	Addition to Reserve No. 2, on the E., known as Lot 5287, Lillooet District	607.00
"	Kelly Creek	3	Near the junction of the Fraser River and Kelly Creek, known as Lot 5288, Lillooet District	3.50

1886 REPORT

October--Made general repairs to Dog Creek Road, Big Bar Road, and Lillooet-Clinton Road; altering and repairing trail from French Creek to Lone Cabin Creek.
Graded 1,780 yards, 7 feet wide.
Built one small bridge and two culverts.
Cribbed 33 feet, 15 feet high.

The Foster Milling and Mining Company have constructed a waggon road to their mine on the Big Slide, following Kelly Creek Cañon for about 5 miles, towards the cost of which the Government have contributed the sum of $2,000.

Cariboo District.

The road to the Soda Creek Ferry was improved early in the season by widening, extending and otherwise repairing the same. In order to utilize the ice on the Fraser River as a winter crossing, a new trail was made by grading from a point on the river opposite Chimney Creek, up the hill and back, to intersect the Chilcotin Road to Soda Creek, a distance of about three or four miles, the ice forming across the river at this point when other parts of the river are still open, rendering the crossing unsafe.

The road from Williams Lake to Deep Creek has been further improved, and by the construction of two miles of new road the distance has been shortened about one mile. Several small bridges were put in this season, and the road otherwise repaired and improved. Loaded teams now pass from Williams Lake to Soda Creek in six hours, which formerly occupied two days, the only route then being by way of the 150-Mile House.

The roads and trails in the Keithley Creek Polling Division, under Mr. Stephenson's charge, have come in, as usual, for a large portion of the annual vote.

In consequence of the works now going on and contemplated at Horsefly River, more than the usual attention was bestowed on the trail leading in from the main waggon road.

The old trail from Alexandria to Beaver Lake has been cleared of fallen timber and made passable for pack trains. The main trail from the 150-Mile House on the waggon road to Quesnelle Forks, Keithley, Harvey and Snow Shoe Creeks (which, from the swampy nature of the ground, a great part of the way is expensive to keep in repair), has received usual attention. A good substantial bridge has just been completed by Mr. W. F. Anderson across Snow Shoe Creek, near its mouth, the contract price being $350.

The trail from Quesnelle to Hixon Creek has been cleared of fallen timber.

The trail leading from the waggon road at Beaver Pass to Ruchon Creek, which has for some years past had but little work done upon it, was, the present season, put in good order, the mud holes corduroyed, and bridges repaired, or replaced where necessary with new ones.

The Barkerville-Stanley road, *via* Slough Creek, has been further improved. A good substantial bridge has been constructed across Slough Creek, equal to those on the main waggon road, necessitated from the fact that this road will be used exclusively for the winter traffic hereafter, as from the limited number of trains now on the road it is quite impossible to keep the road over the mountain in anything like a passable condition, owing to the heavy drifts and slides constantly occurring. The adoption of the new route as a winter road will also benefit greatly the quartz mines on Island Mountain, now in process of development. The Barkerville bulkhead, protecting the town of Barkerville and road passing through it, has been raised two logs nearly its whole length, and the Bush dam below the town repaired to prevent the tailings passing by.

A line for a trail from Barkerville, striking the Fraser River some eighty miles distant in a north-easterly direction, has been marked or blazed as a guide to prospectors.

All the trails leading to Mosquito, Sugar, Grouse, Antler, and Cunningham Creeks, and other points in the vicinity of Barkerville, have had more or less work done upon them and are in fair condition.

A contract was awarded to Mr. M. Pinkerton, whose tender was the lowest, for the erection of a good log building, 16x20 feet in the clear, for a gaol or lock-up at Richfield. This has four cells and is constructed in a substantial manner.

1902 REPORT

Forest cleared 70,776 feet; graded 23,676 feet; ditched 21,957 feet; corduroyed 1,074 feet; gravelled 17,514 feet.
Built 2 bridges, 25 feet long, 19 feet wide, 4 feet deep, timber averaging from 8 to 20 inches.
Built 37 culverts, averaging 19 feet long, 2 to 3 feet wide, 2 feet deep.

150-HORSEFLY ROAD.

This road starts at the 150-Mile House, and its length is 35 miles. The land is partly agricultural and partly timbered and swampy, and the number of settlers is 6. It is the mail and freight road to the Horsefly mines, of which there are 3 in operation.
Forest cleared 21,402 feet; grubbed 5,934 feet; graded 12,369 feet; ditched 3,342 feet; corduroyed 525 feet; excavated earth 90 feet; excavated rock 225 feet; filled in 625 feet.
Built 35 culverts, averaging 16 feet long, 2½ to 3 feet wide, 2 feet deep; dimensions of timber, from 7 to 15 inches.

108-HORSEFLY ROAD.

The total distance from the 108-Mile Post to the Forks of the Horsefly is, approximately, 98 miles, divided as follows: 108-Mile Post to Harper's Camp, 48 miles; Harper's Camp to Forks of Horsefly, 50 miles; and it is 13 miles further to Eureka Creek. During the year 1900 work was done on the portion of this road from Harper's Camp to Half-way House, 20 miles; and the work done this year (to 30th June, 1902) was on a section of 26 miles, from the Half-way House towards Horsefly. The road passes through an agricultural and timbered country, and is intended for a freight road to the Horsefly mines. There are only two settlers on its route.
Forest cleared 15 feet; grubbed 465 feet; graded 2,601 feet; ditched 723 feet; corduroyed 1,248 feet; excavated rock 175 feet; excavated earth 450 feet; filled in 849 feet; cribbed 42 feet; gravelled 1,737 feet.
Built 6 bridges, total length, 263 feet, 8 to 20-foot spans; timber used, from 12 to 20 inches.
Built 12 culverts, averaging 20 feet long, 4 feet wide.

WILLIAMS LAKE-CHIMNEY CREEK ROAD.

The starting point of this road is the 150-Mile House, and its length is 20 miles. It runs through an agricultural country, and the number of settlers is 4. It is a freight and mail road.
Graded 18,300 feet; ditched 1,650 feet; gravelled 1,350 feet; changed road 7,401 feet.
Built 8 culverts, 14 feet long, 2 feet wide; timber used, from 8 to 12 inches.
Built 1 bridge, 17 " 16 " 6 feet high.
General repairs were made on the entire length of the road.

ALEXANDRIA ROAD.

This road runs from Beaver Lake to Alexandria, a distance of 16 miles, through an agricultural and timbered country. It is a freight road, and accommodates 2 settlers.
Graded 2,175 feet, and general repairs made for a distance of 8 miles.

ALKALI LAKE ROAD.

This road starts from the Main Trunk Road 1 mile south of the 150-Mile House, and its length is 25 miles, the country traversed being agricultural and timbered, also hilly. Road used for farming purposes, there being 3 settlers along its route.
Forest cleared 1,800 feet; grubbed 1,200 feet; graded 3,071 feet; ditched 2,490 feet; excavated rock 23,949 feet; gravelled 12,399 feet.
Built 3 culverts, 16 feet long, 3 feet wide; timber used, from 8 to 14 inches.

1902 REPORT

CARSON ROAD.

One mile from Main Trunk Road; accommodates one farm.
Widened the roadbed, straightened turns and filled in ruts.

CHILCOTIN MAIN ROAD.

This road is 130 miles long and runs from Soda Creek to Copeland Ranch, Chilcotin. It is a mail route, and accommodates all the farmers, ranchers and cattle-raisers in that valley.

Forest cleared	15,840	feet,	12 feet wide.
Graded	500	"	8 "
Ditched	2,100	"	2 "
Corduroyed	525	"	10 "
Gravelled	2,400	"	8 "

Cleaned out bank slopes; cleaned ditches; removed rocks from roadbed; cut out and removed fallen timber, and made general repairs throughout a distance of 100 miles.
Extended 6 miles.

Forest cleared	21,120	feet,	12 feet wide.
Graded	1,760	"	9 "
Built 4 bridges,	72	"	14 "

DAVIS RANCH ROAD.

Runs 2 miles from Main Chilcotin Road; accommodates 1 cattle-raiser.
Graded 2,754 feet, 7 feet wide.

COTTON RANCH ROAD.

Seven miles from Main Chilcotin Road; accommodates 1 farmer and cattle-raiser.
Filled in washout and removed rocks from roadbed.

BEAUMONT RANCH ROAD.

Extends 8 miles from Main Chilcotin Road, for use of 1 farmer and stock-raiser.
Graded 300 feet, 8 feet wide.
Removed large quantity of big rocks from roadbed, and made general repairs for a distance of 7 miles.

LEE HILL (3 miles).

Leaves the Main Chilcotin Road on the top of the hill and connects on Main Chilcotin Road at Lee House.

Forest cleared	900	feet,	15 feet wide.	
Graded	500	"	8 "	
Excavated earth	25	"	10 "	1½ feet deep.
Filled in	12	"	10 "	3 "

JOHNSTON & BROS.' RANCH ROAD.

Extends 7 miles from Main Chilcotin Road; accommodates 3 farmers and cattle-raisers.
Graded 2,000 feet, 4 feet wide.
Made 3 culverts, averaging 13 feet, 15 feet wide.
Built 2 bridges, " 30 " 9 " 6 feet high.

LEXIS CREEK ROAD.

Extends 8 miles from the Main Chilcotin Road; accommodates 2 stock-raisers.
Grubbed 1,500 feet, 8 feet wide.
Graded 1,500 " 8 "
Built 2 bridges, 30 feet, 9 feet wide, 6 feet high.
Widened roadbed and removed rock from same.

1902 REPORT

Brought forward	$ 13,036 42

VOTE 154.—LILLOOET DISTRICT (WEST RIDING).—*Concluded.*

Seaton Lake trail	243 57
Wycott road	201 25
High Bar road	491 40
Cayoosh Creek road	325 00
Marble Canyon road	171 75
West Side Fraser River trail	130 50
Empire Valley road	367 25
McGillivray Creek trail	218 00
To Winter Crossing, Churn Creek Ferry road	114 00
Portage Creek bridge	32 00
Fraser River bridge	114 60
Upper Lillooet River road	11 25
Gaspard Creek bridge	1,073 74
Gang Ranch road	176 95
Lillooet-Seaton Lake road	138 50
Churn Creek Ferry	2 00
Main Street, Lillooet	23 00
Trail north of Bridge River to North Fork	36 00
	$16,907 18

VOTE 155.—CARIBOO DISTRICT.

Quesnel-Manson trail	$1,511 93
150-Mile House to Quesnel Forks road	5,129 49
150-Mile House to Horsefly road	2,607 20
108-Mile House to Horsefly road	2,033 52
Beaver Valley to Horsefly road	743 00
Hardscrabble Creek road	211 62
Slough Creek road	155 25
Chilcotin Bridge to Deer Park Ranch road	60 00
Richfield road	42 25
Beaumont Ranch from main Chilcotin road	100 50
Richfield-Stanley old road	165 75
Lowhee Creek road	420 25
Chilcotin River bridge and road	48 00
Springfield Farm road	16 50
Dragon Creek trail	88 00
Quesnel River trail	152 75
General roads	81 24
Rochon Creek trail	45 50
Grouse Creek and Antler Creek road	1,414 46
" "	107 25
Hopeful Flat road	25 50
8-Mile Lake and Stewart Creek road	491 25
Snowshoe trail	21 75
Soda Creek Ferry	95 55
Quesnel River road	413 50
Chilcotin main road	417 65
Dragon Creek road	581 00
Pinchbeck Creek road to Davis' Ranch road	57 00
Barkerville to Fraser River trail	50 00
Alkali Lake-Chimney Creek road	483 95
Barkerville to Keithley Creek trail	1,045 64
Quesnel Forks to Quesnel Lake road	79 00
Carried forward	18,896 25

Form No. 14.

P. H. 2474 L. I. 1942

Department No. 1913

District CARIBOO

Lot Number.	Pre-emption ; Name.
7045	S.22 P.R. 378 - 2896/00 47960/13
48T7 RM.27A	

Department of Lands RECEIVED JUN 23 1913 Surveyor-General's Branch

Surveyed by M. C. Gordon B.C.L.S.,

June 1913

Plotted 30th June 1913

By whom A Kennedy

Survey Gazetted December 11th 1913

10,000/8/1911

AFFIDAVIT.

—:o:—

I, ...Maitland Lockhart Gordon..... of .....Vancouver....., a duly authorized Land Surveyor for the Province of British Columbia, make oath and say as follows:—

(1.) I have surveyed ..Lot 7045 Cariboo District.....

(2.) I commenced the said survey on the ....4th....day of .....June....., 1913, and completed it on the .....9th...day of .....June....., 1913.

(3.) I was present at and did personally superintend the said survey on the dates set out in annexed field-book and marked "A."

(4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

SWORN before me this ...11th.....day of June A.D. 1913.

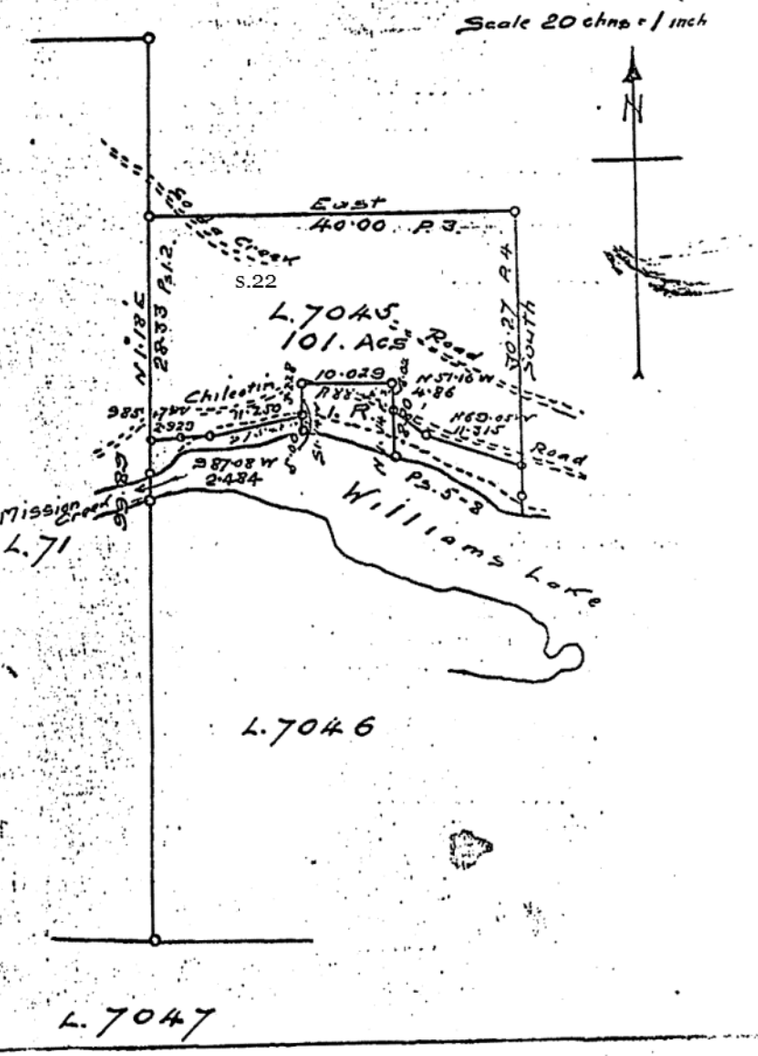
M.L. Gordon

Edgar D. Lewis

Stipendiary Magistrate.

AFFIDAVIT.

Cariboo District B.C.



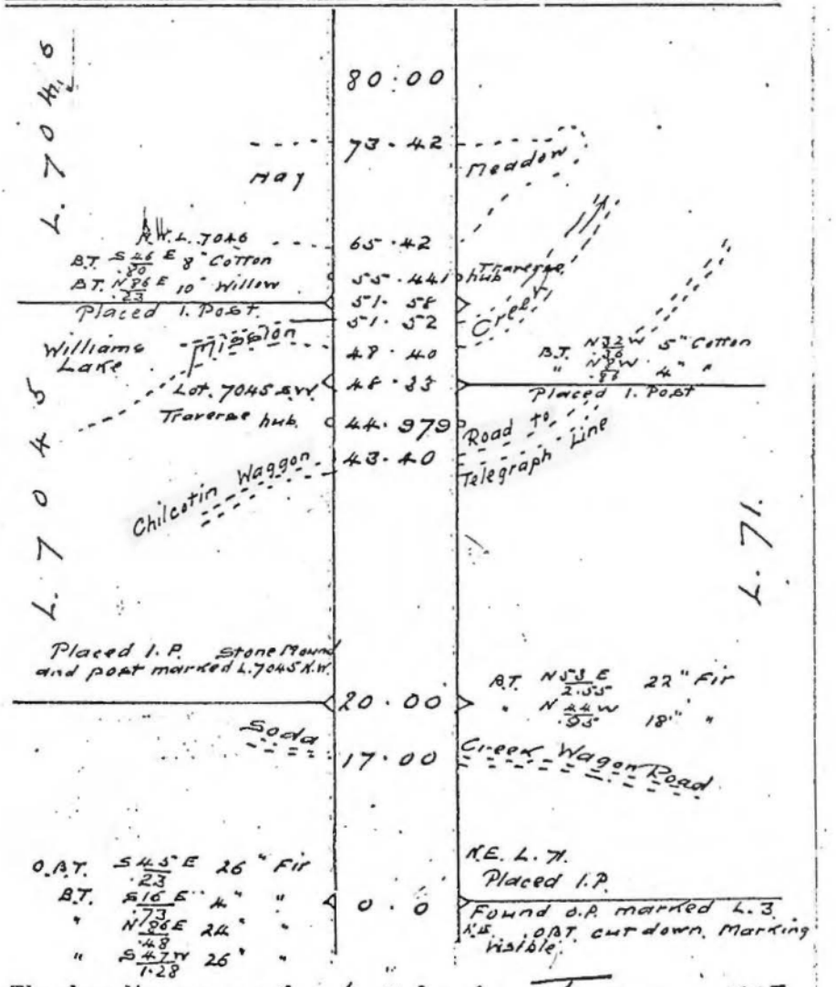
Lot No..... District.

.....Boundary. Bearing.....

The above line was run the.....day of.....191...

Lot No. 7045 Cariboo District.

West. Boundary. Bearing S. 1° 15' W.

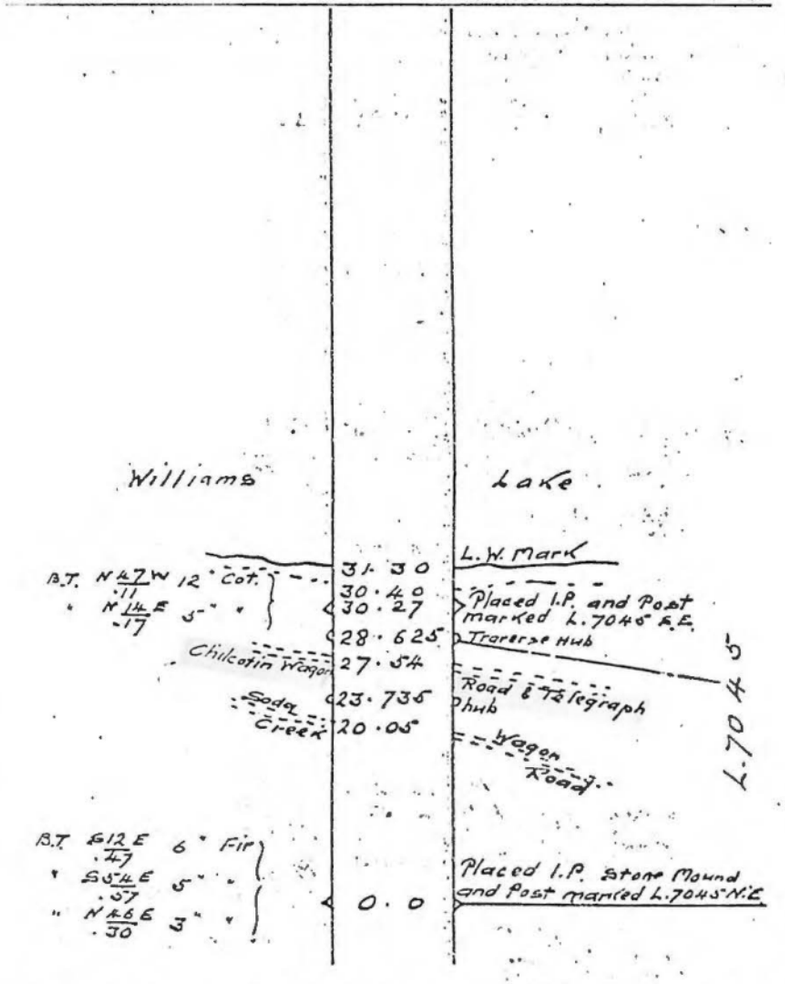


The above line was run the 4th day of June 1913.

FORM D. 4.

Lot No. 7045 Cariboo District.

East Boundary. Bearing South



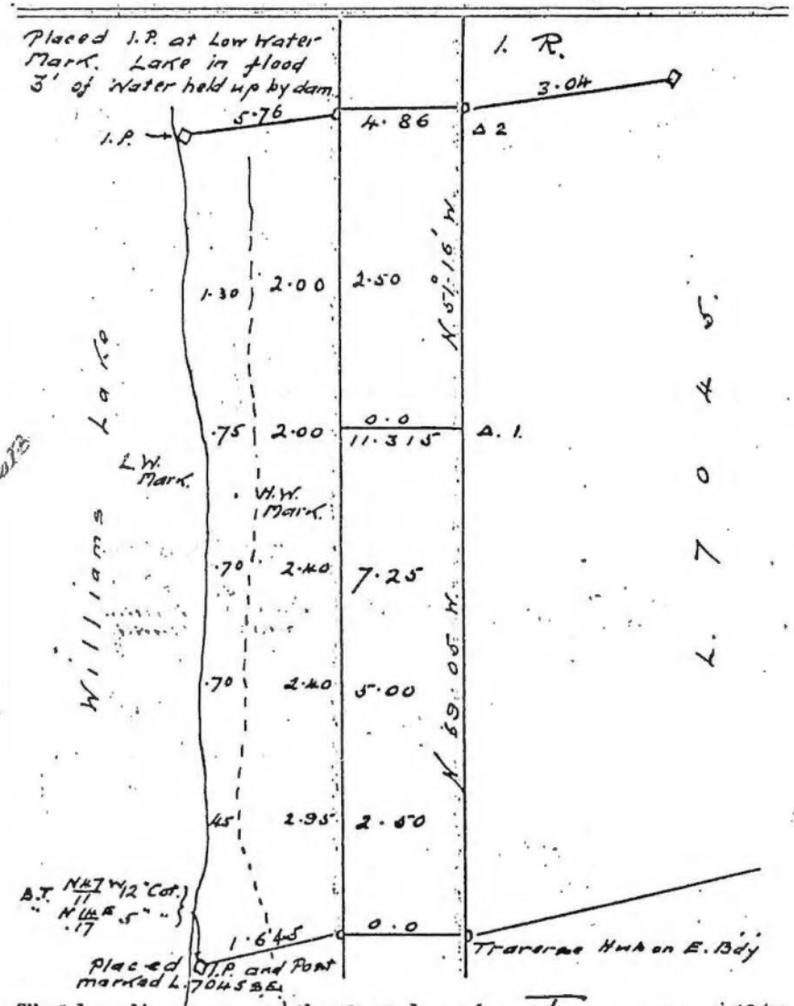
The above line was run the 9th day of June 1913

25,000/7/1912

5

Lot No. 7045 Cariboo District.

South Boundary. Bearing Part of Traverse

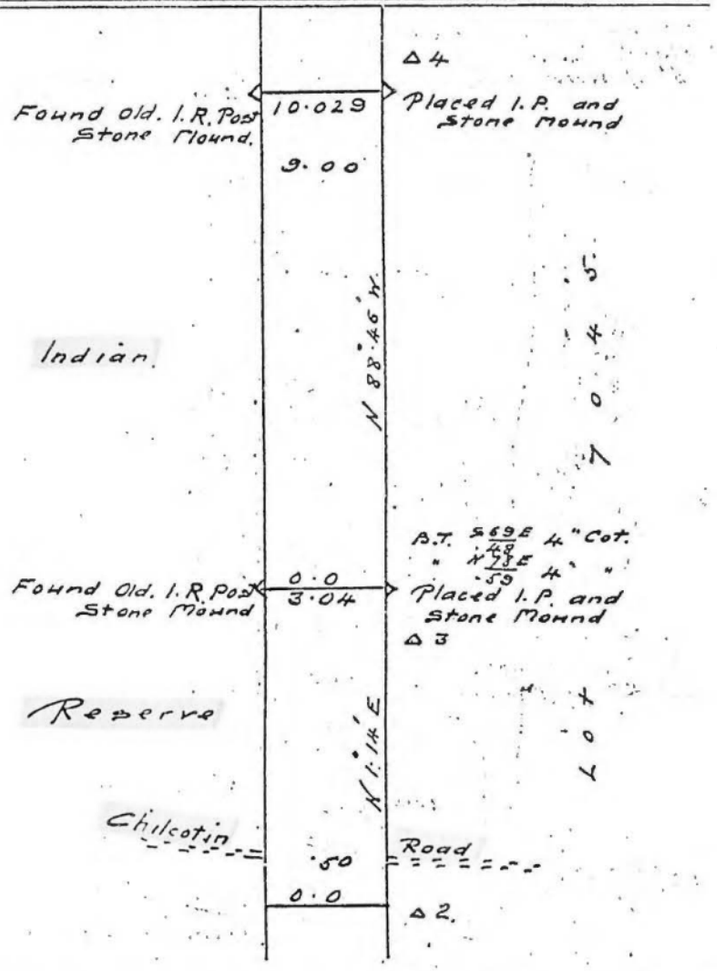


The above line was run the 9th day of June 1913

6

Lot No. 7045 Cariboo District.

South Boundary. Bearing Traverse

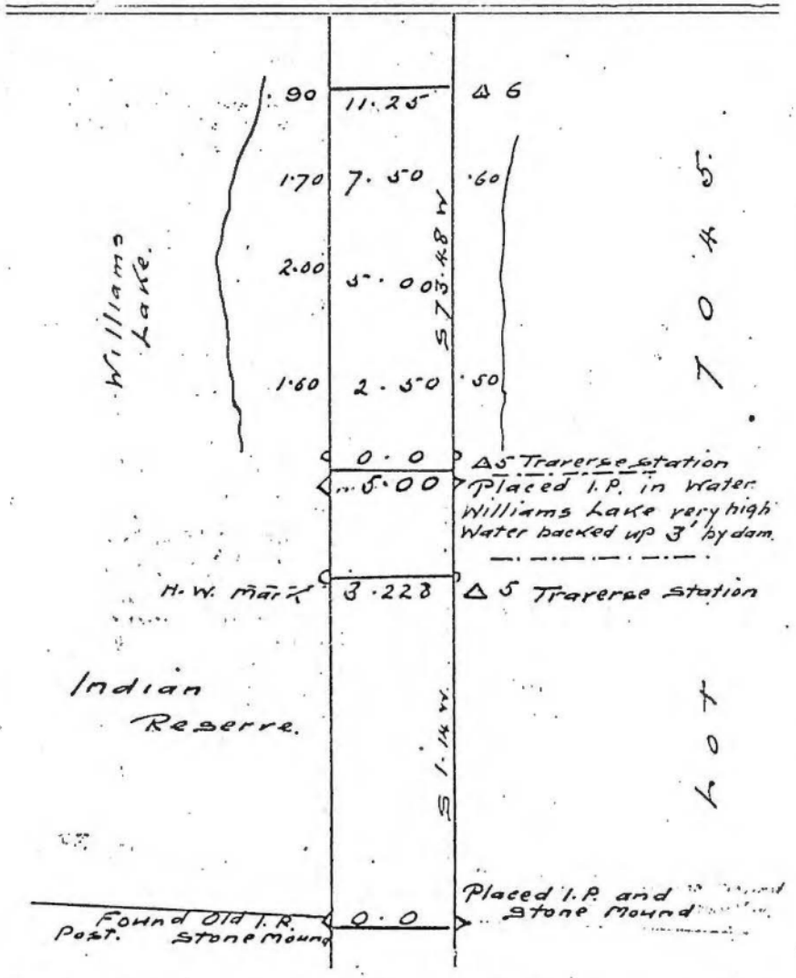


The above line was run the 6 th day of June 1913.

7

Lot No. 7045 Cariboo District.

South Boundary. Bearing Traverse



The above line was run the 9 th day of June 1913.

Form No. 4013.

District File No. 3-20-72

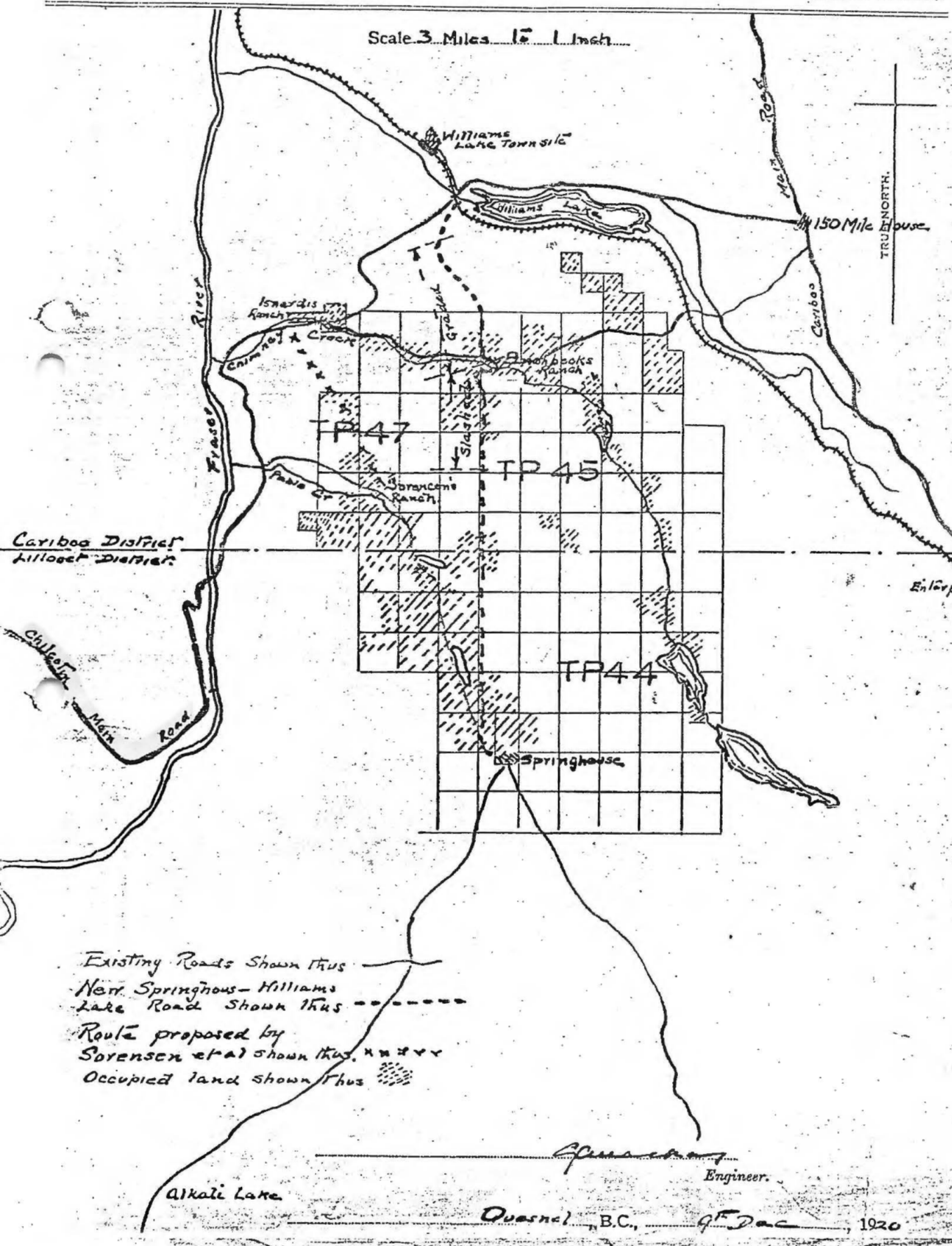
Form 32.

GOVERNMENT OF BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT.

To accompany Report on Springhouse – Williams Lake Road.

Lillooet and Cariboo Electoral Districts



Engineer.

Quesnel, B.C., 9th Dec, 1920

OCT 1961

DEPARTMENT OF HIGHWAYS, B.C. Electoral District South Cariboo Reference No. 12

s.22

DETAILS OF ROAD (TRAIL)

Name

Initial Point Cariboo Highway at N.E. Cor. Block B Plan 4189, D.L. 8817

Terminal Point Village of Wms Lake Bdy at E. Bdy D.L. 7045

Total distance between Initial and Terminal Points 0.15 Miles.

CLASS:—

Trunk	Local	Industrial X	Trail—Ordinary
Main	Farm	Mining	Trail—Mining

(Check appropriate spaces above and below; thus: X.)

TRAFFIC: Character—

Volume—

General X	Rural	Mining
Heavy X	Medium	Light

DATE OF ESTABLISHMENT AND HOW ESTABLISHED; e.g., Gazette, subdivision plan, reference plan, conveyance, or otherwise.

Subdivision Plan

Year constructed [redacted] Dept. Plan No.

Width of Right-of-way 40 and 66 Dist. Plan No.

Range of Elevations above sea-level 2000

DETAILS OF CONSTRUCTION AND MILEAGE OPEN

TYPE OF SURFACE	Length, open, Miles	Width, Feet
Cleared only		
Earth or sand-clay		
Gravel or W.B. macadam	0.15	
Bituminous spray coat		
Bituminous mulch		
Bituminous pen. macadam		
Asphaltic concrete		
Portland cement concrete		
Other types		
TOTAL LENGTH OPEN, MILES	0.15	

REMARKS: October 1961 — Length ~~of~~ reduced from 1.0 to 0.15 miles. Balance is within enlarged boundary of Williams Lake Village. Road is used as a "truck route".

H. 59-0

Page 623 of 639 to/à Page 625 of 639

Withheld pursuant to/removed as

DUPLICATE

Province of British Columbia

Ministry of Transportation and Highways

MEMORANDUM

To: **REGIONAL HIGHWAY ENGINEER**

PRINCE GEORGE

Attention: **REGIONAL PROPERTY NEGOTIATOR**

Date: November 12, 1981

Headquarters File: 47-20-05/340763

Regional File: P/N 4148

District File: 47-27451(97)

Ref. Yr. Memo: 81-08-04

Gazette notice attached for your records.

M. Bradasch

HEADQUARTERS APPROVALS
PLANNING BRANCH
387-3195

DISTRIBUTION

District Highways Manager — Williams Lake

B.C. Assessment Authority

Ministry of Attorney-General - Land Titles Office —

Regional Approving Officer —

General Office

Minis
Att'n

Minis
Lega
copy
Timb

CARIBOO ELECTORAL DISTRICT

Establishing Right of Way for Cariboo Highway

NOTICE is given, pursuant to section 6 of the *Highway Act*, that all that part of the Williams Lake Indian Reserve 1, Cariboo District, as shown outlined in bold black line on a plan of survey recorded in the Provincial Ministry of Transportation and Highways, Victoria, B.C., under "Road Surveys 7579" (being a copy of plan deposited in the Prince George Land Title Office as Plan 27451), is hereby established as public highway.

R. G. HARVEY
Deputy Minister of Transportation and Highways

Ministry of Transportation and Highways,
Parliament Buildings,
Victoria, B.C., November 12, 1981.

File 47-20-05/340763 no12—6721

H326

'ORMS LTD.

Province of British Columbia
Ministry of Transportation and Highways

MEMORANDUM

H118

To: District Highways Manager
Williams Lake, B.C.

Date: August 28th, 1981

Headquarters File:

Regional File:

District File: 47-20-115
Williams Lake

Attn: Mr. D.J.H. Raven
District Technician

Re: a) Likely Road - Dist. Plan #47-115-12
Carpenter Mountain I.R. No. 15
Meadow I.R. No. 3
Meadow I.R. No. 3A
b) Shearwater Road and Mission Road

Further to your letter of August 18, 1981, item (a) above is under research by Victoria for current status. Therefore no negotiations can be conducted at this time. Item (b) will be negotiated by Mr. Les Otto in the near future.

Yours truly,

H Wan

Harry Wan
Acting Regional Property Negotiator

for:
E.S. Gowman
Regional Property Negotiator

HW/dl

Province of British Columbia
Ministry of Transportation, and Highways

MEMORANDUM

H118

To: Regional Highway Engineer
Prince George, B.C.

Date: August 18, 1981

Headquarters File:

Regional File:

District File: 47-20-115

Attn: E. A. Gowman
Regional Property Negotiator

Re: Likely Road - District Plan 47-115-12
Carpenter Mountain I.R. No. 15, Meadow I.R. No. 3 and Meadow I.R. No. 3A
(D.L. 9032, Cariboo)

Some years ago we requested acquisition of right-of-way through the above noted I.R.'s. Subsequently the request was again noted in our list of October 30/80 under Priority #4 (copy attached).

The request has now become more urgent as B. C. Telephone Company has asked permission to install buried cable on our right-of-way. In order to issue the permit we first need to acquire the right-of-way and secondly to obtain permission from our Ministry to issue a permit within an Indian Reserve. We ask that priority be given to acquiring the right-of-way.

We also note some of the other items listed under priority #4, i.e. Highway 30, Plan 47-20-75; Shearwater Road & Mission Road have not received attention. Please advise if these can be worked on this year.

One key map is attached.

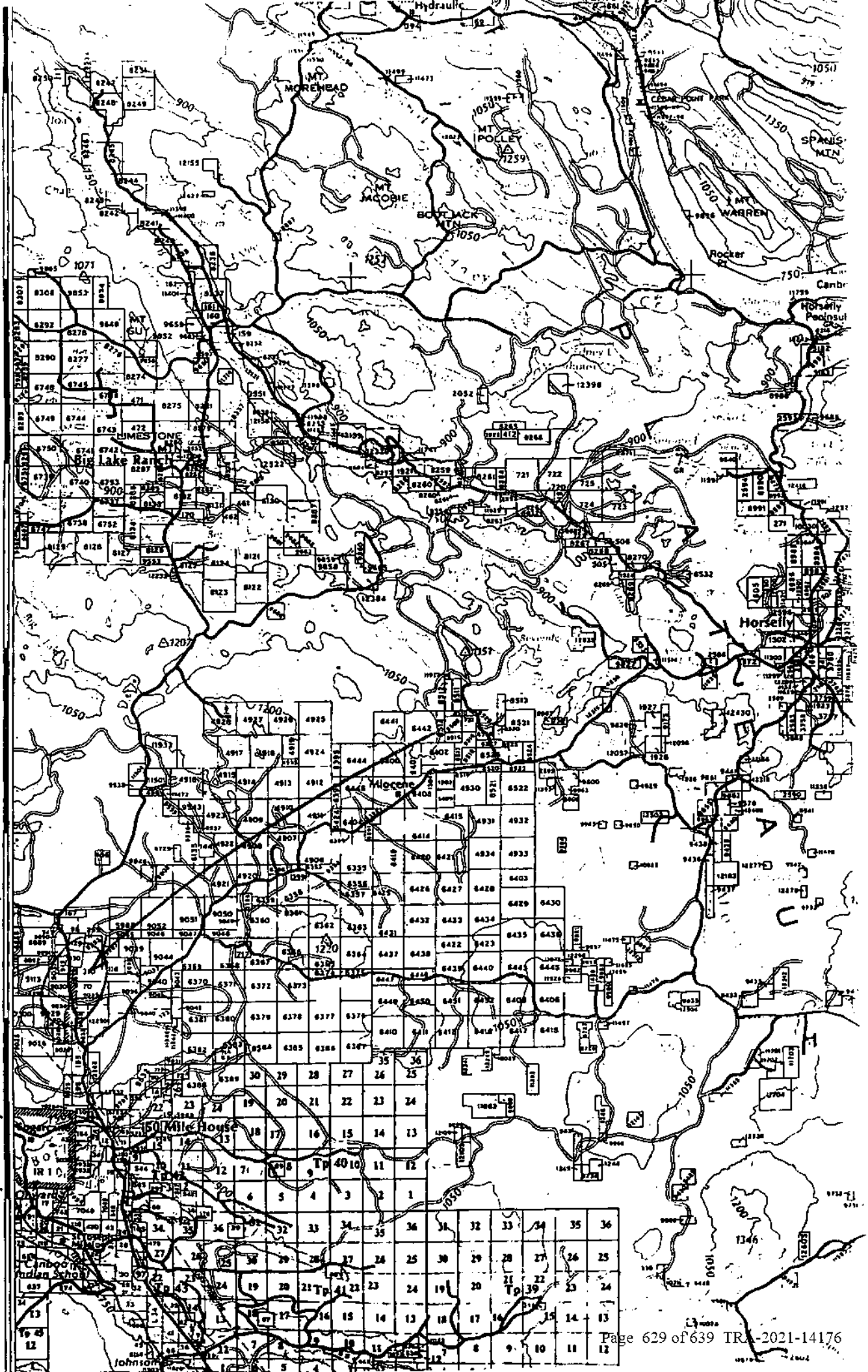
S. Paloposki
District Highway Manager

by: D.J.H Raven

D.J.H Raven
District Technician

DJHR/em

cc: Regional Approving Officer
Prince George


MT MOREHEAD
MT POLLEY
MT JACOBIE
BOOTJACK MTN.
SPANUS MTN.
MT WARREN
Rocker
Horsefly
Horsefly Peninsula
LIMESTONE
Big Lake Ranch
Hydraulic
Miocene
50 Mile House
Tp 40
Tp 41
Tp 42
Tp 43
Tp 39
Tp 45
Onward
Johnson
To Quesnel - 109 kilometres
To Williams Lake - 10 kilometres
To Williams Lake
30'
15'

Priority #2 cont'd.

Spokin Lake Road — District Plan 47-398-2 — R/W in D.L. 6367.

Knife Creek Road — District Plan 47-349-1 — Gazette plan.

Priority #3.

Highway #20 — District Plan 47-20-85 — Gazette plan. SEE LEGAL SURVEY P

Little Lake Road — District Plan 639-1 — R/W plan from D.L. 11982 to D.L. 8330.

Upper Horsefly Road — District Plan 425-1 — R/W for a portion of Upper Horsefly Road.

Bottle Creek Road — District Plan 414-1 — R/W plan from Horsefly Road to Bunting Lake Road.

BUNTING LAKE
~~Bottle Creek Road~~ — District Plan 446-1 — R/W plan from Bottle Creek Road to D.L. 4923.

Soda Creek Road — District Plans 47-111-3 and 47-111-5 Gazette plans.

Priority #4.

Likely Road — District Plan 115-12 — R/W thru Carpenter Mt I.R. No. 15.

Highway #20 — District Plan 20-75 — R/W thru Ulkatcho I.R. No. 14A District Plan

Valley Road — District Plan 408-1 — Gazette Plan, this may be dedicated by a proposed subdivision.

Huston Road — District Plan 47-111-1 — Gazette plan, this may be dedicated by a proposed subdivision

Shearwater Road — District Plan 852-3 — Gazette plan, thru Crown Land.

Mission Road — District Plan 360-1 — Gazette plan D.L. 40 to D.L. 28

cont'd ... /3

August 4, 1981

Director of Property Services
Ministry of Transportation
and Highways
940 Blanshard Street
Victoria, B.C.

PN 4148
Williams Lake
47-27451 (97)

Attention: Micheel Bancroft

Re: Establishing Right-of-Way for Cariboo Highway

Attached hereto formal notice in duplicate for gazette purposes. It is requested that right-of-way for the above named highway be established pursuant to provisions of the Highway Act for the following reasons:-

(1) Required to legalize right-of-way by deposited B.C.L.S. Plan #27451. Acquisition of right-of-way by Plans R2-21-60 to 70 but no record of gazette.

(2) Settlement has been made with all owners.

(3) 1 sepia enclosed herewith. Lands Branch Tube No. 19T1010.

(4) Location of road is approximately 4 miles south of Williams Lake.

(5) Expected date of entry - already built.

E.S. GOWMAN
A/Regional Prpperty Negotiator

Recommended by:

L.A. BRODDY
Regional Highway Engineer

TDC/dl
encl.
REGISTERED MAIL

Province of British Columbia

MEMORANDUM

TO: A. C. Brown
Director of Property Services
Victoria.

FROM: Property Services
Prince George.
P/A 51127.

SUBJECT: Att'n: R. Fladley.

DATE: 81/07/31

☐ For Your Information ☐ Please O.K. and Return ☐ Please Discuss With Me ☑ Per Your Request ☐ For Your Signature
☐ Please Process ☐ Return With More Details ☐ Investigate and Report ☐ Please Answer ☐ For Your File

Re - Fishery I.R. #6 - Williams Lake.

Further to our discussion attached plan showing I.R. #6. Any information you may provide as to the origin of this r/w would be appreciated.

Regards
Elsie.

REPLY:

Bernadette:
Please set file for this p/n, index, etc. May be filed.

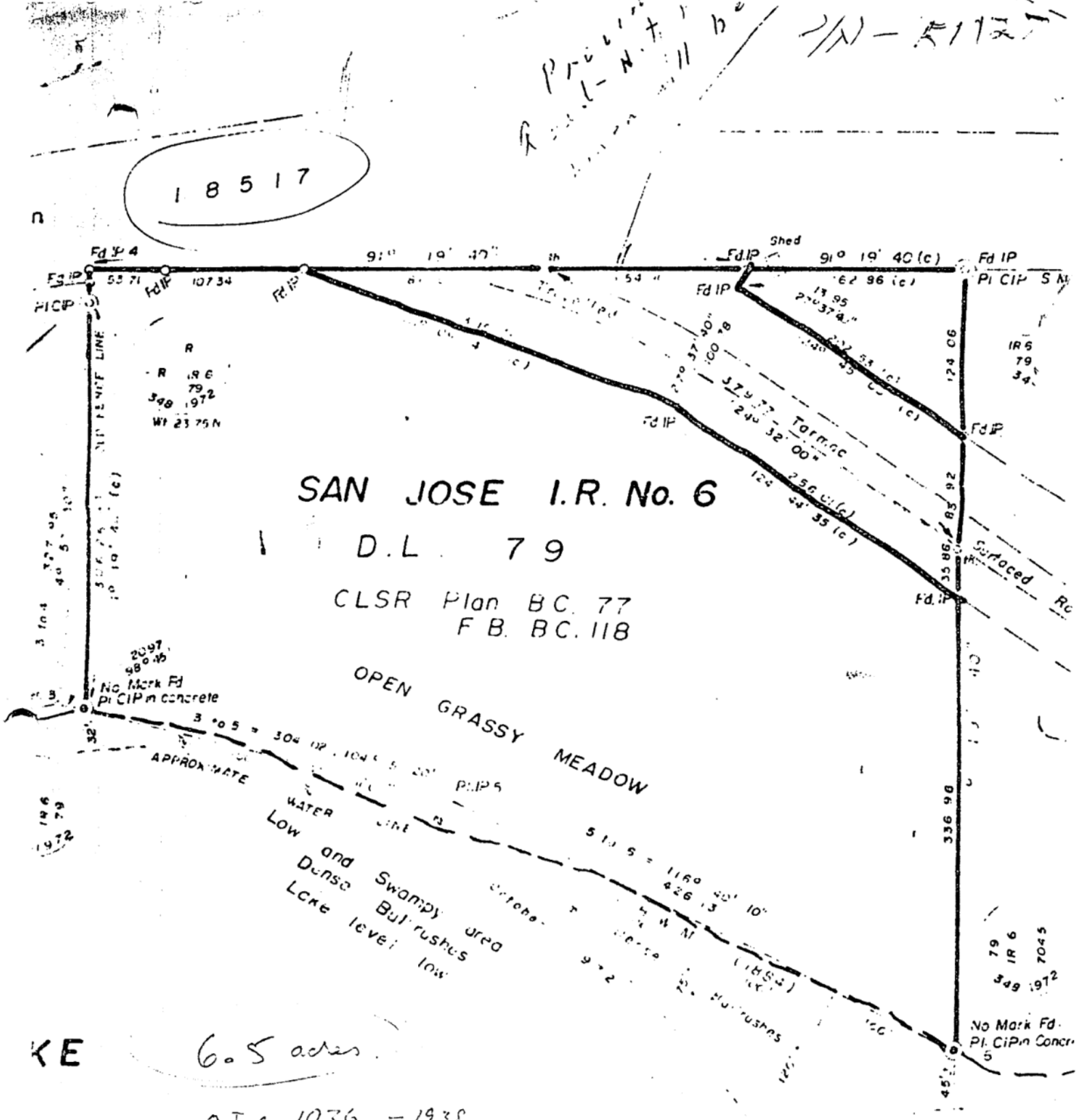
Elsie.

Done 81/08/03
Penny

Fold Here for Window Envelope

Fold Here for Window Envelope

REMOVE THIS SHEET AND FORWARD BALANCE OF SET



I, V Bartell, of the City of Prince George, British Columbia Land Surveyor make oath and say that I have in my own proper

Elvin -

6/11 HHS

I was present during negotiations for #97. s.22 only agreed to investigate this problem. No promise was made about acquiring the property.

GW

July 9/80.

Province of British Columbia

Ministry of Transportation, Communications and Highways

MEMORANDUM

H118

To: Mr. T. R. Johnson
Asst. Deputy Minister, Operations
Ministry of Highways
Buildings

Date: December 20, 1979

Headquarters File: 47-01-31/353835

Regional File: P/N 4148

District File:

Re: Williams Lake Indian Reserve No. 1 (Sugarcane), Access and Negotiations

This has reference to your assignment 79.11.27.

Our Branch dealt with the Band in 1978 for 5.0 acres of land required for the Cariboo Highway No. 97 widening project. These negotiations were consummated by Band Council Resolution dated July 6, 1978, amended August 31, 1978, and compensation was advanced in September 1978.

The Band Council Resolution makes the following references to accesses:

> "Existing accesses to reserve land off Highway 97 will remain accessible. Ministry acknowledge by agreement in writing that future entrance from Highway 97 to a proposed on-reserve commercial development area will be granted at a location not more than ¼ of a mile from the development site."

There are certain other conditions but these deal with fencing, a cattlepass, and reconstruction of an irrigation ditch.

Other than the above, our Branch has not been dealing with this Band for right-of-way or accesses. The matter has been checked with the District Highway Manager, Williams Lake, and the Regional Approving Officer, Prince George, and neither has any knowledge in this regard.

We have in our Prince George office a current tentative plan showing right-of-way over private lands adjacent to this Reserve, but this has no effect on the Reserve itself.

Your correspondence is returned herewith. We trust this is the information you require.

V. A. Drew
Director of Property Services

Per: D MacSween

D.I.F. MacSween
Senior Property Negotiator

DIFM/do

Province of British Columbia

Ministry of Transportation, Communications and Highways

OFFICE OF THE MINISTER

MEMORANDUM

MINISTRY OF TRANSPORTATION & HIGHWAYS
COMMUNICATIONS
VICTORIA, B.C.

To: Mr. Tom Johnson
Assistant Deputy Minister

Date: November 22, 1979

NOV 23 1979

47-01-31

ANSWERED
NOTED
DATE

I was recently contacted by Mr. Eric Gilbert, Chief of the Sugarcane Reserve. Chief Gilbert mentioned to me that the Minister had previously indicated that assistance would be provided the Band in gaining legal access to some new homes on their Reserve.

I don't recall the Minister mentioning this, but would like to check to see if any negotiations are presently underway.

Jess Ketchum
Executive Assistant

JK/jw

353835

MIN- ADM/OP

Province of British Columbia
Ministry of Highways and Public Works

MEMORANDUM

H118

P/N #1148

To: Acting Regional Highway Engineer
Prince George, B. C.

Attn: Regional Property Negotiator

Re: Regarding negotiations with the Sugar Cane Indian Band on Highway #97

Date: May 18, 1979

Headquarters File:

Regional File:

District File: 47-20-97

'WILLIAMS LAKE

Enclosed find a self explanatory letter from the Indian Band wherein they advise that Mr. Burnett agrred to some kind of access. The curious thing is that this access problem is on the opposite side of the lake from our highway. It has nothing to do with Highway #97.

What can be done about this? The cost of buying a road across this homesite property will be high!

James E. Steven
District Highway Manager

JES/gmc
Enclosure
cc: Regional Highway Engineer - Pr. Geo.

Resolution of access problem being pursued with no committment by ministry.

21/7/79

Phone 296-3507

FIN 41-10

WILLIAMS LAKE INDIAN BAND

R.R. 3 Sugar Cane,
Williams Lake, B.C.

May 15,1979

Jim Stevens,Superintendant
Ministry of Highways
3rd floor, Bank of Montreal Bldg
35 south 2nd Ave.
Williams Lake, B.C.

Re:Road access to Reserve#1 On South Lakeside

Dear Mr. Stevens;

One of the things that our band requested of the Minister during our negotiations on the widening of Highway 97 through the Williams Lake Indian Reserve #1 was that we get access to the public highway on south lakeside. Mr Burnett, who was the highways negotiator, agreed that the ministry would see that we got some kind of access in that area. We have one of our band members building a home in that area and is presently having trouble getting to and from the public road. He has to cross a piece of private property to do this and the owner, s.22 does not particularly like this. A short time ago we were refused a railway crossing which would enable us to get access to a public road across the tracks.

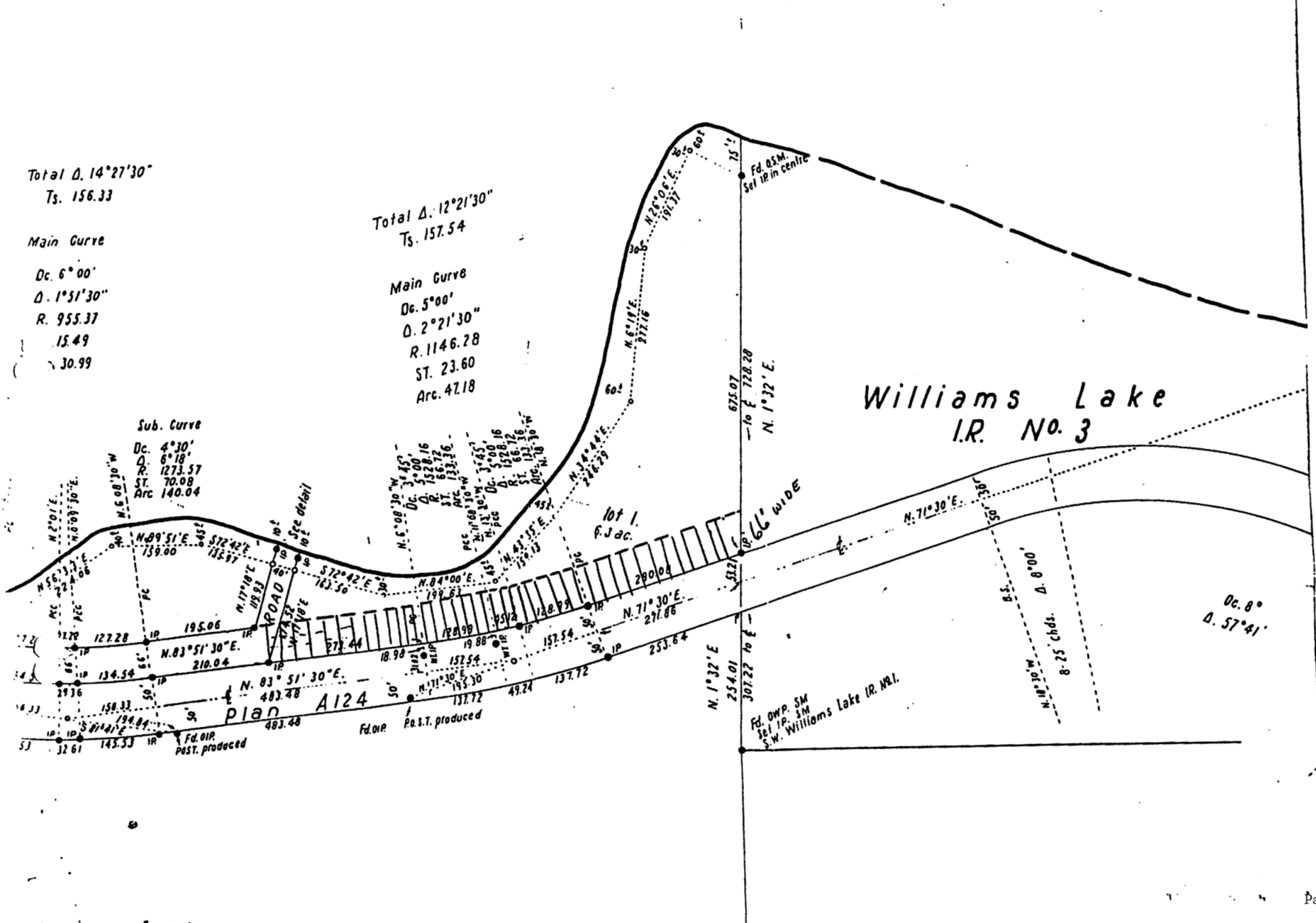
We are now requesting that your ministry take whatever appropriate action may be required to secure for us an access from the south-east corner of W.L. Indian Reserve #1 below the tracks to the public road on southlakeside. We would appreciate any help that you can give in this area.

Yours truly,

Rick Gilbert

Rick Gilbert, for the
Williams Lake Indian Band

encl.:A map showing a route that would be prefferable to the band and probably to Mr. Getts.



Total Δ. 14°27'30"
Ts. 156.33
Main Curve
Dc. 6°00'
Δ. 1°51'30"
R. 955.37
15.49
30.99
Total Δ. 12°21'30"
Ts. 157.54
Main Curve
Dc. 5°00'
Δ. 2°21'30"
R. 1146.28
ST. 23.60
Arc. 47.18
Sub. Curve
Dc. 4°30'
Δ. 6°18'
R. 1273.57
ST. 70.08
Arc 140.04
Fd. O.S.M.
Set I.P. in centre
Williams Lake
I.R. No. 3
lot 1.
6.3 ac.
66' WIDE
ROAD
See detail
N. 71°30'E.
N. 83°51'30"E.
Plan A124
Fd. OIP.
POST. produced
P.O.S.T. produced
Fd. OWP. SM
Set I.P. SM
S.W. Williams Lake I.R. No. 1.
Dc. 8°
Δ. 57°41'
8-25 Chds.
Δ. 8°00'