

In the new industrial district created by the city's splendid harbor commission. Steam Roads Are Reluctant.

It is objected to the plan of bridge instead of a viaduct, that the waterfront will be spoiled by a series of ramps. How many railroads can be from the viaduct one cannot say.

Without professing to expound the present attitude of the railways towards the viaduct two or three factors in the situation were apparent to any fairly intelligent observer.

Viaduct champions say that the Union Station was built in war time as a means of preventing the viaduct. They may do the railways an injustice, but they suggest that the viaduct will shortly be presented with this dilemma: "We have built a great station for you as you desired; but you cannot use it for several years if you insist on the viaduct. If you want the station you must let the trains come in on the present level."

Why should the present level be used? Will the situation be any worse than it is now? Yes, the viaduct will be used. The new station is so far east of the old that the trains will practically close Bay and Yonge streets. They will, therefore, be asked to allow temporary bridges across the tracks at Bay and Yonge, and then, Goodbye Viaduct.

The railways will have won the fight, and the waterfront will be spoiled. It is judged that the progress of Toronto as a port will be seriously impeded, to the advantage of the steam railroads, who dislike all shipping they do not control.

Change for Radials. No, they say, the viaduct's thing, and its construction should be expedited. The tracks south of the present station can be put on trestles and the fill made speedily from work trains.

The other feature of the viaduct and public-spirited men is the radial problem. Assuming that every action of the Hydro radial scheme is a sound proposition, as drawn up, may not millions of dollars be saved by readjusting the steam roads? They say that, so far, the Hydro has not taken into close account the effect of the viaduct on the steam roads.

Call Transportation Parliament. This, they say, can be done and millions of dollars saved. If the problem is tackled now, the viaduct of the city are to swing wide and free.

You perceive, then, that whatever the final decision is, it is a Canadian National-Ontario Hydro partnership, and not a rivalry, and there must be from the beginning a broad and comprehensive co-ordination of radial and station services within the city limits, harmoniously with Sir Adam Beck's proposals for electrifying certain of the lines of the Grand Trunk branch lines, a simplification, with increased efficiency of the waterworks, of the canals and the terminal facilities.

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