

● (1540)

[Translation]

## COMMUNICATIONS AND CULTURE

## CONCURRENCE IN FIRST REPORT OF STANDING COMMITTEE

**Mr. Gabriel Fontaine (Lévis):** With leave of the House, Mr. Speaker, I move, seconded by the Hon. Member for Kamouraska-Rivière-du-Loup (Mr. Plourde), that the first report of the subcommittee of the Standing Committee on Communications and Culture on the review of copyright which was tabled in the House today be concurred in.

**Mr. Speaker:** Is it the pleasure of the House to adopt this motion?

**Some Hon. Members:** Agreed.

Motion agreed to.

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[English]

## QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

**Mr. Paul Dick (Parliamentary Secretary to President of Privy Council):** Mr. Speaker, the following questions will be answered today: Nos. 253 and 422.

[Text]

## BELL HELICOPTER TEXTRON INC.

Question No. 253—**Mr. Blenkarn:**

Were any studies done by the Government with respect to the marketability of twin engine helicopters of the class and kind proposed to be built in Canada by Bell Helicopter Textron Inc. in accordance with the agreement the Government made with Bell Helicopter and, if so (a) what were they (b) will they be published?

**Hon. Sinclair Stevens (Minister of Regional Industrial Expansion):** Yes. (a) The market studies employed to assess the marketability of light twin engined helicopters, as the class of helicopter that is proposed to be built in Mirabel, were as follows:

(1) A Study of Helicopter Manufacturing in Canada, April, 1981. E.A. Owen/Aerospace Systems Division, Transportation Industries Branch, Industry, Trade and Commerce.

(2) Civil Helicopters/World Market Review, B. Metcalfe/Market Research & Analysis Division, Defence Programs Bureau, July, 1982.

(3) Canadian Civil Helicopter/Market Analysis and Forecast, Aviation Planning Services Ltd., July, 1982.

(4) World Helicopter Forecast/Defence Marketing Services, (published annually).

(5) Aircraft Forecast (Military & Civil)/Forecast Associates Inc., (published annually).

## Order Paper Questions

(6) Assessment of Historical and Projected Segments of U.S. and World Civil and Military Rotorcraft Markets 1960-1990/National Aeronautics and Space Administration. NASA CR-166151.

(b) Some of the marketing forecasts are available from professional agencies and can be obtained by contacting their publishers. Referenced studies Nos. 4, 5 and 6 cannot be published or copied by the Department for reasons of proprietary rights of the authors.

The Owen's study (No. 1) and the Aviation Planning Services study (No. 3) have been made available to the industry and can be made available on request. The remaining market study (No. 2) was an internal departmental working document, was never published and contains copyrighted information which the Department is not authorized to release.

In addition to the listed studies, the Department had access to various confidential market forecasts from helicopter and engine manufacturers. These forecasts contain proprietary information and cannot be released by the Department for reason of commercial confidentiality.

## TRAIN SERVICE BETWEEN CANADA AND U.S.

Question No. 422—**Mr. Robichaud:**

1. (a) How many trains are there from Canada to the United States yearly (b) how many daily trains are there (c) what are the points of departure and arrival of such trains (d) what is the frequency of such trains?

2. (a) How many trains are there from the United States to Canada yearly (b) what Canadian destinations are served (c) how many daily trains are there?

3. Will the number of trains from Canada to the United States increase or decrease in 1985?

**Hon. Don Mazankowski (Minister of Transport):** 1. VIA Rail operates one daily train service across the international border. This train, named the "Atlantic" operates from Montreal, Quebec to Halifax, Nova Scotia via the State of Maine. Stops in Maine are made at Jackman, Greenville, Brownville Junction, Danforth and Vanceboro.

2. Amtrak operates two daily trains into Montreal. One train operates daily from New York City to Montreal Via Albany. The other daily from Washington, D.C. to Montreal Via Springfield, Massachusetts and New York City.

Amtrak and VIA Rail operate two daily services from Toronto to U.S. points. One train operates from Toronto to New York City with VIA responsible for its operation from Toronto to Niagara Falls. The second train operates from Toronto to Chicago with VIA responsible for its operation from Toronto to Port Huron.

3. The number of trains from Canada to the United States increased by one daily train with the restoration of the "Atlantic" on June 1, 1985.

[English]

**Mr. Dick:** Mr. Speaker, I ask that the remaining questions be allowed to stand.