

Order Paper Questions

[Text]

BORDEN-CAPE TORMENTINE FERRY SERVICE—TYPE AND SIZE OF SHIP

Question No. 99—**Mr. Macquarrie:**

1. Have final decisions been made on the type and size of ship to be added to the Borden—Cape Tormentine Ferry Service?
2. What is the vehicle (passenger cars, trucks, etc.) capacity of the new ship?
3. How many railway cars will the new ferry be able to carry?
4. What is the total estimated cost of the ship?
5. On what date (a) will tenders be called (b) is it estimated that the ship will be in service?

Hon. Otto E. Lang (Minister of Transport): 1 to 5. Money has been allocated for design only.

NUMBER OF PERSONS UNDER CONTRACT TO CANADIAN TRANSPORT COMMISSION

Question No. 202—**Mr. McKenzie:**

1. What is the total number of persons under contract to the Canadian Transport Commission and how many are retired public servants?
2. What was the total amount in (a) 1975 (b) 1976 paid to those under contract and how much of this was to retired public servants?

Hon. Otto E. Lang (Minister of Transport): The Canadian Transport Commission advises as follows: 1. Eight persons under personal service contract. Four retired public servants.

2. (a) \$121,483; \$26,444 to retired public servants. (b) \$132,533; \$87,738 to retired public servants.

NUMBER OF PERSONS UNDER CONTRACT TO ST. LAWRENCE SEAWAY AUTHORITY

Question No. 243—**Mr. McKenzie:**

1. What is the total number of persons under contract to the St. Lawrence Seaway Authority and how many are retired public servants?
2. What was the total amount in (a) 1975 (b) 1976 paid to those under contract and how much of this was to retired public servants?

Hon. Otto E. Lang (Minister of Transport): The St. Lawrence Seaway Authority advises as follows: 1. Nil.

2. (a) 1975, \$2,266 to one retired employee. (b) 1976, nil.

NATIONAL ARTS CENTRE—PERSONNEL OBTAINED FROM PRIVATE EMPLOYMENT AGENCIES

Question No. 320—**Mr. McKenzie:**

1. Has the National Arts Centre obtained (a) part-time (b) full-time employees from private employment agencies in (i) British Columbia (ii) Alberta (iii) Saskatchewan (iv) Manitoba (v) Ontario (vi) Quebec (vii) New Brunswick (viii) Nova Scotia (ix) Prince Edward Island (x) Newfoundland and, if so, in each case, how many?

2. Are such employees paid from supplementary estimates and, if not, from what estimates are they paid?

3. By province, what was the (a) average hourly rate paid to employment agencies (b) average hourly rate paid to employees (c) total amount paid by the National Arts Centre in (i) 1975 (ii) 1976?

Hon. John Roberts (Secretary of State): I am informed by the National Arts Centre as follows: 1. The National Arts Centre Corporation has engaged part-time employees only through private employment agencies in Ottawa during 1975 and 1976. In 1975 a total of 14 persons were so employed and 25 persons in 1976.

2. The cost of engaging these part-time employees was defrayed through Main Estimates.

3. (a) The average hourly rate paid to the employment agencies was \$6.15 in 1975 and \$5.92 in 1976. (b) Employees engaged were paid directly by the agencies and amounts are not known by the Corporation. (c) The National Arts Centre paid a total amount of \$4,672.79 in 1975 and \$7,851.35 in 1976 for part-time staff engaged through private employment agencies.

AIRPORTS—OPERATING SURPLUS OR DEFICIT

Question No. 339—**Mr. Stevens:**

For each year 1972 to 1976 and the nine months ended September 30, 1977, what was the operating surplus or deficit for the (a) Toronto International Airport at Malton (b) Montreal International Dorval Airport (c) Vancouver International Airport (d) Calgary International Airport (e) Winnipeg International Airport (f) Montreal International Mirabel Airport (g) Ottawa International Airport?

Hon. Otto E. Lang (Minister of Transport):

	Operating Surplus (Deficit)						
	1971-72 to 1976-77 (\$000's)						
	(a) Malton*	(b) Dorval*	(c) Vancouver*	(d) Calgary**	(e) Winnipeg**	(f) Mirabel*	(g) Ottawa**
1971-72	3,521	3,953	(227)	73	(1,455)	—	(1,965)
1972-73	3,591	5,035	302	174	(1,811)	—	(2,178)
1973-74	540	5,847	635	42	(1,726)	—	(2,497)
1974-75	4,675	6,706	1,257	488	(2,882)	—	(2,725)
1975-76	15,288	9,669	1,845	3,263	(880)	(18,382)	(2,040)
1976-77	22,389	1,983	5,722	4,468	2	(49,821)	(787)

*These airports are in revolving fund, financed with interest-bearing loans. Other airports are financed with budgetary appropriations.

**The surplus or (deficit) for these airports has been re-calculated for each year to exclude any return on investment or capital charge.

The deficit at Mirabel Airport in 1976-77 is largely due to interest on loans of \$29 million and depreciation of \$16 million. For 1975-76, the period covered is December 1, 1975 to March 31, 1976.

Data for the period April 1, 1977 to September 30, 1977 is not available at this time.

[Mr. Pinard.]