

head protection along the lake, the cost will not be much greater than for the narrower street originally proposed.

As the Grand Trunk Railway is an abutting owner along this proposed street, it would probably be assessed for a considerable portion of the cost. This it doubtless will pay much more cheerfully if it derives direct benefit therefrom, in the way of increased track accommodation.

The new unloading track, however, should not be exclusively Grand Trunk property. All other Railways coming into Toronto should have equal rights of use and access to it, upon paying the Grand Trunk a fair price per car for maintenance and for interest upon the investment. It would probably be necessary to revise the rates from time to time, in order that they shall be equitable.

After this additional track is provided, it would probably be well to re-arrange the others as proposed by you, and to use the two present main tracks both as running lines, and as distributing tracks, by dividing them into a series of short blocks, and providing cross-over connections between them at suitable points. The relief afforded by the new southerly track along the lake, would probably be such that a special shunting line would no longer be necessary.

I also desire to call attention to the fact that the value of the property along the Esplanade might, in my judgment, be materially increased by providing a series of spur tracks from the main lines into the adjoining properties, so as to make them more available for manufacturing establishments. These would then receive their coal, and ship their products over these spur tracks, thus doing away with much teaming and expense, with little or no additional obstruction to the traffic along the street. This more particularly applies to the north side of the street, between George Street and the Distillery, but could also be extended to the wharves and piers on the north side of the street. I have indicated in pencil on the enclosed map, how this may be done, but not having the location of the buildings I cannot plan the tracks accurately; I think curves could be used as sharp as 350 feet radius.

With respect to providing for the safety of the public in crossing the Railway tracks on the Esplanade, I am of opinion that a system of hoisting pole gates operated by watchmen at the principal street crossings, would for the present prove sufficient. There should probably be a light fence, say of wire, along and on each side of the running lines, from one gate to another, in order to prevent foot passengers from attempting to cross at other points than at the streets.

Eventually, however, it will be necessary to carry some of the streets overhead, say, perhaps, Church, Yonge and York Streets, but it seems to me that this cannot well be done until the water lots in front of the Esplanade, are further reclaimed and improved by a system of wharves and piers.