

Order Paper Questions

stantly reviewed to ensure that operating and maintenance costs are kept to a minimum, so that new revenue can be applied to retirement of the capital debt. (v) A study is in progress to determine the extent to which realignment of traffic at and between Mirabel and Dorval is feasible, with the aim of increasing the use of Mirabel, (thus increasing revenues) by providing more convenient connecting flights. (b) The study relating to the use of Mirabel will be completed in the Spring and following discussions with the air carriers and other principals concerned, I expect to be in a position to outline any changes proposed for the operating of Mirabel early in the Summer.

CHARTER OF SHIPS TO CNR ATLANTIC REGION

Question No. 1,976—Mr. MacKay:

1. From January 1975 to date, have any of the ships (a) Mount Blair (b) Sandy Point (c) Glencoe (d) Ambrose Foote (e) Stephenville (f) Marine Transport (g) Marine Voyageur (h) Newfoundland Coast been chartered to the CNR Atlantic Region and, if so, in each case (i) on what date (ii) at what cost (iii) what was the duration of the charter (iv) what is its cubic capacity (v) who is the owner?

2. Was there any cost to CNR for repairs/refits to and/or maintenance of the ships and, if so, in what amount?

Hon. Otto E. Lang (Minister of Transport): The management of Canadian National Railways advises as follows: 1. From January 1975 to date, the following ships in question were chartered to CN Marine: (a) *Mount Blair*; (b) *Sandy Point*; (c) *Glencoe*; (d) *Ambrose Foote*; (e) *Stephenville*; (f) *Marine Transport*; (g) *Marine Voyager*; (h) *Newfoundland Coast*. (i) The date each vessel was placed on charter is listed below: (a) *Mount Blair*, 19/06/75; (b) *Sandy Point*, 19/06/75; (c) *Glencoe*, 01/09/75 and 29/07/76; (d) *Ambrose Foote*, 30/06/75 and 01/06/76; (e) *Stephenville*, 30/06/75; (f) *Marine Transport*, 28/08/75 and 25/05/76; (g) *Marine Voyager*, 17/06/75, 25/05/76 and 24/11/76; (h) *Newfoundland Coast*, 20/05/75 and 26/05/76. (ii) The rate of charter is considered privileged information between the owner and CN Marine in that bids were received in a competitive situation. In order to protect the shipowners' interest, this information is held in confidence. (iii) The duration of each vessel's charter during 1975 and 1976 was as follows: (a) *Mount Blair*, 185 days 1975; (b) *Sandy Point*, 193 days 1975; (c) *Glencoe*, 104 days 1975, 142 days 1976; (d) *Ambrose Foote*, 129 days 1975, 160 days 1976; (e) *Stephenville*, 156 days 1975; (f) *Marine Transport*, 125 days 1975, 220 days 1976; (g) *Marine Voyager*, 196 days 1975, 274 days 1976; (h) *Newfoundland Coast*, 224 days 1975, 182 days 1976. (iv) The cubic capacity of the vessels in question is as follows: (a) *Mount Blair*, 34,699; (b) *Sandy Point*, 42,000; (c) *Glencoe*, 60,907; (d) *Ambrose Foote*, 8,245; (e) *Stephenville*, 16,000; (f) *Marine Transport*, 51,400; (g) *Marine Voyager*, 38,000; (h) *Newfoundland Coast*, 90,000. (v) The vessel owners are as follows: (a) *Mount Blair*, Claymore Shipping Ltd.; (b) *Sandy Point*, Stephenville Shipping Ltd.; (c) *Glencoe*, D. Frampton & Co. Ltd.; (d) *Ambrose Foote*, J.B. Foote & Sons Ltd.; (e) *Ste-*

phenville, Stephenville Shipping Ltd.; (f) *Marine Transport*, Marine Transport Ltd.; (g) *Marine Voyager*, Marine Voyager Ltd.; (h) *Newfoundland Coast*, Newfoundland Marine Services Ltd.

2. Each vessel is chartered on a time charter basis whereby all maintenance and refit are the responsibility of the Owner and the cost of same is included in the charter rate.

CNR—AMOUNT ON BOOKS OF PENSION FUND

Question No. 2,023—Mr. Knowles (Winnipeg North Centre):

1. What was the total amount of money on the books of the pension funds of the Canadian National Railways as at (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

2. What rate of interest was earned on these funds during (a) 1974 (b) 1975 (c) 1976?

3. What amount of interest was credited to these funds during the years ending (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

4. What amount of money was added to these funds from employee contributions during the years ending (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

5. What amount of money was added to these funds as regular or current contributions by the Canadian National Railways during the years ending (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

6. What amount of money was added to these funds in any other way by the Canadian National Railways during the years ending (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

7. Is money owed to the above funds by the Canadian National Railways and, if so, how much and what arrangements are being made to meet such debt?

8. What was the total amount paid out of the above funds in pensions during the years ending (a) December 31, 1974 (b) December 31, 1975 (c) December 31, 1976?

Hon. Otto E. Lang (Minister of Transport): The management of Canadian National Railways advises as follows: 1. As at December 31, 1974, \$1,170,070,599; as at December 31, 1975, \$1,295,992,657; as at December 31, 1976, \$1,461,873,667.

2. To calculate the yield we have used the Statistics Canada formula, under which the investment is deemed to be opening investments plus closing investments, less earnings divided by two: On this basis, the yield is: 1974, 5.76 per cent; 1975, 5.95 per cent; 1976, 6.33 per cent.

3. Year ended December 31, 1974, \$61,131,731; year ended December 31, 1975, \$69,727,964; year ended December 31, 1976, \$83,377,841.

4.	Year ended	Net
	December 31, 1974	\$ 47,897,419
	December 31, 1975	51,609,714
	December 31, 1976	50,057,197
5.	Year ended December 31, 1974	\$ 83,838,271
	Year ended December 31, 1975	94,746,365
	Year ended December 31, 1976	116,673,842
6.	Year ended December 31, 1974	\$ 12,030,905
	Year ended December 31, 1975	14,766,374
	Year ended December 31, 1976	25,080,781