

Street, leaving the "Great Western" to remain in its present position throughout, but necessitating the removal north of the "Grand Trunk" tracks about 12 feet. Bathurst Street having been reached in this manner, the same arrangement of tracks would be continued to Brock Street, the "Grand Trunk" being still moved northward some 8' to 10' to admit of it. This shifting of tracks will carry with it a necessity for some excavation of slope west of Bathurst Street bridge, and a re-arrangement of the north pier bent of that structure at a trifling cost. Between Bathurst Street and Brock Street, with the exception of removing the present ditch further north, no excavation would be required. The accompanying diagram will illustrate this, but an alteration of the Brock Street bridge similar to that at Bathurst Street will be required.

Brock Street being thus reached, on an independent line, it will be necessary for the "Credit Valley" to find its way to station accommodation, both passenger and freight. For the former, the Union station will be the most convenient, and access thereto, as far as I can now see, can be had only by an arrangement to use the track of the Grand Trunk; for the latter the Credit Valley owns or leases a water frontage, lying between the Water Works property and Simcoe Street, of about 600 feet. To reach this, a divergence of its line from Brock Street will be necessary, keeping north of the Grand Trunk round houses and of the old Water Works buildings, and striking the water at the westerly boundary of the lot referred to. By this arrangement, the Great Western Railway track would be crossed at Brock Street, as well as two or three other side tracks of the Grand Trunk leading into the round houses, also tracks on Esplanade Street belonging to the Northern and Grand Trunk Railways respectively, all existing at the time the plans were registered with your Committee. Since then, however, the Grand Trunk have laid down two or three other tracks, one north of the round house on the spot proposed here to be occupied by the "Credit Valley" east of Brock Street, and one on the vacant land east of the old Water Works, and north of Esplanade Street, all which work has been done within a few hours of the present writing. In no case, however, would the crossing of this side track, or of as many now as could be laid down on the vacant space referred to, be attended with any inconvenience of consequence to the general traffic on the existing or projected lines. In taking up the question of alignment and crossings east of Brock Street, I am probably exceeding my instructions; but, as I read them, all crossings were to be reported on by me, though my business with the alignment question would seem to cease at Brock Street.

The foregoing arrangement seems to me the most convenient that, under the circumstances, can be arrived at, and should be satisfactory to all parties. The whole expense consequent upon the shifting of the tracks, platforms, and general arrangement would, of course, fall upon the Credit Valley Railway