

Questions

of \$81.72 for (a) rental of premises and (b) refreshments provided to a group taking part in a kind of party sequence.

AVONLEA, SASK.—SERVICES FOR C.N.R.
SECTION HOUSE

Question No. 506—**Mr. Watson (Assiniboia):**

1. On what date were tenders called for sewer and water in the section house at Avonlea, Saskatchewan?

2. Were the C.N.R. officials aware that there were no sewer and water connections available to service this property?

3. When will these modern conveniences be connected to the town sewer and water system?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advise as follows: 1. May 31, 1964.

2 & 3. As stated in reply to question No. 424 by Mr. Watson as recorded in the *Hansard* of Wednesday, June 16, 1965, page 2488; sewer and water connections were not available on railway property. However, application had been made for an easement through school property to enable connections being made to the town facilities. At that time, approval was expected almost immediately; however, such approval was not received until late in 1965. As it was considered to be too late in the year to commence installation of sewer and water lines, the work was postponed until this spring when weather permits.

CIVIL SERVICE RADIO OPERATORS

Question No. 512—**Mr. Mather:**

1. Have representations been received from radio operator personnel of the civil service calling attention to the discrepancies between their wage levels and that of staff members with similar responsibilities?

2. Is consideration being given to a pay review for working-level radio operators of the civil service?

Hon. Judy V. LaMarsh (Secretary of State): I have been given the following information by the civil service commission:

1. The civil service commission has received representations from a staff association on behalf of radio operators pointing out that another class of employees, performing duties unrelated to those of a radio operator received a slightly higher maximum salary while the qualification requirements were lower than those for radio operator.

2. Measures are to be taken very shortly by the Department of Transport and the civil

[Miss LaMarsh.]

service commission to develop a new classification standard for radio operators. Salaries for the class radio operator, grades 1, 2 and 3, were revised effective October 1, 1964 and August 1, 1965. This class will be subject to a special review in expectation of transition to collective bargaining before the regular cyclical review of July 1, 1967.

CLOSING OF C.N.R. STATION, CONISTON, ONT.

Question No. 530—**Mr. Fawcett:**

Has Canadian National Railways a master plan which involves the closing of some stations in Northern Ontario and, if so, is the station at Coniston one of these and for what reason?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advise as follows:

In connection with express freight operations, all accounting associated with carload, express freight, passenger and telecommunication functions was transferred from Coniston to Sudbury in October last year.

No decision has been reached regarding the closing of the station at Coniston. The closing of any station is dependent on approval being obtained from the Board of Transport Commissioners.

SEAWAY INTERNATIONAL BRIDGE
CORPORATION

Question No. 543—**Mr. Caouette:**

1. When was the Seaway International Bridge Corp. Ltd., a subsidiary company of the St. Lawrence Seaway Authority, incorporated?

2. Does this subsidiary company have an official name in French?

3. Since its incorporation, what have been the profits or the losses of this subsidiary company?

4. Is this subsidiary company a Crown agency?

5. Does this subsidiary company pay municipal taxes?

6. Since its incorporation, how many employees has it had each year?

7. Do its employees come under ordinary labour legislation?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The St. Lawrence Seaway Authority advises as follows:

1. November 13, 1962.

2. No, the company is owned jointly by the Saint Lawrence Seaway Development Corporation of the United States and The St. Lawrence Seaway Authority.

3. Since its incorporation the excess of income of the corporation over the cost of