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hidden, and the company has nothing that it should hide from the public, and the Board, and we say "throw everything open, and let the Commission have everything the first thing." Now, when an accident happens, the conductor or other officer or employee of the company who is responsible has to send to the superintendent as soon as possible a report of the accident giving full information and, as far as he can ascertain, the cause; that information may be wrong, but it is his opinion and, as Mr. Carvell says, it may implicate him, but it is only a copy of his report to the superintendent that we ask should be sent to the Board.

Mr. CARVELL: What I suggested was that I am afraid that there might be times when, for that reason, the report would not be of any great value.

Mr. PELTIER: It might not be, but it would be the same report as that which goes to the superintendent.

Mr. CARVELL: I think it will cover everything if a telegraphic report is sent to the Board.

Mr. LAWRENCE: I may as well state what our position on this question is. The proposition we have put in is satisfactory to the representatives of the train-service men. In discussing this matter they wanted the same thing as this committee adopted, but the engine men wanted something different, as they did not think any person in their position should be saddled with the duty of sending a report to the Board. You take the engine men, the section men and section foremen, they do not want to be saddled with that duty, and that is why we said, "conductor or an officer of the company," but as far as the suggestions made by the representatives of the railway companies are concerned, that is not our feeling at all. I want to say, on my word of honour as a gentleman, that Mr. Best made no assertions here that were not correct, and, if I wanted to take up the time of the committee, I could show Mr. Scott that the position he has taken is wrong, in that respect; and I can prove beyond controversy that Mr. Best's statements are correct. I object to these gentlemen casting aspersions upon the representatives of the railway employees.

Mr. SCOTT, K.C.: I say that the railway employees' representatives are making very serious charges which ought not to be made unless they are susceptible of proof.

Mr. JOHNSTON, K. C.: "Every company shall, as soon as possible, after such accident notify the Board by telegraph."

Mr. BEST: Why not say "conductor or officer."

The CHAIRMAN: "Or other employee" do you say?

Mr. BEST: No, "or an officer."

The CHAIRMAN: Then it will read: "Any conductor or other employee or an officer."

Mr. BEST: Leave the word "employee" out.

Mr. LAWRENCE: "Or an officer of the company"—an officer may hear of an accident before a conductor does.

The CHAIRMAN: You want the word "employee" struck out and the words, "officer of the company" put in its place.

Mr. JOHNSTON, K.C.: As a matter of fact, it is an employee, the conductor, who does make the report in the first place.

Mr. LAWRENCE: Yes.

Mr. JOHNSTON, K.C.: Why not leave it as it is: "any conductor or other employee."

Mr. PELTIER: The conductor probably has nine-tenths of all the accidents to report.

Mr. JOHNSTON, K.C.: Let us have that language again.