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C.N.R. Secures Entry into North Vancouver

As the result of a favorable vote by North Vancouver City and District Ratepayers in October, on an agreement for lease and eventual sale of the Second Narrows Bridge over Burrard Inlet to Canadian National Ry.; of agreements giving the C.N.R. running rights over Canadian Pacific and Great Northern lines, and of Canadian National acquisition of the National Harbours Board Vancouver Terminal Ry., the Canadian National will be enabled to operate to and over trackage along the north shore of Burrard Inlet.

Heretofore, Canadian National Ry. has not been able to operate its own motive power to the Vancouver harbor front along Burrard Inlet, but the result of a plebiscite in North Vancouver in October will change this situation. By a majority of more than three to one, North Vancouver City and District ratepayers voted approval of an agreement under the terms of which the Second Narrows Bridge over Burrard Inlet will be leased and eventually sold to the C.N.R. As further moves to enable the C.N.R. to operate with its own power across the Second Narrows Bridge and over existing and new trackage along the north shore of Burrard Inlet, the C.N.R. is to acquire the present trackage of the National Harbours Board Vancouver Terminal Ry., which crosses the bridge and extends along the Burrard Inlet north shore. Also, running rights agreements have been concluded with the Canadian Pacific Ry. and Great Northern Ry., under the terms of which the C.N.R. will have access from its present terminals in the False Creek area to and beyond the Burrard Inlet Second Narrows Bridge; thus, the C.N.R. will be enabled to operate with its own locomotives over all present and future tracks along the north shore of Burrard Inlet.

The North Vancouver City and District vote in October was not the first concerned with the matter, as a similar proposal had been placed before the ratepayers in 1951. At that time, the C.N.R. and municipal authorities did not make any great effort to induce the ratepayers to vote in favor of the development, for the simple reason that it seemed that the advantages of the scheme were so evident that no propaganda appeared necessary to secure a favorable vote. However, while the North Vancouver District ratepayers voted in favor of the proposed agreement by a large majority, the North Vancouver City ratepayer failed by the narrow margin of nine votes to give the proposal the required three-fifths majority. Prior to the recent voting, however, municipal leaders in both the City and

ing ratepayers to vote. The increase in interest is indicated by the fact that only 1,283 ratepayers took the trouble to vote in 1951, while a total of 6,184 voted in the recent October plebiscite. In the City of North Vancouver, 75.7% of the voters were in

The C.N.R. Chairman and President, Donald Gordon, is quoted as saying, soon after the result of the voting was made known, that the C.N.R. will seek quick approval of the agreement from the Board of Transport Commissioners for Canada, to-



Railway Trackage in Vancouver-North Vancouver Area
With running rights over Great Northern and Canadian Pacific lines and acquisition of the National Harbours Board terminal and switching trackage, and with lease and eventual ownership of the Burrard Inlet Second Narrows Bridge, the C.N.R. secures access to the Burrard Inlet north shore waterfront.

favor of the scheme, and in North Vancouver district, 86.4% were in favor. Municipal officials in both city and district acclaim the agreement as making possible greatly accelerated industrial development along the north shore of Burrard Inlet.

Great satisfaction with the agreement providing for C.N.R. access to the waterfront was expressed by the leading Vancouver newspapers. The "Province" stated:—"Its effect will be felt throughout the lower mainland area and, eventually, by all British Columbia. A great new parcel of industrial tidewater, served by a national railway, will be made available to industry. . . . It doesn't take too much imagination to see the lure the

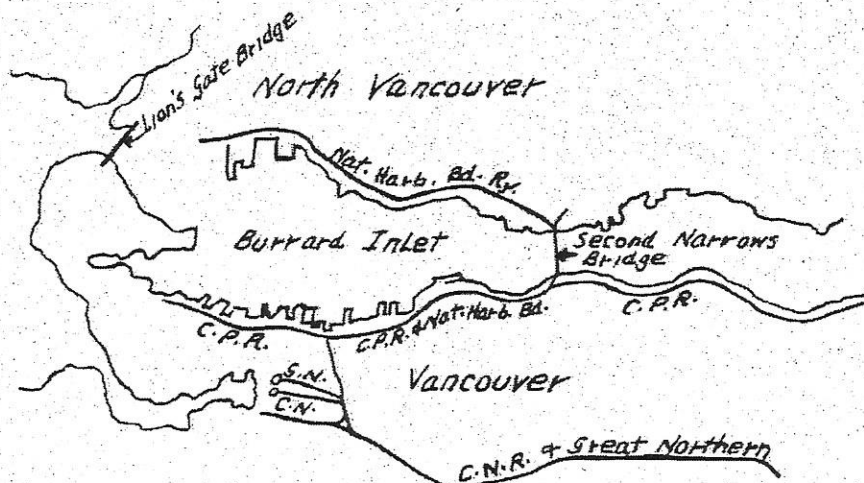
gether with an early meeting with the municipal authorities to discuss industrial development along the north shore of Burrard Inlet. He also said that a new Greater Vancouver operating division will be set up, and added:—"Our taking over of the Harbours Board trackage and the ratification of the bridge contract enlarges and improves the service that the railway can give to industry on both sides of the harbour and to the North Shore as it develops industrially. Because of the intensification of traffic that is sure to result, we have decided to make the Greater Vancouver area a new division. It will be known as the Vancouver Terminal Division, and a specially selected superintendent will be placed in charge of it."

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The Vancouver Sun stated:—"The whole of the Greater Vancouver area is going to be affected by a deal which makes the North Shore the new terminus of a great transcontinental railway system and puts the C.N.R. into the deep sea shipping business on the Pacific coast."

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Mr. Gordon expressed satisfaction with the large majority in favor of the agreement for the acquisition of the bridge, adding that the C.N.R. is firmly convinced of the industrial future of North Vancouver and district, and that the new Manager of the C.N.R. British Columbia District, J. J. Behan, will make the matter his first and constant concern.