

Sir HENRY DRAYTON: I should think not.

Mr. HENRY: The proposition there is and it is now in course of construction to connect the Guelph end of that line by running over the old belt line right-of-way and connecting with the old Grand Trunk, what is now the Brampton sub-division, which is above St. Clair Avenue.

Sir HENRY DRAYTON: That would delay getting into the city. That would be a further handicap?

Mr. HENRY: No.

Sir HENRY DRAYTON: You would have to run a line through the congested area?

Mr. HENRY: This was the Guelph end of it.

Sir HENRY DRAYTON: Does not the Guelph end work out the same way?

Mr. HENRY: No, the old belt line that I am speaking about is that portion of it west of the present Grand Trunk, the Brampton sub-division.

Sir HENRY DRAYTON: Which end do you say, the westerly extension or the easterly extension?

Mr. HENRY: We use the westerly going into the Brampton sub-division which is above St. Clair avenue. That is now under way.

Sir HENRY DRAYTON: How much is intended to be spent on that line?

Mr. HENRY: About \$200,000.

Sir HENRY DRAYTON: How much of that for rolling stock?

Mr. HENRY: Probably \$50,000.

Sir HENRY DRAYTON: You will not get very far with that.

Mr. STEWART: Compared with the St. Catherines line, was this as profitable?

Mr. HENRY: No, this line has not succeeded in paying anything more than its operating expenses. I do not believe that in the last year it did that.

Sir HENRY DRAYTON: I do not think you are paying operating expenses now.

Mr. HENRY: It paid its operating expenses in every year but 1923, when it had an operating deficit of \$38,000.

Sir HENRY DRAYTON: It is getting worse all the time. It is fair to say that this is one of the lines that Sir Adam Beck wanted to take over, and it was hung up, and it has got worse and worse.

Mr. HENRY: The third line is the Toronto Eastern.

Sir HENRY DRAYTON: This is more a liability than an asset.

Hon. Mr. GRAHAM: What about the Toronto Eastern? Do you approach it with fear or what?

Mr. HENRY: Somewhat. I might perhaps review the history of that for the information of the Committee, if you think it desirable.

The CHAIRMAN: Would the Committee care to have that?

Some Hon. MEMBERS: Yes.

Mr. HENRY: During the years 1905-06 when the Canadian Northern Railway located its Oshawa and Toronto line, between Oshawa and Port Hope it was found necessary to keep the line back on the shore of Lake Iroquois in order to maintain the maximum five-tenth grades at reasonable costs. This location ran north of the towns of Whitby, Oshawa and Bowmanville, a distance of about two miles. Considerable opposition of this location arose from these municipalities who wanted it to pass through their towns in order that they might benefit thereby. This opposition was carried before the Minister of Railways.

[Mr. Henry.]