

Order Paper Questions

[English]

namely, the present conflict in the Middle East which increases the dangers to world peace, and the urgent need for the government and parliament to debate the seriousness of the situation and to seek ways and means of avoiding further escalation of the war and of promoting effective international action to bring peace to the area.

[Translation]

Mr. Speaker, if this matter is acceptable for debate, I move, seconded by the hon. member for Hillsborough (Mr. Macquarrie), that this House do now adjourn.

Mr. Speaker: In accordance with the provisions of Standing Order 26, the hon. member for Saint-Hyacinthe has given notice of his intention to move for the adjournment of the House for the purpose of discussing the matter to which he has referred.

Obviously, the Middle East conflict is an international problem which concerns and worries every member of this House. It is quite possible that there would be an advantage in discussing the matter in this House at a given moment following consultations between representatives of the parties. I believe that this procedure should be considered rather than holding today a debate under Standing Order 26.

After much reflection, I have therefore concluded that, for the present at least, and for procedural reasons, the motion of the hon. member for Saint-Hyacinthe cannot be put under Standing Order 26.

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

[Text]

CONTRACTS FOR HAULING ARCTIC CARGO

Question No. 1,969—**Mr. Forrestall:**

For the contracts issued in 1971 and 1972 for hauling Arctic cargo by water, did the government waive or otherwise mitigate the qualification requirements for Canadian registry in terms of safety standards or vessel condition in any instance and, if so (a) in what instances (b) by what specific authority?

Hon. Jean Marchand (Minister of Transport): The qualification requirements for Canadian registry which, it should be noted, do not include safety standards or vessel condition, were not waived or otherwise mitigated in the case of any of the contracts mentioned.

NAMES OF SHIPPING COMPANIES UNSUCCESSFUL IN BIDDING FOR CONTRACT TO HAUL ARCTIC CARGO

Question No. 1,980—**Mr. Forrestall:**

For (a) 1971 (b) 1972, for each of the shipping companies which failed to be successful in bidding for the contracts to haul Arctic cargo, what were (i) the names of the companies (ii) if subsidiar-

[Mr. Wagner.]

ies, the names of the parent companies (iii) the nationality of the companies or parent companies as the case may be?

Hon. Jean Marchand (Minister of Transport): (a) 1971: Hall Corporation Shipping (1969) Ltd., Federally Incorporated; Gillespie Munro (1969) Ltd., Federally Incorporated; (b) 1972: Transworld Shipping Limited, Federally Incorporated; Braemar Shipping Limited, Federally Incorporated; Hall Corporation Shipping (1969) Limited, Federally Incorporated.

CONTRACT FOR MARINE REQUIREMENTS IN ARCTIC, 1972
Question No. 1,982—**Mr. Forrestall:**

1. What was the name of the general contractor assigned to take care of marine requirements of a shipping nature to the Arctic in 1972?

2. What, if any, labour trouble did this contractor have in the recent sealift operation, and what was the nature of such trouble?

3. Was the contractor an established member of the Canadian shipping industry, operating a permanent Canadian flag fleet and, if so, what was the date of his incorporation?

4. Was any effort made by the government to find a long established member of the Canadian shipping industry operating a permanent Canadian flag fleet to fill this role and (a) if so, of what nature (b) if not, for what reason?

Hon. Jean Marchand (Minister of Transport): 1. The Ministry of Transport acts as co-ordinator of all shipping contracts into the Arctic, and is, therefore, involved in the calling of tenders and letting of contracts to different shipping companies for the transportation of goods. In 1972, these companies were, as recorded in answer to question No. 1965.

2. None to our knowledge.

3. Yes.

4. Not applicable.

CNR—DEFICIT FOR LINE BETWEEN MONTREAL AND QUEBEC CITY

Question No. 2,033—**Mr. Boivert:**

What is the amount of the deficit for the CNR line between Montreal and Quebec City?

Hon. Jean Marchand (Minister of Transport): The management of the Canadian National Railways advises as follows: It is not company policy to reveal such data, the public knowledge of which would be detrimental to the company's operations as a commercial enterprise.

NUMBER OF PERSONNEL EMPLOYED ON OCEANOGRAPHIC RESEARCH IN NOVA SCOTIA

Question No. 2,078—**Mr. Haliburton:**

What was the number of personnel employed by the Fisheries Service of the Department of the Environment or other departments for oceanographic research, having their operations based in the province of Nova Scotia on (a) a full-time basis (b) a part-time basis for the years 1940, 1950, 1970 and 1972?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):