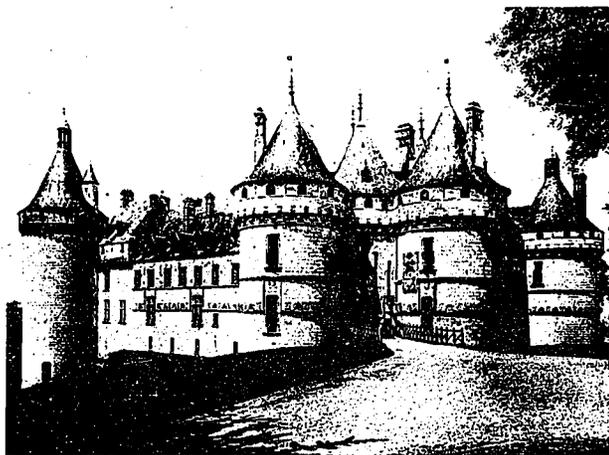


Quebec Union Station

From The Great Monuments of Art and Architecture of the Old World, and Particularly
From The Noted Chateaux of France, Came the Architect's Inspiration
For The Design of This Building.

By HARRY EDWARD PRINDLE



*So the future seemed
To mingle with the past. For a short space
I saw revealed the double threads that bind
This little speck of time we call "To-day"
To the great cycle of unending life
That has been and that shall be evermore.*

UNEXAMPLED for picturesqueness and magnificence of position on this continent, and for the romance of her historic associations, Quebec sits on her impregnable heights, a queen among the cities of the world. (Charles Marshall). The history of the city is intimately interwoven with that of old France, and this spirit is admirably expressed in its narrow, winding, ascending streets, its groups of high-pitched roofs, its churches, monuments and people.

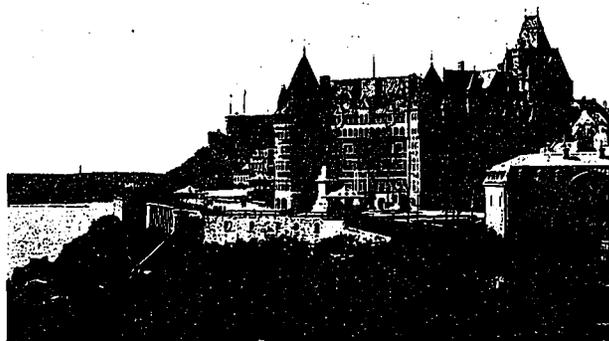
The mind of the observer contemplating its natural beauties inevitably turns to the old world, with its great monuments of art and architecture, and perhaps more particularly to the Chateaux of Chinon, Loches, Langlais, Chaumont, Chenonceaux, Ambroise, Blois, Chambord, and Azeay-le-Rideau which was the moving impulse from which has grown the design of the new Union Station Building.

The building is located on the property bounded by St. Paul, Henderson and St. Roche street, which has been entirely re-arranged, with new tracks, coach storage yard, express yard, freight sheds and freight office building. The station is approached from St. Paul street by an open paved plaza, approximately 300 ft. x 300 ft., enclosed by broad curving sidewalks reaching the entrances, with a driveway into the express yard. The concourse opens directly into Henderson street, which leads to the new freight offices. The plaza will be encircled with orna-

mental lamp standards and the central section flanked by tall steel flag poles. The planting spaces around plaza and on Henderson street will be filled with Lombardy poplars and the spaces at building occupied by harmonious masses of blue spruce and shrubs. The building is L shaped in plan, with the express wing approximately 46 ft. x 150 ft. parallel to St. Paul street, with power house 46 ft. x 75 ft. with a boiler stack 100 ft. high on the end toward St. Roche street. The concourse wing on Henderson street is approximately 65 ft. x 150 ft. and is practically on the diagonal axis of plan.

The roof of the central block rises about 90 ft., the roofs of the wings being roughly 50 ft. high. The exterior walls are faced with a dark wire cut brick, laid Flemish bond in white mortar with deep raked joints with stone facings and granite base. The roofs are of copper. The main entrance is 25 ft. wide, providing seven door openings, over which is a large window opening lighting the ticket lobby. The outer angles of central block carry brick and stone tourelles between which, at the roof level, is a large ornamental illuminated clock dial. At the base of the tourelles are carved stone shields bearing the Fleur-de-Lys, Rose, Shamrock, Thistle and Maple Leaf; the pediment over clock is ornamented with the coat of arms of the city of Quebec.

High up over the entrance executed in leaded glass are the armorial bearings of seven of the men famous in Canadian history, to wit: Montmagny, Governor of Canada, 1636 to 1647; De Tracy, Viceroy of Canada, 1665; Beauharnois, Governor of Canada, 1726 to 1747; Montcalm, Military Commander in Canada, 1756 to 1759;



A MONUMENT OF ART AND ARCHITECTURE.