

to the Humber, thence on the lake shore highway through the village of Mimico, past the new Asylum, to the summer resort called Long Branch, a distance of 6.4 miles.

It is stated that this line will be extended at an early date to the Rifle Ranges, Port Credit, Lorne Park, Oakville, etc., and to a junction with a similar line from Hamilton.

This electric suburban railway is of the ordinary character and of the City gauge (4' 11"). The rails are of the T pattern, 56 pounds per yard, fastened to ties, as in case of a steam railway.

The overhead work is generally of the side bracket description, fastened to cedar poles. The car equipment consists of open, closed and double-deck, single and double truck cars sufficient for present requirements. The electric power used on the line is furnished by the Toronto Railway Company's plant.

Upon the extension of this line westward an important fruit district will be reached, which, together with the summer resort and "outing" business, should add largely to its importance and receipts.

However, the railway being of the same gauge as the City system (4' 11"), it is evident that to do through business with the Hamilton projection one of the sections must be changed. The latter condition is likely to occur in connection with the Toronto end to enable the railway to do a car load business from the fruit district west of Toronto, especially for transfer (outside the City) to the Grand Trunk and Canadian Pacific Railways, en route to the annually increasing markets of Ottawa, Montreal, Quebec, etc.

Should such change of gauge occur it is almost obligatory that a separate right of way and trackage be provided to afford access to the centre of the City of Toronto, without change.

This can be accomplished by departing from the present route near the City limits opposite Grenadiers Pond, where a bridge with ramps will safely pass the line over the Grand Trunk Railway, and, descending opposite Howard Park Hill, reach the general level at the crossing of Howard Park Road.

From the foot of the ramp the track should occupy part of an ample railway and drive allowance to be provided by the City for a southern entrance to High Park, and, later on, for continuation to the Humber River.

The "allowance" should immediately adjoin the northern limit of the Grand Trunk lands, if possible as far as Queen Street near Sunnyside Avenue. If this course cannot be secured, then Indian Road should be used to, say, Pearson Avenue, produced, thence to Sunnyside or Roncesvalles Avenue, where the City lines would diverge north and south to other connections.