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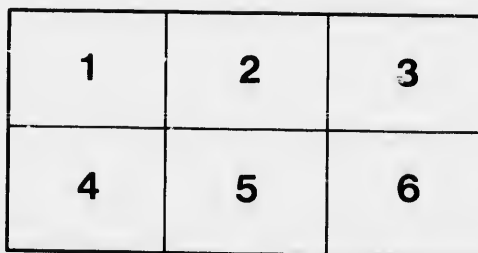
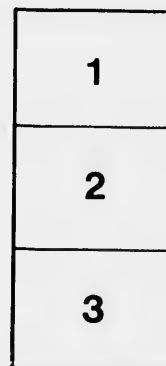
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MEMORANDUM

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RE TORONTO ESPLANADE IMPROVEMENTS.

Thursday, May 10th, 1883. The Esplanade Committee met representatives of the Credit Valley Railway, the Grand Trunk Railway, and several owners of property along the Esplanade.

The following motion by Ald. Turner was carried at this meeting :

That the proposed basis submitted by His Worship the Mayor, and also that of Mr. W. B. McMurrich, for a settlement of the various matters connected with the Esplanade, be submitted to the several Railway Companies, with the request that they would consider at once both propositions and report a joint recommendation to the Committee ; but in the event of a conference not taking place between the various Railway Companies, then that they be requested to state if they desire to, or would avail of the proposed station accommodation as embodied in the memorandum submitted by the Grand Trunk Railway Company, and further, that in the event of the City surrendering Esplanade Street, west of Simcoe Street, for Railway purposes, what arrangements each Company would suggest as to its equitable use, which was carried.

Schemes for a Settlement of the present Esplanade difficulties, as proposed by His Worship the Mayor of Toronto on behalf of the City, and W. B. McMurrich, Esq., Solicitor, on behalf of the Grand Trunk Railway Company :

AS PROPOSED BY THE MAYOR OF TORONTO :

Re the Grand Trunk Railway and other Railways, and the Esplanade.

1. That a street not less than 40 feet wide be at once proceeded with from Church Street on the east to Simcoe Street on the west. The street to be continued along the rest of the front of the Esplanade in 1884. That the property owners shall be compensated for their land and pay half of the cost of the improvements, the City and the Railway Companies to pay the balance. That a light fence shall be erected on both sides of the land occupied by the Railway tracks between the streets running north and south.

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2. That until the street is built between Bay and Church Streets, the Railway Company shall not make use of the fourth track recently laid.

3. No cars shall be allowed to stand upon any of the tracks on the Esplanade from Simcoe Street eastward, except such as may be required for local traffic (loading or unloading), and then only between intersecting streets; and under no circumstances shall shunting be allowed on the Esplanade east of Simcoe Street, except for the purpose of the local freight before referred to. The unloading of cars shall take place on the north and south tracks only.

4. That gates be erected by the Railway Companies at the foot of the various intersecting streets, and a watchman shall be placed by the Railway Companies thereat. The gates shall be so constructed that when they are open for waggons, or persons to cross, they close for Railway purposes, and *vice versa*. The Railway tracks at the foot of all the streets shall be planked over, and always kept so by the Railway Companies.

5. That the City shall devote all of Esplanade Street, from the north of the present tracks, west of York Street, and John Street, south of Front Street, for Railway purposes, not confining it to the use of only the Grand Trunk Railway, but for Railways generally. This is to be done, however, upon the condition that the Railway Companies erect a high level bridge, with approaches from Front Street, at the foot of John Street, to the Esplanade front, for waggons, carts and foot passengers, making connection with the Credit Valley and Water Works' properties, to the satisfaction of the City Engineer, and enlarging the Union Station.

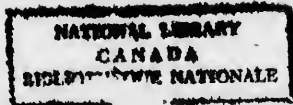
6. That the Grand Trunk Railway Company shall make satisfactory arrangements with other Railway Companies now running into the City, so that they can use the tracks on the Esplanade for the purpose of ingress to and egress from the City of Toronto, both east and west, together with passenger accommodation at the Union Station, the compensation to be made to the Grand Trunk Railway Company, and the order of running trains, &c., to be settled between the Companies by the Railway Committee of the Privy Council, or by arbitration.

7. As to the subways or bridges across the Queen Street, King Street, Yonge Street, and other crossings, they shall be erected by the Railway Companies.

8. The legislation, if any, required to carry out the arrangements above suggested shall be obtained at the expense of the Railway Companies.

AS PROPOSED BY W. B. McMURRICH, Esq., SOLICITOR FOR THE GRAND TRUNK RAILWAY COMPANY.

1st. To afford increased station accommodation, the present Union Station to be extended to York Street, and southerly over Esplanade Street, to the



north limit of the present tracks, giving inside platform accommodation of nearly double the present capacity, and the same outside, enlarging the station to such an extent as to admit of facilities being given to all the Railway Companies now entering the City who may desire to go there.

2nd. Provision to be made for all passengers arriving at and departing from the station at the north side, without crossing any of the tracks. Beside the yardway to the north for vehicles, with entrances from Front, York and Simcoe Streets, a roadway to be constructed on the high level system for foot passengers from the level of Front Street to the station, with descending stairways to the different platforms.

3rd. That the City shall surrender to the Railway Company the portion of the Esplanade not covered by Railway tracks, lying between York Street and Brock Street, and which, beyond being used at present as an entrance ground to the Union Station, is of no value to the citizens.

4th. To give proper access and facilities to the Credit Valley Railway, and the City Water Works property, the Company to build an iron bridge for foot passengers and teams from Front Street, at or near the foot of John Street, to the water's edge, with ramps running down on the one hand to the Credit Valley freight sheds, and on the other to the City Water Works property, so that there need be no crossing of tracks and no delay from trains shunting.

5th. The City to permanently close the south end of John Street, from Front Street.

6th. All through freight trains to use the tracks south of station, and a yard for through freight to be formed at the Don Station or east of that point, so that only local freight will remain on the present track south of the freight shed.

7th. The Company to build overhead foot passenger bridges over the tracks at the foot of York, Yonge, and Church Streets, at such points there as the City may determine as most suitable for the protection of life and limb, the City to pay one-half of the cost thereof.

On the 11th May a copy of the foregoing resolution and proposals was forwarded to the representatives of the various Railway Companies.

On the 12th His Worship the Mayor caused the following letter to be written to Mr. McMurrich, the Solicitor of the Grand Trunk Railway Company :

SIR,—I am directed by His Worship the Mayor to call your attention to the fact that the resolution passed by the Esplanade Committee of the City Council asks for a joint report from the Railway Companies interested on the two schemes submitted for the removal of the present Esplanade diffi

culties, and to say that His Worship would be glad if you could arrange for a meeting of the various Companies interested to consider the same before Wednesday next (the 17th), as he is anxious to have another meeting of the City Committee in time to make a report upon the matter before the next meeting of the Council.

As the principal Company interested is the Grand Trunk Railway, His Worship thinks you should act as convener of the meeting.

I am further authorized to say the Executive Committee Room in the City Hall is at your service for that purpose.

I am, Sir,

Your obedient servant,

H. J. HILL,

Assistant City Clerk.

Mr. McMurrich replied as follows, in a letter addressed to His Worship the Mayor:

DEAR SIR,—I am only this afternoon in receipt of your letter of this day's date, and hasten to reply to same.

As is well known, action was taken by the City Council some few weeks ago to obtain legislation at Ottawa in connection with the Esplanade, and one of the main arguments used before the Railway Committee to show why such legislation should be granted was the immediate necessity of prompt action being taken for the protection of life and limb along the Esplanade.

That no time should be lost in meeting the grievances complained of, I was instructed on behalf of the Grand Trunk Railway Company to submit to the Council the proposition which is now under their consideration, but which, so far, has not been considered by them, although referred to your Special Committee.

The City Council, being in possession of the views of the Grand Trunk and accompanying plan, and your Committee being desirous of obtaining the views of the other Railway Companies in regard to the proposition so sent in by us, as also in that submitted by your Worship, should not, it seems to me, relegate to the Grand Trunk Railway Company a duty which, under the circumstances, is manifestly that of the City.

As I mentioned to the Committee on Thursday last, our proposition is to the City Council, and for the removal of the grievances especially above alluded to, and in regard to which we are most anxious to arrive at a speedy settlement.

There are many good features in the proposition made by your Worship, and some that are impracticable—at least, so it appears to us; and should your Committee desire it, as I have already stated, the General Manager will be very happy to meet with you and the sub-Committee at the earliest practicable moment and discuss both propositions at present before you, and any further suggestions you may wish to offer in regard to this matter. Should the other Railway Companies comply with the alternative contained in the resolution forwarded to me (and which it is both right and proper the City should ask), I should be glad to receive as early as possible a copy of the communications so sent in for the information of the Company.

Thanking you for your courtesy in extending to us the invitation to use the Executive Committee Room for holding the meeting suggested,

I remain,

Yours truly,

W. BARCLAY McMURRICH.

On the 15th His Worship the Mayor directed the following letter to be written Mr. McMurrich.

DEAR SIR,—I am directed by His Worship the Mayor to say that he very much regrets that you do not think it proper to act as convener of a meeting of representatives of the various Railway Companies with a view to a joint consideration of the proposed schemes for the removal of the present Esplanade difficulties, and His Worship will therefore in consequence himself make arrangements for such a meeting.

I am, Sir,

Your obedient servant,

H. J. HILL,

Assistant City Clerk.

On the same date notices were sent out calling the meeting above referred to for Friday, 18th May, at 3 o'clock, at which meeting the following railway representatives were present:

W. B. McMurrich, Solicitor, and E. P. Hannaford, Engineer, on behalf of the Grand Trunk Railway; Samuel Barker, General Manager Northern & North Western Railway; Edmund Wragge, General Manager Toronto, Grey & Bruce Railway; Wm. Whyte, Superintendent Credit Valley Railway; Wm. Gooderham and Robert Jaffray, on behalf of the Midland Railway Company.

Communications from Messrs. E. B. Osler, Vice-President of the Credit Valley Railway Company, and George A. Cox, General Manager Midland Railway, regretting their inability to be present.

His Worship the Mayor stated that this meeting had been convened for the purpose of considering the proposal of the Grand Trunk Railway as to the occupation of the Esplanade, west of York Street; and also as to what steps should be taken for lessening the danger to life and limb in crossing and recrossing the Esplanade and for removing the impediments to traffic at present existing thereon.

After a lengthened discussion of the whole question by the various gentlemen, it was agreed that propositions should be submitted from the Northern and Northwestern Railway, the Credit Valley Railway, and the Toronto, Grey and Bruce Railway with reference to the proposal of the Grand Trunk Railway.

On the 26th of May the General Manager forwarded the counter proposition of the Toronto, Grey and Bruce Railway as follows:

THE TORONTO GREY & BRUCE RAILWAY.

GENERAL MANAGER'S OFFICE.

Toronto, 26th May, 1883.

To His Worship the Mayor of Toronto.

Sir,—On behalf of the Toronto, Grey & Bruce Railway Company I have to make the following remarks with reference to the proposal of the Grand Trunk Railway Company for an erection of an addition to the Union Station at Toronto and as regards Esplanade Street generally.

This Company has been making use of the Union Station ever since its erection and proposes to continue to do so, so long as satisfactory arrangements can be made with the Grand Trunk Railway Company for that purpose.

This Company has also laid and had in use a siding on Esplanade Street, between Simcoe and Brock Streets, with access from Peter Street, for upwards of ten years, and cannot therefore look with favour upon the proposal of the Grand Trunk Company that Esplanade Street west of Simcoe Street should be handed over to that Company, thus depriving this Company of the use of the above siding. It is in fact becoming daily more apparent that we require more space at this point instead of less; and in view of any change being made in the disposition of Esplanade Street west of Simcoe Street, I desire to say on behalf of this Company that additional space should be reserved there for the purpose for which we now use it, viz: as an unloading siding, with access by way of Peter Street. This is the more necessary as the space at the disposal of the Railway Companies east of York Street is daily becoming more and more useless owing to its overcrowded state.

While this Company offers no objection to the granting by the Council of that part of Esplanade Street between York and Simcoe Streets to the

Grand Trunk Company for the purpose of enlarging the Union Station, I am instructed to say that in giving this concession to the Grand Trunk Company the Directors of the Toronto, Grey & Bruce Railway Company hope that the Council will make it a preliminary condition that this Company shall have access to the same and also access to and a fair share of whatever siding accommodation there may be on Esplanade Street upon reasonable terms. This question of access to Esplanade Street is the more necessary as this Company cannot without the consent of the Northern or Grand Trunk Companies get nearer to Esplanade Street than Bathurst Street,—and, therefore, any arrangement also by which the Northern Railway Company may receive extra accommodation on the Esplanade, should, I submit, be granted upon condition of allowing the trains of this Company access to Esplanade Street from Bathurst Street to Brock Street on reasonable terms, if required by this Company.

I am, Sir,

Your obedient servant,

EDMUND WRAGGE,

General Manager T. G. & B. Ry.

Before submitting their counter proposals, the Credit Valley Railway employed Mr. O. Chanute, the Engineer of the Erie Railway, who prepared a plan of the Esplanade, shewing the position of the various tracks, &c., thereon.

At a meeting held on the 31st of May, the following proposition by the Credit Valley Railway was submitted:

CREDIT VALLEY RAILWAY.

GENERAL SUPERINTENDENT'S OFFICE.

Toronto, 31st May, 1883.

His Worship the Mayor of the City of Toronto.

Sir,—In reply to your request that this Company should give their views as to the accommodation they require on the Esplanade, I beg to submit:

1. We require access to the Union Station by means of an independent track from Brock Street over Esplanade Street.
2. To have waiting rooms, baggage rooms, and ticket offices of our own, so that the issuing of tickets, checking of baggage, &c., should be done by our own officials. This is necessary in view of the Ontario & Quebec and Credit Valley system competing with the Grand Trunk, both east and west, for business.
3. An independent track to the Credit Valley water lots is also necessary,

or running powers over, and prior rights on the Grand Trunk south track from Brock Street to the said water lots would be acceptable.

4. The new street as proposed by the Mayor to be constructed on the south of Esplanade Street to be continued westward as far as the eastern boundary of our water lots, so as to give the Credit Valley a roadway for teams and foot passengers to their freight sheds.

The Credit Valley would construct a roadway between their water lots and the Toronto Water Works property, so as to give easier access to said Water Works property. The Credit Valley would also pay a fair and reasonable share of the cost of constructing such street or roadway between Simcoe Street and their water lots.

5. The Credit Valley and Ontario and Quebec system to have the right to construct an independent passenger station at any time should the same be found necessary, and not be bound to do their business from the Grand Trunk Station. Should, however, the present station be made in fact, as well as in name, a Union Station, and be managed by a Station Company, and not by any one railway, it might do away with any necessity for the building of another passenger station. We would also require accommodation on the Esplanade, east of York Street, for car-load deliveries to serve merchants and others. With a view to getting an unbiased report upon the Esplanade and Union Station matters, we have invited Mr. Chanute, the well known Engineer, to report to us as to the feasibility of giving our Company entrance over the Esplanade, and I beg to submit to you a plan drawn by him suggesting alterations which would largely increase the accommodation on the Esplanade as well as give better access to the Union Station. In mentioning accommodation for the Credit Valley is meant accommodation for that Company under whatever name the Credit Valley and Ontario and Quebec system may in future be known.

I have the honor to be, Sir,

Your obedient servant,

W. WHYTE,
General Supt.

The plan referred to in the foregoing letter was also submitted, together with the following Report from Mr. Chanute, with reference to the rearrangement of the tracks on the Esplanade :

NEW YORK, LAKE ERIE & WESTERN RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT.

New York, June 13th, 1883.

W. Whyte, Esq., General Superintendent Credit Valley Railway, Toronto, Ont.

DEAR SIR,—I have at your request examined the Railway yards and their

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 re-arrangement 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.

I therefore suggest that each of the Railways be invited to appoint a representative, with powers to act in its behalf, to meet a committee of the Council, in order to discuss this and other plans, and to attempt to arrive at some general understanding.

I have also considered the various difficulties which are found to result from the present arrangement of tracks along the Esplanade, east of the Union Station, and the best means of promoting the safety and convenience of the public, without curtailing the Railway facilities.

While the re-arrangement of tracks proposed by yourself, would in my judgment be a material improvement, as doubling the present facilities for unloading freight, without increasing the danger or the number of tracks, I fear that the Grand Trunk Railway would object to the surrender of one of its running lines for that purpose, until at least it has secured more accommodation in another way.

Fortunately, as I believe, this needed increased accommodation can be secured before the present northerly track is disturbed.

I believe that a new street along the water front, and south of the existing tracks, must soon be made, as proposed by the Mayor of Toronto. It seems to me that even if the crossings be protected by gates and watchmen, the danger to the public of having a running line within five feet of the houses, is too great to be long endured.

This new street seems to me to be especially needed from Church Street, eastwardly, although it may profitably be extended westward as far as Bay Street.

In considering, however, what is likely to happen when this street is made, I deem the proposed width of 40 feet inadequate. It seems to me inevitable that as soon as it is completed, the pressure from the merchants for more unloading space will prove so great, that cars would be placed upon the outer, or most southerly track for freight delivery to waggons.

As the effect of this would be to use up, or to materially interfere with one of the present running lines, it seems to me better to recognize the necessity now, and to plan the new street so as to provide for an additional track just south of the running line, to serve as an unloading track. This will use about 7 feet of the proposed widening, and if next to this a Roadway 35 feet wide be provided, and next a sidewalk 8 feet wide, the new street would need to be 50 feet wide.

I believe it would be better to make this street 60 feet wide, so as to provide ample space, and as a considerable part of the expense consists of the Bulk-

head protection along the lake, the cost will not be much greater than for the narrower street originally proposed.

As the Grand Trunk Railway is an abutting owner along this proposed street, it would probably be assessed for a considerable portion of the cost. This it doubtless will pay much more cheerfully if it derives direct benefit therefrom, in the way of increased track accommodation.

The new unloading track, however, should not be exclusively Grand Trunk property. All other Railways coming into Toronto should have equal rights of use and access to it, upon paying the Grand Trunk a fair price per car for maintenance and for interest upon the investment. It would probably be necessary to revise the rates from time to time, in order that they shall be equitable.

After this additional track is provided, it would probably be well to re-arrange the others as proposed by you, and to use the two present main tracks both as running lines, and as distributing tracks, by dividing them into a series of short blocks, and providing cross-over connections between them at suitable points. The relief afforded by the new southerly track along the lake, would probably be such that a special shunting line would no longer be necessary.

I also desire to call attention to the fact that the value of the property along the Esplanade might, in my judgment, be materially increased by providing a series of spur tracks from the main lines into the adjoining properties, so as to make them more available for manufacturing establishments. These would then receive their coal, and ship their products over these spur tracks, thus doing away with much teaming and expense, with little or no additional obstruction to the traffic along the street. This more particularly applies to the north side of the street, between George Street and the Distillery, but could also be extended to the wharves and piers on the north side of the street. I have indicated in pencil on the enclosed map, how this may be done, but not having the location of the buildings I cannot plan the tracks accurately; I think curves could be used as sharp as 350 feet radius.

With respect to providing for the safety of the public in crossing the Railway tracks on the Esplanade, I am of opinion that a system of hoisting po e gates operated by watchmen at the principal street crossings, would for the present prove sufficient. There should probably be a light fence, say of wire, along and on each side of the running lines, from one gate to another, in order to prevent foot passengers from attempting to cross at other points than at the streets.

Eventually, however, it will be necessary to carry some of the streets overhead, say, perhaps, Church, Yonge and York Streets, but it seems to me that this cannot well be done until the water lots in front of the Esplanade, are further reclaimed and improved by a system of wharves and piers.

The difficulty consists in getting approaches upon adequate gradients. The Bridges must be about 21 feet above the tracks, and with ramps of one in twenty; the approaches require 420 feet to bring them down to the ground. Whether this can best be done by extending the streets straight out upon the wharves, or by turning them to a position parallel with the shore, will depend upon local circumstances. I think that a decision can be safely postponed for the present.

Respectfully submitted,

O. CHANUTE,

Consulting Engineer.

On the 15th of June the Special Committee of the Council, after fully considering the question, made the following Report, which was adopted by the Council on the 9th of July.

REPORT No. 2 SPECIAL COMMITTEE ON ESPLANADE MATTERS.

Your Committee, having held several conferences with representatives of the different railway companies and owners of property on the Esplanade, and having also received and considered a report from Mr. O. Chanute, Engineer of the New York, Lake Erie, and Western Railway, as to measures of relief both to promote the safety and convenience of the public, and to accommodate the growing traffic on the Esplanade of the railways now running into the City, and other railways that may hereafter desire to obtain facilities for doing so, beg to recommend, in view of the existing danger to life and limb, that the following matters be attended to forthwith, and that the Council request the railway companies interested to carry them into effect, leaving the other matters in connection with the Esplanade difficulties in abeyance until the railway companies have had an opportunity of fully considering same:

- 1st. That the Esplanade, from Simcoe Street on the west and Berkeley Street on the east, should no longer be used for storage of cars, or for shunting, except only for the purposes connected with the delivery and reception of local freight in bulk, and that said delivery and reception should be reduced to such articles only as may be actually necessary to be unloaded from the cars to waggons, or from waggons to cars.
- 2nd. That gates should be erected at once at the foot of Simcoe, York, Yonge and Church Streets, of the description known as hoisting pole gates, and should be placed under the supervision of men to be appointed by the railway companies, and that one company only should be responsible to the City for the proper management and care thereof.
- 3rd. That a street from Simcoe Street to the Credit Valley Railway freight sheds, south of the Esplanade, should be constructed, to enable that com-

pany to get teams and waggons to their premises, upon such terms as may be agreed on between the Grand Trunk Railway Company and Credit Valley Railway Company, or as may be settled by arbitration.

4th. That your Committee, recognizing the great importance of the Credit Valley, Ontario and Quebec, or any other railway company, having railway facilities within the City and on the Esplanade, and being favourably impressed with the suggestions of Mr. Chanute, C.E. showing how these facilities can be attained, recommend that the same should be at once considered by the railway companies, and if possible an agreement entered into by which the improvements so much needed can be carried out.

5th. That your Committee are of opinion the railway companies should be able to arrive at an agreement, to be submitted to your Committee by the 1st September next; and in the event of their not doing so, that your Committee should then settle on a report in the matter.

6th. That your Committee unhesitatingly pronounce their opinion that the Union Station should be enlarged.

Respectfully submitted.

COMMITTEE ROOM,
Toronto, June 29th, 1883.

A. R. BOSWELL,
Chairman.

On the 10th July the following circular letter was sent to the representatives of each of the Railway Companies by order of His Worship the Mayor.

SIR,—I am directed to forward you the annexed printed copy of Report No. 2 of the Special Committee respecting improvements to the Esplanade, adopted by the City Council at its meeting held last evening, and to state that the Council are desirous that the various Railway Companies should come to an amicable arrangement in the matter as soon as possible; and further, that if desirable, His Worship the Mayor will be glad to call a meeting of the representatives of the various Railway Companies interested at the City Hall, at such day and hour as may be agreed upon by yourself and the other representatives.

Your obedient servant,

ROBERT RODDY,
City Clerk.

No action having been taken by the Railway Companies, the City Clerk again wrote to Mr. Hickson on the 2nd of August as follows:

SIR,—I am instructed by His Worship the Mayor to refer you to my letter of the 10th of July last, enclosing a copy of the Report of the Special Commit

tee of the City Council of Toronto respecting Esplanade matters, and to ask if you will kindly intimate whether you will be willing to meet the representatives of the other Railway Companies in this City as proposed, to discuss the matters therein referred to, and, if so, what day and hour will suit your convenience. His Worship will be in the City the whole of next week, and also on Monday and Tuesday, the 20th and 21st instant.

I am further desired to say that His Worship will be happy to call a meeting for any day named by you.

I am, Sir,

Your obedient servant,

ROBERT RODDY,
City Clerk.

Mr. Hickson replied on the 6th as follows :

GRAND TRUNK RAILWAY OF CANADA.

GENERAL MANAGER'S OFFICE.

Montreal, August 6th, 1883.

Sir,—I am in receipt of your favour of the 2nd instant.

I regret that it will not be possible for me to make an arrangement to be in Toronto during the current week, as I have to-morrow morning to leave for the East, and it will probably be the end of the week before I can get back to Montreal.

I invited the representatives of the Northern and Credit Valley Companies to a meeting here last week. Mr. Barker was unfortunately unable to be present, owing to other engagements; but I had an opportunity of discussing matters relating to the Esplanade with the representatives of the Credit Valley Company, and I hope that some progress was made towards a settlement of some of the matters in dispute. Next week I expect to have to be in Toronto, and, if circumstances will admit of it, the further discussion of the question with the representatives of the other lines will be resumed.

It has seemed to me that, until some understanding can be come to between the various Railway Companies interested, it would be premature to hold a meeting with His Worship and the members of the City Council.

Your obedient servant,

J. HICKSON,
General Manager.

ROBT. RODDY, Esq.,
City Clerk, Toronto.

The City Clerk again wrote Mr. Hickson at the request of the Mayor on the 9th August as follows:

SIR,—I beg to acknowledge the receipt of your letter of the 6th instant, in reply to mine of the 2nd relative to Esplanade matters, and in doing so I am desired by His Worship the Mayor to request your attention to the importance of carrying into effect at once the second recommendation contained in the Report of the Special Committee of the City Council, forwarded to you on the 10th of July last, namely, the erection of gates at the foot of Simcoe, York, Yonge, and Church Streets. During this and the following month the traffic to and from the City water front will be very great, and it is absolutely necessary for the safety and convenience of the public that immediate action should be taken in the matter.

His Worship regrets that no arrangement between the various Railway Companies interested has yet been come to regarding the whole matter in dispute with reference to the Esplanade, and suggests that in the meantime the erection of gates be proceeded with.

Your obedient servant,

ROBERT RODDY,

City Clerk.

Mr. Hickson was in the City on the 16th August, and called at the Mayor's Office, City Hall, but owing to illness was unable to see His Worship, as will be explained in the following letter to Mr. Hickson, dated Aug. 20th.

MY DEAR SIR,—I regret very much not to have seen you on Saturday last. I was unfortunately confined to my house and bed, or should have done myself the pleasure of calling on you. I do sincerely hope and trust you will soon meet with the other Railway magnates, and make some proposition with them which may prove satisfactory to all parties. I am obliged to leave for Quebec to-morrow, and shall be away for a week.

Yours very truly,

A. R. BOSWELL,

Mayor.

On the same day Mr. Hickson wrote to the City Clerk asking for a description of the gates proposed by the City to be erected at the foot of the streets named in his previous letter.

CITY CLERK'S REPLY.

August 29th, 1883.

J. HICKSON Esq.,

General Manager Grand Trunk Railway, Montreal.

SIR,—In reply to your letter of the 20th instant, I am directed by His Worship the Mayor to say, that the gates which it is proposed to have erected

at the foot of Simcoe, York, Yonge, and Church Streets are of the description known as hoisting pole gates (see clause 2 of Report of Special Committee of City Council, communicated to you on the 10th of July last), and similar to one now in use at the Kingston Road crossing of the Grand Trunk Railway. I may add also that it is necessary that the gates be placed on both sides of the Esplanade at the foot of the streets named.

I am, Sir,

Your obedient servant,

ROBERT RODDY,
City Clerk.

Mr. Hickson replied as follows on the 3rd of September:

GRAND TRUNK RAILWAY OF CANADA.

GENERAL MANAGER'S OFFICE.

Montreal, Sept. 3rd, 1883.

DEAR SIR,—On my return to Montreal on Saturday last I found your favour of the 29th ulto.

I quite understand the description of gates which His Worship the Mayor thinks ought to be erected on the Esplanade, but I am yet at a loss to understand how it is proposed to place them so as to afford any additional protection to the public having to cross over the Railway at the points named in your letter. I should feel greatly obliged if His Worship would direct the City Surveyor to make a sketch of how he considers the gates should be placed. After looking the subject over carefully on the ground, I cannot see how gates are to be used to any advantage; but, on the contrary, it seems to me that, if put up in the usual way, they are likely to increase the trouble now experienced in operating the Railways upon the Esplanade.

I am quite prepared, however, to give the most careful consideration to the suggestions of His Worship on this subject, being anxious that every reasonable precaution should be taken to prevent either accident or inconvenience arising from the operations of this Company on the Esplanade.

Yours truly,

J. HICKSON,
General Manager.

ROBERT RODDY, Esq.,
City Clerk, Toronto.

On the 18th September His Worship the Mayor wrote to Mr. McMurrich as follows:

RE ESPLANADE.

DEAR SIR,—Will you kindly inform me, as Solicitor of the Grand Trunk Railway Company, what steps your clients have taken with a view of settling this matter or arranging with the other Companies some mode of settlement which would be satisfactory to all parties. I sincerely trust Mr. Hickson will be prepared with some offer very soon which may dispose of the whole question. I regret there should be so much delay. I trust matters may be so arranged that it will not be necessary to seek the assistance of Parliament at its next session.

Yours truly,

(Signed) A. R. BOSWELL,

Mayor.

On the 22nd September Mr. McMurrich wrote a note to His Worship saying he would reply fully to the foregoing letter in the course of the following week. He replied on the 12th October as follows :

Toronto, 12th October, 1883.

His Worship the Mayor.

DEAR SIR,—I have awaited your return to the City before sending you my promised answer to your last communication.

I am happy to be able to state to you that very considerable progress has been made in Esplanade matters since the report of the Special Committee was adopted by the Council on the 9th day of July last.

Although the Special Committee of the Council never passed judgment on the scheme submitted by the Grand Trunk Railway for their consideration— but nevertheless put their views on record in the report above mentioned—the Grand Trunk Railway Company, who have been most desirous of shaping their arrangements in Toronto to meet the wishes of the citizens and the approval of the City authorities, at once took up the subjects dealt with in the said reports with a view of seeing how far they could meet the views therein expressed and at the same time offer the fullest accommodation to the public.

A meeting was arranged for in July, of the Managers of the various Companies interested, in regard to which Mr. Hickson wrote the City Clerk on the 6th August last. Since then negotiations have been pending on several suggestions made in respect to the arrangements for handling the freight of the Credit Valley Railway Company and other matters which it is hoped will reach a satisfactory ending, as progress has already been made in this direction.

As you yourself are aware, from the reports of the Police officers stationed

by you and your brother Commissioners on the Esplanade, to see the City By-laws carried out by the various Railway Companies—not one complaint was entered against the Grand Trunk Railway Company, and I think you will agree with me, that the running of the trains over the Esplanade during the past summer has been done in such a manner as to cause the least possible annoyance to the public at large. So long, however, as the demands of the City and Statute regulations require bulk freight to be delivered along the Esplanade—so long must there necessarily be more or less shunting done.

Still further to meet the views of the City Council in this respect—the Company have had to make other arrangements for a portion of their business hitherto handled in Toronto. This they are doing by the erection of buildings and the making of a large yard at York and the doubling of rails between the City and Scarborough.

At York provision will be made at once for the stabling of about 55 engines and yard accommodation sufficient for the handling of the whole of the Company's through traffic. This change will involve the taking down of one of the engine sheds at the Union Station, which will admit of additional trackage for local business being provided, and it will also result in the trains with through traffic, passing directly from the west to the east and *vice versa* through the City without stoppage.

The Company are quite willing to erect gates as mentioned in the said report, if it can be shown that they will afford any additional protection, or in any way facilitate the movement of traffic on the Esplanade; and Mr. Hickson has already written the City Clerk stating that he will be glad to give his most careful consideration to any suggestion on the subject which you or the Council may favour him with.

In regard to Mr. Chanute's report, the alterations suggested by him would not secure the accommodation and facilities which the Grand Trunk Company require for their business; the yard room would be inconvenient and totally inadequate, the warehouse accommodation actually 50 per cent. less than at present, and the costs would nearly three times exceed the amount named, were the changes to be carried out in their entirety.

The Council having pronounced in favour of the enlargement of the Union Station, might I ask if it is the intention of the Council to contribute anything towards this object—as you are aware we submitted a scheme for this object—and through no delay on the part of the Company it has had to remain in abeyance?

Yours truly,

W. BARCLAY McMURRICH.

His Worship acknowledged the receipt of the foregoing, on the 15th October, as follows :

DEAR SIR.—I have to acknowledge the receipt of your favour of the 12th instant, with reference to the Grand Trunk Railway and the Esplanade matter. I am glad to hear that some progress has been made between the Grand Trunk Railway and other Companies towards a solution of the difficulty, and trust that ere long a report may be submitted to the City Council embodying their views, and that it may be of such a character as to be agreeable to the Corporation. I feel certain I express the opinion of the members of the Council when I say they are most desirous of assisting in every reasonable manner to make the Esplanade more commodious for railway business and safer for the public.

I am quite prepared to admit, and gladly so, that efforts have been made during the past summer by the Grand Trunk and the other Railway Companies doing business in the front of the City to lessen the many annoyances the public have been subjected to; but you must be aware that the Esplanade is far from being in a proper state, either for business purposes, or for the safety of the many persons who are obliged to frequently cross the railway tracks thereon.

The establishment of a shunting yard at York, and a double track to Scarborough will doubtless afford great relief, but I am persuaded that, until the Esplanade is widened, and crossings allowed only at certain points where gates are placed, the work of improvement will not be complete, and I sincerely trust that this point will not be lost sight of by the Grand Trunk and the other Companies.

I am pleased to learn that the Company you represent is prepared to erect gates at the foot of the streets mentioned in the Report of the Special Committee, dated 29th June, and afterwards adopted by the City Council. Owing to the lamented death of the late City Engineer I have been unable to forward the sketch written for by Mr. Hickson, but I have instructed our City Engineer, Mr. Sproatt, to prepare a plan at once, and I shall have it forwarded to you without delay.

I am not in a position to answer the questions you have put to me as to the City contributing any portion of the expense towards the enlargement of the Union Station. That point has never been considered, nor has the proposition been submitted.

Let me hope that the Companies will submit a proposition very shortly, and I can promise you there shall be no delay on my part in having it fully considered. I would remind you that the Bill the City sought to have passed at the last session of the Dominion Parliament provided that the expense incurred in making the improvement was to be borne in such manner as the Commissioners to be named might adjudge.

Trusting to hear from you again very soon,

I remain,

Yours truly,

A. R. BOSWELL,
Mayor.

Mr. McMurrich, on the 18th October, replied as follows :

Toronto, 18th October, 1883.

MY DEAR MR. MAYOR,—Yours in reply duly received. I shall be happy to advise you of the progress made from time to time. I quite agree with you that, to give the necessary facilities to the public, the accommodation on the Esplanade must be increased. This, you will notice, however, is more a work pertaining to the citizens and their representatives in the City Council and not to the Railway Companies, and your efforts in this direction last summer with the property owners were certainly discouraging.

I shall have much pleasure in receiving your plans and suggestions *re gates*, and same will receive prompt consideration.

Yours truly,

W. BARCLAY McMURRICH.

HIS WORSHIP THE MAYOR.

Nothing further was done until the 15th of November, when the Committee of the Council again met the representatives of the various Railway Companies, and after hearing their reasons why some arrangements had not been arrived at for the settlement of the Esplanade difficulty, the Committee decided to report to the Council as follows:

"Your Committee beg leave to report that in their opinion it is necessary that a street at least 40 feet in width is indispensable in carrying out the improvement which is necessary on the Esplanade to make it free from the great dangers to the public which now exist, and to enable the business which is now being carried on to be continued with anything like safety to the many persons engaged therein.

Your Committee would recommend that the Committee on Legislation be instructed to prepare a petition to the Ontario Legislature, asking for such legislation as may be necessary to provide for the building of such street at the expense of the property owners, railway companies, and the City generally, and to provide the necessary means therefor.

Your Committee would recommend that the necessary notice be given, as a precautionary measure, that it is the intention of the City to apply for such legislation at the next session of the Dominion Parliament as will enable all difficulties in connection with the Esplanade to be settled, provided the railway companies do not arrive at some arrangement within the space of two weeks from this date."

This Report was adopted by the Council at its meeting held on the 26th November, 1883.

