

*Order Paper Questions***ROUTINE PROCEEDINGS**

[English]

THE BUDGET

DESIGNATION OF ORDER OF THE DAY

Hon. Jean Chrétien (Minister of Finance): Mr. Speaker, in accordance with Standing Order 60 I request that you designate the necessary order of the day to permit the budget presentation on Monday night.

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● (1222)

[Translation]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. Yvon Pinard (Parliamentary Secretary to President of Privy Council): Mr. Speaker, the following questions will be answered today: 160, 829, 1,092, 1,116, 1,319, 1,320 and 1,425.

[Text]

"JOIN THE COAST GUARD"**Question No. 160—Mr. Marshall:**

1. Did the advertisement "Join the Coast Guard" appear in any Canadian newspapers and, if so, which ones?
2. Have any applications to join the Coast Guard been received from residents in Newfoundland?

Hon. Otto E. Lang (Minister of Transport): 1. The official recruitment, for the 1978 Campaign for Officer-Cadets of the Canadian Coast Guard, commenced October 3, 1977 and terminated January 31, 1978. The following Canadian magazines were employed: "Canada & the World," "Miss Chate-laine", "Today's Generation", "Campus". All of the above-mentioned were printed for general distribution or sale, across Canada, and were directed toward readers at the high school level. As of November, 1977, advertisements also appeared in the following Canadian newspapers: Granby, La Voie de l'Est; Chicoutimi, Le Quotidien; Edmunston, Le Madawaska; Les Echo Abitibiens; Thetford Mines, Le Progrès de Thetford; Sept-Iles, L'Avenir & Sept-Iles Le Journal; Rouyn-Noranda, La Frontière; Rivière-du-Loup, Le Saint-Laurent; Rimouski, Le Rimouskois; Matane, La Voie Gaspésienne; Lévis, La Tribune de Lévis-Métro; Cowansville, Le Yamaska; Gagnonville/Shefferville, Le Nordic; Cap-De-La-Madeleine, Hebdo-du-Cap; Victoria, Colonist-Times; Vancouver, Province & Sun; Calgary Albertan; Calgary Herald; Edmonton Journal; Saskatoon Star Phoenix; Regina Leader-Post; Winnipeg Free Press; Montreal Star; Moncton Times Transcript; Moncton L'Évangéline; Toronto Star; Toronto Globe and Mail; Montreal Le Devoir; Montreal La Presse; Québec Le Soleil; St. John's Telegram; St. John's Daily News; Halifax Chronicle-

[Mr. Speaker.]

Herald & Mail Star; Saint John Telegram-Journal & Evening Times; Charlottetown Guardian-Patriot; The Montreal Star; The Guardian-Patriot, Vancouver; Canadian Magazine; Weekend Magazine/Perspectives.

Yes. In total, 37 applications were received from Newfoundland residents, 27 of these being eligible to write the Public Service Examination required for admission to the college.

ST. LAWRENCE SEAWAY TOLLS**Question No. 829—Mr. Mazankowski:**

1. Has the government made any studies of the effect that the proposed increases in St. Lawrence Seaway tolls will have on (a) revenue to the government from Seaway tolls (b) the number of ships using the Seaway (c) the level of pilotage fees taken in on the Seaway (d) the economy of the St. Catharines-Niagara region as a result of decreased shipping through the Welland Canal (e) the continued cost competitiveness of the Seaway over alternate modes of transportation (f) employment in Canada as a result of decreased shipping activity (g) income to grain producers and (i) if so, what were the results (ii) if not, for what reason?

2. Will the government consider holding public hearings on the proposed toll increases as did the U.S. Seaway Authority?

3. In deciding to impose toll increases on the St. Lawrence Seaway, did the government consider that all Provincial Premiers, the Canadian Chamber of Commerce, the Canadian Labour Congress and the Canadian Federation of Agriculture are opposed to the increases and, if so, for what reasons did the government ignore such opposition?

Hon. Otto E. Lang (Minister of Transport): The St. Lawrence Seaway Authority advises as follows: 1. (a) The federal government would receive in 1978 a return of \$6.25 million on its investment. In 1977, parliament voted \$36.5 million to cover interest on debt and the operating deficit of the Welland canal. The net change would therefore amount to \$42.75 million. (b) No change anticipated in the number of vessels. (c) Pilotage fees should not be affected. (d) No decreased shipping being anticipated, the economy of the St. Catharines-Niagara region should not be affected. (e) The present cost advantages of the seaway over other modes of transportation are such that increased tolls will not affect the competitiveness of the system. (f) No decreased shipping activity being anticipated, employment in Canada should not be affected. (g) Proposed toll of 2.2c. per bushel of wheat (65c. per ton) or 0.8c. per bushel (25c. per ton) more represents the extent to which the income of the producers would be affected. (i) The Canada and U.S. governments have carried out comprehensive studies of the effect that the proposed higher Seaway tolls might have on the country's economy and are satisfied that the effect would be minimal. (ii) Not applicable. As stated in (i) studies were carried out.

2. The government considered but did not hold any public hearings because the interested parties made their views known through numerous meetings with the minister and officials of the Department of Transport and the Seaway Authority, as well as with officials of other federal departments. Many briefs were submitted expressing the concern of