

## Safety on Railways.

Mr. POWELL—With the side ladder alone it would be impossible to get to the top of a box car from a flat one.

Mr. CASEY—I call the attention of the Committee to the fact that on the plan showing what the gentlemen promoting the bill ask for, there is an arrangement at the end to enable men on flat cars to get on the side ladder. I take it for granted that these diagonal grab irons are to enable men to slip around.

Mr. POWELL—I suppose they are similar to those on this model.

Mr. CASEY—I want to ask you about the automatic alarm arrangement, to notify the engineer when anything goes wrong. Are you putting on anything of that kind?

Mr. WAINWRIGHT—No. As I stated before, we never found anything of that kind which we considered would be of any utility. We examined the device supplied to us, and it was condemned by our master mechanic.

Mr. CASEY—You have only tried one?

Mr. WAINWRIGHT—That is all. If anything goes wrong with the air brake the train is stopped at once under the present system.

Mr. CASEY—That is just the difficulty. Suppose the air brakes do not work when called on?

Mr. WAINWRIGHT—It is a very exceptional thing.

Mr. TAIT—It is an automatic brake. If anything goes wrong the brake stops the train.

Mr. CASEY—That is where fault is found with it. Take the accident at St. Thomas, for instance.

Mr. INGRAM—But you have not proved that they tested the brake before leaving Port Stanley.

Mr. CASEY—But they did not know till they wanted to put them on that they were defective.

Mr. INGRAM—They never tested them, and if they had the accident would not have happened.

Mr. WAINWRIGHT—That would happen with any device if the men were negligent.

Mr. INGRAM—I refrained from bringing that point up in the House several times, in order not to bring attention to the negligence of the men, but now that we are in committee I may state it. If the brakes were tested that accident would never have occurred. No matter what device is employed unless it is properly inspected the same thing would occur.

Mr. WAINWRIGHT—It is the negligence of the men and not the devices that are to blame.

Mr. CASEY—I understand, Mr. Wainwright, there is no effective device for the purpose. Would you have any objection to put anything on if it was found?

Mr. WAINWRIGHT—I could not say. We would not be willing to be put to unnecessary expense when we have the best appliances of the day.

Mr. POWELL—What is the object and nature of these appliances?

Mr. WAINWRIGHT—We have only had one presented to us, and we attempted to work it, but it had no effect.

Mr. INGRAM—It would be in the interests of the company if any device which could not be tampered with by flying stones or tramps were brought out, to adopt it?

Mr. WAINWRIGHT—I cannot say at the moment. I am willing to go this far, that anything we find either in the interest of public safety or our own interests in working trains, we are always ready to adopt, but we must be the judges.

Mr. INGRAM—My point is, supposing that for any reasonable expense in doing away with the danger of tramps turning the brake or a stone striking it you would be willing to adopt any device.

Mr. WAINWRIGHT—Certainly.

Mr. INGRAM—But you would not like to be restricted to any particular device?

Mr. WAINWRIGHT—No, certainly not.

Mr. CASEY—Now, I want to bring out your opinion about the compensation clause.