

Squamish, connecting with the P.G.E.'s trains at the latter point.

Leaving Squamish, the line passes for a short distance through the extremely fertile Squamish River Valley, an interesting and valuable product of which is the hop crop. Flowing into the Squamish River is the Cheakamus, which the railway follows through some of the best timber lands in the province, which investigators state are also highly mineralized. Scenically this is a beautiful section, of river, waterfall, forest and mountain heights. It has also excellent shooting and fishing. From the Cheakamus Valley the line follows a chain of lakes and rivers, and passes through Pemberton meadows, comprising stretches of beautiful farm land. An experiment is being made there, under the direction of the British Columbia Government, in the raising of sugar beet, as it is believed that the soil and favorable climate are well adapted for the industry. Leaving Pemberton meadows the line follows the Birkenhead River through country very similar to that adjacent to the Cheakamus River. It thence continues northerly around the west shores of Anderson and Seton Lakes, and enters Lillooet, celebrated in the early days of the province for the rich gold washings along the banks of the Fraser River at that point, but now more justly renowned for its fine quality of fruit and melons. At Lillooet the line crosses to the east bank of the Fraser River, which it follows northerly to Kelly Lake, and thence runs in a more northeasterly direction to Clinton, the present (July, 1916) end of track, 167 miles from Squamish. From Clinton northerly until the line again approaches and follows the Fraser River the country is open, and adapted to mixed farming and ranching. Most of the land, however, requires irrigation, although dry farming has been successfully carried on. From Soda Creek the line follows the Fraser River to Prince George, where it will connect with the Grand Trunk Pacific main line. Grading is practically finished over the whole line, and although no portion of the line north of Clinton is being operated, track-laying is proceeding as rapidly as possible. Owing to the great number of bridges and the amount of trestle work in the first 8 miles, progress is necessarily slow, and it is not expected that track will be laid to Prince George until the end of 1917.

From Prince George the company's next objective is the Peace River country, where it is estimated there are 7,500,000 acres available for settlement, with excellent climate and fertile soil, adapted both for raising grain and mixed farming. It is not likely, however, on account of present economic conditions, that work will be started on this extension before next year or probably later.

The location of the Pacific Great East ern was determined after the company's engineers had studied all previous surveys through the territory, had exhausted all other available sources of information as to possible routes, and had carefully investigated the country by actual survey. In deciding upon the route adopted, the engineers were guided by considerations of probable future operating expense and revenue, as well as the initial cost of construction. The line adopted is suitable to the character of country traversed. The gradients and curvature, while not as low as those on the Canadian Northern and Grand Trunk Pacific, are said to be more favorable than on the Canadian Pacific's main line through British Columbia, and are greatly superior to those of the Santa

Fe, over which a tremendous volume of business is handled.

A high standard of construction was set and is being maintained throughout the entire work. The embankments are wide; drainage has been well provided for; all structures in the roadbed are designed to carry the heaviest rolling stock; and the few short tunnels have been well taken out to standard dimensions. The rails on level ground and light grades are 60 lb. to the yard, but 70 lb. steel is used on the heavier grades. A good quality of ballast is generally available conveniently near to the line and is being well distributed under the track, so that in every essential detail the road is a good one.

At Squamish a terminal yard has been laid out and a 6 stall locomotive house constructed to meet present requirements, and an oil fuel station installed. At Lillooet, the next division point, similar facilities are being furnished. Oil fuel is to be burned in the locomotives. An abundant supply of good water is available, so that with the oil fuel and suitable water the railway should be singularly free from boiler trouble.

J. W. Stewart, of Vancouver, a member of the firm of Foley Bros., Welch and Stewart, and D'Arcy Tate, K.C., of Victoria, are the President and Vice President respectively of the company. John Callaghan is its Chief Engineer.

Birthdays of Transportation Men in August.

Many happy returns of the day to:—

V. T. Bartram, ex-Purchasing Agent, Timiskaming & Northern Ontario Ry., now of Toronto, born at Ottawa, Aug. 2, 1880.

J. C. Beckwith, Engineer of Construction, Canadian Government Railways, Moncton, N.B., born at Fredericton, N.B., Aug. 1, 1875.

C. B. Brown, M.Can.Soc.C.E., Chief Engineer, Canadian Government Railways, Moncton, N.B., born at Ithaca, N.Y., Aug. 27, 1879.

J. S. Carter, District Passenger Agent, C.P.R., Nelson, B.C., born at Aurora, Ill., Aug. 14, 1864.

A. E. H. Chesley, General Accountant, Dominion Atlantic Ry., Kentville, N.S., born near Annapolis Royal, N.S., Aug. 27, 1877.

A. B. Chown, Travelling Passenger Agent, G.T.R., Pittsburg, Pa., born at Belleville, Ont., Aug. 4, 1887.

G. T. Coleman, Car Service Agent, Ontario Division, C.P.R., Toronto, born at Carleton Place, Ont., Aug. 25, 1875.

C. H. N. Connell, Engineer Maintenance of Way, Quebec Grand Division, Canadian Northern Ry., Montreal, born at Woodstock, N.B., Aug. 26, 1876.

C. E. Croft, Chief of Commissary Department, Canada Steamship Lines Ltd., Toronto, born at Cobourg, Ont., Aug. 26, 1882.

E. L. Desjardins, Assistant Superintendent, Montreal and Ste. Flavie District, Intercolonial Ry., Riviere du Loup, Que., born at St. Jean Port Joli, Que., Aug. 1, 1859.

L. C. Fritch, General Manager, Eastern Lines and Assistant to President, Canadian Northern Ry., Toronto, born at Springfield, Ill., Aug. 11, 1869.

G. H. Ham, Head Office Department, C.P.R., Montreal, born at Trenton, Ont., Aug. 23, 1847.

W. P. Hinton, Traffic Manager, Grand Trunk Pacific Ry., Grand Trunk Pacific Coast Steamship Co., and Western Traffic Manager, Canadian Government Railways, Winnipeg, born at Hintonburg, Ont., Aug. 30, 1871.

R. Kerr, ex-Passenger Traffic Manager, C.P.R., born at Toronto, Aug., 1845.

C. T. Knowlton, Superintendent of Ferries, Canadian Government Railways, Moncton, N.B., born at Advocate Harbor, N.S., Aug. 26, 1849.

J. D. McDonald, Assistant General Passenger Agent, G.T.R., Chicago, Ill., born at Toronto, Aug. 27, 1855.

T. McHattie, Master Mechanic, Eastern Lines, G.T.R., Montreal, born at Dufftown, Banffshire, Scotland, Aug. 8, 1854.

M. K. McQuarrie, Resident Engineer, District 1, British Columbia Division,

C.P.R., Revelstoke, born at Sault Ste. Marie, Ont., Aug. 17, 1884.

A. H. Mahon, District Locomotive Foreman, Grand Trunk Pacific Ry., Edson, Alta., born north of Ottawa, Ont., Aug. 27, 1874.

W. J. Meakin, Car Foreman, C.P.R., Wetaskiwin, Alta., born at Toronto, Aug. 22, 1872.

C. Montgomery, Master Mechanic, Pere Marquette Rd., St. Thomas, Ont., born near London, Ont., Aug. 29, 1860.

W. E. Mullins, General Manager, (Freight), United Fruit Co., New York, born at Stratford, Ont., Aug. 13, 1870.

H. R. Naylor, Division Car Foreman, Eastern Division, C.P.R., Montreal, born at Hull, Eng., Aug. 30, 1885.

F. H. Phippen, K.C., General Counsel, C.N.R., Toronto, born at Belleville, Ont., Aug. 26, 1862.

W. M. Porteous, District Freight Agent, C.P.R., St. Louis, Mo., born at Edinburgh, Scotland, Aug. 3, 1857.

J. F. Richardson, ex-Superintendent Telegraphs, Saskatchewan Division C.P.R., born at Granby, Que., Aug. 23, 1861.

W. G. Ross, Chairman, Montreal Harbor Commissioners, born at Montreal, Aug. 6, 1873.

W. Le B. Ross, Local Treasurer, G.T. Pacific Ry., Winnipeg, born at Ottawa, Ont., Aug. 9, 1868.

F. C. Salter, European Traffic Manager, G.T.R., and Canadian Ex. Co., London, Eng., born at Sarnia, Ont., Aug. 31, 1863.

A. O. Seymour, General Tourist Agent, C.P.R., Montreal, born at Ogdensburg, N.Y., Aug. 14, 1887.

S. A. Simpson, Superintendent, Sleeping, Dining and Parlor Cars and News Service, C.P.R., Winnipeg, born at Toronto, Aug. 22, 1880.

J. F. Sweeting, Industrial Agent, Natural Resources Department, C.P.R., Calgary, Alta., born at Worthing, Eng., Aug. 20, 1872.

F. E. Warren, General Car Foreman, C.P.R., Winnipeg, born at Chelsea, Que., Aug. 29, 1872.

W. B. Way, Superintendent, District 2, National Transcontinental Ry., Cochrane, Ont., born at Bowmanville, Ont., Aug. 22, 1867.

E. H. Williams, Locomotive Foreman, Canadian Northern Ry., Brandon, Man., born at West Toronto, Ont., Aug. 26, 1884.

The G.T.R. tunnel under the St. Clair River at Sarnia, Ont., was flooded July 21, owing to very heavy rains, there being a depth of 4 ft. in it. Traffic was interrupted and a number of trains were dispatched via Windsor.