

sidewalks with metal canopies, so that passengers may either alight at the main entrance centrally on the south side, or at the tower vestibule, the expectation being that the latter entrance will be used by the majority of passengers who have already secured their tickets, and only require to pass directly to the trains, relieving the main waiting room of much of the congestion that might otherwise occur. Along the west side of the station is a 28 ft. driveway, so that vehicles may drive up to either station entrance, and pass through under the tracks through this driveway and out on Yonge St. to the north of the station.

The midway is a passage 20 ft. wide passing from the rear of the station to the far side of the tracks, under the latter. The elevation of the tracks makes a difference in grade between the track platforms and the station level of 15½ ft., giving a headway in the midway of about 14 ft.

Passing over the midway are 6 through tracks, which now connect with two main tracks to the west and a single track to the east, but are so located as to connect in the future with the proposed double track to the east on the revised grade. The northerly two tracks are for westbound trains and the southerly two for eastbound trains, each pair being at 31 ft. centres and tributary to a single platform. The two centre tracks at 13 ft. centres from each other and from the adjoining passenger ones are not tributary to a platform and are reserved for freight or other through train movements, the southerly one for eastbound and the northerly one for westbound. As all passenger trains will originate and terminate at the West Toronto yards and may stand in the North Toronto station for a considerable time, this arrangement gives the greatest possible flexibility in operation, by assigning certain tracks for standing trains and keeping certain others open for through movements at all times.

The platforms are 20 ft. 3½ in. wide and 600 ft. long to accommodate 10-car trains. The portions over the baggage room and subways are of reinforced concrete, and the remaining portions are of wood which will be replaced with concrete when the fill upon which they are built has settled. When traffic requirements warrant, they may be extended to a maximum length of 1,600 ft., thus permitting each platform track to accommodate two trains, or a total of four eastbound and four westbound trains clear of the through tracks.

Butterfly, or inverted umbrella roofs, some 360 ft. long, extend over the concrete portions of the platforms, protecting access to the stairways and elevators.

When the fill settles sufficiently to give proper foundation, they will be extended to cover the full length of the platforms. The roof proper is of wood, on a steel frame, which is supported by steel posts in the middle of the platforms. It has a spread of 25 ft. and extends well over cars standing on the platform tracks, thus giving, in many respects, the same protection as the Bush type of train shed when trains occupy the platform tracks. The platforms are reached from the midway by three 6 ft. stairways on the east side. The plans provide for future stairways opposite the present proposed stairways.

The baggage room, 137 x 62 ft., occupies all the section beneath the tracks between the midway and Yonge St. driveway. From the latter the baggage is received through 5 doorways, and is

raised on trucks to the platform level by three 15 x 5½ ft. elevators. From the southwest corner of the baggage room a spiral stairway ascends to the track level, where the station master's office is located in the tower above the vestibule. Passenger communication with the baggage room is through the concourse.

The whole exterior of the building, with the exception of the spire, is faced with limestone from Tyndall, Man. The choice of this Canadian stone has been justified by the excellent color effect of the masonry in the mass, an effect equal to any that could have been obtained by the importation of the better known building stones from the United States. The spire on top of the tower will be faced with terra cotta of a color and texture to tone in with the limestone facing of the remainder of the building. The section under the tracks is of steel and concrete construction.

The main waiting room, tower vestibule and concourse are lined with marble for their entire height, the architectural effect being obtained by the use of different colored marbles, all set in practically the same plane, so as to avoid as far as possible all offsets and other dirt collecting projections. The plaster ceiling of the main waiting room is treated in a broad manner with large panels. The midway is lined with glazed brick for its full height, as are the staircases heading up to the platforms.

A complete system of electric clocks of British manufacture will be installed; of these the large tower clock with four 8 ft. dials will form a part. The clocks throughout the building will be controlled by a master clock which will be synchronized daily from the company's chief time station at Montreal.

All ornamental ironwork such as door frames, stairs, large windows and the marquise on the south and west fronts has been executed by a Toronto firm and all the steel sash throughout the building have been imported from England. The plastering, marble, heating, ventilating, plumbing and electric work has all been carried out by Toronto firms. Wherever possible, and there are but few exceptions, all materials and labor employed in the construction of the building are of Canadian or British origin, and, in accordance with the company's requirements, Canadian timber has been used for all woodwork, whether rough lumber or finished mill work.

The plans were prepared by Darling & Pearson, architects, Toronto, under the J. M. R. Fairbairn, Assistant Chief Engineer, C.P.R., and D. H. Mapes, Engineer of Building, C.P.R. The contractors are P. Lyall & Sons Construction Co. Ltd.

The track elevation work, which included extensive baggage room and roadway construction under the tracks, was carried out under the charge of Blair Ripley, M.Can.Soc.C.E., Engineer of Grade Separation, C.P.R., now Officer Commanding No. 1 Overseas Construction Battalion.

The Board of Railway Commissioners held sittings for hearing complaints as follows: Winnipeg, June 12; Saskatoon, Sask., June 14; Quebec, Que., June 17; Edmonton, Alta., June 15; Vancouver, B.C., June 26; Victoria, B.C., June 28; Montreal, June 28. Sittings will also be held as follows: Nelson, B.C., July 5; Calgary, Alta., July 10; Moose Jaw, Sask., July 12; Regina, Sask., July 13; Winnipeg, July 14; Fort William, Ont., July 17; Sudbury, Ont., July 19.

Canadian Northern Railway Guaranteed Securities.

In the article in Canadian Railway and Marine World for June on "Further Dominion Aid to the Canadian Northern Ry. and the Grand Trunk Pacific Ry.," onpg. 225, in the second paragraph under the heading "Returns to Parliament," line three, reference was made to the "Total amount of stock outstanding," while at the end the word "securities" was used. The word "stock" was used inadvertently instead of securities, which word was used in the return submitted in the House of Commons by the Minister of Finance. As generally understood the word "stock," refers to shares or common stock, and not to bonds, debentures or other securities which are secured by mortgage, guarantee or otherwise, and a correspondent contends that even the word "securities" does not properly express the character of the C.N.R.'s outstanding indebtedness mentioned in the return.

As mentioned above the word "securities" was used in the return submitted to Parliament, and if our correspondent feels very much excited about it use he should communicate with the Minister of Finance, instead of with us.

The return referred to, which is in the form of a sessional paper, is headed "Statement of Securities Outstanding." The securities listed include bonds of different kinds, 1st mortgage stock, 1st mortgage debenture stock, terminal debenture stock, branch lines stock, second charge stock, perpetual consolidated debenture stock, and perpetual debenture stock.

In the table at the conclusion of the second paragraph referred to the total amount of securities issued was stated as \$383,770,798. This was made up by adding the \$25,000,000 of income bonds to the \$358,770,798 of guaranteed and unguaranteed securities issued. The total guaranteed and unguaranteed securities authorized amount to \$383,438,742.

Canadian Ticket Agents' Association.

The Association's annual outing was held at Port Arthur, Ont., June 12 and 13. The party, numbering about 200 arrived in the city on the Northern Navigation Co.'s steamship Hamonic from Sarnia, and were received by a reception committee of the city council and the board of trade. After the formal reception the members held the annual business meeting, and the ladies were taken for auto trips in the city, and were entertained in the evening by the Women's Canadian Club. The members held their annual smoking concert on June 12, and on June 13, the entire party were taken on a trip around the bay on the tug Whalen, and in the afternoon went via the Canadian Northern Ry. to Kakabeka Falls. They returned east by the C.P.R. steamship Assiniboia to Port McNicoll.

The following were elected officers at the annual meeting, all being located in Ontario:—President, A. M. Hare, Tillsonburg; 1st Vice President, E. R. Blow, Whitby; 2nd Vice President, H. F. Whittier, Trenton; 3rd Vice President, J. Ransford, Clinton; Secretary-Treasurer, E. de la Hooke, London; Auditor, B. Caswell, Smiths Falls. Executive Committee, J. Jackson, Clinton; W. McIlroy, Toronto; W. J. Moffatt, Toronto; F. W. Churchill, Collingwood; C. B. Janes, Orillia.