

PACIFIC
GREAT
EASTERN
RAILWAY

HOWE SOUND
AND
NORTHERN
RAILROAD
P.G.E.

trade to U.S. points.

Howe Sound. Pemberton and Northern Ry.—An announcement was made at Vancouver, B.C., Dec. 3, to the effect that arrangements had been completed for making an early start on the construction of this railway. Reconnaissance surveys have been completed from Squamish, at the head of Howe Sound, to Anderson Lake, 92 miles, and it was expected that the surveys for location would be started by Dec. 31. It is proposed to operate the line by steam at the outset, but as there are some water powers on the Squamish River, it is proposed to develop electricity at convenient points and utilize it on the line, as there will be some heavy gradients back of Howe Sound. The company was incorporated last session of the B.C. Legislature.

JANUARY 1908

JUNE, 1910.]

THE RAILWAY AND MARINE WORLD.

sion of the line from the C.P.R. to the Michigan Central Rd. tunnel, about 1.25 miles. This portion of the line will be put in running order as soon as the point of connection with the M.C.R. track has been decided on. The company has begun the construction of an interlocking plant at the crossing of the P.M.R. at Walkerville, and another near the crossing of the C.P.R. and the Windsor, Essex and Lake Shore Rapid Ry.

The Dominion Parliament has passed an Act amending the company's Act in several details. The capital is increased to \$400,000, the date of the annual meeting is altered to the third Tuesday in January. It is authorized to issue bonds to the amount of \$40,000 a mile, and to an additional \$10,000 a mile in case of double track line. A new section authorizes the company to acquire steam and other vessels, and to operate the same, and to carry on business as forwarding agents, wharfingers and warehousemen.

ers, which will carry it to the furnaces. As soon as the ballasting on the branch from Nictaux has been completed the ballasting gang will start work on adding additional ballast to the Middleton and Victoria Beach section.

A subsidy has been voted by the Dominion Parliament in aid of the building of a branch railway from Lunenburg to Upper La Have, N.S., not to exceed 12 miles. (Oct., 1909, pg. 743.)

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).

Hudson Bay and Pacific Ry.—Press

Howe Sound and Northern Ry.—This company, which was incorporated by the B.C. Legislature, is applying to the Dominion Parliament for a declaration that its undertaking is a work for the general advantage of Canada, for authorization of the construction of additional lines, as follows: From near Lillooet, northerly along the valley of the Fraser River to Fort George, and northerly to and along the Parsnip River Valley to the Peace River and thence easterly to Peace River Landing, and to build a branch line from Newport, at the head of Howe Sound to North Vancouver and Vancouver. Power is also being asked to build, own and operate telegraph and telephone lines, elevators, wharves, warehouses, steam and other vessels, etc.

Plans are said to have been deposited with the Department of Railways for the section of the line from the summit of Anderson Lake to Lillooet, B.C. This line as projected was to start from Newport, on the seaboard, and to run by Green Lake, thence to Pemberton Meadows and on to Lillooet, a distance of about 120 miles. Press reports state that track has been laid on the first 12 miles inland from Newport, and that a considerable quantity of lumber is being taken out over the line and that the plans for the route to the main divide near Anderson Lake were deposited with the department some time ago, and that the plans now deposited cover the remainder of the route to Lillooet. The plans, it is stated, show a maximum gradient of 1.6%, and that only for a short distance at the main divide. A. McEvoy, the company's solicitor, in an interview May 1, is reported to have said, the company had 12 miles of its line built, and intended to add to it from time to time, the company had not been approached as to the purchase of its line by the G. T. Pacific Ry. or any other company. (April, pg. 319.)

Hudson Bay and Pacific Ry.—A Prince

JUNE
1911

March, 1915.]

CANADIAN

Geoffrion, G. N. Cusson, R. Gange, Montreal. The company has power to operate its lines by steam or electricity. (June, 1911, pg. 557.)

Pacific Great Eastern Ry.—J. W. Stewart, President, is reported to have stated in Vancouver, B.C., Feb. 4, that the contractors expected to have the uncompleted portions of the grade between Squamish and Fort George, linked up by Mar. 1. Track is reported to have been laid into Lillooet, mileage 120 from Squamish. Between Lillooet 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-Alberta boundary, where a junction is to be effected with the Edmonton, Dunvegan and British Columbia Ry.

MARCH 1915

CANADIAN RAILWAY AND MARINE WORLD

February, 1915.]

Penticton to Nicola. Parliament is also asked to ratify an agreement entered into with the Vancouver, Victoria and Eastern Ry. and Navigation Co. respecting the joint section of the main line between Princeton and Otter Summit, B.C.

The Board of Railway Commissioners has authorized this company to connect its tracks with those of the Vancouver, Victoria and Eastern Ry., at Hope, B.C.

Pacific Great Eastern Ry.—A train service is being operated from Squamish, B.C., to the head of Anderson's Lake, 89 miles, about 33 miles from Lillooet. It is expected that 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 inspection over the line to the track end. (Jan., pg. 10.)

February 1915

week point could build 35% tion that s of tion ight car Dec. was brick was s for had s al- neds. 0 ft. ng. plans omo- boiler 3 ft. own- The re on spect- rans. f the it of- made 64). — A been n this been years. oprov- ity of y was it has struc- lberta y pro- boun- Sheep- iver to From River. e east-

that it is proposed to build a line from Havre northerly to connect with the C.P.R. Wayburn-Lethbridge line, either at Pakowki or Foremost, Alta. The company now has a line connecting at Emerson, Man., and another connecting at Portal, Sask.

Ontario Niagara Connecting Bridge Co. —A press report states that the bridge proposed to be built by this company across the Niagara River near Niagara Falls, Ont., will be of steel on concrete abutments, and will provide accommodation for steam and electric railways, general vehicle traffic and for foot passengers. The estimated cost is \$1,000,000. (May, 1916, pg. 182.)

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 16½ 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.)

Pacific Peace River & Athabasca Ry.—

vision of Jordan Grant, Chief Engineer, National Transcontinental Ry. This is being done, it is stated, in order that the company may be enabled to give a clear title to the Dominion Government. (Dec., 1916, pg. 484.)

Roberval-Saguenay Ry. — We are officially advised that the only construction in view is the electrification of the yards at Port Alfred, near Bagotville, Que. They are situated on the Ha Ha Bay Ry., which has been incorporated with the R.-S.R. (Apr., 1916, p. 139.)

Toronto Terminals Ry. Co.—The Toronto City Architect, on Dec. 9, granted a permit for the erection of the new union station on Front St. The permit is for the main building and east wing between Bay and York Sts., the estimated cost being \$2,800,000. The total estimated cost of the completed building is \$3,400,000. This is the largest permit ever issued in Toronto.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916.

| | Gross Earnings | Expenses | Net Earnings | Increase |
|------|----------------|--------------|--------------|-------------|
| July | \$2,834,200 | \$2,538,800 | \$295,400 | \$111,000 |
| Aug | 3,684,900 | 2,612,900 | 1,072,000 | 814,300 |
| Sept | 3,187,900 | 2,455,300 | 732,600 | 377,300 |
| Oct | 3,216,800 | 2,496,500 | 720,300 | 336,700 |
| | \$14,423,800 | \$10,203,500 | \$4,220,300 | \$1,111,300 |
| Incr | \$4,043,000 | \$2,931,700 | \$1,111,300 | |

Approximate earnings for Nov. \$2,700,000 and for two weeks to Dec. 14 \$2,800,000, against \$3,535,400 and \$2,654,400 for same periods respectively in 1916.

Canadian Pacific Railway Earnings Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916.

| | Gross Earnings | Expenses | Net Earnings | Increase |
|------|-----------------|----------------|----------------|-------------|
| July | \$12,247,440.39 | \$8,220,348.66 | \$4,027,091.73 | \$1,216,688 |
| Aug | 13,570,467.31 | 7,802,680.46 | 5,767,786.85 | 2,025,472 |
| Sept | 12,134,159.96 | 7,004,400.80 | 5,129,759.16 | 384,450 |
| Oct | 13,237,086.36 | 7,562,346.99 | 5,674,739.37 | 494,694 |

that circumstances will permit, an arrangement has been made under an agreement with John Brown & Co., the Fairfield Shipping and Engineering Co., and Harland & Wolff, Ltd., for the building, on a cost and percentage basis, of two steamships 605 ft. long between perpendiculars with a speed of 20 knots an hour, and two steamships 546 ft. long between perpendiculars with a speed of 16 knots an hour.

Connaught tunnel, at the summit of the Selkirk Mountains, has been completed and is now in successful operation. Your directors are satisfied that increased safety and economy in the operation of that portion of your railway will more expenditure involved in the work. The estimated value of 15 miles of railway abandoned by reason of the construction of the tunnel, viz., \$1,665,000, has been charged against revenue, thus reducing the capital account by that amount.

The yield of the harvest last autumn and the general business of the country, substantially exceeded anticipations, and the result is reflected in your gross and

net income during the half year.

Anticipating your approval, capital expenditure has been authorized in the current year to the amount of \$4,178,775. Of this, additional wharf accommodation and other facilities at Vancouver will absorb \$341,000; shops, stations and other buildings, \$397,000; transfer tracks, crossing sidings and enlargement of yards, \$792,000; craft for coastal service, \$134,000; telegraph lines, \$82,000; and the balance is required for a variety of additions and improvements over the whole system.

Your directors regret to announce the death in December last of their esteemed colleague and friend, Hon. Robert MacKay, who had been a member of the Board since 1903. Hon. F. L. Beique, K.C., senator of Montreal, has been elected a director to fill the vacancy in the board. The undermentioned directors will retire from office at the approaching annual meeting. They are eligible for re-election: E. W. Beatty, K.C., Hon. F. L. Beique, K.C., Jas. Dunsmuir, C. R. Hosmer.

\$115,000 which had been used for campaign purposes, but he declined to say to whom the money went, and on persisting in refusing the matter was reported to the legislature, which on April 18, summoned him to the bar of the House. He there reaffirmed his decision not to answer further question on the matter, and was committed to the custody of the Sergeant-at-arms, during the pleasure of the house. On April 20, R. J. Cromie, of the P. G. E. Ry. office, told the committee that all J. W. Stewart's private check books, etc., relating to a fund of \$763,000 had disappeared from the company's offices. Other witnesses who were to have been examined were not present, and the committee is considering what to do in the matter. E. P. Davis, K.C., on behalf of the Foley, Welch and Stewart interests, said that his clients were prepared to hand over all their holdings in the P. G. E. Ry. and the subsidiary companies, and were also prepared, if the government wished, to undertake completion of the line under Government management. They would be willing to do this if the government would release the company and its members from their obligation and personal covenant to complete the line.

Mr. Hanes, the North Vancouver member of the committee, gave notice that he would move a resolution which will probably form the basis of the recommendations of the committee to the legislature. He proposes that the government take immediate steps to cancel the 24,950,000 shares of capital stock in the company, that the government cancel the contract with the company for the construction of the line; that suits be entered against the Pacific Great Eastern Ry. and Foley, Welch & Stewart for the return of the guarantees alleged to have been overpaid; that the P. G. E. Ry. be sued for directors' profits and subscriptions; that P. Welch be sued for excess payments made under wrongful classification; that legislation be enacted to take over the construction and ownership of the railway as a government line; and that tenders be advertised for its completion. The possibility of criminal prosecutions in connection with the matter will, it is said, be taken up by the committee later.

Investigation Into Pacific Great Eastern Railway Affairs.

A special committee appointed by the British Columbia Legislature to make an investigation into all matters connected with the financing of the Pacific Great Eastern Ry. commenced its sittings Mar. 15, when J. W. de B. Ferris, of Vancouver, was appointed chairman. The taking of evidence was begun Mar. 20, and the sittings have been continued regularly. On Mar. 27 the first report of 478 pages of evidence was submitted, which the Legislature ordered to be printed.

In brief, the story of the company is that on Feb. 10, 1912, an agreement was entered into between the then British Columbia Government and the international contracting firm of Foley, Welch and Stewart to build a railway from Vancouver to a junction with the Grand Trunk Pacific Ry. at Prince George, the railway bonds to be guaranteed by the province. The Pacific Great Eastern Ry. Co. was incorporated by the B. C. Legislature, T. Foley, St. Paul, Minn.; P. Welch, Spokane, Wash.; J. W. Stewart, D'Arcy Tate, D. McLeod, and V. W. Smith, Vancouver, being incorporators. Foley, Welch and Stewart subsequently sold their contract with the government to the P. G. E. Ry. Co. for \$1 and the company entered into a general contract with P. Welch, to build the line on a cost plus 15% basis,

originally been at the rate of \$35,000 a unit, was increased by an additional \$7,000 a mile, for 480 miles. In the same year authority was given to the government to enter into an agreement with the company to build a line from Prince George to Peace River, 330 miles, on a guarantee of bonds for \$35,000 a mile. In 1916 the government agreed to lend the company \$6,000,000 to enable it to complete the line to Prince George.

Engineers, auditors, and others gave evidence as to general facts about the company, the specifications used in connection with the construction, the quantity of materials used, and the quantities paid for, the alleged over charging, etc. It was not until April 13, however, that the evidence began to develop somewhat sensational tendencies. On that day D'Arcy Tate, Vice President and General Counsel, stated that he had received \$500,000 in cash for his services in connection with negotiation with the Grand Trunk Pacific Ry., and the government, out of which he was to take care of the campaign funds so far as the government party was concerned. Mr. Tate is reported to have added: "We all know that these contributions are customary. I have made contributions to campaign funds for the past 15 years." Mr. Tate was asked

United States Railway Organization for the War.

Representatives of the American Railway Association, including the presidents of the leading roads in the United States, met in New York, April 12, at the call of the Council of National Defence and named a board of five to direct the operation of U. S. railways throughout the

is still under discussion.

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.)

Prince Edward Island Car Ferry.—We are officially advised that the car ferry terminal pier, etc., at Port Borden, P.E.I., is not yet fully completed. The railway track connection with the P.E.I.R. has been completed, the track having been laid from the yard, where it had been laid in 1914, for a further distance of a mile on to the pier. (Dec., 1916, pg. 484.)

Quebec Bridge.—It was reported, Jan. 15, that such progress has been made with the manufacture of the steel for the suspension member of the Quebec Bridge.

Investigation Into Pacific Great Eastern Railway Affairs.

A special committee appointed by the British Columbia Legislature to make an investigation into all matters connected with the financing of the Pacific Great Eastern Ry. commenced its sittings March 15, when J. W. de B. Ferris, of Vancouver, was appointed chairman. The taking of evidence was begun March 20, and the sittings have been continued regularly. On March 27, the first report of 478 pages of evidence was submitted, which the Legislature ordered to be printed.

In brief, the story of the company is that on Feb. 10, 1912, an agreement was entered into between the then British Columbia Government and the international contracting firm of Foley, Welch and Stewart to build a railway from Vancouver to a junction with the Grand Trunk Pacific Ry. at Prince George, the railway bonds to be guaranteed by the province. The Pacific Great Eastern Ry. Co. was incorporated by the B. C. Legislature, J. Foley, St. Paul, Minn.; P. Welch, Spokane, Wash.; J. W. Stewart, D'Arcy Tate, D. McLeod, and V. W. Smith, Vancouver, being incorporators. Foley, Welch and Stewart subsequently sold their contract with the government to the P. G. E. Ry. Co. for \$1 and the company entered into a general contract with P. Welch, to build the line on a cost plus 15% basis, the constructor having certain privileges as to keeping stores, hauling and transporting freight, etc. Smith and McLeod retired from the directorate, their places being taken by F. Wilson and E. White, and P. Welch also retired before the contract was let to him. The original capital of \$25,000,000, of which 100 shares were subscribed for and on which \$40,000 was paid up in cash, was divided as follows: 31,865 shares each to Foley, Welch, Stewart and D'Arcy Tate; 20 shares each to White and Wilson to qualify them as directors; 102,500 pledged to a bank, and 20,000 pledged to the B. C. Government as part security for the \$6,000,000 loan of 1916. The capital of the company was subsequently raised to \$40,000,000 by an order in council, and at the 1914 session of the legislature the guarantee of the company's bonds, which had

originally been at the rate of \$35,000 a unit, was increased by an additional \$7,000 a mile, for 480 miles. In the same year authority was given to the government to enter into an agreement with the company to build a line from Prince George to Peace River, 330 miles, on a guarantee of bonds for \$35,000 a mile. In 1916 the government agreed to lend the company \$6,000,000 to enable it to complete the line to Prince George.

Engineers, auditors, and others gave evidence as to general facts about the company, the specifications used in connection with the construction, the quantity of materials used, and the quantities paid for, the alleged over charging, etc. It was not until April 13, however, that the evidence began to develop somewhat sensational tendencies. On that day D'Arcy Tate, Vice President and General Counsel, stated that he had received \$500,000 in cash for his services in connection with negotiation with the Grand Trunk Pacific Ry., and the government, out of which he was to take care of the campaign funds so far as the government party was concerned. Mr. Tate is reported to have added: "We all know that these contributions are customary. I have made contributions to campaign funds for the past 15 years." Mr. Tate was asked by the Committee to give details of how he had expended this money, but he declined to do so on the ground that it was a payment to him by Stewart out of his own private funds and had nothing to do with the funds of the P. G. E. Ry. The committee having considered the matter, decided to ask the legislature for authority to compel Mr. Tate to answer any questions that might be put to him upon the subject. This resolution was passed by the Legislature April 16, and when the committee resumed its sittings, April 17, it was stated that Mr. Tate declined to appear further before the committee and had gone to Seattle, Wash. It was also stated that P. Welch had left Vancouver, to Spokane, Wash. On resuming the hearing of evidence R. S. Thomas, Secretary of the Company, stated that he knew of three cheques amounting to

government would release the company and its members from their obligation and personal covenant to complete the line.

Mr. Hanes, the North Vancouver member of the committee, gave notice that he would move a resolution which will probably form the basis of the recommendations of the committee to the legislature. He proposes that the government take immediate steps to cancel the 24,950,000 shares of capital stock in the company, that the government cancel the contract with the company for the construction of the line; that suits be entered against the Pacific Great Eastern Ry. and Foley Welch & Stewart for the return of the guarantees alleged to have been overpaid; that the P. G. E. Ry. be sued for directors' profits and subscriptions; that P. Welch be sued for excess payments made under wrongful classification; that legislation be enacted to take over the construction and ownership of the railway as a government line; and that tenders be advertised for its completion. The possibility of criminal prosecutions in connection with the matter will, it is said, be taken up by the committee later.

United States Railway Organization for the War.

Representatives of the American Railway Association, including the presidents of the leading roads in the United States, met in New York, April 12, at the call of the Council of National Defence and named a board of five to direct the operation of U. S. railways throughout the war. The members of the board are Fairfax Harrison, of the Southern Ry.; chairman; Howard Elliott, of the New York, New Haven and Hartford; Samuel Rea, of the Pennsylvania; Hale Holden, of the Chicago, Burlington & Quincy; and Julius Kruttschnitt, of the Southern Pacific. Daniel Willard, of the Baltimore & Ohio, who is also chairman of the Defense Council's Advisory Commission, will be an ex-officio member of the board. The interstate Commerce Commission will be asked to name another member.

Mr. Harrison announces that the general committee will be divided into six departments, each to correspond with one of the military departments of the army. The six subcommittees will include 28 railway executives, whose work will be supervised by the central executive committee of five.

The Canadian Pacific Railway's Honor Roll.

In addition to list 23, published on pg. 258 of this issue, we have received list 24, issued June 15, which brings the number of the company's officials and employees on active service, shown in the casualty lists, up to 1,309, of whom 404 have been killed and 905 wounded. As particulars of army reservists are not available, the lists of those who have given up their lives for their country, or been wounded in action, are necessarily incomplete and do not indicate fully the extent to which the company's officials and employees are participating in the great struggle. List 24 is as follows:

Allin, Harold J., sectionman, McGaw, wounded.

Barnett, James, car repairer, Regina, wounded; Bates, George, car repairer, Winnipeg, wounded; Baugh, Charles Wallace, locomotive fireman, Montreal, gassed; Brown, John Thomas, section foreman, Woodhouse, wounded; Brumby, Arthur, clerk, Calgary, killed in action; Burke, William, wiper, Farron, wounded.

Cadieaux, Owen, conductor, Chapleau, wounded; Callow, William Alfred, checker, Port McNicoll, wounded; Cameron, James, clerk, Winnipeg, killed in action; Campbell, Albert Fraser, caller, Lambton, wounded; Candy, Edgar Percy, wiper, Rogers Pass, wounded; Cooke, William George, clerk, Montreal, killed in action; Crosby, Isaac Stanley, stenographer, Moose Jaw, wounded.

Davenport, James, wiper, Field, killed in action; Davis, Wilfred, inspector, Toronto, wounded; Drysdale, John A., accountant, Winnipeg, wounded; Duncan, Ralph C., cleaner, Toronto, wounded; Dunn, Harold W., clerk, Montreal, wounded.

Eadle, George, helper, Angus, died of wounds; Eaglesfield, Herbert J., time-keeper, Montreal, died of wounds; Ellis, Samuel, cleaner, Winnipeg, wounded; Evans, Thomas, waiter, Sicamous, wounded.

Farley, William, car repairer, Schreiber, believed killed; Farmer, Albert Styles, stower, Ottawa, wounded; Farthing, Arthur, car repairer, West Toronto, wounded; Fletcher, Henry Arthur, clerk, Calgary, killed in action; Flett, Lester Medley, operator, Ignace, wounded; Freeborn, Earle Johnson, operator, Pardee, wounded.

Gale, Arthur William, clerk, Montreal, wounded; Gamble, James Guy, helper, Winnipeg, wounded; Gardner, Herbert L., brakeman, Chatham, believed killed;

Regina, wounded.

Kedge, Frederick George, locomotive fireman, Fort William, wounded; Kennedy, Robert L., sleeping car conductor, Montreal, wounded.

Lake, Gerald, clerk, Wolseley, wounded; Lawrence, Edward Albert, apprentice, Montreal, wounded; Ledbury, Benjamin, sectionman, Tillsonburg, died of wounds; Loup, Alexander George, locomotive man, Montreal, killed in action.

Macdonald, Hugh Stewart, wiper, Medicine Hat, died of wounds; McShane, James, locomotive fireman, Smiths Falls, killed in action; Manley, Reginald James, upholsterer, Ogden, killed in action; Manlove, Stanley H., clerk, Toronto, wounded; Marshall, Robert, locomotive fireman, Fort William, believed killed; Mathison, Albert, craneman, British Columbia Dist., killed in action; Merrikin, George, brakeman, Minnedosa, wounded; Moore, Frank C., apprentice, Montreal, wounded; Morley, Edwin, wiper, Sutherland, presumed dead; Murray, William V., porter, Winnipeg, killed in action; Myles, William Thomas, tuber, Ignace, wounded.

Nairn, Robert George G., rodman, Manitoba District, wounded; Neighbour, Henry, storeman, Winnipeg, wounded; Nickles, Joseph William, trainman, Brandon, presumed dead; Narrish, James, checker, Toronto, wounded.

O'Toole, Frank, bridgeman, Medicine Hat, wounded; Oldfield, Kenneth, trucker, Toronto, wounded.

Paget, Bruce, bellman, Victoria, wounded; Pascoe, Henry Aitken, clerk, Winnipeg, wounded; Philp, Alexander, helper, Ogden, wounded; Prior, Percy Douglas T., apprentice, Winnipeg, died of wounds.

Rainey, James, porter, Winnipeg, killed in action; Rayton, Richard, helper, Ogden, wounded; Reynolds, George Roger, clerk, Cardston, wounded; Robson, William, helper, Winnipeg, died of wounds; Russell, William, brakeman, Souris, wounded; Ryan, Michael J., yardman, Montreal, wounded.

Sharp, Allison E., watchman, Woodstock, N.B., wounded; Shaw, John, clerk, Winnipeg, wounded; Snodgrass, William, carpenter, Moose Jaw, wounded; Symmers, Alexander, clerk, Montreal, wounded.

Taylor, Thomas Barr, clerk, Montreal, wounded; Tesquet, Jean, cook, Victoria, killed in action; Thew, Christopher, watchman, Cobourg, wounded; Thornton, Albert, helper, Fort William, wounded; Tyler, Thomas Alexander, locomotive

The Pacific Great Eastern Railway Investigation.

The British Columbia Legislature has added the following section to the Public Enquiries Act: "Whenever the Lieutenant-Governor in council deems it expedient to cause enquiry to be made into and concerning any matter relating to the election of any member of the legislative assembly, past or present, or into and concerning any matter connected with the good government of the province, or the conduct of any part of the public business thereof, including all matters municipal or the administration of justice therein, or into payments or contributions for campaign or political purposes, or for the purpose of obtaining legislation, or obtaining influence and support for franchises, charters or any other rights or privileges, from the legislature or government of the province by any person or corporation or by any of the promoters, directors, or contractors, of such corporation, or by any other person in any way connected with, representing, or acting for or on behalf of such corporation or any of such promoters, directors, or contractors, the Lieutenant-Governor in council may by commission intitled in the matter of this act, and issued under the great seal, appoint commissioners or a sole commissioner to enquire into such matters."

One of the reasons for the passing of the measure which includes the above section, was the refusal of various witnesses at the investigation into the affairs of the Pacific Great Eastern Ry. recently to answer questions as to certain sum which it was suggested may have been used as campaign funds by one or other of the political parties. Under sec. 12 of the act any witness refusing to be sworn, to answer questions, to produce documents or books or papers, shall be held to be guilty of contempt, and the commissioners holding the enquiry may deal with exactly as if they were judges of the Supreme Court, and all sheriffs and other functionaries are directed to give their aid and assistance to the commissioners in the execution of their office.

Prior to an adjournment to Aug. 14, the legislature negatived a motion to call Hon. W. J. Bowser, leader of the opposition, and former premier, to the bar of the House for refusing to answer questions at the recent inquiry. The House also released from the custody of the sergeant at arms R. D. Thomas, Secretary of the Pacific Great Eastern Ry., who had persisted in refusing before the legisla-

speculation over the line from Squamish to Clinton, 120 miles. He gave out the following statement: "The general condition of the road is that the grade is substantial enough from Squamish to Clinton, but the side slopes are too steep in many places, and there is a great deal of loose overhanging rock which should be removed. The road needs a heavy coat of ballast and lining up. East of Clinton ties and rails are laid for some distance, but there is no ballast. From there most of the grading is done, and some bridges are in along a distance of 20 miles or so. Further east the grading is done, but in a number of places that came under my observation the slopes of cuts are too steep, and a good deal of stuff has slipped down on the grade. Near Quesnel, what is known as the 'big slide' is continuously shifting, as it has been for the past 25 years at that point, and has carried the grade down twice already. It is still going and the grade is down the hillside 12 or 15 ft. below the level. I looked into the situation at Quesnel very carefully. There are absolutely no engineering difficulties in the way of taking the line into the town. It means lengthening the line somewhat in order to swing over the Quesnel River into the town and on the north a mile or two to a junction with the grade as constructed, but the increased cost of construction incidental to the diversion of the line can partly be offset by a large saving in the abolition of the necessity for the high level crossing of the Quesnel on the present route. This, on the location as laid out, calls for a bridge and trestlework 3,200 ft. long, while a bridge of probably 300 ft. would cross at the low level into the town. This can be so constructed as to serve the double purpose of a railway and a highway bridge, and thus effect a permanent saving in that way. I am very strongly of opinion that Quesnel will have to be connected with the railway, either by a diversion of the main line or by a spur, not so much on account of the town itself, as on account of the country lying west of the Fraser River. The river is navigable from Soda Creek to Prince George, there is an excellent country on the west side, and for the benefit of the settlers we must bring the railway as close to them as possible, by bringing about a connection between it and the river steamboats at Quesnel." (May, pg. 194.)

Quebec & Saguenay Ry.—The Minister of Railways stated in the House of Com-

July
1917

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

Pacific Great Eastern Ry.—The Premier of British Columbia returned to Victoria, June 15, after having made a trip of inspection over the line from Squamish to Clinton, 120 miles. He gave out the following statement: "The general condition of the road is that the grade is substantial enough from Squamish to Clinton, but the side slopes are too steep in many places, and there is a great deal of loose overhanging rock which should be removed. The road needs a heavy coat of ballast and lining up. East of Clinton ties and rails are laid for some distance, but there is no ballast. From there most of the grading is done, and some bridges are in along a distance of 20 miles or so. Further east the grading is done, but in a number of places that came under my observation the slopes of cuts are too steep, and a good deal of stuff has slipped down on the grade. Near Quesnel, what is known as the 'big slide' is continuously shifting, as it has been for the past 25 years at that point, and has carried the grade down twice already. It is still going and the grade is down the hillside 12 or 15 ft. below the level. I looked into the situation at Quesnel very carefully. There are absolutely no engineering difficulties in the way of taking the line into the town. It means lengthening the line somewhat in order to swing over the Quesnel River into the town and on the north a mile or two to a junction with the grade as constructed, but the increased cost of construction incidental to the diversion of the line can partly be offset by a large saving in the abolition of the necessity for the high level crossing of the Quesnel on the present route. This, on the location as laid out, calls for a bridge and trestlework 3,200 ft. long, while a bridge of probably 300 ft. would cross at the low level into the town. This can be so constructed as to serve the double purpose of a railway and a highway bridge, and thus effect a permanent saving in that way. I am very strongly of opinion that Quesnel will have to be connected with the railway, either by a diversion of the main line or by a spur, not so much on account of the town itself, as on account of the country lying west of the Fraser River. The river is navigable from Soda

July
1917

an,
se
id
ld
b-
er,
K.
o-
y.,
it-
om
en-
nd
on,
m-
dec
rey
per
be-
ins
nat
St.
de-
the
ter,
old
(8.)
.—
a
a
the
ged
nce
and
and
tric
hat
log-
e a
and
will
l be
ex-
pro-

contract.

Newfoundland Government Ry.—We are advised officially that it is expected that the plan for relaying the line with 80 lb. rails will be abandoned; that considerable ballasting of the main line and branches will be started early in the spring, and that about 20% to 30% of track will be renewed, with the use of 24-in. 4-bolt hole angle bars.

Pacific Great Eastern Ry.—The members of the British Columbia Legislature began a serious discussion of this line's position on Nov. 12, when the Premier submitted a resolution to allow of the extension of land subsidies, as an inducement for the sale of the line. He pointed out that at present the railway is costing the province \$2,500,000 a year in carrying charges, and that no provision is being made for the provision of a sinking fund to retire maturing debentures. The cost of the completion of the line to Prince George is estimated at \$1,750,000. Unless the railway taps the Peace River country there is very little prospect of it ever paying operating expenses. The construction of an extension of the Edmonton, Dunvegan & British Columbia Ry. would give this connection, and the route so opened up would be preferable to the proposal to build a line from the Canadian National Ry. at Brule, to Peace River. A conference on the whole matter of railway construction to the Peace River area is about to be held and he wanted the Government's hands to be strengthened in regard to it. The discussion was adjourned, and on Nov. 17 the Premier withdrew the motion, and gave notice that the matter would be brought up again. (Nov., pg. 558.)

Spruce Falls Pulp & Paper Co. is a subsidiary of Kimberley, Clark & Co.,

(NOV., 1

Toronto
improvement
of Smi
have be
reporte
pg. 458

Canada
While
of Rai
western
being
connect
cation,
ences c
still on
hearing
been p
of the
senting
called
view c
the he
2. Th
final o
tion's

Alcoa
The B
sitting
Novem
ment
plaint
the C
St. Jo
bevera
and al
toba
missic
Co., R
and tl
rates
sificat

By.—See also page 10 of report.

at Pacific Great Eastern Ry.—Following
er are extracts from the directors' report
i- presented at the annual meeting in Vic-
on toria, B.C., recently: "You have been
of fortunate in obtaining a disinterested ex-
on pert report upon the location and con-
l- struction of the railway by two eminent
i- engineers at the head of their profession
ne in Canada, who, after a close inspection
as of the whole line, affirm that the location
ne is the best that could have been secured;
in that the construction is of the highest
g standard desired, and that the work has
s, been honestly and economically carried
to out. You will be gratified at this justi-
nd fication of the confidence reposed by your
le directors in the ability and integrity of
c- your Chief Engineer. Paralyzed by the
ly effects of the war and further embarras-
ss sed by the ill timed action of the B.C.
00 Government in bringing suit against your
It sponsors and directors for their failure to
nd complete this contract, of which the cata-
e, clysm of war is the cause, but one course
se is open, which is the policy being pur-
A sued, viz., to mark time until the advent
er of normal conditions and the settlement
lo of all litigious disputes."

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

November
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.

Quebec Bridge.—Work on the bridge

until the Tye-Cauchon plan has been fully considered by all parties concerned. (Sept., pg. 351.)

Union Station for Victoria, B.C.—A press report states that plans are being prepared for the erection of a union station at the Kitsilano Indian Reserve, Victoria, for use by the C.P.R.'s subsidiary, the Esquimalt & Nanaimo Ry., and the Canadian Northern Ry., and that the estimated cost of the building is put at \$1,000,000.

United States Railroad War Board's Report on Traffic Conditions.

The U.S. Railroad War Board issued the following statement recently: Reports just compiled for the board indicate that the travelling public in general and the shippers in particular are giving the fin-

plies is constantly increasing, while the securing of new equipment is virtually impossible. From now on, 2,500 cars a day will be required by the government to move food and supplies to the men in training at the National Army, National Guard, and other encampments, while the demand of the allies for cars to carry export goods to the seaports will be practically doubled. All of this additional traffic must be moved by the railways, although they have only 3% more equipment than they had at this time last year.

Gross Railway Earnings June 1 to Sept 30.

| | 1917 | 1916 | 1915. |
|----------|---------------|---------------|---------------|
| C. P. R. | \$107,168,000 | \$97,753,000 | \$87,081,000 |
| C. N. R. | 29,815,200 | 26,780,400 | 16,063,200 |
| C. T. R. | 49,807,934 | 47,040,020 | 36,901,794 |
| | \$186,291,134 | \$171,573,420 | \$120,045,994 |

November, 1920.

CANADIAN RAILWAY AND MARINE WORK

Michigan Central Rd.—The Board of Railway Commissioners has approved of locations and plans for freight shed at Ridgetown, Ont., and joint passenger and freight station at Hagersville, Ont.

North Vancouver, Lillooet and Pemberton Meadows, B.C.—A press report states that the Mayor of North Vancouver, B.C., is advocating the construction of a line between North Vancouver and the Lillooet and Pemberton Meadow districts. North Vancouver is the starting point of the Pacific Great Eastern Ry., the section between North Vancouver and Squamish being uncompleted. The P. G. E. Ry. Co. took over the uncompleted line of the old Howe Sound, Pemberton & Northern Ry. and Lillooet is now a station at mile 111.5 on that line, while Pemberton Meadows village is about 7 miles from Pemberton, a station on the P.G.E.R., 57.7 miles from Squamish.

Pacific Great Eastern Ry.—A press report states that the operating department has taken over 68 miles of line between Lone Butte and Williams Lake, B.C., from the contractors, and has ex-

tended the regular train service thereon. It is also stated that track has been laid from Williams Lake to Deep Creek, 16 miles, and that a contractors' service is being given thereon.

The B.C. Government is reported to have sold to a Seattle firm \$1,000,000 of bonds at 100.73684, the proceeds of the issue to be used for construction on the railway. (Oct., pg. 550.)

Reid Newfoundland Co.—A press report states that work is to be started immediately on the construction of about three miles of line to connect the existing line with the proposed new terminal at Argentia, in the Placentia Bay district, and that the terminal pier or breakwater at this point will be ready in Jan. 1921. (Oct., pg. 547.)

Toronto, Hamilton & Buffalo Ry.—Application was made to the Board of Railway Commissioners at Hamilton, Ont., Oct. 7, by the Toronto, Hamilton & Buffalo Ry. Co. for permission to change the alignment of its tracks on Hunter St., at the corner of John St., Hamilton. Judgment was reserved. (June, pg. 298.)

... of Transportation Men in November.

November, 1920.

| | |
|---|---------------|
| Flues, no. and diar. | 40-6 1/2 in. |
| Heating surface, tubes | 2,287 sq. ft. |
| Heating surface, flues | 1,080 sq. ft. |
| Heating surface, f.h. tubes | 43 sq. ft. |
| Heating surface, firebox | 274 sq. ft. |
| Heating surface, total | 3,664 sq. ft. |
| Superheating surface | 70.3 sq. ft. |
| Grate area | 56.147 lb. |
| Factor of adhesion | 4.17 |
| Superheater..... Locomotive Superheater, type A | |
| Reverse gear..... C.P.R. standard | |
| Oab..... Commonwealth | |
| Tender frame..... C.P.R. standard | |
| Tender wheel diar. | 36 1/4 in. |
| Tender truck, type..... C.P.R. standard | |
| Tender journals..... 6 x 11 in. | |
| Frame cradle..... Commonwealth | |
| Tank, type..... Water bottom | |
| Water capacity..... 8,000 imp. gall. | |
| Coal capacity..... 14 tons | |

The Canadian National Rys. Santa Fe locomotives, 25 of which were ordered early in the year from Montreal Locomotive Works, and which has been delivered, have the following chief details:—

| | |
|-------------------------------|-------------------|
| Cylinders, diar. and stroke | 26 x 32 in. |
| Tractive power | 64,500 lb. |
| Factor of adhesion | 3.99 |
| Wheel base, driving | 20 ft. 6 in. |
| Wheel base, total | 37 ft. 10 in. |
| Wheel base, engine and tender | 70 ft. 10 1/4 in. |
| Weight in working order | 319,800 lb. |
| Weight on drivers | 257,800 lb. |

Freight and Passenger Traffic Notes.

The Board of Railway Commissioners has dismissed the Canadian National Rys. application to discontinue stopping trains 5 and 6, at Richmond, Ont.

The Delaware & Hudson Co. has taken for its exclusive use the ticket office at 238 St. James St., Montreal, which for the past two years has been operated as a consolidated ticket office.

The C.P.R. Trans-Canada Limited 7 and 8, operating between Montreal and Vancouver both ways, started from the

| | |
|---------------------------------|---|
| Weight on trailer | 29,000 lb. |
| Weight on engine and tender | 32,000 lb. |
| Weight, type | 518,500 lb. |
| Boiler, diar. inside first ring | Extended wagon top |
| Boiler pressure | 200 lb. |
| Firebox, length and width | 144 1/4 x 84 1/4 in. |
| Crown staying | Hot rolled steel |
| Tubes, no. and diar. | 252-2 in. |
| Flues, no. and diar. | 45-5 1/2 in. |
| Heating surface, tubes | 2,230.83 sq. ft. |
| Heating surface, flues | 1,022.99 sq. ft. |
| Heating surface, firebox | 245 sq. ft. |
| Heating surface, arch tubes | 41 sq. ft. |
| Heating surface, total | 3,539.82 sq. ft. |
| Superheater surface | 66.7 sq. ft. |
| Grate area | 57 in. |
| Driving wheels, diar. | main, cast steel |
| Driving wheels, type | others, cast steel, steel tired |
| Engine truck wheels, diar. | 31 1/4 in. |
| Tender truck wheels, diar. | 31 1/4 in. |
| Driving journals | 11 1/4 x 22 in. |
| Engine truck journals | 7 x 12 in. |
| Tender truck journals | 6 x 11 in. |
| Journal boxes | main, Cole cast steel; others, cast steel |
| Air brakes | Westinghouse M.T.6 |
| Tender frame | Steel channel |
| Tank, type | Water bottom |
| Water capacity | 8,306 imp. gall. |
| Coal capacity | 17 tons |

to Lac la Biche, and on Tuesdays and Fridays from Lac la Biche to Edmonton.

The Grand Trunk Ry., beginning Oct. 3, attached to the Montreal-Toronto train leaving Montreal at 7.30 p.m. an additional sleeping car for Kingston Jct., and Trenton, Ont. Returning, the car leaves Trenton at 9.10 p.m. and Kingston Jct. at 1.55 a.m. It is operated daily, except Sunday.

The Western Canadian Passenger Association is reported to have notified the

the Topsonto District, lying between Millertown Jct. and Port aux Basques, was so blocked by snow and ice that traffic was suspended for a considerable period.

The Canadian National Rys. took over the operation of the Quebec & Saguenay Ry., from Quebec to La Malbaie (Murray Bay), on Oct. 1. The train service is as follows:—Monday, Wednesday and Friday, leave La Malbaie 8.45 a.m., arrive Quebec 1.30 p.m.; leave Quebec 12.30 p.m., arrive La Malbaie 6.50 p.m. Tuesday, Thursday and Saturday, leave La Malbaie 7.15 a.m., arrive Quebec 1.30 p.m.; leave Quebec 12.30 p.m., arrive La Malbaie 5.05 p.m.

The Pacific Great Eastern Ry. is reported to have inaugurated a combined steamboat and train service twice-a-week from Vancouver to Williams Lake, at mile 277.8 on the railway. The Terminal Steamship Line runs a steamboat leaving Vancouver at 9.15 a.m. on Wednesday and Saturday for Squamish, where passengers, etc., are transferred to the train, which reaches Williams Lake at 5.45 a.m. on Thursday and Sunday. The return train leaves Williams Lake at 10 p.m. on Sunday and Thursday, and Vancouver is reached at 7.30 p.m. on the following days.

The Canadian National Rys., following the co-ordination of perating which has been arranged between the C.N.R., the G.T.R., and the G.T. Pacific Ry., has put in operation a new daily train service between Montreal and Vancouver, which with connecting trains to and from the Atlantic coast, Toronto and other points, and Prince Rupert, gives practically through service from coast to coast, with a double daily service be-

Railway Development, Projected Lines, Surveys, Construction Betterments, Etc.

English River Pulpwood & Timber Limit Ry.—The Ontario Government will receive tenders to Dec. 18 for the right to cut forest products on an area in the English River water shed, having a total area of 3,046 square miles. The limit commences at the intersection of the northerly limit of the National Transcontinental Ry. right of way with the boundary between Ontario and Manitoba; thence north along the boundary to the southerly shore of the English River; thence northeasterly following the southerly shore of the river, lake expansions and Lac Seul to the intersection with the west limit of Indian reserve 28; thence southeast and south following the westerly and southerly boundaries of the reserve to its southwesterly angle near Lost Lake; thence south to the northerly limit of the N.T.R. right of way; thence westerly following the right of way to the point of commencement.

The conditions provide that the successful tenderer shall erect a pulp and paper mill and operate sawmills in Kenora, at which the timber cut shall be manufactured. The product of the limit will have to be conveyed to Kenora for manufacturing purposes, and to do this the contractor will, it is said, have to build a railway from some central point of the limit on the National Transcontinental Ry. to Kenora, or to the C.P.R. which at present serves that town. The only other railway connection would be easterly on the National Transcontinental Ry. to Superior Jct.; thence by the G. T. Pacific Ry. line into Fort William, and thence by the C.P.R. to Kenora; or westward by the National Transcontinental Ry. to Winnipeg, and then by the C.P.R. to Kenora. The suggested independent line would, it is stated, be about 100 miles long. Surveys for such a line were made some years ago by the Lac Seul, Rat Portage & Keewatin Ry. Co., incorporated by the Ontario Legislature in 1903 and re-incorporated in 1908, or by another company chartered by the

party, in charge of J. E. Silcox, will start early in December, and the second party, in charge of A. J. Sill, as soon as possible thereafter. It is stated that the Manitoba Legislature will be asked next session to provide for the construction of the railway. (Nov., pg. 606.)

Grand Trunk Pacific Ry.—A press report states that contracts have been let to Olaf Hansen, J. McNeil and Jennings Bros., for the supply of 900,000 ties at various points between Prince George and Prince Rupert, B.C. (Sept., pg. 489.)

Kettle Valley Ry.—The branch line from Princeton to Copper Mountain, B. C., 14 miles, is reported to be completed, and application has been made to the British Columbia Government for the payment of the subsidy of \$5,000 a mile which was voted by the Legislature towards its construction. (Oct., pg. 550.)

Newfoundland Ry.—The St. John's City Council has been asked by the Newfoundland Railway Commission to reconsider its decision regarding the proposed temporary erection east of the St. John's railway station. The letter was referred to the city solicitor for consideration. The matter came before the Municipal Commission Nov. 11, when the application was refused on the grounds that the proposed building is not in accordance with the law, and that the site on which it was proposed to erect it is reserved for city purposes. (Nov., pg. 607.)

Pacific Great Eastern Ry.—A press report states that the last girder of the bridge over Deep Creek was put in position Oct. 28, and that track was laid over it on Nov. 1. The bridge, which was under construction for about 14 months, was fully described in Canadian Railway and Marine World, Dec. 1919, pg. 654. Canadian Bridge Co. had the contract for the steel work.

A press report states that with favorable weather conditions it is expected that track will be laid into Quesnel, B. C., by Christmas. (Nov., pg. 607.)

Pore Marquette Rd.—A press report

Reid
Mc

Th
meet
at 3
chair
the
most
activ
in N
a ve
powe
ion.
ship
ficit,
and
ernm
stan
coal
the
most
balls
road
moti
earn
part
but
thes
take
all e
pect
fici
elect
the
of t
regi
as t
cedu
is n
O
was
land
capi
The
com
dum
ate
way
ate
plan
stea
pan
othe

lines. R. B. Young, Ottawa, is solicitor for applicants.

Pacific Great Eastern Ry.—An inspection trip was made at the end of Nov. 1920, as far as the Deep Creek viaduct, which had just been completed. Deep Creek is about 320 miles from Squamish,

January
1921

January, 1921.

Construction, Betterments, Etc.

as start-
and that
ridge to
and then
e to the
a total
ates that

Hudson
the pro-

n on the
31, and
not the
tion will

Dec. 17
as press-

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 expect-
ed to have the line finished into Prince
George next autumn.

Prime Minister Oliver, in the course
of his recent election campaign, is re-
ported to have stated that it is the Gov-
ernment's intention to take up the ques-
tion of the extension of the line from
North Vancouver, now terminating at
Whytewood, to Squamish, and to con-
nect it with the line to Fort George.
(Dec., 1920, pg. 645.)

Quesnel & Chisholman Rv.—A press

reason to believe that the bonds have not been sold. (June, pg. 305.)

Pacific Great Eastern Ry.—As stated briefly in Canadian Railway and Marine World for August, track was laid into Quesnel, B.C., July 22. It was expected that track laying would have reached there July 1; but the completion of the bridge across the Quesnel River was delayed. This extension gives the line a

~ *March 1921*
October

verts. (Aug., pg. 419.)

Kettle Valley Ry.—A recent press report stated that tenders were being invited for grading on the line from the southern end of Dog Lake, as far south as the experimental station on the soldier settlement area in the vicinity of Okanagan Falls. Another report stated that engineers had located a route for the continuation of the line to the International Boundary, a little north of Orville, Wash., a station on the Great Northern Ry.'s Spokane-Marcus-Penticton-Vancouver line, to which reference is made on another page of this issue.

The track has not yet been laid on the approximately two miles of line from Penticton to the north end of Dog Lake. The wharves at the north and south ends of the lake are reported to have been completed and the steamboat York is ready on the lake to run between the two sections of the line as soon as the northern section is completed. (Aug., pg. 419.)

Luscar Collieries Ry.—A recent press report stated that it was expected to have the five mile railway from Luscar siding on the Grand Trunk Pacific Ry. Mountain Park Branch, to the Luscar collieries, completed by Oct. 15. Development work at the mines is being pushed and it is expected to have 10,000 tons of coal ready for shipment when the railway is completed. (Aug., pg. 419.)

Reid Newfoundland Ry.—The Newfoundland Legislature has passed an act respecting the construction of the branch line from near Dunville on the St. John's-Placentia line, to Argentia. The act declares that the construction of the line and the payment for it out of the public funds, and everything done in connection with the taking of the right of way and payment for the same are ratified and confirmed. This piece of line, which is not yet completed, is intended to provide a more convenient winter port for trade with Canada, than Port aux Basques, to which point traffic is held up nearly every winter by snow blockades in the Topsails district.

Minto to Chipman.—The New Brunswick Government is reported to have decided to engage an independent engineer to locate a line, about six miles long, from Minto, in the Grand Lake coal mining district, to Chipman on the National Transcontinental Ry. The N.B. Government owns the New Brunswick Coal & Ry. line extending from Norton on the Intercolonial Ry. to Chipman, 58 miles., which is operated by the C.P.R. in connection with the Fredericton & Grand

total length of about 375 miles from Squamish. Track was laid on 36 miles, from Deep Creek to Australian Creek, in 1920, and on 9 miles from Australian Creek to Quesnel this year. Track laying from Quesnel was pushed on immediately and it was reported that rails had been laid to the Cottonwood River, 16 miles from Quesnel, on Aug. 23, about a week earlier than was anticipated. At this point a large steel bridge is under construction, the contract for the superstructure having been given the Dominion Bridge Co. The remaining mileage between the Cottonwood River and Prince George is reported to be ready for track laying, and it is expected to start work at an early date, working from Prince George.

A party of members of the Legislative Assembly, led by the Premier, who is also Minister of Railways, left Vancouver, Aug. 25, by steamboat, for Squamish, the railway's coast terminus, and made a four day inspection of the line, to the end of track, 365 miles. Referring to the trip on returning to Victoria, the Premier said it had been shown that the Government was justified in changing the route of the line from that originally laid down, as a more secure roadbed had been provided at several points, and the line taken into Quesnel, instead of passing it at a distance of two or three miles. Track laying from Prince George to the Cottonwood River, 63 miles, would be gone on with as soon as possible. It is hoped to lay 20 miles this year, and to complete the line next spring. Funds have been provided by the issue of \$1,000,000 of 20-year 6% bonds which were sold through Toronto bond houses at 93.59 in August.

D. Whiteside, M.L.A. for New Westminster, who was one of the party on the trip, is reported to have engaged G. Kent, an engineer, to advise him as to the possibilities of a plan which he proposes to present to the Legislative Assembly next year. He suggests that the line from Squamish to Clinton, 167.7 miles, be abandoned, and that the rails be taken up and used for a line from Clinton to connect with the Canadian National Rys., and the C.P.R. at Ashcroft, the route of which was described in Canadian Railway and Marine World for May, 1920, pg. 243. The abandoned right of way from Squamish to Clinton could be utilized as a motor road, and he claims it would be the most magnificent tourist road in the country. (Aug., pg. 420.)

Quebec Central Ry.—A press report

be to cross Rys. J. & the l. ance the l. have C.N. Sept. not cordi subm 306.) Ti It is of w nort. tion.

Th is c Brai part ture east in 1 one in 1 dow cons to t spai The by sam is 1 pres spa Bri the W

Par the com Inte wes Pin P.R. and B.C. Alt of l and aft bul

F des driv and sta Ro ing

ted Lines, Surveys, Construction, nents, Etc.

Traffic Orders by Board of Railway Commissioners.

reported to be in progress with a steam shovel operating near Bay Bullo. The siding at Trepassy, the terminus of the branch, is being extended to the beach, 500 ft., to load sand for the St. John's drydock reconstruction. (June, pg. 285.)

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. The 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.)

Freight Rate on Iron Pyrites Ore.

36,405, May 22. Re application of Nichols Chemical Co., Montreal, for an order suspending item 1260-C in Supplement 7 to Canadian Pacific Ry. tariff C.R.C. no. E-4153. Upon hearing the application at Montreal, May 11, 1925, the applicant and the railway company being represented at the hearing, and what was alleged, the Board orders that the Canadian Pacific Ry. be required to publish and file a rate of \$1.90 a gross ton on iron pyrites ore, in carloads, from Sherbrooke, Que., to Sulphide, Ont., the said rate to remain in effect until Sept. 15, 1925.

Canadian National Ry. Valuation. — Sir Henry Drayton asked in the House of Commons recently:—"Has a Mr. Gaston, of New York, been engaged by the Canadian National Ry. to make an accounting or valuation of the securities and properties of the company, and of its present position? If not, has any other person or firm been engaged for such a purpose? If so, who is the person or firm? When was such appointment made and was it made with the authority of the Government? Upon what terms as to payment has such appointment been made?"—The Minister of Railways, Mr. Graham, replied:—"Geo. A. Gaston, of New York, has been engaged by the board, with the approval of the Minister of Railways, to make an investigation of certain features of the Canadian National Ry., along the lines referred to by the Minister in his recent annual statement to Parliament. The position is of a temporary nature, and Mr. Gaston will be paid on a per diem basis."

Freight Car Condition and Supply. — The Railway Association of Canada reports that on June 1 there were 197,372

JULY 1925

~~the Vancouver Railway, or others, etc.~~
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 chairmanship of the British Columbia Minister of Railways. It was decided to postpone plans for reconstruction of trestlework, until the outcome of nego-

August
1925

395.)

Pacific Great Eastern Ry.— During July and August, trips of inspection were made over the line by Vancouver business men, representatives of the Mining Institute, the Premier of British Columbia, T. Kirkpatrick, Manager of the railway, and W. G. Swan, Consulting Engineer, with the object of getting information which would enable a decision to be arrived at as to what should be done with the property. The Premier is reported to have stated on his return to Victoria, Aug. 12, that the railway was in pretty good condition to Quesnel, but needed a good deal of tie replacement and ballasting. On the 42 mile gap between Quesnel and Prince George, about 17 miles of track had been laid from Prince George, and the remaining grading was in pretty bad condition. An estimate of what would be required to complete the gap, including the erection of a bridge over the Cottonwood River, had been made by engineers, the figure being \$1,750,000. The Government had not, the Premier said, reached any conclusion in the matter, but from general reports, it would appear that there is a desire that the Legislature should, at its next session, authorize the completion of the line (Aug., pg. 395.)

September 1925

Betterments, Etc.

as the Nipissing Central Ry. to continue its
ne Swastika branch from the present terminus
at at the Quebec boundary to Rouyn, Que.,
s, as proposed originally. In the present
s, state of political affairs at Ottawa it is not
8, likely that this report is to be taken
as seriously. (Jan., pg. 13.)

s, Pacific Great Eastern Ry.—We are
ad advised officially that a contract has been
20 given Georgia Construction Co., Van-
ne couver, B.C., for the diversion of the line
es north of Lillooet, B.C., by eliminating the
ts big wooden trestle at mile 13.7, Lillooet
ne Subdivision. The work will necessitate
k the excavation of approximately 342,000
e- cu. yd. and the construction of a concrete
ld culvert under a 150 ft. fill on the new right
is of way. The estimated cost of the work is
s- about \$200,000. Work is to be started at
rt once and it is expected that the diversion
or will be completed early in 1927. (June,
at pg. 286.)

August 1926

mental
union
of its
e im-
relief
atche-
in the
s and
John
single
road
which
ystem.
reim-
ed in
iment
ssume
swick
me to
on the
of the
tional
ing of

in freight rates through action by the Dominion Government, in shipments forwarded to U.S. points, to save the industry from annihilation; and that newsprint, paper, wood pulp and lumber be transported from New Brunswick to Montreal, when destined for overseas markets, at the same rail rates as available to St. John and Halifax, for export.

At Charlottetown, P.E.I., on Aug. 6 and 7, various witnesses stressed the need for additional facilities at the ports of Summerside, Charlottetown and Georgetown, stated that additional facilities at St. John and Halifax would be of benefit to Prince Edward Island, and urged the provision of a second car ferry, through sleeping and mail car service between Sackville and Charlottetown, a second train service throughout the season of open navigation, and additional warehousing and shipping facilities at all Island ports.

At Summerside, N.S. on Aug. 10, P. M.

September
1926

adian National Ry. branch line from Allandale, Ont.

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

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

The
Can
in 1
Can
pow
Har
brai
rail
G
intr
cen
of t
con
the
from
bec
nay
Chi
and
mo
Ba
S
int
ext
rail
mo
La
the
Th
L.
a r
ne:
fro
Su
Dr
an
a
alc
St
fr
Ri
19
2
fr
Fr
co
je

B
Il
si
w
P
M
th
ci
cl
R
1
to
L
p
1
R
w
F
it
r
b
h
e
t
s
t
a
V
t
t
(
1
h
2
v
c

MARCH
1927

October, 1927

on, Betterments, Etc.

t the Gloucester mines to Indian Falls immediately. (Sept., pg. 532.)

We
very
with
pany
velop-
ecent
of the
l Ry.
Mani-
1926
n Ry.
ailway
n Bay
of the
nother
guar-
pany
l upon
ing a
ute for
to the
out 5
d Ry.
r.— We

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.)

Harbor 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.—
A. A. Gutter, who served with the Royal

1927

1927

deal with the Government for taking over the Pacific Great Eastern Ry. as a part of the undertaking. He is reported to have left Vancouver, Oct. 3, to make a trip over the P.G.E. Ry., to Quesnel, and the uncompleted section of the line to Prince George, and then to look over the country to Peace River Crossing, working out to Edmonton, Alta. He purposes going to England to endeavor to enlist the aid of British financiers in the project. (Press report.)

Construction of

es
ler
n.,
was
eg,
11
eel
ave
om
be
the
ca-
ian
27,
ns:
om
in-
will
ft.;
om
der

daily, except Sunday.

Pacific Great Eastern Ry.—A press report states that plans have been prepared for diverting the line from its present location so that it will pass through Lillooet. The present line meets the right bank of the Fraser River at Lillooet and crosses to the left bank below the town on a wooden bridge, which requires renewal. It is proposed to carry the line further up the right bank of the river to a point above the town, then across the river on a new bridge, and thence on to Pavilion. This would involve the removal of the present division terminal to the right bank of the river within the town. It is stated that it will be cheaper to build this diversion than to rebuild the bridge on its present location and to maintain the division buildings where they are. An appropriation for the work will, it is stated, be asked from the Legislature. (Nov. 1927, pg. 641.)

V. P
com
carr

O
Can
mac
a p
an e
desi
mot
no.
com
com
ing
am
dian
soll
Wil
B
a n
the
in c

January
1928

Pacific Great Eastern Ry.—Willard Kitchen, a director, and Robert Wilson, Executive Assistant, Pacific Great Eastern Ry., on returning recently to Vancouver, B.C., from a trip of inspection over the line to Quesnel and over the projected extension to Prince George, reported that ballasting was in progress between Clinton, mile 45, and Williams Lake, mile 156, Lillooet Subdivision, and that satisfactory progress was being made with the construction of concrete cribs and retaining walls along Anderson Lake on Squamish Subdivision. Work was started earlier than usual this year and as a result the work, a good deal of which is of a permanent nature, has been nearly completed. (Press report.)

We are advised officially that the wharf and approach trestle proposed to be built at Squamish will be adjacent to the present government dock. The landing dock area will be approximately 150 x 30 ft., which, with the present dock, will give a total area in one block of about 150 x 60 ft. There will be an elevated platform and ramp 200 x 10 ft. The train passenger platform will be 450 ft. long by 14 ft. wide and a 3-track 40-ft. apron car ferry slip will be built, and 2,300 ft. of railway trestle. Creosoted piles will be used under the passenger dock and all parts subject to teredo action, and cedar piles will be used under the railway trestle where there is no teredo action. The deck of the wharf will be 10 ft. above mean sea level. All timber used will be B.C. fir, and the trestle will be standard 6-stringer, 15-bent construction. There will be an approach of train fill material for about half a mile, requiring about 17,500 cubic yards of material.

A contract has been let to Watson and Stewart, Squamish, for bridge foundations at mile 44.1 and 48.4, near Rethel, mile 44.6, Squamish Subdivision. Another contract for bridge foundations has been let to Dawson, Wade and Co., Ltd., Vancouver. (Press reports.)

Vancouver Island.—Orders in council have been passed authorizing Campbell

August
1929

Pacific Great Eastern Ry.—The filling for the new dock and approach at Squamish, B.C., was reported to have been completed at the end of July, ready for the piling to be gone on with. A description of the wharf and approach trestle was given in Canadian Railway and Marine World for August, pg. 483.

Timiskaming and Northern Ontario Ry.
—Following a conference between the

September 1929

Railway Projects, Surveys, Construction, Betterments, Etc.

Great Northern Ry.—J. M. Doyle, Superintendent, Spokane, Wash., visited Grand Forks, B.C., recently in connection with the project for the removal of the station with its telegraph and express facilities from its present site in Columbia for about a mile nearer the city's business center. The suggestion is that while the station will be removed the tracks will not be moved, but a motor bus will be operated between the station and the trains. The city council and the board of trade were asked to endorse the proposal. (Press report).

Vancouver City Council has been advised by the company's engineering staff that under the agreement with the city the railway is not called upon to build any new bridges on its entrance to the False Creek terminals until existing structures are condemned. Residents of Ward 7 have been asking for a new bridge at Nanaimo St., and they now propose to ask the city council to take steps to have the present bridge condemned. (Press report).

Newfoundland Railway.—A Newfoundland paper, the Fishermen's Advocate, said in a recent issue:—"The Government has decided to abandon the building of the railway diversion from Millertown to Howley, started last autumn just before the elections by the late administration. One of the objections to the diversion is the demand of the Anglo-Newfoundland Development Co. for \$400,000 as the price of the old Millertown-Buchans branch line. The decision of the Government is to rerail the Topsails section, and raise the roadbed above the level of the ground, so as to prevent snow blocking it in winter. It is the opinion of the railway staff and competent engineers, that all that is necessary to ensure satisfactory service in winter over the Topsails, is to raise the track from 2 to 5 ft. over the whole Topsails section. The work of rerailing this section will start at Millertown Jct. immediately."

The Bishops Falls Section, Western Division, Newfoundland Ry., extends from Bishops Falls, mile 267.34 from St. John's, to Humbermouth, mile 403.62 from St. John's, and includes the Topsails area. To avoid this area it was proposed to utilize the Millertown Branch starting from the main line at mile 309.97, with its extension to the Buchans mine, and to build an extension therefrom to Howley, at mile 356.60. This 46.63 miles covers the Topsails area, the principal points where traffic difficulties are met with in winter being Summit, mile 328.31; and Gaff Topsail, mile 332.79.

The proposed diversion of route involved the construction of a new road bed extending from a junction with the railway to Buchans Mine at mile 19, to Howley, mile 356.6 from St. John's on the existing main line. Work was started at Hind's Jct., some distance from the Buchans Mine Ry. on Aug. 6, and on Sept. 24, from mile 19 on the Buchans Mine Ry. to Hind's Jct. When work was stopped on Oct. 18 the amount done was:—clearing right of way from Hind's Jct. towards Howley, 17 miles; grading done, 10 miles; culverts put in on 6 miles; track laid, 6 miles; ballasting done, 6 miles; and from mile 19, Buchans Mine Ry. towards Hind's Jct., 5 miles of the right of way had been cleared and 3 miles of grading done.

Pacific Great Eastern Ry.—The North Vancouver District Council, on Aug. 29, instructed its clerk to protest to the Minister of Railways against delay in providing railway facilities for north shore waterfront industries, owing to the

failure of the P.G.E.R. and the Vancouver Harbor Commissioners to arrive at an agreement with regard to running rights. The Harbor Commissioners built the subway on the esplanade at Lonsdale Ave. in order to make possible a connection with the P.G.E.R. north shore line, along which a number of industries have been located. The subway was completed in April but no steps have been taken to give the necessary connection with the P.G.E.R.

A conference is reported to have been arranged between the P.G.E.R. directors and the British Columbia Government with respect to north shore transportation problems, particularly such as have arisen owing to the cessation of passenger traffic over the line to Whytecliffe.

Timiskaming and Northern Ontario Ry.—The Acting Deputy Minister of Mines for Ontario and W. S. Dyer, Provincial Geologist, left Toronto early in September to look further into work being done by the Mines Department's staff in uncovering and testing of lignite deposits in the vicinity of Blacksmith rapids on the Abitibi River. The department's staff has been working on these deposits for some months with the result that it is estimated that the beds tested contain from 7,000,000 to 10,000,000 tons of lignite. The Prime Minister of Ontario, Mr. Ferguson, in referring to the matter, Sept. 6, said that the Government was withdrawing from staking the whole of the area in which the discovery had been made, in order to protect the public. Blacksmith rapids are on the Abitibi River, about 30 miles northerly from Coral rapids, which is the present terminus of the T. and N.O.R. The surveys for the extension of the T. and N.O.R., from Coral rapids to Moose Factory on the James Bay shore of Hudson Bay, pass near Blacksmith rapids.

We are advised officially that the Prime Minister of Ontario, Mr. Ferguson, stated at Sault Ste. Marie, recently, that instructions had been given to have an exploration made from the T. and N.O.R. about 100 miles north of Cochrane westerly into the Patricia district in the hope that conditions would be found that would warrant the extension of the railway to tap the mining resources of Patricia. The idea is to follow a course approximately 100 miles north of the National Transcontinental Ry. about midway between that line and James Bay.

A pre-election manifesto to the people of Ontario, issued by Mr. Ferguson on Sept. 17, said:—"The faith of the Government in the possible discovery of valuable coal deposits on the James Bay slope has recently been vindicated and the substantial expenditure in explorations amply justified. A huge deposit of high grade lignite coal, which latest estimates place at 20,000,000 tons, has recently been discovered, and those in charge of the operations are confident that a much more extensive field will be uncovered. Nothing has occurred in the history of the Province that could be of greater moment to Ontario."

"There can be no more accurate indication of the progress of the North than the increased earnings of the T. & N.O.R. During the past three years the railway has handed over each year to the Provincial Treasurer, \$1,300,000 to pay the interest on the money invested in the enterprise. In keeping pace with the needs of the north it will be necessary from time to time to build extensions of the railway. The Government has now under consideration some plans for ex-

tensions that it hopes to be able to justify."

Toronto, Hamilton and Buffalo Ry.—Wigwag signals are being installed on the company's belt line in Hamilton, Ont., which runs from the Kinnear yard in the southeastern section of the city, crosses Cumberland Ave. just west of Gage St., then intersects Maple Ave., Main St., Dunsmure Road, King St., Cannon St., Primrose Ave., Barton St., Beach Road and Depeuw St. W. J. Warnick, Superintendent, stated that 15 sets of signals were needed to properly guard all of these crossings, and added that the installation was the biggest to date on the continent. (Press report).

Representatives of St. Catharines Chamber of Commerce, discussed with H. T. Malcolmson, Vice-President and General Manager, May 10, a project for the extension of the company's railway into St. Catharines. The delegation was asked to collect information as to traffic possibilities for presentation to the company, and since May, negotiations have been continued. Early in September, E. W. Beatty, K.C., Chairman and President, Canadian Pacific Ry., and a director of the T.H. and B.R., stated that negotiations were under way for the construction of the extension mentioned. On Sept. 10, H. T. Malcolmson said that there was nothing to say beyond the fact that negotiations were in progress; what the result will be could not be stated exactly, but he thought it possible that in a month or six weeks thereafter, something more definite could be said. Arthur Robinson, Manager, St. Catharines Chamber of Commerce, said on the same day that he was hopeful of the successful outcome of negotiations, for the people of St. Catharines want the extension.

Vancouver Harbor Commission's terminal railway extends on Vancouver water front easterly to the south end of the Burrard Inlet Tunnel and Bridge Co.'s bridge over the second narrows, and by running rights over the bridge to North Vancouver, and along the water front there to Lonsdale Ave., on the Esplanade, but has not a connection with the Pacific Great Eastern Ry.'s north shore line. North Vancouver District Council appointed a special committee on Aug. 29 to ask the Commission to extend its railway east of the second narrows bridge to provide facilities for the industries there.

Victoria Lumber and Manufacturing Co. is reported to have completed building a railway from its camp 10 to a connection with the McDonald & Murphy Lumber Co.'s logging railway, which connects with the Esquimalt and Nanaimo Ry. near Chemainus, B.C.

The Wabash Ry. Co., a corporation incorporated in the State of Indiana, U.S., has been granted a license in Ontario under the Mortmain and Charitable Uses Act, authorizing it to acquire and hold, in perpetuity, not exceeding 200 acres of land in East Sandwich Tp., Essex County, at a total purchase price not exceeding \$250,000, for the purpose of constructing, erecting and operating freight yards, with the usual sidings, yard offices, freight sheds, turntables, locomotive houses, and other buildings, equipment and appliances.

A party of Wabash Ry. officials visited Windsor on Sept. 9, and went over the land in the Tecumseh area, acquired recently for terminal purposes. A conference with Canadian National Ry. officials was held subsequently at St. Thomas, in connection with the matter, the C.N.R. being also interested in yard extension plans in the same area. (Press report).

October 1929

1, Surveys, Construction,]

failure of the P.G.E.R. and the Vancouver Harbor Commissioners to arrive at an agreement with regard to running rights. The Harbor Commissioners built the subway on the esplanade at Lonsdale Ave. in order to make possible a connection with the P.G.E.R. north shore line, along which a number of industries have been located. The subway was completed in April but no steps have been taken to give the necessary connection with the P.G.E.R.

A conference is reported to have been arranged between the P.G.E.R. directors and the British Columbia Government with respect to north shore transportation problems, particularly such as have arisen owing to the cessation of passenger traffic over the line to Whytecliffe.

Timiskaming and Northern Ontario

1929

King's Jct., 6 miles of the right of way had
been cleared and 3 miles of grading done. na
Pacific Great Eastern Ry.—The North vi
Vancouver District Council, on Aug. 29, int
instructed its clerk to protest to the en
Minister of Railways against delay in ne
providing railway facilities for north fro
shore waterfront industries, owing to the un

1929

he ing crossing of the
be Pacific Great Eastern Ry.—A diversion
el- is being built leaving the present main
in- line at mile 117.95 Squamish Subdivis-
the ion and rejoining the present main line
dill at mile 2.46 Lillooet Subdivision, a dis-
and tance of 5.37 miles by the diversion or
ent 6.36 by the old line. The object is
the primarily to get a better bridge location
as- over the Fraser River to replace the
ort present wooden structure, which con-
co- sists of six 150 ft. deck Howe truss spans
om; on rock filled timber cribs supported on
ive piles, and with long approach timber
sh- trestles, 15 years old. Of secondary con-
air sideration are the facts that the new
en- line saves three additional bridges, is
idle one mile shorter, has better grades ap-
eral proaching the terminal, saves about an
of- 80 ft. rise and fall, has less curvature
At and passes through the Town of Lillooet
lock instead of a mile distant as before. The
nes grading is under contract to W. C. Arn-
with ett, of Vancouver, who started work on
An June 16. He has three gas caterpillar
ad- shovels at work and expects to be finish-
tor- ed by the end of this year; 3¼ miles are
aces practically completed. The contract for
e of the substructure of the Fraser River
ood bridge, which will be of concrete on
will solid rock bed above low water mark,
nith has been awarded to Stewart and Bar-
eam ber of Vancouver, and work was started
c. Sept. 18. The contract calls for comple-
ll be tion by May 31, 1931, and involves the
e of placing of some 5,000 cu. yd. of concrete.
low The contract for the superstructure of
cen- the bridge, which will be a steel con-
ters- tinuous deck truss type 600 ft. long (a
t the 300 ft. center span and two 150 ft. ap-
the proach spans) with two 80 ft. and one
rein- 60 ft. deck plate girders approaching
aster main truss, was awarded to Dominion
ll be Bridge Co. and will be completed early
x 14 next summer. The track level of the
g to new bridge will be 200 ft. above the
5-ply river, necessitating one pier 150 ft. high.
which Other piers and abutments vary from
faced 25 to 60 ft. in height. The diversion
heavy will necessitate the removal of the di-
action visional yards from East Lillooet, on the
er. other side of the river, to a new loca-
re re- tion adjacent to the Town of Lillooet.
con- The work is in charge of Chas. L. Bates,
ward Engineer, Maintenance of Way.
I.C.R. The P.G.E.R. management is reported
st sod to have applied to the B.C. Water Board,
mber. at Victoria, for authority to develop
d sta- about 150 h.p. on Seton Creek, flowing
B.C., out of Seton Lake, the power being de-
N.A. sired for use in the railway shops and
lythe yards at Lillooet and for the towns-
given people there.
World North Vancouver, B. C., Board of
no is- Trade adopted a resolution recently ask-
ing completion of construction of the P.
G.E.R. as a means of alleviating un-

1930

people there.

North Vancouver, B. C., Board of Trade adopted a resolution recently asking completion of construction of the P. G.E.R. as a means of alleviating unemployment. The Prime Minister of British Columbia, Mr. Tolmie, when in Vancouver a few days later, on his way home to Victoria after visiting Ottawa, was quoted as saying that definite proposals regarding the completion of the

1930

P.G.E.R. and the building of a Peace River connection could be expected following study of reports on surveys made this year, after the Dominion Prime Minister's return from England.

An inspection of the line, with particular attention to the work going on near Lillooet in connection with line diversion, was made by the B.C. Prime Minister, Mr. Tolmie, early in October, his party including a number of directors and Robert Wilson, Executive Assistant. Engineers were then still in the field in connection with the joint survey undertaken by the B.C. Government and Canadian National and Canadian Pacific Rys. A Vancouver press dispatch of Oct. 11 stated that the engineers' survey had discovered a route by which the line could be extended from Quesnel across Cottonwood Canyon into Prince George, this being referred to as one of the most important developments in relation to the P.G.E.R. for many years. The Cottonwood River is about 20 miles north of Quesnel, and although rails had been laid south out of Prince George and north out of Quesnel, no satisfactory crossing of the river canyon had been found formerly. The report stated that the recent find was due to the engineers having called upon farmers, prospectors and trappers acquainted with the district, for assistance, and that the satisfactory route discovered was found only through the latter's intimate knowledge of the country.

Timiskaming and Northern Ontario

given
cently
ed th
open,
derta
street
ed fo
John,
gusor
pass
the c
is th
site,
to ke
civic
office
follow
of the
tion.
As st
separ
defer

For
plans
of H.
Prim
tive
ing a
by P
to de
receiv
while
Boar
Georg
city
it nee
T.H.
plied

November
1930

Railway Projects, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.

The Board of Railway Commissioners passed order 45,390, Sept. 15, authorizing the installation of a 20 ft. deck plate girder across the Sand River. We are advised officially that the work involved is the replacement of a small timber trestle at mile 137.64, originally 42 ft. long and 9 ft. high, by a 20 ft. deck plate girder span on concrete abutments, the balance of the opening being filled. The trestle was erected in 1912, when the railway was built. While the volume of water passing down the river could have been taken care of by a smaller opening, the 20 ft. span was installed to provide ample clearance for log driving, as timber will be brought down the stream in future. Installation of the 20 ft. span was completed in September, the concrete abutments having been built by R. Lang and Sons, Sault Ste. Marie, Ont., and the steel having been supplied by Hamilton Bridge Co., and installed by A. C. and H.B.R. forces.

The Board of Railway Commissioners passed order 45,317, Sept. 3, authorizing the building of an extension to the coal dock at Michipicoten Harbor. We are advised officially that the work consists of extending the dock front 310 ft., but does not contemplate increasing its storage capacity by extension of the dock front is made possible by dredging now being done in the vicinity by the Dominion Public Works Department, and is being undertaken so as to take advantage of the dredging in bringing ships to the dock and permitting a movement of them southerly of the extreme southerly end of the existing dock, permitting more advantageous unloading of ships. Construction of the dock face extension will be similar in detail to that of the existing dock, as described in the illustrated article in Canadian Railway and Marine World for April, pg. 223. The contract for extending the dock face was given A. B. McLean and Sons, Sault Ste. Marie, who built the dock, and who are also the contractors for the dredging for the Dominion Public Works Department. Work began Sept. 1; the contract calls for completion by July 30, 1931.

Hudson Bay Ry.—See account of Minister of Railways' inspection trip, else-

where, with steel columns and trusses at 20 ft. centers, with 39 ft. 8 in. clearance between floor and truss bottom chords. It will be equipped with an electric traveling crane of 80 tons capacity, with clearance of 30 ft. between floor and crane rails.

The machine shop, adjacent to the locomotive shop, will also be framed with steel columns and trusses at 20 ft. centers, but clearance will be 25½ ft. from floor to truss bottom chords. A monitor, 21 ft. wide and 6 ft. high, will extend the full length of the roof. The shop will be equipped with two 5-ton electric traveling cranes, with clearance of 18 ft. 4 in. from floor to crane rails. One of the pit tracks from the locomotive shop will extend through the machine shop, and will continue on through the present boiler shop building. At the side of the machine shop nearest the municipal basin, will be a flue rafter, with a short track extending from it into the locomotive shop; an emergency store room; manufacturing tool room; locomotive pipefitters' and tinsmiths' shops; wash-room enclosed by brick partition; air brake shop; general tin shop, and general brass foundry. At about the middle of the machine shop will be the general foreman's office, the shop foreman's office, and the distributing tool room. At the side of the shop nearest the drydock will be arranged the heavier machines, including the wheelpress, together with wheel storage space and tracks. An open shed, with concrete floor, will adjoin the shop, adjacent to the wheel storage space. In the working spaces throughout the shop, the floor will be of concrete; in the offices it will be of wood. An extension of the machine shop will house a marine shop and blacksmith shop, equipped with machines, steam hammers, etc., fitted to marine work. The tender shop, 276 x 38¾ ft., will be located on the municipal basin side of the machine shop. It will be a low structure, built as a lean-to, with a center line of columns, all at 20 ft. centers, running longitudinally. Clearance at the outside wall will be 14 ft., and, at the machine shop side, 16 ft. 4 in.

The walls of the building will be reinforced concrete. There will be a pilaster at each wall column. The roof will be of 2¾ in. matched spruce laid on 6 x 14

curvature, with the maximum curvature 7°. It is stated that a movement to incorporate the Village of Pouce Coupe is well advanced, and that, when incorporation is accomplished, the place will be the first organized community in the Peace River territory in British Columbia.

The Board of Railway Commissioners passed order 45,341, Sept. 5, approving location of N.A.R. Grand Prairie branch from mile 112.05 to 139.01, and authorizing crossing of 23 highways.

Pacific Great Eastern Ry.—A diversion is being built leaving the present main line at mile 117.95 Squamish Subdivision and rejoining the present main line at mile 2.46 Lillooet Subdivision, a distance of 5.37 miles by the diversion or 6.36 by the old line. The object is primarily to get a better bridge location over the Fraser River to replace the present wooden structure, which consists of six 150 ft. deck Howe truss spans on rock filled timber cribs supported on piles, and with long approach timber trestles, 15 years old. (Of secondary consideration are the facts that the new line saves three additional bridges, is one mile shorter, has better grades approaching the terminal, saves about an 80 ft. rise and fall, has less curvature and passes through the Town of Lillooet instead of a mile distant as before. The grading is under contract to W. C. Arnett, of Vancouver, who started work on June 16. He has three gas caterpillar shovels at work and expects to be finished by the end of this year; ¾ miles are practically completed. The contract for the substructure of the Fraser River bridge, which will be of concrete on solid rock bed above low water mark, has been awarded to Stewart and Barber of Vancouver, and work was started Sept. 18. The contract calls for completion by May 31, 1931, and involves the placing of some 5,000 cu. yd. of concrete. The contract for the superstructure of the bridge, which will be a steel continuous deck truss type 600 ft. long (a 300 ft. center span and two 150 ft. approach spans) with two 80 ft. and one 60 ft. deck plate girders approaching main truss, was awarded to Dominion Bridge Co. and will be completed early next summer. The track level of the new bridge will be 200 ft. above the river, necessitating one pier 150 ft. high,

000 was spent in that year, the results more than justifying the expenditure. There were disclosed excellent stands of spruce, valuable placer gold mining areas, large deposits of semi-anthracite and bituminous coal, petroleum possibilities, limestone, and large water powers. The survey this year has resulted in delimiting of vast areas of first class agricultural land in the Peace River block. He stated that the logical western outlet for the Peace River Valley country is by a connection with the P.G.E.R., and that efforts will be made to have the railway and Dominion Government authorities see the matter in that light. He intimated that the negotiations for the sale of the P.G.E.R. property are with the two large Canadian railways, saying that although offers had been received to have both English and United States capital invested in P.G.E.R. lands, the government considered it preferable to try to negotiate a deal with the two Canadian railways. He said that the line is in excellent physical condition; that its grades compare favorably with those on the C.P.R. main line, the maximum elevation attained being considerably less than on that line; that its equipment is in first class condition, and that it is being operated economically and efficiently. The British Columbia Government's investment in the property is \$63,000,000, and the carrying charges \$3,000,000 a year.

The survey fieldwork for this year was completed in October, and Major C. R. Crysedale, the engineer in charge of the work, has established winter headquarters in Victoria, where preparation of reports, mapping, etc., is being proceeded with.

Capt. P. R. O'Kelly, for many years a Hudson's Bay Co. transportation officer, stated, in an address to the Vancouver Board of Trade recently, that he considers the P.G.E.R. route to the Peace River area as the only logical one; that if railway experts were starting over again to build a line to connect the Pacific coast with that area they would follow the Fraser River to Finlay Forks and then strike east to the Alberta boundary; that

December
1930

Marine World for November, pg. 703,
and October, pg. 637.

Pacific Great Eastern Ry.—The report
published in Canadian Railway and Mar-

December
1930

ine World for November, pg. 704, of the finding of a suitable crossing of the Cottonwood River Canyon in British Columbia for the P.G.E.R., thus making possible the connecting of the loose ends of the railway extending northward out of Quesnel and southward out of Prince George. was confirmed by Premier Tolmie of British Columbia in a speech in North Vancouver, Oct. 31, when he referred to the crossing as an easy one that will prove suitable when the time comes to complete the line between the two places mentioned. In connection with a by-election in North Vancouver, the Liberal party made an offer to Mr. Tolmie to undertake to let the government have the vacant seat without a contest if it would undertake to build the Quesnel-Prince George connection without delay, but the offer was refused, the reason given being that negotiations which had been proceeding for the sale of the P.G.E.R. had reached a stage approaching finality, and that the extension could not be gone on with until the railway is sold or the negotiations definitely broken off. In the speech referred to, Premier Tolmie devoted over an hour to P.G.E.R. matters. In relation to the survey which has been proceeding, the Canadian National Ry., the Canadian Pacific Ry. and the British Columbia Government each paying a third of the cost, he stated that operations began in 1929, and that \$450,000 was spent in that year, the results more than justifying the expenditure. There were disclosed excellent stands of spruce, valuable placer gold mining areas, large deposits of semi-anthracite and bituminous coal, petroleum possibilities, limestone, and large water powers. The survey this year has resulted in delimiting of vast areas of first class agricultural land in the Peace River block. He stated that the logical western outlet for the Peace River Valley country is by a connection with the P.G.E.R., and that efforts will be made to have the railway and Dominion Government authorities see the matter in that light. He intimated that the negotiations for the sale of the P.G.E.R. property are with the two large Canadian railways, saying that although offers had been received from

the existing P.G.E.R. line forms the nucleus for a railway programme to include branch lines running east from Lytton, west from Prince George to Prince Rupert, and north from Finlay Forks into the Yukon Territory, and that construction along the lines indicated would complete a railway system which would be highly desirable from a British Columbia viewpoint, and which would provide a short and economical route to afford the Peace River country an outlet to tidewater at Vancouver. He referred to the Pacific coast slogan of "On to the Peace", and suggested that it be made "On to the Peace via the P.G.E.R."

Timiskaming and Northern Ontario Ry. It was reported from Cobalt Oct. 22 that Mayor Armstrong would ask the T. and N.O.R. Commission and the Ontario Government Northern Development Branch for immediate construction of a bridge at the Lang St. crossing in Cobalt, in the north end of the town, where the Ferguson Highway crosses the T. and N.O.R. and Nipissing Central Ry. tracks.

North Bay City Council is reported to have adopted a resolution to ask the T. and N.O.R. Commission to extend its railway from North Bay to Parry Sound.

A North Bay press dispatch of Nov. 16 stated that following the T. and N. O.R. Commission's autumn inspection trip the Chairman, G. W. Lee, had expressed himself as highly pleased with the progress being made on the extension of the line to James Bay, and said that the trestle over the east branch of the Moose River was completed and practically all filled in. (Nov., pg. 704).

A North Bay dispatch of Nov. 15 stated that Mr. Lee, on being asked if the Commission was disposed to consider the construction of a branch line into the Matachewan gold field, stated that S. B. Clement, Chief Engineer, and J. A. Cole, Mining Engineer, had been instructed to keep in close touch with Matachewan developments.

Toronto, Hamilton and Buffalo Ry.—The Board of Railway Commissioners held a hearing in Hamilton, Ont., Nov. 1, to consider the T., H. and B. plans for grade separation and the construction of

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

Timiskaming and Northern Ontario

1930

r this work being completed early in
t August.

n Pacific Great Eastern Ry.—It was re-
e ported at Vancouver Aug. 12 that the
P.G.E.R. had given a contract for the
superstructure of a bridge to be built
a over the Fraser River, at a total cost of
l, about \$200,000, to Dominion Bridge Co.,
l, and that fabrication of the steel would
t be done in the latter's Burnaby, B.C.,
plant. Construction of the bridge is an
- undertaking incidental to the 5-miles
y diversion being made by the railway near
l Lillooet. The report stated that tenders
l were being invited for the bridge sub-
s structure, and that its construction would
z, be started as soon as a contract could be
g awarded.

September
1930