

It was, therefore, decided that the system should be renewed on the same gauge.

It will thus be noted that the then City Council were opposed to the use of City streets for freight traffic.

To those not conversant with the business done by the suburban electric railways radiating from the City of Toronto, the following table taken from the pages of "The Railway and Shipping World" for March, 1902, may be of interest.

For the year ending June 30th, 1901:—

Name of Railway.	Mileage.	Gross	Net.
		Earnings.	Earnings.
Metropolitan Railway	28.00	\$63,536 43	\$30,318 63
The Toronto and Mimico Railway	5.87	20,050 36	7,958 05
Toronto and Scarboro' E. R.....	5.07	9,850 46	3,145 16
Toronto Suburban S. Railway	7.50	13,001 28	* 545 04
		\$106,438 53	\$40,816 89

* Minus.

With the foregoing features in view it is necessary that the routes selected for the entrance of suburban railways to the City should not interfere with the continuation of the series of belts, squares and parallels upon which the City system is now laid out, nor should they occupy ground which may later on be required for new surface, over or under lines, which the future growth and importance of the City may demand and modern treatment commend.

A plan of Toronto is hereto attached, shewing, in full blue, all the City lines in use, and, in dotted blue, extensions suggested, also in full red, the routes of suburban railways approaching the City, while in dotted red lines are shewn the proposed routes for them within the City limits.

A tracing of Toronto and districts shews in red the extent and direction of each system as built and generally projected.

The suburban lines herein considered are:—

The Toronto and Mimico, on the west.

The Toronto Suburban, on the north-west.

The Metropolitan, on the north.

The Toronto and Scarboro', on the east.

THE TORONTO AND MIMICO RAILWAY

(electric) extends from the crossing of the G. T. Ry. over Queen Street at Sunnyside westward, between the G. T. R. lands and the Lake Shore Road