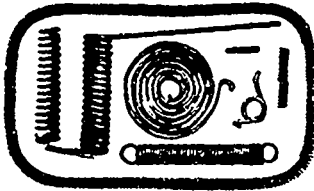


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Alderman Daniel Lamb, of the Toronto City Council, has for some time been working steadily at the scheme of radial railway development, and states that before another year passes the construction of the roads will have begun. There are ten routes in the proposed system, and along every route the municipalities hold entire sway. In addition to securing from the municipality permission to pass through, Ald. Lamb asks them to give some assistance, such as guaranteeing a certain amount of the bonds of construction. He is now negotiating with these small municipalities, and he has been successful in getting a number of them interested, though in none yet has any action been taken. The extent of such a work will be understood when the proposed routes are taken into consideration.

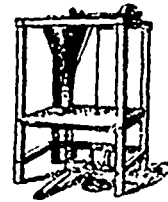
Route No. 1, which will run from Toronto to Rice Lake, passes through the townships of York, Scarborough, Pickering, Whitby, Whitby East, Darlington, Clarke, Hope and Monaghan, and the towns of East Toronto, Whitby and Oshawa. It will be sixty-three miles long and cost \$525,000. Route No. 2, which will run from Toronto to Prince Albert, is to pass through Pickering, Whitby and Reach townships. The total distance will be fifteen miles and the cost of construction \$125,000. Route No. 3 will run from Pickering to Beaverton, and will pass through Pickering, Uxbridge, Scott, Georgina and the towns of Uxbridge and Beaverton. The road would be forty-eight miles long and cost \$370,000. Route No. 4 will run from Toronto to Shelburne, passing through the townships of York, Vaughan, King, Tecumseh, Adala, Mono, Melancthon and the towns of Toronto Junction, Weston, Woodbridge and Tottenham. This line would be fifty-nine miles long and would cost \$455,000. Routes 5 and 6 form two branches, one of which will run from Lloyd-town to West Gwillimbury and the other from Tottenham to Beeton, a combined distance of 123 miles. Route No. 7 will run from Weston to Fergus, passing through Etobicoke, Toronto township, Chinguacousy, Esquesing, Georgetown, Brampton, Acton, Erin, Eramosa, West Garafraxa, Nichol and Fergus, a distance of fifty miles, to cost \$585,000. Route No. 8 will be a branch from Acton to Guelph. Route No. 9 will run from Toronto township, in Peel, through Trafalgar, Nelson, Streetsville, Milton, Flamboro East, Flamboro West, Beverley, South Dumfries, Brantford township and Brantford city, a distance of fifty-three miles, at an estimated cost of \$435,000. Route No. 10 is to join Toronto and Burlington, a distance of thirty miles along the lake front. The total mileage of the system would be 354, the cost \$2,850,000, and the population to be served outside of Toronto, 187,834. There are thirty nine townships interested, sixteen towns or villages and two cities. In these towns are 300 members of municipal councils, each of whom must be personally converted to the project. However great the task, Ald Lamb says that it certainly will be put through.

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