

AFTERNOON SESSION

The committee resumed at 4 o'clock p.m.

The CHAIRMAN: Gentlemen, we will proceed.

Mr. HANBURY: I would like to secure from the chairman the information whether you have any record of the amount of overtime paid to employees?

Hon. Mr. FULLERTON: We have it, but of course, it is all over the system.

Mr. HANBURY: Can you give any estimate of what percentage of the total it would amount to?

Mr. HUNGERFORD: With employees who work by the hour it would be small; train service employees naturally run into overtime according to the length of their run.

Mr. HANBURY: Generally speaking, the policy of the company is not to encourage overtime?

Mr. HUNGERFORD: Quite.

Sir EUGENE Fiset: I asked at the last meeting if I could possibly get a report on the expense of the train between Campbellton and Matapedia.

Hon. Mr. FULLERTON: Yes, I have it here.

Question by Sir Eugene Fiset: I would like to know exactly the operating expenses between Matapedia and Campbellton since the terminal has been abandoned. I would like to know the expenses per year since 1930, and also what it is costing the railway at the present time to transfer the mail from those two points?

Answer to train terminal operation: The operating expenses in question between Matapedia and Campbellton form part of the operating expenses between Campbellton and New Carlisle. It is therefore impossible to state precisely what they amount to. A mileage pro-rate of these train operating expenses between Matapedia and Campbellton amounted to \$6,600 for 1932 and \$6,300 for 1933. The closing of Matapedia as a terminal, however, led to substantial economies in terminal expenses so that notwithstanding the additional twelve miles run by each train, there is a net economy of at least \$14,000 per year.

Answer as to transfer of mail: The transfer of mail at Campbellton to and from points on the Gaspé lines is incidental to other station work and no increase in staff was occasioned. The changed method of operation has resulted in a saving in mail transfer at Matapedia of \$720 per year.

Mr. HANBURY: In previous years there has been some discussion about the ownership of the Rail and River Coal Company in Ohio. I was wondering whether the Canadian National still owned it and are operating it or whether they are trying to dispose of it.

Hon. Mr. FULLERTON: No, we are not disposing of it; we are still operating it.

Mr. HANBURY: Are there negotiations for the disposal of it?

Hon. Mr. FULLERTON: It is the policy of the company to continue the operation.

Mr. HANBURY: There is another question, and that is in connection with the basis for carrying the mails between the C.P.R. and C.N.R. Could you give me any information in that respect?

Hon. Mr. FULLERTON: There are standard rates agreed upon between the railways and the Post Office Department, and the Post Office Department awards contracts.

Mr. HANBURY: What is the basis for apportioning the carrying of the mail?