

3. Montreal, Light, Heat and Power Consolidated. Average price per k.w.h. for suburban and interurban services for the year 1935 was 1.157 cents.

4. The Canadian National has no present intention of abandoning the use of electricity as motive power for this line.

5. 47.5 miles.

PENSION TRIBUNAL

Mr. PATTERSON:

1. In what year was the Pension Tribunal created?

2. Who were the members of this tribunal?

3. What salary did each receive?

4. What was the total expense?

5. Why was the board abolished?

Mr. POWER:

1. 1930.

2 and 3.	Name	Salary
	Morrison, Dr. Thos. (chairman) ..	\$7,000
	McDonald, Brig.-Gen. H. F. . . . .	6,000
	Thompson, Major C. C. . . . .	6,000
	Gagnon, Col. J. T. E. . . . .	6,000
	MacLeod, Lt.-Col. N. P. . . . .	6,000
	MacKenzie, Col. L. H. . . . .	6,000
	Grover, Capt. J. I. . . . .	6,000
	Turner, Lt.-Gen. Sir R. E. W. . . . .	6,000
	Warde, Capt. L. . . . .	6,000
	McKay, Capt. J. F. . . . .	6,000
	Peck, Col. C. W. . . . .	6,000
	MacKenzie, Capt. E. C. . . . .	6,000

4. \$895,347.45.

5. The tribunal was abolished on the coming into force of chapter 45, 1933, an act to amend the Pension Act.

OTTAWA-HAWKESBURY RAILWAY

Mr. DESLAURIERS:

1. Has the government decided to, or does it intend to, dispose of the railway line between the city of Ottawa and L'Orignal, or the city of Hawkesbury?

2. What is the distance between these two cities?

3. Has the government ever had the intention of electrifying this line, and did any companies ever offer to electrify it?

4. Was it ever suggested to the government that the result obtained on the Montreal-Granby line was possible on this Ottawa-Hawkesbury line?

Mr. HOWE:

1. The Canadian National has an application before the Board of Railway Commissioners for the abandonment of operation of the line from Hurdman on the outskirts of Ottawa to Hawkesbury. The matter is, therefore, sub judice.

2. The distance between Ottawa Union station and Hawkesbury is 59 miles.

3. The Canadian National never had any intention to electrify this line, and neither the management nor the government know of any offer to electrify it.

4. The financial result of the operation of the Montreal-Granby line being a heavy annual deficit, it has not heretofore been suggested as a model for the operation of the Ottawa-Hawkesbury section.

ENLISTMENTS IN DEFENCE AND POLICE FORCES

Mr. BARBER:

1. How many applications have been received, and how many accepted, for enlistment in the Canadian defence forces for each of the years, 1933, 1934, 1935, under the following headings: (a) permanent forces; (b) air force; (c) navy?

2. How many applications have been received, and how many accepted, for enlistment in the Royal Canadian Mounted Police for each of the years 1933, 1934 and 1935?

Mr. RINFRET:

1. (a) Permanent active militia	1933	1934	1935
Applications received.. . . .	1,648	1,548	3,106
Applications accepted.. . . .	279	181	736
(b) Royal Canadian Air Force (permanent)			
Applications received.. . . .	1,200	2,529	2,892
Applications accepted.. . . .	1	82	170
(c) Royal Canadian Navy			
Applications received.. . . .	591	454	469
Applications accepted.. . . .	66	58	91
2.			
Applications received.. . . .	4,385	2,384	2,561
Accepted for enlistment.. . . .	143	253	287