

Mr. HARRIS: May I revert to that statement of Major Bell's in regard to portions of the Canadian National that was not receiving service? Did I understand you correctly, Major?

Major BELL: On account of having a through postal service. We are not asking for it all, because that would put the Canadian Pacific in the same position the National is in now; what we are asking for is that the units of service be changed so as to give a unit of service on both lines, and then both lines would have the same service.

*By Mr. Harris:*

Q. Mr. Fairbairn, is it not possible that the same thing obtains for the Canadian Pacific?—A. How do you mean?

Q. In the statement that Major Bell has made in regard to parts of the Canadian National that do not receive attention?—A. I do not know of anything or any place on the Canadian Pacific where a similar situation exists. Take between Montreal and Toronto. Our heavy mail service is Canadian National. There is a postal car service on the Canadian Pacific between Montreal and Toronto and Ottawa and Toronto, and the public is well served.

Q. Is it within your knowledge that the Canadian Pacific have the same conditions to cope with?—A. I do not know of any such place.

Q. Would you say there was no such place?—A. I think I can safely say there is no similar situation along the Canadian Pacific; the public is served very well. I know pretty well what their service is. I have the Post Office books issued twice a year. I have not them with me, but I know they show service all over.

Q. If we were to make a recommendation along the line you suggested, would not that condition then obtain on the Canadian Pacific?—A. No, sir, that would not take away service to the public. I wanted to show wherein it is of great importance along the lines of the Canadian National. Take Smooth Rock Falls, where newsprint plants are going up. The mail service there is very important. They want good mail service as well as train service. The same applies all over in regard to the mail service. The through service on the Imperial Limited, trains 1 and 2, C.P.R., has a full postal car. They have the same from Toronto to Vancouver on trains 3 and 4. We ask that the Montreal-Vancouver service on the Canadian Pacific be reduced to an apartment car, and the Toronto-Winnipeg service on the Canadian Pacific be reduced to an apartment car, and that apartment car service be authorized on the Canadian National trains which make the same time. That will give the public along the Canadian National Railways a very efficient service all the way through. It will not in any way take away service from the public along the Canadian Pacific. You cannot advocate taking away service from the public, but we do want service given to the people along our line, and we do want the additional revenue we are entitled to on account of our mileage.

*By Mr. Kyte:*

Q. How are these places served at the present time?—A. They are served by side service in different ways. For instance, take a letter going from Montreal to Hearst. It goes out of there on the Soo train of the Canadian Pacific leaving here at 11.15 p.m. standard time, and goes to North Bay and is transferred to a local train on the T. & N. O., arriving Cochrane 10 o'clock at night; goes to the post office at Cochrane, and goes forward in baggage service from Cochrane 24 hours later to Hearst.

Hon. Mr. GRAHAM: All this is interesting, but let me ask one question. Let us have a sample of this service as we go along, because we know nothing about it only what the witness tells us.