

Mr. WAINWRIGHT—It depends on the amount of freight moving. Sometimes he will get down to \$35 a month.

Mr. CASEY—On the average it does not come to a very high rate of wages a day?

Mr. WAINWRIGHT—Not per day.

Mr. ELLIS—Risk is not considered much of an element in railway employment, is it?

Mr. WAINWRIGHT—I do not think so. Put a new man on as brakeman and I would rather insure his life than that of a man who has been running for 10 years. Take the couplers in our yard. Before we had this fund we used to deal with an Insurance Company and they preferred new men to old men.

Mr. CASEY—I will ask Mr. Tait to take up the running for a few minutes.

Mr. TAIT—In regard to Bill No. 3, clause 1, "equipment of cars and locomotives with air brakes," I desire to say: This clause is very similar to section 1 of an Act passed in the United States Congress on March 3rd, 1893.

"Driving wheel brakes and apparatus for operating train brakes must be used on all engines (passenger and freight) used in interstate traffic, after January 1st, 1898. From the same date no train must be run unless it has sufficient cars braked by power brakes to enable the engineer to control the speed."

Mr. POWELL—That does not require the whole train to be so equipped?

Mr. TAIT—No, sir, just sufficient cars. As cars of the Canadian Pacific are engaged to some extent in the carriage of interstate traffic, but more largely in the carriage of traffic between Canada and the United States, this United States Act necessitates the equipment of a large proportion of this company's freight cars with air brakes within the next two years. In order that we may enjoy the advantage of controlling our freight trains with air brakes in Canada, we intend equipping our freight locomotives (some of them are now equipped) with air brakes and the state of affairs which this clause in the Bill is intended to bring about will, it is confidently expected, be practically accomplished without legislation within a few years. The Westinghouse Air Brake Company to-day controls the situation with respect to the air braking of railway trains, holding as it does the only patents free from litigation for a safe and approved method of air braking freight if not all classes of trains, and therefore if this clause of Bill No. 3 becomes law it will compel the railway companies of Canada to purchase on its own terms from the Westinghouse Company air brake equipment for all their cars and engines. The patronage of the monopoly will be made compulsory. In 1895 there were 2,023 locomotives in use in Canada of which about 1,500 were engaged in freight service and not equipped with air brakes. The expenditure required to equip these 1,500 engines with air brakes at say \$500 per engine represents an expenditure of \$750,000. In 1895 there were 57,447 freight cars of all kinds in use in Canada of which not more than 3,000 cars were equipped with air brakes and vertical plane couplers, leaving 54,447 yet to be equipped. The expenditure required for this equipment at \$70 a car for air brakes and \$20 a car for couplers would amount to \$4,900,230. Representing an expenditure for the equipment of engines and freight cars of \$5,650,000.

Mr. CASEY—These figures are accurate?

Mr. TAIT—Yes, they are the result of our experience. Under this clause the railway companies would be compelled by the 1st of January, 1900 to expend over \$5,500,000 on this equipment.

Mr. CASEY—These figures apply to all the railways in Canada?

Mr. TAIT—Yes, sir. We in the first place admit that air brakes on freight cars are desirable.

Mr. INGRAM—And absolutely necessary.

Mr. TAIT—I cannot say "absolutely necessary" because we have been operating for some time without them. I admit that vertical plane couplers are also desirable. We are anxious to equip our cars and engines with automatic couplers as fast as our finances will permit, but we do object to legislation which will make it compulsory that we shall be called upon to expend, whether the money markets of the world are favourable or not, this vast sum of money within the next two or three years. We want to do it as fast as we can raise the money but we cannot do it unless we can get the money, and to force