

Railway Mail Service

Canadian National Railways, we find that the mileage in use is only 18,280, while the mileage built is 19,975. These are the figures that I remarked at the outset were perhaps not strictly relevant to the subject matter of the resolution, but nevertheless I think they are worthy of notice.

Now in respect to the carrying of mail the figures are as follows: Canadian Pacific railway, train miles, 5,638,040; Canadian National railways, train miles, 6,602,644. I would also direct the attention of the House to one feature of those figures, and that is that while the Canadian Pacific Railway operate only 13,172 miles of railway, their train miles amount to 5,638,040; while the National Railways, operating 18,280 miles, have a train mileage of 6,602,644; in other words, the train miles of the Canadian Pacific are 20 per cent, or thereabouts, in excess of the National Railways. Now anyone who has travelled between eastern and western Canada cannot but have been impressed with the large number of excess trains that are operating in this country. When you get on a train in the city of Winnipeg, for instance, you will find, as I did when I was coming to Ottawa this session, that there were only 37 passengers on the entire train. The Canadian Pacific Railway train had left about an hour previously, and I understand that it carried only 31 passengers. I think this might very well be taken into consideration by the Minister of Railways (Mr. Graham), with a view to seeing if we cannot reduce the number of unnecessary trains that are running, and which are responsible for some at least of the Canadian National Railway deficits.

Now I come to the subject matter of the resolution. The postal service miles of the Canadian Pacific Railway amount to 3,629,508, and of the Canadian National Railways to 4,270,320. Dividing that into two classes, so to speak, we find that the Canadian Pacific operated 1,187,536 miles of the 60-foot full postal cars; that is, a full mail car; while the Canadian National Railways, though they operate 18,280 miles of railways as against 13,172 miles of the Canadian Pacific, is approximately 75,000 miles more than the Canadian Pacific railway of the 60-foot full postal cars.

Then coming to the thirty foot postal car the Canadian Pacific operated a mail service on 1,575,682 miles, and the Canadian National for the same half car operated a service of 1,411,200 miles. In the case of baggage car mail service the Canadian Pacific mileage was 866,290 and the Canadian National mileage 1,758,366. It will be noted that in that instance the National Railways gave a service

[Mr. Ward.]

to a much greater degree than did the Canadian Pacific. But that means very little because payment is made for what is called overflow service. In other words a train leaves Montreal, Toronto, or some other point, the overflow after the mail car is filled is carried in the baggage car. That space is purchased from station to station as it is required.

Now, in the matter of payment for that service the sum of \$772,906.09 was paid to the Canadian Pacific, according to the figures which I have, and \$769,916.49 was paid to the Canadian National. You will note, therefore that the payment is almost equal for the service rendered in that particular class. However coming to the overflow mail we see a different situation. The overflow mail is the mail which I have just mentioned, the mail offered in excess of the accommodation on the baggage or postal car. In the statements I have, the figures are given by provinces. I shall not weary the House by enumerating all the details, but will ask permission to place them on Hansard.

The statements are as follows:

CANADA

Statement showing a comparison of track miles, train miles and postal service miles etc., in connection with mail traffic on Canadian National and Canadian Pacific Railways:

Track mile—C.P.R., 13,579; C.N.R., 19,975.
 Track miles used—C.P.R., 13,172; C.N.R., 18,280.
 Train miles—C.P.R., 5,638,040; C.N.R., 6,602,644.
 Postal service miles—C.P.R., 3,629,508; C.N.R., 4,270,320.
 Sixty foot postal car, miles—C.P.R., 1,187,536; C.N.R., 1,208,476.
 Thirty foot postal car, miles—C.P.R., 1,575,682; C.N.R., 1,411,200.
 Baggage car miles—C.P.R., 866,290; C.N.R., 1,758,366.
 Payment for service—C.P.R., \$772,906.09; C.N.R., \$769,916.49.

Statement showing track miles, Train miles, Postal service miles, etc., in the provinces of Manitoba, Saskatchewan, Alberta, and British Columbia.

Track miles—C.P.R., 8,525 miles; C.N.R., 9,396 miles.
 Track miles used—C.P.R., 8,334 miles; C.N.R., 8,798 miles.
 Train miles—C.P.R., 2,542,290 miles; C.N.R., 1,620,629 miles.
 Postal service—C.P.R., 1,893,094 miles; C.N.R., 1,122,018 miles.
 Sixty foot postal car—C.P.R., 687,429 miles; C.N.R., 412,986 miles.
 Thirty foot postal car—C.P.R., 778,102 miles; C.N.R., 278,447 miles.
 Baggage car—C.P.R., 427,568 miles; C.N.R., 430,585 miles.
 Payment—C.P.R., \$411,645.17; C.N.R., \$221,518.16.

OVERFLOW MILEAGE—CANADA

Prince Edward Island, mileage—C.P.R., nil; C.N.R., nil.
 Nova Scotia, mileage—C.P.R., nil; C.N.R., 15,906.
 New Brunswick, mileage—C.P.R., 7,286; C.N.R., 36,200.
 Quebec, mileage—C.P.R., 30,372; C.N.R., 90,186.
 Ontario, mileage—C.P.R., 167,700; C.N.R., 68,973