

About two years ago the Canadian Northern Railway began buying land for a right-of-way through the city, and filed their plans with the Railway Commission. Their plan is to follow the Grand Trunk Railway around the

line to Niagara Falls, using the Toronto, Hamilton and Buffalo Ry. right-of-way through the city and station. The fear of some such step has done more to arouse those interested to action than the other things they complain

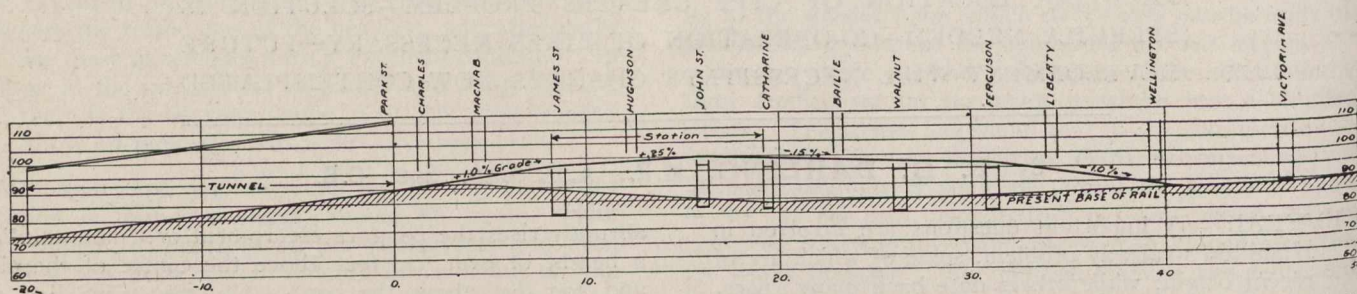


Fig. 2.—Profile of track elevation plan for the Toronto, Hamilton and Buffalo Railway, by Westinghouse, Church, Kerr and Company.

end of the bay, keeping at a higher level, cutting through Dundurn Park and striking the grade of the city streets about Bay Street. (See Fig. 1). From here there are three alternative routes to Ferguson Avenue. (Only the southerly one is shown). The remainder of the right-of-way follows the spur line of the Toronto, Hamilton and Buffalo and the Grand Trunk Railway, Burlington Beach Branch, to the city limits.

This route has called forth strenuous opposition from many quarters, principally on account of the many grade crossings and the injury to Dundurn Park and other property. The fact that the proposed line follows the Grand Trunk Railway so closely, naturally suggested the idea of a common right-of-way and a union station. In this case the Canadian Northern Railway would come along the north shore of the bay, bridging the end at the long peninsula, (shown on Fig. 1), keeping outside of the Grand Trunk Railway and following the same grade.

While this question was before the public an agitation had been developing, in the south end of the city, against the Toronto, Hamilton and Buffalo Ry. The conditions under which this road operates to-day are far different to what they were when it was built in 1894-5. Since that time the city has doubled in population and the number of residents south of the tracks has increased more than this in proportion, not counting the rapidly growing section on the mountain. The Railway Company has grown even more rapidly than the city. Its connections with the Vanderbilt lines through the Michigan Central and the Canadian Pacific Railway to Guelph and Toronto, make it the entrance of these two great systems.

The number of trains per day has greatly increased. Also, they have become heavier, longer, and operate day and night. As the station platform is only a short city block in length,—(about three hundred feet)—it is impossible to handle this heavy traffic without more or less blocking of streets. This, with the noise and smoke, is what the residents in the neighborhood are complaining about.

For some time it is believed that the Toronto, Hamilton & Buffalo Ry. has been buying lands on either side of its right-of-way for the purpose of adding tracks and increasing the station accommodation. There is also a probability that the Canadian Pacific Railway will build a

of. Their hope is to forestall the Railway Company, so that when the time comes to extend their station they (the company) will be committed to a plan that will not only be unobjectionable but will relieve present troubles.

At the last municipal election the residents on Hunter Street, and in the neighborhood, organized to work for

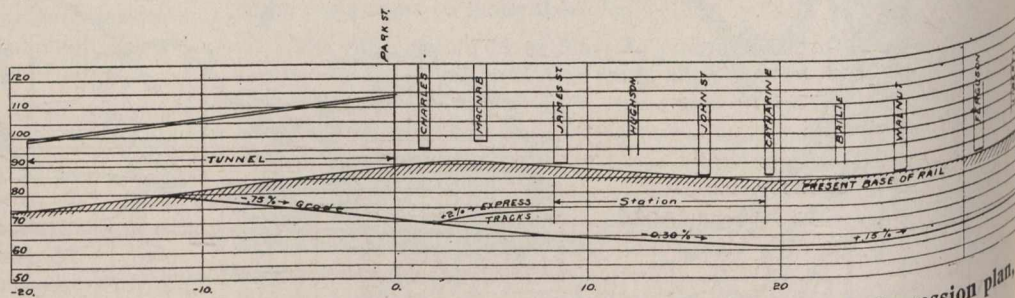


Fig. 3.—Profile of track depression plan.

candidates who would agree to support their efforts in the city council. Since then the matter has been brought to a head by the sending of a largely-signed petition to the Railway Commission, asking that the Toronto, Hamilton and Buffalo Ry. be ordered to remove its tracks from Hunter Street.

It was while this matter was pending that the city authorities, acting on the suggestion of the City Engineer, approached the officials of the Grand Trunk Railway, the Canadian Northern Railway, and Toronto, Hamilton and Buffalo Ry. to ascertain if they would consider a plan of uniting to use a common right-of-way through the city, and of building a union station.

There are many reasons why this scheme is desirable from the city's point of view. In the first place, Hamilton is so confined between the mountain and the bay that an independent right-of-way through it effects as much as 10 per cent. of the city. The granting of another right-of-way is therefore a serious proposition.

(2) It would be a decided convenience to have all the steam roads use a union station just as do the electric lines, and thus do away with awkward transferring from station to station. If the union station were placed somewhere near the corner of James and Barton Streets it would be more convenient for a large majority of the citizens than at any other point for it would be within easy walking distance from the centre of the city and every street car line, with one exception, passes through that point without transfer.

(3) The land along and adjacent to Hunter Street, on account of the rapid growth of the city is becoming