

TORONTO
TRANSPORTATION
COMMISSION.

EARLY
SUBWAY
DEVELOPMENT
C. H. RIFF.

TORONTO
UNDERGROUND
RAILWAY, 1908.

TTC Subway

the Toronto Ry. to operate its cars in the township.

Toronto Underground Ry.—In accordance with instructions, C. H. Rust, City Engineer, has prepared estimates of a proposed underground railway system. In his report he states that the population is not at present sufficiently large for such an undertaking to prove profitable, and it should not be dealt with until the population has reached 1,000,000. His estimate for such a railway on the Yonge, King and Queen street routes is \$23,250,000, or about \$1,500,000 a mile of double-track, including stations, etc.

Windsor and Tecumseh Electric Ry.

January
1908

Rapid Transit in Toronto.

D. W. Harvey, General Manager, Toronto Transportation Commission, in a recent address to the Toronto Real Estate Board, in which he showed how extensions of the street railway system had resulted in large increases in property values in newly served areas, stated that the city's population would have to be at least 1,000,000 before there would be any possibility of a rapid transit system, using either subways or elevated trains, being financially successful. For some years there has been considerable discussion as to the desirability of having a rapid transit electric railway line along the Toronto waterfront. The Hydro Electric Power Commission of Ontario had been negotiating for some time with the Toronto Harbor Commission for a power line right of way across the city, along the waterfront, and it had been thought that the same right of way could be used for rapid transit purposes. The price tentatively fixed for this right of way was \$1,000,000. Early in May, however, the H.E.P. Commission, having made a contract for the purchase of power to be developed on the Gatineau River, in Quebec, decided that it would bring the lines to carry this power into Toronto from the northeast, and that it could get along without the waterfront right of way. The Toronto Harbor Commission and the city council then asked the T.T.C. if it considered it desirable to purchase the right of way to provide for future rapid transit needs. The answer was in the negative, it being considered that the time when the city will require waterfront rapid transit is too far distant to judge as to the best location of facilities, and that it would be unwise for the T.T.C. to burden itself with the carrying charges on \$1,000,000 merely to provide itself with a right of way for a

JUNE
1926

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JUN 6 1926

TORONTO SUBWAY

1929

to the corner of Main and Alma Streets,
n- Moncton, N.B.

Subway for Toronto.— A proposed subway
transportation system for Toronto was
debated at a city board of control meeting
on Nov. 6. Controller Hacker said that
there is no question that sooner or later
the city will have to have a subway sys-
tem, and argued that as it would probably
take 15 years to provide a comprehensive
system, a start should be made on the
first unit, with the idea that when it is
finished the population will be large
enough to provide for costs of operation
and payment of fixed charges. Controller
Wemp pointed out that city officials
and the Toronto Transportation Commis-
sion had reported against any subway
construction being undertaken until the
city's population is much greater than at
present. He spoke of a probable construc-
tion cost of "one or two millions a mile,"
and stated that with the present popula-
tion the fixed charges could not be paid
even if a 25c fare were charged.

Old Workers Recognized — Winnipeg

November
1929

Rapid Transit System

In a report submitted to the Mayor and Board of Control in 1942, the Toronto Transportation Commission stated that "The next development could be Rapid Transit".

But the Commission's proposal to add rapid transit in Toronto was not the first. In 1910, Messrs. Jacobs and Davies prepared a report for the City of Toronto on street railway transportation and recommended a system of subways. Discussing deep and shallow types of subway systems, Jacobs and Davies in their report said with regard to shallow (i.e. the cut and cover type) subways: "Greater disturbance to the street during construction is caused by this type than by the first (deep tunnels) and altogether it may be said that while the construction dif-
