

C.P.R. Hotel at Victoria.

The hotel which the C.P.R. has under construction at Victoria, B.C., has been designed on similar lines to the company's Montreal hotel—the Place Viger. The building will face the west, will have a frontage of 210 ft., with a porte cochere at one end, and a depth of 114 ft. There will be an annex of 116½ ft. by 45 ft. 10 in., in which will be the kitchen. The main building will be five storeys high, and in addition there will be a basement 14 ft. high, and two floors in the high pitched roof. The front elevation shows a main entrance up a flight of stone stairs, to a verandah, which will be about 14 ft. deep to the wall of the central portion of the building. This verandah will be 85 ft. frontage, and over it will be a balcony reached by a door in the second storey. The balcony will be supported on stone arches, surmounted with decorative wings, and will be in line with the side wings. The whole frontage shows a handsome and harmonious design carefully worked out.

On entering the central door from the verandah, the lounging room will be found to the right, and a drawing-room 30 by 50 ft. to the left. To the rear will be the palm room 68 by 46 ft., the palm garden itself occupying space 26 ft. square under a sky-light. To the left will be found a private dining-room 16½ ft. by 20 ft. These take up the centre part of the building. Adjoining the verandah on the right will be the smoking-room 36 by 20 ft., hall leading to side entrance and porte cochere, cloak and parcel room, offices and bedroom, etc., for the manager and clerk. On the other side will be the dining-room 38 by 77 ft. To the rear of the centre of the hotel is a large palm garden, and some private rooms, with the kitchens adjoining and in the rear of the dining-room. These are contained in the annex. The first floor is given over to bedrooms, of which there are 25, most of them have bathrooms attached, and a number are so arranged as to be made connecting to suit family parties. The main corridor extending from north to south is 12½ ft. wide, and the north and south corridors are each 8 ft. wide. At each end of the main corridor and at the east end of the south corridor is a balcony fitted with fire ladders. The other floors also are divided up for bedrooms, with bathrooms, lavatories, and all other necessary accommodation for guests.

The basement contains a billiard room, grill room, bar, barber's shop, a number of sample rooms, baggage room, lavatories, as well as a number of bedrooms, etc., for the staff.

The decorations will be of an elaborate character. The main stairway from the ground to the first floor will be of marble with bronze rail, and the main hall will have marble walls and floor. The lounging-room will be in white, the walls being panelled on both sides; the drawing-room in white; the dining-room in Australian red bean; and the smoking room in Flemish oak.

The architect is F. M. Rattenbury, of Victoria, B.C., who also prepared the plans for the reconstruction of the company's hotel in Vancouver. The contractors are A. E. and R. Barrett, Vancouver.

The corporate name of the Standard Construction Co. was changed by supplementary letters patent issued at Ottawa, April 28, to the Pacific Construction Co. (Ltd.).

The Canadian Westinghouse Co. has sold a 500 k.w. enclosed type turbo-generator unit to the C.P.R. to be installed at Fort William, Ont., for supplying power to the grain elevators there. The unit is to operate 3 phase, 600 volt, 7,200 alternations, 3,600 r.p.m.

Pedigreed Live Stock Shipments.

The question of the railway charges for the carriage of pedigree live stock for breeding purposes in Canada has recently been the subject of considerable discussion between the agricultural interests, the railway companies and the Board of Railway Commissioners. Under the rules of the railway companies regarding the shipment of such stock, pedigreed horses, cattle, sheep, and swine in less than carload lots are waybilled at one-half the regular rates upon the production of certificates of registration from a live stock record association, recognized as reliable by the Dominion Department of Agriculture, and the signing of an agreement limiting the valuation to that of ordinary stock. The C.P.R. granted settlers' rates on such stock, not exceeding 10 head in any one case, going to Manitoba and the Northwest Territories, on the same conditions as to production of certificates and the limitation of value. The companies recently stated that this privilege would be withdrawn, and in the course of negotiations between them and the live stock associations and the Railway Commissioners, it came out that the privilege was being abused in various ways, and that the number and variety of the certificate forms issued by the 58 Canadian, 56 British and 36 United States societies, led to confusion and to the carriage at the low rate of animals not properly registered. As the result of the negotiations new regulations have been agreed to which come into effect June 1. These provide for the carrying of pedigree stock as heretofore but require that all certificates shall be uniform in size and appearance, and bear the seal of a central body approved by the Dominion Department of Agriculture. A shipping certificate has to be provided for each shipment, and a record of all movements over the rail at the reduced rate has to be endorsed on the record certificate.

RAILWAY DEVELOPMENT.**Projected Lines, Surveys, Construction, Betterments, Etc.**

Algoma Central and Hudson Bay Ry.—The company applied to the Dominion Parliament this session for an extension of time for the completion of its railway to Hudson Bay. The applicants desired to have five years within which to commence the extension, but the House of Commons has cut this down to two years, with five years as the time within which the line has to be completed.

The Lake Superior Corporation, which now controls the charter, is said to be arranging to have the line completed to a junction with the C.P.R. transcontinental line. At present about 25 miles of grading is required for this purpose, but there is a long stretch, something like 130 miles, on which track has to be laid, and a number of bridges to be built between the present track end and the point at which grading has to be taken up again. (April, pg. 143.)

Anthracite Coal Ry. Co.—J. M. Burns, T. Allan, of Calgary, Alta., are applying at the current session of the Dominion Parliament for an act incorporating a railway from the collieries in tps 18 and 19, ranges 7 and 8, west of the 5th meridian, easterly and southerly to Lethbridge, Alta.

Atlantic, Quebec and Western Ry.—A special meeting of the shareholders has been called to be held in London, Eng., June 12, for the purpose of authorizing an issue of bonds not exceeding \$9,050,000 in connection with the construction of the line, and to authorize the execution of a mortgage of the line, etc., as security for the same. (May, pg. 181.)

Bay of Quinte Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from Bridgewater for 15 miles northeasterly, to the actinolite mines near Kaladar, Ont. (Mar., pg. 89.)

Bessemer and Barry's Bay Ry.—A general meeting of shareholders was held at Bessemer, Ont., May 12, when an issue of bonds not to exceed \$20,000 a mile, or \$100,000 in all, covering the construction of five miles of the projected line from L'Amable, northerly, was approved, and the issue of a mortgage to secure the same authorized. (May, pg. 181.)

Brandon, Saskatchewan and Hudson's Bay Ry.—The Dominion Parliament is being asked at its current session for an act extending the time for the commencement and completion of the Railway authorized by an act passed in 1903. The railway is projected from Brandon to a point on Hudson Bay near Chesterfield Inlet.

Brockville, Westport and Northern Ry.—Press reports state that the survey party had reached Clyde Falls, 300 miles northwest of Westport, that the construction gang had reached Bolingbroke, and that tracklaying would soon be commenced. A later report states that the survey party had given up work on account of wages not having been paid. (May, pg. 181.)

Bruce Mines and Algoma Ry.—The Ontario Legislature last session passed an act authorizing the construction of a line between Biscotating and Chapeau stations on the C.P.R. transcontinental line, to Hannah Bay, on Hudson Bay, with branches. The company has power to construct a line from its present terminus at Rock Lake, Ont., to the C.P.R. line. (April, pg. 143.)

Canada Central Ry.—The Ontario Legislature last session passed an act authorizing a change in the provisional directors, the names of F. H. Clergue, W. Morris, G. E. Drummond, W. H. Plummer, J. MacArthur, W. A. Firstbrook, being added, and giving power to construct a railway, in addition to the lines already authorized, from Sudbury to Little Current, across Manitoulin Island, to Fitzwilliam Island; and from Tobermory to Meaford, Ont.; from Sudbury to Lake Temiskaming; from Sudbury to St. Mary's River; from Sudbury to Sutton, Ont., and from Sudbury to Hudson Bay, Ont. (April, pg. 143.) See also Manitoulin and North Shore Ry.

Central Ontario Ry.—Tenders were received to May 27, for the clearing, grubbing and grading of a section of the Whitney extension from Bancroft to Bird's Creek, Ont., 3½ miles. Work is expected to be commenced early in June, and to be pushed through to completion as fast as possible.

Coast Kootenay Ry.—The Railway Committee of the House of Commons has approved of the bill for an extension of the time for the construction of this line for a further period of two years.

Detroit River Bridge.—New York press reports state that the Vanderbilt plans for constructing an international railway tunnel under the Detroit River between Detroit, Mich., and Windsor, Ont., have been completed. Most of the preliminary details have been accomplished and work will be inaugurated soon. The undertaking will cost from \$10,000,000 to \$20,000,000, and will probably require two years to complete. As to the financing of the project it is stated that the Canada Southern Ry. will be the holding Co., and that the matter will be finally settled at the annual meeting of the C. S. Ry. Co., June 7. The plans for an international bridge at Detroit had to be abandoned because, first, of the cost, and second, the demands of the U.S. government in its restrictions upon structures across navigable streams. The tunnel plan was then taken up and the defin-