

branch extending eastward on the Dundas Road to Humberside Avenue, and westward almost to the Humber River, a distance of about $2\frac{1}{2}$ miles.

The Weston branch, extending from Dundas Street, under the C. P. R. by subway on line of Keele Street, northerly by same route, to the Post Office at extremity of the Village of Weston, a distance of four miles.

The Davenport Road branch, which leaves the Keele Street line at St. Clair Avenue, and passes eastward over the G. T. R. and C. P. R. tracks, on the level, to Weston Road, down which it is laid to Davenport Road, thence it traverses the latter, and, crossing en route the northern line of the G. T. R. on the level, continues to Bathurst, and down the same street for a short distance to the C. P. R. track, where passengers may take the City line. The length of this branch is about three miles.

Short sections of track are laid on Fairview and Humberside Avenues in Toronto Junction, but, being of no commercial value, are not operated. This system, in all, consists of about 10 miles of track. The gauge is the same as that of the Toronto system (4' 11"). The mode of construction, T rails, poles, wiring, etc., are of the ordinary type for electric railways. The cars in use are not as numerous or convenient as on the Mimico line; however, they seem ample for present business.

The electric power used is produced at the company's house, Toronto Junction, and is inadequate for present requirements.

Extensions of the system are mooted, and will doubtless be accomplished later on to Cooksville, Springfield and Streetsville on the west; to Woodbridge and Kleinburg on the north, by Davenport Road on the east, with branches to, say, Poplar Plains Road and northward, as the improvements of the country about St. Clair Avenue will afford.

There is a surmise that the gauge will be changed to 4' 8½" to enable car loads to be handled, outside the City, to and from the steam railways.

The company has charter rights over a section of country capable of affording considerable traffic in the way of passengers, fruit and green groceries.

Should this Company be disposed to reach a common terminus in the City near the market, their line can be extended from its present terminus at the junction of Humberside Avenue and Dundas Street by a new right of way southward to a natural depression, nearly on line of Regent Street, thence eastward by a subway under the lines of the Grand Trunk and Canadian Pacific Railways and Dundas Street, and, returning to the street level opposite the junction of Franklin and Ruskin Avenues; thence continue eastward on Ruskin Avenue to Perth Avenue, along Perth to Wallace, eastward on Wallace, and across the Northern Railway (in the mean-