

The following list states the results of the estimates for the various schemes. They include cost of work, equipment, land, contractors' profits, engineering and interest during construction.

SUMMARY OF ESTIMATED COSTS.

Scheme.	Section.	Length in Miles Double Track.	Estimate.	Average Cost per Mile of Double Track.
1 (as a whole)	a, b, c	11.645	\$ 23,470,000	\$ 2,015,400
1 } (as three separate sections).. {	a	2.897	6,100,000	2,105,600
1 }	b	5.792	11,350,000	1,959,600
1 }	c	2.956	6,235,000	2,109,300
1	a, b, c	11.645	23,685,000	2,034,000
2	a	3.335	6,762,000	2,027,600
2	b	3.091	5,540,000	1,792,300
2	c	3.468	6,825,000	1,968,000
Viaduct to connect Danforth and Bloor		1.325	2,613,000	1,972,000
3 (as a whole) ..	a, b, c	13.298	17,700,000	1,331,000

We are desired to report on "the necessary arrangements for handling the traffic, having in mind the present system and the City's right to construct tubes in the central parts and surface lines in the outlying districts." With the exceptions already noted, viz., (a) congestion of Yonge Street; (b) slight lack of number and quality of cars, and (c) lack of transportation to certain districts outside of the single prevailing fare, we consider the arrangements for handling the traffic of present needs are very satisfactory and adequate; but to overcome the fact that a uniform fare does not cover transportation as far as might reasonably be expected, we can only recommend for your consideration, and as a part of the ideal arrangement, the construction of one subway line from the centre of greatest density of traffic to the nearest point of the old boundary line, which necessarily means a line somewhere from City Hall northwards—preferably under Yonge Street or Teraulay or Victoria Streets, as may be thought best—but this line if constructed now, would require the assistance of City funds to carry it, as may be seen from the following article.