

the salaries of the railway mail clerks and mail carriers is that, in my opinion, they are not properly classified. Each set of employees are in a class by themselves. To give to the railway mail clerks and mail carriers the full increase which they claim they should now get, without giving consideration to the increase granted to them in 1924, would be a discrimination against all other classes in the service. But recognizing as I do the hazardous work of the railway mail clerks, and the arduous work of the mail carriers, my recommendation would be to readjust their classification and thus bring about such a change as would give them the justice that they are now seeking.

Mr. BENNETT: What does that mean?

Mr. VENIOT: I claim the railway mail clerk is not classified according to the work he is doing, and therefore is not receiving an adequate salary.

Mr. BENNETT: Can the minister state the minimum and maximum?

Mr. VENIOT: The salary starts at \$1,080 and reaches \$1,680. When this proposal goes through the maximum will be \$1,800.

Mr. BENNETT: And mileage?

Mr. VENIOT: Yes, I am coming to that. I do not point this out to depreciate the value of the work performed by the railway man, but besides this salary he gets one cent a mile for the run he makes.

Mr. BENNETT: What would be the total payment?

Mr. VENIOT: It depends on the mileage. The senior men are granted the best runs if they so desire.

Mr. BENNETT: Some runs are as high as six hundred miles.

Mr. VENIOT: Yes.

Mr. BENNETT: The average, I think, is about 250 miles.

Mr. VENIOT: It is pretty close to the mark. This must not be lost sight of. In order to get all the facts before the House, let me call attention to what is practically a part of the salary of the mail carrier; I refer to his uniform and boots, which are supplied to him by the department.

Mr. BENNETT: But he can wear them only when on duty.

[Mr. Veniot.]

Mr. VENIOT: That is so. I think he is entitled to a new suit and a couple of pairs of boots every year. I feel there is no class of civil servants that should be better paid according to the work they do than railway mail clerks.

Mr. BENNETT: Hear, hear.

Mr. VENIOT: They perform the most hazardous work in the whole service. Then we must not forget that the mail carrier is gathering and distributing mail six days a week in all kinds of weather. His work is also in a different class. There is where the trouble comes in. I am not blaming anybody for it; but I claim that had these two classes been properly classified they would not to-day be complaining, because their minimum and maximum would have brought them statutory increases which would have satisfied their demands. I understand that the Civil Service Commission cannot very well re-classify any branch unless they get a recommendation from the minister in charge. It is my intention to request the Civil Service Commission to make a re-classification or readjustment of these two classes, and so secure to them adequate recognition of their services.

Mr. BENNETT: The other day the Postmaster General made the statement of his own volition that he had seen fit to introduce legislation reducing the postage on papers by 33½ per cent. Last year we got \$1,500,000 for carrying 45,000 tons of newspapers through the mail. We have now reduced the rate 33½ per cent with the result that we shall lose \$500,000 in revenue which will go into the pockets of the rich publishers of the country. Nobody asked the minister to make that reduction and if he had retained the revenue we shall now lose he would be in a position to-day to give the mail clerks and letter carriers the \$60 mentioned by the leader of the opposition. The letter carriers of the country carry 100 tons of newspapers per day.

Mr. VENIOT: No, they do not.

Mr. BENNETT: Well, the newspapers and magazines carried last year in Canada totalled 45,000 tons. Deducting one-third as the quantity delivered otherwise than by letter carriers, we have 30,000 tons carried by these men, or approximately 100 tons a day.

Mr. VENIOT: If my hon. friend's calculations were correct I would agree with this statement.

Mr. BENNETT: The Postmaster General will find that the letter carriers are carrying on their backs 100 tons of mail matter per