PROVINCE OF BRITISH COLUMBIA

ANNUAL REPORT

OF

THE DEPARTMENT OF RAILWAYS

FOR THE

YEAR ENDED DECEMBER 31ST

1924

PRINTED BY
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

VICTORIA, B.C.:
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1925.

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 year ended December 31st, 1924.

W. H. SUTHERLAND,

Minister of Railways.

Victoria, B.C., October 31st, 1925.

REPORT OF DEPARTMENT OF RAILWAYS.

VICTORIA, B.C., December 31st, 1924.

Hon. W. H. Sutherland,
Minister of Railways, Victoria, B.C.

SIR,—I beg to submit the Eighth Annual Report of the Railway Department covering the year 1924.

The staff of the Department at December 31st, 1924, consists of Deputy Minister and Chief Engineer of Railways, Chief Inspector of Rolling-stock and Equipment, two Assistant Inspectors, Chief Clerk, Draughtsman, 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 the Fraser River at New Westminster and approaches thereto.

A detailed statement is set forth hereunder.

(1.) CANADIAN NORTHERN PACIFIC TERMINALS.

During the twelve months ended December 31st, 1924, estimates amounting to $6,288.96 were paid out of the funds deposited with the Provincial Treasurer by the Railway Company under section 7 of the "Canadian Northern Pacific Railway Terminals Act, 1917"; this expenditure was devoted chiefly to the station at False Creek terminals, Vancouver. The total sum paid out of the funds covering the years 1913–24 amounts to $7,946,965.57.

(2.) CANADIAN NATIONAL RAILWAY CONSTRUCTION.

(*a.*) *Vancouver Island.*—No further construction-work has been undertaken on the main line, the head of steel remaining at Mile 74, south end of Cowichan Lake. A branch line from Deerholme at Mile 57.9 (main line) to Cowichan Bay, a distance of 7 miles, is under construction.

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

(3.) FRASER RIVER BRIDGE, NEW WESTMINSTER—RENEWALS AND REPAIRS.

SUPERINTENDENT'S REPORT.

Interlocking—A trap circuit was installed to take care of interference to bridge-track circuit caused by rails being bolted direct to new steel-plate floor on bridge approaches over Front Street. Eleven reactor bonds were installed. These bonds have a capacity of 1,500 amperes. Detector-bars at all switches and torpedo machines were taken out and electric locks installed.

In May the Canadian National Railway completed installation of interlocking on west approach to bridge. This is being maintained and operated by the bridge employees.

Home Signal No. 5, B.C. Electric west approach, was moved west 300 feet to allow for C.N. trains using west approach.

Swing-span.—In January an auxiliary plant was installed to operate swing-span in case of failure of electric power, consisting of a Fairbanks-Morse 45-horse-power semi-Diesel engine and 550-volt direct-current generator, the tower having been enlarged by the Dominion Bridge Company for this purpose.

An auxiliary break for swing-span was installed in January by the Dominion Bridge Company.

In February a hot-water system supplied by Taylor-Forbes, Limited, was installed by Spring & Sibley. In March a coal-hoist was installed by the Heaps Engineering Company.

Port Mann Trestle Approach.—At the end of 1923 the Canadian National Railway completed filling in the trestle from the Pacific Highway undercrossing east for a distance of 550 feet to connect with existing fill.

An inspection of the highway and railway approach west of the Pacific Highway showed that it was no longer in a safe condition for traffic, and a contract to renew this section by replacing the old pile structure with frame-bents and heavier stringers was let to the Nickson Construction Company; work was started in November.

Bridge-painting.—The usual programme of bridge-painting was carried out.

Bridge Reinforcement.—The Dominion Bridge Company completed their contract for the reinforcement of the steel spans in September. The Resident Engineer's final report on the work is as follows:—

"*Westminster Bridge Repairs—Reinforcement Contract No. 8265.*

"I beg to report the completion of the above contract and herewith submit final report.

"*General.*—This contract, being let in two parts and under the following items, was commenced on November 6th, 1923; the first part consisting of Items Nos. 1, 2, 3, and part of 6, was let previous to November 1st, 1923; the second part, consisting of Items Nos. 4, 5, part of 6, 7, and 8, being let on January 14th, 1924. The following are the items referred to:—

1. Spread-span approaches.
2. (*a.*) Adjustment of bearings, 380-foot fixed span.
   (*b.*) Swing-span machinery.
3. Trusses for cabin extension.
4. Reinforcing main trusses.
5. Reinforcement of floor beams.
6. Strengthening highway girders.
7. Spread-span truss.
8. Lower railway laterals.

"Representatives of the Dominion Bridge Company, including the erection foreman, engineer, and assistant foreman, arrived on November 1st, 1923, and preparations, consisting of building a boiler-house, installing compressor, laying air-line, and building office, commenced on November 6th, 1923, with a view to making Item No. 3 the initial point of commencement. Whereas the above items were not followed consecutively, it is proposed to so deal with them in this report.

"*Item No. 1.*—This item included the removal of the steel-trough flooring from the approach girder-spans and the replacing of same with I-beams surmounted and tied together by ½-inch steel plates, on which the rails were laid and secured by cast-steel clips, the I-beams being connected and riveted to the web of the girders and the plates riveted to the I-beams. Work commenced on the west approach on November 28th, 1923; this approach was completed on February 14th, 1924, and the east approach on March 28th, 1924. Between the above dates no work was done from December 1st, 1923, to January 4th, 1924, owing to the non-arrival of steel. The method employed was by means of a gantry which was erected over the track, and, owing to the necessity of having interference to traffic at a minimum, all assembling was done at night, the bridge being closed to traffic from 12.30 a.m. to 6.30 a.m. Owing to the necessity of disconnecting by the cutting of rivets in the old trough flooring, it was necessary to use false-work under both approaches to carry traffic during operations. This work proceeded to completion without hitch, and an improvement over original plans which should be noted was the substitution of U-bolts for bolts through rail-clips.

"*Item No. 2 (a.) Adjustment of Bearings, 380-foot Fixed Span.*—The purpose of this item was to allow proper expansion and contraction of the steelwork to take place by readjusting the rollers. This work commenced on November 16th and was completed on December 6th, 1923. The method employed was by reinforcing the end posts with plates and angles, also it was necessary to cut the ribs of bed castings and dress sides of granite piers to obtain the necessary bearing for the jacks. Four 100-ton jacks were used on each side of span.

"(*b.*) *Swing-span Machinery.*—This work included the placing of a brake on the driving-shaft which controls the opening and closing of the swing-span, also the replacing of the rail-lifts and the installation of a new latch mechanism. This item was commenced on January 23rd, 1924, and completed, with the exception of the rail-lifts, on February 15th. As the ties on the railway floor were to be renewed, the rail-lifts could not be completed till these were placed. The rail-lifts were eventually placed on May 25th, the work being done at night, and were completed on May 30th.

"*Item No. 3. Trusses for Cabin Extension.*—This was the point of commencement of the contract. Two trusses were placed to relieve the bending in the centre chord of the swing-span caused by the weight of cabin and machinery, and to provide for the extra weight caused by the installation of a new auxiliary plant in the cabin for the turning of the swing-span. (*See* Work Order No. 3.) The progress on this work was slow owing to the difficulty of assembling the steel under the cabin at points not easily accessible. This work was commenced on November 10th and completed on November 27th, 1923. Two small changes from original plans were found

necessary, one where a strut fouled a beam and another where it was necessary to cope out to avoid bearing on top laterals.

"*Item No. 4. Reinforcing Main Trusses.*—This item, which includes reinforcements for heavier traffic to the 380-foot fixed span, 380-foot swing-span, and the five 159-foot fixed spans, was commenced on May 16th, 1924. The major portion of this work consisted of replacing the lattice-bars in posts with web-plates. This was unavoidably slow owing to the necessity of having to adjust the scaffolds up and down the posts three times—namely, (1) to cut existing rivets, (2) to drill through plates and angles, and (3) to rivet same. At the end of each of the 159-foot fixed spans the lower chords were reinforced and a diaphragm placed to receive rods in tension to transmit part of load from bottom chord to top chord. Further, in order to reinforce the top chords on the swing-span, two 2-inch square rods were installed in each of the top chords, supported on cast-steel saddles and secured through diaphragms placed in the top chords. In order that the swing-span might now be jacked at the ends, four vertical rods were installed at each of the four corners of the span to relieve certain members of their dead-load stress during installation. On July 15th the span was jacked up 3½ inches and the rods tightened, the web-plates of the top chords being subsequently reinforced with cover-plates. This item was commenced on May 18th, 1924, and completed on September 9th, 1924. During operations it was noted that, while work was being done on the swing-span and on the south side of the swing-span, the work was delayed every time the span opened, due to the necessity of disconnecting the air-line, with its consequent delay to the riveters. Further work under this item consisted of installing small trusses between panel points on both 380-foot spans for the purpose of stiffening at highway-level.

"*Item No. 5. Reinforcement of Floor-beams.*—Included in this work was the reinforcement of the floor-beams on the 380-foot fixed span, 380-foot swing span, five 159-foot fixed spans, and four railway stringers on the 225-foot spread-span. The major portion occurred on the 380-foot spans. Cover-plates were placed on the bottom of each floor-beam and plates and fillers on each side of the web-plates, requiring a very large number of rivets for each plate. On the swing-span the loading-girder was reinforced with angles and seats to further distribute the load, this being a slow and difficult piece of work owing to the difficulty of access and the fouling of the swing-span machinery. On the 225-foot spread-span the four railway stringers were reinforced top and bottom with cover-plates. The 159-foot fixed spans having a different type of floor-beam, connection at posts were reinforced with heavy plates. This item was commenced on March 28th and was completed on June 5th, 1924.

"*Item No. 6. Strengthening Highway Girders.*—This item, which was let in two separate parts, included the strengthening of eight spans by means of cover-plates on top and bottom of plate girders and by bottom laterals. The first part, which included cover-plates on five spans, was commenced on December 6th, 1923, and completed on January 7th, 1924. The second part, which included cover-plates on the three remaining spans and laterals on all eight spans, was commenced on August 4th and completed on September 5th, 1924.

"*Item No. 7. Spread-span Truss.*—Commenced on June 8th, 1924; the purpose being to correct excessive vibration, a system of bracing consisting of several trusses and braces connecting to the posts was erected. Erection was done by means of a movable gin-pole on the highway connected with a portable engine. This item, which also included inclined struts bracing the highway, was completed on August 12th, 1924.

"*Item No. 8.*—This item included the placing of lower railway laterals on the deck-plate girders on the east and west approaches and bracing same. Further, it included the renewing of bed and shoe plates at abutments. Difficulty was encountered in attempting to remove the anchor-bolts which broke and new ones had to be substituted. This item was commenced on July 21st and completed on August 12th, 1924.

"In general, it may be remarked that the steel arrived from Montreal in good shape, and in two cases only were there any errors of shop-work. One, in regard to four side-plates for reinforcing one of the floor-beams (Item No. 5), requiring new plates to be substituted; and second, due to the closing error during the erection of the trusses on Item No. 7, necessitating the use of small fillers.

"The following improvements were effected during the course of the above construction, some of which were supplemental to the above and others in connection with the interlocking system, and for which work orders were issued:—

"*Work Order No. 1. Change of Location of Signal at North-west Approach.*—This work in connection with interlocking plant consisted of preparing concrete base and moving and erecting signal on same.

"*Work Order No. 2. Moving Watchman's Shelter on Fixed Span.*—The purpose of this work was to provide the watchman with a safety-platform, so that he might control highway traffic without danger of being run down. It consisted of moving the shelter back from the highway, strengthening its supports, and providing new rods.

"*Work Order No. 3. Extension of Cabin on Swing-span.*—Please refer to Item No. 3 of main contract, this work being a continuation of same for the purpose of housing the new auxiliary plant. A two-story addition to the present cabin was built of similar heavy construction to withstand the vibration, the upper room being required to house fuel-tank, and to allow piston-rods of engine to be withdrawn when necessary, trap-door through floor being provided for this purpose. This work also included several necessary improvements to present cabin, such as housing in machinery, reshingling roof, lining outbuildings, building platforms and railings, and erecting coal-hoist.

"*Work Order No. 4. Installing Engine, Generator, and Boiler in Cabin Extension.*—This work order covered the work of lifting into place from highway-level to cabin above and placing and bolting down the engine and generator on the bed-timbers, securing same to the steel. Further, this work included assistance given in coupling up and installing the above.

"*Work Order No. 5.*—This was an emergency order, as, while operating the swing-span, a shaft was broken and the Dominion Bridge Company's labour and equipment were necessary to lift and load same for conveyance to machine-shop and on return to unload and place shaft in position.

"*Work Order No. 6.*—To provide for the erection of a timber 3 by 16 inches, 26 feet long, on the B.C. Electric towers to act as a guide to the operator when closing the swing-span.

"*Work Order No. 7.*—This work order covered miscellaneous work in connection with the interlocking system, including the cutting of guard-rails at insulation joints, conveying and laying guard-rails, and, especially, loading for shipment the old trough flooring. This was, owing to the weight of steel and the location in which it was loaded, relatively expensive, but had the steel been taken out in smaller sections and conveyed to a better loading location, the charge against Item No. 1 of the main contract would have been much greater, and, also, owing to the number of rivets to be cut and the method required to be followed for safety purposes during operations on Item No. 1, it was considered the better way.

"*Work Order No. 8.*—This work order is supplemental to Item No. 1 and covers all work done on the spread-span approaches not included on the original plans. Provision had not been made for Jordan guard-rail and wheel guard-rail, and it was found necessary to place same, together with the necessary plates, clips, and bolts, entailing a further large amount of drilling through the plates. Further, owing to the sharp curvature on this portion of the bridge, rail-braces were required to prevent spreading rails. Drainage-holes through the plates to allow the rain-water to run off the solid floor were also drilled.

"*Work Order No. 9.*—Owing to the continual breakage of bolts through the castings at the bottom pinion for operating the swing-span and the consequent danger of failure of the machinery, new castings were installed with bolts having high tensile strength, and with such reinforcements as to prevent the movement of castings which was previously causing the failure of the bolts.

"*Work Order No. 10.*—For providing an extension to the present sidewalk round the end post at the south end of the spread-span, in order that the public may not be required to step from sidewalk to highway, with its consequent danger from automobiles. This entailed steel supports for the wooden stringers consisting of a steel bracket from post, an I-beam between posts, and a steel channel and plate connected to the highway girder and supported by a small steel pedestal on the end post, together with the necessary woodwork to complete sidewalk.

"The above work orders were completed at such times as labour and equipment were available from the main contract, having in view the location of the equipment so as to avoid extra cost in moving same. The equipment was moved and site cleaned on September 16th, 1924.

"The total cost of this work amounted to $139,775.05.

"J. M. STEWART,
Resident Engineer."

Tie Renewals.—A contract for renewing the ties on the bridge was let to the Dominion Bridge Company in December, 1923, and completed in October, 1924. To give the requisite increase in strength for the heavier loading, the new ties were made 2 inches deeper throughout. The cost of this work was $14,038.36 and included the removal and replacing of the motors and buildings on the swing-span, rebuilding the platform at the Great Northern Railway approach, and the adjustment of interlocking machinery.

Train Movements—

	Trains.	Cars.
Great Northern Railway Co.—		
Passenger	2,368	16,918
Freight	708	17,128
Work-trains	7	38
Engines	80	80
Canadian National Railway—		
Passenger	1,459	10,471
Freight	2,610	56,843
Work-trains	27	494
Engines	198	198
Employees' trains	1,340	6,311
B.C. Electric Railway Co.—		
Passenger	3,487	7,657
Freight	1,143	11,646
Dairy	732	2,138
Work-trains	40	340
Line-cars, engines, and motors	165	165
Foreign cars	.....	4,963

Swing-span Openings.—1,724 boats, including 107 steamships, passed through the swing-span during the year.

Highway Traffic.—The following is a list of autos and auto-trucks crossing the bridge from July 1st to 6th:—

	Cars.	Trucks.
July 1st	5,841	557
July 2nd	2,194	473
July 3rd	2,411	457
July 4th	4,597	517
July 5th	3,379	428
July 6th	5,994	215
Totals	24,416	2,647

(4.) EQUIPMENT INSPECTION DEPARTMENT.

CHIEF INSPECTOR'S REPORT.

Boiler inspections and examinations were limited to some extent by the closing-down, during the first and latter parts of the year, of a considerable number of the logging and mining railways, but advantage was taken of these periods by some of the companies to do a considerable amount of overhauling to their equipment and placing it in a condition to comply with the Department's regulations.

A great improvement has been shown in the condition of road-beds, tracks, and equipment over last year, and a large percentage of the companies operating under the jurisdiction of the Department are now complying with the regulations. Several new railways have been built, and the recommendations and regulations of the Department were carried out in practically all cases.

A considerable amount of work has been done along the lines of safety-first instruction, and the Department's Inspectors have received the heartiest co-operation and assistance from the management and employees of the railways in carrying out this work.

Following is a report of inspection-work performed during the year 1924:—

"*Year ended December 31st, 1924.*

Hydrostatic tests applied to boilers	172
Internal inspections of boilers	82
Engineers examined	31
Engineers' certificates issued	21
Conductors examined	46
Conductors' certificates issued	45
Number of locomotives inspected other than hydrostatic tests	294
Inspections made on entire equipment and railways for the Workmen's Compensation Board	35
Number of cars inspected on logging and mining railways	1,863
Number of miles of track inspected on logging and mining railways	630
Accidents investigated on logging and mining railways	16
Fatal accidents on logging and mining railways	4
Accidents investigated on British Columbia Electric Railway	4
Fatal accidents on British Columbia Electric Railway	3
Number of locomotive-boiler designs approved	15
Number of designs for locomotive appurtenances approved	18
Number of new locomotives	8

"W. RAE,
Chief Inspector of Equipment."

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 during the year (or under construction) are shown in Appendix D.

I have the honour to be,
Sir,
Your obedient servant,

J. E. GRIFFITH,
Deputy Minister and Chief Engineer of Railways.

APPENDICES.

APPENDIX A.

CERTIFICATES, 1924.

	Cert. No.
Cowichan Bay Railway—	
Extension of time	502
Pacific Great Eastern Railway Co.—	
Local Passenger Tariff	503
Local Interurban Passenger Tariff	504
Local Interurban Passenger Tariff	505

APPENDIX B.

ACCIDENT REPORTS, 1924.

Persons injured.	Result.	Cause.
Comox Logging & Railway Co.		
2 men	Slightly injured	Automobile hit train at crossing, overturned, and caught fire.
1 woman	Slightly injured	
2 children	Slightly injured	
1 woman	Seriously burned	
1 employee	Slightly burned	
B.C. Yukon Railway Co.		
1 brakeman	Killed	Fell from box car under train.
Crow's Nest Southern Railway.		
1 carpenter	Foot burned	Timber slipped off skid.
1 brakeman	Knee sprained	Box car overturned.
1 sectionman	Knee bruised	Motor-car derailed.
1 carpenter	Leg bruised	Struck by timber.
1 carpenter	Leg bruised	Crushed by timber.
1 carpenter	Arm broken	Hit by timber.
B.C. Electric Railway Co.		
1 child	Killed	Struck by car.
1 man	Collar-bone broken	Trolley of car fell.
1 woman	Back injured	Falling in car.
1 woman	Head injured	Falling in car.
1 woman	Head injured	Car collision.
1 man	Leg injured	Car collision.
1 woman	Shoulder injured	Fell boarding car.
1 woman	Killed	Collision with auto.
6 people	Bruises, etc.	Collision with auto.
1 woman	Spine injured	Fell in car.
1 woman	Arm and head injured	Fell in car.
1 woman	Back and head injured	Boarding car.
1 motorman	Eyes injured	Circuit-breaker blew.
1 car-repairer	Badly bruised	Fell off car.
1 carpenter	Fingers smashed	In mortice-machine.
1 trackman	Toes injured	Breaking concrete.
1 carpenter	Ankle sprained	Fell over plank.
1 woman	Fatal injuries	Struck by car.
1 boy	Badly bruised	Struck by car.
6 passengers	Bruised, etc.	Car collision.
1 man	Killed	Collision with auto.
1 man	Shoulder broken	Collision with auto.
1 woman	Dislocated shoulder	Car derailment.
1 boy	Concussion	Car derailment.

APPENDIX B—*Continued.*

ACCIDENT REPORTS, 1924—*Continued.*

Persons injured.	Result.	Cause.
B.C. Electric Railway Co.—Continued.		
1 woman	Injury to back	Car derailment.
1 woman	Knee-cap broken	Fell alighting.
1 woman	Bruises and shock	Fell alighting.
1 woman	Back injured	Fell in car.
1 woman	Back injured	Auto collision.
1 woman	Ankle sprained	Car collision.
1 man	Concussion	Struck by car.
1 woman	Back injured	Car collision.
1 woman	Wrist injured	Fell in car.
1 woman	Concussion	Fell alighting.
1 man	Killed	Struck by train.
1 workman	Killed	Struck by auto.
1 workman	Leg broken	Struck by auto.
1 employee	Foot crushed	Coupling car.
1 employee	Fractured ribs	Fell off box car.
1 shopman	Broken hip	Fell on street.
Pacific Great Eastern Railway.		
1 employee	Twisted ankle	Jumping off car.
1 employee	Strained groin	Jumping off car.
1 employee	Broken ribs, cuts, and bruises	Falling off car.
1 trackman	Bruised chest	Falling off car.
1 shopman	Bruised elbow	Handling tools.
1 trackman	Broken bone below knee	Handling tools.
1 trackman	Scalp-wounds and fracture	
1 employee	Broken ribs and bruises	Handling machinery supplies.
1 trackman	Injured thigh	Handling machinery supplies.
1 trackman	Broken wrist	Handling machinery supplies.
1 trackman	Injured leg	Handling machinery supplies.
1 trackman	Injured finger	Handling machinery supplies.
12 shopmen	Slight injuries	Various.
Industrial Railways.		
P. B. Anderson Logging Co.—		
Harry Dicks	Injury to head	Donkey-engine slid off car.
Canadian Collieries (D.), Ltd.—		
Malcolm Dickson	Fatal	Fell in front of empty steel car.
Western Fuel Corporation of Canada, Ltd.—		
Mah Nam	Fatal	Crushed between car and post.
Wong Pak	Fatal	Struck by train of empty cars.
Mayo Lumber Co.—		
Dharm Singh	Injury to head	Jumped off moving car.
Canadian Robert Dollar Co.—		
Robert Martin	Injury to eye and ankle	Jumped from runaway car.
B.C. Mills Timber & Trading Co.—		
Engineer	Injury to three fingers	Fingers cut under wheels of locomotive.
Britannia Mining & Smelting Co.—		
Wm. Sewell	Right leg broken	Caught between motor and ground.
Campbell River Mills, Ltd.—		
Peter Jack	Injury to left foot	Slipped stepping off car.
Powell River Co.—		
J. Ellingson	Fatal	Struck by train.

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. Barclay Sound to Nootka Sound.
Canadian Northern Pacific Rly.	32	1912	*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.
Canadian Northern Pacific Rly.	57	1913	
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.

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.	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.
Esquimalt & Nanaimo Rly.	33	1912	Agreement. Amended, c. 60, 1913. Declared for public benefit, c. 90, 1905. 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.

APPENDIX C—*Continued.*

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

Name of Railway.	Chap.	Year.	Remarks.
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.
Mount Tolmie Park & 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.

APPENDIX C—*Continued.*

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

Name of Railway.	Chap.	Year.	Remarks.
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. Rly.
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.
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.

APPENDIX C—*Continued.*

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

Name of Railway.	Chap.	Year.	Remarks.
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.

Industrial Railways.

Company.	Head Office.	Operating.	Mileage.	Locomotives.				Equipment.																										
												Coal-cars.																							
				Steam.	Electric.	Gas.	Air.	Box Cars.	Flat Cars.	Gondolas.	Ore.	Steel.	Wooden.	Oil-cars.	Water-cars.	Wood-cars.	Logging-cars.	Logging-trucks.	Work-cars.	Ballast-cars.	Passenger-cars.	Workmen's Cars.	Camp-cars.	Conductor's.	Steam-shovels.	Hoists.	Pile-drivers.	Snow-ploughs.	Log-loaders.	Lidgerwoods.	Gas-cars.	Gas-speeders.	Ambulance.	Total.
Abbotsford Lumber, Mining & Development Co., Ltd.	Abbotsford	Alice Arm	1	1	....	....	....	....	....	....	....	....	.....	....	....	....	2	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7
Abbotsford Lumber, Mining & Development Co., Ltd.	Abbotsford	Abbotsford	8½	2	....	....	....	....	....	....	....	....	.....	....	....	1	10	12	....	....	....	1	....	....	....	....	....	....	1	....	....	3	....	29
Abernethy-Lougheed Logging Co., Ltd.	Port Haney	Alleo	25	3	....	....	....	....	1	....	....	1	.....	....	2	....	66	....	....	2	....	4	....	....	1	....	1	....	....	....	....	5	....	86
Alberni Pacific Lumber Co., Ltd.	Port Alberni	Alberni	7	2	....	....	....	....	....	....	....	....	.....	2	....	....	44	....	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	51
P. B. Anderson, Ltd.	Vancouver	Knox Bay	6	2	....	....	....	....	1	....	....	....	.....	2	....	....	23	4	....	1	....	1	....	....	....	....	....	....	....	....	1	2	....	37
Bainbridge Logging Co., Ltd.	Victoria	Bainbridge	4½	1	....	....	....	1	....	....	....	....	.....	....	....	....	.....	20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	22
Barr Bros. Manufacturing Co.	Mission	Mission	½	....	....	1	....	....	....	....	....	....	.....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2
Beaver Cove Lumber & Pulp Co., Ltd.	Vancouver	Beaver Cove	1¾	1	....	....	....	....	....	....	....	....	.....	....	....	....	8	....	....	2	....	....	....	....	1	....	....	....	1	....	....	....	....	13
F. Beban Lumber Co.	Extension	Extension	2	1	....	....	....	1	....	....	....	....	.....	....	....	....	6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8
Bernard Timber & Logging Co.	Vancouver	Orford Bay	15	3	....	....	....	....	....	....	....	....	.....	....	....	....	23	2	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	30
Bloedel, Stewart & Welch, Ltd.	Vancouver	Myrtle Point	20½	3	....	1	....	1	2	....	....	....	.....	....	....	4	53	8	....	....	....	2	....	....	1	....	....	....	....	....	....	....	....	75
Bloedel, Stewart & Welch, Ltd.	Vancouver	Union Bay	17½	2	....	....	....	....	3	....	....	....	.....	....	1	3	50	2	....	....	....	1	....	....	....	....	....	....	4	....	....	1	....	67
B. & K. Logging Co., Ltd.	Vancouver	Elk Bay	4½	1	....	....	....	....	....	....	....	....	.....	....	....	....	9	....	....	1	....	1	....	....	....	....	....	....	....	....	....	1	....	13
Booth Logging Co., Ltd.	Vancouver	Goliath Bay	2	1	....	....	....	....	1	....	....	....	.....	....	....	....	20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	22
Britannia Mining & Smelting Co., Ltd.	Britannia Beach	Victoria Camp	½	....	....	....	....	....	....	....	....	....	.....	....	....	....	3	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	4
Britannia Mining & Smelting Co., Ltd.	Britannia Beach	Townsite	4¾	....	6	....	....	....	6	....	....	....	20	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	32
Britannia Mining & Smelting Co., Ltd.	Britannia Beach	Beach	4	....	6	....	....	....	6	....	....	....	9	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	21
B.C. Mills Timber & Trading Co., Ltd.	Vancouver	Rock Bay	22	4	....	....	....	1	2	....	....	....	.....	1	....	....	.....	121	....	4	....	....	....	....	....	....	1	1	....	....	....	2	....	137
Brooks, Scanlon & O'Brien, Ltd.	Vancouver	Stillwater	19	4	....	....	....	....	15	....	....	....	.....	....	....	....	58	....	....	3	2	....	....	....	....	....	....	....	....	....	....	....	....	....	82
Cameron Lumber Co., Ltd.*	Victoria	Mile 54, C.N.R.	2¼	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Campbell River Mills, Ltd.	White Rock	Cultus Lake	3½	2	....	....	....	....	2	....	....	....	.....	....	....	....	.....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	6
Campbell River Mills, Ltd.†	White Rock	Otter	4½	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Canadian Collieries (Dunsmuir), Ltd.	Victoria	Ladysmith	16½	4	....	....	....	....	10	....	6	....	123	....	....	....	.....	....	....	....	4	....	....	....	....	....	....	....	....	....	....	....	1	148
Canadian Collieries (Dunsmuir), Ltd.	Victoria	Cumberland	27½	6	....	....	....	8	14	....	....	86	153	....	4	....	.....	....	....	13	1	4	....	....	1	....	....	1	....	....	....	....	....	291
Canadian Robert Dollar Co., Ltd.	Vancouver	Union Bay	10	2	....	....	....	....	1	....	....	....	.....	....	2	....	16	11	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	32
Canadian Robert Dollar Co., Ltd.	Vancouver	Deep Bay	4¼	1	....	....	....	1	....	....	....	....	.....	1	....	....	15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	18
Capilano Timber Co., Ltd.	Vancouver	Capilano	20½	2	....	....	....	....	9	....	1	....	.....	2	1	....	40	10	....	6	....	2	....	1	1	....	1	1	....	....	....	1	....	78
Cathels & Sorensen	Victoria	Port Renfrew	9½	2	....	....	....	....	1	....	....	....	.....	....	....	....	21	8	....	1	....	....	....	....	1	1	....	1	....	....	....	1	....	37
Channel Logging Co., Ltd.*	Vancouver	Cowichan	2	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Clayburn Co., Ltd.	Clayburn	Clayburn	5½	....	2	....	....	....	3	....	....	....	.....	....	....	....	.....	....	....	7	....	....	....	....	....	....	....	....	....	....	....	....	....	12
Cheakamus Timber & Logging Co., Ltd.‡	Vancouver	Cheekye	5	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2
Columbia River Lumber Co., Ltd.	Vancouver	Donald	12½	3	....	....	....	2	4	....	....	....	.....	3	....	....	.....	111	....	1	....	....	....	....	1	....	....	1	3	....	....	1	....	130
Comox Logging & Railway Co.	Headquarters	Comox District	55	7	....	....	....	4	200	....	....	....	2	5	....	....	.....	....	1	1	....	1	....	1	....	1	....	1	6	....	5	....	235
Corbin Coal & Coke Co., Ltd.	Spokane, Wash.	Corbin	7½	2	....	....	....	....	....	....	....	....	1	....	....	....	.....	....	....	8	....	....	....	....	2	....	....	....	....	....	....	....	....	13
Crow's Nest Pass Lumber Co., Ltd.§	Wardner	{ Bull River, Skookumchuck	18	3	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	3	....	....	....	8	....	....	....	....	....	....	....	....	....	....	....	14
Crow's Nest Pass Coal Co., Ltd.	Fernie	Fernie	8	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Crow's Nest Pass Coal Co., Ltd.	Fernie	Michel	7	2	....	....	4	....	....	....	....	....	110	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	116
Crow's Nest Pass Coal Co., Ltd.	Fernie	Coal Creek	8	6	....	....	9	....	....	....	....	....	120	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	135
Dawson-Taylor Logging Co.	Courtenay	Courtenay	1¾	....	....	1	....	....	....	....	....	....	.....	....	....	....	.....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Dolly Varden Mines Railway	Alice Arm	Alice Arm	24	5	....	....	....	1	6	....	20	....	2	....	....	....	.....	....	....	20	....	....	....	....	1	....	....	....	....	....	....	....	....	55
Dimension Lumber Co., Ltd.	New Westminster	Sullivan	3½	....	2	....	....	....	....	....	....	....	.....	....	....	2	.....	5	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	10
Deep Bay Logging Co., Ltd.	Vancouver	Fanny Bay	1¼	....	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Eastern Lumber Co.	Ladysmith	Ladysmith	2½	1	....	....	....	....	2	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Eastern B.C. Railway	Spokane, Wash.	Corbin	16½	2	....	....	....	9	7	....	....	....	10	....	....	....	.....	....	....	....	2	....	....	....	....	....	2	....	....	....	2	....	34
Elk Valley Lumber Co., Ltd.	Winnipeg, Man.	Fernie West	4¾	1	....	....	....	....	....	....	....	....	.....	....	....	....	18	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	21
Galbraith & Sons	New Westminster	Murrayville	5	1	....	....	....	....	1	....	....	....	.....	....	1	....	1	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8
Granby Consolidated M.S. & P. Co., Ltd.‖	Vancouver	Cassidy	1	....	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Granby Consolidated M.S. & P. Co., Ltd.	Vancouver	Alice Arm	1½	....	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Granby Consolidated M.S. & P. Co., Ltd.	Vancouver	Anyox	6	4	3	....	....	1	19	....	50	....	4	1	....	....	.....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	84
Grassy Bay Timber Co., Ltd.	Vancouver	Grassy Bay	6½	1	....	....	....	....	....	....	....	....	.....	....	2	....	14	6	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	25
Gwilt Lumber Co., Ltd.	Courtenay	Courtenay	2	1	....	....	....	....	....	....	....	....	.....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2
Hage Timber & Investment Co., Ltd.	Port Moody	Coquitlam	9	2	....	....	....	....	3	....	....	....	.....	....	....	....	26	....	....	....	....	....	3	....	....	....	....	....	....	....	....	1	....	35
Hage Timber & Investment Co., Ltd.	Port Moody	Harrison Mills	4½	1	....	....	....	....	1	....	....	....	.....	....	....	....	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	18
Hanson Logging Co.	Vancouver	Thurlow Island	1¾	1	....	....	....	....	....	....	....	....	.....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
Hillcrest Lumber Co., Ltd.	Duncan	Sahtlam	1	1	....	....	....	....	....	....	....	....	.....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
International Timber Co., Ltd.	Vancouver	Campbell River	35	4	....	....	....	1	2	....	....	....	.....	6	....	....	65	....	....	4	....	2	21	....	1	....	1	....	....	....	....	2	....	109
Island Logging Co., Ltd.¶	Victoria	Charter Siding	11	2	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	4
James Logging Co., Ltd.	Lake Cowichan	Cowichan Lake Dist.	5	1	....	....	....	....	1	....	....	....	.....	....	....	....	25	....	....	....	....	....	....	....	....	....	....	....	....	2	....	1	....	30
King-Farris Lumber Co., Ltd.	Newton	King's	3½	1	....	....	....	....	....	....	....	....	.....	....	....	1	2	3	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	9
King & Foster	Nanaimo	Wellington	1¼	....	2	....	....	....	....	....	....	....	90	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	92
Lake Lumber Co., Ltd.	Vancouver	Qualicum Beach	2½	1	....	....	....	....	....	....	....	....	.....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
Lamb Lumber Co., Ltd.	Vancouver	Menzies Bay	12½	2	....	....	....	....	1	....	....	....	.....	1	....	....	45	8	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	59
Lyon Lumber Co., Ltd.	Vancouver	McGuire, P.G.E. Rly.	....	....	....	1	....	....	....	....	....	....	.....	....	....	....	.....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Mainland Timber Co., Ltd.	Vancouver	Port Neville	6	1	....	....	....	....	3	....	....	....	.....	....	....	....	18	....	....	....	....	1	....	....	....	....	....	....	....	....	1	1	....	25
Mayo Lumber Co.	Duncan	Mayo Siding	3	3	....	....	....	....	....	....	....	....	.....	....	....	....	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	19
Merrill & Ring Lumber Co., Ltd.	Vancouver	Duncan Bay	6	2	....	1	....	....	....	....	....	....	.....	....	2	6	36	....	....	2	....	1	....	....	....	....	1	....	....	....	....	1	....	52
Merrill & Ring Lumber Co., Ltd.	Vancouver	Theodosia Arm	10	1	....	....	....	....	7	....	....	....	.....	2	....	....	32	2	....	2	....	....	....	....	....	....	....	....	....	....	1	2	....	49
Morrisey, Fernie & Michel Railway	Fernie	Fernie	11	5	....	....	....	6	1	....	....	....	47	....	....	....	.....	....	....	....	....	6	....	1	....	....	....	1	....	....	....	....	....	67
McCoy-Wilson, Ltd.	Vancouver	Read Bay	9	1	....	....	....	....	4	....	....	....	.....	....	....	....	33	2	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	42
McDonald-Murphy Logging Co., Ltd.	Vancouver	Renfrew District	4	1	....	....	....	....	....	....	....	....	.....	1	....	....	2	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	5
New Ladysmith Lumber Co., Ltd.	Nanaimo	East Wellington	12	2	....	....	....	....	2	....	....	....	.....	....	....	2	5	6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	17
Nicola Pine Mills, Ltd.	Merritt	Merritt	14¾	1	....	....	....	....	....	....	....	....	.....	....	....	....	39	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	42
Otis-Staples Lumber Co., Ltd.	Wycliffe	Wycliffe	33	3	....	....	....	....	4	....	....	....	.....	....	3	....	73	....	....	....	1	....	4	1	....	....	....	3	2	1	....	2	....	97
Pacific Coast Coal Mines, Ltd.	Victoria	South Wellington	6	3	....	....	....	....	3	....	....	....	48	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	54
Pacific Mills, Ltd.	Ocean Falls	Green Bay	3½	1	....	....	....	2	1	....	....	....	.....	....	....	....	17	2	....	2	....	....	....	....	1	....	1	....	....	1	....	....	....	28
Pacific Mills, Ltd.	Ocean Falls	Kimsquit	5½	1	....	....	....	1	1	....	....	....	.....	....	....	....	17	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	21
Pacific Mills, Ltd.	Ocean Falls	Kwatna	2¼	1	....	....	....	1	1	....	....	....	.....	....	....	....	12	4	....	....	....	....	....	....	....	....	1	....	....	1	....	....	....	21
Powell River Co., Ltd.	Vancouver	Kingcome River	11	2	....	....	....	1	3	....	....	....	.....	....	....	....	22	22	....	....	....	2	9	....	....	....	....	....	....	....	4	....	65
Redonda Logging Co., Ltd.	Vancouver	Redonda Island	4	1	....	....	....	....	....	....	....	....	.....	....	....	2	8	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	13
Regina Timber Co., Ltd.	Vancouver	Salmon Arm	3¼	1	....	....	....	....	....	....	....	....	.....	....	....	....	7	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	10
Royston Lumber Co., Ltd.	Cumberland	Royston	2¼	1	....	....	....	....	....	....	....	....	.....	....	....	....	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5
Scottish Logging Co., Ltd.**	Victoria	Mile 65, C. N.R.	1½	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Shawnigan Lake Lumber Co., Ltd.	Victoria	Shawnigan Lake	4	1	....	....	....	....	....	....	....	....	.....	....	....	....	12	8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	21
Sing Chong Logging Railway	Cumberland	Fanny Bay	2	....	1	....	....	....	....	....	....	....	.....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Superior Lumber Co.	Wellington	Nanoose Bay	2¼	....	1	....	....	....	....	....	....	....	.....	....	....	....	.....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Thomsen & Clark Timber Co., Ltd.	Vancouver	Deep Bay	17½	2	....	....	....	2	7	....	....	....	.....	4	....	....	.....	40	....	3	....	....	....	....	1	....	1	....	....	....	....	1	....	61
Timberland Development Co., Ltd.	New Westminster	Ladysmith	18	2	....	....	....	....	9	....	....	....	.....	....	1	....	17	8	....	....	....	2	5	....	1	....	....	....	....	....	....	1	....	46
L. Trethewey	Harrison Mills	Harrison Lake	1½	....	....	1	....	....	....	....	....	....	.....	....	....	....	.....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
United Grain Growers Sawmills, Ltd.††	Hutton Mills	Hutton Mills	.....	....	....	....	....	....	....	....	....	....	.....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Victoria Lumber & Manufacturing Co., Ltd.	Chemainus	Chemainus	13½	3	....	....	....	....	2	....	....	....	.....	....	....	1	21	38	....	....	....	....	5	1	....	....	....	....	1	....	....	....	....	72
Victoria Lumber & Manufacturing Co., Ltd.	Chemainus	Haslam Creek	10	1	....	....	....	3	....	....	....	1	.....	....	....	2	10	4	....	....	....	....	12	....	....	....	....	....	....	....	....	....	....	33
Victoria Lumber & Manufacturing Co., Ltd.	Chemainus	Cowichan Lake	8¼	1	....	....	....	....	....	....	....	1	.....	....	....	....	.....	....	....	4	....	....	....	....	....	....	....	....	....	....	1	....	....	7
Western Fuel Corporation of Canada, Ltd.	Nanaimo	Nanaimo	19	5	....	....	....	1	37	....	....	....	472	....	....	....	.....	....	....	19	....	2	....	....	....	....	....	....	....	....	....	....	....	536
White Spruce Lumber Co., Ltd.	Fernie	Fernie	2	1	....	....	....	....	....	....	....	....	.....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
J. C. Wilson Lumber Co.	Qualicum Beach	Qualicum Beach	3½	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	5	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	7
Wolverine Lumber Co., Ltd.	Murrayville	Murrayville	1¾	1	....	....	....	....	....	....	....	....	.....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
Wood & English, Ltd.	Vancouver	Alert Bay	42½	4	....	....	....	2	8	....	....	....	1	....	....	....	89	15	....	4	....	3	....	1	1	....	2	....	....	....	3	....	133
Totals			850	164	17	12	13	50	417	....	77	87	1,214	31	19	24	1,187	504	5	116	12	39	67	6	16	2	14	10	17	12	4	53	1	4,190

* C.N.R. flat cars used.

† G.N.R. steel logging cars used.

‡ P.G.E.R. cars used.

§ C.P.R. flat cars used.

‖ E. & N. Rly. equipment used.

¶ E. & N. Rly. flat cars used.

** C.N.R. equipment used.

†† G.T.P. Rly. trackage and equipment used.

APPENDIX D—*Continued.*

COMMON CARRIERS.

Company.	Operating.	Mileage.	Locomotives.		Equipment.				Total.
			Steam.	Electric.	Freight.	Passenger.	Work.	Street-cars.	
Pacific Great Eastern Railway	North Vancouver to Whytecliff	12.7							
Pacific Great Eastern Railway	Squamish to Quesnel	348.2	12	....	260	22	55	.....	349
British Columbia Yukon Railway	White Pass to Pennington	32.6	10	....	200	18	7	.....	235
British Columbia Electric Railway	Victoria City	40.96	....	2	.....	.....	7	56	65
British Columbia Electric Railway	Saanich	24.44	....	1	17	1	4	6	29
British Columbia Electric Railway	Vancouver City	112.89	....	2	.....	.....	20	238	260
British Columbia Electric Railway	North Vancouver	10.59	....	....	.....	.....	3	13	16
British Columbia Electric Railway	New Westminster	23.06	....	....	.....	.....	1	12	13
British Columbia Electric Railway	Central Park Line	22.14	....	1		40			
British Columbia Electric Railway	Lulu Island Line	45.58	....	2		13			
British Columbia Electric Railway	Fraser Valley Line	76.67	....	7	364	29	78	.....	534
British Columbia Electric Railway	Burnaby Lake Line*	12.53	....	....		.....			
British Columbia Electric Railway	Stave Lake Railway†	8.15	1	2	.....	2	11	.....	16
Nelson Street Railway	Nelson	4.00	....	....	.....	.....	1	2	3
Government trackage	Fraser River Bridge, New Westminster	1.80	....	....	.....	.....	.....	.....	.....
Totals		776.31	23	17	841	125	187	327	1,520

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

APPENDIX D—*Continued.*

SUMMARY OF TRACKAGE AND EQUIPMENT.

	Common Carriers.	Industrial Railways.	Total.
Miles of track	776.31	850	1,626.31
Steam-locomotives	23	164	187
Electric locomotives	17	17	34
Gasolene-locomotives	.....	12	12
Air-locomotives	.....	13	13
Other equipment	1,480	3,984	5,464

MILEAGE OF ALL RAILWAYS OPERATING IN THE PROVINCE.

Company.	Mainland.	Island.	Total.
Under the jurisdiction of the Board of Railway Commissioners for Canada—			
Canadian Pacific Railway	1,732.7	199.5	1,932.2
Canadain National Railways	1,174.5	86.3	1,260.8
Great Northern Railway	324.9	.....	324.9
Under the jurisdiction of the Provincial Government—			
Pacific Great Eastern Railway	360.9	.....	360.9
British Columbia Yukon Railway	32.6	.....	32.6
British Columbia Electric Railway	311.6	65.4	377.0
Nelson Street Railway	4.0	.....	4.0
Government trackage	1.8	.....	1.8
Industrial railways	411.7	438.3	850.0
Totals	4,354.7	789.5	5,144.2

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