

upon a payment of an annual premium of \$8.75, payable per quarter, and the policy which it would give covers not only accidents happening during ten hours of work, but all the accidents that could happen during the twenty-four hours of the day.

The insurance system put in force by the Allan Line is, then, onerous for the insured workmen; moreover, it has the double defect of being compulsory, and of being completely beyond the control of those interested, who are not in possession of any document establishing their claim.

GRAND TRUNK RAILWAY INSURANCE.

The Grand Trunk Railway proceeds otherwise, and has obliged its workmen to form themselves into a provident and assurance society.

For the provident society the employés are obliged to pay according to their occupations a monthly sum of 40 or 50 cents. The Grand Trunk Company contributes yearly to this fund a sum of \$10,000 (page 522, Ont.) The assured, in case of inability to work caused by sickness or by accident, receive an indemnity of \$3 a week for twenty-six weeks, and if the malady continues longer, and on declaration of a physician that the sick man is incapable of working, the latter receives a sum of \$100. If the incapacity to work is total the assured man can receive half or some part of his insurance (page 123, Que.) The first section of the sixth chapter of the rules of the society says that the member who shall have received one of these last compensations will have no more right to any indemnity for sickness.

The assurance in case of death is based upon the assessment principle, and is explained at page 121, Que.

This Grand Trunk Provident Society is entirely governed by the Grand Trunk directors (chap. 9 and 11 of the Rules), and the employés have absolutely no control over the management of the funds which they contribute. In fact, the Grand Trunk directorate has reserved to itself entire control of this assurance, although the company contributes only 20 per cent. of the total receipts of the funds for the sick.

Almost all the Grand Trunk employés who appeared before the Commission protested against this compulsory provident society. For the rest, this society is established outside every economic theory.

Out of the number of causes specified in the fourth report of the "Commission of enquiry into provident societies" in England, 1874, as having brought these societies to failure, we find :—

2 The mistaken system, still followed by many societies, of imposing uniform contributions, without regard of the age of the person joining.

That is the system followed by the Grand Trunk. The workmen are not opposed to the provident principle, but they wish a scheme based on something solid, and of which they may have control.

The Grand Trunk Provident Society can live only by the company's subscription. It is neither the work nor the affair of the employés, and it lacks completely that cohesion which we find in societies solidly constituted.

The insurance system followed by the Grand Trunk is very simple, but it is wrong in not being established in such a way as to permit the establishment of a class only when the lower class is complete. Thus, according to the testimony of the secretary of this insurance society (page 121, Que.), the two highest classes—A, \$2,000, and B, \$1,500, do not contain enough of members, so that the sums assured attain a maximum. In the interest of the employés one class ought to issue completely formed from the class immediately below.

The Grand Trunk Company, in consideration of its subscription to the funds for the sick, a subscription purely voluntary, which can vary from 1 cent to infinity, has reserved to itself the absolute control of the funds, and moreover obliges its employés to accept the following clause of the administrative rules of the society:—

11. In consideration of a subscription of the Grand Trunk Railway Company to the funds of the society, no member thereof, or his representatives, shall have any claim against the company for compensation on account of injury or death by accident.