

Order Paper Questions

was the amount of subsidy from other sources other than the government for each interprovincial ferry for each of the past ten years?

8. What is the amount of deficit or profit from each interprovincial ferry operated by a department or agency of the government?

Hon. Otto E. Lang (Minister of Transport): Transport Canada advises as follows: 1. No interprovincial ferries are in receipt of subsidies.

2. Prince Edward Island: Borden; Cape Tormentine. Newfoundland: North Sydney; Port aux Basques; Argentia.

3. See No. 1.

4. The terms of the recently developed Federal Government's Water Transportation Assistance Policy have not yet been finalised and, as a result, it is not possible at this time to project, for the next ten years the amount of subsidy, if any, to be given to each interprovincial ferry service.

5. Interprovincial Ferry Services are operated by the Canadian National Railway Company under "Entrustment Order" on behalf of the Government of Canada. These services are a federal responsibility under the Terms of Confederation with Prince Edward Island and the Terms of Union with Newfoundland.

6. See No. 1.

7. Not applicable.

8. The deficits by service for the year ending December 31, 1976 are: Newfoundland Gulf Service, \$48,914,611; Prince Edward Island Service, \$13,047,315.

INTERNATIONAL FERRY SERVICES

Question No. 1,337—Mr. McCain:

1. By province, how many international ferries receive federal subsidies and what is the name of each such company?

2. What are the ports of call for each international ferry?

3. For each of the past ten years, by province, what was the amount of federal subsidy paid to each international ferry?

4. For each of the next ten years, by province, what is the projected amount of subsidy to be given to each international ferry?

5. On what basis is a decision made with respect to whether or not an international ferry will receive federal assistance and on what basis is the amount determined?

6. Have any alterations been made to the amounts of federal subsidies paid to international ferries in each province as a result of inflation in the past ten years and, if so, what (a) was the amount of the alteration for each international ferry (b) are the ports of call for each international ferry where alteration in subsidy amount was made?

7. Do any international ferries which receive federal subsidies also receive supplementary assistance from any provincial authority or from any other source and, if so (a) from what other sources are subsidies paid (b) what are the ports of call for each international ferry receiving supplementary assistance (c) what was the amount of subsidy from other sources other than the government for each international ferry for each of the past ten years?

8. What is the amount of deficit or profit from each international ferry operated by a department or agency of the government?

Hon. Otto E. Lang (Minister of Transport): Transport Canada advises as follows: 1. None.

2. Yarmouth—Bar Harbor, Maine. Yarmouth—Portland, Maine. The Yarmouth—Bar Harbor service was a year round

[Mr. McCain.]

service until the fall of 1976 at which time it was terminated and a service from Yarmouth to Portland was inaugurated replacing a foreign carrier who withdrew for the winter months. The Bar Harbor service will recommence May 1, 1977.

3. No subsidies are paid.

4. See answer to part 4, question 1336 answered this day.

5. The Yarmouth services are deficit funded. The decision to operate this service was made in the early 1950's on the basis of developmental prospects for the maritime provinces. A service was operated by an American company in the prewar years but was terminated when the vessels were commandeered for military service and was not reactivated following the war.

6. Not applicable.

7. (a) No (b) N/A (c) N/A.

8. Yarmouth—Bar Harbor ferry service—(deficit): 1967, 426,262; 1968, 260,718; 1969, 381,910; 1970, 472,832; 1971, 586,141; 1972, 572,205; 1973, 774,030; 1974, 1,336,954; 1975, 1,503,220; 1976, 1,415,419—(11 months). Yarmouth to Portland figures are not available at this time for the period operated to December 31, 1976.

THUNDER BIRD LODGE

Question No. 1,394—Mr. Murta:

1. Was an amount of money awarded to the Thunder Bird Lodge of Northern Manitoba and, if so (a) on what date (b) which department awarded the money (c) was it in the form of a grant or a loan?

2. Did Mr. Courchène or his son put up any money for the Lodge?

3. Who is the owner of the Lodge?

4. What was the number of jobs created?

5. What is the relationship of the employees to Mr. Courchène?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of Indian Affairs and Northern Development and Regional Economic Expansion as follows:

1. Yes, as follows:

	(c)	(a)	I.E.D.F
Loans		April 1975	\$87,439
		May 1975	15,000
		March 1976	98,482
		Total	\$200,921
Contributions		May 1975	10,000
		June 1975	4,000
		May 1976	55,000
		Total	\$69,000
Grants		March 1976	50,000
			Total

(b) The above funding was awarded by the Department of Indian Affairs and Northern Development under the Indian Economic Development Fund. Yes. The Department of Regional Economic Expansion entered into a contract with Thunderbird Lodge Ltd. under the Canada-Manitoba ARDA Agreement. (a) An offer of financial assistance was made on