

sonable time a considerable summer colony at least, with possible amusement resorts. At Oshawa there is a rapidly growing automobile assembling plant, together with other industries. With the probable growth in population and the wages of the employees, it is likely that there will be a considerable revenue from both passenger and freight business. In the eastern section of Toronto, especially Ward Eight, it is likely that with rapid transit facilities, there will be developed a large passenger revenue. This business depends, to a greater or less degree upon proper transportation facilities being provided between the depot and business centre. I am informed that in order to take care of this business satisfactorily, a loop, either on the ground level or on an elevated structure, will be provided.

With regard to the possible freight earnings on this division, I examined data secured by the Commission which gave in unusual detail, the prospects of a very-large majority of both shippers and receivers of freight, based on the present movement of freight. Referring to the estimate made by the Commission as to the per capita passenger receipts on the interurban portion of this line, having some doubt as to whether the figure of ten dollars per capita per annum used by the Commission was reached by the proper method, I went into this matter at quite some length and am of the opinion that the figure is fully justified. With regard to the suburban earnings on this line, I felt that the figure used by the Commission was high, but upon examination of statistics prepared by the

Toronto Civic Transportation Commission and data prepared by the Hydro - Electric Commission, I found that the riding habit for this district was unusually high and believe will fully justify the figure used.

With reference to the proposed line between Toronto, Hamilton and Niagara Falls, there is already on these lines a large acreage devoted to the growth of fruit and vegetable products. This perishable material, I am informed, is not now being handled in a dependable and speedy manner, as concerns delivery for both local and more remote points. I questioned somewhat the figure claimed as to the amount of freight destined to remote points which would be obtained by this line, but in quite a number of cases I find that shippers will have sidings and spurs from this line which are not practicable on competing lines, and which will undoubtedly influence routing in favor of the line in question. With reference to the passenger business on this line and speaking first of the portion of the line between Toronto and Hamilton, this territory is now served by an infrequent, and I am informed, quite irregular train service with rather remote station stops from the centres of population and, excepting the central section, by slow speed trolley operation. The proposed line running at the distance it will from the shore front, it would seem more than likely that there will be a very large and rapid residential development which is now discouraged by lack of satisfactory transportation facilities. Secondly, between Hamilton and Niagara