

Safety on Railways.

man were killed. Actually no one was proved to blame for it, or for the switch which was left open. The engineer to save the passengers stayed on his engine and when it turned over he and his fireman were scalded to death. We took the case up and succeeded in getting \$2,700 for the engineer's wife and \$1,000 for the mother of the fireman, but it was simply a settlement between the Brotherhood of Locomotive Engineers and the company. But still the switch was left open and that man, doing his duty, saved his train and passengers' lives but lost his own life.

Mr. CASEY—In that case you consider there should be compensation?

Mr. HUDSON—We consider that the wife of the engineer and the mother of the fireman should be entitled to so much without begging or praying for it. There are several other cases I could mention; but this is just one.

Mr. CASEY—Suppose that through a failing of the rolling stock, suppose that a wheel breaks or a rail gives way going around a curve, or some circumstances arise quite beyond the control of employees, don't you consider that a fixed compensation should be given to the man who is doing his duty and killed in that?

Mr. HUDSON—Where the company would not be to blame?

Mr. CASEY—I ask, whether the company is to blame or not? Supposing the case of a man doing his duty correctly, according to the rules of his position, and that some of the company's property which he is using breaks down and involves him in injury. Don't you consider he has a right to compensation?

Mr. HUDSON—I do; because these things won't happen without something being wrong.

Mr. CASEY—Then I understand it is the intention of those promoting this bill that companies shall be supposed to have all plant and roadbed which may cause accident in perfect order?

Mr. HUDSON—Yes; we consider it to be in the interests of the public.

Mr. CASEY—I want to ask you about the difficulty of getting insurance.

Mr. HUDSON—Well, I may tell you that to get \$2,000 for death or permanent disability, or \$10 a week for injury an engineer has to pay an Accident Insurance Company \$32 a year, and a brakeman has to pay up before he can get his \$500 or \$5 a week \$32 a year. They are classed in different hazardous positions. Firemen are on the same lines as engineers. Brakemen cannot get life insurance at all, as the straight life companies won't insure them. They will insure engineers, but at high rates. Accident Companies, such as the Hartford, will take brakemen but the old line companies won't.

Mr. CASEY—Have the organizations mutual insurance?

Mr. HUDSON—Yes. The \$4,500 which I had on my life when I lost my hand cost me about \$40 a year, but they would pay the full amount for the loss of a hand, an eye or a foot.

Mr. CASEY—Is that considered a permanent disability?

Mr. HUDSON—Yes. Of course it costs us more. When I lost my hand three engineers between here and Brockville lost their hands and every man got his insurance.

Mr. CASEY—Just now, would you mind telling the Committee how your hand was lost?

Mr. HUDSON—I had a new pair of wheels put in at Ottawa, like last night, and went down to Montreal on a passenger train and very soon a brass ran hot. I was a long time in getting in, and in Montreal I had new brasses put in. Coming back they ran hot again. I had several passengers on board for the Toronto connection and 20 miles from Montreal I got down, oiling them at every stop. My fireman, in order to save a couple of minutes, started the engine when the conductor gave the signal, and I walked along beside the engine oiling the brasses till I had to swing myself on board. I did this at every stop till we got to Buckingham. At Buckingham I was doing the same; but he started the engine a little quicker than usual, and while I was pouring oil in, I tripped over the end of a tie. I dropped through the driving wheels and when I saw they were going to go over my body, I freed myself and the engine went over my hand. That is a case where I never got anything. I never asked anything, and