

## Questions

NORMAL DUTIES OF ICEBREAKER  
"JOHN A. MACDONALD"

## Question No. 92—Mr. Thomson:

1. What would the Coast Guard icebreaker *John A. Macdonald* normally be doing if it were not accompanying the *SS Manhattan* through the North West passage?
2. Did the diversion of the *Macdonald* to the *Manhattan* project involve any additional expense and, if so, what amount?
3. For the period of time Captain Tom Pullen of the Department of Transport is serving on the *Manhattan*, who paid his salary?
4. Were the services of Captain Pullen offered to the Humble Oil Company and its partners or were they requested by them?

**Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport):** 1. The *John A. Macdonald* would have been employed assisting with the support of the northern resupply operations, in hydrography and oceanography, and investigating late season operations in Strathcona Sound.

2. More fuel may have been consumed because of a period she operated in heavier ice conditions than would have been the case had she not accompanied the *Manhattan*. Other ships had to operate longer to assume that part of her work which could not be postponed. Additional cost approximately \$20,000.

3. The Department of Transport.

4. Originally the Humble Oil Company requested assistance in obtaining the services of an experienced Canadian Arctic ship master. The Canadian Government also wished to have an official Canadian representative on board who would be able to effect liaison between the Department of Transport, the Canadian Coast Guard icebreaker, the U.S. Coast Guard icebreaker and the Humble Oil Company people during the passage. Agreement was reached with Humble Oil Company that Captain T. C. Pullen could fulfill all these roles.

"MANHATTAN" PROJECT—REQUEST  
FOR PERMISSION

## Question No. 93—Mr. Thomson:

1. Did the Humble Oil Company or the United States Government request permission from the Canadian Government to send the *Manhattan* through the North West passage and, if so, on what date was the request made, by whom and in what way?

2. Would the government be prepared to make public a copy or text of the request?

[Mr. Benson.]

3. On what dates were meetings held between Canadian public officials and the sponsors of the *Manhattan* project?

**Hon. Mitchell Sharp (Secretary of State for External Affairs):** 1. The Canadian Government, through its various departments, has been in constant communication with the United States Government and the Humble Oil Company with respect to the voyage of the *Manhattan* through the Northwest passage. The sponsoring oil companies and the United States Coast Guard consulted with appropriate Canadian authorities in the planning of the operation, and the voyage took place with the concurrence and the participation of the Canadian Government.

2. No.

3. As the meetings were held on a continuous basis and a great deal of the discussions took place by telephone it is not possible to state the actual dates when meetings were held on this topic.

NEWFOUNDLAND—CNR PASSENGER SERVICE  
EMPLOYEES

## Question No. 106—Mr. Marshall:

1. What are the names of all employees of the CNR in Newfoundland who were employed in association with Rail Passenger Service?

2. What was their official job classification and rate of pay before discontinuance of the Passenger Service and their present classification and rate of pay?

**Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport):** 1 and 2. The Management of Canadian National Railways advises that it is not the practice to disclose information from employee's personal records.

CANADIAN NATIONAL TELECOMMUNICATIONS  
MICROWAVE PROGRAM

## Question No. 122—Mr. Orlikow:

1. Has Canadian National Telecommunications System commenced work on a \$3 million microwave program augmenting existing communications facilities in the Yukon and Northwest Territories and, if so, when did this project commence, and when is it anticipated that it will be completed?

2. Were any specific studies undertaken as a basis for the above expansion plan and, if not, on what criteria was the microwave expansion based?

**Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport):** The Management of Canadian National Railways