

## Questions

for tenders until July, with actual construction work on the main piers deferred until early next spring. It is expected, however, that during this year the province will undertake work on the highway approaches on the Cape Breton side of the bridge, and likewise the Canadian National Railways will undertake the necessary revisions to railway lines on the island leading to the proposed structure.

**Mr. Cruickshank:** May I ask the minister a question in connection with this statement? How many people will this bridge serve?

**Mr. Chevrier:** It is not a question of serving people; it is a question of connecting the mainland of Nova Scotia with Cape Breton island, by means of a provincial highway. The Canadian National railways will also operate over this bridge.

**Mr. Cruickshank:** Will the pipe line also?

## HOUSE OF COMMONS

STAFF OF SERGEANT-AT-ARMS—ONTARIO  
WORKMEN'S COMPENSATION

**Mr. James Sinclair (Parliamentary Assistant to the Minister of Finance):** Last evening the member for Peterborough West (Mr. Fraser) asked the Minister of Finance whether the staff of the Sergeant-at-Arms was covered by the Ontario Workmen's Compensation Act. The answer is yes.

## QUESTIONS

(Questions answered orally are indicated by an asterisk.)

CANADIAN NATIONAL RAILWAYS—SLIDE DETECTOR  
FENCES

**Mr. Fulton:**

1. At what points have electric slide detector fences been installed on the Canadian National Railways line in British Columbia?
2. What other safety warning devices against rocks and slides have been installed?
3. Have any reports been received on the operation of these installations?
4. Do the reports indicate that these types of installations are satisfactory for the purpose of giving warning of rocks and slides?
5. If not, in what way are they unsatisfactory?
6. What further or other installations for this purpose are contemplated, and when is it expected the work on them may begin?

**Mr. Chevrier:** The Canadian National Railways advise as follows:

1. A test installation of 1,720 feet of slide detector fences has been made on the Ashcroft subdivision between mileages 93.7 and 94.0.
2. In selected areas there is provided a twenty-four-hour inspection service by watchmen and patrolmen. Automatic signals have also been installed in certain sections to better facilitate train operations.

[Mr. Chevrier.]

3. Yes.

4. Not in so far as slide detector fences are concerned.

5. Difficulty is experienced in keeping slide detector fences in service at periods of heavy snowfall and of interference from snow slides.

6. Additional installations of slide detector fences will be considered after reviewing results achieved from experimental installations.

NEWFOUNDLAND—AMOUNTS COLLECTED IN  
DUTIES AND TAXES

**Mr. Browne (St. John's West):**

What amount has been collected in Newfoundland during the eleven-month period ending February 28, for (a) excise duties; (b) custom duties; (c) income taxes; (d) succession duties?

**Mr. McCann:**

(a) Excise taxes, \$2,646,306.08; excise duties, \$1,222,467.02; total, \$3,868,773.10; (b) customs import duties, \$3,011,714.12; (c) \$3,446,248; (d) \$30,990.

## CANADIAN NATIONAL RAILWAYS—COAL PURCHASES IN CANADA AND UNITED STATES

**Mr. Isnor:**

1. What quantity of coal (a) Canadian; (b) United States, was purchased by the Canadian National Railways in the years 1947, 1948, 1949?
2. Of orders placed, what quantities of (a) Canadian; (b) United States, coal were delivered in each of these years?
3. What are the names of coal suppliers (a) Canadian; (b) American?
4. Have coal orders for years 1950 and 1951 been placed as yet?
5. If so, for what quantity in (a) Canada; (b) United States?

**Mr. Chevrier:** The Canadian National Railways advise as follows:

1. Orders were placed as follows:

	Canadian N.T.	United States N.T.
1947 .....	2,349,400	8,692,900
1948 .....	2,822,700	6,936,200
1949 .....	2,515,200	4,223,100

  

	Canadian N.T.	United States N.T.
1947 .....	1,733,300	6,192,200
1948 .....	2,123,600	5,376,500
1949 .....	2,237,800	3,022,300

3. For competitive reasons it is not in the general interest to provide the names of individual suppliers.

4. Contracts involving prospective deliveries in 1950 are still under negotiation. No orders have been placed for 1951.

5. See answer to No. 4.