

road they need both, not only to buy new ones but to repair old ones.

Mr. BARKER. Perhaps the minister could tell us why these cars that are out of service, and have been out of service year after year, have not been restored instead of buying new cars. The hon. gentleman knows there would have been a very large addition to the working expenses of the railway. But by not doing that and by buying new cars, there has been no addition to the working expenses of the railway, and there has been a large addition to the debt of the country.

The MINISTER OF FINANCE. The manager informs me that they were doing all they could in this direction, they are constantly buying new cars as well as constantly repairing and improving old ones, to the extent of their facilities.

Mr. BARKER. The extent of their facilities seems to be getting behind, and we are paying year after year large sums to increase the equipment at Moncton to enable the department to do this work. I would like to point out that a far more profitable answer is this, that if the department had replaced these cars in their shops, the charge would have been to working expenses; but by buying them from the United States and elsewhere, it has gone to capital account; and the company is supposed to have been making a profit on the road when there has really been a large loss.

The MINISTER OF FINANCE. I am advised that the proportion of these cars which are out of service now is not larger than that of other railroads. They have perhaps in the past not been able to overtake them, but they have now caught up, and there is not more than the usual proportion of cars out of service.

Mr. BARKER. Two years ago I went into that question particularly, and I cited the reports of the Grand Trunk Railway and other companies as to their equipment of locomotives, and showed that the Grand Trunk Railway, two years ago, I think, it was, was actually ahead of its stock list, while the Intercolonial Railway was 700 cars behind.

The MINISTER OF FINANCE. That was correct a few years ago, but I am glad to be able to say we have done better since.

Mr. BARKER. No, you have done worse.

Mr. INGRAM. What is the capacity of the box cars they have been buying?

The MINISTER OF FINANCE. 60,000 and 80,000 pounds, the size of modern cars.

Mr. BENNETT. What has been done under the recommendation of Mr. Muhlfeld as to the equipment of certain cars and locomotives with what was known as the Chapman ball bearing apparatus?

Hon. Mr. FIELDING.

The MINISTER OF FINANCE. Nothing has been done.

Mr. BENNETT. Was anything done on the report submitted by Mr. Muhlfeld?

The MINISTER OF FINANCE. He made a report, but the officials tell me it was not acted upon.

Mr. BENNETT. Then there are none of these ball bearings in use now on any of the locomotives or rolling stock of the Intercolonial?

The MINISTER OF FINANCE. None.

Mr. INGRAM. While dealing with that phase of the question, I would like to know what has been done with Mr. Cleveland's patent for cylinders?

The MINISTER OF FINANCE. It is being used on several locomotives at the present time.

Mr. INGRAM. I understand Mr. Cleveland has had his patent put on some 18 locomotives on the Intercolonial, they have been on for some time, and that gentleman can get no information as to whether they were regarded as satisfactory.

The MINISTER OF FINANCE. I understand that the reason why they have not furnished information as to the success of these appliances is that the officials wish to test them for a longer time.

Mr. INGRAM. They have been on for some years, I understand.

The MINISTER OF FINANCE. The first was put on three years ago. These gentlemen have been making changes in the appliance since that time and improvements as they claim and the officials have not felt justified in giving any report up to the present time.

Mr. INGRAM. And no report as to how it acted in the first place or as to these improvements from time to time? I understand that in the state of Michigan there is a gentleman who has got out a patent which is becoming a very serviceable one. By reason of using it the locomotive consumes less fuel and greater speed is attained and the patent is becoming very valuable. It does seem to me strange that after these gentlemen have submitted this appliance to test on the Intercolonial for three years they could get no report upon it. It is not fair to these men and there must be some cause for not giving a report.

The MINISTER OF FINANCE. I am informed that the people interested in this appliance have received some reports as to what is being done, but they would like a more general report. They have reports from time to time as to the fuel consumption, &c., which are important elements in the matter, but they have been applying to the department for a general report, no doubt,