

Mr. STEWART (Argenteuil): My hon. friend is hardly correct in that statement.

Mr. CAMPBELL: Perhaps not in that particular case, but there are a great many similar cases.

Mr. STEWART (Argenteuil): I do not think so. The mails are moved locally to Cochrane.

Mr. CAMPBELL: I am not stating that it is true in that particular case, but I say there are cases where a similar condition of affairs does exist. We have to maintain the service anyhow, and I am not clear how it would mean an added cost. I have a large number of letters and telegrams here from boards of trade and various farmers' organizations, a host of them. I had intended to place them on Hansard, but I am not going to burden the House with them at this late hour. But I would strongly impress on the minister the necessity of going into this matter very thoroughly, because the people in the country are very much exercised about it. I would point out to the minister and the government that the people are taking the Canadian National very seriously to-day, and whether their suspicions are entirely founded or not, they will not stand for any discrimination against their own railway in favour of the Canadian Pacific. Their suspicions in this case may be entirely unfounded, but the state of public opinion with regard to the Canadian National Railway is something the government has to take into very serious consideration, and I hope if it is possible to do so without any added cost that some of the mail will be diverted to the Canadian National in the near future.

Mr. BRETHEN: I would like to support the hon. member for South Waterloo and the hon. member for North Bruce regarding the advisability of the minister granting the rural mail carriers holidays. I do not think it would be advisable, however, to adopt the suggestion of the hon. member for North Bruce and give only every other day service in the winter. I find in my riding that if the roads are difficult or anywhere near impossible to travel the mail carrier takes a day off, and nobody raises very much complaint; in fact, there is little or none. So I think it might be left at a daily service. I think the mail carriers themselves will see they do not suffer very much on that account. I have found people very reasonable in that respect.

Mr. MALCOLM: I have not.

[Mr. Campbell.]

Mr. BRETHEN: You are in a different riding. There is another aspect of this question. There are some mail routes where there is a mail being carried between points, say, twenty miles apart, and in that territory you will find a couple of small rural post offices where these carriers stop to deliver mail. I find the upkeep of these post offices is higher than if the rural mail service were given right along the line. In fact, I have had mail carriers tell me they would give the mail service all along the line for less money than it costs to keep up these offices. But still the department refuses to make a change, claiming that it would be a new service, which they refuse to give. I think when it does not cost the department any more money to give a better service to the people, they should be willing to do it, and they should accept a proposition like that.

Mr. STEWART (Argenteuil): I move that the item respecting J. J. Hayes be amended to read as follows:

To hereby superannuate J. J. Hayes, formerly supervisor of letter carriers, Calgary post office, as from the 14th September, 1922, under Part I of the Civil Service Superannuation and Retirement Act, and the living allowance which might have been granted to him if he had not been dismissed from the service and notwithstanding his dismissal from the service, payments to be made out of the consolidated revenue fund of Canada.

Amendment agreed to.

Mr. SPENCER: I wish to call the minister's attention to the fact that very few new rural deliveries have been allowed during the last three years so far as I know, and I would be glad if he could assure this House that the department will be a little more generous in the future, for it is a great advantage to the people in the country to have this mail delivery.

Mr. CALDWELL: I think there is no public service rendered to the people which they appreciate quite so much as rural mail delivery. While the minister says it will cost money, I think when the whole question is taken into consideration it is the very cheapest method which can be devised by which people can get their mail. Take the case of a rural community, especially in the busy season, although in farming it is always a busy season. Is it not cheaper to hire one man to cover twenty miles of route, delivering the mail, than for every farmer to drive in five or six or seven or eight or nine miles to get his individual mail? They are all driving to get the mail over this road, and I think it is a service the public will not begrudge paying for. I do not