

approaches at Toronto, and considered the existing difficulties as well as the measures of relief which have been suggested, both to promote the safety and convenience of the public, and to accommodate the growing traffic of the Railways.

These difficulties arise from the fact that there is but a narrow strip of land along the water front of Toronto available for Railway purposes, and that nearly the whole of this has been secured by two Companies.

New Companies seeking to serve the public have thus been placed at great disadvantage, and as traffic has increased, or as new Railways have come in, various shifts have been resorted to, which, not being upon a general plan, have resulted in much complication and cramping.

So great have these difficulties become, that I understand it is proposed by the Grand Trunk Railway to establish a yard for sorting through from local freight beyond the limits of the City.

Such a yard would not only be more costly than the plan which I have suggested, but it would result in the removal of the Engine houses and shops from Toronto, and compel a large amount of running back and to by shunting engines, in order to bring the local freight to the city.

Impressed with the belief that the Grand Trunk was not now using its grounds to the best advantage, I suggested some changes which would in my judgment largely increase its facilities, and perhaps postpone for a long while the necessity for a new yard and establishment.

With this in view, I made, while in Toronto, the suggestion of a plan for the rearrangement of the tracks and buildings of the Railways, entirely irrespective of the present ownership of the land, some of which belongs to the Grand Trunk Railway, to the Credit Valley, and to the City.

This provides for an enlargement of the Union passenger station, together with new streets of access, a remodeling of both the through and local freight yards, with largely increased accommodations, and a relocation of some buildings, as explained by me during my recent visit.

These changes would enable the passenger depot to be made in fact, as well as in name, a Union Station, with right of access for all the Railways, and such independent management as to satisfy each line that its interests will be duly protected, while the local accommodations of the Grand Trunk Railway will be increased instead of being diminished.

This plan is only tentative. Before it can be perfected, it will be necessary to consult the various parties in interest, and to endeavor to make it acceptable to all.