

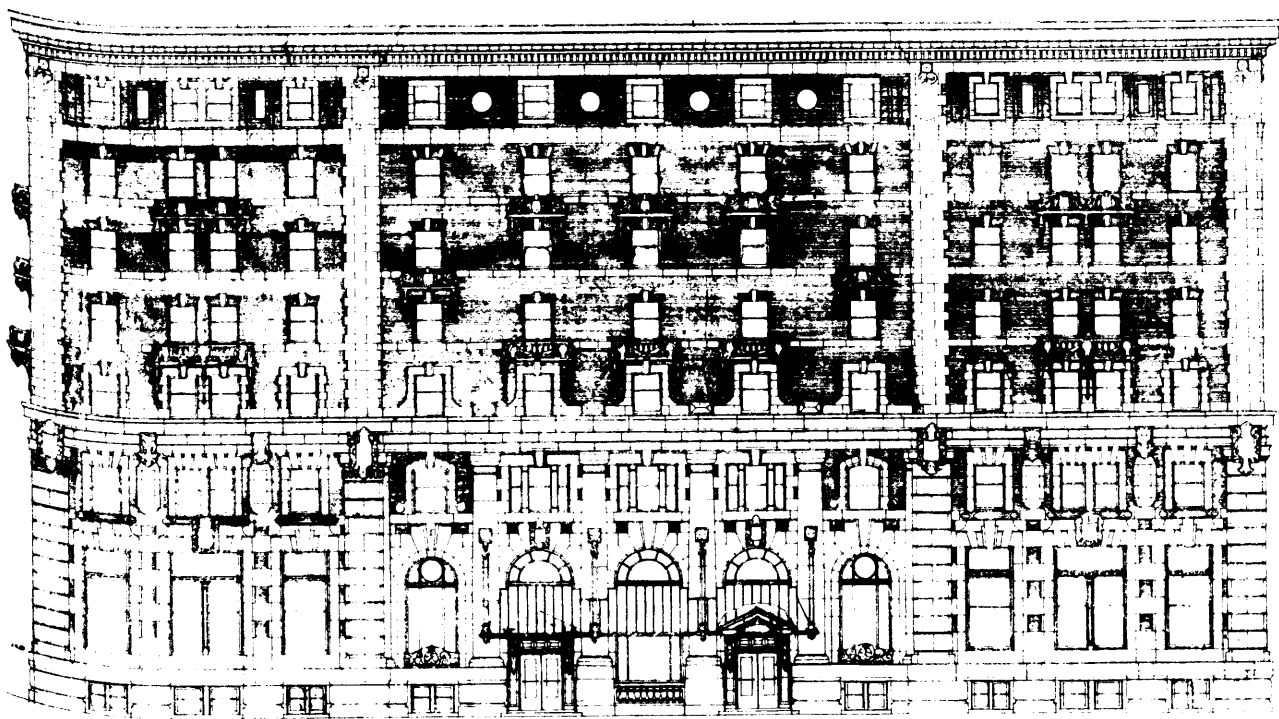
C.P.R. Betterments, Construction, Etc.

General.—We are officially advised of the following betterments for the current year:—A large number of wooden bridges on the system will be renewed in masonry and steel, and heavier spans will be installed where they are required. Several hundred miles of 80 lb. steel will be laid, replacing lighter rails, which will be used for construction purposes. A large portion of this 80 lb. steel is to be used in Maine between Mattawamkeag and Vanceboro. Acetylene gas plants have been installed at Windsor St., Montreal; Toronto, Winnipeg and Vancouver, and a plant is in course of construction at Place Viger Station, Montreal. The work of equipping the passenger coaches with acetylene gas lighting is being rapidly proceeded with. It is expected that the new Angus shops, at Montreal, will be in complete operation before the end of the year as the work on them is being vigorously prosecuted. Over 300 miles of track on the Central Division is being ballasted, the embankments widened and a large number of ties renewed. The work of grade reduction

of the public. On this and page 275 are given illustrations of the Fonseca Ave. elevation of the hotel, and of the station. The connecting building, about 300 ft. long and three stories high, but only 50 ft. deep from the front to the tracks on Point Douglas Ave., is a plain one conforming generally in design to the others. Reference was made in our last issue to the layout out of the station accommodation so far as it affects the travelling public, and we now give the proposed layout of the offices—general for the lines west of Port Arthur, and local for Central Division, and for no. 2 district. These will be found on the first and second floors of the station building and of the building connecting it with the hotel. The approach to these offices is by a stairway, and elevator from the vestibule, leading to a large hall and gallery overlooking the general waiting room. To the right, and occupying the whole of the Maple St. frontage the Land Department will be located, and on the opposite side of the building will be the office of the 2nd Vice-President and his staff; on this side also is the passage leading from the vestibule

the courtyard and Fonseca Ave., while those in the rear overlook the tracks. In order from the station building to the hotel, the offices on the first floor are: front—General Superintendent's staff, General Superintendent; Roadmaster, Trainmaster, Mailroom, Baggage Agent and staff; Claims Agent and staff; rear—Dispatchers, Superintendent, Superintendent's staff; Accountant and staff; lavatories and stairway; and on the second floor: front—Freight Department, Solicitor, Sleeping Car Department, Fuel Agent, Right of Way Agent; rear—Bridge and Building Master; Paymaster, three vaults, one for the Paymaster, one for the Cashier, and one general; Cashier, spare room, Purchasing Agent, lavatories and stairway.

The first floor of the hotel building will have fronting on Fonseca Ave., drawing room and breakfast room with pantry in the rear, each 80 by 50 ft.; and in the centre, over the main entrance a Vice-Regal suite. These rooms open off the main hall, and in the rear, and lighted from the well in the centre of the block, is the palm or tea room, 80 by 45 ft. On each side are arranged bedrooms,



FONSECA AVENUE ELEVATION, C. P. R. HOTEL, WINNIPEG.

will be carried on at a number of points. Much work will be done at Winnipeg in the improvement of terminal facilities. Extensive shops for repair work are being constructed at this point, and were described in our July issue. A number of water purifying plants are being installed on the Western division, and the water service generally will be improved.

Westmount Yard.—A property has been acquired in Westmount, Que., for additional yard and roundhouse accommodation.

Parkdale-Toronto Junction Second Track.—The second track, from North Parkdale to Toronto Jct., has been completed. We are advised that it is not likely there will be any further second tracking done, either towards Weston or towards Streetsville, this year.

Winnipeg Station and Hotel.—The station, office building and hotel under construction at Winnipeg for the C.P.R., of which a general description was given in our July issue, will when completed give the company ample and well-arranged accommodation for its own purposes as well as for the convenience

to the offices in the connecting building, and a section of the dispatching office. On the 2nd floor to the right the passenger department is located with windows fronting on Maple St., while the Dominion Express Co., and the Travelling Auditor have rooms overlooking the glass roof over the general waiting room. The inside rooms on the opposite side of the building are allotted to the Freight Traffic Manager and his staff, while the local freight agent and his staff have the outside ones, the Tie Inspector being in the rear. Ample lavatory accommodation is provided on each floor, adjoining the stairway and elevator, for employees. The adjoining building is three stories high, with a basement, of which the two upper stories are laid out for office purposes. The offices on the first floor can be approached either from the station building or from an entrance from the courtyard, whilst those on the third floor can only be reached from the general stairway. There is a passage, 9 ft. wide, running the whole length of the building, and the offices, 19 ft. from front to rear, are on either side. The offices in front have windows overlooking

which overlook either the station yard, the well or Main St., and in the rear are 21 bedrooms for servants, with a large recreation room and lavatory and bathroom accommodation, together with a separate stairway. On the second floor there are 51 bedrooms, while on the upper floors there are larger numbers. An unusually large number of the bedrooms are provided with bathrooms, others have lavatories in addition, while others have lavatories only, and the rooms are arranged singly, or so that they can be converted into suites of two, three or four rooms to suit the convenience of parties. On each floor there is also provided general bathroom and lavatory accommodation, with linen closets, etc. Fire escapes are also provided.

We are advised that nothing has been decided in regard to the construction of a train shed. Plans, however, have been prepared and are under the consideration of the management.

Branch from Weyburn to Stoughton.—While the construction of a branch from Weyburn to Stoughton, Man., has been in