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Pacific Great Eastern Ry.—A commission has been appointed to settle the question of the route of the line in West Vancouver, B.C. The company has located its line along the waterfront for 2.5 miles, and the municipality desires that it be set back for from 100 to 250 ft. Application has been made to the Provincial Minister of Railways for the approval of the route of the line from Howe sound to Pemberton Meadow, 10 miles, but objection is made by the Howe Sound and Northern Ry., which has a line between the same points. Consideration of the matter was adjourned.

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**Pacific Great Eastern Ry.**—The Minister of Railways for British Columbia has approved a map showing the general location of a proposed line from Davie Lake to Azzuzetta Lake, Pine Pass, Caribou district, B.C. (April, pg. 137.)

March, 1915.]

## CANADIA

Geoffrion, G. N. Cusson, R. Gange, Montreal. The company has power to operate its lines by steam or electricity. (June, 1911. pg. 557.)

**Pacific Great Eastern Ry.—J. W. Stewart,** President, is reported to have stated in Vancouver, B.C., Feb. 4, that the contractors expected to have the uncompleted portions of the grade between Squamish and Fort George, linked up by Mar. 1. Track is reported to have been laid into Lillooet, mileage 120 from Squamish. Between Lillooet and Clinton, 50 miles, there is considerable bridge work. The foundations for the 2,600 foot bridge over the Fraser River are finished. It is expected to have track laid to Clinton by Aug. 1.

A regular train service is being operated from Squamish to Anderson Lake.

We are officially advised that track laying is to be started early in May from Fort George southerly, towards Clinton, and that the Squamish-Fort George section will be completed this year. This section involves the building of a high level bridge across the Cottonwood River.

Nothing has been decided as to the starting of construction from Fort George towards the British Columbia-Alberta boundary, where a junction is to be effected with the Edmonton, Dunvegan and British Columbia Ry.

The residents of the vicinity of North Vancouver decided, Feb. 3, to send a delegation to the Provincial Government asking that pressure be put on the company to push forward the construction of the section of the line from North Vancouver to Squamish. This piece of line is in operation from North Vancouver to Horse Shoe Bay, 12 miles, and the distance from the latter point to Squamish is 26 miles. (Feb., pg. 57.)

**Pacific. Peace River and Athabasca Ry.—**

MARCH  
1915

are solicitors for applicants.

**Pacific Great Eastern Ry.**—The Superintendent of Construction is reported as stating Feb. 27, that 150 men were engaged on building a wagon road, and 300 men were working on the railway right of way, between Howe Sound and Bear Mountain. From Burkenhead easterly to Lillooet, 500 men were at work on the right of way. Satisfactory progress is being made, track laying will soon be started, and it is expected to have the line from Howe Sound to Lillooet completed during this year.

The question of the route between North Vancouver and Howe Sound, is still the subject of negotiation with the municipalities and the Provincial Government. The location surveys between Lillooet and Fort George are nearly completed.

The British Columbia Legislature has amended the act of incorporation of 1912, by authorizing the company to build the line from Lillooet "in a generally northerly direction by the most feasible route," instead of "along the bank of the Fraser River north," and by making the rate of interest on the guarantee bonds  $4\frac{1}{2}$  instead of 4 per cent., and a second act has been passed amending chap. 36 of the statutes

**WORLD.**

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es- Alberta Legislature has granted an ex-

## CANADIAN RAILWAY AND MARINE WORLD.

[July, 1913.]

operated in connection with the Fredericton and Grand Lakes Ry. and Coal Co.'s line, now nearly completed. The principal work to be done will be the putting in of permanent concrete piers for the bridges, and the general improvement of the roadbed. The work will be started during the summer. (June, 1912, pg. 301.)

**Newfoundland Labrador.**—The Newfoundland Legislature has authorized the Canadian Pacific Corporation to build a

**Pacific Great Eastern Ry.**—A survey party has started work at Soda Creek and Quesnel, locating the line between Lillooet and Fort George, B.C. Construction between Newport and Lillooet is being rapidly pushed and some clearing is being done beyond Lillooet. It is expected that the section from North Vancouver to Newport on Howe Sound will shortly be put under construction. (June, pg. 278.)

**Pere Marquette Rd.**—Press reports state

is made with the C.P.R. near Victoria Mills, by a switch, over which the steel is being taken on to the grade. (April, pg. 170.)

The Dominion Parliament has voted \$6,400 a mile upon the usual conditions, in lieu of the subsidy of 1912, for the building of a line from Andover to St. John, N.B., 200 miles. This subsidy covers all the bridges on the line except those across the St. John River at Mistake, and across the Kennebecasis River at Perry Point.

July 1913

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pg. 332.)

**Pacific Great Eastern Ry.**—A start was made with the construction of the 14 miles of line to connect North Vancouver with Howe Sound, B.C., July 1. It is expected that this will be completed and the line opened by July 1, 1914. At Howe Sound connection will be made with the Howe Sound and Northern Ry., which has been acquired by the P.G.E. Ry. From the terminus of that line construction is being pushed as far as Lillooet, and work is also in progress thence to the Fraser River. A subcontract on this latter section has been let to Rankin & Co. Orders have been placed in the U.S. for 20,000 tons of steel rails for the line, and the first shipment will be made from New York early in August. (July, pg. 332.)

August 1913

line under a lease having only  
months to run. (May, pg. 220.)

**Pacific Great Eastern Ry.**—It is reported that the Lonsdale estate in North Vancouver, B. C., has been secured as a station and yard site. The estate comprises 65 acres, and is near the Capilano Indian Reserve. The company is, it is said, to spend \$100,000 on the property by Dec. 31, 1915, and an additional \$400,000 by Dec. 31, 1918. The buildings proposed to be erected include all that are necessary for freight and passenger terminals, and

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wharves for ocean and coastwise steamers.

It is also reported that the company is negotiating for the purchase from the Government of the Squamish Indian Reserve at the mouth of the Squamish River, near Newport, which has an area of 1,175 acres, of which the company propose to use 675 for yards and terminal purposes.

Construction is reported to be well advanced along the line from near North Vancouver to Newport, and from the end of the old Howe Sound and Northern Ry., to beyond Lillooet. F. C. Gamble, of the Provincial Government Railway Department, returned to Vancouver, recently from an inspection of the Anderson Lake-Quesnel section of the route. On this section the maximum gradient will be 1% owing to difficulties of construction. The line is being located southerly from Fort George, to a junction with the surveys working northerly.

The Premier, Sir Richard McBride, in a recent speech said that at a future date the question of extending the P. G. E. Ry. into the Yukon Basin, would be taken into consideration by the Provincial Government. (Aug., pg. 376.)

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summer of 1914. (July, pg. 332.)

**Pacific Great Eastern Ry.**—A. E. Kellett, Superintendent of Construction, reported to the North Vancouver Council, Sept. 6, that it was expected to have the line as far as Dundarane ready for operation by Jan. 1, 1914. This is part of the section of the line from North Vancouver to Newport, on Howe Sound.

Plans have been deposited with the Minister of Public Works at Ottawa, for a wharf and tramway, with trestle approach, at the head of Howe Sound, B.C., in front of D.L. 486, G.I., N.W.D. (Sept., pg. 432.)

**Prince Edward Island Ry.**—Work has

5. (Oct., pg. 475.)

s Pacific Great Eastern Ry.—D'Arcy Tate,  
a Vice President, stated in Vancouver, Nov. 8,  
s, that grading was finished between Dundar-  
it. ave and North Vancouver, and that track  
at was being laid. It was expected that a  
e, suburban train service will be put on this  
s- section of the line early in the next year.  
of Considerable progress has been made

December 1913

December, 1913.]

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with construction on the line along the Squamish Valley, beyond the point to which track was laid on the old Howe Sound and Northern Ry. It is expected that a train service will be put on this section at the beginning of 1914.

Squamish Indian Reserve at Newport, B. C., has been acquired by the P. G. E. Ry. The reserve contains 988 acres, of which 40 are reserved by the tribe and each member of the tribe is to receive a 50 ft. lot. The price paid is \$150,000 for the land and \$5,000 for the timber. The land is to be used for terminal and townsite purposes. (Oct., pg. 475.)

Pacific, Peace River and Athabasca Ry.—



coal mine at Beaver creek, Alta., was considerably delayed in construction, owing to a variety of causes, principally wet weather and sliding ground. The track laying was, however, completed to the mine on June 25, and a train was run over it. The line is of standard construction, with light gradients and easy curvature. Three miles of sidings have been built to the colliery and storage yards. There are some large timber structures, particularly over Lange coulee, at mileage 7, which is 195.5 ft.

The P.G.E. Ry. has power to acquire the H.S. & N. Ry., but so far they have been unable to come to terms.

Vice President D'Arcy Tate, is reported as stating, Sept. 5, that the funds necessary for construction had been provided, and that work would be gone on with as soon as the plans were approved. An additional survey party, under F. G. Ashe, has been put in the field to work from Lillooet southwesterly. (Sept., pg. 461.)

**Pacific and Hudson Bay Ry.**—The route

vital question, both to the city and ourselves, and our aim is to satisfy everybody. In my opinion the outcome depends on the city's attitude." (June, pg. 362.)

**Wellington Colliery Ry.**—A meeting of shareholders was held in Victoria, B.C., Aug. 30, at which resolutions were considered authorizing the directors to issue debentures, subject to the approval of the Minister of Railways, and to authorize the directors to purchase such other railways as might be desirable for the carrying on

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ends and easier curves, and there is will be relaid with heavier steel.

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