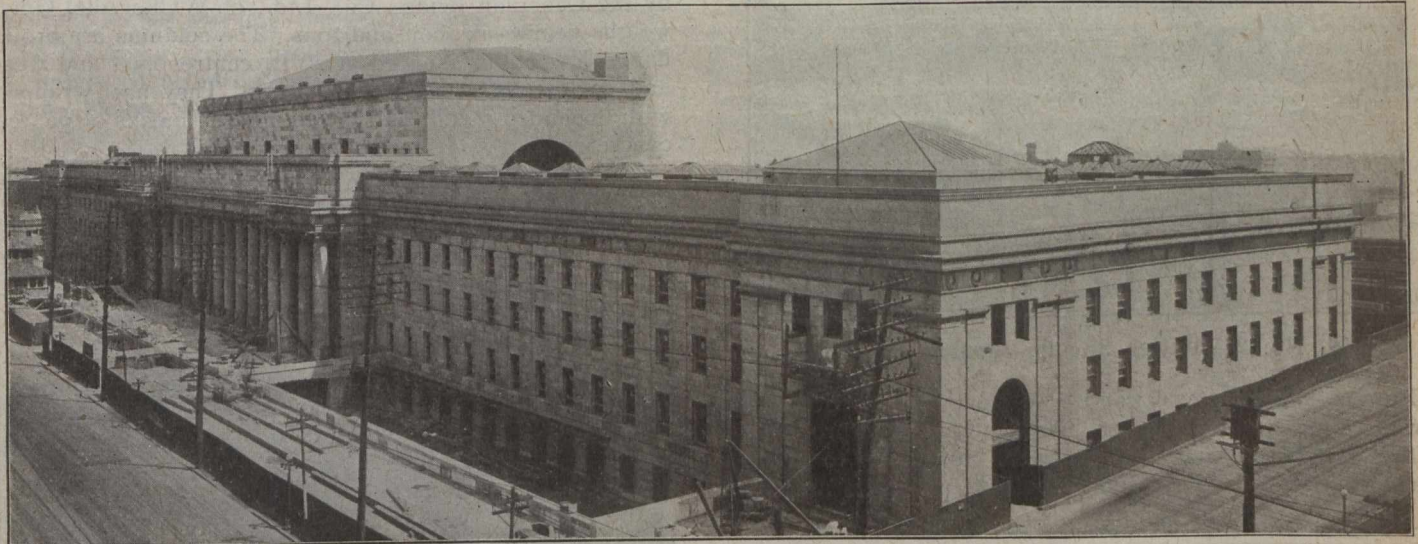


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View facing north-west corner. Photograph taken August 3rd, 1918

Toronto Union Station An Imposing Structure

Will Be Ready For Use Next Spring—Active Work Began in 1915—Brief Description of the Chief Sub-Contracts and List of Those Who Are Mainly Responsible For the Most Important Building of Its Kind in Canada

WITH a frontage of about eight hundred feet, the new Union Station at Toronto is bounded on the east by Bay Street, on the west by York Street, on the north by Front Street, and on the south by the railroad tracks that border the waterfront. It is only a few hundred feet east of the old station that has served the travelling public for many years, but which is inadequate for modern requirements.

The general contract was let by the Toronto Terminals Railway Company to the P. Lyall & Son Construction Co., Ltd., of Montreal, in July, 1914; but, with the exception of about a month's preliminary work, active operations were not commenced until a year later.

Brings were made by Smith & Travers, of Sudbury, Ont., in November, 1915, and were found to be typically representative of the Lorraine formation underlying the city of Toronto and its suburbs. This formation consists of alternating layers of sandstone and compact gray shale, with occasional bands of limestone. It is generally overlain by a varying thickness of stony glacial clay. The formation is dense and compact when undisturbed, but the shale bands soon disintegrate upon exposure to the air. The upper layers of bed rock were sometimes found to be disturbed, or tilted, and mixed with clay or gravel. After penetrating this disturbed zone, the solid, flat-lying formation was reached. It was, therefore, found

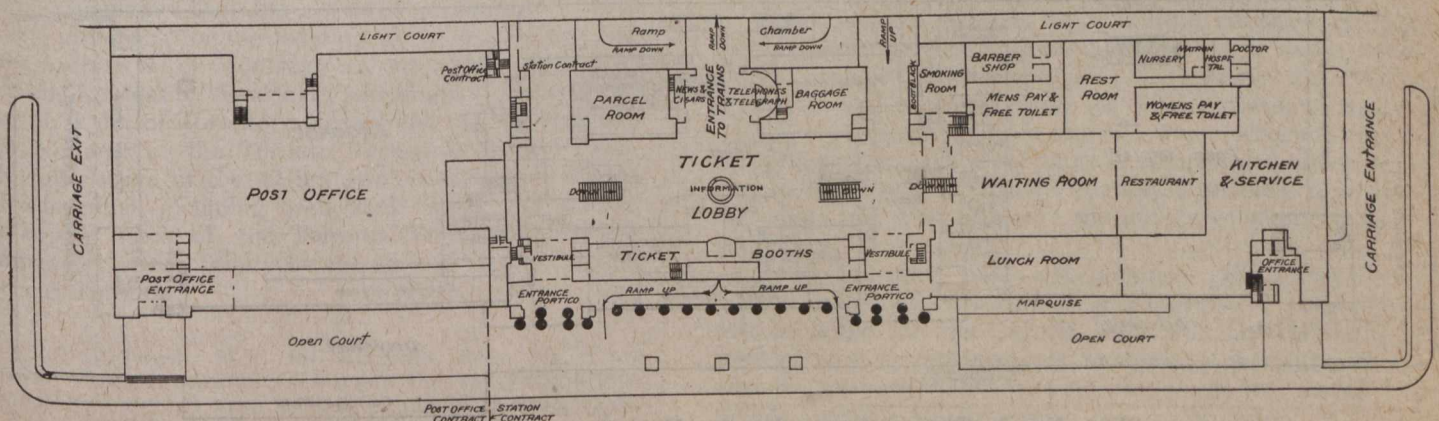


Fig. No. 1—Plan of Main Level, New Union Station, Toronto