

ditions and estimates made in regard to future requirements. As conditions change, requirements become different, so that it is quite necessary that to some recognized authority be delegated the duty of keeping informed regarding such changes. The riding habit is subject to such unaccountable variations as to require continuous study, in order that the service shall be at all times reasonably adequate. It is also necessary that the property be kept in first-class physical condition in order to insure adequate service to the public. The power for the supervision of the maintenance of the physical property, as well as its operation, should be vested in a Provincial or Municipal Board, clear of political bias, and of unquestioned integrity and professional skill, and this Board should be empowered by such legislation as is necessary to fully enforce its mandates.

RE-ROUTING.

Re-routing should also be a matter of constant study. This report directs attention to improvements most needed. In general, cars should be routed as directly through the business district as possible. Should the City elect to bring the radial lines into the City on the surface, long haul radials should be looped back just outside the centre of the City, in order to save delay, a walk of one or two blocks being considered reasonably convenient service to any shopping district.

GREATER TORONTO.

While this report concerns only the City of Toronto, it should be remembered that boundary lines are easily extended, and that the Greater Toronto of 1921 will occupy much more room than the City does at present. Already the home-builder is busy to the north, north-east and north-west, and large sections of available land are only waiting for transportation to be rapidly and thickly settled. Recognizing this condition, an outline for a present and future transportation system for outlying territory is here presented along with that of the City proper.