

Mr. INGRAM—I notice in Mr. Hudson's evidence that he refers to Mr. Deyell's patent as being in use on the Canada Atlantic Railway. Have you ever made any inquiries as to how this is working?

Mr. MORFORD—I did so this morning.

Mr. INGRAM—What was the result?

Mr. MORFORD—I called at the office of the manager of the Canada Atlantic Railway. He was out; but I saw his secretary, Mr. J. W. Smith, and I told him of the evidence I had read as given by Mr. Hudson. He said that he knew of no such device as that ever having been adopted by the Canada Atlantic Railway. He said: "In the first place, I purchase everything that is purchased for the road, and there would be nothing of that kind on our road without I knew it."

Mr. CASEY—I did not understand that this had been bought, but only that it had been put on trial, and was in use awhile on a car.

Mr. MORFORD—Then I asked Mr. Donaldson, the master mechanic, if he had this device, and he said "No." Then we asked Mr. Ogilvie, the foreman of the round-house, if he had a device invented by Mr. Deyell, and he said "No." They had one on for about three months, I was informed, but they took it off last fall, for the reason that there were complaints by the trainmen and by the engineers.

Mr. CASEY—Of what nature?

Mr. MORFORD—He did not state. He said that he would write a letter to me and get it here in time for this meeting. Mr. Donaldson, or Mr. Ogilvie, the foreman of the round-house, told me that.

Mr. INGRAM—An objection has been raised as to box cars exceeding 60,000 lbs. What railways in Canada are competent to carry cars of 60,000 lbs. capacity or over?

Mr. MORFORD—I never heard of any that cannot carry cars of 60,000 lbs. or more provided the journals are adapted for it.

Mr. INGRAM—For a car of 60,000 lbs. what sized journal would be required?

Mr. MORFORD— $3\frac{3}{4}$ inch journal.

Mr. INGRAM—For a car of 50,000 lbs.?

Mr. MORFORD— $3\frac{1}{2}$ inch journal.

Mr. INGRAM—For a car of 30,000 lbs.?

Mr. MORFORD—3 inch journal.

Mr. INGRAM—For a car of 20,000 lbs.?

Mr. MORFORD— $2\frac{1}{2}$ inch journal.

Mr. INGRAM—What size would be required for 100,000 lb. car?

Mr. MORFORD—A $4\frac{1}{2}$ inch journal.

Mr. INGRAM—The roadbeds are strong enough in your opinion to carry 60,000 lbs. Then it is really more in the journal than in the roadbed.

Mr. MORFORD—The journal has everything to do with it. The roadbed may be ever so rough, but if the journal is of the proper size for the carriage of the tonnage there is no trouble about getting it over the road.

Mr. CASEY—As to the security of the roadbed; what effect would loose rails have on the carriage of heavy tonnage?

Mr. MORFORD—If there is a loose rail the engine would be the proper thing to detect that. It would turn that rail over first.

Mr. INGRAM—What is the weight of the engines in use on your road?

Mr. MORFORD—We have engines all the way from 65 tons to 105 tons.

Mr. INGRAM—And what is the condition of your bridges and roadbed?

Mr. MORFORD—Our roadbed is in a good condition and our bridges are of steel and iron.

Mr. INGRAM—Do you employ operators of 15 or 16 years of age?

Mr. MORFORD—No, never nothing less than 18 and we prefer to have them 20. Perhaps I can explain that. An employee will have a young man whom he wants to get into the operating department, he comes to me and the first question I put is, how old is he? The answer would be, 16 years old. I reply that "I am very sorry, but we cannot take him on. When he is 17 send him over to me." Well, when the lad is 17