

The basement will be utilized for express storage & mail purposes. On the ground floor the Auditor's, Treasurer's & Paymaster's departments will be situated. The 1st floor will accommodate the General Purchasing Agent, Divisional Freight Agent, & Freight Claims Agent. The executive departments will be situated on the 2nd floor. These will include the private & general offices of the General Manager, General Assistant, General Traffic Manager, General Passenger Agent & the Company's Solicitor.

The offices of the General Superintendent & the Chief Engineer & the car service, telegraph & telephone departments will be located on the 3rd floor. The upper or 4th floor will contain a large assembly room, where deputations may be received, & the superannuated, medical & stationery departments, as well as the offices of the Express Auditor & his staff. Waiting rooms & lavatories will be fitted up on each floor. There are 2 towers to the building, one of which will be surmounted by a dome & flag pole. The other will be flat & will be used for the purpose of showing visitors & railway officials the Victoria Bridge & the Point St. Charles property of the company. From this vantage point an excellent view of the city may also be obtained.

The material for the exterior walls has not yet been selected, but it is probable that a mixture of sandstone & granite will be decided upon. The interior furnishings will be of oak & marble.

The corridors will be wainscotted with marble, & above that the panels will be fitted in with ornamental plaster work. The wainscoting in the different offices will be of oak, richly panelled & carved. The offices will open out on gallery corridors, & the whole building will be well lighted & ventilated. The structure will be heated by steam & lighted by electricity. Its cost will amount to \$500,000. It is expected that it will be ready for occupancy in Jan., 1900.

It is the intention to bring all the structures between Montreal & Portland, Me., up to the requirements of the heaviest modern rolling stock & loads, but at present only those between Montreal & Island Pond are under renewal. The number of bridges on this latter section is 49, & their aggregate length is 4,674 ft. The most important one that—across the Richelieu River, a navigable stream—was finished early last year; its length is 1,107 ft. A large proportion of the bridges are small, & for these rivetted plate-girders are used. The large streams are crossed by pin-connected trusses, the spans varying in length

from, say, 100 to 156 ft. It is also intended to renew some bridges on the Southern Division between Windsor & Fort Erie, Ont.

Large sheds and warehouses are being erected at Collingwood docks to replace those burned last fall.

The Co. will replace Goderich station with a red brick structure this year. It will be similar to the Berlin station.

It is rumored that the Lakefield branch, which runs from Peterboro' to Lakefield, 9 miles, will be extended northeast about 35 miles to connect with a proposed extension of the Pembroke Southern at St. Olo, so as to materially shorten the distance between Toronto & Pembroke. It is rumored the Co. will build from Kingston, Ont., via Smith's Falls & Richmond to Ottawa. A rumor was recently sent out from Windsor, Ont., to the effect that the G.T.R. was about to construct a branch from Belle River through Essex to Kingsville, that on the strength of the rumor several pieces of property had recently changed hands in Essex, & that the Manager of the Cameron estate, which has large holdings in that neighborhood, admitted that he had consented to give the land for the station at Essex. The rumor was probably started to boom real estate, as we are authorized by the G.T.R. management to state that there is no truth in it.

Interlocking and derailing apparatus has been put in at the G.T.R. & C.P.R. crossings at St. Johns & St. Constant, Que., & the appliances have been inspected and approved for the Dept. of Railways.

THE VICTORIA JUBILEE BRIDGE.

The work of double tracking the new bridge was completed Dec. 13, & both tracks were at once put into use. Work on the driveways for wagons, &c., & and the footways, is being gone on with. It is expected the official opening will take place May 24, & that Sir C. Rivers-Wilson will be present. A report that the Prince of Wales would open the bridge was industriously circulated, but there is not believed to have been any foundation for it, & it has been officially denied. The Prince opened the Victoria Bridge in 1860, & the gold rivet he drove into the centre of the span is now in the G.T.R. general offices. It is said it will be deposited in the Parliamentary Library at Ottawa.

Chief Engineer Hobson, who has been in charge of the reconstruction of the bridge, has received great praise for the eminent skill displayed in the manner in which the work was carried out under his direction.

The fact that during the progress of the work, including the removal of the great tube, there was no delay of the business of the Grand Trunk, & that the trains passed over the bridge as usual, the aggregate detention during the whole time not exceeding 24 hours, has been selected for special admiration, which has been expressed in the British engineering journals & elsewhere. Sir C. Rivers-Wilson has recently, in England, drawn attention to this splendid piece of work, at the same time indicating that English engineering was behind so far as similar work & problems were concerned.

The scrap iron representing the tubes of the old bridge made 477 carloads, & was sold to a Hamilton, Ont., firm.

At a recent meeting of the Canadian Society of Civil Engineers, a series of lantern views was given, illustrating the work of constructing the Jubilee Bridge. W. McNabb, Assistant Engineer of the G.T.R., gave short descriptive explanations of each view. The 1st showed the old bridge & opened the flood gates of memory for some of those present. Mr. McNabb praised the wisdom and foresight of the engineer who constructed it, & remarked that he had little dreamed that in 38 years from the day of its opening the railway traffic demands would have necessitated a double tracked structure. Weight of rolling stock, as well as traffic, had increased since then. The traffic of weights averaging 1 ton to the foot was thought in the old days to be the limit, & that only 3 locomotives could haul such weight. Things were changed to-day in hauling systems. When it was remembered that 80 to 100 trains passed over the bridge every 24 hours, & that the block system was used exclusively, the necessity of a double track was self-evident.

Views were then presented of the works on the new bridge. The lantern worked well, & the audience were practically transported to the actual works. The huge elevated cranes & tremendous iron beams, with the gangs of men busily working, passed vividly before the eyes, & Mr. McNabb made every scene interesting by excellent explanations. The unique work of closing the final span, was graphically described.

In proposing a vote of thanks, E. Keating spoke of the old bridge as among the seven wonders of the world, & some one in the audience suggested that the new bridge was the eighth. He was surprised that in a work of such magnitude no more than two fatalities had occurred, and every detail reflected the greatest credit upon the engineers.

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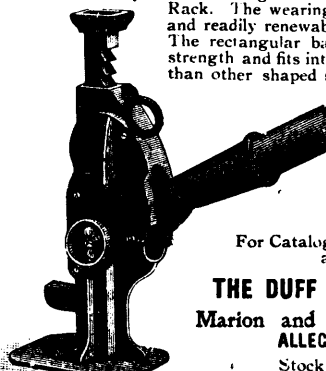
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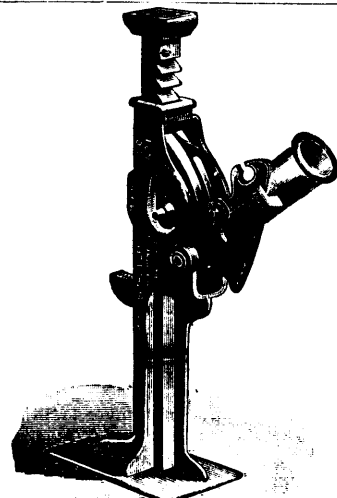
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