

Order Paper Questions

to amend the Excise Tax Act (1) and a notice of ways and means motion to amend the Excise Tax Act (2).

Pursuant to Standing Order 60, I would ask you to designate the required order of the day for consideration of the two notices which I have tabled today, and for notices Nos. 13 and 14 on October 28, 1980.

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MISCELLANEOUS STATUTE LAW AMENDMENT ACT, 1981

MEASURE TO CORRECT ANOMALIES IN CERTAIN ACTS

Hon. Yvon Pinard (for the Minister of Justice) moved for leave to introduce Bill C-56, to correct certain anomalies, inconsistencies, archaisms, errors and other matters of a non-controversial and uncomplicated nature in the Revised Statutes of Canada, 1970, and other acts subsequent to 1970.

He said: Madam Speaker, I am told that there have been consultations among the House leaders and that there is unanimous consent to deal with the three stages of this bill without debate right now, because it is a non-controversial bill.

Mr. Baker (Nepean-Carleton): Yes, Madam Speaker, today is one day in which Parliament will live to deal with the three stages of the bill on anomalies.

Mr. Knowles: We agree, but it will be an awfully short lifespan.

Motion agreed to, bill read the first and the second times, considered in committee, reported, read the third time and passed.

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● (1540)

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council): Madam Speaker, the following questions will be answered today: Nos. 1,692, 1,699, 1,801, 1,897 and 1,969.

[Text]

CRASHES BETWEEN TRAINS AND OTHER VEHICLES, PEMBROKE, ONT.

Question No. 1,692—**Mr. Patterson:**

1. During the time in which records have been kept, how many fatalities have occurred as the result of crashes between trains and other vehicles at the so-called Five Mile Crossing, east of Pembroke, Ontario, where the CPR tracks cross highway 17?

2. Since 1950, on what dates did crashes occur and how many persons were killed in each case?

3. Has consideration been given to installing pre-warning lights at the crossing?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission advises as follows: 1. Six (since 1931).

2. December 11, 1977, 1 killed, 1 injured; February 11, 1979, 1 injured; October 24, 1980, 2 killed.

3. Crossing is presently equipped with a warning signal, standard flashing lights and bell, and advanced warning signs. Pre-warning lights are not a standard form of installation. Pre-warning or advanced warning signs are the responsibility of the road authority.

QUESTIONNAIRE TO ENGINEERING AND SCIENTIFIC SERVICES GROUPS

Question No. 1,699—**Mr. Herbert:**

Did Statistics Canada send a questionnaire to engineering and scientific services groups in 1979 and, if so (a) to which groups (b) how many persons (i) were questioned (ii) responded?

Hon. J.-J. Blais (Minister of Supply and Services): Statistics Canada reports: in 1979, Statistics Canada did send a questionnaire to businesses providing scientific and engineering services.

(a) Questionnaires were sent to consulting engineering firms and to businesses providing other engineering and scientific services.

(b) (i) In the consulting engineering group, 3,778 firms were sent questionnaires and in the other engineering and scientific services group, 3,025 questionnaires were sent out.

(ii) Of the 3,778 consulting engineering firms, 2,834 replies were received; 2,559 responded of the 3,025 other engineering and scientific services group.

RENOVATION OF SWEENEY HOUSE, JONES FALLS

Question No. 1,801—**Mr. Cossitt:**

Is Parks Canada renovating a building, formerly a residence near Jones Falls, in the constituency of Leeds-Grenville and, if so (a) for what reasons (b) what will it be used for (c) at what cost?

Mr. Roger Simmons (Parliamentary Secretary to Minister of State for Science and Technology and Minister of the Environment): Yes.

(a) The Sweeney house was designated of national historic significance along with ten other defensible lockmaster houses along the Rideau Canal. Only two of these houses, one of which is the Sweeney house, remain in their original format, that is, one storey without major alterations. The defensible nature and construction make them unique in North America and possibly the world. In addition little interpretation of the "average" family home of pre-Confederation Upper Canada had been done. These factors led to a recommendation from the Historic Sites and Monuments Board of Canada that Parks Canada restore the property. The recommendation was made in the Jones Falls unit plan and