

Order Paper Questions

DEPARTMENT OF VETERANS AFFAIRS—USE OF ADVERTISING AGENCIES

Question No. 105—Mr. Cossitt:

1. What are the names and addresses of all advertising agencies used by the Department of Veterans Affairs since the present Minister assumed his portfolio?

2. (a) What are the amounts of all advertising contracts given such agencies during this period of time, what are the dates such contracts were awarded and in each case, were tenders or competitive presentations of any kind requested and, if not, who authorized in each case the expenditure of public funds without such tenders or competitive presentations (b) in each case, what was the general subject matter of the advertising contract?

3. What are the names and addresses of all advertising agencies used by the Department of Veterans Affairs during the term of the Minister's immediate predecessor and if any of these agencies have not been used since then, for what reason and on whose decision were changes made?

Hon. Daniel J. MacDonald (Minister of Veterans Affairs): 1. Hulme Advertising, 4 Lansing Square, Willowdale, Ontario. M2J 1T1

2. There is no formal contract awarded. The agency is used on an as required basis. The expenditure from November 1972 amounts to \$92,833.

3. Petersen Hulme Limited, 130 Bloor Street West, Toronto, Ontario. M5S 1N5 (This is the same agency which has undergone a change of ownership.)

IN-FLIGHT ENTERTAINMENT COSTS

Question No. 118—Mr. McKinnon:

1. Disregarding the revenue from renting or selling earpieces, what is the annual cost of renting films for presentation in flight on Air Canada flights?

2. How often are the films changed?

3. How much extra would it cost to change films (a) weekly (b) each fortnight?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): The Management of Air Canada advises as follows: 1. Air Canada's annual cost of renting films and equipment for in-flight presentation is approximately \$340,000.

2. Films are changed approximately every six weeks.

3. (a) A change of films every week would cost Air Canada \$874,000 and \$1,197,000 more per annum. (b) A change of films every two weeks would cost Air Canada between \$494,000 and \$539,000 more per annum.

CANADA-UNITED STATES RELATIONS IN EARLY 1973

Question No. 121—Mr. McKinnon:

1. Concerning the diplomatic reprisals by the United States against Canada in January and February, 1973, is the Secretary of State for External Affairs aware that Canadian Diplomats were advised at the State Department that no one above the level of the Canada Desk Officer would receive them?

2. Is the Minister aware that United States businessmen were specifically warned by White House Aides to avoid Canadian Diplomats?

Hon. Mitchell Sharp (Secretary of State for External Affairs): 1. Presumably the question is related to various press reports at the time and later to the effect that the embassies of a number of countries were having difficulty

[Mr. Ouellet.]

maintaining normal contact at different levels of the U.S. Government. The Canadian Embassy was not advised by the U.S. State Department that there would be any restriction of access by Canadian diplomats.

2. No information was received of any warning to American businessmen to avoid Canadian diplomats.

CHARGES FOR SAR IN ARCTIC WATERS

Question No. 187—Mr. Forrestall:

Has any decision been taken by the government with respect to whether or not charges should be levied against the rescued owners of a vessel beset in Arctic waters and (a) if so, what is it (b) if not, on what date might such a policy be forthcoming?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): No decision has yet been taken by the government. (b) No date has been set for the issuance of such a policy.

POLAR ICEBREAKER

Question No. 188—Mr. Forrestall:

1. With reference to Question No. 750 of the First Session of the 29th Parliament, has the government revised the estimate of the late seventies in terms of the date at which natural resources are likely to be exploited in the Canadian Arctic Archipelago?

2. What length of time would be required from date of approval of funding to the bringing about into fully operational capability of a polar icebreaker capable of 10 to 12 month operation in the Canadian Arctic Archipelago?

3. On what date will a decision be required to construct such a vessel in order to meet the government's stated deadline as indicated in answer to Question No. 750, namely, the date that natural resources are likely to be exploited in the north?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. The estimate has not been revised at this time.

2. Approximately five years.

3. No date can be given upon which a decision will be required to construct a polar icebreaker, capable of 10 to 12 months' operation in the Canadian Arctic Archipelago, in so far as this date relates to an estimated date that natural resources are likely to be exploited in the north. The reply to part 3 of Question No. 750 indicated only that there was some degree of relationship between the two dates.

RESEARCH AND DEVELOPMENT OF AN ICE-BREAKING MACHINE

Question No. 189—Mr. Forrestall:

1. Does the government anticipate receiving from the Federal Republic of Germany or firms based therein proposals for co-operation with Canada in the research and development of an ice-breaking cargo ship in (a) 1974 (b) 1975 (c) 1976?

2. What is the nature and status of present negotiations in this regard?

Hon. Mitchell Sharp (Secretary of State for External Affairs): 1. Canadian and West German officials have held exploratory talks to examine the possibility and desirability of some form of co-operation between the two countries in the development of cargo ships capable of icebreaking. The German government has been working for over two