

Order Paper Questions

consideration will be given to provision of services by other modes.

USE OF AIRCRAFT BY PRIME MINISTER

Question No. 5,341—Mr. Cossitt:

With reference to the answer to Question No. 5,126 that the cost of the aircraft for travel to and from Campobello Island was \$586 per hour (a) what was the total amount of flying time involved and the total cost (b) what was the total amount of waiting time involved, if any, and the total cost (c) did the aircraft and crew remain with the Prime Minister during his stay and, if so, what was the total cost of their stay (d) did the aircraft fly back to Ottawa, returning to pick-up the Prime Minister later and, if so, what was the total cost of all flying time involved?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): (a) Five hours. Total Cost, \$2,930.; (b) Not Applicable; (c) No; (d) Yes. For total cost see (a) above.

USE OF AIRCRAFT BY PRIME MINISTER

Question No. 5,343—Mr. Cossitt:

With reference to the answer to Question No. 5,123 that the cost of the aircraft for travel to and from French River was \$586 per hour (a) what was the total amount of flying time involved and the total cost (b) what was the total amount of waiting time involved, if any, and the total cost (c) did the aircraft and crew remain with the Prime Minister during his stay and, if so, what was the total cost of their stay (d) did the aircraft fly back to Ottawa, returning to pick-up the Prime Minister later and, if so, what was the total cost of all flying time involved?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): (a) One hour and 20 minutes. Total Cost, \$781.; (b) Not Applicable; (c) No; (d) Yes. For total cost see (a) above.

FEDERAL GOVERNMENT—AMOUNTS OF SURPLUS OR DEFICIT FROM 1969 TO 1975

Question No. 5,391—Mr. Crouse:

On a national accounts basis, what were the amounts of the surplus or deficit for the years ending March 31, 1969 to March 31, 1975 both inclusive?

Mr. Jacques-L. Trudel (Parliamentary Secretary to Minister of Finance): On a National Accounts basis, the federal government surplus or deficit for each of the fiscal years from 1968-69 to 1974-75 is shown in the following table:

	Surplus or Deficit (—) (\$ Millions)
1968-69	75
1969-70	978
1970-71	—94
1971-72	—243
1972-73	—256
1973-74	—46
1974-75	—609

[Mr. Goodale.]

AGREEMENT BETWEEN FEDERAL GOVERNMENT AND GOVERNMENT OF QUEBEC CONCERNING WARTIME TAXES

Question No. 5,467—Mr. Allard:

1. Was an agreement concluded between the government and the Province of Quebec on May 13, 1942, concerning the suspension of certain taxes during war time and, if so (a) what were the names and job titles of those who signed the agreement for and on behalf of each government (b) is it possible to obtain a signed copy (c) which taxes were suspended by the agreement?

2. Has the agreement lapsed and (a) if so (i) on what date and in what manner (ii) has there been any renewal of the agreement (b) if not, for what reason?

Mr. Jacques-L. Trudel (Parliamentary Secretary to Minister of Finance): 1. Yes, concluded and signed on May 27, 1942; (a) Hon. J. L. Ilsley, Minister of Finance, Canada; Hon. J. A. Mathewson, Provincial Treasurer, Quebec; (b) Yes—from Files in Public Archives; (c) Provincial Personal Income Taxes; Provincial Corporate Income Taxes; Certain Special Corporation Taxes; Provincial Succession Duties.

2. Yes; (a) (i) On April 1, 1947 upon the expiry of the wartime agreement; (ii) No; (b) The agreement was a wartime measure only.

TORONTO INTERNATIONAL AIRPORT—NUMBER OF REVENUE PASSENGERS

Question No. 5,482—Mr. Stevens:

For the years 1973, 1974 and 1975, by quarter, what was the total number of revenue passengers (a) enplaned (b) deplaned at (i) Toronto International Airport, Terminal 1 (ii) Montreal International Airport (Dorval) (iii) Montreal International Airport (Mirabel)?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): Table I (following) provides the requested quarterly total number of revenue passengers enplaned and deplaned at Toronto International Airport, Terminal 1. These data refer to scheduled passengers only. Annual 1975 figures are not yet available, therefore an estimate was made based on 11 months of data. Table II refers to the number of charter passengers enplaned and deplaned at Terminal 1 and Terminal 2. Charter passenger data are not available on an individual Terminal basis.

Table I
Toronto International Airport—Terminal 1
Enplaned and Deplaned Passengers—Total Scheduled Services

		Enplaned	Deplaned	Total
1973	1st quarter	910,369	919,875	1,830,244
	2nd quarter ^{*(1)}	533,510	539,011	1,072,521
	3rd quarter	335,309	338,759	674,068
	4th quarter	299,657	290,519	590,176
	Total	2,078,845	2,088,164	4,167,009
1974	1st quarter	293,361	310,496	603,857
	2nd quarter ^{*(2)}	333,201	351,377	684,578
	3rd quarter	431,859	446,365	878,224
	4th quarter	341,454	330,670	672,124
	Total	1,399,875	1,438,908	2,838,783