

PACIFIC
GREAT
EASTERN
RAILWAY.

Howe Sound, Pemberton and Northern Ry.

—The plans filed by the promoters of this projected railway show that the line will start from the head of Howe Sound, near the mouth of Squamish River, and follow the valley of that stream to Pemberton Meadows, where it will cross, and then proceed northwards, following easy gradients through the valleys to Anderson Lake, a distance of 92 miles. With the exception of a few heavy cuts, and a couple of large bridges, no great engineering difficulties will be encountered. The plans have been approved by the Government. The line will tap the rich agricultural areas in the Squamish, Pemberton Meadows and Lillooet districts, and open up a route for getting out the timber from extensive areas in the upper valley of the Squamish, and extending back towards the Pemberton Meadows. It is estimated that there is 170,000,000 ft. of marketable standing timber in the area in question, while there are

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

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other large unexplored areas, which will be rendered accessible by the construction of this line. There is deep water on Howe Sound right up to the Squamish River, available all the year round, and it is proposed to develop a port there for the export of lumber. The promoters of the company have acquired an area of 71 acres at the mouth of the river, which will be used for wharves and terminal facilities. Part of this land is tide-flat water frontage and the remainder extends some distance up the valley. At Anderson Lake the line will reach a point where water transportation is available, and it is proposed to establish a line of steamers to operate on the lake and the waters tributary thereto. The right-of-way for the line is being secured and it is understood that as soon as this is done, a contract will be let for the construction of the first 15 miles into the Pemberton Meadows. It is hoped to have this portion of the line completed by the end of 1908.

J. C. Gill, ex-Reeve of North Vancouver, B.C., who is one of the provisional directors of the company, recently stated that financial arrangements had been completed, and the construction of the line would be proceeded with as soon as the right-of-way had been secured. It is considered that the present title is rather cumbersome, and it is likely that at the next session of the Provincial Legislature application will be made for an act changing it to the Howe Sound and Northern Ry. (Oct., pg. 713.)

Hudson's Bay Pacific Ry. — Application will

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