

things. No doubt, however, all the troubles of the mechanical department have been removed by this time.

Mr. Black,—

Some time ago the Grand Trunk made a very exhaustive test on the Eastern Division, between Richmond cross-over compound, and simple Mogul engines, and the result of the test was highly satisfactory to the compound engines, and for that reason I believe the compound engine for freight service to be far superior to the simple engine.

As regards the question of maintenance. When the compounds were first introduced we had considerable trouble with the reducing sleeves, and one thing and another getting out of order which certainly did run the cost of repairs up a little, but as time went on, these little defects were found, and improved upon, until to-day, compound engines will come out of the shop, and give very little trouble until the time it goes into the shop again. Of course, compound engines, to give satisfactory results, must be properly maintained, as there are more chances for the steam to leak than in simple engines, and more parts to get out of order, but if these matters are carefully watched, I think the results of compounds in freight service show up very satisfactorily.

Chairman,—

I would like to hear from Mr. McKenzie.

Mr. McKenzie,—

I am out of it too. Speaking about compounds, I may say that I never ran a compound on a freight train, there were cross-overs on the Grand Trunk in my time, but not in passenger service, as twenty-five miles an hour was about the speed limit at that time.

Mr. McRobert,—

I was wondering if a chain grate would be of any service on a locomotive worked on the same principle as the "Green" stoker.

Mr. Black,—

I am afraid there is not enough room to operate them.

Mr. McRoberts,—

It does not take much room to operate these grates.