

time we wanted it. The most timely provision was made that we could make; but the parties contracting being behind time, the Grand Trunk having taken their engines, and the necessity of sending four locomotives from the Intercolonial Railway for the traffic of the Pembina branch of the Canadian Pacific Railway, when it became necessary to assume that portion of the road, placed us in very considerable difficulty in operating this increased road with decreased rolling-stock.

MR. ANGLIN: Will the hon. gentleman say when the contracts were let for the additional rolling-stock?

SIR CHARLES TUPPER: The moment the Rivière de Loup Section was obtained, the Department set about preparing the plans, specifications and drawings necessary for the locomotives, in order to obtain them of a uniform character, and a considerable time was spent in that way. We were extremely anxious to have all the locomotives of a uniform construction, so that if any particular part gave way it could be readily replaced.

MR. ANGLIN: And that is how the delay was caused.

SIR CHARLES TUPPER: I am now speaking of the delay incidental to making the contracts. We asked for them at the earliest moment after we could obtain the plans and specifications, so as to have various items of rolling-stock that was uniformly constructed, in order that the parts might be interchangeable, and, in case of any giving away, repairs might be more easily effected. Although placed under contract at as early a date as possible, considerable delay has occurred, and is occurring now. It is impossible for me to carry all the dates in my mind, but I can show the hon. gentleman, by figures, that the delay has occurred owing to the failure on the part of the contractor to supply the rolling-stock at the time required by their contracts. It is only fair that I should show the House the difficulty we have encountered, so as not to have this delay appear as a shortcoming on the part of the management of the road. The hon. member for Gloucester asked for a return of the number of locomotives and cars in the shops. Of course, the question was a very pertinent one, but while the number of locomotives under re-

pair will compare very favourably with that of previous years, there was a larger number of cars undergoing repairs in the shops. The hon. gentleman will see at once that it is reasonable, with 126 miles more road and an increased train mileage, that there should be a larger number of locomotives and cars undergoing repairs than when they were performing a smaller amount of train mileage. I am glad to be able to show hon. gentlemen, in relation to this, that the operating expenses for 714 miles of road in 1878-79 were \$1,386,999.04. With this I am going to compare eight months of the present year, and I deduct \$168,396.03 for renewals from that amount, a charge not required to be made in the corresponding months this year. Deducting that sum, we have \$1,218,602.97 as the cost for operating 714 miles of road for eight months, from 1st July, 1878, and the operating expenses of the eight months of 1879-80, since 1st July, 1879, amounted to only \$1,026,358.55 or \$192,244.42 less, showing a great reduction. The operating expenses per train mile for the above eight months of 1878-79 were 69.10c., and those for 1879-80, 52.43c., showing a very marked and gratifying reduction on the whole expenditure.

MR. MACKENZIE: Is that calculating the whole expenditure?

SIR CHARLES TUPPER: Yes. Everything has been done to maintain the rolling-stock in the greatest possible condition of efficiency, subject, of course, as I have already stated, to the great strain which the hon. gentleman will admit has to be taken into consideration in the calculation of the larger amount of work the rolling-stock is called upon to perform. I have availed myself of every possible source of information to satisfy myself that the economy I have exercised has not affected the efficiency of the road, or the condition of the rolling-stock, or the high standard of efficiency in which I frankly admit I found the roadway when it became my duty to administer the Department. The working expenses of the road in 1877-78, during the eight months corresponding with the period I previously referred to, were \$1,189,678.13; the receipts for that period were \$920,285.88, showing a deficiency of