

Work on the Canadian Pacific.

West St. John, N.B., Terminals.—The Co. is doing a large amount of work at its deep-water terminus at West St. John, formerly known as Carleton, on the west side of St. John Harbor, & which is reached by a branch line of 4 miles from Fairville, the 1st station west of St. John, & in fact, the 1st station on the eastern end of the system, as the Co. uses the I.C.R. station in St. John. Over \$600,000 is being expended in the extension of wharves, warehouses, &c. The city of St. John joined the Co. in the work & retains the ownership, leasing to the Co. for 999 years. To show the extent of the work, it may be stated that 14 acres are occupied by wharves & docks, of which 2½ acres is warehouse floor space. The wharf frontage extends 2,100 ft., forming 5 distinct steamship berths of over 400 ft. each, all of which will accommodate at the low state of the tide vessels drawing 28 ft. of water. There is one stretch of wharf 870 ft. long, with 28 ft. of water at low tide, that will easily accommodate the largest vessel afloat. Each of these wharves will be provided with conveyors that will enable vessels to take on grain & cargo without moving from the original position & will permit them at the same time to receive from & dispatch into the sheds their package freight without intermission or delay. The elevator, which has a capacity of 250,000 bushels, is being increased to 1,000,000 bushels capacity, at a cost of \$150,000 for the elevator & conveyors, there being 2,500 ft. of the latter. There are 4 conveyors, 1 being double decked. They have a loading capacity of 6,400 bushels an hour & can load 4 steamers simultaneously. Stock yards are being built to accommodate 1,000 cattle. The warehouse accommodation is of the most extensive & substantial character, & in viewing, as the writer did recently, these terminal improvements at West St. John, which, as before mentioned, cover an area of 14 acres, every portion of which is utilized to the fullest advantage, those interested in the steamship traffic & its development will heartily appreciate the efforts made by the Co., with the generous aid of the City, in affording so inexpensive & efficient means of accommodating it.

Atlantic Division Bridges.—In our June issue, pg. 97, we referred to the improvements being made on this division. It may be added that a considerable amount of bridge work is being done in Maine, between Megantic & Mattawamkeag. During construction the bridges were built with stone piers, steel superstructures & short wooden approaches. The piers are being made into abutments & the wooden approaches are being filled. Wooden structures are being replaced by stone abutments with steel superstructures. Two steel viaducts that had wooden approaches are having stone abutments put in & the approaches are being filled. Nine wooden trestles are having box culverts put in, & the whole structures are being filled in. One wooden trestle is being replaced by a 14 ft. stone arch, with filling.

Place Viger Station.—This station & terminal hotel in the east end of Montreal was opened Aug. 13. The building was erected in consequence of an agreement entered into between the Co. & the City Council. Rather than return to the C.P.R. some property that has long been used as a park, the City offered to buy a site for a new building & exchange it with the Co. for the park. The offer was accepted & the City purchased the site upon which the building now stands. The Co. faithfully carried out its part of the agreement by erecting one of the handsomest buildings in Montreal at the cost of \$350,000, & producing at the same time the finest & most modern hotel in Canada. It has been furnished with a regard only to good taste & not

expense, & is a credit to the city. The station occupies a whole block, & is situated on Craig St., facing the Viger Gardens; it is bounded on the west by Berri, south by Notre Dame, & east by Lacroix St. The Craig St. frontage is 300 ft., & the depth, measured along one of the wings, is 116 ft.; the depth of the main portion of the building is 50 ft. The tower rises 138 ft. above the curb, the whole structure forming a grand aggregate of 1,750,000 cubic feet.

The building is arranged after the idea so prevalent in England, with the hotel above the station proper, making it at once a haven of rest & comfort for the travelling public. The architecture is of the French Renaissance, partaking of the type of the old chateau found on the banks of the Loire. The general outline & effect of the building is one of great solidity combined with gracefulness, & with its numerous towers, turrets & quaint gables it forms altogether a most pleasing sky line. The situation, in fact, is of the very best, as it commands a splendid view of the Gardens & that portion of the city. The C.P.R. evidently does not agree with those people who think that the west end is the only place for a first-class hotel. The Co. has faith in the east & has built an hotel whose magnificence would command liberal patronage wherever the building was situated. The lower portion of the building is of Montreal gray limestone & the upper portion of Scotch buff fire brick with stone trimmings, all in complete harmony, & emphasizing the beauties of the noble & graceful style. The Craig Street facade is composed of the grand portico, with 21 elliptical arches, the portico being 228 ft. long by 16 ft. wide. It is crowned on the top by a beautiful balustrade, behind which can be seen the spacious balcony. The tower, raising from a graceful sweep into a great circle, is the central point of interest & with its numerous turrets & gables makes a telling picture. The arcade is lighted from the balcony with prismatic lights. This arcade is one of the most pleasing features of the building. It runs along the front of the hotel & has 21 arches. Broad granolithic steps lead up to it from the sidewalk. The arcade will be a delightful place for the guests to sit out the pleasant hours of a summer evening, & facing the Gardens, will command a pretty view. The 2nd storey comes out over the arcade. The building is 5 storeys high. The slate roofs are very steep, being at an angle of 50°, studied by copper & stone dormers & airy turrets, the whole mass making an unexcelled sky line. In the centre of the arcade large doors afford admittance to the general waiting room, which is circular in form & is in the centre of the whole building. It is 55 ft. in diameter. To the left, arranged along either side of a main corridor, are the offices of the executive officers, smoking rooms, ladies' waiting rooms, & lavatories, while farther along is the baggage room, & to the rear of the baggage room, occupying a whole wing of the building, is the express room. To the right of the main waiting room is the hotel department. All the upper floors are devoted to hotel purposes on plans arranged according to the most modern & up-to-date ideas. Passing out through the main waiting room the car tracks are found. The passenger platforms are covered over with roofs which run up to the rear of the building, thus putting the passengers to no inconvenience or discomfort during unfavorable weather. The station is one of the most completely equipped buildings of the kind on the continent. In the hotel portion, west of the central tower, are the reception room & offices just off the corridor, & off the same corridor are the smoking rooms, cafe, bar, billiard room & barber shop, parcel & cloak rooms. From the centre of the rotunda a grand marble staircase leads to the 1st floor, which is of Mosaic, with a Greek fret border round each room & the corridor. The build-

ing is wainscotted & trimmed with oak throughout. On the second floor are the dining rooms, breakfast room, writing rooms, parlors, etc., all finished in oak, besides the extensive corridor running the whole length of the building 10 ft. wide. Throughout the rest of the building are found ample sized parlors & bedrooms, making a total number of 150 bedrooms. These bedrooms are arranged to rent en suite or single, as required by guests. In this hotel will be found all the accommodation necessary, everything being modern & up-to-date, electric light wiring, wired throughout in iron-armored conduit, steam heating, electric elevators, & bells, & a kitchen service unsurpassed. An illustration of this hotel appeared in our June no., pg. 97.

Montreal & Ottawa Ry.—This line, having been completed, will be opened for passenger traffic Aug. 28, by 3 hours' service between the 2 cities, 2 trains a day each way. The rumor is revived that the Co. intends building a passenger station in Ottawa on the east side of Sapper's Bridge.

Point Fortune to Hawkesbury.—A number of daily papers have recently been asserting that the Co. had decided to extend the Point Fortune branch, from that place, 24 miles from Vaudreuil on the Montreal-Toronto line & 47 miles from Montreal, to Hawkesbury, Ont., on the Ottawa River. We are officially informed that there is no truth in the statement.

Eastern Division.—In our July issue, pg. 123, we give a summary of work being done on this division. It is said \$80,000 are being spent between Cartier & Port Arthur in cleaning out old cuts & rebalasting. In fact, more work is being done than in any one year for the past 10 years. The few remaining trestles are mostly being filled, wooden bridges are being replaced by iron, & heavier rails are being laid.

Fort William to Winnipeg.—The work of replacing the few remaining old rails with new heavier ones is proceeding rapidly. The wooden bridge across the Kaministiquia River is being replaced by a massive stone arch similar to the one illustrated in our May issue, pg. 63. The long trestle near Finmark is being filled. A large number of additional side tracks are being put in & others are being changed; so that the distance between any 2 will not be more than 7 miles.

The Stonewall Branch, which runs from Winnipeg north to Stonewall, 19 miles, is being extended to Foxton some 18 miles further north. Neil Keith has the contract. G. H. Garden, C.E., is in charge of the surveys, &c., for the C.P.R. (Official.)

The Pipestone Branch, which runs from Menteith Jct., on the Souris Branch, to Reston, 31 miles, is to be extended west 25 miles this year. Neil Keith has the contract. It is the intention to build a further 40 or 50 miles next year, which will carry the line to about Carlyle, Assa. (Official.)

Branch from Hartney.—This is a sort of Will-o'-the-wisp that up to date we have been unable to locate. In our June issue, pg. 97, we stated a branch of 20 miles would likely be built from Hartney east, which would for that distance parallel the Belmont—Hartney branch now building by the Northern Pacific. Then it was announced in a contemporary officially that a branch would be built west from Hartney 20 miles, instead of east. So far work has not been started from Hartney in either direction. We understand the original proposition was for a spur from Hartney 20 miles eastward & a little south, with the idea that it might ultimately be connected with the Pembina mountain branch at Killarney. Winnipeg papers announced that Neil Keith had moved his outfit to Killarney to start work on this spur, but he afterwards moved it to Reston & put it at work on the extension of