

QUESTIONS

(Questions answered orally are indicated by an asterisk.)

CHURCHILL, ONT., POSTMASTERSHIP

Mr. VENIOT:

1. Who is postmaster at Churchill, Ontario?
2. When was the appointment made?
3. On whose recommendation was appointment made?
4. Who has the contract for carrying the mail over rural route from Churchill?
5. When was contract awarded? Were tenders called?
6. Was the contract awarded to lowest tenderer?

Mr. SAUVE:

1. E. H. Sloan.
2. March 1, 1895.
3. No information.
4. E. H. Sloan.
5. July 3, 1920. Yes.
6. Yes.

LEFROY, ONT., POSTMASTERSHIP

Mr. VENIOT:

1. Who is postmaster at Lefroy?
2. When was the appointment made?
3. On whose recommendation was appointment made?

Mr. SAUVE:

1. Miss Mary Victoria Sloan is in temporary charge.
2. July 26, 1927.
3. A temporary transfer became necessary and the district superintendent, Toronto, made arrangements with Miss Sloan who had post office experience.

HUDSON BAY RAILWAY

Mr. HOWDEN:

1. What was the entire cost of the Hudson Bay railway?
2. How much of the amount was absorbed by the railway, and how much by the terminal works?
3. Has the government taken any steps to obtain an insurance rate that would enable the grain growers of western Canada to avail themselves of the advantages of this railway?
4. If so, what steps have been taken?

Mr. CAHAN:

1. \$49,772,506.11.
2. Railway, \$31,904,802.76; Churchill terminals, \$11,593,485.47; Port Nelson terminals, \$6,274,217.88.
3. Yes, as regards marine insurance rates on ships navigating to and from Churchill.
4. In July, 1928, reports of meteorological observations and ice conditions as found during Hudson strait expedition of 1927, which was organized and conducted by the Depart-

ment of Marine to obtain accurate information in regard to ice conditions and to study the requirements necessary to ensure safe navigation in Hudson strait, were forwarded through the High Commissioner, London, to the Imperial Shipping Committee, then discussing insurance rates for the route to Churchill. Each succeeding year to date additional information as obtained from hydrographic survey and patrol vessels maintained by the Department of Marine in Hudson strait has been forwarded to the Imperial Shipping Committee, as well as reports on aids to navigation established by the Department of Marine in Hudson strait and Hudson bay, namely, direction finding stations at Nottingham island, Cape Hope's Advance, Resolution island, and Churchill.

On the representations made by the Imperial Shipping Committee to the underwriters outlining the facilities afforded, and in view of the fact that a high-powered icebreaker with salvage equipment is kept by the Department of Marine in Hudson strait during the season of navigation, a reduction in the marine insurance rates, originally proposed, was obtained in 1931.

The Imperial Shipping Committee is continuing its negotiations with the underwriters with a view to still further reductions in the insurance rates. More recently information was furnished regarding the visual aids to navigation which the Department of Marine is preparing to establish in Hudson strait this coming season.

EAGLE, STAR AND BRITISH DOMINIONS INSURANCE CO., LTD.

Mr. DUFF:

1. Has the Eagle, Star & British Dominions Insurance Company, Limited, complied with Canadian laws with respect to taking out a licence to do business in Canada?
2. What amount has said company deposited with the authorities, either in cash or in bonds, to protect Canadian policyholders from loss?

Mr. RHODES:

1. Yes.
2. \$389,784.

TOKIO MARINE AND FIRE INSURANCE COMPANY

Mr. DUFF:

1. Has the Tokio Marine & Fire Insurance Company of Tokio, Japan, complied with Canadian laws with respect to taking out a licence to do business in Canada?
2. What amount has said company deposited with the authorities, either in cash or in bonds, to protect Canadian policyholders from loss?

Mr. RHODES:

1. Yes.
2. \$92,000.