

follows: There are no plans at present to discontinue the overnight train between Ottawa and Toronto.

#### AIR CANADA—CLAIMS FOR LOST BAGGAGE

Question No. 2,632—**Mr. Mazankowski:**

How much did Air Canada pay on claims for lost or damaged baggage in the years 1972, 1973 and 1974?

**Hon. Jean Marchand (Minister of Transport):** The management of Air Canada advises as follows: Total amounts paid on claims for lost and damaged baggage was as follows: 1972, \$713,252; 1973, \$1,253,023; 1974, \$1,418,248. Most major world airlines experienced large increases in claims costs during the period 1973 and 1974. In order to combat this growing trend, in 1974 several airlines, including Air Canada, joined together in a centralized computerized baggage retrieval system. The effects of this new system have begun to be felt and during the first quarter of 1975, the airline recorded a dramatic reduction in the amounts paid compared to the same period in 1974. Also, the number of revenue passengers carried by Air Canada increased from just over eight million in 1972 to almost 11 million in 1974 and it is noteworthy that fully 99 per cent of the total number of 1974 passengers carried arrived at their destinations accompanied by their baggage.

#### \*OLYMPIC COIN PROGRAMME—PER ANNUM FEE PAID TO MR. AUSTIN P. PAGE

Question No. 2,704—**Mr. Stevens:**

1. Was the \$66,000 per annum fee for the services of Mr. Austin P. Page, as Chief Executive Officer of the Olympic Coin Programme increased and, if so (a) what is the present per annum fee (b) on what date was it increased (c) for what reason was it felt necessary to increase Mr. Page's remuneration?

2. To date, what has been the total paid in the form of expense allowances with respect to Mr. Page's activities?

**Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):** Mr. Speaker, the answer is as follows: To part 1(a), \$66,000; to (b), October 1, 1974; and to (c), to comply with the requirements of the agreement entered into between Her Majesty the Queen in right of Canada of one part and Groupe de Gestion P.M. Inc. of the other part. The answer to part 2 is to May 31, 1975, \$51,464.43.

#### FARM CREDIT CORPORATION—APPLICATIONS FOR LOANS

Question No. 2,788—**Mr. Marshall:**

1. Does the Farm Credit Corporation intend to open an office in the Province of Newfoundland?

2. How many applications for loans were received by the Corporation from the Province in each year 1970 to May 31, 1975?

**Hon. E. F. Whelan (Minister of Agriculture):** The Farm Credit Corporation advises: 1. Yes, effective June 1, 1975.

2. April 1, 1970 to March 31, 1971—20; April 1, 1971 to March 31, 1972—14; April 1, 1972 to March 31, 1973—6; April 1, 1973 to March 31, 1974—11; April 1, 1974 to March 31, 1975—10; April 1, 1975 to May 31, 1975—10.

#### Order Paper Questions

#### QUESTIONS PASSED AS ORDERS FOR RETURNS

##### SPEECHES PREPARED FOR MINISTERS AND DEPUTY MINISTERS BY INFORMATION OFFICERS

Question No. 1,786—**Mr. Clark (Rocky Mountain):**

1. During the period March 31, 1973 to February 28, 1975, how many speeches were prepared for a (a) Minister (b) Deputy Minister (c) Assistant Deputy Minister by individuals employed as Information Officers by the government?

2. In each case (a) who was the Minister (b) Deputy Minister (c) Assistant Deputy Minister (d) what was the occasion of the speech?

Return tabled.

##### IMPORTS OF MEAT AND VEGETABLES INTO CANADA

Question No. 2,130—**Mr. Mazankowski:**

1. What quantities of farm produce (a) red meat (beef, pork, others) (b) poultry (c) dairy produce (d) fruits (e) vegetables are imported into Canada?

2. What was the amount imported of each item each year 1960 and 1965 to 1974 inclusive?

3. What is the percentage increase (decrease) for each year and overall for each item over the past five and three year periods?

4. What are the reasons for the increases?

Return tabled.

##### MAINTENANCE OF PASSENGER AND TERMINAL FACILITIES IN AIRPORTS

Question No. 2,288—**Mr. Jones:**

1. What department is responsible for janitorial services, cleaning and maintenance of passenger and terminal facilities in each airport in Canada?

2. (a) Which airports have such services done by public servants (b) what are the details of all costs including a breakdown in wages, materials, etc. (c) what is the minimum wage for employees doing such work (d) does the Public Service use or employ child labour in such work (e) who is responsible for supervision of such work?

3. Which airports have such services carried out, provided or handled by private contractors and, in each case (a) what are the details of the contract, including the name and address of the contractor, the amount of the contract, the date of the contract and the termination date (b) were tenders called and, if so (i) on what date (ii) what procedures were followed in calling tenders and awarding of the contract (c) are local contractors retained and, if not, for what reason?

4. (a) What is the minimum wage for employees doing such work (b) does the contractor use or employ child labour for such work (c) who is responsible for supervision of such work?

5. Was child labour used at Halifax International Airport on March 30, 1975 and, if so, who was responsible?

6. What was the name of the RCMP constable who was reluctant to investigate and report to the appropriate authority and take the necessary remedies, both legal and otherwise of the use of child labour at Halifax International Airport on March 30, 1975?

7. Was a report of the incident in Part 5 and in Part 6 made to any department or Minister and, if so (a) on what date (b) what was the purport of such report?

8. Is action contemplated to halt the use of child labour on government contracts and, if so, what is such action?

Return tabled.