OF THE
DEPARTMENT OF THE INTERIOR
FOR THE YEAR
1887.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,
1888.
To the Honorable Thos. White,
Minister of the Interior,
Ottawa.

Sir,—I have the honor to present the following report on the works carried on in the Park under my supervision.

The topographical survey, under instructions from the Surveyor General, was commenced in February, 1886, and completed in November of the same year. The particulars of these surveying operations are contained in my report to the Surveyor General, dated the 15th day of December, 1886. Those particulars will not be necessary to repeat here. But it may be added that at the close of the survey, in November, an area of over 13,000 acres had been covered during the 270 days occupied on the survey—including the laying out of two town sites—and within this area upwards of 1,100 permanent monuments had been established, and more than 2,500 additional topographical observations of the ground taken, so that the field notes contain a record of every sinuosity of the surface of the ground over the tract included within the extent of the survey.

During the progress of the survey it became evident that an effort must be made to meet the necessities of the public in their desire to reach the sulphur springs. The only means of doing so at that time was over a rough mountain path, cut through the woods from the railway to the springs. This means of access was difficult enough for persons in good health and strength, but extremely difficult, and in many cases impossible for persons laboring under bad health or debility. These facts were represented to you in the spring of 1886, and immediate steps were taken to remedy the state of affairs and remove the existing difficulties, and on the last day of May I received instructions to at once open up a road from Banff station to the Hot Springs.

The chief difficulty presented in the construction of the road was the passage of the Bow River which lay across the line of the proposed road, about midway between the two extremes, and which, at the point of crossing, is about 300 feet wide. The mode of crossing the river hitherto had been by means of canoes and other small craft, and at a point immediately at the head of the rapids which descended to the falls, a total descent of about 70 feet in half a mile, thus making the place where the public crossed extremely dangerous, as a slight accident might hurl the occupants of the boats down the falls to certain death.

The many visitors then coming in to take the benefit of the springs, the daily increasing freshets in the river with the attendant dangers, made it a matter of the first importance that a bridge should be constructed without delay.

The width of the river was about 300 feet, and the depth 20 feet at high water at a point above the rapids selected for the bridge, and it was decided that a bridge on the floating principle was best adapted to the circumstances,—time being the chief element in the problem to be solved.

The few men at my command were at once despatched to the woods to procure the necessary timber, and lumber was ordered from the nearest market.

The first week in June was occupied principally in procuring men, tools and materials for the construction of the bridge, and during the second week it was put...
together, floated down the river to its destination, and on the evening of June 12th, it was swung round into its place and secured.

A safe and convenient crossing of the river being thus obtained in six working days, and at a cost of $800, the road towards the station on one side and towards the Hot Springs on the other was pushed on with vigor. The part towards the station—two miles in extent—was over level ground, but presented a very rough surface, covered by a thick growth of scrub. Three bridges over streams on this section were also constructed.

The line of the proposed road towards the Hot Springs presented many difficulties besides the perpendicular descent along the side of the mountain of some 700 feet in a distance of two and a-half miles.

The growth of timber was extremely thick, and the constant succession of deep ravines or gullies and rock projections rendered it a matter of great difficulty, not only in procuring the best location for the road, but the work of construction was heavy and tedious. The guiding object in the location was to obtain the best possible road for the heavy work done would be permanent, and any present necessity for altering the location at any later date. This object was attained, and any work done since, or to be done in the future, will consist simply in improving it as originally laid down.

The portion of the road from the station to the Bow River was soon opened, and sufficient grading done to put it in a condition suitable for the public traffic, and then the whole available force was placed on the mountain section, from the river to the Hot Springs.

The necessity for this work to be advanced with all despatch was made evident by the rapid coming of the season by distance and other devices to reach the Springs, and the work was consequently pushed on with vigor, and by the first week in July carriages were passing with ease from Banff Station to the Hot Springs over a very fair road.

Easy access to the Hot Springs being now secured, it became necessary to construct a place well suited for the business transactions of the future inhabitants of the Park. At the same time the new town site was laid out on the left bank of the Bow River, at a place well suited for the business transactions of the future inhabitants of the Park. A road was also constructed leading to the Falls and Spray River, and a branch road from this leading along the bank of the Bow, was also opened during the remaining summer.

While these works of construction were in progress, the topographical survey was carried on, and completed for the season by the 25th of November, and at the same time the new town site was laid out on the left bank of the Bow River, at a place well suited for the business transactions of the future inhabitants of the Park.

Other thoroughfares were constructed as early as possible on this road, including the main avenue from the station to the Hot Spring and from the Bow River to the Cave. These being the chief thoroughfares, every effort was made to render them of first class quality and permanent. Much of the past summer was devoted to this object as its importance was considered as second to none other, and it was satisfactory to know that its probable appearance approached the efforts that were made for their comfort and safety.

The winter of 1886-87 was one of unusual severity both as regards local temperature and the heavy snow fall, and in consequence of the limited experiences of the seasons of the action in the Park during the spring freshets, some doubts were entertained as to the ability of the floating bridge to resist the great strain on it which might be expected at high water. The unusual quantity of snow which had fallen in the mountains at the sources and along the valleys of these rivers must necessarily raise them to an unprecedented height, and not one had ever seen such a winter, and consequently no one could anticipate what the results might be when this immense quantity of snow was converted into water and precipitated down these mountain torrents.

To add to these difficulties it was ascertained early in the winter that a large quantity of saw logs was being floated down the Bow River, and which must inevitably pass this place in the early spring. This was the first time that saw logs had been floated down the Bow River from above the point and no provision had been made for them on any of the bridges, and the probability was that they must suffer the consequences. As regards our floating bridge here, it being of a temporary nature and expected to be required for only one year, it was thought that it might be sustained for the short period necessary for the passage of the logs, and this conclusion appeared correct had an accident not occurred, quite independent of the saw logs, to destroy its usefulness for a time.

As the water rose in the river means were taken to strengthen and secure the bridge, and an opening made for the passage of the logs and other floating timber, and men stationed on the bridge day and night to clear the logs and pass them through the opening left for the purpose. By this means the floating timber of all descriptions was being readily discharged through the bridge when an unfortunate accident occurred. A heavy raft of timber loaded with cord-wood had been brought down the river and moored some distance above the bridge. This mass of timber, much
heavier than the bridge itself, broke from its moorings and swept down the river with the terrible velocity of the Bow River, at its even greater than usual flood, and struck the bridge, end on, about the middle. This shock did not break the bridge nor disturb a plank, but the large wire cable which moored it at one end carried, and the bridge swung round on the cable at the other end and landed at the left bank without sustaining any further damage than the breaking of the cables.

Of course this unfortunate accident made it necessary to resort to what canoes and other craft could be procured for the passage of the river, but no time was lost in the endeavor to restore the bridge to its place, and the only delay was caused by the want of the necessary appliances at hand to warp the structure up stream. Messengers had to be sent to Calgary and even farther to procure rope, blocks and tackles, and precious days were lost in this way. Then it was attempted to convey the total mass of the bridge, and after stronger cables were procured and the bridge thoroughly strengthened it was successfully replaced in its original position, nine days after it was carried away.

The plans for the Bow Bridge were commenced as early as possible in the spring of 1887, and had the season been favorable the work would have been completed by the end of the same year; but by the middle of the following summer the work of construction was still in progress.

The piers for the Bow Bridge were commenced as early as possible in the spring of 1887, and the season between the going out of the frost and high water was long enough to permit of the work being carried on with all necessary appliances at hand to warp the structure up stream. Messengers had to be sent to Calgary and even farther to procure rope, blocks and tackles, and precious days were lost in this way. Then it was attempted to convey the total mass of the bridge, and after stronger cables were procured and the bridge thoroughly strengthened it was successfully replaced in its original position, nine days after it was carried away.

The whole area of the pond was completely cleared of loose and projecting rocks; the natural dam a deposit principally of carbonate of lime, and when the natural dam across the outlet was taken away to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that the water and the surrounding nature of these streams. As the fragments of rock were removed, new openings were visible, and streams of quicksands appeared which were previously hidden. It was therefore obvious that the work must be done and completed once for all, and the necessary steps taken.

The whole Cave is a deposit principally of carbonate of lime, and the natural dam was removed and the outlet was opened to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that the water and the surrounding nature of these streams. As the fragments of rock were removed, new openings were visible, and streams of quicksands appeared which were previously hidden. It was therefore obvious that the work must be done and completed once for all, and the necessary steps taken.

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To the exposed nature of the "Basin" no doubt could be entertained of the necessity for putting it in a condition that the public could avail themselves of its use. Unlike the Cave, it is opened and exposed, with no protection for the bather from the water, but the quicksands of the water, and the water itself, is the only protection that can be afforded to the bather.

It was thought at first that this, with the removal of some of the loose and projecting rock, would constitute nearly all the labor required, but on draining out the water and exposing the rock, previously covered by the water, the effects experienced in the Cave became apparent, and the rocks began to crumble, and the quicksands to come out from many apertures not visible before, and at last an immense mass of rock cracked and separated from the projecting bank and threatened destruction to the whole work.

The entire area of the pond was cleared of loose and projecting rocks; the natural dam was removed and the outlet was opened to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that the water and the surrounding nature of these streams. As the fragments of rock were removed, new openings were visible, and streams of quicksands appeared which were previously hidden. It was therefore obvious that the work must be done and completed once for all, and the necessary steps taken.

The fair work could have stood the shock of the floating timber which swept down the Bow, particularly at the site of the bridge where the current runs, at high water, at nearly 20 miles an hour.

The abutments of the Spray Bridge were built in the autumn of 1886, but not fully completed, as it was thought advisable to ascertain more definitely the probable height of the spring floods and the action of the ice in winter in this river, which from previous years was known to be of a very treacherous and fluctuating character. The superstructure was not erected till the following summer, and in the meantime it was found advisable to raise the abutments some two feet higher to secure a full clearance for the ice and floating substances. In consequence of the raising of this bridge the approaches had to be raised in proportion, and the additional expense consequent thereon occurred.

When the improvements at the Cave were first contemplated it was thought that the driving of the tunnel through it, the deepening of its pond, and clearing of the rough rocks from the bottom would constitute the whole of the work necessary, but it was soon found that the nature of the rock which composed the sides and bottom that a very treacherous substance had to be dealt with, and every precaution would be necessary to ensure success in any works carried out in connection therewith.

The whole Cave is a deposit principally of carbonate of lime, and when the natural dam across the outlet was taken away to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that the water and the surrounding nature of these streams. As the fragments of rock were removed, new openings were visible, and streams of quicksands appeared which were previously hidden. It was therefore obvious that the work must be done and completed once for all, and the necessary steps taken.

The Basin was then enlarged to about three times its original capacity, and the floor levelled off, and the whole deepened to about an average depth of five feet in the bottom of the well. A masonry dam was built with waste pipes and valves complete for regulating the depth of water, and a comfortable swim can now be taken without the
danger from any source. This is a favorite resort for bathers, and it is pronounced as near perfection as it is possible to make it, notwithstanding the predictions of some critics during its construction that it would prove a failure. It may readily be conceived that the cost attending these improvements must necessarily far exceed the anticipated estimates, but any candid mind must admit that full value for the outlay has been realized, and nothing short of a complete and substantial execution of these works could be justified. It was late in the autumn when these works were finished and the season for the rush of visitors to the Park nearly over, so that another season will be necessary to test to the full the great popularity of this bathing resort.

Rustic buildings have been erected in the Swiss style, of the timber of the mountains, on good stone foundations. The buildings consist of waiting rooms and dressing rooms for ladies and gentlemen in each building. A separate building in the same style situated between the two bath houses is occupied by the caretaker and his wife whose time has to be devoted to attendance on bathers and visitors. The bath houses are heated in winter by stoves, and every available means is taken to add to the comfort of the bathers.

Much disappointment had been expressed by visitors to the Park at sundry times because the communication with Devil's Lake had not been provided to enable tourists, artists, and sportsmen to extend their field of observation beyond the vicinity of the springs. The complaint was that a single day was sufficient to see all immediately surrounding the baths, while means of access to the sporting field and the principal beauties of the Park were not available. This desire was resolved to gratify, and with your instructions the work of opening the communication was commenced in December last, and a good ordinary road for vehicles was completed by the end of October, including two substantial bridges over the Cascade River and Devil's Creek.

This road is located over a most beautiful tract of country, and cannot fail to afford much pleasure to even those who have the habit of travel. It offers a drive through a country presenting objects for admiration on all sides; but to the artist and sportsman additional attractions are in store, and it can easily be anticipated that the coming season will see hundreds of visitors making their way up the charming Cascade valley and beyond that to the further end of the beautiful lake to which this road now affords easy access.

The completion of this road so as to render the drive more enjoyable should be undertaken as early as possible during the coming season. A scheme will be laid before you as soon as the necessary surveys can be made for laying out a range of villa lots at the terminus of this road at the foot of the lake.

The road sweeps round the lake at a distance of about 300 feet from its sandy beach, and the space between the road and lake is admirably adapted for cottages, lodges, hotels, and sporting boxes, and a considerable revenue may be derived from the leasing of these lots.

Persons have already applied for permission to place steam yachts on this lake, and if this is carried out satisfactorily the visitor to the Park this coming summer will no longer have grounds for complaining of the limited area to which he is necessarily confined.

This year to the Devil's Lake was chopped and closed out, grubbed and graded sufficiently to enable carriages to pass over without inconvenience, and including the construction of two substantial bridges was all completed within seven weeks with about ten men, the expenses being kept down to the lowest possible amount available for the purpose.

During the summer and autumn of 1886 several sites were applied for and two bath houses erected at the Hot Spring, one by Dr. Brett and the other by Whitman McNulty. To supply these houses with water from the Spring the necessary piping and water chamber had to be provided. This was done by opening an excavation in the rock immediately above the natural outlet of the water. At this point a break down of the rock had occurred exposing the water to the cooling effects of the atmosphere, and allowing the escape of the natural gases. It was therefore considered necessary to close this place and construct the water chamber there. The fallen rock was removed and the cavity cleared out for a space of about 15 feet square. The source of the spring was thus exposed and the water chamber built over it of substantial masonry, with the valve chamber adjoining, from which the supply and waste water pipes were extended out.

This main supply pipe was carried along the face of the mountain at a moderate grade to the buildings, and the branches supplying these houses were attached to the main pipe at points opposite each building.

This simple and efficient mode of supplying the hot water to the bath houses was supposed to be sufficient for some time to come, but during the past summer applications were made by persons having hotels on the lower levels near the river to having supply water pipes conveyed down to their buildings.

The whole fall from the Hot Spring to the site of these buildings being over 600 feet, it was not thought advisable to bring the water down direct from the source, as the pressure being about 250 pounds to the square inch was more than ordinary pipe and plumbing would stand, and consequently it was found necessary to break the fall at some intermediate point and supply the lower levels of the Park from this lower point. For this purpose an iron tank was constructed at about half way down from the Hot Spring, and the supply to the lower hotels taken from it. The tank was completed this winter, the pipes laid, and everything necessary provided for the supply of the Canadian Pacific Hotel and Sanitarium when required.

The general clearing of land within the grounds of the Park, which, but for the exertions of the men on the works might have resulted disastrously to the Park. It seemed impossible to trust those fires to their causes in many cases, and constant watch had to be kept for their first indications.

Much time and labor was lost in battling with the flames, and all the men on the works had a fixed idea that they would not be able to work day and night in their endeavors to subdue the fires. The terrible disaster to the Park an exten-vo fire might produce is so apparent that great vigilance was exercised in detecting the first appearance of a fire, and afterwards in subduing it, and the large quantities of dead and fallen timber in the ground in many places made the dangers much more imminent, and also the task of subduing them much more difficult. Besides these dangers to the Park many expensive buildings were now being erected, all more or less at the mercy of the flames if they were not kept under control. The magnificent Canadian Pacific Hotel would be in great danger from a high wind from the west, owing to the quantity of dead timber on that side, and nothing could save the building if the fire from that direction took place under such circumstances. For these important reasons it was judged of the greatest importance that as much of this inflammable matter as possible should be removed as soon as possible. Much of this clearing up and removal of dead timber was done during the summer months, and on the north side, and a result no fire has been had there since last May, and the labor saved, over the previous year, has more than compensated for the cost of the clearing. Besides this a large quantity of firewood has resulted from this clearing up, and, when sold, will reduce the cost of clearing. Over one hundred acres of land has been chopped and cleared this past summer, with results of the clearing up, which give the appearance of the Park most seasonable.

Soon after the passing of the Act of Parliament last session establishing the Park and regulating its government, the leasing of lots on the town site was proceeded with. Many persons had already taken lots and built houses and dwellings. All of these with the exception of one or two, and many others who had not before taken lots, agreed at once to accept a lease under the favorable terms on which you had placed the lots in the market. Already 180 lots have been leased and the first year's rent paid, amounting to $1,238, and many more lots would have been leased had the question of the final location of the railway station been decided.
with the exception of the section men at Banff station, on the railway, and the
claimant of the discovery of the cave who occupied a rude shanty in its vicinity. A
few migrating invalids resided temporarily in tents round the Hot Springs. Our
town site and indeed the whole Park was a wilderness throughout, but the summer of
1886 brought life and activity which has continued to increase rapidly to the present
time.

Extensive marshes extend along the upper stretches of the Bow River producing
an abundance of good marsh hay. The cutting and saving of this hay crop was let
by contract and sold at cost price, plus 10 cents as a royalty, the revenue to the
Government from this source will amount to about $300 when all is collected.

A much larger quantity of hay would have been secured but for the unusually
high water in the river and the length of time it remained on the marshes.

Next season a better system will be submitted to you for approval, but the best
means of disposing of the hay question can be attained only by experience, and it is
hoped that in due time that will be attained. The great object in the meantime is to
make a better use of the abundant hay crop which nature has provided for them.

It is very essential that the topographical survey of the Park should be com­
menced as soon as possible in order that the plan may be perfected. The most im­
portant and tedious part of the survey has already been done, and that remaining
can be carried on without the same degree of minuteness required in the work of
the past.

The survey should be extended on eastward from the foot of Devil's Lake, the
correct traverse of which should be made, and the work continued out through the
a gap to the eastern limit of the Park.

The survey should also be carried up the Bow Valley, the Spray and Cascade
Valleys, and in each case to the bounds of the Park. This survey should consist of a
correct traverse of each of the rivers, and such observations throughout the several
valleys as are necessary to afford a general knowledge of the topography, and need
not extend further up the mountain sides than is easily accessible.

The survey should also embrace the ascertainment of the heights and location of
the several prominent mountain peaks.

It is necessary that the several avenues leading along the eastern slope of
Mountains should be located and laid down on the plan as soon as possible to
enable persons to judge of the site they may require. If, therefore, the avenues
were chopped out of the proper width and the lots posted, it would allow of their
being laid down correctly on the plan, and the work of grading the roads could follow in
the future as circumstances would require. In the more open parts of the Park this
mode of operating will not be necessary, as the proper location of the roads can be
more easily seen from the first, and the choice of lots made at once.

The wild rice sent up from Ontario by your directions was sown in the
mill. It is necessary that the several avenues leading along the eastern slope of
Mountains should be located and laid down on the plan as soon as possible to
enable persons to judge of the site they may require. If, therefore, the avenues
were chopped out of the proper width and the lots posted, it would allow of their
being laid down correctly on the plan, and the work of grading the roads could follow in
the future as circumstances would require. In the more open parts of the Park this
mode of operating will not be necessary, as the proper location of the roads can be
more easily seen from the first, and the choice of lots made at once.

The wild rice sent up from Ontario by your directions was sown in the
Vermillion Lakes, and also on the borders of the Devil's Lake, for the benefit of wild
fowl frequented these waters, and it is hoped in time that these means and proper
protection to cultivate and encourage the game more effectually. And in connection
with this matter it is of great importance that if possible the Indians should be
excluded from the Park. Their destruction of the game and depredations among the
ornamental trees make their too frequent visits to the Park a matter of great
concern.

At the present time (twenty months after the work of the improvements were
commenced) the Park contains about 850 permanent inhabitants, 350 of whom are
on the town site and in the vicinity of the Springs, and a few at the station, who will
move to the town site as soon as the position of the station is settled. The places of
business are as follows :—

N.B.—The above statement does not include what we term “extra guests,” that is, guests who
take only one or two meals and do not appear on register.

(Signed) H. JENNINGS, Clerk.

There is no means of estimating the number of persons arriving at the six, or
seven other hotels, or those who occupied special cars at the station, or again those
who lived in tents for the short time of their visit, but a low estimate of the total
number of visitors for the past year would be 3,000 persons.

The heavy and expensive works of the Park are now about completed, such as
the Bow and Spray bridges, the water works and the cave and basin improvements,
and it may be expected that the expenditure in the future, principally on roads, will
be the more fully appreciated as it will afford the visitors more extensive scope for
their observations and facilities for taking in the Park.

I have the honor to be, Sir,

Your obedient servant,

GEO. A. STEWART,
Superintendent.

ROCKY MOUNTAINS PARK, 1st February, 1888.
### Part VI

#### Roads

**Work done to 30th April, 1887.**

<table>
<thead>
<tr>
<th>Quantities</th>
<th>Locality</th>
<th>Nature of Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>648 rods</td>
<td>Banff Avenue</td>
<td>Chopping, grubbing</td>
</tr>
<tr>
<td>872 do</td>
<td>Hot Spring Avenue</td>
<td>and grading</td>
</tr>
<tr>
<td>315 do</td>
<td>Cave do</td>
<td></td>
</tr>
<tr>
<td>315 do</td>
<td>River do</td>
<td></td>
</tr>
<tr>
<td>2474 do</td>
<td>Gios do</td>
<td></td>
</tr>
<tr>
<td>97 do</td>
<td>Middle Spring do</td>
<td></td>
</tr>
<tr>
<td>159 do</td>
<td>Lynn Street</td>
<td></td>
</tr>
<tr>
<td>2872 rods</td>
<td></td>
<td>84 miles</td>
</tr>
</tbody>
</table>

**Quantities.**

- 648 rods
- 872 do
- 315 do
- 315 do
- 2474 do
- 97 do
- 159 do
- 2872 rods

**Nature of Work.**

- Chopping, grubbing and grading.

**NEW ROADS OPENED, NOT COMPLETED.**

**Work done from 1st May to 31st December, 1887.**

<table>
<thead>
<tr>
<th>Quantities</th>
<th>Locality</th>
<th>Nature of Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>112 rods</td>
<td>Buffalo Street</td>
<td>Chopping,</td>
</tr>
<tr>
<td>150 do</td>
<td>Wolf do</td>
<td>clearing and</td>
</tr>
<tr>
<td>85 do</td>
<td>Bear do</td>
<td>close cutting</td>
</tr>
<tr>
<td>55 do</td>
<td>Beaver do</td>
<td>do do do</td>
</tr>
<tr>
<td>35 do</td>
<td>Muskrat do</td>
<td>do do do</td>
</tr>
<tr>
<td>123 do</td>
<td>Creek do</td>
<td>do do do</td>
</tr>
<tr>
<td>273 do</td>
<td>Bow Avenue</td>
<td>do do</td>
</tr>
<tr>
<td>1333 rods</td>
<td></td>
<td>417 miles</td>
</tr>
</tbody>
</table>

**New Roads Opened, Not Completed.**

Work done from 1st May to 31st December, 1887.

<table>
<thead>
<tr>
<th>Quantities</th>
<th>Locality</th>
<th>Nature of Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>610 rods</td>
<td>Mountain Avenue</td>
<td>Ditching and draining</td>
</tr>
<tr>
<td>308 do</td>
<td>Cave do</td>
<td>do do</td>
</tr>
<tr>
<td>310 do</td>
<td>Banff do</td>
<td>do do</td>
</tr>
<tr>
<td>1228 rods</td>
<td></td>
<td>3.84 miles</td>
</tr>
</tbody>
</table>

**Land Cleared.**

**From 1st May to 31st December, 1887.**

<table>
<thead>
<tr>
<th>Acres</th>
<th>Name</th>
<th>Locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Vanwart</td>
<td>Hot Spring, Glen and Cave</td>
</tr>
<tr>
<td>17.59</td>
<td>Lokin</td>
<td>Avenue.</td>
</tr>
<tr>
<td>17.59</td>
<td>Usborne</td>
<td>Glen and Cave Avenue.</td>
</tr>
<tr>
<td>8</td>
<td>W. McCardill</td>
<td>Spray and Glen Avenue.</td>
</tr>
<tr>
<td>2</td>
<td>Noah</td>
<td>Cave.</td>
</tr>
<tr>
<td>20</td>
<td>pine on pay-roll</td>
<td>West of C. P. R. Hotel.</td>
</tr>
</tbody>
</table>

**RECAPITULATION.**

<table>
<thead>
<tr>
<th>Nature of Work</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ditching and draining</td>
<td>3.84 do</td>
</tr>
<tr>
<td>Graveling</td>
<td>2.75</td>
</tr>
<tr>
<td>Total</td>
<td>13.59</td>
</tr>
</tbody>
</table>

In addition to this 20 acres have been cleared on Banff Avenue for the firewood it produced, principally fallen timber.