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of the opinion that in the central parts of the City, on King, Queen and Yonge Streets, it would be greatly for the general good of the community to lay only single tracks on these streets, using Adelaide and Richmond Streets between Sherbourne Street and Spadina Avenue, and Victoria Street as far north as Gerard Street, for the return traffic. Having before me the example of Pittsburg, I feel very strongly that it would be in the interests of this City to avoid such a condition of things here if any reasonable means can be found for so doing. In future years the vehicular traffic on our main streets may be expected largely to increase. The expense of widening our streets would be enormous, but the adoption of single tracks would be practically a widening of the street by giving up so much more of the space to vehicles. I discussed this question with the President of one of the electric railways of Pittsburg, and he was clearly of the opinion, from the experience of his own city, that it would be a great benefit both to the railway company and the community to have single lines on the crowded streets when parallel streets can be had close at hand for the return traffic. The car traffic can be handled so much more expeditiously and safely among a crowd of vehicles and pedestrians when there is only one track. This, however, is not a question of pure engineering: there are complicated questions of general municipal policy that arise or suggest themselves on this subject on which the Council is better able to express an opinion than I am. I would therefore not make any definite recommendation on the subject of single lines as indicated, only pointing out that from an Engineer's standpoint I would consider it the best plan to adopt, and requesting that the Council will consider the whole question and instruct me as to its opinion on the subject.

As this part of my report may possibly not be adopted until after some time has been allowed for discussion, I would respectfully suggest that the Council should as soon as possible adopt or reject that part of the report recommending the electrical system to be used by the Railway Company, in order that the Company may be able to proceed at once in making preparations for the introduction of electricity.

All of which is respectfully submitted.

GRANVILLE C. CUNINGHAM,  
*City Engineer.*

TORONTO, 23rd November, 1891.