

on these structures is about completed, & trains will soon be running over the second track. When this improvement is finished the G.T. will have a double track between Montreal & Toronto, with the exception of the 46 miles between Port Union & Port Hope. Some day the Co. intends to lay a double track between these points, but it is not included in the improvements which are to be carried out in the immediate future, & the company will have a large force employed this summer in improving the road bed on the eastern division. A great deal of ballasting & other work is now going on in order to bring the road bed up to a first-class condition after the wear & tear of the winter.

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

McAdam Jet. Station.—Work has been commenced on this building, which will be a handsome 2½ story structure of McAdam grey granite, with Welsford Red Granite corners, which will make a pretty contrast in color. It will be 133x36 ft., with a basement 60x36 ft., in which will be located the coal cellar, kitchen, larder, scullery, laundry, drying room & boiler room. On the ground floor will be the lunch room & dining room, which will form part of the hotel, & ladies' & general waiting rooms, toilet rooms, ticket office, baggage & express rooms. The first floor will be divided, half being taken up by the hotel accommodations, which will consist of 7 bedrooms, parlor, reading & writing room, bath room & closets. On the other end of this floor, & separated from the hotel, will be the offices of the superintendent & staff, train despatchers, train master & conductor's agent, freight & customs. The attic will contain 4 bedrooms for the hotel servants. A veranda will surround the entire structure.

Place Viger, Montreal.—The foot bridge leading from Notre Dame st. to the landing platform of the Place Viger station has been completed, & is open for traffic. Its construction has been much delayed by the difficulty in procuring steel. The completion of the bridge releases the last of the city's grant on account of the new station, hitherto withheld as security for the construction of this bridge, which is considered a great advantage by the people of the East ward.

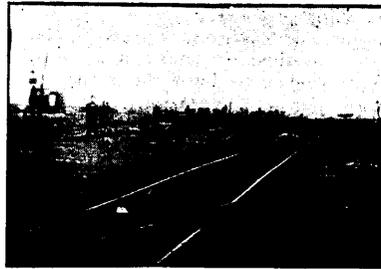
Norwood to Apsley.—A short time since a deputation from Peterborough county, Ont., interviewed President Shaughnessy in regard to the construction of a branch from Norwood, on the Montreal-Toronto line, 18 miles east of Peterborough, to Apsley, in the northern part of the county, some 25 miles. It is

said Mr. Shaughnessy recommended the deputation to form a local company & obtain a charter, & said that if the usual Government subsidies were secured the C.P.R. would arrange to build the line & operate it. It is said steps are being taken to act upon Mr. Shaughnessy's suggestion. (Aug., '99, pg. 233.)

Toronto Terminals.—An additional freight shed, 38x600 ft., similar in construction to the present one, & a freight office, 40x85 ft., are being built. Both these buildings will be covered with galvanized iron. A roadway about 30 ft. wide is being made along the south side of the new freight shed. A new track is being laid along the north side of the new freight shed, & a new track from York st. bridge along the northerly limit of Lake st., & to the south of the new roadway. This track will be used as a delivery track. The other tracks will remain as they are, except that the present track to the south of the old freight shed will be shifted a few feet to the south to have it the proper distance from the proposed new track along the north side of the new shed. The present bonded shed, which is about 200 ft. long, & located south of the present freight offices, will be moved southward a few feet, in order to bring it in line with the new Freight Shed. These two sheds will then form one building 800 ft. long. (Feb., pg. 39, Mar., pg. 71.)

Parkdale.—A statement in a contemporary to the effect that a station is to be built at Parkdale to replace the present one is incorrect, at least as far as this year is concerned, no appropriation having been made for the purpose.

Ottawa Union Station, etc.—The disastrous Hull-Ottawa fire on Apl. 26-27, completely destroyed the Co.'s Union Station, freight sheds, etc., causing a loss on buildings of \$40,000. The Co. also lost 175 freight cars, valued at \$130,000, & freight valued at \$30,000. The illustration here given shows all that was left of the buildings.



Manager Tait, when in Ottawa a few days after the fire, said, in regard to rebuilding: "The proposed buildings will depend altogether on the assurance given the Co. by the city that it will be reasonably protected from fires. The Co. does not propose erecting costly buildings if they are to be surrounded by lumber piles & wooden shanties. If reasonable protection is guaranteed, the Co. is prepared to go ahead immediately with the erection of a station which will be a credit to the city & quite in keeping with the policy of the C.P.R. in building magnificent stations at all important centres. Arrangements have been made so that the station can be located quite convenient to the heart of the city. The freight sheds will be 3 or 4 times the size of those destroyed, & will be constructed with a view to the ornate in architectural design." General Superintendent Spencer has since shown the plans for the proposed new station, yard, etc. They provide for a building 250x50 ft., & 3 stories high. In style it will be similar to the Place Viger station at Montreal. There are two plans for the building, one of brick & stone, the other of stone. The 1st floor will be devoted to general waiting room, ladies' waiting room, dining hall, restaurant, baggage, etc., & the 2nd to offices. Behind the station will be 6 covered ways, ranging from 540 to 800 ft., & giving accommodation to 10 tracks. The passenger tracks will be entirely separate from the freight tracks, the latter coming in on what is now the main line.

Port Arthur.—The press despatch referred to in our last issue, stating that the Co.'s passenger & freight dock at Port Arthur was being re-built in view of the large trade in prospect, was incorrect. Some repairs are being done to no. 2 dock at the foot of Arthur St., but nothing further.

Fort William to Winnipeg.—The Port Arthur Herald recently said: "It is stated that the C.P.R. will construct another track from Fort William to Dexter at the height of land dividing the waters of Lake Superior from those that flow into Hudson's Bay. The new track will be of much lighter grade, & will follow the hills to the south of the present line the greater part of the way. It will follow the Kaministiquia valley so far as practicable, swinging in toward Kakakeba Falls. It is further stated that the present line will, where feasible, be used & the balance taken up. The object sought by the Co. is to secure a track of a light grade to the height of land in order that full trains may be taken to that point, instead of half trains as at present, & thus be on an equal footing with the O. & R.R. Ry., which will be able to pull full



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