

Attempts have been made to heat the cars with steam at low pressure, and the front cars are by this means fairly heated, but in a case of a long train the rear cars cannot be made comfortable in this northern climate.

The upper berths of the C.P.Ry. sleeping cars are not only provided with wire attachments to prevent them from closing in case of accident, but unlike most American sleepers they do not close by being pushed into position; they will not close unless the handle is turned.

The frogs used on the C.P.Ry. are all blocked, as are Switches, Guard Rails, etc. Where Railways cross on the same level in Canada the law requires all trains to stop, and he knew of no case in which this law is not carried out (C.P.Ry. = Canadian Pacific Railway).

Mr. Hannaford It appears questionable if the present laws affecting railways, and referring to their inspection, would be improved by a commission whose duty would be to report directly to the Government.

This power is now vested in the Railway Committee of the Privy Council, which sends Government Engineers to examine and report on all questions that may arise, requiring their assistance to explain the position to the Committee.

The speaker has had experience in the working of several of the State Railroad Commissions.

In *Maine*, examinations are made twice each year. These are superficial, and a Report is published, giving the new material used, and general work done.

In *New Hampshire*, examinations of the railway are made only at intervals (and then superficially), it is rarely that the Commission meets, except on the demand of some locality for increased facilities.

In *Vermont*, the inspection is at intervals only, and then superficial.

In *New York State*, the Commissioners do not inspect in detail.

In *Michigan*, the Commissioners attend more to laws regulating railways than to the physical condition of the roads or to the details of structures.

He considered that some of the suggestions made by Mr. Drummond would not be practicable.

That guard rails on embankments between the Main Line rails would be highly dangerous, to derail a train if anything jammed between the rails.

He has always objected to guard-rails on the inside of Main Line rails on bridges for the same reason.

Guard-rails on embankments, on the outside of Main Line rails, would be attended with great inconvenience, and in winter would require removal for purposes of clearing snow, and for shimming.