

Questions

insulated pipe box carrying high temperature hot water, domestic water and sewer lines is referred to as the Utilidor. The original installation costs for the Utilidor averaged \$200 per foot. The smaller individual branch services from the Utilidor to the buildings are referred to as Utilidettes. The original installation costs for Utilidettes averaged \$100 per foot.

The original Utilidor system carried 8 inch supply and return high temperature water lines, 8 inch domestic water and 8 inch sewer lines. Extensions to the Utilidor consist of branch loops carrying 3 inch supply and return high temperature water lines, 6 inch domestic water and 6 inch sewer lines. Extensions of this sort have averaged out at \$150 per foot. The reduction in costs compared to the original installations results from the use of smaller pipes and the fact that the original costs included design and engineering costs which are not repetitive for extensions.

The cost of providing new Utilidettes from Utilidors to buildings now averages \$80 per foot. The reduction in costs compared to the original installation has been brought about by not including the design and engineering cost element which is not repetitive.

A few extensions of water and sewer service only have been made to premises located along the main Utilidor, using a simplified Utilidette adequate for smaller services for water and sewer and costs have been about \$34 per foot.

It must be pointed out, however, that costs for Utilidor and extensions to existing system also depend upon the services to be supplied, the pipe sizes required, the terrain to be covered, the need for valves, expansion joints, corners, hydrants, the number of feet involved and other factors which will vary widely with the community and locality.

3. The Department of Indian Affairs and Northern Development, in co-operation with the National Research Council and the Department of National Health and Welfare are conducting such experiments at the present time at Frobisher Bay and Inuvik. Preliminary reports are encouraging and it is anticipated that the intensive testing of different Utilidor designs under field conditions, now being carried out, will enable the design of Utilidor for use under perma frost conditions as found in Inuvik and other communities, at sharply reduced costs. The results will be made public when these experiments have been completed.

[Mr. Laing.]

REQUEST FOR INFORMATION ABOUT 1939-45 AND KOREAN WARS

Question No. 2,104—Mr. Godin:

1. How many Canadians took part in (a) the 1939-45 war (b) the Korean war?
2. In each of these wars, how many Canadians died in combat?
3. For each of these wars, what were the total war expenditures of (a) the Department of National Defence (b) the Department of Defence Production?

[Translation]

Hon. Léo Cadieux (Associate Minister of National Defence): 1. (a) Enrollments in the Canadian Forces totalled 1,086,343. (b) 25,583.

2. Battle casualties: (a) 32,714. (b) 309.

3. In so far as World War II is concerned, special War Appropriations were allotted to the Department of National Defence in the fiscal years 1939-40 to 1945-46 and \$11,344,437,766 was spent. No special War Appropriations were voted for the Korean War, and as the Department of National Defence and the Department of Defence Production had commitments other than the Korean War during the fiscal years 1950-51 to 1953-54 it is not possible to break down expenditure data in a manner which would allow an accurate answer to this question.

[English]

TRANSPORT TRUCKS FOR NEWFOUNDLAND MAIL DELIVERY

Question No. 2,137—Mr. Muir (Cape Breton North and Victoria):

Is it the intention of the Canadian National Railways to have the mail for points in Newfoundland contracted to transport trucks at North Sydney, Nova Scotia?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advises as follows:

The railway has no jurisdiction over the manner in which mail is handled.

S.S. "CABOT STRAIT"—SALE OF COASTAL STEAMSHIP

Question No. 2,144—Mr. Douglas:

1. Does the C.N.R. intend to sell its Newfoundland coastal steamship S.S. *Cabot Strait* and, if so, is it the intention of the C.N.R. to charter this boat from its new owners?

2. Does the C.N.R. intend to dispose of any other ships in its Newfoundland service and, if so, what are the names of the ships and the approximate date upon which it intends to dispose of each?