

Questions

brought in simultaneous translation, which made possible an interchange of discussion which was never possible before. Until we assumed office, and during the years I had been a member of this house prior thereto, when members of this house were speaking either of the official languages many of its members who were not fully conversant with that language left the house. That no longer takes place.

In general, I feel that the recommendations of Mr. Therrien deserve the earliest possible consideration. By his report he did a great deal to bring to the attention of parliament and the Canadian people the steps that ought to have been taken a long time ago, and were not taken until, as a result of the appointment of the Glassco commission, recommendations were made which brought to the attention of the people as a whole the need for changes in this regard so that the principles inherent in confederation might be consummated.

CRIMINAL CODE

AMENDMENTS RESPECTING RAFFLES AND BINGO

Mr. H. E. Gray (Essex West) moved for leave to introduce Bill No. C-73, to amend the Criminal Code (raffles and bingo for charitable purposes).

Some hon. Members: Explain.

Mr. Gray: Mr. Speaker, the purpose of this bill is to amend the Criminal Code so as to permit service groups and similar non profit making community organizations, as well as religious groups, to raise money if they so desire for charitable and religious purposes through raffles and bingo.

Motion agreed to and bill read the first time.

QUESTIONS

(Questions to be answered orally are indicated by an asterisk.)

(Translation):

PUBLIC WORKS, VILLENEUVE CONSTITUENCY

Question No. 22—Mr. Caouette:

What are the public works under federal jurisdiction which are now in process in the riding of Villeneuve?

Mr. Badanai: As far as the Department of National Defence is concerned the projects mentioned below are in progress in the electoral riding of Villeneuve:

(a) Extension and reconstruction of a runway at Val d'Or;

(b) Reserve power for the purpose of lighting the runway;

[Mr. Diefenbaker.]

(c) Construction of a road and power distribution to the radar facilities.

However, the Department of Public Works expects to call tenders very shortly for wharf repairs at Duparquet, Louvicourt, as well as on the Malartic and Thompson rivers in the constituency of Villeneuve.

(Text):

CANADIAN FORCES VOTING RULES

Question No. 41—Mr. Fisher:

1. Are any further amendments contemplated to the tri-service order issued before the general election of 1962 pursuant to rule 29 of the Canadian forces voting rules for application to any subsequent election?

2. Will steps be taken to assure that the tri-service order and any amendments thereto are drawn to the attention of all candidates in any subsequent general election?

Mr. Hellyer: 1. Not at present, but an extract of that portion of the tri-service order relating to rule 29 of the Canadian forces voting rules will be drawn to the attention of the committee on privileges and elections when it is reviewing the report of the chief electoral officer.

2. An extract of the tri-service order or any amendment thereto, relating to rule 29 of the Canadian forces voting rules will be made available on request by any officially nominated candidate.

RAIL SERVICE, GUELPH TO OWEN SOUND AND SOUTHAMPTON

Question No. 109—Mr. Howe (Wellington-Huron):

1. What was the cost this year to date of maintaining the rail line passenger service between (a) Guelph and Owen Sound and (b) Guelph and Southampton?

2. What percentage of the line costs and track facilities are charged to the passenger service?

3. What percentage of communication costs are charged to the passenger service?

4. In the general costing procedures are any of the railway trucking costs charged to the passenger service?

5. What was the total revenue, including express revenue, for the months of January, February, March, April and May on each of these lines?

Mr. Cantin: The management of Canadian National Railways advise as follows:

1. Data for 1962 only currently available. (a) \$156,300. (b) \$159,300.

2. Approximately 2 per cent.

3. Communications records are not maintained for individual lines and therefore it is not possible to develop this percentage.

4. No trucking costs are charged to passenger train service.

5. Data not immediately available. For 1962 total revenue was \$64,105.