

dian Pacific, and other independent companies in Quebec and Ontario, to Inter-colonial points east of St. John to Halifax and Sydney are to preserve the same differences, if any, over the St. John rates as at present.

The Board's judgment and order occupies 256 pages 5 x 8 in. of closely printed matter.

The Pacific Great Eastern Railway's Location and Construction.

The Pacific Great Eastern Ry., which was projected to form the connecting link between the Grand Trunk Pacific Ry.'s transcontinental line and the city of Vancouver, will upon completion serve a vast extent of local territory adapted to agricultural, mineral and other development; and while providing a convenient through route to Vancouver and other southern cities will constitute an avenue of traffic to market for the products of the interior.

From Vancouver the line follows the north shore of Burrard Inlet and English Bay, and the east shore of Howe Sound, to its head, about 44 miles from Vancouver. At the head of Howe Sound is Squamish, the company's ocean terminus. Howe Sound forms a magnificent land locked harbor 25 miles long and at its narrowest point not less than a mile wide. The harbor is claimed to be the most commodious on the Pacific coast, having regard to freedom from currents and winds and the safe anchorage that it affords, there being no obstruction of any kind to navigation throughout its entire length. The Pacific Great Eastern management believes that Squamish will be one of the most active ports on the western coast, as it will form the virtual Pacific terminus of the G.T.P.R. transcontinental line (the other Pacific terminus of that line at Prince Rupert serving more as a link in transpacific traffic to the Orient); and from the local traffic that will be developed along the Pacific Great Eastern Ry., which, passing in a north and south direction through the central part of the province, will render commercially available the vast natural resources of the territory adjacent to it, agricultural, mineral, and industrial, including lumber. The mineral tonnage alone is expected to prove an important source of revenue to the company. With the extension of the present dock and the construction of grain elevators, the company expects to handle at Squamish a large volume of Prairie wheat, which it is becoming increasingly evident must find western outlets, partly to meet the growing Oriental demand for Canadian wheat, and to shorten the rail haul. It is contended that in the near future the bulk of the wheat crop produced west of the 110th meridian of west longitude (the eastern boundary of Alberta) will reach its markets through Pacific rather than Atlantic ports. That this is possible is due to several important factors of which the following three are perhaps the most worthy of mention: 1, the favorable grades obtained by the Grand Trunk Pacific, the Canadian Northern and Pacific Great Eastern through British Columbia, and the improvements recently effected in the Canadian Pacific grades across the Rockies; 2, the construction of the Panama Canal; 3, refrigeration in grain carrying ships, preventing the sweating of wheat while passing through tropical waters. Steamships now ply regularly between Vancouver and

