

THE GRAND TRUNK
RAILWAY,
TORONTO UNION
STATION,

New Union Station for Toronto

The Board of Railway Commissioners made an order, dated Feb. 23, with respect to the application of the G.T.R. for authority to expropriate certain lands, additional to those it now occupies, lying north of Esplanade St. and between Yonge and York streets, Toronto, and required for the purposes of the company. The following parties were interested in the application and appeared before the Board by counsel at the different hearings: G.T.R., C.P.R., James Bay Ry., Toronto City Council, W. W. Baldwin Estate, Eckardt Co., A. R. Williams, M. McLaughlin, Land Security Co., Dominion Transport Co., Toronto General Trusts Corporation, J. B. Smith Estate, H. W. Petrie Co., and the own-

OF OCT. (COPY) 18 0 0 0

Toronto Union Station.—The application of the G.T.R. for the expropriation of the land in the burned-out district of Toronto, south of Front Street, came before the Railway Commission at Ottawa, in Oct. The whole matter was thoroughly discussed and it was generally agreed that the terms of expropriation will provide for a leasehold of land and streets for 50 years, to be arranged between the city and companies. The land will only be used for station purposes. The station is to be built by the G.T.R. for themselves, the C.P.R. and the Canadian Northern Ry. It will be a passenger depot for the three railways, and be available for any other railway requiring to use the same. The station is to be of at least the value of \$1,000,000, and to be started within one year and completed within three years. Until the station is completed provision must be made for the Canadian Northern passenger trains as soon as required. If Bay and Lorne Streets are closed, provision is to be made at or near Bay Street for access to the water front by a bridge or other reasonable means for foot passengers. The station will be sufficiently far back, say, 20 ft. off the street. The plans will require to be submitted to the city inspector of buildings and the city by-laws conformed to. The railway company will indemnify the city

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Jan., p. 15.
Toronto Union Station.—The question of the expropriation of a portion of the burned-out district of Toronto for the purposes of erecting a new union station thereon has been again before the Board of Railway Commissioners. The general question of expropriation of the property was settled, but a difficulty arose as to the compensation to be paid to the lessees, and who it was to be fixed by. Hon. M. E. Bernier, Deputy Chief Commissioner, expressed an opinion that the amount of compensation to be paid would be the amount the persons interested would be entitled to at common law, namely, the value of the property on the date when notice of expropriation was given; whilst Commissioner Mills was of opinion that compensation should be awarded for the eight months during which the matter has been hanging fire. Upon the question of whether the Commissioners have power to decide the amount of compensation, or whether it has to go before a special court there is also a divergence of opinion. Until the appointment of a chairman to succeed Hon. A. G. Blair, nothing further is likely to be done. (Jan., pg. 15.)

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THE RAILWAY AND MARINE WORLD

July, 1906

Toronto Union Station.—The contract for clearing the site of the new Union Station has been let to Kelly and Adams, Toronto. Work was commenced June 20, and good progress is being made. The wreckage of the warehouses, etc., burned out April 19, 1904, which now cover the ground, will be utilized to fill up the G. T. R. water lot between John St. and Spadina Ave. The buildings which are at present occupied by the post office at the corner of Front and Lorne streets, and the adjoining one will have to come down, so that there is considerable work to be done before any actual building operations can be started. The plans for the new buildings, it is understood, have not been finally approved. The new buildings, terminals, etc., will cost about \$2,000,000, and will be in the French style, of brick with stone dressings, having five stories facing Front

ated by the end of the year. The Dominion Parliament in 1903 voted a subsidy upon the usual conditions to the Great Northern Ry. of the construction of this line, and a revised site was made in 1904. The location plans of this cut-off have been approved by the Railway Commissioners upon application of the Quebec, New Brunswick and Nova Scotia Ry. An act was obtained from the Dominion Parliament in 1903 incorporating a company with this title to construct a railway from some point on the Great Northern Ry. near Quebec, to the north end of the Quebec Bridge, and from the south end of the bridge to Moncton, N. B., and thence to Pughwash, N. S., with a branch line to St. John, N. B. Under this charter construction has been carried on for some time on a line to connect the end of the Quebec Bridge with

July 1906

STANLEY ZIMONOFF
FOR ROUTE RAILWAYS