

the possibilities of securing a relief vessel either to replace the *Charlottetown* or to supplement the service affordable by the ss. *Prince Edward Island*, but no vessel suitable for the special class of service called for could be found.

The steaming qualities of the ss. *Prince Edward Island* have been considerably improved by partial conversion to oil burning equipment and she will be fully so converted as the oil situation improves. Additional passenger accommodation by way of a new lounge room over the auto deck and other improvements were also made, the total cost of these improvements amounting to approximately \$100,000.

The traffic handled during 1942 as compared with 1940 was as follows:

(1941 was handled partly by one ship and partly by the other).

	1942 <i>Prince Edward Island</i>	1940 <i>Charlottetown</i>
Number of crossings..	3,886	2,772
Tons of revenue freight .....	479,600	356,071
Number of passengers.	121,272	117,077
Number of vehicles (including railway equipment) .....	9,465	25,759
Number of loaded freight cars .....	22,449	19,449
Number of empty freight cars .....	12,020	11,315
Number of passenger train cars .....	3,055	2,117

(b) Possibilities of replacement of the ss. *Charlottetown* have been fully explored. Competent naval architects have been engaged and plans are in course of development to enable construction of a new vessel to be proceeded with. It is proposed that tenders will be called for as soon as the plans are ready with a view to putting the work in hand with the minimum delay when shipyard facilities become available. In preparing the new plans full advantage is being taken of the experience gained through the operation of the ss. *Charlottetown* and of the increase in technical knowledge and practical experience that has developed in the whole field of vessels performing the class of service required since that vessel was built. Both the existing and the anticipatable services required are being taken into consideration towards the provision of a vessel that will have the utmost in power, structural design, manoeuvrability and modern equipment in all respects essential or desirable for this special service.

HOUSING COORDINATION COMMITTEE

Mr. NICHOLSON:

1. What recommendations have been made by the housing coordination committee (set up by P.C. 10797) regarding the need for the construction of additional housing accommodation in particular communities?

2. In what communities have surveys of the adequacy of housing been made by this committee?

3. What are the findings of these surveys where they have been made?

Mr. MICHAUD:

1. No recommendations have been made by the housing coordination committee regarding the need for construction of additional housing accommodation in particular communities. The committee is not an originating committee but considers and coordinates recommendations made to it by departments or other agencies of the government charged with the particular responsibility of providing housing accommodation or appraising the need of such in particular communities.

2. The committee has made no surveys in any communities with respect to the adequacy of housing. This is the responsibility of Wartime Housing Limited with respect to housing for munitions workers and of the real property administrator, and both this company and the administrator have made many surveys in the course of their duties.

3. Answered by 2.

WARTIME PRICES AND TRADE BOARD—RATION COUPONS

Mr. MARSHALL:

1. What financial arrangements have been made by the wartime prices and trade board with the chartered banks for the handling of ration coupons under order effective March 1, 1943?

2. When will the government issue coupons covering rationed commodities which will be a claim for goods without the limiting financial factors?

Mr. ILSLEY:

1. The ration administration of the wartime prices and trade board has arranged with the chartered banks that they shall be reimbursed for the handling of ration coupons on a cost basis. The formula for deriving this cost figure will be worked out between the banks' accountants and the comptroller of the wartime prices and trade board.

2. This question relates to a matter of policy and it is not the practice of the government to disclose policy in giving answers to questions.