

We have made observations as to the relative use of the various transfer points on the surface lines in the City and have embodied this information in diagrammatic form (Figure 8) which we have used in locating proposed stations.

Scheme No. 1—Shown on Map, Figure No. 9.

This is what we consider the most ideal subway system following the lines of the present streets that could be laid out; that is to say, it is comprehensive and would form part of a "circular" system which the City may require at some future date. This circular system would be a complete subway ring, with its northern part along St. Clair Avenue and its lower eastern portion passing through Broadview, Danforth and Woodbine, while its western portion would find its way from the foot of Yonge Street to Keele terminus via the busiest streets of Wards 4, 5 and 6. The northern portions of this circular system would be outside the City limits of 1891, and radial lines feeding and being fed by the circular rapid transit subway would expeditiously convey passengers during the day and perhaps goods and merchandise during the night into the heart of the City. We have shown on the map (Figure No. 9) the route for this system. The portions for which estimates have been made are shown in full lines, while the portions which would complete the circular system are shown in dotted lines. It will be seen that the scheme is divisible into three main portions.

- (a) A line down Yonge Street from St. Clair Avenue to Wellington Street.
- (b) A line from Broadview and Danforth to Front and Yonge.
- (c) A line from Front and Yonge to Dundas and Keele at the north-west corner of the old City limits.

Our estimate for this scheme, considered and constructed as a whole, is \$23,470,000, including equipment, car yards, converting station, land, contractors' profits, engineering, and carrying charges during construction; of this amount \$16,755,000 is for construction of subways and stations and installation of track, and \$903,000 is for carrying charges during construction. If the project is divided for the purpose of construction and operation into three component parts—the arms radiating from near the south of Yonge Street—the cost would be somewhat higher, and the estimate comes to

For Section (a) \$6,100,000, of which \$4,180,000 is for construction and track, and \$232,000 is for carrying charges.

For Section (b) \$11,350,000, of which \$8,187,000 is for construction and track, and \$436,000 is for carrying charges.

For Section (c) \$6,235,000, of which \$4,189,000 is for construction and track, and \$249,000 is for carrying charges.

This makes the total cost of scheme 1, considered as three sections, \$23,685,000.