

Pacific Great Eastern Railway Passes Through Land of Promise Says Writer in English Journal

So much has been said in a political way of the P.G.E., the railway that British Columbia does not want, that many people have distorted views of that railway and the country which it serves. That is the reason why it is refreshing to read in "The Canadian Gazette" published in England, a descriptive article on that railway. Pictures are shown with it of scenes along the line. The article follows:

Few railways have created more discussion than the Pacific Great Eastern. The perennial question is as to the completion of the road to its present logical termination in the north at Prince George, there to connect with the east and west trunk road of the Canadian National Railways, and in the south to connect the city of Vancouver, via the Second Narrows Bridge and the line already existing to Whytecliffe, with Squamish, the present terminus of the road at the head of Howe Sound.

Colonization Road

The railway was built as a colonization road to open up Central British Columbia for settlement. The scheme is a sound one, for the country opened up is rich in minerals, other resources and agricultural promise, while the Pacific Great Eastern road passes through some of the finest sporting country in British Columbia, with scenery along the line unrivalled, even in a Province famous for the grandeur of its mountains, lakes and rivers. The P.G.E. is beginning to make a name for itself as a scenic route for tourists, and with greater publicity on its scenic attractions should in the next few years develop a yearly increasing summer tourist business. There are 360.9 miles of railway in operation, including the 12.8 miles from North Vancouver to Whytecliffe. From Squamish to Quesnel, in the Cariboo district, there are 348.1 miles in operation. There the line at present ends. So with its beginning and ending at nowhere in particular, for neither Squamish or Quesnel are worthy of being the termini of such a promising railroad, it has aptly been termed the "headless and tailless" railroad of British Columbia.

Mixed Farming

That it is a road of promise for the settler is shown by the fact that for years considerable mixed farming has been carried on from Squamish as far as Mile 117 (Birkenhead Summit), Pemberton Meadows, in the valley of the Lillooet River for instance offers "a rich alluvial soil famed for its fertility." Settlement began here in the early 'sixties, and already 25,000 acres of the 30,000 acres in the valley, "free from rocks and sub-irrigated," are privately owned, but "there are at the present time many opportunities for purchasing unimproved lands at a reasonable price." At the town of Lillooet the alluvial benches of the Fraser River have long been cultivated. Potatoes are a specialty here, the yield in some instances being as high as 26 tons to the acre, and all kinds of fruit are grown. The district round the old town of Clinton is well known for its range lands which, good for cattle, should

be equally good for sheep farming, an increasing industry both in the Prairie Provinces and in British Columbia. Further north the Chilcotin district is also famous for its cattle ranching, in a country of wild hay meadows growing in summer wild hay, and pea-vine in the moister tracts.

Mining District

In the vicinity of Quesnel the railway enters into a mining district, though to the east, round the town of Barkerville, there are "one or two old-established farms." The P.G.E. "taps the old Cariboo placer field, which in the past has yielded round 880,000,000 worth of gold," and the placer-gold production of 1924 for the Cariboo district, mainly from Barkerville, Cedar Creek, Camp and Keithley Creek, was \$250,000. Bucket dredging is in operation on Antler Creek by the Kafue Company, of London, and another company is erecting a dredge at Williams Creek in the same district. Hydraulic mining is in operation round Quesnel, and some copper showings have been discovered some 10 miles to the east of Alexandria. But more important for the P.G.E. are "The Hat Creek" coal deposits known to be of considerable extent but as yet not fully prospected, but which when developed should add materially to the available freight tonnage of the line. The sources of water-power are some of the most considerable in the Province, for the railroad either runs along or crosses such rivers as "the Squamish and its branches, the Stawamus, Mamquam and Creakamus, the Green, Lillooet, Birkenhead, Fraser and Quesnel." The P.G.E. touches a point about three miles from the Bridge River Valley, shortly to be the site of the greatest development of water power on this continent, except maybe Niagara, by the British Columbia Electric Railway Company. Nor is this all, for round Soda Creek, as the name implies, are chemical deposits of carbonates of soda, magnesia and lime, and sulphates of magnesia and lime. The P.G.E. is also not badly off for timber resources along its route, for it is said to traverse a region of "a potential timber asset of no mean value."

Delay in Development

It has been advanced as a plea for the abandonment of the railway that it does not pay its way. The reply of the general manager of the line may be quoted: "It should be remembered that a colonization railway cannot be expected to pay until some of the resources of the country it serves are developed. That these resources exist has been shown, and it is therefore evident that the delay in the development of traffic on the P.G.E. cannot be attributed to lack of natural resources in the country traversed by the railroad, but to the delay in the development of those resources."

The extension of the P.G.E. into the Peace River district is entirely a matter for future decision, but doubtless when the road is linked up both north and south and there is through connection between Prince George on the C.N.R. with the port of Vancouver, and as the intermediate country is fully developed, the extension will be accomplished. It is the logical route for the grain from the Peace River district to tide-water at Burrard Inlet.

Cost of Line

Figures given by the general manager for the end of the fiscal year 1924 show: "There had been expended for construction, including right-of-way, townsites and equipment, the sum of \$28,125,040.39. The total loss in operating to the same date was \$1,798,883.95. The losses in operating for the fiscal years 1922-23 and 1923-24 were \$240,786.41 and \$212,207.41 respectively. The operating expenses for these two years were practically the same (the difference was under \$200), but the loss in freight earnings was \$35,694.99.



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This was almost entirely due to the stagnant condition of the log and lumber market during the year 1923-24, but the loss was reduced to \$11,500 by the increased earnings received from passenger, express and sleeping-car revenue. In considering the annual deficit it is well to remember that Government revenues have been considerably increased from resources which have been developed by the railway."

The above description of the railway was written before the statement, published below, was made by Premier Oliver.

Government's Policy

The setting aside of huge blocks of land, not to exceed 20,000 acres per mile, and a subsidy for the Pacific Great Eastern Railway, and application for assistance of the Dominion Government in cash and lands to complete the railway to the eastern boundary of the Province are features of the P.G.E. policy introduced in the British Columbia Legislation by Premier Oliver.

The Government in the Bill proposes at this time to set aside 16,075,000 acres in four blocks for the railway. It is also intended to request the return from the Dominion Government of the unalienated lands in the Peace River block.

Assistance also will be sought from the Province of Alberta in the way of land grants to assist in connecting up the railway with the lines in that Province.

The Premier stated that the placing of large blocks of land as assets for the railway would be divided into two sections for the purpose of the Act, the first being from Vancouver to Prince George, and the second from Prince George to the eastern boundary of the Province.

The public lands to be set aside are to be known as the Peace River block, the East Cariboo block, the West Cariboo block and the Lillooet block. It is intended that the public lands in the areas conveyed to the railway shall be free from taxation for 20 years, other than school taxes. Timber royalties shall still go to the Crown, except on timber used solely for the purpose of the railway.

For the purpose of the land grant, the road from Prince George to Alberta shall be divided into sections of not less than 20 miles each.

Financial Assistance

The Provincial Government in-

Eczema Was So Bad Could Hardly Sleep

Mrs. G. Jones, Kitcoy, Alta., writes: "I had eczema on my left hand, and my first finger was so swollen, sore and itchy I could hardly sleep at night. I got a prescription from my doctor, but it did me no good, so I finally began to take



After I had taken three bottles I was completely relieved of my eczema, and would advise any one suffering from any disease of the blood to use B.B.B., as it's worth its price many times over. This valuable preparation has been on the market for the past 47 years, put up only by The T. Milburn Co., Limited, Toronto, Ont.

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RAILWAY RATES AND EARNINGS OF COMPANIES

(Edmonton Bulletin)
Despite the terrible loss the C.P.R. was supposed to suffer if the Crow's Nest rates were again enforced it is reported that the net earnings of that system for the last year have been three million dollars more than for the previous year. Something seems to suggest the claim that the railways would go broke hauling wheat at the Crow's Nest rates was a bad guess.

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PRINCE RUPERT ASSESSMENT DISTRICT
NOTICE is hereby given, in accordance with the Statutes, that all assessed taxes levied under the "Taxation Act" and the "Public Schools Act" are now due and payable for the year 1926.
All taxes collectible for the Prince Rupert Assessment District are due and payable at my office, situate in the Provincial collector's office, in the City of Prince Rupert.
This notice, by terms of law, is equivalent to a personal demand by me upon all persons liable for taxes.
Dated at Prince Rupert, B.C., this 15th day of February, 1926.
W. S. FISHER,
Collector for the Prince Rupert Assessment District.

LAND ACT.
Notice of Intention to Apply to Lease Land.
In the Prince Rupert Land Recording District and situate on an unnamed Islet in the Eastern entrance to Hudson Bay Passage near Dundas Island. Blue Print R.M. 14.
TAKE NOTICE that George Gordon Bushby of Prince Rupert, B.C., Manufacturer, intends to apply for a lease of the following described lands:
Commencing at a post situate on a partly submerged reef of rocks radiating from same in practically a circle, having a radius of about 1,500 feet and containing 200 acres, more or less.
GEORGE GORDON BUSHBY.
Dated December 4th, 1925.

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