

that no railway expert, who had a choice of locations, would hesitate, in the interest of the Credit Valley Railway Company, in adopting Mr. Shanly's proposal, and in rejecting the line suggested through the Northern yard, as the latter would for all time to come, be worked with extreme embarrassment, delay and danger to the trains of both Companies, whilst, by Mr. Shanly's line, the Credit Valley Railway would have a free and unfettered run for its trains, except where the diamond crossings with the other lines would occur.

There are already signalmen and semaphores at the points where the crossings would be requisite, which would avoid the necessity of providing additional service.

Having regard to the complicated alterations which would become necessary over the whole track system of the Northern yard, and to the heavy filling of that location through the yard, the ultimate cost would be much greater to the Credit Valley Railway Company than would attach to the adoption of Mr. Shanly's line.

The whole grouping of the various sidings would have to be re-arranged and in many instances valuable sidings would have to be abandoned. In fact, the yard would be practically divided by the Credit Valley Railway.

There are nearly thirteen miles of main tracks and sidings in the Northern yard, and the shunting over these tracks is almost continuous, the majority of the switches being placed on the ground which the Credit Valley Railway proposes to appropriate.

The track of the Credit Valley Railway would encroach so closely on the local freight house that it would shut off the receiving side, thus rendering the freight house almost useless.

It is a singular fact (and perhaps such an instance has never occurred before in a large and prosperous city like Toronto, with several railway lines established along the water front), that a new railway can obtain such a cheap and favourable line as is, according to Mr. Shanly's report, open to the Credit Valley Railway, and without damaging private property or existing railways.

I remain,

Yours truly,

C. W. MOBERLY.

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