

Order Paper Questions

[English]

POSSIBILITY OF CHANGE IN TARIFF ON APPLIANCES AFTER WESTINGHOUSE APPLIANCE DIVISION ACQUIRED

Mr. Bill Kempling (Halton-Wentworth): In view of the dominant position this proposed new company will have in the appliance industry in Canada and noting that it was stressed at the press conference, the export potential of the new company, was there a quid pro quo that once the new company is established and operating and production rationalization achieved that tariffs on imported appliances would be adjusted to allow the new company to offer a full line of appliances for sale or to assist it exporting some of its lines?

[Translation]

Hon. Jean Chrétien (Minister of Industry, Trade and Commerce): No, Mr. Speaker, there has never been any talk of giving that industry a special status. I even believe that the president of one of the two companies observed that, because of the general negotiations now in progress in Geneva with regard to tariffs, he felt that lowering the tariffs internationally might even improve competition for that group of companies, both in the domestic and the export markets.

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● (1500)

[English]

ENVIRONMENTAL AFFAIRS

MINISTER'S VIEW OF EXTENSION OF ACCELERATED WRITE-OFF PROGRAM FOR POLLUTION CONTROL EQUIPMENT

Mr. Bob Wenman (Fraser Valley West): Mr. Speaker, my question is directed to the Minister of the Environment. Has the hon. gentleman recommended an extension of the accelerated write-off provisions affecting pollution control abatement equipment to his colleague, the Minister of Finance?

Hon. Roméo LeBlanc (Minister of the Environment): My officials, at my request, are now engaged in conversations with officials of the Department of Finance, and the minister and I will be discussing this matter.

ROUTINE PROCEEDINGS

[English]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the following questions will be answered today: 283, 362, 635 and 646.

[Mr. Chrétien.]

[Text]

FERRY SERVICE OPERATIONS TO PEI

Question No. 283—**Mr. Huntington:**

1. For the ferry systems from (a) Cape Tormentine, New Brunswick to Borden, Prince Edward Island (b) Caribou, Nova Scotia to Wood Islands, Prince Edward Island, what was the (i) total annual revenue (ii) annual cost (iii) annual loss for the years 1971 to 1975?

2. If there was a loss, was the loss subsidized (a) directly and, if so, from what source (b) indirectly and, if so, to what account was it charged?

Mr. Marcel Roy (Parliamentary Secretary to Minister of Transport): Transport Canada advises as follows: 1. (a) For the ferry systems from Cape Tormentine, N.B. to Borden, P.E.I. the revenues, expenses, and deficits paid by the federal government for the calendar years 1971 to 1975 inclusive are:

Year	(i) Revenues	(ii) Expenses	(iii) Deficits
1971	\$2,318,684	\$ 7,824,392	\$ 5,505,708
1972	2,590,063	8,578,070	5,988,007
1973	2,732,503	11,080,198	8,347,695
1974	3,232,525	13,965,147	10,732,622
1975	3,696,171	17,220,457	13,524,286

The Canadian Transport Commission advises as follows: 1. (b) (i) (ii) (iii) This is propriety information relating to the operations of a private carrier and as such is not made public.

Transport Canada advises as follows: 2. Deficits arising from the operation of the ferry service from Cape Tormentine to Borden were paid by the Department of Transport to the operator of the ferry service, Canadian National Railway Company, and are reflected in Department of Transport Vote 40. The Canadian Transport Commission advises as follows: The Wood Islands, P.E.I. to Caribou, N.S. service receives an operating subsidy administered by the Water Transport Committee of the Canadian Transport Commission. The subsidy for the last four years has been in the amount of: 1971-72, \$1,000,000; 1972-73, \$1,449,000; 1973-74, \$2,000,000; 1974-75, \$2,400,000.

RADIO BEACONS AT VICTORIA INTERNATIONAL AIRPORT

Question No. 362—**Mr. Munro (Esquimalt-Saanich):**

1. Are all radio beacons installed at Victoria International Airport in working order and operating and, if not (a) how many (b) in each case (i) which one (ii) where is it located (iii) on what date was it taken out of service and for what reason (iv) on what date will it be re-activated?

2. What alternative guidance devices, if any, were put in temporary service to assist aircraft in their approach and transit movements?

3. Were all regular and potential users of these beacons notified in an appropriate way of the change or changes?

4. How much in advance was notice given of de-activation, and by what method (a) domestically (b) to foreign operators?

Mr. Marcel Roy (Parliamentary Secretary to Minister of Transport): 1. No. (a) One. (b) (i) The Victoria Very High Frequency Omnidirectional Range (VOR); (ii) Magnetic bearing 335°, distance 4.9 nautical miles from the Victoria International Airport; (iii) July 26, 1976 for Doppler VOR installation; (iv) Estimated November 30, 1976.