

Mr. HARRIS—Our road is kept so that the train runs at a perfectly safe rate. We have no trouble getting off the track or injury to rolling stock.

Mr. INGRAM—You consider that to be a good state of repair?

Mr. HARRIS—Yes; for the demands of the traffic on the road.

Mr. CASEY—Let me put that question in another way. Mr. Ingram has asked you if you saw any reason why this should become law. This section has been introduced at the request of the railway employees through their regular channels of organized effort, and they are particular about having it in. Do you see any objection to it on the other hand?

Mr. HARRIS—No.

Mr. CASEY—Do you think it would do any injustice to the railways?

Mr. HARRIS—I would not consider, according to my judgment, that we could do more than we are doing. We keep our road in just as safe a condition as if we were compelled to do it by law.

Mr. ELLIS—I suppose there is comparatively little business in winter time on your road?

Mr. HARRIS—There is a small local business. We get some island business in the way of mails and passengers.

The Select Committee of the House on Bill No. 2, further to secure the safety of railway employees and passengers, and Bill No. 3, to promote the safety of railway employees, met on Wednesday, 12th May, 1897.

Mr. J. B. Morford, Division Superintendent of Michigan Central Railroad Company, was present as the representative of the Michigan Central Railroad Company and of the Toronto, Hamilton and Buffalo Railway.

Mr. INGRAM—How many miles of railway do you control?

Mr. MORFORD—About 550 miles.

Mr. CASEY—Have you prepared any memorandum?

Mr. MORFORD—Yes, sir; I have prepared the following memorandum in regard to section 1 of Bill No. 2, providing that cars fitted with air-brakes shall be provided with a device so arranged that the connection between the air-brakes and the air-pump of the locomotive cannot be broken without the knowledge of the engineer. It is as follows:—

“Should be wholly erased; put in for the benefit of an inventor. Should not be passed, because there is no known device that will fill the requirements of such an act, although there are several devices that inventors claim will do it, but as a matter of fact has not been proven; and if such device could not be produced in the required time, the law could not be complied with. Practically it would prohibit the use of all cars in Canada, either for local or through business, not equipped as specified. It might interfere also with Canadian cars being used in the United States as not being considered safe.”

In regard to section 2, providing for the height and capacity of freight cars, and for certain attachments, I have the following memorandum:—

“The word ‘box’ in the first line should be erased, and the standard height recommended by the Master Car Builders of the United States and Canada specified. The words ‘all box and stock freight cars’ be inserted after the word ‘and’ at the end of the fourth line.”

Mr. POWELL—What insertion is that?

Mr. CASEY—The section would then read, “All freight cars built for use on Canadian railways shall, after passing of this Act, be of the standard height recommended by the Master Car Builders’ Association in the United States and Canada, and all box and stock freight cars shall be provided with the following attachments, etc.” What about paragraph A of section 2, regarding outside ladders? Have you any notes upon that?

Mr. MORFORD—Our equipment on our box cars is all with end and side ladders.

Mr. CASEY—Both end and side?