

Mr. JELLIFF: Is the Canadian Pacific there?

Mr. HENRY: The Canadian Pacific has two; it has two lines. Those I mentioned are the three of our own lines.

Mr. JELLIFF: What is the width of that district they traverse there?

Mr. HENRY: The Canadian Northern line is about six miles from the Lake Shore. I suppose the C. P. R. line is another five or six miles—that is, the northerly line—that would be about 12 miles, I will say.

The CHAIRMAN: Mr. Henry, do you still operate the Canadian Northern line from Toronto east and also the old Grand Trunk and if so, why? Do they not duplicate each other.

Mr. HENRY: We operate a daily passenger service in the summer time, and in the winter time a tri-weekly mixed service.

Hon. Mr. GRAHAM: On the Canadian Northern.

Mr. HENRY: On the Canadian Northern.

The CHAIRMAN: How about the Grand Trunk?

Mr. HENRY: That is the through main line and all our freight and passenger traffic goes that way.

The CHAIRMAN: You really do not need both of them.

Mr. HENRY: We do not need to operate on the Canadian Northern—a portion of it.

Hon. Mr. GRAHAM: There is a difference of opinion there. The railway says they do not need it. And the people say they do. There is a difference of opinion. One of the difficulties is that in the construction of a line, as soon as it is constructed, a lot of new villages spring up, and stations are constructed. The people get accustomed to having a station at their doors. Now, it is not an easy matter to take that service away from them, even if it does not pay. That is where the difficulty comes in. I suppose it is conceded you cannot abandon one of these lines, or take up the tracks, without the consent of the Board of Railway Commissioners?

Sir HENRY DRAYTON: I don't think that is conceded at all. I know under the American authorities the Boards cannot make them run, and I do not know how any Board can prevent a company going out of business if it wants to. That question was up in the House in connection with the abandonment by the Hill System of their line in British Columbia, which they had operated for years.

Hon. Mr. GRAHAM: Is that included in the Canadian National Act?

Sir HENRY DRAYTON: Not that I know of.

Hon. Mr. GRAHAM: I was told it was. I think you will find it in the Canadian National Act. I was so informed.

Sir HENRY DRAYTON: It may be. I would not contradict you, but I think it is a change from the general practice.

Hon. Mr. GRAHAM: Maybe it is, but I think it is in the Canadian National Act. I will look it up. Now, technically, the Canadian Northern is not in the Canadian National System owing to some difficulty about securities and so on, but I have suggested to the Canadian National Board, and they have agreed, that whatever the law is, the Canadian Northern will come under its provisions just the same as if it were in the Canadian National System technically. If we obey the law, you cannot take that line up without the consent of the Board of Railway Commissioners.

The CHAIRMAN: Are all the National Railway lines under the control of the Railway Commission, the same as privately owned lines?

[Mr. Henry.]