

When the route map came before him for his approval, in order to maintain the standard—

Hon. Mr. GRAHAM: That would be the Canadian Northern?

Mr. HENRY: The Canadian Northern. In order to maintain the standard set for the main line cars over the Canadian Northern, the municipalities were told then that if they withdrew their opposition to the approval of the route map the company would construct an electric railway from Toronto easterly which would give them a much more frequent service than could be obtained on the steam line. On this understanding, the route map of the Canadian Northern Railway was approved.

Sir HENRY DRAYTON: What year was that?

Mr. HENRY: 1907. In order to carry out the undertaking above referred to, the Toronto Eastern Railway was incorporated in 1910. Its incorporation provided for the construction of an electric railway from a point in the city of Toronto running easterly through the towns of Whitby, Oshawa and Bowmanville to Cobourg.

Mr. HARRIS: In what way? Could you enlarge on that?

Mr. HENRY: It was supposed to run through the streets of Pickering, Whitby, Oshawa and Bowmanville.

Mr. HARRIS: You appreciate that it is twenty-five miles from Oshawa to Pickering?

Mr. HENRY: Yes.

Mr. HARRIS: How were you going to get out of the city?

Mr. HENRY: They had in mind at that time two routes, one running over to the present location of the Canadian Northern; that is the Canadian Northern now known as the subdivision joining it at Cherrywood and running through that point along the line of the Canadian Northern through the down-town to the station.

Mr. HARRIS: How are you getting out of Toronto?

Mr. HENRY: The intention, as I was explaining at that time was to run over the Canadian Northern.

Mr. HARRIS: To Cherrywood?

Mr. HENRY: From Pickering to connect over about three miles to Cherrywood, running over the old Canadian Northern down to the Don.

The CHAIRMAN: Mr. Henry, I think most of the members have been receiving marked copies of papers published at Oshawa protesting at some sort of railway enterprise which has gone on there. Is this the same one?

Mr. HENRY: I presume it is the same.

The CHAIRMAN: Can you give an explanation of that at the proper time?

Mr. HENRY: It is the railway to which they refer. That was the original intention. It developed subsequently there was some objection taken to that route by the operating officers of the steam railway. They did not want an electric railway to run alongside a steam railway, so a new route was chosen, running down between the then Grand Trunk and the Canadian Northern, just about one-half mile north, also running down to the Don.

Mr. HARRIS: North all the way through?

Mr. HENRY: North of the Grand Trunk all the way through, and the right of way was purchased for that purpose.

Mr. HARRIS: And south of the Canadian Northern?

Mr. HENRY: South of the Canadian Northern. The line was constructed from the eastern limits of Wellington street, Bowmanville, to the western limits of the town of Whitby, a distance of 14.6 miles.

[Mr. Henry.]