

Questions

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

EDUCATIONAL BROADCASTING
STUDY GROUP

Question No. 658—**Mr. Fortin:**

1. Has an application for a broadcasting licence by a provincial government or its agents ever been rejected and, if so, when and with respect to what applications and on what grounds?
2. What is the composition of the study group on educational broadcasting, what are its terms of reference and, when will it submit its report?
3. Will this report be tabled in the House?

Mr. Yves Forest (Parliamentary Secretary to the President of the Privy Council): I am informed by the Secretary of State and the Postmaster General as follows: 1. No. The policy of the Government, as stated in the House of Commons on May 3, 1946 is still in effect that since broadcasting is the sole responsibility of the Federal Government, broadcasting licences shall not be issued to other governments or corporations owned by other governments.

2. The members of the Task Force E.T.V. are as follows: Mr. Jules Léger, Under Secretary of State, Chairman; Mr. Gilles Bergeron of the Post Office Department; Mr. D. S. Thorson of the Justice Department; Mr. Michael Pitfield of the Privy Council Office; Mr. Ivo Krupka of the Privy Council Office, Secretary; Mr. George Miedzinski of C.R.T.C.—Head of the Study Group.

The Task Force is to study all aspects of this subject in order to assist the government in fulfilling its undertaking to facilitate the development of adequate broadcasting facilities to meet provincial requirements for the transmission of educational programmes. The Task Force will undertake a variety of specific assignments and is not asked to produce a comprehensive report.

3. See part 2.

ATLANTIC PROVINCES—INCREASE IN
CANADIAN NATIONAL REVENUES

Question No. 703—**Mr. Coates:**

What has been the increase in revenues to the Canadian National Railways from the new less-than-carload-lot rates that were imposed on shippers in the Atlantic Provinces in September, 1967, to this date?

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Hon. Paul Hellyer (Minister of Transport): The management of Canadian National Railways advises as follows: During the period January 1 to October 31, 1968, there have been variations in the comparative total revenues on a month to month basis. However, on a cumulative basis, system revenues from this traffic are less than 1 per cent below the revenues generated in the same period in 1967.

CANADIAN NATIONAL EMPLOYEES

Question No. 742—**Mr. Godin:**

In Canada, in Quebec and in the federal constituency of Portneuf (a) how many telegraph operators were employed by the CNR in 1957 and 1967 (b) how many employees of all categories were employed by the CNR in 1957 and 1967 (c) what was the total amount of salaries paid by this company in 1957 and 1967?

Hon. Paul Hellyer (Minister of Transport): The management of Canadian National Railways advises as follows: As the system is administered by regions which do not conform to the geographical boundaries of the Provinces, also as telegraph operators are grouped with station agents, caretaker agents, levermen and telegraphers, the information is not readily available in the form asked, and to extract the data would entail considerable time and expense.

However, a report entitled "Canadian National Railway and the Province of Quebec", presented to the Sessional Committee on Railways, Air Lines and Shipping on December 12th, 1963, as recorded in the minutes of proceedings and evidence commencing on page 361, states that in 1962 the working force of CN in the Province of Quebec numbered 21,994 and the total wages and salaries of this group exceeded \$120,000,000.

The number of employees all categories Canadian Lines and their total compensation for the years in question are as follows:—

	No. of employees	Total compensation
1957	114,750	\$425,030,402.
1967	86,200	550,049,038.

USE OF RAILWAY TRACK BETWEEN
MONTREAL AND OTTAWA

Question No. 764—**Mr. Godin:**

On what date in the winter of 1967 did a C.N.R. train, leaving Montreal and going to Ottawa, illegally use a C.P.R. section of tracks, what was the number of that train and how many minutes was the train late in Ottawa because of that incident?