

## Questions

2. Yes. The Board of Transport Commissioners for Canada received an application dated June 8, 1961 for authority to discontinue passenger train service between Edmundston and McAdam, N.B., provided by trains 123 and 124, and to reduce the passenger train service between McAdam and Saint John, N.B., provided by trains 101 and 102. Following a public hearing in Woodstock, N.B. on November 8, 1961, the board dismissed the application to discontinue passenger train service between Edmundston and McAdam and authorized the discontinuance of passenger train service between Saint John and McAdam.

(Text):

## R.C.M.P. TAILORING COSTS

Question No. 1,183—**Mr. Matheson:**

1. What does it cost per unit to produce the following articles of clothing in R.C.M.P. tailor shops (a) tunics (b) jackets (c) breeches, and (d) trousers?
2. What does it cost to outfit completely one R.C.M.P. constable?
3. Does the R.C.M.P. entertain any criticism of these tailor shops as to quality, cost, or service which would justify implementing the Glassco commission suggestion that commercial tailors be used?

**Mr. Bell (Saint John-Albert):** 1. (a) tunics, scarlet serge, \$36.53; (b) peajackets, \$48.58; jackets, brown serge, \$36.16; (c) breeches, \$24.64; (d) trousers, blue serge, \$19.77.

2. \$527.50.
3. No.

## \*LAKE SIMCOE CANAL

Question No. 1,184—**Mr. Ryan:**

Has the government made any study of a lake Simcoe canal route to short circuit the St. Lawrence seaway, particularly in respect to a canal between Barrie and Collingwood and another between the vicinities of Pefferlaw and Oshawa?

**Mr. McBain:** There is no record of any study in respect of a canal between the vicinities of Pefferlaw and Oshawa, but a reconnaissance survey of a canal between Barrie and Nottawasaga Bay near Collingwood was made in January, 1906.

(Translation):

## \*QUEBEC—REMOVAL OF LEVEL CROSSINGS

Question No. 1,186—**Mr. Beaulé:**

Has the government carried on negotiations concerning level crossings on the Canadian Pacific tracks situated within the city of Quebec and, if so, what are the results of such negotiations?

**Mr. Balcer:** The Board of Transport Commissioners for Canada advises as follows:

An application submitted by the city of Quebec for authority to eliminate the level crossing at St. Sacrament boulevard is presently being studied by the Board of Transport Commissioners for Canada. The board is

[Mr. McBain.]

awaiting a reply from the city of Quebec with a view to ascertaining if the city will agree to prepare the detailed plans of the project.

(Text):

PROSTHETIC APPLIANCES, VETERANS AFFAIRS  
DEPARTMENT—MANUFACTURE AND  
RESEARCH

Question No. 1,189—**Mr. Matheson:**

1. At what centres does the Department of Veterans Affairs repair, fit and manufacture, prosthetic and orthotic appliances and sensory devices?
2. What research, if any, is conducted in this field by the department?
3. How, if at all, do disabled people, who are not veterans, benefit from these facilities?
4. How, if at all, does private industry, engaged in the manufacture of prosthetic appliances, share in the research achievements of the department?

**Mr. Churchill:** 1. Prosthetic and orthotic appliances are repaired, fitted and manufactured by the Department of Veterans Affairs in Halifax, Saint John, Montreal, Ottawa, London, Toronto, Winnipeg, Regina, Calgary, Edmonton, Vancouver and Victoria. Sensory devices are supplied through departmental facilities but are obtained by purchase from commercial manufacturers.

2. The department operates a research and development section in the prosthetic centre at Sunnybrook hospital, Toronto.

3. Prosthetic service, as part of treatment, may be given under the authority of section 20, veterans treatment regulations, to a person at the request of a responsible body, politic or corporate, where facilities for such treatment are not otherwise available; provided that such body has assumed liability for the cost thereof. A certificate of nonavailability elsewhere is required.

4. Prosthetic technicians in private industry are invited to attend training courses and certain conferences arranged by the department for the information and education of its own employees. The department also arranges for special training on request.

## INDUSTRIAL PRODUCTION IN PENITENTIARIES

Question No. 1,190—**Mr. Matheson:**

1. By institutions, what products are manufactured by the industrial division of our penitentiaries, and what was the total value of these manufactures during the year ended March 31, 1962?
2. What services are performed for Her Majesty or what other benefits are derived as a result of the employment of inmates?
3. Are the penitentiaries prepared to accept new and larger orders for manufactures from the public service?
4. What importance has the industrial shop program to the rehabilitation of prisoners?
5. What benefits, if any, do inmates derive from employment in penitentiary shops?

**Mr. Bell (Saint John-Albert):** 1. (See attached statement).