



**HIS HONOUR LT.-GOVERNOR ANGERS.**—The Lieutenant-Governor of Quebec Province was born at Quebec on the 4th October, 1838, and after pursuing his course of studies at Nicolet College, began the study of law under his distinguished father, who stood among the foremost at the Bar of Quebec. He was admitted to practice in 1860, and soon attained to successful eminence in the firm of Casault, Langlois and Angers. In 1874 he reached the purple, and in 1876 he went into public life, winning the seat for Montmorency County in the Local House. In the same year, on the Hon. M. de Boucherville forming a new Cabinet, M. Angers was offered and accepted the portfolio of Solicitor-General. The year following, M. de Boucherville taking a seat in the Legislative Council, the leadership of the Assembly fell into Mr. Anger's hands, and, in 1876, he became Attorney-General. The two leaders understood each other thoroughly, and worked together. They resolved to build the North Shore Railway with the help of the Government and the municipalities along the line, which made liberal grants, while Montreal and Quebec allotted \$1,000,000 each. By his energy and eloquence M. Angers was greatly instrumental in putting the measure through, with the further result that Montreal and Quebec became the terminal points of the coming Canadian Pacific Railway. As a legislator, M. Angers ranks among the foremost men of the Dominion, the Electoral Act being allowed to be superior to the Dominion Act, and the Controverted Elections Act ranking equally high. The Superannuated Fund Law, applied to the children of Civil Servants, is also his. In 1876, M. Angers put a law through the Lower House giving Catholics and Protestants equal control over their educational interests. In 1877-78 a storm burst, which was sure to come, as in the Province of Quebec it is traditional that municipalities never pay a cent for public works, expecting, as a matter of course, that the Government will pay for them. The municipalities declined to plank down what they had subscribed, and M. Angers was defeated in the election of 1878, through the influence of Quebec, whose \$1,000,000 he had endeavoured to make that capital pay. Meantime the unfortunate Letellier crisis broke forth; M. de Boucherville was dismissed, and M. Joly called to form a Cabinet. M. Angers at once joined Hon. J. A. Ouimet (now Speaker) and the late Hon. M. Mousseau and M. Letellier was dismissed in turn. Then M. Angers was elected to the Federal Parliament by a large majority for Montmorency, but the second year following, 1880, he resigned and accepted a judgeship. In 1886 the Provincial Premiership was tendered him, but he refused on a question of principle and retained his place on the Bench till the 20th October, 1887, when he was appointed Lieutenant-Governor of his native Province. M. Angers is possessed of splendid gifts of mind and strength of character, while his debating powers are of a high standard. He is a Canadian in the high and broad sense of the word, holding that every native of the country should strive toward making it a great nationality.

**THE GRAND TRUNK'S NEW STATION AT MONTREAL.**—The new Grand Trunk station at Montreal forms another step in the decoration of the city, and at the same time adds to the comfort of travellers who utilize it. It is situated on the site of the old terminus of the Lachine road, one of the pioneer roads of Canada, now forming a portion of the Grand Trunk Railway. The building itself has been designed for utility, and combines within itself the various requirements necessary for a terminal station. Its external appearance can be appreciated from our view, the materials being stone of the district for foundations and coursed work, with Credit Valley stone for base course; the superstructure, as well as the division walls, are of brick; the face and moulded brick are from Toronto, whilst the terra cotta panels and other decorative portions are from England. The roofs are covered with slate and galvanized iron, and flat portions with gravel. Cast-iron cresting and finials finish the sky line of towers. Capacious covered galleries and foot-way surround the building on its four sides. The station has a frontage of 240 feet by a depth of 100 feet, divided longitudinally into two sections, the larger or front one being utilized for offices on its upper and lower floors, and the smaller for a covered distributing platform, allotting and distributing passengers to their various destinations by means of distinct and separate outlets. A large waiting room 61 feet by 54 feet, by 44 feet high, forms the central portion of the building. Its walls and cornices are of selected and picked brick, with panels of terra cotta. The ceiling is bold in character, geometrically panelled, and is of wood, having large stained glass lights in its centre. Eight large windows with stained glass fanlights are placed on the upper and lower stages, and on the sides of the room are placed the ticket, news, and parcel offices, as also first-class waiting and dining rooms. The dining room and first-class waiting room are each 37 feet by 26 feet, by 20 feet in height; the former is finished with a highly decorated ceiling and frieze supported on ornamental pilasters in native woods, with the usual counter, mirrors and other arrangements requisite and required for this essential portion of the building. There is also a small and cosy room attached for use of private diners, etc.; over this portion are

the kitchen and other rooms. The first-class waiting room has a coved and plastered ceiling, and an extension room allotted to ladies, 23 feet 6 inches by 20 feet, with their retiring room beyond; these latter rooms are carpeted and fitted up with lounges, easy chairs, etc. It may be noted that fire-places of special design are placed in dining-room, first-class and ladies' waiting rooms, having mantels of hardwood highly polished, with mirrors inserted. Fire-places have asbestos logs evidently meant to deceive the public, but really intended for and utilized as ventilators. The floors of the general waiting room, dining room and first-class waiting room are in Maw's encaustic tile work, specially designed for the building. The walls of these rooms are lined to a height of four or five feet with ornamental and panelled wainscoting of oak, ash and cherry. The smaller section of the building (i.e., general distributing platform) is a room 237 feet in length, 37 feet in width and 44 feet in height, the walls of which are of brick and the ceiling of pine, panelled and fixed in bays; there are windows on three sides of the upper storey, and on the lower, doors at either end, and on the sides sliding doors, the latter being outlets to the platforms from which start trains, west, east, north and south. Opening from this platform are baggage room, 54 feet by 26 feet, three storeys in height, customs rooms, retiring room, stairs to upper floor, parcels, news and ticket offices, second-class ladies' and second-class men's waiting room. Stairs to upper floor and agent's office in order named. These rooms are of dimensions to suit the requirements and are finished in a plain, strong and serviceable manner, wainscotted on the average to a height of five feet, and having hardwood floors. Upper rooms are allotted to Pullman and Wagner palace car offices, stationery, cashier, assistant superintendent, conductors and other rooms. The building is heated by hot water, the furnace being placed in a wrought iron watertight chamber, so that in case of a flood the heating arrangements will not be interfered with. Taken altogether, the building is well adapted for the purpose for which it is built, and its bold and striking outline makes it an important feature of street architecture, and an ornament to the city. The roadway in front of the station is 100 feet wide, extending from St. James street toward Chaboillez Square, giving an ample space for carriages, omnibuses, etc. The whole of the station yard has been remodelled to suit the requirements of the new station. The passenger tracks, ten in number, have been laid parallel to St. James street and placed in pairs, with a wide platform varying from 300 to 900 feet in length, and from 15 to 25 feet in width, between each pair. By the new arrangement each train is enabled to arrive and depart daily from the track specially allotted to it, thus preventing any confusion in the working of the yard and adding greatly to the convenience and comfort of the travelling public. We next cast a glance at the change in appointments and management about the station at train time. First to strike the attention is the row of cabs on the square in front of the station. This is the Grand Trunk's private property, and the fact has been taken advantage of to secure strict order and a good class of vehicles and drivers. The cab regulations require that drivers shall be on their vehicles on arrival of trains and shall remain there until passengers are clear of the station. Soliciting fares is rigidly forbidden and carriages are called from the ranks in turn. Overcharging and breaches of the company's rules are promptly punished. Sick and poor people and women with children are afforded the same facilities, when occasion requires, as the richest or those without encumbrance. Inferior cabs have been excluded, and passes to occupy the station stand are only granted after careful inquiry as to the general character and respectability of the applicant, who must also be the owner of the vehicle. At the north-east corner of the station stand the hotel runners in line with their coaches. On no account must a runner solicit passengers inside the depot. A policeman in uniform is always on duty at this point to maintain order and give information to travellers. Outgoing passengers are set down at the main entrance, on the east side of the depot, and their baggage is then taken round to the south side, where two doors open into the baggage department. Here is located the checking counter, attended by uniformed baggagemen. Canadian and American Customs' officers are also on duty to examine baggage crossing the boundary. Baggage, inward and outward, passes through separate doors from those used by passengers. On entering the general waiting room (which is well heated and has seating accommodation for two hundred persons) from the main entrance, the offices of the Wagner and Pullman Car Companies are on the right side. On the left is the refreshment room, where meals can be had in the best style and quality at any hour. Next to the refreshment room is the commodious "parcel" and "inquiry" office—open day and night. Close by is a well-arranged news-stand. Across the room, on the right, is located the telegraph office, available at any time, operators being on hand during the twenty-four hours for the transaction of railroad and public business. Between the telegraph office and first class waiting-room is the ticket wicket. These offices are all designated by plainly lettered signs. The spacious first-class waiting-room opens out of the general waiting-room. This has also communication by a wicket with the ticket office. Beyond it is a handsome room for "ladies only," in charge of a matron, distinguished by a neat and appropriate costume, who is ready at all times to render assistance free of charge. Attached to this is a lavatory liberally supplied with toilet requisites. The "gents' lavatory" is in charge of a porter, and here also is found a supply of toilet necessities. A reasonable charge is exacted for cleaning boots,

but other services are rendered free. All the rooms are well-lighted, airy and easy of access. Two large swing doors on the west side of the general waiting-room open into a spacious promenade, from whence entrance is gained to the platforms from which trains arrive and depart. Along the promenade enamel sign-boards indicate the offices allotted to the "Customs," "Parcels," "Stores" and "Stationmaster's" departments. Here is located the "Second-class Waiting-room," with lavatory for ladies. Adjoining this is the men's "Second-class Waiting-room." Both these rooms will accommodate a large number of passengers and are very comfortable. Smoking is strictly prohibited in all the rooms and offices, and is permissible only on the promenade. A uniformed official announces the arrival and departure of trains in the various waiting-rooms and on the promenade, so that nobody need be left behind nor run any risk of missing incoming friends. Under the lights, which are numerous, are hung neatly and plainly-printed cards, announcing from what tracks the fifty odd trains per day will leave. The tracks are numbered in large white figures on a red background. At the doors on the north-east side of the promenade, nearest the position of departing trains, are uniformed ticket examiners, whose duty it is to inspect tickets and direct passengers to their proper trains. The doors nearest the platform on which a train arrives are thrown open to facilitate egress. No trunks, baggage, mail or express are allowed to be run down the platforms until the passengers are clear, excepting when a close train connection has to be made, and then not more than are actually needed. The risk of accidents and confusion are by this method made least possible. Express goods are kept in the cars and unloaded as quickly as possible after arrival on a special siding at the corner of Mountain and St. James streets, where a building has been erected for their reception. Promenading on the train platforms is strictly forbidden, and the general public are not admitted, but ladies accompanied by children, or encumbered with baggage, or sick persons, may have any desired escort or assistance.

**PAUL AND VIRGINIA.**—We read in the London *Morning Post*: "Two groups of statuettes just completed by Mr. P. M'Carthy at his studio win instant admiration by their felicity of conception and delicacy of execution. In the first, which represents the parting of Paul and Virginia, the sculptor has treated a familiar but ever attractive subject with simple, unaffected grace and touching tenderness of sentiment. The figures are excellently posed, and so tastefully draped as to set off to the best advantage the symmetry of either form; and the expression of grief in each face is regulated with nice regard to the sex and character of the respective personages. The sorrow of Virginia is intensely feminine in its air of disconsolate abandon, while that of her lover is thoroughly masculine, an anguish not demonstrative, yet all the more bitter on that account, the compressed lip and the wrung brow bespeaking "that within which passeth show."

**N.B.**—Paul and Virginia was twice executed in marble. The original for Thos. J. Gibb, Esq., of Tunbridge-Wells was exhibited in the Royal Academy, where it attracted very favourable notice, and replicas were afterward made for the Earl of Malmesbury, the Marquis of Abergavenny, the late Baroness de Rothschild, and other distinguished Art patrons.

**BUST OF ARCHBISHOP LYNCH.**—The value of this bust is that it gives a more real and pleasing view of the head and striking facial features of the late distinguished prelate than any portrait of his that we ever saw. The reason is that the bust stands without glasses, whereas the portraits of His Lordship were, so far as we know, taken full-face, with heavy spectacles. This bust was much admired and appreciated by all classes in Toronto.

**LUNCH TIME—HUNTING.**—A winter scene in the pines, and thoroughly Canadian in all its appointments—the grey leaden sky; the straight, bare trunks of the trees; the sapling bent to a half moon; the fire of underwood and "brush"—precious fire! See how the "cook" bends over it for that indispensable hot water, which you must have in the wilderness as well as in the palace. The costume of the lonely hunters is also picturesque—the balmoral, the jersey, the "arrowy" sash—*ceinture fléchée*—and the top boots of raw moose hide. Oh! the loneliness of the great woods and the calm solitude of these hunters.

**QUEBEC VIEWS.**—Quebec is the ever beautiful, excelling in sublime and varied scenery every site on this Continent. One never tires of the old town, inasmuch as, like Cleopatra,

Age cannot wither her, nor custom stale  
Her infinite variety.

The writer has often noticed that, if you drive in a caleche or cab, with your back to the horse and your face to the square opening behind, at every turn of the hill or street you have a new picture in the same old frame. The group of Bras d'Or scenes were much admired last week, but they were of the unpruned forest and wild nature. In the four views of Quebec, to day, you glance at historic ground as your eye slowly passes over the landscape. The top left picture is taken from the old Jesuits' Barracks looking down Fabrique street, with the River St. Charles on the left; the beautiful village of Beauport full in sight; the glorious Côte de Beauport, past Lake Beauport and winding at the foot of the Laurentian Hills. Directly on the river front are the Princess Louise Docks. On the right hand side the eye gazes from the Esplanade, with the venerable house and gardens of the Ursulines straight before you; the new Court House a little lower to the right; still lower to the right, the rocky Heights of Levis; in front the graceful