

foot, forty ton flat cars and 650 fifty ton coal cars from the Eastern Car Company. That is all they said they could handle. We ordered from the Hart Otis Company 250 Hart Otis side dump cars and 200 Hart Otis side and centre dump cars. Those are all we wanted of those types. We ordered from the Pressed Steel Car Company, I think of Pittsburg, or some other American point, 25 general service tank cars, that is oil tank cars.

Mr. BUREAU: Is that the only American order so far?

Mr. REID: Yes. That was the only company that tendered for those cars or that could build them. We also ordered from that company 25 water service tank cars. From the Canada Car and Foundry Company we ordered 250 refrigerator cars. From the Pullman Car Company we ordered fourteen sleeping cars and seven dining cars. No company in Canada wanted orders for those cars at the present time. From the Montreal Locomotive Works we ordered 50 consolidated freight engines and 10 switching engines. From the Canada Locomotive Company we ordered thirty Pacific type engines, 60 Mikado type engines, six switching engines and four narrow gauge superheated engines.

Mr. DEVLIN: What is the total amount of those orders?

Mr. REID: \$32,966,515.

Mr. DEVLIN: Is that the total amount of orders given within the last year?

Mr. REID: That is, so far as my memory serves me, the total amount. When I say within the last year, probably it was about the first of April or the first of May when we gave last year's orders.

Mr. LEMIEUX: The only objection I have is that we are giving carte blanche to the Minister of Railways to order equipment to any amount. Will the Bill contain any limit beyond which the minister shall not go? Can the minister give the House an approximate idea of the amount that will be involved by these operations in the course of the next fiscal year?

Mr. REID: \$32,600,000.

Mr. LEMIEUX: Will the amount be mentioned in the Bill?

Mr. REID: No, it is not mentioned in the Bill.

Mr. LEMIEUX: However reasonable the minister's explanation may have been, he

will understand that this is a very large order. Why not insert in the Bill an amount a few thousand dollars more than the minister thinks he will require, so that he would be within the mark.

Mr. REID: It is very difficult for me to name a certain amount. We have taken over the Canadian Northern railway, and people in all the provinces are urging us to take over more lines. These railways, if taken over, will want equipment, and we would not buy equipment if it were not needed; we shall buy no more than is absolutely necessary.

At six o'clock the committee took recess.

### After Recess.

The committee resumed at 8 o'clock, Mr. Boivin in the Chair.

Mr. ROBB: The hon. Minister of Railways and Canals (Mr. Reid) said that he was asking for this resolution on account of the Government having acquired the Canadian Northern and other railways, that it was now their purpose to purchase engines, cars and rails; and that, in order to finance these purchases, the minister required legislation authorizing him to issue equipment notes. The inference I gathered from the statement of the minister was, that, in his judgment, the men who will sell to the Government of Canada the engines, cars or rails, would consider a mortgage on this property of greater value than national bonds.

Mr. REID: No, that is wrong.

Mr. ROBB: Why, then, is it necessary to obtain this legislation? Why cannot the minister, if he desires to purchase this rolling stock, pay for it as we have paid for dredges or steamboats in the past? That is something I would like to have cleared up. I am not at all objecting to the policy of purchasing engines and cars. Indeed, the minister will remember that I myself advanced the idea, a couple of years ago, that the trouble we had experienced in the past in getting the grain crop moved from the West was due to the fact that we were short of engines and cars. It was suggested from this side of the House that the Government might very well consider the possibility of purchasing engines and cars and leasing them to the roads at a time when they might require them. Certainly, the minister created in my mind the idea that in his judgment these equipment bonds would be more acceptable to the parties selling this rolling stock than bonds of the national