

Mr. HARRIS—We do not have many accidents.

Mr. CASEY—It would not embarrass you very much then?

Mr. HARRIS—It seems to me that the men are more careful when there is no provision of this kind.

Mr. CASEY—You said you did not have many accidents. And at the same time you said your railway could not afford to pay this compensation. If you do not have many accidents, you would not have a large amount of compensation to pay.

Mr. HARRIS—That is plain enough.

Mr. CASEY—So that the two statements are hardly consistent. Then, speaking as a railway man, do you think it is a fair proposition to apply to the larger roads, or would you prefer not to give an opinion on that point?

Mr. HARRIS—I was speaking more particularly of my own road and the small roads.

Mr. CASEY—Precisely; we will leave it at that if you prefer not to go further.

Mr. ELLIS—In what capacity were you employed on the Intercolonial Railway?

Mr. HARRIS—As an engine driver.

Mr. ELLIS—In Mr. Maclean's bill there is a provision that it shall be unlawful for any railway company to employ any person as engine driver, who has not been employed for at least five years as fireman on a locomotive engine, or as conductor who has not been employed for at least five years as a brakeman. In regard to that, would you make any observations to the Committee?

Mr. HARRIS—In regard to the branch roads?

Mr. ELLIS—No, I am rather endeavouring to get your experience as an engine driver.

Mr. HARRIS—I went on the I. C. R., working first in the machine shop, then I went out as fireman on the road and worked up to be an engine driver.

Mr. ELLIS—Were you five years as fireman?

Mr. HARRIS—No, sir.

Mr. ELLIS—And you are now manager of the road which you are representing here.

Mr. HARRIS—I am superintendent of the road.

Mr. ELLIS—Do you think there is an absolute necessity for such a regulation? What is your observation in regard to this provision? Engine drivers are promoted from being firemen, or machinists?

Mr. HARRIS—As a rule they go firing and work up from fireman to engineer or engine driver.

Mr. ELLIS—Must an engineer have a certain number of years' experience?

Mr. HARRIS—The intelligence of different men would regulate the thing to some extent, the smartness of the men, but a man ought to have a certain amount of experience before he would be able to take charge of an engine.

Mr. ELLIS—Would he be able to acquire that in five years?

Mr. HARRIS—A man of ordinary intelligence should acquire it thoroughly in five years.

Mr. INGRAM—Could he acquire it in a less time?

Mr. HARRIS—Yes.

Mr. INGRAM—How much less?

Mr. HARRIS—A thoroughly clever man could acquire it in two years.

Mr. MACLEAN—Take an ordinary man?

Mr. HARRIS—I would rather that an ordinary man should have at least 4 years' experience.

Mr. INGRAM—Would the same rule apply to conductors?

Mr. HARRIS—I never ran as a conductor, but I think the same rule would apply.

Mr. ELLIS—The effect of a law like this would be, that a man, no matter how competent, could not be promoted until he had served 5 years.

Mr. HARRIS—I think that would be unjust to the man and to the company.

Mr. POWELL—How would this 5 year provision affect you on the branch lines?

Mr. HARRIS—I would consider it, using a strong word, as absurd.

Mr. POWELL—As a matter of fact how long an apprenticeship have the people you employ in this capacity to serve?