

ported to Ottawa using the existing fleet. Treated objects would be returned by the same means.

3. (a) A regular schedule of six trips annually across the country is proposed to pick up and return works of art and artifacts.

(b) The operational cost per round trip for the vehicles and drivers is as follows: Pacific Region—\$4,500; Prairie Region—\$2,500; Ontario—\$500; Quebec—\$600; Atlantic Region—\$1,200.

In many instances it will be possible to combine a pick up for Canadian Conservation Institute for restoration with the delivery of an exhibition for one of the National Museums, in which case the cost would not be borne entirely by Canadian Conservation Institute for restoration. It is therefore estimated that Canadian Conservation Institute for restoration's total annual transportation costs will be approximately \$25,000.

(c) No part of this cost will be passed on to the museum or gallery requesting the service.

	Amount
4. (a) Rolling stock Museumobile unit	\$351,700
Exhibit design, fabrication and installation	\$415,000
(b) Operating expenses for FY 77/78:	
(1) Operating and Maintenance	\$231,065
(2) Salaries	\$212,493

SALES TAX—FEDERAL AND PROVINCIAL

Question No. 256—Mr. Herbert:

1. Since its inception in 1977, what has been the estimated difference between the amount paid by the provinces as federal sales tax on purchases and the amount paid by the government as sales tax on the goods it buys from some provinces?

2. (a) Which provinces do not participate in the plan (b) what is the estimated amount of the federal sales tax on the purchases made by these provinces which they would have paid if they had participated in the agreement?

Hon. Pierre Bussières (Minister of State (Finance)): 1. Data not available. 2(a) Manitoba, Saskatchewan, Alberta and British Columbia. (b) Data not available.

ELDORADO NUCLEAR LIMITED

Question No. 326—Mr. Herbert:

How many (a) permanent (b) other employees were on the payroll of Eldorado Nuclear Limited and its subsidiaries as at March 31, 1979?

Hon. Marc Lalonde (Minister of Energy, Mines and Resources): (a) 1,602 (b) 41.

COLONEL BELCHER HOSPITAL—CALGARY

Question No. 374—Mr. Herbert:

1. What is the present number of beds in the Colonel Belcher Hospital in Calgary?

Order Paper Questions

2. How many beds are occupied by veterans who are accepted as the responsibility of the government?

3. What is the *per diem* cost per patient?

4. Are any beds occupied by patients who are considered the responsibility of the provincial government and, if so, how many are there and what is the *per diem* contribution of the provincial government towards the cost of care?

Hon. Daniel J. MacDonald (Minister of Veterans Affairs):

1. Colonel Belcher Hospital was transferred to another jurisdiction on April 1, 1980. Prior to the transfer, there were 323 beds in the hospital.

2. On April 17, 1980, there were 12.

3. Approximately \$140.00.

4. Yes—about 250—\$142.00 per diem active care, \$65.00 per diem chronic care and \$48.75 per diem domiciliary care.

EDMONTON VETERANS HOME

Question No. 376—Mr. Herbert:

1. How many (a) permanent (b) term (c) casual employees are presently working at the Edmonton Veterans Home?

2. Have these numbers changed since March 31, 1979?

Hon. Daniel J. MacDonald (Minister of Veterans Affairs): As at December 31, 1979;

1. (a) 100; (b) Nil; (c) Nil. The Edmonton Veterans Home was transferred to the province of Alberta on December 31, 1979.

2. At March 31, 1979, there were (a) 93; (b) 7; (c) 4.

DEPARTMENT OF FINANCE—PUBLIC RELATIONS

Question No. 624—Mr. Howie:

How many persons engaged in public relations, publicity or media relations, are employed on staff in the Department of Finance?

Hon. Pierre Bussières (Minister of State (Finance)): Nine employees.

GREAT LAKES PILOTAGE AUTHORITY LIMITED

Question No. 709—Mr. Clarke:

1. With reference to the accompanying notes 1 and 2(a) of the financial statement of the Great Lakes Pilotage authority Limited detailed at page 117, volume III of the 1978-79 Public Accounts of Canada, now that the authority has eight years experience, on what date does it expect to be able to operate on a self-sustaining basis?

2. With reference to the contributed capital, what plans are there for the authority to reimburse the government?

3. With reference to the deficit of the authority financed by the government, are there any plans to have the deficit refinanced by the authority when it becomes self-sufficient and, if so, what are they?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. The Great Lakes Pilotage Authority has returned to the government its entire vote for both years 1978/79 and 1979/80. The authority has no vote for 1980/81 and plans to operate on a self-sustaining basis. 2. None. 3. None.