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TORONTO'S TUBE REPORT.

Of the Canadian cities, Toronto stands among the first in size of population trading facilities, customs and clearing house returns, bank deposits and post-office sales. Toronto is a city of homes and warehouses, a city of large residential districts free from trading places, and a city with miles of streets lined with warehouses, factories and stores. On the northern shore of a great inland lake, her growth has been forced in three directions. The formation northward from the city has provided many admirable sites for residential sections and the almost complete segregation of business sections from the city homes, together with the beautiful avenues and parks and driveways, has led many visitors to describe it as the City Beautiful.

The community, like an individual, is not happy without a fetish, and for years the Toronto Street Railway has been the fetish upon which the community has heaped their curses. Annually the Board of Aldermen has offered some fancied solution for the convenient handling of Toronto's crowd during rush hours. Parallel lines, elevated tracks, electric buses and tubes have in every conceivable manner been presented as proper solution for this difficulty.

As early as 1907 the Council of the city of Toronto instructed their city engineer, Mr. C. H. Rust, to report upon the cost of building certain subways to be used in connection with the street railway system of the city. Mr. Rust's estimate of the cost amounted to something like twenty-three and a quarter millions of dollars.

Some three years later a new Council, thirsting for revenge on the Toronto Street Railway and for a convenient means of conveying passengers quickly from the business to the residential section of Toronto, invited a firm of New York engineers to report upon a subway for the city of Toronto. This firm of New York experts gathered what information they could from the engineering staff of Toronto, from the city engineer's reports, and, in addition, required further information from city employees.

The opinions and facts submitted to them they have embodied in a report, which has been forwarded to the City Council, and for which this firm charged the city of Toronto \$5,000.

As a compilation of statistics, as a report upon what has been done in other cities, as a matter of reference for transportation experts, this report is quite interesting,—we hope to publish sections of the report next week—but as an engineering report it is without value, either to the city of Toronto or to the city engineer.