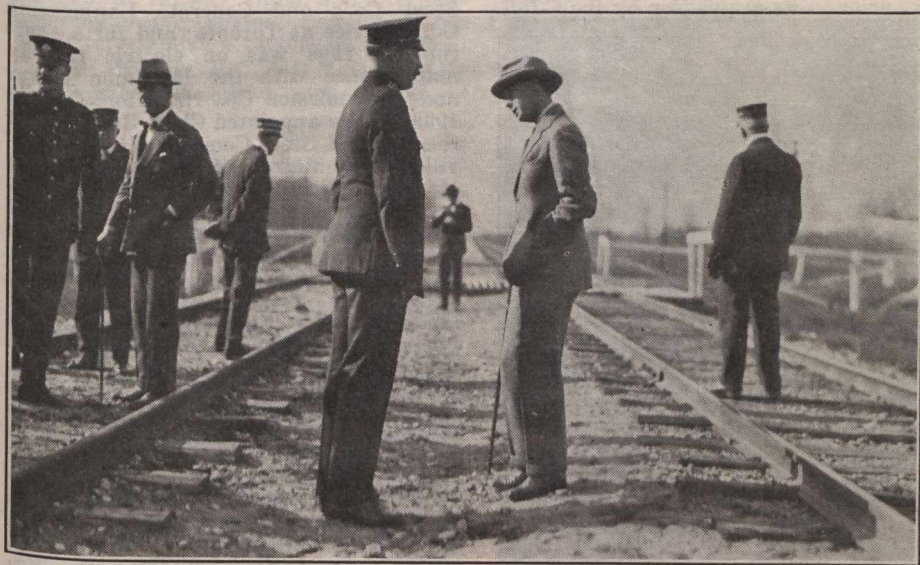


The Prince of Wales' Tour Over the G.T.R.

When the Prince of Wales was making part of his Canadian tour over the G.T.R. lines in Ontario recently, H. R. Charlton, General Advertising Agent, G. T.R., representing President H. G. Kelley, presented him with a handsome composite picture, composed of a photograph of the then Prince of Wales (the late King Edward VII.) and staff, taken at Montreal in 1860; a photograph of the Duke and Duchess of Cornwall and York (King George V. and Queen Mary), and staff on the Victoria Jubilee Bridge, Montreal, in 1901; views of the old Victoria tubular bridge and the present Victoria Jubilee bridge; a photograph of the locomotive that pulled the royal train in 1860 and the locomotive used on the royal train in 1919. The picture is surrounded with a gold frame and enclosed in a beautiful Canadian birdseye



The Prince of Wales saying goodbye to his bodyguards on the C.P.R. at Flavell, between Colborne and Grafton, Ont., Nov. 6, 1919.

The Prince is shown talking to Constable C. Rippington. Admiral Sir Lionel Halsey (to the left in civilian clothes) is talking to Constable R. Beresford. Conductor R. Dort is also shown in the illustration.

maple box, upholstered in royal blue with a gold plate on the cover bearing an inscription.

Rear Admiral Sir Lionel Halsey, the Prince's chief of staff, wrote President Kelley as follows:—"I am writing to you on behalf of the Prince to say how much he appreciates the magnificent present, consisting of the composite picture which has been presented to him by the Grand Trunk authorities through Mr. Charlton. His Royal Highness very much appreciates this gift and he will keep it as a souvenir of a very pleasant time spent on the G.T.R. System."

Sir Lionel Halsey, also wrote Mr. Kelley as follows:—"I am most grateful to you for the kind present of the descriptive itinerary which has been made to me. The book is most beautifully got up, and besides being a work of art is most useful, and I can only say that from a staff point of view it has saved some of us an endless amount of work in ferretting out for ourselves details of the various places we visit. Whoever compiled it is, in my opinion, worthy of a very good mark. His Royal Highness desires me to thank you very much for the copy of the book which has been handed to him by Mr. Charlton."

Canadian Pacific Railway Construction, Betterments, Etc.

West St. John Baggage Shed—We are officially advised that the baggage shed which is being built at West St. John, N.B., is 500 x 60 ft. with a covered baggage loading platform 12 ft. wide on one side and a covered passenger loading platform on the other. Both shed and platform are being built on pile foundations, and will be all timber construction. The shed will be steam heated and electrically lighted. The baggage shed will be reached from the immigration rooms on the upper floor of the present wharf shed by an enclosed overhead passage way over the tracks and an enclosed rampway down to the baggage shed floor level. Work was started Nov. 14, and it is expected to have the shed ready for use by Jan. 15. The plans were prepared under the direction of J. M. R. Fair-

Consul, Sask., easterly; mile 0 to 30; grading, 41% completed.

Leader, Sask., southerly; mile 0 to 25; grading 46% completed.

Acme-Drumheller line, Alta.; mile 0 to 37; grading, 22% completed.

The contractors for the six last mentioned lines are Stewart and Welch, Calgary, Alta.

Corinne Station—The Board of Railway Commissioners has approved plan for station building at Corinne, Sask., mile 120 from North Portal, on the line to Moose Jaw.

Acme-Empress Extension—The Board of Railway Commissioners has authorized the building of a bridge over Kneehill Creek, mile 34.21 on the Acme-Empress extension, Langdon North Branch, Alta.

Calgary Spur Line—A press report states that the Calgary, Alta., City Council proposes to apply to the Board of Railway Commissioners for an order for the electrification of the company's spur line from Twelfth Ave., along Fifth St. East.

Squillax Station—The Board of Railway Commissioners has ordered the placing of a standard portable station at Squillax, B.C., 41 miles east of Kamloops, on the main transcontinental line.

Vancouver Improvements—A press report states that the bunkers, construction tracks and construction material, together with the poles and wires at Twenty-seventh Ave., will be removed early this year. (Dec., 1919, pg. 661).

Regina Spur Lines—A press report states that the Regina, Sask., City Council has authorized the company to build a spur line to the T. Eaton Co.'s warehouse.

Lanigan Northeasterly Branch—The Board of Railway Commissioners has approved the route map of the branch from Lanigan, Sask., northeasterly from mile 26 to 32.

Rosetown Southeasterly Branch—The Board of Railway Commissioners has approved the revised location of the branch from Rosetown, Sask., southeasterly, from Sec. 22, Tp. 24, Range 16, west 3rd Meridian to Sec. 7, Tp. 24, Range 15, West 3rd Meridian, mile 40 to 43.23.

Dunelm-Instow Connection, Etc.—A press report states that a delegation from the Swift Current district interviewed D. C. Coleman, Vice President, Western Lines, Dec. 12, and asked for the construction of a line to connect Dunelm, on the Vanguard branch line, with Instow on the Weyburn-Lethbridge line, and a line from Swift Current through the Vermilion Hills to near Moose Jaw. Consideration of the request was promised.

Accident to Board of Railway Commissioners' Car—The tire of one of the rear wheels of the Board of Railway Commissioners' official car Acadia, attached to the Ocean Limited, leaving Halifax, N.S., on the Canadian National Rys., Dec. 14, came off, and a serious accident was prevented by the brakeman putting on the brake, and stopping the train on a high embankment on the shore of Grand Lake, near Windsor Jct., N.S. Hon. F. B. Carvell, Chief Commissioner; S. J. MacLean, Assistant Chief Commissioner; J. G. Rutherford, Commissioner, and several members of the staff were on board.

bairn, Chief Engineer, Montreal.

Fredericton Station—A press report states that the C.P.R. proposes to build a new station at Fredericton, N.B., and that the plans provide for a brick and stone building at an estimated cost of \$50,000.

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has approved of revised location for this railway in Cobourg, Ont., from the west side of Division St., to the east side of Ontario St., mile 119.69 to 120.18.

Western Branch Lines Construction—We are officially advised that grading was done on eight branch lines or extensions during 1919 as follows:—

Russell, Man., northerly, mile 0 to 12; grading 23% completed; Northern Construction Co., Winnipeg, contractors.

Rosetown, Sask., southeasterly, mile 20.2 to 45.2; grading 56% completed; Canadian Construction Co., Winnipeg, contractors.

Lanigan, Sask., northeasterly, mile 0 to 50; grading 5% completed.

Wymark, Sask., easterly; mile 0 to 25; grading 27% completed.

Milden, Sask., easterly; mile 0 to 34; grading 15% completed.