

This view appears rather narrow, as residents of the adjoining country to the north, east and west are, while not actually residents of the City, yet of it, as their interests largely centre in Toronto, therefore it is a question whether or not they are to be considered as citizens and treated accordingly.

The marked progress of Toronto makes it evident that twenty years hence its limits will cover a largely increased area, the population of which will require additional accommodation in the country side about it; small villages will spring up, and for many miles the country surrounding Toronto will be a well peopled suburb, therefore provision for the entry of these lines should be made on a basis looking as far as possible to such a future.

At the same time it does not appear absolutely necessary to bring all suburban lines to a terminal in the centre of the City for any special advantage that may accrue to the citizens through their being able to proceed to the country without change, or vice versa, as a large number will first require to make use of our City system (now a network covering seven miles in length and two and one-half miles in depth from the lake side), consequently numerous transfers must always result; while for handling light freight and express parcels, both ways, the City is too large for one central depot, such as the St. Lawrence Market, to be generally convenient.

Suburban railway systems having power to extend will doubtless occupy much of the district lying beyond the City limits, hence arrangements made with such companies should be specially guarded to meet future extensions of the area of the City and its railway system.

It is advisable that rights for surface occupation only be permitted, and that the classes of business done be confined to passengers, mail, baggage and light express, also that (under special regulations as to cars and times of service, etc.), they be permitted to carry, from a central station in special cars, such express, packages and light freight as may originate in the City, also to convey farm produce, fruit and light freight originating on their line to a central point of delivery within the City.

As in the case of a steam railway obtaining direct access to the city, or over the lines of another company, and using that company's stations and accommodation, so suburban railway companies whose lines enter the City of Toronto should bear all costs and charges incidental to the construction and maintenance of their works or to their entry (except in the case of subways and bridges for joint City and railway use wherein each company and municipality benefited should bear its share of the cost.) Such company should pay to the City an annual rate per mile for the use of the streets traversed; a rental for stations used and space occupied by sidings and other accommodation; also taxes and other municipal charges, a percentage rate on all passenger (and freight) business done both ways, as is now required of the lessees of the City system.