

2. Yes, the date will be for the Committee to decide.

3. Yes, but these plans are still in the formative stages.

4. There was a reduction in Air Canada's profits in 1969 as compared with 1968 but this was due to a month-long strike. The year 1970 is proving a difficult one for airlines in North America as a whole. The reasons are many and complex but Members will have an opportunity to discuss these in connection with Air Canada's Annual Report.

#### CANADIAN WHEAT BOARD—PERMIT BOOK APPLICATIONS

Question No. 1,993—**Mr. Skoberg**:

What was the total amount paid by the Canadian Wheat Board to mail permit book applications to the Wheat Pool and Line elevators in the Provinces of Manitoba, Saskatchewan and Alberta?

**Hon. Otto E. Lang (Minister of Manpower and Immigration (for the Canadian Wheat Board))**: Permit book applications together with "Lift" material were distributed to elevator managers by express at a cost of approximately \$18,081.62.

#### NEWFOUNDLAND—DERAILMENTS AND MAINTENANCE COST OF ROADBEDS

Question No. 1,995—**Mr. Lundrigan**:

1. How many derailments has CNR had in Newfoundland since the discontinuation of the passenger trains?

2. What was the total cost of the derailments?

3. How much money has been spent in maintaining CNR trans-provincial roadbeds since the discontinuation of the passenger trains?

4. How many men now are employed in the maintenance and upkeep of CNR roadbeds in Newfoundland?

5. How many men were employed in the maintenance and upkeep of the roadbeds before the discontinuation of the passenger trains in Newfoundland?

6. What was the cost to CNR for maintenance of the roadbeds in Newfoundland for each of the years 1965, 1966, 1967, 1968, 1969?

7. How many derailments did CNR experience in Newfoundland during the years 1965, 1966, 1967, 1968, 1969?

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport)**: The management of Canadian National Railways advises as follows: 1. Up to June 1, 1970, 7.

2. \$283,386.

#### Questions

3. \$1,150,000 from July 1, 1969 to April 30, 1970.

4. 149 regular, 108 extra.

5. 216 regular, 60 to 100 extra for seasonal work depending on scale of extra work program.

6. Year	Maintenance	Capital
1965	\$2,106,000	\$ 360,900
1966	2,100,000	695,700
1967	2,000,000	1,475,300
1968	1,650,000	282,300
1969	1,580,000	543,850

7. Year	No. of Derailments
1965	1
1966	4
1967	2
1968	7
1969	6

#### EXPENDITURES UNDER CANADA-FRANCE AGREEMENTS

Question No. 2,043—**Mr. Paproski**:

1. What is the total expenditure by Canada authorized for 1970, under the Canada-France agreements?

2. What, in detail, are the objects of each class of expenditures in the total amount?

**Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council)**: In so far as the Department of External Affairs is concerned: 1. The Department's financial contribution under the 1965 cultural agreement with France for the fiscal year 1970-71 is \$825,000.

2. There are two classes of expenditure: academic and scientific exchanges, to which \$600,000 of the total amount is allocated, and artistic and cultural activities, to which \$225,000 of the total amount is allocated. The latter class of expenditure includes allocations for a tour by a Canadian theatre company, performances by a Canadian dance company, the operation of the Canadian Cultural Centre in Paris, book presentations, exhibitions of Canadian art, exchanges of persons, a tour by a Canadian musician, and administration of various projects.

In so far as the National Research Council of Canada is concerned: 1. \$80,000 for 1970-71.