

Questions

is building on station lands allocated by the commanding officer, a service station which, upon completion, will be owned and operated by the commanding officer in his aforementioned capacity.

2. No charge is made to the commanding officer for land.

3. The following services are provided by the R.C.A.F. station facilities:

(a) Heat: \$1.50 per M lbs. of steam which shall be metered by use of steam flow or condensate return meter. Should natural gas be the source of heat, this rate may be altered at the discretion of air force headquarters;

(b) Power: To be metered and charged at cost plus 10 per cent;

(c) Water: To be metered and charged at cost plus 10 per cent;

(d) Sewer: Recover an amount equal to 75 per cent of the water bill;

(e) Garbage removal: Flat rate of \$5 per month;

(f) Snow removal: No fixed charge has been computed as costs vary from season to season. A charge will be levied on the basis of cost plus 10 per cent.

4. The company is not concerned with the direct operation of the retail outlet. The commanding officer, as the service station operator, may sell only to service personnel, members of their households and civilian employees of the Department of National Defence.

5. The commanding officer is responsible for all rates, taxes, assessments and license fees which may be legally levied or assessed on the installations or improvements to the land or any business carried out thereon.

6. It is not the general practice to have civilian service stations located on military bases, however, in locations not adequately serviced by existing gasoline outlets, various self-help projects similar to the Summerside arrangement are permitted.

RAILWAY TRACKS, CAMP BORDEN, ONT.

Question No. 956—Mr. Madill:

1. How many miles of government owned (Department of National Defence) railway tracks are there at Camp Borden?

2. How many men are employed in the maintenance of these tracks?

3. What is the annual labour cost of the maintenance of these tracks?

4. Is it proposed to change the system of maintaining these tracks and, if so, how many employees will be displaced?

5. Will such employees be offered alternative employment of equal rates of pay and, if not, at what rates of pay will these men be offered employment?

6. If a new system of maintenance is contemplated, what is the estimated additional cost or saving of such a system?

[Mr. MacLean (Queens).]

Answer: 1. Five and one half miles.

2. Four.

3. \$14,240.16.

4. Yes, four.

5. The track foreman whose present wage scale is \$1.90 per hour, will be offered employment as a trades helper at \$1.48 per hour. The three trackmen, whose present wage scale is \$1.48 per hour, will be offered employment at \$1.43 per hour.

6. A maintenance contract is estimated to save \$3,049.16 annually.

*WORLD FAIR—TOTAL FEDERAL CONTRIBUTION

Question No. 962—Mr. Fisher:

What is the estimated total contribution of the federal government to the world's fair including its share of the cost of the proposed upstream ice dam, the ramps from the Jacques Cartier bridge to the proposed Ile Notre Dame, the bridges from Ile Notre Dame to St. Helen's island and the proposed bridge from St. Helen's island to point St. Charles?

Mr. Badanai: The federal government is committed under the statute and the agreement between Quebec and the city of Montreal to provide a maximum of \$20 million to the world's fair corporation. The corporation is responsible for providing services on the completed site. The federal government has also agreed to pay on the construction of an ice control structure the amount required in excess of \$2½ million to be provided by the city. The amount of the excess has not been determined pending the results of engineering studies.

The federal government is not responsible for providing access by the bridges mentioned in the question.

May I add that the federal government will, like many other countries and some provinces, have an exhibit at the world fair, for which it will assume the cost.

WINTER BERTH, HYDROGRAPHIC SHIP "ACADIA"

Question No. 965—Mr. MacEwan:

In what port will the Canada hydrographic ship *Acadia* be berthed during the coming winter?

Mr. Benidickson: Pictou, Nova Scotia.

E.M.O. LODGING FACILITY CARDS

Question No. 976—Mr. Fisher:

1. Has EMO designed and ordered a "Canada lodging facility card—dwellings" and a "lodging facility card, commercial and congregate" and, if so, what quantity has been ordered, received, and at what cost?

2. Is such a card so framed that it enables EMO to determine the religion, language, colour of skin, and occupational class group of a citizen and, if so, what is the need and the future use for each of these categories of information?

3. Whose duty or responsibility will it be to see that these forms are filled in?

4. Where will the forms be kept?