

Mr. STEWART: How did that condition originate?

Sir HENRY THORNTON: In the same way most of them originated. When the railways were first built in the United States and Canada, the United States in particular, the towns as they were then which did not have railway facilities were extremely anxious for the railway to come to that particular town, and very often the railways were invited to run their trains and their tracks down the main street of the city. Whenever a train came through, the entire population went out to enjoy the spectacle. In other words, the railway was a welcome visitor. In time these cities increased in population and in manufacturing importance, and what 40 or 50 years ago was something which the towns delighted in eventually became a nuisance, and then came demands for grade separations and new stations and all that sort of thing, and that is more or less the typical situation in most large American cities.

Sir HENRY DRAYTON: How much of that \$5,000,000 is the city to pay?

Mr. BROWN: About \$1,000,000. The proportion is between \$750,000 and \$1,000,000, and the railway pays the balance.

Sir HENRY DRAYTON: How much do we pay, in concrete figures, out of the estimated \$5,000,000?

Mr. BROWN: My remembrance is about \$4,200,000, and the city pays the balance.

Sir HENRY DRAYTON: We have not any cost as yet in connection with the Scarboro situation?

Sir HENRY THORNTON: No. The situation there is under the examination of a committee, and that is a colossal undertaking.

Hon. Mr. GRAHAM: You might add an item here which I am going to ask the Government for; I am going to put it in the supplementals, but I will submit it here. The Board of Railway Commissioners has ordered the railway companies to separate some grade crossings at North Toronto, and has ordered it to be done this year. The Canadian National Railways' share of it will be about \$400,000, and I am going to put that in the estimates.

Sir HENRY DRAYTON: I have been examining these estimates, but I have been unable to find the proper appropriation for the Toronto viaduct.

Hon. Mr. GRAHAM: I am waiting a report on that.

Sir HENRY DRAYTON: You are holding your supplementals to cover that question, I trust?

Hon. Mr. GRAHAM: If we can get an acceptance of some proposition, I hope to see some daylight in the matter. There is also an amount of \$100,000, I think, for the continuation of the standardization of Prince Edward Island.

Sir HENRY DRAYTON: I do not want to delay the committee, but I would like to go through that list that you have in the book, and see what that work would be.

Mr. HENRY: That would be the classified items?

Sir HENRY DRAYTON: Yes, but not here. I will not delay the committee.

The CHAIRMAN: Sir Henry (Thornton), I would like to ask a question which is more or less of a general character. We have the two great railway systems in Canada, the Canadian National and the C.P.R., both giving a complete service and I dare say, in some instances, duplicating services. For example, I think you have in transcontinental trains, between the two systems, a service consisting of about nine trains a day; you have between Ottawa and Montréal, I think, about twenty-four trains a day between the two systems. I would like to ask whether you would consider it worth while or feasible for the executive of the two systems to get together and see whether you cannot, say,