

Mr. McGIBBON: How do you account for the decrease in coal consumption?

Mr. FAIRWEATHER: By the increased efficiency of our locomotives, burning less coal. That results from the application of economy devices to our locomotives, and from the very close scrutiny of the supervising officers of the way the coal is handled, from the time it is obtained until it is consumed. Our efficiency in the consumption of fuel is increasing steadily.

Mr. HANSON: At the same rate?

Mr. FAIRWEATHER: I can give it to you.

Mr. KENNEDY: How do you account for the fact that you beat the work of the United States railways?

Mr. FAIRWEATHER: I think it is the result largely of more capable supervision.

Sir HENRY THORNTON: Our locomotives have been built, I think, largely by the Kingston Locomotive Works, some by the Montreal Locomotive Works, and some in our own shops.

Mr. GEARY: Is it your own school of engineering which devised these improvements?

Sir HENRY THORNTON: They are the result of the intelligence of the supervising officers of the Engineering Department. That is a part of the ordinary day by day work of the mechanical department. I think in connection with that I might say that I think we have the best Chief Mechanical Engineer on the North American Continent.

Mr. GEARY: You specify what you want in a locomotive, then, if you get it built by the Kingston Locomotive Company?

Sir HENRY THORNTON: Yes.

Mr. GEARY: It is your design?

Sir HENRY THORNTON: Not mine personally, but that of the supervising officers.

Mr. McGIBBON: Does that include the short hauls? Anyone who drives a motor knows that he will get more miles on a long run than he can on a short one.

Mr. FAIRWEATHER: That is true, and that is one of the things which has aided us. We were one of the first companies on this continent to establish long engine runs. We have engine runs up to 800 miles.

Years ago an engine was run only about 125 miles. We early realized the economy from extended runs that when the condition of the roadbed and of the equipment would permit of it we put in longer engine runs, and we now have engine runs up to 800 miles in length.

Mr. McGIBBON: Due to the fact that the wheat crop, for example, is a long haul, increased a little from the year before, but the dropping off of the traffic was in your in transit and local stuff.

Mr. FAIRWEATHER: We are really talking about a highly technical thing. This unit of consumption of coal per thousand gross ton miles is a measure which takes into account these variations which have been spoken of, as well as it can be taken in by technicians.

To show that there has been steady improvement, if you will take the index of fuel consumption, starting in 1923 as 100; in 1924 it was 104·3; in 1925 it was 111·4; in 1926 it was 113·2; in 1927, 114·0; in 1928 it was 118·7; in 1929 it was 116·8 and in 1930 it was 118·7.

Sir HENRY THORNTON: Showing progressive improvement in this one particular item.