

pare plans for the new Union Station, and on the 16th day of May a meeting was held in Mr. Parsons' office, which was attended by His Worship the Mayor, Messrs. Berrian, Steele and Moyes, representing the Board of Trade, Messrs. Kerr and Francis, Mr. Currene, architect for the railway, and the members of the Commission.

The questions submitted to the Commission by the Council cover several different problems, which are not related to the extent that a decision on one concludes a decision on the others. For your convenience and for the better understanding of the matters involved, it would seem well that these various questions should be set forth and considered separately. In general they can be stated to be as follows.

First:—The Passenger Station;

Second:—The approaches thereto, from the diamond crossing on the west to Parliament Street on the east;

Third:—The disposition of the tracks from the River Humber to the diamond crossing;

Fourth:—Disposition of the tracks from Parliament Street to and beyond Queen Street.

*First:—Passenger Station.*

The railway companies and the City have already entered into a general agreement as to the location of a new passenger station, this agreement bearing date of April 22nd, 1905. In accordance with the terms of this agreement the railway company has made voluminous studies through its engineers and architects. All such studies and plans have been submitted to the Commission and explained by their designers.

In general, the station as proposed is of the "through" type, with ten parallel tracks.

Facing Front Street, and extending from York Street to Bay Street, is the station building of exceedingly handsome design, and with extensive accommodations for passengers, baggage and freight. To get access to the inter-track platforms from the station building, without crossing the tracks on the level, various plans have been prepared, some based on overhead bridges, others on subways. All the tracks and platforms are to be covered by a train shed. In some of the plans the train shed is shown as requiring the closing of York Street and the doing away with the existing bridge, substituting in place thereof a new bridge to be located between Bay and Yonge Streets.