

line to Bowmanville, entering the city from its east side. Similarly, from the north in connection with the Metropolitan Division of the Toronto-York radial and those of the Toronto Suburban, if the future warrants their development into first-class high speed interurban lines, their entering routes may be so arranged as to permit the maintenance of undiminished schedule speed to the proposed Yonge Street terminal, with city stops so arranged as to allow transfer of passengers to the uptown city rails.

In the above arrangement is recognized the valuable separation of interurban from urban operation. This will fall directly in line and be in conformity with the Act requiring the City of Toronto to take over the operation of its city lines in December, 1921, and the common junction of all immediate and future radials will find itself at a point located at the foot of Yonge Street, which will be the natural distribution point for all passengers seeking the downtown district. Therefore a procedure which will serve the interests of the City of Toronto and both its outlying and interurban districts the best is one recognizing a sharp demarcation between urban and interurban traffic. It is also clear that the industrial and business centre of Toronto is most fortunately located to serve such a purpose. In short, the principle that should govern in all cases is that radial lines bring their cars to the proposed city terminal at the foot of Yonge Street at undiminished schedule speed.

I have dwelt upon the foregoing matter to indicate the importance of classifying and keeping separate the

two forms of transportation, urban and interurban, and this in the highest order that it can be effected applies to Hamilton as well as to Toronto. Not to be governed accordingly would be to lower in degree the natural advantage offered and the improved service thus made possible to the people. Much larger construction costs are involved in the creation of these increased facilities, and, indeed, such expenditures can only find justification by such a procedure.

Discussing specifically now the matter of duplication in the case of the proposed Toronto-Hamilton and Niagara Falls radial. Can it be said that the Grand Trunk Railroad and the existing radials provide a service, the nature of which is adequate to the territory involved?

Present Suburban Traffic Situation and Steam Lines' Relation to It.

It is of interest to look at the population and the nature of the business established within this territory. There is an intermediate population between Toronto and Hamilton of 25,000 people. During the last ten years throughout the district immaculately west of Toronto there has been a very heavy industrial and residential expansion, and excepting for a few local trains operating from Niagara Falls to Toronto, practically no suburban service on the steam line is offered, such as exists, occurring upon the Mimico Division of the Toronto and York radial; this road, as pointed out previously, being of a rural character, its rails having highway location and to these adverse conditions against high-speed suburban service is added the awkwardness incident