

boundary, and some of them join the Milk River. To Alberta the matter is one of the first importance. So far as Alberta and Saskatchewan are both concerned, the ultimate decision in these matters rests with the Dominion Government, but both provincial governments were invited to take part in the conference and to state their case. The finding of the Commission will be awaited with great interest. Canadian interests were looked after at the sitting by Messrs. E. F. Drake, Dominion superintendent of irrigation; F. H. Peters, of Calgary, Dominion commissioner

of irrigation; C. S. MacInnis, K.C., counsel for the Dominion; J. S. Dennis, head of the natural resources and irrigation section of the C.P.R.; J. Walker, counsel for the natural resources section of the C.P.R.; William Pearce, of Calgary, representative of the Western Canada Irrigation Association; and J. Burleigh, representative of the Cypress Mills Water Users' Association; John Stocks, deputy minister of public works, Alberta; and J. D. Hunt; counsel on behalf of the government of Saskatchewan, A. F. Mantle, deputy minister of agriculture.

NEW FREIGHT TERMINALS AT QUEBEC, P.Q.

THE Canadian Pacific Railway has just completed the construction of what have been termed by prominent railway engineers the most up-to-date freight terminals in America. The work commenced in August, 1914, and comprised the construction of an inbound shed 600 ft. long and 50 ft. wide, an outbound shed 300 ft. long and 30 ft. wide, and a 2-story fireproof office building. The location and general layout of these are shown in the accompanying diagram. The photographs illustrate the general design and the work of construction.

each shed is so erected that when necessity requires it may be lengthened by additions of further units.

The office building is of fireproof construction with steel frame reinforced concrete floor construction and brick walls. It is faced with tapestry face brick and has limestone trimmings, presenting exceedingly pleasing architectural effects. The office structure is 50 ft. 8 ins. wide, the inner and outer sides being 101 ft. and 121 ft. long respectively. The ground floor provides customs office, bond rack room, trucking passage and offices for

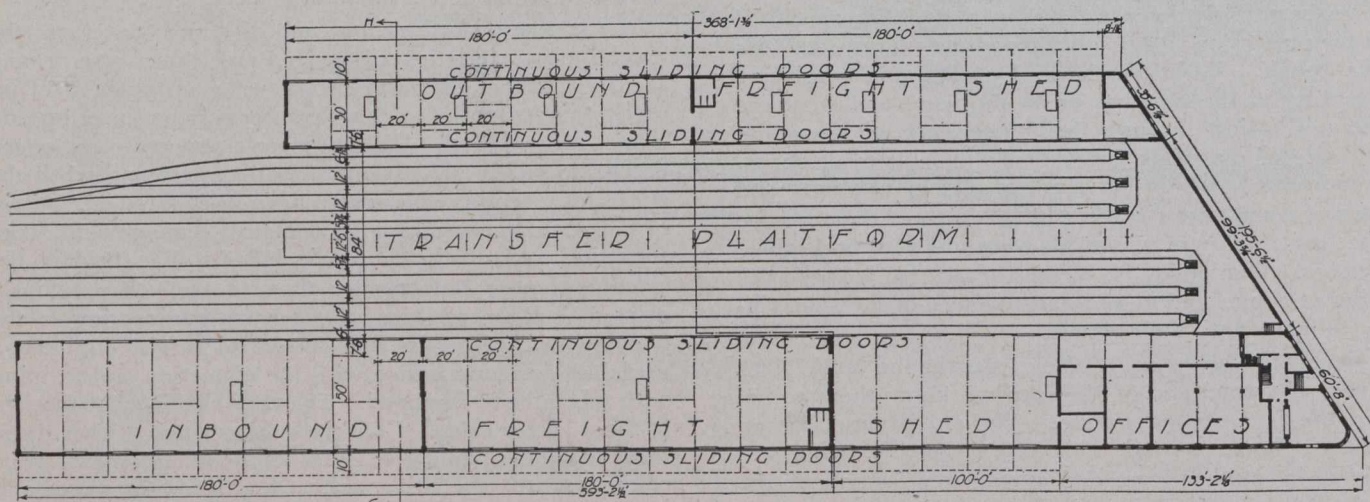


Fig. 1.—Layout of C.P.R. Freight Terminals at Quebec.

The freight sheds and office building are on pile foundations, Raymond concrete piles having been used throughout. The freight sheds have reinforced concrete floor construction, steel frame and mill construction roof. The sides are enclosed by continuous sliding tin-covered fire doors. The sheds are divided into fire sections by additional fire doors and brick walls.

As illustrated, a transfer platform intervenes between the sheds, while tracks have been laid in such manner that freight cars may be shunted alongside both platform and shed. The sliding doors are continuous for the full length of both track and roadway sides of the shed. The terminals are both constructed on a system of units, i.e.,

checkers, foremen, etc. The general office and the record and freight agents' rooms are on the first floor.

The terminals were designed by the Engineering Department of the Canadian Pacific Railway and erected by W. S. Downing-Cook, contractor, under the supervision of D. H. Mapes, engineer of buildings, C.P.R. The cost of the structure was approximately \$167,000.

Now that the freight terminals have been completed, the construction of the new station will proceed without delay. In fact the contract for its erection was awarded last week by the Canadian Pacific Railway to Mr. W. S. Downing-Cook.

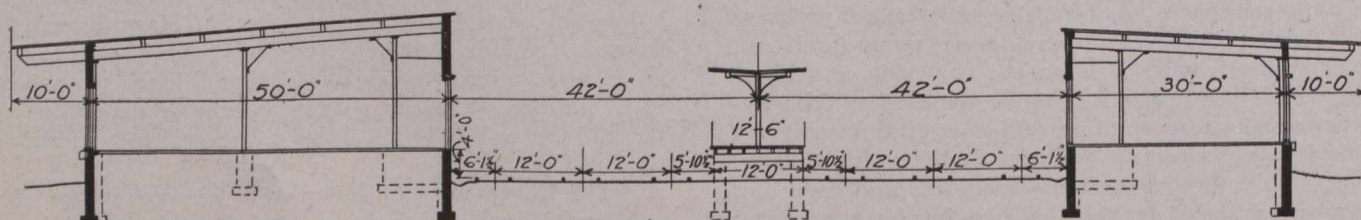


Fig. 2.—Section (G-H) Through Freight Sheds and Transfer Platforms.