

# PROPOSED CENTRAL UNION PASSENGER STATION, AND TERMINAL HOTEL, OTTAWA, ONT.

In securing its entrance into the Capital City of the Dominion of Canada, the Grand Trunk Railway inherited the conditions imposed upon and accepted by its predecessor, viz.; to erect a Union Passenger Station. Vice-President Hays proposes voluntarily, in addition, to erect a first-class modern up-to-date tourist hotel, provided a suitable site can be found, which can be connected (by subway) with the station. This hotel would not only accommodate members of parliament, but visitors from far and near, and would help to develop and improve the beautiful city of Ottawa.

The Premier, Sir Wilfrid Laurier, before and since his recent trip across the continent and through England, has used every effort to help this problem along, and to his untiring zeal is due, in a great measure, the fact that this vast

famed "Waldorf-Astoria," "Manhattan," "New Plaza" Hotel, etc. The work at Ottawa will be looked after by local architects. Thus Ottawa will shortly possess railroad terminal facilities and hotel accommodations of which it may well feel proud, and which will help more than anything to develop the city's growth in attracting tourists and others to this beautiful, but so little visited section of the Dominion. Although a comparatively new city, Ottawa possesses many advantages over its sister cities, as to location and natural beauty. What is still more to the point, both the station and hotel, (the latter appropriately named "Chateau Laurier") will be located in the very heart of the city, both facing the Plaza formed by the intersection of Dufferin and Sapper's Bridges with Rideau Street. The hotel stands at the southwest corner of Major's Hill Park, overlooking Parliament Buildings, Ottawa River, Rideau Canal; in the distance, Chaudiere Falls, the Gatineau Valley, and the Laurentian

The Rideau Street level is approximately 22 feet higher than the tracks. At the centre of the building at this level is a wide interior portico and lobby with a commodious stairway to waiting room below; also ample elevator service. The wide generous exit stairway from the train shed and concourse will be used for this purpose only, and extend to the intersection of Sapper's Bridge at the Rideau Street level, as at present from the old station.

The Mezzanine between grades contains the train dispatcher and station master's offices, service rooms, etc. The upper floors are arranged for railroad offices, with all modern accommodations. The structure in all its details will be fire-proof throughout, with framework of steel, and exterior of stone. A modern up-to-date structure with all accessories for convenience and comfort.

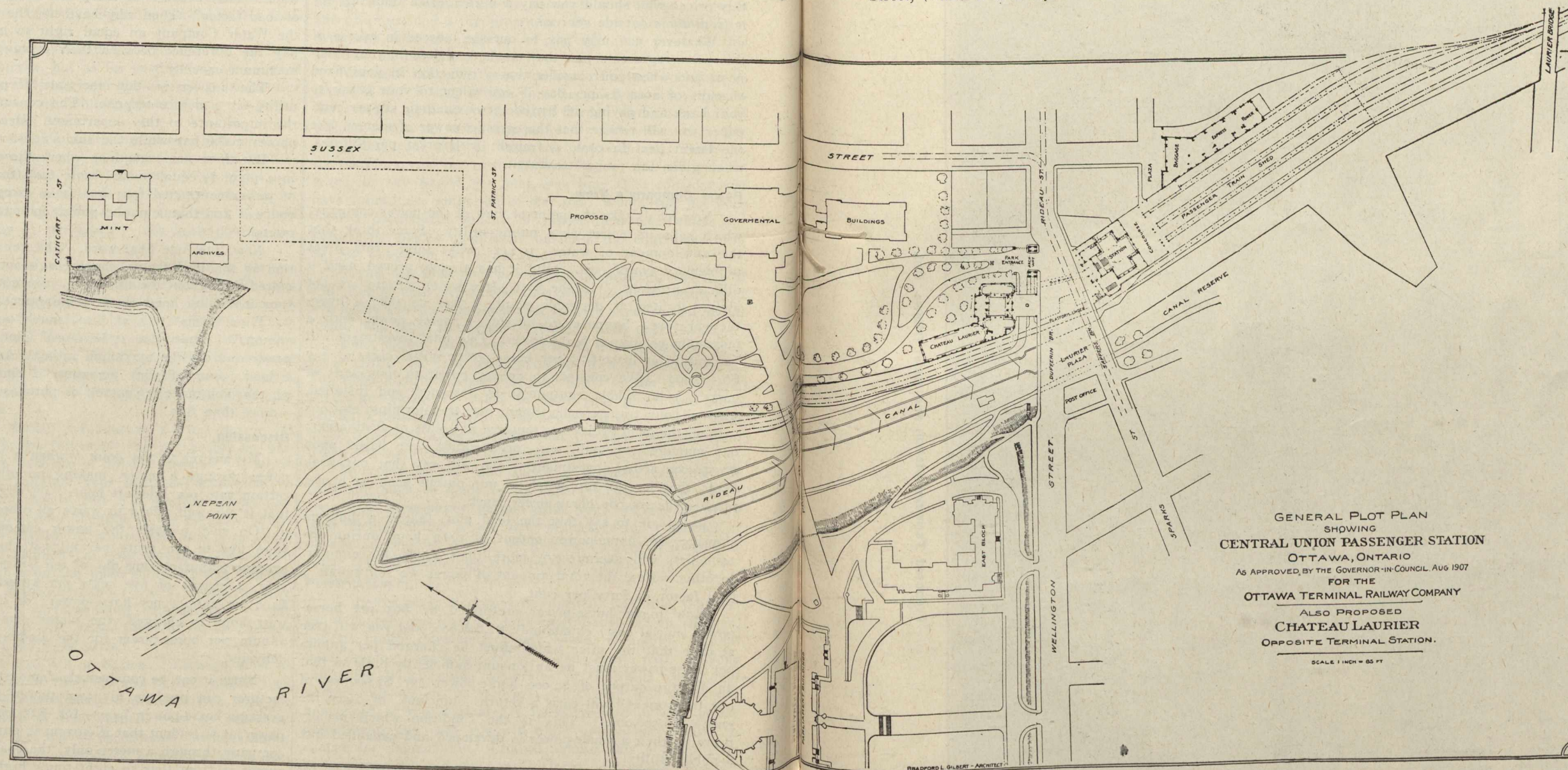
A separate annex is located at the axis line of Sussex Street, (which it is likely will be widened by the city), and

in comparison than any other city of its size either in the United States or Canada.

The "Chateau Laurier" will contain over 300 bedrooms and 125 baths in addition to ample service and public rooms, private banquet halls and ball rooms, special and royal suites, etc., also terraces on the ground floor overlooking the park, with lamps similar to the Bois du Boulouge, Paris.

In addition to all modern conveniences, accommodations and furnishings, which go to make up a first-class and successful hotel, it will be operated and maintained "par excellence."

In keeping with the Parliament Buildings, which dominate the local architecture, also the new Departmental Buildings soon to be erected, the station and hotel for the Terminals Railway Company, have been designed in a free gothic, which will all help towards the future realization of "the city beautiful." The foregoing information was kindly



improvement is at last assured, and preliminary work has already begun on the site, and foundations for both structures will be put in position this fall.

The plates show the general ground plan and track layout, and two views; one from the roof of the station, looking towards the hotel, and the other from the post-office, looking towards the Plaza, and showing both buildings on either sides; from the design of Bradford Lee Gilbert, architect, of New York and Ottawa, who was selected on account of his experience as having solved many difficult terminal problems; among which may be mentioned the Grand Central Station, New York, the Illinois Central Station, Chicago, New York and New Haven at Fall River, etc.

Mr. Gilbert is also at present engaged in remodelling the Windsor Hotel at Montreal; Mr. Hardenbergh being associated with him, the latter being the architect of the world-

Mountains encircling all; a combination view unsurpassed in Canada.

The union station and railroad office building as designed for the Ottawa Railway Terminals Co., (which is controlled by the Grand Trunk Railway), is approximately 150 feet square; main waiting room, ticket office, concourse, etc., being located on the track level adjoining a new station plaza 90 x 180 feet, for hacks, baggage wagons, street cars, etc., similar to the Bonaventure Station Plaza at Montreal.

Adjoining this plaza and the station proper, the train shed 150 feet wide by 800 feet long, will extend alongside the Rideau Canal; the passenger platforms 20 feet wide, and over 1,000 feet in length, and covering 9 tracks with connection to Alexandra Bridge. This train shed is designed to be used for the accommodation of the Grand Trunk Railway, the Canadian Pacific, New York Central, and future connections.

contains baggage and expressrooms, also rooms for conductors and train men, mail, customs, power plant, etc.

The area of the principal rooms is approximately as follows; viz.:—General waiting room 52 feet square, with wide wings, each 50 x 50 ft., and 40 ft. in height. Woman's room, 52 x 32 ft., with rest room, lavatory, etc. Men's smoking room, 32 ft. square. Union ticket office, 52 ft. square. Lunch room, 52 x 35 ft. Sleeping car, telegraph office and information bureau each 15 x 20 ft. Train dispatcher's, 52 ft. square. Phone booth, news stand, parcel room, etc., as required; also second class accommodation. Public concourse, 155 x 50 ft.; union baggage room, 90 x 70 ft.; express, 50 x 50 ft. etc.

The total ground area utilized for terminal station, approaches, etc., amounts to over 300,000 sq. ft. Thus Ottawa will possess when completed in 1909, a union station larger

furnished by Mr. R. S. Logan, assistant to second vice-president of the Grand Trunk Railway.

## THE TALLEST CHIMNEY.

According to "Power," September, 1907, the Eastman Kodak Company recently finished a brick chimney 366 ft. high, 19 ft. 6 in. inside diameter at the base and 9 ft. inside diameter at the top, lined throughout with a 4-in. acid-proof lining, with a 2-in. air space between the walls. The construction is of Custodis brick. This chimney is 1 foot higher than that of the Orford Copper Company at Constable Hook, N.J., and consequently is the highest in the United States, but will be greatly exceeded by the new chimney of the Boston & Montana Mining Company at Great Falls, Mont., which is now under construction.