

HARBOUR PARK DEVELOPMENTS LIMITED

Question No. 796—Mrs. MacInnis:

1. What are the names of the Directors of Harbour Park Developments Limited, presently operating in Vancouver?
2. What is the per-square-foot rental charged by the National Harbours Board to Harbour Park Developments Limited for their Vancouver property?
3. What is the proposed per-square-foot rental to be charged to Four Seasons Hotels Limited by the National Harbours Board for their Vancouver property?
4. What per-square-foot rental is to be charged by the National Harbours Board to Harbour Board Developments Limited for the Gilford Street water lot now being deeded back to the Crown by the City of Vancouver for the sum of one dollar?
5. How close is the proposed Four Seasons development to the boundary of Stanley Park?
6. Is this the first time the National Harbours Board has leased public property to private developers for other than public or water-oriented purposes?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The National Harbours Board advises as follows: 1. The Directors are: Mr. Peter Paul Saunders; Mr. Andrew E. Saxton; Mr. Harold S. Foley; Mr. Graham Russell Dawson; Mr. William Bruce Laurie.

2. The lease which is now in effect calls for the following rates: (a) For the period until 1974: 6 cents per sq. ft. per annum; (b) For the period 1974-1999: 16.43 cents per sq. ft. per annum; (c) For the period 1999-2027: at such rentals computed in accordance with formulas set out in lease, but at an annual rate of at least 16.43 cents per sq. ft. per annum; (d) For the period 2027-2048: at such rentals as may be fixed by the board subject to lessee's right of appeal to Federal Court (formerly Exchequer Court).

3. Under the application that has been submitted, Four Seasons Hotels Limited would be a sub-lessee and would not be liable for any rent to the board.

4. The matter of rental is under consideration.

5. The north west boundary of the leasehold property is adjacent to the Stanley Park property.

6. No.

AIR CANADA—LAY-OFFS, TRANSFERS AND RE-INSTATEMENTS

Question No. 1,001—Mr. Comeau:

1. How many employees have been laid off by Air Canada, or transferred by Air Canada to date, since the proposed lay-offs were approved last month?
2. How many employees already have been re-instated or are going to be re-instated?
3. How much seniority did each employee have and what was the length of notice given each employee?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The management of Air Canada advises as follows: 1, 2 and 3. As in the airline and other industries, employment levels in Air Canada depend upon traffic, technological changes, seasonal factors and other conditions which create fluctuations in the volume of business. 355 employees affected by the recent staff adjustments; of these, 133 were engaged in passenger reservations who, upon being hired, had been advised

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that the positions were of a temporary nature pending the coming into operation about, November 1970, of the RESERVE II computer system; 117 worked at various airports in positions which were directly related to traffic volumes and more efficient methods of operation i.e. ramp, baggage, counter, etc. The periods of service of these two groups varied from six months to two years. In addition, there were 59 employees with less than six months' service and 46 part-time personnel whose positions were directly related to traffic volume. Fourteen days' notice of lay-off was given and in addition, a payment equivalent to two weeks' salary was made to those having in excess of six months' service. Management is doing all possible to deal with staff adjustments in as humane manner as possible and those laid-off will be recalled or offered alternate employment as vacancies occur or traffic increases warrant additional staff. In this connection, as at June 4, 49 employees had been recalled into their former positions on a permanent basis and 90 on a temporary basis. In addition, 2 were placed in other positions on a permanent basis and 19 on a temporary basis.

PROFIT MADE BY AIR CANADA

Question No. 1,016—Mr. Comeau:

1. How much profit has Air Canada made each year since 1965?
2. Is it the policy of Air Canada or the policy of the government that profitable centres of air travel should make up for unprofitable centres of air travel and, if not, for what reason?
3. Was this in the original charter and, if so, on what date did it change?
4. (a) How many international flights does Air Canada operate (b) how many of these are not profitable?
5. Is it the intention of Air Canada to discontinue those flights which are unprofitable, similar to unprofitable flights within Canada?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The management of Air Canada advises as follows: 1. The information which is contained in the company's printed annual report for the years indicated is as follows: 1965, \$3,989,960; 1966, \$2,909,878; 1967, \$3,547,320; 1968, \$8,183,557; 1969, \$1,547,628; 1970, (\$1,072,000).

2. There is always some element of cross-subsidization in any major airline operation but it is the policy of Air Canada to keep the requirement for cross-subsidization to a minimum and to earn a return which is reasonable on consolidated operations.

3. No.

4 and 5. The number of such flights varies. During a peak period this coming summer a total of 662 international flights per week are scheduled. International operations are planned based upon a concept of achieving over-all profitability with no attempt made to monitor or report profitability by individual flight.

RESULTS OF CANADIAN FLOATING DOLLAR

Question No. 1,048—Mr. McKinley:

Have any Canadian industries received financial assistance from the government during the period from January, 1970 to