

ESQUIMALT  
AND  
NANAIMO  
RAILWAY.

that the company is preparing to erect a hotel there at an early date.

**Esquimalt and Nanaimo Ry.**—Among the improvements being made upon this line is a diversion near Goldstream, the work being included in the appropriations for the year. It is intended to make a permanent line around the present trestle bridges at Waugh Creek and Goldstream, doing away with these altogether, and cross Goldstream with three steel spans, 100 ft., 80 ft. and 60 ft. respectively, on masonry abutments. The cost exclusive of the steel span is estimated at \$40,000, and the contractors are Macdonell and Gzowski, Vancouver, B.C.

A survey party has been put in the field under H. Carry, to survey a route for a projected line from Duncan's to the foot of Cowichan Lake. Should a satisfactory line be located between these points it would prove a shorter route to Alberni and Clayoquot Sound than the proposed extension from Nanaimo.

**Montreal, St. Paul and Sault Ste. Marie**

July  
1907

...ary of the ...  
arrangement for a year. (May, pg. 186.)  
Esquimalt & Nanaimo Ry.—The Board  
of Railway Commissioners has given  
judgment in connection with the question  
of general traffic rights over the Johnson  
St. bridge, Victoria, B.C. An order in  
council passed in 1887 directed the com-  
pany to provide general highway facili-  
ties for the public over the bridge, but  
nothing was done, as there was no im-  
perative necessity to provide for the traf-  
fic. Owing, however, to the development  
of the Songhees Reserve, and surround-  
ing district, the city desires to have traf-  
fic facilities provided in connection with  
the company's proposed replacement of  
the present structure. The judgment  
states that all the documents and exhibits  
refer to plans for a bridge for vehicular  
and pedestrian traffic, and that provision  
has only been made for pedestrian traffic,  
which must be maintained over any new  
bridge. As to vehicular traffic, there be-  
ing a conflict between the company and  
the city as to the plans, the board felt  
that application should be made to the  
Public Works Department, the board ap-  
parently not having jurisdiction to order  
the provision of the accommodation  
sought. The city council has since memo-  
rialized the Public Works Department,  
asking that it will compel the E. & N.R.  
to carry out the obligation as to the mak-  
ing of provision of facilities for vehicular  
and passenger traffic, imposed by the or-  
der of 1887.

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ranges 18 and 19, west of the 5th meridian, Alberta. (May, pg. 213.)

Esquimalt and Nanaimo Ry.—It was expected to have track laid to Courtenay, B.C., on the extension from McBride Jct., by June 30. The last report of the progress of the work prior to that date was that the superstructure on the Trent River bridge was being put in place by the Dominion Bridge Co. The ballasting gang is working close behind the tracklayers, and as the buildings in Courtenay are completed it is expected to have a train service in operation early in July. (June, pg. 266.)

July 1914

officials, was thus made possible.

**Squamish & Nanaimo Ry. Land Rights.**  
In 1883 the British Columbia Government transferred to the Dominion Government certain lands which were to be granted to the E. & N.R. in aid of construction. The land belt granted to the company extends along nearly half the west coast of Vancouver Island, from near Courtenay Narrows to Saanich Inlet. When the Dominion Government transferred the lands, it transferred the foreshore lands and the mineral rights under them in so far as they were vested in the Dominion. In later years H. W. Treat and associates staked out certain lands in the Chemainus District, at the mouth of the Chemainus River, and obtained licenses from the Dominion Government. The E. & N.R. protested, and subsequently brought action against Treat for trespass. This action was dismissed by Justice Clement, and the company took the case to the Court of Appeal, which gave judgment, Nov. 5, 1918, against the company. There are a number of other persons who have staked out claims along the foreshore within the E. & N.R. land areas, who will be affected by the decision.

E. G. Evans, formerly General Manager of the Moncton & Buctouche Ry., which has

November 1918