

Mr. WAINWRIGHT—I do not know that I mentioned that. I suppose that you are referring to the Ontario Provincial Government.

Mr. INGRAM—Some years ago the Grand Trunk Railway established a Provident Insurance Society and in the Compensation for Injuries Act in Ontario your company were exempted because of the fact that you had a Provident Insurance Society?

Mr. WAINWRIGHT—Yes, sir.

Mr. INGRAM—In 1888 or 1889 the Ontario Government sent a list of questions as to whether the employees belonging to the Provident Insurance Society which gave them damages would like the Act to apply to them, and their answer was to the effect that they would like the Act to apply to them. In spite of the fact that they belonged to the Grand Trunk Railway Provident Insurance Society?

Mr. WAINWRIGHT—Yes, sir.

Mr. INGRAM—And the Act has applied to your company ever since?

Mr. WAINWRIGHT—Yes.

Mr. INGRAM—That is what you want to bring out, Mr. Casey?

Mr. CASEY—Yes, that is what I wanted to bring out.

Mr. INGRAM—In respect to the height of cars, Mr. Wainwright, this provision is simply impossible?

Mr. WAINWRIGHT—Yes, sir.

Mr. INGRAM—In regard to your furniture and hay cars?

Mr. WAINWRIGHT—Yes, sir.

Mr. INGRAM—What are you doing with regard to air brakes and automatic couplers?

Mr. WAINWRIGHT—At the present time we are fitting out cars at the rate of 275 to 300 a month. There are already equipped 2,291 cars.

Mr. INGRAM—What would be the result if by law you are compelled to do more than you are doing now?

Mr. WAINWRIGHT—You will compel us to do something that is impossible. If we controlled the Vanderbilt bank we could not put these appliances on faster than we are doing.

Mr. INGRAM—At present you are equipping from 15 to 20 engines per month.

Mr. WAINWRIGHT—Out of 807 engines east of the river 398 are equipped with the Westinghouse air brake appliance, and our engines are being equipped at the rate of 15 to 20 a month.

Mr. INGRAM—Suppose you are forced by law to do it faster what would be the effect?

Mr. WAINWRIGHT—We should have to stop the road.

Mr. INGRAM—This bill provides in section 2 that there shall be side as well as end ladders.

Mr. WAINWRIGHT—Yes.

Mr. INGRAM—Is it not your wish by applying the latest appliances to do away as much as possible with the running on top of the cars?

Mr. WAINWRIGHT—Yes, sir, we expect to abolish all that.

Mr. INGRAM—Supposing you have air brakes and automatic couplers there will be no necessity for men running over trains.

Mr. WAINWRIGHT—No.

Mr. INGRAM—Then it will be incurring extra expense to put side ladders on.

Mr. WAINWRIGHT—Yes, without any reason.

Mr. INGRAM—But the end ladders are useful?

Mr. WAINWRIGHT—Yes, and we fit them on now in accordance with the Master Car Builders' Association rules.

Mr. INGRAM—Though you have the air brake you will still have the regular old-fashioned brake in case of accident?

Mr. WAINWRIGHT—Yes, just as we have on the passenger coach. We keep the brake there because, as the Chairman has said, while it is very exceptional, there will be times when the men neglect the air brake and it does not work.

Mr. MCGREGOR—You have those air brakes there as a supplementary precaution?

Mr. CASEY—Have you got these steps there now?