

The subway system just outlined would be incomplete without an additional system of radial surface lines outside the City limits of 1891. The following routes may be recommended:

- (1) Lines to the north from St. Clair Avenue on Bathurst Street and Lakeview Avenue.
- (2) Lines to the north-west from Keele Terminus via St. Clair Avenue and Jane Street.
- (3) Lines to the east from Broadview and Danforth Terminus, passing along Danforth with branches to the north via Leslie Street and Woodbine Avenue.

This would open up a large territory north of Danforth Avenue. These suggested radial routes are shown in blue on Figure 9.

Consideration of the exact routes of these radial lines can be matured later, the main point being to extend them into territory now unserved.

Scheme No. 2—Shown on map, Figures Nos. 10, 11 and 12, on which the red lines indicate the subway routes, and the blue lines the suggested routes for subsidiary radial lines.

This scheme is much less comprehensive than the first one, and one that does not go to the heart of the matter in the same way as Scheme No. 1, but which may be considered of some immediate benefit, and at the same time eventually might form part of the scheme outlined as Number 1.

This scheme consists of a line running up Yonge Street from near the Union Station to St. Clair Avenue.

We have selected three alternative routes for this, and our object in doing so has been to see how low a cost could be reasonably expected for such a line.

The three routes are as follows:

- (a) On Yonge Street.
- (b) On Teraulay Street.
- (c) On Victoria Street and Yonge Street.

The object of (b) and (c) is to pass through as much length as possible in streets that have no car lines on them, thus reducing the cost of construction.

Scheme 2 (a):

There are seven stations on this line, and our estimate for the work, as before, including equipment, contractors' profits, engineering, land, and interest during construction, is \$6,762,000, of which \$4,777,600 is for construction of subways and stations and installation of track, and the amount included for carrying charges is \$260,000.

3,037,600

1,624,400