

Both the village and the rural municipality of Dauphin were incorporated in 1898, and subsequently gave their name to the Dauphin federal constituency which was created in 1903. Since its inception, the constituency of Dauphin has sent nine Members of Parliament to Ottawa, and I am honoured to serve the constituency in this the year of its eightieth anniversary.

The former village of Dauphin is now a thriving town of 10,000 people, and given its rich history of representation in Ottawa and its continued role as a major geographic, economic and cultural centre, it is important that the name "Dauphin" remain as part of the title of the constituency. Some 110 miles northwest of the town of Dauphin is the second largest town in the riding, Swan River. In its own right, Swan River is an important geographic, economic and communications centre, acting as both a focal point for the surrounding region and as means of access to Manitoba's North. Incorporated in 1908, the town has since experienced continuous population growth, in spite of the fact that there has been a move from rural to urban areas.

Historically, Swan River has been part of the Dauphin constituency. It is so under the current Parliament and under the new boundary commission proposal, and it remains in the Dauphin constituency. Therefore, given Swan River's distance from the riding's other major centre, Dauphin, and the need to emphasize its importance within the riding as a whole, given its geographic, historical and socio-economic distinctiveness, and given the overwhelming support for the constituency name change from constituents, I introduce first reading of this Bill with the motion that on May 11, 1983, the seventy-fifth anniversary of the town of Swan River, the Dauphin federal constituency henceforth be known as the Dauphin-Swan River federal constituency.

Madam Speaker: The Hon. Member has taken quite a lot of liberty in the statement that he is allowed to make at this time, but I am sure that his constituents will be very happy.

Motion agreed to, Bill read the first time and ordered to be printed.

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QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): Madam Speaker, the following questions will be answered today: Nos. 4,589, 4,595 and 4,672.

[Text]

STUDY TO ASSESS TRANSPORTATION FREIGHT AND PASSENGER ENERGY CONSERVATION

Question No. 4,589—**Mr. Mazankowski:**

Was a study conducted on behalf of the Department of Transport regarding the "assessment of freight and passenger conservation options" and, if so (a) what were the terms of reference (b) to whom was the study contracted (c) what

expertise does the contractor have in rail transportation (d) what was the cost (e) what impact, if any, will the results of the study have on VIA Rail Canada Inc. and on the consideration of changes to the Crowsnest Pass rate?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): A study to assess transportation freight and passenger energy conservation is under way.

(a) The objective of this study is to identify and analyse all meaningful transportation fuel conservation strategies and assess their limits in terms of socio-economic impacts.

(b) The Department of Supply and Services, on behalf of Transport Canada, contracted this study to Jouko A. Parviainen & Associates of Oakville, Ontario.

(c) The project team includes Mr. R. O. Maughan, of Maughan Railway Consulting Services, Inc. Mr. Maughan is a transportation specialist in Rail Freight.

(d) The estimated cost is \$81,315.

(e) The study report will be made available to the railways. The study should be useful for the promotion of freight and passenger energy conservation in rail transportation.

GREY CUP, 1982

Question No. 4,595—**Mr. McCuish:**

1. Were the pre-game and half-time shows organized for the 1982 Grey Cup Game sponsored by a government Department and, if so (a) which Department (b) what was the total cost?

2. Were any of the participating groups or individuals paid for their attendance at the Grey Cup Game and, if so, in each case (a) who were they (b) how much were they paid?

Hon. Mark MacGuigan (Minister of Justice): 1. (a) The Canadian Unity Information Office sponsored the half-time show for the 1982 Grey Cup on behalf of the Government of Canada. (b) cost: \$77,504.

2. (a) The 48th Highlanders of Canada, (Canadian Forces Reserve Unit Band). Totem, an agency involved in co-ordinating native dancers for special events; (b) Highlanders: \$5,097 (as a prerequisite to clearance for the band from the American Federation of Musicians), Totem: \$1,500 paid to cover transportation and meals for fifty native dancers.

SENATE OF CANADA

Question No. 4,672—**Mr. Kilgour:**

For the most recent years for which Government records were kept, what was the aggregate cost (a) per day (b) per year to the taxpayer of the Senate of Canada?

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): The information requested is available in the Estimates and in the Public Accounts for each year since 1867. In recent years the Senate has been funded by Parliament Vote 1.