

Sir HENRY THORNTON: We will have a note made of that and get that information for you for to-morrow or the next day.

Mr. HANBURY: Is it anticipated that there will be an over-expenditure of this \$50,000,000?

Sir HENRY THORNTON: No, there is not any such anticipation.

Hon. Mr. MANION: Then the opinion of the late Minister of Railways was at fault, because he assured us that it would cost more than \$80,000,000. He is on record, as far as that is concerned.

Sir HENRY THORNTON: I am not aware of what the late Minister of Railways may have said. We have only our engineer's estimates.

Mr. HANSON: You know what the record has been, for instance, in connection with the harbour at Montreal?

Sir HENRY THORNTON: I would not like to be classified with that. What evidently is in the minds of many of the members is that this estimate for the Montreal Terminals is just a pass estimate which is open to all of the frailties and alterations which sometimes accompany engineers' estimates. But, as far as this particular case is concerned, Mr. Hungerford, Mr. Brown and myself were personally involved in this matter, and our personal reputations were at stake; and we were exceedingly careful in the preparation of these estimates, to be perfectly sure that we were on the safe side; and I can state to this committee, and I believe Mr. Brown and Mr. Hungerford will bear me out, that the amount named represents what this terminal is going to cost, and nothing more.

Hon. Mr. MANION: My remarks were based entirely upon the speech made by the late Minister of Railways at the time the vote for the \$50,000,000 was made.

Sir HENRY THORNTON: That may be; but all that I can say is that if the late Minister made that statement I disagree with him.

Mr. CANTLEY: In buying, did you buy only what you needed for your present plans?

Sir HENRY THORNTON: Generally, that might be answered in the affirmative. If we had bought only what we wanted, the price would have been quite beyond reason. I wonder if Mr. Brown could answer that question?

Mr. BROWN: We have avoided the severance in some cases, as being more reasonable and economical and have taken the lot. We believe we will be able to get a salvage from those severances here and there which we secured. You understand that in putting a line through a city, you cannot lay it down according to the sub-division of lots in the city, but you have to go according to the line of the railway, and sometimes you will take half or three-quarters of the lot, and then when you settle with the owner you find it advantageous to take the whole of the lot rather than to settle for damages for the remainder.

Mr. MCGIBBON: Were there any other estimates made, Sir Henry, than that by yourselves?

Sir HENRY THORNTON: I think almost everybody in Canada has made estimates about the Montreal Termini. The only estimates that we are prepared to stand by are the estimates of our own engineers, and I am not sure whether those were checked by any outside engineers, by outside opinion, or not.

Mr. MCGIBBON: Did Mr. Comar go over the estimates?

Sir HENRY THORNTON: He went over the estimates in a general way, and my recollection of his experience is that he is one who has some knowledge of Montreal, because he has been in Montreal several times; and he recommends the estimates as being satisfactory.