

Second:—This Railway will accommodate the Citizens dwelling in the Northern portion of Toronto, and also the Villagers of Yorkville to a great degree, inasmuch as they will be enabled to avail themselves of any train leaving Toronto for the East, West or North, it being contemplated to build a Passenger Station at Yorkville, and inaugurate a system of Short Train Service for the convenience of Residents, to meet all trains from or to the City.

For the conveyance of Lumber, Lime, Bricks, Tiles, Wood, Coal, etc., etc., to or from the extensive Brick Fields of Yorkville, and to Buildings in frequent course of construction at Yorkville and North Toronto, which now have to be carted to or from the Esplanade at a cost exceeding 50cts. to \$1.00 per ton,—the advantages are obvious.

The Yorkville Loop Line Railway will ultimately connect with every Line now entering Toronto.

Third:—For all Through Freight, that is from Detroit and Sarnia to Montreal and *vice versa*, the gain to the Companies carrying such Traffic, by using this Line will be enormous. The Grand Trunk Railway Company's trains for instance leaving Carlton Station for Toronto descend in the journey nearly 160 feet, pass along the crowded Esplanade, (frequently losing hours in doing so, besides blocking up the way,) then ascend a grade of 180 feet, and more-over go nearly 3 miles out their way in accomplishing this.

As an illustration, the following figures will demonstrate the saving in the cost of conveying Through Traffic by the Yorkville Loop Line Railway, as compared with that by way of the Grand Trunk Railway:—

Distance by Grand Trunk Railway	11½ miles.
Add 180 feet rise, equal, in railway working, to	¾ "
Distance by Yorkville Loop Line Railway	9 "
Total saving	6 miles.

Frequently 40 freight trains per day, of 18 cars each, work over the Grand Trunk Railway. Say 15 of these pass over the Yorkville Loop Line Railway, we have;—

Fifteen trains of 18 cars each = 270 cars per day.

Taking 311 working days per annum, a total of 83,970 cars per annum.

Six miles on each car shows the saving in mileage, to be on only 15 freight trains. 503,820 miles per annum.

Say each car contains ten tons, we have 5,038,200 tons of produce,

Which at one cent per ton, equals \$50,382 per annum saved,

equal to 10 per cent. on the whole capital of the Yorkville Loop Line Railway.

The Grand Trunk Railway Company will, moreover, be enabled to carry 20 cars to Montreal at the same cost for haulage as for 18 cars at present, being a saving of 11 per cent. on the whole of their Through Freight Trains—engines, drivers, firemen, conductors, brakemen, coal, wood, &c., &c. and they would further gain an immense amount of time, by not having to pass over the Esplanade;—this cannot be estimated at less than \$100,000 per annum.

The Credit Valley Railway and the Toronto and Ottawa Railway, when built, will also be benefited by this short line, it being practically almost a level grade from point to point along its whole length, not quite nine miles. It will unquestionably give to North Toronto and Yorkville Passengers and Shippers by Rail, facilities in every respect equal, if not superior, to those enjoyed by citizens in the south; in fact, it will put a double face on Toronto.