

Questions

1947-48	276,000
1948-49	395,000
1949-50	407,000
1950-51	422,000
1951-52	502,000
1952-53	506,000
1953-54	538,000
1954-55	567,000
1955-56	563,000
1956-57	644,000
1957-58	734,000
1958-59	646,000
1959-60	664,000
1960-61	820,000
1961-62	1,346,000
1962-63	1,046,000
1963-64	635,000

The details of expenditures for prior years are not available.

3. Marine regulations branch:

1945-46	\$ 77,000
1946-47	79,000
1947-48	89,000
1948-49	123,000
1949-50	174,000
1950-51	287,000
1951-52	273,000
1952-53	259,000
1953-54	251,000
1954-55	315,000
1955-56	318,000
1956-57	275,000
1957-58	265,000
1958-59	294,000
1959-60	343,000
1960-61	421,000
1961-62	457,000
1962-63	471,000
1963-64	471,000

The details of expenditures for prior years are not available.

FREIGHT HANDLING, NORTH SYDNEY—PORT AUX BASQUES FERRY

Question No. 1,772—Mr. Scott:

1. With regard to the new freight ferry service between North Sydney and Port aux Basques, has the government decided whether or not the transfer of freight will be made at the North Sydney end of the ferry or at the Port aux Basques end of the ferry and, if so, what were the considerations which influenced the decision of the government?

2. Has the government made a study as to the economic effects of such decision on the economies of North Sydney and Port aux Basques and, if so, what were the natures of such studies and their conclusions?

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3. If the decision in paragraph 1 referred to has not been made, when does the government expect to be able to make an announcement of such decision?

Hon. J. W. Pickersgill (Minister of Transport): 1, 2 and 3. A consequence of the decision to improve the present freight service between North Sydney and Port aux Basques by the substitution of a rail car ferry for existing methods will be the elimination of transfer operations at one of the two ports. Technical and operating considerations strongly favour the use of Port aux Basques for the transfer operations.

Since the difference in gauge is not sufficient to permit an additional narrow-gauge track on the ferry, transfer at Port aux Basques will make possible greater carriage of freight in the vessel by use of the larger gauge equipment. Moreover, Port aux Basques is not subject to ice conditions and is thus accessible in all seasons. Development and use of an alternative mainland port with the transfer facilities involved for use during severe ice conditions would be extremely costly and inefficient. With transfer at Port aux Basques all that is required at an alternative port is the facilities to move the cars on board ship. It is also the case that transfer of freight to Newfoundland coastal service vessels at Port aux Basques can be done directly from mainland cars, thus eliminating the double transfer that would otherwise take place.

The effect on employment would be approximately the same at either port. Since the community of Port aux Basques is almost totally dependant for its existence upon the operations of the ferry service, and since a greater variety of employment is available at North Sydney this additional consideration reinforces the strong technical advantages of making the transfers at Port aux Basques.

The government and the Canadian National Railways are investigating the probable impact of these changes on employment in North Sydney with a view to considering what steps might usefully be taken to ease the effects of the transition which is not expected to take place until 1967, at which time it is expected at least three other ferries will be operating out of North Sydney.

SEAPLANE BASE, ROCKCLIFFE AIRPORT, OTTAWA

Question No. 1,776—Mr. Thompson:

Does the Department of National Defence intend to retain Rockcliffe airport as a seaplane base?

Hon. Lucien Cardin (Associate Minister of National Defence): No. Arrangements are be-