

duty will be faithfully and impartially performed.

The plan which I propose, contemplates a union of the Railway and Public interest. By the Railway interest I conclude, that an insulated line of communication in front of the City, connecting with the Railways East and West must be provided.

By the Public interest, including the Lessees of Water lots, I consider that the thoroughfares must be maintained, and access procured at all times to private property, North and South of the insulated line of Railway.

The Railway and Public interest must be identified, and in fact cannot be separated—at the same time the Railway interest cannot be admitted to be paramount—for instance the Directors should not have the power to place their rails where they choose, to the detriment of the Public interest, and the injury of private property. All that can be demanded by the Railway interest from the City, is a right of way along the front, with a convenient space for their Stations.

The City Council are the guardians of the Public interests of the citizens, and it is their duty to see that they are not infringed.

This union I think can be carried out by the following arrangement:—

Wherever slips and streets are shown on the original Plan of the City frontage, I propose to divide the sixty-six feet equally, South of Front street, one half to be bridged so as to carry the level of Front street over beyond the Railway line with an inclination to the wharves. The other half to form an inclined plane from Front Street to the level of the Railway line; and thereby maintaining the communication north and south of the insulated Railway line. The width of these Streets being sixty-six feet, I propose to divide as follows:—

Bridge.....	26 feet	
Parapet one-half.....	1 "	
Sidewalk.....	6 "	33 feet.
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Street.....	26 feet	
Retaining wall one-half...	1 "	
Sidewalk.....	6 "	33 feet.
—		
		66 feet.

The Esplanade which is 100 feet wide, I propose to divide equally; also appropriating the southern half for Railway interests, and maintaining the Public thoroughfare on the North half as follows:—

Esplanade.....	43 feet	
Fence one-half.....	1 "	
Sidewalk.....	6 "	50 feet.
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3lines of Rails 12 feet each.	36 feet	
Pier for Bridge, one-half..	3 "	
Sidewalk for Railway....	4 "	
Fence.....	1 "	
Sidewalk.....	6 "	50 feet.
—		
		100 feet.

The Esplanade, which I would recommend being called Union Street, would be nearly equal to the width of King Street, with six feet side-walk for foot passengers. If the space appropriated

for railway purposes would be sufficient—the Directors of the different lines would have to purchase a right of way south of the Esplanade, from the different parties through whose property the railway passes. They should also be accountable for any damage done to private property, as in other cases.

To explain my proposition more fully, I have prepared a diagram showing the arrangements at the intersection of the streets, which I also submit to the Council.

The railway line is placed on the southern side of the Esplanade for greater facility for trains out to the wharves, only crossing a side-walk, and it would be advisable to prevent the railway from crossing the street on the northern side.

When the railway stations are contemplated, bridges on the Front Street level could be constructed, to connect the buildings north and south of the railway line, so that a level crossing would be avoided. The number of bridges that would be required for the whole front, as shown on the original plan, would be fifteen, from Simcoe Street on the west, to Berkeley Street on the east.

For the present traffic, five might be considered sufficient, the remainder to be eventually constructed as a matter of justice to all parties.

It would be out of place at present to enter into a more detailed explanation of the proposed arrangement. Should the Council consider my plan worthy of adoption, I am prepared to furnish a plan of the whole city frontage, showing the general arrangement, so as to combine both the railway and public interests, without injury to private property.

With respect to constructing the breastwork on the southern limit of the Esplanade of stone, I cannot see the necessity of doing so, unless the line is removed south to command a depth of nine feet of water at the lowest period; this would bring it nearly to the windmill line. The lessees of water lots have the power also of filling up their lots to the windmill line, so that the expensive stone fencing would be covered up in many instances.

A timber breastwork, twelve feet wide, is all that would be required for the present, sufficiently close and strong to prevent the bank from being washed away by the action of the water.

At the slips opposite the streets, a stone facing sloping to the water would be judicious, and would be a great improvement on the timber contrivances which have already cost the city probably as much as would have made permanent and substantial slips.

West of Simcoe street where there are no protecting wharves at present, and beyond the line contemplated by the original plan, I would recommend the stone facing to be constructed, with jetties to be used as public wharves. In all the propositions that have been laid before the public not one of them makes any provision for the general drainage along the front of the city. Are the drains allowed to deposit their refuse in the slips where they empty themselves? No, surely not; Some provision must be made for remedying this increasing evil; otherwise the health of the citizens will be endangered.

The evil is very great even now; witness the rank vegetation round the wharves; what will it