

Mr. HARRIS—It is generally recognized as a little better paying road than the rest of them.

Mr. POWELL—Have you seen these bills?

Mr. HARRIS—Yes, I saw a copy of them.

Mr. POWELL—Just state any points in favour or against the provisions of the bills. Take first bill No. 2, section 1, providing that cars fitted with air brakes shall be provided with an automatic device so arranged that after the cars are coupled the connection between the brakes and the air pump on the locomotive cannot be broken or the couplings deranged accidentally or otherwise without the knowledge of the engineer. What about that section?

Mr. HARRIS—As far as that is concerned I know of no fairly reliable action in the shape of an automatic coupler at present. This thing is being looked after, but no satisfactory device has yet been produced that I know of.

Mr. ELLIS—Mr. Hudson, who gave evidence the other day, expressed his belief that if there were such a law passed something would be developed.

Mr. CASEY—Mr. Tait of the C. P. R. stated that there was a thoroughly effective device but the objection to it was its inconvenience in coupling and uncoupling cars.

Mr. INGRAM—His objection was that it took too long to recharge.

Mr. CASEY—His only objection was loss of time.

Mr. POWELL—You have heard of such devices?

Mr. HARRIS—Yes.

Mr. POWELL—But none that it would be desirable to adopt?

Mr. HARRIS—None yet.

Mr. POWELL—What is your objection to it?

Mr. HARRIS—The loss of time.

Mr. CASEY—I do not suppose that you have paid any attention to this on a small road; so that really your opinion has not as much weight as if you had given attention to it.

Mr. HARRIS—No. I was employed on the I. C. R. before I went to this road.

Mr. POWELL—Clause 2 of bill No. 2 provides that freight cars shall be of a uniform standard height and of a capacity not to exceed 60,000 lbs. What about this?

Mr. HARRIS—I do not see any special necessity of prescribing a standard of height and capacity for a small road like ours. We have on our road different heights, sizes and capacities of cars. We haul quite a number of American, Grand Trunk, C. P. R., I. C. R. and branch road cars, and these vary very much in height and capacity.

Mr. CASEY—Speak of your own cars. Are they of standard height and capacity?

Mr. HARRIS—They are not at the present time standards.

Mr. CASEY—Are they uniform?

Mr. HARRIS—We only have a small number of cars—two box cars and 33 flat cars.

Mr. CASEY—So that this bill would not apply to your road to any great extent.

Mr. HARRIS—No, sir. The cars that go down our road are cars from the Intercolonial.

Mr. INGRAM—What do you mean by standard—from the coupler down to the rails, or from the top of the car?

Mr. HARRIS—I mean the standard adopted by the Master Car Builders' Association. We only use our cars for local freight, and the other cars we haul are transferred from the I. C. R.

Mr. POWELL—Supposing the other cars were uniform there would not be much difficulty in having yours made uniform with them?

Mr. HARRIS—Not at all.

Mr. POWELL—The provision that cars shall not exceed 60,000 lbs. in capacity would not affect the branch lines, because you have no large cars.

Mr. HARRIS—No, our cars are not of that capacity.

Mr. POWELL—So far as the first principle of this clause is concerned there is nothing that would operate against you.

Mr. HARRIS—No.