

## Report of the Postmaster General.

### COMPARATIVE STATEMENT of Railway Mail Service in June, 1893, and June, 1892.

Date.	Miles of Railway in Operation. on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance travelled.	
		No. of Postal Cars on Railways.	Distance travelled. Miles.		Daily.	Yearly.
In June, 1893.....	13,703	150	29,825	18,063	47,888	15,579,488
In June, 1892.....	13,303	143	27,301	17,804	45,106	14,118,303
Increase.....	400	7	2,524	259	2,782	1,461,185

The additional number of miles of railway over which  
 mails have been carried since last return, is.. ..... 431·58  
 Less the following decrease since June, 1892—  
     Canadian Pacific Ry., Sorel and St. Guillaume. 21·65  
     Irondale, Bancroft and Ottawa Railway..... 10·  
————— 31·65  
Actual increase..... 399·93

Comparing the various statements respecting the mail service for this year with those of last year, it may at first appear that so far as the bringing of new railways under contribution for the carriage of the mails is concerned, the operations of the department were much less extensive this year than last year; but if the closing figures of the statement be examined it will be seen that, while there were only 400 miles of new railway used for mail service this year, as compared with nearly 1,200 miles the year before; still, if the total annual travel for each year be placed side by side, the result for the present year will be found much more favourable. Last year the increase in the annual travel as compared with the year previous was 884,425 miles; this year, in spite of the fact that the addition of new lines of railway was so much less, the corresponding figures are 1,461,185 miles. The explanation of this is that, on several of the principal lines the train service has been increased, and the department, pursuing as far as possible its policy of making the facilities for transmission of mails correspond with those offered for travel, at once availed itself of the additional trains for the conveyance of mails. This affords a convenient opportunity for pointing out the advantageous nature of the agreements between this department and the Canadian Pacific and Grand Trunk Railways for the conveyance of mails. Over the whole of the Grand Trunk Railway and the principal part of the Canadian Pacific Railway, the mails are carried at a fixed rate per train mile per annum, one of the terms of each agreement being that in the event of the Railway Company's finding it to its advantage to increase its train service this department obtains the right to use all additional trains without increase in the cost. During the past year the Canadian Pacific Railway, in order to reduce the train time between Montreal and Vancouver, was obliged to leave a number of the less important stations to be served by supplementary trains, and the result was that by the use of these trains all the more important offices obtained a semi-daily service instead of the daily which they had up to that time. On the Grand Trunk Railway between Toronto and London it was found that an improvement might be affected in the transmission of regis-