

PACIFIC GREAT EASTERN

operated by the C.P.R.

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

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

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

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

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N.B. A. Sherwood, Fredericton, N.B., is in local charge of this line, which is being operated by the C.P.R.

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

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pg. 332.)

Pacific Great Eastern Ry.—A start was made with the construction of the 14 miles of line to connect North Vancouver with Howe Sound, B.C., July 1. It is expected that this will be completed and the line opened by July 1, 1914. At Howe Sound connection will be made with the Howe Sound and Northern Ry., which has been acquired by the P.G.E. Ry. From the terminus of that line construction is being pushed as far as Lillooet, and work is also in progress thence to the Fraser River. A subcontract on this latter section has been let to Rankin & Co. Orders have been placed in the U.S. for 20,000 tons of steel rails for the line, and the first shipment will be made from New York early in August. (July, pg. 332.)

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from Bella Coola, easterly to Hazelton, B.C., 10.00 miles. (Jan., pg. 22.)

Pacific Great Eastern Ry.—The first portion of the line, viz.: from Vancouver to Fort George, B. C., has been under construction for nearly two years, and two sections are in operation. The first is from North Vancouver to Dundarave, 4.5 miles, and the second is from Squamish, the new name given to Newport, to Cheakamus, 13 miles, which includes the seven miles of track laid by the old Howe Sound and Northern Ry. The recent decision of the British Columbia Legislature to extend the line from Fort George to the Peace River country and to have the extension ready to handle traffic through to the Alberta boundary in 1916, has apparently given a great impetus to construction. It has been announced that 10,000 men will be distributed along the line between Vancouver and Fort George. The construction is well advanced to Kelly Lake, 200 miles from Vancouver, and we are officially advised that contracts have been let for the line southerly from Fort George, to Kelly Lake, to H. E. Carleton & Co., 25 miles; A. E. Griffin & Co., 25 miles; and Burns, Jordan & Co., 50 miles. These contractors have just completed subcontracts on the G. T. Pacific Ry. west of Fort George, and it was reported, April 3, that their outfits were being transferred to the P. G. E. route. The points between which these contractors will work had not been decided at the date of our advice. The construction on the 280 miles between Kelly Lake and Fort George is reported to be light. The main points on the route with distances from Vancouver are:—Squamish, 43 miles; Pemberton Meadows, 100 miles; Lillooet, 163 miles; Clinton, 210 miles; Lac la Hache, 285 miles; Quesnel, 395 miles; Fort George, 480 miles.

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

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

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

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

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

It was reported, Mar. 10, that it was expected to have track laid to Horseshoe Bay, 13 miles out of Vancouver, by June 30. From that point to Squamish, the terminal at Newport, the line will have to be built through solid rock, and is not to be finished until June 30, 1915. Track has been laid from Squamish to Swift Creek, 14 miles, which includes the seven miles of track laid by the old Howe Sound and Northern Ry. Grading is practically completed to the Pemberton Meadows, 60 miles from Squamish, and to the north east end of Anderson Lake, 30 miles beyond. For 12 miles beyond Anderson Lake there is some heavy rock cutting yet to be done, while beyond to the crossing of the Fraser River, near Lillooet, the grading is finished. The piers and abutments for this bridge are expected to be completed in June. Some grading has been done from the Fraser River crossing to Kelly Lake, mileage 200 from Vancouver. The work on the section from Kelly Lake to Fort George, 280 miles, is comparatively light, and will be gone on with during the summer.

Survey parties are to be sent out early in April from Fort George to locate the projected line to the Peace River, 330 miles. A reconnaissance party, in charge of L. C. Gunn, is now on the field. It is expected that a start will be made on construction in May. (Mar., pg. 121.)

Peace River Tramway and Navigation

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

April 1915

pg. 267.)

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

July 19/14

about 20 miles. (May, pg. 170.)

Dominion Atlantic Ry.—A steel railway bridge on concrete piers was completed recently over the Avon River in Nova Scotia. The Avon flows into Minas Bay, an affluent of the Bay of Fundy, which accounts for the fact that tides in the river reach 35 to 40 ft. The bridge is 1,200 ft. long c. to c. of abutments, with 9 concrete piers all on rock or hardpan, 35 ft. below river bed, except one which is carried on piles. The rock is overlaid with 5 ft. of gravel covered with 15 ft. of shifting sand. The current reaches as high as 8 miles an hour. Foundation work was extremely difficult, and had to be done at low tide—allowing only 3½ hours a day for a shift. The bridge was built in two years by the Nova Scotia Construction Co., Ltd., of Sydney, N.S., with A. S. Kennedy, Construction Superintendent.

Edmonton, Dunvegan and British Columbia Ry. In a recent interview J. D.

JUNE 1915 P212

Pacific Great Eastern Ry.—Press reports state that at July 30, track had been laid to a point 14 miles beyond Lillooet, from Squamish, B.C., and that the bridge work between that point and Clinton was being pushed forward rapidly. It is expected to have the track laid to Clinton early in the fall, and to Hundred Mile House by the end of the year. The grading on 438 miles between Squamish and Fort George is reported to be 98 per cent. completed. Nothing is being done at present on the line between North Vancouver and Squamish, 39.7 miles beyond the present track end, 12.7 miles from North Vancouver, on which a train service is being operated. A train service is also being operated from Squamish to Lillooet, 120 miles. (July, pg. 255).

September

1915

p. 341

Pacific Great Eastern Ry. — At the British Columbia Legislature's 1916 session, provision was made for the raising of \$10,000,000 on Provincial security, and the loan of \$6,000,000 out of these funds to the Company. Since then there has been a general election with a change of government. The new government proposes to change the manner in which the aid to be given by this loan will reach the company. (April, pg. 136.)

Pas, Man.—In connection with the proposed development of some extensive copper deposits north of Pas, a press report states that 98 miles of railway are to be built. Hayden, Stone and Co., Boston, Mass., are said to be interested.

Prince Edward Island Ry.—In reply to

MAY 1917

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September ~~1913~~

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

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

July 1914

PGC

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Lake Erie and Northern Ry.—An act has been passed by the Dominion Parliament enabling the company to increase its bonding power from \$30,000 to \$45,000 a mile, and to issue other securities for the purpose of developing properties along its line, but these extended powers are not to be used until every municipality which has aided the company, has been released from its agreement.

Track laying was reported to have reached Brantford, from Galt, Ont., April 9, and ballasting has been started, a train working each way from the pit at Paris.

Construction is being proceeded with on

MAY 1914

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Lake Erie and Northern Ry.—A special train ran over the completed line from Brantford to Galt, Ont., May 4, about 20 miles. The completed line starts at Jubilee Terrace in Brantford, and runs into Galt as far as the C.P.R.

The further construction of the line in Brantford is being held up pending a decision on the question of the raising of the Lorne Bridge. The plans for this were submitted to the city, May 8, when certain objections were made, and will be laid before the Board of Railway Commissioners. Construction is being proceeded with rapidly on the section south from Brantford to Port Dover.

It is expected that the Brantford-Galt line will be put in operation early in August. (May, pg. 214.)

Miramichi Bay Shore Ry.—The New

June 1914

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ORLD.

[August, 1913.

Brantford was filed with the city authorities July 5. It shows a route from Lorne bridge to the city limit at Eagle Place.

W. P. Kellett, General Manager, is reported to have stated, July 4, that it is expected to have the line opened from Brantford to Galt, by Oct. 1, and the section from Brantford to Port Dover, by June 1914. The line is being built to steam railway standards, but the story that it is to be exclusively a steam railway has no foundation in fact, as electricity will be the motive power used ultimately, though it may be operated by steam for a time at first. (July, pg. 331.)

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Lake Erie and Northern Ry.—The terminal facilities for this line in Galt, Ont., are being laid out, with a view of having everything ready for the opening of the section from Brantford, early next spring. The buildings consist of a brick station, and freight house, and six tracks are being laid in the yard. About 14 miles of grading has been completed between Brantford and Galt, some miles of steel have been laid, and a ballasting gang is working from the Galt end.

Considerable progress has been made in Brantford, where some heavy work is being done at Jubilee Terrace and Lorne Bridge. The bridge is to be raised seven feet. A good deal of the trestle work through the city has been completed.

Good progress is being made with construction on the line from Brantford to Port Dover. The Board of Railway Commissioners, Oct. 10, granted the company the right to use the G. T. R. harbor at Port Dover. (Oct., pg. 475.)

A contract was entered into, Nov. 8, between the Dominion Government and the company, under the provisions of the act granting aid to certain railways, for the building of a line from Galt to Port Dover, Ont., not exceeding 58 miles.

December 1913

Glengarry and Stormont Ry.—The Board of Railway Commissioners has approved several deviations from the original plans for this line from a connection with the C. P.R. at St. Polycarpe, Que., to mileage 4.96; and from mileage 15.05 to Cornwall, Ont., mileage 27. (Feb., pg. 62.)

A press report April 22 stated that contracts have been let for the construction of this line as follows: G. R. Phillips, from north of the G. T. R. tracks, near Cornwall Station, to Glen Donald, 4 miles; the company proposes to build the next section itself; McDonald and Grant, from near Williamstown for 4 miles; A. C. Mulhern, next section easterly; A. C. McArthur, from C. P. R. at St. Polycarpe, Que., westerly to connect with the Mulhern contract. It is stated that the contracts call for the rapid completion of the work, and that it is hoped to have track laid by Nov. 1.

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The Glengarry and Stormont Ry. is under construction from about a mile west of St. Polycarpe station, Que., on the C.P.R., Smiths Falls subdivision, to Cornwall, Ont., 28 miles. It will pass through St. Telephore, Bridgend, and Williamstown. The contract for the construction complete is held by Glengarry Construction Co., Montreal, which has sublet portions, as already noted. A. A. Mellor, A. Can. Soc. C. E., is Chief Engineer.

Local reports state that work is being rapidly pushed ahead all along the line, a large proportion of the scraper work being completed. The concrete work on the bridge foundations was started July 9. The two most important structures are the bridges across the Beaudette River and the southern branch of the same in Stormont County, but neither are large bridges. It is expected to have grading completed so as to commence tracklaying in September. The station, etc., at Williamstown, the only point at which there will be buildings of any size, are being erected.

Copy of a trust deed securing an issue of 100,000 of 50 year mortgage bonds has

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