

Questions

LATE LT.-COL. W. P. MALONE

Mr. DUNCAN:

1. Was the pension of Colonel Willard Malone cut off from his widow and four children after his death in a London military hospital?
2. If so, why?

Hon. Mr. BELAND:

1. The Board of Pension Commissioners reports that the late Lt.-Col. W. P. Malone was not at any time in receipt of pension, and that as the disability which resulted in his death, was not attributable to military service his dependents are not entitled to pension.

2. Answered by No. 1.

SOLDIERS' LAND SETTLEMENT

Mr. MILLAR:

1. How many returned soldiers have been salvaged by the Soldiers' Land Settlement Board year by year since the inception of the Soldiers' Land Settlement scheme?

2. What sums, if any, have been collected by the Board from said soldiers after they have abandoned the land and engaged in other employment?

Hon. Mr. STEWART:

1. No separate record of soldier settlers who have been "salvaged" is maintained. The number of "adjustment" cases which includes "salvage" due to death, recurrence of physical disability, abandonment, etc., and also those cases where properties have been transferred to other returned soldiers, and cases where settlers have assigned their interest to civilians, is, year by year, as follows:

Since the inception of the scheme to December 31, 1920, 1,153; 1921 (calendar year), 1,114; 1922 (calendar year), 826.

2. No record available.

LAKE TRANSPORT INVESTIGATION

Hon. Mr. BAXTER:

4. Was W. T. R. Preston requested by the Government to undertake an investigation in the cost of lake transport or into any subject connected with transport of freight on the Great Lakes?

2. Did Mr. Preston make such investigation? If so, when?

3. Has Mr. Preston been paid for such investigation?

4. If not, is he to be paid for the same, and how much?

5. Why was Mr. Preston's report not made public?

Hon. Mr. ROBB:

1. Yes.

2. Yes.

3. Yes.

4. He was paid at the rate of \$15 per day for each day employed, and per diem allowance of \$15 in addition to his actual transportation expenses.

[Mr. Graham.]

5. The preliminary enquete was for the information of the ministry. The investigation will be continued by a royal commission consisting of S. J. McLean, Assistant Chairman, Board of Railway Commissioners; Levi Thomson of Qu'Appelle, Sask., and Brig.-Gen. L. T. Tremblay, a member of the Harbour Commissioners of Quebec. When completed the report will be submitted to parliament.

COMPENSATION FOR DESTROYED CATTLE

Mr. TOBIN:

1. What compensation is allowed for cattle destroyed under the accredited herd system: (a) for pure-breds, (b) for grades?

2. Does the law apply only to pure-bred herds?

3. If not, is it the intention of the Government to extend the regulations so as to include herds composed entirely of grade cattle?

Hon. Mr. MOTHERWELL:

1. (a) Pure bred cattle: maximum valuation \$200, maximum compensation ($\frac{2}{3}$ of maximum valuation) \$133.33.

(b) Grade cattle: maximum valuation \$60, maximum compensation ($\frac{2}{3}$ of maximum valuation) \$40.

2. No. Herds accepted under the accredited herd plan may contain any number of grade cattle, but in addition there must be at least ten pure-bred registered animals, one of which must be a bull.

3. No. I might add that these answers, while strictly correct, do not give all the information. In addition to the pure-bred herds that are taken under the accredited herd system, compensation is paid for certain municipal herds and also for grade cattle under what is known as the restricted area system of compensation.

TORONTO VIADUCT

Mr. CHURCH:

1. Is it the intention of the Government to carry out the commitments of the Grand Trunk Railway as set out in the Viaduct Agreement for the erection of a Viaduct in Toronto dated 1913, towards which the city, the C.P.R., and the G.T.R. were to contribute one-third each of the capital cost?

2. Did a deputation wait on the Government in the spring of 1922, urging the carrying out of this agreement and the opening of the new Union Station in Toronto, and what will be done by the Government to give effect to the viaduct agreement?

3. Will the Government, as requested by the deputation, use its best efforts to get a settlement of this long standing question in the public interest?

Hon. Mr. GRAHAM:

1. The board of directors of the Canadian National Railways will deal with any commitments of previous managements.

2. Yes.

3. It is hoped that negotiations with respect to terminal arrangements at Toronto,