

## Starred Questions

2. If so, what are the factors in favour of such a move?

3. What effect would such a move have in each of these places in terms of Canadian National Railways employee reduction?

**Hon. George H. Hees (Minister of Transport):** The answer is as follows:

1. With regard to Moncton this matter is now under study in connection with the operation of the new hump yard. As to Joffre, a contract was entered into with a Mr. J. A. Labrie, effective May, 1960.

2. Moncton—Not applicable.

Joffre—It is more economical to the railway.

3. No employees are hired for the sole purpose of icing refrigerator cars, and at Joffre only one regular employee, a labourer, has been displaced under this arrangement.

- (a) Displacement .....
- (b) Speed .....
- (c) Capacity (i) passengers .....
- (ii) vehicles .....

(d) Icebreaking capabilities .....

(e) Suitability for winter passages ....

TORMENTINE-BORDEN, P.E.I., FERRY

**Question No. 207—Mr. Herridge:**

1. Is consideration being given to the construction of a new car ferry between Tormentine and Borden, Prince Edward Island?

2. If so, how will it compare to the *Abegweit* as to the following characteristics: (a) displacement; (b) speed; (c) capacity; (i) passengers; (ii) vehicles; (d) icebreaking capability; (e) suitability for winter passages?

**Hon. George H. Hees (Minister of Transport):** The answer to part 1 is that tenders were called during 1959, and a contract for construction was entered into on May 24, 1960, with Halifax Shipyards, Halifax, Nova Scotia.

As to part 2, a comparison with the *M. V. Abegweit* is as follows:

<i>Abegweit</i>	New Vessel
7,600 tons	2,663 tons
16.5 knots	13 knots
950	300
19 railway freight cars and 58 automobiles, or	68 automobiles
125 automobiles	

Both vessels are designed to Lloyd's register highest class for icebreaking ferries.

The *Abegweit* is, and the new vessel will be, capable of maintaining all season service between Tormentine, New Brunswick and Borden, Prince Edward Island.

## GRAIN

EQUALIZATION OF QUOTAS—MOTION FOR ADJOURNMENT UNDER STANDING ORDER 26

**Mr. Hazen Argue (Assiniboia):** Mr. Speaker, I ask leave to move, seconded by the hon. member for Kootenay West, the adjournment of the house under standing order 26 to discuss a question of urgent public importance, namely the large number of marketing points in western Canada still on a 6-bushel quota and the need for urgent action at this time to assure that quotas will be equalized, thus enabling each producer to deliver his fair share of grain.

I believe that this question is of very great urgency, Mr. Speaker, because the end of the crop year is approaching. This is July 27 and the crop year ends on July 31, just four days from now. There have been commitments from the government on previous occasions that every possible step would be taken to make certain that delivery quotas were equalized by the end of this crop year. The importance of this, I should like to

[Mr. Fisher.]

point out, is that by equalized quotas the farmers are given the same opportunity to deliver grain and therefore an equal opportunity with their neighbours to the same kind of income return.

**Mr. Speaker:** Will the hon. member permit me to ask a question which might help me in determining the urgency of debate? Is this a matter within the administrative jurisdiction of the Canadian wheat board?

**Mr. Argue:** I would say quickly yes to that, Mr. Speaker.

**Mr. Speaker:** Then the urgency the hon. member suggests is that—the end of the crop year is when?

**Mr. Argue:** At the end of this month, four days away.

**Mr. Speaker:** And the importance of it is that—?

**Mr. Argue:** Once we pass the end of the crop year all the quotas return to zero and the farmer has no opportunity whatever to