

to a transfer of passengers at Sunnyside to the city lines. This in my opinion greatly militates against the convenience and comfort of the residents of the district and unquestionably throttles its development.

It would seem, therefore, that the public will demand that a service so requisite to their needs and their natural expansion be given. It is of interest to refer here to the official records in the arbitration proceedings of May 2, 1918, in the matter of the valuation of the Canadian Northern, where much was said to support the point of view of Mr. D. B. Hanna, who held that the facilities offered in the present Grand Trunk two-track system between Niagara Falls and Toronto were not sufficient to handle the traffic. Mr. Hanna said:

"Embargoes were placed by the Grand Trunk. They say to the Pennsylvania, here, we cannot take any more cars from you, we are congested, and until we have had an opportunity to clear up our position keep your cars wherever you please but don't bring them up to this transfer point."

Also:

"Well, here if the United States with a hundred millions of people, and with seven or eight roads feeding up to the boundary, up to the frontier—the Erie Railroad, the Lackawanna Road, the Lehigh Valley, the Pennsylvania, the Buffalo and Pittsburg, and some others I can't think of at the moment. There are seven or eight roads at all events that are feeding into the Niagara frontier, and two roads to take it away. Now, it is manifest that a

situation like that cannot continue indefinitely."

And in answer to Mr. Butler's question regarding the need of additional facilities, he replied:

"Yes. My own opinion is, quite regardless of double-tracking the Grand Trunk, whatever the Grand Trunk may do, that there is a real need for another connection at the Niagara frontier."

Again of much interest is a letter to Sir Adam Beck, herewith quoted, from Dr. Reid, having reference to the acquisition by the municipalities of the Toronto and Eastern Railway, as follows:

"Office of the Minister of Railways and Canals:

"My Dear Sir Adam:

"Yours of the 22nd instant duly received.

"As your letter states, you are taking action to have a vote taken in the municipalities with a view of purchasing and taking over the Toronto and Eastern Railway, I have instructed Mr. Hanna to withhold proceeding with any more construction at the present time, pending decision as to whether the municipalities wish to purchase this road and make it part of your system.

"In your previous correspondence you advise the intention of your Commission to build a radial railway from Toronto to Kingston. Of course if this is to be done, it would never do to have two radial lines paralleling each other, and I am prepared to recommend to Council that Toronto and Eastern Railway be handed over for the actual amount paid by the Dominion Government