

Company, which would also have to deal for running powers, right of way, etc., from Brock Street east. Whilst feeling convinced that the alignment and crossings above described are such as will interfere least with the rights of existing railways, and at the same time give to the Credit Valley Railway Company all the facilities and privileges it can fairly claim, I must refer briefly to other propositions having the same object in view which have been brought to my notice.

No. 2.—From Queen Street to near Bathurst Street would be identical with No. 1, but it would here cross the line of the Great Western Railway, keeping south of it, thence to Bathurst Street in a direct parallel line. In doing this it would encroach (a double track being proposed) about fifteen feet on the enclosed ground occupied by the Northern Railway Company, and continue so from there to Brock Street, where it would fall into the arrangements proposed for No. 1.

I have given this proposition a very complete consideration, and from a close examination and measurement of the ground must pronounce it to be, in my opinion, entirely inadmissible. The loss of this small strip of ground to the Northern Railway between Bathurst Street and Brock Street would be of little or no consequence to its traffic arrangements or to its 'shunting' and 'lying by' facilities, but the entrance to the grounds for about 250 feet west of Bathurst Street could not afford to be curtailed by a single foot without interfering most seriously with its main line, which, together with the double track and necessary sidings at this point, has only a space of less than forty feet in width—no more than is required for the efficient working of its traffic. I have, therefore, in treating of the arrangement of the Credit Valley Company, put this proposition entirely on one side.

No. 3.—It has been argued by the Grand Trunk Railway Company that, having laid down its second, or south track, from Queen Street to Brock Street, the Credit Valley Railroad might, under arrangement with it, use the second track and so run into the Union Station. The Grand Trunk Railway does not, however, press the question of the joint use between Queen Street and Bathurst Street, but from this last point to Brock Street strongly urges it, objecting to the Credit Valley Railway laying an independent line of rails, chiefly on the grounds that it would necessitate the removal northward of its (Grand Trunk Railway) tracks, and decreasing the space between them from about ten feet to eight feet. I fail to see the force of this objection, as a space of eight feet is considered ample in Detroit, Chicago and other crowded railway centres, whilst the New York Central at any of its city termini, is content with seven feet, and even six feet five inches.

As before remarked, for passenger traffic the joint use of the Grand Trunk Railway track from Bathurst Street to Brock Street would not be objectionable