

to Canadian National Railways employees have been as follows:

1923.. . . . .	\$158,433,081
1924.. . . . .	149,818,428
1925.. . . . .	148,216,988
1926.. . . . .	156,050,525
1927.. . . . .	163,712,099
1928.. . . . .	173,264,215
1929.. . . . .	177,037,682
1930.. . . . .	159,980,994
1931.. . . . .	139,784,630
1932.. . . . .	106,911,608

The foregoing wages include eastern lines, express, telegraphs and the Central Vermont Railway, but do not include hotels or separately operated properties.

PORTSMOUTH PENITENTIARY—PROSECUTION OF CONVICTS

Mr. MITCHELL:

1. Is the government retaining Colonel Keillor McKay to prosecute the convicts who are alleged to have been involved in the recent Kingston penitentiary riots?
2. If so, when did he commence his duties and who recommended his appointment?
3. What are the terms of his engagement?
4. Will the government provide counsel for the prisoners?

Mr. GUTHRIE:

1. Yes.
2. January 2, 1933—The Minister of Justice.
3. \$50 per day and expenses.
4. No.

FISHERIES REGULATIONS

On the orders of the day:

Mr. THOMAS REID (New Westminster): Does the Acting Minister of Fisheries intend to refer to the committee on fisheries the orders in council that have been passed with regard to the regulations which have been put into force and against which some of us protested the other evening?

Hon. ALFRED DURANLEAU (Acting Minister of Fisheries): The matter is now under consideration by the government.

CANADIAN MERCHANT MARINE

REPORTED SALE BY CANADIAN NATIONAL RAILWAYS OF SHIPS TO JAPAN

On the orders of the day:

Mr. S. W. JACOBS (Cartier): May I ask the Minister of Marine whether there is any truth in the rumour that three or four vessels of the Canadian merchant marine have been transferred to Japanese interests and that these boats are on their way now to Japan with a cargo of scrap iron and other materials.

Hon. ALFRED DURANLEAU (Minister of Marine): That question should be directed to the Minister of Railways (Mr. Manion).

Hon. R. J. MANION (Minister of Railways): If I understood the question rightly it was as to whether certain ships were being sold to Japan by the Canadian National Railways. I do not think that any ships have been sold directly to Japan by the Canadian National Railways. Within the last few years the Canadian National Railways have been selling off a number of ships that were lying at the dock going to pieces and it is quite possible that the Japanese government may have bought some of these vessels from the purchasers; but there has been no direct sale to that government of any of these ships.

RAILWAY ACT AMENDMENT

Mr. THOMAS REID (New Westminster) moved the second reading of Bill No. 18, to amend the Railway Act (rates on grain).

He said: I may explain that there is quite a little difference between the bill now before the house and that which I introduced last year. In the bill I introduced last year there were three clauses proposing amendments to the Railway Act, section 320. The first clause was by way of addition to subsection 3, giving power to the Board of Railway Commissioners to consider the question of tolls in the national interest. Section 2 of that bill sought to empower the board to put into existence such tolls as might have the effect of increasing traffic but which might not pay at that time. The third section in last year's bill had as its purpose the putting into effect of the provisions of the Crownsnest Pass agreement with respect to the rates of domestic grain to the province of British Columbia from points east, the same as has been in effect since 1897 and which were later reaffirmed, with some changes, in 1925.

In the bill which I am now introducing, sections 1 and 2 have been deleted and section 3 of last year's bill is now embodied in section 1, the only section in the bill at present before the house. This has been changed somewhat for the reason that when I introduced the bill last year objection was taken by the Minister of Railways and by some other members that if the bill passed the house in that form there was a retroactive clause which might have the effect of causing the railways to make back payments of rates right back to the year 1925. The present bill deletes that feature and asks that in respect of all grain and grain products moving westerly from Fort William and all eastern points into British Columbia particularly, the rates be the