

carried by our own railway. The delivery of eastern mail at important stations west of Winnipeg would be greatly expedited, as follows:

Rivers, Man. 24 hours.
 Melville, Sask., 24 hours.
 Watrous, Sask., 24 hours.
 Saskatoon, Sask., Noon delivery instead of 3.4 p.m., which would enable letters to be answered and reply mailed on the day received.
 Biggar, Sask., 24 hours.
 Edmonton and all points west of Edmonton on C.N.R., 24 hours.

Eastbound mail from points west of Winnipeg to Ottawa, Montreal and East thereof would arrive destination in nearly all cases 24 hours earlier than at present.

Locally in western Canada the handling of all mail traffic would be greatly expedited.

Mail between Winnipeg and every important business centre west of Winnipeg and east of Edmonton and all C.N.R. local stations east of Edmonton, on the one hand, and all C.N.R. stations west of Edmonton, on the other hand, would be expedited 24 hours.

The handling of mail between Vancouver and Edmonton and the delivery at Vancouver or Edmonton as the case should be will be expedited from 8 to 24 hours, varying according to the time at which the letter is posted, all such mail now being handled via Calgary.

I hope that the minister will use his influence to give the Canadian National Railways their fair share of the contracts.

Mr. SALES: The people in my constituency have been pressing this matter on my attention ever since I was elected and the people of the town of Melville have been worried over it for a considerable time. I hope the minister will arrange for as speedy a service as possible for all the towns west of Winnipeg. It takes my mail 24 hours longer to come to Ottawa than it takes me to get here, by reason of the transfer at Winnipeg. Speed in the delivery of mail is most essential and I should like the minister to do all he can to have, as the Minister of Railways said the other night, both co-operation and co-ordination in his department.

Mr. LAPIERRE: As a representative of a district in northern Ontario which has suffered during the last 25 years from a deficient mail service, I must urge upon the minister the great importance of providing better accommodation in this regard. On our National Railways at the present time we have a three-foot unit on the baggage car with closed bags between sortation stations. The whole situation could be easily remedied if we had an apartment mail car on Nos. 1 and 2 from Montreal West and Nos. 3 and 4 from Toronto. In the older parts of the western prov-

inces which have been served by the Canadian Pacific there has been no complaint but in northern Ontario we have the same situation to-day that existed 10 or 15 years ago. Closed mail bags are carried past their destination to a sortation station thus involving a delay in the delivery of mail. I would suggest to the Acting Postmaster General that on 1 and 2, and on 3 and 4, there be provided an apartment baggage car which could be added to the service as it is at present without any extra cost to the government. This could be done without depriving the Canadian Pacific Railway of any privileges which it has enjoyed and would give to the north country a service which the people have been crying for during the past quarter of a century. Mail is carried past the point of destination and taken on to a sortation station and then returned by an accommodation train, and this situation should be improved. This could be avoided by adopting the suggestion I made last year for an apartment car on these two transcontinental trains. There is no reason why the train from Montreal and the train from Toronto should not have the same postal facilities. All we ask from the government is that they give a postal apartment car on Canadian National trains Nos. 1, 2, 3 and 4.

Mr. LUCAS: Why should not the department divide the mail equally between the Canadian National and the Canadian Pacific? I understand that the Canadian National have these mail sorting cars and are prepared to put them on the road.

Mr. STEWART (Argenteuil): At thirty-five cents a mile.

Mr. LUCAS: Is that any more than the Canadian Pacific charge?

Mr. STEWART (Argenteuil): No, the same price.

Mr. LUCAS: I have received a number of wires from people along the National road complaining that their mail goes to the central points and is there re-sorted and sent back again, causing great delay. What is to be the future policy of the department?

Mr. STEWART (Argenteuil): A special study is being made as to what amount of mail could be diverted from the Canadian Pacific to the Canadian National without injury to the people in the localities affected. A complete postal service from Montreal to Vancouver on the transcontinental trains will cost 35 cents a mile, or about \$300,000, plus the salaries of the mail clerks. This service was started on the Canadian Pacific and