

The first (Proposal "A") refers to entrance for new railways only, and is prepared on a basis whereby the city should not be obliged to contribute in any way to the cost.

The second (Proposal "B") refers to the entrance of new lines, and the elimination of the Ferguson Avenue cross-town line.

The third (Proposal "C") refers to the entrance of the new lines, and concentrating on one main line right-of-way through the city all lines existing and to be built.

We strongly recommend proposal "C" as the ultimate ideal towards which Hamilton must work. Much of it can only be accomplished by negotiation. It will be somewhat expensive, but if the two new roads built through the city and Toronto, Hamilton & Buffalo join in the terminal company, the expenses would be shared by four railway companies and the city, and so would not bear heavily on any one.

The advantages to the railway companies would be:

It will much reduce the cost of the entrances of new railways.

It will much reduce the operating expenses of the new railways and materially reduce those of the existing lines.

It will give the Grand Trunk an added income from the use of its spurs, etc., by the new companies.

It will give the railways ample yard room—which they now lack.

The use of the Burlington Beach line for all through traffic will much reduce the congestion in Hamilton, and permit the railway companies to handle more traffic between the Niagara frontier and all Ontario points.

It will cut out large grade separation costs which are bound to come in the future.

It will consolidate and improve the switching and distribution system, and permit them to give a better service at less cost.

The elimination of level crossings will increase the speed and safety of all passenger trains, and the railways will share in the greater development and prosperity of Hamilton, and the industries which will result from the better service.

The construction of a proper system of railway yards in Hamilton, and sending all through freight by way of Burlington Beach will in a great measure relieve the freight congestion from the Niagara frontier, which is now causing so much loss and inconvenience, not only to Hamilton, but to all southwestern Ontario.

The proposed entrance for new lines will not add a single level crossing in the city.

The consolidation of the switching system will do away with many duplicate spurs and level crossings in the industrial district, and it will restore Hunter Street and a portion of Ferguson Avenue to their rightful purpose.

The carrying out of the whole plan will eliminate all level crossings on Ferguson Avenue, on the Toronto, Hamilton & Buffalo main line, and on the Gage Avenue town line.

In this connection it is well to point out that any scheme of grade separation on the Toronto, Hamilton & Buffalo main line is bound to cause many streets to be closed, and many changes in grades of other streets, none of which will be advantageous to the city. Such changes would affect every through east and west street south of Main Street.

One union station centrally located would be a decided advantage to the travelling public over the present arrangement of two separate stations, one of which is very inconveniently located.

We have been asked to report on the effect of the new railway location on the entrance of the Toronto-Hamilton highway. We understand that two different solutions of the problem of carrying a highway across the deep ravines in the vicinity of the Valley Inn Road have been advanced. The one known as the Armstrong fill contemplates a construction of an embankment across the western arm of Burlington Bay, near the Valley Inn Road, connecting with the present subway under the Grand Trunk at that point.

The new railway will pass the mouth of this subway about highway level. This would necessitate all highway traffic emerging from the subway onto the level railway crossing, without a clear view in either direction. This would be so dangerous as to be intolerable.

Building the Armstrong fill high enough to permit of carrying it over the present Grand Trunk with a legal clearance would involve a fill of some 85 feet in height above water level, which would be uneconomical. We do not know if the advocates of the Armstrong fill have advanced any solution for the entrance of the roads from Guelph, Freelon, Waterdown, etc. The other proposal is to carry the Toronto-Hamilton highway over the western arm of Burlington Bay on the high-level bridge high enough to clear the tracks of the Grand Trunk Railway with the legal clearance, and to concentrate the roads from Guelph, Freelon, Waterdown, etc., and to carry them over the old outlet of the Dundas marsh on another bridge.

The new railway entrances would not interfere with this proposal, except that it would be necessary to plan a bridge across the western arm of Burlington Bay, so that its piers would not interfere with the new entrance.

We understand the estimated cost of these two bridges is \$600,000.

Possible use of present roadbed of Grand Trunk as highway entrance.

Should the Grand Trunk join in with the new roads in building the improved grade from Burlington Junction to the Stuart Street station, as recommended, it would have no further use for its old roadbed from some point near Waterdown station to a point on the large fill at the old entrance to the canal.

The old roadbed might be secured, the highway diverted to it, the large fill at the old entrance widened, and raised, at its southern end, and an exceedingly good entrance for the highway and roads for Guelph, Freelon, Waterdown, etc., obtained without the construction of expensive bridges.

The advisability of using this latter proposal would entirely depend on the time in which the new railway should be built, and whether the G.T.R. should join in its construction or not.

It would well solve the problem in a most economic manner, but it is obvious the highway could not wait a long time for the G.T.R. to change its lines.

Hamilton Railway Scheme for the Future, Say the Engineers

In a letter accompanying the above report, Messrs. Tye and Cauchon say that they do not believe any new railway entrances into Hamilton will be built for some time to come. "It is certain," they write, "that the existing companies neither could, would or should raise money for anything except necessities at the present time. It seems entirely unlikely that the Canadian government would permit the Canadian Northern to closely parallel the G.T.R. from Toronto to the Niagara frontier, at a