

# Canadian Railway and Marine World.

August, 1912.

## The Railway Viaduct and New Union Station at Toronto.

The railway viaduct through the lower part of Toronto, with the new union station, both of which were originally ordered by the Board of Railway Commissioners in June, 1909, are now assured and construction will soon be in progress, all the plans for the changes having been completed in a general way and approved by the Board of Railway Commissioners.

The original order of the Board of Railway Commissioners in June, 1909, called for a four-track viaduct from west of John St. to or near Berkley St., with three tracks either side of the viaduct at the present level of the Esplanade, with all necessary crossovers, the centre line of this viaduct to be located on the southern boundary of the Esplanade, this four-track portion of the work to be undertaken conjointly by the G.T.R. and C.P.R. Independent of this, the C.P.R. was ordered to elevate two tracks from

of its trains into a station to be built in the northern part of the city, and thus get away from the down town trouble. This matter is still under consideration. In view of this desire to take some of its passenger traffic to the north end of the city, the company took exception to its inclusion in the viaduct and union station scheme, and appealed the matter to the Board of Railway Commissioners, which last May ordered the work to be continued under the original order, with an extension of time for the completion of the project, the original two years having already expired. At the same time, the Board approved the G.T.R. plans as the more desirable, and ordered that they be followed instead of the plans for the same proposition supplied by the C.P.R.

The grade separation work at Toronto is divided into two separate portions, parts 1 and 2. Part 1 is the portion that

ing had a greater slope, so that at Strachan Ave., about 200 ft. from the crossing, the rails have been raised about 2 ft. This small rise has not made the raising of the bridge necessary, although a removal of the old bridge, with a more modern bridge to replace it, is under consideration, only such a move is apart from the viaduct scheme.

The 0.25% down grade continues beyond Bathurst St. This portion of the line in the old roadbed was through a cutting, which will be filled to the required depth, without the use of concrete retaining walls, which are necessary through the greater part of the viaduct length. The new rail level at Bathurst St. will be about 4 ft. above the former level, calling for the raising of the overhead bridge at that point a corresponding 4 ft. The highway from the north will have a small ramp, in place of the present practically level approach

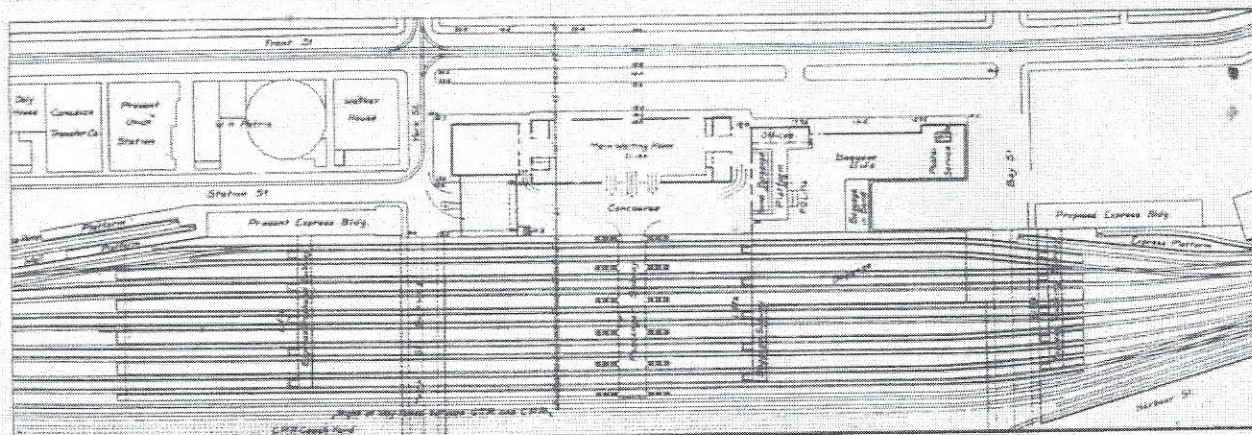


Fig. 1. Plan of New Union Station, showing the Trackage, and Passenger and Baggage Facilities.

the easterly end of the four-track viaduct to near Queen St., with necessary viaducts over certain intervening streets. The corresponding section of the G.T.R. line was also ordered elevated on a two-track viaduct from the same point to Logan Ave., crossing the streets en route on viaducts. All streets were to pass under the tracks with the exception of John St. and Spadina Ave., both of which were to cross the tracks on bridges, to be constructed conjointly by the two railway companies. The city was ordered to pay one-third the cost of the viaduct including the elevation of the C.P.R. passenger car yard and G.T.R. Don sorting yard. The same proportion of the cost of the bridges at Spadina Ave., John St. and Eastern Ave., and the elevation of the substructure under the new Union Station was also ordered to be borne by the city. In addition to these liabilities on the part of the city, no damages can be collected by the latter for any city property taken for the proper carrying out of the scheme. Any question of damages between the two companies is to be reserved for settlement by the Board.

At that time the C.P.R. was contemplating taking at least a large number

is now nearly completed, stretching from Mimico on the west to the C.P.R. diamond crossing near Strachan Ave. in the city. Progress reports on this work have been made from time to time in these columns, and the issue of May last, contained an illustrated description of the extent of the work and the means by which it was being carried on. This portion of the work was done under a separate order from that relating to part 2 through the centre of the city.

The new profile the line assumes through the city is shown in Fig. 2, and a plan view of the new alignment and trackage arrangement as at present developed is shown in fig. 3, sections 1 to 4. It will be noticed that the work extends from the junction with part 1 at the C.P.R. diamond crossing on the west, to Logan Ave. on the east, where the line again strikes grade. Grade is struck on the C.P.R. line at Eastern Ave.

From the west, the line in part 1 of the work descends on a 0.4% grade until it strikes the junction with part 2 at the C.P.R. diamond crossing, where the downward grade changes to one of 0.25%, the elevation at that point being 24.0. The original down grade from the cross-

from the front, the ridge of land along the north side of the railway right of way. The southern approach, at present a long ramp, will be made slightly steeper. The C.P.R. and the old Northern line of the G.T.R., which meet the main line just west of Bathurst St. require a very small fill, as the elevation of this line back from Bathurst St. is higher than the main line from Hamilton. At Strachan Ave., the Northern and C.P.R. lines cross at grade, while the other is in a long cutting as described.

A short distance east of Bathurst St., the line takes to the viaduct, the concrete retaining wall commencing at elevation 14.0. From that point to near Spadina Ave., the line is practically level, where at elevation 15.0 the line ascends on a 0.4% grade. To the north of the four through tracks that are elevated on the viaduct, there are the tracks at grade leading in to the G.T.R. freight yards and shops. It is the intention to leave these tracks as at present until such time as the work is completed, when the whole arrangement of surface tracks will be changed to better the yard conditions, to conform to the better through facilities



provided by the viaduct. Likewise, the tracks to the south leading to the G.T.R. old Northern wharves are to be left as at present for future rearrangement.

Under the present arrangement, only the tracks to the north of the G.T.R. shops are crossed by a highway bridge, 179 ft. long, an embankment leading from the southern end of this bridge to

leading westward to the G.T.R. shops and yard, and on the south there is a single track one leading easterly to the C.P.R. yard and roundhouse. Like the other yards mentioned, this large G.T.R. yard to the north will also require rearrangement on the completion of the viaduct scheme. From the point where the south ramp leads off, the viaduct

such an arrangement is undoubtedly more convenient for making up the trains, with no ramps to negotiate, but the principal reason lay in the matter of disposing of York St. Under the proposed arrangement, York St. passes under all the tracks, except the few leading into the C.P.R. freight house, in a subway. Were the car yards on the level, all

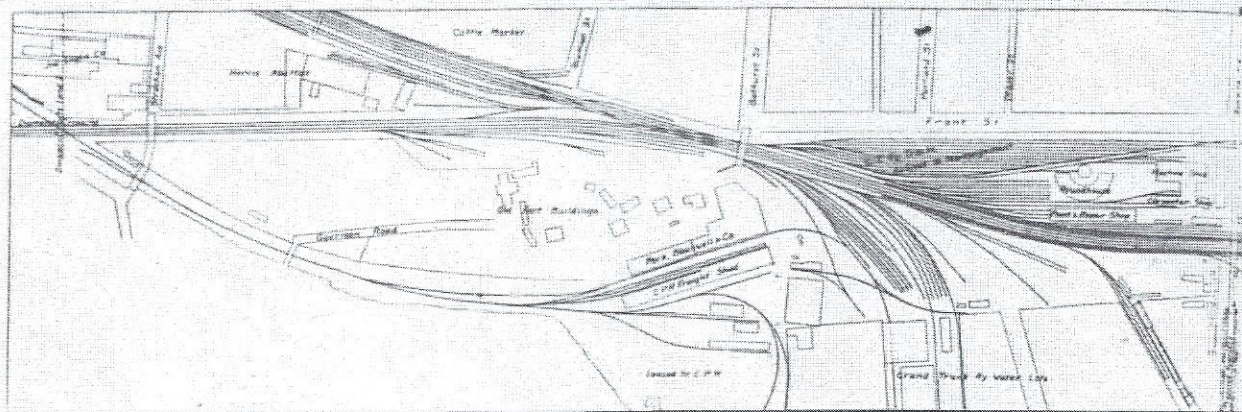


Fig. 3. Sec. 1. Plan of Viaduct Scheme from C.P.R. Diamond Crossing to Spadina Ave.

grade, the through tracks being crossed at grade. The proposed arrangement necessitates an entire change at that point, as the tracks being raised there about 8 ft. would make the city wharf immediately to the south of the through tracks impossible of approach except by a very steep ramp. The proposed plan is

widens to five tracks, the fifth one leading into the elevated C.P.R. passenger car yard to be mentioned later.

At John St., the track level has been raised 11 ft., with a corresponding raising of the overhead bridge at the point where it crosses the viaduct. The approaches will be as before, the south one

these tracks would have to be crossed by the street on the level, reducing the effectiveness of the whole scheme of level crossing elimination. The shunting around of the cars in the making up of the trains would be a constant source of danger, and from the railway standpoint, the yard accommodation would be ma-

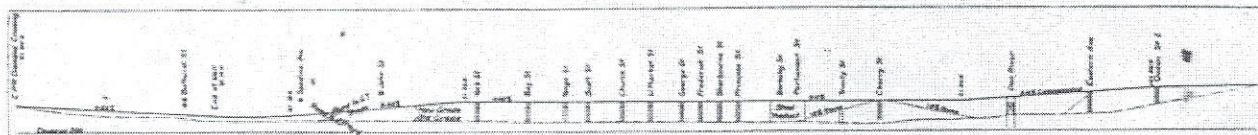


Fig. 2. Profile of Viaduct Scheme, from C.P.R. Diamond Crossing to Logan Ave.

to cross all the tracks on a bridge about 770 ft. in length leading from the higher land on the north, with a slight ramp, and extending beyond the most southerly tracks. The city wharf to the south is to be filled in, making an approach ramp 700 ft. long, meeting Lake St. produced. Practically the whole of this approach will be over present water lots. That part of the future extension of Lake St. is also water.

leading to the extension of Lake St., which it is expected will be made such a thoroughfare as to divert a lot of the traffic that at present crosses and recrosses the tracks from a lack of roads to the south of the track. Consideration was given to the possibilities of a subway at this point instead of the overhead bridge, but the plans were abandoned in preference to the accepted scheme, on account of cost.

terially reduced by the breaking up of the trains at the crossing. On the north of the tracks leading into the station, there is a single track easterly ramp leading down to the express building just west of the station. The tracks at York St. are raised 16 ft. above their former level.

From the easterly end of the elevated C.P.R. coach yard, there is a westerly ramp, single track leading down into

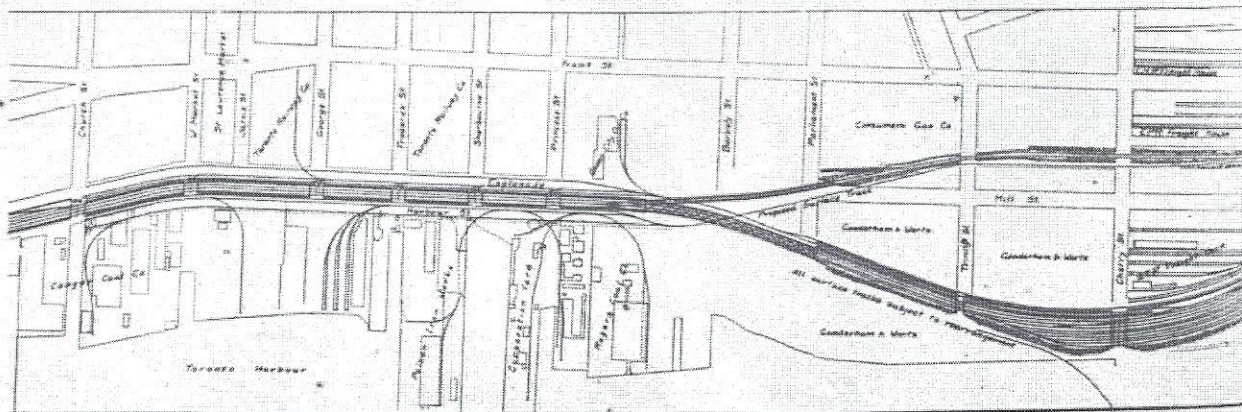


Fig. 3. Sec. 3. Plan of Viaduct Scheme from between Scott and Church Sts. to Don freight yards.

The through line continues on the ascent on the 0.4% grade to near York St., where the level is attained at elevation 26.5. Between Spadina Ave. and John St., there are two ramps leading down from the four-track viaduct. On the north side, there is a double track ramp

From John St., the tracks on the viaduct diverge, the northern portion running through the new union station, and the southern lot forming the new C.P.R. passenger car yard. Various considerations entered into the reasons for the raising of this yard. In the first place,

the C.P.R. freight shed. This ramp leads off from Bay St., where the street is taken under the wide stretch of tracks in an 80 ft. subway. Just east of Bay St. on the north side, there is a new express building, on the level of the viaduct. Yonge St. is crossed on an 80 ft. subway.



shorter than Bay St. from the convergence of the tracks. The subways from this point on, are all 66 ft. wide. At Scott St., the tracks have converged to six, which continues to Church St., where they come down again to four. Near Yonge St., there are two steel trestles leading off from the viaduct to fruit warehouses, the double track one on the

tries will have access thereto. Along this street, there are to be three surface tracks, two on the north and one on the south side of the street to be operated by the C.P.R. for handling the traffic from the industries along the street, various spurs running into the factories. Similarly, on the north side of the viaduct, along the Esplanade, there are

tracks. Likewise, the distance between Berkeley and Parliament Sts., is so short that a retained viaduct would be more costly.

From the east end of the steel viaduct, the G.T.R. four tracks sweep southerly and loop northward, forming a small elevated yard at the curve. The north side of the viaduct, from the point where it

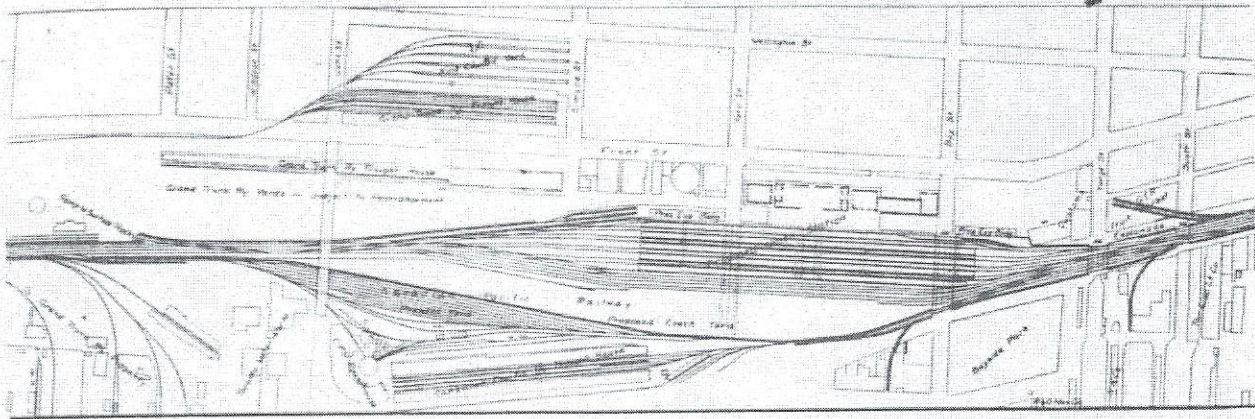


Fig. 3. Sec. 2. Plan of Viaduct Scheme from Spadina Ave. to between Scott and Church Sts.

north side leads into the G.T.R. fruit warehouse, and the single track one on the south into the fruit warehouse on the wharf.

The four track viaduct, with concrete retaining walls, continues to within 300 ft. of Parliament St., crossing West Market, Jarvis, George, Frederick, Sherbourne and Princess Sts. on 66 ft. subways. Along this portion of the line, there are at present individual crossings leading into each of the various indus-

tries located along the bay front. This viaduct scheme would cut off most of them from communication with the Esplanade, so this difficulty is to be remedied by the city putting through a new street, called Harbour St., just south of the viaduct, so that each of the indus-

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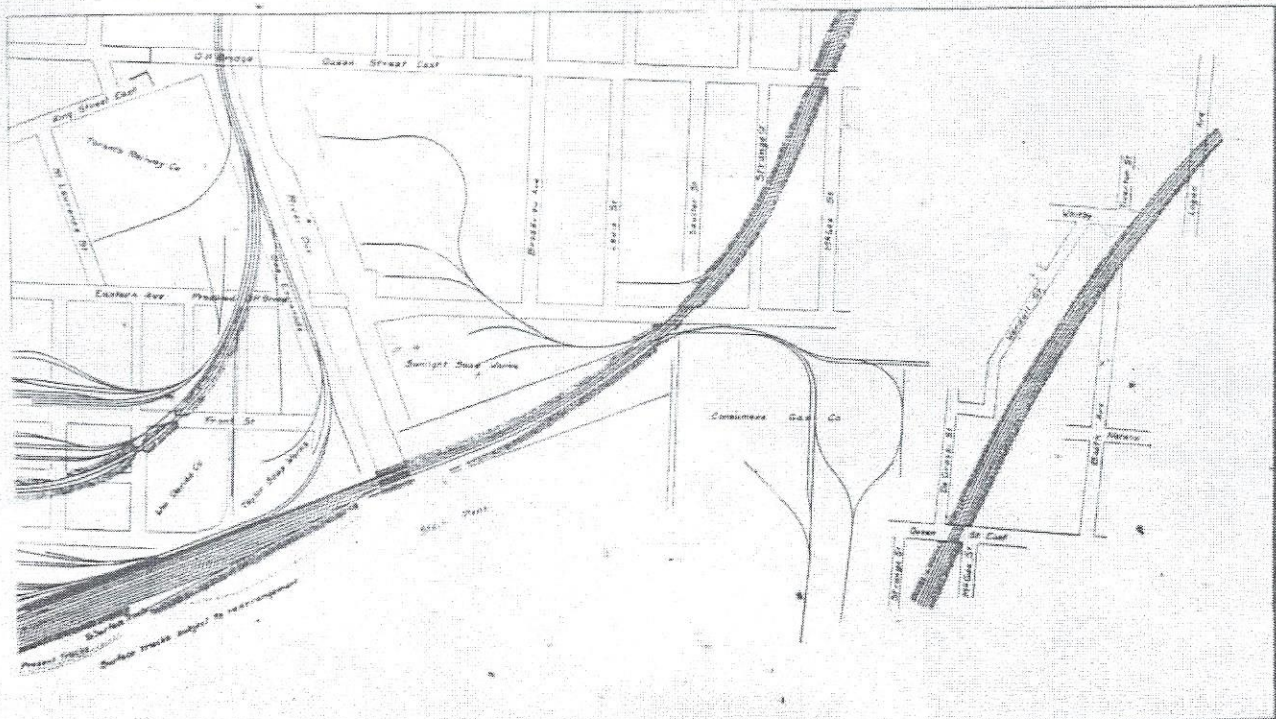


Fig. 3. Sec. 4. Plan of Viaduct Scheme from Don Freight Yards to Logan Ave.

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## 100,000 PERSONS PASS THROUGH UNION DEPOT

Thanksgiving Traffic Is Unusually  
Heavy—Earlier Date  
Responsible.

### MANY ARRIVALS. TOO

The Union Station is the busy place to-day. Home to the country to the family homestead, or to visit friends and relations, or to take a day or two of quiet rest, Toronto's citizens crowded to the Union Station to embark upon the journey early this morning.

There seemed to be almost as many visitors to Toronto as the number of those outward bound.

This afternoon, of course, will bring a great part of the traffic outward bound to the Union Station.

Two special trains left the Union Station this morning to accommodate the rush of traffic, the C. P. R. to Chicago through western Ontario, and the G. T. R. for Weston, Hamilton, Port Dover, etc. Extra cars were placed upon all the regular trains, and the accommodation was severely taxed.

The incoming trains from Brockville, Belleville, Hamilton district, and the north were crowded with visitors to Toronto. It is estimated that counting the incoming and outgoing passengers over 50,000 people passed through the Union Station this morning.

Before the day is out, it is estimated that between 80,000 and 100,000 people will have passed through the station.

The holiday traffic is not quite so heavy for Thanksgiving Day as the holidays in the summer. But just the same the popularity of Thanksgiving Day as a day to leave town on a visit is growing every year.

Toronto Star.

October 18, 1913



## The New Union Station at Toronto.

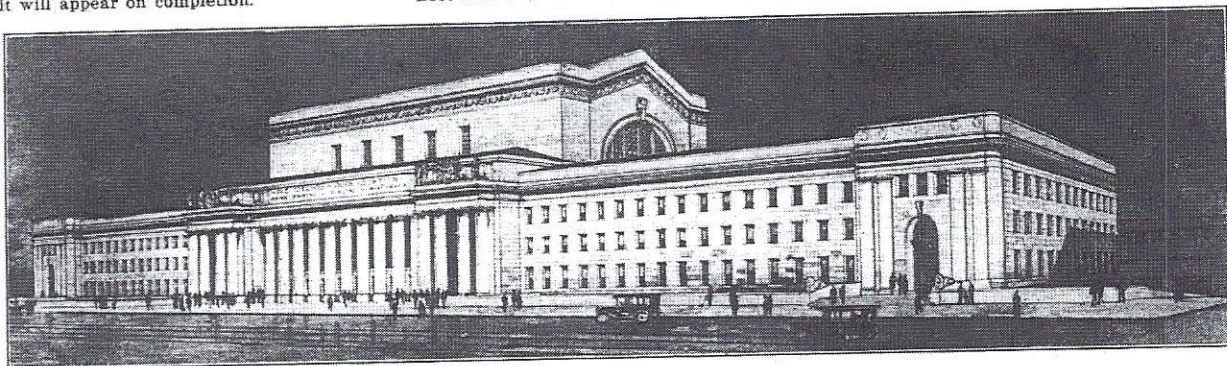
Plans for the new union station in Toronto have been drawn up, and it is expected that they will shortly be in condition for the calling of tenders, it being the stated intention to proceed with the work without further delay. The accompanying illustrations show the general scheme as it will appear on completion.

in this row. Along the opposite wall of the ticket lobby will be the baggage room and parcel room, each 60 by 40 ft., and each having a counter along the ticket lobby side. Midway between these two rooms will be a 40 ft. passageway to the trains.

The east end of the ticket lobby will connect with the lunch room and restaurant ac-

nected with the waiting room, through intermediary lobbies. The extreme west end of the building will be entered from the street through a separate doorway, and will contain the local offices. The east end will be used by the post office department and will have a similar entrance to that at the other end of the building.

As mentioned, there is to be a 40 ft. opening centrally in the south side of the ticket lobby, leading down a  $5\frac{1}{2}\%$  ramp to



Perspective View, Toronto Union Station.

The site selected is to the east of the present union station, on the portion of the area swept over by the big Toronto fire in 1904, bounded on the north by Front St., and on the east and west by Bay and York Sts., respectively, this site having been expropriated by the railways immediately after the fire. The only buildings on the site that had to be removed were two at the York St. end of the Front St. frontage.

The floor plan of the station will be in the form of an inverted T, the leg projecting under the tracks, with the cross part along Front St. The building is to be of the Roman type of architecture, built of a light colored stone, Indiana limestone and granite being the probable choices.

The street in front of the station will be widened by 25 ft., and the line of columns along the front entrance of the building will be back 77 ft. from the present street line, making the frontage of the building quite impressive and open. At each end, the building will also stand back 50 ft., which should result in giving it an imposing setting, and, from the fact that it will occupy the whole block, there will be no room for the unsightly small stores that seem to form a parasitic growth around many large railway terminals.

The main station level will be about 18 ins. above that of Front St., and will be entered through a 25 ft. entrance way at each end of the front row of columns, these entrances leading into the ends of a large ticket lobby 250 by 84 ft., the long way of which will be parallel to Front St. This ticket lobby is to be the central point of the whole station scheme, the whole project being built up around it in a very convenient manner.

With the idea of convenience uppermost in the minds of the designers, the information booth will be situated in the centre of the ticket lobby, equally convenient to both entrances, and equally convenient to all the station conveniences, and from this central point they can be pointed out by the information booth attendants, with a minimum amount of confusion on the part of the railway patron in locating the desired objective.

Along the north wall of the ticket lobby, occupying the full distance between the entrance ways, will be 20 ticket booths, with the ticket agent's office centrally situated

commodation, which, with the service room, will occupy the full width of the building at that end, or a space of 152 by 76 ft. The opposite end of the ticket lobby will contain all the passengers' more personal facilities, including the main waiting room, 88 by 64 ft., centrally situated in that end. Connecting from this on the north will be the women's rest room, adjoining which are

the train waiting room. Flanking this passageway, there will be on one side a news stand, on the other a telegraph and telephone room, in the respective ends of the baggage and parcel rooms. Owing to the level of Front St., which is practically that of the main station level, being about midway between that of the present rail level and the rail level when the track elevation



Perspective of Ticket Lobby, Toronto Union Station.

to be the toilet facilities, occupying a total space of 68 by 34 ft. The opposite side of the waiting room will consist of the men's accommodation, including lavatories, barber shop, baths and smoking room, a total space of 60 by 25 ft. The waiting room will be entered from the ticket lobby through two side passageways, from which entrance may be had to the accommodations con-

scheme is completed, it was possible to locate a train waiting room beneath the tracks, approachable by the  $5\frac{1}{2}\%$  ramp down from the ticket lobby. The difference in elevation between tracks and train waiting room will be 13.9 ft. This train waiting room, while not of great height, will have an area of 100 by 230 ft. in length from north to south, at right angles to the tracks.



Seating accommodation will be provided by 11 double cross seats down the centre of the room. On either side of the train waiting room, at the entry end, there will be additional lavatory accommodation, with entry lobbies at this level, communicating through stairways with large toilet rooms. Along either side of the train waiting room, through the balance of the length, as well as on the south end, there will be shop area for the convenience of passengers in making the light purchases peculiar to travelling.

Combination passenger and baggage platforms are to be used, and will be reached from the train waiting room by a 6 ft. stair on each side for each platform. Duplicate stairways will lead down from the platforms to the east and west of these stairways, into 25 ft. exit passageways that will flank the train waiting room on either side. Between the train waiting room and these passages there will be, on either side, two cross passages for communication purposes.

One of the underlying ideas in the station design was to develop a scheme whereby the traffic could be handled with a minimum

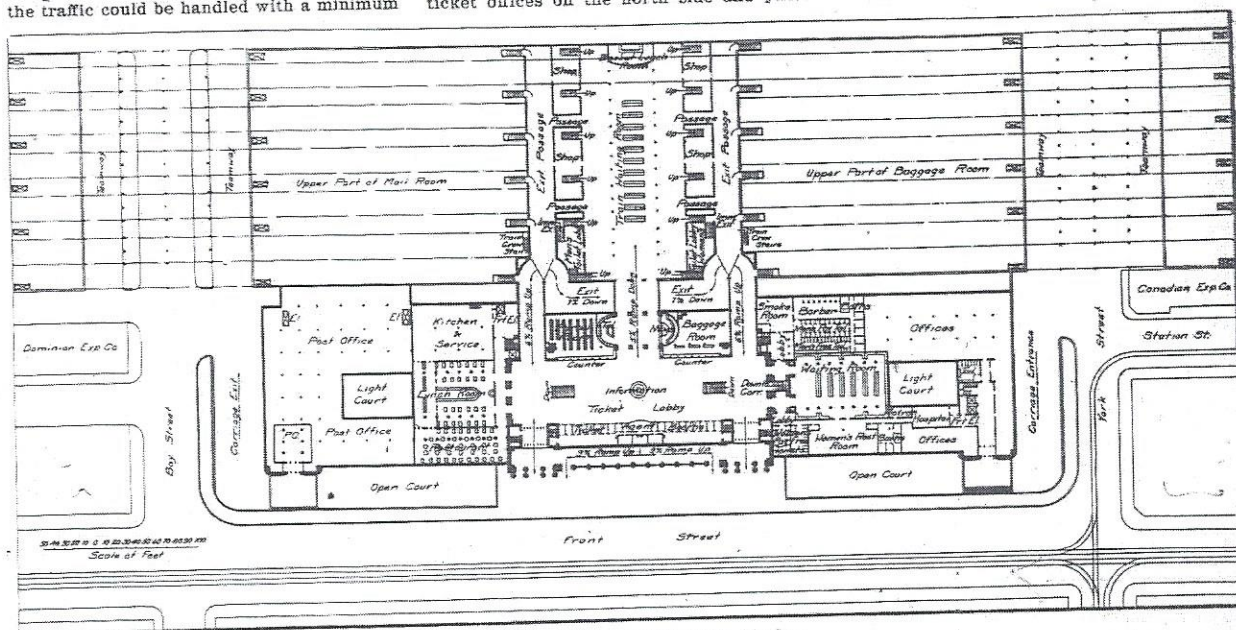
Exhibition, the exit passageway normally in service will be closed by the gate being swung across, the incoming passengers being diverted along similar passageways paralleling the ticket lobby, these passageways on either side descending a 7% ramp and meeting at the centre, leading from there into a basement-level station of identical layout to that above in most particulars. Passing across the exit concourse, the passengers will leave by a central doorway, branching right and left and ascending a 9% ramp to the main street doors. In this manner the incoming crowd will be kept at all times entirely separate from the outgoing passengers, and will be directed in such a manner along easily followed passages that there can be no confusion.

As stated, the lower level waiting accommodation will be almost identical with that above. The exit concourse will be similarly situated and of the same width, but slightly shorter than the ticket lobby above. With the latter it will communicate with a stairway at each end. In the centre will be a duplicate of the information booth, with ticket offices on the north side and parcel

from the lower level to each platform for transferring the baggage and mail between the train platforms and the lower level rooms. Near the back of the station building there will be a trucking space, slightly lower than the lower level floor, and passing under the streets at either end to cross tunnels, along which will be additional elevators to the platforms. In one corner of the baggage space will be the customs lobby, connecting through the carriage lobby with the exit concourse.

Special accommodation has been provided in the design for the accommodation of immigrants. In the upper level plan it will be observed that in each exit passage there is to be a descending stairway leading to a cross passage in the lower level. This passage will connect with a series of rooms to the immediate east of the exit concourse, these rooms consisting of immigrants' waiting room, lavatories, lunch and kitchen service rooms, Provincial and Dominion agents, and laundry, this section of the station being entirely segregated from the balance of the station.

There will be ten through tracks in the



Main Floor Plan, Toronto Union Station.

of confusion, for which purpose special provision must be made to so handle the incoming passengers that their movements will not in any way interfere with those of the passengers proceeding to the trains. This scheme has been developed in a two-fold manner, either of which can be used as the volume of traffic warrants. Near the front end of the train waiting room, the flanking exit passages will widen and divide, with a central division wall, attached to which will be a gate that may be swung across either one of the arms of the divided passage. Normally the inner passages will be barred, the outgoing passengers proceeding along the passageway into the ends of the ticket lobby, where the incoming passengers may meet their friends, the large area available, and the opportunity the incoming stream of passengers has to stretch out in proceeding along this long passageway, eliminating the crowding and confusion usually incidental to meeting in congested quarters.

When the traffic is heavy, as at holiday times and during the Canadian National

and grip rooms along the south side, making it to all intents and purposes a reserve station of similar capacity to the one above.

Between the new street curb and the face of the building there will be an open court the full length of the building, bridged at the centre for the entrance porch and either end for the office and post office entrances. Baggage will enter by way of the open court passageway from the York St. end, leaving it in the baggage quarters at the York St. end of the lower level. Carriages will proceed along the front of the building in the lower court, drawing up in front of a carriage arcade which will communicate with the carriage lobby, this latter being directly off the west end of the exit concourse. The exit will be by way of Bay St.

The baggage room will occupy the whole of the west end of the lower level, extending out under the track area as well. Most of the opposite end will be for post office accommodation. At the extreme ends of these spaces, 32 ft. back from the street and 342 ft. apart, there are to be elevators

station, in pairs, with a combination platform between each pair. The combination platforms will be 20 ft. wide, and they have been so planned that while passengers and baggage will use the same platforms, they will not come in contact. At each end of each platform, as previously stated, there are to be two elevators connecting with the lower level. The baggage will thus be handled at the outer ends of the platforms, and then through the lower subway for any lengthwise shifting, while the passengers will all move towards the centre of the platforms, where the stairways will be located. The train shed will be of the improved Bush type.

The upper three floors of the building will contain the railway divisional offices.

In the preparation of the plans, a great deal of comparative data was collected, from which to develop a scheme that would best meet the local requirements. This has involved the compilation of passenger statistics both in Toronto and many of the other larger cities on this continent, covering a period of several years. Some interest-



ing facts are developed from the report of the investigators. It shows that the passenger traffic is about equal to that of Washington, D.C., and about half that of Kansas City or St. Louis. The baggage handled is shown to be equal to that of the New York Pennsylvania Rd. station and nearly as great as that at the St. Louis station, Boston South station, and the New York Grand Central station. The parcel traffic handled is about the same as the baggage in relation to these cities, including in the last number Kansas City and St. Louis. It is of interest to note that the average number of pieces of baggage per passenger is greater in Toronto than in any other large centre on this continent.

The estimated cost of the station will be in the neighborhood of \$3,000,000, and it will form a part of the \$15,000,000 grade separation project ordered by the Board of Railway Commissioners, and which was described in detail in Canadian Railway

the larger advantages of the general scheme outweighed any advantages to be derived from a direct exit passage. If the light traffic exits were found to be unsatisfactory, an order could be issued compelling the use of the lower level exit at all times.

The Union Station is being built by The Toronto Terminals Railway Co., an organization of G.T.R. and C.P.R. interests formed to handle this project. The Chief Engineer of the company is J. R. W. Ambrose, who has been engineer in charge of the Toronto Grade Separation for the G.T.R. H. R. Safford, Chief Engineer, G.T.R., and J. M. R. Fairbairn, Assistant Chief Engineer, C.P.R., are acting as consulting engineers to the company. The architectural plans have been developed by Ross and Macdonald and Hugh G. Jones, Montreal, who are the architects, and with whom is associated John M. Lyle, Toronto. We are indebted to Mr. Lyle for the information on which this article has been prepared.

## Birthdays of Transportation Men in June.

Many happy returns of the day to:—

Jas. Anderson, Manager, Sandwich, Windsor and Amherstburg Ry., Windsor, Ont., born at Ayr, Ont., June 20, 1851.

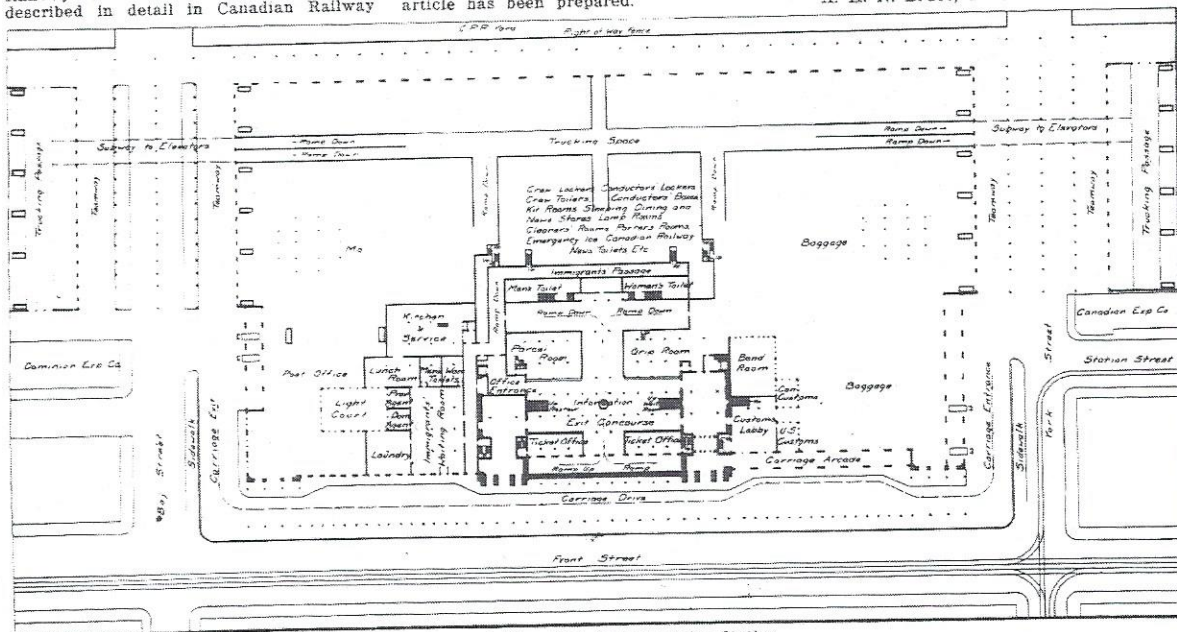
W. C. Bowles, General Freight Agent, Western Lines, C. P. R., Winnipeg, born at Montreal, June 3, 1875.

J. H. Boyle, Superintendent, District 3, Lake Superior Division, C. P. R., Schreiber, Ont., born at Waterloo, Que., June 26, 1869.

F. P. Brady, General Superintendent, Canadian Government Railways, Moncton, N. B., born at Haverhill, N. H., June 22, 1853.

H. W. Brodie, General Passenger Agent, Lines West of Revelstoke, C. P. R., Vancouver, B. C., born at Fredericton, N. B., June 8, 1874.

A. H. N. Bruce, M. Can. Soc. C.E., Chief



Basement Floor Plan, Toronto Union Station.

and Marine World, Dec., 1913. All the objections raised by the city against the design of the station were overruled by the Board in its sitting of May 5 last. The city wanted greater head room in the train waiting room, but the Chief Commissioner ordered that the 10 ft. provided was ample, as an increase would involve the objectionable feature of more stairs, which, in the present design, are eliminated entirely in all places where there will be a large crowd. He also ruled against separate passenger and baggage platforms, stating that the experience of other large centres proved that the combination platform was quite as satisfactory. This ruling was qualified by an order forbidding the trucking of baggage passed to the passenger stairways, which, as already explained, the design makes quite unnecessary. The request that the platforms be ordered higher could not be complied with, as the Chief Commissioner considered that the advantages to be obtained would not be sufficient to warrant the Board in ordering the railways to change their rolling stock for this purpose. While the possible inconvenience of people meeting incoming friends was recognized,

## Dominion Government Railway to Hudson Bay.

Some general information in regard to construction of this line appears on page 253 of this issue.

Work on the terminals at Pas, Man., is reported to have been started and it is expected to have it completed by the end of the summer.

Tenders are under consideration for the supply of the hardware necessary for the construction of the terminals at Port Nelson.

Replying to questions in the House of Commons, April 30, the acting Minister of Railways said the party of 130 men with 50 horses which left Pas, in January, in charge of J. F. Pratt, arrived at Port Nelson, April 9. The horses which were taken to haul supplies and outfit for road making, were not taken through. The men who formed the original party did not all go through, some left and joined the construction gangs en route, and men left the construction gangs to join the party. The total number arriving at Port Nelson was 148, all of whom were afterwards employed by the Department at that place.

Engineer, Quebec and Saguenay Ry., Quebec Ry., Light, Heat and Power Co., etc., Quebec, Que., born at Ballyscullion, Ireland, June 18, 1854.

A. E. Doucet, M. Can. Soc. C.E., District Engineer, National Transcontinental Ry., Quebec, born at Montreal, June 9, 1860.

E. W. DuVal, Superintendent, District 3, Saskatchewan Division, C. P. R., Saskatoon, born at Toledo, Ohio, June 5, 1885.

J. M. R. Fairbairn, M. Can. Soc. C. E., Assistant Chief Engineer, Eastern Lines, C. P. R., Montreal, born at Peterboro, Ont., June 30, 1873.

W. E. Foster, Solicitor for Ontario, G. T. R., Montreal, born at Belleville, Ont., June 27, 1866.

A. A. Goodchild, General Storekeeper, Eastern Lines, C. P. R., Montreal, born at Peckham, London, Eng., June 3, 1866.

J. A. Heaman, Assistant Chief Engineer, G. T. Pacific Ry., Winnipeg, born at Memphis, Tenn., June 3, 1874.

H. W. Harding, Local Secretary, Canadian Northern Ry., London, Eng., born there June 6, 1869.

L. R. Johnson, General Superintendent, Angus Shops District, C. P. R., Montreal,