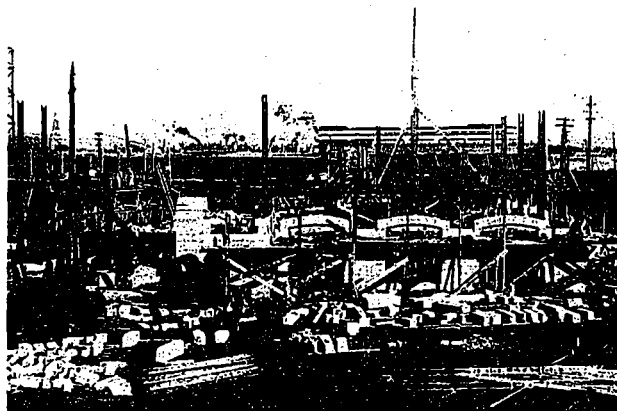


tile. The floor is of marble and terrazo. Along the two sides of the room are long seats, finished in oak with marble base. The train indicators will be of the most modern type. The smoking room which opens off one end of the concourse is finished in oak, adjoining which is the men's toilet, with standard and pay toilets.

The baggage room contains approximately 2550 square feet, and express space contains approximately 4600 square feet. The upper portion of building is occupied by the offices of the Canadian Pacific Railway and the Transcontinental Railway.

The entire building rests upon a system of concrete piles, the floor and part of room con-

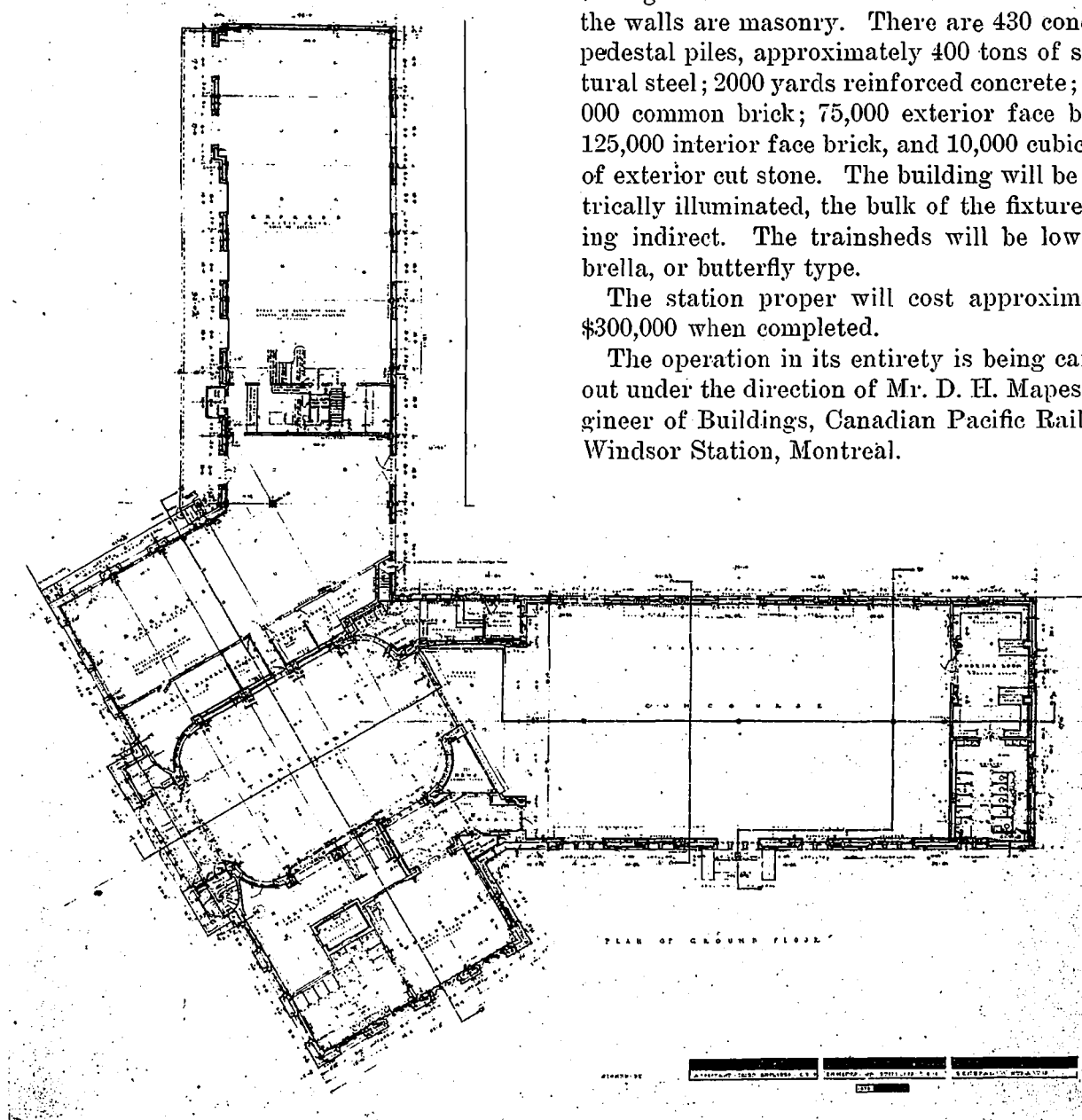


COMMENCING THE SUPERSTRUCTURE, UNION STATION, QUEBEC.

struction is reinforced concrete, sloping surfaces of roof are of gypsum block. The frame throughout is of steel encased in concrete and the walls are masonry. There are 430 concrete pedestal piles, approximately 400 tons of structural steel; 2000 yards reinforced concrete; 400,000 common brick; 75,000 exterior face brick; 125,000 interior face brick, and 10,000 cubic feet of exterior cut stone. The building will be electrically illuminated, the bulk of the fixtures being indirect. The trainsheds will be low umbrella, or butterfly type.

The station proper will cost approximately \$300,000 when completed.

The operation in its entirety is being carried out under the direction of Mr. D. H. Mapes, Engineer of Buildings, Canadian Pacific Railway, Windsor Station, Montreal.



GROUND FLOOR PLAN, UNION STATION, QUEBEC, CANADIAN PACIFIC RAILWAY.