

pared with 1,700 miles under present conditions, with an additional saving of two days in time; if you carried it, it would take but one day, while under present conditions it takes three days?—A. I would not swear to Cochrane and Armstrong—that the mail goes that way but I know from points west of Armstrong they are doing it.

Q. Are there possibly similar instances in connection with the National lines where you may have contracts to carry mail, in which you travel longer distances than might be necessary if it were carried by the Canadian Pacific? The point I want to get at is this: if these things prevail on both lines would it not be a good idea for the Government to take up the whole situation and try to work out an allocation of these mail-carrying contracts on the basis of short-distance hauls, and a saving of time, and efficient saving to the public?—A. I don't know anything of the Canadian Pacific being in the same situation—.

Q. The Canadian National Railways, you mean? I was asking if there were any similar conditions on the Canadian National?—A. No, the Canadian Pacific was the first line between the east and the west, and the mail service has been built up because of their being the first through line between the east and the west and I think I can safely say that every line of the Canadian Pacific has an efficient postal service. There might be some cases where people think they have more service; there might be one or two trains which would not have service, but it is a very safe statement to say that the public is exceedingly well served along the Canadian Pacific Railway. It is the new line that always suffers in postal service.

Q. You are entitled to a fair proportion, but if any rearrangement is made I think it should be made with the added purpose of giving quicker and more efficient service to the people along the various lines. In some places it might be well for your line to have it, other places for the C.P.R.—A. I do not know of any place where any of the public are suffering on account of circuitous routing of the Canadian Pacific. It is always the other way; it is always against the people on the Canadian National Railway.

The CHAIRMAN: There is room there for readjustment.

The WITNESS: That is, where it improves the service to the people.

*By the Chairman:*

Q. Would you like to make any further statements, Mr. Fairbairn?—A. The statement I have here gives example after example where we could greatly improve the service to the public.

Hon. Mr. GRAHAM: I will tell you how we could have this statement before us. We could have it copied in our minutes, and then every member of our Committee would have it available.

Mr. STEWART: I think that is the proper way.

Mr. HARRIS: Yes.

The CHAIRMAN: Then that will be done.

The WITNESS: I thought perhaps some members of the Committee would want to ask me some questions on this. Perhaps they will later on.

(Whereupon the memorandum referred to was offered and admitted and by order of the Committee, on instructions of the Chairman is included in and made a part of this record, and is in words and figures as follows, to wit:)

#### CANADIAN NATIONAL RAILWAYS

MONTREAL, Que., June 25, 1924.

#### *Routing of Canadian Mail Traffic*

The present division of mail traffic between the Canadian Railways has been a matter of much concern to our officials for some time, for the following reasons:

[Mr. R. L. Fairbairn.]