

Demurrage paid by the Canadian Wheat Board in the period October, 1974 to October, 1975 totalled \$14,234,858.47.

2. (a) West Coast ports, \$13,488,056.79; (b) Eastern ports, \$746,801.68. Eastern ports include the St. Lawrence and maritime ports. No demurrage is claimable with respect to the Great Lake ports.

DEPARTMENT OF TRANSPORT—PROJECT FINANCING IN  
CONSTITUENCY OF CHAMPLAIN

Question No. 3,948—**Mr. Matte:**

1. Since its inception, has the Department of Transport financed any projects in the Constituency of Champlain and, if so, how many?
2. In each case, what was the (a) name of the project (b) amount granted (c) year the project began (d) year the project was completed?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport):** 1. Records of projects financed by Transport Canada since its inception are not complete. To provide an accurate reply for the years for which records are available would entail a lengthy and costly examination of the accounts of every administration. However, available records show that since fiscal year 1966/67 this department has not financed any project in excess of \$50,000 in the constituency of Champlain.

2. Not applicable.

FACILITIES AT HARMON AIRPORT, NEWFOUNDLAND

Question No. 3,973—**Mr. Marshall:**

1. Has the Department of Transport made or requested a physical inventory of the facilities available at the Harmon Airport in Stephenville, Newfoundland, particularly as it concerns runways and underground facilities for fuel storage or its strategic location as it relates to international landing requirements and (a) if so, what were the findings (b) if not, has any consideration been given to assessing the physical facilities available at little or no cost to Canada?
2. Is DOT aware of the strategic location of the Harmon Airport and the physical facilities available in its determination of declaring capacity available to international or alternate stopovers?
3. What is the position of the Stephenville Airport in provision by DOT of international flight alternatives to Canada?
4. In regard to the government's effort to practice restraint in spending under DOT is any consideration being given to utilize the available facilities left to deteriorate at the Harmon Airport in Stephenville and, if not, for what reason?
5. What is Canada's position as it relates to giving landing rights to international airlines to utilize the availability of Harmon base?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport):** 1. Transport Canada maintains a complete physical inventory of facilities which exist at Stephenville airport. When the airport was an active airbase, two runways were in service. However, present requirements are satisfied with one 10,000 foot runway, thus the other runway is not maintained. Transport Canada has underground fuel storage tanks at Stephenville airport with a capacity of one million gallons which are not used. Private fuel companies own fuel tanks at the airport which have a capacity of 29,700 gallons and are in use.

2, 3 and 5. Stephenville airport is strategically located in relation to some Trans-Atlantic air routes and is currently being used as an alternate to Gander for those aircraft engaged in the Trans Oceanic Plane Stop Program

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(TOPS). Apart from the TOPS program, air carriers engaged in international operations have not identified the need for Stephenville as a regular or alternate international airport.

4. At the time that the United States Air Force made the decision to close the base, Transport Canada identified those facilities which were required for civil operations. All other facilities and buildings in this area, which were formerly the property of U.S.A.F., were brought under the administration of the Harmon Corporation. Transport Canada does not see any further requirement for the use of facilities or buildings in excess of those presently in use.

TAX WRITE-OFF FOR PURCHASE OF SMALL TOOLS

Question No. 4,033—**Mr. Hnatyshyn:**

Will the government give consideration to increasing up to \$500 the \$100 tax write-off for purchase of small tools as suggested at the Western Agricultural Conference held in Regina in January 1976?

**Mr. Jacques-L. Trudel (Parliamentary Secretary to Minister of Finance):** At present tools costing less than \$100 are eligible for inclusion in Class 12 of the capital cost allowance regulations to the Income Tax Act which provides for an annual write-off of 100 per cent. In addition, under Part XVII of the regulations, dealing with capital cost allowance for taxpayers with income from farming and fishing, the same 100 per cent write-off is provided for tools acquired before 1972 and costing less than \$100. The effect of these provisions is to allow a full deduction for tax purposes of the capital cost of such tools in the year of purchase. The \$100 limit referred to above has been in effect since it was increased to this amount from \$50 in 1961. Suggestions that this limit again be raised are presently under consideration.

LIFEBOAT CG 108—SEARCH ACTION IN NEWFOUNDLAND

Question No. 4,071—**Mr. Marshall:**

What action was taken by Lifeboat Base CG 108 in Newfoundland in the search for two seal hunters, Mr. Ronald Boyd and Mr. Eric Stride who were lost out of Moreton's Harbour, Newfoundland?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport):** 1. The Canadian Coast Guard Lifeboat 108, based at Twillingate, Newfoundland, is a 44 foot boat and is not capable of operating in ice of more than a few inches in thickness. The vessel was laid up on January 21, 1976 because of severe ice conditions in her area of operation and a Notice to Mariners was issued to inform all concerned. Because of her laid up condition, Coast Guard 108 was not called upon to search for the two seal hunters out of Moreton's Harbour. The Canadian Coast Guard icebreaker *Sir Humphrey Gilbert* and Canadian Armed Forces aircraft carried out the search assisted, during favourable weather conditions, by a small vessel from the local area.