

There is another line outside the City limits called the Toronto Suburban Railway, extending to Weston, also worked electrically on the trolley system. For the year ending June, 1909, the statistics of this road were as follows:

Number of paying passengers carried during the year....	891,203
Gauge	4 ft. 10 $\frac{1}{2}$ in.
Length of line (single track) miles	9.84
Number of closed passenger cars	8
Number of open passenger cars	4
The company started work in 1894.	

The route is from Keele and Dundas Streets through to Weston via Keele Street and Weston Road; from Keele and Dundas Street to Lambton via Dundas Street; from the corner of Keele and Dundas along Keele; then east along St. Clair to Ford Street, and from Ford Street south to Davenport Road; east along Davenport Road to Bathurst to Canadian Pacific Railway tracks.

The Grand Trunk Railway and the Canadian Pacific Railway also have an important joint station in Toronto situated just south of Front Street, west of York Street. The Grand Trunk Railway has a line skirting the lake shore in an east to west direction, while the Canadian Pacific has an east to west line also just outside the old City limits at VanHorne and Dupont Avenues.

There is a joint Grand Trunk and Canadian Pacific route through the north-western corner of the City to the Union Station, and the Canadian Pacific has a line north and south following the line of the River Don, and also connecting with the Union Station.

We have not been able to obtain any statistics as to the local passengers entering Toronto on these steam lines, as the railway companies state that they have no such figures. The suburban traffic on these lines, which in any case is very small, is therefore neglected in estimating the probable traffic in any future subway or other new means of travel, though it is likely that a certain amount of suburban travel now using the Canadian Pacific and the Grand Trunk routes would be diverted to a new road if such were provided.

There is a ferry service between Hanlan's Island resort and the City itself, which carries about 10,000 passengers per diem in the season.

The situation of Toronto is very similar to those of Chicago, Boston and many other cities in that it lies on the waterfront of a large body of water, so that all expansion of area must take place either along the shore front or away from the water, or as a combination of the two.

General considerations seem to show that future expansion will lie chiefly in a northerly, north-westerly and north-easterly direction; expansion in the last direction has not been great up to the present time, and there is now no adequate means of reaching this section. It is natural to suppose that with adequate transportation facilities this section would develop very quickly.