

G.T.R. Betterments, Construction, Etc.

Portland Wharves.—Plans are being prepared for the reconstruction of the company's wharf and sheds at Portland, Me., which were burned some time ago. The wharf will be rebuilt on the old lines.

Freight Yards at St. Lambert, Que.—Plans have been filed for the laying out of freight yards covering an area of about 100 acres at St. Lambert. No decision has been announced as to when work will be started on the laying out of the yards. The plans for the layout show a general yard a short distance from the end of Victoria bridge, just beyond St. Lambert station, covering about 25 acres. This yard will be used for storing purposes. Beyond this to the east will be situated the westbound sorting yard and the eastbound receiving yard, alongside each other, with the caboose tracks between them, while further along the main line will be the eastbound sorting and departure yard and the westbound receiving yard arranged in a similar manner. Between the general yard and the westbound sorting and departure and the eastbound receiving yards, will be space for stores and supplies, while the space between the second and third groups will be employed for scales and cinder pits. The

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Garden Hill-Cobourg Cut-off. — Arrangements are reported to have been completed for making a survey during April and May, for a cut-off from Garden Hill, on the Midland Division, to Cobourg, Ont., as a continuation of the proposed short line from Lindsay to the main line. The report further states

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that a new station and freight shed will be constructed at Cobourg, and the yards modernized.

Kingston Subway.—H. E. Whittenberger, Superintendent G.T.R., has asked the City Council of Kingston, Ont., to appoint representatives to meet the company's engineers and go over the ground in the vicinity of the G.T.R. junction, and try to settle on some plan for crossing protection that will be satisfactory to all concerned. The company has prepared plans for an overhead bridge which would involve the closing of two public highways. Meetings of farmers and others interested have been held to protest against the divergence of Perth Rd. and Montreal St., which the carrying out of this proposal would necessitate.

London Improvements.—The question of track elevation in London, Ont., was not dealt with on the occasion of the visit of the Board of Railway Commissioners to the city recently. Certain questions in connection with level crossings were considered, not only in London, but at other nearby points. The Mayor of London said he had been informed that the company's engineers were busy with the plans, but it would be some time before they were finished. It is said that all preliminary arrangements

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the consent of the Harbor Commissioners. The provisional directors are:—A. Bergerin, A. Wainwright, E. A. Bernard, Montreal; and Hon. W. Mitchell, Drummondville, Que. This line we are advised has been partially surveyed, but it has not yet been definitely determined when construction will be started.

Bonaventure Station.—A Montreal dispatch says the G.T.R. has plans completed for a station to replace the present one, that it will be built much on the lines of the St. Louis, Mich. Union Station. It is said that the elevation of tracks in the city will be gone on with at the same time and that the total expenditure will be about \$2,000,000. We were officially advised June 24, that nothing is known at G.T.R. headquarters of any new plans that have recently been completed for a proposed station. The officials have on a number of occasions, during the past 10 or 12 years, figured on new plans, but nothing has been definitely determined. The report referred to is probably due to the preparation of the Montreal city council to make application to the Board of Railway Commissioners for an order requiring the elevation of the tracks to Bonaventure station, which would doubtless require the reconstruction of the station.

Carlsbad Springs, Moose Creek, Ont.—The line in the vicinity of Carlsbad

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Lachine, Jacques Cartier and Maisonneuve Ry.—At the recent session of the Quebec Legislature an Act was passed incorporating a company with this title for the purpose of constructing a railway from Lachine to Hochelaga Ward, Montreal, or to Maisonneuve, passing in the rear of Montreal mountain, with power to extend the line from the starting point to Dorval on one side, and to the northern end of Montreal Island on the other. The company is authorized to enter into agreements with other railway companies, and to construct docks, dockyards, wharves, slips, piers, warehouses and elevators, and to operate steam and other vessels for the conveyance of cargo and passengers upon any navigable waters which its railways reach or connect with. The company

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Carlsbad Springs, Moose Creek, Ont.—
The line in the vicinity of Carlsbad
Springs, Ont., is being raised. A large
area of land has been acquired at Moose
Creek, 20 miles further on for use as a
ballast pit, in connection with the bal-
lasting operations on this line. It is
also intended to erect a new station at
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Ottawa Station and Hotel.—The Minister of Public Works reported June 1, that the G.T.R. had paid the Dominion Government the purchase price of the hotel site on Major's Hill Park. On the same day it obtained from the City Council a permit for the erection of the hotel, the estimated cost of which is placed at \$864,000. The plans filed with the application for the permit show that granite will be used up to the first floor; the remainder of the building being of Ohio or Indiana sandstone—the roof being copper-covered. The building will front on Rideau St., and there will be entrances on Mackenzie Ave., along which its length will run. The main entrance to the hotel will be reached through a large portiere, entering upon a hall. Opening off a spacious rotunda on the ground floor are lounging rooms.

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parlor, garden, tea room and reception room, a general dining room and a ladies' dining room. There will be reception rooms, a large foyer, banquet hall and ballroom on the first floor; and a music gallery will be so arranged as to overlook the dining rooms and the lounge. On the first floor there will be 35 bedrooms and some parlors, from which several suites of state apartments can be made up. The remaining floors are to be entirely given up to bedrooms, of which there will be in all 350, of which 210 will be provided with private baths, and 62 with stationary washstands with hot and cold water connections. All corridors on the upper floors will have a uniform width of nine feet, and the main ones will lead directly to fire escapes. A subway will lead from the hotel to the station, the entrance to the latter being slightly below the level of the basement floor. Tenders are being asked for the erection of the building. The company started about 100 men on the preparation of the site May 27.

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The erection of the annex to the present Central Station is being proceeded with, and it is expected that it will be well on to completion by November. The new building will be 300 ft. long, 85 ft. wide, and 40 ft. high. The foundations will be of blue lime stone, the main walls of buff brick, and the cornices and face work of Ohio sandstone. Over the approach there will be an iron and glass canopy and overhead a large clock. This annex will provide for the carrying on of the work of the station pending the removal of the existing station, and the erection of the new structure, of which it is to form a part. The work is being done by the G.T.R., under Ottawa Terminals Co.'s charter.

Kingston, Smith's Falls and Ottawa Ry.—At the annual meeting of shareholders at Kingston, Ont., June 1, the G.T.R., was represented by F. Scott, its Treasurer. The retiring directors were re-elected. Local reports state that the line will be under construction within two years.

Cobourg Freight Sheds.—A press report states that the company has appropriated \$50,000 for improvements at Cobourg, Ont. These include a new

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yard accommodation.

Midland to Cobourg, Ont.—A. S. Going, has been making a survey of the company's lines between Midland and Cobourg, Ont., with a view of securing a route which will avoid the present heavy gradients. The route between Midland and Millbank has been laid out, and Mr. Going is preparing for completing the work. One route proposed between Millbrook and Cobourg is to run over the old Harwood and Rice Lake route, which the G.T.R. owns, but which is not in use, for about four miles north of Cobourg, then proceed across country touching Plainsville and on to Millbrook.

We were advised June 17, that while the company has been making surveys during the last five or six years for the purpose of getting a more convenient connection between the old Midland Ry. (which runs from Brockville to Midland, Ont.), and the main line between Port Hope and Cobourg, nothing final or definite has been determined upon.

Guelph Station.—The question of the erection of a new station at Guelph,

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ent., has been under discussion recently between a representative of the G.T.R. law department and the City Council. and the Mayor, said it would be a matter of only a short time before it was finally settled. The only difficulty is the settlement of the question of the closing up of the diversion of Neeve St.

Stratford to Listowel.—Steel rails, 80 lbs. to the yard, are being laid between Stratford and Listowel, Ont.

Stratford to Goderich, Ont.—Relaying between Goderich and Thamesville, with 80 lb. steel rails is practically completed. This work is being carried out because of the increasing freight traffic.

London Track Elevation.—The Mayor stated June 8, if something is not done by the G.T.R. within a reasonable time with regard to the question of track elevation, the Board of Railway Commissioners will take up the question and deal with it. The members of the Board are conversant with the situation, and know what is required.

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Inspection of G. T. R. and G. T. P. R.

Sir C. Rivers Wilson, President G.T.R., and the party of directors and officers of the G.T.R. and the G.T. Pacific Ry., who have been on a trip of inspection over the two lines, arrived in Montreal Sept. 15 on their return journey. After remaining in Montreal for a day, the President and his personal party went to New York, whence they sailed for England, Sept. 18.

The party started out from Montreal on their trip early in August, travelling in a special train, visiting Belleville, Toronto, and other important points on the G.T.R. in Western Ontario. Crossing into the United States they journeyed over the G.T. Western Ry. to Chicago. From this point they proceeded west over U. S. lines to Seattle, Wash., where they had some negotiations with reference to joint terminals in that city with the Great Northern Ry. From Seattle, they travelled to Vancouver, where they were entertained at a dinner given by the Board of Trade, Aug. 27. A trip was then made by steamboat to Prince Rupert, where the G.T.P.R. coast terminals were inspected. Coming east the party reached Edmonton over the C.P.R., and travelled thence to Winnipeg over the

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