

Mr. HARRIS: You will come to Parliament before you make a move?

Mr. HENRY: Surely.

The CHAIRMAN: Does that in some respects parallel the steam line?

Mr. HENRY: It does, and we propose to abandon 28 miles of the Canadian Northern, eliminating service on that entirely, and thereby saving an operating deficit of \$100,000 a year.

The CHAIRMAN: For that particular stretch will there be only the one line?

Mr. HENRY: No. There will be two lines. The present Grand Trunk, the main line, a double tracked main line for freight purposes—then there will be an electric line for passenger purposes.

The CHAIRMAN: You would apply that same idea to the Toronto Suburban that goes to Guelph? If it is a good idea east of Toronto, why is it not a good idea through the thickly populated portion of southwestern Ontario, west of Toronto; would it be extended through to Kitchener and Stratford?

Mr. HENRY: In time it might be done; we have not that under investigation.

The CHAIRMAN: There is not much being done on the Toronto Suburban from Toronto to Guelph.

Mr. HENRY: If we landed any place it would be all right.

Mr. HARRIS: In regard to that landing some place: I would like to say that that district in the last 20 years has multiplied, I would say, at least 700 per cent; it is growing very fast.

The CHAIRMAN: In population?

Mr. HARRIS: Yes, taking the old city limits of 20 years ago and that area east. The riding which I represent 20 years ago had 10,000 people; to-day it has 110,000; and the same applies more or less right out through that district.

The CHAIRMAN: You would not say that the country around Port Hope and Oshawa has increased by 700 per cent?

Mr. HARRIS: No, but where the big expenditure will be made, within a radius of 20 miles. The portion of the line from Pickering is constructed?

Mr. HENRY: Yes. This will take care of the suburban service between the district Pickering to Toronto on the east, and from there on the line is already constructed to Bowmanville; it goes right through the hearts of Pickering, Whitby and Oshawa, as well as Bowmanville; whereas the Grand Trunk to the south does not hit the town at all, really.

Sir HENRY DRAYTON: Mr. Henry, you are familiar, of course, with this famous telegram of the management to Toronto at the time they were having their radial election, as to the electrification of radials in the district, and what was said as to the electrification from Toronto east?

Mr. HENRY: From Toronto east?

Sir HENRY DRAYTON: Yes, you remember that, do you not?

Mr. HENRY: Yes.

Sir HENRY DRAYTON: It was said by many people that the election turned on that telegram. Do you remember, from that telegram, how far the management undertook to electrify to the east?

Mr. HENRY: I don't think there was anything said, excepting this, Sir Henry (Drayton), that the electrification of those lines between Cobourg and Toronto, I think, would be given consideration.

Sir HENRY DRAYTON: I thought it was more definite than that.

Mr. HENRY: I don't think so.