

In location, the main line is situated on Yonge Street almost to Newmarket. The only divergences to private right of way being south of Aurora, where the Northern Division of the G. T. R. is crossed by a steel bridge structure, and from Mulock's Corners to Newmarket, where distance is saved by passing diagonally through a block of farm lands.

The Schomberg branch is built entirely on private right of way extending through farm country; en route it crosses the same division of the G. T. R. on the level, which is an unfortunate feature.

In construction the line is generally of the ordinary suburban character, laid with 56-pound T rails, jointed, bonded and fastened to ties bedded in and supported by broken stone or gravel ballast.

The trolley wire is suspended from brackets fastened to cedar poles, while ordinary and high voltage feed wires are supported on properly formed insulators and brackets fastened to the same poles.

The main power-house is situated at Bond Lake, about midway between Toronto and Newmarket.

Here high voltage current is sent south to York Mills sub-station, where it is converted for use on the adjacent part of the railway where steep grades are numerous.

The passenger cars in use are of the ordinary closed street railway type, while those for freight are plain, closed and generally supported on single trucks.

Improved cars with reversible seats, etc., are, it is said, being prepared for use in the coming season's business.

It is evident that a system of such mileage, passing through a well-peopled and well-farmed country, should do a very considerable business, and that a reasonably large number of cars will be in service on the road daily, consequently it is to be expected that a large traffic, on the streets used, will ensue, while during the summer months picnic and excursion business will doubtless greatly increase its traffic, hence it is obvious that the route determined upon through the City, while affording connection with the City lines, should be almost if not entirely separate from them. Therefore, it is suggested that the route for this system to the St. Lawrence Market be as follows: From the present terminus on Yonge Street, westward on Cottingham to Rathnelly Avenue, thence through the Water Works property, across McPherson Avenue, and under the Canadian Pacific Railway and Dupont Street by a subway, situated east of the Poplar Plains Road; thence by Bedford and Davenport Roads to Yonge Street, across Yonge Street to Severn Street, and along the side hill at the back of the properties on the north side of Collier Street, thence across Park Road, and, rounding the side hill, south-