

past. Two sub-offices should be maintained in connection with metalliferous mining at Nelson and Prince Rupert; and three sub-offices in connection with coal-mining at Nanaimo, Fernie, and Princeton.

207. We are of opinion that if this Department is reorganized on these lines, its whole cost without loss to the public service can be reduced to \$85,000.

208. The "Mines Development Act" authorizes the expenditure of public moneys towards the making of trails, roads, and bridges to facilitate the operation and development of mining properties. Expenditures under this Act in recent years have been as follows:—

Year ended.	Amount.	Year ended.	Amount.
March 31st, 1920.....	\$74,342.51	March 31st, 1926.....	\$112,389.96
March 31st, 1921.....	88,091.15	March 31st, 1927.....	126,638.17
March 31st, 1922.....	32,468.94	March 31st, 1928.....	113,014.61
March 31st, 1923.....	74,178.25	March 31st, 1929.....	115,561.38
March 31st, 1924.....	96,810.40	March 31st, 1930.....	106,928.08
March 31st, 1925.....	120,160.07	March 31st, 1931.....	111,438.26

209. We are of opinion that all expenditures under this Act must cease until the Budget is balanced, and that then the grant should be limited to \$25,000, with a limitation of \$1,000 expenditure to aid any one mining property or camp.

LANDS.

210. The Department of Lands as at present organized administers lands, forests, and water rights. Its estimated expenditure for the current fiscal year is \$833,357.17. Of this \$612,861.81 or nearly 75 per cent. of the whole is salaries. We are of opinion that this Department viewed as a whole is greatly overstaffed. In the year ended March 31st, 1916, when this Department's revenue was practically the same as that which it is estimated to receive during the current fiscal year, its expenditure on salaries was less than half the expenditure on salaries for this current year as already stated. We see no justification for the amount of the present salaries. In such a large Department it is quite impossible for us to make any detailed recommendations as to where the pruning-knife is to be applied. But we are satisfied that the pressing need for economy in all branches of Government activity insistently demands a very substantial curtailment in the staff now employed in this Department and in its attendant expenses such as motor-cars, boats, and travelling expenses generally.

211. In our survey of Government activities we have noticed a tendency of the various Departments of Government to be self-contained, with the result that there has been an unnecessary overlapping of their respective field forces. This entails not only excessive salary lists, and travelling expenses, but also duplication of equipment. We hope that with the reduction of the existing Departments into the five Departments, which we have recommended, much of this overlapping will cease. The permanent committee of Deputy Ministers which we recommended in paragraph 64 should make a constant effort to prevent the overlapping of service of one Department with another.

212. Although the estimated expenditure of this Department for the current fiscal year is substantially less than it was for the previous year we point out that a very large part of the reduction consists in the absence of any appropriation for forest protection which was \$480,000 last year. We question the wisdom of the total elimination of the protection of our forests from fire. While agreeing that the amount made available for this protection must be the very minimum necessary for the service, we are of opinion that some of the other activities of this Department (such as lumber trade extension, \$35,000; reconnaissance and cruising, \$5,000; forest research, \$4,000; reforestation, \$3,000; land and topographic surveys, \$20,000) could have been better dispensed with rather than the protection of one of the most valuable of our natural resources.

CHAPTER IX.

DEPARTMENT OF PUBLIC WORKS.

213. The influence of the party system is illustrated with startling significance by the expenditures on public works which include the construction and maintenance of highways, roads, bridges, ferries, wharves, and public buildings.

214. According to a statement prepared in this Department, the expenditures during the past ten years were as follows:—

Year ended March 31st.	Roads.	Bridges, Ferries, and Miscellaneous.	Buildings.	Total.
1922.....	\$2,757,292	\$731,288	\$549,467	\$4,037,997
1923.....	2,862,061	793,683	496,903	4,152,637
1924.....	3,180,452	1,278,576	1,874,814	6,333,842
1925.....	2,817,918	1,239,115	2,867,450	6,924,483
1926.....	4,194,072	1,003,365	2,190,972	7,388,409
1927.....	3,208,816	955,280	913,127	5,077,223
1928.....	4,360,542	1,176,149	1,234,737	6,771,428
1929.....	4,933,396	1,227,941	1,915,655	8,076,992
1930.....	6,837,783	1,505,441	3,170,251	11,513,475
1931.....	7,555,141	1,701,422	4,213,937	13,470,500
Totals.....	\$42,707,463	\$11,612,210	\$19,426,813	\$73,746,486
1932 (figures not available).....				
1933 (estimated expenditure for the current fiscal year).....	\$1,287,000	\$940,000	\$334,730	\$2,907,235

215. THESE FIGURES ARE CERTAINLY AMAZING ESPECIALLY THOSE FOR 1931, WHEN, IN SPITE OF THE ACCUMULATING SEVERITY OF THE DEPRESSION, IT WAS DECIDED TO DOUBLE THE AVERAGE EXPENDITURE OF THE PRECEDING NINE YEARS. We have searched in vain for any comprehensive plan or satisfactory reason for this enormous outlay. It cannot possibly be attributed to the requirements of an increasing population, as in the rural districts where the major portion of the money was spent, the number of the residents only rose from 277,070 in 1921 to 299,524 in 1931. During this period 3,540 miles of new roads were constructed making a total in unorganized territories of 18,667 miles.

216. In our endeavour to ascertain the use which is made of these roads, we are faced with such disconcerting discoveries as the following:—

(a.) On the Nicomen Island section of the Dewdney Trunk Road, which is 6.25 miles in length, and where only 71 farmers reside, \$631,778 was spent on right-of-way, highway protection and construction during the years 1929-1931.

(b.) When the location of the Trans-Canada Highway between Kamloops and Sicamous was under consideration there were two possible routes, namely:—

(1.) The route from Kamloops to Sicamous via Falkland and Armstrong, of which 57 miles between Kamloops and Glenenna is part of the main Trans-Provincial Highway in the Okanagan Valley, to the International Boundary, and is maintained as a highway. The length of this route is 100 miles.

(2.) The route from Kamloops to Sicamous which was entirely a secondary road, and which in order that its length might approximate that of Route No. 1, necessitated the construction of the Canoe-Sicamous cut-off and bridge at Sicamous, costing \$150,000, of which \$101,000 has already been spent.

Strange to say, the second route was selected although it results in the maintenance of two highways largely paralleling each other. Why?

217. To take another instance, impossible to explain. While there were already four classified highways running east from Vancouver, the Government decided to construct and maintain at its own expense another classified highway from Vancouver to Pitt River Bridge,