

Questions

ANSWERS TO QUESTIONS

The following answers, deposited with the Clerk of the house, are printed in the official report of debates pursuant to standing order 39:

ST. LAWRENCE SEAWAY COST

Question No. 48—Mr. Regier:

1. What is the total cost, to date, of the construction on the St. Lawrence seaway project?
2. How much of this total cost was paid: (a) by Canada; (b) by the United States?
3. How much of the Canadian cost was ascribed to the power developments that were built in conjunction?
4. How much of the American cost was ascribed to the power developments that were built in conjunction?
5. Over what period of time were tolls estimated to repay the capital expenditures involved?
6. Has the expectation expressed in question 5 been realized to date? If not, for what reason, and what are the statistics of operations to date in regard to this?

Answer by: **Hon. Leon Balcer (Minister of Transport):**

The St. Lawrence seaway authority advises as follows:

(N.B. The St. Lawrence seaway authority can supply the information requested only in respect of the Canadian portion of the navigation works of the St. Lawrence project. The power development was carried out by the Ontario government. Accordingly, the answers herein relate only to that portion of the navigation facilities constructed by Canada.)

1. Total capital expenditures to December 31, 1959, were \$310,650,000.
2. (a) \$310,650,000. (b) This is a matter which directly concerns the United States authorities.
3. See "N.B." above.
4. This is a matter which directly concerns the United States authorities.
5. 50 years.
6. Although the traffic to date has been less than the estimate of the tolls committee, it will be possible to give a conclusive reply only after the first five years of operation, which is considered to be the development period. In 1964 a complete study and review of the tolls structure will take place. Statistics of operations to date are as follows:

MONTREAL—LAKE ONTARIO SECTION

	Upbound	Downbound	Total
No. of transits 1960.....	3,428	3,413	6,841
No. of transits 1959.....	4,068	4,074	8,142
No. of transits 1958.....	5,647	5,598	11,245
1960 Cargo—tons.....	8,775,176	11,503,830	20,279,006
1959 Cargo—tons.....	10,950,000	9,640,000	20,590,000
1958 Cargo—tons.....	4,670,000	7,092,000	11,762,000

WELLAND CANAL SECTION

	Upbound	Downbound	Total
No. of transits 1960.....	3,738	3,634	7,372
No. of transits 1959.....	4,128	4,052	8,180
No. of transits 1958.....	4,405	4,331	8,736
1960 Cargo—tons.....	8,304,585	20,511,857	28,816,442
1959 Cargo—tons.....	9,660,000	17,870,000	27,530,000
1958 Cargo—tons.....	5,005,000	16,269,000	21,274,000

WOOD MACHINERY IMPORTS FROM UK-U.S.-  
WESTERN GERMANY

Question No. 54—Mr. Boulanger:

1. During 1959 and 1960 for the three following countries: the United States, the United Kingdom and Western Germany, (a) what was the amount

of wood machinery imported from each of the said countries? (b) what classes of wood machinery were imported from the said countries? (c) what are the amounts and the quantity for each class of wood machinery imported from the said countries?

Answer by: **Hon. George H. Hees (Minister of Trade and Commerce):**