



TEN MILLION DOLLAR TERMINAL BETWEEN YONGE AND AVENUE RD. FOR ALL THE PASSENGER TRAFFIC

The Toronto World's Proposal to Centralize All the Railway Passenger Traffic in the North End of the City Would Leave a Central Esplanade on the Bay Front Without Any Tracks----Such an Uptown Passenger Terminal Means Saving of Thousands and Thousands of Dollars in Time, Distance and Cost of Operation.

! Now that the question of a new union station on the city front, with an elevated viaduct leading thereto, is up in the air, The World takes the opportunity of suggesting a better solution of Greater Toronto's most pressing problem.

If the railways were to spend millions on such an elevated viaduct and new union station on the front, it would be at best a temporary measure! If this be true, is there a better scheme which would be a final settlement and make Toronto for all time the best laid-out railway city in Canada? The World presents such a new

scheme; the map herewith has been specially prepared for that purpose.

Our proposal is to move all the passenger business of Toronto up town, along the present line of the Canadian Pacific Railway, which crosses Yonge street north of Bloor street, with a great big new terminal station on the south of this line between Avenue road and Yonge. This line across the north portion of the city to be elevated and to carry at least six tracks; in substance, an enlargement of the viaduct scheme that is now being carried out; but instead of the sta-

tion being just east of Yonge street, to be on the west side and nearer Avenue road, as shown on the map.

This scheme involves the abandonment of the Esplanade for all passenger trains, and the union station at present there, and of taking up all the railway tracks between York street and, say, Jarvis street, giving the whole of that space as an unimpeded approach to the water front, wharves, steamboats and ferries on the present natural level. The tracks at present west of York street would be used as a great big common freight terminal,

and a similar terminal would be located east of Jarvis street, extending to the Don.

All the railway entrances to the city fit into this scheme with the one possible exception of the Grand Trunk's Hamilton line, which crosses the Humber at its mouth and comes along the city front to the old union

station. Instead of following this line it would take the Canadian Pacific's cut-off east of Long Branch, and by it north to Lambton, thru Lambton and West Toronto to an Avenue road terminal of the most modern design. This would somewhat lengthen this one entrance to Toronto, but what was lost here would be made up in shortening the journey east, and would mean immense savings for all the other lines of the Grand Trunk: its lines to Detroit and North Bay; also the Pacific's main line to the west and to the north; and would let the Grand Trunk to the east out on a much shorter mileage. It would also let the Canadian Northern get east, west, northwest and northeast without any loss; and it would save all these lines the enormous cost of dropping down at least 140 feet to the present bay front level, and immediately climbing that same height every time

a train goes out. It is this drop and this climb that makes the delay in all trains going into Toronto and going out. It still has a further paramount value, that the line proposed will in less than five years be in the very centre of population in Toronto from the Humber on the west to Leaside on the east.

Let us get down to further details. We suggest that (1) the Dominion Government (and the Dominion Government is providing a six-million terminal for Halifax), (2) the City of Toronto, and these two in conjunction with the three big railways, should get together and form one Toronto terminal proposition, extending from the Humber or some distance beyond the Humber, and as far east as Scarborough Junction. Every piece of track and every siding in that district to be made common to this terminal proposition, and every road to have equal rights thereover; each road to assume its proportion of the cost of clearing off all separate rights, and of putting in additional work necessary to the realization of the scheme.

It would involve a terminal station costing from ten to fifteen millions, but anyone who can appreciate now the growth

of Toronto, and who sees what has been done in New York, what is proposed in Chicago, what has been done in Kansas City, in Washington, will at once admit that this is not an extravagant idea; because if the thing is made right now it will be right for all time; and it will cost less now than at any other time; and will from the start be at least as cheap as the proposed patchwork now held up for further consideration at Ottawa.

The World is further assured that the Canadian Pacific and the Canadian Northern are both willing to enter into a proposition of this kind; the one uncertain factor is the Grand Trunk. We are confident that the city and the Dominion Government would be willing partners to the proposal that we outline. Of course, our proposal is on general lines and tentative, and could be adjusted in any direction which would best attain the object in view.

If you look at the map you will see that from near Islington, in Etobicoke, the three lines would cross the city on this northern viaduct, they would all discharge their passengers at the new terminal station (at the head of the Terhulst street tube), and would

proceed along the same tracks thru Leaside Junction and over the new bridge that the Canadian Northern and the Canadian Pacific are now planning across the West Don. At a point indicated in the map as Duffy's Junction, the consolidated line would take the new cut-off line of the Canadian Northern, and by it proceed due east and across the main Don on the proposed new bridge shown in the map, and then on farther to what is called Walton Junction, in Scarborough. Here the Grand Trunk would leave the joint trackage, and with a new cut-off of three-quarters of a mile it would run to its own main line, just east of Scarborough Junction, where the elevation is 300 feet above the lake level; then it would proceed east along its present line, making a much shorter cut than the present route by the bay front, and saving all the Grand Trunk trains east and west a 140-foot climb on every train.

From where the Grand Trunk breaks off at Walton Junction to go on to its own line, the Canadian Pacific and the Canadian Northern would still keep together and go along the Canadian Northern's line to just beyond Cherrywood, where the Canadian Pacific takes a short

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