

there and which we considered were ample to meet the transportation requirements of that section; it had not been necessary to consider the subject from the point of view of information—what the proposal of the Hydro had been.

Sir HENRY THORNTON: (To Mr. Henry). That was in respect to the Toronto eastern?

Mr. HENRY: Yes.

Sir HENRY THORNTON: We already have our entrance arrangements made with the city of Toronto for the Toronto eastern.

Mr. HARRIS: You already have your arrangements?

Sir HENRY THORNTON: We know what we want to do, and it has been consummated.

Mr. HARRIS: The same applies to the Hydro. They have an idea of what they would like to do.

Sir HENRY THORNTON: I would be quite willing to sit down with the Hydro or with anyone else and discuss any question which will save them money or save us money, or enable us jointly to provide any community with better service. All we want is simply to protect our business to our interests if there is any way we can do it, but if there is any way we could co-operate with any one to do a little better job, then we want to do it, and we are willing to do it.

Mr. HARRIS: That is what I wanted.

The CHAIRMAN: Is that satisfactory?

Sir HENRY DRAYTON: I think you would go a little farther than that, and say you could not want a duplication of public-owned utilities.

Sir HENRY THORNTON: That is what I did mean to say, substantially. We must protect the future business of the Canadian National Railway system in every reasonable way in looking at anything of that sort.

Sir HENRY DRAYTON: You have to look after the traffic, and you are objecting to any other public system robbing your line of traffic?

Sir HENRY THORNTON: That is it.

Sir HENRY DRAYTON: On the converse side; as a matter of fairness, I think you would take the stand that if the Hydro got definitely advancing in any direction you would not go in and rob them of their traffic?

Sir HENRY THORNTON: Precisely.

The CHAIRMAN: This might not be the time for me to intervene, but I would like to ask if you have made a real survey of the possibilities of gasolene-operated cars, and what the result of that is?

Mr. HENRY: They are not conclusive.

The CHAIRMAN: Is that about as far as you can go?

Mr. HENRY: That is about as far as I can go.

The CHAIRMAN: You have made some investigation?

Mr. HENRY: Oh yes. We are investigating these right now.

Mr. MILNE: Are you operating any?

Mr. HENRY: Yes, we are.

Mr. BROWN: We have 14 services in operation now.

Major BELL: We are operating one from Ottawa here up toward Pembroke.

Mr. HENRY: We are operating a gasolene car between Vancouver and mileage 69; a storage battery car from Winnipeg to Transcona, a storage battery car from Toronto to Oakville, a steam motor car between Bridgeburg and Black Rock. A storage battery car between Toronto and Weston Park and between Toronto and Beaverton, a gasolene car between Picton, Trenton and Napanee, a