

the possible use of the new Union Station there, and related matters will shortly be inaugurated by the Canadian National Railways' management.

EIGHT HOUR LAW CONFERENCE

Mr. NEILL:

1. What steps, if any, have been taken by the Government towards calling a conference of all the provinces on the eight hour law recommended by Article 427 of the Treaty of Versailles?

2. If any invitation was issued by the Federal authorities what was the response from the different provinces?

3. What further action is contemplated by the Government towards getting the provinces together on this matter?

Hon. Mr. MURDOCK: The answer to this question has been prepared, but the hon. member for Comox-Alberni (Mr. Neill), I believe, desires to have it withheld for the present in order that he may change the question, or for some other reason.

Question stands.

ROYAL COMMISSION ON RE-ESTABLISHMENT

Mr. BLACK (Yukon):

Has the Government received an interim or other report from the Royal Commission appointed nearly a year ago to inquire into and report on matters concerning Soldiers' Civil Re-establishment?

Hon. Mr. BELAND: I may answer this question orally. No interim report has been received so far, but one is expected shortly.

GRAND TRUNK COMMITMENTS

Mr. CHURCH:

1. Is it the intention of the Government to carry out the capital commitments of the Grand Trunk Railway in various parts of Canada for new terminals and capital expenditures in various places as provided by agreements made by this railway before it was absorbed into the National Railway System?

2. Is it the intention of the Government to expend \$4,000,000 on the Grand Trunk Railways for grade separation at Detroit, and is the following despatch substantially correct to the *Toronto Globe*?

"Detroit, January 12.—Negotiations of twenty years standing between the city and the Grand Trunk Railway were completed to-day when the Council gave tentative approval to a \$4,000,000 grade separation programme presented by John W. Reid, city engineer."

3. If so, what amount will Canada be asked to provide for this work?

4. What amount of money will Canada have to furnish for the use of the Grand Trunk System for the new \$100,000,000 passenger terminal at Chicago to replace the Dearborn Street structure recently destroyed by fire?

Hon. Mr. GRAHAM:

1. Such matters will be dealt with by the board and management of Canadian National Railways:

2 and 3. Grade separation at Detroit will involve an expenditure of \$4,600,000, spread over a ten-year period. The Grand Trunk

Railway will be responsible for approximately \$3,000,000 and the city of Detroit for the remaining \$1,600,000.

4. The terminal in question is used by the Grand Trunk Railway which, with four other railways, own the holding company—the Chicago and Western Indiana Railroad Company. No definite action in regard to a new station is expected for several years. Meanwhile, published estimates of possible cost are mere guesses. Should a new structure finally be decided on, it should be financially self-sustaining.

QUESTIONS PASSED AS ORDERS FOR RETURNS

CIVIL SERVICE STATISTICS

Hon. Mr. CRERAR:

1. What was the total number of employees in the inside Civil Service on the 31st March in each year since 1900 to the last nine months of 1922, inclusive?

2. What was the total amount paid in salaries (any bonus included) each year ending 31st March from 1900 to 1922 inclusive?

3. What was the total number of employees and salaries (including any bonus) paid them in each year from 1900 to 1922 inclusive in the following Departments:—

Public Works, Customs, Post Office, Interior, with Immigration, Militia and Defence, Marine and Fisheries, Agriculture, External Affairs, Justice, Railways and Canals, Secretary of State, Trade and Commerce, Finance, Labour?

RAILWAY STATISTICS

Sir HENRY DRAYTON:

1. During the last completed annual accounting period what was the amount of revenue, freight and passenger traffic originating on the different divisions of the Grand Trunk Railway in the provinces of Quebec and Ontario, and the earnings therefrom?

2. During the last completed annual accounting period what was the amount of revenue, freight and passenger traffic originating on the Grand Trunk Railway in the cities of Montreal, Ottawa, Toronto, and Hamilton, and the earnings therefrom?

3. During the last completed annual accounting period what was the amount of freight moving in less than carload lots from the cities of Montreal, Ottawa, Toronto and Hamilton on the Grand Trunk Railway, and the earnings therefrom?

4. During the last completed annual accounting period what was the number of way freight trains operated, their mileage and earnings, from the cities of Montreal, Ottawa, Toronto and Hamilton on the Grand Trunk Railway?

5. During the last completed annual accounting period what was the amount of revenue, freight and passenger traffic originating on the different divisions of the Canadian National Railways in the provinces of Quebec and Ontario, and the earnings therefrom?

6. During the last completed annual accounting period what was the amount of revenue, freight and passenger traffic originating on the Canadian National Railways in the cities of Montreal, Ottawa, Toronto, and Hamilton, and the earnings therefrom?

7. During the last completed annual accounting period what was the amount of freight moving in less than carload lots from the cities of Montreal, Ottawa, Toronto and Hamilton on the Canadian National Railways, and the earnings therefrom?