

ossal task Mr. Van Horne undertook and of the seemingly unsurmountable difficulties which he overcame, compared with which transcontinental railway construction today is a comparatively easy task. West from old Manitoba the route had to be decided on and construction pushed through an unsettled prairie country, a southerly way had to be found through the Rockies and the supposedly impenetrable Selkirk Mountains, all supplies and construction material had to be taken in from the Winnipeg and Pacific Coast termini, the former of which had no eastern Canadian connection, but never did a contractor have to wait, and continental track laying records were established for both a day's and a season's work. North of Lake Superior the construction difficulties and the getting in of supplies were gigantic tasks, but he grappled with them successfully, and, instead of taking the ten years allowed by the contract between the Government and the company, completed in half that time the great railway that will be his enduring monument and an emphatic witness to his indomitable will, his untiring energy, his organizing ability and his absolute thoroughness. Never was a railway more honestly built and never did shareholders get better value than for every dollar that was put into it.

### Starting of Work on Toronto Union Station.

H. G. Kelley, Vice President, Grand Trunk Ry., and President, Toronto Terminals Railway Co., gave the following statement to the press Sept. 26:

"Preliminary arrangements having been concluded for commencing work on the construction of the new union station at Toronto, the contractors have been instructed to proceed with this work. On account of the large expenditures involved at a time when the world's money market, and more especially the source from which Canada has been accustomed to obtain capital, is practically closed for other than war purposes, it appeared for a time that the undertaking would have to be indefinitely postponed. Arrangements were finally completed, however, with the Bank of Montreal for providing the funds necessary to allow the work to go forward, and the construction of the new building will therefore proceed at once.

"In the preliminary studies and final design adopted by the directors and approved by the Board of Railway Commissioners, every comfort and convenience for the travelling public and the City of Toronto has received careful attention. Much time has been devoted to the study and personal in-

Ardley, Auditor; W. C. Chisholm, General Solicitor; J. R. W. Ambrose, Chief Engineer.

The construction work will be under the general direction of Chief Engineer Ambrose, who will be represented by H. K. Ferguson as clerk of works. W. T. Griffiths will be Superintendent for the contractors, P. Lyall & Sons Construction Co.

The new station, which will face Front St., and extend from Bay St. to York St., was fully described and illustrated in Canadian Railway and Marine World for ..

**Canadian Railway Club.**—Wm. Roger, A.M. Can. Soc. C.E., Elevation Draughtsman, Canadian Pacific Ry., read a paper before the club in Montreal, Sept. 14, on hydraulic presses vs. power presses in connection with the manufacture of cartridges and shells.

**The Canadian Northern Ry. was fined \$50** and costs in the Manitoba Provincial Police Court, Winnipeg, recently for failing to report to the factory inspectors two accidents at its shops, as required by the Factory Act. Notice of appeal was given.

**The Grand Trunk Railway Patriotic Association** of Toronto, the inauguration of which was announced in our last issue, has purchased two motor ambulances for use at the front, and will send a third one should it be required.



The new Union Station, Toronto, on which work has been started.

From the day he first set foot on Canadian soil Sir William Van Horne was a never varying believer in the great future of the country, and it is not too much to say that he was one of the very first to really impress on Canadians generally the immense potentialities of the Dominion and especially of the vast territory west of Lake Superior. For the development of its latent resources, altogether outside of the railway sphere, he labored incessantly, and no native born Canadian could have performed more thorough service than he did to the country of his adoption and of which he soon became a naturalized citizen.

He was a man of gigantic intellect, an able administrator, largely self taught, with a marvellous memory for his omnivorous reading on most varied subjects, a recognised authority on geology and art, a most thorough man on any subject he became interested in, a charming companion, an always interesting conversationalist, a loving husband and father, with thorough domestic tastes, and a loyal and unvarying friend. Among the real makers of Canada none will occupy a higher place in its history.

ACTON BURROWS.

**The Canadian Pacific Ry.**, according to a press report, proposes to cut a trail through the Rocky Mountains from Bany to Lake Louise, Alberta, about 60 miles, during 1916.

spection of the latest approved railway terminals on the American continent, and it is hoped and believed that Toronto will have, in the new station, when completed, a railway terminal second to none. The east wing of the building will be owned and occupied by the Dominion Government as a postal station, and, by reason of its location, immediately adjoining the railway tracks, the receiving and despatching of all mail matter can be conducted instantly, thus avoiding delays which occur when mail matter must be carried to and from trains to postal stations located at distant points in the city. The west wing of the building will be occupied as railway offices by the Grand Trunk and Canadian Pacific Railway Companies, who have equal ownership in the terminals, while the central portion of the building will be the general concourse to and from trains, in which will be located the ticket offices and other accommodations for the convenience of the public. The work will be carried through to as early a completion as is practicable with the magnitude of the undertaking."

Work was started on the site Sept. 26, and it is expected to get the excavations made and the foundations built during the ensuing winter. The officers of the Toronto Terminals Co. are: H. G. Kelley, President; Geo. Bury, Vice-President; H. Phillips, Secretary; H. E. Suckling, Treasurer; J. W. Leonard, General Manager; W. H.

**The Great Northern Ry. (U. S. A.)** has obtained authority from the Board of Railway Commissioners to make certain reductions in its train service in British Columbia. Full particulars are given on another page under "Orders by the Board of Railway Commissioners," viz, orders 24161 and 24163.

**The Mount Lehman Lumber, Timber and Trading Co., Vancouver, B.C.,** has been granted permission to build its logging railway under the British Columbia Electric Ry.'s New Westminster-Chilliwack line at mileage 30, with a head room of 12 ft.

**Canadian Northern Ry. Coal Supply.**—In operating the line north of Lake Superior coal will be supplied from Port Arthur for about 300 miles east and from that point east coal will be hauled from Toronto and other coaling stations in the east.

The Dominion Government engineers and the contractors engaged on the construction of the Hudson Bay Railway, are reported to have offered to supply two machine guns and the men to operate same, to be attached to the 45th Battalion of the Brandon Regiment.

S. Hammett, formerly treasurer of Toronto Lodge 108, Brotherhood of Railway Trainmen, Belleville, Ont., was sentenced to a term in Kingston Penitentiary, Sept. 9, for misappropriating \$800 of the lodge's funds.