

Q. Five men in a crew?—A. Yes, including the firemen and engineer.

*By Mr. Casey :*

Q. How many trains have you run?—A. From 63 to 70 since the close of navigation. I have run more trains this winter than ever I did.

*By Mr. Ingram :*

Q. How large do they average?—A. All the way from 25 to 50 cars. Fast freight, beef, stock and other cars are made up from 25 to 30 in a train with a 10-wheel engine, rated for 50. Dead freight trains we give the full tonnage. We run our road on the tonnage system. A ten wheel engine is given 1,700 tons of freight but not more than 50 cars in the train, for convenience of getting in and out of the way of other trains. An 8-wheel engine we would give from 1,170 to 1,250 tons, but except with dead freight trains, we don't make them up to the full weight.

Q. You have 65 crews or so; have you any classification of pay?—A. Yes, a brakeman may be promoted as an extra conductor. He gets a train and gets regular pay.

Q. When you employ brakemen are they paid by the day or so much a trip?—A. They are paid by mileage.

Q. Is there no difference between men who have just been employed and men who have been four or five years on the road?—A. No, they get the same pay exactly.

Q. Then there is no classification?—A. A man must serve five years.

Q. Have you read Mr. Maclean's bill providing that a sufficient number of cars shall be equipped with automatic air brakes and couplers to control the train? Have you any objection to section one becoming law?

Mr. MORFORD—As I understand it by this section it provides that a man must run on a railroad five years.

Mr. INGRAM—It is the first section I refer to.

Mr. MORFORD—About air brakes and couplers? Well, I think I have stated that we have them.

Mr. INGRAM—So far as your road is concerned, you have no objection to this section?

Mr. MORFORD—None.

Mr. INGRAM—To subsection "b" have you any objection?

Mr. MORFORD—No objection to that.

Mr. INGRAM—Now, the second section of this bill refers to engine drivers and conductors having to serve a certain length of time. Have you any objection to that?

Mr. MORFORD—Yes; as I take it, that means that a man shall be a fireman for five years before being promoted to be a driver, or brakeman, five years before becoming a conductor. Now the management of a railway company is competent to judge whether an employee is competent to run an engine or competent to run a train as conductor. Some men are brighter than others, and some men are so dull that they would never run an engine or a train. A man who has served two years continuously with other crews and to pass his examination on the rules and regulations in the matter of telegraphic orders, train signals, and so forth, and the superintendent considers he is competent, I think he should say whether that man could run or not. Another thing, our traffic is in the winter at the close of navigation. If that bill passed, would not a man be compelled to work for me on the Canada Southern for ten years at six months a year to get that service of five years? I take it he would have to work ten years, for the bill does not say continuously.

Mr. CASEY—It hardly means that. That is a point which can be settled when the bill is in committee.

Mr. INGRAM—If that is not the effect it would simply mean five years. What is the practice? Are brakemen promoted to conductors, and firemen to engineers short of five years?

Mr. MORFORD—Hardly ever before he has fired or braked that long, because we have enough conductors and drivers on our road—unless we were to have a sickness which would compel them to lay off in a body—to work our road. They come to us and