

*By Mr. Harris:*

Q. Are you acquainted with the different rates of pay, as it were, for the different mail clerks on the 20 cent service and the 35 cent service? In other words, are you prepared to give the Committee an idea as to the scale of wages—a comparative scale—that these different mail clerks would receive on the basis of the 35 cent units, and the 20 cent units?—A. No, I am not posted as to the wages. I understand, though, that the size of the postal unit has no effect on the wages; the wage question is entirely on seniority—length of service.

Q. Can you tell us what the general practice is with regard to the number of seniors carried on the 35 cent unit, and the number of seniors on the 20 cent unit?—A. The number of men carried is entirely dependent on the amount of mail.

Q. I am thinking of the class of men. Is it logical to assume there must be one senior mail clerk on a 20 cent unit?—A. I cannot say as to that.

Q. Would you say there was no such thing as a supervisor?—A. No. I do not know what they pay their men or anything about that. I have never asked any questions along that line.

Mr. STEWART: If my memory serves me right, Mr. Chairman, there was a question on the Order Paper this year regarding this matter, and I have a recollection that the answer as to why the Canadian National and Canadian Pacific Post Office contracts were different was that in certain regions the Canadian National Railway did not give the equipment necessary to give the service. That statement I presume is true?

The WITNESS: We have the equipment, but we have to handle the service which the Post Office Department gives us.

*By the Chairman:*

Q. You will have this larger equipment in August?—A. Yes.

Q. You are not ready at the moment?—A. Speaking about getting things ready, the Post Office Department could not swing this on short notice. In making a change in the service the Post Office authorities have to go in and revise the mailing lists of all the publications. For instance, take the Montreal Weekly Star, which has a very large distribution throughout Canada. Their mailing lists are made up in a certain form and as the papers come off the press they are put into pouches according to the postal runs in Canada. When there is a change in the service the postal men have to revise all these mailing lists, so the papers will go to the proper trains. That takes time. You cannot do it in a day or two. I doubt if the Post Office Department could be ready by August 1st, there is so much work involved in it.

Hon Mr. GRAHAM: You will not be called upon by August 1st to inaugurate this new arrangement. This is a big question. I was very anxious you should put your case before the Committee, because we want to get all the information we can.

The WITNESS: I was just giving this as an illustration to show that it is not a thing you can change overnight; there is too much involved in it. The principal things in this through service—perhaps the principal thing—is the service to the public all the way through. For instance, all mail between Winnipeg and the east, and points west of Edmonton on the Canadian National right through to Prince Rupert would be expedited 24 hours by service on the Continental Limited, trains 1 and 2. There are other cases which can be cited.

*By Hon. Mr. Graham:*

Q. Give us a citation for mail going to Edmonton or west?—A. Well, in regard to mail for Edmonton, the only difference it would make in a letter from