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The traffic situation in Toronto is therefore such that it will be one growing only in the northerly directions in relation to the business centre; also there can be little question but it will grow fast; and that in a city such as Toronto, where the beautiful is carefully looked after, unseemly congestion in the streets may be avoided even with profit financially by the adoption of subways in the not far distant future. Comparatively speaking, there is no unusual congestion of traffic, the only congestion at the present time being chiefly confined to one street, viz., Yonge Street. Congestion will of course grow, and it will be admitted that the fewer public railways on the surface of the streets the more presentable the City, and the freer also will be the surface for proper conduct of other classes of traffic, and the better able will the trolley lines be to conduct the business of distribution with comfort to the public. Your instructions desire us to consider carefully the present street railway system. We have carefully studied this system, and we find that so far as the supply of cars, the routing, and the general conduct of the system are concerned, we see no occasion to suggest any improvement. Slight exception might be taken to the number of routings on Yonge Street, and it might be possible to select parallel streets for a few of these routes, though it must be more apparent to you than to us what may be done or possible in this direction.

The quality and comfort of many of the cars, particularly of the trailers, admits of improvement. Congestion is a comparative term, and it must be admitted, in comparison with other cities, we have observed a very small proportion of the passengers have to stand, and that only for a small part of the journey. There is no reason however why Toronto should suffer any discomfort in its transit facilities because other cities do, and additional and better cars can most certainly be welcomed.

As to ordinary vehicular traffic in the streets, we do not note any extraordinary congestion with the exception of the vicinity of the lower end of Yonge Street, and we wish to draw attention to the fact that in many cities certain classes of heavy and slow moving vehicles are prohibited the use of certain streets either entirely or during certain hours of the day. Some such regulation in the case of Toronto might be of material benefit.

It seems that conditions attaching to the franchise do not permit of an understanding between the City and the Railway Company whereby passengers may—on a single 5-cent fare—obtain transportation within a radius of say from 6 to 8 miles from the City Hall. On the other hand, Toronto, being about 10¼ miles in extreme length by 3¾ miles in width, is a most unusual City in the fact that for its population it extends over a very large area, making it, what it seems to be, an exceedingly open, attractive and healthful city, but for that very reason it makes transit to some extent more expensive to operate because of longer distances to travel.

The following table shows the latest returns of the population of the City, ward by ward, the density per acre, and the average annual increase for the period 1906 to 1910: