

The Mimico line might be permitted to use Pearson Avenue and connecting streets from the end of the Park Drive to a crossing of the steam railways near Brock Avenue.

The steam railways here encountered may be passed by a subway, or by a U-shaped ramp and bridge structure over the tracks, and reaching the highway level at, say, the intersection of Brock Avenue and Florence Street.

The route may then be continued by Florence, Dufferin, Alma and Argyle to Lisgar, thence down the latter to Armour Street, and eastward behind the old Asylum wall to and along Defoe Street to Tecumseth Street, and down the latter to Duoro, thence eastward by Duoro and Wellington to Church Street, and from the latter, on the northerly side of Front Street (which is here wide) to the Market Square, where a central depot and station should be provided in connection with the re-arranged market buildings.

Should the gauge of the Mimico Company's line remain the same as that in the City, and pending the completion of some of the required works, the traffic might be temporarily conducted from High Park Drive over the City lines to Lisgar and Queen Streets, thence to the market, as above noted.

The first described route appears most suitable for the purpose, and is least likely to be required in connection with an extension of the City system, either surface, subway or elevated, and it may be made common with the "City and Suburban Railway" from Toronto Junction by a connection at the intersection of Brock Avenue and Florence Street.

It will be noted that it is here proposed to practically connect the Mimico railway with the City system in High Park by a bridge over the steam railways south of Grenadier Pond. As an alternative, the City could continue the proposed south drive in the Park westward to the City limits, and on through Swansea to the Humber River, spanning the latter, and, descending almost to lake level, turn southward and passing the G. T. Railway embankment by a subway reach the Lake Shore at Hlck's Hotel.

The headway in the subway would not be sufficient to meet the requirements of the "Railway Act," but it would be sufficient to pass the highest car now in use on electric railways, and, as brakemen do not often require to take position on top of cars handled by electric railways, this clause in the Act might be interpreted as inapplicable to the cars for this system when for passage through the City. Terms of lease, fares, right of way, percentage of earnings, etc., etc., should all be on the basis referred to under a separate paragraph.

THE CITY AND SUBURBAN RAILWAY,

formerly the High Park and Toronto Railway, now consists of three branches radiating from the Keele Street line, in Toronto Junction, viz., the Lambton