

TEN MILLION  
DOLLAR STATION

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set from the north line of Front-street so as to allow of spacious drive-ways. The architects are at present working on the building plans but as yet no definite style has been selected. A development of columns will be the probable choice. The structure will be three storeys in height, the centre portion rising about the rest. The main waiting-room will be in the centre portion and will be 300 feet in length and 100 feet wide. The exits from the station will all lead from the waiting-room, so that the finding of friends will be rendered a simple matter. The concourse immediately south of this room will be 200 by 80 feet, the size of that in the Union Station at Washington. To the west of this on the ground floor will be a large dining-room and lunch rooms for first-class passengers with a cuisine that will equal that of any hotel in the city. The space to the east will be devoted to baggage facilities.

On the second floor will be dining-rooms, lunch rooms, bathrooms, lavatories, etc., for the exclusive use of second-class passengers and immigrant detention room.

**A New Feature.**  
The third floor will probably be given over largely to postal facilities, a feature absolutely new to Canada. Here letters to and from the trains will be handled instead of at the up-town office and a material saving in time and cost will be effected. Here also will probably be court rooms for the board of railway commissioners similar to those in the central Grand Trunk Station at Ottawa.

**Easy For Passengers.**  
A passenger arriving at the Front-street entrance to the station will obtain his or her ticket in the main waiting-room on the street level. He will then pass thru the waiting-room in a direct line to the concourse which he will cross on a slight incline and enter the passenger subway. This subway will be 40 feet wide, decorated with enameled tile and brilliantly lighted. In the meantime his valises have been taken to the baggage-room and he will obtain a check for them as presenting himself at the ticket, having no further trouble until his destination is reached. From the subway access can be had to the platform for any train by rising twelve feet on stairs. The train shed consists of ten thru passenger tracks, six passenger platforms 18 feet over all, and six baggage platforms 11 feet over all. Passenger and baggage traffic by this means will be kept entirely separate, avoiding confusion and delay. The roof of the shed will be low, with a channel up to the air directly over the centre of each track, thru which all gas and smoke from the locomotives will pass so that the air inside will be pure at all times. There will be accommodation for 12-car trains on all tracks. The yard will accommodate 200 cars, as compared with the present accommodation of 170.

**Direct to Street.**  
A passenger coming into Toronto enters the subway from any platform at which his train arrives, and upon reaching the concourse may turn to the right and receive his baggage at the east end, making an exit from there directly to the street. If he has a carriage waiting for him he can turn to the left and make an exit by the carriage concourse on the west end of York-street.

**The Baggage-Room.**  
The baggage room, which is to have an area of 74,000 square feet—five times the present size—will be divided into two divisions for in and out bound baggage respectively; separate provision will be made for hand baggage in each; and the approach of baggage traffic from the city kept entirely apart from passenger traffic. There will also be provision for bonded baggage both for the Canadian and United States customs and adequate access will be made for the passenger to examine and identify the same. All baggage will be trucked to and from the trains on a platform specially provided for this purpose and none will be handled or trucked on passenger platforms, another feature unique in Canada. The trucks will be electrically operated and will have a speed of six miles an hour and an individual capacity of two tons. The floor of the baggage room will be on a level with the bottom of the city delivery wagons so that loading them will be an easy task.

On the York-street side of the new station and beyond the present buildings will be the Grand Trunk Express shed and on the Bay-street side the C. P. R. shed. Nothing has been decided about the fate of the present station but it is probable that it will be re-modelled for office purposes. The exact character of the express facilities is also undecided but that they will be entirely adequate and up-to-date is assured. There will be offices for all telegraph companies, telephone booths, news stands and all the usual conveniences in connection with a perfectly equipped station.

**Thirty Elevators.**  
There will be between 20 and 31 electrically operated elevators in the various buildings, which will be automatic and "fool proof." A person desiring to rise to given floor can only open the door for that floor, all the others being securely locked while the elevator is in operation. These elevators will be distributed as follows: Four in the postal station so arranged as to handle the trucks direct from the street; four passenger elevators in the station proper; five baggage elevators; five for the Dominion Express; five for the Canadian Express and three or four in each express building. A service building separate from the main station will provide power for the elevators as well as electricity for light, heat, ventilation, etc. Still another feature never before seen in Canada will be a continuous drinking system of fresh flowing, iced and distilled water that will extend to all parts of the station. Usually a length of pipe connects the tap with the main service and all the water in this pipe stands, thus speedily becoming dead and stale. By the new system every tap is attached direct to the main service thru which the water is continuously coursing.

It has been possible in this account to give only a meagre impression of the appearance and equipment of the Toronto Union Station as projected by the engineers of the Grand Trunk Railway, but it will, perhaps, serve to show that it will be an institution in every way worthy of so important a city and of so great a company, and one that is likely to meet all requirements for some considerable time to come.

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