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Winnipeg Union Station.

The union station and terminal yards which are to be constructed by the Canadian Northern Ry., for the joint use of itself and the G.T. Pacific Ry., at Winnipeg, will occupy about 70 acres of ground, located very close to the centre of the city, and bounded by Water St. on the north, Main St. on the west, the Assiniboine River on the south, and the Red River on the east. On this site was originally located old Fort Garry, built in 1812 to protect the trading post previously established by the Hudson's Bay Company, and which was the original settlement of the city.

THE PASSENGER STATION BUILDING will, as shown on the accompanying plan, be located on Main St., directly opposite Broadway, and will be an imposing structure, built entirely of stone, having a length of 350 ft. along Main St., and a width of 140 ft. The height of the larger portion of the building will be four stories and basement, with an elaborate central portion, having great arched windows on all four sides, and surmounted by a massive dome 100 ft. high above street level. The centre of this dome will be directly opposite the centre of Broadway. The main entrance will be off Main St., at centre of building, beneath a great stone arch, having massive stone columns on either side projecting 10 ft. beyond the building walls. The main floor will be at the street level, and will be devoted entirely to station facilities.

The main floor plan, as finally adopted, for convenience to passengers, and facility of operation, represents the highest type of modern passenger station design. Passengers going through the main entrance will pass through a vestibule and arrive directly into the ticket lobby, which will be a clear circular space 90 ft. in diameter, entirely unobstructed by columns, seats or booths of any kind. This lobby will be directly beneath the great dome and will be exceptionally well lighted by the great arched windows, one on each of the four sides. On the east and west sides these windows will open through to the front and rear walls of the building, and on the north and south sides will open directly out on the large open courts. The lobby will be surrounded on the first story by balconies overlooking the main floor. These balconies will run between the great arched ribs, which, rising from the main floor, will taper away to the summit of the dome. The ticket booths will be arranged on south side of lobby, and passengers after purchasing tickets will go directly to baggage checking counter at rear of booths. They may then pass out from lobby through rear vestibule direct to subway under tracks, from which ample stairways will lead up to the train shed platforms overhead. On the north

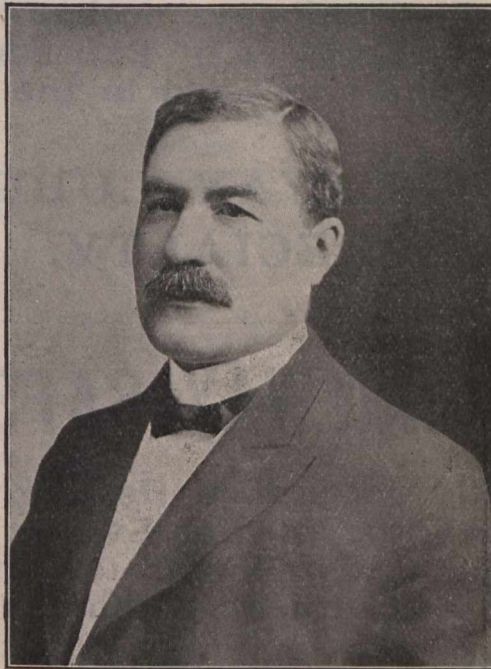
side of ticket lobby space will be provided in each corner for telephone and telegraph booths and newspaper and book stands. Passengers who must wait for trains may pass through north side of ticket lobby into waiting room, which has an area of 9,000 sq. ft. By this arrangement of having the waiting room adjoining and separate from ticket lobby, a quiet and orderly waiting room will be assured, as all passengers going to and from trains may pass directly through the unobstructed ticket lobby without entering waiting room. The confusion in-

waiting room will be covered over by an arched skylight 40 ft. wide by 100 ft. long, above which will be an open court, thus providing the waiting room with excellent light. A special feature has been made of the construction of these skylights. They will be composed of vault light in panels and made absolutely watertight, which, in a region of heavy snowfalls and extremes of temperature will prevent the annoying leaks and draughts incident to large skylights of ordinary construction in this climate.

The walls of waiting room will be embellished with the coat of arms of each of the various provinces of the Dominion, executed in gold leaf and colors. The seats in this room will be heavy oak benches of the movable type, these being generally considered as the most desirable for station purposes. Arranged around the waiting room there will be the usual concessionary booths for the sale of cigars, candy, souvenirs, etc. The interior of waiting room and ticket lobby will have the effect of stone construction throughout, the wainscoting being of marble 6 ft. high, and the floors of terrazzo. This construction will give not only a very attractive appearance to the rooms, but will have the advantage of being sanitary and readily cleaned. All stairways will be of iron with marble treads.

The entire south wing of the main floor will be occupied by the baggage room, area 8,000 sq. ft., and the express room, area 8,000 sq. ft. In the future, when more space is required, both the baggage and express will occupy space beneath the tracks and platforms adjoining rear of building, as shown by the track layout plans, and as described further on. The space at first occupied by them in the building may then be used for additional waiting room space, if considered desirable at that time, or for other station purposes. The central portion of this wing will be covered by an arched skylight similar to that over the waiting room in the north wing, there being an open court in the interior of this wing also. A driveway for baggage and express waggons will be provided at the south end of building. The level of this driveway will be 3 ft. 6 in. below the level of main floor, and will be reached by a short 5% grade down from Main St. The waggons will be loaded and unloaded on an 8 ft. platform outside of building wall, which will span the basement area away below. The baggage and express will be handled by hand trucks between the building and the train platforms, through trucking subways beneath train sheds, and by electric elevators from subways to each platform at either end of train shed.

The basement floor will be 15 ft. below the level of Main St. The entire north wing



JAMES PITT MABEE
Chief Railway Commissioner for Canada

cident to having both moving and waiting passengers together will be effectually prevented by this arrangement.

Adjoining the waiting room on the west side and facing on Main St. will be the lunch room, area 1,300 sq. ft., also the restaurant, area 2,200 sq. ft. Both of these rooms will have a separate entrance off Main St., so that they will be capable of handling local business direct. Adjoining the waiting room on the east side will be the men's waiting room, area 1,800 sq. ft., and the women's waiting room, area 1,800 sq. ft., each provided with toilets and wash stands. On the north side of waiting room an exit will be provided to a 50 ft. street on private property, which may be used exclusively for carriages. The central portion of the