

Questions

as the province is the construction agency and completion will involve decisions by all three levels of government participating in the agreements, I am not in a position to state a completion date.

7. Answered by part 6, stage IV.

8. A Queensway committee made up of officials of the province of Ontario, the city of Ottawa, the national capital commission and the Department of Public Works meets monthly to discuss Queensway matters, review proposed planning with the consulting engineers and to expedite the progress of work over the entire project.

C.N.R. RAIL LINES BUILT AND ABANDONED
SINCE 1954

Question No. 378—**Mr. Cyr:**

1. How many miles of railroad has Canadian National Railways abandoned since 1954 and, what areas were serviced by those lines?

2. How many miles of railroad have been built by Canadian National Railways since 1954 and what areas are serviced by those new lines?

[Translation]

Answer: The management of Canadian National Railways advise as follows:

1. Since 1954 the Board of Transport Commissioners for Canada has authorized the abandonment of 567 miles of line in various areas across the system.

2. A total of about 585 miles of main track and approximately 550 miles of sidings and industrial spurs have been constructed in various areas across the system.

[Text]

REPORT ON CRASH OF T.C.A. PLANE

Question No. 439—**Mr. Fisher:**

1. When is a report expected from the investigators of the air crash of the DC-8F at Ste. Therese?

2. Does a transcript exist of the tape made by the tower at Dorval of radio traffic with the aircraft and, if so, what does the transcript say?

3. When did T.C.A. receive notice of the U.S. FAA ruling of 1961 that all U.S. jet aircraft must carry recorders?

4. Was this ruling considered at any time by the board of directors or by the management committee of T.C.A.?

Mr. Pickersgill: 1. It is not possible to estimate with any accuracy when the report of the investigators will be completed. However, it can be stated that the report will not be completed before early summer.

2. A transcript of communication between the aircraft and the air traffic control units at Montreal international airport does exist. The transmissions are all of a routine nature and do not provide any indication that the flight was in difficulty.

3. T.C.A. received original notice in August, 1957 with an amendment in July 1958, stating a requirement for compliance by U.S. air lines in May 1961.

4. T.C.A. management considered this ruling, but due to certain limitations in record-

ing equipment at that time, elected (along with many other world air lines) to defer the project pending development of units of a more advanced type.

T.C.A. has now embarked on a program involving what it considers to be the best and newest recording equipment available.

NEW VOCATIONAL SCHOOL ACCOMMODATION

Question No. 461—**Mr. Starr:**

1. How many new vocational schools or additions have been approved under the amended Technical and Vocational Training Assistance Act from January 1, 1964 to date, and where are they located?

2. How many new technical schools or additions have been approved under the amended Technical and Vocational Training Assistance Act from January 1, 1964 to date, and where are they located?

3. What student capacity has been added in the period January 1, 1964 to date?

4. What is the total cost of these projects?

5. What is the federal government's share of the cost?

Mr. MacEachen: 1. Seven new vocational high schools have been approved under the technical and vocational training assistance agreement since January 1, 1964. They are listed as follows:

Quebec: Donnacona vocational training.

Ontario: Barrie North collegiate; St. Mary's district C.I. (additions and alternations); St. Catherines secondary; Saltfleet, Dewitt road composite (The school is located between Stoney Creek and Winona near Hamilton).

Alberta: Peace River, Peace River high school.

B.C.: Vancouver, Point Grey junior-senior secondary school (additions and alterations).

2. Three new trade schools have been approved during the same period:

N.S.: Amherst, interprovincial trade school for the deaf.

Quebec: Montreal, institute of deaf mutes; la ferme, school of agriculture (Abitibi Co.).

3. The student capacity of the schools approved since January 1, 1964 is 3,921.

4. The total cost of these projects, including buildings and equipment is \$10,461,930.

5. The federal contribution approved for the above projects including equipment is \$3,092,931 which represents 50 per cent of the cost to be borne by the province for buildings and equipment (excluding academic facilities). The municipal contribution to these projects is estimated at \$4,276,070.

The federal contribution to expenditures by the province will be increased by 25 per cent when agreements are completed with the provinces pursuant to Bill C-105 which amended the Technical and Vocational Training Assistance Act to permit a 75 per cent contribution to training facilities to March 31, 1967.