

business of the Northern Railway, a considerable loss in the length of its present tracks, and expensive charges in those not shortened or destroyed.

It would separate the busy yard into two parts, to be worked with difficulty and danger across the track of another Railway, at the same time incurring for the Credit Valley Railway all the risk and delay consequent upon the numerous crossings of its track, necessary to permit access by the Northern Railway to its tracks and wharves.

Such a location should not be considered when any other can be found at reasonable cost.

In this instance the alternative is simple, less expensive, and free from any of the objections by which the line through the Northern Railway grounds is surrounded.

No person accustomed to the consideration of such questions could hesitate in the choice of routes, but must select the line upon the southern side of the general Railway right of way between Bathurst Street and Brock Street, thence through the old Water Works property to Esplanade Street, thence easily into the Water lot of the Credit Valley Railway, as the most feasible route now open for the entrance of an additional Railway to that part of the City.

This location will require only slight changes in the present occupation of the general right of way; it crosses the other Railways at the most favourable point where they already cross each other and have the necessary semaphore tenders; it does not divide the shunting yard of any road, nor involve the incoming road in the dangers and trouble which must result from such a division.

Yours truly,

CHARLES PAINE.

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