

3. The funds were part of a government grant to the Canada Council approved by parliament. It is not yet known whether funds will be available to permit similar support in 1979.

4. Yes in principle, subject to the availability of funds and the eligibility requirements summarized in 2. above.

GRAIN HOPPER CARS

Question No. 555—**Mr. Hare:**

1. How many grain hopper cars were manufactured for the government and at what manufacturing locations?

2. What is the usage rate of the cars in comparison to the rate of usage of regular box cars?

3. On the basis of volume of cars and turnaround rate, what is the efficiency comparison of the hopper cars versus the box cars?

4. What are the future plans for construction of grain hopper cars?

Hon. Otto E. Lang (Minister of Transport): Transport Canada advises as follows:

1. A total of 8000 hopper cars as follows:

	Hawker Siddeley	Marine Industries	National Steel
1972/73	700	500	800
1976/77	1400	1000	1600
1977/78	688	488	824
Total	2788	1988	3224

2. Government hopper car unloadings relative to the total car unloads has climbed from 8.6 per cent in 1974 to 30.1 per cent in 1977.

3. An average of 45.7 per cent more tonnage per car mile was carried in government hopper cars in 1977 than in railway-owned boxcars.

4. This matter is under active consideration.

NATIONAL ANTI-POVERTY ASSOCIATION

Question No. 558—**Mr. Neil:**

Does the Department of National Health and Welfare or any other department fund the National Anti-Poverty Association or any of its provincial branches and, if so, what was the extent of the funding since the formation of the organization?

Hon. Monique Bégin (Minister of National Health and Welfare): In so far as the Department of National Health and Welfare is concerned: yes. The National Anti-Poverty Organization, since its incorporation in 1973, has received to date \$577,273 in contributions and grants from the Department of National Health and Welfare.

Fiscal Year	Contributions	Sustaining Grant	Total
1974/75	5,000	—	74,087
	8,100	—	
	60,987	—	
1975/76	1,099	—	123,143
	2,044	—	
	120,000	—	
1976/77	135,293	—	135,293
1977/78	—	136,000	136,000
1978/79	—	108,750	108,750
	332,523	244,750	577,273

Order Paper Questions

WATER REQUIREMENTS

Question No. 559—**Mr. Laprise:**

Did the government estimate hydraulic resources and water requirements with regard to consumption, irrigation, industrial uses and hydro-electric production for the next few years and was a report published and, if so, on what date?

Mr. Yvon Pinard (Parliamentary Secretary to President of Privy Council): I am informed by Environment Canada and the Department of Indian Affairs and Northern Development as follows:

Environment Canada conducts research and data collection programs on the quantity and quality of inland waters and publishes regular reports. Surveys of current water use in municipalities and large industries are also conducted and the results published. In conjunction with provincial government, forecasts of water use have been prepared for specific regions and the results used to develop water management plans. These planning studies have been published and can be obtained from the Editorial and Publications Division, Inland Waters Directorate, Environment Canada, 6 Floor, Place Vincent Massey, Hull, Quebec.

In so far as the Department of Indian Affairs and Northern Development is concerned:

Yes.

Power survey of the Kazan, Dubawnt, Thelon and Hanbury River Basins, N.W.T.—March, 1970.

Southern Great Slave Lake Region Power Potential—August, 1974.

Yukon and N.W.T. Power Survey, Pre-reconnaissance study—September, 1971.

The Development of Power in the Yukon—January, 1975.

Yukon and N.W.T. Power Study (Bathurst Inlet)—Being prepared.

EXPENDITURE ON FREIGHT

Question No. 562—**Mr. Baker (Grenville-Carleton):**

1. During the past year, what was the total expenditure of freight including the movement of personal effects from Canada to other countries by the Department of External Affairs and other departments and agencies processed through the Central Freight Service and Central Removal Service of the Department of Supply and Services, excluding shipments which were made from Canada to the United States?

2. What amount of this traffic was moved by air and how much was moved by Canadian carriers?

3. How much of the total traffic was handled by (a) Panalpina World Transport Ltd. (b) Elmac World Transport Ltd.?

Hon. Pierre De Bané (Minister of Supply and Services): 1. Central Freight Service

The total value of the invoices processed by central freight service covering the movement of freight to other countries,