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I therefore suggest that each of the Railways be invited to appoint a representative, with powers to act in its behalf, to meet a committee of the Council, in order to discuss this and other plans, and to attempt to arrive at some general understanding.

I have also considered the various difficulties which are found to result from the present arrangement of tracks along the Esplanade, east of the Union Station, and the best means of promoting the safety and convenience of the public, without curtailing the Railway facilities.

While the re-arrangement of tracks proposed by yourself, would in my judgment be a material improvement, as doubling the present facilities for unloading freight, without increasing the danger or the number of tracks, I fear that the Grand Trunk Railway would object to the surrender of one of its running lines for that purpose, until at least it has secured more accommodation in another way.

Fortunately, as I believe, this needed increased accommodation can be secured before the present northerly track is disturbed.

I believe that a new street along the water front, and south of the existing tracks, must soon be made, as proposed by the Mayor of Toronto. It seems to me that even if the crossings be protected by gates and watchmen, the danger to the public of having a running line within five feet of the houses, is too great to be long endured.

This new street seems to me to be especially needed from Church Street, eastwardly, although it may profitably be extended westward as far as Bay Street.

In considering, however, what is likely to happen when this street is made, I deem the proposed width of 40 feet inadequate. It seems to me inevitable that as soon as it is completed, the pressure from the merchants for more unloading space will prove so great, that cars would be placed upon the outer, or most southerly track for freight delivery to waggons.

As the effect of this would be to use up, or to materially interfere with one of the present running lines, it seems to me better to recognize the necessity now, and to plan the new street so as to provide for an additional track just south of the running line, to serve as an unloading track. This will use about 7 feet of the proposed widening, and if next to this a Roadway 35 feet wide be provided, and next a sidewalk 8 feet wide, the new street would need to be 50 feet wide.

I believe it would be better to make this street 60 feet wide, so as to provide ample space, and as a considerable part of the expense consists of the Bulk-