

working arrangements in particular; while by its adoption the working arrangements of the Credit Valley Company would likewise be minimized, cramped and hampered so as to render it as intolerable to themselves as to the public, for whose benefit such access has mistakenly been conceived. In point of fact the very advocacy of such an approach by the Credit Valley authorities places their Company in a most inconsistent position, for, instead of obtaining an access calculated to afford the advantages and facilities to the public which has been declared by them to be, and properly should be, their aim and object, they would burden themselves and the public with the most limited, crowded, and obnoxious right of way to their water lot depot that could possibly be devised.

The bare fact that by it the operations upon 2,900 feet of main line, and 12 miles of shunting track of the Northern Company (which even at the least busy seasons of the year are already occupied on an average 78.10 per cent. of every hour of the day, from 7 a.m. to 6 p.m., with the Company's own trains, engines and cars), would at all times be subjected to interruption and disorganization by the arrival and departure, at any moment, of the trains and engines under the independent control of another Company, is alone sufficient, in my opinion, to condemn such a proposal, even were there no other and less objectionable access obtainable.

It must be plain and palpable that any curtailment of, or interference with the conveniences, only now found adequate for the practical and efficient every-day working of the traffic of a Company that has provided them, must be as serious an injury to the patrons of that railway as to the vital interest of the Company itself; neither should it be overlooked that the volume and value of that Company's traffic are far more than for a long time to come, can possibly be the volume and value of the traffic over the line of the *new Railway*, a large portion of whose resource will have to be obtained from the traffic taken away from, but now carried and accommodated by the other Companies, having their depots in the City of Toronto.

In regard to the other plan which has been submitted to me for my opinion viz.: the plan of access to the same lot on John Street, as recommended by Mr. Frank Shanly, I have studied it most carefully, and I must candidly state that the line as there laid out by him, appears to me to be the simplest and most practicable, and calculated to afford the greatest service to the Credit Valley Company, whilst its adoption would be the least inconvenient and injurious to all other interests throughout. From Parkdale Station to Peter Street it will only once cross the main tracks of the Northern and Great Western Railways, and that at the existing crossings of those Companies at Garrison Station. It will also be much less expensive, and will altogether avoid interference with the station yards and shunting grounds of any one of the existing roads having their depots in the City.