

- (4) We recommend for present consideration the north and south route only, with consideration of the east and west held over pending decision as to the diagonal thoroughfares.
- (5) We do not think that this north and south subway route would prove self-sustaining if operated in competition with, or in opposition to, the present surface lines; nor do we believe that any subway system would, thus operated, serve the best interests of the public, as if it is to act as a distributor and collector within the City limits the time of transit will be little better than on the surface lines, and in would in most cases lead to payment of a second fare on the surface lines. 1
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- (6) We are convinced that the entire subway system as outlined, if operated in conjunction with the surface lines, including both those within the City limits and those outside (including new radials to districts at present unserved) if operated under one management, would be self-sustaining and even profit-returning by the year 1921, as well as of great benefit to the growth and convenience of the City, and that—on the basis solely of physical valuation—it would be self-sustaining even now.
- (7) We recommend that if subways be favorably considered, the City's credit be pledged, but only for their construction, and that the equipment and operation be let to an outside operating company under suitable safeguards. We further recommend that if this be done the operating company be not so heavily taxed as to strain its prospects of paying a good return.
- (8) We are opposed in general to the municipal operation of transit facilities, and are in favor of all these facilities being operated by one corporation under official regulation.
- (9) The Yonge Street subway, if constructed ahead of the other parts of the system, should be designed to carry radial surface cars as well as its own special rolling stock. While subway traffic was being built up surface cars would operate through it in addition to its own stock. After traffic in the subway had sufficiently developed it would carry its own stock exclusively, and passengers would be required to transfer to the surface cars at the terminals, or the multiple unit subway trains might also be run on the surface as far as traffic justifies it, with a terminal or terminals elsewhere.
- (10) The whole system should be of one track gauge—preferably the standard, 4 ft. 8½ in.
- (11) We recommend that, following any decision by the City to construct any subway, the City should offer to the present Toronto Railway Company an extension of their franchise for a further term, commencing at such date as the subway to be constructed shall be ready, under which franchise it should be provided that the railway