

The present layout is the result of alterations commenced in 1912 and completed in July, 1914. The old passenger station built in 1898 at the foot of Granville Street, with offices, etc., at street level, and baggage

traffic between station and trains is carried over the tracks by a foot bridge directly connected with waiting rooms, and giving access to the track platforms, which are covered.

There are four through passenger tracks, two for incoming and two for outbound service, with provision for future additions. They lie between the station and the freight yard, at an elevation 5 ft. greater than that of the old track level, thereby reducing to about 25 ft. the difference between the floor levels in the station itself.

The freight yard was rearranged to advantageously connect with the present steamship piers, as well as those that will be constructed when future business requires.

Granville Street has been extended by viaduct over the tracks, affording access to the new steamship pier which comprises two levels. The viaduct itself is 80 ft. in width. The pier has a substructure of creosoted timber involving the use of about 3,000 piles ranging in length from 85 to 110 ft. The superstructure is of slow-burning timber construction. Its lower level is served by tracks.

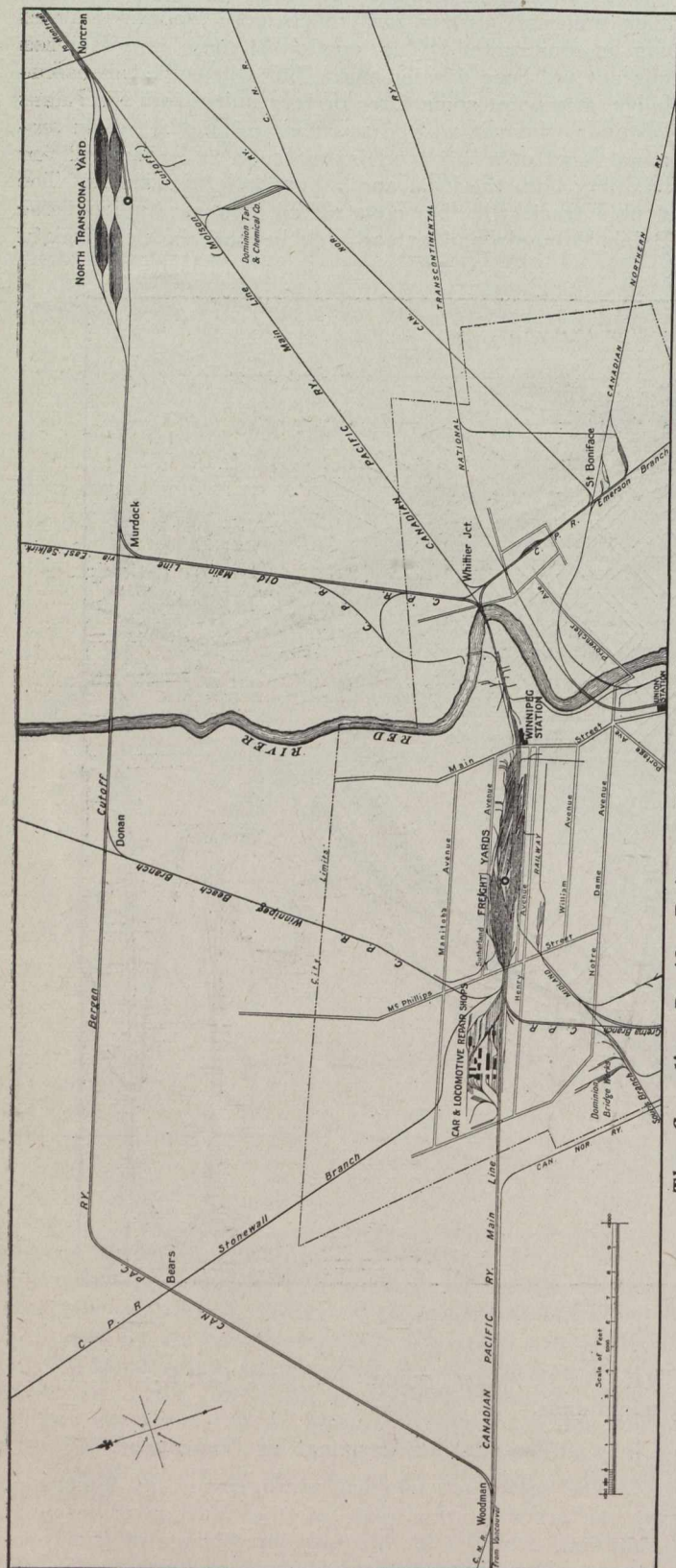
It will be noted that another viaduct carries Burrard Street over the terminal yard, giving access to the other piers previously built. There are two large sheds for the accommodation of trans-Pacific steamship traffic, and five sheds on adjoining wharves for the use of the coastal steamers of the C.P.R. The yard tracks extend along this harbor front for about 1½ miles.

The extensive alterations to the Vancouver terminal, briefly summarized above, were directly due to the rapid growth of terminal business which rendered the previous terminal facilities inadequate for service and costly in operation.

#### The Interior Terminal at Winnipeg.

The Winnipeg yards of the C.P.R. have cleared practically all the traffic between Eastern and Western Canada. Considering the great increase in volume which this traffic has assumed during recent years, in addition to the potent railroad axiom that congested terminals mean excessive cost of handling traffic, it was to have been expected that sooner or later an extensive rearrangement of facilities would be necessary in Winnipeg, as in the several instances already cited. In May, 1913, improvements were commenced which have entailed an expenditure of about \$2,500,000, and which are now nearing completion. They included alterations to station and platforms, in addition to considerable rearrangement of freight and passenger tracks. Associated with them, also, was the construction of an entirely new terminal at Transcona, a few miles distant, and of a double track cut-off around the city of Winnipeg, the cost of which is not included in the above figure.

The Winnipeg alterations were accomplished under some severe difficulties. City and railway traffic had to be maintained throughout. The subway which carries Main Street under the tracks was removed and replaced by a structure raising the tracks 6 ft. above the old level in order to do away with level crossings for the passengers in transit between train and waiting room. The Main Street subway, erected ten years ago, was of concrete reinforced by rails and heavy bars. Owing to a civic by-law prohibiting the use of explosives, the demolition of the old structure was necessarily expensive and slow. Concrete was removed with the aid



The Canadian Pacific Railway Yards at Winnipeg and Transcona.

room at track level 30 ft. below the street, was removed and an entirely new structure erected in its stead. This new station has its main entrance on Cordova Street, its baggage rooms, etc., on the lower floor, the two levels being connected by a complete elevator system. Passenger