

When the Montreal agreement came before the City Council for ratification, its consideration was prevented by injunction, but this injunction had no relation to the merits of the plan. It was not until after the plans of the Company had been well known in Toronto for nearly three years, nor until the Company had expended a million dollars towards carrying them out, that any opposition to them developed. Under these circumstances, I feel justified in urging upon Your Worship that, even if some other plan should be found at this late date to suit the City better, Toronto is bound in good faith and honour not only to permit the completion of the Company's work but to assist, in every reasonable way, in carrying it out.

The Company has been earnestly desirous of standing well with the people of Toronto, and when the opposition to which I have referred was manifested, although it was looked upon as factious, the work of the Company was suspended as far as possible in order that due consideration might be given to any new plan that might be proposed on the part of the City, and that the difficulties in the way of an alternative plan might not be increased.

All the discussions of alternative plans seem to have resulted in the recent report of a committee, appointed by a Joint Committee of the City Council, the Board of Trade, the Citizens' Association, the Harbour Commission and the Trades and Labour Council, recommending amongst other things, a high level viaduct along the Esplanade, which report has, I believe, been laid before the City Council, and is shortly to be submitted for adoption.

Before discussing the question of cost, permit me to say that the recommendation of the Committee substituting