

a short and inexpensive section of track the Canadian Pacific Railway may be united with the same line near Cudmore's Road, and thence by track privileges, reach the Metropolitan Railway on Yonge Street; or the Metropolitan Railway Company might be permitted by the Grand Trunk Company to operate on this unused portion of their "belt line" as far as the Canadian Pacific Railway at Cudmore's. It is therefore suggested that the railway companies interested arrange for the transfer of freight by this connection.

#### THE TORONTO AND SCARBORO' ELECTRIC RAILWAY

This railway extends from Queen Street East, Toronto, along the Kingston Road through the Village of Little York to a point opposite Scarboro' Junction, where the Midland and Grand Trunk Railway tracks diverge.

There is also a short branch line extending through the Village of York to the railway depot.

In all, the system consists of about six miles of railway line.

The plan of construction, the (56-lb.) T rails, poles, wires, cars and motors are of the ordinary City type. The gauge is that of the City railway, viz., 4' 11".

The electric energy used on the line is transmitted from the power house of the Toronto Railway Company by separate cables strung on the side poles of the City system.

The company has power to extend in a northerly direction towards Agincourt and Markham, and easterly along the Kingston Road, and it is hoped that the cultivated state of the country and other important interests necessary to success will warrant such extensions at an early date.

In the meantime, it does not appear necessary to afford this suburban railway a separate entrance to the centre of Toronto, but, as improved conditions may, at a later date, make a separate route into the City necessary this can be accomplished as follows:—

By widening Queen Street on either side, between the commencement of the Kingston Road at Queen Street and Eastern Avenue, a distance of, say, 750 feet, and placing a separate track thereon, thence along Eastern Avenue, westward and over the Don River to Water Street, down Water Street to Front Street and along the latter to Princess Street, up Princess Street to Duke Street, along Duke Street to Jarvis Street, thence (on second set of rails, if the gauge is not changed) down Jarvis Street to a central depot at the St. Lawrence Market Square.

As the general course of this line is about parallel to the G. T. R. it is not now apparent that an extension to the Union Station is necessary;