

REVIEW OF PRESENT STATUS OF ONTARIO HYDRO-ELECTRIC POWER COMMISSION'S RADIAL RAILWAY PROJECTS

Some Details Regarding the Toronto-Northeastern, Toronto-Eastern, Toronto-London, Toronto-St. Catharines, Hamilton-Elmira-Guelph and Welland-Bridgeburg Lines

DURING the six years which have elapsed since the passing of the first Ontario Hydro-Electric Railway Act, the Hydro-Electric Power Commission of Ontario has received requests from approximately 300 municipalities to prepare reports on the construction and operation of electric railways in their localities, and in response approximately 3,000 miles of projected lines have been surveyed. Practically all these lines are located in South-western Ontario, the exceptions being: (1) two short lines in the Muskoka district, (2) lines in the Prince Edward county district, (3) Kingston to Cornwall, and (4) Ottawa to Morrisburg.

Toronto-Northeastern Railway

In October, 1914, municipalities between Toronto, Uxbridge and Port Perry, voted on a 100-mile line, and with the exception of Newmarket and Uxbridge township, all approved by-laws authorizing the construction of the railway. The agreements were ratified by an Act in 1915, and Newmarket, Whitchurch township, Uxbridge township, and the town of Uxbridge were excluded. The line authorized is 72.36 miles long.

This proposed line will start from the eastern limits of the city of Toronto, parallel the C.N.R. for a short distance, turn north and approximately parallel the G.T.R. to Unionville and thence to Stouffville Junction on the Markham-Whitchurch township line. From Stouffville Junction the line will run east through Stouffville and the township of Pickering, to Claremont. The railway will also run east from Unionville to Brooklin, and there join the line running south from Port Perry through the township of Whitby.

From Brooklin the line will parallel the road allowance as far south as the C.P.R. in the town of Whitby, where it will be diverted to Henry street, and thence to the lake front. The estimated cost of this railway is \$3,159,234. The Act of 1916, amending the Hydro-Electric Railway Act, forbade construction during the war, and consequently construction has not yet been started.

Toronto-Eastern Line

The Toronto-Eastern line will be 43½ miles long, and the estimated cost is \$8,360,734, which includes the construction and equipment of a railway from the proposed Toronto terminal to connect with the Toronto-Eastern right-of-way in Scarborough township, the extension of construction along that right-of-way to the end of grading near Pickering, and the completing and repairing of the remainder of the line from Pickering to Whitby, Oshawa and Bowmanville.

When the by-laws were passed authorizing the construction of the Toronto-Northeastern railway, the municipalities asked the "Hydro" to endeavor to purchase the Toronto-Eastern from the Mackenzie-Mann interests, but at that time, this could not be effected. The Toronto-Eastern was taken over by the Dominion Government last spring, and the municipalities again asked that the line be acquired. Hon. Dr. Reid, on behalf of the Dominion government, offered that portion of the Toronto-Bowmanville line which had been already constructed, at cost price. Nine of the ten municipalities have voted by large majorities in favor of obtaining control of this line. York township has not yet voted, but will do so next Saturday, January 17th.

The intention of the "Hydro" is to give service this summer over the Toronto-Eastern where it has been constructed. The line must be repaired before this service can be started. It is expected that before the end of this year the whole line will be completed into Toronto as far as Danforth avenue. It will then be extended over the harbor board's property to the centre of the city, and will also provide an entrance for the Markham and Port Perry line.

Toronto-London Line

From the proposed Toronto terminal to be located near the foot of Yonge street, the Toronto-London line will run westerly to Sunnyside, thence to the Humber river paralleling the G.T.R., as at present constructed, as far as Port Credit. From Port Credit the line will run north of Sheridan to Milton. Crossing the C.P.R. west of Milton, the location lies in the general direction of the Eramosa river to Guelph, then westerly to Kitchener, Baden, Stratford and St. Mary's, south-westerly through St. Mary's, Biddulph township, and London township to London. It will cross the Thames river in London to a point on Bathurst street, then easterly along Bathurst street to connect with the London and Port Stanley railway.

Five townships, responsible for only a small portion of the necessary financial guarantee, have not yet submitted the scheme to their ratepayers; three other townships, namely, North Easthope, Waterloo and East Zorra, voted against the by-laws. No construction work on this line will be started until it is known what is to become of the Grand Trunk Ry. Six of the municipalities located between Toronto and Port Credit have passed resolutions agreeing to guarantee 10% more than their share in order to make up for those municipalities that have voted adversely, and have requested that their section be added to the Port Credit-St. Catharines line, which is to be commenced at once so as to give service as soon as possible from Toronto to St. Catharines without awaiting the construction of the whole Toronto-London line. The length of the Toronto-London line is 137 miles, and the estimated cost is \$13,734,155.

Toronto-St. Catharines Line

The by-laws authorizing the Toronto-St. Catharines line have been submitted to 16 municipalities,—all that are interested excepting the township of West Flamboro, which has not yet voted on the question. In Hamilton, Nelson and Saltfleet townships the by-laws at first failed to pass, but in March, 1919, a re-vote was taken, resulting in the by-law being carried in Hamilton and Nelson townships, but not in the township of Saltfleet. Fifteen municipalities have agreed to an extra 10% guarantee, or as much of it as necessary to make up for Saltfleet's portion, and debentures are now being issued and final surveys prepared, so as to start construction in the spring.

From a point on the projected Toronto-London line, approximately one mile west of the village of Port Credit, it is proposed to parallel the G.T.R. to Clarkson's, thence to Oakville, and after crossing the Bronte creek to parallel the present Hamilton radial railway to Burlington. Passing through Hamilton, the railway will run near Stony creek, and near Fruitland to Winona and Grimsby, and easterly to Beamsville and Jordan, entering St. Catharines near Victoria and Permilla streets, thence along Permilla street to the west end of the new bridge over the old Welland canal.

The estimated cost of this 60 miles of railway between Port Credit and St. Catharines is \$11,360,363. The six municipalities between Toronto and Port Credit which desire to add their financial support to the Toronto-St. Catharines project, are Toronto, Mimico, New Toronto, Port Credit, Etobicoke township and Toronto township. In order to effect a considerable saving and prevent further "cutting-up" of the streets, the city of Hamilton has expressed a desire that the "Hydro" should use the Grand Trunk tracks for its entrance to that city, and the proposed union radial railway terminal.

Hamilton, Elmira and Guelph

The "Hydro" proposes to build a new line from Hamilton, through Dundas, to Galt, connecting at Galt with two Grand Trunk branch lines, one running from Galt through Kitchener to Elmira, and the other from Galt to Guelph. It is also proposed to acquire the Guelph street railway. The total length of track, including spur lines, street railway, etc., is approximately 78 miles, and the total cost is estimated at \$6,530,659. In this line 17 municipalities are interested. Three, the town of Hespeler, Puslinch township and Guelph township, have not yet submitted by-laws, but intend to do so in the immediate future. Of the 14 which