

trip, resulting in more revenue to the Post Office. Mail loads now approximate 5,000 pounds per day. This represents about a quarter of a million air mail letters per day. On the transcontinental night trips the heavy mail load occasionally necessitates some passenger accommodation being withheld from sale.

Mr. NICHOLSON: I asked for the rates paid by the feeder lines on air mail carried. It was said they did not have that information before the rate was reduced from 60 to 45. It seems to me you should have that information—the rates paid by the Post Office Department to other competing lines?

Mr. SYMINGTON: That may be so, but you see our rate is fixed by an Act of the Parliament of Canada which says it shall be 60 cents and each year an account will be taken to show whether we made a profit or loss and if we make a profit the air mail is reduced and if we make a loss the air mail rate is increased. It bears no relation under the statute to what they may be paying somebody who is running up to the north country; it is a thing separate and apart and is fixed by the Act itself.

Mr. NICHOLSON: Did I not understand that the reduction should not have taken place for some time?

Mr. SYMINGTON: The reduction which took place last April should not have taken place until now—at least December 31st.

Mr. NICHOLSON: Who brought pressure on you to reduce this rate?

Mr. SYMINGTON: The government said: you are making too much money and this is a war year and we want you to reduce your rate. Although we protested the rate was reduced.

Mr. DONNELLY: I understand at the present time they have a daily or a twice daily mail service between Regina and Moose Jaw and Regina and Saskatoon; is that the Transcontinental?

Mr. SYMINGTON: That is the prairie—the C.P.R. air services. It used to be the Prairie Air Services.

The CHAIRMAN: Next item.

Mr. SYMINGTON: Air Express Service:—

Air express service continues to gain in popularity as its speed and convenience are recognized. During the year 173,192 pounds of air express were carried, as compared with 105,788 pounds in 1940, a gain of 64 per cent. The average distance a shipment was carried was 1,400 miles, or approximately the distance between Montreal and Winnipeg.

Following the inauguration of the Toronto-New York service, arrangements were made with the Railway Express Agency and the Canadian National Express for an air express service between points in Canada and points in the United States.

Mr. SHAW: Are these express service rates also established by statute?

Mr. SYMINGTON: No, they are established by the board; only the mail rate is established by statute.

Mr. SHAW: Has anything taken place with respect to the rates charged on express?

Mr. SYMINGTON: No, they are fixed by the Board of Transport Commissioners, approved by them. They are the same rates as obtain in the United States and in Canada.

Mr. SHAW: How frequently are they reviewed by the board?

Mr. SYMINGTON: When anybody makes a complaint to the board that the rates are unreasonable there is a hearing.