and some not a foot high. This rail is our protection, and if it becomes law we are satisfied that it will become universal.

Mr. CASEY—Clause 1 of bill No. 2 provides for an automatic arrangement connected with the air-brake to notify the engineer if there is anything wrong with the brake. We were told the other day by Mr. Wainwright and Mr. Tait that if the brakes were properly tried before the train started there was no possibility of their going wrong afterwards.

Mr. HUDSON—I do not agree with them.

Mr. CASEY—What have you been?

Mr. HUDSON—I have been a locomotive engineer for 15 or 16 years. In the first place, there are angle cocks in each pipe at the end of each car or at the back of the tender. When the cock in the pipes is open, the handle is supposed to be straight in line with the pipe; when it is shut, the handle is supposed to be hanging down. I was pulling a train with Mr. H. B. Spencer, ex-Superintendent of the Canadian Pacific Railway, and now General Manager of the Hull Electric Railway Company, in the engine. We had hold of an excursion train out of Smith's Falls. The brakes were tried there. I came into Carleton Junction, and I tried my brakes. When I came to the semaphore, and found that I had no brakes except on the engine, I reversed my engine. Somebody, after these brakes had been tried, had turned that cock and cut off my connection with the train. There are several other cases which have been brought to the public's notice as well as to the notice of the companies, where trains have run past stations. I can refer to one case at Buckingham. The engineer tried to stop his train at Buckingham, and ran a mile before he could stop it. Tramps get on between the train and the tender, and there is nothing to prevent them from turning that cock; and if that is done there is nothing to notify the engineer until he comes to apply his brakes. With that safety device the cock could not be turned without the engineer's assistance.

Mr. CASEY—Whose device is that?

Mr. HUDSON—It is Mr. Deyell's of St. Thomas. There is one being worked on the Canada Atlantic Railway now. There is an arrangement with the valve in the coupling of the hose, so that when the hose is coupled it opens the valve, and when the hose is uncoupled the valve is closed. The uncoupling of any of this hose blows the whistle on the engine. I think if this bill were adopted there would be several other devices brought out. In the past the companies have refused to adopt this device, because they hold the Westinghouse Company responsible for anything that might happen from a failure of their brakes. The Westinghouse Company would not adopt this device; therefore the companies refused to adopt it. They would adopt anything that the Westinghouse Company put on.

Mr. CASEY—Mr. Tait told us that if Mr. Deyell's appliance were adopted, it would cause great inconvenience in cutting out cars because the pressure would have to be reduced to a certain number of pounds before a car could be uncoupled.

Mr. HUDSON—In the operation of trains the first consideration should be safety. A few minutes' time does not amount to anything if it is going to do anything which will protect the lives of passengers and railway employees. We admit that Mr. Deyell's device takes a little more time than the present system. All you have to do now is to jerk the hose apart and it is uncoupled, but in the other case the engineer has to put on the air to unlock Mr. Deyell's device, then lets his brakes off and the thing is uncoupled. I will admit it takes a little more time, but safety is what we are looking for—the safety of the public and the safety of the employees. We are not taking the time into consideration at all.

Mr. CASEY—You consider that some better device would probably come out?

Mr. HUDSON—Yes; I consider the Westinghouse Company has perhaps something better adapted to the purpose, but they may not be prepared to put it on.

Mr. ELLIS—Suppose the Westinghouse Company were not to adopt these things, or suppose they were adopted by the railways, the Westinghouse Company would no longer guarantee their apparatus.