

way tracks at grade. That these plans, if carried out, will afford such access to the water front can hardly be disputed.

The plans and operations of the Company were frequently discussed with the Mayor, the City Engineer and different members of the City Council, and the utmost publicity was given to them, as the columns of the city press will bear witness. Indeed, the plans were described in full in the Toronto newspapers as early as May, 1886, and the *Daily Telegram* at that time illustrated them with elaborate engravings. Hardly a voice was then, nor for nearly three years thereafter, raised against the plans, either as to their efficiency or desirability.

The Company proceeded steadily with its work, and, as will be shewn further on, had the hearty support of the City authorities and of the Board of Trade in all questions coming before Parliament and the Railway Committee of the Privy Council relating to it; and in April, 1888, nearly two years ago, through the intervention of Your Worship, Alderman Carlisle, Alderman McMillan and the City Solicitor, an agreement was brought about between the Grand Trunk and the Canadian Pacific Companies, that seemed to remove the only obstacle in the way of the complete realization of the plans of the latter; and this agreement, judging from the opinions of all the city newspapers, seemed to meet with general approval.

The plan upon which the agreement was reached at that meeting in Montreal in April, 1888, and which agreement was assented to by Your Worship and all those who were there with you representing the City, is precisely the same in every particular that the Company is still seeking to carry out.