

The Toronto, Hamilton & Buffalo traverses the up-town residential section. At the time of its construction there were absolutely no industries on this line, though a few small ones have since started up. Such a location is the worst which could have been selected to serve the city's industries, though it gives a good location for passenger service. As might easily have been foreseen, it has been found necessary for that company to build a cross-town line at Gage Avenue, with steep gradients to reach the industries. Thus, so far as Hamilton's industries are concerned, the location of the Toronto, Hamilton & Buffalo gives the maximum of disturbance to the streets, together with the greatest expense to the railway, in gathering and distributing its local freight traffic. This is further accentuated by the necessarily inconvenient location of its sorting yard and distributing system.

It would be a great improvement to the city if the Toronto, Hamilton & Buffalo could be moved from its present location to the Grand Trunk right-of-way. We understand that this can only be done by negotiation, as its removal does not come within the jurisdiction of the board of railway commissioners, who only have power to change a line within one mile of its established location, though it has unlimited power in regard to grade separation.

The cross-town lines are even more objectionable to the city than is the main line of the Toronto, Hamilton & Buffalo. It is not possible to remove the Gage Avenue line of the Toronto, Hamilton & Buffalo, unless a considerable portion of the main line is also moved, as it is essential that this road have access to the industries which are mostly located along the water front, and it cannot, from its present location, reach these industries except by a cross line.

The Ferguson Avenue cross-town line of the Grand Trunk is, at present, the worst offender of all. This line crosses at right angles, all the main, east and west traffic arteries in the heart of the city. Its whole length is practically a yard, with spurs to reach unimportant or easily movable industries. From the main line of the Grand Trunk, as far as King William Street, almost constant switching is carried on. It destroys, in a great measure, the value of surrounding property; it is a serious and increasing obstruction to the free movement of street traffic and should be eliminated or depressed. Its removal could only be accomplished by negotiation, and could not be ordered by the board of railway commissioners, as it would have to be moved more than a mile. The board, however, could order its depression, which would be a very costly undertaking.

Lying entirely across the front of Hamilton harbor is a low, narrow strip of land, known as Burlington Beach.

Transversing the whole length of this beach is the main line of the Hamilton and Northwestern Railway, owned by the Grand Trunk, with which it connects at Stoney Creek and Burlington Junction. This, as is shown on the attached map, could give a cut-off for all through traffic between the Niagara frontier and Toronto points. The line is a single track, in poor physical condition, without any sorting yard at its eastern end, in which to separate local Hamilton from through Toronto traffic. In its present condition it is of little use to reduce the traffic congestion in the city.

Large yards, properly designed, are of prime importance for the expeditious handling of traffic. Both the Grand Trunk and Toronto, Hamilton & Buffalo are deficient in yard room in Hamilton.

The only large sorting yard which the Grand Trunk has is the one at Stuart Street. Its location is such that

all freight from the Niagara frontier must be hauled through the city before the local can be separated from the through traffic.

The Toronto, Hamilton & Buffalo's only large sorting yard at Aberdeen Avenue is still more awkwardly located, as it is not even on its through line to Toronto and is on an adverse grade.

The prevailing railway conditions in Hamilton are, undoubtedly, the principal reason for the present congestion of traffic from the Niagara frontier, causing such a serious shortage of coal, which hampers the production of war and other materials.

Two new roads—the Canadian Northern and the Hydro-radials—are now seeking entrance to the city by a route shown on the accompanying map. Both roads appear to claim practically the same right-of-way.

The Canadian Northern has submitted plans and profiles, and has purchased much right-of-way.

Its profile shows one stretch of 6,000 feet of 0.6 per cent. uncompensated grade, equivalent to about 0.65 per cent. compensated, and another stretch of about 6,000 feet of 0.5 per cent. uncompensated grade, equivalent to about 0.55 per cent. compensated. Both of these grades are adverse to inbound Canadian business.

The Hydro-radial has also submitted plans and profiles, but the plan is on such a small scale, it is difficult to definitely locate it. Its location appears to be either exactly over the same ground as the Canadian Northern, or closely parallel. Its grades are practically the same as the Canadian Northern. We have no information as to what the Hydro-radial has done towards procuring the right-of-way.

As it is proposed to carry all the streets, except those in the industrial districts, either over or under the main lines, this route does about as little damage as could any entirely new line passing through a crowded, busy city. They would, however, add other east and west lines traversing the narrow and crowded strip upon which Hamilton is built. They cut the parks from end to end, and would require additional new sets of spurs to all industries, where two sets already exist.

The conditions would be bad enough if the two new roads should have a joint entrance. If on parallel independent lines, there would be required, including those now in existence, four independent sets of spurs to all industries, which would make traffic conditions intolerable.*

*NOTE.—Messrs. Tye and Cauchon here include voluminous details of the three proposals.

Proposal "A," for new lines only, is to take all through freight traffic via Burlington Beach; to build new sorting yards east of Stoney Creek station and at Burlington Junction; to establish a common right-of-way for new lines parallel to the G.T.R.; to build a double track and electrify both lines; to depress the T. H. & B. connection with the new line and drill a short tunnel under the Hamilton-London line; to build a western yard for the use of all lines, and also a new central yard; and to build a new union head-on station at Cannon St.

Proposal "B" includes the above and the elimination of the Ferguson Ave. cross lines, and the construction of a loop station instead of a head-on station.

Proposal "C" includes the above and the concentration on one right-of-way through the city of all lines existing or to be built, thus removing the T. H. & B. from the southern part of the city. The T. H. & B. and all other roads to use a union station with depressed loop at King William Street, carrying Barton Street in a subway, and Cannon and Wilson Streets on bridges. This scheme includes the construction of a sea-wall along the harbor front and the reclamation of low-lying land for industrial purposes, with a comprehensive system of switching tracks to be operated by the terminal company.—EDITOR.