

*Adjournment Debate*

operating benefits. There is less incentive to incorporate these features into the U.S. cars, as cars there spend a large part of their operating life on lines other than those of the owners.

The additional features in the Canadian equipment are these: First, the Canadian cars have two wear wheels; the U.S. cars have single wear wheels, and therefore the Canadian wheels have a much longer life. The additional cost involved is \$200. Second, the Canadian cars have four internal hoppers and discharge gates; the U.S. cars have three. The Canadian cars have a lower centre of gravity. The additional cost here is \$390. Third, the

Canadian cars have internal epoxy resin paint to eliminate corrosion, whereas the U.S. car is untreated. And the Canadian car has extra external paint costs. Together these, but mainly the resin, add \$930 to the cost. Lastly, Mr. Speaker, the Canadian cars have a WABCO PAC brake system; the U.S. cars have only standard equipment. The cost here is \$830.

The extra features incorporated in the Canadian cars, totalling \$2,350, are responsible for the differential in the net price between the two types of car. Federal sales tax of \$2,500, and various services at \$700, account for the total cost.

Motion agreed to and the House adjourned at 10.25 p.m.