

Questions

Hon. Guy Favreau (President of the Queen's Privy Council):

Name	Classification	Salary	Date of Appointment
Mr. Andre Ouellet	Executive assistant	\$12,000	July 7, 1965
Mr. J. K. Spicer	Special assistant	12,000	July 7, 1965
Miss M. P. C. Viau	Private secretary	7,500	July 7, 1965
Mrs. J. Roy	Head clerk	6,143	January 17, 1966
Miss M. M. Ducharme	Assistant private secretary	5,600	July 7, 1965
Mrs. M. T. Roy	Secretary to executive	5,304	September 1, 1966
Mr. J. L. Bergeron	Clerk, grade 4	5,054	July 7, 1965
Mr. J. C. Belanger	Clerk, grade 3	4,524	July 7, 1965
Miss J. C. Pilgrim	Clerk, grade 2	3,526	July 7, 1965

COST OF ICE CONTROL STRUCTURE, EXPO '67

Question No. 161—Mr. Coates:

1. What is the estimated cost of the ice control structure being constructed in connection with Expo '67 in the St. Lawrence river?

2. What was the initial estimated cost of this project, and of this initial cost what was the federal government's share?

3. What is the reason for the increase in the cost of this project if such an increase is indicated?

Hon. G. J. McIlraith (Minister of Public Works):

1. It was necessary to build an ice control structure in the St. Lawrence river as the result of the enlargement of St. Helens and other associated islands by the city of Montreal. The estimated cost is \$16,300,000 including engineering, of which \$13,800,000 will be the federal government share.

2. \$13,000,000 including engineering, of which the federal government share was estimated at \$10,500,000.

3. General increase in construction prices since the original estimate was prepared and an underestimation of the cost of electrical and mechanical requirements.

MINERAL REVENUES FROM B.C. INDIAN RESERVES

Question No. 180—Mr. Howard:

1. Since the coming into force of the British Columbia Indian Reserves Mineral Resources Act, has the Receiver General of Canada received any revenue from the government of the province of British Columbia as provided in the said act, and if so, for each calendar year what was (a) the amount of the revenue and (b) the name of the Indian band and reserve to which each such amount, by year, applies?

2. Has the said provincial government failed or neglected to collect any revenues as provided in the said act and, if so, in which years and what amount was involved in each such year?

Hon. Arthur Laing (Minister of Northern Affairs and National Resources): 1. Yes, \$6.25 was received in 1955 covering 50 per cent of fees collected with respect to a mining claim on Scamakounst Indian reserve No. 19

of the Kincolith band and \$3.75 was received covering 50 per cent of the licence fees on claims on Creston Indian reserve No. 1 of the Lower Kootenay band. There are no active mines or claim developments on reserves to which the British Columbia mineral resources act applies.

2. Records do not show any failure on the part of the government of British Columbia to collect any revenue under the said act.

AIR TRAFFIC CONTROL PERSONNEL

Question No. 218—Mr. Mather:

1. Is there a fully adequate number of air traffic control personnel at all major Canadian airports commensurate with the safety of air passengers?

2. Are air traffic control personnel in any areas now working seven days weekly?

3. Do staff and facilities exist for the operation and maintenance of secondary radar equipment in the Winnipeg area?

4. What has been the increase in air traffic at Montreal international airport in the last two years (1964 to date)?

5. What has been the increase in the number of air traffic control personnel in that period?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): 1. Yes.

2. Air traffic control personnel in Canada may work a shift each day for seven consecutive days followed by two or more days off.

3. Yes.

4. In 1964 and 1965, the total aircraft movements at Montreal international airport were 176,055 and 211,117 respectively, or a total increase of 35,062 movements.

5. None. Although the approved establishment has remained unchanged at 84, there has been a decrease in complement from 71 to 64, due largely to promotions and resignations. However, as is done elsewhere in Canada when necessary, the safety of air passengers is assured through the use of overtime.