

REPORT

OF THE

CHIEF COMMISSIONER OF LANDS AND WORKS

OF THE PROVINCE OF

BRITISH COLUMBIA,

FROM THE

1ST DAY OF JANUARY TO THE 30TH DAY OF NOVEMBER,

1873.



VICTORIA :

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1873.

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OF THE
CHIEF COMMISSIONER OF LANDS AND WORKS
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To the Honorable JOSEPH WILLIAM TRUTCH, Lieutenant-Governor of the Province of British Columbia, Dominion of Canada.

MAY IT PLEASE YOUR HONOR :

In accordance with Section 13 of the "Public Works Extension Act, 1873," I have the honor to submit a Record of the work done this year, and a Statement of the Expenditure upon Provincial Public Works, from the 1st day of January, to the 30th day of November, 1873; together with a Report of the proceedings, transactions, and affairs connected with the Land Department, for a like period.

The whole respectfully submitted.

ROBERT BEAVEN,
Chief Commissioner of Lands and Works.

*Lands and Works Department,
Victoria, B. C.,
30th November, 1873.*

REPORT.

CONSTRUCTION OF ROADS, BRIDGES, AND FERRIES.

Victoria District.

This Electoral District comprises Victoria District, Lake, South and North Saanich; and the principal roads previously constructed therein are—

First.—The Saanich Road, which connects with Douglas Street at the boundary of Victoria City, and runs through Victoria District in a northerly direction for a distance of about three miles and a quarter, to the boundary line of Lake District, and continues thence in the same direction for a further distance of about $1\frac{1}{4}$ miles. At this point the road branches; one fork of which takes a more westerly direction, and is known as the West Saanich Road, and runs through the Districts of Lake, South Saanich, and North Saanich, a further distance of about $15\frac{1}{2}$ miles. The other fork, which is known as the East Saanich Road, runs through the same districts, on the eastern side of the Saanich Peninsula, for a distance of about twelve miles, to Shoal Harbour.

A cross road, about $2\frac{1}{2}$ miles long, connects the East and West Saanich Roads in South Saanich, and is known as the Mount Newton Cross Road.

There are also two other means of communication between the East and West Roads, partially opened out through North Saanich, but these are practically impassable in the winter months.

There is also a cross road which leaves the West Saanich Road near its termination in North Saanich, and runs in a westerly direction, and is known as Downie's Cross Road.

Second.—The Cedar Hill Road, which connects with the boundaries of Victoria City at Cook Street, and runs through Victoria District for about five miles, terminating at Cordova Bay, near the Hyde Park Reserve.

Third.—The Cadboro Bay Road, connecting with Fort Street, Victoria City, and runs in a north-easterly course to Cadboro Bay, distant about four miles.

Fourth.—The Foul Bay Road, connecting with the Victoria City Boundary on the Fairfield Road, running past Foul Bay and intersecting the Cadboro Bay Road on Section 28. This road is about $2\frac{3}{4}$ miles long.

Fifth.—The Burnside Road, which branches from the Main Saanich Road near the Municipal Boundary, and runs through Victoria District in a north-westerly direction, and is about $3\frac{1}{2}$ miles long.

There are other means of communication in this District, such as the Mount Tolmie Cross Road, of which about one mile is constructed, and is intended to connect the Cadboro Bay and Cedar Hill Roads; a total distance of about $2\frac{1}{2}$ miles.

A new road has also been opened this year from the Colquitz River in Lake District, and is graded to within about $\frac{3}{4}$ of a mile of the Main Saanich Road. There are several other cross roads in this District, which however it is needless to detail.

The new work done this year in the District has, as far as practicable, been built by contract, and consists of the following:—

1. REPAIRS, EAST SAANICH ROAD, IN NORTH SAANICH (from Simpson's to Reay's).
 John Nicholson, contractor, at \$1,979;
 Grading and ditching, 2144 yards, 22 feet wide;
 Do. do. 611 " 15 "
 Macadamizing, 325 yards, rock 6 inches deep, 10 feet wide;
 Gravelling, 1819 yards, 6 inches deep, 10 feet wide;
 Do. 611 " 5 " 10 "
 5 cedar culverts $2\frac{1}{2}$ by 2 feet, 22 feet long.

2. REPAIRS EAST SAANICH ROAD, IN SOUTH SAANICH (from Royal Oak to McHugh's).
William Thompson, contractor, at \$525;
Grading and ditching, 400 yards, 22 feet wide;
Clearing, 300 yards, 22 feet wide;
Macadamizing, 100 yards, rock 6 inches deep, 10 feet wide;
Gravelling, 400 yards, 6 inches deep, 10 feet wide;
1 cedar culvert, 3 by 1½ feet, 22 feet long;
Clearing drains, &c.
3. REPAIRS MAIN SAANICH ROAD, IN VICTORIA DISTRICT (from City Boundary to Swan Lake).
Contractor, William Tierney, at \$594 66;
Gravelling 901 yards, 6 inches deep, 14 feet wide.
4. REPAIRS, WEST SAANICH ROAD, IN NORTH SAANICH.
Contractors, Messrs. Mellmoyle and Imrie, at \$232 70;
Grading and ditching, 131 yards, 22 feet wide;
Macadamizing, 131 yards, rock 7 inches deep, 14 feet wide;
Gravelling, 131 yards, 5 inches deep, 14 feet wide;
2 cedar culverts, 2½ by 2 feet, 22 feet long;
Removing 130 yards corduroy, and raising road 18 inches, exclusive of macadam.
5. EAST SAANICH ROAD DEVIATION IN SOUTH SAANICH.
William Tierney, contractor, at \$1,575;
Grading, clearing, and ditching, 2200 yards, 22 feet wide;
Forest clearing, 2200 yards, 33 feet wide;
1 cedar culvert 4 by 2½ feet, 25 feet long;
6 cedar culverts, extra, at \$7 50,—\$45.
6. LAKE DISTRICT SLEIGH ROAD (from McKenzie's to Fiterre's).
Messrs. Russell and Gilchrist, contractors, at \$725;
Clearing and partially grading, 4000 yards, 15 feet wide;
1 second class bridge, 22 feet long, 25 feet wide;
Corduroy, 30 feet long, 15 feet wide.
7. Keeping passable the Main and West Saanich Road for one year.
William Thompson, contractor, at \$295.

GENERAL REPAIRS.—The following general repairs to Roads in the District were completed.

John Nicholson, foreman, at \$100 per month.

1. Burnside Road.

Grading and ditching, 423 yards, 22 feet wide;
Do. do. 63 " 18 "
Macadamizing, 63 yards, rock 6 inches deep, 10 feet wide;
Gravelling, 423 yards, 6 to 8 inches deep, 10 feet wide;
Do. 63 " 6 inches deep, 10 feet wide;
1 cedar culvert, 2½ by 1½ feet, 22 feet long;
Repairs to bridge, cribbing, hand-rail, &c. ;
Total cost on Burnside Road, \$389 49.

2. Repairs Cross Road in North Saanich.

Grading and ditching, 380 yards, 16 feet wide;
Gravelling, 380 yards, 5 inches deep, 9 feet wide;
1 cedar culvert, 2½ by 1½ feet, 16 feet long;
Total cost, \$176 25.

3. Repairs Mount Tolmie Cross Road, Cadboro Bay, and Cedar Hill Roads.

Macadamizing, 210 yards, rock 6 inches, 10 feet wide;
Gravelling, 210 yards, 6 inches deep, 10 feet wide:
Do. 200 " 5 " 10 "
Do. 43 " 6 " 11 "
2 bridges raised and repaired;
3 culverts repaired;
Graded, 39 yards, 18 feet wide;

Macadamized, 39 yards, rock 6 inches deep, 10 feet wide ;	
Gravelled, 39 yards, 6 inches deep, 10 feet wide ;	
2 cedar culverts, 3 by 2½ feet, 18 feet long ;	
3 Do. 2½ by 1½ „ 22 „	
Total cost:—Mount Tolmie cross road,.....	\$196 75
Cadboro Bay Road.....	195 50
Cedar Hill Road'.....	81 12
	\$473 37

4. Repairs to Mount Newton Cross Road.

Grading and ditching, 28 yards, 18 feet wide ;
Macadamizing, 28 yards, rock 6 inches deep, 10 feet wide ;
Gravelling, 28 yards, 6 inches deep, 10 feet wide ;
2 culverts, 3 by 2½ feet, 18 feet long ;
1 bridge taken down ;
Total cost, \$98 66.

North Saanich Cross Road (from Ryan's to Wain's).

This road was opened and made passable, and generally repaired by Mr. William Grey, at a cost of \$246 50.

Esquimalt District.

This Electoral District comprises the Districts of Esquimalt, Metchosin, and Sooke. The principal roads previously therein constructed, are—

First.—The road from Victoria City to Esquimalt Harbour, which runs westerly through Esquimalt District for a distance of about three miles.

Second.—The Craigflower and Goldstream, which branches from Esquimalt Road near the City Boundary, and runs in a north-easterly direction round the head of Esquimalt Harbour, passing Colwood Farm and Langford Lake to the north, and terminating within about a quarter of a mile from Goldstream Bridge. Total distance about ten miles.

Third.—The Metchosin, which leaves the Craigflower and Goldstream Road near Colwood, and runs in a south-westerly direction round Pedder Bay, and terminates on the east corner of Section 59, Metchosin District, a total distance of about thirteen miles.

Fourth.—The Albert Head Road which leaves the Metchosin on Section 43, Esquimalt District, and runs easterly to Albert Head. Total length about one and half miles.

Fifth.—The Sooke, which branches from the Metchosin Road on Section 69, near Colwood, and runs in a westerly direction for about seven miles. From this point a continuation has been built this year, running round Sooke Harbour and terminating at the School House on Section 3, Sooke District, a total distance, from junction with Metchosin Road, of about fourteen and a half miles.

There are other roads in this District, such as the Esquimalt and Craigflower, roads leading through Highland District and Happy Valley, &c.

The work done this year consists of—

SOOKE ROAD EXTENSION.

Contractors, Muir Bros., at \$2,900 ;
Distance, 7½ miles ;
Graded 10 feet wide ;
Bridging, 1147 feet, including several hand-rail bridges ;
Corduroy, 125 feet, 10 feet wide ;
5 new culverts, 12 feet wide.

METCHOSIN SLEIGH ROAD DEVIATION (from Glead's to Vine's).

Contractors, Messrs. Jack and Cameron, at \$750 ;
Grading sleigh road, 4 miles long, 10 feet wide ;
Bridging, 85 feet, 10 feet wide.

FLOATING LANDING, ESQUIMALT.

Contractor, Michael Baker, at \$241 50;
 Stage, 15 by 20 feet;
 Gangway, 35 by 4 feet;
 With substantial hand-rail, chains, moorings, &c.

GENERAL ROAD WORK THROUGHOUT DISTRICT.

Mr. John Nicholson, foreman, at \$100 per month.

Metchosin and Albert Head Road.

Cutting down two hills, 2½ feet deep;
 Grading and ditching, 400 yards, 22 feet wide;
 Do. do. 250 " 18 "
 Gravelling, 650 yards, 10 feet wide, 6 inches deep;
 Repairs to culverts, bridging, cribbing, &c.;
 Total cost, \$455 15.

Repairs to the following Bridges:—

Craigflower, Gorge, Parsons, and Esquimalt; and sundry other general repairs.

Cowichan District.

The appropriation for this District was subdivided between South Cowichan and the Municipality of North Cowichan.

SOUTH COWICHAN.

Archibald Dodds, Superintendent.

Section No. 1 (Cowichan River to Harris' Landing).

Contractor, William Gilmour, at \$220;
 1 bridge, 101 feet long, 12 feet wide;
 Do. 95 " 12 "

Section 2 (Harris' Landing to Kokesilah).

Contractor, James Love, at \$320;
 150 yards side hill grading, 9 feet wide;
 450 " new road cleared and graded;
 2 bridges, 104 feet long, 12 feet wide;
 Corduroy, 80 feet long, 12 feet wide.

Section 3 (Kokesilah to Dobson's Swamp).

Distance 1½ mile;
 Robert Campbell, contractor, at \$180;
 Forest cleared and graded 1750 yards, 8 feet wide;
 2 bridges, 69 feet long, 12 feet wide.

Section 4.

James Dougan, Junr., contractor, at \$190;
 Graded, 131 yards, 10 feet wide;
 Corduroy, 52 yards, 10 feet wide;
 13 culverts, 10 feet wide;
 About 4 miles of road holes filled up, and soft places brushed, and generally repaired; culverts and grading where necessary.

COWICHAN DISTRICT.

James Dougan, contractor, at \$40;
 Cutting out fallen timber on old Victoria Road, between Harris' Landing, Cowichan Bay, and the 11 mile-post from Goldstream Bridge, a distance of 25 miles.

NORTH COWICHAN MUNICIPALITY.

The sum of \$2,958 50 was transferred to the Treasurer of the above Municipality for expenditure upon roads and bridges.

QUALICUM TO ALBERNI.

Messrs. Willson and McIntyre, contractors, at \$300;
 Cutting out logs, and making trail passable for men and animals; corduroying, &c.;
 Distance, 20 miles.

LEECH RIVER TRAIL.

James McMillan, contractor, at \$25;

Cutting out logs, and making trail passable from Goldstream to Leech River;

Distance, about

Nanaimo District.

NANAIMO-DEPARTURE BAY ROAD.

William Hassard, foreman, at \$100 per month;

Grading and ditching, 5500 yards, 10 feet wide;

Forest clearing, 5500 yards, 12 feet wide;

Cedar corduroy, 263 feet, 12 feet wide;

1 hand-rail bridge, 134 feet long, 12 feet wide, 15 feet high;

4 bridges, 284 feet long, 12 feet wide, average height 5 feet;

1 culvert, 30 feet long, 18 by 18 inches.

NANAIMO-CEDAR DISTRICT ROAD.

William Hassard, Foreman;

Sleigh road, forest cleared, 5½ miles, 12 feet wide;

Grading and ditching, 4400 yards, 9 feet wide;

6 Bridges, total length 400 feet, 14 feet wide;

5 Culverts.

NANAIMO-COMOX ROAD.

Peter Sabiston, contractor, at \$950;

William Hassard, Superintendent;

Sleigh road, forest cleared, 600 yards, 15 feet wide;

Graded, 600 yards, 10 feet wide;

Do. 260 " 15 "

Gravelled, 260 yards, 12 feet wide, 12 inches deep;

Do. 220 " 12 " 6 inches deep;

Filled in, 260 yards, 2½ feet deep;

3 Bridges, total length 255 feet, 12 feet wide;

3 Culverts;

Logs cut to width of 15 feet;

Total repairs extending over a distance of nine miles.

NANAIMO-CHEMAINUS ROAD.

William Hassard, Foreman;

1 Bridge, 56 feet long, 14 feet wide, 8 feet high;

Sundry repairs to bridges, &c.

NANAIMO TOWN.

William Hassard, Foreman;

1 Corduroy bridge, 66 feet long, 12 feet wide;

3 Bridges repaired;

1 Culvert, 30 feet long.

NANAIMO LATTICE BRIDGE APPROACHES.

Arthur Finney, contractor, at \$445.

The work on this contract was well advanced, when the Lattice Bridge, having been badly strained during a heavy gale, fell into the river, on the 8th May, and became a total wreck.

On the 11th, Mr. Finney was formally notified to stop any further work on his contract, and has been settled with for the sum of \$200.

THE LATTICE BRIDGE.

This bridge was erected by contract in 1872, by Mr. Arthur Finney, over Nanaimo River.

On the 2nd of May last, the structure having been reported in a dangerous state, Mr. Farwell was dispatched to Nanaimo, with instructions to take the best steps for its protection. On his arrival at the bridge site, he found the bridge a total wreck, the lower chord on the south side being completely shattered.

Every exertion was made to raise a false bridge for its support, but before the same could be placed in position the bridge fell.

Mr. Finney took the bridge to pieces, and piled the lumber on the bank of the river.

GABRIOLA ISLAND.

The settlers in this locality were consulted as to the nature of work most required, and they decided to appoint Mr. Thomas Deigman, foreman, upon the east end, and Mr. William Hogan, for the west end of the Island, under whose supervision the sum of \$500 has been expended.

Comox District.

G. Drabble, Superintendent.

Road work in this District divided into six contracts.

Section A.—From steamer landing to graveyard, 7034 yards;

Contractor, Joseph McFee, at \$373;

Graded, 734 yards, 15 feet wide;

Ditching, 826 yards;

1 Hand-rail bridge, 66 feet long, 12 feet wide, 15 feet high;

5 New culverts;

General repairs, &c.

Section B.—From Mission Junction to Gordon's, 6331 yards;

Contractor, Joseph McFee, at \$400;

Graded, 651 yards, 15 feet wide;

New ditching, 558 yards;

Ditches cleared, 6837 yards;

Macadamized, 22 yards, rock, 10 feet wide, 8 inches deep;

Gravelled, 22 yards, 10 feet wide, 4 inches deep;

3 New culverts;

General repairs, &c.

Section C.—From Gordon's to Beech's, 1829 yards;

Contractor, W. Beech, at \$160;

Graded, 14 yards, 15 feet wide;

New ditching, 1279 yards;

1 Bridge, 30 feet long, 12 feet wide;

6 Culverts;

General repairs, &c.

Section D.—From Green's Slough to Brown's, 7484 yards;

Contractor, Joseph McFee, at \$590;

Grading, 325 yards, 15 feet wide;

New ditching, 3012 yards;

Ditches cleared, 1527 yards;

Macadamized, 7 yards, rock, 10 feet wide, 8 inches deep;

Gravelled, 7 yards, 10 feet wide, 4 inches deep;

1 New bridge, 24 feet long;

1 Bridge re-covered, 30 feet long;

1 " " " 126 "

10 Culverts;

47 Yards embankment, widened 2 feet.

Section E.—From Willson's Junction to Thomas', 3122 yards;

Contractor, J. Somerville, at \$117;

Graded, 1081 yards, 15 feet wide;

New ditching, 5116 yards;

2 Culverts;

55 Yards embankment taken off, averaging 1½ feet deep;

General repairs, &c.

Section F.—6160 yards;

Contractor, D. Williams, at \$270;

Forest clearing, 500 yards;

Grading, 6160 yards, 6 feet wide;

2 Bridges, 67 feet long;

2 Culverts;

320 Yards side-hill cutting, to widen road 3 feet.

New Westminster District.

ROAD FROM NEW WESTMINSTER TO HASTINGS, BURRARD INLET.

J. T. Scott received \$125 for general repairs, grading hills, &c.

Other repairs were completed by Mr. L. F. Bonson, to Finlaison and other bridges. The Chain Gang were also employed on this road during the season.

FALSE CREEK TRAIL.

Contractors, W. Edwards and D. J. Smith, at \$180;

Distance, 9 miles;

Cutting out logs, and making passable for men and animals, and keeping open to 1st January, 1874.

FALSE CREEK BRIDGE.

Repairs to bridge;

186 feet of bridge replaced, new.

NORTH ARM TRAIL TOWARDS FALSE CREEK, BURRARD INLET.

William Lister, contractor, at \$365;

Opening trail 3 miles long, 16 feet wide.

McROBERTS' TRAIL, NORTH ARM, FRASER RIVER.

William Rowling, contractor, at \$150;

To open and keep in repair to 1st November, 1873.

Trail 13 miles long, 10 feet wide.

PITT RIVER ROAD.

John T. Scott, contractor, at \$1,355;

Corduroy, 250 yards, 12 feet wide;

1 substantial hand-rail bridge and approaches, across the Coquitlam River, 140 feet long, 12 feet 6 inches wide, 20 feet high;

1 bridge 50 feet long, 12 feet wide;

1 Do. 40 " 12 "

1 Do. 25 " 12 "

Repairs to bridge across Brunette River;

8 Culverts, 13 feet long.

General repairs.—Brush and logs cut out to original width of road.

Total distance, 9½ miles.

Extra.—New hand-rail, Brunette Bridge;

Cutting out drift pile, Coquitlam.

NEW WESTMINSTER AND YALE SLEIGH ROAD.

Charles Murphy, contractor, at \$59;

Re-covering 1 bridge, 60 feet long, 14 feet wide;

Do. 1 " 30 " 14 "

at creek two miles below Yale, and at Texas Bar;

Cutting out logs, &c.

Charles Murphy, private contract, at \$130;

1 Bridge across Silver Creek, 140 feet long, 8 feet wide, 15 feet high.

SUMASS AND CHILLIWHACK DISTRICTS.

L. F. Bonson, foreman, at \$100 per month;

1 Bridge, 116 feet long, 12 feet wide;

1 " 108 " 12 "

2 " " " "

And sundry repairs.

CHILLIWHACK RIVER BRIDGE.

L. F. Bonson, contractor, at \$658;

J. McCutcheon, foreman;

One substantial hand-rail bridge, 132 feet long, 12 feet wide, 33 feet high;

Four spans, each 33 feet long;

Approaches, 60 feet long.

MATSQUI SLEIGH ROAD.

L. F. Bonson, contractor, at \$595;

J. McCutcheon, Superintendent;

Sleigh road, 4 miles long, 10 feet wide;

1 Bridge, 20 feet long, 11 feet wide;

1 " 15 " 11 "

1 " 35 " 11 "

1 " 120 " 11 "

1 " 80 " 11 "

} With substantial approaches.

WEST END SUMASS (outside of the Municipality).

Thomas York, foreman;

Repairs to road across the mountain, from Indian Ranch to Fraser River, \$500.

MUNICIPALITY OF CHILLIWHACK.

The sum of \$650 was handed to the Treasurer of the above Municipality to be expended upon roads and bridges, and to include a portion of the New Westminster and Yale Sleigh Road.

SEMAHMOO ROAD.

Contracts for opening this road, from Brown's Farm on Fraser River, opposite New Westminster, to Semiahmoo Bay, a distance of 16 miles, divided into four sections, have been awarded this year. The Citizens of New Westminster subscribing thereto \$1,227 50.

The line of road was located and surveyed by Mr. George Turner, C. E., on behalf of Government, assisted by Mr. L. F. Bonson, on behalf of the Citizens of New Westminster.

Mr. L. F. Bonson was subsequently appointed Superintendent of the District, at \$100 per month, and has the supervision of the contracts.

SECTION A. TO B.

Charles McDonough, contractor, at \$750;

Gravelling, 850 yards, 12 feet wide, 4 inches deep;

Corduroy, 850 " 12 "

Ditches widened, 850 yards.

Upon this Section Mr. E. Brown paid for extensive improvements, which were not specified for in the contract.

SECTION B. TO C.

Messrs. Brewer and Woodward, contractors, at \$2,137. Distance 7½ miles.

This Section is still under contract.

SECTION C. TO D.

John Kirkland, contractor, at \$1,100;

Forest clearing, 600 yards, 16 feet wide;

Grading, 600 " 12 "

Gravelling, 600 " 12 " 4 inches deep;

Corduroy, 600 " 12 "

Removing and rebuilding Serpentine Bridge.

SECTION D. TO E.

John Kirkland, Contractor, at \$1,550;

Distance 4½ miles;

Forest clearing, 7,920 yards, 15 feet wide;

Grading, 7,920 yards, 12 feet wide;

Corduroy, 200 yards, 12 feet wide;

1 Bridge, 60 feet long, 12 feet wide;

1 " 50 " 12 "

REPAIRS SERPENTINE AND NICOMEKL RIVER BRIDGES.

John Kirkland, contractor, at \$700.

This work is still under contract.

*Yale District.***DEADMAN'S CREEK HILL.**

John Vasey, contractor, at \$600;

John Boyd, Superintendent.

Construction and completion of bridge and waggon road on the west side of Deadman's Creek; thence crossing said creek, and running along the east bank, to connect with old road;

Sleigh road, 1720 yards, 15 feet wide;

Graded, 263 yards, 15 feet wide.

NORTH THOMPSON BLUFF.

John Carrogher, contractor, at \$950;

John Boyd, Superintendent.

Commencing at a point 14 miles above Kamloops, and running thence along the east side of the North Thompson River;

Distance, 3600 yards:

Sleigh road, 3597 yards, 10 feet wide;

Forest cleared, 1307 yards, 10 feet wide;

Graded, 2290 yards, 10 feet wide;

Extra,—Grading the banks of Heffly Creek, and building a bridge across the same, \$50.

OKANAGAN LAKE TO SPELLUMACHEEN PRAIRIE.

Louis Dupines & Co., contractors, at \$925;

John Boyd, Superintendent;

Sleigh road, 16,373 yards, 15 feet wide;

Forest cleared, 12,226 yards, 15 feet wide;

Graded, 4,147 yards, 10 feet wide.

Repairs to waggon road from Bonaparte to Savona's Ferry, exclusive of Deadman's Hill, were made under the superintendence of Mr. John Boyd.

General repairs to roads, in the Kamloops section of the country, were made under the superintendence of Mr. John Boyd.

NICOLA VALLEY ROAD.

James McIntosh, contractor, at \$4,930;

Alexander Robb, Superintendent.

The road commences at Moore's ranch, on the east side of the upper end of Nicola Lake, and follows down the lake in a southerly direction, taking a curve, however, to the east, in order to cross the upper portion of the Nicola River above its entrance to the lake; thence following down the east side of the lake to its termination, and crossing over to the west side of Nicola River, at a point near Clapperton's ranch; thence following down the west side of the river to Woodward's pre-emption; a total distance of 32 miles.

Graded, 10 feet wide;

Corduroy, 120 feet long, 12 feet wide;

1 bridge, 38 feet long, 12 feet wide, 7 feet high;

Do.	34	”	12	”	7	”
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Do.	41	”	12	”	9	”
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Do.	19	”	12	”	8	”
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Do.	40	”	12	”	9	”
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17 culverts.

*Lillooet District.***TRAIL FROM LILLOOET WAGGON ROAD, AT SEATON LAKE, TO SEYMOUR CREEK, BURRARD INLET.**

Distance, 134½ miles;

William Sampson, foreman, at \$100 per month.

This trail, which has been explored and partially constructed this year, will, if completed, connect, as far as a trail is concerned, the Lillooet District with the seaboard. The principal difficulties are to be met with in the neighbourhood of Seaton and Anderson

Lakes; these, however, are not of an insurmountable character, but will, if not overcome, render this year's work of no practical value.

Thirty-two miles of trail have been constructed on the south side of Seaton and Anderson Lakes, still leaving six miles to be made in order to connect with the Pemberton Portage waggon road.

Three rocky points or bluffs occur at the lower end of Seaton Lake, measuring about $\frac{3}{4}$ of a mile; these will require blasting and bridging.

The six miles, above referred to, on Anderson Lake, will require expensive grading; but with little blasting.

The estimated cost of completing the above portions of the trail is about \$2,600.

The following is a copy of the report received from Mr. William Sampson, who was dispatched through, from the Pemberton Meadows to Burrard Inlet, to explore:—

“On the 16th, I left the ‘Meadows,’ reaching the north end of Green Lake, a distance of about $14\frac{1}{2}$ miles, where I camped. The country consists of rolling hills, with some heavy timber. Two creeks will have to be bridged in this section, measuring respectively 100 feet, and 120 feet, wide. Feed abounds hereabouts, with good timber on the creeks for bridging purposes. The 17th, I made 6 miles, over rolling hills, intersected by flats, and covered with heavy timber. This brought me to the south end of Green Lake, where I camped. On the 18th, I travelled 12 miles, to Daisy Lake, where I camped. The country is here more level, but very heavily timbered. The east branch of the Tchiarkemish will require about 100 feet of bridging. On the 19th, I made the mouth of the Tchiarkemish, the distance being 13 miles. The first five miles of this section are very rough, passing mostly over rocky slides, or bluffs of solid rock; there will also be two streams to bridge, wide, respectively, 60 and 120 feet each. On the 20th, I made 10 miles, and reached the mouth of the Squamish River, at Howe Sound. This section is for the most part level; heavily timbered; covered with underbrush; and considerably cut up with sloughs. The 21st, I laid over for the purpose of obtaining Indian guides to take me to Burrard Inlet, which I failed to accomplish. The 22nd, I retraced my steps for about two miles, when I branched off in a south-easterly direction, following up stream the Mauquiem River for about 8 miles. The country, through which I travelled, is heavily timbered; covered with dense underbrush; and offering steep side-hill grading, but through excellent ground for road making. On the 23rd, I left the Mauquiem, and went through a low mountain pass, reaching the head of a creek, which flows into the North Arm of Burrard Inlet. This stream I followed for six miles, and camped. The country, for the first 2 miles, is almost level to the sources of the creek, and covered with underbrush and plenty of feed. The remainder of the distance is cut up by steep side-hills. The direction is east by south-east. The 24th, I camped at the head of the North Arm. Side-hills here alternated with flats, covered with timber and thick underbrush. A big rock slide bars the way at the rapids, three miles from the mouth of the creek, and is about half a mile long. The 26th, I reached Messrs. Moody, Dietz and Nelson’s Mill at the Inlet, per canoe, whence I came on to Victoria.

“I may here state that, from information obtained at the Mills, I learned that a better route exists by leaving the Pass I crossed on the left, and keeping up the Mauquiem River to its sources; when by going through another mountain pass, equally low, the head of Seymour Creek is reached, by following which latter stream, an easy grade is obtained the whole way through to the Inlet.

“A considerable portion of the trail made by the Railway Survey Party can be utilized, by simply widening it through the timber and brush.

“I believe that a good cattle trail can be constructed the whole distance from the Pemberton Meadows to Burrard Inlet, for the sum of eight thousand dollars (\$8,000).

“The following is an abstract, showing the distances and feed along the route:—

	Miles.
From the Pemberton Meadows to Green Lake	14 $\frac{1}{2}$
„ north end of Green Lake to its south end.....	6
„ south end of the above lake to Daisy Lake	12
„ Daisy Lake to the mouth of the Tchiarkemish River	13
„ the Tchiarkemish River mouth, to mouth of Mauquiem River ..	8
„ mouth of the Mauquiem River to Seymour Creek mouth ...	23
Total.....	76 $\frac{1}{2}$

FEED ON THE WHOLE ROUTE.

At Seaton and Anderson Lakes, bunch grass ;
 On the Pemberton Meadows, abundance of meadow grass ;
 At Green Lake, plenty of meadow grass ;
 Three miles from Daisy Lake, below Big Slide, grass and rushes ;
 Along the Tchiarkemish and Squamish Rivers, plenty of grass and rushes ;
 At Howe Sound, plenty of meadow grass ;
 On the Divide, ten miles from Howe Sound, plenty of mountain grass."

The work done, consists principally of side-hill grading, cutting and clearing, building stone cribbing, &c., for a trail from 3 to 5 feet wide.

CLINTON AND BIG BAR LAKE TRAIL.

John Gallagher, foreman ;

Commencing at the 57 mile-post, and terminating at Big Bar, Fraser River ;

Distance, 42 miles ;

Opened 10 feet wide ; sufficiently graded to be used as a pack trail and winter sleigh road.

LILLOOET AND LYTTON TRAIL (*via* Fraser River).

Some repairs of a trifling nature were made to this trail, the expenditure of last year having placed it in as good repair as the extent of the travel upon it would warrant. Should, however, a bridge be built at the junction of the Thompson and Fraser Rivers, this trail will require further attention the coming season.

Lillooet Ferry.

The Ferry across the Fraser River at Lillooet, has been successfully re-established this season.

The first step taken was to purchase all the plant, consisting of Ferry House, Gear, Cables, Ropes, Blocks, Tackles, Boats, &c., from the former proprietor.

A Contract was next awarded to Mr. J. W. Woods, for building a new Ferry Scow, at \$850, and the necessary new gear was supplied, but some extra cable will be required the coming season.

The Ferry is now rented to Mr. Miller, at \$100 per annum.

Kootenay District.

The trails in this District were subdivided ; that portion, from Fort Shepherd, east, to Wild Horse Creek, and trails in the immediate neighbourhood of that mining camp, together with a portion of the Walla Walla trail to the monument, were placed under the charge of Mr. P. Fernie. It was found necessary, in order to enable travellers last spring to reach the Kootenay Mines, to open up a further portion of the Walla Walla trail, to Round Prairie, a distance of about seven miles. This course is objectionable ; but in consideration of the trail through British Columbia, *via* Fort Shepherd, being practically useless for men or animals, in consequence of the great altitude of the Shepherd Mountain, the swampy nature of the Kootenay bottoms, and the want of bridges, &c., taken in connection with the fact, that the whole appropriation for the District could not have put this portion of the trail in order ; and, even if in good condition, would be only used during summer, it was deemed advisable to keep such means of communication open this year as would be of the most practical use ; and to endeavour to find a feasible route, entirely through British Columbia.

WALLA WALLA TRAIL.

From the Round Prairie to the Monument ;

Distance, 7 miles ;

Cutting new trail, 1 mile, 10 feet wide ;

Corduroy, 60 feet, 10 feet wide ;

General repairs to trail : cutting out fallen timber, grading, &c.

From the Monument to the Junction with the Fort Shepherd Trail.

Distance, 15 miles ;

1 bridge, 54 feet long, 2½ feet wide ;

General repairs : cutting out fallen timber ; removing slides, drift pile, &c.

- From Junction with Fort Shepherd Trail to Joseph's Prairie.
 Distance, 48 miles;
 1 bridge, 10 feet long, 2½ feet wide;
 General repairs: cutting out logs, grading, and removing slides, &c.
- Returning to Junction as above, and running to Kootenay Ferry, on the Fort Shepherd Trail.
 Distance, 32 miles;
 Cutting out fallen timber, grading, &c.
- From Kootenay Ferry to Fort Shepherd.
 Distance, 74 miles;
 Cutting out fallen timber.
- Returning to Joseph's Prairie, and running to Weaver Creek.
 Distance, 22 miles;
 New trail opened, 22 miles, 7 feet wide;
 1 bridge, 70 feet long.
- From Joseph's Prairie to Wild Horse Creek.
 Distance, 16 miles;
 New trail opened, 7 miles long, 7 feet wide;
 Forest cleared, 16 miles long, 10 feet wide;
 Graded, 8 miles, 10 feet wide;
 1 Bridge, 55 feet long;
 General repairs, &c.
- From Wild Horse Creek to Perry Creek (cut off)½.
 Distance, 20 miles;
 New trail, 3 miles, 8 feet wide;
 1 Bridge, 24 feet long, 9 feet wide;
 General repairs, &c.
- From Perry Creek up the Trail;
 Distance, 8 miles;
 1 Bridge, 28 feet long;
 1 " 50 "
 General repairs, &c.
- From Perry Creek to Joseph's Prairie;
 Distance, 7 miles;
 General repairs, &c.
- From Fort Hope to Fort Shepherd;
 Distance, 250 miles;
 William Bristol, foreman, at \$100 per month;
 New trail constructed, 5 miles long, 4 feet wide;
 Corduroy, 600 feet long, from 7 to 9 feet wide;
 11 Bridges, from 30 to 160 feet long, from 8 to 36 feet high;
 12 Culverts, from 6 to 12 feet long;
 General repairs: cutting out fallen timber, removing slides, &c.

Cariboo District.

In this District, the work has been let out by contract, whenever practicable, under the superintendence of Mr. Thomas Spence.

NELSON AND JACK OF CLUBS TRAIL.

Samuel Walker, Contractor, at \$740;
 New Trail opened; commencing at a point 200 yards below Jack of Clubs Creek Bridge, on the Mosquito Creek Waggon Road, and terminating at the mouth of Nelson Creek; with a branch line to the "Two Brothers" mining claim on Jack of Clubs Creek.
 Graded, 2 feet wide;
 Forest cleared, 8 feet wide;
 All corduroy and bridging 6 feet in clear.

CUNNINGHAM AND HARVEY CREEK TRAIL.

Samuel Walker, contractor, at \$1,100.
 New trail opened.

ANTLER CREEK AND CUNNINGHAM TRAIL.

Samuel Walker, contractor, at \$230.

New trail opened.

BARKERVILLE BULKHEAD.

5,500 Feet timber;

Samuel Walker, contractor, at \$270

BRIDGE ACROSS NORTH FORK OF QUESNELLE RIVER.

Nathan Gurney, contractor, at \$300.

*Omineca District.***MANSON RIVER TO SKEENA FORKS.**

This trail was placed under the charge of the Gold Commissioner of the District, A. W. Vowell, Esq., who employed men to place it in a state of general repair, by cutting out fallen timber, repairing bridges, corduroy, &c.

Expenditure, \$627 60.

QUESNELLE TO MANSON RIVER.

Alexander Russell, foreman, at \$100 per month;

Distance 335 miles;

This trail is at present in good condition.

All the small rivers between Fort St. James and Nation River, are bridged, with two exceptions, and those are fordable during the packing season;

The work completed this season consists of one bridge, 8 miles from Quesnelle, 22 feet long, 6 feet wide, three, ten inch stringers;

One bridge, 3 miles from Blackwater, 73 feet long, 6 feet wide;

One bridge at Mud River, 146 feet long, 6 feet wide;

One bridge over slough, near Mud River, 65 feet long, 6 feet wide;

One bridge at outlet of Chincut Lake 145 feet long, 6 feet wide;

One bridge at Rose River, 110 feet long, 6 feet wide;

One bridge at Manson River, 65 feet long, 8 feet wide;

Corduroy, 4,228 feet;

One wire suspension bridge at Blackwater. This bridge was built by W. P. Willson, and cost \$250;

General repairs, consisting of clearing trail of fallen timber, removing telegraph wire, &c.

Yale-Cameronton and Douglas-Clinton Waggon Roads.

The above waggon roads were subdivided as follows:—

Yale to Boston Bar	25 miles.
Boston Bar to Clinton	111 do.
Lillooet to Clinton, known as Section No. 1.....	47 do.
Clinton to Bridge Creek, known as Section No. 2.....	53 do.
Bridge Creek to Soda Creek, known as Section No. 3.....	77½ do.
Soda Creek to Quesnelmouth, known as Section No. 4.....	58 do.
Quesnelmouth to Cariboo, known as Section No. 5.....	54 do.

Early last spring, tenders were invited for necessary work upon Sections 1, 2, 3, 4, and 5, but all received were far above the estimated cost, with one exception, viz.—John Fieden's for Section No 1; the contract for which was at once awarded to him at \$800. Under the circumstances, it was deemed advisable to continue the other Sections as heretofore, and place them, together with the Cariboo District Roads, under the direct charge of Mr. Thomas Spence.

It must be conceded that, in a road of this description, it is very difficult to correctly estimate the cost of keeping in repair; and it will be observed that on Sections 2, 4, and 5, the actual expense has far exceeded the estimated cost. On Section 2, it has reached the neighbourhood of the lowest tender received; and on Section 5, has exceeded the lowest tender. But it must not be overlooked that to all contract work, the expense of supervision must be added, and to all day work, that the assets remaining on hand, in the shape of horses, waggons, tools, and implements, must be deducted.

On Section No. 5 (which has exceeded the lowest tender received) much new work has been completed this year which was not contemplated or included in the Specifications tendered upon. Subsequent events, however, caused it to be deemed prudent to make extensive repairs, in order to avoid future heavy expense.

The large and increasing yearly cost of keeping this Main Trunk Road open and in

repair, is a matter well worthy of the serious consideration of the Legislature. The many accidents from slides, &c., to which it is liable, especially upon those portions from Yale to Clinton, and from Quesnellemouth to Cameronton, and the serious results which might follow, if allowed in the slightest degree to get out of repair, entirely preclude the letting of these portions by contract, unless it were for a very lengthened term, and even then, it is more than doubtful whether any saving could be effected, unless some material changes were combined.

Upon the other Sections, viz.—No. 1, 2, 3, and 4, I consider that for the ensuing season, it would be advisable to put the work up to public competition for a term of say, 5 years or more.

The following is the nature of work done upon the road from Yale to Cameronton:—

From Yale to Boston Bar.—Neil Black, Foreman, at \$130 per month. Distance, 25 miles. 18 feet wide.

The following is a synopsis of work each month on this Section.

Month.	Nature of Work.	No. of Men.	No. of Days.	Rate of Wages.	No. of horses
January.....	Keeping road open and in ordinary repair, removing snow and slides, timber, &c.	10	59½	\$3 50 to 5 00	2
February.....	Do. do. do.	4	55	do. do.	2
March.....	Do. do. do.	13	174½	do. do.	2
April.....	Gravelling 200 yards, 18 feet wide, 8 to 10 inches deep. * Repairs, 2 bridges, 327 feet long, 18 feet wide, 167 feet and 132 feet high. Eight culverts, 18 feet long, 6 to 10 feet wide, 4 to 9 feet deep. General repairs, keeping road open.	13	319	3 50 to 5 00	2
May.....	Gravelling, 440 yards, 18 feet wide, 10 inches deep. Four culverts, 18 feet long, 6 to 10 feet wide, 4 to 9 feet deep. General repairs, &c.	12	255	3 50 to 5 00	2
June.....	Gravelling, 1320 yards, 16 feet wide, 12 inches deep. Cribbing, 374 feet, 4 to 14 feet high. Four bridges, 125 feet long, 16 feet wide, 18 to 24 feet high. One culvert, 18 feet long, 5 feet wide, 3 feet deep. General repairs, &c.	10	233	3 50 to 5 00	
July.....	Gravelling, 473 yards, 16 feet wide, 12 inches deep. One bridge, 75 feet long, 18 feet wide, 22 feet high. Two culverts, 18 feet long, 16 feet wide, 5 to 6 feet deep. General repair, clearing out, &c.	10	254	1 33 to 5 00	2
August.....	Blasting, 75 feet long, 2 to 6 feet wide, 15 feet in depth. Gravel, 569 yards long, 16 feet wide, 10 to 12 inches deep. Covering 3 bridges, 140 feet long, 16 feet wide. Cribbing, 97 feet long, 10 to 7 feet high, hand-rail, 140 feet long. Two culverts, 18 feet long, 15 feet wide, 2 to 6 feet deep. General repairs, &c.	10	265	1 33 to 5 00	2
September.....	Grading, 97 feet long, 10 to 4 feet wide. Blasting, 123 ft., 4 to 10 ft. wide 4 to 10 ft. in depth. Gravelling, 178 yards, 18 feet wide, 12 inches deep. Two bridges, 141 feet long, 18 feet wide, 27 feet high. Thirty culverts repaired. General repairs, &c.	10	214	1 33 to 5 00	2
October.....	Blasting, 70 feet long, 18 feet wide, from 1 to 10 feet deep. Gravelling, 175 yards, 18 feet wide, 10 inches deep. General repairs.	6	166	1 33 to 5 00	2

* One of these, the Alexandra, cost \$1,060 to repair, this Month.

YALE-CAMERONTON WAGGON ROAD.

From Boston Bar to Clinton.—Arthur Stevenson, Foreman, at \$130 per month.
Distance, 111 miles.

Month.	Nature of Work.	No. of Men.	No. of Days.	Rate of Wages.	No. of Horses
January	Keeping road open and in ordinary repair, removing snow and slides, gravel, timber, &c.	7	37	\$70 to 80 $\frac{1}{2}$ month.	
February	Keeping road open and in ordinary repair, and removing snow and slides, gravel, timber, &c.	5	23 $\frac{1}{2}$	Do.	
March	Cribbing, 125 feet long, 9 feet high. One Bridge, 80 feet long, 17 feet wide, 23 feet high. Two culverts, 35 feet long, 1 foot wide, 1 foot high. General repairs, &c.	30	431	50, 70, and 90 $\frac{1}{2}$ month.	2
April	Cribbing, 60 feet long, 12 feet high. One bridge, 75 feet long, 16 $\frac{1}{2}$ feet wide, 120 feet high. Do. 140 feet long, 16 feet wide, 40 feet high. General repairs, &c.	27	548 $\frac{1}{2}$	Do.	2
May	Cribbing, 20 feet long, 7 feet wide. Do. 100 feet long, 13 feet wide. Do. 40 feet long, 6 feet wide. One bridge, 75 feet long, 16 feet wide, 12 feet high. Culverts, 74 feet long, 1 $\frac{1}{2}$ feet wide, 1 foot deep. General Repairs, &c.	13	297	Do.	3
June	Cribbing, 50 feet long, 5 feet high. Do. 50 feet long, 9 feet high. Repairs, 1 bridge, 20 feet long, 18 feet wide, 10 feet high. Repairs, 1 bridge, 8 feet long, 20 feet wide, 20 feet high. One culvert, 18 feet long, 1 by 1 ft. Stone wall, 70 feet long, 18 feet high. Do. 50 do. 8 do. Do. 40 do. 10 do. General repairs.	12	274 $\frac{1}{2}$	Do.	3
July	One-half bridge, 30 feet long, 12 feet wide, 14 feet high. One-half bridge, 170 feet long, 13 feet wide, 15 feet high. General repairs, &c.	9	273	70 to 90 $\frac{1}{2}$ month.	3
August	Stone wall, 140 yards, 6 feet high. Cribbing, 60 yards, 12 feet high. Do. 25 do. 9 do. General repairs, &c.	9	270	Do.	3
September	Stone wall, 66 yards, 6 feet high. Do. 82 do. 5 do. Do. 50 do. 5 $\frac{1}{2}$ do. Do. 58 do. 6 do. Corduroy, 25 feet long, 18 feet wide. One bridge, covered 18 feet long, 18 feet wide. General repairs, &c.	8	136 $\frac{1}{2}$	50, 70, and 80 $\frac{1}{2}$ month.	3
October	Stone wall, 55 yards, 6 feet high. Cribbing, 150 feet long, 8 feet high. Do. 75 do. 16 do. One bridge, recovered. General repairs, &c.	5	130	70 to 80 $\frac{1}{2}$ month.	3

YALE-CAMERONTON WAGGON-ROAD.

Section No. 2. Distance, 53 miles.

Gravelling, 1040 yards, 14 feet wide, 12 inches deep;

Bridging, 105 feet, 18 feet wide;

18 culverts, each 18 feet long, 4 feet wide, 2 feet deep;

Widening out, where necessary, to a uniform width of 14 feet;

Removing boulders projecting above the surface, filling in and gravelling mud holes, ruts, &c., repairing bridges, culverts, and cribbing, opening drains, and keeping entire Section in good ordinary repair;

Removing the *debris* and repairing damage to road, caused by the Clinton freshet.

Section No. 3. Distance 77½ miles.

Graded 3520 yards, 14 feet wide;

Gravelling 900 yards, 16 feet wide, 4 inches deep;

Bridging, 100 feet, 18 feet wide;

Bridge approaches, 140 feet, 18 feet wide;

11 culverts, each 18 feet long, 5x2.

General repairs, &c., same as in Section No. 2.

Section No. 4. Distance 58 miles.

The work upon this Section consisted of widening road to uniform width of 14 feet, where necessary, removing boulders projecting above the surface, filling in and gravelling mud holes, ruts, &c., repairing bridges, opening culverts and drains, removing fallen timber and loose rocks, and keeping open and in good ordinary repair.

Section No. 5. Distance 54 miles.

Cribbing, 130 feet long, from 7 to 15 feet high;

do 84 " " 4 feet high;

Forest cleared, 1760 yards, 50 feet wide;

do 3840 " 60 " "

do 230 " 30 " "

Graded, 230 yards, 18 feet wide;

Macadamized with rock, 50 feet, 10 feet wide, 12 inches deep;

Gravelled 400 yards, 10 feet wide, 8 inches deep;

Do. 288 " 12 " 10 " "

Do. 390 " 10 to 16 feet wide, 6 to 20 inches deep;

Do. 230 " 12 feet wide, 18 inches deep;

Do. 400 " 10 " 6 to 12 inches deep;

1 Bridge, 100 feet long, 14 feet wide, 13 feet high;

1 " 120 " 14 " 10 "

1 " 40 " 14 " 11 "

1 " 50 " 18 " 8 "

1 " 50 " 18 " 7 "

1 " 150 " 12 " "

1 " 30 " 20 " re-covered;

1 " 42 " 18 " "

16 " repaired, and covered with gravel;

1 Culvert, 30 feet long, 6x3;

12 " each 18 feet long, 3x1½;

8 " " 14 " 2½x1½;

8 " " 18 " 4x1½;

2 Culverts, 18 feet long, 6x1½;

2 " 18 " 4x1½;

2 " 18 " 3x1½;

1 " 18 " 4x2;

3 " 18 " 6x2;

General repairs, such as removing boulders and loose rocks from surface of road, filling in and gravelling mud holes, opening culverts, drains, and ditches, removing fallen timber, &c.

DETAILED EXPENDITURE.
