paid up to July 13, 1973, to all owners and lessees, but excluding mortgagees. Under the new Expropriation Act, mortgagees are paid separately from owners. Amounts paid only to residents cannot readily be supplied from existing records. No final settlements have yet been made.

VICTORIA INTERNATIONAL AIRPORT—BUS LINE SERVICE

Question No. 2,428—**Mr. Munro (Esquimalt-Saanich):**

1. (a) On what date was the contract let to a bus line to carry passengers to and from Victoria to Victoria International Airport (b) what bus line was awarded the contract?

2. For what duration was the contract?

3. How many companies tendered for the contract?

4. On what date will requests for tenders be invited for renewal of the contract?

5. If the contract was negotiated in perpetuity, what provisions did it contain for adjustments to take account of (a) increased traffic (b) increases in operating costs?

Hon. Jean Marchand (Minister of Transport): 1. The C&C Transportation Company Limited provided ground transportation between Victoria International Airport and the city of Victoria from 1951 to August 14, 1968, at which time it assigned its interests to Vancouver Island Transportation Company Limited. This Company has provided the service since that date.

2. The licence is on a year to year basis, cancellable on thirty days' notice.

3. The contract was not tendered as no other party registered an interest in providing the service.

4. Vancouver Island Transportation Company Limited is providing a satisfactory service, and as no interest has been registered by any other party, the ministry has no plans at this time for calling tenders.

5. The contract was not negotiated in perpetuity. The company pays the ministry a percentage of gross revenue. Increase in passenger traffic therefore results in increased revenue to the ministry. Operating costs are reflected in passenger fares which are approved by the provincial licensing authorities.

LAC MÉGANTIC AIRPORT

Question No. 2,473—**Mr. Latulippe:**

Does the Department of Transport have plans for the Lac Mégantic Airport and, if so, what ones and at what cost?

Hon. Jean Marchand (Minister of Transport): The airport is operated by the town of Lac Mégantic. Provision has been made in the department's 1973-74 Airport Financial Assistance Policy program for the department to contribute 90 per cent of the cost, up to a maximum of $110,000, of constructing a 3,000, × 75′ gravel runway.

TRANS-CANADA HIGHWAY—TWINNING INSIDE BANFF NATIONAL PARK

Question No. 2,481—**Mr. Clark (Rocky Mountain):**

1. Is it the intention of the government to twin the Trans-Canada Highway inside the gates of Banff National Park?

2. (a) Has there been an announcement in the past two years of an intention to twin that portion of the highway and, if so (i) by whom (ii) on what date (b) for what reason is the decision being reconsidered (c) on what date did reconsideration begin?

3. On what date does the government anticipate making a firm announcement concerning the possibility of twinning that part of the highway?

4. What alternatives to twinning that portion of the highway are being considered?

Hon. Jean-Eudes Dubé (Minister of Public Works): 1. A final decision to twin the highway has not yet been taken.

2. (a) An item for twinning the Trans-Canada Highway in Banff appeared in the Department of Public Works' estimates for the years ending March 31, 1973 and 1974. On February 10, 1972, Mr. Allan Sulatycky, then Parliamentary Secretary to the Minister of Indian Affairs and Northern Development, did touch on the subject at a Calgary news conference; (i) See 2 (a); (ii) See 2 (a). (b) The final decision is dependent on a number of influencing factors including environmental impact considerations. (c) After consideration of the consultants pilot report on the environmental impact for the first eight miles in 1972, it was decided to have the consultants conduct a detailed study and prepare a report covering the full section under consideration from the Banff East Gate to the junction of the Icefields Parkway. This report has not yet been received by the federal government.

3. When all studies have been completed and assessed, a decision will be made and an appropriate announcement will be forthcoming, probably early next year.

4. Alternates include the development of other corridors (both existing and new) and possible increased utilization of other modes of transport within a corridor. The evaluation of these alternatives is being undertaken by a group of several federal departments (MOT, DINA and DPW) and the provincial governments of British Columbia and Alberta who provide the facilities that complement the one in question.

E.B. EDDY COMPANY—RENTAL

Question No. 2,490—**Mr. Lambert (Bellechasse):**

Since November 27, 1972, the date the government paid the E.B. Eddy Company 24 million dollars for its plant in Hull, has the Company paid any rent to carry on its operations and, if so, how much does the Company pay per month?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): In so far as the National Capital Commission is concerned: Since November 27, 1972, the E.B. Eddy Company has paid no rent on the 44 acres of Hull property acquired from the company by the NCC. In addition to continued operations on its remaining property, the company also continues to operate the Groundwood Mill on approximately 2½ acres of property acquired by NCC. As allowed by the terms of the Agreement of Purchase and Sale NCC has granted an extension to October 1, 1974 for demolition of this mill and rental charges are not applicable. To enable the continued operations of the company, the agreement provides that for a period of up to 10 years after the closing date of the agreement, employees of the company will have access to and use of a parking area on land acquired by the NCC.