

12. Has the said original lease, or a later transferred lease been assigned to the "Spillers" Grain Company of England?

MILITIA HEADQUARTERS—STAFF

Mr. DOUCET:

1. What is the name, the rank, the position, and the pension of each officer on the staff at headquarters, Ottawa, and the military districts, who has been retired from the service, from the 1st of January, 1924, to the 1st of March, 1925?

2. What is the name, the rank, the position, and the salary, including pay and all allowances, of each officer of the staff at headquarters, Ottawa, and the military districts, who has received; (a) an extension of term; (b) a reappointment, from the 1st of January, 1924, to the 1st of March, 1925?

3. Who recommends to the Minister and the Deputy Minister of the Department of National Defence: (a) the retirement of an officer; (b) the extension of term to an officer; (c) a reappointment of an officer; (d) the promotion of an officer?

4. What is the name of each officer of the staff at the general headquarters and local headquarters, Ottawa, and in the military districts, who has held the same rank more than four years, and what is the tenure of appointment of all positions on the staff?

5. What is the intention of the Minister of the Department of National Defence regarding those officers who have not been promoted in the army for many years?

OFFICERS COMMANDING MILITARY DISTRICTS

Mr. DOUCET:

1. What is the tenure of appointment of an officer commanding a military district?

2. What are the names of the officers commanding the military districts of Halifax, Nova Scotia; St. John, New Brunswick; Toronto, Ontario; Montreal, Quebec; Quebec, Quebec; from the 1st August, 1912, to the 1st of March, 1925?

3. During the above years, what was (a) the date of 1st appointment as officer commanding a military district of each of the above officers; (b) the date of each reappointment; (c) the date of each extension of term; (d) the total number of years of service as officer commanding a military district?

4. Is it the intention of the Minister and the Department of National Defence to maintain in his position an officer commanding a military district for a term of more than four or five years, by this fact stopping promotion to a lot of officers of the permanent force well qualified and available for such a position?

UNOPPOSED MOTIONS FOR PAPERS

TRENTON WHARF

Mr. STEVENS:

For a copy of all correspondence passing between January 1, 1922, and June 27, 1924, between the Minister or officer of the Department of Public Works and the member for the time being of the riding of West Hastings, referring in any way to the Trenton wharf.

KENO CITY TOWNSITE

Mr. BLACK (Yukon):

For a copy of all correspondence between the Gold Commissioner of Yukon, the Surveyor General, the Director General of Surveys, any official of the government and any person concerning the survey and plan of the townsite of Keno City, in Yukon territory.

RAILWAY MAIL SERVICE

ALLEGED DISCRIMINATION AGAINST CANADIAN NATIONAL RAILWAYS

Mr. W. J. WARD (Dauphin) moved:

That, in the opinion of this House, there should be no discrimination against the Canadian National Railways in the carrying of mails.

He said: Mr. Speaker, it will be recalled that during the progress of last session I placed the following question on the order paper:

What percentage of the mail of Canada is being carried by the Canadian Pacific railway between eastern Canada and the Pacific coast?

The answer to the question was:

Expenditure on account of the railway mail service for the whole of Canada for fiscal year, 1922-23:

Canadian Pacific railways.. . . .	\$3,683,232 80
Canadian National railways.. . . .	3,178,411 02
Other railways.. . . .	615,839 07

It will also be recalled that following the reply to this question, a regular avalanche of telegrams and petitions and resolutions poured into Ottawa from all parts of Canada demanding the removal of what was at least believed to be discrimination against the National Railways in the carrying of mail. Almost immediately following the appearance of the said question on the order paper, I was invited to visit the office of the deputy minister. On visiting his office, I was informed that everything was being done at that time to remove what appeared to be discrimination, and to make as nearly as possible an equal division of the mail carrying business of the country between the two great railway systems. However, not being satisfied in my own mind that all was being done that might be done, this year I placed on the order paper the resolution that is now before the House. In order that I might be enabled to give a fair statement of the situation as it actually exists, I have secured from the Post Office Department some figures that, while they may not all be strictly relevant to the subject matter, I think will be of interest to the House, and probably more so to the country. I will ask to have this statement placed on Hansard in order that the figures can be grasped intelligently.

Hon. gentlemen will kindly note the track miles of the two great railway systems in the Dominion of Canada are as follows: track miles of the Canadian Pacific Railway Company, 13,579; and of the Canadian National, 19,975 miles. Now I would direct the attention of the House to the track miles used. In the case of the Canadian Pacific, 13,172 miles are used; in other words, just 400 miles less than the mileage actually constructed; but when we come to the