

Mr. POWELL—That would be no objection here.

Mr. ELLIS—Is that a thing you ought to have?

Mr. HARRIS—It is not a thing we consider necessary.

Mr. POWELL—I want your opinion as a railway man, so far as regards danger, which would be the best protection in view of danger, the end or the side ladder?

Mr. HARRIS—I think, as a whole, I would prefer the ladder put on the end of the cars.

Mr. POWELL—Do you think that would be safer?

Mr. HARRIS—Yes.

Mr. CASEY—How do you account for the fact that the railway men, through their organizations, have unanimously decided to ask for the ladder on the side instead of the end?

Mr. HARRIS—I suppose that is on account of men who are shunting, and whose train starts, liking to get up by the side.

Mr. CASEY—Would not the men who had to do the work be the best judges?

Mr. HARRIS—It is generally the way in all practical work.

Mr. INGRAM—Do you notice the iron rail on that plan (pointing to the working-men's plan) from the end of the car to the running board to aid men getting on top?

Mr. HARRIS—It is not an important necessity on our road.

Mr. INGRAM—Would it be on the Intercolonial Railway?

Mr. HARRIS—Yes; a good deal.

Mr. INGRAM—Do you think that a man when running on the top would be in danger of tripping over this device, mentioned in bill No. 2, from the side ladder to the running board?

Mr. HARRIS—I suppose men would confine themselves to the running board and avoid this handle altogether. That is to say, I don't think that men are in the habit of running along the side of the car off the running board.

Mr. INGRAM—You never had any practical experience in that line yourself?

Mr. HARRIS—No.

Mr. POWELL—When the trains are in motion, brakemen have to pass from car to car. Which is safer for passing from a flat car to a box car, this ladder on the side or the one on the end?

Mr. HARRIS—In the case of box cars the men just cross the gap between the cars, but in the other—that is on a mixed train—I would consider the end one safer.

Mr. CASEY—I understand you to consider the side ladder has good points in the matter of mounting from the ground?

Mr. HARRIS—Yes.

Mr. CASEY—But that the other might be better in cases of mixed trains, where there are box and flat cars?

Mr. HARRIS—Yes.

Mr. CASEY—A point that was made by a previous witness was that in cases of collision or sudden jamming of the cars a man on an end ladder is in a bad box compared with the other.

Mr. HARRIS—That is true.

Mr. CASEY—Of course it is not a frequent occurrence?

Mr. HARRIS—Not very.

Mr. POWELL—If trains are regularly moving, except on starting, would a man be likely to be climbing the end ladder?

Mr. HARRIS—Not at all, except when signalling for two cars to come together, they might want to climb up.

Mr. POWELL—In such a case they might see the train coming and the ladder would be of use to get off rather than not?

Mr. HARRIS—Yes. And getting up on the end trains would be going exceedingly slow, and there would not be much danger except a man was riding on the end. I don't see much danger on the end more than on the side ladder.

Mr. POWELL—Another thing as respects small roads, is the compensation of employees. What do you think of this: