

GRANTS TO MILITARY UNITS TO HELP IN THE REORGANIZATION

[Continued from page 11.]

	City corps.	Rural corps.
INFANTRY—Con.		
15th Regiment	1,500	
16th Regiment		300
17th Regiment		300
18th Regiment		300
19th Regiment	1,500	
20th Regiment		300
21st Regiment	1,500	
22nd Regiment	1,500	
23rd Regiment		300
24th Regiment (4 companies city, 4 rural)		500
25th Regiment	1,500	
26th Regiment		300
27th Regiment (4 companies city, 4 rural)		500
28th Regiment (6 companies city, 2 rural)		500
29th Regiment (4 companies city, 4 rural)		500
30th Regiment		300
31st Regiment		300
32nd Regiment		300
33rd Regiment		300
34th Regiment		300
35th Regiment		750
36th Regiment		300
37th Regiment		
38th Regiment	1,500	
39th Regiment		300
40th Regiment		300
41st Regiment	1,500	
42nd Regiment		300
43rd Regiment	1,500	
44th Regiment (3 companies city, 5 rural)		500
45th Regiment		300
46th Regiment		300
47th Regiment		300
48th Regiment	1,500	
49th Regiment		300
50th Regiment	1,500	
51st Regiment	1,500	
52nd Regiment	200	
53rd Regiment	200	
54th Regiment	1,500	
55th Regiment		300
56th Regiment	1,500	
57th Regiment	1,500	
58th Regiment		300
59th Regiment		300
60th Regiment	1,500	
61st Regiment		300
62nd Regiment	1,500	
63rd Regiment	1,500	
64th Regiment		300
65th Regiment	1,500	
66th Regiment	1,500	
67th Regiment		300
68th Regiment	1,500	
69th Regiment		300
70th Regiment	1,500	
71st Regiment		300
72nd Regiment	1,500	
73rd Regiment		300
74th Regiment		300
75th Regiment		300
76th Regiment (4 companies city, 4 rural)		500
77th Regiment		500
78th Regiment		300
79th Regiment	1,500	
81st Regiment		300
82nd Regiment		300
83rd Regiment		300
84th Regiment	200	
85th Regiment		300
86th Regiment	200	
87th Regiment		300
88th Regiment	1,500	
89th Regiment		300
90th Regiment	1,500	
91st Regiment	1,500	
92nd Regiment		300
93rd Regiment		300
94th Regiment		300
95th Regiment	1,500	
96th Regiment	1,500	
97th Regiment		300
98th Regiment		300
99th Regiment (4 companies city, 4 rural)		500
100th Regiment	1,500	
101st Regiment	1,500	
102nd Regiment		300
103rd Regiment	1,500	
104th Regiment	1,500	
105th Regiment	1,500	
106th Regiment	1,500	
107th Regiment		300
108th Regiment	1,500	
109th Regiment	1,500	
110th Regiment	1,500	
Indian Company (Grand Forks)		150
Indian Company (Nanaimo)		150
C.A.S.C.—		
No. 2 Company, Toronto		\$150
" 3 Company, Kingston		150
" 4 Company, Montreal		150
" 5 Company, Ottawa		150
" 7 Company, St. John, N.B.		150
" 8 Company, Kentville, N.S.		150
" 9 Company, Hamilton		150
" 10 Company, Quebec		150

	City corps.	Rural corps.
C.A.S.C.—Con.		
" 11 Company, Winnipeg		150
" 12 Company, Toronto		150
" 14 Company, Calgary		150
" 15 Company, Montreal		150
" 16 Company, London		150
" 17 Company, Quebec		150
" 18 Company, Winnipeg		150
" 19 Company, Vancouver		150
" 20 Company, Regina		150
" 21 Company, Victoria		150

A.M.C.—		
No. 1	Clearing Hospital, Toronto	\$150
" 2	Clearing Hospital, Halifax	150
" 1	Field Ambulance, Halifax	150
" 2	Field Ambulance, Ottawa	150
" 3	Field Ambulance, Kingston	150
" 4	Field Ambulance, Montreal	150
" 5	Field Ambulance, Montreal	150
" 6	Field Ambulance, Sherbrooke	150
" 7	Field Ambulance, Quebec	150
" 8	Field Ambulance, St. John, N.B.	150
" 9	Field Ambulance, Charlottetown	150
" 10	Field Ambulance, Toronto	150
" 11	Field Ambulance, Toronto	150
" 12	Field Ambulance, Hamilton	150
" 13	Field Ambulance, Toronto	150
" 14	Field Ambulance, Sarnia	150
" 15	Field Ambulance, London	150
" 16	Field Ambulance, Winnipeg	150
" 17	Field Ambulance, Calgary	150
" 18	Field Ambulance, Vancouver	150
" 19	Field Ambulance, Hamilton	150
" 20	Field Ambulance, Montreal	150
" 21	Field Ambulance, Brandon	150

RECAPITULATION.

Cavalry	\$ 14,950
Artillery	16,850
Engineers	2,250
C.O.T.C.	3,800
Infantry	98,850
C.A.S.C.	2,700
A.M.C.	3,450
Total	\$142,850

NEW RATES FIXED FOR MOVEMENTS OF TROOPS BY TRAIN

Old Fares Fixed by Order in Council of 1906 are Increased on Application of Railway Traffic Managers.

The rates for officers and men travelling on railways in Canada at the expense of the Government have been increased following the opinion of the Chairman of the Board of Railway Commissioners that such an increase is fair. The Order in Council passed on February 17 granting the new rate, except in the case of parties of 350 or more travelling over 100 miles for which there is a special rate, is as follows:—

The Committee of the Privy Council have had before them a report, dated 10th February, 1919, from the Minister of Militia and Defence, stating that an Order in Council of March 14th, 1906, provided that troops travelling on railways in Canada at the expense of the Government, should be carried at the rate of 2 cents per mile for officers, and 1½ cents per mile for men.

The rates which Canadian railways are now receiving for the same service as provided by Orders in Council under section 289 of the Railway Act, are the same as above mentioned, except that for parties of 350 or more travelling over 100 miles, the rate is 1½ cents per mile for officers and 1 cent per mile for men.

The maximum tolls for general passenger traffic as established by the Board of Railway Commissioners for Canada are 3 cents per mile east of McLeod, Calgary and Edmonton, and 4 cents per mile west of those points, and from March 15th, 1918, under the War Measures Act, the tolls for traffic east of the points named have been increased to 3.45 cents per mile.

A petition has been received dated 21st January, 1919, signed by the Passenger Traffic Managers of the Cana-

dian National Railway, the Canadian Pacific Railway and the Grand Trunk Railway, praying that, from and after January 1st, 1919, the tolls for conveyance of military and naval troops in Canada, shall be 15 per cent less than general public fares for officers and men on regular or special trains, except that for numbers of 350 men or more on special trains the fares shall be 25 per cent less than the general public fare, the minimum earnings for the loaded mileage on any special train to be not less than \$3.75 per mile, with a minimum of \$125 for any single movement.

The matter has been submitted to the Chief Commissioner of the Board of Railway Commissioners for Canada, and he states that the cost of railway operation has very largely increased since the rates were fixed in 1906 as above mentioned and that, in view of the fact, in his opinion the rates, as they exist today are entirely unreasonable, and that, had these rates been under the jurisdiction of the Board of Railway Commissioners for Canada, they would, undoubtedly, have been increased when the 15 per cent increase was authorized in railway rates generally in the early part of 1918. He states also that he has no reason to doubt that the tolls for similar service in the United States are very materially higher than the charge made in this country, and that the rates at present being paid here do not yield any fair return to the companies.

The effect of putting into operation the rates asked for by the companies as set out above, would be to make a charge of 2.932 cents per mile for all ranks, as against an existing charge of 2 cents for officers and 1½ cents for men, while, for special trains with a minimum of 350 or more, the rate asked for by the companies would work out at 2.587 cents per head per mile.

The Chief Commissioner of the Board of Railway Commissioners for Canada gives it as his opinion that it would be fair to increase the individual rate for officers to 3 cents per mile and the rate for men to 2½ cents per mile, an increase of 1 cent per mile in each case, and to fix the rate for special trains carrying 350 or more for distance of over 100 miles at 2 cents per mile per head applicable to officers and men alike.

The Minister, therefore, recommends accordingly.

The Committee concur in the foregoing recommendation, and submit the same for approval.