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## Department of Railways and Government Railway

**Rich Territory Served by Pacific Great Eastern Railway Means Heavy Traffic When Territory is Settled—Large Natural Resources to be Given Transportation.**

The activities of the Department of Railways, of which the Honourable John Oliver, Premier, is the head, in the development of the province of British Columbia through transportation is appreciated when the annual report of the Minister for the year 1919, which is recently off the press of the King's Printer, Victoria, is read. Mr. A. F. Proctor, chief engineer for the Department submits the report to the Minister and he is to be congratulated on his able presentation of the detailed information of the progress of the past year and the outlook for construction during the present calendar year.

With regard to Canadian National Railway construction, Mr. Proctor states that \$340,740 was spent on terminals on Vancouver, Port Mann, New Westminster and Victoria. These expenditures were under the Canadian Northern Pacific Railway Terminal Act and are provided for under the provincial guarantees although Mr. Proctor points out that no release of funds from guarantee securities was asked for. The Canadian National has completed construction on Vancouver Island from Victoria toward Barclay Sound to Koksilah River, 52½ miles from the terminal in Victoria. From this point after the construction of a bridge over the River, track laying will proceed until the road is completed to Barclay Sound. On the Kamloops-Vernon division of the Canadian National Railway 116½ miles are under construction between Kamloops and Kelowna and a branch line from Vernon to Lumby. The construction of this line will be prosecuted in the spring and it is hoped will be completed before the end of the next season.

The report of Mr. Proctor is more particularly interesting as it concerns the construction of the Pacific Great Eastern Railway and he gives an outline of its meaning with probable financial results to the Province. With regard to the construction of the line from Clinton to Prince George, Mr. Proctor states that the work has been continued throughout the whole of 1919 and during this winter

considerable work is being done toward the accumulation of materials, supplies and equipment incidental to the prosecution of the track-laying and general railway construction in the spring. Mr. Proctor narrates the progress of construction throughout last year and the problems that had to be met and overcome while doing so. North of Williams Lake a large number of bridges will have to be constructed and those over the Cottonwood Canyon and Deep Creek will be of steel, the former will involve a construction of one of the most important bridges on the Continent. The Cottonwood Canyon bridge will be of cantilever design. The programme of construction for 1920 between Squamish and Prince George carrying work clear up to the end of the year involves ballasting of work from the south end of the rail head to Deep Creek, which is expected to be finished by the time the viaduct is built about the middle of July. From this date track laying and ballasting will proceed from Deep Creek to the Cottonwood Canyon Crossing and it is fully anticipated that the line will be finished and in good running condition as far as Quesnel before the freeze-up next fall. Every effort will be made to have the twenty miles of new line construction completed and all timber bridges erected so that there will be nothing to prevent reaching the Canyon Crossing from the Deep Creek end by November 1st. In the meantime as early as the weather in spring will permit track-laying will be started from Prince George south towards Cottonwood and it is anticipated that track-laying will be completed to Cottonwood Canyon from Prince George at the same time as it is completed north from Deep Creek. The cantilever bridge across the Cottonwood it is expected will be finished before the end of the year so that the railway will be in operation from Squamish to Prince George before the close of the year. This is a heavy programme involving the construction of forty-four bridges and the re-grading of 130 miles of line besides the construction of 20 miles of entirely new road bed. It is not intended to ballast the line from Prince George to Quesnel which will be left for 1921. The Pacific Great Eastern Railway will receive from the Dominion Government rails, angle bars and other accessories which

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