

Sir HENRY THORNTON: We thought it would be better to work in collaboration with engine manufacturers who have highly trained experts in that particular line and who are trying themselves to develop a car that would be satisfactory. We thought it would be more advantageous to work with them rather than to attempt to design anything ourselves because it is a very technical business.

The CHAIRMAN: And sometimes building locomotives, the same way.

Sir HENRY THORNTON: When it comes to building locomotives we are at home. We have been familiar with the steam locomotives for many decades. But when you come to design a gasoline car that is another story. We could of course hire experts and go ahead experimenting, but I think it better to work in collaboration with the manufacturers, and they are assisting us.

Mr. MILNE: You must have fertile brains in some of your shops.

Sir HENRY THORNTON: I do not think we have a man in our shops that would be competent to design a combustible gasoline engine.

Mr. MILNE: The engine is developed. Now, it is simply a matter of applying that engine to a vehicle that would be suitable for running on rails.

Sir HENRY THORNTON: Our efforts thus far have been in working in collaboration with the manufacturers and advising them to see whether jointly we cannot develop something that is satisfactory.

Mr. MILNE: The reason I make this suggestion is that very often we find a very fertile brain working on a very particular invention, but the man is not practical, that is, he is an inventive genius but he does not know the practical end of it, and I thought that by having a bunch of engineers, who knew railroad work from one end to the other, these would be the fellows to make the investigation.

Sir HENRY THORNTON: We are applying it as far as we can to the manufacturers and we are watching the development of different sorts of engines all over the world. There have been two developments in Europe lately, the Turbine and a form of Diesel engine. The latter offers a great deal of promise and I am not so sure but what we might build one ourselves, to see how it works. I am merely mentioning that to say that we are watching the mechanical developments all over the world.

The CHAIRMAN: Specializing on these cars has been carried further in these private manufacturing enterprises than you can hope to do in a reasonable time.

Sir HENRY THORNTON: Yes, because that is their business. They specialize and they can afford to spend more money on it than we can.

Sir HENRY DRAYTON: They have elaborate testing machinery and they are certainly keen to get the business if they can.

Sir HENRY THORNTON: They are only too anxious to develop something.

Sir HENRY DRAYTON: There is another thing I want to bring up, and that is in connection with the question in the order paper, advertising and publicity.

The CHAIRMAN: Are we through with that other phase, the organization and engines? Are there any other questions?

Sir HENRY DRAYTON: Items No. 276; 358; 410; 458; 74. The total cost of stationery and printing is \$1,630,069. Then there is an item for advertising, Item 353, \$1,063,784. Total for advertising, printing and stationery, \$2,693,863. I wanted to get a statement just showing what you paid for printing, advertising and publicity and to whom.

Sir HENRY THORNTON: That would be Item 276, stationery and printing.

Sir HENRY DRAYTON: 276; 358; 410; 458; 74; 353. That does not include other charges for publicity. They would appear under that head. They would appear under general expenses, so that that list is incomplete.