

7. On September 26 the following order was passed, the Chief Commissioner and Mr. O'Connor being present:

"In the matter of milk prices in portions of Ontario.

"Upon reading the order made by the board herein on the sixteenth day of September, 1919, and upon hearing the various parties concerned and it appearing that with regard to the city of Toronto an arrangement has been made, by means of a representative local committee as follows:

That for the period of two months ending 30th November, 1919, the wholesale price of \$3.10 per 8 gallon can of milk delivered at the dairy in Toronto may be made, and that the retail distribution price for that period may be thirteen pint tickets for one dollar.

The board therefore orders that said prices shall not be deemed unfair or to include excessive profits, but reserves the right to declare that any higher price shall be excessive.

That after the 30th day of November, 1919, application may be made for a declaration that the price is then unfair at which time may be considered inter alia the then prices of animal feed and other costs entering into milk production.

That the injunction contained in the said recited order be and it is hereby dissolved.

That any person may at any time apply to this board by way of complaint against milk prices elsewhere in Ontario notwithstanding this order or the dissolution of the said injunction."

8 and 9. Answered by No. 7.

AMNESTY TO M.S.A. DEFAULTERS.

*Mr. ETHIER:

1. Since the 18th day of September last, did the Honourable Secretary of State for the Dominion receive a copy of a resolution, adopted by the city of Montreal, on the 8th of September last, concerning an amnesty in favour of those who failed to comply with the Military Service Act?

2. If so, what steps have been taken by the Government in this connection?

3. Does the Government approve or disapprove such resolution?

Hon. Mr. GUTHRIE:

1. A copy of such a resolution was received by the Government. It was in the nature of a request to H. R. H. the Prince of Wales. No action was taken upon it.

2. No steps have been taken by the Government in this connection.

3. The Government neither approves nor disapproves of such resolution.

[Mr. Doherty.]

STATUS OF CANADIANS IN IMPERIAL FORCES.

Mr. DEMERS:

Does the Government intend to take the necessary steps to insure that British subjects naturalized in Canada who, when war was declared, enlisted in their native country, and who returned to Canada after being demobilized, shall receive the same treatment as if they had enlisted in the Canadian Expeditionary Force?

Hon. Mr. MACLEAN: It is understood this matter is receiving the attention of a special Committee of the House.

KING AND QUEEN OF BELGIUM.

*Mr. LAVIGUEUR:

1. Has an invitation to visit Canada been extended by the Government to Their Majesties the King and Queen of Belgium, and their son, Prince Leopold, actually in the United States?

2. If not, is it the intention of the Government to invite the heroic sovereigns, who are now the guests of the American Government, to come to Canada?

Hon. Mr. DOHERTY: An invitation has been extended to Their Majesties the King and Queen of Belgium, but a formal and definite answer has not yet been received from them.

CAR SHORTAGE.

Mr. LAVIGUEUR:

1. Is the Honourable the Minister of Railways aware of the fact that the lumber trade is suffering from a great scarcity of cars owing to the fact that more than 44,000 Canadian cars are withheld in the United States against 23,350 American cars on the Canadian lines?

2. Is it the intention of the Government to fix at \$5 per day the duty now of 70 cents that the railway companies are obliged to pay for every car on their line belonging to other companies?

Hon. Mr. REID:

1. According to statement issued by Canadian Railway War Board on October 2, 1919, there was a total of 59,671 Canadian owned freight cars in United States, and a total of 38,069 United States owned freight cars in Canada, the excess of cars in United States being 21,602. Included in the above there were 44,019 Canadian owned box cars in United States and 20,650 United States owned box cars in Canada; the difference in this case being 23,369. We have received very few complaints about shortage of cars for lumber shipments to points within the Dominion, or for export overseas, but it has been found impossible to secure an adequate supply of United States owned cars to take care of shipments of lumber, pulp and paper from Canadian to United States points. It is impracticable to furnish Canadian owned cars freely for such traffic inas-