

Safety on Railways.

we tell them we have nothing to do in summer, and that if we hear nothing against them, no bull-headedness, nor disobedience to orders, we will take them on next winter. If not, we let them go off and say nothing; therefore we are very careful and not a brakeman is hired on our system that I don't see before the train-master sets him to work.

Mr. INGRAM—Therefore I take it, you wish to reserve the right as to when to promote men?

Mr. MORFORD—For this reason, that if we had a labour trouble, I could not handle the traffic, because I have not the men who would be qualified as that bill requires.

Mr. CASEY—I wish to ask a question in connection with what he said in his first evidence as to this benevolent society. Is it purely for hospital treatment, or does it give an allowance to the man while being laid off?

Mr. MORFORD—They give an allowance of \$3.50 a week, besides hospital treatment, nothing in case of death, only we have arranged if an employee is killed or dies from an injury the company pays \$30 of the funeral expenses. We have done that ever since I have been in Canada. I have made an arrangement with an undertaker for this purpose.

Mr. CASEY—Does the hospital treatment apply to cases of ordinary illness as well as accidents?

Mr. MORFORD—To everything. A man gets treatment if he is taken sick, the same as if he is hurt.

Mr. ELLIS—In regard to this matter of employing men the point is raised that railway companies having men a long time in their service take advantage of the younger men coming up to set the older men aside and treat them unjustly by the manner in which they are able to promote brakemen into conductors, and firemen into engineers.

Mr. MORFORD—It is not so with us.

Mr. ELLIS—I suppose railway companies promote men quickly if they are good men.

Mr. MORFORD—If I had a man a year and a half or a year, and he was a bright and intelligent fellow I would put him to work.

Mr. ELLIS—The effect of this law would be to prevent the promotion of capable men. This would prevent any person being employed as a driver or conductor until he had served a certain number of years.

Mr. MORFORD—When I was 17 years old I was just as competent to run a train as when I was 30 years old, and I did run a train when I was 18 years old on the Erie road. We do not want a brakeman unless we can promote him to be a conductor, or a fireman unless we can make an engineer of him.

Mr. INGRAM—Have you ever killed a passenger on your road?

Mr. MORFORD—We never killed a passenger on the Canada Southern Railway since its existence began 27 years ago; not only that, but I have known 18 months at a stretch to elapse without my derrick car being sent out to a wreck.

Mr. POWELL—As to the part of Mr. Casey's bill respecting sick benefits and pension in case of death, the railway interest and the employee's interest are rather antagonistic. The railway interest will be subserved by not giving a man anything.

Mr. MORFORD—Yes.

Mr. POWELL—Your interests are antagonistic in respect to this provision of the bill.

Mr. MORFORD—If a man is worthy we have in some cases made him a present of a month or two months' pay.

Mr. POWELL—Are your interests antagonistic in respect to the clause that regulates the cars?

Mr. MORFORD—No, sir; we would live up to the Master Car Builders' specification.

Mr. POWELL—What is your interest in respect to the condition of the road is their interest.

Mr. MORFORD—Certainly.

Mr. POWELL—You are both interested in having the road preserved as well as possible?