

tenders and having received that number, we should be in duty bound to accept the lowest tender if it is deemed that the district is entitled to rural mail service.

I would call the attention of the Postmaster General to the situation as it affects one contract at the present time, and so that I may not be indefinite, I would direct his attention to the correspondence in connection with the proposed rural route in the Armdale district through to Head of St. Margaret's Bay. It was estimated by the post office officials themselves in the district concerned that the service could not be carried on under a stated amount, and when the tenders were received the post office officials at this end considered that the figure was excessive. In my opinion—and I direct these remarks particularly to the Postmaster General—in that particular case consideration should be given to the number of boxholders who have to be served as well as to the distance involved.

On general principles, I am in accord with the resolution, as I believe all members are, because it brings up the price so as to meet present-day needs. For that reason, I propose to support it.

Mr. HENDERSON: May I point out to the last speaker, the member for Halifax (Mr. Isnor), that I am the member for Lambton-Kent.

Mr. ISNOR: I beg the hon. member's pardon. It was the hon. gentleman who spoke earlier in the afternoon to whom I referred.

Mr. HENDERSON: Like the hon. member, in any efforts I have made in connection with rural routes I have received splendid cooperation from the department. Among the rural mail carriers in my constituency there was one man who lost his farm and who was getting on in years and had to have something to do, and there was not much else to which he could turn his attention. The route was open for tender and he tendered less than the amount for which the work could be done. He did so simply to get the job and, after he had taken it, he was one of those who received the bonus, which brought his contract up to \$40 a mile, so that he was very well satisfied.

Mail routes are a great blessing to the farmer. The farmers all take the daily papers now, and from now on they will be very much interested in the markets, which are subject to change without notice. Moreover, there is material on the feeding of hogs, cattle and so on and the daily paper is of interest to the farmer's wife as well. It is certainly a great boon and has a tendency to keep the

farmer on the farm. He is isolated, and while it is true that he has the radio and the rural telephone, there are other avenues of information open in the daily paper. For instance, there is the serial that appears in the *Daily Mail*, and if the farmer's wife does not get her daily instalment of the story she is put out and is hard to live with.

Mr. BROWN: What about the *Advertiser Topic*?

Mr. HENDERSON: That also is an excellent paper, but it is a weekly publication. It is next to Eaton's catalogue up there; it is practically the family bible. I am in great accord with the resolution. I believe there are many injustices but I do not see how you can get away from the tender system.

Mr. ISNOR: I wish to apologize to the member for Lambton-Kent. The hon. gentleman to whom I wished to refer was, as hon. members no doubt know, the member for Middlesex East.

Mr. FULTON: I have two criticisms and one suggestion to offer in connection with the resolution. The first criticism follows that made by the hon. member for Vancouver North, who pointed out that in British Columbia we have the highest average number of boxes per route in Canada. I had occasion recently to ask for the extension of a certain route, and I received a reply from the deputy postmaster general to the effect that the extension could not be authorized because there were only ten families in five miles, which would be only two boxes per mile.

I have been through the figures for one of the Ontario ridings and I find the following cases: 14 miles with 12 boxes, or less than one to the mile; 79 miles with only 84 boxes; 20.5 miles with 25 boxes; 18 miles with 23 boxes; 32 miles with 31 boxes; 14 miles with 14 boxes.

Perhaps it may be suggested that this is because those responsible in our district are not as active in serving our interests as they are in other parts of Canada, but I feel that the reason is that we live a good deal farther from Ottawa than the people in central Canada and we cannot bring our case forward with the force of those next door to the scene of operations. That situation should be looked into and the cases in British Columbia adjusted and put on a favourable basis in comparison with other parts of Canada.

I am not sure that in any part of the country one should lay down a hard and fast number of boxes per mile before a route