Mr. MORFORD—Yes, that is our system. And in addition to that at the top of the car we have a hand rail running along the end and the side of the car which is known as a grab iron, for the trainmen to catch hold of when climbing up the ladder.

Mr. CASEY—So that in that respect your cars already come under the provision of this bill?

Mr. MORFORD—Yes. In regard to paragraph B, providing for arched iron rails, I have the following note:

"Paragraph B is ambiguous. Practice recommended by the Master Car Builders and now in use on some 250 railways on United States and Canadian cars, should be recommended."

Mr. CASEY—State what the practice is that you recommend.

Mr. MORFORD—It is as I have described. A hand rail at the end of the car and the top of the ladder.

Mr. CASEY—Here is a sketch of what is proposed, giving a side and an end view.

Mr. MORFORD—As I understand it, this arched iron rail runs from the side of the car to the running board. That I consider would be dangerous, for the reason that when men are running over the top of a car on the running board they are liable by the oscillation of the car to get a few inches off the running board, and are liable to catch their foot in this arched iron rail, as you call it, and fall between the cars. I know of no road in the United States that has an iron of that description, and we, being a Canadian line, of course are handling cars from the American roads. Their not being equipped with this iron, the employees of the American roads are liable to injury or accident, and we have in the United States a large number of Canadian trainmen, which you know as well as I do. To adopt a device of that kind would not only be injurious to those men, but it would be a detriment in my opinion to the men running in Canada for the reason I have given.

Mr. CASEY—The danger of tripping on it?

Mr. MORFORD—Yes; it comes up just high enough not to be seen in the dark, and a man's foot would get under it.

Mr. CASEY—Could you suggest the construction of a rail of that kind that would not cause danger of tripping?

Mr. MORFORD—No, not unless you adopt the grab iron on the top of the cars I have suggested here, at each side and end, about nine or ten inches long.

Mr. INGRAM—How high should it be?

Mr. MORFORD—Just high enough for a man to grab hold of.

Mr. INGRAM—Two inches?

Mr. MORFORD—Say three inches.

Mr. CASEY—Grab irons are what you have now?

Mr. MORFORD—Yes. In regard to section 5, providing a penalty for failing to comply with the provisions of this Act, I would say:

"Section 5 practically prohibits the use of any foreign cars in Canada and would re-act against any road operating in Canada and throw the business to their competitors, the American roads, unless section 5 refers only to Canadian built cars which are the property of Canadian roads for use in Canada."

Mr. CASEY—Have you any remarks to make upon section 7 providing for compensation in case of injury or death by accident?

Mr. MORFORD—No, sir.

Mr. CASEY—Have you anything to say regarding section 8 providing that the number of employees shall be sufficient to ensure safety?

Mr. MORFORD—Clause 8 I think is covered to a large extent by section 205 of the General Railway Act. Should this section become law it would make it compulsory on the part of the railway companies to keep up their tracks, etc., while section 205 of the General Railway Act of Canada provides the remedy in case a railway or any of its tracks are not in a proper state of repair. I shall read section 205 of the Railway Act:

"Whenever the Minister of Railways receives information to the effect that any bridge, culvert, viaduct, tunnel, or any portion of any railway, or any engine, car, or carriage used or for use, on any railway, is dangerous to the public using the same from