

Questions

That the committee consist of 15 members to be designated by the house;

That the committee be empowered to send for persons and papers and to report from time to time;

That the committee be empowered to sit during the sittings of the house;

That the committee have power to print such papers and evidence from day to day as may be deemed advisable; and

That standing order 66 be suspended in relation thereto.

Mr. Speaker: Pursuant to section 2 of standing order 21 this government notice of motion stands transferred to and ordered for consideration under government orders at the next sitting of the house.

QUESTIONS

(Questions answered orally are indicated by an asterisk.)

DISCONTINUANCE OF C.N.R. TRAINS 3 AND 4,
SASKATOON-VANCOUVERQuestion No. 725—**Mr. Berger:**

1. How many employees will be displaced as a result of the discontinuance of C.N.R. trains 3 and 4 between Saskatoon and Vancouver?

2. Will these trains be reinstated next spring?

3. Is a fast express train handling express, L.C.L. shipments and piggybacks going to take the place of trains 3 and 4, as reported in the Vancouver Sun on or about October 24, 1962?

Mr. McBain: The management of Canadian National Railways advise as follows:

1. The employees involved exercise seniority rights in accordance with the governing wage agreements.

2. Details of timetable for next spring have not yet been worked out but it can be assumed that train service provided will be appropriate to the demand.

3. Mail, express, L.C.L. and piggyback traffic is now being handled on manifest trains 303 and 304 which operate very closely to schedule times of discontinued trains 3 and 4. These trains were in operation prior to the discontinuance of trains 3 and 4 and no additional trains have been set up to handle the traffic mentioned.

SECOND TRANS-CANADA MICROWAVE SYSTEM

Question No. 751—**Mr. Matheson:**

1. What is the C.N.R.'s share of the cost of constructing a second trans-Canada microwave system?

2. Is the existing trans-Canada microwave system capable of being expanded?

3. Will the second trans-Canada microwave system reduce the potential traffic available to the existing microwave system?

4. What telecommunications organizations own the existing microwave system?

Mr. McBain: 1. \$18,000,000.

2 and 3. The answers to these questions are within the knowledge of the companies concerned.

[Mr. Caron.]

4. The answer to this question is within the knowledge of the trans-Canada telephone system members, which we understand to be Maritime Telephone and Telegraph Company, New Brunswick Telephone Company Ltd., Bell Telephone Company of Canada, Manitoba Telephone System, Saskatchewan Government Telephones, Alberta Government Telephones, British Columbia Telephone Company.

BUS AND RAIL SERVICE, FORT WILLIAM-LONGLAC

Question No. 782—**Mr. Badanai:**

1. Has the C.N.R. sold the buses which operated between Fort William and Longlac and, if so (a) who was the purchaser (b) was an agreement made to the effect that no curtailment of service would be made between Fort William and Longlac?

2. Is there an agreement which will prevent the C.N.R. from resuming rail service between Fort William and Longlac?

Mr. McBain: The management of Canadian National Railways advise as follows:

1. No. (a) Negotiations are under way with Greyhound bus lines; (b) not so far as any train service is concerned.

2. Answered by (b) in question No. 1.

AUTOMATIC RAILWAY YARDS

Question No. 783—**Mr. Badanai:**

1. What will be the cost of the automatic yard in Toronto when completed?

2. What is the total cost of all automatic yard installations in Canada?

Mr. McBain: The management of Canadian National Railways advise as follows:

1. Original estimate approximately \$43,000,000. Projected completion cost expected to be somewhat less.

2. Estimated at approximately \$102 million.

(Translation):

LANDING STRIP, BEAUHARNOIS-SALABERRY
CONSTITUENCYQuestion No. 800—**Mr. Laniel:**

Has the Minister of Transport received a request for the establishment of a landing-strip in the constituency of Beauharnois-Salaberry and, if so, (a) on what date (b) from whom (c) has any decision been taken with respect thereto?

Mr. McBain: Yes, (a) October 30, 1948, November 6, 1948, November 25, 1954, (b) junior chamber of commerce Salaberry de Valleyfield, city of Salaberry de Valleyfield, chamber of commerce of Salaberry de Valleyfield, respectively, (c) in the last exchange in 1954 the chamber of commerce requested that federal authorities make a survey relative to the choice of an airport site for Valleyfield and that recommendations then be made to the municipal authorities with regard to the choice of an appropriate site. The chamber was informed that it was the responsibility of the municipality initially to locate