

Mr. ROBB: It is part of the contract that in addition to providing transportation for the products of the district the mails and a certain number of government officials shall be carried free.

Mr. ARTHURS: I cannot for the life of me see how an estimate should be required for the post office when the mails are being carried free, and I do not see why this amount should be asked for providing mail service for this particular district when other people in other districts have to go in some cases a hundred miles without any subsidy.

Mr. GARDINER: I did not mean to imply that these people should not be supplied with transportation facilities. I am satisfied that they should have some means of communication provided, but I maintain still that it is just as essential that people who are living, and have been for twenty or twenty-five years, from sixty to eighty miles from a railway should receive equal consideration. That is the point I desire to make.

Mr. ROBB: It is very reasonable.

Item agreed to.

Halifax and Newfoundland, via Cape Breton ports, steam service between, \$5,000.

Mr. KENNEDY (Edmonton): How long have these services been going on?

Mr. ROBB: Many of them for a number of years. They are all voted from year to year; that is the local services.

Mr. KENNEDY (Edmonton): Have they been going on for twenty or thirty years?

Mr. ROBB: I could not say just how long.

Item agreed to.

Halifax and West Coast of Cape Breton, calling at wayports, steam service between, \$6,000.

Mr. KENNEDY (Edmonton): Is there competition in the case of most of these services? Do the vessels belong to separate companies, or are they largely owned by one company?

Mr. ROBB: The service is performed by different companies although they have an interchange of business; it is arranged that that shall be done. Some of the vessels do not run through to the port of Halifax, others do not run through to Cape Breton, and they may have an interchange of trade so that the shipper can ship right through from one port to the other.

Mr. KENNEDY (Edmonton): Has the minister any control over rates?

Mr. ROBB: Yes, the rates are subject to the approval of the minister.

Item agreed to.

Mainland and islands of Miscou and Shippegan, service between, \$3,300.

Mr. SPEAKMAN: I presume part of this money is paid for the carriage of mail alone.

Mr. ROBB: Yes.

Mr. SPEAKMAN: Has the minister, or his department, ever made any estimate as to what would have to be paid for the carriage of mails alone, regardless of what is paid in the form of subsidy?

Mr. ROBB: I do not know that any such estimate has been made. In the case of some of the items I have a record of the amount of mail carried. When we come to one of them I will tell my hon. friend what that record is.

Mr. SPEAKMAN: Yes that would give us an idea.

Item agreed to.

Mulgrave and Canso, steam service between, \$13,500.

Mr. BANCROFT: This seems to be a large amount for a service across the strait between these two points?

Mr. ROBB: This service is from Mulgrave to Canso. There are certain deductions made when the vessel does not make the regular trips specified. Now here is a record in connection with this service. In 1914 they carried 3,724 bags of mail. In 1922 they carried 6,183 bags of mail.

Mr. CALDWELL: Is this a daily service?

Mr. ROBB: A daily service.

Mr. SPEAKMAN: The minister's answer, I think, is very satisfactory. It shows that quite an appreciable amount of the subsidy would have been paid for the carriage of mail if paid on that basis.

Item agreed to.

Mulgrave and Guysboro, calling at intermediate ports, steam service between, \$9,500.

Mr. ROBB: This service indicates that we have been carrying all along from 1,783 to 3,000 bags of mail.

Mr. KENNEDY (Edmonton): Who owns the boat?

Mr. ROBB: The Elaine Steamship Company, Limited, of Halifax.

Mr. BOYS: On what basis is the subsidy granted, on a basis of so much per mile per trip?