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I would respectfully point out that the present publication of the reports does not appear to me altogether judicious, as the City or other parties interested may not be ready to act on recommendations herein offered and thus by premature disclosure of plans, erect against the City and its interests, expensive and troublesome barriers to the speedy completion of such improvements.

It is to be regretted that Toronto has not a charter enabling it to deal with questions likely to arise in connection with the subjects referred to in the above resolution; also for the control of the rural district surrounding the city, parts of which will likely be embraced within the city limits in the near future.

With Respect to Electric Railways.

That part of the resolution in which "the Council is prepared to facilitate the entrance of radial railway lines to this City and to improve local transportation facilities both for passengers and freight short of surrendering franchise rights, which, it holds, should remain vested in the citizens of Toronto," governs the situation from the City standpoint, the other conditional feature being the Toronto Street Railway, now in the hands of a company, under contract with the City for the operation of the system of surface railways within the City limits now, or as may hereafter be extended, during the remaining eighteen years of the franchise term.

It is, therefore, evident that the admission of present or future suburban lines to the City of Toronto during the present tenure of franchise should come about by a joint agreement between the City and the Toronto Railway Company, and the suburban companies interested.

That the parties are agreeable is apparent by the record of negotiations which have been going on to this end.

That such improved conditions are desirable is, I think, unquestioned.

However, it has been stated that such a permit simply means the provision of a right of way in the City for Suburban railways, to enable them to do the utmost amount of business at the least cost, and to no great advantage to the City, as it is supposed, that during the summer months, the Suburban lines, or some of them, will undoubtedly bring large numbers of picnickers through the City to the water front, where they will take steamer for one of the many resorts within easy reach of the City, and that this business will be of no additional advantage to Toronto, as the City already obtains all the actual business or money value to be had from the districts traversed by or tributary to, the Suburban lines, or extensions of them.