

Safety on Railways.

Mr. WAINWRIGHT—We put on the er.d steps. They will be useful in the yard in shunting. We never know when the cars are going to be shunted in the yard.

Mr. INGRAM—If you did not have the air brake then you would require your side ladders?

Mr. WAINWRIGHT—Yes, but having the air brake it is not necessary to have side ladders.

Mr. INGRAM—Supposing by law that you were compelled to put on these arrangements faster than you are doing now, what would be the result? What would you have to do?

Mr. WAINWRIGHT—The only thing that I can see is that we should have to stop traffic.

Mr. INGRAM—You would have to reduce expenses in some other way?

Mr. ELLIS—He says it is impossible to do it.

Mr. POWELL—They cannot get the machinery fast enough.

Mr. WAINWRIGHT—It seems to me that there is no use of a discussion when you are discussing something that is not feasible.

Mr. CASEY—I understood that you had no objection to this provision about air brakes and couplers if a discretion were left to the Governor in Council to extend the time. I so understood in personal conversation.

Mr. WAINWRIGHT—I did not exactly put it that way, but I said that if we were compelled by law to accept this legislation we should be put on the same footing as the Americans are putting their roads. The Governor in Council, or the Railway Committee of the Privy Council should have the power on application to extend the time for doing it.

Mr. CHOQUETTE—I suppose you are doing everything that is required to ensure safety on your new cars?

Mr. WAINWRIGHT—Yes; if you make it apply to cars that are hereafter built the provision would not be so objectionable.

Mr. POWELL—In section 7, Mr. Wainwright, there is a provision for the protection of the employees. I wish to ask you this question: Do you consider that brakemen and train hands have a higher rate of wage than people ordinarily employed in the country on account of their skilled labour or on account of skilled labour and risk combined?

Mr. WAINWRIGHT—It is not a question of skilled labour because as a rule we find that the newer a brakeman is the less likely he is to meet with an accident. They are generally old men who meet with accidents.

Mr. POWELL—Do you pay the men higher wages on account of their hazardous employment?

Mr. WAINWRIGHT—The wages are fixed in accordance with the wages paid by the different lines of railway.

Mr. POWELL—As a general thing do brakemen receive a higher rate of wages than other labouring men on account of the hazardous character of their employment?

Mr. WAINWRIGHT—I presume the rate of wages was fixed because the employment was more hazardous.

Mr. POWELL—Do they receive a higher rate of wage than the ordinary wage of employees, labouring men I mean?

Mr. WAINWRIGHT—For the same work they do, but it is not a very much higher rate. They are paid according to trips and sometimes men will put in a great many more hours a day than the ordinary man would put in. If a train man doubles the road, for instance, he will make 16 hours a day.

Mr. POWELL—What do you pay section men, for instance?

Mr. WAINWRIGHT—Section men are paid small wages—90c., \$1.00, and on some parts of the road \$1.25 a day.

Mr. POWELL—Supposing a brakeman were working full time what would he get on the average?

Mr. WAINWRIGHT—He will make from \$50 to \$75 a month if he has lots of work.

Mr. MCGREGOR—That largely depends on the number of trips?