

3. What alternative means has the Department considered which might protect blueberry crops and yet avoid the necessity of killing birds?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the answer is as follows. 1. No permits were issued in 1973 under Section 26 of the Migratory Birds Regulations for the shooting of robins in New Brunswick.

2. Yes.

3. This is a complex matter and no single alternative will likely be successful. Among the alternatives being considered and tested are the use of lure crops, acetylene exploding shells that sound like a shotgun but are not lethal, and close supervision and inspection of harvestable fields by enforcement personnel of the CWS and provincial game branch.

NATIONAL DEFENCE—EXPANSION OF ROYAL ROADS MILITARY COLLEGE

Question No. 2,513—Mr. McKinnon:

Did the Minister of National Defence state that Royal Roads Military College would be expanded and improved, at a cost of several million dollars and, if so (a) what year is the work expected to start (b) what year is the work expected to be completed (c) is any money set aside in the 1973-74 Estimates for this work and (i) if so, how much (ii) if not, on what date is it likely to appear in the Estimates?

Hon. James Richardson (Minister of National Defence): As announced in Vancouver on July 13, 1973, there will be substantially increased capital expenditures for Royal Roads Military College, near Victoria, to place this western military college on an even footing with the Royal Military College at Kingston and Collège Militaire Royal at St. Jean, Quebec.

A new library, costing approximately \$1 million, is included in the program. The exact figure for the total program has not yet been determined but it will amount to several million dollars. (a) Work will begin on the library in 1973 and (b) the library is expected to be completed by 1977. During preparation of 1973-74 estimates (c) (i) no expenditure was planned in 1973-74 for Royal Roads; (ii) major expenditures will begin in 1974-75 and will be included in estimates for that year.

FISHING VESSEL INSPECTION

Question No. 2,523—Mr. Marshall:

Under the Fishing Vessel Inspection scheme, will foreign fishing protection officers from vessels fishing in Canadian waters be allowed to board Canadian vessels to inspect in Canadian waters?

Hon. Jack Davis (Minister of Fisheries): No. Canadian fishing vessels will not be required to submit to inspection by foreign inspectors inside Canadian territorial waters.

CAPE BRETON DEVELOPMENT CORPORATION— EMPLOYMENT OF MR. GERALD HARTLEY

Question No. 2,525—Mr. MacInnis (Cape Breton-East Richmond):

Order Paper Questions

1. Was Mr. Gerald Hartley under contract to the Cape Breton Development Corporation and, if so (a) for what period (b) at what salary?

2. What were the conditions of his separation from the Corporation?

3. Did Mr. Hartley receive any separation pay?

4. Was Mr. Hartley given any paper(s) of recommendation at the time of his separation and, if so (a) who authorized same (b) who signed it?

Mr. Marcel Prud'homme (Parliamentary Secretary to Minister of Regional Economic Expansion): 1. No.

2. A result of organization change.

3. Yes.

4. No, though such would have been given if requested.

ICEBREAKING BY AIR CUSHION VEHICLES

Question No. 2,527—Mr. Forrestall:

Has the government considered published data by Sunoco E and P Limited of Calgary with respect to tests carried out in the winter of 1971-1972 at Great Slave Lake in the Northwest Territories on hovercraft, which indicated a clear ability of such air cushion vehicles to cause ice failure or to break ice successfully up to a depth of 27 inches and, if so, will the government consider and undertake to commission an independent outside study on the possibilities of this craft with respect to (a) general capability of the craft as a light icebreaker (b) areas of possible use, such as in the Great Lakes/St. Lawrence system, Gulf and East Coast ports up to north of 60 degrees (c) cost-benefit study including performance and cost comparisons with conventional ice breakers employed in similar areas (d) capability of the craft as a utility vehicle (e) advisability of purchasing suitable air cushion vehicles for proper testing and/or designing prototypes for primary use as ice breakers and service craft (f) other related matters?

Hon. Jean Marchand (Minister of Transport): Published data with respect to tests carried out by Sunoco E and P Limited in which an air cushion vehicle broke ice up to a depth of 27 inches has been actively considered by the government, and has formed the basis for subsequent tests. The Ministry of Transport and the Departments of Indian and Northern Affairs, Environment and Public Works conducted further tests with this vehicle in the winter of 1972-73 at Tuktoyaktuk, N.W.T. in which the available thickness of ice of 22 inches was broken at about four miles per hour. Further limited tests using a smaller air cushion vehicle were also conducted at Montreal, and corroborated the previous results. Both these vehicles are of the non-self-propelled type and for the purposes of the tests were moved by winches. An interdepartmental working group with representation from the Ministry of Transport, National Research Council, Departments of Environment and Industry, Trade and Commerce has been studying the further application of air cushion technology to icebreaking. Independent studies have been carried out to investigate making non-self-propelled air cushion vehicles self-propelled, and also the design parameters of an air cushion vehicle specifically for icebreaking. There are technical problems to be overcome in providing effective means of self-propulsion, and these are being actively investigated. The mechanism by which ice is broken with air cushion technology is not fully understood and consideration is being given for study to be commissioned in order to identify the significant factors involved, to optimize any future designs. This study will consist of