

REPORT OF CHARLES PAINE, ESQ., C.E.,

GENERAL SUPERINTENDENT, LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

TORONTO, December 11th, 1879.

FRED. CUMBERLAND, ESQ.

MY DEAR SIR,—In sending you my report upon the routes proposed for the Credit Valley Railway, I wish to add what might not be proper in a report, that I think the location of a line through your yard should be resisted by every possible means, as involving the most serious consequences to your Company. I should regard it as almost equivalent to the destruction of the yard. While it could be worked after such a division, it would be at such a disadvantage as to make you seek a new place of business.

Yours truly,

CHARLES PAINE.

TORONTO, December 11th, 1879.

FRED. CUMBERLAND, ESQ.,
General Manager,
Northern Railway of Canada.

SIR,—At your request I have made a careful examination of the two routes proposed for the Credit Valley Railway, between Parkdale Station and the Water lot owned by that Company, near John Street, and respectfully submit my opinion.

Between Parkdale Station and Bathurst Street, the location along the rights of way of the Grand Trunk and Northern Railways, and parallel with those lines, is common to both projects, and presents nothing objectionable from an Engineer's standpoint. At Bathurst Street the routes separate, one passing along the general right of way, the other directly through the shunting yard occupied by the Northern Railway.

The line through the yard of the Northern Railway is objectionable from every point of view, both for the present occupants of the property and for the intruding Company. It would involve a very serious interference with the