

3. What has been the total cost of such buildings with land (exclusive of maintenance and repairs)?

4. What was the cost of maintenance of such buildings during the fiscal year 1936-37?

5. Are all such buildings now in constant use by units of the permanent and non-permanent militia?

NATIONAL DEFENCE—LAND PURCHASES,
1936 AND 1937

Mr. MacNEIL:

1. Did the Department of National Defence acquire any land during the calendar years 1936 and 1937?

2. If so, for what purposes in each instance?

3. From whom were such areas acquired?

4. What cost was incurred in each instance?

MOTIONS FOR PAPERS

ROYAL MILITARY COLLEGE AND BARRIEFIELD BUILDINGS—COAL AND COKE

Mr. LENNARD:

For a copy of all tenders, contracts, bills of lading, letters, telegrams and other documents relating to coal and/or coke delivered to the Royal Military College at Kingston and the National Defence buildings at Barriefield for the winter fuel season of 1937-38.

MASKINONGE RIVER, QUE., PUBLIC WORKS

Mr. WERMENLINGER:

For a copy of payroll lists and invoices of materials supplied for the execution of works on the Maskinonge river at St. Didace, province of Quebec, in the summer of 1936.

COMPANIES' CREDITORS ARRANGEMENT ACT

Mr. STIRLING (for Mr. Cahan):

For a return showing the names and the authorized and issued capital and bonds or debentures outstanding of all dominion companies, which have effected compromises or arrangements with their creditors under the provisions of The Companies' Creditors Arrangement Act, 1933.

NUT MOUNTAIN-HIGH HILL, SASK., MAIL SERVICE

Mr. COLDWELL:

For a copy of all correspondence and petitions relating to the mail service between Nut Mountain and High Hill, Saskatchewan, from October 15, 1935, to date.

NATIONAL PARKS—PAYMENTS TO BREWSTER
TRANSPORT CO.

Mr. BENNETT:

For a copy of all contracts, invoices, correspondence and other documents relating to the undermentioned payments on account of Canadian national parks as such items of payment

are shown in the auditor general's report for the year ended March 31, 1937, volume II, under votes 172 and 495:

Brewster Transport Co., Banff, forage, \$3,984.12 (Part L—98).

Brewster Transport Co., Banff, road oil, \$14,313.12 (Part L—98).

Brewster Transport Co., Banff, road oil, \$3,996.86 (Part L—100).

Brewster Transport Co., Banff, road oil, \$6,677.41 (Part L—100).

Brewster Transport Co., Banff, road oil, \$1,382.92 (Part L—101).

Brewster Transport Co., Banff, road oil, \$2,142.55 (Part L—102).

Brewster Transport Co., Banff, road oil, \$4,460.50 (Part L—103).

Brewster Transport Co., Banff, road oil, \$5,391.39 (Part L—103).

BANFF NATIONAL PARK—AUTO LICENCES AND
GRAZING PERMITS

Mr. BENNETT:

For a return giving particulars of the undermentioned receipts by Canadian National Parks (Banff) as they appear in the auditor general's report for the year ended March 31, 1937, volume II, at Part L—3, under Canadian National Parks:

(a) Auto licences, in the amount of \$36,555.63;
(b) Permits for grazing, in the amount of \$274.

Mr. BENNETT: This does not refer to temporary or transient licences issued at the entrances to the parks.

TORONTO ISLAND AND MALTON, ONT., AIRPORTS

Mr. BAKER (for Mr. Massey):

For a copy of all correspondence, exchanged between the ministries of public works, labour, transport, or other departments of government, and the city of Toronto, in connection with the building of the Toronto air ports on the Toronto island and at Malton.

OLD AGE PENSIONS

PROPOSED REDUCTION OF PENSIONABLE AGE LIMIT
FROM SEVENTY TO SIXTY-FIVE

Mr. A. A. HEAPS (Winnipeg North) moved:

Whereas it is becoming more and more difficult for older persons to be absorbed into the useful productive life of the dominion thereby being unable to maintain themselves in decency and comfort,

And whereas, Canada is a country richly endowed with natural resources, capable of maintaining our whole population in a reasonably high standard of living,

Therefore be it resolved,—That this house would welcome a government declaration of policy that would bring about an immediate lowering of the present pensionable age limit of seventy years, the effect of such being that the older generation would retire from industrial activity, thereby creating opportunities for the younger generation to be usefully and gainfully employed.