

Case", as mentioned above. A set of the volumes was supplied to the Parliamentary library.

4. Newfoundland became a Province of Canada pursuant to negotiated Terms of Union that defined the boundaries of the new province in terms of the Judicial Committee's report of March 1st, 1927 in relation to the coast of Labrador. The Terms of Union were given the force of law by the British North America Act, 1949. In the circumstances the Government is not aware of any current question in this connection that requires study.

[English]

EXPO CANAL BOATS

Question No. 1,792—**Mr. Saltzman:**

1. Were the eight canal boats built for and used at Expo (which were used last summer to ferry passengers across the Detroit River to Peche Island by the Sirrah Company), put on the open market for sale by the department responsible for Expo?

2. What was the original cost of the boats?

3. What was their selling price to the Sirrah Company?

4. Was the selling price published in any newspaper or other periodical in the Windsor area?

5. What percentage did the federal government pay towards the construction of the four ferries?

6. Does the Sirrah Company receive a federal ferry subsidy and is it a condition of this subsidy that these ferries shall operate on regular half-hour schedules notwithstanding weather conditions and, if there was such a subsidy, in what amount?

Mr. Yves Forest (Parliamentary Secretary to President of the Privy Council): I am informed by the Department of Industry, Trade and Commerce and the Department of Transport as follows:

1, 2, 3 and 4. The canal boats referred to in Part 1 were not owned by the Canadian Corporation for the 1967 World Exhibition. There was no subsidy paid for the construction on these canal boats by either the above corporation or the Department of Industry, Trade and Commerce.

The purchase and sale of these boats and the arrangements related thereto, were between private interests. No knowledge is available on the original cost, selling price or the terms.

5. The Sirrah Company did construct four ferries in 1968 which were eligible for subsidies by the Department of Industry, Trade and Commerce. Total costs for these ferries amounted to \$441,000 for which a subsidy was paid amounting to \$110,250.

6. No.

29180—737

Questions

CANADIAN NATIONAL RAILWAYS COMMUNICATIONS SERVICE

Question No. 1,848—**Mr. Mazankowski:**

1. Does the CNR operate an exclusive communication service and, if not, under what arrangement is this service offered the public in the name of the CNR?

2. Did the CNR's telegraph service operate at a profit in 1968 and, if so, what was the amount of profit to the company?

Hon. Donald C. Jamieson (Minister of Transport): The management of Canadian National Railways advises as follows: 1. Pursuant to Section 26 of the Canadian National Railways Act being Chapter 29 of the Statutes of Canada 1955, the CNR is empowered to establish, construct or acquire by purchase, lease or otherwise and to maintain and operate telecommunication facilities systems and services in Canada and elsewhere. In addition, it may carry on a public telecommunications business and may enter into arrangements with other telecommunication companies or Her Majesty for the exchange and transmission of messages or for the maintenance or working, in whole or in part, of the telecommunication systems of the respective companies or Her Majesty. However, it does not possess an exclusive franchise anywhere in Canada for the provision or operation of such services. Certain telecommunications properties or works in the Yukon Territory, in parts of Northern British Columbia and in Newfoundland which are vested in or owned, controlled or occupied by Her Majesty, pursuant to various Orders in Council have been entrusted to the Railway for management and operation. In addition, Canadian National provides the only public telecommunication services in parts of the Northwest Territories.

2. In addition to a telegraph message service provided to the public the Company engages in a diversity of telecommunications activities including the operation of local and long distance commercial telephone services, the provision of private wire circuits, a Telex Network, and facilities for radio and TV network transmissions. The telegram constitutes less than $\frac{1}{4}$ of the commercial communications business handled by the Company and is not compensatory. However, as shown on Page 37 of the Company's Annual Report for the year 1968 which was tabled in the House of Commons on April 24, 1969, the net income realized from the overall operations of the Telecommunications Department during the year 1968 was \$8,654,140.