

PRIVATE BILL.  
SECOND READING.

Bill No. 49, for the relief of Lillian May Dent.—Mr. Douglas.

QUESTIONS.

[Questions answered orally are indicated by an asterisk.]

OVERSEAS FORCES.

Mr. DOUGLAS:

1. Where was the 22nd Battalion located in Amherst, in the spring of 1915?
2. When did they take possession of buildings, and how long did they remain in them?
3. How much was paid the owners of the buildings in which they were located?
4. How much was expended in fitting up the buildings by the department?
5. Were the fittings in the said buildings torn out when the 22nd Battalion left?
6. Is any battalion located in Amherst this year?
7. Is it located in the same building as the 22nd was? If not, in what buildings?
8. Has anything been spent in fitting up these buildings for this year's use? If so, how much?

Mr. HAZEN:

1. Canada Car and Foundry Company's shops.
2. March 15, 1915; moved out May 20, 1915.
3. No rent has been paid for the use of this building.
4. \$21,974.76. This sum included the cost of fitting up barracks for the 22nd Battalion; also for the 6th Canadian Mounted Rifles; also stalls and stable accommodation for the horses of the last-named battalion.
5. Fittings were removed in August, 1915, and were utilized for troops in Halifax.
6. Yes; the 150th Battalion and portion of the 106th Battalion.
7. No; 150th Battalion, located in Winter Fair building, Amherst. The Winter Fair building was used this year because the Canada Car Company required their factory. The same selection could not be made last year because there is no room for the horses in the Winter Fair building, and these had to be located near the men. This condition could only obtain in the shops of the Canada Car and Foundry Company.
8. Nothing has been spent on the shops of the Canada Car and Foundry Company for the use of troops this year. There has been spent on the Winter Fair building approximately \$23,000, and owing to the splendid offer of the city of Amherst to give the Government the use of the buildings until the end of the war, also supplying water free, and to avoid constantly refitting rented buildings, of which we only had temporary

occupation, the department decided to fit up the Winter Fair building in a permanent manner.

Mr. BUCHANAN:

1. Is an infantry regiment for overseas service being raised at Medicine Hat, Alberta?
2. If so, who is the Commanding Officer?
3. Did he possess any previous military experience?
4. Is he a qualified officer of any rank?
5. What position did he hold in civil life prior to his appointment?

Mr. HAZEN:

1. Yes; the 175th Overseas Battalion has been authorized for Medicine Hat, Alberta.
2. Temporary Lieut.-Colonel Nelson Spencer, M.P.P., 21st Alberta Hussars, has been appointed Commanding Officer of this unit provisionally.
- 3 and 4. He has all the necessary qualities to become a most efficient officer, and is rapidly acquiring the necessary military training.
5. Merchant.

Mr. GRAHAM:

1. Is it true that E. Taylor, E. Pigeau, Wm. Charnock, Jas. P. Murphy, P. J. Martin, G. Marion, H. Macara and P. J. Plilie have been dropped from the 159th Battalion now on duty at North Bay?
2. If so, was it on account of a difference that arose between the said members of the militia and the department concerning non-payment of separation allowance which the men claimed was due their families?

Mr. HAZEN:

1. These men were discharged, as they refused to be sworn in.
2. Separation allowance could not be paid previous to sworn attestation, and, as these men refused to be sworn in, no separation allowance could be paid. Therefore the men were discharged.

INTERCOLONIAL RAILWAY FREIGHT RATES.

Mr. MACDONALD:

1. Have any changes by way of increases been made in the freight rates on lumber and lumber products on the Intercolonial railway?
2. If so, what were those increases?

Mr. REID:

1. Yes.
2. To make the rates east of Levis uniform with those in effect west of Levis and on the Transcontinental west of Moncton, the mileage tariff rate on line of the Intercolonial railway east of Levis on certain forest products for local consumption short haul was raised:

Distance over 5 to 80 miles,  $\frac{3}{4}$  cent per 100 lbs.  
Distance over 80 to 90 miles,  $\frac{3}{4}$  cent per 100 lbs.  
Distance over 90 to 100 miles,  $\frac{1}{2}$  cent per 100 lbs.