PACIFIC GREAT EASTERN RAILWAY

CANADIAN
RAILWAY AND
MARINE WORLD
C. H. RIFF

Howe Sound and Northern Ry.—A press report from Vancouver, May 10, states that it is expected to have the first section of this railway completed and ready for operation in about six weeks. The report says:—With the bridging of the south fork of the Squamish river, a little more than a mile from Newport, the southern terminus of the line, and the grading of the gap between that place and the bridge the road will be practically completed. (May, pg. 351).

Ju*N*6 1910 Howe Sound, Pemberton Valley and Northern Ry. - Application is being made authority to the company is also after a the subtract to \$2,500,000, and its bonding powers from \$20,000 to \$25,000 a mile of railway. McEvoy, Whiteside and Robertson, authorize the company to congest the terminus of the line at Newbort, at the terminus of the line from Anderson Lake to the British Columbia Legislature to and any intermediate point by telephone or telegraph, and to extend the nexthern Vancouver, are the solicitors. (June, head of Howe Sound, with Vancouver,

JANUARY 1910

Pacific Great Fastern Ry.—The British Columbia Government has authorized the issue of the bonds, which Eundertook to guarantee, and the construction of this rallway from Vancouver to Fort George, B.C. Route maps of the line from Vancouver to Lilloost, 150 miles, have been lied with the Government. So far as they affect the city and the district of North Vancouver, they have been approved by the local municipalities, but West Vancouver has made an objection, with the result that the Government has held up the consideration of the matter so far as it affects that municipality.

The section of the general location of this projected railway approved by the Minister of Railways for British Columbia extends from the boundary of North Vancouver to the north boundary of the district of New Westminster, from Di. 204 to Green Elver, north of DI. 1276

The question of terminals in North Vancouver is under consideration. The route map lies up with the line of the Howe Sound and Northern Ry, which the P.G.E.R. Co. has power to acquire and negotiations for the purchase of that line have been resumed. J. Callaghan, Vancouver, is Chief Engineer.

F. Welch. Vice Fresident, is quoted as stating. Aug. 7. that construction would be started early in September near the confinence of the Equamish and Cheaks. Inca rivers, about 11 miles from Newport, that by the end of the year construction sangs would be at work along the line to Lilloost, 120 miles, and that in the spring construction would be started from Fort

George somither's

D'Arty Tale Ca President and General Connect Weported as stating July 30. That astisfactory progress had been Haring while the begoinglyous for the sonthase of the Howe Council and Northern Hy, and he expected they would be choose soon after the arrival to Van-conver, during September, of J. W. Stow-III. Freshdent, P. G. E. Ry., who is in Europe. In addition to a main line 12 miles ions, now in operation, the Howe Sound road, of which Mr. Kelth is President, has six miles of branch lines extending into logging camps in Squanish Valley. The southern terminus is Newport, at the head of Howa Sound. The company has a charter for a railway from Newport to Liliocet. The surveys have been completed and a subsidiary. COMPANY LISO OWES & Charter for an exisofion from Lilloost to Fort George, following the same toute as the Farific Great Eastern

T. Welch, Vice President, is reported as stating. Aug. 17, that orders have been given for grading outfits to be shipped in to Newport, and conveyed thence by fall to the point where it is proposed to

September 1912. ern semeseen us amaurus. Lausy, amas, <u>ny</u> NATE

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 Lilloost, 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 aide, 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. Kaith, A. McEvov, formerly of Toronto, and J. C. Gill. Vancouver, were the principal ewners of atock 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.)

Quebec and Saguenay Ry.-We are advised that remainstration work an this line

November 1912.

and the route as surveyed covers some 48 miles. (Oct., pg. 502.)

Pacific Great Eastern Ry.—We have bee officially advised that P. Welch has bee awarded the contract for the building a this railway, and that he has started wor at Lillooet, B.C. As a consequence see its resigned office as Vice President. His suc cessor in that office has not yet been appointed. A. Kellett, the contractor's super intendent at Lillocet, is reported to be an ranging for the letting of subcontracts of the line northwesterly.

The property of the Howe Sound an Northern Ry. was taken over by the P.G.I. Ry.. Nov. 9. The purchase, we are officially advised, includes all the constructed lim about 12 miles, rolling stock, surveys for extensions, good will, and all assets of every description. The miscellaneous assets in clude 3,000 ft. of waterfront at the hea of Howe sound, and the unsold portion approximately one half of the rownsite of Newport, belonging to the Howe Sound Development Co. The purchase of this lin simplifies the construction of the P.G.E. Ra between Vancouver and Lillooet. The rout maps for this section of the line are being considered by the Provincial Minister of Railways. E. White has been placed in charge of the contractor's office at Van couver, and will have charge of construc tion between that point and Lillocet. (Nov pri: 558.)

The Paritic Great Eastern Developmen Co, has been incorporated under the Britis Columbia Companies Act to develop land and other resources along the toute of th P.G.E. Ry. The capital is fixed at \$250,000 and the provisional directors are: -T. Foley P. Welch, J. W. Stewart and D. A. Tate.

Peace River Great Western Ry.—Edmon ton. Aita.. press reports state that the char

December 1912

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

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

George are nearly completed.

The British Columbia Legislature has amended the act of incorporation of 1912, by authorizing the company to build the line from Lillooet "in a generally northerly direction by the most feasible route," instead of "along the bank of the Fraser River north," and by making the rate of interest on the guarantee bonds 4% instead

April 1913

months to run. (May, pg. 220)

Pacific Great Eastern Ry—It is reported to that the Lonsdale estate in North couver. B. C., has been secured as a tion and yard site. The estate company is a feeserve. The company is, it is to spend \$100,000 on the property of 1915 and an additional \$40000 of the property of 1915 and an additional \$40000 of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the baildings property of the company is a secure of the company is a

DIAN RAILWAY AND MARINE W

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

July 1913

only made available last session t, pg. 332.) Pacific Great Eastern Ry.—A start was 1made with the construction of the 14 е miles of line to connect North Vand couver with Howe Sound, B.C., July 1. It [t is expected that this will be completed 4 and the line opened by July 1, 1914. At Howe Sound connection will be made đ with the Howe Sound and Northern Ry-Cwhich has been acquired by the P.G.E. Ry. From the terminus of that line con-12 struction is being pushed as far as bl 8looet, and work is also in progress thence to the Fraser River. A subcontract on ıÌ. this latter section has been let to Rankin зt & Co. Orders have been placed in the le U.S. for 20,000 tons of steel rails for the le line, and the first shipment will be made of from New York early in August. D pg. 332.)

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

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

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

emment.

eptember 1912

Pacific Great Eastern Ry.-A. E. Kellett, ve Superintendent of Construction, reported to 10nd the North Vancouver Council, Sept. 6, that)£. it was expected to have the line as far as Dundarane ready for operation by Jan. 1. This is part of the section of the toline from North Vancouver to Newport, on nd Howe Sound. 80 Plans have been deposited with the Minof Public Works at Ottawa, for a er! 3 ywharf and tramway, with trestle approach. ve at the head of Howe Sound, B.C., in front of 30. D.L. 486, G.I., N.W.D. (Sept., pg. 432.) m-

October 1913

Vice Pesident, stated in Vancouver, Nov.
that grading was finished between Dunda
ave and North Vancouver, and that track
was being laid. It was expected that
suburban train service will be put on this
section of the line early in the next year.
Considerable progress has been made

December 19/3

December, 1918.]

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

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

December 1913

Pacific Great Eastern Ry.—We are officially advised that track has been laid no the section between Vancouver and Newport, B.C., about 42 miles, from North Vancouver to Dundarave, a5 miles, and can the section between Newport and Clinton, 163.5 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. I 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 1.898 acres, at Newport, has been formally transferred to the company. The purchase pricewas \$175,000. It will be used for terminal purposes. (Jan., pg. 22.)

February 1914

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 infleage 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, Weich and Stewart.

It was reported, Mar. 10, that it was ex-

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 Northern Ry. Grading is practically completed to the Pemberton Meadows, 60 miles from Squamish, and to the north east end of Anderson Lake, 30 miles beyond. For 12 miles beyond Anderson Lake there is some heavy rock cutting yet to be done, while beyond to the crossing of the Fraser River, near Lillooet, the grading is finished. The plers and abutments for this bridge are expected to be completed in June. Some grading has been done from the Fraser River crossing to Kelly Lake, mileage 200 from Vancouver. The work on the section from Kelly Lake to Fort George, 280 miles, is comparatively light, and will be gone on with during the summer.

Survey parties are to be sent out early in April from Fort George to locate the projected line to the Peace River, 330 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.)

April 1914

The Dominion Parliament has incorporated a company with this time to best a railway from Nass River, on the Pacific Coast to Prince Albert, Seak, by a route described in a former lesse. (Mar., pg. 131.)

Pacific and Hudson Bay Ry—The Board of Rallway Commissioners has approved location plans for this projected railway from Bella Cools, easterly to Hagensburg, B.C., 10.00 miles. (Jan. pg. 23.)

Pacific Great Eastern Ry.—The first por-tion 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 Cheskamus, 13 miles, which includes the seven miles of track hald 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 Ameria boundary in 1916, has apparently gives a great impetus to construction. It has been announced that 10,000 men will be distributed along the line between Vancouver and Port 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 here just completed subcontracts on the G. T. Pacific By, west of Fort George, and it was reported, April 3, that their outlies were being transferred to the F. 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 230 miles between Kelly Lake and Port George is reported to be light. The male points on the route with distances from Yancourar are: Squambeh, 43 miles; Pemberton Meadows, 190 miles; Lillocet, 163 miles; Ciluton, 218 miles; Lac la Hache, 136 miles; Quesnal, 206 miles; Port George, 430 miles.

In compaction with the extension of the line from Port George to the Foace River Valley, where a function would be made with the Edmonaten, Dunveyen and British Columbia By, preducionary surveys have been completed, and locations parties are going over the 33c miles of the rosts. The location for some mass one of Pur Bourge has been settled, and & he myselfed that contracts for grading the End I we proceed that contracts for grading the End I we will shart at the confinence of the Salames will shart at the confinence of the Salames of Plane will be not been along the End Salames in Salamest Lake Diseases sharp the Createst Break thanks along the Salames in Salamest Lake Diseases sharp the Salames in Salamest Lake Diseases sharp the Salamest Salamest Diseases along the Salamest Salamest Diseases Salamest Diseases Salamest Diseases Salamest Diseases Salamest Diseases Salamest Diseases Dise

MAY 1914

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 Cotton wood 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

August 1914

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 tracklaying 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.

August 1914

DIAN RAILWAY AND MARINE WO

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

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.)

September 1914

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 Great Eastern Ry.—A combination passenger and freight service has been placed in operation on the line from Squamish to the Lillooet River at Pemberton Meadows.

Plans have been deposited with the Minister of Public Works for a bridge over the Lillooet River between mileage 19 and 20, Alta. Lake Summit North, and approval has been asked for the same.

December 1914

tion 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 Dandstare, 4.5 miles, and the second is from Squamish, the new name given to Newport, to Chestaneus, 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., 15 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 outilis were being transferred to the P. G. E. route. The polats between which these contractors will work had not been decided at the date of our serice. The construction on the 254 miles between Kelly Lake and Fort George is reported to be light. The main points on the route with distances from Vancouver miles: Persperten are: - Squamish, 43 Meadows, 100 miles; Lillecet, 167 miles; Clinton, 210 miles; Lac is Hache, 236 miles; Quesnel, 336 miles; Port George, 488 miles.

In compaction with the extension of the line from Port George to the Peace River Valley, where a junction would be made with the Edmonton, Duriverse and British Columbia Ry, preliminary servers have been completed, and locating parties are going over the Ed 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 150 miles will be let at ence. The line will start at the confuence of the Salmon and Preserviver, following the first samed to Summit Lake, these along the Greened River valley to Port McLeod, and McLeod Lake, theree along the Wissinstein River through Pine Pass and along the Pine River to Radson's Rope following the distance from Past George to the Aberta boundary. The distance from Past George to the Aberta boundary. The

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Pacific Great Eastern Ry,-It was reported, Dec. 5, that a train service would be put in operation on the line from Squamish, B.C., to the head of Anderson Lake. 85 miles, Dec. 15, an extension of 27 miles beyond Pemberton, to which point a train service had previously been operated. Track is reported to have been laid to Lillocet 120 miles from Squamish, and it is expected to have this additional 35 miles ready for operation in February. Between Lillooet and Fort George, 317 miles, grading is reported to be approaching completion. Grading of one section has been completed to Horse Lake Summit, 250 miles from Squamish, and another section of 30 miles has been completed south of Fort George. On the intervening section of 167 miles, about 78% of the grading has been completed. the exception of one section, on which there is some heavy work to be done, the grading is expected to be completed by the end of February and the last section in June.

J. W. Stewart, President, after completing a trip of inspection over the line, is reported to have said that surveys had been completed for the extension of the line from Fort George to the Peace River Valley, where connection would be made with the Edmonton, Dunvegan and British Columbia Ry. and the Canadian Northern Ry. The company, however, was not yet ready

January 1915 to proceed with construction on this sec-

F. G. Gambie, Chief Engineer of the British Columbia Railways Department, in a report on the progress of construction, confirms the figures mentioned above, and gives the following additional details:-A temporary bridge has been erected at Anderson's Creek on the Lillooet River, which will be replaced by a steel one, when the Dominion Government has decided whether it will contain a movable or a fixed span. Between Lillooet River and Anderson Lake there will be two truss bridges, one over Oriole Creek, with a 100 ft. span, and the other over Birkenhead River, with a 125 ft. span, between trestle work. Temporary bridges are being erected. There are several small bridges to be built between Anderson Lake and the Fraser River. Between Squamish and Pemberton Meadows, 39,877 lineal feet of side tracks and sidings have been put in, and ballasting is being carried on. The track laid is in excellent shape. (Dec., 1914, pg. 544.)

JANUARY 1915

JIAN RAILWAY AND MARINE W

Pacific Great Eastern Ry.—A train service is being operated from Squamish, B.C., to be head of Anderson's Lake, 89 miles, about the head of Anderson's Lake, 89 miles, about 13 miles from Lillooet. It is expected that it will be possible to operate trains into it will be possible to operate trains into Lillooet, by Mar. 1.

F. C. Gamble, Chief Engineer of the Provincial Department of Railways, returned to Vancouver, Jan. 9, after making a trip of Vancouver, Jan. 9, after making a trip of inspection over the line to the track end. (Jan., pg. 10.)

February 1915

Product the approach to the second Vancouver, E.C., Reb. 4, that the continuous expected to have the uncompleted portions of the grade between Squanish and Port George, Unked up by Mar L. Track is reported to have been leid into Lillooet, mileage 120 from Squamish. Between LiNocet and Clinton, 50 miles, there is considerable bridge work. The foundations for the 2,600 foot bridge over the Fraser River are finished. It is expected to have track laid to Clinton by Aug. 1.

A regular train service is being operated

from Squamish to Anderson Lake.

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

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

The residents of the vicinity of North Vancouver decided, Feb. 3, to send a delegation to the Provincial Covernment asking that pressure be put on the company to post forward the construction of the section of the line from North Vancouver to Squament This piece of line is in operation from Neeth Exponents to Hotse Shee Bay, 12 miles, and the diseases from the latter point to Squamiah is 25 miles Fred pg. 57.)

Pacific, Peace River and Athabasca Ry. C. F. Law, Vancouver, is reported as staing, Feb. 1, that work in connection with this and its allied concerns will be signed in the spring that the company is applying for a change in the loss on of its

Pacific Great Eastern Ry,—Announcement ias been made in Vancouver that through on arrangement with the Dominion and Pro-Vincial Governments funds have been provided for the continuance of construction between Vancouver and Fort George, B.C. The line is at present in operation for some miles out of North Vancouver toward Squamish, and from Squamish to Lillocet, miles. Considerable work has been done between Lillooet and Fort George, and it is expected to have the line completed for q further 100 miles by the end of the year. The objective for the year's tracklaying is the Hundred Mile House in Cariboo district (May, pg. 171.)

July 1915

Pacific Great Eastern Ry.—In connection with the harbor improvement scheme for Vancouver, which includes the building of a railway to encompass Burrard Inlet, it is reported that it is proposed to acquire the P.G.E.R. line along the north shore as far west as opposite the First Narrows, the price to be paid to be the cost to the railway company.

The North Vancouver City Council is consulting with the Vancouver City Council with a view to taking concerted action to form a plan to compel the P.G.E.R. to complete the construction of the line from North Vancouver to Squamish at an early date. The line has been built from North Vancouver to Dundarave a few miles out and local trains are being operated

over it.

We are officially advised that 161/2 miles of track was laid during 1916, northerly from Clinton, B.C. The company has on hand sufficient steel to take care of its immediate tracklaying requirements, and has contracted for delivery during the summer of 1917 of 19,500 tons of 60 and 70 lb. steel rails with the necessary angle bars, bolts and spikes for the continuance of tracklaying northerly to Prince George, where a junction will be effected with the Grand Trunk Pacific Ry.

The company has no branch lines under construction or projected at present.

(Dec., 1916, pg. 484.)

JANUARY

other harbor works during the past year. (Dec., 1916, pg. 484.)

Edmonton, Dunvegan & British Columbia Ry.—Ballasting and other work on the section from McLennan to Spirit River and on the branch from Spirit River to Grande Prairie is reported to have been finally completed.

The grading from Spirit River to Pouce Coupee, 54 miles, is reported completed. No track has been laid, but it is expected to begin this work early in the spring.

The line as originally projected was to effect a junction with the Pacific Great Eastern Ry. at the Alberta-British Columbia boundary. This P.G.E.R. is not yet completed to Fort George, there being a gap between Dundarave and Squamish at the western end of the line, and between Clinton and Fort George. Preliminary surveys have been made for the line between Fort George and the Alberta-British Columbia boundary. J. A. McArthur, President of the E.D. & B.C.R.. was in Victoria Dec. 1, conferring with the B.C. Government on railway matters, and it is reported that some agreement may be reached under which the routing of the projected connection between the E.D. & B.C.R. with the P.G.E.R. will be worked out from Alberta rather than from Fort George, and that the E.D. & B.C.R. will be the constructing line. (Nov., 1915, pg. 447.)

Pacific Great Eastern Ry.—The British Columbia Government on Jan. 8 authorized the issue of a treasury note for \$500,000 to carry on construction work on the line. This will, it is estimated, pay for material used and the actual cost of labor employed until the end of March. The work to be done under this order in council will consist of the continuance of track laying from Clinton towards Prince George and the finishing up of the grading between those two points. This work will be done entirely under the supervision of the government engineers.

Since the new B.C. Government took office the company appears to have been given very considerable attention. An order in council was passed, Jan. 8, authorizing the employment of accountants to make an audit of the company's books as the basis of a thorough consideration of the whole situation of the province's relationship to the company. It is expected that the Premier will make a statement as to the future of the company soon after the Legislature meets in February. (Jan., pg. 20.)

February 1917

TO THE PARTY OF TH Contraction of the Contraction o

Investigation into Pacific Great Eastern Railway Affairs.

The committee appointed by the British Columbia Legislature to make an investigation into Pacific Great Eastern Ry affiairs presented its report May 1. After recapitulating at length the main facts as to the formation of the company, which 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

orought 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 Govand 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 expanses and 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.

vided 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

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 Föley, 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 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 with-

out giving any apparent value therefor.

The prices fixed in the contract were excessive, which is shown by the fact that

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 \$6,000,000.

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 inof the lack of proper supervision and inspection the committee is not able to fully spection 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

The provincially guaranteed bonds of the company amounting to \$20,160,000 were sold for \$18,314,625, 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," is the full subsidy has been paid on a nileage 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 on which he consequences in 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.

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

the company's fiscal agent in England on the saie 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 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 contrac-

P. Weich'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 \$5,000,000 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 con-ideration either in time money are athor. sideration either in time, money or other-

The committee found its investigations 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 but the refusal to total for and dis confidential representative of J. W. Stewart, also by the refusal to testify and disappearance of D'Arcy Tate, and the refusals 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 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 con-

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 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 queeted. 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. 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 amend the loan act so as to allow the amend the ioan 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 Rv.

Northern Pacific Ry.

On May 15 notice of motion was given 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. conmittee be turned over to the commission before the prorogation of the legislature; and that warrants or subpoenas. lature; 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

Pacific Great Eastern Ry.—A press report states that C.P.R. essencers have been inspecting this line, looking into its condition, and its possibilities for traffic. The report added that the C.P.R. might acquire the line. The Promier of British Columbia is reported to have stated that the C.P.R. had not made any approaches to the government on the matter. (July, pg. 278.)

September 1917

Facing Great Eastern Ry.—The British Columbia Minister of Finance informed the Legislature recently that \$1,005,290 and had been paid by the government of account of its guarantee. The company that \$1,000,443,00 are count of the second of t

October 1917

Dundarave, B.C. Temporary repairs have been made and traffic was resumed

within a couple of days.

The Finance Minister and the Provincial Secretary for British Columbia spent several days early in October in a trip of inspection over the P.G.E.R. to Clinton and over a section of the partially constructed line thence to Prince George. The matter of future construction is under consideration by the B.C. Government.

In Nov., 1916, the P.G.E.R. placed a contract in the U.S. for 21,000 tons of steel rails. It was stated, Oct. 17, that the B.C. Government had decided to finance this contract, in order that the increase in value of the rails may accrue to the company and so increase the value of the assets which the government is claiming under its mortgage.

November 1917

Pacific Great Eastern Ry .- Following are extracts from the directors' report presented at the annual meeting in Victoria, B.C., recently: "You have been fortunate in obtaining a disinterested expert report upon the location and construction of the railway by two eminent engineers at the head of their profession in Canada, who, after a close inspection of the whole line, affirm that the location is the best that could have been secured; that the construction is of the highest standard desired, and that the work has been honestly and economically carried out. You will be gratified at this justification of the confidence reposed by your directors in the ability and integrity of your Chief Engineer. Paralyzed by the effects of the war and further embarrassed by the ill timed action of the B.C. Government in bringing suit against your sponsors and directors for their failure to complete this contract, of which the cataclysm of war is the cause, but one course is open, which is the policy being pursued, viz., to mark time until the advent of normal conditions and the settlement of all litigious disputes."

The bridge over the Capilano River, west of North Vancouver, was carried away by a flood, Oct. 1, for the fourteenth time since the railway was opened to

November 1917

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 Pamberton Mondows which the company of Pemberton Mesdows, which was over-hauled, and extended towards Prince Construction was also started George. on a line from North Vancouver to Squa-mish, it being intended that this should he 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 \$5,705,316.50 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 and officers declined to answer questions asked by the commission, and were reported 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 resuit 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; for an injunction restraining them from proceeding 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 aigned on Feb. 22, is between the B.C. Minister of Railways, who has since become also Premier, T. Foiey, P. Welch and J. W. Stewart, doing business as Foley, Welch & Stewart; F. Wilson, D'Arcy Tate, and E. F. White, who together form the Padific Great Eastern Ry. Co. and its subsidiary companies The agreement provides that there shall be transferred to the province all shares not 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 entire railway, and of all other properties and credits of the three several com-panies: that all lands and right of way contracted to be sold by the Development

mish, including the wharf, at present oc-Co. to the railway, and all land at Squa-cupied 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, Development Co, and its lands and assess, 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 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 deeded 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, reconveyed to the parties of the second part, 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, or contracted for to be used on the line, are to be trans-ferred to the government. The agree-ment is not to become operative until rati-fied by the legislature. The several par-ties agree, on request of the province to apply for the necessary legislation. The apply for the necessary legislation. 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 part; and it is agreed that the terms are binding upon the successors of the parties of the second part.

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. ernment's representative in possession of these companies properties, and to advise the directors and employes of the same

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 \$1,608,000; 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. Weich 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 \$5,705,000, it would be seen that the whole of these profits were wiped out under the agreement and the government was reciving 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 pians 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 govern-ment 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 ever for the construction of the section of the line from Whytecliffe to Squamish. The completed line from Squamish to Clinton, 167.7 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 An effort will be made to bring the line to the river level at the old town of Quemei, in order to connect there with the river steamboats; and the pusher grade north of Kelly Lake will be eliminated if pos-sible. 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 G.P.R. or the Canadian Northern Pacific Ry, near Ashcroft, by a cut off from Glinton. A reconnaissance survey has been made for this cut off. With regard to the future.

APRIL 4918

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 Whyte-cliffe, 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, and the Premier stated, April 9, that a permanent bridge would be built as soon as possible. (April, pg. 156.)

MAY 1918

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 Ambieside, and it is exepcted to reopen traffic to Whytecliffe, 13 miles, soon after the Capilano bridge is completed.

In connection with the line from Squamish, which is in operation to Clinton, 167.7 miles, it has been announced by the British Columbia Government that it is not proposed to do anything more at present than to complete the line to Soda Creek, where there is a navigable stretch of the Fraser River to Fort George. Grading has been completed to Soda Creek, but there are a number of small bridges to be erected. Rails have been laid for a few miles beyond Clinton, and it is expected that deliveries of the 20.000 tons of steel rails on order in the U.S., will be made at an early date. It is hoped to complete this work by the end of the year, and to have the line in operation with a river connection to Fort George, in the spring of 1919. pg. 187.)

JUNE 1918

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 P.G.E. Development Co.'s lands and

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 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% is 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., pg. 887.)

September 1918 Pacific Great Eastern Ry.—We are officially advised that track has been laid from the old end of track, 12 miles north of Clinton, B.C., for 30 miles, and that work is in progress for 12 miles further north. The contract is being carried out for the British Columbia Government by the Northern Construction Co., Vancouver. (Dec., 1918, pg. 541.)

JANHARY 1919

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JANUARY 1919

Pacific Great Eastern Ry.—Speaking at a recent dinner given in his honor at Vancouver, the Premier of British Columbia is reported to have said the P.G.E.R. had been extended 30 miles during 1918, and it was the government's expectation and desire to extend it 130 miles further during 1919. The future of the line would not be assured until connection was made with the lines from the prairie provinces, and this would be obtained through construction into the Peace River country.

In a recent article on the Peace River Valley, the Vancouver World referred to the probable route of the extension of the

February 1919, - 779

P.G.E. Ry. to a junction with the Edmonton, Dunvegan & British Columbia Ry., at a point on the boundary between British Columbia and Alberta, a few miles north of the northeast boundary of the Peace River block. It said:-"There is every probability that, instead of leaving the valley of the Parsnip River, about 100 miles north of Prince George, the new road will follow on down the Parsnip to Finlay Forks, where the two big streams become the Peace, thence down the Peace through wonderfully rich mineral country to a point about 12 miles above the Rocky Mountain Canyon. this point it would no doubt swing north to the forks of the Halfway River and thence east to the interprovincial boundary, connecting with the E.D. & B.C. Ry."

February 1919

and the line is under construction thence to Prince George, work being gone on with from both ends. It was expected to complete track laying to Quesnel from Deep Creek by Dec. 31, and it is expected to have the line finished into Prince George next autumn

Prime Minister Oliver, in the course of his recent election campaign, is reported to have stated that it is the Government's intention to take up the question of the extension of the line from North Vancouver, now terminating at Whytewood, to Squamish, and to connect it with the line to Fort George. (Dec., 1920, pg. 645.)

JANUARY 1921

Pacific Great Eastern Ry.—We are officially advised that upon completion of the Deep Creek Viaduct, track laying was continued for 34.50 miles, to Australian Creek, B.C. Work is proceeding on the 98 miles of grading, upon which a good deal of work was done some years ago by the original company, between Australian Creek and Prince George. The work is being done by the Northern Construction Co., Vancouver, for the British Columbia Government, under the direction of A. F. Proctor, Chief Engineer, B.C. Railway Department. (Jan., pg. 16.)

February 1921

Pacific Great Eastern Ry.—The British Columbia Railways Department's annual report was laid before the Legislature Feb. 8. A press summary of it says it deals with the question of alternative routes for the extension of this line from the present projected terminus at Prince George, northerly and easterly to the British Columbia-Alberta boundary, that the estimated length of the line from Prince George to Swan Lake, via the Pine River, is 316 miles, and the estimated cost is \$18,000,000. An alternative route of 426 miles would be as follows: Vanderhoof to Hudsons Hope, 296 miles; Hudsons Hope to Pine River, 48 miles; Pine River to Swan Lake, 82 miles. (Feb., pg. 83.)

MARCH 1921

Pacific Great Eastern Ry .- The Premier of British Columbia returned to Vancouver recently from Winnipeg, where he had a conference with J. G. Sullivan, consulting engineer, who cently made a trip of investigation over the P.G.E.R., with a view of advising the Government as to its present condition and future construction policy. In an interview, while admitting that Mr. Sullivan regarded the situation as serious, the Premier stated that until Mr. Sullivan's report was received by the Government, nothing could be said. He, however, stated that the press report that the Squamish-Clinton section of the railway was to be abandoned and a connection made with the Canadian National Ry., south of Clinton, was not in keeping with Mr. Sullivan's views.

Lt.-Col. J. S. Dennis, Chief Commissioner, Colonization and Development, C. P.R., was engaged recently by the B.C. Government to report on the resources of the country served by the railway, and its prospects. He started from Vanconver, and after spending nearly two weeks in the country, left the line at Clinton, proceeding to Ashcroft, where he took a C.P.R. train for Calgary. He will report in writing to the Government. (June, pg. 287.)

Pacific Great Eastern Ry. — Extra gangs of men were reported recently to have been sent out to different points between Squamish, and Deep Creek, on account of ice and snow troubles, which are stid to have been unusually bad during the winter. (Feb., pg. 76.)

April 1922

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August 1922

Pacific Great Eastern Ry .- The British Columbia Minister of Railways is reported to have announced recently that construction work had been suspended during the past 8 or 10 months. Grading has been completed to Cottonwood Creek, and track has been laid to 14 miles beyond Quesnel. Plans for further construction had not been decided upon. Another press report, which is unconfirmed, states that the C.P.R. has some idea of taking hold of the line and extending it to a connection with the Edmonton, Dunvegan & British Columbia Ry: (June. pg. 279.)

(See also Edmonton, Dunvegan & Brit-

ish Columbia Ry.)

JULY 1923

Self Propelled Cars on Steam Railways.

sin 62 hp motor 4 cycle 5 cylinder, with the following chief characteristics bors 5.1 in. stroke, 5.5 in. statem displacement, 672 cm in. no. of cranking the searings, 4 diam, 234 in. length of connecting root, 12 in. labeled forced feed; cooling system, centrings; porner radiator, subular, 5 point, suspension magneto with impulse attarter; Stromberg carburetor, 50 yells paoline tails mounted at side of chassis, with Steward vacuum feed, and Hele Shaw multiple disc clutch with clutch horaks. The transmission will be of the law clutch type, the gears atways being in mash. Four speeds forward and 1 reverse will be provided. The reverse gear machanism will be mounted in the sub-framentation and will contain a differential permitting the power to be transmitted in ather forward or reverse motion. This mechanism will be controlled by a hand lever located near the differential permitting the power to be transmitted in ather direction. The mechanism will be mented on ball bearings throughout mather direction. The mechanism will be mented on ball bearings throughout will be transmitted from the reverse gardifferential to the axies through propeller shafts, each containing transmitted from the reverse gardifferential to the axies through propeller shafts, each containing transmitted from the reverse gardifferential to the axies through propeller shafts, each containing transmitted from the reverse gardifferential to the axies through propeller shafts, each containing transmitted from the reverse gardifferential to the axies through propeller shafts, each containing transmitted will be originally will be completely booked in old fight out proof casings, and these casings and not the driving axies will be entitled to a transmitted from the reverse gardifferentials on the axies of a truck; and will be completely booked in old fight out proof casings and the front and are axies of a truck and will be completely be a transmitted from the front and are axies of a truck and will be strong to the front and are axies of a truck

The Pacific Front Baylers By as stated in Canadian Railway and Marine World for November to having Ogno-line Scar built for operation between Williams Late 277 8 miles from Squamish door, and Queened 707 miles. The engine and Stockes will be supplied by the Your Wisselsberg at 5 % Literance Ont and the body is being built to the order of the Westpinians John

December 1923 PGG.

Facility Great Eastern By — 1924 PE

JANUARY 1924

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The Piles Subdivision extends from Piles Jct. to Grandes Piles, Que., 26.9 miles. A new branch which was opened for traffic Jan. 10, extends from Lessard, 4.3 miles from Piles Jct., to Burreau, 3.48 miles, terminating on the St. Maurice Lime Co's property. It was built during 1923 by the railways' own forces. Mixed trains 368 and 369, running daily except Sunday, have had their schedules amended so as to operate over the new branch, as well as between Piles Jct., and Grandes Piles.

February 1924

Pacific Great Eastern Rallway Construction Investigation.

Struction Investigation.

During the British Columbia Legislature's last session, certain allegations were made by what is known as the Provincial Party, with respect to the manner in which the Government had managed the Pacific Great Eastern Ry. affairs. The Government appointed Mr. Justice Galliher as a commissioner to make a special investigation, and his report, covering 31 closely typewritten pages; was made public May 6. It states that the Provincial Farty declined to go on with the charges that the Minister of Mines, Mr. Sloan, and Hon. W. J. Bowser, had received \$50,000 each from the contractors, and there being no evidence to support such charges, but all the evidence being a denial of them, he held that they falled. The other charges that Messrs. Sloan and Bowser gave favorable treatment to the contractors who were alleged to have paid the money, were consequently ruled out. After a careful and thorough investigation of the accounts, the commissioner dismissed the charge that in the construction of 213 miles of line there was a gross waste of public money and defrauding of the province. Sir Charles Hibbert Tupper, in the course of the investigation, withdrew the allegation that the province had been defrauded. In support of his view as to the carrying out of the contract by the Northern Construction Co., Justice Galliher quoted at length from the report made on the railway by J. G. Sullivan, consulting engineer, Winnipeg, in June 1922, a summary of which was published in Canadian Railway and Marine World for Nov. 1922, pg. 547. The section of the report quoted was that answering the question: "Was the work the servined out, since the Government took charge, performed economically?" and the answer, stripped of all detail, was that the main criticism to be drawn was that the contract was made at a time when prices were at their highest.

After reviewing all the evidence the report concludes:—"I find nothing in the evidence in this inquiry to warrant the imputation that there was anything dishonest, or a

JUNE 1924

Pacific Great Eastern Ry.—Replying to a question in the British Columbia Legislature recently, the Minister of Pinance stated that there was still available for borrowing purposes \$165.65 under the P.G.E.R. Construction Loan Act of 1920, and \$621,768.80 under the P.G.E.R. Construction Loan Act of 1921. On Nov. 25, 1924, the Legislature, after defeating two amendments, passed a resolution declaring that the acquisition of the Pacific Great Eastern Ry., and all its asets, by a railway company, on such conditions as would result in its completion from Vancouver via North Vancouver, Squamish, and Prince George to the eastern boundary of the province, and its continued maintenance and operation, and which would also relieve the province of a substantial portion of the burden now being carried, would meet with the Legislature's approval. The resolution au-

JANIARY 1925

truction, Betterments, Etc.

submitted to the assembly. (Dec., 1924, pg. 617.)

JANUARY 1925

Pacific Great Eastern Ry.-Nothing definite was settled as to future construction by the British Columbia Legislature prior to prorogation, but it is said that Government supporters expressed themselves as being in favor of the completion of the line into Prince George. The Minister and the Deputy Minister of Railways for British Columbia, and T. Kilpatrick, the newly appointed General Manager, completed a trip of inspection over the line from Squamish to Quesnel, Feb. 3. The Minister is reported to have stated at Vancouver, that as soon as possible in the spring an extensive survey of the resources and possibilities for business of the country between Quesnel and Fort George will be made, and if the reports justify it, the Government will proceed with the completion of the line between these points. (Aug. 1922, pg. 410.)

Quebec Central Ry.—The Dominion Parliament is to be asked to extend the time for construction of the line authorized in 1906, to be known as the Quebec Central Ry. Chaudiere Extension, by diverting and rebuilding the portion of the present line from Beauce Jet. to

MARCH 1925

P/19

Pacific Great Eastern Ry.—Replacement and general betterment work on the line from Squamish, B.C., to the end of track, at a cost of \$100,000, is reported to have been decided upon by the directors, who met on March 6, under the

April 1925

Pacific Great Eastern Ry.—A committee of professional and business men has been appointed to study the whole situation in regard to this line, to whom the British Columbia Government will give every facility for making their investigations. The committee has appointed chairmen of sub-committees, who selected the members to co-operate with them in the investigations which will be made. It is not expected that the general committee will be in a position to make its report for about 6 months.

The coal discoveries in the vicinity of Hat Creek, near the P.G.E.Ry., referred to in our June issue, have, it is stated, been investigated with a diamond drill, and it is reported that there is a depth of about 525 ft. of coal, practically unbroken by shale, covering a large area. The borings have been made a mile apart, and the results are reported to show semi-bituminous coal, with low ash, low moisture and high British thermal units. A. C. McDougall and associates of Vancouver are making the investigations, and it is stated that they expect to make shipments in September. The discovery is about 15 miles from Pavilion station, and the question of building a spur line from Pavilion to Hat Creek has been considered. Minister of Railways stated, after returning from a visit to the location, that if the discoveries warranted the building of the line, the whole matter would be arranged on a strictly business basis. (June, pg. 285.)

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Pacific Great Eastern Ry .- In replying to questions in the British Columbia Legislature, recently, the Minister of Public Works stated that the P.G.E.R. owns a portion of the right of way between Lonsdale Ave. and St. David St., in North Vancouver, comprising 9 separate lots, but no land between St. David St. and the new bridge over the second narrows of Burrard Inlet. No information was available as to the cost of such a right of way. The approximate cost of extending the railway from Whytecliffe, the present terminus of that section of the line, to Squamish, would be \$2,300,-000, not including terminals in North Vancouver or Vancouver, the cost of which has not been estimated.

Replying to another question the Minister of Public Works stated that the cost of the preliminary survey for a branch from Pavilion station to the Hat Creek coal areas was \$4,484.23. This expenditure was made out of the railway's funds and was justified on account of prospec-

tive traffic. (Sept., pg. 447.)

JANUARY 1926

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JANUARY 1926

Pacific Great Eastern Railway Extension Programme.

British Columbia Government gave a good deal of consideration during the past year to Pacific Great Eastern Ry. matters, the result of which has been crystalized in a bill which was introduced into the Legislature, Dec. 15, 1925. It deals with the railway in two sections, the first one referring to the line from Vancouver to Prince George and the second one dealing with the projected extension from Prince George to the British Columbia-Alberta boundary in the Peace River District. Of the first section there has been built a line from North Vancouver to Whytecliffe, 13 miles, and a line from Squamish dock to Quesnel, 348.5 miles, both of which sections are being operated. The grading is practically completed from Quesnel to Prince George, about 80 miles, and track is laid from Quesnel to Cottonwood Creek, 171/2 miles, and from Prince George to Red Rock Creek, 18 miles, the intervening mileage being incomplete. The distance between Whytecliffe and Squamish dock is about 42 miles, and surveys have been made for the projected extension from Prince George to the British Columbia-Alberta boundary. The bill provides for setting aside for the purposes of the railway as a whole 16,075,000 acres of land in 4 blocks to be known as the Peace River block, East Caribou block, West Caribou block, and Lillooet block. The first block is situated to the west and south of the Peace River lands held by the Dominion Government; the second is near to and south of Quesnel Lake; the third is to the west of the Fraser River and south of the Chilcotin River, and the fourth is to the west of the Fraser River and north of the Chilcotin River. For the purposes of construction the railway will be divided into 20 mile sections and the lands will be allotted therefor. The lands are to be free from taxes, except for school purposes for 20 years. Crown timber royalties are to be paid to the Government except on timber required for the purposes of the railway; and the railway will receive the rentals on such areas in the granted lands as are occupied under Crown lease. The Premier in presenting the bill stated that placing large blocks of lands as assets for the railway would either result in the sale of the line, or would be the means of creating revenues for it. No sale of the railway, however, would be made without the Legislature being consulted. It is proposed to invite the Alberta Government to set aside lands to provide for connecting the Edmonton, Dunvegan and British Columbia Ry. with

JANUARY 1926

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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.)

JANUARY 1926 /926

Pacific Great Eastern Railway's Future.

The British Columbia Government was reported, Jan. 10, to have sold \$4,000,000 of 4½%, 25-year bonds to a Vancouver and Toronto syndicate, the proceeds to be used to retire Pacific Great Eastern

Ry's maturing obligations.

Premier Oliver, in speaking at a meeting of the Vancouver Board of Trade, Jan. 13, said that up to the end of June 1925, the province had invested \$47,000,-000 in the P.G.E.Ry., on which \$17,000,-000 had been paid as interest. During the last 7 years the aggregate loss on the operation of the railway was over \$2,000,000. There are 360 miles of railway in operation, and it would be necessary to complete the remaining 112 miles to make a through line from North Vancouver to Prince George. An additional capital expenditure of about \$5,000,000 would be required to complete the line. The development of the country through which the line is being operated is so slow that there has been hardly any increase in the railway's earnings for the past 6 years. The railway's future is bound up in having a connection with the Edmonton, Dunvegan and British Columbia Ry., and the most desirable route is through the Peace River Pass rather than the Pine River Pass. The Peace River area, which would thus be opened up, contains over 65,000,000 acres of agricultural land, the produce of which could be carried to the Pacific coast by the railway for export.

February 1926

British Columbia Grants 15,000,000 Acres to Aid Pacific Great Eastern Railway.

The British Columbia Legislature has passed an act granting certain public lands in aid of construction of the Pacific Great Eastern Ry. from Vancouver to a junction with the Canadian National Ry, at or near Prince George, B.C., and from Prince George to a junction with the C.N.R. at or near Pouce Coupe, at the British Columbia-Alberta boundary. The land granted is not to exceed 20,000 acres a mile of railway built or to be built. The lands to be granted in respect of the Vancouver-Prince George line are to be selected from public lands in the Clinton and Quesnel Land Recording Dis-tricts as defined in Schedule A. This schedule defines the boundaries of the East Caribou block, the West Caribou block, and the West Lillooet block, within which the lands are to be selected. The lands to be granted in respect of the Prince George-Pouce Coupe line are to be selected from the Peace River block in the Caribon and Peace River Land Districts, the boundaries of which are given in Schedule B. For the purpose of determining the time when lands may be selected in respect of the construction of the Prince George-Pouce Coupe line, the line may be divided into sections of not less than 20 miles each, and the railway shall be entitled to make its selection as each section is completed and put under operation. Public lands available for selection are not to include lands held under pre-emption record, or agreement to purchase, or under any statute, or in any other manner which may obligate the Government to convey a title thereto, but may include lands held under lease, license or permit, subject to the preservation of the rights of the holders. The lands granted shall be subject to all exceptions and reservations contained in

selected to be subject to the provisions of the Water Act and amendments thereto; timber lands within the areas selected to be sold under the provisions of the Forest Act with the approval of the Lieut. Governor in council. The lands granted are to be free of taxation, except for school purposes, for 20 years, from the date of the grant, but will become taxable for all purposes on sale or lease or when occupied or held otherwise than by the railway. Where selected lands within the several areas are held under lease, license or permit, the fees payable in respect thereto are to be paid to the railway, which will also be entitled to all rentals and fees in respect of minerals of all kinds contained in the granted lands. In the event of any lands held by the Dominion Government in the Peace River block being reconveyed to British Columbia they are to be deemed to be public lands available for selection under schedule B. Agreements may be entered into as required for carrying out the provisions of the act, but nothing in the act is in any way to affect any royalty payable to the Crown under any present or future statute, any timber tax or forest protection tax otherwise payable to the Grown, or any tax imposed under the Taxation Act except as otherwise expressly provided under sec. 6 of

selection are not to include lands held under pre-emption record, or agreement to purchase, or under any statute, or in any other manner which may obligate the Government to convey a title thereto, but may include lands held under lease, license or permit, subject to the preservation of the rights of the holders. The lands granted shall be subject to all exceptions and reservations contained in grants under form XI, in the schedule to the Land Act, water within the areas it is, on advantageous terms, being un-

FEBRUARY 1926

Pacific Great Fastern Ry—Nothing definite was settled as to future construction by the British Columbia Legislature prior to prorogation, but it is said that government supporters expressed themselves as being in favor of the completion of the line into Prince George. The Minister and the Deputy Minister of Railways for British Columbia, and T. Kilpatrick, the newly appointed General Manager, completed a trip of inspection over the line from Squamish to Guesnei, Fah. 3. The Minister is reported to have stated at Vancouver; that as soon as possible in the spring an extensive survey of the resources and possibilities for business of the country between Quesnei and Fort George will be made and if the reports justify it, the Government will proceed with the completion of the line between these points: (Aug. 1922, Dg. 410.)

MARCH 1926

Pacific Great Eastern Ry.—The machine shops at the corner of Marine Drive and Twenty-Ninth St., West Vancouver, B.C., are being moved to west of the foot of Pemberton Ave., North Vancouver.

Jane 1926