

Safety on Railways.

Mr. HUDSON—There is the point. There are not many furniture cars and in days gone by the railways carried it in common cars. Now they build them this size to carry more; but you don't get your furniture carried any cheaper in one than in two cars.

Mr. CASEY—But keep to the point. You say a uniform height is to be obtained by making all cars as high as the highest needed. Would not that be too high for ordinary use?

Mr. HUDSON—Yes.

Mr. CASEY—Then the only thing is to keep them down to the size of refrigerator cars?

Mr. HUDSON—Yes; the Canadian Pacific Railway's refrigerator cars are good average size.

Mr. CASEY—How would that work with American roads?

Mr. HUDSON—They have none that I have seen any larger than the Canadian Pacific refrigerator cars.

Mr. CASEY—Then the Canadian Pacific refrigerator cars are about as large as the American cars?

Mr. HUDSON—About the same size as refrigerator box cars, such as Armour's.

Mr. CASEY—That is all on that point; unless any other member of the Committee wishes to ask anything. I want to ask you particularly about the matter of attachments. In regard to air brakes and automatic couplers, my recollection is that Messrs. Tait and Wainwright agreed to the necessity of applying these, but said they were putting them on as fast as they could. I do not know whether there is anything in that requiring an answer from Mr. Hudson. Just make a general statement regarding air brakes and automatic couplers.

Mr. HUDSON—With regard to the Canadian Pacific Railway, they are doing what is right and will come within the law, and the Grand Trunk under the new management are doing the same; but the small roads are not doing anything, and we claim that the law should be enacted, compelling every road within a certain time to have their cars equipped with these appliances, as in the United States. You will have seen that Congress extended the time, which was up in 1895, for two years. Let the Government make a time and if the work is not done then we won't kick about an extension; but make all the roads do it. The Canadian Pacific is doing it because they have to comply with the United States laws.

Mr. CASEY—Would you be willing to accept clause 3 requiring the use of air brakes and couplers within two years with the understanding that the time be extended from time to time by Order in Council?

Mr. HUDSON—Extended for how long?

Mr. CASEY—For another two years.

Mr. HUDSON—Yes; the employees were very clear on that. They said they would not object to that. They wanted this made law so that they could insist upon the small roads adopting these appliances.

Mr. CASEY—I may tell you that is the proposal which Mr. Wainwright is willing to accept on behalf of the Grand Trunk Railway.

Mr. HUDSON—The Canadian Pacific and the Grand Trunk are not the particular roads we are fighting, but the small roads.

Mr. ELLIS—I would like to call attention to this fact: In New Brunswick a protest has been filed by several very small roads attached to the Intercolonial Railway, or maybe to the Canadian Pacific Railway, but chiefly to the Intercolonial, and really they are in such poor condition and are more convenience than anything else—such as the Kent Northern, the Hillsboro' Road and other roads—that I think they ought to be exempted altogether. Nobody is ever killed there, they go so slow.

Mr. HUDSON—It can be done by Order in Council, when the road is poor or has very small traffic.

Mr. CASEY—Are you willing to agree to have such roads exempted by Order in Council?

Mr. HUDSON—So far as the smaller roads are concerned, but there are roads like the Gatineau Valley Railway, the Kingston and Pembroke Railway, the Ottawa,