

REPORT OF THOMAS SWINYARD, ESQ.,

LATE GENERAL MANAGER GREAT WESTERN RAILWAY OF CANADA.

TORONTO, Dec. 26, 1879.

DEAR SIR,—In compliance with your request I have made a thorough inspection of the location of the present Railway lines and property between the Parkdale Station and the Credit Valley Company's water lot at John Street, in the City of Toronto, and likewise a careful examination of the maps placed before me, showing :

- 1st. The position of the tracks of the Credit Valley Railway, as proposed by that Company, across the Northern yard, in order to gain access to the water lot above mentioned, and
- 2nd. The location of the track giving access to the same water lot, as recommended by Mr. Frank Shanly, the engineer appointed by the Dominion Government to report on the question.

In these plans the paramount questions for consideration appear to be: The right of access, the safety of the public, and the conveniences of working affecting the Railway Companies themselves.

The right of access is purely a question of law and equity, and as such, will, I presume, be decided by the proper tribunal.

Out of the question of access, however, arise the points I have before mentioned, namely, the approach the most or least objectionable as regards the safety of the public, and the most or least convenient as regards the working arrangements of the Companies themselves.

These points may and should be determined by the weight and force of the evidence of those qualified, by their known skill and experience in railway construction, to testify.

From my knowledge of and practice in railway management and working, I have not the slightest hesitation in giving a most decided opinion, and I say that neither in the interest of the public, nor in the interest of the Railway Companies also, is the approach through the Northern Railway Company's station and shunting grounds, as proposed by the Credit Valley Company, desirable in any respect. I can discover no advantage whatever that can be gained by it; on the contrary, it seems to me that it would be fraught with the greatest danger to the public, and with immense inconvenience to the two Companies themselves; it would in reality create an evil absolutely ruinous to the Northern Railway Company's