

Order Paper Questions

authority to the Chief of Defence Staff to make regulations governing the control and operation of submersible vessels belonging to the Canadian Armed Forces.

AIR CANADA—AVAILABILITY AND CHOICE OF CANADIAN WINES ON CARRIERS

Question No. 2,595—Mr. Cossitt:

1. Are any brands of Canadian champagne available on (a) domestic flights (b) flights to the United States (c) overseas flights of Air Canada and (i) if so, what brands are available (ii) if not, for what reason?

2. What effort has the Department of Transport made to urge Air Canada to make Canadian-produced wines available to the travelling public on its flights?

Hon. Jean Marchand (Minister of Transport): The management of Air Canada advises as follows: 1. A Canadian brand of champagne (Bright's) is available on domestic flights, but stocks are being depleted in light of a court decision in late 1972 forbidding Canadian wine producers from using the term champagne for their domestic sparkling wines.

2. The Ministry of Transport does not advise Air Canada on internal management matters of this nature. However we are informed that Canadian wines are carried on domestic flights. The guiding criterion for all cases is customer's preference, which is determined from time to time through passenger surveys and cabin crew reports.

RELATIONS WITH EUROPEAN COMMUNITIES

Question No. 2,665—Mr. Stevens:

1. Has the government taken any steps to establish some form of regular parliamentary link with the European Parliament and, if so, have they been successful?

2. Has the government pressed the European Community to establish European Community Information Offices in (a) Halifax (b) Ottawa (c) Toronto (d) Montreal (e) Vancouver?

Hon. Mitchell Sharp (Secretary of State for External Affairs): 1. Interparliamentary relations are not within the competence of the government but fall within the scope of the officers of parliament, specifically the Interparliamentary Research Centre. However, the Department of External Affairs assists the Interparliamentary Relations Centre in organizing visits to Canada of foreign parliamentarians (such as the visit to Canada of a group of members of the European Parliament later this month)* as well as visits abroad by Canadian parliamentarians.

2. It would not be appropriate for the Canadian government to solicit the European Economic Community to establish an information office in Canada. The Standing Committee of the Senate on Foreign Affairs and Defence has recommended to the government that the Community open an information office in Canada and the Department of External Affairs has passed this information on to the officers of the European Economic Community.

[Mr. Reid.]

UTILIZATION OF WINNIPEG INTERNATIONAL AIRPORT ON "POLAR ROUTE" TO EUROPE

Question No. 2,713—Mr. McKenzie:

1. Has the government entered into negotiations with other nations and their major airlines regarding the utilization of the Winnipeg International Airport as either a stopover point or a major departure centre on the so-called "polar route" to Europe and, if so, where and on what date were such meetings held?

2. Have any agreements been reached regarding the utilization of the Winnipeg Airport on the polar route?

Hon. Jean Marchand (Minister of Transport): The Canadian Transport Commission advises as follows: 1. No. 2. No.

NATIONAL DEFENCE—DEW LINE SITES

Question No. 2,715—Mr. Bawden:

1. What agency is responsible for operating DEW Line sites and stations in Canada?

2. How many civilian personnel are employed at such DEW Line sites and stations and, of these, how many are Canadians?

3. Does Canada Manpower provide all the hiring services for the above agency?

Hon. James Richardson (Minister of National Defence): 1. DEW Line sites and stations in Canada are operated by RCA through Operation and Maintenance Service Incorporated (OMS) who have an office in Winnipeg. A Canadian Forces officer commands each of the main sites in Canada.

2. As of August 31, 1973, 488 civilian personnel were employed on Canadian DEW Line sites and stations and of these, 478 were Canadian citizens.

3. Canada Manpower is requested by the OMS Industrial Relations Office to provide personnel for each vacancy which occurs. Only when Canada Manpower cannot provide appropriate personnel in a reasonable period of time does OMS attempt to hire personnel by open advertising.

NUCLEAR PROPULSION FOR SHIPS AND LOCOMOTIVES

Question No. 2,721—Mr. Forrestall:

Is the Department of Transport currently undertaking a definitive study on a cost-benefit basis of using nuclear propulsion for ships and locomotives of all classes and, if so (a) what level of funding has been appropriated for such a study (b) what is the status of this study (c) on what date can the results be expected to be made public?

Hon. Jean Marchand (Minister of Transport): The Ministry of Transport is not currently undertaking a definitive study on a cost-benefit basis of using nuclear propulsion for ships and locomotives of all classes. It is, however, the Ministry's intention to commission in the near future a study with respect to nuclear ship propulsion, specifically in connection with the polar icebreaker project, with regard to the possible application of this type of propulsion under present and envisaged future circumstances. Part of the study will involve a review of the findings of previous studies on nuclear ship propulsion carried out for the Ministry and the United States Coast Guard. (a) No specific funding has been appropriated for the new study at this time and funding will not be