

Casgrain) that the first matter to which he referred was settled long ago; as a matter of fact, in 1911. Incoming mails and outgoing mails are despatched from the city of Quebec. I understand that all the incoming steamers have to stop at Father Point to take on pilots, and the mails destined for the Maritime Provinces are taken on the boat which boards the transatlantic ship and are taken to Rimouski. In that way, the steamer is not delayed to any considerable extent, and I do not think that any of the steamship companies have ever complained of delay. The rest of the mail is dealt with at the city of Quebec. It may interest the House if I give a full statement of this matter.

Prior to the summer season of 1911, all incoming and outgoing British mails were disembarked and embarked at Rimouski, mail for the Maritime Provinces and East being forwarded to destination by regular trains on the Intercolonial railway and the mail for Quebec and the West being conveyed by special train on the Intercolonial railway to Montreal and forwarded from that point on regular trains.

Early in the season of 1911, at the request of the steamship companies who complained of undue delay to their steamers at Rimouski, permission was given the Canadian Pacific Railway and Allan lines to disembark only the Maritime Province mails from incoming steamers at Rimouski; the balance being taken on to Quebec on the steamer and disembarked and forwarded to destination from that point, and the outgoing mails are also embarked at Quebec.

The delay at Rimouski to outgoing steamers was due usually to the late arrival of the train due at Rimouski from Halifax in the morning; the steamer leaving Quebec about 4.30 p.m. reached Rimouski about 2 a.m. and had to wait there until 7 a.m. or later, depending on the arrival of the train carrying mail from the Maritime Provinces for the United Kingdom. For this reason mails from the Maritime Provinces for the United Kingdom were, beginning with the summer of 1911, brought on to Quebec and placed on board the steamer there so as to avoid delaying the steamers and providing for the delivery of these mails in London twenty-four hours earlier than formerly.

The running time between Rimouski and Quebec by Intercolonial trains is about seven hours, and the time occupied by the steamer about eleven hours, allowing about three hours for unloading and despatching mail for the West at Rimouski. There was very little time gained by unloading the

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mail for the West at Rimouski and forwarding same by train as far as Quebec, and no doubt this was the reason the department agreed to the change.

The Lady Evelyn was used at Rimouski to embark and disembark the mails, and during 1911 and since that date the only work done by the Lady Evelyn was in connection with disembarking mails for the Maritime Provinces at Rimouski. So the department has dispensed with the services of this steamer.

As to the other question, I may inform the honourable gentleman that the information which has reached me regarding steamers stopping at Halifax with mails for Canada, is that those mails were labelled by the British post office "For New York." The department had no right to interfere. The department was not notified, and if any mistake was made I think the least I may say is that my department ought not to be charged with it. Since notice has been served on this department, we have cabled to London and drawn the attention of the postmaster to this matter.

Hon. A. B. CROSBY: Honourable gentlemen, this question of the mails is a very important one—too important, indeed, to be passed over with just a few words. I feel that greater interest should be taken in the subject. An explanation has been given by the minister in reply to the question asked very properly by the honourable gentleman from De Lanaudière. It seems rather strange that we should have ships coming from the other side with Canadian mails, calling at a Canadian port, and then carrying those mails on to a foreign port, although a friendly port, and later sending them back to Canada. My honourable friend (Hon. Mr. Casgrain) wanted to make the most of his complaint, he said the mails were sent out to Vancouver and then brought back. I understood him to say Vancouver, and then he came back until he reached Quebec. However, it seems rather unreasonable that the persons handling the mails in Great Britain for this Government and this country did not know, when they were sending a Canadian mail by a ship calling at a Canadian port, that they should not send it past that Canadian port; they should know that we have a port from which we can deliver mail matter for Canada, and not only that, but that we have been taking over the railways and we now own railways running from the Atlantic to the Pacific. I am quite in accord with the policy of taking over the railways; and we shall soon have