

time on the level), to Marguerita Street, thence down Marguerita Street and Brock Avenue to a junction with the projected route for the Mimico line (at the intersection of Brock Avenue and Florence Street), thence on the track suggested for the Mimico line as before described, namely, Florence Avenue to Dufferin, to Alma and Argyle to Lisgar, Lisgar south to Armour Street, thence east by the back of the Asylum wall to Defoe Street, down Defoe Street to Tecumseth, down Tecumseth to Duoro, thence eastward on Duoro and Wellington to Church Street, and along Front Street to a central depot in the re-arranged Market Square.

In the meantime, a City connection need not be made with the portion of this system terminating at the Canadian Pacific Railway on Bathurst Street, as later circumstances may first require its continuation to a common junction point with other lines, which it is suggested should be formed near the crossing of the Davenport Road and the Canadian Pacific Railway.

Should it be found advisable in the future to afford access to this or any other line from the northward, between Poplar Plains Road and Carlton Street, as later circumstances may first require its continuation to a common junction point with other lines, which it is suggested should be formed near the crossing of the Davenport Road and the Canadian Pacific Railway, safe provision can be made by bridge and ramp (from the Davenport Road over the Canadian Pacific) descending to the street level on the south; or by a subway near Poplar Plains Road.

The Regent Street subway referred to, for the passage of this Company's lines, the City lines and for vehicles, under the steam railways and Dundas Street, should be constructed at an early date, jointly between the City, Toronto Junction and the steam and electric railway companies interested. The site is the most favorable one between Toronto Junction and Dundas Street, and is now unobstructed.

THE METROPOLITAN RAILWAY.

By far the most important of the suburban lines radiating from Toronto is the Metropolitan Railway, which extends northward on Yonge Street from the crossing of the Canadian Pacific Railway, North Toronto, through the villages of Davisville, York Mills, Thornhill, Richmond Hill, Bond Lake, Oak Ridges and Aurora to the town of Newmarket, a distance of about 30 miles. From near Bond Lake, a 16-mile branch extends in a north-westerly direction to the village of Schomberg, whence it is projected to reach the village of Beeton, some six miles beyond.

It is also contemplated to extend from Newmarket along the south and east sides of Lake Simcoe to Roach's Point. In all the railway with its branches will likely total a length of 100 miles.

The gauge (originally 4' 11") is 4' 8½", or similar to that of standard steam railways. Thus it is the only suburban electric railway radiating from Toronto with a gauge differing from that of the City lines.