

Safety on Railways.

THE SECOND REPORT

OF THE

SELECT COMMITTEE ON BILLS NOS. 2 AND 3.

The Committee in charge of Bills Nos. 2 and 3, entitled: An Act further to secure the safety of Railway Employees and Passengers, and An Act to promote the safety of Railway Employees, beg to report as follows:—

They have heard the evidence of Mr. A. Hudson, Ottawa, Chairman Dominion Legislative Board of Railway Employees; Mr. A. B. Low, Secretary of the same Board; Mr. William Hughes, Ottawa, ex-conductor, C.P.R.; Mr. T. C. Jones, London South; ex-conductor, G.T.R.; Mr. John McKenzie, St. Thomas, Ont., ex-conductor, M.C.R., representing the Railway Employees; and Mr. William Wainwright, Assistant to the General Manager, Grand Trunk Railway; Mr. Thomas Tait, Assistant General Manager, Traffic Department Canadian Pacific Railway; Mr. Fred Harris, Superintendent New Brunswick and P. E. Island Railway; and Mr. J. B. Morford, Division Superintendent of the Michigan Central Railway Company, operating the Canada Southern Railway; and Messrs. G. M. Clark, Solicitor C.P.R. (who addressed the Committee on the Compensation Causes of Bill No. 2), and H. B. Moore, Montreal, Secretary-Treas. G.T.R. Provident Society; Mr. Pepall, of the local Executive Board of same Society, and Mr. R. P. Leslie, Secy. 4th Division same Society, both of Toronto, and Mr. D. Robertson, Montreal, Secy. No. 1 Division same Society, the latter four being called by Mr. Wainwright, representing the Railway Companies. They have taken note of the legislation of Great Britain and some of the United States on similar subjects, and of the prevalence of accidents to passengers and employees on Canadian railways. A copy of the Bill and extracts from the speech of the Rt. Hon. Sir M. W. Ridley in introducing a Bill in the British House of Commons, providing a scheme of compensation to employees, were put in by the Chairman.

A number of letters were also put in from the managers of different railways, and from railway men's organizations, a list, and copies of which are appended.

Extracts from Hon. L. S. Coffin's statement before a Congressional Committee at Washington, 1892; an article in the Railroad Trainman's Journal; and various tables of statistics were put in and are hereto annexed.

The evidence of the railway employees was practically unanimous in favour of the principal provisions of both Bills. A large number of witnesses of this class might have been procured; but the officials of the Legislative Board of the Executive Committee advised against this course, as they feared that the interests of the men actively employed in railway work might be injuriously affected by their giving evidence before this Committee. These officials, named above, stated that they had been authorized by the representatives of the various organizations of railway men to speak on behalf of railway employees throughout Canada, and to explain why the different provisions of these Bills were asked for.

This Board is elected at a general meeting of representatives from all the different organizations of railway men. They also testify that the Bills in question had been fully considered at the last general meeting of the Dominion legislative board of railway employees, composed of representatives elected by all the railway organizations, and approved of by them in their present shape, with the exception of some details in Bill No. 3, which are changed in the Bill as reported. The Bills were also considered and adopted unanimously by the United Brotherhood of Railway Trainmen of the United States and Canada, in session in Toronto in May, 1897.