

Sir HENRY THORNTON: That will correct itself in the process of attrition.

Mr. STEWART: What I meant was the amount of new blood brought into the organization of that class.

Sir HENRY THORNTON: Offhand I do not know of anyone. I think all our important posts have been filled by officers that we found on one or the other of the two properties.

Mr. STEWART: Are there one or two very highly paid officers who have been brought in in the last twelve months? I mean over \$20,000 a year?

Sir HENRY THORNTON: We employ a radio engineer to take charge of our radio work. We employ a superintendent of insurance, and then, of course, there was the immigration and colonization department. We had nothing of that sort before and that is entirely new. But if you consider the size of our organization I think there have been surprisingly few officers imported from the outside. I think offhand only two. Dr. Black would perhaps be the one, as Mr. Bell reminds me, who would approach the case you have in mind.

Mr. HARRIS: I had an idea there was new blood brought in as an assistant to you.

Mr. BELL: Assistant to the General Manager?

Mr. HARRIS: To Sir Henry.

Mr. BELL: The gentleman you refer to has been there I suppose for two years.

Sir HENRY THORNTON: Probably you mean the man who is now the assistant chief of transportation. I brought him here myself. We have a superintendent of elevators. He has been here for years and years, I suppose. I do not know how long he has been here.

Mr. BELL: He was first with the Canada Atlantic; then he went with the Navigation Company, outside the company. He came back into the organization again.

Mr. STEWART: I would suggest it might not be well to pry too much into these things if it is going to cause any embarrassment.

Sir HENRY THORNTON: Go ahead.

Mr. STEWART: In the line of competition with the Canadian Pacific only.

The CHAIRMAN: Would it not be well to leave these personal matters out of the record?

Sir HENRY THORNTON: I would be glad to tell Mr. Harris anything he wants to know about that aspect of it.

Major BELL: I might clear up a matter that came up yesterday. I think Mr. Stewart brought it up. Mr. Stewart brought up the question, he said he did not have the information himself. It was rumored that at Saskatoon we had four or five superintendents and the C.P.R. had one. I knew there had been something wrong. We have four divisional superintendents, one at Saskatoon, one at Port Arthur, one at Regina and one at Melbourne, with a mileage of 3,086. The C.P.R. have three divisional superintendents in the Saskatoon district, Regina, Moose Jaw and Saskatoon, but they have only a mileage of 2,453, so it is just about right, but where the mix-up comes in, our general superintendent's office is situated at Saskatoon, while the C.P.R. general superintendent's office is at Moose Jaw, and there is exactly the same organization. There is the general superintendent, the district engineer, master mechanic and superintendent of transportation and transportation assistant and the divisional superintendents. It happens that our general superintendent is at Saskatoon, looking after the whole of the Saskatchewan district.