

for same, together with any cost of carrying charges or any work that has been done since.

"As you are of the opinion you will want this road I think it is better that we do no more construction in the meantime, but of course it is urgent that a decision be arrived at at the earliest possible moment in order that the road be constructed as a feeder for the Canadian National Railway System, as originally intended.

"Hoping you will give this matter your personal consideration as soon as you can conveniently arrange to do so,

"Yours truly,  
(Sgd.) "J. D. REID."

The above is an excellent presentation of the Minister of Railways' point of view regarding the feeder relation of the steam road to the Toronto and Eastern radial.

I am advised also that at a recent hearing regarding the rates for the proposed new traffic, counsel for the steam lines held that they did not wish this business developed on their lines, as it was obviously the duty of an electric railway to take care of such traffic.

In rendering you an opinion, therefore, as to whether the charge of duplication of transportation facilities can be sustained by the building of the proposed Hydro radials discussed in this report, as I view the present population both from a civic and industrial standpoint, I find both classes strategically located for imminent expansion if provided with power and transportation facilities; this applying throughout the whole Lake Shore district from Bowmanville to

Niagara Falls, and in saying this I am convinced that the present lines have neither a capacity nor a facility of location to assume the care of the reasonable demands of the people, and I further feel that this point of view is shared by those operating the existing transportation lines. Tersely speaking, therefore, and from a purely transportation standpoint I do not find duplication, but on the contrary, and as brought out by Dr. Reid and Mr. Hanna, if the proposed radials are built a facility will be provided not only to take care of the increasing and expressed public demand, but they will automatically release the steam line from a form of transportation which they have stated they are not equipped to handle, and further that they will contribute to rather than take traffic away from the present steam lines. This policy cannot be construed as unfair to present radial systems. In the case of the Toronto and Eastern and those radials now in existence between Toronto and Niagara Falls, these should be amortised by purchase to the extent of their contributing value, and it is equally clear that the people should not be made to foot the bill where a transportation facility has not kept pace with the growing demand incident to civic and industrial expansion. In such cases substituted transportation systems are justification and not duplication.

An examination of the existing steam schedules for through trains between Buffalo and Toronto shows that during the 18 hours between 6 o'clock a.m. and 12 midnight (counting one train for two when their departure is at approxi-