

In 1928 the figures were identical, ·516.

In 1929 the Canadian National stood at ·531 and the Canadian Pacific at ·605.

A similar comparison shows that both Canadian roads are better than the average class I United States roads. The figures for the United States roads in 1929 were ·75 per cent.

Sir HENRY THORNTON: The point there is that both Canadian roads were better than the best American railways with respect to their particular item.

Mr. FAIRWEATHER: Now, when you come to injuries to persons you find there a close parallel between the two systems. If you adjust for the difference in mileage in the Canadian National you find that the Canadian National is on a very comparable basis to the Canadian Pacific.

Mr. CANTLEY: Train mileage would be the basis there not railway mileage.

Mr. FAIRWEATHER: Train mileage would be the proper basis.

Mr. MCGIBBON: Do I understand you to say the two roads were equal?

Mr. FAIRWEATHER: I would say that would be a fair statement. And, further, that taking all the accounts together, as nearly as I can see the situation is this: The Canadian National has an advantage on one count and the Canadian Pacific on another count; but taking them by and large they are of equal efficiency in this regard and are better than the Class I roads in the United States. I have figures of comparison here in connection with the Class I roads in the United States, but I will not burden the committee with them.

Sir HENRY THORNTON: Shall we proceed.

The CHAIRMAN: Yes.

Mr. FAIRWEATHER: Commencing at page 11, Miscellaneous Expenses.

A comparison of Expenses for Miscellaneous Operations for 1930 with 1929 follows:—

1930.....	\$ 2,235,525
1929.....	2,403,141
Decrease.....	\$ 167,616 or 7·0%

This decrease was principally on account of a reduction in Expenses of Dining and Buffet Service of \$148,879, due to decreased service.

General Expenses in 1930 and 1929 compared as follows:—

1930.....	\$ 7,696,385
1929.....	7,184,738
Increase.....	\$ 511,647 or 7·1%

The chief increase was Pensions \$440,299. There were 2,276 ex-employees on the Pension roll at the end of 1930.

Mr. FRASER: Could we have some information with regard to pensions? What is the general scheme of pensions? What is the general layout with regard to pensions.

Sir HENRY THORNTON: There is a complete and somewhat exhaustive statement of the Pension and Relief Department.

Mr. FRASER: Well, might I ask, is it a contributing system.

Mr. FAIRWEATHER: Well, there are a number of pension systems on the Canadian National. There is, in the first case with regard to employees of the Canadian Government railways a contributory system.

An Hon. MEMBER: I understand these are inherited systems.

Mr. FAIRWEATHER: That was initiated at the time when the Intercolonial railway was directly operated by the government. Then there is on the Grand Trunk a contributory scheme.