PROVINCE OF BRITISH COLUMBIA

ANNUAL REPORT

OF

THE DEPARTMENT OF RAILWAYS

FOR THE

YEARS ENDED DECEMBER 31ST

1922 AND 1923

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1924.

To His Honour WALTER CAMERON NICHOL,

Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

I have the honour to present herewith the Annual Report of the operations and activities of the Railway Department of the Government of British Columbia for the years ended December 31st, 1922 and 1923, respectively.

J. D. MACLEAN,

Minister of Railways.

Victoria, B.C., February 1st, 1924.

REPORT OF DEPARTMENT OF RAILWAYS.

VICTORIA, B.C., December 31st, 1923.

Hon. J. D. MacLean,
Minister of Railways, Victoria, B.C.

SIR,—I beg to submit the Seventh Annual Report of the Railway Department covering the years 1922 and 1923.

The staff of the Department at December 31st, 1923, consists of Engineer of Railways, Chief Inspector of Rolling-stock and Equipment, two Assistant Inspectors, Chief Clerk, and two stenographers.

In addition to supervision of all railways subject to Provincial Statutes, the Department has control of the maintenance and operation of the combined railway and highway bridge over Fraser River at New Westminster, inclusive of approaches thereto.

A detailed statement is set forth hereunder.

YEAR ENDED DECEMBER 31st, 1922.

(1.) CANADIAN NATIONAL RAILWAY TERMINALS.

During the twelve months ended December 31st, 1922, estimates for a total sum of $218,874.25 has been paid out of the funds deposited with Provincial Treasurer by the Railway Company under section 7 of the "Canadian Northern Pacific Railway Terminals Act, 1917," the major portion of this expenditure having been devoted to sewer-construction, filling yard area, sea-wall construction, and Main Street improvement at False Creek terminals, Vancouver.

The financial standing of the terminals is as follows:—

Terminal.	Estimated Total Cost of each Terminal.	Proportion of Estimated Cost.	Total Cash available for each Terminal.	Proportion of Total Work done.	Amount now earned.	Retentions.	Amount payable.
Vancouver	$4,308,455 10	0.47130	$4,262,363 21	0.94810	$4,041,047 48	$ 16,532 38	$4,024,515 10
New Westminster	2,202,601 50	0.24095	2,179,113 97	0.83633	1,822,458 41	83,507 69	1,738,950 72
Port Mann....	1,213,424 62	0.13273	1,200,570 16	0.97881	1,175,129 92	.....	1,175,129 92
Steveston	353,988 89	0.03871	349,996 73	0.81970	286,892 54	.....	286,892 54
Patricia Bay	209,908 29	0.02300	208,008 39	0.98460	204,804 68	.....	204,804 68
Victoria	853,125 00	0.09331	843,790 66	0.51919	438,348 57	250 00	438,098 57
Dec. 31st, 1922, totals	$9,141,503 40	1.00000	$9,043,843 12	.....	$7,968,681 60	$100,290 07	$7,868,391 53

(2.) CANADIAN NATIONAL RAILWAY CONSTRUCTION.

(*a.*) *Vancouver Island.*—No further extension of track has been undertaken since 1921, the head of steel remaining at Mile 74, south end of Cowichan Lake.

(*b.*) *Kamloops-Kelowna Line.*—No construction-work has been done on this line since 1920.

(3.) WESTMINSTER BRIDGE—RENEWALS AND REPAIRS.

Retaining-wall.—The old log crib supporting Government railway embankment along Front Street was replaced with a concrete retaining-wall 1,365 feet in length, in addition to 330 feet of reinforced slab-construction wall between Canadian Pacific Railway and Provincial Government tracks at Glen Creek. The above work was commenced in June by Robertson & Partners, Ltd., contractors, and completed in December.

Highway Floor.—The Vancouver Pile Driving and Contracting Company completed its reflooring contract in February, also reframing three timber bents on south highway approach where it connects with steel trusses.

The Cotton Company, Ltd., commenced operations on its asphaltic concrete paving contract in March and completed the work by May 6th. In order to preserve the correct operating balance of the swing-span it was found necessary to reduce the weight of the pavement at each end of this truss by using timber fillers covered with a sheet asphalt wearing surface.

Pier-protection Crib.—On account of abnormally low water in the early winter months floating ice was carried below the up-stream sheeting of the protection-crib at swing-span pier, damaging the nose-piling. Three new nose-piles were driven and the iron nose-plates extended down to extreme low-water mark by the Fraser River Pile Driving Company during April.

B.C.E.R. High Transmission Towers.—The work of straightening the south tower and erection of the new system of bracing was completed by the British Columbia Electric Railway Company in June, after which work was commenced on the north tower and completed by August.

Signals and Interlocking.—Some trouble has been experienced in connection with existing re-entrance bonds along the track, which have proved totally inadequate to take care of the return current in the rails when the British Columbia Electric Railway freight-trains are climbing the grade south of the bridge. Three new re-entrance bonds of the most modern type and enlarged capacity have been installed, and it is proposed to gradually replace all the old bonds with this improved type.

The original interlocking wire system in wooden boxing was replaced on swing-span by new wiring enclosed in metal conduits, this being a preliminary step towards rewiring the entire bridge system, as the old wires and box conduits were found to be practically worn out.

Swing-span Machinery.—The Heaps Engineering Company was awarded a contract for installation of two C.S. boxes designed to reinforce the lower end of main shaft which swings this span, and completed the work in April. Repairs to worm-gears, driving-arms, etc., were also carried out by this firm at the same time.

One of the tower castings supporting wedge-driving machinery developed a fracture and was replaced by a new and heavier casting.

Owing to constant deterioration of existing worm-gears and wheels which turn the swing-span, a new set of bronze wheels and forged carbon-steel worms was ordered from the Dominion Bridge Company.

Locomotive and Train Loading.—In view of the rapid increase of locomotive weights beyond the load limits for which this bridge was originally designed in 1902, the Dominion Bridge Company (which fabricated and erected the structure) was authorized in December to undertake a thorough investigation of the additional stresses set up by modern locomotive and train loading, from the plans and other data in its possession.

Track-ties.—Four hundred and twenty track-ties were renewed between Brownsville and the north end of fill; 120 ties were renewed on the Great Northern north approach; 218 ties were renewed on the British Columbia Electric west approach.

South Highway Approach.—On account of very heavy truck traffic during the laying of pavement on the Pacific Highway the flooring became very loose on the south highway approach. Nearly all this floor was taken up and renailed and a load limit of 8 tons gross, with a speed limit of 6 miles per hour, was put in force. This approach was given a coat of tarvia by the Barrett Company in November.

Bridge Piers.—J. D. Black, C.E., took soundings of bridge piers on January 4th, 5th, and 6th.

Galvanized Flume.—Four hundred and fifty feet of 15-inch galvanized-iron flume was laid along west railway approach to take off drainage from adjacent cut and has fulfilled the desired objective in keeping British Columbia Electric track dry; this work was done in October.

East Wooden Trestle Approach.—In October the Canadian National Railway completed filling in approximately 400 feet of east Port Mann trestle, the stringers being taken out at the same time.

Bridge-painting.—The usual summer programme of painting was carried out, a large portion of the bridge-steel being cleaned and painted with red lead, followed by a coat of graphite bridge-paint. All square timber in the south trestle approach from end of bridge-steel, comprising thirty-two bents, was painted with creosote oil. The railing on highway traffic deck was also painted from end to end of bridge.

Steel Rails.—The Great Northern Railway Company replaced six 80-lb. steel rails on the north approach to bridge, and also one 80-lb. rail at end of swing-span.

Swing-span Openings.—During the year 1922 1,417 boats passed through the swing-span, this figure including fifty-two steamships.

Train Movements, 1922—

	Trains.	Cars.
Great Northern Railway—		
Passenger	2,362	16,811
Freight	821	14,167
Work-trains	31	551
Circus-trains	1	22
Engines	91	91
Canadian National Railway—		
Passenger	1,473	10,007
Freight	1,708	31,184
Employees	1,272	6,229
Work-trains	8	153
Engines	39	39
B.C. Electric Railway—		
Passenger	3,277	7,991
Freight	1,005	10,518
Dairy	730	2,195
Work-trains	29	263
C.P.R. cars hauled	...	2,715
N.P. cars hauled	...	400
C.M. & St. P. cars hauled	...	380
Engines, motors, and line-cars	200	200

(4.) SONGHEES RESERVE.

Johnson Street Extension.—The contract for grading this street extension, awarded to the Pacific Construction Company, Ltd., in December, 1921, was completed in September.

On November 1st the administration of the Songhees Reserve was transferred from the Department of Railways to the Department of Lands on condition that all matters dealing with railway terminals and Johnson Street Bridge should be referred to the former Department.

Sale of Songhees Reserve Equipment—

Cash received	$ 6,067.43	Initial cost, $11,000 (approx.).
Rentals	7,916.98	
	$13,984.41	

(5.) JOHNSON STREET BRIDGE.

In connection with the Provincial Government contribution of $200,000, the sum of $152,690.15 has been released to December 31st, 1922.

(6.) INDUSTRIAL RAILWAYS.

Following a conference held in the Court-house, Vancouver, on November 16th between the British Columbia Loggers' Association (represented by J. D. McCormack, N. A. English, T. Sanderson, with their solicitor, J. Lawson) and the Department of Railways (represented by R. W. Macintyre, Engineer; W. Rae, Chief Inspector of Equipment; with H. B. Gilmour, of the Workmen's Compensation Board), it was agreed that certain sections of the "British Columbia Railway Act" should apply to logging-railways operating in the Province upon issue of a certificate signed by the Minister of Railways.

(7.) EQUIPMENT INSPECTION DEPARTMENT.

CHIEF INSPECTOR'S REPORT.

Hydrostatic tests applied to boilers from September 16th to December 31st, 1922	79
Internal inspections of boilers	16
Engineers examined	16
Engineers' certificates issued	18

Conductors examined	2
Conductors' certificates issued	2
Gas-locomotive operators' certificates issued	1
Number of locomotives inspected other than hydrostatic tests	19
Inspections made on entire equipment and railways for the Workmen's Compensation Board	5
Number of cars inspected on logging and mining railways	299
Number of miles of track inspected on logging and mining railways	173
Accidents investigated on logging and mining railways	3
Fatal accidents on logging and mining railways	4
Accidents investigated on British Columbia Electric Railway	3
Fatal accidents on British Columbia Electric Railway	2
Number of locomotive-boiler designs approved	1
Number of designs for locomotive appurtenances approved	9
Number of new locomotives	3
Number of second-hand locomotives	2

APPENDICES.

APPENDIX A.

CERTIFICATES, 1922.

	Cert. No.
Pacific Great Eastern Railway Co.—	
Approval of by-law	479
Cowichan Bay Railway Co.—	
Extending time for certificate from Registrar of Joint-stock Companies and deposit of $15,000	480
Extending time for certificate from Registrar of Joint-stock Companies and deposit of $15,000	481
British Columbia Electric Railway Co.—	
Standard Freight Mileage Tariff	483
Rules and Regulations for the Operation of Electric Railways—	
Operation of gas-propelled passenger-cars, locomotives, and motors	484
Operation of gas-propelled passenger-cars, locomotives, and motors	485
General Rules and Regulations—	
Qualifications for conductors	486

APPENDIX B.

ACCIDENT REPORT, 1922.

Persons injured.	Result.	Cause.
Crow's Nest Southern Railway.		
1 conductor	Sprained ankle	Slipped and fell alighting from caboose.
1 brakeman	Wrenched knee, etc.	Stepping between cars, train broke in two.
1 B. and B. foreman	Gash in left leg	Timber falling on leg.
1 labourer	Cut below knee	Brush-hook slipping.
1 sectionman	2 ribs fractured and bruises	Pick broke loose, causing fall on old stump.
1 fire patrolman	Small cut on finger	Wrench slipped.
Pacific Great Eastern Railway.		
1 employee	Left forearm cut	Cutting pile.
1 employee	Cinder in eye	Firing.
1 employee	Cinder in eye	Firing.
1 employee	Side and chest bruised	Uncoupling.
1 employee	Back injured	Unloading blocks.
1 employee	Forearm broken	Chopping piles.
1 trainman	Left shoulder hurt	Slipped off platform.
1 employee	Finger injured	Moving lumber.
1 trackman	Hip bruised	Thrown off gas-car.
1 employee	Cut foot	Handling tools.
1 employee	Eye injured	Looking up pile.
1 trackman	Eye injured	Riding gas-car.
1 trackman	Bumped head on rail	
1 trackman	Fell and crushed foot	Handling supplies.
1 shopman	Cut off tip of finger	Handling tools.
1 trackman	Injured hand	Unloading ties.
1 trackman	Finger crushed	Piling rails.
1 trackman	Injured thumb	Pulling spikes.
1 employee	Cut face and lip	On boiler.
1 employee	Cut chin and cheek	Carrying coal.
1 shopman	Finger injured	Handling tools.

APPENDIX B—*Continued.*

ACCIDENT REPORT, 1922—*Continued.*

Persons injured.	Result.	Cause.
B.C. Electric Railway Co.		
1 woman	Injury to head and face	Alighting from car.
1 man	Ribs broken	Alighting from car.
1 boy	Bruised	Struck by car.
1 woman	Injury to hip and head	Alighting from car.
1 woman	Injury to back and head	Alighting from car.
5 passengers	General bruising	Car collision.
1 woman	Bruised	Collision with auto.
1 woman	Bruised	Alighting from car.
1 woman	Injury to knees	Fell, boarding car.
1 woman	Ribs broken	Car collision.
1 woman	Broken hip	Alighting from car.
1 Japanese	Broken hip	Struck by train.
1 woman	Injury to hip and head	Boarding car.
1 woman	Back and head injured	Knocked over by gates.
1 woman	Broken wrist	Alighting from car.
1 woman	Injury to arm	Alighting from car.
1 trainman	Injury to ankle and knee	Fell off box car.
1 trainman	Killed	Fell off box car.
1 shopman	Fingers partly cut off	Caught in machinery.
1 trackman	Leg injured	Struck by barrow.
2 women	Died subsequently	Collision with auto.
1 boy	Left arm cut off and badly bruised	Boy on bicycle falling under car.
1 child	Died subsequently	Struck by train.
15 passengers	3 seriously, 12 lesser	Car collision.
16 passengers	Bruised, etc.	Car collision.
1 boy	Fatal	Struck by car.
1 trespasser	Fatal	Crushed between cars.
1 passenger	Fatal	Jumped off train.
22 passengers	Injured, bruised, etc.	Collision with G.N. train.
2 passengers	Killed	Collision with G.N. train.
1 trainman	Bruised, etc.	Collision of cars.
1 trainman	Injured inwardly	Collision of cars.
1 trackman	Broken leg	Collision with speeder.
1 trainman	Ribs injured	Brushed against pole.
1 trainman	Broken hip	Collision of cars.
1 trainman	Bruised	Collision of cars.

YEAR ENDED DECEMBER 31st, 1923.

(1.) CANADIAN NATIONAL RAILWAY TERMINALS.

During the twelve months ended December 31st, 1923, estimates for a total sum of $72,285.08 have been paid out of the funds deposited with Provincial Treasurer by the Railway Company under section 7 of the "Canadian Northern Pacific Railway Terminals Act, 1917"; the major portion of this expenditure has been devoted to sewer-construction, filling yard area, sea-wall construction, and Main Street improvement at False Creek terminals, Vancouver.

The position of the terminals is as follows:—

CANADIAN NORTHERN PACIFIC TERMINALS.

(Based on estimate furnished on July 19th, 1917, by Canadian Northern Pacific Railway Company, accompanied by plans showing requirements considered necessary to accommodate the traffic anticipated.)

Certificate No. 111.—To Work done to Month ended December 31st, 1923.

Terminal.	Estimated Total Cost of each Terminal.	Proportion of Estimated Cost.	Total Cash available for each Terminal.	Proportion of Total Work now done.	Amount now earned.	Retentions.	Amount payable.
Vancouver	$4,308,455 10	0.47130	$4,262,363 21	0.95830	$4,084,673 48	.....	$4,084,673 48
New Westminster	2,202,601 50	0.24095	2,179,113 97	0.84165	1,834,052 63	$83,507 69	1,750,544 94
Port Mann....	1,213,424 62	0.13273	1,200,570 16	0.97881	1,175,129 92	.....	1,175,129 92
Steveston	353,988 89	0.03871	349,996 73	0.81970	286,892 54	.....	286,892 54
Patricia Bay	209,908 29	0.03200	208,008 39	0.98460	204,804 68	.....	204,804 68
Victoria	853,125 00	0.09331	843,790 66	0.51980	438,631 05	.....	438,631 05
Totals	$9,141,503 40	1.00000	$9,043,843 12	.....	$8,024,184 30	$83,507 69	$7,940,676 61
Previously returned	.....	.....	.....	.....	.....	.....	7,912,806 14
This estimate	.....	.....	.....	.....	.....	.....	$ 27,870 47

(2.) CANADIAN NATIONAL RAILWAY CONSTRUCTION.

(*a.*) *Vancouver Island.*—No further construction-work has been undertaken, the head of steel remaining at Mile 74, south end of Cowichan Lake.

(*b.*) *Kamloops-Kelowna Line.*—No construction-work has been done on this line during the year.

(3.) WESTMINSTER BRIDGE—RENEWALS AND REPAIRS.

Stress diagrams and calculations were received during March, and in April the Dominion Bridge Company sent out W. Chase Thomson, Consulting Engineer, of Montreal, who made a detailed and very thorough examination of the entire structure in order to determine its present condition after twenty years of service, and also to study the reinforcement required for safe operation of present traffic on railway and highway sections respectively. As a result of his investigation, Mr. Chase Thomson reported that the bridge was considerably overstressed beyond the original limits for which it was designed in 1902, and recommended that reinforcement-work should be commenced as soon as possible, in accordance with plans submitted by him. Owing to the heavy railway traffic which only allows short intervals between trains, this work could not be let on any other basis than "cost plus," and the Dominion Bridge Company, having submitted carefully calculated estimates for each separate section of the bridge, was authorized on August 28th to carry out the most urgently necessary portion of proposed reinforcement-work.

Its supervising staff, consisting of an engineer, foreman, and assistant foreman, arrived early in November, and after getting the equipment set up started work on reinforcement of swing-span upper chord system, together with extension of signal tower-house to provide accommodation for an auxiliary engine and generator capable of supplying power to open the bridge in the event of British Columbia Electric Railway current being cut off. This work was com-

pleted during December, together with the jacking-up of 380-foot fixed span for adjustment of roller bearings at each end. During the same period reinforcement of plate girders carrying highway approach at north end of bridge was also completed on five spans and preliminary operations started for removal of trough-steel flooring on west leg of railway approach. Local men were employed on all the above work.

Interlocking.—All interlocking, trunking, and wire has been taken out south of the swing-span and approximately 49,800 feet of new wire put in, 3,360 feet of conduit being laid to carry above wires.

Auto Traffic.—The auto traffic across the bridge has increased greatly during the last year. On September 3rd (Labour Day) fully 10,000 cars crossed the bridge, and an official record taken from May 13th to 31st gave the following figures:—

	Autos.	Trucks.		Autos.	Trucks.
May 13th ...	3,002	168	May 24th ...	5,406	363
May 14th ...	698	278	May 25th ...	895	290
May 15th ...	797	266	May 26th ...	1,021	310
May 16th ...	914	279	May 27th ...	2,366	145
May 17th ...	805	252	May 28th ...	665	325
May 18th ...	830	366	May 29th ...	796	310
May 19th ...	1,087	382	May 30th ...	1,290	319
May 20th ...	3,096	182	May 31st ...	756	312
May 21st ...	716	298			
May 22nd ..	817	319	Totals	26,950	5,503
May 23rd ...	993	339			

Swing-span Machinery.—In June the old worm-shaft used in connection with driving the wedges at south end of swing-span was replaced and the old gear was given half a turn to bring the unused teeth into action pending arrival of new gears and oil-reservoirs from the Dominion Bridge Company. On September 5th and 6th old worms and worm-gears were replaced, at both ends of swing-span, with new nickel-steel worms and phosphor-bronze worm-gears.

Ties, Stringers, and Caps.—Two hundred and ninety-three ties were renewed by C.N. section-gang at east end of Port Mann approach on Government track; eighty-seven ties were renewed on trestle between C.N. and G.N. switches at south end of bridge; twenty-four ties were renewed between G.N. home signal and B.C.E.R. switch at north end of bridge; eight stringers were renewed near C.N. and G.N. switches at south end of bridge; ten 50-foot piles were driven with two new caps and eight new stringers on south trestle approach, where Pacific Highway under-crossing is located; four caps were renewed near C.N. switch at south end of bridge.

Navigation Signal.—This signal was asked for by the New Westminster Harbour Commissioners and has been installed for the purpose of warning approaching boats, in case it was found for any reason impossible to open the swing-span.

Bridge-painting.—About three-quarters of the bridge-steel has been gone over for rust-spots, which were first cleaned, then covered with red lead, and finally painted with graphite bridge-paint; 1,750 lb. of red lead and 10 barrels of graphite bridge-paint were used on this work during the year. The thirty-two framed bents in highway and railway trestle approach from south end of the bridge-steel to commencement of the pile-bents have been painted with creosote oil.

Steel Rails.—Thirty-one new rails (80-lb.) have been put in on the south end of bridge; six new rails (80-lb.) have been put in on the north end of bridge; one new rail (80-lb.) has been put in on the end of swing-span; five badly broken rails were found by the bridge watchmen in their rounds during the year.

Highway Gates.—Wires operating these gates have been transferred from the interlocking-machine levers (with the exception of the indication wires) to a separate switchboard, and an annunciator has been installed in connection with the lowering and raising of the gates, giving a much improved signal system between the towerman and the watchman.

Auxiliary Plant.—The advisability of installing an engine and generator to operate the swing-span when British Columbia Electric power is cut off owing to storm damage or other outside causes beyond control was discussed in 1913 and again in 1918, but no definite action was taken until August, 1923, when the Canadian Fairbanks-Morse Company was given an order for one 45-horse-power semi-Diesel engine and a 550-volt direct-current generator, which arrived in Vancouver at the end of December ready for installation early in the new year.

Swing-span Openings.—During the above period 1,703 boats passed through the swing-span, including eighty steamships.

Train Movements—

	Trains.	Cars.
Great Northern Railway—		
Passenger	2,352	17,072
Freight	762	16,424
Work-trains	34	495
Circus	1	23
Engines	39	39
Canadian National Railway—		
Passenger	1,471	10,298
Freight	2,059	38,560
Employees	1,350	7,003
Work-trains	220	2,276
Engines	27	27
B.C. Electric Railway—		
Passenger	3,190	7,568
Freight	1,174	14,361
Work-trains	65	678
Dairy	730	2,120
Engines, motors, and line-cars	283	283
C.P.R. cars hauled	...	2,576
N.P. cars hauled	...	1,140
C.M. & St. P. cars hauled	...	409

(4.) JOHNSON STREET BRIDGE.

On July 31st, 1923, the final payment was made completing Provincial Government contribution of $200,000 authorized under chapter 37, Statutes of British Columbia, 1920.

(5.) INDUSTRIAL RAILWAYS.

In accordance with result of conference held on November 16th. 1922, of which details are given in report for that year, certificates were issued to the following companies, whose operations are fully detailed under Appendix D:—

	Cert. No.
Lamb Lumber Co., Ltd.	1
Alberni Pacific Lumber Co., Ltd.	2
Britannia Mining & Smelting Co., Ltd.	3
Bloedel, Stewart & Welch Corporation, Ltd.	4
Capilano Timber Co., Ltd.	5
Powell River Co., Ltd.	6
Brooks-Scanlon-O'Brien Co., Ltd.	7
Abbotsford Lumber, Mining & Development Co., Ltd.	8
Canadian Robert Dollar Co., Ltd.	9
Barr Bros. Manufacturing Co., Ltd.	10
Abernethy-Lougheed Co., Ltd.	11
P. B. Anderson Logging Co., Ltd.	12
Beaver Cove Lumber & Pulp Co., Ltd.	13
Beban, Frank, Lumber Co.	14
Bendickson Logging Co., Ltd.	15
Bernard Timber & Logging Co., Ltd.	16
B.C. Mills Timber & Trading Co., Ltd.	17
Brooks, Bidlake & Whittall, Ltd.	18
Campbell River Mills, Ltd.	19
Cheakamus Timber & Logging Co., Ltd.	20
Hage Timber & Investment Co., Ltd.	21
Clayburn Brick & Tile Co., Ltd.	22
Columbia River Lumber Co., Ltd.	23
Corbin Coal & Coke Co., Ltd.	24

	Cert. No.
Gilford Island Logging Co., Ltd.	25
Esary Timber Co., Ltd. (name changed to Thomsen & Clark Timber Co., Ltd.)	26
Crow's Nest Pass Lumber Co., Ltd.	27
Dimension Lumber Co., Ltd.	28
Eastern Lumber Co.	29
Elk Bay Timber Co., Ltd.	30
Elk Valley Lumber Co., Ltd.	31
Ellis Lake Lumber Co., Ltd. (name changed to Redonda Logging Co., Ltd.)	32
Galbraith & Sons	33
Granby Consolidated Mining, Smelting & Power Co., Ltd.	34
Grassy Bay Timber Co., Ltd.	35
Gwilt Lumber Co., Ltd.	36
Hanna & Trethewey (name changed to L. Trethewey)	37
Hillcrest Lumber Co., Ltd.	38
Hoard & Flaherty (name changed to Bainbridge Lumber Co., Ltd.)	39
International Timber Co., Ltd.	40
Island Logging Co., Ltd.	41
James Logging Co., Ltd.	42
King-Farris Lumber Co., Ltd.	43
Lake Lumber Co., Ltd.	44
Lyon Lumber Co., Ltd.	45
Mainland Timber Co., Ltd.	46
McDonald-Murphy Logging Co., Ltd.	47
Magoffin & Co.	48
Mayo Lumber Co.	49
Merrill-Ring-Moore Logging Co., Ltd. (name changed to Merrill & Ring Lumber Co., Ltd.)	50
Thurston-Flavelle, Ltd.	51
Nicola Pine Mills, Ltd.	52
Nimpkish Timber Co., Ltd.	53
Otis-Staples Lumber Co., Ltd.	54
Pacific Construction Co., Ltd.	55
Sing Chong Logging Railway	56
Pacific Mills, Ltd.	57
Pacific Shingle Co., Ltd.	58
King & Foster	59
Rat Portage Lumber Co., Ltd.	60
Rerrie Lumber Co., Ltd.	61
Shawnigan Lake Lumber Co., Ltd.	62
Superior Lumber Co., Ltd.	63
Timberland Development Co., Ltd.	64
United Grain Growers (B.C.), Ltd.	65
Victoria Lumber & Manufacturing Co., Ltd.	66
Western Fuel Corporation of Canada, Ltd.	67
White Spruce Lumber Co., Ltd.	68
J. C. Wilson Lumber Co.	69
Wolverine Lumber Co., Ltd.	70
Wilson & Brady, Ltd. (name changed to McCoy-Wilson, Ltd.)	71
Cathels & Sorenson	72
Royston Lumber Co.	73
Whalen Pulp & Paper Mills, Ltd.	74
Canadian Puget Sound Lumber & Timber Co., Ltd.	75
Regina Timber Co., Ltd.	76
Nickson Construction Co.	77
Northern Construction Co., Ltd.	78
Dawson-Taylor Logging Co.	79
Deep Bay Logging Co., Ltd.	80

The following companies received operating permits during the year, pursuant to section 4A (3) of chapter 52, "British Columbia Railway Act Amendment Act, 1917":—

	No.	Date, 1923.
King & Foster	1	May 25
Bloedel, Welch & Stewart	2	" 25
Britannia Mining, Smelting & Power Co., Ltd.	3	" 25
Cheakamus Timber & Logging Co., Ltd.	4	June 5
Granby Consolidated Mining, Smelting & Power Co., Ltd. (Cassidy)	5	" 6
Hage Timber & Investment Co., Ltd.	6	" 6
Island Logging Co., Ltd.	7	" 6
James Logging Co., Ltd.	8	" 6
Lyon Lumber Co., Ltd.	9	" 8
Timberland Development Co., Ltd.	10	July 4
United Grain Growers (B.C.), Ltd.	11	" 4
Granby Consolidated Mining, Smelting & Power Co., Ltd. (Anyox)	12	" 6
Rat Portage Lumber Co., Ltd. (Harrison Lake)	13	" 19
International Timber Co., Ltd. (Campbell River)	14	" 30
Hillcrest Lumber Co., Ltd.	15	Aug. 24
B.C. Mills Timber & Trading Co., Ltd. (Vancouver)	16	Oct. 24
Nimpkish Timber Co., Ltd. (Vancouver)	17	Nov. 1
Campbell River Mills, Ltd. (White Rock)	18	" 2
Redonda Logging Co., Ltd.	19	" 3
Corbin Coal & Coke Co., Ltd.	20	" 3
Thurston-Flavelle, Ltd. (Port Moody)	21	Dec. 12

(6.) EQUIPMENT INSPECTION DEPARTMENT.

CHIEF INSPECTOR'S REPORT.

Hydrostatic tests applied to boilers	198
Internal inspection of boilers	46
Engineers examined	62
Engineers' certificates issued	48
Conductors examined	55
Conductors' certificates issued	52
Gas-locomotive operators' certificates issued	4
Number of locomotives inspected other than hydrostatic tests	70
Inspections made on entire equipment and railways for the Workmen's Compensation Board	32
Number of cars inspected on logging and mining railways	2,952
Number of miles of track inspected on logging and mining railways	798
Accidents investigated on logging and mining railways	4
Fatal accidents on logging and mining railways	2
Fatal accident investigated on Pacific Great Eastern Railway	1
Fatal accidents investigated on British Columbia Electric Railway	10
Accidents investigated on British Columbia Electric Railway	12
Number of locomotive-boiler designs approved	6
Number of designs for locomotive appurtenances approved	17
Number of new locomotives	7
Number of second-hand locomotives	3

A list of Executive Council certificates issued is given in Appendix A.

Accidents on railways under Provincial jurisdiction are shown in Appendix B.

Railways incorporated under Acts of British Columbia Legislature since 1883 are listed in Appendix C.

Industrial railways operating (or under construction) are shown in Appendix D.

Your obedient servant,

R. W. MACINTYRE, *Engineer of Railways.*

APPENDICES.

APPENDIX A.

CERTIFICATES, 1923.

	Cert. No.
Pacific Great Eastern Railway Co.—	
Insertion in form of bills of lading	487
B.C. Electric Railway Co.—	
Authority to operate one-man car, Saanich Interurban	488
Approval of Local Passenger Tariff, Saanich Interurban	489
Grouse Mountain Scenic Railway Co.—	
Extension of time for completion	490
Cowichan Bay Railway Co.—	
Extension of time	491
Pacific Great Eastern Railway Co.—	
Approval of Local Interurban Passenger Tariff	492
Approval of Local Sleeping-car Tariff	493
Grouse Mountain Scenic Railway Co.—	
Extension of time	494
Rules, Regulations, and Instructions—	
Rules consolidated and revised to January 23rd	495
Pacific Great Eastern Railway Co.—	
Telegraph Tariff	496
Grouse Mountain Scenic Railway Co.—	
Extension of time	497
Comox Logging Railway Co.—	
Trestle, Cowie Road	498
Corporation of the District of Sumas—	
Crossing over B.C. Electric Railway near Huntingdon	499
Pacific Great Eastern Railway Co.—	
Form of live-stock bill of lading	500
Cowichan Bay Railway Co.—	
Extension of time	501

APPENDIX B.

Accident Report, 1923.

Persons injured.	Result.	Cause.
Western Fuel Corporation.		
1 trainman	Eye injured	Hot cinder.
1 trainman	Foot cut	Stepping on rail.
1 trainman	Bruised foot	Foot jammed against switch.
1 trainman	Fingers cut	Coal falling from tender.
1 brakeman	Fingers cut	Door of rock-car.
Crow's Nest Southern Railway.		
1 engineer	Bruise on shin	Tripped getting off engine-seat.
1 section labourer	Sprained back	Lifting too heavy weight.
1 carpenter	Wound on finger	Removing old ties off bridge.
1 section foreman	Bruised chest	Fell off motor-car stopping suddenly.
1 carpenter	Fingers bruised	Chain slipping.
1 carpenter	Thumb bruised	Claw-bar slipping.
1 carpenter	Infection, right hand	Small wound caused by splinter.
1 carpenter	Small wound over right eyebrow	Brake-lever springing back.
Pacific Great Eastern Railway.		
2 trackmen	Cut on scalp and face	Handling tools.
1 trackman	Shoulder and thigh bruised	Handling tools.
1 trackman	Strained muscles of arm	Handling supplies.
1 trackman	Ribs bruised	Handling supplies.
1 trackman	Foot hurt	Loading ties.
1 trackman	Wrist injured	Slipped on ice.
1 trackman	Cut arm	Slipped against saw.
1 trackman	Hit hand with axe	Handling tools.
1 shopman	Crushed thumb	Closing car-door.
1 trackman	Wrenched knee	Rolling logs.
1 trackman	Sand in eye	Riding gas-car.
1 employee	Bruised leg	Loading rails.
1 trackman	Bruised ankle	Laying ties.
1 shopman	Broken rib	Fell across rail.
1 trackman	Strained tendon	Tamping ties.
1 trackman	Dislocated thumb	Pumping jack.
1 employee	Broken rib	Pumping jack.
1 employee	Right hand burnt	Firing rubbish.
1 trackman	Sprained ankle	Fell off camp-car.
1 employee	Crushed thumb	Handling rails.
1 trackman	Fatal	Struck by train.
1 employee	Concussion and injury to limbs	Train and motor-truck collision.
1 trackman	Crushed toe	Rock falling on foot.
1 shopman	Right thumb cut	Hand coming in contact with saw.
1 trackman	Eye hurt	Sand blown in eye.
1 employee	Ribs fractured, legs bruised, and internal injuries	Hit by earth-slide.
1 trackman	Cut over eye and bruised side	Gas-car collision.
1 trackman	Bruised right eye	Struck eye.
1 trackman	Left hand injured	Handling supplies.
1 employee	Back injured	Hit by rock.
1 trackman	Groin strained	Lifting rails.
1 employee	Foot and ankle scalded	Pile-driver engine-valve blew out.
1 employee	Back and shoulder strained	Bridge-brace fell.
1 trackman	Knee injured	Hit with shovel.
1 trackman	Cut on wrist	Gasolene-power saw jumping.
1 stationman	Bone of big toe broken	Truck tipped over.
1 shopman	Left side burned	Slipped on coach-floor.
B.C. Electric Railway Co.		
1 woman	Broken ankle	Falling in car.
1 woman	Injury to ribs, etc.	Boarding car.
1 woman	Injury to head and back	Car starting.
1 woman	Bruised, etc.	Car collision.
1 woman	Injury to head and back	Fell boarding car.

APPENDIX B—*Continued.*

ACCIDENT REPORT, 1923—*Continued.*

Persons injured.	Result.	Cause.
B.C. Electric Railway Co.—Continued.		
1 woman	Injury to head and back	Car collision.
1 woman	Injury to head and back	Car collision.
1 woman	Injury to head	Alighting from car.
1 woman	Injury to back	Starting car.
1 woman	Injury to back	Car collision.
1 woman	Bruised	Car collision.
1 woman	Hip and leg injured	Car collision.
1 woman	Back injured	Car collision.
1 woman	Broken shoulder-blade	Collision with auto.
1 woman	Badly bruised	Crushed between cars.
1 woman	Leg and knee hurt	Fell in car.
1 man	Injury to back	Car collision.
1 man	Fatal	Collision with auto.
1 man	Injured	Struck by car.
1 man	Fatal	Collision with auto.
1 man	Fatal	Pushed against post by train.
1 man	Fatal	Car struck bicycle.
1 Japanese	Fatal	Struck by train.
1 boy	Fatal	Crushed between cars.
1 boy	Foot cut off	Crushed between cars.
1 child	Fatal	Struck by car.
Passengers in auto	Bruised and shaken up	Collision with auto.
1 employee	Injury to ribs	Operating motor-plough.
1 employee	Hip seriously injured	Crushed by box car.
1 shopman	Toes crushed	Barrow upsetting.
1 shopman	Fingers smashed	Struck by sledge-hammer.
1 shopman	Injury to hip and back	Wrench slipping.
1 trackman	Leg broken	Fell off flat car.
1 trackman	Permanent injury to eye	Breaking concrete.
1 trackman	Broken leg	Struck by rail.
1 trackman	Head and body cut	Struck by auto.
1 trackman	Back injured	Lifting rail.

APPENDIX C.

Railways incorporated under Acts of the Legislature of British Columbia since 1883.

Name of Railway.	Chap.	Year.	Remarks.
Adams River Rly.	30	1903	Lapsed.
Alice Arm Rly.	46	1898	Lapsed.
Ashcroft & Cariboo Rly.	40	1890	Lapsed.
Ashcroft & Cariboo Rly.	60	1890	Lapsed.
Ashcroft & Cariboo Rly.	52	1891	Lapsed.
Ashcroft & Cariboo Rly.	52	1896	Lapsed.
Ashcroft, Barkerville & Fort George Rly.	49	1906	Lapsed.
Arrowhead & Kootenay Rly.	47	1898	Lapsed.
Arrowhead & Kootenay Rly.	65	1901	Lapsed.
Atlin Short Line Rly. & Navigation Co.	79	1899	Lapsed.
Atlin Southern Rly.	80	1897	Lapsed.
Barkerville, Ashcroft & Kamloops Rly.	46	1897	Lapsed.
Bedlington & Nelson Rly.	47	1897	Declared for public benefit, c. 53, 1899. Abandoned 1916.
Bedlington & West Kootenay Rly.	46	1893	Lapsed.
Bentinck Arm & Quesnel Rly.	48	1907	Lapsed.
Bella Coola & Fraser Lake	50	1906	Lapsed.
British Columbia & Alaska Rly.	56	1910	Lapsed.
British Columbia & Northern	32	1903	Lapsed.
Mackenzie Valley Rly.	53	1906	Lapsed.
British Columbia Central	51	1906	Lapsed.
British Columbia Central	57	1910	Lapsed.
British Columbia Northern & Alaska Rly.	52	1906	Lapsed.
British Columbia Southern Rly.	36	1893	Amended, c. 47, 1893; repealed, c. 53, 1894; c. 39, 1894; c. 4, 1896; c. 53, 1896; c. 33, 1897. Declared for public benefit, c. 36, 1897. Operated by C.P.R.
British Columbia Electric Rly.—			
Vancouver Street Railway	31	1886	Lapsed.
Vancouver Street Railway	38	1889	Incorporation.
Vancouver Electric Rly. & Light Co.	51	1890	Amendment.
National Electric Tramway & Light Co.	39	1899	Victoria Electric Rly. & Light Co., c. 62, 1894.
National Electric Tramway & Light Co.	52	1890	Amendment.
Westminster Street Railway	65	1890	
Westminster & Vancouver Tramway Co.	67	1890	Amended.
British Columbia Electric Co.	49	1890	
British Columbia Electric Co.	71	1891	Act to amalgamate Westminster Street Rly. & Westminster & Vancouver Tramway Co.
British Columbia Electric Co.	....	.....	
British Columbia Electric Co.	51	1894	Amended. Land grant.
Consolidated Rly. & Light Co.	56	1894	Incorporation.
Consolidated Rly. & Light Co.	55	1896	Amendment.
Victoria Electric Rly. & Light Co.	63	1894	City of Victoria to supply light and power.
Victoria & British Columbia Electric Rly. Co. Agreement	81	1897	Supply electric light and power in and around City of Victoria.
British Columbia Yukon Rly. Co.	49	1897	Operated by White Pass & Yukon Rly. Co., Ltd.
Burrard Inlet & Fraser Valley Rly.	54	1891	Amended, c. 48, 1893, and c. 59, 1895. Lapsed.
Burrard Inlet Rly. & Ferry Co.	53	1891	Lapsed.
Canadian North-eastern Rly.	74	1911	Lapsed.
Canadian Northern Rly.	48	1892	Lapsed.
Canadian Northern Rly.	3	1910	*Main Lines.*—Agreement.
Canadian Northern Pacific Rly.	4	1910	(*a*) Yellowhead Pass to Vancouver, completed; (*b*) Victoria to Barclay Sound.
Canadian Northern Pacific Rly.	32	1912	Barclay Sound to Nootka Sound.
Canadian Northern Pacific Rly.	57	1913	*Branch Lines.*—(*a*) Westminster Bridge to Vancouver; (*b*) Westminster Bridge to Steveston; (*c*) Victoria to Patricia Bay, completed. Declared for public benefit, February 20th, 1917.

APPENDIX C—*Continued.*

RAILWAYS INCORPORATED UNDER ACTS OF THE LEGISLATURE OF BRITISH COLUMBIA SINCE 1883—*Continued.*

Name of Railway.	Chap.	Year.	Remarks.
Canadian Northern Pacific Rly.	58	1913	Amendment to c. 4, 1910.
Canadian Northern Pacific Rly.	59	1913	*Terminals.*—Port Mann, New Westminster, Vancouver, Victoria, Steveston, and Patricia Bay.
Canadian Northern Pacific Rly.	61	1914	Further aid towards construction.
Canadian Northern Pacific Rly.	62	1914	Amendment to c. 57, 1913. Declared for public benefit, Order in Council, February 20th, 1917. Amalgamated with G.T.P. August 23rd, 1920, as Can. Nat. Rys.
Canadian Pacific Rly.	11	1880	Land grant.
Canadian Western Central Rly.	20	1889	Land subsidy.
Canadian Western Central Rly.	34	1889	Incorporation. Amended, c. 40, 1890; c. 36, 1892; c. 39, 1893; c. 4, 1895; c. 35, 1897. Lapsed.
Canadian Yukon Rly.	50	1898	Lapsed.
Cariboo, Barkerville & Willow River Rly.	62	1910	Lapsed.
Cariboo Rly. (Ashcroft & Cariboo)	55	1897	Amendment, c. 50, 1897. Lapsed.
Cassiar Central Rly.	35	1897	Crown grant.
Cassiar Central Rly.	52	1897	Incorporation. Lapsed.
Chilkat & Klehine Rly. & Navigation Co.	68	1901	Lapsed.
Chilliwack Rly.	55	1891	Declared for public benefit, c. 43, 1893. Not built.
Columbia & Carbonate Mountain Rly.	61	1890	Lapsed.
Columbia & Kootenay Rly.	21	1889	Land subsidy.
Columbia & Kootenay Rly.	62	1890	Amended, c. 49, 1892; c. 60, 1895. Declared for public benefit, c. 80, 1890. Operated by C.P.R.
Columbia & Kootenay Rly. & Transportation Co.	25	1883	Amended, c. 24, 1884; c. 21, 1889; c. 41, 1890. Lapsed.
Columbia & Western Rly.	8	1896	Subsidy Act. Repealed, c. 8, 1903.
Columbia & Western Rly.	54	1896	Incorporation. Amended, c. 12, 1898; c. 14, 1899; c. 4, 1900; c. 70, 1901; c. 9, 1903; c. 9, 1906. Declared for public benefit, c. 61, 1898. Operated by C.P.R.
Coast–Kootenay Rly.	69	1901	Amended, c. 9, 1902. Declared for public benefit, c. 199, 1903.
Coast–Yukon Rly.	58	1904	Lapsed.
Comox & Cape Scott Rly.	71	1901	Lapsed.
Comox Logging & Rly. Co.	63	1910	Operating.
Cowichan, Alberni & Fort Rupert Rly.	59	1904	Amended, c. 54, 1906. Lapsed.
Cowichan Bay Rly.	....	.....	Railway Act, c. 194, 1911. Time to complete to April 18th, 1927.
Crawford Bay Rly.	72	1901	Lapsed.
Crow's Nest & Kootenay Lake Rly.	44	1888	Incorporation. Amended, c. 63, 1890; c. 56, 1891. Repealed, c. 53, 1894. Lapsed.
Crow's Nest & Kootenay Lake Rly.	72	1888	Land grant.
Crow's Nest & Northern Rly.	58	1908	Amended, c. 64, 1911. Lapsed.
Crow's Nest Southern Rly.	73	1901	Operating (G.N.R.—V.V. & E. Rly.).
Delta, New Westminster & Eastern Rly.	57	1894	Amended, c. 54, 1897. Lapsed.
Dolly Varden Mines Rly.	53	1917	Time to complete, December 31st, 1918; amended, c. 22, 1919. Vested in Taylor Engineering Co., Ltd., c. 92, 1920. Foreclosed under mortgage.
Delta Rly.	34	1887	Lapsed.
Downie Creek Rly.	52	1898	Lapsed.
East Kootenay Logging Rly.	52	1907	
East Kootenay Rly.	61	1897	Lapsed.
East Kootenay Valley Rly.	53	1898	Lapsed.
Eastern British Columbia Rly.	60	1908	Operated by Corbin Coal & Coke Co., Ltd.
Esquimalt & Nanaimo Rly.	13	1875	Land grant. Repealed, c. 16, 1882. Amended, c. 28, 1888; c. 45, 1888.
Esquimalt & Nanaimo Rly.	26	1903	Settlers' Rights Act.

APPENDIX C—*Continued.*

RAILWAYS INCORPORATED UNDER ACTS OF THE LEGISLATURE OF BRITISH COLUMBIA SINCE 1883—*Continued.*

Name of Railway.	Chap.	Year.	Remarks.
Esquimalt & Nanaimo Rly.	33	1912	Agreement. Amended, c. 60, 1913. Declared for public benefit, c. 90, 1909. Operated by C.P.R.
Flathead Valley Rly.	33	1903	Lapsed.
Flathead Valley Rly.	52	1909	Lapsed.
Fording Valley Rly.	63	1905	Lapsed.
Fraser River Rly.	26	1883	Lapsed.
Graham Island Rly.	54	1909	Lapsed.
Graham Island Rly.	65	1910	Amendment. Lapsed.
Grand Trunk Pacific Rly.	19	1908	Crown grant. Amended, c. 22, 1909; c. 34, 1912. Operating.
Grouse Mountain Scenic Incline Rly.	66	1911	Time extended to July 1st, 1925.
Hall Mines, Ltd., Tramway Act	59	1894	Lapsed.
Hardy Bay & Quatsino Sound Rly.	55	1909	Lapsed.
Harrison Hot Springs Tramway	68	1891	Lapsed.
Howe Sound, Pemberton Valley & Northern Rly.	53	1907	Consolidated with Howe Sound & Northern Railway, 1910.
Howe Sound & Northern Rly.	67	1910	Amendment to c. 53, 1907. Amalgamated with Pacific Great Eastern.
Hudson Bay Pacific Rly.	61	1908	Lapsed.
Imperial Pacific Rly.	77	1901	Lapsed.
Island Valley Rly.	68	1910	Lapsed.
Kamloops & Atlin Rly.	83	1899	Lapsed.
Kamloops & Atlin Rly.	48	1900	Lapsed.
Kamloops & Atlin Rly.	78	1901	Lapsed.
Kamloops & Yellowhead Pass Rly.	58	1906	Lapsed.
Kaslo & Lardo–Duncan Rly.	58	1897	Lapsed.
Kaslo & Slocan Rly.	37	1892	Land grant.
Kaslo & Slocan Rly.	52	1892	Incorporation. Amended, c. 41, 1894; c. 61, 1894; c. 36, 1897; C.P.R. was paid $100,000 for reconstructing Kaslo & Slocan Rly. (c. 37, 1912). Now operating.
Kaslo & Slocan Tramway Co.	52	1893	Lapsed.
Kettle River Valley Rly.	....	.....	Incorporated under Federal charter, 1901.
Kettle River Valley Rly.	26	1910	Agreement.
Kettle River Valley Rly.	35	1912	Ratify Agreement, Jan. 12th, 1912. } Leased to
Kettle River Valley Rly.	53	1912	By-law operating. } C.P.R.
Kitimat Rly.	54	1898	Amended, c. 84, 1899. Lapsed.
Kootenay & Northwest Rly.	55	1898	Amended, c. 85, 1899. Lapsed.
Kootenay Lake Shore & Lardo Rly.	53	1893	Lapsed.
Kootenay & Athabasca Rly.	25	1887	Land grant. Lapsed.
Kootenay & Athabasca Rly.	35	1887	Incorporation. Lapsed.
Kootenay, Cariboo & Pacific Rly.	34	1903	Lapsed.
Kootenay Central Rly.	79	1901	Lapsed.
Kootenay Central Rly.	35	1903	Declared for the public benefit. Operated by C.P.R.
Kootenay Rly. & Navigation Co.	29	1888	Land grant. Lapsed.
Kootenay Rly. & Navigation Co.	46	1888	Change of title. Lapsed.
Columbia & Kootenay Rly. & Navigation Co.	35	1889	Lapsed.
Ladysmith Lumber Co. Rly.	62	1908	Operating. Name changed to "New Ladysmith Lumber Co.," c. 111, 1920.
Lake Bennett Rly.	80	1901	Lapsed.
Lardeau & Kootenay Rly.	54	1893	Lapsed.
Lardeau Rly.	64	1897	Lapsed.
Liverpool & Canoe Pass Rly.	57	1891	Lapsed.
Meadow Creek Rly.	56	1909	Lapsed, $5,000 deposited with Minister of Finance.
Menzies Bay Rly.	69	1910	Lapsed.
Mid-Provincial & Nechako Rly.	81	1901	Amended, c. 45, 1902. Repealed, c. 45, 1902. Amended, c. 36, 1904; c. 60, 1906. Lapsed.
Midway–Penticton Rly.	44	1899	Amalgamated with Kettle Valley Rly. system.
Morrissey, Fernie & Michel Rly.	37	1903	Owned and operated by Crow's Nest Pass Coal Co.
Mountain Tramway & Electric Rly.	56	1898	Lapsed.

APPENDIX C—*Continued.*

RAILWAYS INCORPORATED UNDER ACTS OF THE LEGISLATURE OF BRITISH COLUMBIA SINCE 1883—*Continued.*

Name of Railway.	Chap.	Year.	Remarks.
Mount Tolmie Park and Cordova Bay Rly.	55	1893	Lapsed.
Naas & Skeena Rivers Rly.	69	1911	Amended, c. 79, 1916. Lapsed.
Nakusp & Slocan Rly.	56	1893	Amended, c. 43, 1894. Taken over by C.P.R. under c. 64, 1919.
Nanaimo–Alberni Rly.	66	1897	Lapsed.
Nanaimo Electric Tramway Co.	69	1891	Lapsed.
Nanaimo Railway Act	25	1881	Lapsed.
Nelson & Fort Sheppard Rly.	58	1891	Amended, c. 42, 1894; c. 37, 1897. Owned by G.N.R.
Nelson & Fort Sheppard Rly.	38	1892	Land grant. Declared for the public benefit, c. 57, 1893.
New Ladysmith Lumber Co. Rly.	111	1920	Renewal of charter, c. 62, 1908. Operating.
New Westminster–Port Moody Rly.	14	1882	Amended, c. 25, 1884. Lapsed.
Nelson & Arrow Lake	57	1893	Lapsed.
New Westminster & Vancouver Short Line Rly.	37	1889	Amended, c. 67, 1892; c. 60, 1896. Lapsed.
New Westminster Southern Rly.	27	1883	Lapsed.
New Westminster Southern Rly.	36	1887	Amended, c. 36, 1889. Operating. G.N.R. purchased from Port Kells to bridge, New Westminster. Since sold to Canadian Northern Pacific Railway.
Nicola, Kamloops & Similkameen Coal & Rly. Co.	47	1891	Amended, c. 38, 1903. Declared for public benefit, c. 164, 1903. Operated by G.N.R. and K.V. Ry.
Nicola Valley Rly.	59	1891	Declared for the public benefit.
Nicola Valley Rly.	37	1893	Chap. 50, 1892.
North Star & Arrow Lake Rly.	58	1898	Amended, c. 86, 1899. Lapsed.
Northern Vancouver Island Rly.	71	1910	
Northern Vancouver Island Rly.	70	1911	Time extended to March 28th, 1919. Lapsed.
Okanagan & Kootenay Rly.	40	1890	Lapsed.
Okanagan & Kootenay Rly.	64	1890	Lapsed.
Osoyoos & Okanagan Rly.	59	1893	Lapsed.
Pacific Great Eastern Rly.	34	1913	Amended, c. 61, 1913; c. 62, 1913; c. 65, 1914.
Pacific Great Eastern Rly.	36	1912	Operating, Squamish to Quesnel and North Vancouver to Whytecliff.
Pacific Northern & Eastern Rly.	39	1903	Lapsed.
Pacific Northern & Omineca Rly.	50	1900	Amended, c. 55, 1902; c. 77, 1902; c. 40, 1903; c. 67, 1905; c. 58, 1909. Security deposited with Minister of Finance. Lapsed.
Pacific Rly.	73	1910	Lapsed.
Peace & Nass River Rly.	73	1911	Lapsed.
Penticton Rly.	74	1910	Lapsed.
Portland & Stikine Rly.	59	1898	Lapsed.
Portland Canal Short Line	59	1909	Amended, c. 74, 1911. Name changed to "Canadian North-eastern Rly." Abandoned.
Portland Canal Rly.	56	1907	Lapsed.
Port Moody, Indian River & Northern Rly.	75	1910	Lapsed.
Prince Rupert & Port Simpson Rly.	60	1909	Lapsed.
Quatsino Rly.	42	1903	Lapsed.
Queen Charlotte Island Rly.	83	1901	Amended, c. 57, 1907. Lapsed.
Queen Charlotte Island Rly.	63	1905	Lapsed.
Queen Charlotte Rly.	76	1910	Lapsed.
Rainy Hollow Rly.	58	1907	Lapsed.
Red Mountain Rly.	61	1893	Declared for public benefit, c. 60, 1895. Owned by G.N.R.
Revelstoke & Cassiar Rly.	61	1898	Lapsed.
Rock Bay & Salmon River Rly.	51	1900	Lapsed.
St. Mary's & Cherry Creek Rly.	64	1906	Operated by Otis-Staples Lumber Co.
St. Mary's Valley Rly.	65	1906	Lapsed.
Shuswap & Okanagan Rly.	26	1887	Amended, c. 30, 1888; c. 42, 1890; c. 37, 1891. Leased and operated by C.P.R. Declared for public benefit, c. 49.

APPENDIX C—*Continued.*

RAILWAYS INCORPORATED UNDER ACTS OF THE LEGISLATURE OF BRITISH COLUMBIA SINCE 1883—*Continued.*

Name of Railway.	Chap.	Year.	Remarks.
Skeena River & Eastern Rly.	62	1898	Lapsed.
Skeena River Rly. Colonization & Exploration Co.	63	1898	Lapsed.
South-east Kootenay Rly.	64	1898	Lapsed.
South-east Kootenay Rly.	63	1906	Amended, c. 61, 1909. Lapsed.
South Kootenay Rly.	88	1898	Lapsed.
South Okanagan Rly.	66	1906	Lapsed.
Stave Valley Rly.	70	1905	Lapsed.
Stickeen & Teslin Rly. Navigation & Colonization Co.	71	1897	Lapsed.
Toad Mountain & Nelson Tramway Incorporation	70	1891	Lapsed.
Tramway Incorporation Act	185	1897	Amended, c. 44, 1898; c. 40, 1900; c. 58, 1901.
Tramway Inspection	50	1910	Amended, c. 51, 1911.
Upper Columbia Navigation & Tramway Co.	50	1891	Lapsed.
Vancouver & Grand Forks Rly.	84	1901	Lapsed.
Vancouver & Lulu Island Electric Rly. & Improvement Co.	61	1891	Lapsed.
Vancouver & Lulu Island Rly.	60	1891	Amended, c. 73, 1897; c. 52, 1900. Declared for public benefit, c. 86, 1901. Leased by C.P.R., sublet to B.C.E.R.
Vancouver & Nicola Valley Rly.	63	1908	Amended, c. 80, 1910. Lapsed.
Vancouver & Northern Rly.	64	1909	Lapsed.
Vancouver & Westminster Rly.	53	1900	Amended, c. 78, 1902.
Vancouver Island Hydro-electric & Tramway Co., Ltd.	....	.....	Incorporated, joint-stock company, November 12th, 1912. Lapsed.
Vancouver Land & Rly. Co.	15	1882	Lapsed.
Vancouver–Nanaimo Rly. Transfer Co.	74	1897	Lapsed.
Vancouver, Northern & Yukon Rly.	89	1899	Amended, c. 55, 1900. Lapsed.
Vancouver, Northern, Peace River & Alaska Rly. & Navigation Co.	62	1891	Lapsed.
Vancouver, Victoria & Eastern Rly. & Navigation Co.	75	1897	Declared for public benefit, c. 172, 1905. G.N.R.
Vernon & Okanagan Rly.	63	1891	Lapsed.
Victoria & Barkley Sound Rly.	65	1909	Lapsed.
Victoria & Northern America Rly.	64	1891	Lapsed.
Victoria & Saanich Rly.	16	1886	Lapsed.
Victoria & Saanich Rly.	29	1886	Lapsed.
Victoria & Seymour Narrows Rly.	79	1902	Lapsed.
Victoria & Sidney Rly.	39	1892	Subsidy. } Operated by G.N.R. Train service discontinued April 30th, 1919. This railway now out of business.
Victoria & Sidney Rly.	66	1892	Incorporation. }
Victoria & Yellowhead Pass Rly. Aid	70	1902	Lapsed.
Victoria Terminal Rly. & Ferry Co.	85	1901	Amended, c. 54, 1905. } Operated by G.N.R.
Victoria Terminal Rly. & Ferry Co.	86	1901	By-law. }
Victoria, Vancouver & Westminster	64	1894	Amended, c. 76, 1897. Lapsed.
Victoria Harbour Rly. Co.	44	1911	Lapsed.
Wellington Colliery Rly.	28	1883	Lapsed.
Wellington Colliery Rly.	44	1911	Operated by Canadian Collieries (Dunsmuir), Ltd.
Yale Northern Rly.	87	1901	Lapsed.
Yukon Mining & Trading & Transportation Co.	38	1897	Lapsed.
Yukon Mining & Trading & Transportation Co.	77	1897	Lapsed.

APPENDIX D.

LIST OF INDUSTRIAL RAILWAYS.

Company.	Cert. No.	Head Office.	Operating.	Miles of Track.	Locomotives. Steam.	Elec.	Gas.	Air.	Equipment.	Total.
Abbotsford Lumber, Mining & Development Co., Ltd.	8	Abbotsford	Abbotsford	10	2	....	....	....	28 logging-trucks, 2 flat cars, 1 water-car, 6 connected trucks	39
Abbotsford Lumber, Mining & Development Co., Ltd.	8	Abbotsford	Alice Arm	1	1	....	....	....	6 logging-trucks, 2 connected trucks	9
Abernethy-Lougheed Logging Co., Ltd.	11	Port Haney	Haney	14	3	....	....	....	1 passenger-car, 2 flat cars, 36 connected trucks, 2 tank-cars, 4 ballast-cars	48
Alberni Pacific Lumber Co., Ltd.	2	Port Alberni, V.I.	Alberni, V.I.	9	2	....	....	....	1 passenger car, 51 connected trucks	54
Anderson, P. B., Logging Co., Ltd.	12	744 Hastings St. W., Vancouver	Knox Bay, Thurlow Is.	8	1	....	....	....	1 flat car, 10 single trucks, 15 connected trucks	27
Barr Bros. Manufacturing Co.	10	Mission	Mission	¼	....	....	1	....	1 connected truck	2
Beaver Cove Lumber & Pulp Co., Ltd.	13	510 Hastings St. W., Vancouver	Beaver Cove, V.I.	1¾	1	....	....	....	8 connected trucks	9
Beban, Frank, Lumber Co.	14	Extension, V.I.	Extension, V.I.	2	1	....	....	....	4 connected trucks	5
Bernard Timber & Logging Co.	16	744 Hastings St. W., Vancouver	Orford Bay, Bute Inlet	8	3	....	....	....	2 single trucks, 23 connected trucks, 1 flat car	29
Bloedel, Stewart & Welch, Ltd.	4	510 Hastings St. W., Vancouver	Myrtle Point	18	3	....	....	....	2 passenger-cars, 5 flat cars, 12 single trucks, 50 connected trucks, 5 tank-cars	77
Bloedel, Stewart & Welch, Ltd.	4	510 Hastings St. W., Vancouver	Union Bay, V.I.	10	2	....	....	....	1 passenger-car, 3 flat cars, 2 coal-cars, 38 connected trucks, 3 tank-cars	49
Britannia Mining & Smelting Co., Ltd.	3	Britannia Beach	Britannia	35	....	25	....	....	267 ore-cars	292
B.C. Mills Timber & Trading Co., Ltd.	17	Ft. Dunlevy Ave., Vancouver	Rock Bay, V.I.	27	5	....	....	....	1 box car, 2 flat cars, 108 single trucks	116
Brooks, Scanlon & O'Brien Co., Ltd.	7	510 Hastings St. W., Vancouver	Stillwater	19	4	....	....	....	2 passenger-cars, 15 flat cars, 58 connected trucks, 3 ballast-cars	82
Campbell River Mills, Ltd.	19	White Rock	Cultus Lake	5	1	....	....	....	Using Great Northern cars	1
Campbell River Mills, Ltd.	19	White Rock	Otter	4½	1	....	....	....	Using Great Northern cars	1
Canadian Collieries (D.), Ltd.	Cht'r	Victoria	Extension, V.I.	10½	4	....	....	....	5 passenger-cars, 18 coal-cars, 1 steam-shovel, 1 pile-driver	29
Canadian Collieries (D.), Ltd.	....	Victoria	Union Bay, V.I.	24	6	....	....	....	5 passenger-cars, 8 box cars, 14 flat cars, 230 coal-cars, 1 snow-plough	264
Canadian Puget Sound Lumber & Timber Co., Ltd.	75	Victoria	Port Renfrew and Sooke Harbour*	.....	....	....	....	....	.....	.....

* Under construction.

APPENDIX D—*Continued.*

List of Industrial Railways—*Continued.*

Company.	Cert. No.	Head Office.	Operating.	Miles of Track.	Locomotives. Steam.	Elec.	Gas.	Air.	Equipment.	Total.
Canadian Robert Dollar Co.	9	402 Pender St. W., Vancouver	Union Bay, V.I.	8¾	2	....	....	....	1 flat car, 11 single trucks, 26 connected trucks, 1 passenger-car	41
Canadian Robert Dollar Co.	9	402 Pender St. W., Vancouver	Deep Bay, V.I.	6	1	....	....	....	14 connected trucks, 1 flat car	16
Capilano Timber Co., Ltd.	5	Pemberton Ave., N. Vancouver	Capilano	12¼	2	....	1	....	1 passenger-car, 3 flat cars, 11 single trucks, 33 connected trucks	51
Cathels & Sorensen	72	Belmont Bldg., Victoria	Port Renfrew, V.I.	4	1	....	....	....	15 connected trucks, 1 donkey-car, 8 logging-trucks, 1 box car, 1 ballast car	27
Channel Logging Co., Ltd.	82	707 North-West Bldg., Vancouver	Cowichan, V.I.	.....	1	....	....	....	Canadian National cars used	1
Cheakamus Timber Co., Ltd.	20	207 Hastings St. W., Vancouver	Cheakamus	5½	1	....	....	....	Using P.G.E. equipment	1
Clayburn Co., Ltd.	22	Clayburn	Clayburn	4	....	2	....	....	4 trucks	6
Columbia River Lumber Co., Ltd.	23	736 Granville St., Vancouver	Golden	25	4	....	....	....	2 box cars, 2 flat cars, 86 connected trucks, 3 log-loaders	97
Comox Logging & Rly. Co.	Cht'r	736 Granville St., Vancouver	Headquarters (north of Courtenay, V.I.)	37	7	....	....	....	3 passenger-cars, 6 box cars, 211 flat cars, 12 gondolas, 30 single trucks	269
Corbin Coal & Coke Co., Ltd.	24	Spokane, Wash.	Corbin	12	2	....	....	....	96 coal-cars, 2 passenger-cars, 8 work-cars, 2 steam-shovels, 1 rotary plough	111
Crow's Nest Pass Lumber Co., Ltd.	27	Wardner	Bull River and Skookumchuck	12	2	....	....	....	3 flat cars, 7 boarding-cars, 2 unloaders	14
Crow's Nest Pass Coal Co., Ltd.	26	Fernie	Fernie	8	1	....	....	....	.....	1
Crow's Nest Pass Coal Co., Ltd.	26	Fernie	Michel	7	2	....	....	4	110 coal-cars	116
Crow's Nest Pass Coal Co., Ltd.	26	Fernie	Coal Creek	8	6	....	....	9	120 coal-cars	135
Dawson Taylor Logging Co.	79	Courtenay	Courtenay*	.....	....	....	....	....	.....	.....
Dolly Varden Mines Rly.	Cht'r	Alice Arm	Alice Arm	17½	5	....	....	....	1 box car, 3 flat cars, 3 coal-cars, 20 [ore-cars (not operating)	32
Deep Bay Logging Co., Ltd.	80	1115 Dominion Bldg., Vancouver	Fanny Bay, V.I*							
Dimension Lumber Co., Ltd.	28	New Westminster	Sullivan	4½	....	....	2	....	12 connected trucks	14
Eastern Lumber Co.	29	Ladysmith	Ladysmith, V.I.	2½	1	....	....	....	2 flat cars	3
Eastern B.C. Rly.	Cht'r	Spokane, Wash.	Corbin	16	2	....	....	....	1 passenger-car, 1 baggage-car, 8 box cars, 19 flat cars, 1 pile-driver, 1 snow-plough	33
Elk Bay Timber Co., Ltd.	30	North Arm, Fraser	Elk Bay	3½	1	....	....	....	1 passenger-car, 8 connected trucks, 2 single trucks, 1 flat car	13
Elk Valley Lumber Co., Ltd.	31	Fernie	Fernie	4½	1	....	....	....	20 connected trucks	21
Esary Timber Co., Ltd.	26	Bowser, V.I.	Deep Bay, V.I.	.....	1	....	....	....	Under construction	1

* Under construction.

APPENDIX D—*Continued.*

LIST OF INDUSTRIAL RAILWAYS—*Continued.*

Company.	Cert. No.	Head Office.	Operating.	Miles of Track.	Locomotives. Steam.	Elec.	Gas.	Air.	Equipment.	Total.
Galbraith & Sons	33	New Westminster	Murrayville	5	1	....	....	....	1 tank-car, 1 flat car, 4 single trucks, 1 connected truck	8
Gilford Island Logging Co., Ltd.	25	510 Hastings St. W., Vancouver	No work done	.....	....	....	....	....	.....	.....
Granby Consolidated Mining Smelting & Power Co., Ltd.	34	718 Granville St., Vancouver	Anyox	6¼	4	3	....	....	1 box car, 20 flat cars, 50 coal-cars, 16 western dumps, 21 steel cars, 1 steam-shovel	116
Granby Consolidated Mining Smelting & Power Co., Ltd.	34	718 Granville St., Vancouver	Cassidy, V.I.	.....	....	....	....	....	E. & N. Rly. equipment used	.....
Grassy Bay Timber Co., Ltd.	35	744 Hastings St. W., Vancouver	Grassy Bay, V.I.	7	1	....	....	....	13 connected trucks, 6 single trucks, 1 flat car	21
Gwilt Lumber Co., Ltd.	36	Courtenay	Courtenay, V.I.	2½	1	....	....	....	2 connected trucks, 1 tank-car	4
Hage Timber & Investment Co., Ltd.	21	Port Coquitlam	Port Moody	.....	2	....	....	....	3 flat-cars, 25 logging-cars, 1 tank-car, 1 passenger-car, 1 gas-speeder	33
L. Trethewey	37	Harrison Lake	Harrison Lake	2	....	....	1	....	6 logging-trucks	7
Hillcrest Lumber Co., Ltd.	38	Duncan	Sahtlam, V.I.	3	1	....	....	....	2 connected trucks	3
Hoard & Flaherty Logging Co.	39	Victoria	Bainbridge, V.I.	4½	1	....	....	....	20 single trucks, 1 box car	22
International Timber Co., Ltd.	40	207 Hastings St. W., Vancouver	Campbell River, V.I.	26	4	....	....	....	1 passenger-car, 1 box car, 4 ballast-cars, 1 flat car, 3 oil-cars, 8 single trucks, 65 connected trucks, 10 camp-cars	97
Island Logging Co., Ltd. (subsidiary of Canadian Puget Sound L. & T. Co., Ltd.)	41	Victoria	Charters Siding, V.I.	7	2	....	....	....	2 ballast-cars (E. & N. flat cars)	4
James Logging Co., Ltd.	42	602 Hastings St. W., Vancouver	Cowichan Lake, V.I.	5	1	....	....	....	1 flat car, 6 single trucks, 25 connected trucks, 1 pile-driver, 1 log-loader	35
King Farris Lumber Co., Ltd.	43	Newton	King spur	4	1	....	....	....	1 passenger-car, 10 single trucks, 1 connected truck	13
King & Foster	59	Nanaimo	Wellington	.....	....	....	1	....	10 coal-cars	11
Lake Lumber Co., Ltd.	44	744 Hastings St. W., Vancouver	Qualicum	3	1	....	....	....	2 connected trucks	3
Lamb Lumber Co., Ltd.	1	953 Sixth Ave. W., Vancouver	Menzies Bay	10	2	....	....	....	1 flat car, 29 connected trucks, 2 single trucks	34
Lyon Lumber Co.	45	509 Richards St., Vancouver	McGuire Siding, P.G.E.	.....	....	....	1	....	2 single trucks	3
Magoffin & Co. (Contractors)	48	Prince George	G.T.P. Rly.	.....	2	....	....	....	.....	2

* Under construction.

APPENDIX D—*Continued.*

List of Industrial Railways—*Continued.*

Company.	Cert. No.	Head Office.	Operating.	Miles of Track.	Locomotives. Steam.	Elec.	Gas.	Air.	Equipment.	Total.
Mainland Timber Co., Ltd.	46	Connaught Bridge	Port Neville	6¼	1	....	....	....	1 flat car, 4 single trucks, 18 connected trucks	24
Mayo Lumber Co.	49	Duncan, V.I.	Mayo Siding	6	2	....	....	....	7 flat cars, 1 connected truck, 1 log-loader	11
Merrill & Ring Lumber Co., Ltd.	50	510 Hastings St. W., Vancouver	Duncan Bay	11	2	....	2	....	1 passenger-car, 7 flat cars, 42 connected trucks	54
Merrill & Ring Lumber Co., Ltd.	50	510 Hastings St. W., Vancouver	Theodosia Arm*	.....	1	....	....	....	16 single trucks	17
Morrissey, Fernie & Michel Rly.	Cht'r	Fernie	Fernie	16	5	....	....	....	6 passenger-cars, 4 box cars, 1 flat car, 46 coal-cars, 1 caboose, 1 snow-plough, 1 crane	65
McCoy-Wilson, Ltd.	71A	739 Hastings St. W., Vancouver	Read Bay, Topaz Harbour	6	2	....	....	....	1 passenger-car, 5 flat cars, 4 single trucks, 20 connected trucks	32
McDonald-Murphy Logging Co., Ltd.	47	736 Granville St., Vancouver	Campbell River†.	4	1	....	....	....	10 connected trucks, 1 coal-car, 1 passenger-car	13
McDonald-Murphy Logging Co., Ltd.	47	736 Granville St., Vancouver	Cowichan Bay*	.....	....	....	....	....	.....	.....
New Ladysmith Lumber Co., Ltd.	Cht'r	Nanaimo	Nanaimo	9	2	....	....	....	8 connected trucks, 1 flat car, 2 box cars	13
Nickson Construction Co. (Contractors)	77	410 Seymour St., Vancouver	.....	.....	1	....	....	....	.....	1
Nicola Pine Mills, Ltd.	52	Merritt	Merritt	7	2	....	....	....	34 flat cars (C.P.R.)	36
Nimpkish Timber Co., Ltd.	53	510 Hastings St. W., Vancouver	Alert Bay	20	4	....	....	....	1 passenger-car, 10 single trucks, 75 connected trucks, 1 pile-driver, 1 steam-shovel, 4 ballast-cars, 4 flat cars, 1 box car	101
Northern Construction Co., Ltd. (Contractors)	78	736 Granville St., Vancouver	.....	.....	2	....	....	....	20 dump-cars	22
Otis-Staples Lumber Co., Ltd.	54	Wycliffe	Wycliffe	29	3	....	....	....	1 passenger-car, 75 connected trucks	79
Pacific Construction Co., Ltd. (Contractors)	55	510 Hastings St. W., Vancouver	Esquimalt	2	5	....	....	....	45 dump-cars, 3 steam-shovels	53
Pacific Coast Coal Mines, Ltd.	Cht'r	Victoria	S. Wellington	6	3	....	....	....	3 flat cars, 48 coal-cars	54
Pacific Mills, Ltd.	57	510 Hastings St. W., Vancouver	Green Bay	4½	1	....	....	....	1 passenger-car, 2 ballast-cars, 1 single truck, 12 connected trucks	17
Pacific Mills, Ltd.	57	510 Hastings St. W., Vancouver	Kimsquit	5½	1	....	....	....	1 passenger-car, 1 flat car, 17 connected trucks	20

* Under construction. † Rails taken up; timber logged out.

APPENDIX D—*Continued.*

LIST OF INDUSTRIAL RAILWAYS—*Continued.*

Company.	Cert. No.	Head Office.	Operating.	Miles of Track.	Locomotives. Steam.	Elec.	Gas.	Air.	Equipment.	Total.
Pacific Mills, Ltd.	57	510 Hastings St. W., Vancouver	Kwatna	2¾	1	....	....	....	1 passenger-car, 1 flat car, 4 single trucks, 12 connected trucks	19
Pacific Shingle Co., Ltd.	58	Port Coquitlam	Coquitlam	2	....	....	1	....	9 logging-cars	10
Powell River Co., Ltd.	6	510 Hastings St. W., Vancouver	Kingcome River	19	2	....	....	....	2 passenger-cars, 1 box car, 88 single trucks, 3 flat cars	96
Rat Portage Lumber Co., Ltd. (sold to Thurston-Flavelle, Ltd.)	60	1816 Granville St., Vancouver	Harrison Hot Springs	4½	1	....	....	....	1 passenger-car, 16 connected trucks	18
Rat Portage Lumber Co., Ltd. (sold to Lamb Lumber Co., Ltd.)	60	1816 Granville St., Vancouver	Menzies Bay	2	....	....	....	....	16 connected trucks	16
Redonda Logging Co., Ltd.	32A	Dominion Bldg., Vancouver	Redonda Bay	2	1	....	....	....	4 connected trucks, 4 logging-trucks	9
Regina Timber Co., Ltd.	76	207 Hastings St. W., Vancouver	Sechelt	.....	1	....	....	....	4 connected trucks	5
Rerrie Lumber Co.	61	837 Hastings St. W., Vancouver	Aldergrove	2	....	....	1	....	4 trucks	5
Royston Lumber Co.	73	Royston, V.I.	Royston, V.I.*	.....	....	....	....	....	.....	.....
Shawnigan Lake Lumber Co., Ltd.	62	200 Government St., Victoria	Shawnigan Lake	7	2	....	....	....	16 single trucks, 6 connected trucks	24
Sing Chong Logging Co.	56	Cumberland	Mud Bay, V.I.	2	....	....	1	....	1 connected truck	2
Stave Falls Line (B.C.E.R.)	Ht'r	Vancouver	Stave Falls	5	1	....	....	....	1 passenger and baggage coach, 13 logging-trucks	15
Superior Lumber Co., Ltd.	63	Wellington, V.I.	Nanoose Bay, V.I.	2¼	....	....	1	....	2 logging-trucks	3
Thurston-Flavelle, Ltd. (leased to Hage Timber & Inv. Co., Ltd.)	51	Port Moody	Port Moody	11	2	....	....	....	1 passenger-car, 4 flat cars, 35 connected trucks	42
Timberland Development Co., Ltd.	64	New Westminster	Ladysmith	14	2	....	....	....	2 passenger-cars, 8 single trucks, 23 connected trucks, 5 flat cars	40
United Grain Growers (B.C.), Ltd.	65	Hutton Mills (G.T.P.)	Hutton Mills	1	1	....	....	....	Grand Trunk Pacific cars	1
Victoria Lumber & Manufacturing Co., Ltd.	66	Chemainus	Chemainus, V.I.	14	3	....	....	....	1 flat car, 25 connected trucks, 5 camp-cars	34
Victoria Lumber & Manufacturing Co., Ltd.	66	Chemainus	Ladysmith	8	2	....	....	....	20 connected trucks, 2 coal-cars, 2 ballast-cars, 9 dump-cars	35
Victoria Lumber & Mfg. Co., Ltd.	66	Chemainus	Cowichan Lake*	.....	....	....	....	....	.....	.....
Western Fuel Corp. of Canada, Ltd.	67	Nanaimo	Nanaimo	20	6	....	....	....	2 passenger-cars, 42 flat cars, 21 work-cars, 564 coal-cars, 1 steam-crane	636
Whalen Pulp & Paper Mills, Ltd.	74	602 Hastings St. W., Vancouver	Quatsino Sound*	.....	....	....	....	....	.....	.....
White Spruce Lumber Co., Ltd.	68	Fernie	Fernie	2	1	....	....	....	3 connected trucks	4
Wilson, J. C., Lumber Co.	69	Qualicum Beach, V.I.	Qualicum Beach	3	1	....	....	....	7 single trucks, 1 connected truck	9
Wolverine Lumber Co., Ltd.	70	Murrayville	Murrayville	1¾	1	....	....	....	2 connected trucks	3
Totals	.....	.....	.....	747¾	173	30	13	13	.....	4,191

* Under construction.

APPENDIX D—*Continued.*

PACIFIC GREAT EASTERN RAILWAY.

Operating.	Miles.	Power Units.			Coaches.					Freight and Miscellaneous Cars.								Cabooses.	Logging-trucks.	Other Equipment.						
		Steam-locomotives.	Gas-electric Passenger-cars.	Gas-motor Passenger-cars.	Passenger.	Passenger and Baggage.	Mail and Baggage.	Official Cars.	Sleepers.	Box Cars.	Flat Cars.	Stock-cars.	Ballast.	Outfit.	Gondolas.	Tank-cars.	Refrigerators.			Steam-shovels.	Pile-drivers.	Snow-ploughs.	Flangers.	Derricks.	Ditchers.	Cranes.
North Vancouver to Whytecliff	12.7	1	2	2	3	....	....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Squamish Dock to Quesnel	348.2	11	....	....	7	1	2	2	2	49	134	35	45	11	10	10	3	7	13	3	1	1	1	1	1	1
Totals	360.9	12	2	2	10	1	2	2	2	49	134	35	45	11	10	10	3	7	13	3	1	1	1	1	1	1

Track laid for 16 miles north of Quesnel to Cottonwood River and for 17 miles south of Prince George to Red Rock Creek, but not being operated. Line partly constructed between Cottonwood River and Red Rock Creek, a distance of 46.8 miles. Total mileage from Squamish Dock to Prince George, 428 Miles.

APPENDIX D—*Continued.*

BRITISH COLUMBIA ELECTRIC RAILWAY—MILEAGE AND EQUIPMENT.

Operating.	Miles.	Street-cars.	Coaches.	Box Cars.	Flats.	Baggage.	Elec. Loco.	Dump-cars.	Miscellaneous Equipment.	Total.
Victoria City	40.96	56	....	.....	.....	....	2	....	1 service-car, 1 road-sprinkler, 1 snow-sweeper, 1 tool and material car, 3 "Simplex" rock-cars	65
Saanich Division	24.44	6	1	4	13	....	1	2	1 line-car, 1 tool and material car	29
Vancouver City	112.89	238	....	.....	.....	....	2	....	2 cranes and shovels, 1 wrecking auxiliary, 4 service-cars, 2 road-sprinklers, 4 snow-sweepers, 3 snow-ploughs and spreaders, 1 line-car, 1 tool and material car, 2 passenger motor-buses	260
North Vancouver	10.59	13	....	.....	.....	....	....	....	1 service-car, 1 snow-plough and spreader, 1 line-car	16
New Westminster	23.06	12	....	.....	.....	....	....	....	1 snow-sweeper	13
1st Div., Central Park Line	22.14	.....	38	181	165	2	1	39	12 stock-cars, 6 cabooses, 3 cranes and shovels, 2 wrecking auxiliary, 1 service-car, 3 line-cars, 3 portable sub-station cars, 8 tool and material cars, 12 boarding-cars, 7 gasolene section-cars	534
2nd Div., Lulu Island Line*	45.58	.....	12			1	2			
3rd Div., Fraser Valley Line	76.67	.....	20			9	7			
4th Div., Burnaby Lake Line*†	12.53	.....	....			....	....			
Stave Lake Railway*	8.15	.....	....	.....	.....	1	2	....	1 gasolene rail-car, 1 gasolene section-car, 1 combination steam-coach, 1 Shay locomotive, 1 tool and material car, 8 connected logging-trucks	16
Totals	377.01	325	71	185	178	13	17	41	103	933

* Under Federal jurisdiction. † Equipment supplied by Central Park Line.

NELSON STREET RAILWAY.

Nelson	4	2	....	.....	.....	....	....	....	1 snow-sweeper	3

APPENDIX D—*Continued.*

SUMMARY OF TRACKAGE AND EQUIPMENT.

	Common Carriers.	Industrial Railways.	Total.
Miles of track	740.9	747.75	1,488.65
Steam-locomotives	12	173	185
Electric locomotives	17	30	47
Gasolene-locomotives	.....	13	13
Air-locomotives	.....	13	13
Other equipment	1,265	3,965	5,230

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