

1,008 cubic feet; of square timber in cribwork above Wellington bridge sides and ends, there were 8,100 cubic feet; of sawn timber in centre and intermediate partitions, 3,000 cubic feet; of square timber in cribwork below G. T. R. bridge, 3,950 cubic feet, or a total of 16,058 cubic feet; of flat timber in ties and partitions the quantity was 20,200 lineal feet; in ties and centre partitions, 4,260 lineal feet, or a total of 24,460 lineal feet. This I have placed at 40 cents, as also the timber which I have spoken of in cubic feet. We had no opportunity of ascertaining the dimensions of the lineal timber. We had lineal length given and were not in a position to ascertain the size. We therefore took it to average a foot square, which is a fair average.

Q. And it makes 24,460 lineal feet?—A. Yes.

Q. You allowed 40 cents a foot for it?—A. Yes, making a total of \$9,784. The first item, 16,058 cubic feet at 40 cents, amounted to \$6,423.20.

Q. The 16,058 cubic feet consists of the timber used in the foundation of the pivot pier, the square timber in the crib work above the Wellington street bridge sides and ends, the sawn timber in the centre and intermediate partitions and the square timber in the cribwork below the G. T. R. bridge. That you calculated in cubic feet?—A. Yes.

Q. Making a total of 16,058 cubic feet?—A. Yes.

Q. Now take the lineal feet?—A. For the flat timber in ties and partitions, the quantity was 20,200 lineal feet and in ties and centre partitions 4,260 lineal feet, making a total of 24,460 lineal feet, which at 40 cents per foot gives a total value of \$9,784. Then there is 3-inch plank in the pivot pier, 1,764 square feet, board measure, 5,292 at \$35, a total of \$185.22.

Q. These prices that you have allowed on the timber, are they fair and liberal prices or have you scrimped them?—A. We gave them fair and liberal prices for the timber. On the temporary bridge we allowed \$2,000—

Q. Stop a moment. What do you mean by the temporary bridge?—A. We had to take that on hearsay, and allowed \$2,000 for the temporary bridge as the commissioners did not allow any more than that. They had all the documents and information in their possession and did not allow as much as we did.

Q. You speak of a temporary bridge. We do not understand that. What do you mean by allowing \$2,000 for a temporary bridge; was it the G. T. R. bridge?—A. The temporary bridge was to allow the traffic to cross without interruption.

*By Mr. Curran :*

Q. Did you ever see the temporary bridge?—A. No; I never saw it. I simply made the same allowance for the temporary bridge as the commissioners did.

*By Mr. Davies :*

Q. The Wellington street bridge was not built on the site of the old Wellington street bridge?—A. No.

Q. And consequently the traffic was not interrupted?—A. No.

Q. Well, I wish you would explain what you mean by the temporary bridge?—A. I could not explain it any more than I have done. The commissioners allowed for a temporary bridge and we allowed a little more.

Q. If the new Wellington street bridge was built distinct and apart from the old Wellington street bridge, what necessity was there for a temporary bridge at all?—A. I do not know that at all. We did not see the temporary bridge.

Q. What occasion was there for a temporary bridge; what are the reasons?—A. The government engineers will give you the reasons.

Q. Do you know anything of it?—A. I do not know anything of it personally.

Q. You do not even know the fact that there was a temporary bridge?—A. I do not.

Q. And as the government commissioners put it in you allowed it for that reason?—A. That is it.

*By Mr. Gibson :*

Q. For the purposes of the works would there not be a temporary bridge?—A. I do not know.