

## Questions

## STUDY OF BAY OF FUNDY TIDES

Question No. 1,785—**Mr. Coates:**

1. What was the final cost of the study carried out by the Atlantic Tidal Power Programming Board and, of that amount, how much was assumed by each of the governments involved?

2. Of the estimated cost of constructing the dams to harness the tides of the Bay of Fundy from a power point of view, did the Board consider the cost per kilowatt hour amortized over a 75 year period at a 1%, 2%, 3%, 4%, 5%, 6% and 7% rate of interest and, if so, what would be such costs?

3. Does the federal government, either alone or in co-operation with the Governments of Nova Scotia and New Brunswick, intend to continue any form of investigation into the matter?

**Mr. R. J. Orange (Parliamentary Secretary to Minister of Energy, Mines and Resources):** The Department of Energy, Mines and Resources reports as follows: 1. The estimated final cost of the study carried out by the Atlantic Tidal Power Programming Board is \$2,257,540. Under the federal-provincial Agreement of August 1966, the federal government assumed two-thirds of this amount and the Governments of New Brunswick and Nova Scotia each assumed one-sixth.

2. Cost estimates were made for a single-effect development at Site 8.1, Economy Point to Cape Tenny in Minas Basin, for interest rates of 3, 5, 7 and 9 per cent. These preliminary estimates gave costs per kilowatt-hour of 2.8, 4.2, 5.9 and 7.8 mills respectively based on initial optimization studies. Subsequent refinements in the final optimization study for a single effect development at Site 8.1 gave a value of 5.6 mills per kilowatt-hour using a seven per cent interest rate. These estimates were based on an amortization period of 75 years.

3. No further tidal power investigations are planned by the federal government at this time.

## USE OF CANADIAN FACILITIES BY WEST LINE LIMITED

Question No. 1,822—**Mr. McCleave:**

1. Is West Line Limited using Canadian facilities for its cruise vessels, including ports of call and inside waterways and, if so, which ones?

2. Are the vessels owned or chartered by West Line Limited under Canadian registry and, if so, what are the names of such vessels and which are owned by that company?

3. Has the company indicated it intends to abandon Canadian registry at any vessels and, if so, which ones?

[Mr. Orange.]

4. (a) Has the Department of Labour been advised of lock-out activity by the company and, if so, what steps has it taken (b) has the Department found that the company proposes to replace Canadian crew members with foreign crews and, if so, has it been indicated from which country such would come?

5. What restrictions, if any, govern the use of Canadian facilities by vessels of non-Canadian registry, engaged in the tourist and cruise trade on the West Coast?

**Mr. Yves Forest (Parliamentary Secretary to President of the Privy Council):** I am informed by the Departments of Transport and Labour as follows: 1. Yes. Vessels of West Line Limited currently use Victoria, B.C. and Prince Rupert, B.C. on an unscheduled basis. Canadian waters used are Strait of Georgia, Discovery Passage, Johnson Strait, Queen Charlotte Strait, Queen Charlotte Sound, Fitzhugh Sound, Milbanke Sound, Finlayson Channel, Grenville Channel and Chatham Sound.

2. As of May 6, 1970, ships registered in Canada in the name of West Line Limited were: *Glacier Queen*, *Polar Star* and *Yukon Star*, all of Vancouver. There is no information regarding ships that may be chartered by West Line Limited.

3. On May 7, 1970, West Line Limited terminated Canadian registry on the *Polar Star* on transfer to Panamanian flag. We have no knowledge of their plans for the two ships remaining on Canadian registry.

4. (a) The Department of Labour was advised informally but was requested to take no action pending further word; (b) It is reported that the Company has hired Spanish Crews for two vessels operating out of Seattle. Other vessels owned by the Company in Canada are not operating.

5. None.

## TORONTO INTERNATIONAL AIRPORT

Question No. 1,823—**Mr. McCleave:**

1. Have the public lounge and nursery at Toronto International Airport been removed and, if so, for what purpose?

2. Is it planned to provide these facilities elsewhere at the airport and, if so, on what date?

3. (a) Is there a lounge for first-class passengers at the Airport (b) is it proposed to remove this facility?

**Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport):** 1. Yes, in order to permit work to proceed with carrying out improvements to the transborder check-in and pre-clearance facilities.