

covering the importation of coal on (a) September 27, 1948; (b) October 11, 1949, or date of record nearest but subsequent to September 19, 1949?

Mr. Sinclair:

1. New bookings by foreign exchange control board of United States dollar sales for forward delivery:

1948	
August:	
2—7	\$ 8,703,226
9—14	11,594,293
16—21	8,698,090
23—28	11,164,838
30—Sept. 4	7,926,586
September:	
6—11	9,668,169
13—18	10,725,275
20—25	15,783,277
27—Oct. 2	7,365,280
	\$91,629,034

1949	
August:	
1—6	16,059,057
8—13	7,635,739
15—20	8,558,899
22—27	17,602,814
29—Sept. 3	18,844,126
September:	
5—10	24,761,323
12—17	20,930,942
19—24	32,879,255
26—Oct. 1	3,893,667
	\$151,165,822

2. (a) As of September 18, 1948—\$87,324,007.

(b) As of September 19, 1949, including contracts booked after that date at rates of exchange in force prior thereto in accordance with section 7 (1) of P.C. 4838 of September 19, 1949—\$174,235,607.

3. (a) \$9,719,833; (b) \$14,955,451.

WHEAT—SELLING PRICE IN ENGLAND

Mr. LaCroix:

1. Are Canadian wheat and Canadian wheat by-products selling in England at a lower price than in Canada?

2. If so, for what reasons?

Mr. McIlraith:

1. Canadian wheat: No. Canadian wheat flour: Yes.

2. The British ministry of food purchases Canadian wheat and flour on the basis of the Canada-United Kingdom contract price of \$2 per bushel for No. 1 northern wheat basis in store Fort William/Port Arthur, Vancouver or Churchill, plus carrying charges.

45781—68½

Questions

Wheat and flour are sold in Canada on the same basis. Because of a British consumer subsidy on bread and flour (for use other than bread) Canadian wheat flour including subsidy is resold at a lower price in England than in Canada.

NAVAL SERVICE—ANTI-SUBMARINE ESCORT SHIPS

Mr. Isnor:

1. Have plans been prepared during the past twelve months for new naval anti-submarine escort ships?

2. If so, who prepared such plans and specifications?

3. Has work been started on these ships?

4. If so (a) what number of ships are to be constructed; (b) what are names and addresses of shipyards where the work will be carried on?

5. Of what type and size will these vessels be?

6. What will be estimated (a) cost; (b) time to complete work; (c) number of men employed?

Mr. Blanchette:

1 and 2. Designs prepared by Department of National Defence, and working plans are now under preparation by the contractors in consultation with officers of the department.

3, 4, and 5. Contracts have been placed for three anti-submarine escort vessels (classed as major war vessels, and replacing the frigates and corvettes of world war II), construction of which is expected to commence late this year or early in 1950 at the following shipyards: Halifax Shipyards Limited, Halifax; Canadian Vickers Limited, Montreal; Burrard Drydock Company Limited, North Vancouver.

6. Estimated: (a) Construction cost \$8,000,000 per ship. (b) Under normal conditions, three to four years. (c) If as in (b), 1,500 to 1,800 at shipyards.

QUEBEC CITY—ST. JOACHIM RAILWAY LINE

Mr. Maltais:

1. Who owns the railway line between Quebec city and St. Joachim?

2. Is part of this line used by any other corporation or individual?

3. If so, what is the agreement or arrangement between the owner of the line and the company or individual operating trains thereon?

4. Is the Canadian National Railways negotiating for the acquisition of the said line, or considering taking over the line and either operating same or giving running rights over it to some other operator?

Mr. Chevrier:

The Canadian National Railways advise as follows:

1. The Quebec Railway Light and Power Company.

2. Yes.

3. The Quebec Railway Light and Power Company performs train operations over its line. Such operations include the handling