

depleted, handed over to trustees appointed by the unit, to be used for the benefit of ex-members of the unit and their dependents, in accordance with the terms of Order in Council P.C. 1445, dated 29th May, 1917. No information is available in the department as to the amount of the unexpended balances of these funds held by the trustees at the end of the war. In the case, however, of units of a draft-producing nature or which had a constantly changing personnel, the regimental, canteen and other funds were, upon the unit being depleted, transferred to the Receiver-General in accordance with Orders in Council, P.C. 1856, dated 6th September, 1919, and P.C. 3144, dated 18th December, 1920.

According to the records of the Department of National Defence, the amount held by the Receiver-General in the special trust account created under Order in Council No. 1856, was \$102,663.69, as at 31st August, 1921, the official date of the end of the war. According to the records of the Department of National Defence, the amount held by the Receiver-General in the special trust account created under Order in Council No. 3144, was \$313,764.94, as at 31st August, 1921, the official date of the end of the war.

There have been no withdrawals except to satisfy claims received after deposits had been made and which claims were properly chargeable to the units' funds.

TORONTO VIADUCT

Mr. CHURCH:

1. Does the government intend to carry out a certain contract and agreement regarding the erection of a viaduct at Toronto, dated 1913?
2. If not, why not?

Right Hon. Mr. MACKENZIE KING (for the Minister of Railways): The Toronto

viaduct question will be dealt with, not by the government, but by the Board of Directors of the Canadian National Railways in conjunction with the Canadian Pacific Railway and the city of Toronto. It is understood that the present management is giving attention to the question of terminal arrangements at Toronto, and that the matter will be dealt with in due course.

BANK OF VANCOUVER

Hon. Mr. STEVENS:

1. What was the date of the failure of the Bank of Vancouver?
2. Was the government a creditor? If so, for how much?
3. What was the amount of the preferred claims, and have they been paid in full?
4. What was the amount of claims by depositors, what per cent of their claims have they received up to date, and are any further payments being made to depositors?
5. Do depositors in this case rank as ordinary creditors?

Hon. Mr. FIELDING:

- 1: 14th December, 1914.
2. No.
3. \$463,388.60, not paid in full.
4. \$349,590.46, on which no payment has yet been made. The liquidation has not been completed.
5. Yes.

TRAFFIC, HUDSON STRAIT

Mr. KNOX:

1. How many trips were made by tramp steamer, lighters and other craft carrying construction material through the Hudson bay straits to Port Nelson in each of the years 1913, 1914, 1915, 1916 and 1917?
2. Was the cargo successfully delivered at Port Nelson in each case?

Right Hon. Mr. MACKENZIE KING (for the Minister of Railways):

TABLE showing the number of trips made by steamships, sail ships, lighters and other craft carrying construction material through the Hudson Straits to Port Nelson in each of the years 1913, 1914, 1915, 1916 and 1917, with particulars as to the successful delivery of the cargo.

Season	Number of Trips				Particulars as to successful delivery of cargo
	Steamships	Sail ships	Department tugs and lighters	Total trips	
1913.....	9	.....	2	11	Two steamships under ton rate charters (<i>Cearense</i> and <i>Alette</i>) grounded in the Nelson Estuary, but cargoes were partly salvaged by the Department's forces at Port Nelson. Both steamers were a total loss. Ten per cent of the cargo of the steamship <i>Alcazar</i> was not delivered through lack of facilities for quick discharging at Port Nelson.
1914.....	9	2	4	15	All other cargoes were successfully delivered.
1915.....	10	1	.....	11	All cargoes successfully delivered.
1916.....	4	.....	.....	4	All cargoes successfully delivered.
1917.....	1	.....	.....	1	Cargo successfully delivered.