

PACIFIC
GREAT
EASTERN
RAILWAY.

1912. (Dec., 1912, pg. 605.)

Pacific Great Eastern Ry.—We are officially advised that track has been laid on the section between Vancouver and Newport, B.C., about 42 miles, from North Vancouver to Dundarave, 4.5 miles, and on the section between Newport and Clinton, 168.5 miles from Newport to Cheakamus, 13.5 miles. Construction is being carried on upon the untracked mileage on these two sections by P. Welch, the contractor. Surveys are being proceeded with on the remaining section of the line from Clinton to a junction with the Grand Trunk Pacific Ry. at Fort George, B.C., 261 miles.

A train service was put in operation between North Vancouver and Dundarave, Jan. 1. Considerable progress has been made with grading between Dundarave and Caulfields, to which place the company is under agreement to have a train service in operation by July 1.

The Squamish Indian Reserve of 1,098 acres, at Newport, has been formally transferred to the company. The purchase price was \$175,000. It will be used for terminal purposes. (Jan., pg. 22.)

Edwards Island Ry.—We are offi-

February 19/14

[January, 1914.

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Diversion of Line in Cape Breton.—Tenders are under consideration for the building of a diversion from North Sydney to Leitches Cove, on the Cape Breton section.

St. Romuald-Chaudiere Curve Second Track.—The contract for the second track work from St. Romuald to Chaudiere Curve, Que., 3.75 miles, to which reference was made in our October issue, has been let, we are officially advised, to Soper and McDougall, Ottawa. The work is not heavy, and there is no bridgework and does not involve any diversion from the existing line. The present track is to be raised at one or two points to improve the alignment. The contract does not include work at the crossing of the National Transcontinental Ry.

Bridge Reconstruction.—A contract is re-

been let to the Dominion

January
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portion of the line is that through negotiations are in progress is that through the Bella Coola Indian Reserve. (May, 1913. pg. 220.)

Pacific Great Eastern Ry.—It is expected that a train service will be put in operation between North Vancouver and West Vancouver, B. C., Jan. 1; and by June 1, as far as Horseshoe Bay, near Newport. The lines being operated from Newport for about 12 miles, and it is expected to be able to run trains as far as Lillooet by the fall, and to have the entire line to Fort George completed by the end of 1915. It is not intended to have the piece of line along Howe Sound into Newport completed until 1915, as there is a water route between Vancouver and Newport, which can take care of the existing traffic.

The company is negotiating with the Provincial Government with a view to securing a considerable area of the tide flats at Newport, reclaiming them for railway purposes. Dec., 1913, pg. 574.)

Prince Edward Island Ry.—The line to be

th be w. G. p. n. J. C. r. D. 1 n 2 a s t

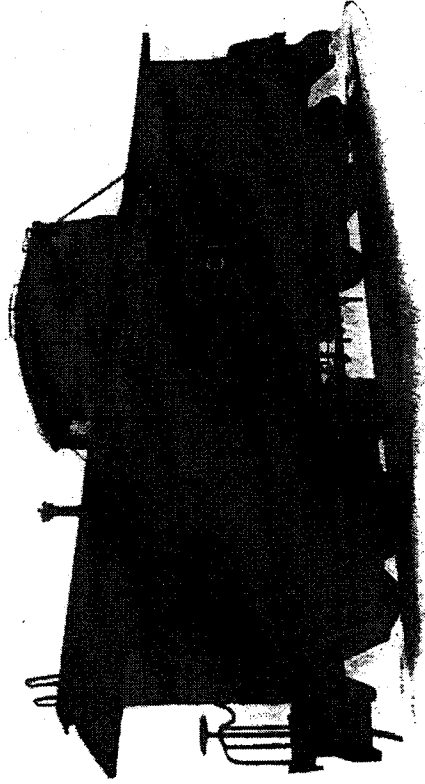
January

1914

CANADIAN RAILWAY AND MARINE WORLD.

[February, 1915.

Made in Canada" for a Canadian Road



Type of Caboose Car built for Pacific Great Eastern Railway

There is a "NATIONAL" Car for your requirements regardless of what they may be.
If your rolling stock bears a "NATIONAL" Trade Mark it is a sufficient guarantee that only first-class labor and materials have entered its construction.

National Steel Car Company, Limited

Montreal Office

Whelessy Building

Western Union Code

ADDRESS INQUIRIES TO HAMILTON

Works and Operating Offices
Hamilton, Canada

January
1915

the President, ...
McNeill, Vancouver, B. C. (Feb., pg. 57.)

Pacific Great Eastern Ry.—A train service was put in operation on the section of the line from Squamish to Lillooet, 120 miles, Mar. 7. Previously the service had only extended to Anderson Lake, 87 miles. The first train over the line to Lillooet was run Feb. 22, when the Premier of British Columbia and other members of the Legislature were taken for a trip by the contractors. From Squamish there is a gradual ascent to the summit at Alpha Lake, 2,100 ft. above sea level, the maximum gradient being 2.2%, with moderate curvature. Then comes the descent to Pemberton Meadows, which are at an elevation of 700 ft. Tracklaying, it was stated to the party, is expected to be completed to Clinton by the end of the summer, and there is a likelihood of the track being laid southerly from Fort George by the end of the year, and of the whole being ballasted and in operation early in the spring of 1916. (Mar., pg. 95.)

April 1915

of great value, — official knowledge of the matter. (See Greater Winnipeg Water District, Jan., pg. 10.)

Pacific Great Eastern Ry.—It is reported that the reconstruction of the bridge over the Capilano River on the North Vancouver-Dundarave section of the line, which was damaged by a log drive recently, is practically completed, and that traffic will be resumed shortly. Pending reconstruction of the bridge, the company has used automobiles for carrying of passengers between the termini.

The new Premier of British Columbia, in a recent speech is reported to have stated that four-fifths of the work on the line between North Vancouver and Fort George had been completed, but in order to secure its completion it will be necessary for the Legislature to make some further financial arrangements. The extension of the line from Fort George to Peace River is also necessary if the province is to reap the full advantage of its investment in the line. A committee of the Cabinet has been appointed to investigate the whole matter, and to report as to what further aid is necessary. (Jan., pg. 11.)

We are officially ad-

sta- 1883 and was strengthened and improved
per- in 1899. (May, pg. 194.)

ad- Pacific Great Eastern Ry.—The Premier
alse of British Columbia returned to Victoria,
ft.; June 15, after having made a trip of in-
ean- spection over the line from Squamish to
h & Clinton, 120 miles. He gave out the fol-
pg. lowing statement: "The general condition
of the road is that the grade is substan-
are- tial enough from Squamish to Clinton,
the but the side slopes are too steep in many
Gu- places, and there is a great deal of loose
Can- overhanging rock which should be remov-
l the ed. The road needs a heavy coat of bal-
age- last and lining up. East of Clinton ties
any and rails are laid for some distance, but
rock there is no ballast. From there most of
the the grading is done, and some bridges are
in along a distance of 20 miles or so.
the Further east the grading is done, but in
s for a number of places that came under my
the observation the slopes of cuts are too
been steep, and a good deal of stuff has slip-
board ped down on the grade. Near Quesnel,
m to what is known as the 'big slide' is con-
pg. tinuously shifting, as it has been for the
past 25 years at that point, and has car-
ried the grade down twice already. It is
n the still going and the grade is down the
total hillside 12 or 15 ft. below the level. I
idge, looked into the situation at Quesnel very
ision, carefully. There are absolutely no en-
11.53 gineering difficulties in the way of taking
g the the line into the town. It means length-
ng a ening the line somewhat in order to
cost swing over the Quesnel River into the
labor town and on the north a mile or two to
used a junction with the grade as constructed,
\$1.42 but the increased cost of construction in-
c. cidental to the diversion of the line can
n the partly be offset by a large saving in the
total abolition of the necessity for the high
bal- level crossing of the Quesnel on the pres-
at a ent route. This, on the location as laid
miles out, calls for a bridge and trestlework
ght of 3,200 ft. long, while a bridge of probably
d for 300 ft. would cross at the low level into
cel of the town. This can be so constructed
ost of as to serve the double purpose of a rail-
61.01. way and a highway bridge, and thus
f bal- effect a permanent saving in that way.
imat- I am very strongly of opinion that Ques-
0 yd. nel will have to be connected with the
used railway, either by a diversion of the main
y., on line or by a spur, not so much on ac-
ing to count of the town itself, as on account of
e had the country lying west of the Fraser
n sid- River. The river is navigable from Soda
mental Creek to Prince George, there is an ex-
29 for cellent country on the west side, and for
ctures the benefit of the settlers we must bring
the railway as close to them as possible,

JULY 1917

f to come the rate of profit that they could
- have made had they not been interfered
- with and their organization disrupted. A
f definite agreement must be made to pro-
r vide for this lost opportunity for profit
e and, as definite a sum as can possibly
e be fixed, must be fixed and paid.

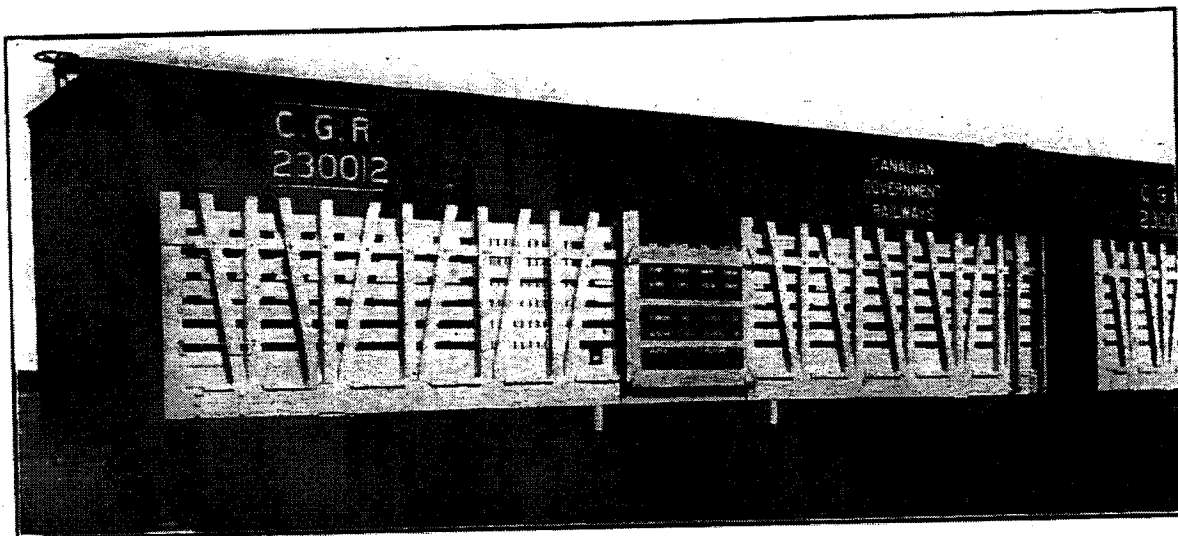
"7. Our clients have been greatly d m-
aged in the earning of the bonus in res-
pect of which at the time of cancellation
they show an average entitling them to
\$215,000; provision must be made to pro-
tect this and the balance of the bonus,
and to provide for the payment. My own
opinion is that the basis for earning this
bonus has been so wrecked by the action
of your clients through their cancellation
proceedings, that this amount should be
now fixed definitely and paid. However,
that can be a matter of negotiation, but
I do think that it is unfair to entirely
disrupt their organization upon which
the earning of this bonus so directly de-
pended and now to throw the average
upon which it is based into jeopardy with
an entirely new organization and under
new conditions. I think it only fair that
this should be disposed of finally. This
item is a very heavy one and certainly

Stock Cars for Canadian Govern- ment Railways.

As stated in Canadian Railway and
Marine World for February, 200 wood
frame stock cars are being added to
Canadian Government Railways rolling
stock. The principal dimensions are:

Capacity	60,000 lbs.
Length over end sills	36 ft. 9 5/8 in.
Width over side sills	9 ft.
Height top of sill to underside of plate,	7 ft., 10 3/4 in.
Length inside	36 ft.
Width inside	8 ft.
Height top of floor to underside carlin.	8 ft.
Door openings, side	5 ft.
Door opening, end	2 ft.
Distance between centre of trucks...	26 ft. 9 5/8 in.

As shown by the accompanying illu-
stration the design is of the standard con-
struction for wood stock cars. Instead,
however, of having the wood draft sills
with the standard draft gear for wood
cars, these cars are equipped with the
Intercolonial standard metal draft arms,
which are composed of steel plates and
shapes rivetted together, and when ap-
plied to the cars, the capacity of the
draft gear equals that of the steel frame



Stock Car for Canadian Government Railways.

must be adequately protected.

"8. Our clients must first inspect the
tunnel and see the present conditions and
view the work that has been done by
your clients since cancellation, and also
the present ventilation plant and the
plant for the supply of power, the bunk
houses and the boarding house accom-
modations, because it may be that your
plant and working conditions there have
so changed that our clients could not
possibly hope to succeed to carry out the

car. The cars, some of which have al-
ready been delivered, are being built by
Canadian Car & Foundry Co., at
Amherst, N.S.

The Pennsylvania Railroad's Elevator
Buffalo, N.Y., is to be improved by an
additional marine leg and extensions of
the weighing and car loading apparatus
so as to make it possible to unload grain
from a vessel at the rate of 40,000 bush.
an hour and pour it into cars out of stores

July
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1912. (Dec., 1912, pg. 605.)

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Edwards Island Ry.—We are offi-

February 1914

map of this projected railway from Coola to Hutnarko River, B. C., 60 miles. (Jan., pg. 22.)

Pacific Great Eastern Ry.—The total issue of $4\frac{1}{2}\%$ bonds authorized for the building of this railway is £3,326,354 14s., 1d. The bonds, are guaranteed both as to principal and interest by the Province of British Columbia. Of this amount £1,500,000 had previously been sold, and a further issue of £1,375,000 was put on the market in London, Eng., Jan. 24. The price was £95, and it is reported that the entire issue has been taken up.

It is reported that arrangements are be-

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ing made for the laying out of ocean and other terminal facilities at Newport, B.C., on which it is proposed to spend \$2,000,000. The company is negotiating with the Dominion and the British Columbia Governments for securing the foreshore and other rights necessary for the proposed developments. Tracklaying out of Newport is reported to have reached a point 24 miles to the north, and it is expected that the second crossing of the Cheakamus River will be reached at an early date. The grading is reported to be well advanced right through to Lillooet, and it is hoped that track will be laid to that point by the end of the year. (Feb., pg. 70.)

Pacific, Peace River and Athabaska Ry.

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CANADIAN RAILWAY AND MARINE WORK

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G. B. Holme, F. D. Ames, J. P. Vincent, W. C. Thomson, New York. (Mar., pg. 121.)

Pacific Great Eastern Ry.—The British Columbia Legislature has granted a guarantee of bonds at the rate of \$35,000 a mile for 30 miles of line in addition to the 450 miles specified in par. 4 of the agreement forming schedule A of the original act; and an additional \$7,000 a mile in respect of the line from Vancouver to Fort George, 480 miles, as a second charge on the line, ranking next after the charge created by the deed of July 10, 1912. The 30 miles mentioned is the difference between the original estimate of distance between Vancouver and Fort George, and the actual mileage of the located route. The necessity for the increase of the guarantee of bonds of \$7,000 a mile was stated by the Premier to be the fact that the estimated cost of construction was found on final surveys to be \$58,000 a mile instead of the \$45,000 originally estimated.

The company has authority to extend the line to Peace River, 330 miles, and the Premier explained that this line will form part of a through line from Vancouver to the Yukon, and Alaska.. The act aiding the construction of this line provides for the guarantee by the Province of the company's bonds for \$35,000 a mile at the rate of 4½% for 330 miles, more or less. An agreement for the construction of this line, in terms similar to that for the building of the Vancouver-Fort George line, is to be entered into between the Government and Foley, Welch and Stewart.

It was reported, Mar. 10, that it was expected to have track laid to Horseshoe Bay, 13 miles out of Vancouver, by June 30. From that point to Squamish, the terminal at Newport, the line will have to be built through solid rock, and is not to be finished until June 30, 1915. Track has been laid from Squamish to Swift Creek, 14 miles, which includes the seven miles of track laid by the old Howe Sound and

MARCH
1914

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Survey parties are to be sent out early in April from Fort George to locate the projected line to the Peace River, 380 miles. A reconnaissance party, in charge of L. C. Gunn, is now on the field. It is expected that a start will be made on construction in May. (Mar., pg. 121.)

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The Dominion Parliament has incorporated a company with this title to build a railway from Naas River, on the Pacific Coast, to Prince Albert, Sask., by a route described in a former issue. (Mar., pg. 121.)

Pacific and Hudson Bay Ry.—The Board of Railway Commissioners has approved location plans for this projected railway from Bella Coola, easterly to Hagensborg, B.C., 10.00 miles. (Jan., pg. 22.)

Pacific Great Eastern Ry.—The first portion of the line, viz.: from Vancouver to Fort George, B. C., has been under construction for nearly two years, and two sections are in operation. The first is from North Vancouver to Dundarave, 4.5 miles, and the second is from Squamish, the new name given to Newport, to Cheakamus, 13 miles, which includes the seven miles of track laid by the old Howe Sound and Northern Ry. The recent decision of the British Columbia Legislature to extend the line from Fort George to the Peace River country and to have the extension ready to handle traffic through to the Alberta boundary in 1916, has apparently given a great impetus to construction. It has been announced that 10,000 men will be distributed along the line between Vancouver and Fort George. The construction is well advanced to Kelly Lake, 200 miles from Vancouver, and we are officially advised that contracts have been let for the line southerly from Fort George, to Kelly Lake, to H. E. Carleton & Co., 25 miles; A. E. Griffin & Co., 25 miles; and Burns, Jordan & Co., 50 miles. These contractors have just completed subcontracts on the G. T. Pacific Ry. west of Fort George, and it was reported, April 3, that their outfits were being transferred to the P. G. E. route. The points between which these contractors will work had not been decided at the date

MAY 1914

being transferred to the P. G. E. route. The points between which these contractors will work had not been decided at the date of our advice. The construction on the 280 miles between Kelly Lake and Fort George is reported to be light. The main points on the route with distances from Vancouver are:—Squamish, 43 miles; Pemberton Meadows, 100 miles; Lillooet, 163 miles; Clinton, 210 miles; Lac la Hache, 285 miles; Quesnel, 395 miles; Fort George, 480 miles.

In connection with the extension of the line from Fort George to the Peace River Valley, where a junction would be made with the Edmonton, Dunvegan and British Columbia Ry., preliminary surveys have been completed, and locating parties are going over the 330 miles of the route. The location for some miles out of Fort George has been settled, and it is expected that contracts for grading the first 100 miles will be let at once. The line will start at the confluence of the Salmon and Fraser rivers, following the first named to Summit Lake, thence along the Crooked River valley to Fort McLeod, and McLeod Lake, thence along the Missinchurka River through Pine Pass and along the Pine River to Hudson's Hope, following the Peace River to the Alberta boundary. The distance from Fort George to Pine River Pass is 142 miles, and from Fort George to the Alberta boundary, 330 miles.

In preparation for the construction of docks for ocean going vessels and railroad terminals at Squamish, which is the point in Howe Sound where the line leaves tide-water, the company is reclaiming a tract of land about a mile long. Foreshore rights along the waterfront were recently granted to the railway company by the Dominion Government, conditional on the expenditure by the company of \$2,000,000 in improving the harbor. The dredging and refilling to be carried out this year at Squamish are to cost about \$200,000. (April, pg. 166.)

Peace River Ry.—The Dominion Parliament is being asked to incorporate a com-

Pkt

May 1914

June, 1914.]

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Pacific Great Eastern Ry.—Tracklaying is reported to have been started at Dundarave, B.C., to which point the line is at present in operation from North Vancouver, 4.5 miles, in the direction of Horseshoe Bay. The bridge gangs are working well in advance of the steel, the rails being rafted down to them. It is expected to have track laid to Horseshoe Bay early in July. Track has been laid from Squamish for 20 miles, and grading is practically completed thence to Lillooet, mileage 120 from Squamish. Between that point and Kelly Lake grading is well advanced, and the following sub-contracts are reported to have been let on the line between Fort George and Kelly Lake, in addition to those mentioned in our May issue:—Heckman and Moore, 10 miles near Clinton; Welch and Kennedy, four miles; Rankin and Kellett, 20 miles; Maddox Bros., six miles. The quantities on the subcontract let to A. E. Griffin & Co., Fort George, referred to in our May issue, are:—Earth excavation, 1,000,000 cubic yards; rock excavation, 500,000 cubic yards; embankment, 1,500,000 cubic yards. (May, pg. 214.)

Pacific, Peace River and Athabasca Ry.—C. F. Law, who represents the British in-

JUNE 1914

LOCAL CHARGE OF THE LINE
operated by the C.P.R.

Pacific Great Eastern Ry.—J. W. Stewart, President, is reported to have stated recently that the line from North Vancouver to Fort George, B.C., is entirely under contract, and that such progress is being made with the grading that it is expected to have the grading completed from Squamish to Fort George and ready for tracklaying this year. It is further expected to have track laid from Squamish to Lillooet, 120 miles, this year.

The ocean terminals are to be laid out at Squamish, and the plans for the extensive works to be undertaken there are being prepared by J. Cumming. They include the changing of the courses of the various channels of the river, the filling up of a large area of low lying land, and the clearing of the Indian reserve.

A train service has been put in operation from North Vancouver to Horse Shoe Bay, 13 miles, and construction is in progress between that point and Squamish, 20 miles. It is not expected to complete this section until the end of 1915, the construction being heavy.

We are officially advised that the following sub contracts have been let on the line southerly from Fort George:—Fort George to mileage 29.5, H. E. Carleton & Co., Prince George; mileage 29.5 to Cottonwood Crossing, mileage 62, A. E. Griffin & Co., Prince George; mileage 62 to 10 miles south of Quesnel, 35 miles, Burns, Jordan & Co., Quesnel; 10 miles south of Quesnel to mile 15 south of Quesnel, 4.00 miles, H. McLeod, Quesnel; mileage 15 south of Quesnel to Four Mile Creek, 12.5 miles, Kullander & Smith, Quesnel; Four Mile Creek to mileage 40 south of Quesnel, 13.5 miles, Shoreby & Co., Soda Creek; mileage 40 south of Quesnel to Soda Creek, 8 miles, N. McLeod, Soda Creek; Soda Creek to Williams Lake, 17 miles, Stewart

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August 1914

and is not at present being operated. (June, pg. 267.)

Pacific Great Eastern Ry.—Grading has been completed on the extension from Dunbar to Horseshoe Bay, B.C., and the

July 1914

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CANADIAN RAILWAY AND MARINE WORK

and steel bridge work is in progress. It is expected to have a train service in operation from North Vancouver to Horseshoe Bay by the end of July. Work is in progress between Horseshoe Bay and Squamish, the ocean terminal. On the terminal site a large quantity of filling is being done along the foreshore. From Squamish the line is under construction practically through to the junction with the G.T. Pacific Ry. at Fort George. We are officially advised that contracts have been let for construction on this line north of Clinton, B.C., as follows:—Madden Bros., Clinton, 6 miles; Rankin and Kellett, Clinton, the next 20 miles; Welch and Kennedy, Clinton, the next 4 miles. The remaining mileage is expected to be put under contract in August.

The projected extension from Fort George to a junction at B.C.-Alberta boundary with the Edmonton, Dunvegan and British Columbia Ry. is under survey. (June, pg. 267.)

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1914

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CANADIAN RAILWAY AND MARINE WO.

where considerable alterations are required to give the line a right of way. There is a good deal of work yet to be done between Brandon and Waterford. owing to the fact

which is to connect with the Edmonton, Dunvegan and British Columbia Ry. at the provincial boundary line. (July, pg. 324.)

Pacific. Peace River and Athabasca Ry.—

August 1914

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The Minister of Railways for British Columbia has approved of general location for this line now under construction from Ten Mile Lake to Soda Creek, Cariboo district, on the Vancouver-Fort George line; and from Azzuzetta Lake, Pine Pass, to the boundary between British Columbia and Alberta, on the line from Fort George,

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September 1914

electricity, steam or any other motive power. The provisional directors are:—L. Hunt, H. O. Knowles, S. G. Bannan, Medicine Hat.

Pacific Great Eastern Ry.—Press reports state that track has now been laid from Squamish to beyond Cheakamus, and that grading has been completed to Lillooet, mileage 120 from Squamish. It is expected to have the grading from Lillooet to Clinton completed in the autumn, and track laid by the end of the year. About 10% of the grading is reported to have been done between Clinton and Lac la Hache, and considerable work has been done thence to Fort George. It is reported that further subcontracts have been let at this end of the line which is being built from Fort George, as follows:—Welch and Kennedy, 4 miles; Rankin and Kellett, 20 miles; Madden Bros., 6 miles.

A temporary bridge has been erected across the Nechaco River at Fort George, to facilitate the preliminary work on the extension to the Alberta boundary. Location surveys are reported to be well advanced, and it is expected that construction work will be started as soon as possible. Local reports state that it is intended to build a branch to Dawson, Yukon, and that Finlay Forks has been selected as the point from which it will start. (Aug., pg. 371.)

Pacific Peace River and Athabasca Ry.—

laying may then remain uncompleted
be finished very soon thereafter.

No Stoppage of Work on the Pacific Great Eastern Railway.

A statement issued over the signature of D'Arcy Tate, Vice President of the Pacific Great Eastern Ry. says:—"Following a conference which Messrs. Stewart and Welch have had with the Premier of British Columbia, I beg to say that it has been decided to continue the construction of our railway without reducing the force on account of the outbreak of war

"The Premier was strongly of the opinion that in view of the fact that our bonds have been sold and that the proceeds are in the bank at Vancouver, it would be most in the interest of the public and of the working-man, who still requires his three meals a day, to prosecute the work as vigorously as possible. 'Full speed ahead' he urged and so it was decided."

Particulars of the progress of construction on this line, which is being built from Vancouver to Fort George, B. C., about 480 miles, will be found under "Railway Development" on another page of this issue.

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more Ry. (May, pg. 411.)

Pacific Great Eastern Ry.—The Minister of Railways for British Columbia has authorized the opening for traffic of the line from Lonsdale Ave., North Vancouver, to Horse Shoe Bay or Whitecliffe, 12.7 miles. The line is under construction from this point to Squamish, and is in operation for nearly 20 miles out of that place, and track-laying is being proceeded with in the direction of Lillooet, 120 miles from Squamish. to which point grading is fully completed. The track laying and ballasting on this section is expected to be completed by Dec. 30.

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J. W. Stewart, President, and P. Welch, representing the general contractors, completed a trip of inspection over the work, Sept. 8. The former is reported as stating that the company is well supplied with funds, and that, provided men can be obtained, the construction gangs will be increased.

The Minister of Railways has approved of route map for a branch line from near Fort George, to the vicinity of Davie Lake. (Sept., pg. 419.)

Pacific, Peace River and Athabasca Ry.—

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The Pacific Great Eastern Railway Settlement in British Columbia.

The long drawn out differences between the British Columbia Government and the promoters of the Pacific Great Eastern Ry., were settled, when an agreement between the parties was signed Feb. 22. The history of the project in brief is:—An agreement was entered into in 1911, under which Foley, Welch and Stewart were to build a railway from Vancouver to Prince George, for which D'Arcy Tate had secured a traffic agreement with the Grand Trunk Pacific Ry., upon a guarantee of bonds by the B.C. Government. The Pacific Great Eastern Ry. was incorporated in 1912 to carry the agreement into effect, the members of the company being Timothy Foley, P. Welch, J. W. Stewart, members of the firm of contractors, and F. Wilson, D'Arcy Tate, and others nominated by them. The company acquired Howe Sound & Northern Ry., a short line running from Squamish, in the direction of Pemberton Meadows, which was overhauled, and extended towards Prince George. Construction was also started on a line from North Vancouver to Squamish, it being intended that this should be the last section of the line to be finished. Some years later the company got into financial difficulties, and obtained further assistance from the government. In 1916 additional assistance was asked for, which was granted, but owing to a political revolution in the province, the new government, instead of carrying out the provisions of the act, held an investigation into the company's affairs, which resulted in a finding, that overpayments in contravention of the statutes estimated at \$8,705,316.50 had been made to the contractors, altogether apart from overpayments from excessive profits, or upon wrong classification, and that it would take \$12,000,000 more to complete the line, which the contractors had undertaken to build upon a guarantee of \$20,160,000 of bonds. Certain of the directors,

including the wharf, at present occupied as a terminal, shall be forthwith conveyed to the province; that a note for \$800,000 given by the railway to the Development Co. shall be delivered to the government for cancellation; that there shall be paid to the government, inclusive of money lying in the Union Bank, \$500,000 at once, \$250,000 additional in four months, and a further sum, subject to an option, of \$350,000; that all claims by the several parties named against either of the companies shall be released to the government forthwith; that upon the performance of these terms the government will release the other parties from their engagements; that the province, at any time during the continuance of the war, and for two years thereafter, may elect to retain all the shares of the Development Co. and all its assets, in which case the several parties will be released from the payment of the \$350,000 in cash mentioned above; that the several parties shall during the continuance of the war, and for five years thereafter, have the right to pay the province \$150,000 and surrender their rights to all the shares of Development Co. and its lands and assets, whereupon they shall be released from the payment of the \$350,000; no interest shall accrue on the \$150,000 if the option is exercised at any time up to within two years after the war, but 6% interest shall accrue if the option is exercised during the last three years of the option. If the province fails to exercise its option, the other parties to the agreement may, upon payment of the \$350,000 without interest, or with 6% interest, at any time within three years thereafter, elect to take over from the province all the Development Co.'s lands, except those specifically decided to the province as above provided. If at the expiration of five years after the ceasing of the war, none

companies, that all directions of the government were to be strictly attended to.

The legislature, on Mar. 15, passed a resolution confirming the terms of the agreement given above, and the legislation necessary to give full effect to it is now before the house. In dealing with the matter, Premier Oliver, after detailing the facts surrounding the formation of the company, the course of events during construction, and attending the investigation, and stoppage of the work, said: "In the agreement before you is contained the very best settlement, which after many weary months of effort, I was able to obtain. I do not claim that it is what the province is entitled to. I simply claim that, in my opinion, it is a little the better of the only two courses open to us. This agreement was unanimously concurred in by my colleagues, and was approved by our late Premier by a telegram from Winnipeg when he was on his way home."

As to the working out of the terms of the agreement, Mr. Oliver estimated that the value of the equipment under the agreement was \$722,736; the lands in townsite as worth \$1,408,000; the interest paid on the bonds was \$382,000; the amount paid on the capital stock was \$40,000; the loss in connection with the operation and maintenance of the road was \$441,000; the sum owing to P. Welch for construction was \$1,892,563. These values totalled \$5,087,702, all of which was released to the government. In addition to this, the government was to receive \$750,000 in cash. As the total profit for P. Welch was \$6,705,000, it would be seen that the whole of these profits were wiped out under the agreement and the government was receiving in addition a balance of about \$120,000, which sum P. Welch would lose, without making a cent of profit in any way in connection with the railway.

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sh. It being intended that this should be the last section of the line to be completed. Some years later the company got into financial difficulties, and obtained other assistance from the government. In 1916 additional assistance was asked for, which was granted, but owing to a financial revolution in the province, the government, instead of carrying out the provisions of the act, held an investment into the company's affairs, which resulted in a hearing that eventually confirmed the validity of the statutes estimated at \$3,705,516.60 had been made to the contractors, altogether apart from over-advances from excessive profits, or upon any classification, and that it would be \$12,000,000 more to complete the line, which the contractors had undertaken to build upon a guarantee of \$20,000 of bonds. Certain of the directors and officers declined to answer questions asked by the commission, and were referred to the legislature. One was placed in the custody of the Sergeant-at-Arms, and some of the others went to the United States, from which they returned only recently.

As a result of the commission's report the government, in May, 1917, issued writs against the P.G.E. Ry., its subsidiaries, the contractors, and against the individual directors, for an accounting, and an injunction restraining them from exceeding further with the work, for specific performance of the original agreement, and for damages for breach of the agreement. Since the date of issue of the writs, negotiations have been in progress for a settlement, which was only reached Feb. 22.

The agreement signed on Feb. 22, is between the B.C. Minister of Railways, who has since become also Premier, T. McMillan, P. Welch and J. W. Stewart, doing business as Foley, Welch & Stewart, P. McMillan, D. Arcy Tate, and E. F. White, who together form the Pacific Great Eastern Ry. Co. and its subsidiary companies. The agreement provides that there shall be transferred to the province all shares held by the province in the Pacific Great Eastern Ry., the Pacific Great Eastern Equipment Co., and the Pacific Great Eastern Development Co.; that the province shall be put in possession of the line railway, and of all other properties and credits of the three several companies; that all lands and right of way attracted to be sold by the Development

and for five years thereafter, have the right to pay the province \$150,000 and surrender their rights to all the shares of Development Co. and its lands and assets, whereupon they shall be released from the payment of the \$350,000; no interest shall accrue on the \$150,000 if the option is exercised at any time up to within two years after the war, but 6% interest shall accrue if the option is exercised during the last three years of the option. If the province fails to exercise its option, the other parties to the agreement may, upon payment of the \$350,000 without interest, or with 6% interest, at any time within three years thereafter, elect to take over from the province all the Development Co.'s lands, except those specifically decided to the province as above provided. If at the expiration of five years after the ceasing of the war, none of the options have been exercised by either party, all the shares of the Development Co. shall be retransferred, and all the lands, except certain ones specified, re-conveyed to the parties of the second party, who shall then pay to the province \$350,000 with interest from the expiration of two years after the war, as security for the performance of the agreement. A bond of \$150,000 shall be furnished to the province. The several parties bind themselves to execute all documents necessary to carry the various terms into effect. All the rolling stock, equipment, plant and machinery now on the line, or adjacent thereto, or used for construction or operation of the line, or contracted for to be used on the line, are to be transferred to the government. The agreement is not to become operative until ratified by the legislature. The several parties agree, on request of the province, to apply for the necessary legislation. The parties of the second part declare that they have not encumbered the property in any way except as set out in a trust deed to which the province is a party; and it is agreed that the terms are binding upon the successors of the parties of the second part.

Upon the signing of this document, R. T. Elliott, solicitor for the parties of the second part, notified R. S. Thomas, Secretary of the P.G.E. Ry., to assign and deliver to the province the shares of the three companies named, to place the government's representative in possession of these companies' properties, and to advise the directors and employees of the same

the value of the equipment under the agreement was \$222,736; the lands in townsite as worth \$1,608,000; the interest paid on the bonds was \$382,000; the amount paid on the capital stock was \$40,000; the loss in connection with the operation and maintenance of the road was \$441,000; the sum owing to P. Welch for construction was \$1,592,568. These values totalled \$5,057,702, all of which was released to the government. In addition to this, the government was to receive \$750,000 in cash. As the total profit for P. Welch was \$5,703,000, it would be seen that the whole of these profits were wiped out under the agreement and the government was receiving in addition a balance of about \$120,000, which sum P. Welch would lose, without making a cent of profit in any way in connection with the railway.

In conclusion, the Premier outlined the plans which the government had decided upon working out for the future of the railway. The first section of the line from North Vancouver to Whytecliffe, 13 miles, will be placed in good operating condition as speedily as possible, and connected with the North Vancouver lines of the British Columbia Electric Ry. The line will either be electrified or operated by gas-electric engines, and the government will advise the abandonment of the West Vancouver ferry service. He said there is at present no justification whatever for the construction of the section of the line from Whytecliffe to Squamish. The completed line from Squamish to Clinton, 167.5 miles, will have to be put into good condition. A good lift of ballast is necessary, as well as considerable other work. The line from Clinton to Prince George, 185 miles, will be completed as speedily and as economically as possible. An effort will be made to bring the line to the river level at the old town of Quenesh, in order to connect there with the river steamboats; and the pusher grade north of Kelly Lake will be eliminated if possible. If this can be done, it will be advisable to bring the standard of the line up to that of the transcontinental lines. Once Prince George is reached, the line should be carried through to the Peace River as soon as possible. A connection should be made with either the C.P.R. or the Canadian Northern Pacific Ry. near Ashcroft, by a cut off from Clinton. A reconnaissance survey has been made for this cut off. With regard to the future,

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Pacific Great Eastern Ry.—The entire length of the line from Squamish to Clinton, B.C., 167 miles, was reopened for traffic April 8, and a regular service is being maintained. Arrangements are being made by the British Columbia Government for resuming construction on the line, but, until the reports of the engineers who are looking over things have been made and considered, it is not possible to say what will be done.

Arrangements for resuming traffic on the section of the line out of North Vancouver, between Ambleside and Whytecliffe, were completed April 12, and it was reported that it was hoped to restart operations out of North Vancouver by May 10. In order to do this, it is necessary to restore the Capilano bridge, which has given a great deal of trouble since the line was built. Tenders for a temporary bridge were received to April 18,

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of terminals were completed during 1917, and the car ferry steamship Prince Edward Island was placed on the route in the beginning of Oct., 1917. All freight offering since that date has been handled satisfactorily by the new route.

Pacific Great Eastern Ry.—The contract for the erection of the new bridge over the Capilano River has been let to Robertson & Partners, Limited, who expect it completed by July 1. The line is being operated to Ambleside, and it is expected to reopen traffic to Whytecliffe, 13 miles, soon after the Capilano bridge is completed.

In connection with the line from Squa-

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July, 1918.

Alta., of which J. D. McArthur is president, are running a series of settlers excursions to the Grande Prairie, Pouce Coupe and Peace River districts of Alberta. The first excursion, which left Edmonton June 4, consisted of about 50 men, representing groups of farmers in various parts of Canada and the United States desirous of investing money and settling in the new country.

A regular train service was put in operation for the first time for some months on the Pacific Great Eastern Ry.'s North Vancouver - Whytecliffe section, with Sergt.-Major Jas. Robinson, a returned soldier, in charge of traffic. The company, which is now owned by the British Columbia Government, also put in operation on June 2 a tri-weekly train service between Squamish and Clinton, B.C., connecting at Squamish with steamboat to Vancouver. The trains to Clinton leave Squamish on Tuesdays, Thursdays and Saturdays, and the return trains on Mondays, Wednesdays and Fridays.

The car ferry service between Tormontine N.R. and Port Borden, P.E.I. was

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the company objected to paying any higher price for terminal lands on the Songhees Reserve than the price paid by the C.P.R. (July, pg. 293.)

An Ottawa dispatch of July 19 stated that an agreement had been reached between the Dominion Railways Department and the British Columbia Government under which the Pacific Great Eastern Ry. rails offered by the B.C. Government will be used to lay 70 miles of track on C.N.R. lines on Vancouver Island, as soon as they can be delivered. The condition upon which the C.N.R. will do the work is said to be that the B.C. Government will grant it an additional 40 acres of the Songhees Reserve lands at Victoria for terminal purposes.

We were officially advised, July 25, that an arrangement has been made between the Dominion Minister of Railways, the Premier of British Columbia, and the C.N.R., subject to approval by the Dominion Government, by which the C.N.R. is to immediately undertake the completion of 70 miles of railways northward from Victoria. The rails are to be taken from a quantity which the province has on hand, in connection with the Pacific Great Eastern Ry., and are to be loaned for the present, pending an adjustment after the war. The province has also agreed to convey for railway terminal purposes at Victoria, about 30 acres of the old Songhees reserve, at \$8,000 an acre. (July, pg. 293.)

Universal Mileage Scrip in United States.—The U.S. Railroad Administration has announced that there will be placed on sale on or about Aug. 1 a universal mileage scrip at the basic rate of 3c a mile. Each coupon of the ticket will represent the value of 3c and can be used for the payment of sleeping and dining car charges and transportation of excess baggage, as well as transportation charges on all trains on railways under government control. The advantages of this simple form of ticket are obvious, and the change is expected to relieve the pressure on ticket agencies at busy centers. The war tax will be collected by conductors at the time of the presentation of the mileage scrip.

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of 200 ft. each side. The water was lowered 6 ft. (Feb. 27).
Pacific Great Eastern Ry.—On July 15, the Lieut.-Governor of British Columbia issued a proclamation bringing into force sec. 2 of the P.G.E. Settlement Act, under which the B.C. Government takes over the property.
A. F. Proctor, Chief Engineer, B.C. Railways Department, completed a trip of inspection over the line recently, and is reported to have said in an interview, the line from Squamish to the end of the steel beyond Clinton, 181 miles, has been ballasted and surfaced, and is in first class condition. At 61-mile house, a station, warehouse and cattle pens are under construction. The end of track is near 100-mile house, and it is hoped to get it carried to Soda Creek early in 1919. There is water navigation from Soda Creek to Prince George.
**Tenders were received to Aug. 2, for the completion of 42 miles of uncompleted line beyond the present end of track on a unit price basis or in the alternative, on a cost plus percentage basis. We have been officially advised that there are about 6 miles of light grading to be done, and there are about 1,000,000 ft. of timber work and some other work to be done to get ready for tracklaying. Tenders are reported to have been received among others from: The Foundation Co. of B.C., Ltd., Grant Smith & Co., Northern Construction Co., the Cotton Co., McKinnon & Co., Palmer Bros., Robinson & Co., Sullivan & Co., H. A. Stewart, J. W. Lund, A. press dispatch, Aug. 16, reported the B.C. Premier as stating that the contract would likely be let to the Cotton Co. (Ltd.), Vancouver.
A Victoria press dispatch of Aug. 25 says:—"The Northern Construction Co. has secured the contract for the 42-mile extension of the Pacific Great Eastern Ry. The tender was \$419,000 on the unit basis, 5% commission. There will be no commission on excess of estimate of cost. The contractors are to furnish steam shovels, rolling stock, and construction equipment free, and will get 25% on the saving of the unit prices."
Negotiations are reported to be practically completed in Seattle, Wash., for the purchase of a tug and a barge, to replace those now rented for the transfer of freight cars from Vancouver to Squamish. The tug formerly in use was destroyed by fire at the end of July. (Aug. 28, 1918, pg. 387.)
Quebec & Saguenay Ry.—We are off-**

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pg. 372) Pacific Great Eastern Ry.—We are offi-
cially advised that the British Columbia
Government has let the contract for com-
pleting a 42 mile extension of the line
beyond the present track end near Clin-
ton, 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 Gov-
ernment took over the railway from
Foley, Welch & Stewart.
According to press reports, the lowest
tenderer was McKinnon, Cooper, Drabbe
& Co., Vancouver, at \$300,000; the next
lowest Cotton & Co., Vancouver, at \$308-
000, and the next Palmer Bros., Vancou-
ver, 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. R. Proctor,
Chief Engineer, showed that the Northern
Construction Co. estimate would work out
at \$319,000, with 6 1/2% 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 re-
ported 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.)

the intercolonial Ry., to Peersville, N.B.,
14 miles. (Oct., pg. 438.)

Pacific Great Eastern Ry.—A press report states that 8 miles of track have been laid on the extension of the line beyond Clinton, B.C., since work was resumed. Other work done includes the distribution of 25,000 ties, the stringing of 19 miles of telephone line, the completion of bridge 132, a 340 ft. structure, and the making of considerable progress with bridge 133. A contract is reported to have been let locally for the erection of a station and freight shed at the Seventy-Mile crossing of the Cariboo Road. (Oct., pg. 438.)

November 1918

Pacific Great Eastern Ry.—The British Columbia Government owns and operates this railway, one section of which, from North Vancouver to Whytecliffe, 13 miles, is not yet connected up with Squamish, from which point the line runs inland to Clinton, and is under construction thence to Fort George. It has been proposed that the North Vancouver-Whytecliffe section, which runs through a suburban area, should be electrified. The Premier of British Columbia is reported to have said that the government may undertake the work. There is, he added, enough water power at three points along the principal section of the line to operate the whole line to Fort George by electricity when conditions warrant its being done. We have been officially advised that only the future possibilities of electrification have been discussed, and that no active steps are being taken at present.

The deck of the new bridge at Kitsilano, on the West Vancouver-Whytecliffe section of the line, has been completed, and traffic was reported to have been run over the new bridge Nov. 7. (Nov. 10, p. 488.)

St. John & Quebec Ry.—The New Brunswick Government has decided to

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