

Mr. PRICE: Mr. Chairman, it might not properly be termed a pension, but we might call it a gratuity or something, but the railway does contribute to these men. That cannot be denied. That has been done, and I have got the proof of it right here.

Mr. POWER: Let us have it.

Mr. PRICE: It has been done, and it is unfortunate. I have nothing against those who are getting it; I am glad they are getting the money; but there are cases of men who through some slight error of some description—a little shortage of time—that are kept out of it.

Hon. Mr. FULLERTON: I perhaps made too wide a statement. I said that gratuities were only granted for a month or so. As a matter of fact, sometimes in hard cases a gratuity of \$25 or \$30 a month is granted for a limited period—generally one year.

Mr. PRICE: Mr. Chairman, where is the excuse for giving the money to some and not to others. There are hard cases all through. We find none of these—contributions I may term them—going to any of the lower men, it is usually an official.

Hon. Mr. FULLERTON: You are quite mistaken about that.

Mr. PRICE: That is according to the record I have here.

Hon. Mr. MANION: In view of the discussion on pensions, I think it would be well to put on the record, for the information of the committee, what it is costing the Canadian National Railways for pensions at the present time. According to the figures handed me, the total expenses of the C.N.R. for pensions last year was \$3,080,011.86. The C.N.R. paid out in pensions last year, over \$3,000,000. I think it is a good thing to have that on the record.

Mr. PRICE: Have we the amount of what is paid out in what might be termed the regular payments; that is, paid out in gratuities?

Hon. Mr. MANION: That is included in this figure.

Mr. HANBURY: Have you the number for the year?

Hon. Mr. MANION: Yes; the number receiving pensions from the C.N.R. is 3,250; the number receiving pensions from the I.C.R. and the P.E.I. fund is 1,661, a total of 4,911, and the total payments amounted to \$3,080,011.86.

Mr. HANBURY: To those should be added the 682 who are pensionable, but are not receiving their pensions.

Hon. Mr. MANION: They are receiving their salary.

Mr. HANBURY: Yes.

Hon. Mr. EULER: If this discussion is finished, I should like to bring up a matter which I think is of some importance. The Chairman of the board said a moment ago that he regards it his duty to save as much money as possible for the railway. With that I am in full accord; but I am also sure that it is not the feeling of the chairman in trying to exercise economies that either a moral or legal injustice be done to anyone. I should like to discuss for a moment a matter which I have discussed in the house on a number of cases, and that is in regard to the debenture holders of what was known as the Toronto and Suburban Railway, and which I think later became known as Canadian National Electric Railways.

Hon. Mr. MANION: Guelph Suburban.

Hon. Mr. EULER: A line that runs from Guelph to Toronto, and which now abandoned. Under the old Mackenzie and Mann regime, \$3,000,000 was obtained from stock debenture holders. The line was later abandoned, and now the proposal is made that the bondholders be paid off at 25 cents on the dollar. I think there is an amount in the estimates—to pay off the bondholders on that basis. I have always contended this, that the people who subscribed for