

the users of the seaway which led to a number of changes to the original proposal.

3. Some provinces have argued in favour of toll increases. The government recognized that any toll increase may be resisted for various reasons by interested parties. The numerous meetings and the analysis briefs referred to in part 2 of this reply were conducted for the purpose of considering such representations. As one result of this process, the Minister of Transport announced on December 16, 1977 that the toll increase would be phased in over a period of three years on the basis that only 50 per cent of the increased amounts will be applied at the start of the 1978 navigation season and 75 per cent at the start of the 1979 season. The total increase will not come into effect until the start of the 1980 navigation season.

AIR CANADA EARLY RETIREMENT INCENTIVES

Question No. 1,092—**Mr. Mazankowski:**

1. (a) What incentives have been offered to the 363 Air Canada head office staff who have been induced to take early retirement (b) what is the total cost to Air Canada of the programme?
2. What is the rationale for the early retirement programme?
3. How many retirements are targeted under the programme over the next five years?
4. Were employees, who are now signed up for the early retirement programme, given the voluntary choice of retirement or continued employment?

Hon. Otto E. Lang (Minister of Transport): The management of Air Canada advises as follows: 1. (a) Management employees eligible for early retirement under the company's pension plan were offered scaled severance payments which took into account years of service and age. (b) This financial data will be made available with the tabling of the 1977 annual report.

2. To meet a 10 per cent target in management staff reduction.

3. The voluntary programme was a one-time offer and there are no future retirements planned under such a programme.

4. Yes.

EXPENDITURES—CONSTITUENCY OF NICKEL BELT

Question No. 1,116—**Mr. Rodriguez:**

For each fiscal year since 1970, what amount was spent in the Constituency of Nickel Belt by the Department of Regional Economic Expansion and those agencies that report to it?

Mr. Donald Wood (Parliamentary Secretary to Minister of Regional Economic Expansion): The reply for the Department of Regional Economic Expansion is as follows: 1970/71, Nil; 1971/72, Nil; 1972/73, \$79,460; 1973/74, \$69,649; 1974/75, \$248,183; 1975/76, \$24,840; 1976/77, \$767,061. From April 1, 1977 to January 31, 1978, \$319,642. The reply for the Atlantic Development Council and the Canadian Council on Rural Development is as follows: Nil. The reply for the Cape Breton Development Corporation is as follows: Not applicable.

Order Paper Questions

OLYMPIC COINS

Question No. 1,319—**Mr. Towers:**

1. How many gold double-struck olympic coins were authorized?
2. How many such coins were produced?
3. (a) At what price were the coins sold to the public (b) what price did dealers pay for them?
4. As of January 4, 1977, how many of the coins were unsold?
5. What are the latest figures on the number of coin orders unfilled?
6. Were unsold coins disposed of and, if so, in what manner?

Hon. J.-Gilles Lamontagne (Postmaster General): 1. The Olympic Coin Program was authorized to strike up to 350,000 gold double-struck coins (i.e. 22k gold proof coins).

2. See below.

3. The direct sales price was \$153.50 each including mailing costs. There were a variety of dealer discount arrangements and dealers were free to sell coins at market value. Some developed special cases or presentation cases.

4. Sales in the report to parliament issued September 30, 1977 were 337,190 coins. This figure will be subject to adjustment up or down as the program winds up.

5. All coin orders on which the Olympic Coin Program has received payment have been fulfilled.

6. Any unsold proof gold coins will be melted down.

DEPARTMENT OF TRANSPORT—EMPLOYMENT OF EX-PILOTS

Question No. 1,320—**Mr. MacKay:**

1. How many ex-Royal Canadian Air Force personnel are now employed by the Department of Transport?
2. How many are ex-pilots in key positions in the Department?

Hon. Otto E. Lang (Minister of Transport): 1. The information requested is not readily available and to provide an accurate reply would entail a lengthy manual search of all Transport Canada employees' personal files (22,000 people), which cost in manpower and time would be excessive and prohibitive.

2. There are ten ex-pilots in SX positions in Transport Canada.

IMPORTED FISH PRODUCTS

Question No. 1,425—**Mr. Marshall:**

What is the breakdown, by species and with amounts, of all fish products imported in the year (a) 1976-77 (b) 1977-78?

Mr. Bernard Loiselle (Parliamentary Secretary to Minister of Industry, Trade and Commerce): In so far as Statistics Canada is concerned: