

Montreal to Edmonton or Toronto to Edmonton is that mail would arrive at Edmonton at night instead of the next morning. It would insure delivery the first thing in the morning. The mail eastbound from all Canadian National local points, east of Winnipeg, would be expedited in delivery 24 hours all the way through. It would cut out practically all circuitous routes of mails all through Canada. You could write volumes showing all the circuitous routes used all the way through Canada.

*By the Chairman:*

Q. Have you enough copies of this memorandum so that each member of the Committee may have one?—A. No, but I will have some more made.

*By Mr. Kyte:*

Q. How about the mails from Halifax west—the Overseas Mail? Are they carried by the Canadian National?—A. From Halifax to Montreal only; then the C. P.R. get it.

Q. The forwarding of that mail further west is done by the Canadian Pacific?—A. From Montreal, yes. The Canadian National only handles it from Halifax to Montreal.

Q. Is there any reason why the Canadian National could not handle it?—A. There is occasionally a full car that will be handled through to Winnipeg, but there is very little Winnipeg mail that we handle west of Montreal.

Q. In arriving at this difference in the mail earnings of the two systems, was this fact taken into account in your calculations, that the overseas mail from Montreal west goes via the Canadian Pacific?—A. Yes.

Q. That is a difference in the earnings of both systems all over Canada?—A. Yes.

*By Hon. Mr. Graham:*

Q. Supposing this: The Canadian Pacific steamships handle their mail on their own trains. You have a connection with the White Star Line, the White Star carries mail?—A. Yes, they carry some mail, there is a great variation in the boats that carry mail.

Q. Take any other line: am I to understand that you take mail off of one of these other liners that carry mail, at Halifax, would carry it, not all the way through but only to Montreal?—A. That is right.

Mr. KYTE: That seems very strange.

The WITNESS: They cart that mail from the Canadian National to the Canadian Pacific station at Montreal.

*By Mr. Stewart:*

Q. Does that occasion any delay in the through service?—A. It might sometimes, but at other times it would not. It all depends on the time of arrival of the train carrying the mail at Montreal. Usually with the overseas mail it comes in in special trains. It might come in at a time that would not make any difference or it might be our train was going right through to Montreal, and the mail would miss the connection, and it would occasion a delay, perhaps of 24 hours.

*By Major Bell:*

Q. Is it not a fact that the Post Office Department would lose money on this haul from Hearst to Armstrong? To illustrate that, supposing a man has a parcel at Hearst he wants to send to Armstrong. Instead of using your line with the long haul, he would send it direct by express?—A. Yes, he could do that. Now, the mail comes from Great Britain this way, the carriage of that mail is paid for by the British Government to the Canadian port. The Canadian