

Questions

the opportunities for observation and reporting of local weather conditions on the "fisherman's band" in any way and, if so, in what way?

Answer by: Mr. McBain:

1. Operations ceased at Cape Lazo marine radio station on September 25, 1962, and were combined on that date with those provided by Comox aeradio station, 4.38 miles from the former location.

Former location Lat. 49 42 10N, Long. 124 51 40W. Present location Lat. 49 45 00N, Long. 124 56 39W.

2. Transmissions of local weather observations will continue to be made on the "fisherman's bands".

GUYSBOROUGH AND ANTIGONISH COUNTIES, N.S.—
NEW RADIO FACILITIES

Question No. 293—Mr. Stewart:

1. Are any new signal transmission or reception facilities now under construction, or proposed, in Guysborough and Antigonish counties in Nova Scotia and, if so, what is the purpose of each such station?

2. From whom, and at what price, was each site purchased?

Answer by: Mr. McBain:

1. One Decca navigator slave transmission station is at present under construction some seven miles north of the town of Antigonish. This station forms part of a marine navigational aid called the Cabot strait Decca chain, which is being constructed to give radio position-fixing coverage in the Cabot strait area.

2. No land has yet been acquired but two parcels are under option as follows: 20.75 acres—Mr. Bernard A. Carrigan, 14.95 acres—Mr. John R. Boyd.

RAILWAY BOX CARS TREATED WITH
REFLECTIVE MATERIAL

Question No. 298—Mr. Peters:

1. How many boxcars in Canada have been treated with "scotchlite" or other reflective material during 1960, 1961, and to date this year?

2. What is the total amount paid by the federal government to this program and how much per box car?

3. What has been the total cost to date of this project?

4. What railways have participated, and how many cars in each case?

5. Have any railways refused to participate and, if so, what action is contemplated?

Answer by: Mr. McBain:

The board of transport commissioners for Canada advise as follows:—

1. 13,737 cars were equipped with reflective markings during the years 1960 and 1961. Estimates filed by the various railway companies indicate that some 6,100 will be similarly equipped during the current year.

2. Accounts have been received from various railways across Canada and payments

[Mr. Barnett.]

made from the railway grade crossing fund to date total \$63,637.06. This amounts to an average of \$3.51 per car paid from the railway grade crossing fund.

3. The total cost of this work to date is \$79,626.63. Of this amount, \$63,637.06 has been paid from the railway grade crossing fund with the balance being paid by the railway companies concerned.

4. The following is a summary of the railways which have participated since the program first started in 1959, showing the approximate number of cars completed up to the end of 1961:

Canadian Pacific Railway Company	9,118
Canadian National Railways	7,402
Grand Falls Central Railway	45
Northern Alberta Railways	30
Ontario Northland Railway	338
Sydney & Louisburg Railway	20
Toronto, Hamilton & Buffalo Railway	203
Algoma Central & Hudson Bay Railway	11
Canadian General Transit Co. Ltd.	426
Total	17,593

5. All Canadian railway companies have co-operated with the board in applying reflective markings to their equipment in accordance with the terms of the orders issued.

BEAUHARNOIS LOCKS—USE BY PLEASURE CRAFT

Question No. 305—Mr. Rock:

1. What is the smallest size pleasure craft permitted to enter the seaway canal from lake St. Louis to lake St. Francis at Beauharnois locks?

2. What are the charges for using these locks and canal for small pleasure craft?

3. Is the government studying the possibility of building a second bridge across the Lachine canal between Lasalle and 6th Avenue, Lachine, to relieve the serious traffic congestion created by the present obsolete bridge?

Answer by: Mr. McBain:

The St. Lawrence seaway authority advises as follows:

1. The smallest size pleasure craft permitted is 20 feet in over-all length or one ton in dead weight.

2. Pleasure craft of under 350 tons pay a toll of \$2 per lock for each passage.

3. In conjunction with officials of the city of Lachine, traffic studies are being made at the Sixth avenue bridge with a view to improving traffic conditions there and to determine whether a new bridge is economically justified.