

getting automobiles to carry the mail in place of the old-fashioned system of couriers. In Nova Scotia the railway runs through the centre of the province, and there are practically no branch lines, and many villages have grown up at a distance from the railway stations. Rural delivery is not satisfactory on a route of forty miles or more, with people settled all along the route, because by the time the mail arrives at the end of the road it is very late. One thing these people want is a sufficient number of post offices along the route, and also a quick delivery by motor car. There is no doubt that it would be a great convenience. It has been taken up already in some places by private enterprises, but I should like to see the department ask for two classes of tenders; one for a service carried by a motor car, in the summer especially, and the other, for a service carried in the old-fashioned way. If this was done the minister would be able to see the difference in cost. Personally, I do not think it would cost a great deal more to have the mail delivered by automobile. The livery stable people very often have charge of these long routes, and in the summer season they could use their horses for other purposes. I can assure the minister that it would be a great accommodation to these people to have the mail delivered by motor car especially in the summer season. In places where the automobile has been adopted by private enterprise people are now getting their mail at four o'clock in the afternoon, whereas they did not get it until nine o'clock at night under the old system. The minister will see that the automobile delivery would be a great advantage, and if it can be done at not too great a cost, I think it should be done.

Mr. DOHERTY: This work is done under contract, of course. We do not furnish horses and wagons or motor cars for the carriage of the mail, and therefore it would be a matter of ascertaining whether we could find people who would contract to deliver the mail by automobile, and who would not charge an unduly greater price than is charged by the men who now have the contract. I shall be very glad to look into the matter of comparative cost, and if the difference in cost is not too great I would be disposed to agree with my hon. friend as to the advantage of adopting the other method.

Mr. SINCLAIR: I do not think there should be very much difficulty about it. The deputy minister knows that the de-

partment specifies the class of vehicle that is to carry the mail—a one-horse or two-horse rig and so on. It would be an easy matter for the department to stipulate that during certain months of the year the mail shall be carried by automobile.

Post Office Department—To provide for an increase in salary of the superintendent of Mail Contracts Branch to \$4,450, \$750; to provide for an increase in salary of the accountant to \$4,000, \$500; to provide for the salaries of two clerks in First Division, subdivision B: one at \$2,700, one at \$2,300, \$5,000; to hereby promote G. A. D. Maillieu, F. M. S. Jenkins and T. M. Oliver from Third Division, subdivision A, to Second Division, subdivision B, at \$1,250 each, and Joseph Marier at \$1,200, \$4,950; to provide for the promotion of thirty-two clerks from Third Division, subdivision A, to Second Division, subdivision B, \$1,600—\$12,800.

Mr. OLIVER: I notice that it costs \$4,950 to promote four men, and only \$1,600 to promote thirty-two men. How is it that one party comes so much more expensive than the other?

Mr. DOHERTY: I understand that in the case of the four men their salaries are \$1,200 each. Their promotion to a higher class involves an increase of \$50, and their promotion leaves vacancies in the division they have just left. If the vacancies in the lower class are not filled, of course the money will lie there. But putting these clerks into this class necessitates providing salaries for clerks in the class from which they are promoted. Thirty-two clerks in the Third Division, subdivision A, are, under the Civil Service Act recently passed, entitled to promotion to Second Division, subdivision B, and to provide for that \$50 each is required for thirty-two men.

Pensions—European war—further amount required, \$2,000,000.

Mr. OLIVER: What amount has already been voted for pensions?

Mr. HAZEN: I have a statement from the Board of Pension Commissioners showing the amount that will be required for the year. The total amount required is \$8,000,000, made up as follows:

1. Pensions already granted—

Amount paid for pensions in Canada and England for months of April, May and June, 1917.....	\$1,253,470
Estimate of pensions to be paid from July 1, 1917, to March 31, 1918.....	3,021,637
	\$4,275,107
2. New Pensions—

New pensions estimated at \$1,800 per month from July 1, 1917, to March 31, 1918, at average of \$400 per pension per month.....	\$2,700,000
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