

The proposed radial between Toronto and St. Catharines contemplates the use of single track all the way, with the exception of two double-track sections, each six miles in length, in the immediate vicinities of Toronto and Hamilton.

I shall not attempt in this report to outline any engineering and construction details submitted to me by your staff. I wish to say, however, that all of my inquiries with reference to such matters have been fully and satisfactorily answered. In particular I would like to make reference to the conscientious and extremely able presentation of these matters that has been made to me by Mr. Gaby's principal assistants, Mr. W. G. Hewson, regarding the electrical equipment, and Mr. T. U. Fairlie, concerning way matters.

Realizing the important bearing of present day costs as against those of the past, I have requested up-to-date figures on both the line and motive power equipment. In connection with the line, there has been submitted to me sectionalized estimates under nine divisions between Toronto and St. Catharines. These are as follows:

Miles.	Section.	Amount.
5.16	Toronto to Queen St. Etobicoke.....	\$ 5,114,993
0.79	Mimico Yard Section.....	925,511
7.50	Mimico-Port Credit.....	1,221,368
7.15	Port Credit-Oakville.....	562,433
10.70	Oakville-Burlington.....	1,021,867
7.56	Burlington-Hamilton.....	1,305,640
4.33	Hamilton City Section.....	1,250,937
1.93	Bartonville Section.....	548,150
27.54	Stoney Creek-St. Catharines.....	3,087,052
72.66		\$15,037,944
	Contingencies at 15% (engineering already in).....	2,255,692
		\$17,293,635
	Additional allowances for Overhead at \$1,500 per mile.....	105,000
	Car Barn equipment.....	100,000
	Total line costs.....	\$17,498,635

I consider these estimates ample under present day cost to complete the proposed construction.

Regarding the rolling equipment, a very considerable rise in cost has taken place; and notwithstanding that the revised estimates given me were based on the new figures, I have made certain additions to the unit prices on trail cars, locomotives, and sub-stations which would make the total figure to cover rolling equipment and sub-stations \$4,800,000 instead of \$4,150,000, as shown in the figures herewith appended:—

	Commission's figures.	Increased figures.
35 motor cars at \$45,000.....	\$1,575,000	\$1,750,000
15 trail cars at \$25,000.....	375,000	450,000
5 work cars at \$40,000.....	200,000	200,000
8 locomotives.....	200,000	400,000
500 freight cars.....	1,500,000	1,500,000
5 sub-stations.....	300,000	500,000
	\$4,150,000	\$4,800,000

Therefore the revised up-to-date estimated total cost of the Toronto and St. Catharines radial would be \$22,298,635, and were its construction undertaken to-day, it is my opinion that such a figure would represent a conservative estimate and provide an adequate facility for the contemplated transportation.

Niagara, St. Catharines and Toronto Railway

In my opinion frontier connections east of St. Catharines are essentially necessary to the success of this radial. An examination of the returns upon the various divisions of the Niagara, St. Catharines and Toronto Railway system indicate them to be self-supporting, and the proposed acquisition of this property, if made upon a sound economic basis, would provide not only the necessary frontier connec-