

1973. Temporary sites will be available in the meantime. The minister issued a press release a few days ago which I think was well received by many people out there. I notice that an editorial in one of the local papers spoke favourably of the positive statements that the minister had made in this regard.

In Banff, the opportunity to provide visitor support industries and their employees with accommodation in the Canmore area is being pursued. Our regional planning officers have entered into discussions with Alberta provincial planners with respect to land use adjacent to national parks, including the possible development of the Canmore area to accommodate persons servicing park visitors. Development of Canmore will provide an economic stimulus to the area, as well as local employment. I know that some aspects of this matter in the Canmore area, have been looked at very critically. One of the criticisms of some of the people—

**Mr. Deputy Speaker:** Order, please. I regret to interrupt the parliamentary secretary, but the time allotted to him has expired. I had given him some extra time because of the difficulty of saying "Kouchibouguac."

POST OFFICE—REQUEST FOR TABLING OF  
SAMSON-BELAIR REPORT

**Mr. Dan McKenzie (Winnipeg South Centre):** Mr. Speaker, some time ago I asked the government to produce the Samson-Belair, Riddell and Stead Post Office transportation study which was compiled in 1969 with the co-operation of five postal employees. It was important that this document be produced and that the government inform the House and the people of Canada whether any of the apparently worth-while recommendations were implemented. The document highlighted areas where millions of dollars could be saved.

The Postmaster General (Mr. Ouellet) informed me that the document is confidential. There is nothing confidential in the document. It contains worth-while public information and should have been publicized. The House and the Canadian people are now entitled to know if any of the recommendations were implemented and, if not, why not. It is impossible for the minister or his representative to give a complete answer in three minutes and I would suggest that the minister or his departmental officials compile a complete and detailed explanation on all aspects of this study. After all, it cost Canadian taxpayers \$240,000 and they are entitled to some answers.

There is, however, one clearcut recommendation in the study. It is that the Post Office should continue to use private contractors in the delivering of mail, because they are able to carry out the service at less cost than the government. The study backed this up with explicit and detailed information.

In answer to my question as to the increased number of trucks and employees now needed since the government dropped the private contractor, the Postmaster General has informed me that 50 more trucks and 447 more employees are required. This increase, plus all the additional maintenance costs of the vehicles, will run into millions of dollars. Further to this, mail delivery service

*Adjournment Debate*

has deteriorated since the changeover which took place on April 19, 1972.

There is some dispute as to the figures for Winnipeg. The Postmaster General states that the number of trucks has increased by only one. The Winnipeg Chamber of Commerce, which has undertaken considerable study on this matter, has publicly stated that the number of trucks in Winnipeg has increased by 36. If these figures were incorrect, the Post Office should have made a public statement to put the record straight. I will be investigating this matter further. Also, Mr. Speaker, it would be of value to know why in some cities it takes fewer vehicles now, and in other centres more. On November 23, 1971, the then postmaster general stated:

● (2210)

The intent of the Post Office is to integrate urban mail transportation services in major areas of Canada in order to help stabilize mail transportation in these centres whose continued operation is essential to the maintenance of a national postal network.

The proposed integration means that the Post Office will undertake the intra-urban mail transportation previously carried out by private contractors . . .

The decision to implement an integration of urban mail transportation services comes after a series of studies by the Post Office Department.

It is unfortunate this study was not presented at that time.

As a result of these studies, integration was successfully undertaken in sections of Montreal and Vancouver as early as 1967.

The then postmaster general further stated:

Application of the national and regional criteria result in the inclusion of the following metropolitan cities in the program—

He listed 19 cities. I have only asked for information on eight; I will have to ask for information on the remaining 11. The then postmaster general completed his speech by saying:

I believe that this move will help to bring a greater degree of stability to a most important element of Canada's mail system and as such constitutes a major step forward in the development of an increasingly reliable mail service.

That is all contrary to information in the study to which I have referred. The hon. member for Brandon-Souris (Mr. Dinsdale), speaking on this subject at that time, stated:

I have followed the changes made by the Post Office Department in recent years, and the difficulty has been that with every change costs have gone up and services have gone down.

How true that is. At no time did the then postmaster general make any mention of the Samson-Belair study. He had documented evidence that it would be a major mistake for the Post Office to take over the mail delivery, but he completely misled this House and the people of Canada by saying it was a major step forward. He had in his possession a \$240,000 study which clearly stated that the four existing government-operated urban services were more costly than an equivalent contracted operation. Detailed reasons were given for reaching this decision. The government and the former postmaster general owe this House and the people of Canada an immediate explanation for their actions. This report reads:

The principal criteria for evaluating the desirability of department operating or contracting its combined urban services