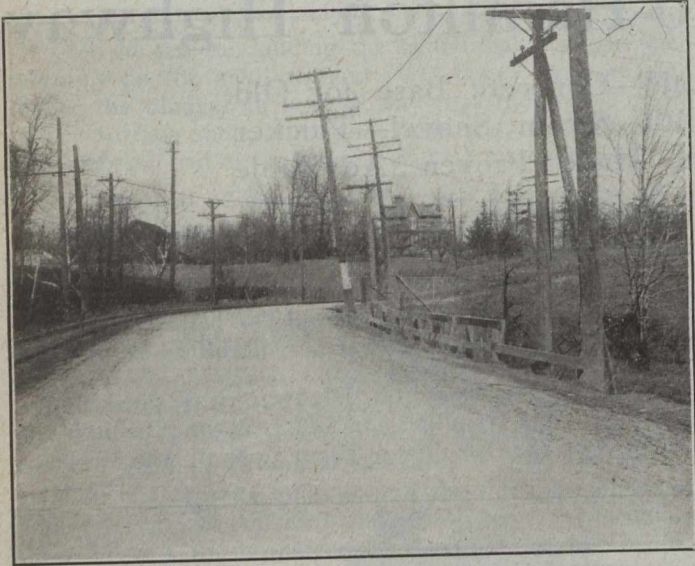


in building the improved grade from Burlington Junction to the Stuart Street station, as recommended by the consulting engineers, it would have no further use for its old roadbed from some point near Waterdown station to a point on the large fill of the old entrance to the canal, and the engineers recommend that the old roadbed be secured, the highway diverted to it, the old entrance widened and

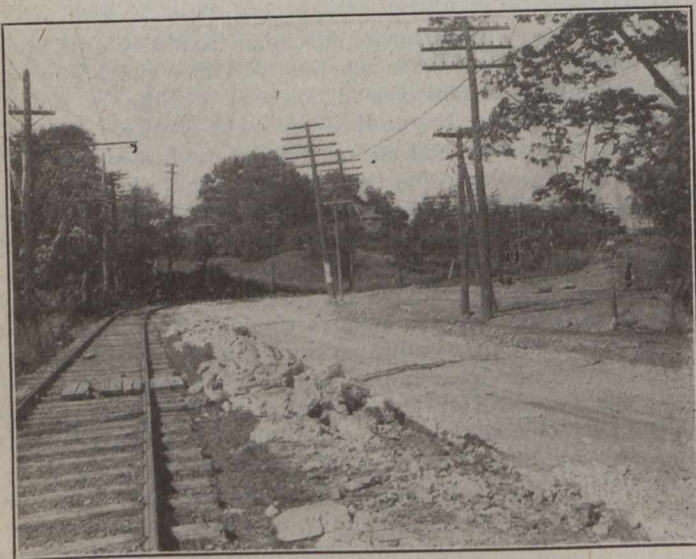


Near Mimico—A Sharp Curve on the Old Road

raised at the southern end and the construction of expensive bridges thus be obviated.

On the other hand, it is a question whether the commission will agree to wait until some indefinite time when the Grand Trunk may be prepared to surrender its roadbed, or whether it may force the city of Hamilton to take some action in providing a suitable entrance either by fill or bridges. The commission has authority to force action in the matter through an amendment to the Toronto-Hamilton Highway act passed at the last session of the provincial legislature.

The highway is complete from the point mentioned above, near the Hamilton city line, easterly to the Etobicoke River, five miles from the Toronto city limits, which are near the Humber River.



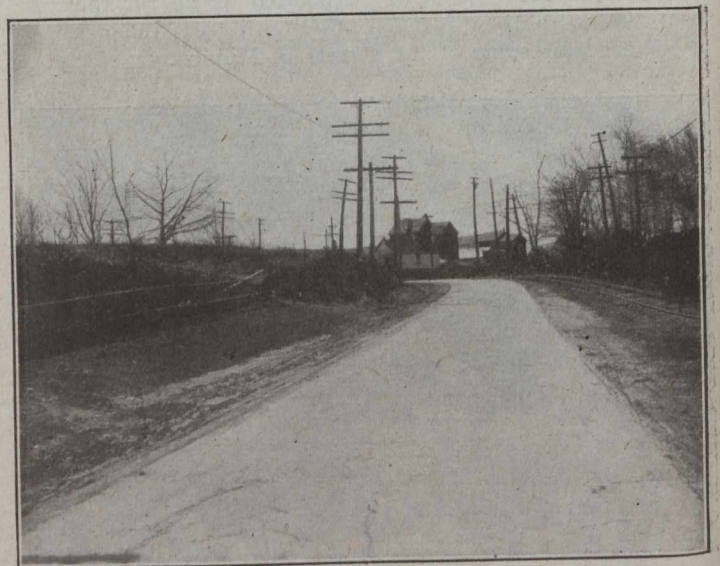
At the Same Curve Near Mimico, Showing Old Road Torn Up and Fill Completed to Carry a Better Curve



An "S" Curve That Has Been Eliminated

The westerly half mile of this section will be eighteen feet wide, like all the remainder of the highway excepting where it passes through the town of Oakville, where it is fifty feet wide, but the four and a half miles nearest the city of Toronto will be twenty-four feet wide.

The total width of the present highway from fence line to fence line from Church Street, Mimico, to the Humber River, is as narrow as 38 feet in parts and the whole highway is being widened to 66 feet, of which 24 feet will be paved as above mentioned. There will be room at each side for a sidewalk. The radial railway tracks will be moved so that they are at least $4\frac{1}{2}$ feet north of the northern edge of the pavement. A broken-stone shoulder will occupy the $4\frac{1}{2}$ feet between the track and the concrete. A few years from now the growth of traffic may



The Old Pavement that is Being Torn Up—Showing One of the Sharp Curves that are Being Eliminated

necessitate three feet of macadam shoulder on each side of the highway, for much of its length.

The tracks will be moved without disturbance of traffic so far as possible. The track is now located for the most part on the public highway, but where necessary the commission will expropriate any land belonging to the radial railway or other private owners.