PAPERS

Presented to the House relating to the Pacific Great Eastern Railway, and consisting of: (1) Letter of Burns & Walkem dated November 15th, 1917; (2) Letter of Chief Engineer Proctor dated February 28th, 1919; (3) Letter of Chief Engineer Proctor dated June 10th, 1918; (4) List of Equipment checked up by Morrissey & Anderson as per Chief Engineer Proctor's Letter of June 10th, 1918; (5) Recapitulation of Equipment as per Sheets Nos. 1, 2, and 3.

JOHN OLIVER,

Minister of Railways.

Department of Railways, February, 1919.

(1.)

STANDARD BANK BUILDING, VANCOUVER, CANADA, November 15th, 1917.

Honourable John Oliver,

Minister of Railways, Victoria, B.C.

RE ATTORNEY-GENERAL VS. PACIFIC GREAT EASTERN RAILWAY, ET AL.

DEAR SIR,—In pursuance of your request to Mr. Cromie and the writer made on Monday last, that we give you a list of the assets we are prepared to turn over to the Government in consideration of a release of all obligations, we beg to state these assets are as follows:—

(a.) Railroad completed and under Construction-

Engineering	\$ 830,935	00
Construction	13,690,394	00
Additional construction paid by P.G.E. Railway	63,321	00
Construction by Operating Department	441,889	00
	\$15,026,540	00
Reasonable contractor's profit at 10 per cent. on construc-		
tion as above	1,502,654	00
Right-of-way and station-grounds	364,011	00
Howe Sound and Northern Railway purchase	187,299	00
Use, loss, and depreciation of contractor's plant	750,000	00
	\$17,830,504	00
General and executive expenses during construction	171,165	00
	\$18,001,669	00

The figures given above are the actual costs when labour and material were very much lower than at present, and in order to arrive at present-day values the above figures should be increased very materially.

- (b.) Railroad Equipment—
 - 8 locomotives.
 - 3 flat cars, Nos. 1031, 1032, 1033.
 - 137 flat cars.
 - 50 box cars.
 - 3 refrigerator-cars.
 - 10 gondolas.

- 5 stock-cars.
- 10 tank-cars.
 - 1 caboose, C-O.
 - 3 other cabooses.
 - 2 wedge-ploughs.
 - 2 snow-flanges.
 - 1 Marion steam-shovel, No. 1777.
 - 1 pile-driver, No. 1.
 - 1 pile-driver, No. 2.
 - 1 derrick, No. 1.

All other Work Equipment-

- 108 log-trucks.
 - 3 gasolene motor-cars.
 - 3 trailer coaches.
 - 5 day-coaches.
 - 1 combination coach.
 - 2 baggage and mail coaches.
 - 1 business-car.

\$1,153,204 00

(c.) Real Estate.—The real estate of the Company is set out in detail in Appendix 1 to the audit of the P. Welch books made by Marwick, Mitchell, Peat & Company, copy of which you have in your possession. All this real estate has been paid for in full and is held in the name of the Pacific Great Eastern Development Company, Limited, which Company holds the lands in fee-simple, the number of each certificate of title being set out in said Appendix 1. Shortly, the real estate consists of the Squamish Townsite, the Indian Reserve at Squamish, and the foreshore, the townsite having been taken over from the Howe Sound & Northern Railway at an actual cash cost of \$861,275.14. The real estate also includes valuable townsites at Cheakamus, Lillooet, and Williams Lake; at the latter place the Company owns not only the necessary townsites, but very valuable specially selected agricultural lands of a total acreage of 3,009 acres; this property includes the well-known Borland Ranch. At Swan Lake, in the Peace River District, the Company owns three sections of splendid agricultural land, specially adapted for joint terminal of the Edmonton-Dunvegan & British Columbia and Pacific Great Eastern Railways. The former road is now within a few miles of this point.

The total cost of the above land to the Company, with interest and carrying charges, amounts to \$1,608,222.

In estimating the value of these lands at the present time, we do not think it should go below cost. The large amount paid for the Squamish Townsite included all the rights, franchises, etc., of the Howe Sound & Northern Railway, and if these assets had not been paid for in this way they would have been purchased and charged to construction cost. In addition, these townsites and foreshore will be of immense value as soon as the road is constructed.

The other lands of the Company, being principally agricultural lands, are worth more to-day than when purchased. For example, as soon as the railroad is constructed to Williams Lake the Company lands in that district will treble in value.

- (d.) Rails.—The rails and fastenings available consist of about 8,000 tons along the line and 220,000 rails and accessories on order. The increased value of these at the present time over cost is approximately \$1,150,000.
- (c.) Cash in Bank.—The cash at present in the bank amounts to \$277,000. The amount at the time of the P. Welch audit was \$409,708, and about \$50,000 has since been deposited from sales, and the difference over and above a small loss on operation has been expended in the construction of roundhouses, machine-shops, and station-houses, so that these, with the amount in the bank, leave an actual present value of approximately \$459,000 not taken into account under any other heading.
- (f.) Sundries.—These consist of supplies, boats, tools, plant, and office furniture, having a value of \$50,000.
- (g.) Peace River Extension, \$34,458.—This money was used on surveys, rights-of-way, etc., on the Peace River Extension.

Summary.

(a.)	Railway	\$18,001,669	00
(0.)	Equipment	1,153,204	00
(c.)	Lands and townsites	1,608,222	00
(d.)	Rails	1,150,000	00
(e.)	Cash, buildings, shops, etc	459,000	00
(f.)	Sundries	50,000	00
	Peace River Extension		00

\$22,456,553 00

The above figures are very reasonable and will bear the most searching scrutiny by competent appraisers; we feel that a fair appraisement would be far in excess of the figures quoted, as it is well known that the cost of this work was extremely low, so low, in fact, that the sub-contractors complained seriously. The work was done when labour and materials were cheap and by a firm of contractors who are recognized as among the most expert on the continent, as has been demonstrated by the important work entrusted to one of the members of the firm now at the Front.

If there is any further information we can give you in connection with the above figures we will be pleased to do so at any time.

Yours truly,

(Sgd.) Burns & Walkem. Per Knox Walkem.

(2.)

DEPARTMENT OF RAILWAYS.
VICTORIA, B.C., February 28th, 1919.

RE P.G.E. SETTLEMENT.

Memo, for the Hon, the Premier and Minister of Railways.

In the Brown & Walkem letter dated November 15th, 1917, and on which all the negotiations were based, 108 logging-trucks appear in a list of equipment set forth therein.

You knew and the firm of Foley, Welch & Stewart was also aware of the fact that only three connected trucks should have appeared in this list, as the balance of the trucks was shipped off the line between April 30th, 1917, and September 9th, 1917, or two months before the offer was made.

A. F. PROCTOR, Chief Engineer.

(3.)

DEPARTMENT OF RAILWAYS.
VICTORIA, B.C., June 10th, 1918.

Memo, to the Premier and Minister of Railways.

DEAR SIR,—The equipment as shown on sheets Nos. 1, 2, and 3, and the summary dated September 30th, 1916, and filed as Exhibit 175, before the Investigating Committee, has been checked on the ground by Messrs. Morrissey and Anderson, and found correct with the exception of the logging-trucks, all of which, except three connected, have been sold. The above-mentioned sheets and summary have been compared by me with the equipment record and found to be correct.

Yours truly,

A. F. PROCTOR, Chief Engineer.

VANCOUVER, B.C., September 30th, 1916. EQUIPMENT OF THE P.G.E. EQUIPMENT COMPANY, LIMITED, NOW IN USE BY THE P.G.E. RAILWAY (CONSTRUCTION DEPARTMENT). (Sheet No. 1.)

Standard Rejate Preplaced from Standard					
Steam-documenties	Total.	\$6,500 00 6,500 00 13,878 94 25,148 36 25,460 27 22,878 70 22,878 70 22,878 70 22,878 70	\$169,002 35	\$5,138 68 \$2,569 32 \$3,679 32 \$3,679 32 \$3,673 86 \$3,640 80 \$1,202 40 \$1,202 40 \$1,202 40 \$1,202 60 \$2,403 60 \$2,403 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400 60 \$2,400	
Steam-bocoundition Fund of Equipment Fundament from Shop of String No. Invoice Cost. Duly. Freight Insp. Strong Onco. String No.	Total, ea.			\$1,284 67 1,284 66 1,201 40 1,201 50 1,201 51 1,201 50 1,201 51 1,201 52 1,201 23 1,205 10 1,205 10 1,205 10 1,205 00 1,205 10 1,205 00 1,126 63 1,126 63 1,	\$1,073 17
Steambocomotive	Sundry.			\$18 40 1 75 1 1 75 1 1 75 1 1 75 1 28 88 88 88 88 88 88 88 88 88 88 88 88 8	Aver., ea.
Step of Erial No. Invoice Cost. Duty.	Insp.		\$1,225 00		
Steam-locomotive Furchased from Shop or Serial No Invoice Cost	Freight.	\$1,186 70 2,221 05 2,221 05		\$25 0118 0110 0110 0110 0110 0110 010 010 0	
Rind of Equipment. Purchased from. Shop of Serial No.	Duty.	\$3,222 50		(less \$7.35 dis.) (less \$7.36 dis.) (less \$7.30 dis.) (less \$7.20 dis.) (less 7.20 dis.)	
Steam-locomotive Purchased from Shop of Se	Invoice Cost.	\$6,500 00 6,500 00 9,200 00 22,520 00 22,57 44 22,597 44 22,597 44 22,597 44		88888 8888888	
Steam-locomotive But and the Sound & Northern Bly. Steam-locomotive Works. Dav. Locomotive Works. Dav. Locomotive Works. Canadian Locomotive Works. Steel Wood under-frame 80,000 cap. box. Steel Wood under-frame 80,000 cap. flat. Seattle Car & Foundry Co. Wood under-frame 80,000 cap. flat. Steel Wood under-frame 80,000 cap. flat. Seattle Car & Foundry Co. Wood under-frame 80,000 cap. flat. Steel Wood under-frame 80,000 cap. flat. Seattle Car & Foundry Co. Wood under-frame 80,000 cap. flat. Steel Wood under-frame 80,000 cap. flat. Seattle Car & Foundry Co. Wood under-frame 80,000 cap. flat. Steel Wood under-frame 80,000 cap. flat. Steel Wood under-frame 80,000 cap. flat. Seattle Car & Foundry Co. Wood under-frame 80,000 cap. flat.	or Serial	1 61 82 4 6 8 8 4 6 8 8 9 1		000.3.5-6. 500.2.5-6.8-9.10. 501.3.5-6. 502.3.5-6.8-9.10. 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 19.20.2.1.31 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3. 10.20.1.10.3.	
Steam-locomotive Wood under-frame 80,000 cap. box. Steel Wood under-frame 80,000 cap. flat. Steel Stee	Purchased from.			8	
	ipment.	1 H HM O		<u> </u>	
	Kind of Equ	m-locomotive		d under-frame 80,0 d under-frame 80,0	
	No.	Stean Stean	6		107

EQUIPMENT OF THE P.G.E. EQUIPMENT COMPANY, LIMITED, NOW IN USE BY THE P.G.E. RAILWAY (CONSTRUCTION DEPARTMENT). (Sheet No. 2.)

Total.	\$2,416 51 4,833 04	\$7,249 55	\$ 1,583 63 1,585 11 1,655 23 12,031 46	\$16,855 43 \$1,408 04 5,732 16	\$7,140 20	\$2,180 04 7,325 80 5,292 09 1,763 93	\$16,561 86	\$ 900 00 8	\$7,493 67	\$11,007 13 6,771,566 80 7,566 80 7,566 80 2,260 02 8,962 98 7,300 60 1,310 60 6,410 50 6,410 50 6,410 50 6,410 50 6,414 80 6,715 60 6,715
Total, each.	*2,416 52	\$2,416 52	\$1,718 78	\$1,685 54	\$1,428 04	\$1,090 02 1,831 45 1,764 03 1,763 93	\$1,656 18	\$2,107 89		99 1.29 19 1.28
Sundry.	\$26 86 26 87		\$ 148 1 49 25 00	\$25 00				\$25 00		\$1,560 70 407 56 407 56 407 56 1343 39 1343 39 1,002 98 75 00 75 00 84 55 445 20 25 00 82 50 83 88 83 88
Insp.	\$100 00		\$18 00 18 00 18 00 18 00	\$40 00		\$18 24 10 04 6 51 6 51		\$20 00		641 641 60 612 613 613 613 613 613 613 613 613 613 613
Freight.			\$ 70 12 110 16	\$165 24 165 24		\$146 28 157 16 156 62 156 62		\$165 24		\$ 341 00 1,458 56 245 56 397 50 449 00 2,265 20 1,265 39 1,58 30 1,58
Duty.	(less \$7.35 dis.)		(less \$9.37 dis.) (less 9.38 dis.)	(less \$7.20 dis.)		\$240 50 384 25 370 90 370 80		(less \$7.35 dis.)		\$195 45 1,387 00 1,477 50 (less 166.67 dis.) 126.12 110.76 110.75 110.75
Invoice Cost.	\$2,297 00		\$1,575 00 1,575 00 1,575 00 1,575 00	\$1,210 00 1,210 00		\$ 685 00 1,280 00 1,230 00 1,230 00		\$ 900 00 1,995 00		\$ 9,000 00 1,3,022 54 5,216 00 8,216 00 2,000 00 4,900 00 1,200 00
Shop or Serial No.	801 802-3.		901 902 903 904-910	501. 502-6.		x-51-52 x-53-56 x-57-8-9 x-60		C-0 C-1-2-3		1777 1662 308 308 1 1 1 (dess \$8.31 dis.). (Dep.) 1 1 1 100-104 106-110 111
Purchased from.	National Steel Car Co		National Steel Car Co	National Steel Car Co		American Car and Foundry Co		Howe Sound & Northern Railway National Steel Car Co		J. W. Stewart, Abbotsford. P. B. W. & S. Glacier, B.C. C. F. Jordon Co. F. H. Hopkins, Montreal F. Bros. & Northern Construction J. W. Stewart, Abbotsford. J. W. Stewart, Abbotsford. F. Bros. & Northern Construction Holden Co. J. W. Stewart, Abbotsford J. W. Stewart, Abbotsford F. Bros. & Northern Construction Johnson & Carey.
Kind of Equipment.	Refrigerators. 80,000 cap steel under-frame, 36 feet		100,000 cap. all-steel gondola, 40 feet	60,000 cap, steel under-frame stock-cars, 36 ft.		8,000-gal, steel tank cars, second-hand 10,000-gal, steel tank cars, second-hand 10,000-gal, steel		Caboose, second-hand		Second-hand Marion steam-shovel, Model 60. Second-hand Joton Bucyus. Second-hand Jordon spreader Lidgerwood unloader, second-hand Marion contreb ballast blough. Marion log-loader, second-hand Pile-driver, second-hand Pile-driver, second-hand Cassidy rail-curver, second-hand Loco erane, second-hand Loco erane, second-hand Cassidy rail-curver, second-hand Derrick. Tracklayer. Tracklayer. Work equipment carried forward.
No.	1 40	63	4444	10 17	9	01400H	10	1 00	4	

(Sheet No. 3.)

	Total.	\$90,444 80 2,406 56 1,208 78 2,380 76 7,168 98 2,417 44 2,417 44 2,417 44 1,194 82 1,203 21 \$110,851 77	\$ 6,375 00 2,250 00 33,000 00 \$41,625 00	8822,948 46 8888 13 28,988 13 28,989 32 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129 45 8129
TMENT).	Total, each.	\$1,203 28 1,208 78 1,194 88 1,194 88 1,209 72 1,208 71	\$375 00 750 00 375 00	\$19,345 21 10,977 08 3,858 87 2,806 74
(Construction Department)	Sundry.	\$13 90 19 40 5 50 5 50 19 39 19 39 5 50 13 89		\$244 82 20 25 20 25 20 25 66 70 20 72 20 72 33 50 6 60 6 61 34 61 13 17 2 20 13 17 13 17 13 17 13 17
STRUCTIO	Insp.	88.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8		\$181 55 206 67 181 55 206 67 138 13 138 13 138 13 36 18 30 1
	Freight.	\$121 03 121 03 121 03 121 03 121 03 121 02 121 02 121 02		\$568 44 876 29 876 29 804 56 804 56 290 46 308 69 200 40 205 68
G.E. RAILWAY	Duty.			\$5,688 50 5,442 00 5,688 50 (Ges 29,40 dis.) 811 90 811 90 811 90 81 90 80 80 80 80 80 80 80 80 80 80 80 80 80
USE BY THE P.G.E.	Invoice Cost.	\$1,050 00 1,050 00 1,050 00 1,050 00 1,050 00 1,050 00 1,050 00 1,050 00	\$375 00 750 00 375 00	\$16,265 15 12,800 00 16,265 15 28,667 32 8,000 00 8,000 00 1,928 20 2,703 20 1,463 20 1,463 20 1,703 20 7,025 00
IN	Shop or Sereal No.	181.39 187 140.141 182.186.142.150.54.180. 182.183 173.184 178.	Unnumbered	102 102 103 103 113 113 1.1 1.2 2.2 3.4 5.4 5.7 6.1-52 Vorks A-1.
EQUIPMENT COMPANY, LIMITED, NOW	Purchased from.	H. Hopkins & Co	Howe Sound & Northern Railway	Il-Scott Motor Il-Scott In Avilson & Co In Avilson & C
EQUIPMENT OF THE P.G.E. E	Kind of Equipment.	Work equipment brought forward Second-hand Hart convertible " " " " " " " " " " " " " " " " " "	Second-hand log-trucks (con.).	Gasolene-motor Rebuilt motor Testion for the fast insurance on first 101* Gasolene-motor Trailer coach Second-hand day passenger-coach """"" Second-hand combination Bagrage and mail Business car, "Lillooct," second-hand Gasolene-motors Day-coaches Combination Bagrage and mail Business car, "Allooct," second-hand Gasolene-motors Day-coaches Combination Bagrage and mail Business car, "Second-hand, 12 Yard-Wester side-dump, air. Second-hand, locomotive, Vulcan
	No.	1 110000011	17 18 18 108	1 1 1 1 1 1 1 1 1 1

* First motor-car No. 101 was wrecked and insurance allowed and collected to an amount of \$10,977.08. † This coach destroyed by fire.

RECAPITULATION OF EQUIPMENT AS SHOWN ON SHEETS NOS. 1, 2, AND 3.

			DEBIT.		CREDIT.		
No.	Kind of Equipment.	Amount.	Net Amount.	P.G.E. Equip. Co.	P.G.E. Ry. Co.	P.G.E. Dev. Co.	Abbotsford Outfit.
9 3 137 50 3 10 5 10 1 3	Locomotives Less one locomotive, No. 1, scrapped Flat cars, Nos. 1031, 1032, 1033 Flat cars, remainder on sheet No. 1 Box cars Refrigerator-cars Gondolas. Stock-cars Tank cars Caboose, C-O. Other cabooses, sheet No. 2 Work Equipment.	\$169,002 35 6,500 00 \$ 2,400 00 147,844 37 \$900 00 6,593 67	\$162,502 35 	\$162,502 35 2,400 00 147,844 37 60,660 89 7,249 55 16,855 43 7,140 20 16,561 86 900 00 6,593 67	\$156,002 35 	\$ 6,500 00 2,400 00 	
1 1 1 1	Marion steam-shovel, No. 1777 Pile-driver, No. 1 Pile-driver, No. 2 Derrick, No. 1 All other work equipment (sheets 1 and 2)	\$ 11,097 13 2,250 02 3,952 98 5,256 70 88,294 94	7	11,097 13 2,250 02 3,952 98 5,256 70	2,097 13 250 02 1,952 98 2,756 70		\$9,000 00 2,000 00 2,000 00 2,500 00
108 3 3 5 1 2	Log-trucks, sheet No. 3 Gasolene motor-cars. Trailer coaches. Day-coaches. Combination coach. Baggage and mail coaches. Business car. Loss. Loss of motor 101 Loss of coach No. 5	\$74,796 02 24,388 33 17,489 77 3,300 27 5,613 48 9,570 28 \$135,158 15 8,368 13 2,554 70	110,851-77 41,625 00 	88,294 94 41,625 00 74,796 02 24,388 33 17,489 77 3,300 27 5,613 48 9,570 28	88,294 94 74,796 02 24,388 33 17,489 77 3,300 27 5,613 48 9,570 28	41,625 00	
	See sheet No. 3	\$146,080 98	\$716,343 24	\$716,343 24	\$649,418 24	\$51,425 00	\$15,500 00

VICTORIA, B.C.:

Printed by William H. Cullin, Printer to the King's Most Excellent Majesty, 1919.