

Mr. HENRY: Mr. Booth.

Mr. HARRIS: You could give us to-morrow an analysis of item 420, to what provinces these monies were paid?

Mr. HENRY: Yes.

Major BELL: I presume this \$770,000 was practically all compensation?

Mr. HENRY: We might not be able to get the details of that for to-morrow, because we might have to go to the different regions for it.

Mr. HARRIS: Perhaps you could get the rates, could you?

Mr. HENRY: I think so.

Mr. STEWART: Is there any insurance reserve that will correspond to employers' insurance?

Major BELL: Not on the railway; we have no reserve for that. We have only fire and marine reserves.

Mr. HENRY: Yes, that is all.

Mr. HARRIS: Do you know if the transportation companies or carriers have a merit-rating system which is similar to that in vogue in industrial companies? Do you receive that consideration under the Workmen's Compensation Act of the Province of Ontario?

Mr. HENRY: I could not answer that offhand.

Mr. HARRIS: You might bear that in mind and see what is the case.

Mr. HENRY: We have a system of our own.

Mr. HARRIS: Do you receive any refunds, for instance, from the Province of Ontario, for your merit-rate?

Mr. HENRY: That I could not answer.

Mr. HARRIS: Do you care to make a statement with regard to the increased cost this year over last year?

Mr. HENRY: I can give you the exact details of that.

Mr. HARRIS: Perhaps you will tell us.

Mr. HENRY: That increase is \$193,000. That included in 1923 \$40,000 paid to J. Cosgrave for injuries received at Big Valley, Alberta; \$24,000 administration expenses, Manitoba and British Columbia Workmen's Compensation Boards for years 1921 and 1922; \$15,000 claim paid estate William C. Evert, locomotive engineer, killed February 10, 1923; \$12,200 on account of wreck, Knights Templar special of Grand Trunk Western on June 5, 1923; \$15,000 on account Firemen W. H. Johnston, injured March 19, 1923, at Island Pond. Those are the principal large items entering into that.

The CHAIRMAN: We are still on page 21, gentlemen.

Mr. HENRY: I can make a short statement now in regard to motor coaches, if the committee desires.

The CHAIRMAN: I suppose we may as well have that now.

Mr. HENRY: The result of our experience during the last three or four years leads us to the conclusion that for cars required to carry over 40 passengers, the electric storage battery car is the most suitable and reliable of any of those used to date, but we are now investigating the possibilities of the so-called Diesel electric car, which may prove to be even better and which will, of course, be adopted for future use if this conclusion is reached. Where smaller units are required, cars driven by a gasoline engine are fairly satisfactory, and are easily the cheapest to operate, but the field for this particular class of equipment appears to be more or less limited on account of its light weight. We have effected some very substantial economies through the use of motor coaches in place of steam trains on branch lines and on light main lines, but there would