

## Questions

public information relating to other than the successful tenderer. The contract was awarded to the lower tenderer, Mr. Olley, of Chilliwack, B.C., for \$490 per month.

## TARIFF BOARD HEARINGS

**Mr. Michener:**

1. How many cases by the following classes have been heard and decided upon by the present tariff board since its appointment: (a) appeals by importers; (b) appeals by other interested parties; (c) references by the deputy minister of national revenue; (d) references by the Minister of Finance?

2. Of such cases in classes (a), (b) and (c), above, how many by each class (i) have been decided in favour of the importer; (ii) have been decided in favour of the interested party other than the importer?

3. Of the cases decided upon by the present tariff board (a) how many applications have been requested for leave to appeal to the exchequer court; (b) in how many instances has the exchequer court granted the applicant leave to appeal?

**Mr. Benidickson:** I have spoken to the hon. member for St. Paul's (Mr. Michener) and he has agreed that his wishes would be better met by redrafting this question and has suggested that it be dropped.

**Mr. Speaker:** Dropped.

## LEVEL CROSSING, WOODSTOCK, ONT.

**Mr. Nesbitt:**

1. Have any accidents occurred since September 26, 1947, at the crossing where the main line of the Canadian National Railways from Montreal to Chicago crossed the Ontario provincial highway No. 2, approximately seven miles east of Woodstock? If so, how many?

2. Has the board of transport commissioners considered giving assistance from the railway crossing fund towards the construction of an underpass at this point?

3. If so, has the board yet reached a decision, and in what respect?

**Mr. Langlois (Gaspé):** The board has no record of any accidents at this crossing since September 26, 1947. This crossing is automatically protected with a wigwag and bells, and to date no application has been received by the board for construction of a grade separation at this crossing.

## CENTRAL MORTGAGE AND HOUSING, ST. JAMES, MAN.

**Mr. Churchill:**

1. What areas adjacent to Stevenson airport, St. James, Manitoba, are affected by new zoning regulations of Central Mortgage and Housing Corporation?

2. What limitations on loans for housing development are imposed by the new regulations?

3. (a) How many houses have been constructed or are under construction in the areas affected by these regulations; (b) What arrangements are being made to prevent home owners from being penalized by these new regulations?

[Mr. Dickey.]

4. At what time and by what method was the St. James council informed of these regulations?

**Mr. Bourget:**

1. The restrictions apply to rectangular areas which extend 5,000 feet from the end of a runway and 1,000 feet on either side of a line that is a projection of the centre line of the runway. Furthermore, National Housing Act loans are not available within 1,000 feet from the side of a runway. At the Stevenson airport most of the restricted areas fall on undeveloped land or farm land. A portion of the restricted area at the south end of the north-south runway and a portion of the restricted area at the southeast end of the north-west southeast runway covers some developed areas of the municipality of St. James.

2. In the restricted areas mentioned above loans under the National Housing Act are not available.

3. (a) Financed under the N.H.A.: existing housing units, 333; housing units under construction, 37. (b) Since loans under the National Housing Act are only available for financing the construction of new housing units, existing housing units in the area are not affected, nor are housing units financed by other than the National Housing Act.

4. The restrictions on the availability of National Housing Act loans on housing units to be built adjacent to airports was announced on January 24 in the House of Commons. The manager of the Winnipeg branch office of C.M.H.C. attended a meeting of the municipality of St. James council on February 22, 1955, at which these restrictions were discussed.

## NORTH SYDNEY-PORT AUX BASQUES FERRY

**Mr. MacLean:**

1. What is the number of automobiles capable of being carried by the new ferry to be put into service between North Sydney and Port aux Basques (a) when railway traffic is being carried; (b) when no railway traffic is being carried?

2. Are the automobile decks of this ferry capable of carrying large trailer-type trucks?

3. If not, what are the dimensions of the largest truck that can be carried on this ferry?

**Mr. Langlois (Gaspé):**

1. Railway traffic does not make any difference to the number of automobiles carried by the *William Carson* as the containers for railway freight are not transported on the car deck.

2 and 3. The automobile deck has a clearance of 6' 11 $\frac{1}{2}$ " and will accommodate 50 standard average size automobiles. The automobile deck will also carry 6 trucks of the non-trailer type, approximate dimensions 23'6"x8' wide and two buses or tractor trailer trucks approximately 33'x8'.