

Questions

ARRIVAL AND DEPARTURE TIMES OF CNR TRAINS,
TORONTO TO HAMILTON

Question No. 1,214—**Mr. Sullivan:**

1. What were the scheduled times of departure and arrival for CNR trains from Toronto to Hamilton from the period of March 12 to March 22, 1971 and what times did the said trains actually depart and arrive?

2. In the case of each late arrival, what was the reason?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advises as follows: As listed on Page 14, Table 30 of the company's System Timetable issued effective February 1, 1971, the following trains operated between Toronto and Hamilton during the period in question: 637 Lv. Toronto 0915, Arr. Hamilton 1002; 641 Lv. Toronto 1720, Arr. Hamilton 1810; 651 Lv. Toronto 2305, Arr. Hamilton 2347. On nine occasions late departure from Toronto resulted from delay in arrival of incoming connecting trains or loading of passengers and on three occasions resulted from equipment problems. Late arrivals at Hamilton occurred on 18 occasions and resulted from the foregoing and because of slow orders which were in effect on sections of the track.

RENTAL OF PIERS IN HALIFAX BY NATIONAL HARBOURS
BOARD

Question No. 1,281—**Mr. McCleave:**

1. What piers in Halifax are rented in their entirety by the National Harbours Board (a) to whom (b) on what terms?

2. What piers in Halifax are rented, by the Board exclusively, as to portions thereof (a) to whom (b) on what terms?

3. Has the Board received complaints that small companies are not able to obtain rentable space from the Board and, if so, what is being done to answer such complaints?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The National Harbours Board advises as follows: 1. Pier C Container Terminal excluding area of dock approximately 1800 feet and 50 feet back from the face of dock. (a) Halterm Ltd. (b) As per Heads of Agreement between NHB and Halterm Ltd.

2. None. (a) N/A. (b) N/A.

3. No complaints received by the Board.

DELIVERY PERMITS ISSUED BY CANADIAN WHEAT BOARD

Question No. 1,307—**Mr. Mazankowski:**

How many delivery permits were issued by the Canadian Wheat Board in the crop years 1968-69 and 1969-70 to producers for the delivery and sale of wheat?

Hon. Otto E. Lang (Minister of Manpower and Immigration): In crop years 1968-69 and 1969-70, 190,606 and 190,004 Canadian Wheat Board delivery permits, respectively, were issued to producers.

COST OF QUEBEC BRIDGE

Question No. 1,363—**Mr. Godin:**

1. What was the initial cost of the Quebec Bridge?

2. What was the amount of interest paid?

[Mr. Lang.]

3. Has the total amount been paid and, if not, how much is still owed?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. The total capital cost of the Quebec Bridge including expenditures up until 1927 is shown in the Public Accounts of Canada at \$21,706,664.49.

2. Nil—The Quebec Bridge was entrusted to CNR for management and operation by authority of order in council P.C. 115 of January 20, 1923.

3. Not applicable.

REPAIRS AND ALTERATIONS TO DORVAL INTERNATIONAL
AIRPORT

Question No. 1,372—**Mr. Coates:**

1. What was the total amount of repairs and alterations effected to the Dorval International Airport since July 1, 1970, and what will be the final estimated cost of these repairs and alterations?

2. What is the reason for the repairs and alterations that are being carried out?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. The total cost to the Department of Transport of repairs and alterations at Dorval since July 1, 1970 until May 12, 1971 was \$2,042,287. The final estimated cost is \$9,307,231 and includes road and car-park construction begun before July 1, 1970. The major part of these funds is allocated to the provision of interim terminal building facilities.

2. These repairs and alterations are necessary to accommodate the B-747, L-1011 and other wide-bodied aircraft and provide increased capacity until Montreal II Airport is expected to be operational in 1974. Work is also necessary on the runways and taxiways which will accommodate these large capacity aircraft.

LOANS GRANTED UNDER THE CANADA-QUEBEC AGREEMENT
ON SPECIAL AREAS

Question No. 1,384—**Mr. Rodrigue:**

1. For the period December 1, 1970 to May 1, 1971, how many loans were granted to the Province of Quebec under the provisions of the Canada-Quebec agreement on special areas?

2. How many loans were granted from the signing of the agreement to December 1, 1970?

3. What is the duration of each loan?

4. What is the interest rate for each loan?

[Translation]

Mr. Martin P. O'Connell (Parliamentary Secretary to Minister of Regional Economic Expansion): 1. Fifteen.

2. Seven.

3. All loans are for a duration of 30 years, except one, which is for 15 years.

4. The current rate, as established by the Department of Finance, is:

Repayment Period	Rate
15-19.99 years	6 $\frac{3}{8}$ %
20 years or more	6 $1\frac{5}{16}$ %