

	Questions		
	Crop Year 1966-67		
Receipts	Shipments		Exports
	Domestic		
	'000 bushels		
Georgian bay and upper lake ports	1,935	2,369	—
Lower lake and upper			
St. Lawrence ports	5,587	5,083	488
Lower St. Lawrence ports	34,997	8,702	25,739
Crop Year 1967-68			
Georgian bay and upper lake ports	4,807	4,386	—
Lower lake and upper			
St. Lawrence ports	4,410	4,630	—
Lower St. Lawrence ports	32,564	19,187	14,644
Crop Year 1968-69 (to Sept. 18)			
Georgian bay and upper lake ports	1,382	1,510	—
Lower lake and upper			
St. Lawrence ports	1,173	843	—
Lower St. Lawrence ports	12,896	3,637	8,366

## CYPRIOT SHIP "TAMACHUSTA"

Question No. 300—**Mr. Dumont:**

Did the Department of Transport allow the Cypriot ship, registered at *Tamachusta* and chartered by "Clarke Steamship", to sail between Montreal and Newfoundland and, if so, under what authority?

**Hon. Paul Hellyer (Minister of Transport):** Under section 671 of the Canada Shipping Act a ship registered in Cyprus, being a British ship, may be used in the coasting trade of Canada except for voyages wholly within the great lakes and St. Lawrence river as far seaward as Anticosti island without any special permit being given.

## MAIL SERVICE REDUCTION—LAY-OFFS AND PAYROLL REDUCTIONS

Question No. 313—**Mr. McCutcheon:**

1. As a result of the withdrawal of Saturday mail service on February 1, 1969, how many lay-offs are envisaged?

2. What reduction in payroll is expected?

3. Will new contracts be negotiated with rural carriers or will the contracts be reduced by one-sixth?

**Hon. Eric W. Kierans (Postmaster General):**

1. It is expected that relatively few lay-offs, if any, will be necessary. Positions becoming vacant through normal attrition and new positions being authorized by increased work load are not being filled at present, so that they can be used for those employees becoming redundant. These positions will permit re-arrangement of staffs as of February 1, 1969.

Furthermore, where necessary, maximum use will be made of the manpower centres for retraining and reassignment.

2. The net reduction in cost to the department will be about \$13 million per annum.

3. Under a five day delivery week on rural routes, all contracts for services affected would have to be renegotiated. However, rural routes are not being placed on a five day week.

## COST OF C.N.R. BUSES, NEWFOUNDLAND

Question No. 318—**Mr. Marshall:**

How much money was spent on providing buses to the C.N.R. in the changeover from rail passenger services to bus transportation in Newfoundland?

**Hon. Paul Hellyer (Minister of Transport):** The management of Canadian National Railways advises as follows: Cost of providing the bus equipment is estimated at approximately \$950,000.

## POST OFFICE EMPLOYEES ON SIX DAY WEEK

Question No. 335—**Mr. McCleave:**

1. Do any mail carriers employed by the Post Office Department now work a six-day week?

2. If so, how many, and how would their salaries be affected by a five-day work week?

**Hon. Eric W. Kierans (Postmaster General):**

1. Yes, rural mail contractors.

2. As of 31 March 1968 there were 4,928 rural routes operating six days per week. In