

to be more valuable and more sought after in the future than has been the case in the past.

By Mr. Kyte:

Q. Just one further question. I think you stated yesterday that the Prudential Insurance Company advanced, or were willing to advance some considerable sum of money on this property?—A. £700,000.

Q. That would be sterling pounds.—A. Sterling.

Sir HENRY DRAYTON: With the guarantee of the government.

The CHAIRMAN: Any further questions?

Mr. MACKINNON: I would like to make a little reference to what Mr. Graham said as reported in Hansard. When Mr. Graham was asked what the price was, his answer was, "about \$2,000,000, I am told." He did not say definitely \$2,000,000.

The CHAIRMAN: I think I might also refer to that, because I had a little argument with Sir Henry Drayton. I think what was in Mr. Graham's mind was the original purchase price, which was about \$2,000,000; 28,000,000 francs, which would figure out about \$2,000,000. The \$600,000 made up by way of expenses and taxes would be added to that.

Mr. MACKINNON: At page 3615 of Hansard he said, "I did not say I was not consulted." He was charged with being not consulted, and he denies he said he was not consulted. I thought it was right to have the record corrected according to Hansard, in the absence of Mr. Graham.

By Mr Harris:

Q. I gathered yesterday that it was considered that Paris is the gateway for all European traffic, whether it is tourist, freight, express or anything that has to do with the interests of the Canadian National Railways?—A. Yes, that is substantially correct.

Q. Perhaps the most remunerative of that, I gathered, was the tourist traffic?—A. I do not think you could say it as definitely as that. Generally speaking there is more profit in carrying in freight, whether it be by freight or by express, than there is in the tourist business. In other words, I would not like to say that there is really more profit in the tourist business than in the freight or express, or vice versa.

Q. The policy of the railway company is to push very vigorously the extension of freight collection and express collection, then, on the continent?—A. That is true.

Q. You also intimated that Paris was really the headquarters for emigration from Europe?—A. If I did say it was headquarters for emigration, I did not mean it quite that way. What I meant was that Paris, for the reasons that have been already given, is the centre of industrial and financial activity on the continent; meetings are held there, matters are discussed there, and in a general way policies are more or less drawn from Paris, due very largely to the predominating activity of the French government on the continent of Europe.

Q. You told us yesterday that in these new quarters which you are acquiring you would house, for example, Doctor Black and all his departments?—A. Doctor Black would have an office in London and an office in Paris, and as far as emigration is concerned he might have several offices.

Q. The proposition made yesterday was that one of the ideas in mind was to house Doctor Black in this particular building?—A. I do not remember that statement.

Q. I am sorry I have not a copy of the evidence, but I remember that distinctly. —A. I think you are substantially correct in saying he would have an office there. Most of the time, I fancy, his office would be in his hat.