

Railway Mail Service

of the growth of train service. There has been no intentional discrimination; that is a fact.

That, Mr. Speaker, I submit, clears up the situation both with regard to the railroad officials and with regard to the House and the public generally. The fact is, as stated by the gentleman from whose observations I have just quoted, that the conditions which have been referred to and which have been the subject of criticism, and quite properly so, are the outcome of the growth of service. At the same time, while that is the fact, and as one hon. member who has spoken observed, that is no reason why if present conditions are not found to be satisfactory there should not be changes made. There have been changes made; others are in contemplation, and further changes will be made from time to time until eventually we hope to attain practically an equal division of the railway mail service between the two great railroads in this country. In that connection I might point out that while at the time of the holding of the inquiry before the special committee of this House last summer, it was alleged that there was a difference in the annual

payments of about \$750,000 in favour of the Canadian Pacific Railway, as between that road and the Canadian National Railway, that condition no longer prevails; and by reason of improvements and changes that have since been made, the reduction in that difference which was observable at the end of the year indicates that the amount will be more than cut in half for the present year, and as time goes on a progressive improvement in the same direction will be made. In that connection let me place on Hansard a statement which I am sure hon. members who have taken part in the discussion, as well as other hon. gentlemen in the House, will be glad to have in order that they may be able to supply to their constituents or to others who may be interested in the matter, proof of the statement that has been made in the direction that I have just mentioned.

The following statement shows, by provinces, the mail services, all classes, including storage cars—overflow mail—and transcontinental routes, with expenditures for mail carriage, and number of post offices served for quarter ending September, 1924:

Province	Canadian Pacific Railway			Canadian National Railways		
	No. of services of all classes	Total expenditure	No. of P.O.'s served	No. of services of all classes	Total Expenditure	No. of P.O.'s served
		\$ cts.			\$ cts.	
Prince Edward Island.....				25	12,398 80	124
Nova Scotia.....				58	67,774 90	1,400
New Brunswick.....	42	19,091 66	280	72	59,558 04	498
Quebec.....	63	88,287 04	1,232	131	157,443 78	1,789
Ontario.....	104	315,992 58	1,118	199	277,343 26	1,800
Manitoba.....	40	100,892 86	438	48	59,572 93	572
Saskatchewan.....	58	153,141 26	826	65	106,844 08	922
Alberta.....	38	110,727 17	600	25	45,751 60	685
British Columbia.....	42	100,068 82	625	4	12,777 72	275
Total.....	387	888,201 39	5,119	627	799,465 71	8,065

This statement, Mr. Speaker, is for the quarter ending September 30, 1924. Now the difference in money payments, between the total amount paid to each of the two roads, amounted for that quarter to \$88,735.68 in favour of the Canadian Pacific, or a total for the year if the same ratio was preserved of about, in round figures, \$350,000; or less than one-half the difference that prevailed for the year which was under discussion at the time the committee sat last summer. That statement for that quarter will indicate the improvement that has been made and the equalization that has been going on in favour of the Canadian National Railway.

[Mr. Murphy.]

Mr. McQUARRIE: If I may be permitted a question, could any of these services which are assigned to the Canadian Pacific be just as well performed by the government railways?

Mr. MURPHY: In answer to my hon. friend I may say that his question touches the point that is at issue in connection with all these services; and in relation to that the department has to consider, for instance, a local service at any point in relation probably to a whole service, and it has to consider whether one road is the better adapted by reason of location, and density of population