

they never offered me anything since. I considered I was to blame myself, and that I was taking risks.

Mr. CASEY—Do you consider that sending out engines with imperfect fittings?

Mr. HUDSON—No; I was to blame. I had a right to detain the train and report the cause; but I was trying to get my train in on time. There is a lot of red tape about these things, and a lot of letters written about being late, and I wanted to avoid that by being in on time.

Mr. CASEY—It seems the Grand Trunk have an Insurance and Provident Society, to which Mr. Wainwright says they pay \$10,000 a year. He claims that this Insurance and Provident Society and the payment by the company to it should exempt that company from the operation of clause 7 which we are discussing. Do you know anything about what the Grand Trunk men think of it?

Mr. HUDSON—Grand Trunk men are opposed *in toto* to the system. There is no satisfaction about it. They pay in while on the road, and when they go off it is done. It is a source of annoyance. Indeed, while Sir William Van Horne was talking about an insurance society on the Canadian Pacific Railway, I pointed out to him that the Grand Trunk men were opposed to it. We talked for over an hour, and he came to the conclusion that I was right, and would have nothing to do with it. By this petition you will see the Grand Trunk men are very much opposed to that system.

Mr. ELLIS—At our last meeting we had Mr. Wainwright before us, and this is what he said about the society we are discussing: "In regard to this I will say that it will very seriously hurt us, for the reason that we have at present a Provident Insurance Society, to which the Grand Trunk Company as a company contributes \$10,000 per annum. That society numbers about 15,000 men. They are provided with doctors all over the country in sickness, and have an insurance fund in case of death. We took some years to make it popular, and to-day I can say, speaking with authority as vice-chairman, that it is popular, and gives to our men what neither legislation nor anything else could give. It does not deprive them, if they have a case, of going to the courts, and we are sued occasionally by our men. They have a sick benefit of six months, and on death the heirs are entitled to a certain sum. If this bill passed we should have to give up the society."

Mr. HUDSON—That is just what the men want. Here is where the dissatisfaction comes in. Suppose I am an engineer, and am off for six weeks. They send me a check for three or four weeks' benefit. I have to keep my mouth shut, for if I do any kicking I suffer.

Mr. CASEY—This company is under the control of officials entirely?

Mr. HUDSON—And they pay what they think fit to pay.

Mr. ELLIS—But Mr. Wainwright told us that they have committees in each district, and the compensation is fixed by them.

Mr. CASEY—I shall read from the Constitution and By-laws, beginning at section 31: "(13.) The Committee of Management shall consist of four members nominated from time to time by the Board of Directors of the Grand Trunk Railway Company, and of the following officers for the time being of the company, viz.: The General Superintendent, Chief Engineer, Superintendent of Motive Power, Superintendent Car Department, Superintendent of Hamilton Foundry, Treasurer of the Grand Trunk Railway, General Freight Agent, General Auditor, General Passenger and Ticket Agent, and General Purchasing Agent, and of two members to be nominated by each Local Executive Committee." That provides for four members appointed by the company and two members appointed by each Local Executive Committee. Then it goes on:

"(14.) To each district there shall be appointed a medical officer, and the company's chief medical officer at Montreal shall be entrusted with the duty of generally superintending the medical affairs and staff of the association."

Mr. HUDSON—There is nothing there that tells you what it is.

Mr. CASEY—" (25.) The company's system shall be divided into sections, the number and extent of which shall be determined by the Committee of Management.

"(26.) There shall be a Local Executive Committee in each section, the members in the section electing seven members in the committee, to be elected by ballot fourteen (14) days prior to the annual general meeting."