

what I am about to say is not intended in any way to disparage the magnificent railroad service we are now receiving at their hands, but is simply to call your attention to one place that is so situated that electrification should be very carefully considered, and a comprehensive scheme carried out. I do not know the exact number of G.T.R. trains that daily pass through the city, and are made up to leave the Union Station. We do know, however, that the number is so great that our waterfront is almost blocked, and its use for the people of the city so greatly interfered with that it is positively dangerous at times to attempt a crossing to the docks. This trouble has increased so greatly the last few years that the people of the city are crying out for a viaduct, for elevated tracks, for relief, no matter what the cost, and, of course, something must be done for their relief.

When we consider that all through freight trains must pass along the Elspanade and nearly all city freight is there both for unloading and loading, as well as the many passenger trains, this spot should be considered as a congested piece of railroad. Again when we consider that this most congested place is down in a hole, if I may use the term, that is, we have a good stiff grade to climb no matter which way you want to go out of it, the problem begins to take serious form. The road has spent large sums of money to improve these grades, but the traffic is growing so fast that by the time an improvement is finished they are still up against the same trouble and congestion. There have been rumors that an outside line circling the city will be built to carry all through freights, but even this idea has to provide for some stiff grades on account of the hilly nature of the country and the Don River valley. Let us see what could be done if the Toronto city and vicinity was converted into an up-to-date electrical zone. In the first place build a line from the Mimico yards to the York yards, keeping well back on the high ground and out of the city limits, then with the electric locomotives run all through freights east and west without coming down to the lake level. This piece of road should not be exceptionally high in cost. Cuts and fills are near each other, and there is no rock. There will be some grades and perhaps some rather heavy ones but they will be short as compared with the present ones. The electric locomotives will easily surmount them. This would relieve the city front of a heavy traffic and make a marked improvement from the Humber River to the Don, or through the congested parts of the city. Then all freight cars for city delivery should not be switched through the territory, from say Sherbourne or Berkeley to Bathurst Streets, this would further relieve the water front in the centre of the city, having provided for the handling of freight in this way would relieve the freight trains and tracks in the immediate vicinity of the Union Station giving much