

PACIFIC  
GREAT  
EASTERN  
RAILWAY

**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).

June 19/0

p 449

open for traffic by Christmas. (Aug., pg. 410.)

**Pacific Great Eastern Ry.** A press report states that a contract has been let to Dawson, Wade and Co., Vancouver, B.C., for the construction of retaining walls, piers and abutments for bridges 17.6, 17.83, 17.88, 18.0, 18.1 and 18.2, Squamish Subdivision. Another report states that the steel work designed for use on the bridge across the ravine at Cottonwood, north of Quesnel, which has been lying unused near the site for some years, will be utilized in the bridge reconstruction work in progress on the southern portion of the line. Substantial progress is reported to have been made with the betterments on the line for which the British Columbia Legislature made an appropriation of \$750,000 last session. (Aug., pg. 460.)

September 1927

5/6

on July 3. This railway is a subsidiary of the Crowsnest Pass Coal Co.

**Pacific Great Eastern Ry.**—We are advised officially in connection with the reconstruction of bridge 15.4, Squamish Subdivision, that the original structure, built in 1914, consisted of 30 trestle spans with a 100-ft. deck Howe truss span crossing Swift Creek. For the permanent structure a diversion is being made, throwing the line further up stream and utilizing one span of 100 ft. and one span of 50 ft. for the actual crossing, to be carried on a pier with concrete abutments. A contract for the concrete work has been let to Stewart and Barber, Vancouver, B.C.—The trestle bridge across the Soo River, Squamish Subdivision, is, a press report states, to be filled in at a cost of approximately \$40,000. The work is to be done by the railway's forces.

**Vancouver Harbor Commission's report**

September 1927

ately. (Sept., pg. 532.)

**Pacific Great Eastern Ry.**—The steel spans which were constructed for the bridge over the Cottonwood canyon on the partially completed line between Quesnel and Prince George, and which have been lying on the site for some years, are, a press report states, being utilized in permanent bridges which are being built on other parts of the line to replace wooden trestles. The directors are reported to have decided to order duplicates of these spans for future delivery, so as to have them on hand when it may be decided to complete the line to Fort George. A contract is reported to have been let to Watson, Stewart and Kennedy for building concrete culverts at bridges 26.6 and 27, Squamish Subdivision. Bridge 26.6 is a timber trestle about 400 ft. long and 45 ft. high, and bridge 27 is a timber trestle about 300 ft. long and 55 ft. high. At the first bridge a 40-ft. arch culvert and at the second bridge a 10-ft. arch culvert will be put in. (Sept., pg. 516.)

... Commission The

October 1927

1. (Oct. pg. 582.)

**Pacific Great Eastern Ry.** Reports on the season's betterments presented at the directors' meeting at the end of September are said to have shown that work on 4 of the 7 wooden bridges which are being replaced by earth and rock fills had been completed, and the filling of the other 3 was more than half completed. Other work was also stated to be in a more or less completed stage. The report stated that the season's work was the most comprehensive programme of betterments that had been undertaken for a single season, and its completion will show that all immediate physical necessities of the line from Squamish to Quesnel, B.C., will have been met. The improvements made are stated to have affected the operating cost of the line to some extent, the total saving including reduced expenses owing to staff reorganization are expected to approximate \$70,000 for the year, and there has been an increase in traffic. Further betterments are stated to be under consideration for 1928.

**Peace River Crossing to Vancouver.**—

November 1927

May, 1930

## **Railway Projects, Surveys, Construction, B**

Alma and Jonquiere Ry. Co.—The Quebec Legislature has passed an act amending the act of incorporation and the subsequent amending acts by extending the time for the completion of its author-

programme of tie and fence renewals, repairs and renewals to bridges and buildings, and the replacing of worn rails on curves will be undertaken.

**Montreal and Northern Colonization Ry.**  
The Quebec Legislature has passed an

work on other districts further west, later.

**Pacific Great Eastern Ry.**—Tenders were received to Sept. 10 for the construction of the substructure of the bridge over the Fraser River at Lillooet. a contract for the superstructure of which, as mentioned in Canadian Railway and Marine World for September, pg. 564, was given Dominion Bridge Co. The building of the bridge is incidental to a 5-miles line diversion being made in the Lillooet vicinity.

**Peace River District Outlet.**—Van-

*October 1930*



Peterborough.

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

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

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

April 1931

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

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

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

Chas. Woodward, formerly a member of the B.C. Legislature, in addressing the Vancouver South Liberal Club recently, attacked the administration of the P.G.E.R. property, being quoted as saying that there is too much politics in the matter and not enough common sense and good business management. He criticized the holding of directorships by W. J. Blake Wilson and C. Spencer, pointing to the fact that about a year after the former was made a P.G.E. director he was made a Canadian Pacific Ry. director, and claiming that his real interests are with the C.P.R. He stated that at Dec. 31, 1929, the P.G.E.R. debt was \$61,458,039, and he calculated that at the end of 1930 it was \$64,530,935, costing the citizens \$10,000 a day, every day in the year, to meet the fixed charges. He claimed that the line's present terminals, Squamish and Quesnel, do not furnish it very much business, and advocated extensions to Whytecliff, to give connection with Vancouver, and to Prince George, saying that these could be built at a total expenditure of \$4,000,000 and

April 193

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

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of the P.G.E.R. being extended into Prince George.

**Peace River-Pacific Coast Connection.**  
—E. W. Beatty, K.C., Chairman and President, Canadian Pacific Ry., was quoted in a Victoria, B.C., press report of Feb. 23 as having stated as follows:—  
“In view of the fact that much inaccurate information with respect to the C.P.R.’s attitude toward the Peace River outlet has been given in recent published articles, I think it proper that the real facts should be known. During 1930 the C.P.R., at an expense of approximately \$200,000, conducted a complete survey of the Peace River district to ascertain the most feasible route to the Pacific coast. It was the first time that any work of this magnitude and detail had been carried out, and neither the Dominion nor the provincial governments, nor any other interests, participated in nor contributed to the cost. That it was a very essential work goes without saying. These surveys are completed, and the company’s engineers are engaged in compiling their report from the data obtained, together with estimates of costs and the economics of the different routes surveyed. Their work will be finished next month and the results will be submitted immediately to the Dominion Railways Department for the consideration of its engineers and technical officers. A conference between the various interested parties will follow the consideration of these reports, when a definite announcement can be made. It is scarcely necessary for me to say that the C.P.R. has not sought to prevent construction of the Peace River outlet. It has done more than any other company to bring the project to a point where a final decision can be reached”.

See also under “Pacific Great Eastern Ry.”, elsewhere in this article.

April  
1931

J. A. Peters, Edmonton.

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

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

**Peace River District-Pacific Coast Connection.**—E. J. Garland, Bow River, Al-

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## Railway Projects, Construction, Betterments, Etc.

**Algoma Central and Hudson Bay Ry.**—The Board of Railway Commissioners has passed order 47,116, approving revised location of the portion of the A.C. and H.B.R. from mile 91.04 to mile 91.35.

**Hudson Bay Ry.**—A press dispatch from The Pas, Man., Aug. 10, stated that the 2,500,000 bush. grain elevator being built at Churchill would be completed within two weeks from that date, adding:—"All that remains for the hundreds of workmen there is interior work. The powerhouse is ready to go into operation toward the latter part of this week. The workhouse interior is ready. Sufficient dockage has been built to permit loading of grain at the elevator. The elevator will, it is expected, receive its first grain in September.

It was reported from The Pas, Aug. 12, that the survey of the Churchill townsite had been completed and that men were laying out the site; that pipe lines for water supply were being laid, and that the Manitoba Minister of Natural Resources, Mr. McKenzie, had stated that the buildings in the town will all be of fireproof character, that all lots in the townsite are being leased by the Manitoba Government and that the townsite will be thrown open to lease next spring. A plan of the townsite was given in our August issue, pg. 504.

A summary of Aug. 9 from The

ships being expected to dock at Churchill between Sept. 15 and 20.

**Automatic Train Control, Michigan Central Rd.**—We are advised officially that the installation of an automatic train control system between St. Thomas and Niagara Falls, Ont., and between Welland and Bridgeburg, Ont., is progressing favorably, it being expected that it will be completed late this year. In 1930 automatic train control was installed between Windsor and St. Thomas. So far as is known, the Michigan Central is the first steam railway in Canada to make a major installation of automatic train control.

**Northern Alberta Rys.**—A contract for construction of 2 standard stations, 3 combined platforms and 2-pen stockyards, 5 combined platforms and 1-pen stockyards and 3 section foremen's houses, is reported as having been awarded J. A. Peters, Edmonton.

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commend construction of a direct rail outlet as soon as the Peace River area increased its grain production to 10,000,000 bush. a year, and gave figures to show that production is now exceeding that quantity. He referred to the survey which had been conducted by the Canadian Pacific Ry. and to the report on it, a copy of which had been supplied the Minister of Railways, and stated that the Minister had not tabled the report, The Minister of Railways, Dr. Manion, stated that he had not the Canadian Pacific's permission to table it. Mr. Garland referred to the conference arranged to be attended by the Minister, Sir Henry Thornton and E. W. Beatty; the Minister stated that the conference had been held. Mr. Garland stated that that meant there was one more difficulty out of the way and said that all that now remains is for the Canadian National and Canadian Pacific to get together and agree upon a route for the proposed line. The Minister stated that Mr. Garland's thoughts seemed to be that the Canadian Pacific is ready to assume half the cost of the line. Mr. Garland said that it should be, and if not the government should be ready to advance the necessary funds as a loan.

The Minister stated that he had made himself acquainted with the alternative routes, viz., via Obed, the Monkman Pass, the Pine Pass and the Peace Pass,

September 1931

## Canadian Railway AND Marine World

Published in 1934 by Action Press

Devoted to Steam and Electric Railway, Motor Bus, Truck and Marine Transportation, Shipbuilding, and Railway, Harbor and Canal Contractors' Interests.

Published on the first of each month at  
70 Bond Street, Toronto 2, Canada.

ACTON BURROWS, LIMITED, Proprietor.

ACTON BURROWS, President and Editor.

AUBREY ACTON BURROWS, Vice President.

Assistant Editor, Edwin Winfield.

Business Representative for United States and Great Britain, A. Fenton Walker, 140 Liberty Street, New York, N.Y.

### Member of

Associated Business Papers, Audit Bureau of Circulations, Business Newspapers Association of Canada, Canadian National Newspapers and Periodicals Association, Canadian Press Association.

**SUBSCRIPTION PRICE**, including postage:—Canada, United Kingdom, and most other British possessions (except Australia), \$2 a year. Extra postage to United States, Mexico and Australia, 50c. a year; to other countries in Postal Union, \$1 a year. **SINGLE COPIES**, 25c each.

The best method of remitting is by express or post office money order. If cheque is sent, 16 cents should be added to cover cost of collection, unless it is payable at par in Toronto or Montreal.

**ADVERTISING RATES** furnished on application. **ADVERTISING COPY** should reach the publishers by the 10th of the month preceding the date of the issue in which it is to appear.

TORONTO 2, CANADA, MARCH, 1934

### PRINCIPAL CONTENTS

|                                    |                |
|------------------------------------|----------------|
| Appointments, Transportation       | 105            |
| Birthdays of Transportation Men    | 98             |
| Canadian Industrial Traffic League | 95             |
| Canadian National Railway—         |                |
| Earnings, Expenses, Etc.           | 95, 101 to 103 |
| S. J. Hungerford, President        | 93, 112        |
| The Contracts                      | 105            |
| Canadian Pacific Railway—          |                |
| Dominion Government's Guarantee    | 94, 99         |
| Earnings, Expenses, Etc.           | 101 to 104     |
| Car Lines                          | 104            |
| Freight Rates and Traffic          | 96, 106, 108   |
| Grain Shipments                    | 97, 111, 184   |
| Locomotive Whistles Location       | 92             |

## Dominion Government Asked to Take Over Pacific Great Eastern Railway.

Since the Liberal Government, headed by Mr. Patullo, came into power in British Columbia recently, efforts have been made to have the Dominion Government take over the Pacific Great Eastern Ry. from the B.C. Government, evidently with the idea of combining it with the Canadian National Ry. for operation. The Patullo Government, it is said, minimizes the numerous reported efforts of its predecessor, the Tolmie Government, to sell the Pacific Great Eastern to private interests. A Victoria, B.C., press report of Feb. 8 said that Mr. Patullo, when in Ottawa recently, submitted to the Dominion Government, for consideration of its members, a claim on behalf of British Columbia for equality of treatment with the other provinces and argument supporting the proposition that the Dominion Government should take over the Pacific Great Eastern. The report said that it is not Mr. Patullo's idea that the Dominion should assume the entire P.G.E. financial burden, but that the railway should be taken over on a reasonable replacement basis. His argument is said to be based largely on an agreement entered into in 1912 with the Grand Trunk Pacific Ry. whereby traffic was to be handed over by the G.T.P.R. to the P.G.E.R. at Prince George; this agreement, it is claimed, largely influenced the B.C. Government to give guarantees in respect of P.G.E.R. financing, but the consequent consolidation of the G.T.P.R. into the Canadian National system is claimed to have ruined the prospects of the P.G.E.R. becoming an important link in handling of Canadian National traffic to and from the Pacific coast. It is also argued that the B.C. Government's claim in respect of the P.G.E.R. should be given national recognition in view of the hundreds of millions of dollars spent in the other provinces, for which the credit of British Columbia is pledged along with that of the other provinces; that the P.G.E.R. line is of national importance as a means of developing the Cariboo and Bridge River gold districts; that the area served by the P.G.E.R. is a great potential source of timber and pulpwood, capable of supporting large pulp and paper industries in perpetuity, and that as a part of the Canadian National system the P.G.E.R. could be operated more efficiently and economically than separately.

have been entered into by the Grand Trunk Pacific Ry. for interchange of freight traffic with the P.G.E.R. at Prince George, and said:—"The Dominion took over the Grand Trunk Pacific together with the Canadian Northern, amalgamated them and routed its Vancouver-bound freight down the North Thompson line. That was why the P.G.E.R. was not completed, and one of the chief reasons why it has been a financial disaster."—The article also said that the B.C. Government would be willing to turn the P.G.E.R. over to the Dominion Government on very easy terms, and that it would not expect the Dominion to take over the entire P.G.E.R. debt or anything like it. It referred to negotiations which had been conducted with the late Sir Henry Thornton, in which extension of the P.G.E.R. to Prince George and ultimately into the Peace River country, had been contemplated. It said that the B.C. Government sees merit in a deal whereby the P.G.E.R. would be turned over to the Dominion and possibly extended, as conditions warrant, as a measure of unemployment relief, adding that members of the B.C. Legislature, representing constituencies in the northern part of the province, have worked out in some detail a plan whereby extensions of the P.G.E.R. line could be carried out by the employment of men who would be given land and cash to enable them to settle on lands along the line of the proposed railway extension.

**Report on Railway Accident.**—C. Marcell, Bonaventure, Que., moved in the House of Commons, Feb. 12, for a copy of the report of the investigation held by the Canadian National Ry. into the accident at St. Charles de Caplan, on the Gaspé line, in which the snow plough attached to the passenger train toppled off the trestle, causing the death of John Allard, engineer.—The Minister of Railways, Dr. Manion, said:—"I have no objection to this motion passing, but we have no such copy in our Department, and the motion is passed on the understanding that we shall endeavor to get the report from the railway."

**Temiskaming and Northern Ontario Ry. Extension Cost.**—The Prime Minister of Ontario, Mr. Henry, stated in the Legislature recently, in answer to a question, that the cost of the extension from



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A Vancouver newspaper in a recent article laid great stress on the failure to carry out the agreement alleged to

Sir Henry Thornton, in which extension of the P.G.E.R. to Prince George and ultimately into the Peace River country, had been contemplated. It said that the B.C. Government sees merit in a deal whereby the P.G.E.R. would be turned over to the Dominion and possibly extended, as conditions warrant, as a measure of unemployment relief, adding that members of the B.C. Legislature, representing constituencies in the northern part of the province, have worked out in some detail a plan whereby extensions of the P.G.E.R. line could be carried out by the employment of men who would be given land and cash to enable them to settle on lands along the line of the proposed railway extension.

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**Temiskaming and Northern Ontario  
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Legislature recently, in answer to a ques-  
tion, that the cost of the extension from  
Cochrane to Moosonee was \$12,131,482.58,  
which included construction of 207 miles  
of railway, all stations, bridges, water  
tanks, agents' houses, section houses,  
freight sheds, bunk houses, Moosonee  
townsite and clearing of it, hotel and  
furnishings, lighting plant, grading and  
graveling streets. The cost of the bridge  
and fill at Moose River, \$1,394,716.24,  
was included in the cost of the extension  
mentioned.

**Hudson Bay Ry. Estimate.**—The Do-  
minion Parliamentary estimates for the  
year ending March 31, 1935, provide,  
under Railways and Canals, chargeable  
to capital, \$550,000 for H. B. Ry., and  
terminals, construction and betterments,  
(including E. B. Jost at \$2,500). The  
amount contains a revote of \$117,500 and  
is a decrease of \$417,500 from the esti-  
mates for 1933-34.

**Air Services.**—The South African Min-  
ister of Railways and Defence announced  
recently that air services within South  
Africa will be run either by the railways  
or in conjunction with them.

MARCH  
1934  
113



Mrs. Fullerton presented the prizes.

**Pacific Great Eastern Ry. Bridges.—**

The P.G.E.R. management invited tenders recently for the replacement of two wood bridges, one at mile 319, near Alexandria station, and the other at mile 327, near Australian station. Both new bridges are to parallel the original structures. The one at mile 319 will be 532 ft. long over all, and will be carried on 36 bents, with maximum height of 115 ft.; the one at mile 327 will be 653 ft. long over all, with 44 bents and maximum height of 130 ft. (Vancouver press report.)

September 1934

Pacific Great Eastern Ry. Bridges.—  
The management of the P.G.E.R., which  
is owned by the Province of British Co-  
lumbia, has awarded contracts as fol-  
lows:—For fabrication, erection and  
painting of steel girders and towers  
comprising bridge over the Cheakamus  
River, at mile 19, to Dominion Bridge  
Co., Ltd., at \$45,000; for supplying  
material and erection of two timber  
trestles at miles 319 and 327, to W. C.  
Arnett and Co., Vancouver, at \$50,000.

Apohaqui Station.—Tenders were re-  
ceived to Sept. 10 for building a Cana-  
dian National station at Apohaqui, N.B.

October 1934

**Pacific Great Eastern Ry. is furnishing a unique transport service between Lillooet, B.C., the division point between the Squamish and Lillooet Subdivisions, and Bridge River, the chief place in the Bridge River gold mining area. It consists of the transportation of automobiles, by rail, four trips a day in each direction being operated in the service, leaving Lillooet 8.15 and 10.50 a.m. and 1.45 and 4.30 p.m., and leaving Bridge River 9.35 a.m. and 12.10, 3.10 and 5.50 p.m., the trip from Lillooet to Bridge River occupying 50 min. and that in the reverse direction 55 min. Lillooet is 120.4 miles north of Squamish dock, the southern terminus of the P.G.E.R., and Bridge River is 104.2 miles north of Squamish dock, the distance between Lillooet and Bridge River being 16.2 miles.**

**Demurrage Charge Sustained.—The**

December  
1934

529

**Pacific Great Eastern Ry.**—We are in receipt of copy of timetable 51, which became effective Oct. 1. Times shown are Pacific standard. On the Squamish Subdivision (Squamish Dock to Lillooet, 120.4 miles) mixed train 1 leaves Squamish Dock Mondays and Thursdays, 16 o'clock, and arrives Lillooet, 23.50 o'clock. Mixed train 2 leaves Lillooet Wednesdays and Saturdays, 7.40 o'clock, and arrives Squamish Dock, 15.30 o'clock. In addition, there is mixed train service twice daily between Bridge River (mile 104.2) and Lillooet.—On the Lillooet Subdivision (between Lillooet and Williams Lake, 156.3 miles) train 1 leaves Lillooet Tuesdays and Fridays, 21.35 o'clock, and arrives Williams Lake, 10.20 o'clock. Train 2 leaves Williams Lake Tuesdays and Fridays, 21.50 o'clock, and

arrives Lillooet, Wednesdays and Saturdays, 6.50 o'clock.—On the Prince George Subdivision (between Williams Lake and Quesnel, 70.3 miles), train 1 leaves Williams Lake Tuesdays and Fridays, 11 o'clock, and arrives Quesnel, 14.30 o'clock, and train 2 leaves Quesnel Tuesdays and Fridays, 17.50 o'clock, and arrives Williams Lake, 21.10 o'clock. Total one way mileage of the line is 347.

**Grain Inspections**—Board of Grain Commissioners reports numbers of cars of grain inspected in the Western Grain Inspection Division, in September this year and last, the figures for the month this year being given first in each case:—Wheat, 32,925, 29,727; oats, 2,066, 1,418; barley, 3,786, 2,157; flaxseed, 187, 27; rye, 288, 271.

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