

2. How many of these calls for tenders were cancelled, and for what reasons and who were the tenderers?

3. Which were accepted, who were the tenderers, what was the amount of each tender, and to whom were the contract or contracts awarded?

Hon. Arthur Laing (Minister of Public Works): 1. Five.

2. Five: February 12, 1969 Tender Call—General modifications to Post Office. Contract awarded on February 28, 1969 to Les Entreprises Pionnier Ltée for \$9,700. Due to the contractor's lack of action and delay, his contract was withdrawn by the District Office on April 21, 1969, under terms of Clause 17 of the General Conditions of D.P.W. Form 353. Tenderers: Les Entreprises Pionnier Ltée., Forget & Plouffe, Constructions Filiatrait, Jolicoeur et Ste-Croix Ltée., Adélar Pelletier Inc.

April 30, 1969 Tender Call—Modifications to Canada Manpower Centre and new fire escape. No contract awarded because bids were too high. Tenderers: Constructions Filiatrait, Les Constructions St-Amant Inc., Transit Construction Ltée.

August 13, 1969 Tender Call—General Modifications to Federal Building, Phase A. Tender call cancelled because the bids obtained exceeded the funds available for this project. Tenderers: Adélar Pelletier Inc., Les Entreprises Honel Inc.

September 17, 1969 Tender Call—General Modifications to Post Office, Phase B. Tender call cancelled when lower bidder, Jolicoeur & Ste-Croix Ltée., disqualified because of lack of security deposit and second bid was considered too high in comparison to the departmental estimate. Tenderers: Jolicoeur et Ste-Croix Ltée., Adélar Pelletier Inc.

October 8, 1969, Second Tender Call, Phase A (See August 13 above) Cancelled because bids were too high. It is now proposed to combine Phases A and B and call new tenders. Tenderers: Jolicoeur et Ste-Croix Ltée., Adélar Pelletier Inc., J. A. Albert Jean Cie Ltée., Transit Construction Ltée.

3. None.

RAILWAY COMMUTER SERVICES, MONTREAL

Question No. 299—**Mr. Danson:**

What has been the amount of profit or loss on the railway passenger commuter services to Montreal?

Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission advises as follows: Canadian National has reported a loss for the

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year 1968 of \$1,704,473 under section 314J (9). Canadian Pacific has not reported under this section.

CLOSING OF RAILWAY STATIONS

Question No. 307—**Mr. Comeau:**

1. How many railway stations have been closed in Canada in the past three years?

2. How many have been closed in the Province of Nova Scotia and where were these stations situated?

3. How many railway stations are scheduled to be closed in Canada, and where are these situated?

4. Is it the intention of the government, through the C.T.C. to accept the removal of railway services between Halifax and Yarmouth?

Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission advises as follows: 1. Applications were approved involving the removal of 790 Agents or Caretakers since January 1, 1966, the most of which resulted from the introduction of Customer Service Centres and Master Agency Plans.

Provincially these were situated as follows: Newfoundland, 4; Nova Scotia, 13; Prince Edward Island, 7; New Brunswick, 17; Quebec, 100; Ontario, 234; Manitoba, 23; Saskatchewan, 153; Alberta, 207; British Columbia, 32.

2. Agents or Caretakers were removed from twelve stations during the same period, namely at: Mount Uniacke, Judique, Port Hastings, Port Mouton, McIntyres Lake, Merigomish, Stewiacke, Mabou, Clarksville, Iona, Heather-ton, Debert.

3. While the Canadian Transport Commission is unaware of any schedule for the closing of railway stations, it has presently before it applications requesting authority to remove agents or caretakers from 378 stations in Canada, the majority of which result from proposals to implement Customer Service Centres and Master Agency Plans. Provincially they are situated as follows: Nova Scotia 9, New Brunswick 1, Quebec 116, Ontario 81, Manitoba 2, Saskatchewan 149, Alberta 1, British Columbia 19.

4. Dominion Atlantic Railway operate a daily passenger train in each direction between Halifax and Yarmouth with an additional train in each direction on week-ends in respect of which the Canadian Transport Commission has received an application which will be dealt with in accordance with the provisions of the National Transportation Act and the Railway Act governing the discontinuance of passenger train service.