

Safety on Railways.

Mr. INGRAM—The objection has been made by some employees that the railways discharge old men and employ new men at a lower wage, and Mr. Tait says this is not a fact. I believe Mr. Wainwright will say the same.

Mr. WAINWRIGHT—Not to my knowledge; there is no such practice on our road.

Mr. TAIT—Every employee of the C. P. R. has a right to appeal through his superior officers to the president if he thinks he is severely dealt with. Not only personally can he appeal but our men take up cases themselves, and I have yet to know of a case where our company has punished a man unless they find he deserved it.

Mr. INGRAM—I would like to ask Mr. Wainwright a question to work in with this: Since Mr. Hays became general manager has he not been trying to abolish what is known as the general grievances committee?

Mr. WAINWRIGHT—I believe Mr. McGuigan, our general superintendent, who deals with that, last time the men were in Montreal told them he did not want them coming periodically. He was willing to hear them personally. They used to come once a year and submit a string of questions, the hearing lasting two or three days. He said to them, "I am on the line all the time and the men can come to me at any time." He wants to discontinue it as an organized committee.

Mr. TAIT—I want to give some more information on the point raised by Mr. Ingram. There is not quite one per cent of our men juniors receiving the junior rate of pay. There has been a comparatively slight increase in traffic for several years, and as a result few new men have been employed, indeed some men have been set back—and all are receiving senior rate of pay. With regard to a casualty fund we have considered it, but we thought that in the interests of the men they would receive more benefit without it.

Mr. POWELL—Down in the Maritime Provinces the railways are small, and they have not taken up this matter. I do not think there are any automatic couplers or air brakes except on the Intercolonial, and I would like to ask about the matter of cost. Supposing the cars are not a uniform height, is there any mechanical difficulty in applying automatic couplers?

Mr. TAIT—The draw bars must be of the same height and of the same variation?

Mr. POWELL—Has the height of a floor to be considered?

Mr. TAIT—The draw bar or coupler height is what is taken into account. The application of vertical planes to automatic couplers was the reason of the Master Car Builders' Association adopting the standard height to make the couplers work right.

Mr. POWELL—Is that difficulty so great?

Mr. TAIT—I say the difficulty is not in regard to the draw bar height, but the roof height. The standard height is for draw bars and it is not difficult to change that. The charge by one railway for raising the car of another, which is done by placing small blocks underneath, is \$1, fifty cents per end.

Mr. CASEY—We will now get on to bill No. 2, and we would like to hear what you have to say regarding it.

Mr. TAIT—In regard to bill No. 2, clause No. 1, relating to an automatic device in the hose coupling to prevent derangement of air brakes, I have drawn up the following memorandum:—

"The railway companies have never felt a need for such a device sufficient to warrant the expenditure which would be involved in equipping our cars with it. According to the latest design of air brake angle cock the handle when in open position, that is brakes operative, is in line with the train pipe and therefore cannot become deranged unless by the act of someone who desires to interfere with the working of the brakes. If all cars are equipped with the only known device to accomplish the results described in this clause great delay and inconvenience would be experienced in the making up and breaking up of trains and in taking into trains or setting out of trains of cars and engines, for on trains equipped with such a device no car can be set out until the air pressure in the train line is reduced from 70 lbs. to the square inch to the pressure of the atmosphere, leaving the brakes on all cars set."

Mr. CASEY—One moment; do you mean the device mentioned a few minutes ago?