

Mr. STEWART: You can readily see how the criticism would arise in that locality, because these men in this office are known as superintendents, and the C.P.R. has only one man who is known as a superintendent here.

The CHAIRMAN: If you had the two offices together, the staff is exactly the same.

Mr. STEWART: I think the statement Sir Henry made with regard to the larger salaries would clear up a feeling in the minds of some people that should not exist there.

Sir HENRY THORNTON: I think those who are called officers do not work eight hours a day. They work, if necessary, twenty-four hours a day. They are governed by no working conditions at all. They have no rights other than the right to serve the company, and they give a lifetime of service to the company, working long hours loyally and efficiently, as compared with the ordinary conductor or driver who, when he has finished his day's work, is through. He puts his engine away and goes home, and has nothing else to do until he comes on for his run the next day. The officer is constantly at the disposal of the company.

Major BELL: You find that in the breaking down of the general officers; you will not find that they stand the pace.

Mr. STEWART: I introduced this as a matter of criticism which I had heard, but I must say that the criticism that one hears, or the comment one hears, is very largely in compliment to the men who show this loyalty and enthusiasm for the road, to which Sir Henry has referred. One hears comment along that line ten times, I am bound to say, to one criticism of the other kind. However, I simply introduced this question to clear up the matter.

Sir HENRY THORNTON: It is one of the functions of the committee to try and clear up anything of that character.

Major BELL: You will find in a comparison of salaries paid the higher officers of the railways, as compared with industrial concerns, that the railway men are lower paid.

Sir HENRY THORNTON: I might, with pardonable pride, say that the president of this railway whose vice-president I mentioned not so long ago, gets \$75,000 a year.

The CHAIRMAN: Now, gentlemen, we have had a pretty good discussion on that; is there anything further?

Mr. JONES: I notice under "General Expenses," item 154, "Law expenses" increased about \$200,00 over last year.

Sir HENRY THORNTON: Mr. Henry will tell you about that.

Mr. HENRY: There is \$100,000 in that account which represents the legal expenses involved in connection with our Washington agents in the adjustment between ourselves and the United States Railroad Administration, which extends over quite a considerable period, about five years.

Mr. STEWART: How much did you say was involved?

Mr. HENRY: \$100,000.

Sir HENRY DRAYTON: Does that include the law costs of the Scribe Hotel?

Sir HENRY THORNTON: There is no answer to that—that is a joke. That includes the expenses which were incurred in handling our cases before the Interstate Commerce Commission and various other legislative bodies in Washington, with respect to adjustment which we finally made with the United States government, and which incidentally were highly satisfactory to us. We got out of it very, very satisfactorily.

The CHAIRMAN: Do you employ outside counsel in these cases?