

Order Paper Questions

manufactured in the past by Velan Inc. for the benefit of the United States Navy?

Hon. Gerald Regan (Minister of State (International Trade)): 1. EDC allocations to the Ceskoslovenska Obchodni Banka of Prague totalled \$3.013 million in 1981 and \$178,691 to date in 1982.

2. In 1981, a gravimatic casting system (EDC financing—\$1.586 million) and valves (\$1.427 million) were sold to Czechoslovakia. This year, add-on financing to the same valve transaction was concluded (\$178,691).

3. Velan Inc. was the company involved in the above mentioned EDC valve transactions. The dollar value of the contract is a commercial confidential matter that is obtainable only with direct permission from the firm.

4. Valves were involved, but their end use is unknown. A technical comparison between the type of valves sold to Czechoslovakia and to the United States is a matter to be dealt with by the makers of the product.

EDC FINANCING ASSISTANCE TO VELAN INC.

Question No. 4,341—Mr. MacKay:

Since 1967, was the Government involved in any way in sales to Communist countries of products manufactured by Velan Inc. of Montreal and, if so, in each case, what was the (a) nature of the involvement (b) value of each sale (c) country of destination of the products (d) nature of the products and what were the products customarily used for?

Hon. Gerald Regan (Minister of State (International Trade)): In addition to providing its customary trade development assistance to Velan Inc., the Export Development Corporation (EDC) has provided financing as follows:

Date	Amount	Country
May, 1977	3,876,935	U.S.S.R.
April, 1978	5,706,900	U.S.S.R.
March, 1979	7,757,612	U.S.S.R.
September, 1981	1,427,000	Czechoslovakia
February, 1982	178,691	Czechoslovakia
June, 1982	4,700,000	Hungary
July, 1982	1,800,000	Czechoslovakia

There was no EDC financing prior to 1977 for sales to Eastern Europe.

In all instances the products exported were valves. There is no information regarding the end use to which the valves were put.

PERSONS EMPLOYED BY CBC NEWS

Question No. 4,637—Mr. Beatty:

1. How many persons are employed full time by CBC news within Canada?
2. How many of these persons are not Canadian citizens and, of these, how many are not landed immigrants?
3. What are the descriptions of the jobs filled within CBC news by persons who are neither Canadian citizens nor landed immigrants?
4. What is the policy of CBC news covering the hiring of persons who were not Canadian citizens nor landed immigrants prior to their employment?

Hon. Francis Fox (Minister of Communications): I am informed by the Canadian Broadcasting Corporation as follows:

1. English Services Division:	548
French Services Division:	289
Ottawa Area:	30

2. Ten of these employees are not Canadian citizens. All ten are landed immigrants.

3. Not applicable. See answer to Part 2 above.

4. The Corporation's policy, covering those occasions when qualified persons are hired who are not Canadian citizens, is to ensure that the provisions of the Immigration Act are respected.

INVESTIGATION OF AUTO ACCIDENT IN MOSCOW

Question No. 4,653—Mr. MacKay:

1. Was there an independent investigation by Canadian authorities of the alleged automobile accident of December 4, 1982 in Moscow in which an employee of the Canadian Embassy, Mr. Michel Leroux, had died and, if so, what was the result?

2. Who was the owner of the automobile involved in the accident?

3. Did the Canadian Embassy request the Soviet authorities to have access to the automobile after the accident for the purpose of an examination and, if so, what was the response received?

4. Was the automobile examined by Canadian authorities after the accident and, if so, what was the result of the examination?

5. What was the title of Mr. Leroux's job in Moscow and what were the duties involved?

6. Was an autopsy performed on Mr. Leroux and, if so (a) by whom (b) what was the cause of death?

Hon. Allan J. MacEachen (Deputy Prime Minister and Secretary of State for External Affairs): 1. Yes Investigation of the accident was undertaken by officials of the Canadian Embassy, Moscow. Witnesses to the accident were interviewed, conditions of the road at the time of the accident were surveyed and an examination of the car was undertaken by competent Canadian officials. The finding of the investigation was that Mr. Leroux's death was the result of an accident.

2. Mr. Michel Leroux.

3. Yes. Soviet authorities complied with this request allowing the Canadian mechanic at our Embassy in Moscow to carry out a thorough examination of the vehicle in question.

4. Yes. The vehicle was examined on a number of occasions by Canadian officials. While damage to the vehicle as a result of the accident was extensive, the car was found to be mechanically sound. It was determined that the accident occurred as the result of icy conditions on the road where the accident took place.

5. Mr. Leroux was a clerk with a diplomatic designation as attaché. He worked in the consular section of the Canadian Embassy and was performing clerical duties associated with the family reunification program between Canada and the U.S.S.R.