

Questions

work that would be demanded in the preparation of plans and specifications for the new federal building which is to be constructed in Amherst?

3. What are the qualifications of George Cruickshank as an architect that led to his selection for the position he held with the Department of Public Works?

Hon. G. J. McIlraith (Minister of Public Works): 1. He was employed as an architect grade 7 from August 14, 1961 to February 15, 1962.

2. His position was one of responsibility. It did not involve the design and preparation of plans and specifications for federal buildings, similar to the building to be constructed at Amherst.

3. He had a diploma in architecture, Aberdeen University, Scotland, and he was a member of the Royal Architectural Institute of Canada and the Royal Institute of British Architects.

PREVAILING RATE WAGES, DEFENCE DEPARTMENT

Question No. 1,232—**Mr. Smith:**

Have officials in the Department of National Defence and/or the Department of Labour found in any area of Canada that area wage rates are based on Department of National Defence prevailing rates for any class of trade and/or occupation rather than the reverse?

Hon. Judy V. LaMarsh (Secretary of State): I am informed by the Department of Labour as follows: no.

NEW BRUNSWICK—PRINCE EDWARD ISLAND FERRIES

Question No. 1,299—**Mr. MacDonald (Prince):**

1. Was a decision made to dispense with return fares on the C.N.R. N.B.-P.E.I. ferries and, if so, by whom?

2. Is the fare structure on the C.N.R. N.B.-P.E.I. ferries being altered at this time and, if so (a) for what reason (b) when was that decision taken (c) was the Board of Transport Commissioners asked for a decision in this regard?

3. How many automobiles were transported by the C.N.R. N.B.-P.E.I. ferries in 1965?

4. How many passengers were transported by the C.N.R. N.B.-P.E.I. ferries in 1965?

5. When was the last or previous change made in the fare structure of the C.N.R. N.B.-P.E.I. ferries?

6. Was that change an increase or a decrease?

7. What was the amount of the increase or decrease?

8. What was the reason for the alteration in the fare structure on the C.N.R. N.B.-P.E.I. ferries at that time?

[Mr. Coates.]

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): 1. Yes, by the Minister of Transport.

2. Yes, (a) to compensate in small part for the heavy increase in cost due to improved and more frequent services, (b) December 19, 1965, (c) ferry rates are not under the jurisdiction of the Board of Transport Commissioners.

3. 215,894.

4. 672,688.

5, 6, 7 and 8. In passenger fares, in 1958, the passenger rate was increased from 45 cents single and 80 cents return to 50 cents single and 90 cents return to improve the revenue position of the service. The last change in rates for automobiles was made in 1935 when the rate was reduced from \$6 single to \$2 single and \$3 return. In 1941, the rates for trucks were lowered to the Wood Islands rate of 15 cents per foot single or 25 cents per foot return with a surcharge of 20 cents per 100 lbs. for freight carried. In 1947, all agricultural products were exempted from freight charges and in 1950 all freight charges were exempted to conform with Wood Islands ferry practice.

POSTAGE ON INCOME TAX RETURNS

Question No. 1,309—**Mr. Chatterton:**

1. Does the Department of National Revenue require postage for Income Tax Returns and, if so, for what reason?

2. Do other federal government departments require postage on incoming correspondence and, if not, for what reason?

3. What was the number of Income Tax Returns submitted through the Post Office Department in 1965?

4. Is consideration being given to allowing income tax returns to be sent through the mail postage free (O.H.M.S.)?

Hon. Judy V. LaMarsh (Secretary of State): I am informed by the taxation division of the Department of National Revenue and the Post Office Department as follows:

1. Yes. Official interpretation of postal regulations is that only mail of a departmental character sent to or from the headquarters of federal government departments in Ottawa is entitled to free postage.

2. Under the provisions of section 17 of the Post Office Act, correspondence, addressed to federal government departments at Ottawa, is acceptable for mailing free of ordinary postage charges. This free privilege applies only to the headquarters of such departments.