

PHILLIP'S SECURITY SERVICE

Question No. 1,875—**Mr. Macquarrie:**

1. From January 1, by day, how many man-hours of security service from the Phillip's Security Service has the Post Office used in connection with deliveries made by employees of Rod Service Limited and how much by day, did this service cost?

2. Has the Post Office purchased security services from other firms or organizations in connection with deliveries made by employees of Rod Service Limited and, if so, at what cost?

Hon. Eric W. Kierans (Minister of Communications): In so far as the Post Office Department is concerned: 1. Phillip's Security Service was employed as follows:

Date	Hours	Cost
March 5	255.5	\$ 766.50
March 6	385	1,155.00
March 7	236.5	709.50
March 8	23	69.00
March 10	388	1,164.00
March 11	456	1,368.00
March 12	360.25	1,080.75
March 14	484	1,452.00
March 17	230	690.00
March 18	386	1,158.00
March 19	439	1,317.00
March 20	468	1,404.00
March 21	480	1,440.00
March 24	100	300.00
March 25	189.5	568.50
	4,880.75	\$14,642.25

Note: No service was provided by Phillip's Security Service prior to March 5.

2. No.

COST STUDY OF SATELLITE COMMUNICATIONS

Question No. 1,881—**Mr. Schreyer:**

1. Has the Post Office Department undertaken a cost-benefit study related to the proposed satellite communication system and, if so, what was the cost-benefit ratio and what specific alternatives were evaluated?

2. Did the Treasury Board request a cost-benefit study from the Department regarding the proposed satellite communication system and, if not, why were other alternatives under the PPBS system utilized for the evaluation of the satellite system?

Hon. Eric W. Kierans (Minister of Communications): In so far as the Communications Department is concerned: 1. A number of cost benefit studies of various configurations of domestic communications satellite systems were undertaken prior to the publication by the government of the White Paper on a

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Domestic Satellite Communications System for Canada. Alternatives evaluated included various satellite configurations and terrestrial alternatives. The results were most favourable for a 3 to 6 transponder satellite.

2. No, because a cost-benefit study had been carried out as explained in the answer to Part 1 of this question.

STEAM HEATING OF LOCK MACHINERY

Question No. 1,887—**Mr. McCleave:**

1. Is the St. Lawrence Seaway Authority using steam heating of lock machinery and ice diversion channels to provide a longer shipping season?

2. If so, what are the costs involved and are these paid for by special charges on vessels taking advantage of same?

Hon. Paul Hellyer (Minister of Transport): The St. Lawrence Seaway Authority advises as follows: 1. The St. Lawrence Seaway Authority uses heating devices and ice diversion channels to provide better control of icing conditions in the Canal between the Cote Ste. Catherine and St. Lambert Locks during the close of the official navigation season, which now extends to December 10th. In years when icing occurs late in the season, this has the effect of lengthening what would otherwise be a shorter than normal season.

2. No. Since the costs involved are related to the normal navigation season, they are paid by the vessels which use the system during the entire season.

QUEBEC GOVERNMENT SUBMISSIONS ON STE SCHOLASTIQUE AIRPORT SITE

Question No. 1,893—**Mr. Godin:**

When Ste Scholastique was being studied as the future site for the new Montreal International Airport, did any departments of the Government of Quebec express opinions and, if so, which ones?

Hon. Paul Hellyer (Minister of Transport): Discussions with the Province of Quebec were held on a continuing basis over the period from August 1968 almost up to the moment of the site announcement. Ste Scholastique was one of the 4-5 sites that were discussed extensively out of the original 20 possibilities.

The Government of Quebec expressed opinions on all of these sites and certainly on Ste Scholastique. These opinions were formerly presented by the Honourable Dr. R. Lussier, the Minister of Municipal Affairs of the Province of Quebec who was the representative of the Government of Quebec in these discussions. We are aware that he