

Mr. WAINWRIGHT—They are asking for an extension of three years. As far as the G. T. R. is concerned we are doing this work. We are just as anxious to have these appliances and our road properly equipped as the promoters of this bill can be. Our cars are all more or less interchanged with the American railways and we are compelled to do it under their law.

Mr. INGRAM—Any engines that you are sending into the shop are you sending out with modern improvements, with the air brake?

Mr. WAINWRIGHT—Yes.

Mr. INGRAM—You are equipping a certain number of your cars every year with the air brake?

Mr. WAINWRIGHT—Yes, I gave that. We are fitting up 275 to 300 per month. Now I have here a statement from our superintendent of our car department in regard to the matter of grip irons. He tells me that \$8,385 was expended in order to comply with the United States Commission between July and December, 1896. So that I understand that that part of your request has been complied with.

Mr. CASEY—The grip iron is a V-shaped thing, on the top of the car?

Mr. WAINWRIGHT—Yes, for getting on the top of the car. The superintendent tells me further that out of 807 engines running east of the St. Clair River, 398 are equipped with the Westinghouse air brake appliance, and that we are fitting engines at the rate of from fifteen to twenty per month. That answers Mr. Ingram's question. Now, the latter part of this bill deals with compensation.

Mr. CASEY—About outside ladders, have you any notes on that point?

Mr. WAINWRIGHT—We have put outside ladders on all our cars, in accordance with the rules of the Master Car Builders' Association.

Mr. CASEY—We have had a number of plans sent in by our friends who are asking for this bill. There is a plan of the end of the car. You will see the hand rail they are asking for, and the grip irons on the end of the car also. What do you think of that? Just criticise that feature of the bill and compare it with your own cars.

Mr. WAINWRIGHT—There is nothing to complain of about that.

Mr. TAIT placed on the table the model of a freight car.

Mr. CASEY—Is this model which he has laid on the table the same as what you are doing to your cars?

Mr. TAIT—This is in accordance with the rules of the Master Car Builders' Association.

Mr. WAINWRIGHT—Yes, that shows the whole thing. In interchanging car stock with these American roads it will not do to have one rule for Canada and another for the United States.

Mr. TAIT—They would refuse to accept our cars.

Mr. WAINWRIGHT—As to the ladder on the side of the car, the Master Car Builders' Association rules in all these matters.

Mr. CASEY—Then you object to side ladders because you could not interchange with the States?

Mr. WAINWRIGHT—We have to effect the uniformity between our cars and those of the American line which run over our road.

Mr. CASEY—Would the Master Car Builders' Association object if we had both ladders?

Mr. WAINWRIGHT—I do not see how they could.

Mr. CASEY—What reason is there for the end as against the side ladders?

Mr. WAINWRIGHT—It was opposed at one of their meetings, but I do not know the reasons. It was after due consideration of the best men in the States.

Mr. INGRAM—There are a number of cars with side ladders in use.

Mr. CASEY—Have you any on your road, Mr. Wainwright?

Mr. WAINWRIGHT—Yes; quite a number.

Mr. CASEY—It is for getting from flat cars to box cars that the end ladder is adopted.

Mr. TAIT—It is one of the reasons.

Mr. WAINWRIGHT—One of them, and a very good one.