

Grand Trunk Railway Betterments, Etc.

Port Colborne Station, etc.—A new passenger station is being built at Port Colborne, Ont., at the intersection of the Buffalo-Goderich and the Port Colborne-Port Dalhousie lines, the front of the building facing the former as being the more important line of travel. The foundation is of concrete, the elevations are finished in matt faced brick of a moss green color, and the roof covered with grey asbestos shingles. The exterior is dominated by a turret, with a fleche roof placed at the angle of the building over the operator's room and ticket office, so as to command good views along both main lines which cross there at right angles. The eaves of the roof overhang about 6 ft. to provide shelter from the weather. The interior comprises a large general waiting room, 36 x 25 ft., with terazzo floor, the ticket windows being in the northeast corner. Large double doors give ingress and egress from and to brick paved platforms alongside the tracks on the north and east sides. Immediately off the west end of the general waiting room are separate waiting rooms for men and women, each 18½ x 12 ft., with lavatory accommodations. The space immediately to the west of the small waiting rooms is

troit Terminals, the total estimated expenditure being \$824,359.

At Pontiac, Mich., a new classification yard, with capacity for 456 cars, is practically completed. A new second track of 2.8 miles is also being built in the city. This includes the erection of standard double track steel bridges, with concrete abutments and piers, over Lawrence St., Clinton River and Pike St., also a three track standard bridge with concrete abutments and piers over Orchard Lake Ave. All masonry and track work is completed, and the steel work is expected to be completed at an early date.

A new combination passenger and freight station has been built at Kingsbury, Ind.

Dominion Government War Savings Certificates.

The new war savings certificates which have been created by the Dominion Government to encourage thrift and economy, and to give everyone an opportunity to assist in financing the war expenditure, are on sale at every bank and money order post office in Canada. The \$25 certificate sells for \$21.50, the \$50 one for \$43, and the \$100 one for \$86. As an investment the certificates offer many at-

Grand Trunk Pacific Railway Betterments in 1916.

The Grand Trunk Pacific Ry. during 1916 centred its betterment work along its main and branch lines. We are officially advised that 2.88 miles of new track were laid, viz., an extension to Riverhurst, Sask., on the branch running westerly from Moose Jaw, and a large amount of general work was done.

In addition to pulling up 68.9 track miles of fencing at points between mileage 882.2 and 1656.5, the following works were completed on the main line: New storehouse with spur track at Melville, Sask.; 1,000 ft. spur for freight at mileage 389, Sask.; pumping plant at Watrous, Sask., rebuilt; 1,280 ft. track laid to elevator at Wooster, Sask.; elevator track laid at Birtze, Sask.; 444 ft. extension laid to elevator track at Egerton, Alta.; new pumphouse erected at Wainwright, Alta.; 1,502 ft. elevator track laid at Jarow, Alta.; partition in locomotive house, addition to ice house, a new oil house and an office for employment agent erected at Edmonton, Alta.; loading platform at Duffield, Alta.; pipe line laid for water supply from Nechaco River to Prince George, B.C.; new water supply provided at Bednesti, B.C.; passenger station erected at Nichol, B.C.; loading platform erected and stock yard provided at Vanderhoof, B.C.; passenger station erected at Fort Fraser, B.C.; passenger shelter erected, spur track laid and driveway provided at Skeena Crossing, B.C.; extension to ice house built at Prince Rupert, B. C.

As previously stated, the branch line from Moose Jaw westerly was extended into Riverhurst, Sask., 2.88 miles, where a yard was laid out and the following buildings erected: passenger station, bunk house, freight shed and coaling platform.

On the Prince Albert Branch, which leaves the main line at Young, Sask., the roadbed between mileage 87.5 and Prince Albert, mileage 111.5, was repaired and prepared for track laying. A station building and freight house are being built in Prince Albert. A loading platform has been built at mileage 9.2 from Young; the loading platform at Meacham has been extended; a coal and oil house has been built at Totzke; and at St. Louis, near the present track end, an elevator track has been laid.

On the Biggar-Calgary Branch, at Lyden, mileage 13.4, a passenger station has been built and the loading platform extended; and at Lovernia, mileage 104.5, the elevator track has been extended 198 ft.

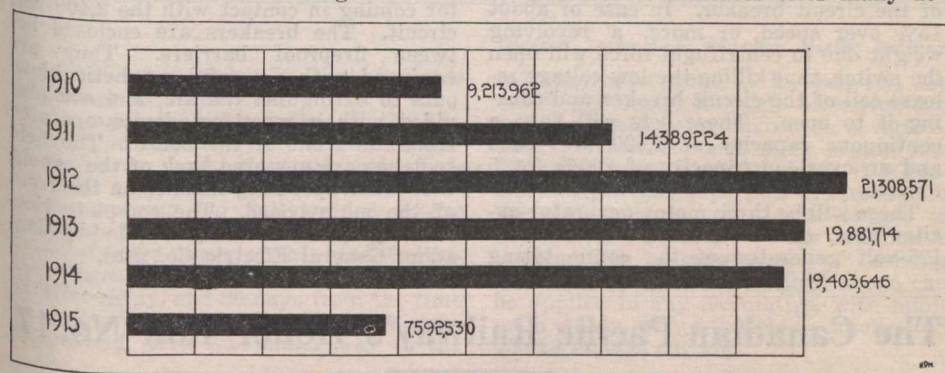
On the Cutknife Branch a stock yard has been built at Carruthers, Sask., mileage 46.5.

On the Calgary Branch stock yards have been built at Ferintosh, mileage 46.6 from Tofield, and at Delburne, mileage 92.5. At Calgary interchange billing office, storehouse, car inspector's office and scale track have been built.

On the Alberta Coal Branch a commercial spur track, 1,035 ft. long, has been built at mileage 40.

Suggested Aerial Route in Canada.—It is reported that a company may be organized shortly with a capital of \$50,000, to operate an aerial service between the main land and Prince Edward Island.

The Madrid, Saragossa & Alicante Ry. and the Northern Ry. of Spain are stated to be negotiating in the U.S. for freight cars, the former for 600 gondola cars, and the latter for 1,500 hopper cars.



Cross Ties Bought by Railways in 1915.—See page 88.

allotted to the handling of baggage and express business, the respective sizes being 25 x 17 ft. and 26 x 25 ft. The entire building is 101 x 27 ft., and will be equipped with heating system and lighted throughout by electricity.

The new freight shed is 30 x 144 ft., and is constructed of heavy timber according to G.T.R. standard plans.

Western Lines.—At Detroit, Mich., during last year the company authorized 38,440 sq. yds. of brick paving on concrete foundation, of which about 25,000 yds. are completed, on team ways adjoining team tracks and freight houses.

A second track is being built on the 27th District, from Milwaukee Jct. to Royal Oak, Mich., 9.19 miles. The work is completed except through the limits of an interlocking plant where the G.T.R. crosses the Detroit Terminal Rd.

A new second track is being built easterly for 7 miles from Milwaukee Jct. The track work is completed and two interlocking plants with other signal work are under construction. Near the easterly end of the second track there is under construction a new receiving, departure and classification yard, which will have a total capacity of 2,040 cars. The grading is practically completed and track work to the extent of 600 cars has been completed.

The above mentioned improvements form part of the company's plans for the extension and improvement of the De-

trative features, chief of which are the absolute security and the excellent interest return. For every \$21.50 lent to the government now, \$25 will be returned at the end of three years. There are other features which are especially interesting to small investors. The certificates may be surrendered at any time, if the buyer should need his money; each certificate is registered at Ottawa in the buyer's name and, if lost or stolen, is therefore valueless to anyone else. While they are excellent from an investment standpoint, the certificates should appeal strongly to Canadians, because they offer to those who must serve at home a splendid opportunity for a most important patriotic service. The person who honestly saves to the extent of his ability and places his savings at the government's disposal by purchasing these certificates, may feel that he is having a direct share in feeding, equipping and munitioning Canadian soldiers, who are so nobly doing their part.

Western Dominion Ry.—The Dominion Parliament is being asked to extend the time for the construction of this projected railway from near Cardston, Alta., via Pincher Creek, to the C.P.R. Crowsnest Branch at Lundbreck, thence northerly to Calgary and Edmonton, Alta., and Fort St. John, B.C., with a branch from Pincher Creek to the Old Man River. J. O. Carss, Ottawa, is solicitor for applicants. (Apr., 1915, pg. 137.)