

was the practice when Senator Roblin was sitting where I am now sitting. That is why I think he is quite right in saying that if nobody asks that it be read, then it should be taken as read; but if someone asks that it be read, I am sure that the Leader of the Government would not mind reading it.

Senator Roblin: I want to tell my honourable friend that Senator Roblin, in his former capacity, had some rather bad habits which I hope other senators will not follow in the future!

Senator Frith: We think they were fine.

Senator Petten: They were good habits.

Senator Roblin: If my honourable friend is so reasonable today in Question Period, then I am not inclined to disoblige him, so I will read the answer.

This answer is in response to a question raised in the Senate on June 19, 1985 by the Honourable Joseph-Philippe Guay regarding transport, Port of Churchill, Manitoba, with reference to grain shipments to the U.S.S.R. and the availability of hopper cars.

CN began field testing the prototype hopper car on the Churchill line and the mainline July, 1985.

Final tests will be conducted during spring break-up on the Herchmer subdivision in 1986.

CN is not in a position to indicate when or how many of these cars will be manufactured until all tests have been completed and the results analyzed.

Senator Argue: Honourable senators, some weeks ago I noticed a picture of the prototype hopper car in the *Winnipeg Free Press*. It looked like an excellent vehicle and as though it might serve the purpose. I wonder if I might ask the leader how many of the cars will be put into the test. I would not think that they would manufacture many until they had tested the prototype and I would not think that they would need more than one to test, but I do not know. Maybe they need a series to test because of the rhythm effect over that railroad.

Senator Flynn: Do you have an exact figure?

Senator Argue: I suppose one.

Senator Flynn: One, two, three?

Senator Argue: You are becoming more and more intelligent in your comments every day! You are even able to count now!

Senator Roblin: I am sorry to tell my honourable friend that I do not have the foggiest idea how many hopper cars are involved in the test.

STATUS OF WOMEN

BROADCASTING TASK FORCE—REMUNERATION OF WOMEN MEMBERS

Hon Duff Roblin (Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on September 17 last by the Honourable Senator Marsden regarding Broadcasting Task Force—Remuneration of Women.

(The answer follows:)

The Co-Chairmen of the Task Force are receiving remuneration of \$440 per day, for a total of \$59,840 over 136 days. All other members of the Task Force on Broadcasting Policy receive equal professional fees of \$48,000 based on a per diem of \$400 for 120 days. The gross contract values as reported in the September 14 "The Ottawa Scene" column of the *Globe and Mail* are misleading because they include amounts for expenses (travel, living and hospitality) in addition to professional fees. Daily expenses were calculated on an equal basis for all members: the only variable factor in the calculation of the contracts was consideration of the member's place of residence.

In the case of Madame Côté (Montréal) and Ms. Fullerton (Toronto), travel expenses to the Task Force HQ in Ottawa were estimated to be lower than those for Messrs. MacDonald (Halifax), Lavigne (Timmins) and Fraser (Edmonton). As well, the daily fees and increased number of days (with corresponding incremental travel costs) account for the higher contract values for the Co-Chairmen (Messrs. Caplan and Sauvageau) and Executive Director (Mr. Audley).

TRANSPORT

SECURITY AT CANADIAN AIRPORTS

Hon. Duff Roblin (Leader of the Government): Honourable senators I have a delayed answer in response to a question asked in the Senate on June 25 last by the Honourable Senator Gigantès regarding transport and security at Canadian airports.

(The answer follows:)

The special security measures which were implemented following June 25, 1985, apply to the international operations.

Those air carriers operating international flights, with the exception of transborder flights to Continental USA, are required to:

- physically inspect or X-ray all checked baggage;
- ensure all hand baggage and passengers are fully screened; and
- hold all cargo for a minimum of 24 hours unless a physical search or X-ray has been done, with the exception of perishables which have been received from a known shipper.

AGRICULTURE

WESTERN CANADA—DROUGHT CONDITIONS—GOVERNMENT ACTION

Hon. Duff Roblin (Leader of the Government): Honourable senators I have a delayed answer in response to questions asked in the Senate on September 17 and 18 last by the