

crossing, and which can be quickly done without any hindrance to that Company; continuing along past the Diamond crossing of the Grand Trunk and Northern Railways, west of Strachan Avenue, and entirely clear of them there, having its own independent crossing of the Garrison Creek, but then crossing by Diamond the two Northern tracks to reach its own proper side of the hundred (100) feet right of way, and this at a point where other crossings are now worked and where signal men are already located, and by keeping on the southerly line from west of Bathurst Street, the Credit Valley track is entirely clear of the Great Western and Northern tracks and yard, and reaches Brock Street with perfect immunity, and at very small cost as compared with the plan proposed by the Credit Valley Company.

It can, then, by crossing only the two tracks leading to the Grand Trunk Company's Round-houses, reach Peter Street, and through the Old Water Works property, avoid the numerous tracks in the yard of the Grand Trunk Company, reach the Credit Valley dock property, east of John Street, by crossing only the three tracks on Esplanade street at a point where perfect safety can be insured.

I think any railway expert will at once condemn the expensive, dangerous and utterly unnecessary mode proposed by the Credit Valley Railway Company of apparently trying to force their line through the most important portion of the Northern tracks, and one which, as the statistics will shew, is positively used seventy-six hours out of the ninety-seven, and this the more especially when a so much better line can be had at far less expense, and one that can be operated with perfect safety without any interference or delay to the work of either the Credit Valley or any of the other Railway Companies.

Very respectfully yours,

W. K. MUIR.

TORONTO, 10th December, 1879.

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