

At the termination of the franchise for the operation of the City railway the City should have the right to purchase the tracks and works of suburban lines built and operated within the then City limits, with the intention of adding these lines to the City system, but they should not be obliged to purchase such lines as the City system now generally covers and should continue to cover in the districts traversed.

Every agreement entered into should terminate at the same time as the lease of the City franchise to the Toronto Railway Company. In the event of the City not purchasing suburban lines as above suggested, provision should be made for a continuation of their service within the City after the expiry of the present contract for the City system, on terms to be arranged (say by arbitration) prior to the expiration of that franchise, and this provision should be so framed as not to depreciate the value of the City system.

Should a suburban railway withdraw from the privileges accorded it by the City, its works, tracks, etc., constructed in or erected on City streets, drives and lands should become the property of the City, and the company thus withdrawing should be obliged to restore to proper condition at its cost the railway portion of pavements occupied.

A schedule of fares based on the present City plan should be adopted, and covering a continuous trip in the City, also to special points beyond its limits, such as York on the east, Mount Pleasant and Mount Hope Cemeteries on the north, Lambton and Weston on the west, and the Humber River on the Lake Shore.

The advisability of permitting transfers between the City and suburban systems is one of policy which should be carefully considered.

The use of City streets by suburban railways proposing to do a freight business, by the car load, within the City limits, should not be considered, as the steam railways surrounding Toronto afford ample accommodation for receiving or handing over such freight on or beyond the confines of the City. Again, very heavy car loads are objectionable, the pavements and track allowances would in time become depressed, consequently repairs and renewals would be expensive, moreover the annoyance due to such traffic is not desirable or necessary, except under peculiar circumstances, which scarcely exist in Toronto.

The cars of each suburban railway taking advantage of the privileges granted in conjunction with the City railway should be operated, handled, loaded and unloaded by the Toronto Railway Company and its employees, and the Toronto Railway Company should be held accountable by the City for the proper conduct of the service, and returns, within the City limits.