

The CHAIRMAN: No increases?

Mr. HENRY: I do not think there were any changes at all. There were some changes in July, 1923, affecting the shop crafts.

The CHAIRMAN: Item 418, Mr. Henry, "Lost and Damaged Freight." I note there is a reduction, a very considerable reduction there.

Mr. HENRY: Yes, our percentage there was—

The CHAIRMAN: Is it the result of greater care, or were you just fortunate?

Mr. HENRY: The result of greater care, I should think. We specialize in that. I think we had the lowest record in 1923 of any railroad, or at least as low as any other.

The CHAIRMAN: "Injuries to persons" was greater?

Mr. HENRY: Yes.

Mr. STORK: Were you going too fast, or what?

Mr. STEWART: You say you specialize in the matter of damage to stock and so on?

Mr. HENRY: We are following it up very closely to see that it is kept down.

Mr. HARRIS: You follow it both ways; you see that you do not overpay the man who runs the train, and you see you do not have too much damage?

Mr. HENRY: Yes.

Mr. HARRIS: In which direction is your effort most successful?

Mr. HENRY: We have meetings from time to time with the various men connected with the handling of freight indicating to them just what precautions ought to be taken, and what the failure to follow these precautions results in.

Mr. HARRIS: These meetings are purely to avoid damage to goods, rather than to avoid payment for that damage?

Mr. HENRY: Absolutely, on the theory that it is far better to prevent it.

The CHAIRMAN: Your efforts at prevention are apparently, so far as crossings are concerned, not in the direction of greater cost in maintaining protection. That is item 405, which shows a reduction in the cost of crossing protection as compared with the year before.

Mr. HENRY: I think perhaps that was due to the elimination of some crossings.

Mr. BROWN: I think in some cases we have reduced expenses in that regard by the introduction of wigwag signals, by order of the Board of Railway Commissioners, and the replacement of watchmen by gates.

The CHAIRMAN: If we have finished with page 21, we will go on with page 22.

Mr. HARRIS: Take item 441. Does this include the salaries and wages paid to porters?

Mr. COOPER: Yes, salaries for porters and dining-car attendants.

Mr. HARRIS: What is the policy of the Canadian National Railway lines with regard to having coloured help in the dining service and in the porter and parlour car service?

Mr. HENRY: I am afraid I cannot answer that, Mr. Harris.

Major BELL: Practically all the coloured help on our own cars are citizens of the country. On the Grand Trunk we run Pullman service, and that is entirely manned by coloured help, except for some of the conductors.

Mr. HARRIS: Have you any particular policy with regard to the parlour car service? Does the same answer apply?