

Safety on Railways.

Mr. HARRIS—Generally two or three years.

Mr. POWELL—Would it be against the interests of the branch lines to have that provision?

Mr. HARRIS—Yes.

Mr. ELLIS—Against the interests of the men employed on the branch lines, the rising men?

Mr. HARRIS—Yes, very much against their interests.

Mr. CASEY—You have been an engine driver, you say?

Mr. HARRIS—Yes, sir.

Mr. CASEY—Have you had charge of trains with air brakes?

Mr. HARRIS—No, sir; the vacuum brake was in existence when I was on the I. C. R. They changed from the vacuum to the air brake when I was on the other road.

Mr. MACLEAN—Do you know, that they have a law in the United States compelling the roads to be equipped by 1900 with automatic couplers and air brakes?

Mr. HARRIS—No, I was not aware of that law.

Mr. INGRAM—Read the last section of bill No. 2 providing that the number of employees shall be sufficient to ensure safety and keep the road and plant in good repair. Do you always insist that there shall be enough men in each department of your road?

Mr. HARRIS—Yes.

Mr. INGRAM—What number of section men do you have on each section?

Mr. HARRIS—Four men on each section in the summer time and two in the winter.

Mr. INGRAM—How long are your sections?

Mr. HARRIS—Nine miles.

Mr. INGRAM—Pretty long sections.

Mr. HARRIS—Yes.

Mr. INGRAM—Do you find that you can keep up your sections with four men in summer and two in winter satisfactorily?

Mr. HARRIS—Yes, satisfactorily to the speed that we can afford to run at.

Mr. INGRAM—How long is it since your road was constructed?

Mr. HARRIS—About 12 years.

Mr. INGRAM—Have you commenced to relay new ties and put up new bridges?

Mr. HARRIS—Yes, we have put in on an average about 10,000 sleepers every year since about the sixth or seventh year.

Mr. INGRAM—You consider it your bounden duty as a company to keep your roadbed in a proper state of repair?

Mr. HARRIS—Yes.

Mr. INGRAM—For the safety of your rolling stock and your passengers?

Mr. HARRIS—Yes; for the safety of our rolling stock, passengers and employees.

Mr. INGRAM—Do you see any necessity for section 8 becoming law? Perhaps you can get at this as a practical railway man. Have you travelled over railways that you did not think were as smooth as they ought to be for the safety of the rolling stock and the passengers? Do you know of any branch lines that are rough owing to an insufficient number of men being employed on the railway?

Mr. HARRIS—Well, you can take that in more than one way. Of course, when the road is rough, you simply would reduce the speed to make it perfectly safe.

Mr. INGRAM—That would not change the roadbed, would it?

Mr. HARRIS—No.

Mr. INGRAM—Do you know as a practical railway man that trunk lines are obliged to keep a good roadbed?

Mr. HARRIS—Yes.

Mr. INGRAM—Is it not a fact that branch lines sometimes keep up good roadbeds?

Mr. HARRIS—Not as a rule as good as the trunk lines.

Mr. INGRAM—Is that owing to insufficient men or insufficient ballast?

Mr. HARRIS—It would be insufficient ballast in some cases, because it is difficult to get.

Mr. INGRAM—If you had sufficient ballast, would the number of men be sufficient to keep it up which you have mentioned?