

Safety on Railways.

section men to every 20 or 25 miles of road, as they have had it in the North-west this last winter and previous winters. The roads are undermanned from the 1st of October or November to the 1st of May. The "Rule Book" provides that a man has to go out a certain distance with the flag while the section men are engaged in changing a rail; and if that rule is carried out, and the men were out with the flag, there would be no one to do the work. So far as the operators are concerned, we consider that there should be more of them on the line, and that instead of boys they should be men. There are too many boys employed as operators at night. They put a boy 15 or 16 years of age on operating at night. You all know what boys are for sleeping. It is impossible for a young man growing to keep awake at night-time. They are employed simply because they can be got cheaply. The companies will not allow a man to be a conductor or an engineer until he is 21 years of age. Why should they allow him to be an operator? We consider that the same law should apply to an operator as to an engineer or a conductor. All we ask is to have sufficient operators for the road to be run without undue risk. The clause was not intended to help the strikers. We simply wish to have a sufficient number of men to carry on the road successfully.

Mr. CASEY—Can you mention any accidents that you have known to occur through the undermanning of the roads?

Mr. HUDSON—Yes, I could give a number of them; but I did not come here for that purpose. I do not wish to say anything of that kind to influence this committee.

Mr. CASEY—We expect you to give us all the information you can.

Mr. HUDSON—I will hand you something in writing. I want to be exact.

Mr. CASEY—The plan produced by the railway employees shows the end of a car with two iron handles about two feet long and about two feet from the bottom of the car in a diagonal position, almost horizontal. A brakeman going between the cars for the purpose of coupling while the train was in motion would support himself with these handles while operating the pin or the coupler, and would not fall if he tripped over a tie?

Mr. HUDSON—Yes, that is right.

Mr. CASEY—A man climbing from a flat car on to a box car with the proposed attachments would catch the handle above referred to with his left hand, throw his right foot and arm on to the side ladder and so climb up to the roof. If he fell he would fall clear of the track, whereas with the end ladder if he fell he would fall between the cars.

Mr. HUDSON—Yes.

The Select Committee on Bill No. 2, further to secure the safety of railway employees and passengers, and Bill No. 3, to promote the safety of railway employees, met on Tuesday, May 11, 1897.

Mr. Fred Harris, superintendent of the New Brunswick and Prince Edward Island Railway, was called.

Mr. ELLIS—What is the length of your road?

Mr. HARRIS—It is thirty-six miles long.

Mr. ELLIS—Is it operated as an independent road?

Mr. HARRIS—As an independent road, as a company road.

Mr. POWELL—Would your road be fairly representative of the branch railways in New Brunswick and the Maritime Provinces?

Mr. HARRIS—Yes, of that class of railways. There are heavy traffic roads like coal roads that would not compare with ours.

Mr. POWELL—Outside of the coal roads it would be fairly representative?

Mr. HARRIS—Yes, fairly representative.

Mr. POWELL—Of what are known popularly there as branch railways?

Mr. HARRIS—Yes.

Mr. POWELL—Both as respects length and traffic?

Mr. HARRIS—Yes.

Mr. POWELL—And I suppose yours is more paying than the others?