

That the Standing Committee on External Affairs and National Defence be empowered to hear evidence on and to consider Canadian policy with respect to the question of continuing defence cooperation with the United States and in particular the future of the North American Air Defence agreement (NORAD); and

That the Standing Committee on External Affairs and National Defence be empowered to hear reports from Canadian delegations which have met with delegations from foreign parliaments or attended inter-parliamentary assemblies.

Mr. Speaker: Order, please. Pursuant to section 2 of Standing Order 21, this notice of motion is transferred to and ordered for consideration under government orders at the next sitting of the House.

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the following questions will be answered today: 348, 361, 450, 465, 550, 780, 819, 871, 1,141, 1,153, 1,207, 1,213, 1,267, 1,284, 1,296, 1,348 and 1,349.

If questions Nos. 156, 276, 715 and 1,360 could be made orders for return, these returns would be tabled immediately.

Mr. Speaker, would you be so kind as to call starred questions Nos. 1,098 and 1,121?

I ask, Mr. Speaker, that the remaining questions be allowed to stand.

[Text]

MOVEMENT OF GRAIN

Question No. 348—Mr. Gillies:

1. (a) Over how many "off-main-line" trackage miles is grain normally moved (b) over how many of these trackage miles can a fully loaded hopper car move, with due regard for elevator loading clearances, track loading limits, etc. (c) over how many miles for a 3/4 and for a half loaded car respectively (d) when trackage is subject to safe load limits, can the loaded weight of the hopper car be accurately assessed, to avoid dangerous overloading?

2. (a) Allowing for routine maintenance, how many car-days should these cars be expected to deliver over a normal season (b) how many car-days did they operate (c) on the average, how many cars would be sitting idle (i.e. not moving, not loading, not unloading) on a typical shipping day (d) for what reason would these cars be sitting idle?

3. (a) For how many car-days were some of these cars diverted from moving prairie grain (b) what was the maximum number of cars diverted (c) what was the per diem rate (d) how much per diem rental was collected and what happened to it (e) what were the diversion dates?

4. (a) For the in-service period of these cars, how many tons of wheat were moved (b) how many tons did these cars move (c) how many tons were moved by other cars (d) what are the comparable figures for all other grains (e) by best estimate, how many tons of wheat will have to be moved during each of the next five seasons (f) how many of these tons will move by other cars (g) how many tons will move via the 2,000 hopper cars (h) on a car-day basis, what per cent utilization will these 2,000 cars experience, by season?

Order Paper Questions

Hon. Otto E. Lang (Minister of Justice): 1. (a) "Off-main-line" trackage: CN 2,529 miles, 263,000 maximum; 1,775 miles, 220,000 maximum; 3,752 miles, 177,000 maximum; CP Rail 1,852 miles, 263,000 maximum; 3,800 miles, 220,000 maximum; 135 miles, 177,000 maximum. (b) CN 2,529 miles; CP Rail 1,852 miles; (c) Three quarter: CN 4,304 miles; CP Rail 5,652 miles; Half, CN 8,056 miles; CP Rail 5,787 miles; (d) No. Strict control is exercised by the railways in placing hopper cars to avoid exceeding branch line track load limits. Weights shown on railway way-bills can be in error. Official weights are determined on out turn at terminal grain elevators.

2. (a) The railways have advised that routine maintenance should not exceed 10 to 15 days per year. (b) Cars have been in service full time; (c) None, except for normal detention awaiting unloading and dispatch through classification terminals and junction points; (d) see (c) above.

3. (a) None. The cars are restricted to grain service; (b) A total of 834 cars have been diverted to the handling of Prairie grain east or Thunder Bay to and including movements to the St. Lawrence and Atlantic Ports; (c) \$7.50 per car day while assigned east of Thunder Bay; (d) \$415,793 collected by the Canadian Wheat Board payable to the Receiver General covering 55,439 car days assigned east of Thunder Bay; (e) January-April 1974.

4. (a) Canadian National advises that a total of 19,874,000 tons of all grain were moved between December 1972 and September 1974; CP Rail advises that a total of 21,441,100 tons of all grain were moved between the period January 1973 and June 1974; (b) CN 2,827,000 tons of a) above; CP Rail 2,783,800 tons of a) above; (c) CN 17,047,000 tons; CP Rail 18,657,300 tons; (d) A breakdown by grain is not available; (e) Estimates are not available; (f) Not available; (g) Not available; (h) Not available.

DEPARTMENT OF NATIONAL DEFENCE—TRANSLATION OF ALL FORMS

Question No. 361—Mr. McKenzie:

1. Is it the intention of DND to have all its existing documents, such as technical publications and forms, etc., relating to all military equipment, ground, air and sea, defence headquarters and military base stationery, etc., translated and printed in French and, if not, which forms or documents will be?

2. Is a programme to have all the above-mentioned printed in French now in progress and, if so, on what date will it be completed?

3. Will all existing documents in military colleges and training schools be translated and printed in French?

4. Will any new documents, technical publications and forms, etc., be ordered in both French and English?

5. What will the total cost be to translate and print all existing DND documents, technical publications and forms, etc., (including military colleges, training schools, air, land and sea divisions) in French?

6. What is the projected increased cost to order any new Department of National Defence documents, etc., in English and French?

Hon. James Richardson (Minister of National Defence): 1. The policy of the Department is to provide in bilingual format all orders, directives, instructions, form notices, information letters and bulletins and documents intended for other than local use, plus all manuals including general and technical publications. Local orders, recreational facilities are printed in the language of the unit or formation. Exceptions are that in the National