

been—approved of by the Dominion Government, a question occurs which does not seem to have so far suggested itself to any writer for the press. Should the railroad cross Water Street on the street level, or by a cutting with a bridge on the street? This question is one of more importance than it might at first sight seem; and, therefore, although it is perhaps, properly speaking, one to be decided by an engineer, we shall try to lay the arguments for and against either course before our readers, with the utmost diffidence in our uneducated opinions upon a professional subject.

The advantages of crossing Water Street on the level would be, that the work would be done somewhat earlier, and would cost rather less at first than crossing beneath the street. It would also give a station house or passenger depot facing on Lockman Street.

The disadvantages would be, a very steep ascending grade from the present terminus to the crossing, and a heavy filling on the way—the material for which should be carted a considerable distance; the danger and inconvenience which always accompany such crossings in populous localities, and which would be aggravated in the present instance by the fact that the crossing would be long and oblique, not short and direct. That the danger is no chimera we are assured, for in each of the last two issues of a Montreal weekly newspaper we have read an account of a coroner's inquest over the remains of a person killed by a Grand Trunk train on a level crossing, accompanied, in one case, by a severe editorial denunciation of such crossings in cities. Another objection to the high crossing is that it would make the contemplated terminus arrangement to a certain extent final. A line on the level of Lockman Street—or of Water Street, at the Hospital hill—would not be easily available for future extension by way of the Dockyard, or of Water Street at its normal level.

The advantages of crossing the street by a cutting, with a substantial bridge over it, would be that all danger to life and interference with the street traffic would be completely avoided, as is the case in Boston, for instance, where, on Tremont, Washington and other streets, one walks or drives over the Worcester Railroad, in many cases, without being aware of the fact at all. The ascent of the road from the present depot to the crossing, would be probably one-third less, and the filling between the two points not more than half as great as under the other plan; and, lastly, the extension would not have the