

mately the same time) six trains are provided, thus giving a headway of three hours. The fastest schedule speed of any one of these six is indicated as less than 29 miles an hour, this also allowing for deduction of time for frontier inspection.

Comparative Schedules With Other Roads.

As an example of other through practice, the distance from New York to Philadelphia is 90 miles with two stops, Manhattan Junction and Trenton, and the time is two hours, thus giving a schedule speed of 45 miles an hour.

Innumerable examples can be given, such as the through time between Washington and Baltimore, cities at approximately the same distance that Toronto is from Hamilton, where the schedule is 40 miles per hour. A double track electric system parallels the four track system of the Pennsylvania and the two-track system of the Baltimore and Ohio Railroad between these two cities. The electrical trains are operated on hourly headway, and although the electric line does not give as high a schedule as that sustained by the trains of the steam lines, their hourly headway is a factor which offsets their not greatly lesser speed. Inconvenience of present steam schedules in the district under discussion is found in the fact that no trains between Buffalo and Toronto are made up for departure to or from either city after 7 p.m.

Density of Traffic.

Again looking at the relation of intercity rails in the case of Hamilton and Toronto as against Balti-

more and Washington, the combined total population of Washington and Baltimore is a million people, while the combined total population of Hamilton and Toronto is 610,000. Their distances apart are about the same. There are 8½ tracks existing between Baltimore and Washington and two tracks between Hamilton and Toronto. Therefore, the Hamilton-Toronto rails are serving 305,000 persons per track, while the Baltimore-Washington rails are serving 118,000 persons per track. Thus the Canadian rails are carrying a density of nearly three times that upon the States' rails. It may be argued that the States' rails are handling a traffic of greater volume north of Baltimore and south of Washington, and so they are. But it must also be remembered that the two Canadian tracks meet, as Mr. Hanna has pointed out, seven or eight States' tracks at the frontier south of Hamilton, furnishing traffic for points north and east of Toronto, and there is added to this traffic that which is delivered at Hamilton from the Grand Trunk Division operating between Hamilton, London and Detroit.

AS TO ESTIMATED COST AND ADEQUACY OF TRANSPORTATION FACILITY:

The discussion of this matter naturally falls under two heads: (1) general fixed construction inclusive of roadbed, rails, contact lines, feeders, sub-stations, terminals, passenger stations, car barns, etc., and (2) rolling equipment, including motor, trail, work and freight cars and electric locomotives.