

The officers of the Board of Trade, actuated by the desire to secure for the City the best and most convenient station, have urged upon your Commission the consideration of a "head-on" station, in which all the tracks shall terminate, to be located on the Government house property and abutting on King Street.

At the request of the Board of Trade, Mr. Berrian, their engineer, has prepared full and elaborate plans for a station of the head-on type, as described above. Through the courtesy of the officers of the Board of Trade and Mr. Berrian these plans have been submitted to the Commission and have been discussed by the Commission and Mr. Berrian jointly.

We have considered at great length the advantages and disadvantages of both plans, and we are of the unanimous opinion that it would be better to locate the station itself substantially in the position as proposed by the Grand Trunk Railway Company, and already accepted by the City, but with certain modifications of details. We believe that Mr. Berrian has made the best possible solution of the problem for a head-on station submitted by him, reflecting great credit on his ingenuity; but even in spite of this solution the head-on station is, in principle, open to such very serious objections as to warrant its rejection.

While the bulk of travel to and from Toronto is travel that terminates or originates in Toronto, there is, notwithstanding, a large portion of travel that is through traffic. A head-on station involves the necessity of every through train reversing its direction at the station or being backed in one direction while loaded with passengers across a series of junction switches and frogs, involving not only danger but a very serious delay to every train.

Toronto, while being the most important city in Canada, west of Montreal, is, nevertheless, not located on the shortest line between the western and eastern limits of the Dominion. The natural tendency of traffic is to seek the shortest route and line of least resistance, which in this case, from geographical reasons, would be around Toronto. Any bar that is placed in the way of the running of trains through Toronto would naturally incline the railways to send their through trains by some other route. For the proper development of Toronto's railway facilities and the encouragement of through traffic, obstacles should be removed and not imposed, and it would seem to us to be a wise policy on the part of those charged with Toronto's welfare to encourage in every way possible the passing of traffic through the City, and in the most commodious and economical manner.