

Questions

RAILWAY CROSSING ACCIDENTS

Question No. 1,227—Mr. Lewis:

1. What are the figures on accidents at railway crossings for each of the years 1960 to 1968?
2. What research is presently being conducted into safety-warning devices?

Hon. Paul Hellyer (Minister of Transport):
The Canadian Transport Commission advises as follows:

1.

Year	Accidents	Killed	Injured
1960	473	172	628
1961	444	145	542
1962	428	154	542
1963	476	160	618
1964	433	154	570
1965	452	150	540
1966	478	186	621
1967	447	177	521
1968	428	120	568

2. The Canadian Transport Commission has under continuing study and investigation the improvement of existing warning devices and the development of any new devices which come to its attention. Members of the Engineering staff of the Commission are active members of the Canadian Standards Association, the Association of American Railways and the American Railway Engineering Association who continually engage in research and investigation of methods of improving railway and crossing safety. At the present time study and experiment is being conducted, in collaboration with the National Research Council, on a type of revolving light for use on locomotives designed to give additional warning to motorists of trains approaching crossings.

AIRPORT CEILING AND VISIBILITY

Question No. 1,231—Mr. McGrath:

1. What were the number of hours when the ceiling was less than 200 feet and/or visibility less than a $\frac{1}{2}$ mile for the following airports for the year 1967: St. John's, Nfld., Gander, Nfld., Stephenville, Nfld., Moncton, N.B., Sydney, N.S., Halifax International, Montreal International and Toronto International?
2. What were the number of hours when the ceiling was less than 200 feet to 400 feet and/or visibility $\frac{1}{2}$ to $\frac{3}{4}$ of a mile for the following airports for the year 1967: St. John's, Nfld., Gander, Nfld., Stephenville, Nfld., Moncton, N.B., Sydney, N.S., Halifax International, Montreal International and Toronto International?
3. What were the number of hours when the ceiling was less than 500 to 900 feet and/or visibility

[Mr. Speaker.]

1 to $2\frac{1}{2}$ miles, for the following airports for the year 1967: St. John's, Nfld., Gander, Nfld., Stephenville, Nfld., Moncton, N.B., Sydney, N.S., Halifax International, Montreal International and Toronto International?

Hon. Paul Hellyer (Minister of Transport):
1. St. John's, Nfld. 608; Gander, Nfld. 254; Stephenville, Nfld. 220; Moncton, N.B. 202; Sydney, N.S. 323; Halifax International 787; Montreal International 51; Toronto International 135.

2. If it is meant when the ceiling was 200 feet to 400 feet and/or visibility $\frac{1}{2}$ to $\frac{3}{4}$ mile the answer is St. John's, Nfld. 1275; Gander, Nfld. 675; Stephenville, Nfld. 374; Moncton, N.B. 620; Sydney, N.S. 1059; Halifax International 1098; Montreal International 174; Toronto International 204.

3. If it is meant when the ceiling was 500 to 900 feet and/or visibility 1 to $2\frac{1}{2}$ miles the answer is St. John's, Nfld. 1712; Gander, Nfld. 1430; Stephenville, Nfld. 848; Moncton, N.B. 1114; Sydney, N.S. 1365; Halifax International 1570; Montreal International 807; Toronto International 809.

MONTREAL HARBOUR OPERATIONS

Question No. 1,245—Mr. Fortin:

1. Is the government taking steps to ensure that Montreal Harbour operates all year round and, if so, what steps and, if not, for what reason is action not being taken?
2. Does the government intend to increase the use of containers in Montreal Harbour and, if not, for what reason?
3. Does the government intend to impose a toll on the St. Lawrence River and, if so, for what reason?

Hon. Paul Hellyer (Minister of Transport):
1. It is not possible for the government to ensure that Montreal Harbour operates all year round because the river can be blocked by ice jams which are the result of weather and other natural causes and which cannot be entirely prevented with the technology now available.

To the extent that it is possible, it has long been the practice to maintain an open channel for the evacuation of ice in order to reduce the incidence of floods and measures and devices for this purpose are constantly being studied and improved. Ships wishing to go to Montreal may use this channel when it is open and are assisted to the extent that government resources will allow.

2. Facilities for the handling of container traffic are available at Montreal Harbour. An