

PACIFIC GREAT  
EASTERN  
RAILWAY DIARY

C. H. RIFF  
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A press report states that plans have been prepared for a general overhaul of the line from Squamish to Quesnel, the work to be spread over several years. The engineer's report is stated to show that while the trestle work along the line is in a safe condition for traffic, many of the trestles are reaching the age when they must be renewed. The first portion of the work to be put in hand will be in the vicinity of Lillooet, where an old trestle will be removed, the roadbed cut into the mountain side and carried forward with a large gravel fill, thus making a permanent job. Other work will be done in the vicinity, at a total estimated cost of \$200,000. Tenders are being invited for the work by the Minister of Railways.

R. A. Thompson, consulting engineer, San Francisco, Cal., went over the line recently from Squamish to Quesnel, with T. Kilpatrick, General Manager, on a gasoline speeder, and then on to Prince George by automobile. It is stated that the trip was for the purpose of making a report on the railway and its possibilities to United States financial interests which had approached the Government with a view of buying the line. D. Thomas, who returned recently to Vancouver from England, is reported to have stated that a group of British financial men were considering the buying of the line, and that it was expected they would send men to make investigations at an early date.

PGG  
JUNE 1926

**Pacific Great Eastern Ry.**—A press report states that engineers have prepared estimates of the cost of putting the railway from Squamish to Quesnel, B.C., 348 miles, into first class physical condition, the work to be spread over the next 3 years. The matter will be given full consideration by the directors before it is sent on to the British Columbia Legislature for approval. The largest single item of expenditure would be the diversion of the line to replace a big wooden trestle at mile 13.7, Lillooet Subdivision, a contract for which was let recently to the Georgia Construction Co., Vancouver, at an esti-

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mate cost of approximately \$200,000. Other work connected with this diversion would probably bring its total cost to about \$300,000. It is stated that on other parts of the line trestle bridges, which are approaching the replacement stage, would be scrapped and gravel fills or permanent bridges erected. (Aug., pg. 413.)

November 1926

Pacific Great Eastern Ry.—The report of the directors to the British Columbia Government will, a press report states, be made over the signatures of C. Spenser, W. J. Blake Wilson and Willard Kitchen, and will deal with the repair and maintenance work necessary on the two sections of the line, viz.:—from North Vancouver to Whytecliffe, and from Squamish to Quesnel, and will make recommendations regarding the connecting of the two sections, and the extension from Quesnel to Prince George. With regard to these two pieces of construction the North Vancouver District Council and the North Vancouver City Council have sent resolutions to the Government asking for the completion of the line from North Vancouver to Prince George, and the Kersley Farmers' Institute has passed a resolution asking for the completion of the line between Quesnel and Prince George. The report of the directors, referred to above, was laid before the Legislature, Jan. 25. It recommends the expenditure of \$3,000,000 for replacements and betterments, including the rebuilding of trestles, bridges, culverts and cribs during the next 3 or 4 years, of which about \$750,000 would be required this year. It states that there is no pressing need at present for the extension of the line beyond Quesnel, to Prince George, or for the construction of a link to connect the North Vancouver-Whytecliffe section with Squamish, therefore it was recommended that no additional construction be undertaken during this year. The directors said that it would not be advisable to neglect any opportunity which might present itself for the sale of the railway, and recommended the granting of very favorable terms provided the purchasers would undertake to bring about the settlement of lands adjacent to the railway.

In a recent speech in the British Columbia Legislature, Premier Oliver stated that all efforts made to secure the interest of the Dominion and Alberta Governments, the Canadian National Ry. and the Canadian Pacific Ry., in plans for the completion of the railway through Prince George, into the Peace River valley, had failed. The result was that the prospects of the railway were very much worse than a year ago, and it would require the very best efforts of every member of the Legislature to find a solution of the problem. He considered that the ultimate solution would be the extension of the line through Prince George to a junction with the Edmonton, Dunvegan and British Columbia Ry. and he stated that the E.D. & B.C.R. would probably pass into the actual ownership of the Canadian National Ry. eventually, with the possibility that it would be extended to Prince George, or by another route reach the Pacific coast, in which case the Pacific Great Eastern Ry.'s position would be worse than ever. It would be futile for British Columbia to extend the line beyond Prince George unless under an agreement with the Edmonton, Dunvegan and British Columbia Ry. Failing an agreement to sell the line to the Canadian National or Canadian Pacific, he thought the best solution would be the formation of a corporation to take over the P.G.E. Ry. from British Columbia and the E.D. and B.C. Ry. from Alberta; nothing however could be done in a hurry, or without the cooperation of the Alberta Government. (Jan., pg. 15.)

MARCH 1927

## Peace River District Railway Proposals.

The Peace River district railway situation, which involves the future of the Edmonton, Dunvegan and British Columbia Ry. and its subsidiary, the Central Canada Ry., owned by the Province of Alberta, and the Pacific Great Eastern Ry., owned by the Province of British Columbia has been kept prominently before the public recently. On the one hand, F. A. Sutton and other Vancouver people are in London, England, to try and enlist British capital for the purchase of the three lines and to connect them up and possibly to build a line out to the Pacific coast at Port Stewart. On the other hand, the Premiers of Alberta and British Columbia spent some time at Ottawa and Montreal recently discussing the entire Peace River situation with the Dominion Government, and with Sir Henry Thornton, Chairman and President, Canadian National Ry., and E. W. Beatty, Chairman and President, Canadian Pacific Ry. No statement has been made as to the result of the conferences regarding the Pacific Great Eastern Ry., but it is stated that in any event the B.C. Government will continue improving the line, and give further consideration to completing it to Prince George, and extending it thence to the British Columbia-Alberta border. A Government statement upon the matter is expected to be made to the Legislature early in February. The Premier of Alberta is reported to have stated on Jan. 18 that the Canadian National and the Canadian Pacific Ry. managements had agreed to submit offers for the lines by Jan. 20, on which day it was reported that an offer had been received from the Canadian National Ry. and the Canadian Pacific Ry. for the joint purchase and operation of the Edmonton, Dunvegan and British Columbia Ry. and its subsidiary, the Canada Central Ry. The Premier is reported in making the announcement to have declined to discuss the price or terms mentioned in the offer, which he said would be discussed at a meeting of the cabinet which had been called for Jan. 23. It was further stated that the Canadian National Ry. would send in an offer later for the purchase of the Alberta and Great Waterways Ry., and that the Canadian Pacific Ry. would send an offer for the Lacombe and North Western Ry., both of which are also owned by the Province.

British Columbia reports state that three separate interests propose to apply for parliamentary or legislative authority to build railways in British Columbia, but no notices of any such applications have been given to Jan. 24. In regard to entrance into the Peace River Valley from Alberta, three notices of applications to the Dominion Parliament have been given. One of these is for the extension of the Edmonton, Dunvegan and British Columbia Ry. by that company; i.e., the Alberta Government; the second is by J. Stewart Clark of Medford, Oregon, who is said to represent United States interests and whose address is given as c/o Ewing, Harvie & Burie, solicitors, Edmonton, for the incorporation of the Alberta Peace River & Pacific Ry. Co. The third is for the incorporation of the Peace River & McKenzie District Ry. Co. Following are details of the lines proposed to be built under these applications:—

Edmonton, Dunvegan and British Columbia Ry. Co. is applying for an act to

Columbia, from Wembley, Alta., mile 66, on the Grande Prairie Branch, generally northerly and westerly for about 120 miles to tp. 78, range 18, west 6th meridian, B.C.

J. Stewart Clark is applying for an act to incorporate the Alberta Peace River and Pacific Ry. Co. to build the following lines:—From Lethbridge, Alta., westerly to Macleod, thence westerly and northerly parallel to the Canadian Pacific Ry. Calgary and Macleod Branch, to Calgary, thence northerly and west of the Calgary and Edmonton Ry. to Lacombe, and then northerly to Edmonton; from Edmonton along the right bank of the Simonette River to a crossing of the Smoky River near its junction with the Wapiti River at Bezanston, and on to Grande Prairie, Alta., thence southwesterly through Monkman Pass to the Canadian National Ry., at or near Alexa Lake, B.C.; from Grande Prairie northwesterly to Ponca Coupe, and on to Hudson's Hope on the Peace River, thence generally southwesterly, westerly and northwesterly through Pine Pass to the head of Portland Canal, at Stewart, B.C.; from near the proposed crossing of the Peace River at Hudson's Hope generally easterly to Whitelaw, thence northerly to Fort Vermilion, thence northerly and westerly to the right bank of Hay River, where it would intersect Alberta's northern boundary. Power is being asked to build wharves, docks and hotels, to own and operate ships, to carry on a public telegraph and telephone business, to acquire water powers and to generate and sell electric and other energy. Authority is also being asked to issue securities for \$40,000 a mile for the prairie sections, and for \$66,000 a mile for the mountain sections. It also asked that the railway be declared to be for the general benefit of Canada. J. Stewart Clark, Edmonton, Alta., is solicitor for applicants.

The other application is for the incorporation of the Peace River and MacKenzie District Ry. Co. to build and operate a railway from near Grimshaw station, on the Edmonton, Dunvegan and British Columbia Ry., on the north side of Peace River, Alta., running almost due north to Keg River Prairie, east of the 6th meridian, thence following the Boyer River northeasterly to Fort Vermilion, thence on the north side of Peace River to Little Rapids, near the 30th base line, thence northerly and easterly to the head of Salt River, and then northerly to opposite Pointe de Gravel on Slave River, MacKenzie River District, northwest of Fort Smith, approximately 400 miles; and to build a branch line from the confluence of the Bushy and Boyer Rivers west of Fort Vermilion to the west end of Hay Lake at the British Columbia eastern boundary, approximately 120 miles. Thompson, Cote, Burgess and Thompson, Ottawa, are solicitors for applicants.

February 1928

## Pacific Great Eastern Railway Finances, Etc.

A report issued by the directors in regard to their work to Sept. 30, 1927, states that their first important consideration on being appointed was that of policy. A careful study of the situation led them to the conclusion that the improvement of the existing lines, rather than their extension, was imperative, which policy was endorsed by the owners of the line, the British Columbia Government. As a result of an investigation into administration cost and management expenses the Vancouver, North Vancouver and Squamish offices were co-ordinated and the staffs reorganized, which resulted in a saving at the rate of \$22,000 a year. The heavy loss on the operation of the North Vancouver-Whytecliff line was taken up, and following negotiations with North Vancouver district interests, a considerable reduction was made in the number of trains run, the operating expenses of the branch being

February 1928

## Pacific Great Eastern Railway's Position.

There has been a good deal of discussion recently as to what is to become of the Pacific Great Eastern Ry., and it was reported from Edmonton, Alta., that there was a possibility of the Canadian National Ry. making a bid for the property, it being stated that \$17,000,000 would probably be offered for the railway. The British Columbia Premier declined to make any comment on this report, but on Feb. 10, in speaking in the Legislature in connection with a motion submitted by R. H. Pooley, asking for some correspondence relating to the railway, he said: "The leader of the Opposition has had sufficient experience with large business to know how much harm publicity might do to a matter of this kind. I ask him, therefore, to withdraw his resolution. It is not in the public interest at this time that we should make public the correspondence. I am going to assure him that at the proper time all correspondence will be placed on the table where all members can see it, and then before a sale is consummated all members must be called together and they will have an opportunity to discuss whether such proposals as may have been received by the Government would be acceptable to them and to the country." The resolution was accordingly withdrawn.

Hon. S. F. Tolmie, Victoria, B.C., asked in the House of Commons, Feb. 13: "Have any negotiations taken place, or are negotiations pending for the acquisition of the Pacific Great Eastern Ry. by the Dominion Government or the Canadian National Ry., and if so, what progress has been made?" The Minister of Railways replied: "As a result of representations made at the Dominion Provincial Confer-

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March, 1928

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ence, the President of the Canadian National Ry. has been requested to investigate the railway problems presented by several provinces, including British Columbia, in relation to possible acquisition by the C.N.R."

A press report of Feb. 15 states that Willard Kitchen and Robert Wilson, Executive Assistant, and Superintendent Quick, P.G.E. Ry., had accompanied S. Morrison, District Engineer, British Columbia District, C.N.R., over the line to Quesnel, and arrived back in Vancouver Feb. 17, when it was stated that W. A. Kingsland, General Manager, and A. Dixon, Chief Engineer, Western Region, were going west about a week thereafter to look into the situation.

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MARCH 1928

Pacific Great Eastern Ry.—In connection with a press report respecting the probable diversion of the line right into Lillooet, B.C., the British Columbia Minister of Railways was asked in the Legislature, Jan. 31, if it was intended to do the work during this year, and replied that it would depend on the report of the engineer who was then locating the diversion. We were advised officially, Feb. 6, that no decision had been reached as to the proposed diversion and that the replacing of the present bridge, or the diversion of the line to a crossing which will not require so expensive a structure, are questions which will be decided when the estimates are submitted by the railway's engineer. (Feb., pg. 78.)

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MARCH 1928

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from New Liskeard, ~~northern~~  
Charlton, and from Casey P. on the first  
line mentioned above to North Timis-  
kaming, on the Des Quinze River, Que.  
(Jan., pg 12)  
Pacific Great Eastern Ry. The British  
Columbia Premier, in introducing a bill in

*northern*

April 1928

the Legislature, March 12, to authorize the borrowing of \$4,000,000 to extend the railway from its present terminus near Quesnel towards Prince George, and from the terminus of the North Vancouver-Whytecliffe line towards Squamish to link up with the line to Quesnel, said the Government still had hopes of selling the line, but it was desired to have power to make extensions in the event of a sale not being possible. He promised to make a full statement at a later stage of the bill's progress. The railway now being operated extends from North Vancouver to Whytecliffe, 12.7 miles, and from Squamish, about 42 miles beyond Whytecliffe, to Quesnel, 348.5 miles; on the remaining 82 miles to Prince George, track has been laid to Cottonwood River crossing, 17.5 miles, and from Prince George to Red Rock Creek, 18 miles; the grading between the ends of these two sections of track was more or less completed some years ago.

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Pacific Great Eastern Ry.—Work is reported to be nearing completion on the extension of the wharf at Squamish, on which tracks will be laid to permit trains to be run to the end of the wharf to meet steamboats from Vancouver. At present passengers and their baggage have to be transferred from the steamboats to the train by motor cars. (May, pg. 119.)

June 1928

Pacific Great Eastern Ry.—In connection with a press report respecting the probable diversion of the line right into Lillooet, B.C., the British Columbia Minister of Railways was asked in the Legislature, Jan. 31, if it was intended to do the work during this year, and replied that it would depend on the report of the engineer who was then locating the diversion. We were advised officially, Feb. 6, that no decision had been reached as to the proposed diversion and that the replacing of the present bridge, or the diversion of the line to a crossing which will not require so expensive a structure, are questions which will be decided when the estimates are submitted by the railway's engineer. (Feb., 22, 1928)

MARCH 1928



**Pacific Great Eastern Ry.**—It was reported from Victoria, B.C., late in January, that two new tentative offers for the purchase of the P.G.E.R. from the British Columbia Government had been made and were receiving consideration. It was also reported that negotiations were being conducted with syndicates in London, England, in Eastern Canada and in the United States, eight proposals altogether for the purchase of the line having been submitted to the government in recent weeks. Extension of the line to Prince George and grants of railway lands were reported to be conditions of purchase in some of the offers which the government had received. Early in February, it was reported that a deposit on account had been received by the government from a syndicate which had agreed to purchase the line, and that a sale would be consummated with little delay. Acting Prime Minister Pooley was reported in a Victoria press dispatch of Feb. 5, however, as denying the reports about a sale having been arranged and of a deposit having been received. The dispatch added:—"It was learned from other sources that the government, as it has been doing for months, is continuing negotiations with various syndicates, and with one in particular."

A Victoria press dispatch of Feb. 10 stated that Edgar Wall, of London, England, who had been in Victoria previously on behalf of a syndicate interested in purchasing the P.G.E.R., and who had returned to London to consult his associates, was expected to go back to Victoria in the then near future, to resume negotiations with the British Columbia Government. The dispatch also said:—"Mr. Wall and his associates hope to close a deal which has been pending for some months, and under which they would extend the P.G.E.R. to the Peace River country. . . . The government still has an open mind and has not yet decided"

**Pacific Great Eastern Ry.**—The British Columbia Minister of Railways has, under the provisions of the B.C. Railway Act, given the railway permission to build a highway crossing at mile 7.8, Squamish Division, near Brackendale, B.C.

**Quebec and Chibougamau Ry.**—Hon. A. Turgeon, Speaker of the Quebec Legislative Council and a director of this railway, was reported, March 8, to have made a statement in regard to construction on the line from River Bend, Ile Maligue to the Grande Perihonka River as follows:—  
"In this section, the road is practically completed but for the laying of the rails, which will be started next spring. Thanks

April 1929

## Pacific Great Eastern Railway's Financial Position.

The British Columbia Premier, as Minister of Railways, laid before the Legislative Assembly recently the Pacific Great Eastern Ry.'s financial statement for the last financial year. It showed that freight revenues had increased \$41,628, passenger revenues, \$2,888, and express revenues, \$4,820, the total revenues being \$581,881, an increase of \$48,102, over the previous year. The operating expenses were \$668,441, the deficit on operation being \$182,110 compared with \$190,289 in the previous year. There was expended upon maintenance and renewals of a permanent character \$296,550, which with the deficit on operation and other charges made the total deficit \$484,064 as compared with \$568,405 in the previous year. The total liabilities of the railway at the end of the year were \$60,218,691, which represents all the money the province has put into the railway in one way or another. The chief items are \$20,160,000 of guaranteed stock plus accrued interest of \$415,800; direct loans of \$17,591,959, with \$8,895,164 interest advanced thereon; and \$13,014,585 interest advanced and accrued on the guaranteed stock. (Press report.)

The B.C. Legislative Assembly has passed an act providing that the company shall be free from taxation of all kinds levied by the province, so long as its share capital continues to be held by the province. This exemption, however, does not apply to lands or improvements upon lands, held under lease from the company.

MAY 1929

### Pacific Great Eastern Railway Special Surveys.

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D. C. Coleman, Vice President, Western Lines, Canadian Pacific Ry., Winnipeg, who made a trip over the Pacific Great Eastern Ry. to Quesnel recently, and a motor trip thence to Prince George with the British Columbia acting Minister of Railways and officials of the line, states that his trip had no special significance in connection with the plans being arranged for the survey of the line. He had a natural desire to see the line and the country immediately adjacent to it.

In connection with the joint survey which is about to be made by the British Columbia Government and the Canadian National and Canadian Pacific Rys., we are advised that its object is to make a study of the resources and traffic possibilities of the 15,000,000 acres of land set aside by the province in 1926 to provide for the future financing of the railway. The location of the lands to be granted and the conditions of the grant are set out in the schedules attached to the act, a summary of which was given in Canadian Railway and Marine World for Feb. 1926, pg. 59. The surveys are being made under the charge of C. R. Crysdale, formerly with the Edmonton, Dunvegan and British Columbia Ry. at Edmonton, Alta., and the personnel of the party and the specific matters to be investigated and reported on were arranged in conference with E. M. M. Hill, Reconnaissance Engineer, Western Region, Canadian National Ry., and T. C. MacNabb, Engineer of Construction, Western Lines, Canadian Pacific Ry. The party will have its headquarters at Prince George, and its operations will be carried on both northerly and southerly from there. The field work will be done by 12 parties whose instructions are to cover certain areas as expeditiously as possible. Plans and routes for these surveys were made by Mr. Crysdale at Vancouver, prior to moving to Prince George. R. W. Brock, Dean of the Science Faculty, British Columbia University, is in charge of the surveys as to the mineral possibilities of the area. The Dominion Government has placed two airplanes at the party's disposal. Correspondence in connection with the survey was submitted in the House of Commons on May 13.

We are advised officially that John Callaghan, C.E., Deputy Minister of Railways for Alberta, who had charge of the original location surveys for the line from Prince George to Squamish, and who was engaged by the British Columbia Government to make surveys with the object of finding a better location for a portion of the line north of Quesnel, the present northerly terminus of the railway, 348 miles from the coast terminus at Squamish, having completed his work, went to Victoria, and is reported to have made a preliminary report to the B.C. Government. He passed through Vancouver on May 11, on his way home to Edmonton. The section of the line under review by Mr. Callaghan, between Quesnel and Prince George, is 82 miles long, and has been nearly all graded, but considerable bridge work remains to be done. Some portions of the line in the vicinity of Quesnel are located through a gumbo country, and the recent survey was made with a view of getting a route away from that unsuitable ground. It is stated that a new route has been selected, one report stating that it will involve the construction of the line round Quesnel, with a branch into the town. No information as to this has been given out by the B.C. Government.

**Pacific Great Eastern Ry.**—The filling of the long trestle near Pemberton, mile 57.4 from Squamish, B.C., was completed on June 8. The work was in progress for over two months, and necessitated the dumping of 80,000 cubic yards of material. Tenders are being asked for the erection of concrete substructures for bridges 24.1, 28.2, 44.1 and 48.4, on the Squamish Subdivision. The steel spans will not be put in until 1930. When this work has been completed all the wooden structures on the Squamish Subdivision will have been replaced by permanent bridges.

**Timiskaming & Northern Ontario Ry.**—The 2,100 gross tons of new 90-lb. rails, which are being laid this year, as mentioned

July 1929

Pacific Great Eastern Ry.—The British Columbia Prime Minister, Mr. Tolmie, advised North Vancouver City Council, Oct. 7, that the surveys of the Peace River district which are being carried on jointly by the B.C. Government and the Canadian National and Canadian Pacific Rys., were progressing favorably and that definite information in connection with their results will be available about Jan. 1, 1930. Mr. Tolmie added:—"It has been stated by the Government on more than one occasion that it will await the results of this survey before taking any definite action in connection with the P.G.E. R. The Government feels it should have full knowledge of the assets in connection with the road before it attempts to dispose of them." (Press report).

November 1929

Pacific Great Eastern Ry.—Tenders  
were received to May 15 for grading of  
5.2 miles of main line diversion, and laying  
out a yard and Y at Lillooet, B.C. This  
diversion will carry the line through  
Lillooet.

~~Trunk and Mainline~~

July 1930

## Railway Projects, Construction, Betterments, Etc.

**B.C. Logging Railway.**—A Vancouver press report states that Green Point Logging Co., of that place, has bought 1,000,000 ft. of standing timber in the Harrison Lake area in British Columbia, from Harrison Lake Timber Co., and will build a logging railway.

**Chibougamau, Que., District.**—The proposals for railway construction into the Lake Chibougamau area, in Quebec, and the representations made to Prime Minister Taschereau, of Quebec, by a delegation anxious to have construction proceeded with, were dealt with in Canadian Railway and Marine World for March, 1931, pg. 142, and in preceding issues. H. Loudin, Secretary, Quebec, Que., Board of Trade, who is reported as being familiar with the territory which would be served by the railway, due to several years' residence there, points to the development which followed the construction of the Timiskaming and Northern Ontario Ry. by the Ontario Government, and states that similar development would follow construction of a railway to run from Lake St. John into the Chibougamau area, and ultimately on to James Bay. He is quoted as saying that the Chibougamau mining district will prove to be the largest copper and gold producing district, not only of the Province of Quebec, but of all Canada. The charter, directors, activities, etc., of the Quebec, Saguenay and Chibougamau Ry., formerly the Quebec and Chibougamau Ry., which was empowered to build a railway into the Lake Chibougamau area, were dealt with in the article in our March issue. That company's construction activities have been suspended for some time, due to prevailing economic conditions.

**Esquimaux and Nanaimo Ry.**—Re inter-switching facilities with Canadian National Rys. at Victoria, B.C. See under "Canadian National Rys. Construction, Betterments, Etc." elsewhere in this issue.

**Montreal North-Western Ry.**—A bill, no. 151, was read the second time on division, on March 3, in the Quebec Legislative Assembly, and referred to the committee on railways and other means of communication, its purpose being the incorporation of the Montreal North-Western Ry. Co. The preamble states that Jacques Herbert, stockbroker, Errol Languedoc, advocate and King's Counsel, and Wm. Bayliss, agent, all of Montreal, have represented by petition that the charter granted the Abitibi Southern Ry. to build and operate a railway from or near Amos, in Abitibi District, and extend-

switches, to be operated wholly or partly by steam, electricity or other power, starting at or near the town of Amos, in the electoral division of Abitibi, and extending southeasterly through the townships of Figuery, LaMothe, LaCorne, Varsan, Dubuisson and Bourlamaque, in the electoral district of Abitibi, and Sabourin, Marias and Granet, in the electoral district of Temiscamingue, thence, through the non-organized lands in the northern part of the electoral district of Pontiac, and thence, through the townships of Mitchell and Baskatong, in the electoral district of Hull, and Major, Front Brun, Gravel, Decarie, Pope or Wurtele, and Campbell, in the electoral district of Labelle, to a connection with the existing lines of railway at or near Mont Laurier. The company may also lay out, construct, equip and operate a branch of the railway from the township of Mitchell, near the crossing of the Gatineau River, southerly through the townships of Lytton and Egan, in the electoral district of Hull, to a junction with the existing railway at or near Maniwaki, in the electoral district of Hull, and further may build and operate an extension of the main line, as described above, from a point at or near Mont Laurier, through the electoral district of Labelle, to a junction with the existing railway at or near the village of Saint-Remi in the Township of Amherst, in the electoral district of Labelle. The bill also provides to give the company power to build branch lines or extensions from any point on the foregoing main lines, except for the purposes of connection with another railway, any such branch line or extension not to be more than 50 miles long. Subsidiary powers, such as the construction and operation of hotels and restaurants, ships, docks, warehouses, elevators, etc., are also sought. If construction of the railway be not commenced within 5 years, and finished within 10 years, after the granting of the charter, the powers of the company are to cease in respect of that part of the project then uncompleted.

The Abitibi Southern Ry. project has been dealt with fully in these columns on previous occasions, the first mention of it having been made in our Dec., 1924, issue, pg. 617, prior to the company's incorporation in 1925, on the occasion of the making of reconnaissance surveys, largely by airplane, by H.-K. Wicksteed, formerly Chief Locating Engineer, Canadian Northern Ry.

**Northern Mines Ry. and Development Co.**—It was reported in Toronto March 4 that a bill similar to one introduced by

Minister Henry as to whether it will get even as far as the railway committee. Discussion in the railway committee last year exhibited a strong aversion to granting the water power and timber limit concessions which were sought. The provisional directors named in the 1930 bill were:—E. J. Lennox, architect; John Adams, manufacturer; R. P. Rogers, mining engineer; Wm. Stone, capitalist; J. R. L. Starr, K.C., barrister, all of Toronto; and J. H. Ackerman, capitalist, Peterborough.

**Pacific Great Eastern Ry.**—The statement in the Lieutenant-Governor's speech at the opening of the British Columbia Legislature's current session, in regard to the P.G.E.R. and the possibility of connecting it with the Peace River territory, was given in Canadian Railway and Marine World for March, pg. 153. The matter was referred to by the leader of the opposition, Mr. Pattullo, in a subsequent speech in the Legislature, when he criticized Prime Minister Tolmie for not having laid on the table the report on the resources survey made in connection with the railway and its possible extension. He said that the time has come for immediate action in regard to the P.G.E.R., and he expressed the hope that the government would declare its policy in regard to the property without delay.

It was reported from Victoria, Feb. 23, that no development in the P.G.E.R. situation could be expected before the termination of the Legislature's current session, but that, soon after, a conference will be held in Ottawa, to be attended by B.C. and Dominion Government, and Canadian Pacific and Canadian National Rys. representatives, at which the whole matter of transportation in the northern part of British Columbia will be gone into thoroughly. It was stated that a financier named Sullivan, representing New York interests, was then on his way to Victoria with an offer for the property, but Prime Minister Tolmie was reported as saying that such an offer could not be entertained, the B.C. Government feeling morally bound to give the two Canadian transcontinental railways an opportunity of acquiring the P.G.E.R. property if they so desire, following the joint survey, participated in by the B.C. Government and the two railways, last year. Mr. Tolmie is said to have also stated that several offers from U.S.A. interests had been received for the property, but that none of them had been considered satisfactory, most of them involving the underwriting of a private company's bonds by the B.C. Government.

—Feb. 22 said



mie as saying that until the prospects of the B.C. Government making a deal with the two transcontinental railways are exhausted, it is not in a position to entertain outside proposals, and as adding:—"In any case, we regard the Canadian railways as our best prospect".

Roderick Mackenzie, Conservative, Cariboo, in speaking in the B.C. Legislature on Feb. 23, criticized both the government and the former Liberal administration for their policies in connection with the P.G.E.R. He advocated an immediate start on the extension between Quesnel and Prince George, now that a suitable crossing of the Cottonwood River Canyon has been located.

Jas. A. Collins, Manager, Fraser Valley Tie and Timber Co., is reported to have stated, in addressing the Vancouver Board of Trade engineering bureau on March 4, that if the B.C. Government were to complete the P.G.E.R. line and operate it, it would lose between \$60,000 and \$70,000 a month. He maintained that the railway cannot be operated successfully as a separate entity, and contended that the provision of a coast outlet from the Peace River country should be left in the hands of the two transcontinental railways. He said that between 1920 and 1925 settlers in the Peace River country had tried to induce the Dominion Government to provide a direct rail outlet to the Pacific coast, and that it was a great mistake that the Canadian National Rys. did not, at that time, join in an effort to have the outlet provided. He claimed that the attempts to provide an independent outlet for that territory have retarded its development for 20 years, and pointed to the fact that about half the population left between 1917 and 1920 as substantiation for his view.

Chas. Woodward, formerly a member of the B.C. Legislature, in addressing the Vancouver South Liberal Club recently, attacked the administration of the P.G.E.R. property, being quoted as saying that there is too much politics in the matter and not enough common sense and good business management. He criticized the holding of directorships by W. J. Blake Wilson and C. Spencer, pointing to the fact that about a year after the former was made a P.G.E. director he was made a Canadian Pacific Ry. director, and claiming that his real

April 1931

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A Victoria press report of Feb. 23 said in part as follows:—"As the first step in the solution of the problem, British Columbia is anxious to find out exactly what Premier Bennett meant by his pre-election statement, promising a Pacific outlet for the Peace River country. It is on this promise chiefly that the provincial government is relying, and its latest advices from Ottawa give it no reason to be discouraged. On this account the province looks forward with high expectations to the spring conference, at which Mr. Beatty has promised to submit the results of his company's independent survey of the Peace River railway situation, and at which the final reports of the joint natural resources survey, conducted by the province and the two railways, also will be considered". The same report quoted Mr. Tol-

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It was reported from Victoria, March 9, that Prime Minister Tolmie was investigating an old agreement said to have been entered into between the P.G.E.R. and the former Grand Trunk Pacific Ry., whereby the G.T.P.R. undertook to hand over to the P.G.E.R., as soon as the latter entered Prince George, all traffic originating on the G.T.P.R. and destined for Vancouver. It was stated that the B.C. Government was investigating all old records having a bearing on the matter, to determine whether the agreement can be enforced in the event

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apparently operated on a schedule which was 5 minutes ahead of the street car schedule, and therefore were able to pick up the passengers. Mayor Kirby claims the bus operators had paid for a license to operate on city streets and could not be restricted to any particular routes."

A dispatch of Feb. 18 stated that a meeting of Sarnia Street Ry. Co. shareholders had been called for Feb. 25, a memorandum issued by the company stating: "The meeting of Feb. 25 is to consider the situation here, also the matter of discontinuing the service and the liquidation of the company. The street car service has been run at a loss for many years. It is now 12 years since the stockholders received a dividend. The service has been maintained by the company's auxiliary revenues. Lately these revenues have been insufficient for that purpose, and the winding up of the company is now to be considered."

At the shareholders' meeting on Feb. 25, it was decided to cease electric railway operation, and service was discontinued at midnight, Feb. 25-26. We are advised officially that there does not appear to be any chance of operation resuming. The company operated 9.4 miles of track, with 10 passenger cars, serving the City of Sarnia from the Canadian National Rys. tunnel station to the Village of Point Edward, three miles north of the city. During the summer, it also operated to Lake Huron, where it owns an amusement park. Approximately 700,000 passengers were carried during 1920.

A Sarnia press dispatch of Feb. 26 said:—"The company's action has been threatened for several years, and recent competition of a small bus system from London served to cut in on the revenues of the railway sufficiently to call for a definite decision."

Following cessation of railway operation three buses which had been operated by M. Neilson, formerly of London, within the Sarnia city limits, had their routes extended to take in Point Edward and the C.N.R. tunnel station, it having been announced at the time that on and after March 1 the bus fares would be increased to 7c for trips within the city and 10c for trips to Point Edward.

A meeting of the company's bondholders was held on March 11, at which it was decided to dispose of all property at the earliest possible date. Bonds outstanding total \$80,000. We were advised March 13 that several persons were negotiating with Sarnia City Council for a bus service franchise. It was reported that F. W. Martin, promoter of the proposed Sarnia-Port Huron vehicular tunnel, was among those seeking bus operation rights.

The latest complete figures in regard

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**Pacific Great Eastern Ry.**—The original main line between mile 117.95, Squamish Subdivision, and mile 2.46, Lillooet Subdivision, 6.36 miles, has been replaced by a new line 5.37 miles long which has been placed in operation. The work involved the construction of a bridge over the Fraser River, the superstructure work having been done by Dominion Bridge Co. The diversion routes the P.G.E.R. through the Town of Lillooet; formerly the line crossed Seton Creek on a trestle and then crossed the Fraser River by a low level bridge, passengers for Lillooet having to travel by bus from the Seton Creek Lodge to the town. The abandoned railway line is to be converted into a highway by the British Columbia Government. It was planned originally to have the new bridge over the Fraser River completed by Aug. 1 but it was completed six weeks ahead of time. The bridge is 820 ft. long over all, and consists of plate girder approach spans, totalling 220 ft., and a continuous truss span 600 ft. long on four piers. The piers and abutments are of reinforced concrete. The steel for the bridge superstructure was fabricated at the Dominion Bridge Co.'s Vancouver plant. (June, pg. 356).

Discussions as to the possible extension of the P.G.E.R., from Quesnel to Prince George, continue. A Vancouver press report states that the B.C. Government has offered to complete the line to Prince George on condition that the Dominion Government will secure construction of a line westerly from the Peace River district to join the P.G.E.R. line.

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Pacific Great Eastern Ry.—A. E. Munn, M.P. for Vancouver North, B.C., convened a meeting in North Vancouver recently to prepare a list of projects which might be undertaken in connection with proposed unemployment relief expenditures, the largest single item which was agreed upon being completion of the P.G.E.R. from Whytecliff to Squamish. C. Woodward, of Woodward's, Ltd., owner of a Vancouver department store business, claimed on his return to Vancouver recently from an Eastern Canadian trip, that the present is a very opportune time for completing the P.G.E.R. He expressed the opinion that both south and north extensions could be built for \$4,000,000 or less. He advocated the award of two contracts by the B.C. Government, one for the south extension between Whytecliff and Squamish, and the other for the north extension to Prince George. He stated that about 11,000 men would be given employment for 5 months and that \$4,000,000 would be added to the value of the property, and he expressed the opinion that, with the extensions completed, P.G.E.R. earnings would increase 100%.

N. Spencer and W. Kitchen, P.G.E.R. directors, and Robt. Wilson, executive assistant, made an inspection trip over the line early in September.

Peace River District-Pacific Coast Con-

October 1931

ier. A meeting of members of the Government was held, Sept. 25, at which it was decided to accept the Dominion Government's offer and proceed with the Quesnel-Prince George extension as soon as possible. Dominion approval of the extension of the line to Prince George was given by Senator Gideon Robertson, Dominion Minister of Labor, in Victoria, Sept. 25. It was reported from Victoria, Oct. 8, that beginning of the work is dependent upon the arrangement of financing for unemployment relief.

At a dinner given by Quesnel Board of Trade in September to P.G.E.R. directors and others who were accompanying them on an inspection trip over the line, Robt. Mackenzie, M.L.A. for Cariboo, stated that direct railway connection between the Pacific Coast and the Peace River district would be in existence today had not the B.C. Government, in 1918, relieved Major-Gen. J. W. Stewart of his contract to complete the P.G.E.R. into Prince George. He said that universal approval would be given the present B. C. Government if it would re-engage Major-Gen. Stewart to complete the construction job he had started.

Extension of the P.G.E.R. northerly to Prince George presupposes its southerly extension from Whytecliffe to Squamish, at the south end of the present line, to provide an entrance into Vancouver. The present situation is that boat connection has to be resorted to between Vancouver and the present south terminus of the line. At a meeting of the City of North Vancouver Ratepayers' Association, Oct. 5, a resolution, asking the city council to enlist support of the other north shore municipalities, and of North Vancouver Board of Trade, in urging upon the B.C. Government the necessity of completing the Whytecliffe-Squamish link, was endorsed.

Tenders were reported as having been received, Oct. 9, by Robt. Wilson, Executive Assistant, P.G.E.R., Vancouver, for dismantling 14 Howe truss spans on the Squamish Subdivision.

**Peace River District-Pacific Coast Connection.**—During discussions late in September in regard to the British Columbia Government's offer to the Dominion Government to extend the Pacific Great Eastern Ry. to Prince George, on condition that the Dominion Government provide for construction of a railway link to join the P.G.E.R. with the Peace River district, the Dominion Minister of Labor, Senator Gideon Robertson, who was in British Columbia, was reported in a Vancouver newspaper as having

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Prince George awaited the Dominion Government's approval.

It was reported from Vancouver, Sept. 25, that Premier Tolmie had received assurance that the Dominion Government would provide half of the \$3,000,000 estimated as necessary for completing the Quesnel-Prince George link. It was said that he had telegraphed Prime Minister Bennett urging him to give assurances that the P. G. E. R. will be connected with the Peace River district at some future date, but that he had added that even without such undertaking from the Dominion authorities it would be good business for the B. C. Government to accept the Dominion Government's offer and proceed with the Quesnel-Prince George extension. His attitude was that B. C. unemployed have to be looked after, and that the B. C. Government would be well advised to accept the Dominion Government's offer. A meeting of members of the B. C. Government was held, Sept. 25, at which it was decided to accept the Dominion Government's offer and proceed with the Quesnel-Prince George extension as soon as possible. Dominion approval of the extension of the line to Prince George was given by Senator Gideon Robertson, Dominion Minister of Labor, in Victoria, Sept. 25. It was reported from Victoria, Oct. 8, that beginning of the work is dependent upon the arrangement of financing for unemployment relief.

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November 1931

Pacific Great Eastern Ry.—Discussion in British Columbia as to the advisability of extending the P.G.E.R. northerly from Quesnel, its present terminus, to Prince George, where it would join the Canadian National Rys. line to Prince Rupert, took more definite form recently, and both the Dominion and the British Columbia Governments have committed themselves to the principle of the extension as an unemployment relief measure. The length of such an extension is reported variously as from 60 to 83 miles. The B.C. Government had been entertaining, for some time, more ambitious plans, its idea being that the P.G.E.R. should be extended from Quesnel to Prince George, and that a line should then be built from there northerly to Finlay Forks, 180 miles, its proposition being that it should pay for the extension to Prince George, the Dominion Government to pay for the Prince George-Finlay Forks construction. The ultimate aim was to secure a connection between the P.G.E.R. and the Peace River district, by providing railway connection between Pouce Coupe and Finlay Forks, about 170 miles. On Sept. 24, a committee representing the B.C. Government, consisting of Willard Kitchen, a P.G.E.R. director, Major-Gen. J. W. Stewart, Honorary Brig.-Gen. J. A. Clark and C. R. Crysdale, who was the engineer in charge of the joint survey made last year for the B.C. Government and the Canadian National and Canadian Pacific Rys., waited on Dominion Prime Minister Bennett and the Dominion Minister of Trade and Commerce, Mr. Stevens, in Ottawa, and presented the B. C. Government plans for the Quesnel-Prince George extension and construction of a line to join Prince George with Finlay Forks. While no official statement was given out as to the results of the meeting, it was reported that the Dominion ministers, while expressing willingness to join with the B. C. Government in extending the P.G.E.R. to Prince George, pointed out that the project for a line to Finlay Forks was too ambitious for prevailing economic conditions. We were advised officially, Oct. 14, that the construction of an extension from Quesnel to

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## Railway Projects, Construction, Betterments, Etc.

**Esquimalt and Nanaimo Ry.**—Re interswitching facilities with Canadian National Rys. at Victoria, B.C., see under "Canadian National Railways Construction, Betterments, Etc.", elsewhere in this issue.

**Hudson Bay Ry.**—A Churchill, Man., press dispatch of Oct. 8 stated that the dock there was completed and filled in, that it is 1,854 ft. long, 300 ft. wide and 56 ft. high, and affords mooring facilities for 4 ships simultaneously. The dispatch also said in part:—Next spring, the Railways and Canals Department will have men at work to widen the usefulness of the port. If the dock foundation has settled sufficiently, storage sheds, 476 x 175 ft., will be built on it in 1932, and behind the sheds will be laid 3 lines of railway track, connecting with the adjoining railway yards, the tracks to be of such height as to bring car floor level with the shed floors. Should developments warrant, a coal bridge, of 40,000 ton capacity, will be built in a 350 ft. area at the upper end of the dock. Another space of 400 ft. on the dock will be reserved for direct loading of cattle and timber. In handling of export grain from Churchill recently, only one ship could be loaded at a time, because the conveyor gallery, connected with the grain elevator 600 ft. from the dock by a cross-gallery, had been built to a length of 325 ft. only. The conveyor gallery will be completed to its final length of 1,400 ft. during the 1932 construction season, enabling 3 ships to load grain at once. By the time of the autumn freeze-up this year, about 1,400,000 cu. yd. of gravel fill, out of a total of 1,750,000 cu. yd. necessary for terminal development, will have been completed. Over 500,000 cu. yd. was handled during this season. Discovery and use of good gravel deposits within 5 miles of Churchill townsite aided materially in this work. At the end of the season, three quarters of the 2,000,000 cu. yd. of dredging in the harbor will have been completed, providing a channel to the sea 20 ft. deep at low tide, and permitting entry of a ship drawing 20 ft. at high tide. At the end of the

ment. It was decided that it would be impracticable to place the main pipe line underground, on account of frost conditions. Engineers for the Manitoba Government, which is in control of the townsite, are said to have a plan for getting a water supply from above the tide reach on the Churchill River, which would involve a pipe line about 8 miles long laid on the river bed, but the dispatch of Oct. 5 referred to stated that no definite plans had been made. The dispatch also stated that an additional source of water is provided by a lake 2½ miles south of the reservoir which is being built; if more water becomes necessary, the flow from this lake could be diverted over an 8 ft. divide and carried by gravity to the reservoir. The supply from this source would be four times as great as that from Lake Isabelle, the source from which it is being drawn in the initial development.

Churchill had its first snowfall of the season, Oct. 7, a dispatch from The Pas stating that the first snowfall had been experienced earlier in previous years. A press report states that construction of a subway in The Pas, to carry First St. under the railway line, at a cost of \$100,000, is included in an unemployment relief programme.

**New Brunswick Electric Power Commission.**—The steam electric power development plant built by the Commission at Newcastle Landing, particulars of which were given in Canadian Railway and Marine World for Oct., 1930, p. 637, has been completed, together with transmission lines to Fredericton, Marysville and Moncton. The maximum capacity is 5,000 k.w. In connection with this construction, the building of 6,000 ft. of railway spurs, and repairs to 6,400 ft. of previously existing track, were necessary to connect the new plant with the Fredericton and Grand Lake Coal and Ry. Co.'s long spur. A contract for this trackwork, particulars of which were given in our Oct., 1930, issue, was awarded A. A. Collier, Fredericton, N.B.

**New York Central Rd.**—Efforts to secure the planing of the N. Y. C. R.

connect Dawson Creek with Finlay Forks might be proceeded with as a measure of unemployment relief. No doubt the hope that the Dawson Creek-Finlay Forks project would be sponsored by the Dominion Government arose from the proposition made to the latter by the British Columbia Government, for completion of the Pacific Great Eastern Ry. to Prince George by the B.C. Government, on condition that the Dominion Government build a line from Prince George to Finlay Forks. While the Dominion Government has undertaken to aid the B.C. Government in extending the P.G.E.R. to Prince George, it is considered that there is little likelihood of the Prince George-Finlay Forks project being gone ahead with; for that reason, an early start on the Dawson Creek-Finlay Forks project is very improbable.

Tenders are reported as having been received by John Callaghan, General Manager, N.A.R., for fabrication and erection of the superstructures of a 125 ft. through truss steel span for the Assinneau River crossing, mile 181.2, Slave Lake Subdivision, and for a similar span for the Driftpile River crossing, mile 205.9, Slave Lake Subdivision.

**Pacific Great Eastern Ry.**—Discussion in British Columbia as to the advisability of extending the P.G.E.R. northerly from Quesnel, its present terminus, to Prince George, where it would join the Canadian National Rys. line to Prince Rupert, took more definite form recently, and both the Dominion and the British Columbia Governments have committed themselves to the principle of the extension as an unemployment relief measure. The length of such an extension is reported variously as from 60 to 83 miles. The B.C. Government had been entertaining, for some time, more ambitious plans, its idea being that the P.G.E.R. should be extended from Quesnel to Prince George, and that a line should then be built from there northerly to Finlay Forks, 180 miles, its proposition being that it should pay for the extension to Prince George, the Dominion Government to pay for the Prince George-Finlay Forks extension. The ultimate aim

**Pacific Great Eastern Ry.—**Proposals by Chas. Woodward of Vancouver, for completion of the P.G.E.R. at an approximate expenditure of \$4,000,000, which were sent to Vancouver City Council, were discussed by that body early in May and were referred to a committee for study. Mr. Woodward's scheme was first submitted to the council some time ago, when aldermen intimated that the matter was one for the British Columbia Government and not for the council, but Mr. Woodward replied that his plan was one for consideration by all governments, civic, provincial and Dominion, and he urged the city to use its influence with the B.C. Government to have the work started. In the council discussion, Mayor Taylor agreed that extension of the P.G.E.R. into the Peace River country would be desirable in the interests of British Columbia. Reeve Leyland, of West Vancouver, is reported as stating that that municipality would be greatly opposed to construction of the P.G.E.R. through it, one reason being that 13 dangerous and unsightly level crossings would be created.

The Prime Minister of British Columbia, Mr. Tolmie, left Victoria, May 5, for Ottawa, to confer with the Prime Minister and other members of the Dominion Government on various matters, one of the chief being the possibility of a P.G.E.R. extension into the Peace River district, employing British and U.S.A. capital.

JUNE 1932

Pacific Great Eastern Ry.—In regard to reports current for many months past as to negotiations for the sale of the P.G.E.R. by the British Columbia Government to one or other of various syndicates, coupled with reports of extensions to be built by the purchasers, the Prime Minister of British Columbia, Mr. Tolmie, was reported in a Victoria press dispatch of April 5 as having stated that it could be said definitely that no legislation on the subject would be introduced during the then current session of the Legislature. The dispatch added:—"P.G.E.R. sale negotiations, which have been under way for months, are still far from solution, but have not been abandoned."—During a debate in the Legislature, April 4, T. D. Pattullo, leader of the Liberal opposition, accused the government of consistently withholding information and doing business in secret. The Prime Minister replied:—"We are doing nothing in secret, but I may remind the opposition leader of a parallel case. In Ottawa, the government regards the inner workings of the Canadian National Rys. as private information, and we take the same attitude toward the P.G.E.R."

MAY 1932

## Investigation into Pacific Great Eastern Railway Affairs.

The committee appointed by the British Columbia Legislature to make an investigation into Pacific Great Eastern Ry affairs presented its report May 1. After recapitulating at length the main facts as to the formation of the company, which were given in detail in Canadian Railway and Marine World for May, pg. 191, the committee presented findings upon 15 distinct points, giving reasons for each finding in considerable detail. Following is a summary of the findings:—

The promotion of the company was brought about by an arrangement made in 1911 between D'Arcy Tate, K.C., and J. W. Stewart, whereby it was agreed that the former should secure the charter and guarantees from the Provincial Government, and a traffic arrangement with the Grand Trunk Pacific Ry. For this he was to receive a commission of one-fourth of the capital stock of the company and \$500,000 in cash, out of which he was to pay incidental expenses and provide campaign funds for the Conservative party. D'Arcy Tate and ex-Premier Bowser refused to give the committee any information as to the money provided for campaign purposes.

The total share capital of \$24,960,000 was issued to the promoters, Foley, Welch, Stewart and Tate, the remaining \$40,000 of stock being fully paid up in cash. The committee consider that this issue of shares was illegal and improper.

The contract for the construction of the line made with P. Welch, was in fact a contract made with the firm of Foley, Welch and Stewart, and was made with Welch to conceal the real nature of the transaction. The committee holds that the contract is invalid, and that Stewart and Foley are disqualified from acting as directors of the company. E. F. White and F. Wilson, two of the other directors, were interested in subcontracts out of which they made considerable sums without giving any apparent value therefor.

The prices fixed in the contract were excessive, which is shown by the fact that on an expenditure by the province of \$18,314,825 P. Welch appears by his own figures, made a profit of over \$5,000,000.

The government has paid out the full amount of its trust funds without proper supervision or inspection of the work. The extent to which advantage was taken of the lack of proper supervision and inspection the committee is not able to fully ascertain. Five specific matters are mentioned in respect of which the committee finds there had been over payments of approximately \$405,000.

The provincially guaranteed bonds of the company amounting to \$20,160,000 were sold for \$18,314,825, which was paid into the bank in the name of the Minister of Finance as a trust fund to be paid in accordance with Schedule A of the company's act. The total proceeds have been paid over to the company, which the committee says "was illegal and improper," as the full subsidy has been paid on a mileage of 480 miles, or 3.09 miles in ex-

cess of the actual total mileage, an overpayment of \$160,800; the full subsidy has been paid on 284 miles on which no track has been laid or bridges built and the full subsidy has been paid upon 51 miles on which no construction work whatever has been done. The over payments in contravention of statute are estimated at \$5,705,316.50 altogether, apart from overpayments for excessive profits or upon wrong classification. It is estimated it will require \$13,000,000 more to complete the line.

The bond of \$250,000 furnished by Foley, Welch and Stewart as a guarantee for the completion of the work was allowed to lapse by the late government.

There is due to the government \$85,524.93 balance of the money deducted by the company's fiscal agent in England on the sale of the guaranteed bonds.

Foley, Welch, and Stewart have defaulted in their covenant to pay interest on the bonds, upon which the Government has already paid \$1,053,827 interest. The contractors the committee state, "have defaulted in their covenant to complete the road and state their inability to complete their contract."

The province has no security for its bonded guarantee against the company's terminals or against the lands held in the Development Co.'s name.

P. Welch's contention that the contractors had lost money is not well founded, as upon the basis of their own figures they made a net profit of \$5,170,177.

The Legislature in 1916 provided a loan of \$6,000,000 to the company without provision for taking further guarantees from the contractors.

A. H. B. Macgowan, a member of the Legislature, was given a share in a sub-contract by P. Welch, receiving therefor \$9,000 in cash, for which he gave no consideration either in time, money or otherwise.

The committee found its investigations hampered by its inability to secure certain private ledgers of P. Welch kept in connection with the P.G.E.R. D. McLeod, confidential representative of J. W. Stewart, also by the refusal to testify and disappearance of D'Arcy Tate, and the refusal to testify of R. D. Thomas and W. J. Bowser, M.L.A. The departure of Welch, White, and Tate was in defiance of the committee's orders. The committee feels that in view of the absence of material witnesses and its inability to act after the expiry of the session, further investigations should be by another form of tribunal.

A resolution was passed receiving the report. Warrants have been issued by the Legislature for the arrest of D'Arcy Tate, P. Welch, and E. F. White for contempt.

The B.C. Government, on May 11, filed a writ against the P. G. E. Ry., its subsidiary companies, the contractors, and the individual directors for an accounting of the sums realized from the sale of guaranteed bonds; for an injunction re-

straining them from further proceeding with the work of the railway; for a revision of the agreement; for specific performance of the contract; and for damages. The points upon which judgment is asked cover practically all the facts found by the committee in the report quoted above.

A motion was introduced in the B.C. Legislature, May 14, directing the government to have the necessary legislation passed to take over the company's property and assets and to take such action as may be necessary against the company or any other company, and the individuals forming the company to obtain restitution of funds wrongfully obtained; to amend the loan act so as to allow the \$5,000,000 remaining to be used towards the completion of the line; to give the Minister of Railways power to operate the line; and to apply to the Dominion Government for a bonus of \$12,000 a mile, equal to that granted the Canadian Northern Pacific Ry.

On May 15 notice of motion was given in the Legislature with a view to the appointment of a commission with power to call W. J. Bowser, R. D. Thomas, D'Arcy Tate, P. Welch, D. McLeod, E. White and any other person and to compel them to answer as to their knowledge of the payments of any money whatsoever, whether mentioned above or not, and to whom any part of said amounts were paid and for what purpose, with power to commit to gaol any person for contempt until such times as they answer any or all questions, and that R. D. Thomas and W. J. Bowser, or any other persons who refuses or refused to answer the questions put to him by the P. G. E. committee be turned over to the commission before the prorogation of the legislature; and that warrants or subpoenas issued by the speaker be continued until the parties are produced before the commission. The purpose of this investigation, seems to be to ascertain what funds were used for campaign purposes, rather than to deal with the construction end of the affair.

**Pacific Great Eastern Ry.**—We are officially advised that the British Columbia Government has let the contract for completing a 42 mile extension of the line beyond the present track end near Clinton, B.C., to the Northern Construction Co., Vancouver. The work to be done consists of track laying for 42 miles, 6 miles of grading, putting in a few trestle bridges, and other work, all the other work having been done before the government took over the railway from Foley, Welch & Stewart.

According to press reports, the lowest tenderer was McKinnon, Cooper, Drabble & Co., Vancouver, at \$300,000; the next lowest Cotton & Co., Vancouver, at \$308,000, and the next Palmer Bros., Vancouver, at \$349,000; but for one reason or another no contract was arranged with either of them. These three bids were on the unit principle, while the remaining bids were on the cost-plus principle. An examination of these by A. F. Proctor, Chief Engineer, showed that the Northern Construction Co. estimate would work out at \$319,000, with 5½% commission, but no commission would be paid on any amount over \$319,000. The company is to furnish all the plant required, and will be allowed 25% upon all savings effected upon estimates. A. R. Mann, President Northern Construction Co., will be in charge of the work. It is not likely that any sub-contracts will be let.

The Premier of British Columbia is reported to have said in Vancouver, Sept. 12, that work had been started by the Northern Construction Co. on the line; that 90 men were then at work, and that it was expected to have steel laid on the 42 miles from Clinton by Dec. 31. (Sept., pg. 390.)

# P.G.E. Wreck Victims' Rites Arranged

Collapsed Bridge More Badly  
Damaged Than First  
Reported, Officials State

Arrangements for the funerals of the three railroadmen killed in the P.G.E. wreck near Lillooet, Monday night, were completed today.

J. R. Duncan, Ardenan, will be buried from S. Howell and Sons undertaking establishment, New Westminster, at 2:30 p.m. Friday; Minor G. Bazley, the engineer, from Carter & Hannas, Vancouver, at 2 p.m. Saturday; and H. P. Cumming, the conductor, from the Grandview Funeral Home, Vancouver, at 3 p.m. Monday.

Mr. Cumming's funeral was arranged for Monday to permit the arrival of a son from Toronto.

Messages from Lillooet to the P.G.E. officers here today said damage to the trestle bridge through which a locomotive and a tender fell was greater than first reported and some time would be taken in repairs. Meanwhile passengers and mail schedules are being maintained by means of transfer around the break.

## CONDUCTOR COMMENDED

Circumstances of the wreck were reviewed by a coroner's jury at Lillooet yesterday and a verdict returned that the deaths were due to collapse of the trestle. The verdict commended Conductor Frank Conwa of Lillooet "for his quick action and the way he handled the situation."

Mr. Bazley, whose home was in Squamish, was a member of the railway fraternity of B.C. for 25 years. Before joining the P.G.E. he was in the service of the C.P.R. out of Vancouver. His birthplace was Albert County, N.B., and he was 49 years old. He is survived by his wife and by his mother at Rio Vista, Calif.; two sisters, Mrs. Ella Stewart, Vancouver, and Mrs. John Barr, Rio Vista; one brother, Charles, of Sardis, and nine nieces and nine nephews.

He was a member of St. James Lodge No. 52, A.F. & A.M., and his funeral will be under Masonic auspices to the Masonic cemetery.

## NATIVE OF ROYAL CITY

Mr. Duncan was a native son of New Westminster and 32 years of age. He had lived in Squamish for the past nine years with his wife and three young children, two girls and a boy.

His mother, Mrs. William Lee, resides at 311 Knox Street, North Westminster. Two sisters also reside in New Westminster.

Mr. Cumming, who lived at 1541 Victoria Drive, Vancouver, was born in Cannington, Ont., 52 years ago. He was with the C.P.R. at Revelstoke for nine years before joining the P.G.E.

He is survived by his wife and six sons, Robert, 28, Toronto; Stewart, 26, Williams Lake; Peter, 21, Alac, 19, Archie, 18, Bruce, 10; and by three daughters, Anna Jean, 15, Ellen, 13, and Christine, 9.

MARCH  
1932

# 3 DIE WHEN SPAN GIVES WAY UNDER P.G.E. TRAIN

J. R. Duncan, M. G. Bagley,  
Squamish, and H. P.  
Cumming Are Killed

Locomotive and Work Cars  
Plunge Through Bridge  
Over Creek Near Lillooet

Three men were killed and  
one injured at 10:30 o'clock  
last night when a Pacific  
Great Eastern locomotive and  
four work cars plunged  
through a trestle bridge ten  
miles north of Lillooet.

It is estimated the locomotive must  
have dropped 100 feet. The men were  
presumably killed instantly.

The dead:

MINOR G. BAZLEY, engineer, Squa-  
mish.

J. R. DUNCAN, fireman, Squamish.

H. P. CUMMING, brakeman, 1541  
Victoria Drive, Vancouver.

The injured:

C. M. CONLEY, brakeman, 1302 Third  
Avenue, New Westminster.

## WASHOUT BLAMED

The train was a passenger train but  
no passengers were injured. It was  
reported to the P.G.E. office here.

The accident was caused by a wash-  
out that took out several beams of the  
bridge.

The bridge through which the  
train plunged is a trestle structure  
over a small creek and over the high-  
way running from Lillooet to Clinton.

The highway also was washed out  
and was reported now impassable.

Details of the origin of the washout  
had not been received at the P. G. E.  
offices here.

The accident was described as the  
first serious mishap in the history of  
the railway.

## RUSHED TO HOSPITAL HERE

Conley, the injured man, was  
brought by special train this morn-  
ing to Squamish where the company's  
ing Point Ellice picked him up to  
rush him to St. Paul's Hospital here.  
He was expected to be landed in the

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PACIFIC GREAT  
EASTERN  
RAILWAY DIARY

C. H. RIFF



CANADIAN  
RAILWAY  
AND  
MARINE  
WORLD

**Pacific Great Eastern Ry.**—A contract for the building of this line from Vancouver to Fort George, B.C., has been let to P. Welch, who has resigned his position as Vice President to accept it. Construction headquarters are being established at Lillooet, and work will be pushed forward in the direction of Fort George. The location surveys for this section of the line are completed.

After considerable negotiations the company has acquired the railway and all other property of the Howe Sound and Northern Ry. for \$1,000,000, payable in cash in three annual instalments. The agreement of sale, it is said, was signed in Victoria, Oct. 10. The H.S. and N. Ry. has about 10 miles of line in operation running from Newport at the head of Howe sound inward, with power to build into Vancouver on the one side, and via Lillooet to Fort George on the other. It has valuable water frontage rights on Howe sound and a considerable land property in Newport. J. C. Keith, A. McEvoy, formerly of Toronto, and J. C. Gill, Vancouver, were the principal owners of stock in the company. The purchase of this property settles the difficulties of the route as between Vancouver and Lillooet, and will enable construction to be proceeded with more speedily. (Oct. pg. 502.)

November 1912

Pacific Great Eastern Ry.—Grading has been started on the extension of the Howe Sound and Northern Ry., which has been acquired by the P.G.E. Ry., in the direction of Lillooet, B.C. P. Welch, the general contractor, is reported to have sublet the following mileages:—Four miles to foot of Bear Mountain, P. Welch; next seven miles, McAll and Wilson; next five miles, not yet let; next five miles, McGowan and Murchison; next five miles, — McGillivray; next five miles, McAlpin and Cunningham. At the Lillooet end of the line 42 miles have been sublet in sections to the following:—H. D. McPhee & Co.; Kennedy and Welsh; Nicholson and Timlick; Burns-Jordan and Co.; Peter Salvas, J. A. Welsh. It is reported that a further 32 miles will be let as soon as the wagon roads, now under construction, are completed. (Dec., 1912, pg. 605.)

JANUARY 1913