

of Canada or not, now or hereafter owned, controlled, leased, or operated by a company wholly or partly within the legislative authority of the Parliament of Canada, or by a company operating a railway wholly or partly within the legislative authority of the Parliament of Canada, whether such ownership, control, or first mentioned operation is acquired or exercised by purchase, lease, agreement or other means whatsoever, and whether acquired or exercised under authority of the Parliament of Canada, or of the legislature of any province, or otherwise howsoever; and every railway or portion thereof now or hereafter so owned, controlled, leased or operated shall be deemed and is hereby declared to be a work for the general advantage of Canada.

3. As the line of railway is still under construction, the Canadian Transport Commission jurisdiction applies only to construction of grade crossings and grade separations and/or installation of highway protection. The railway operation complies in all respects with relevant statutes.

4. Some employees such as those operating work trains are employees of Canadian National Railways. Others are employed by contractors working on the line.

5. Yes, in so far as Canadian National Railway employees are concerned.

C.N.R. PASSENGER SERVICE IN NEWFOUNDLAND

Question No. 190—Mr. Hees:

1. Does Canadian National Railways plan to discontinue rail passenger service in Newfoundland?
2. Has Canadian National Railways set probable dates for the discontinuation of passenger service in Newfoundland?
3. How many employees have been laid off by Canadian National Railways to date?
4. How many jobs will be affected if discontinuation of Canadian National Railways passenger service becomes an actuality?
5. What plans has Canadian National Railways made for finding alternate employment for those to be affected by discontinuation of passenger service in Newfoundland?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advises as follows: 1. Authority must be obtained from the Canadian Transport Commission before any discontinuance of rail passenger service. The Canadian National Railway proposes to make such an application to the commission due to the fact that since completion of the Trans-Canada highway across Newfoundland there has been a rapid decline in passenger train revenues. The service which the railway can provide with the equipment and rail facilities available cannot compete with the advantages of travel over the highway. As

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a result, the company has decided to embark upon a bus operation to provide the people of Newfoundland with a faster, more convenient passenger service.

2. It is proposed that rail passenger service be discontinued concurrent with inauguration by Canadian National of highway bus service tentatively set for June 1968.

3. None.

4. About 150 positions in railway operations; however, these will to some extent be offset by the establishment of positions for bus operation.

5. Every effort will be made to place surplus employees in alternate employment.

BUTTER IMPORTS

Question No. 334—Mr. Laprise:

1. How much butter, of what value and from what countries, was imported during the year 1966-67?
2. How much butter does Canada have in reserve?
3. How much butter does the government intend to import during the year 1967-68?

Hon. Judy V. LaMarsh (Secretary of State): I am informed by the Departments of Trade and Commerce and Agriculture as follows: 1. The quantity and dollar value of butter imported into Canada during the year 1966-67 was:

Country	Year 1966*	
	Quantity (Cwt)	Value (\$000)
Belgium-Luxembourg	16,643	405
France	43,898	2,251
Netherlands	171,199	3,986
New Zealand	160	8
United States	2,220	60
Totals	234,120	6,710

	Year 1967* (January to March incl.)	
	Quantity (Cwt)	Value (\$000)
Belgium-Luxembourg	46,849	1,086
New Zealand	22,400	846
Totals	69,249	1,932

*All of the butter imported during 1966 and January to March 1967 was imported for processing and re-export or for re-export as ship's stores, with the exception of the butter imported from New Zealand in January to March 1967. This was imported by the Canadian Dairy Commission for consumption in Canada.