

I do not wish to put this in any cheap way, but I do feel that our armed forces are entitled to everything a civilian would get in ordinary travel. As civilians, what are we actually contributing, as compared with these men? If there is any question of differentiation it should be in favour of the soldier.

Mr. RALSTON: I can only say to my hon. friend that the answer is very trite; that is to say, it has always been the practice that the first night is without sleeping accommodation. I thoroughly agree with everything my hon. friend has said and I appreciate the spirit in which he has said it. I know it is not any cheap appeal at all; I believe my hon. friend feels genuinely about it, and so do I. He mentioned that this was not the sort of accommodation that would be provided for civilians. As he knows, however, it has become a regular routine now to run these cheap trips for civilians, on which they sit up all night. I know that trips from Halifax to Montreal are put on in that way, with the trains composed entirely of first-class coaches, and everyone sits up all night. I quite agree that if the rolling stock is available it would be better to have berths provided, but I do not think you would get the rolling stock at the present time; that is my own feeling.

Mr. GREEN: There is just one other matter I should like the minister to discuss with his colleagues, namely, the possibility of granting extra time to men who are going on sick leave, to enable them to get to their homes. For example, men from British Columbia stationed in Toronto become sick. When they get sick leave it means that their time is very badly cut down.

Mr. RALSTON: Does my hon. friend mean men who get sick after they have gone on leave?

Mr. GREEN: No; I mean a man who becomes sick in Toronto, who goes to hospital for a time and is then given sick leave. I understand he is not given any extra time if he happens to be a resident of Vancouver or Halifax; he gets just the same time as though he lived in Ottawa. I may be wrong in that, but I have had some cases of that kind and I think the situation should be remedied.

Mr. DOUGLAS (Weyburn): Could the minister tell us on Monday how this sum of \$54,453,570 is divided between the two railways, and what basis is used by the army authorities in determining the railway over which these men will travel? I have had men of all three services tell me that if they are

travelling say from Halifax to say some point in the west, they may come as far as Montreal by Canadian National and then for some reason or other may be compelled to switch over to the Canadian Pacific, even though the Canadian National could take them right on to Winnipeg or Vancouver or wherever they might be going. What is the determining factor in deciding how the business is divided, and how has it been divided in regard to this amount of money?

Mr. RALSTON: I am informed that the only rule that governs is efficiency of routing. I cannot understand the change from Canadian National to Canadian Pacific west of Montreal, unless a man was coming north shore or in case it might be possible to get a through train on one railway and not on the other. Has my hon. friend a case in mind?

Mr. DOUGLAS (Weyburn): I have had a number of men on the trains tell me they were compelled to switch from one railway to the other going perhaps to Winnipeg, where the Canadian National could take them very easily.

Mr. RALSTON: Is the hon. member talking about a party of ten or twenty, or a troop train?

Mr. DOUGLAS (Weyburn): I am talking about a small group travelling on a passenger train. Has the minister the figures showing how this money is divided between the railways?

Mr. RALSTON: We would have to get the figures from the treasury department and break them down. We have not them here, though I could get them.

Mr. CRUICKSHANK: I should like this question of travel time to British Columbia clarified a little. I understood the minister to say the commanding officer has authority, though it is not in the book—

Mr. RALSTON: I did not say he had authority; I said I had an idea that quite often the commanding officer made leaves date a little later than the time the men actually left.

Mr. CRUICKSHANK: Then I put it in another way, because I think we have a very just case in British Columbia. So far in this war with respect to embarkation—now, just a moment, do not shake your head, because this is important to British Columbia—all embarkations have been from the eastern coast. That affects British Columbia.