

the Toronto Railway Company and the existing and prospective traffic and population, we are of the opinion that it is not wise for the City to adopt a subway system of this type within the City limits solely in conjunction with a system of radial lines outside the City limits of 1891, with the object of reaching as much territory as possible now unprovided with transit facilities.

Subways should be provided with stations at long intervals, except in the heart of the City, if the surface lines act in conjunction as short distance distributors and feeders, while the function of the subways is to carry the people rapidly between the suburbs and the congested area in the heart of the City. A subway can not be operated to the best advantage financially or with a view to the best serving of the public if it is operated only in conjunction with radial lines.

We have sketched out two or three alternative routes for subways which may be considered by you on basis of independent and co-operative operation with the existing street railways within the City limits.

These plans may first be generally outlined, and following this will be given estimates of the cost of construction of the system. These estimates include the following items: construction of subways and stations, installation of tracks, signals, electrical equipment and lighting, supply of rolling stock, provision of car yard and repair shops, and cost of converter station and land.

No particular locality is assigned for these surface provisions, as it is assumed land can be obtained at about 50 cents per square foot in convenient localities.

The estimates of cost also include contractors' profits, engineering costs and carrying charges during the construction period.

In this preliminary layout of subways the stations are spaced with the object of operating them in conjunction with the surface lines, and not as competitive schemes, with the exception that consideration has been given to the Yonge Street line operating as an independent venture in connection with new radials under the same ownership as the subway.

We may say in making these estimates of cost no credit has been taken for the material excavated during the progress of construction, and used for reclamation purposes. It is of a suitable character for this, and should it be thus used the subway scheme might at least be credited to the extent of the cost of the disposal of the material. It would seem a subway scheme in the case of Toronto should provide for using this material in a reclamation scheme on the lake front.

Following the estimates a discussion of the probable earnings of each scheme will be given.