

ward to a short street west of the late Sir Frank Smith's residence, thence by double rails on Bloor Street to Church Street (or, turning from the side-hill to Park Road up Park Road to Bismarck Avenue, easterly on Bismarck Avenue to the west side of the Heward property, thence to Church Street), continuing down Church Street with a double line of rails (owing to difference in gauge) to Maitland Street, thence eastward on Maitland Street to and down McMillan Avenue and North Mutual Street to Shuter Street, thence to and down Jarvis to the St. Lawrence Market Square and Front Street.

Should it be desirable to afford this Company still further facilities for a passenger business in conjunction with the steam railways, the line may be extended along Front and Wellington Streets to a point opposite the west side of the main entrance to the Union Station, thence by private right of way to the north side of Front Street, opposite the Union Station.

It is pointed out that extension to the Union Station would be of special convenience to residents on Yonge Street, and to others from more distant points summering along the route of this line or about Lake Simcoe.

The advisability of permitting the railway to do a through business by means of the streets of Toronto is a matter of policy on which the Aldermen should pronounce an opinion.

The advisability of permitting this railway to reach the wharf front for summer business is also a question of policy, and, should the Railway Company desire and the City Council permit, access may be had by a bridge over the railway tracks along the line of Jarvis or West Market Street, where there is ample room for a ramp to descend to wharf level before reaching Lake Street, which, according to the Esplanade agreement, must soon be completed.

The charter of the Metropolitan permits the carriage of freight over its lines, and it seems reasonable that this privilege should, under proper regulations, be temporarily granted by the City, through the short distance of City property north of the Canadian Pacific Railway, provided the Metropolitan Company obtains right of way and builds a line for the purpose.

It is, therefore, suggested that the temporary route for a freight line be from a suitable point on the north side of the Canadian Pacific Railway between Ruthnelly Avenue and Yonge Street, thence by Cottingham Street, and northward by private right of way (say, on or adjoining the easterly limit of the late Senator McDonald's estate) to the north of St. Clair Avenue, and eastward to a junction with their Yonge Street line at or near Mount Pleasant Cemetery.

It is here pointed out that a permanent freight connection can easily be made with the Grand Trunk Railway Company's "belt line" near Yonge Street and north of Mount Pleasant Cemetery, that by the construction of