

CANADIAN
PACIFIC
DON VALLEY.

to build competing roads, and the 60-foot Esplanade was

SADLY ENCREACHED UPON AND CUT UP by the Great Western and Midland. Another agreement in 1855 placed upon a satisfactory footing for a time the conditions upon which they were allowed to use the Esplanade for their traffic. The present trouble began primarily when the Ontario & Quebec Railway was chartered for the construction of a line from Toronto to Montreal. The Ontario & Quebec absorbed the Toronto, Grey & Bruce and the Credit Valley Roads, and so obtained an entrance into the city by the west with the shunting yards belonging to those railways. A few years ago the great gobbler—the C. P. R.—took over the Ontario & Quebec and entered the city. But the accommodation was not of the best nature. Freight was handled with great inconvenience and it was "gall and wormwood" to the C. P. R. folk, and rightly so, to see the Grand Trunk trains sweep down into the city from the east, while the C. P. R. trains had to spend another half-hour in making a circuit to the north and entering the Union Station from the west. From discontent with their condition to striving for its improvement was but a step, and somewhat over two years ago the C. P. R. obtained power to construct a branch from their line, which, diverging from the Montreal road at North Toronto, would pass down the Don Valley and enter the city from the east, thus placing the transcontinental road in a fair position to compete successfully with the G. T. R. The Don improvements scheme contained provisions for

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CPR
Don Valley

for

THE ENTRANCE OF THE RAILWAY
and its occupation of a certain quantity of
the land reclaimed by the Don straighten-
ing. Of the trouble in connection with that
agreement there is no need to speak here.
It is sufficient to say that the interpreta-
tions placed upon it have been many and
varied, and that all really done as yet is the
building of the spur to the point
at which it is intended to cross
the Don. The bridge at Winchester
street, a handsome and well-built structure,
is the furthest south point of the extension
on which work has been completed. Be-
tween that point and Berkeley street where
the new track will strike the Esplanade
nothing has yet been done. West of that
the road is built as far as York street, and
occupies twenty-eight feet of the Esplanade
to the south of the Grand Trunk tracks.
The claim now made by the company is for
all the lands between Yonge and Simcoe
south of the existing tracks. Along with
this they demand a patent from the Crown
for the land between the old and new wind-
mill lines, a space at present

COVERED BY THE LAKE,
and which the company propose to fill in.

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The land occupies somewhat in the neigh-
borhood of 34 acres, and the greater part
of it is held by the City of Toronto in fee
simple, and was leased by the Corporation
to various individuals, who have surren-
dered their leases to the C. P. R. As this
is the point at which the affair becomes
complicated it will be necessary to go back
and explain, first, the proposed agreement
of last year between the city and the rail-
way companies, and the report of the Com-
mittee of the City Council re the extension

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mittee of the City Council re the extension and improvement of the Esplanade.

The agreement between the city and the railway companies was arrived at on April 25th, 1888, as the result of a conference held at Ottawa between the Managers of the C. P. R. and the G. T. R. and the Mayor and other city representatives. By terms of this agreement the city and the companies entered into an arrangement whereby the C. P. R. was given good track facilities into the city, along with a safe crossing at Berkeley street. Arrangements were made for the construction of a new Union Depot on the site of the old one, or at some convenient place near by, and for the construction of overhead bridges on the line of the present streets or the streets as deviated in plans approved by the city. Part of the cost of the bridges was to be borne by the city and part by the companies. In view of recent occurrences the following is the most

IMPORTANT PART OF THE AGREEMENT:

1) Upon the railway companies or either

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THE GLOBE TORONTO TUESDAY JUNE 25 1889.

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