

2-in. slab forms the ceiling, the air space between serving to prevent condensation. The longest spans for the reinforced concrete beams are 24 ft. An extension is being built at the rear of the house for the engine and boiler rooms independent of the roundhouse. The engine room contains a fan engine and blower for heating purposes.

The houses are heated by hot air which is conducted through concrete and tile ducts to the pits. The floor of the houses is composed of brick with sand grout resting on a bed of well-puddled sand. The pipes from the boiler house consist of a 3-in. exhaust steam pipe with attachments to connect with the steam domes of locomotives. Exhaust steam is used for heating purposes, a 4-in. wrought-iron pipe serving for hot and cold water, and a 1½ in. pipe being used for compressed air. Attachments and valves are provided between each pair of pits. The houses are wired for electric light and have three 16-candle power droplights per pit, which are hung over the main beams between the pits. Sockets for connecting handlights are provided in a convenient position on each post.

The freight houses now building consist of a two-story office 60 by 120 ft., an outbound shed 40 by 1,242 ft., an inbound shed 60 by 1,242 ft., with six tracks and two transfer platforms between them. The west end of the inbound shed is to be used as a bonded warehouse, and the west end of the outbound shed is a cold-storage building to be equipped with a refrigerating plant. The distance between the two sheds is 90 ft., and the width of each of the two transfer platforms is 10 ft. The height of the outbound freight shed at the rear wall is 11½ ft., and at the platform is 14 ft., and the height of the inbound freight shed is 11½ ft. at the rear and 15 ft. 3 in. at the front. The principal features are the long span roof beams which are cantilevered 8 ft. over the posts to carry the continuous doors. The rafters are covered with 1¼ in. boards and tar and gravel roof. The posts are supported on stone footings, and the concrete floor is laid on a prepared bed of well-puddled sand.

Winnipeg Station and Hotel.—The plans for the new station and hotel which the C.P.R. is building at Winnipeg show a handsome and imposing block. The front of the block to the track will be 662 ft. long, consisting of station and office building at the Maple St. corner, 169 ft. 8 in. long by 134 ft. 3 in. deep; hotel, 188 ft. 9 in. long by 234 ft. 3 in. deep along Main St. to Fonseca Ave. These two buildings will be connected by a building 303 ft. 4½ in. long by 50 ft. deep. The elevations of the hotel and station buildings to Fonseca Ave. will be handsome and imposing, though simple. The space unoccupied by buildings in the block will be set out as a court yard. The hotel will be seven stories high with a basement, the station building four stories with a basement, and the connecting building three stories with a basement. In style, the building may be classed as of the late renaissance order of architecture. It will be constructed of Tisdale stone and repressed brick. The main entrance is to be 11 ft. high, and will be elaborately ornamented, the window casings, etc., will be carved to suit the general design of the building.

The main entrance to the hotel will give access to the rotunda 180 ft. in length, varying in width from 132 ft. to 76 ft.; and there will also be on the ground floor a dining room 112 by 50 ft., with kitchen 74 by 50 ft. in the rear; cafe 67 by 43 ft., reception room, office, smoking room and bar. On the first floor there will be drawing room and breakfast room, each 80 by 50 ft.; palm or tea room, 80 by 45 ft.; and a vice-regal suite, comprising salon, waiting room, private dining room, bedrooms and bath. The remaining floors will be given over entirely to bedrooms, pro-

vision being made for 350, three of the floors containing 56 each, besides special suites and a large number of bathrooms have been provided on each floor.

The entrance to the station building will be through a treble portico and vestibule into the general waiting room about 100 ft. square. This will be three stories high, and directly under a large glass roof. On the Maple St. side of the waiting room there will be a smoking room with lavatory accommodation leading off it; cafe and lunch room; and on the opposite side in addition to the caretaker's office will be ladies' waiting room with retiring room, etc., ticket office and rooms for conductors, telegraph office and news stand. The offices of the company will be situated in the floors above, all offices facing the outside of the building. Access to these will be gained by a stairway and elevator situated in the vestibule. Access will also be gained from the general waiting room to the building connecting the station and hotel, the ground floor of which will be devoted, one half for express purposes and the other half for baggage. The three floors above this building will be devoted to offices. The basement will be utilized one half for the storage of baggage and the other for the customs, express, bonded store and stationery departments.

The site for the buildings has all been cleared, and a temporary building has been put up for station purposes pending the erection of the station and office building. The contractors are Peter Lyall & Sons, of Montreal, and the architects E. and W. S. Maxwell, also of Montreal.

Winnipeg Freight Sheds.—The contract for the new freight sheds at Winnipeg has been let to the Manitoba Construction Co., Winnipeg. Work will be commenced at once.

Weyburn to Stoughton or Heward.—Power was given by an act passed at the current session of the Dominion Parliament for the construction of a branch from the Souris branch at Weyburn easterly to Stoughton or Heward, Man., on the Pipestone branch. It is reported that the line will be constructed at an early date. (June, pg. 193.)

Brandon Freight Sheds.—Plans have been completed for the construction of metal clad frame freight sheds at Brandon, Man., 420 by 40 ft. A separate shed will be constructed of the same size for the B.C. sugar refinery. They will be situated south of the tracks and west of Eleventh St. It is reported that construction will be gone on with at once, but a contract had not been let up to June 17.

Manitoba and North-Western Ry.—The act authorizing the construction of branch lines from Sheho westerly for 100 miles, and from Churchbridge to Cut Arm Creek, with 30 mile branches from the same, has been passed at the current session of the Dominion Parliament. (June, pg. 193.)

Quebec, Long Lake and Saskatchewan Ry.—A. M. Nanton, representing the shareholders of the Q., L. L. and S. Ry. & Navigation Co., and G. J. Bury, General Superintendent C.P.R., Winnipeg, under whose charge the line is being operated under lease as a branch line, made a visit of inspection over it early in June with a view of arranging for considerable betterments being made.

Saskatoon Bridge.—The temporary pile bridge over the South Saskatchewan river was completed and traffic opened June 3, the first train for eight weeks going through to Prince Albert, Sask. (June, pg. 193.)

British Columbia Southern Ry.—The Dominion Parliament at its current session passed an act authorizing an extension of time for the construction of the eastern and western sections of the main line, the branch to Martin Creek, and of branch and connecting lines for a period of five years. (June, pg. 195.)

Phoenix Spurs.—H. J. Cambie, Consulting Engineer C.P.R., Vancouver, B.C., recently paid a visit of inspection to the district in connection with the projected construction of spur lines to the Granby mines.

Imperial Coal Co.—Press reports state that the C.P.R. proposes to construct a line 28 miles in length from Michel to the mines of the Imperial Coal Co.

New Westminster Lines.—The C.P.R. has deposited with the Registrar of Deeds, New Westminster, a plan, profile and book of reference showing certain branch lines proposed to be constructed in the town.

Victoria Wharf.—The wharf which the C.P.R. is erecting at Victoria at a cost of about \$50,000, is situated at the foot of Menzies St., and is approached by a roadway having a gradient of 1.07 in 15, built on 10 spans of 15 ft. each. The wharf proper has a width of 90 ft., with a length of 430 ft., and the floor is 13.86 ft. above low water mark. There will be a shed 255 ft. long and 60 ft. wide on the wharf, and there will also be four adjustable gangways, two on each side, for loading and unloading vessels. The contractors for the wharf are Armstrong, Morrison & Co., of Vancouver, B.C. The buildings to be erected on the wharf will be constructed under a contract not yet awarded. At present the company is utilizing wharfage space, under lease from the Hudson Bay Co.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Rapid progress is reported as being made on the extension of the Glenwood branch from its last year's terminus, Ottertail, Minn., towards the International boundary at Emerson, Man. Tracklaying is reported to have commenced at Ottertail. (June, pg. 195.)

Canadian Northern Ry. Construction.

Carman Branch.—Grading has been resumed at mileage 63 of this branch, and is being proceeded with to mileage 78, Somerset being the objective point. Track was laid 7.8 miles west of Carman in 1902. (Feb., 1903, pg. 51.)

Greenway Branch.—Grading has been resumed on this branch from Wakopa, Man., to which point track was laid last season, and it is expected to complete the additional 18 miles of the branch this year. A. R. Mann is the contractor. (Jan., pg. 25.)

Portage la Prairie Station, Etc.—C. Stovel, Right of Way Agent, was in town early in June purchasing property to be used for a new station building and increased yard accommodation.

Rosendale Extension.—Grading is in progress on this extension from Portage la Prairie to Brandon, Man. Track was laid to Arizona in 1903, and the grade had been completed to mileage 38, at which point work was resumed this year. (Jan., pg. 25.)

Rosburn Branch.—Grading has been commenced on this branch. When work ceased for 1903 the grade had been completed for about 20 miles from Salisbury, Man. on the line from Neepawa to McCreary, Man. This branch is projected to a junction with the main line, about 20 miles west of Grand View. (Jan., pg. 25.)

Grand View to Edmonton.—Work is in progress on the line from mileage 300 to mileage 520. Grading is reported to have been delayed by wet, and tracklaying was expected to be commenced by the end of June. S. R. Robinson has been given charge of tracklaying and bridge work, and started from Winnipeg June 2 to get everything in readiness to commence work. (June, pg. 197.)

Thunder Hill Branch.—Grading is in progress on the branch line from Swan River westward. This is one of the lines for the