

Mr. CASEY—Suppose a car was standing on a siding at an acute angle with the track on which the car in question was moving; might not the corner of that car catch the man?

Mr. HUDSON—The law provides for that. It provides that a car can only be so far out and there must be a clear space from one track to the other.

Mr. CASEY—If it does not stand far enough to clear the law has been violated?

Mr. HUDSON—Yes.

Mr. CASEY—Then Mr. Tait told us that the car with the end ladders has been adopted by the Master Car Builders' Association and has become universal on this continent.

Mr. HUDSON—That is perfectly right.

Mr. CASEY—He says that this being the case a car equipped as you propose would be particularly inconvenient for men accustomed to the other kind of car.

Mr. HUDSON—The Master Car Builders' Association is composed of railway officials and they are protecting their interests, or what they think their interests, and not the interests of the railway employees. We are seeking to protect ourselves and we say we cannot be protected in any other way. We have adopted what we consider to be right and just for the safety of railway employees. As a body of railway employees representing all classes and men who have railroaded for 20 years, we have now laid before you a bill we consider in the interests of and for the safety of railway employees. I think if the views of the Master Car Builders' Association were carried out they would conflict with our wishes.

Mr. ELLIS—You do not seem to meet the point made by them. You make it appear that there would be some antagonism between you. This Master Car Builders' Association's idea is to have proper cars and they are as much interested as anybody else in saving railways from accidents. It was urged with great force that our cars going to the United States and having different appliances would cause confusion.

Mr. CASEY—Or rather their cars coming here.

Mr. ELLIS—Yes, the interchange of cars.

Mr. HUDSON—There are two cars in the United States with side ladders to one with end ladders.

Mr. CASEY—I want to hear your answer to the point as to the inconvenience of interchanging cars. A point that these gentlemen made in general terms was, that men accustomed to the end ladder would find themselves at a loss on a car which had only the side ladder.

Mr. HUDSON—In answer to that question I will state right here that the same conditions exist in the United States. Some organizations have adopted the side ladders and cars for the reason that I have stated. Here is a car and the train is moving at five miles an hour, the man has to catch hold of that handle there and swing himself around to the end of the car in order to climb up while with the side ladder he has only to climb up. There is everything in favour of the side ladders and nothing in favour of the end ladders.

Mr. CASEY—Suppose men were accustomed to handle cars with end ladders would they find themselves at a loss in handling cars with side ladders?

Mr. HUDSON—No, they are handling both to-day on every railway in the United States and Canada. The C.P.R. and Grand Trunk have both classes of cars and so has every road that I have seen or travelled over.

Mr. CASEY—As a railway employee do you consider that there is a real necessity for this arched iron rail handle on the top of the car?

Mr. HUDSON—Yes, that is one of the strongest points that the railway employees insist upon.

Mr. CASEY—It was thought that men accustomed to use cars with that iron railing on would be at a loss when they came to brake cars which did not have it on.

Mr. HUDSON—No, I do not think that would be the result. They would know what roads had these irons on, and they would govern themselves accordingly, just as they do with the different brake wheels. There is no system for that at all. They go out to put on the brake in the dark; they feel for it; some are two or three feet high,