

statement of costs and revenues of the company attributable to the carriage of passengers by the service for a five-year period. The foregoing requirement was met by the company in connection with its application for the subsidization of the train service involved and by Order No. 15534 dated December 23, 1972, the Railway Transport Committee of the Canadian Transport Commission gave notice that it had determined the said passenger train service had incurred actual losses of \$2,694,978, \$2,766,194 and \$2,747,303 in the years 1968, 1969 and 1970, respectively.

2. Canadian National does not analyse its freight traffic on a train run or geographic basis since such a breakdown has no managerial significance. Statistics are taken off from time to time in the case of thin traffic density branch lines which are considered to be uneconomic and the system revenues derived from traffic originating and terminating at stations on the line under study are compared with the system avoidable costs incurred in handling this traffic in accordance with Section 253(3) of the Railway Act. In view of the type and volume of traffic being handling between the points in question such a detailed analysis does not appear justified at this time and to extract the data would entail considerable time and expense.

CNR—OPERATING PROFITS AND LOSSES, 1962-72

Question No. 946—Mr. Gauthier (Roberval):

1. What were the actual operating profits or losses of the Canadian National Railways on the Montreal-Chambord-Chicoutimi, the Chambord-Dolbeau-Chibougamau and the Quebec-Chicoutimi passenger trains for each year 1962 to 1972?

2. What were the actual operating profits or losses of the Canadian National Railways on the Montreal-Chambord-Chicoutimi and Chambord-Dolbeau-Chibougamau freight trains for each year 1962 to 1972?

Hon. Jean Marchand (Minister of Transport): The Management of Canadian National Railways advises: 1. Pursuant to Sections 260 and 261 of the Railway Act the railway is required to submit, concurrently with an application to discontinue a passenger train service, a statement of costs and revenues of the company attributable to the carriage of passengers by the service for a five year period. The foregoing requirement was met by the company in connection with its application for subsidization of the train service involved and by order No. 15534 dated December 23, 1972, the Railway Transport Committee of the Canadian Transport Commission gave notice that it had determined the said passenger train service had incurred actual losses of \$1,526,000, \$1,603,932 and \$1,488,342 in the years 1968, 1969 and 1970 respectively.

2. Canadian National does not analyse its freight traffic on a train run or geographic basis since such a breakdown has no managerial significance. Statistics are taken off from time to time in the case of thin traffic density branch lines which are considered to be uneconomic and the system revenues derived from traffic originating and terminating at stations on the line under study are compared with the system avoidable costs incurred in handling this traffic in accordance with Section 253(3) of the Railway Act. In view of the type and volume of traffic being handled between the points in question such a detailed

analysis does not appear justified at this time and to extract the data would entail considerable time and expense.

Order Paper Questions

AIR CANADA—TRAVEL INSURANCE

Question No. 1,061—Mr. Reynolds:

1. Does Air Canada act as agent and receive commissions from an insurance company without being so licensed and, if so, under what authority?

2. Are other airlines authorized or will they be authorized to act as agents in a like manner and, if so, is this considered an invasion of the insurance field?

3. Can the insurance industry in turn act as an airline?

Hon. Jean Marchand (Minister of Transport): The management of Air Canada and the Canadian Transport Commission advise as follows: 1. Air Canada sells travel insurance at downtown offices in all provinces of Canada except Prince Edward Island. It is licensed to do so in each case by the appropriate provincial authorities.

2. Other airlines also act as agents. Air Canada does not consider this an invasion of the insurance field.

3. An insurance company could operate a commercial air service only if it had the corporate power to do so and if it had an appropriate licence from the Canadian Transport Commission. No federally incorporated insurance company has this corporate power nor is it believed that any provincially incorporated company is so empowered. No insurance company is licensed by the Canadian Transport Commission to operate a commercial air service.

POST OFFICE DEPARTMENT—SALARIES

Question No. 1,413—Mr. Knight:

1. How many full-time employees were there as of January 31, 1970 in the Post Office Department?

2. How many of those employees were earning more than \$15,000 annually, distributed according to \$1,000 intervals?

3. How many full-time employees were there as of January 31, 1973 in the Post Office Department?

4. How many of those employees were earning more than \$18,000 annually, distributed according to \$1,000 intervals?

Hon. André Ouellet (Postmaster General): 1. There were 41,008 full-time employees in the Post Office Department as of January 31, 1970.

2. One hundred nine of those employees were earning more than \$15,000 annually, and distributed according to \$1,000 intervals they were:

25	earning	between	15,000	and	15,999
18	earning	between	16,000	and	16,999
10	earning	between	17,000	and	17,999
16	earning	between	18,000	and	18,999
10	earning	between	19,000	and	19,999
5	earning	between	20,000	and	20,999
8	earning	between	21,000	and	21,999
4	earning	between	22,000	and	22,999
4	earning	between	23,000	and	23,999
3	earning	between	24,000	and	24,999
1	earning	between	25,000	and	25,999