

In addition to this evidence, the Committee took note of the petitions—68 in number—received by the House in favour of Bills No. 2 and 3, of which a list is appended.

Your Committee report that they have passed Bills No. 2 and 3 with certain amendments, as in the copies herewith submitted. They also report the evidence, extracts, statements and statistics laid before them, and recommend that the same be printed for distribution.

GEORGE E. CASEY,  
*Chairman.*

Adopted 7th June, 1897.

## EVIDENCE.

The Select Committee of the House upon 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 in the Tower Room on Wednesday, April 28th, 1897.

Mr. WILLIAM WAINWRIGHT, Assistant to the General Manager of the Grand Trunk Railway system, upon being called, stated :—Bill or no Bill the Grand Trunk Railway is certainly doing this work which you call for just as fast as it could do if it had the Vanderbilt money at its back. It is not a question of money. The reason why we do not wish this legislation passed is that these appliances are only made by certain concerns. We are in their hands.

Mr. CASEY—Which appliances?

Mr. WAINWRIGHT—These appliances, brakes, couplers, etc. Our freight cars are being equipped with automatic couplers and air brakes at the rate of 275 to 300 per month, and we have already equipped 2,291 cars. Our superintendent of the car department has instructions to equip these cars just as quickly as he can possibly do it without regard to cost or anything else.

Mr. MCGREGOR—How many cars have you?

Mr. WAINWRIGHT—About 20,000.

Mr. MCGREGOR—At that rate you will have them equipped in how long a space of time?

Mr. WAINWRIGHT—300 a month would be about 4,000 a year. Bill No. 2 calls for cars to be made a uniform height. That has all been done. We spent \$40,000 in 1896 in raising our cars to the uniform height.

Mr. CASEY—When you say that has been done, do you mean that it has been done to the whole of your rolling stock?

Mr. WAINWRIGHT—It has been done to the whole stock. Of course there are exceptional cases in respect of furniture-cars and other cars of an exceptional character, but I am talking of the ordinary cars carrying merchandise.

Mr. CASEY—What is the height?

Mr. WAINWRIGHT—I have not got it here.

Mr. THOMAS TAIT, Assistant General Manager of the Canadian Pacific Railway said :—The Master Car Builders' Association, which regulates all matters of standard, has agreed upon a standard height for the draw bars of freight cars above the ground and it is compulsory upon all railways which are members of that association, which practically includes all railways of the United States and Canada, that after a certain date the draw bars of cars shall be raised to that height. That means that the car body shall be raised to that height on the trucks and any company failing to raise its cars is bound to pay the railway company on whose lines such cars may be the cost of raising them so that practically to-day all freight cars have been raised to a standard height of draw bar. That does not mean a standard height of roof.

Mr. CASEY—Does that mean all over the continent?

Mr. TAIT—Yes, sir, in Canada as well as the United States and Mexico. The height of the floor will be practically the same but the height of the roof will not.

Mr. POWELL—That obviates all possible objection to the automatic couplings.