

Safety on Railways.

he comes in and we let him learn telegraphy and when he is perfect in our system and can pass an examination on the rules after serving an apprenticeship, we will take care of him as an expert telegrapher.

By Mr. Casey :

Q. That is after he is 18 years old?—A. That is after he is 18, and if he has applied himself to his study with merit.

Q. But he cannot be an employee until he is 18?—A. No; nor can he be a fireman, driver, nor conductor until he is 21.

By Mr. Ingram :

Q. How many freight cars have you on your road?—A. Twenty-five hundred freight cars.

Q. Does that count simply the Canada Southern and lines, or does it take in the new road?—A. No; we have with the new road say 2,700 freight cars.

Q. Now, out of that 2,700 cars, how many are equipped with air brakes and automatic couplers?—A. In three years we have equipped 1,858.

Q. Have you reduced the train service owing to these appliances?—A. No; we have taken off none.

Q. Do you need many cars under control of air brakes in your trains?—A. Not very many.

Q. What is the proportion?—A. We would have about 13 cars with air brakes to hold a train of 30 to 35 cars, but we could easily get more, because we handle many United States cars—50 per cent of the through cars are American—and that would give us a train of from 30 to 40 cars, and about 25 cars with air brakes. We make a point where we have so much dead freight to hold them at division points, and fill in fast freight trains with them.

Q. So you have not an average of one train a day without air brakes?—A. Not that. Not one in 25 has to be braked by hand, and that is an ordinary dead freight or coal train, and runs from 20 to 25 miles an hour, therefore we keep the same number of brakeman on we always had.

Q. Out of the 250 railways in the United States, none have adopted these arched iron rails from the side of the car to the running board?—A. None that I know of.

Q. Would it be good judgment, in your opinion, for Canada to adopt a thing that 250 railways throughout the United States refuse to adopt?—A. No; I think I expressed that in my statement.

Q. For the reason that you think it would be dangerous?—A. Yes; not only dangerous to our men, but to men coming from the United States.

Q. And with respect to insurance; does this insurance you speak of apply to trainmen?—A. To all who are members.

Q. There are two insurance schemes, this one and the Shops Insurance Club?—A. Yes, they have an arrangement between themselves to take care of each other in case of accident through machinery; but we contribute nothing.

Q. Now, how is the money taken out to keep the other up in the operating department?—A. It is deducted from the pay roll opposite the name of each man. On entering the service he signs an agreement to become a member of the Railway Hospital Association and for that he pays in to the Treasurer of the Michigan Central the sum of 50 cents a month, and we pay over to the Treasurer of the Railroad Hospital Association this money as soon as pay day comes and the paymaster remits it.

Q. Is it compulsory?—A. No. We of course urge every man to join for his own protection. We have many young men whose homes are far away and we wish to have them taken care of. When a man is employed we tell him all this and it is rarely that a man does not say, "Put my name down." Since we have taken over the Toronto, Hamilton & Buffalo Road, Mr. Orr has gone over and got over 90 per cent of the men as members. Every man took it up at once, seeing it was a good thing and they could afford it.

Q. About how many freight crews do you run?—A. I have run since the close of last navigation up to the first of this month from 63 to 70.