

We believe that the wisdom of this proposal is indubitable, bearing in mind the fact that the present layout of the streets is perfectly suitable for those wishing to travel due north, due east or due west, but as the City of Toronto must expand in all directions some diagonal routes would seem to be strongly needed, and of course the longer they are delayed the more expensive this surgical operation will become. The rectangular system of town planning has its own advantages—and especially so in cases where a city, by reason of its geographical position, can expand narrowly only in one direction—but in a wide-spreading city like Toronto, in which expansion is fan-shaped, some means of diagonal relief from the heart is most desirable. Travellers may not then have to pass along two sides of a triangle to get to their destination.

We believe that all this is just as patent to yourselves as to us, and we only wish to call attention to it because we consider these diagonal arterles can be made without final liability to the City, and the provision of subways below them would be vastly less expensive than beneath existing streets. Such a scheme of subways is necessarily an alternative to the second and third portions of Scheme No. 1, which has been outlined before, and we think that should there be any actual prospect of these streets being constructed within a short time, they would form the best routes for subways to the north-east and north-west—not only because they pass through the middle portions of the more densely settled sections, but because the construction of the subway simultaneously with that of the street would greatly simplify the process and reduce the cost, and the betterment of neighboring property should liquidate the cost of property condemned.

Comparatively speaking, Toronto is not suffering badly from congestion of street traffic, but while upon this subject of cheapness of construction, we would lay a certain stress upon our well-founded conviction that, for a city desirous of decentralization and of freeing itself from the trammels of congestion, the question of cheapness should not be allowed, in the real ultimate issue, to assume undue proportions.

The primary object of subway construction is to afford freedom for expansion and relief to congestion, and it is generally false economy to avoid the busiest thoroughfares with a view to reducing first cost, and thus hamper the usefulness of the subway for all time. Keeping this in mind, it is our belief that any subway projected should not attempt to avoid main streets with a view to saving costs, but should follow main arteries even at the expense of a certain amount of temporary inconvenience, although such inconvenience is not, as a matter of fact, so great as might be supposed, as it is perfectly feasible to build subways under the busiest streets in the world without interfering with the movement of a single vehicle or pedestrian,—and this has been done time after time in all cities where shallow subways have been built.

The estimate for the subway work in this diagonal street scheme—Scheme No. 3—is \$17,700,000, of which the amount for construction of subway and stations is \$11,816,000, and that for carrying charges during construction is \$680,000.