so and this Ranway will accommodate the Caracus awelling in the Narhern portion to some into the Villar at the result of the in same has they will be considered in the sound of in the east when a result of the consequence of short that it is the first consequence to build a Passe ager settion at Yorkill that into integers a system of short both wife for the convenience of Resident to meet all trains from or to the City.

For the conveyage of Lamber, Lame, Brieks, Tiles, Wood, Coal, etc., etc., to or from the construction of Brigary Lamber, Lame, Brigary Course Liver Coal, etc., etc., to or from the lamber of the lam

The Vorkville Loop Line Radius, will ultimately connect with every line now entering

## This And A Rull And A Rull On the Company of the gard of the gard

The Grand Truck Railway Company's trains for instance leaving Carlton Station for Toronto descend in the journey marrly 140 feet, pass along the crowded Explanade, (frequently losing bours in doing so, besides blocking up the way,) then ascend a grade of 180 feet, and more.

over go nearly 3 mile Their why in accomplishing this.

As an illustration, the help help figures will denote that the saving in the

As an illustration, the following neares will remove the saving. Through Traffic by the Yorkville Loop Line Railway, as compared with that by way of the Grand Traffic Railway.

This Railway was chartered by the Legislature of Ontario in 1873, sec. 36 Vic. Cap. 77, of the Statutes of the Province, and an Act passed in the year 1876 extended the time for the commencement and completion of the Railway. Sec. 39, Vic. Cap. 85.

The Line is intended to run from a point on the Grand Trunk Railway of Canada at or near the Carlton Station, to a point, also on the Grand Trunk Railway, in the Township of Scarborough, passing through the Village of Yorkville, a cattern to the village of the cattern of the village of the cattern of the village of the

The object of this Railway is: First. To alleviate as much as possible the crush of Traffic now passing daily over the Esplanade in front of the City of Toronto, by providing an alternative and superior route for Through Freight, and allow the business proper of Toronto City to be carried on with greater facility.

The only means of access to the Steam Boats and other craft for either Passengers or Shippers, is across the Esplanade, which is now the only outlet for all the Railway Traffic. The numerous statals accidents which occur by persons being a rung over by the Trains imperatively demand an manelioration in the conduct of this Traffic.

There are now more than 200 Trains daily passing to and fro over the Line of the Esplanade, and a further fall must evidently take place when the Credit Valley Railway is the same cost for handle the short of the same cost for Israel at the same of the strong of them. Income in the strong of them Income is reight.

The Esplanade accommodation, which is now wholly inadequate, cannot be enlarged except at enormous cost, for the reason that it is bounded on the South side by the deep waters of the Bay, lined with Wharves and Storehouses; and on the North by large and valuable Warehouses and Factories.

The Credit Valley Radway and the Toronto and Ottawa Railway, when built, will also

are confident that it will effectually relieve the most incrowded partition of the City, and accord to Shippers and Passengers by the numerous Boats in the season of Navigation, facilities for crossing and recrossing the numerous with safety and expedition, the advantage of which everyone now going down to the water will appreciate. It design to each other transfer of the safety and expedition, the advantage of which everyone now going down to the water will appreciate. It design to each allow a surface of the safety and expedition as a surface of the safety and the safety and each other transfer of the safety and each other transfer of the safety and the sa