

## Safety on Railways.

Mr. CASEY—I understood you to say that the chief officers were an ex-officio board of management of the fund. This board of management is not elected, but ex-officio?

Mr. WAINWRIGHT—It is elective because there are members from each district elected.

Mr. CASEY—How many ex-officio and how many elected?

Mr. WAINWRIGHT—I suppose there are two-thirds officers of the company and one-third elected.

Mr. POWELL—I suppose the officers of the company perform their services entirely gratuitously?

Mr. WAINWRIGHT—Yes.

Mr. POWELL—Supposing some one were to decamp with the funds, who is responsible?

Mr. WAINWRIGHT—That is impossible. The money is all banked with the company. When money is required to pay benefits or death claims a cheque is given on our treasurer.

Mr. BELCOURT—To what extent do you come to the rescue of a man by this society?

Mr. WAINWRIGHT—The moment a man becomes sick he goes to the doctor, who gives him a certificate, declaring him unfit for work, by accident or illness, as the case may be. The doctor attends to him and gives him medicine, and he puts himself on the fund, where he can remain for 26 weeks.

Mr. BELCOURT—How much does he get?

Mr. WAINWRIGHT—In ordinary cases \$6.00.

Mr. INGRAM—From \$3.00 up. It depends upon the class you are in. I will give the maximum and minimum at next meeting.

Mr. CASEY—I want to ask this question: Is there any special allowance in cases of accident?

Mr. WAINWRIGHT—No; he is off duty, and put on the sick list.

Mr. BELCOURT—What about permanent disabilities?

Mr. WAINWRIGHT—If permanently disabled we can pay him off the fund. There are many cases in which men have been so paid off.

Mr. BELCOURT—Is there any rule, or is it left in the company's discretion?

Mr. WAINWRIGHT—It is left to the district committee to inquire into the particular case in the man's district, and the board of management follows the recommendation of the district committee. I have not finished the bill. In regard to the eighth clause, I think it goes without saying that we certainly would want to know who would be the judge as to whether we employed sufficient men.

Mr. POWELL—I am sure the courts of the country are judges of that now.

Mr. WAINWRIGHT—I think they are.

Mr. BELCOURT—That clause does not mean anything.

Mr. POWELL—If any accident should happen the company would be held liable at law, if they had an insufficient force.

Mr. WAINWRIGHT—I think the company are responsible to the Railway Committee of the Privy Council.

Mr. INGRAM—Section 8 is already provided for in the General Railway Act.

Mr. CASEY—You will see that at the next meeting.

Mr. POWELL—It is provided for in the law independent of this clause.

Mr. ELLIS—If I understand Mr. Wainwright correctly, the beneficial feature of the arrangement as regards the men would cease if there was a legal enactment along the lines of this bill.

Mr. WAINWRIGHT—That is my information.

Mr. CASEY—Mr. Wainwright made a suggestion personally to me the other day which I would like him to put in to the committee, as to what would be the proper thing to do in case this Bill passed and was applied to railways generally.

Mr. WAINWRIGHT—If such a clause as No. 7 were passed, I think the suggestion referred to was that a company which had a provision of this kind should be exempted.

Mr. CASEY—That was the suggestion. Did you tell me that you had been consulted before by the provincial government in connection with this matter?