

Mr. DUFF: Any changes that were made with regard either to the old "York" afterwards known as the old "100," you take full responsibility for?

Sir HENRY THORNTON: Yes, certainly. The railway and myself assume responsibility for whatever our acts may have been.

Mr. DUFF: That second car cost a good deal of money to put in shape; did you consider that car fit for anybody to travel in?

Sir HENRY THORNTON: I beg your pardon?

Hon. Mr. MANION: It had been used for some years.

Mr. DUFF: I am asking about the condition of the car in 1930.

Sir HENRY THORNTON: It was in perfectly good condition, but as I recall the circumstances, the arrangements were unsuited to the Prime Minister, and as has been explained, we were badly in need of an additional car—we had one or two cars which some of our officers were using that in themselves had become unsafe.

Mr. DUFF: What was the arrangement that was not satisfactory to the Prime Minister?

Sir HENRY THORNTON: As I recall it, the kitchen was in the middle of the car, and it was open-ended at each end. The modern practice almost everywhere is to have the kitchen in one end. Now, if it had not been for the fact as has been stated, we required an additional car, that proposition would never have been made. But the proposition was made, was simply exchanging cars with a view to giving the railway a suitable car for its purpose, and the Minister a car which suited him, and when I say the Prime Minister, I am not speaking of Mr. Bennett or Mr. King or anybody else, it was simply the Prime Minister.

Mr. DUFF: Why did you need an extra car when there were three cars on the road?

Sir HENRY THORNTON: Well, as I recall it—

Mr. DUFF: Especially, in view of the financial condition of your road?

Sir HENRY THORNTON: This was in 1929.

Mr. DUFF: But there was quite an expense in having a new car.

Sir HENRY THORNTON: Two or three of those railroad cars had become unsafe, and I did not think it fair nor a desirable thing to entrust the lives of officers and those who may be travelling on that equipment which is unsafe, because a serious accident might occur. After all, the lives of the individuals and officers are important.

Mr. DUFF: Quite right.

The CHAIRMAN: Now gentlemen, are there any other questions or shall we definitely close this phase of the enquiry?

Closed.

Sir HENRY THORNTON: This is a statement in reply to a question asked by Dr. Manion:

Attached exhibit submitted pursuant to suggestion made by the Minister of Railways and Canals, Hon. Dr. Manion, in consequence of questions asked by Hon. Mr. Euler and Col. Cantley, on May 12. Rates shown as in effect between points in the Maritime Provinces are, in every case, the actual rates and reflect the reduction made of 20 per cent as ordered under the Maritime Freight Rates Act.

Now, there follows a long statement of the various rates and different classes. I take it you do not want me to read this.