

Montreal-Ottawa-Toronto: This service was not provided for in the 1939-40 estimates and the amount required is \$219,429.

Montreal-Vancouver: The increase in frequency by one round trip daily including Sunday, and re-routing, involving additional mileage, accounts for an increase of \$1,249,796.

Toronto-Buffalo: The 1939-40 estimates provided for one round trip daily including Sunday for three months from January 1, 1940. Service of two round trips daily including Sunday, from October 1, 1940, will require an additional \$28,799.

Toronto-London-Windsor: Provision was made in the 1939-40 estimates for operation of this service for three months from January 1, 1940, on a basis of one round trip daily including Sunday. Provision for service on the basis of two round trips daily including Sunday from July 1, 1940, involves an increase of \$103,102.

Toronto-New York: No provision was made for this service in estimates for 1939-40, and the amount required to provide two round trips daily including Sunday from October 1, 1940, is \$174,720.

Vancouver-Seattle: Increased frequency from two to three round trips daily including Sunday requires an additional \$51,533.

In addition to that, there is the Edmonton-White Horse which shows an increase in the rate from 31·35 cents to 40 cents a mile. There is an increase in the summer frequency from weekly to semi-weekly, involving an increase of \$24,800.

Maritime service—Moncton-St. John; Moncton-Halifax; Moncton-Charlottetown. This requires \$63,678.

Montreal-New York: The amount provided in the estimates for 1939-40 was cut by \$17,368, which should be restored to cover the cost of this service. The amount is \$17,368.

North Shore of St. Lawrence: Extension of service from Harrington Harbour to Lourdes du Blanc Sablon involves an increase of \$2,500.

Regina-North Battleford: An increase in the rate from 42 cents to 45 cents a mile requires an additional \$8,000.

Sioux Lookout-Jackson Manion (formerly Narrow Lake) a rearrangement of the route and tri-weekly service has increased the cost by \$500.

Sioux Lookout-Red Lake: A rearrangement of the route in order to serve Uchi Lake and increased poundage involves an increase of \$2,500.

Vancouver-Fort St. John: Frequency increased from weekly to twice weekly during summer months and rate increased from 31·35 cents to 40 cents a mile, requires an additional sum of \$12,500.

Vancouver-Victoria: Established 1st March, 1939, unprovided for in 1939-40 appropriation, necessitates an item of \$19,345.

White Horse-Dawson: Increased poundage necessitates additional provision to the extent of \$5,000.

Winnipeg-Fargo: Increase in rate from 31 cents to 35 cents a mile involves an increase of \$3,665.

Winnipeg-Favourable Lake: Established 1st April, 1939. The amount required is \$4,000.

Winnipeg-Red Lake: Contract expired on the 29th February, 1940, and a temporary arrangement has been made. This, combined with an upward trend in the volume of mail carried, has increased the cost of the service by \$3,000.

Contracts for a number of services in central Canada expired on the 29th February, 1940, and are being carried on under temporary arrangements at contract prices pending a review of rates throughout the area by the board of transport.

Mr. HARRIS (Danforth): Can the minister give the contract prices?

Mr. MULOCK: For the series that expired on February 29, the amount of the increase is \$121,343.

Mr. HARRIS (Danforth): I asked the contract price. What is the rate per mile?

Mr. MULOCK: Those are on the so-called bush services. The rates vary according to the service. For that reason they were referred to the board of transport commissioners for an opinion as to the fairness of the present rates.

Mr. HARRIS (Danforth): Have any contracts been renewed since February?

Mr. MULOCK: No, they have not been renewed.

Mr. HARRIS (Danforth): What will the policy be with regard to contracts that will be entered into probably in September, October and November for the calendar year 1941? Will they also be referred to the board of transport commissioners?

Mr. MULOCK: I should like to be in this department as minister a little longer before expressing an opinion on that.

Mr. HARRIS (Danforth): I hope, when the minister comes to make these contracts, he will not only take the advice of the transport commission but also the advice of his own department, and be abundantly fair with the