

Order Paper Questions

COST OF STUDENT SUMMER EMPLOYMENT PROGRAMME

Question No. 2,427—**Mr. Marshall:**

1. What additional staff was hired and what was the cost to operate the Student Summer Employment Programme—Public Service Employment under the Public Service Commission?

2. Are any other programmes available for students under the Department?

Hon. John Roberts (Secretary of State): I am informed by the Public Service Commission as follows: 1. The Public Service Commission administers the Post-Secondary Student Recruitment Programme (previously known as COSEP*). For the 1977 recruitment programme, 1.7 additional man-years were staffed by the Public Service Commission. The total cost for conducting this summer employment programme is six man-years (including the above mentioned 1.7 man-years) and 7,000 non-salary dollars (including publicity, printing of application forms and necessary staffing documents).

2. None.

* COSEP (Career Oriented Summer Employment Programme).

STUDENTS HIRED TO ACT AS CUSTOMS OFFICIALS AT BORDER CROSSING POINTS

Question No. 2,447—**Mr. Alexander:**

1. By province and territory, how many students were hired, or will be hired, to act as customs officials at border crossing points this summer?

2. How many are related to fulltime customs employees, either as a son or daughter, niece or nephew, cousin or in-law?

Hon. Monique Bégin (Minister of National Revenue): 1.

Province	Number of Students
Nova Scotia	12
New Brunswick	27
Newfoundland	2
Quebec	87
Ontario	256
Manitoba	26
Saskatchewan	9
Alberta	27
British Columbia	106
Yukon Territory	4

2. Statistics not available. Students are not asked to provide this information, nor is it contained in their Public Service Application for Employment form.

NATIONAL DEFENCE—USE OF COAL AT CFB GAGETOWN

Question No. 2,530—**Mr. Fairweather:**

1. Will coal from the Minto-Chipman area be used at CFB Gagetown and (a) if so, how far are the coal fields from Gagetown (b) if not, how far from Gagetown is the next available source?

2. Are the boilers at CFB Gagetown specially designed to use Minto-Chipman coal?

[Mr. Lalonde.]

Hon. Barney Danson (Minister of National Defence): 1. No. (a) Not applicable. (b) Sydney Cape Breton Area—approx 450 miles.

2. No.

FRESHWATER FISH MARKETING CORPORATION—TRANSCONA—PROPERTY TAXES

Question No. 2,536—**Mr. Whiteway:**

1. How much did the Freshwater Fish Marketing Corporation at Transcona, pay in property taxes, or as a grant-in-lieu-of-taxes in (a) 1975 (b) 1976?

2. For the same years, what was the cost for utilities for the Transcona plant?

Mr. Jim Fleming (Parliamentary Secretary to Minister of Fisheries and the Environment): 1. The Freshwater Fish Marketing Corporation paid the following property taxes as grants in lieu of taxes:

	May 1, 1974 to April 30, 1975	May 1, 1975 to April 30, 1976
Property taxes	\$105,927.00	\$123,974.00
Business Tax	41,160.00	41,160.00

2. In the same period the utility costs were as follows:

	May 1, 1974 to April 30, 1975	May 1, 1975 to April 30, 1976
Sewer and Water	\$37,370.00	\$ 52,809.65
Hydro	81,764.00	100,326.90
Natural Gas	16,954.00	26,501.20

[English]

I ask, Mr. Speaker, that the remaining questions be allowed to stand.

Mr. Cossitt: Mr. Speaker, I rise on a point of order with regard to questions Nos. 29, 30, 41, 44 and a few others too numerous to mention on the same subject. I hesitate to rise on this because I have done so before on approximately half a dozen occasions without any success in finding out why these answers are not forthcoming. The questions have been on the order paper since the first day of this session, and they were on the order paper in the last two or three months of the last session. All of them concern flights by cabinet ministers on government-owned aircraft, the cost thereof, where the aircraft went and the purpose of the flight, whether it was government business, personal or of a political nature.

Even though the Minister of Transport (Mr. Lang) is absent, I feel this is a legitimate question to raise because I have raised it many times before in his presence and have received no response. Without referring to the matter of privilege, which was deferred until tomorrow, I would like to refer to the article entitled "The Unhappy Landing of Otto Lang" which appeared in the June 4, 1977 edition of the *Canadian* which quoted the Minister of Transport as saying that he would continue to use government aircraft whenever he wanted and that he had used government aircraft since the