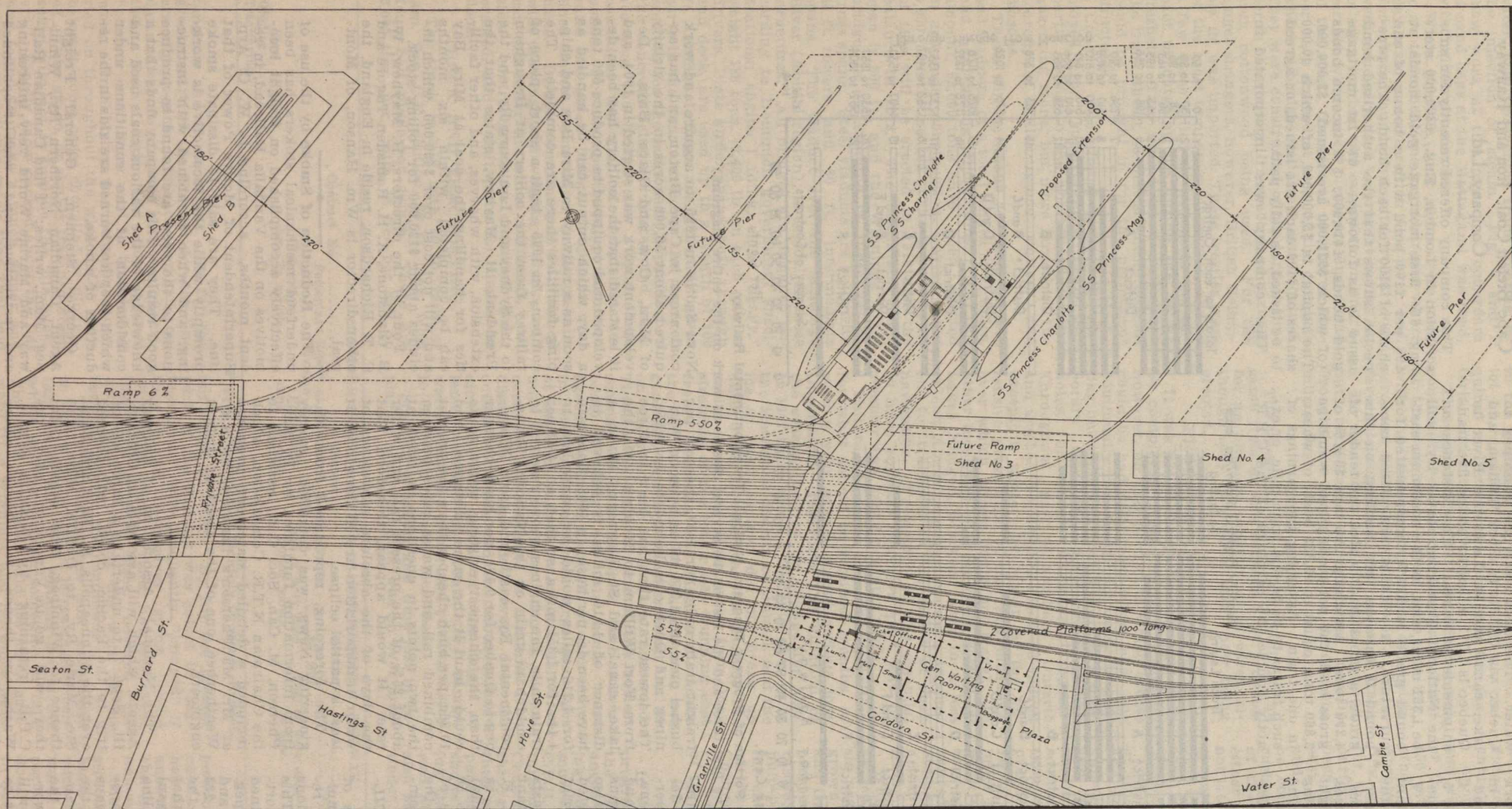




Canadian Pacific Railway Passenger Terminal and Office Facilities at Vancouver.

The last issue of Canadian Railway and Marine World contained a description of the improvements which have been started on the C.P.R. passenger terminal at Vancouver, B.C. The late date at which the official information reached this office rendered it impossible to have an engraving made in time for that issue so that the description alone could be published. The plan is given on this page and so that it may be thoroughly understood a portion of the description is repeated below:—

The present passenger station, which is located at the foot of Granville St., near the shore line of Burrard Inlet, was

built about 14 years ago, and except for minor alterations, is unchanged from its original plan. The general waiting room and ticket offices are at the street level, and the baggage room is on the track level, which is about 30 feet below the street.

Along the water front across the local freight yard tracks are located the steamship wharves. There are two large sheds on a jetty pier of recent construction used by the C.P.R. trans Pacific steamship lines; also five sheds adjoining the longitudinal wharves used by the C.P.R. Victoria, Seattle, Alaska and other steamship lines. Between the

wharf sheds and the passenger tracks adjoining the passenger station certain of the freight tracks serve the several sheds, and other tracks are used for drilling and storage. The yard tracks extend along the harbor front about a mile and a half.

The growth of Vancouver has rendered inadequate the present facilities for handling the C.P.R.'s terminal business and the general plan adopted has been designed to relieve the present congestion, as well as to provide for reasonable growth in the near future.

The general scheme embraces a passenger station and office building locat-

ed on available land immediately east of the present passenger station. There will be four passenger tracks, with provision for more when required, separated by wide platforms, between the station and the present freight yard. The passenger tracks are to be raised about 5 ft. above the present track level to reduce the difference in level between the street and the tracks to about 25 ft.

In order to avoid an inconvenient grade crossing and delays to traffic between the city and steamship wharf a bridge on the line of Granville St. extended, is to pass over the passenger and freight tracks to the steamship pier and