

Manitoba, mileage—C.P.R., 58,144; C.N.R., 6,712.
Saskatchewan, mileage—C.P.R., 99,094; C.N.R., 3,591.
Alberta, mileage—C.P.R., 48,392; C.N.R., 11,209.
British Columbia, mileage—C.P.R., 17,352; C.N.R.,
10,256.

SUMMARY

Canadian Pacific Railway—428,340 miles.
Canadian National Railway—243,033 miles.

It will be noted that the Canadian Pacific Railway have for this class of service throughout Canada, 428,340 miles; the Canadian National Railway, 243,033 miles. It might appear, Mr. Speaker, from the wording of my resolution that I intended to jump in and tear the Post Office Department to pieces for not having given a fair share of the mail carrying business to the National system. That is not my intention at all. I simply wished to bring to the attention of the House and the department the fact that there was a feeling in the country that the National Railways were not receiving a fair share of the mails offered. However, I think our efforts of last year have not been without effect.

This morning I telephoned to the office of the Superintendent of Railway Mail Contracts, and asked for a comparison of the earnings from this service of the different railways since 1922-23, and I think it will probably be of interest to the House to give the figures. Payments for the fiscal year 1922-23 to the Canadian Pacific Railway, \$3,683,414.13; payments to the Canadian National for the same year, \$3,158,063.46, a discrimination, if the term is permissible, of \$525,350.67 in favour of the Canadian Pacific Railway Company. The fact that there was this discrimination precipitated the feeling throughout the country which came to a head a year ago. For the year 1923-24 the payments were: Canadian Pacific Railway, \$3,659,012.99; Canadian National Railways, \$3,176,034.60, a discrimination of only \$482,978.39, so the situation was getting a little better. For the calendar year 1924 the payments to the Canadian Pacific Railway amounted to \$3,534,251.69, and to the Canadian National, \$3,172,107.07, or a difference in favour of the former of \$362,144.62. I presume that when we have the figures for the financial year we shall find a further lessening in the discrimination. So that if the Post Office Department continues the good work for another five years this discrimination or differential will be entirely removed. As a member of this House I must say that I appreciate very much the work which the department is doing. Having discussed the matter at some length with the minister as well as with the officers of the department, I believe they are doing just about all that can be done to gradually re-

move this apparent discrimination without disrupting the service. Still I am not so generous as to allow the department to take the entire credit for this good work. I think our efforts of a year ago as well as the agitation on the part of the public, which interested itself actively in the matter, throughout the length and breadth of Canada, were very largely responsible for the change which has been brought about—I was going to say change of heart, but I suppose I should say change of policy on the part of the department.

Now, I understand there are other members who wish to speak on this question and I think I have said all I wish to say except one other matter: It may be of interest to the House and to the country to know just what price is paid for the various services rendered. For the sixty foot mail car the department pays thirty-five cents per service mile, and for the thirty foot car twenty cents per service mile. I may say here that the question is often asked why so few mail cars are found on the Canadian National railway line, and I have often wondered myself why their absence. But the mystery was solved for me the other day by the minister, whom I am glad to see in his seat. He told me that the National railway had been carrying a large percentage of the mails offered to it in baggage cars, and that the mails can be carried much more cheaply in these cars than in mail cars. I have here the price paid for a full storage or baggage car, and it is thirty-six cents per service mile. The minister also informed me that a storage car will carry almost twice as many mail bags as a mail car. So that I think the National Railways are to be commended for their endeavours to adopt the system of carrying the mails in those cheaper cars, where they can carry very much more mail in the same space, and at a greatly reduced cost.

With reference to this overflow space that was mentioned, I might remark that that is sold in three, seven, fifteen and thirty foot units. The price paid for the three foot unit is four cents per service mile, for the seven foot unit 6.5 cents, for the fifteen foot unit thirteen cents and for the thirty foot unit twenty cents. In closing I desire again to impress upon the minister the absolute necessity for economy in every possible way. If mail can be carried more cheaply in storage cars than in mail cars, I think that is the service that should be put into effect. I also think we should try to reduce the number of unnecessary trains operating over our railways.