

The City front, particularly near Yonge Street, requires immediate attention, as the ever increasing amount of railway business on the Esplanade correspondingly increases the danger to the vast throngs seeking a crossing, to or from the steamboat landings, during the summer months.

A bridge is, therefore, urgently required on the line of Yonge Street from Front Street southward. It should be of first-class design and suitable for all highway and street railway purposes; also for foot passengers.

On the completion of Lake Street a bridge should be built over the railway tracks on line of Jarvis Street, from Front Street, with its southern ramp descending to the Esplanade level near the street first mentioned.

The opening of the "marsh" area and the deviation of the Don river should be supplemented by the continuation of Lake Street from Parliament to Trinity Street, as it is likely that works established on this area will have business intercourse with other concerns on the Esplanade, therefore a direct road for heavy teaming is a necessary feature.

A bridge over the railways, on line of Parliament Street, from Front Street to the south of Lake Street, with descending ramps will afford secure access to this district from the north.

The extension of the Don Improvement south of the Grand Trunk Railway will, under present conditions, require level crossings on that railway, at the ends of its Don bridge.

Without very considerable expense highway crossings cannot be had, above or below rail level, at Queen Street east, and at Eastern Avenue; while the raising of the Grand Trunk Railway from Parliament Street to, say, Carlaw Avenue, would, while affording under highway crossings, be a costly feature, and give only incomplete relief, as the Grand Trunk Company would doubtless retain surface yard and shunting tracks.

Between Carlaw Avenue and York there are a number of suitable places for subways under the Grand Trunk Railway, which can be utilized when the importance of the district demands their construction.

On the line of the Canadian Pacific Railway from Toronto Junction to Poplar Plains Road, the flat nature of the country and want of deep drainage will, it is feared, make subways impracticable unless by super-elevation of the railway tracks, while to depress the railway, in cutting, will necessitate bridges over it, and either plan reasonably precludes the extension of side tracks to yards and factories in the locality. A thorough survey and estimate of this section should be made at once with a view to betterment of present crossing conditions.

The level railway crossing over the Canadian Pacific Railway at the junction of Davenport and Poplar Plains Road should be changed to a Sub-