

Central Vermont.—Work was started Oct. 12 on the extension of the Montreal & Province Line Ry. from Farnham to Freleighsburg, a distance of 18 miles, the intention being to complete the work this year. A line was in operation over this route about 25 years ago, but was abandoned. The country is generally level & the work will be light. Stations will be established at Stanbridge North, Stanbridge East, Riceburg & Freleighsburg. The work is being done directly by the Co. Operations will be commenced as soon as the extension is completed. (Aug., pg. 238.)

The Co. is reported to have let contracts for steel bridges at Winooski, West Berlin, Northfield, East Granville, Royalton, West Hartford & Richmond, & for 12 or 15 plate girder structures on the Southern division.

C.P.R. Betterments, Construction, Etc.

Atlantic Division.—During the last week of Sept. & the first week of Oct. exceedingly heavy & continued rains fell in New Brunswick, doing great damage to the Co.'s lines. Between 25 & 30 washouts occurred, mainly between Fairville & Vanceboro, on the St. John-Montreal line, & along the branch lines. These ranged from slight washouts from 2 ft. deep, to huge excavations up to 15 ft. deep & over 100 ft. long; several trestles were extensively damaged & some culverts washed out. Through traffic was entirely suspended on the St. John end of the line from Oct. 11 to 19, & passengers had to be conveyed from St. John up the St. John River to Fredericton, thence by team to Fredericton Jct., & vice versa, this route having to be used both for the St. John-Montreal & for the St. John-New England traffic. Superintendent Timmerman & Division Engineer Barber were incessantly on the line superintending repairs, & had about 1,000 men at work. Manager Tait went down from Montreal to look over the situation. It is said the cost of repairing the main lines & branches will be nearly \$100,000.

Windsor St. Station, Montreal.—Good progress is being made on the westward extension of this building for station & general office purposes. The masonry is completed & interior work is now being done, it being the intention to have the extension completed for occupancy early next spring. (Dec. '99. pg. 348.)

The trestle approach to the station from the west is being replaced with permanent work,

& the Co. is allowing some property it has bought to be filled in with material from foundation excavations, etc., with a view to utilizing it for additional side track room later on.

Montreal to Toronto.—Under the direction of the Chief Engineer of Construction, A. C. Dennis is surveying a new line from Claremont, on the Montreal-Toronto line 310 miles from Montreal, to about 1½ miles west of Agincourt, also on the Montreal-Toronto line, a distance of about 17 miles. The survey runs north of the present line, the object in building the proposed diversion being to reduce the gradients, which are now 1%. The new line is expected to run pretty close to Markham.

Smith's Falls Divisional Offices.—The staff have moved into the new quarters recently completed. The building is a 2-story frame one on stone foundations, 36 ft. x 55 ft., with bay windows. There is a passage-way through the centre of the building, with rooms on each side. On the ground floor are conductors room, B. & B. Master's office, Roadmaster's clerk's office, Roadmaster's office, Trainmaster's office, telegraph office, & book-keeping room. On the first floor are Superintendent's office, Chief Despatcher, despatchers, stores, Superintendent's clerks, Resident Engineer, draughting room. There is a lavatory on the ground floor. The building is heated by steam. (Jan., pg. 6.)

Chateau Frontenac.—Several of the directors recently visited Quebec, & as a result it has been decided to make a large extension to this hotel. President Shaughnessy & Bruce Price, architect, of New York, subsequently went to the Chateau to look the ground over, & it is understood Mr. Price is now working on plans for the extension. Some difficulty is being experienced in obtaining the necessary land.

Ottawa Connecting Line.—Nothing is likely to be done this year about the construction of the proposed line to connect the Co.'s union station near the Chaudiere Falls with the central station near the canal basin, but it is said to be probable that construction will be gone on with next year. It is said the options on property that are necessary have been secured. (Aug., pg. 232.)

The Ottawa Union Station is rapidly nearing completion, & it is expected that it will be ready by Dec. 1. The design may be described as being of the modern American style of architecture, savoring considerably

of the Romanesque. The building has a frontage of 156 ft., & is 40 ft. deep. A wing on the east side will have a frontage of 35 ft., & will be 80 ft. deep. The station will be almost twice as large as the old one, which had a frontage of about 50 ft. The centre pavilion runs up 4 stories. The building will have a high pitch roof of Rockland slate. Its foundations are on solid rock, 12 ft. from the surface. For 3½ ft. above the foundation the walls are of Scotch granite & above the masonry is white Scotch fire brick. The windows are all large & fitted with English sashes. The central room will be a general waiting room 32 by 40 ft. It will also contain a ticket & telegraph office. To the right of this room will be the 1st class waiting & smoking room for men & a 1st class waiting room for women. Between the two a corridor will extend to the north end of the building, at which will be situated the restaurant, kitchen & pantry. To the left of the main waiting room will be the 2nd class waiting room. At the extreme left there will be the 80-ft. wing, which is to be utilized as a general baggage room & as the office & store room of the Dominion Express Co. Upstairs will be situated the offices of the Superintendent & staff; train despatchers, Trainmaster, Roadmaster, Building & Bridge Master, & three spare offices. The building was commenced on July 20, & is expected to cost about \$25,000. The station is situated 50 ft. back from the road, between the aqueduct & the Richmond Road. Ample space will be allowed for vehicles in front of the station. Six tracks for passenger trains have been constructed to connect with the new station. Two platforms, with umbrella roofs, 700 ft. long, have been built between these tracks. The platform at the rear of the station is also covered by an umbrella roof. The old station site & tracks will be used as an extensive freight yard. The new station is about 5 ft. above the former one & this difference in level has been filled in & graded. E. Maxwell, Montreal, is the architect. An illustration of the station is given on page 329. (Aug. pg. 232.)

Eastern Division Shops.—An Ottawa paper recently stated very positively that the Co. was preparing to erect extensive workshops on its property at Westboro, a suburb of that city, to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton Jct. might be done at Westboro, & that the electrical power of the Metropolitan Co., conveniently situated at Britannia, would be used. We are officially

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