

missing those motions. One of the main criteria on which acceptance of a motion under Standing Order 43 must be based is the following: it must be of an urgent nature. That is what Standing Orders indicate. I want to point out, Mr. Speaker, that if you have judged today in your discretion that it was not urgent to move a motion under Standing Order 43 to pay tribute to French Canadians on June 23, on the eve of their national holiday, if you have determined that this motion is out of order, I want to take advantage of this opportunity to insist that in future motions moved under Standing Order 43 be rejected much more frequently, because very often not only are they not urgent, but frivolous, politically oriented, have long preambles and serve much more opposition members' political purposes than they emphasize an important and urgent event.

**Mr. Speaker:** Order, please. The hon. member may have a point to make next time a motion which he considers frivolous is presented, but for the time being, we have finished for today with motions under Standing Order 43. Next time, this may be something to discuss, but for the moment the discussion is closed.

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#### 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: 253, 1,161, 1,318 and 1,604.

[Text]

#### BLUE LINE TAXI

Question No. 253—**Mr. Cossitt:**

1. Does Blue Line Taxi have exclusive rights at the (a) Ottawa International Airport (b) Ottawa Railway Station (c) Chateau Laurier Hotel and, if so, in each case (i) over what period of time or times (ii) on what basis was the Company selected?

2. In each case, were tenders called and (a) if so (i) on what date (ii) what are the names and addresses of all those who tendered (b) if not, for what reason?

3. In each case, does Blue Line Taxi pay a fee to the government for the concession and, if so, what is the yearly amount?

4. In each case, what are the names and job designations of the highest ranking persons who made the decision to award the concession to Blue Line Taxi?

5. In each case, will the concession come up for review and, if so (a) on what date (b) will other taxi companies be given consideration and, if not, for what reason?

**Hon. Otto E. Lang (Minister of Transport):** Transport Canada advises as follows: 1. (a) Yes, Blue Line Taxi Company Limited has a licence with Transport Canada for the exclusive operation of a ground transportation system at the Ottawa International Airport. (b and c) To be answered elsewhere. (i) The licence is on a year to year basis with provisions for cancellation by either party on six months

notice. (ii) On September 1, 1952, Red Line Taxis Limited was granted a licence to operate a ground transportation system at the Ottawa International Airport. The licence was on a year to year basis with provisions for cancellation on six months notice. On October 20, 1970, Blue Line Taxi Company Limited purchased the outstanding shares of Red Line Taxis Limited and in so doing, they acquired all the interests of the company including the licence with Transport Canada.

2. Tenders were not called because Red Line Taxis Limited was considered to be the only company at the time capable of providing the required level of ground transportation service. Red Line Taxis Limited was purchased and incorporated under the name of Blue Line Taxi Company Limited on October 20, 1970.

3. Blue Line Taxi Company Limited pay Transport Canada 5 per cent of gross revenues derived from the bus service and 15 cents for each taxicab carrying passengers from the airport. The amount of gross revenue paid by Blue Line Taxi Company Limited to the Crown is considered confidential to the parties involved during the term of the agreement.

4. The official responsible for the initial issuance of the licence was the regional director, air services, Toronto.

5. (a) The operation of the ground transportation system at Ottawa International Airport is reviewed periodically to ensure that the required level of service is being provided. There are presently no plans to call tenders. (b) At such time a tender is called, it will be unrestricted public tender call affording all ground transportation companies the opportunity to bid.

The management of the Canadian National Railways advises as follows: 1. (a) To be answered elsewhere. (b and c) Yes, with respect to the provision of taxicab service and in so far as that privilege may be lawfully given; (i) for five years from October 1, 1974; (ii) tenders.

2. (a)(i) Yes, September 13, 1974. (ii) It is not the practice of Canadian National to disclose the names of persons or firms submitting tenders for the supply of services. (b) Not applicable.

3. It is not the practice of Canadian National to disclose financial details of commercial transactions between itself and persons or firms providing services.

4. The decision was taken by responsible officers of the company duly authorized to take such decisions.

5. (a) At the termination of the agreement. (b) Yes.

#### DREE—SCHOOLS IN NEWFOUNDLAND

Question No. 1,161—**Mr. Marshall:**

What was the final cost of the DREE (a) Stephenville High School (Schedule B Reference: 1.31) (b) Stephenville Regional High School (Schedule B Ref: 2.14) (c) Corner Brook East Junior High School (Schedule B Ref.: 2.19) (d) Port Saunders Regional High School (Schedule D Ref.: 2.21) (e) Hawke's Bay Elementary School (Schedule B Ref.: 2.22) (f) Stephenville Crossing Elementary School (Schedule B Ref.: 2.40) constructed in the Province of Newfoundland?