

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. (a) (i) The Department of Transport intends to acquire all of the properties in the Cora Brown Subdivision and in the McDonald Subdivision on Sea Island; and (ii) Twenty properties located in Blocks P and Q Lancaster Crescent, Sea Island. (b) The Cora Brown Subdivision and the McDonald Subdivision lie within an area designated as a requirement for long-range future development of the Vancouver International Airport. No date has yet been set for this requirement. Purchase is taking place on an 'offer by owner basis' to sell, the Crown's action being governed by availability of purchase funds—expropriation is not contemplated. There is a firm requirement for those properties located on Lancaster Crescent for the proposed access road system to the airport. The target date for completion of the acquisition of this property is December 31, 1971. Logic would dictate that an owner, failing to come to terms, would force the department to expropriate.

2. (a, b, and c) To date individual properties purchased on the Cora Brown and McDonald Subdivisions total 89 at an expenditure of \$2,519,743; 83 properties remain to be purchased. (d and e) Following is a year to year breakdown of acquisitions, square foot costs attributable to improvements, and attributed to land:

1968—Cora Brown Subdivision

Thirty-eight properties purchased for total expenditure \$1,033,893.00—average cost per square foot for improvements \$12.29, cost attributable to land \$362,600, based on land cost of \$11,000 per one acre lot.

1969—Cora Brown Subdivision

Twenty properties purchased for total expenditure \$638,850—average cost per square foot for improvements \$13.25, total attributable to land purchase \$208,400. Price of land increased to \$13,000 per acre lot in mid-year.

McDonald Subdivision

Five properties (vacant residential lots) acquired at total cost \$42,800.

1970—Cora Brown Subdivision

Seven properties acquired at total cost \$239,000. Average cost for improvements \$14.18, square foot, total cost attributable to land \$95,400. Price of land adjusted to \$17,700 per acre lot latter part of 1970.

McDonald Subdivision

Fourteen properties acquired including one vacant lot—total expenditure \$418,650—average cost for improvements \$13.46. Total attributable to land based upon \$7,500 value for standard size residential lot and one half acre lots at \$8,500, increasing to \$8,800 for half acre lots at end of year \$129,100.

1971—To date Cora Brown Subdivision

Two properties acquired \$45,700. Total cost attributable to land \$26,700. Building cost \$13.80 per square foot.

McDonald Subdivision

Three properties acquired \$100,850. Average cost per square foot for improvements \$15.92. Total attributable to land based upon \$7,500 for a standard size residential lot \$22,500.

Questions

CARGO TONNAGE HANDLED IN CANADIAN SEAPORTS, 1968-70 INCLUSIVE

Question No. 1,240—Mr. Harding:

1. What was the total cargo tonnage handled in the seaports of (a) Vancouver (b) Prince Rupert (c) Montreal (d) Halifax (e) Port Arthur-Fort William (f) Sept-Iles (including Pointe Marie) for the years 1968, 1969 and 1970?

2. What was the total revenue received by and the cost to the government from the operation of each of the above ports for the same years?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Department of Transport advises as follows:

	1968	1969	1970
1. Cargo Tonnage			
(b) Prince Rupert	1,691,375	1,339,221	1,386,204
(e) Lakehead (Port Arthur-Fort William)	13,201,770	13,604,854	20,779,767
(f) Sept-Iles (including Pointe Noire)	25,946,988	18,972,152	29,879,978
2. Revenue	\$	\$	\$
Prince Rupert	27,345	23,482	21,235
Lakehead (Port Arthur-Fort William)	571,565	548,528	575,420
Sept-Iles (Including Pointe Noire)	274,391	310,960	337,766
Operating Cost			
Prince Rupert	21,058	17,062	14,524
*Lakehead (Port Arthur-Fort William)	496,292	563,669	635,929
Sept-Iles (including Pointe Noire)	27,702	25,714	36,221

*Includes Depreciation and Interest as follows: 1968, \$187,949; 1969, \$237,351; 1970, \$305,104.

The National Harbours Board advises as follows:

	1968	1969	1970
1.			
(a)	24,173,764	23,080,469	27,185,913
(b)	N/A	N/A	N/A
(c)	20,270,698	20,538,174	25,047,299
(d)	9,938,916	10,553,997	11,577,000
(e)	N/A	N/A	N/A
(f)	N/A	N/A	N/A

2. Total NHB Revenue

	1968	1969	1970
	\$	\$	\$
(a)	6,135,479*	4,240,536	5,061,910
(b)	N/A	N/A	N/A
(c)	15,939,223	17,664,207	20,924,907
(d)	2,167,281	2,850,854	2,992,791
(e)	N/A	N/A	N/A
(f)	N/A	N/A	N/A

* (Including handling revenue in 1968 of \$2,524,438)

Total NHB Expenses

	1968	1969	1970
	\$	\$	\$
(a)	6,530,765*	5,119,326	6,081,351
(b)	N/A	N/A	N/A
(c)	19,311,769	20,663,140	21,800,034
(d)	3,959,342	4,714,715	5,955,500
(e)	N/A	N/A	N/A
(f)	N/A	N/A	N/A

* (Including handling expenses in 1968 of \$2,524,585)