

to these, and further the unsightly poles and overhead wires would be removed. This provision would not add materially to the cost of the structure.

We recommend that wherever possible the entrances and exits to and from the surfaces of the streets and the subway be made—by arrangement with the property owners—through buildings, and not by means of stairways from the sidewalks. These stairways are always the cause of much obstruction on busy sidewalks; and an entrance through a building, especially if the building be a store—as on this continent is generally the case at a busy street corner such as is usually chosen for a station site—is a mutual benefit both to the subway and to the property owner, as such an entrance brings business to both, and show windows can be placed in the station. It is usual in such cases for the subway to bear the expense of the necessary alterations to the building, while the owner gives the subway a free right-of-way and user.

The general type of intermediate station we would recommend has two tracks and two outside platforms. For terminal stations we favor the stub-end type, for though the loop has its own advantages it is much more costly, requiring a much larger area, while the stub-end type is much better adapted to future extensions. For very busy terminal stations it is advisable to provide, in addition to outside platforms, an "island" platform between the tracks, enabling trains to unload from one side and load from the other. The stations are spaced at what are believed to be the most convenient points, and are those that should have the maximum amount of interchange with the surface lines.

Capacity of Subway:

The maximum capacity of the subway under the most extreme conditions of traffic that can be expected to take place in Toronto for many years to come, is entirely adequate. It may be stated in terms of modern practice that the subway is capable of carrying from 25,000 to 30,000 passengers per hour in one direction. As at present designed and estimated for in the plans we submit, the stations are long enough to admit of half this capacity, but the grades should be laid out so that the stations, to accommodate longer trains, can be extended to at least twice this length and thus attain the capacity mentioned.

Stations are designed to be 150 feet long, which will be enough to operate three-car and even four-car trains. The width of the platforms is 10 feet, with stairways to the surface.