

PACIFIC
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RAILWAY

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WHICH WILL BE THE OPENING UP OF NEW
water routes from Seven Islands of the
St. Lawrence River to Hudson Bay.

Pacific Great Eastern Ry.—The British Columbia Government is reported to have let a contract to Robertson and Partners, Vancouver, for the erection of an electric power plant at Squamish, the starting point of the Pacific Great Eastern Ry., inland, at an estimated cost of \$72,000. The plant will supply power for the railway machine shops and for other purposes.

A Vancouver press report of Apr. 14, states that the British Columbia Premier had said that it is expected to have the line completed to Soda Creek, by

April 1919

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Scott and A. E. Doucet, Quebec, are among those interested. (June, 1917, pg. 225.)

Pacific Great Eastern Ry.—The entire length of the line from Squamish to Clinton, B.C., 167 miles, was reopened for traffic April 8, and a regular service is being maintained. Arrangements are being made by the British Columbia Government for resuming construction on the line, but, until the reports of the engineers who are looking over things have been made and considered, it is not possible to say what will be done.

Arrangements for resuming traffic on the section of the line out of North Vancouver, between Ambleside and Whytecliffe, were completed April 12, and it was reported that it was hoped to restart operations out of North Vancouver by May 10. In order to do this, it is necessary to restore the Capilano bridge, which has given a great deal of trouble since the line was built. Tenders for a temporary bridge were received to April 18, and the Premier stated, April 9, that a permanent bridge would be built as soon as possible. (April, pg. 156.)

Prince Edward Island Ry.—It is said that the Minister of Railways has not reached any definite conclusion upon the question of standardizing the P.E.I. Ry. gauge. While it is contended that the alteration of the present narrow gauge to standard would work out advantageous-

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River, but nothing has been done to carry it out. See also Slave River Ry. Co.

Lacombe & Bladman Valley Ry. — No further construction is contemplated on this line by the Alberta Government, which is reported to be negotiating with the C.P.R. to take the line over.

Pacific Great Eastern Ry. — We are officially advised that upon completion of the Deep Creek Viaduct, track laying was continued for 34.50 miles, to Australian Creek, B.C. Work is proceeding on the 98 miles of grading, upon which a good deal of work was done some years ago by the original company, between Australian Creek and Prince George. The work is being done by the Northern Construction Co., Vancouver, for the British Columbia Government, under the direction of A. F. Proctor, Chief Engineer, B.C. Railway Department. (Jan., pg. 18)

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other general purposes. (May, pg. 240.)

Pacific Great Eastern Ry.—The British Columbia Government is reported to have sold \$3,000,000 of treasury bills at 100.01, the proceeds to be devoted to construction work on the P.G.E. Ry.

Construction is reported to be advancing with considerable speed on the extension from Quesnel, and A. F. Proctor, Chief Engineer, B.C. Railway Department, expects that track will be laid from the present end of rail into Quesnel, 19 miles, by July 1. The Chief Engineer stated in his annual report that the Canadian Bridge Co. commenced the erection of the big viaduct over Deep Creek valley early in July, and the first train was taken across it Nov. 3.—The viaduct is 1,192 ft. 11 in. long between parapet walls, and the central portion is 285 ft. high from foundation to base of rail. There are 4,200 cu. yd. of concrete in the foundation and 2,000 tons of steel in the superstructure. On the completion of the bridge 36 miles of track were laid to 19 miles south of Quesnel. In order to complete the line into Prince George, 98 more miles of track has to be laid. Of this distance 51 miles of grade is ready for tracklaying, but 46.5 miles of grading done by the old company will have to be reconditioned. There are also 36 timber bridges as well as one steel viaduct yet to be built, together with the ballasting and other finishing up work. A small locomotive house will be built at Quesnel. (Mar., pg. 143.)

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has arrived from Barrow-in-Friesland
England. (May, pg. 222.)

Pacific Great Eastern Ry.—The British
Columbia Minister of Railways, Mr
Sutherland, left Vancouver, May 8, ac
panied by the Department's Chief
Engineer, P. Philip, for an inspectio
trip over the line. Coal mining is re
ported to be in progress in the Ha
Creek district, in the Cariboo country
and not far off the line. It is said tha
the minister will look into the matte
with a view of building a spur to th
mines if the development of the proper
ties warrants it. (April, pg. 177.)

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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.)

Timiskaming and Northern Ontario Ry.—A press report states that track-laying on the extension of the Ni-

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