

---

In view of the facts which I have briefly laid before the Council, and of the experience which I have gained on my recent tour of examination, and from careful study of the question, I have to recommend to the Council that the motive power which shall be forthwith adopted by the Toronto Railway Company and applied to the running of all street cars throughout the City of Toronto, in accordance with the terms and conditions of the lease of the Street Railway franchise from the Corporation of the City of Toronto to the said Toronto Railway Company, shall be that commonly known and designated as the overhead-single-trolley-wire electric-system, and that the details of the erection, construction and maintenance of this system shall be subject at all times and in all particulars to the approval of the City Engineer of the City of Toronto: Provided (and this proviso is part of the recommendation that I make) that if at any time during the currency of the aforesaid lease or any extension or extensions thereof, the development of electrical invention shall be such, that some other system of electrical propulsion better than that known as the overhead-single trolley-wire electric-system shall be invented and made practically workable for street railway traffic (and the City Engineer shall be the judge of this), that it shall be competent for the Council of the City of Toronto, on the recommendation of the City Engineer, to order and direct that this other system of electrical propulsion shall be used in place of that above described as the overhead-single-trolley-wire-electric-system, and this other system of electrical propulsion shall then in that case forthwith be adopted and used by the said Toronto Railway Company, for the propelling and working of street cars on their railway system throughout the City of Toronto, subject to the terms and conditions of the said lease as aforesaid.

Before closing this report it is necessary that I should say something in regard to the width of the strip between the double tracks, commonly called the devil-strip. In the various places that I visited I found that there was great variation in regard to the gauge of the track and the width of the devil-strip. The gauge varied from four feet eight and a half inches to five feet two and a half inches, and the devil-strip from three feet to six feet. The usual width of the strip is from four to four and a half feet. In Pittsburg and Alleghany, however, the strip is only three feet wide, and in these cities the streets are narrower than in Toronto, and the vehicular traffic very much greater and more congested. On a street in Pittsburg (Smithfield Street) there is only thirty-four feet between the kerbs, a double line of tracks in the centre of the street, with a three-foot devil-strip, and on this street numerous electric cars travel backwards and forwards, crossing cable systems and other electric systems, while there is a vehicular traffic in excess of anything we have in Toronto, and yet accidents do not seem to take place. There can be no doubt, however, that, though not absolutely necessary, it would be expedient to widen this strip to four feet when laying down new lines or relaying existing lines in Toronto. The electric cars should not be wider than seven feet six inches from out to out, and with this there would be just nine inches clearance on a three-foot devil-strip when the cars were passing each other. I think it would be expedient to increase this width when relaying the tracks by widening the strip to four feet. But I am