

way (to the east of the present crossing in the valley of the creek) under the railway tracks and Dupont Street, with inclines opening to Bedford Road on the south, Ratfinely on the east, Poplar Plains on the north and Davenport (diverted through the Nordheimer property) on the west.

Yonge Street and Avenue Road are not now adapted for subways under the Canadian Pacific Railway, owing to the compactly built up nature of the abutting lands, but being near the Yonge Street Station of the Canadian Pacific Railway, at which all trains slow up or stop, they may in the meantime be most reasonably guarded by signals, gates and watchmen.

Reservoir Park ravine, a short distance east of Yonge Street, affords a fine site for an undercrossing of the Canadian Pacific Railway, and for a driveway, connecting Summerhill Avenue on the north and Macpherson Avenue on the south.

From North Rosedale a bridge over the Canadian Pacific Railway would open up Moore Park; while at the Canadian Pacific Railway bridge over Mount Pleasant ravine (through which the Grand Trunk belt line extends) an undercrossing and a bridge over the belt line may be had for highway purposes.

Cudmore Road, immediately to the east of the last point, may be carried over the railway by a bridge, and continued by ramp, to a junction with the Todmorden Road, which may be passed by a subway under the Canadian Pacific Railway (Don branch).

Should circumstances demand another roadway on the Upper Don Flats, provision has been made for its passage under the Canadian Pacific Railway steel viaduct near Taylor's brick yards.

A new bridge over the Don River at the junction of Mill Road and Winchester Street would make this crossing point secure and enable the present unsightly relic, and approaches, to be done away with.

It is to be regretted that the bridge over the Don River on line of Queen Street was not at once constructed at a sufficient level to permit the under passage of trains on the Don Improvement.

While trackage and yard accommodation for the Grand Trunk and Canadian Pacific Railways in and about Toronto is, generally speaking, about adequate for present purposes it is evident that enlargement and changes for the convenient and safe conduct of passenger and freight service must soon be considered in addition to those suggested in the foregoing notes.

It therefore seems incumbent upon the City to look ahead and see that so far as in it lies provision is made for the future, especially with a view to the possible advent of new railway lines. With this object it is advisable