

especially in view of such joint use becoming a necessity from Brock Street to the Union Station ; but for freight traffic seeking the Credit Valley Railway water frontage, such joint use would be a constant source of inconvenience, delay and possible injury. Upon these grounds, if upon no other, I would advocate the adoption of the independent line from Queen to Bathurst, Brock and the water, with running rights over the Grand Trunk Railway from Brock to the Union Station, as laid down on a plan herewith.

As regards the Toronto, Grey & Bruce Railway as an existing line, I should perhaps add in the probable event, not very far distant, of its desiring an independent track into the city from Queen Street, that in recommending the adoption of No. 1, I have not lost sight of any rights it may lay claim to for space on the 100 feet reservation.

Assuming, therefore, that No. 1 be adopted, and that no change be made in the existing lines, the crossings required are as follows :

Toronto, Grey and Bruce Railway to Queen's Wharf, three.

Northern Railway, near Bathurst Street, two.

Great Western Railway at Brock Street, one.

Northern Railway main line on Esplanade Street, one, and probably six side tracks, of which only four are main running lines.

I think I have touched upon all the points bearing on the matter in question, and trust that I have made myself understood.

I am, gentlemen,

Your obedient servant,

F. SHANLY.

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