

Grand Trunk Company for the purpose of enlarging the Union Station, I am instructed to say that in giving this concession to the Grand Trunk Company the Directors of the Toronto, Grey & Bruce Railway Company hope that the Council will make it a preliminary condition that this Company shall have access to the same and also access to and a fair share of whatever siding accommodation there may be on Esplanade Street upon reasonable terms. This question of access to Esplanade Street is the more necessary as this Company cannot without the consent of the Northern or Grand Trunk Companies get nearer to Esplanade Street than Bathurst Street,—and, therefore, any arrangement also by which the Northern Railway Company may receive extra accommodation on the Esplanade, should, I submit, be granted upon condition of allowing the trains of this Company access to Esplanade Street from Bathurst Street to Brock Street on reasonable terms, if required by this Company.

I am, Sir,

Your obedient servant,

EDMUND WRAGGE,

*General Manager T. G. & B. Ry.*

Before submitting their counter proposals, the Credit Valley Railway employed Mr. O. Chanute, the Engineer of the Erie Railway, who prepared a plan of the Esplanade, shewing the position of the various tracks, &c., thereon.

At a meeting held on the 31st of May, the following proposition by the Credit Valley Railway was submitted:

CREDIT VALLEY RAILWAY.

GENERAL SUPERINTENDENT'S OFFICE.

Toronto, 31st May, 1883.

*His Worship the Mayor of the City of Toronto.*

Sir,—In reply to your request that this Company should give their views as to the accommodation they require on the Esplanade, I beg to submit:

1. We require access to the Union Station by means of an independent track from Brock Street over Esplanade Street.
2. To have waiting rooms, baggage rooms, and ticket offices of our own, so that the issuing of tickets, checking of baggage, &c., should be done by our own officials. This is necessary in view of the Ontario & Quebec and Credit Valley system competing with the Grand Trunk, both east and west, for business.
3. An independent track to the Credit Valley water lots is also necessary,