

they be constructed for the figures named? III. Is the estimated income reasonably computed and of sufficient amount to cover (a) interest; (b) sinking fund, and (c) operating and maintenance charges?

AS TO DUPLICATION: Whether it is an act of duplication to build the proposed radial lines between Bowmanville, Toronto and Niagara Falls may be justly discussed under two primary heads: First, as to whether the lines now in existence, whether steam or electric, are of proper type and of sufficient physical capacity to handle commodities and persons, with proper schedules maintained and second, whether the proposed radial lines are absolutely required for business other than that physically impossible for the existing lines to handle; and if the latter be found to be correct, it is apparent that a continuance of the existing form of transportation will serve only to throttle industrial and civic development in the territory involved.

As I view the districts the Toronto, Hamilton and Niagara Falls radial proposes to serve, I find located therein a steam trunk line railroad consisting of two tracks, connecting these three cities, and averaging a distance of three-quarters of a mile from the Lake Shore front; and in the section near Toronto a slow speed suburban electric line between Port Credit and Sunnyside, accepting the curves and grades of the streets and highways and connecting at Sunnyside to the Toronto street railway system. Each of these lines are of different

gauge, necessitating a transfer of passengers at their junction point.

Not an unlike condition except that gauge is the same, exists on either side of Hamilton; radial lines adjacent to the lake front, twenty miles in length, entering that city from both sides. In the district of the Niagara frontier, however, the rail and roadbed construction for the most part is of a higher order than the radials entering Toronto and Hamilton, but in all three of these districts by reconstruction, a considerable part of the rail and roadbed may be made to lend themselves to a line upon which high speed interurban traffic may be operated.

Looking at the map of the City of Toronto, it is apparent that as time has passed a procedure in rail transportation has been going on which, if continued, will bring about an impossibility of co-ordination as between the urban and suburban districts.

Toronto Street Railway System and Its Relation to Radials.

It is universally recognized in connection with the operation of interurban roads that the highest order of transportation efficiency is effected when such a road can maintain an undiminished schedule speed for its cars operating in city limits. Through the co-operation of the Harbor Commission such a procedure is made possible in the case of Toronto. Tortuous and slow speed operation upon the tracks laid in the city streets may be eliminated, and I find this condition not only applies to the proposed Toronto, Hamilton-Niagara Falls radial, but to that of the Toronto and Eastern