to Legion funds. The department purchases wreaths which are laid by government representatives at memorial ceremonies in the provincial capitals and one wreath which is laid on behalf of the department at the National War Memorial in Ottawa.

2. Eleven.

3. (a) and (b). Mr. V. H. B. Snow, St. John's, Nfld.; Senator M. L. Bonnell, Charlottetown, P.E.I.; Senator H. D. Hicks, Halifax, N.S.; Mr. E. V. Flewelling, Fredericton, N.B.; Mrs. A. Morin, M.P., Quebec, Quebec; Mr. G. W. McGuire, Ottawa, Ontario; Honourable B. J. Danson, Toronto, Ontario; Senator G. L. Molgat, Winnipeg, Man.; Mr. R. Goodale, M.P., Regina, Sask.; Senator E. Hastings, Edmonton, Alta.; Senator A. E. H. Heath, Victoria, B.C.

STOL DEMONSTRATION PROJECT

Question No. 921—**Mr. Dinsdale:**

1. What is the total cost of launching and operating the STOL services between Montreal and Ottawa?

2. What was the cost of upgrading the Rockcliffe Airport to the standards required for this service?

3. (a) How many and what type of aircraft is used in this service (b) who purchased these aircraft (c) at what cost?

4. Who is operating this demonstration service and how long will it continue?

5. What subsidy is provided to operate the service and by what level(s) of government?

6. Are the Provinces of Ontario and Quebec making a financial contribution to this inter-provincial commuter service and, if not, for what reason?

7. What are the revenues for the service for each month since it was inaugurated?

8. Is this service regarded as part of (a) the third level service being contemplated by the government (b) the government's regional air policy (c) some other policy category?

Hon. Jean Marchand (Minister of Transport): 1. Capital expenditures on the STOL demonstration project were 15½ million dollars, as budgeted. The total operating cost over the period of the demonstration project is projected to be approximately 9½ million dollars. The total cost of the project is therefore expected to be about 25 million dollars.

2. The total cost of the Rockcliffe STOLport was 1.9 million dollars. This includes all buildings, access roads, pavements, facilities and equipment.

3. The aircraft used is the DHC-6-300 (MOT). This is a version of the Twin Otter to which modifications have been made to permit the development and testing of STOL airworthiness regulations and operating procedures. Six of these aircraft were purchased by the Minister of Transport at a total cost of 5½ million dollars. This price includes the aircraft and spares, but excludes navigation equipment.

4. The Ministry of Transport is operating the demonstration project. Three groups within the Ministry of Transport have a major operating responsibility. The Canadian Air Transportation Administration is responsible for the development and operation of the STOLports, the STOL navigation system and STOL certification criteria and operating procedures. The Transportation Development Agency is responsible for scientific monitoring and evaluation of the results of the demonstration. Airtransit

[Mr. MacDonald (Cardigan).]

is responsible for marketing and operating the STOL commercial services. The demonstration service will continue for a period of approximately two years.

5. The total cost of about 25 million dollars is paid by the Ministry of Transport.

6. The provinces were not asked to contribute to the demonstration project because the purpose was not to provide an inter-provincial commuter service but rather to develop and test a new mode of transportation. Development of ground facilities, navigational systems, certification criteria and operating procedures for new modes is one of the responsibilities of the Ministry of Transport. On the subject of provincial support to third level commuter air services, I would note that when the Province of Ontario decided to proceed with the NorOntair demonstration, the province paid 100% of the capital and operating costs.

7. The revenues for each month are July (1 week) and August $153,000, September $162,000 and October $182,000. 25,100 passengers were carried between July 24 and October 31 for a total revenue of $497,000. An Additional 8,500 passengers were carried in pre-revenue testing of the new passenger service systems. Passenger surveys indicate a high degree of acceptance by travellers of this mode of travel.

8. The STOL demonstration project is regarded as a step towards a STOL policy.

IDENTIFICATION OF BELMONT HOUSE IN LINCOLN, NEW BRUNSWICK

Question No. 955—**Mr. Howie:**

With reference to the answer to Question No. 452 of the Second Session, 29th Parliament, at what stage is the investigation into identifying and formally recognizing the house known as "Belmont" at Lincoln, New Brunswick, as the home of the Hon. Robert Wilmot, a Father of Confederation?

Mrs. Iona Campagnolo (Parliamentary Secretary to Minister of Indian Affairs and Northern Development): Belmont House came before the Historic Sites and Monuments Board of Canada at its meeting of November 15, 1974. The board's recommendation is that "Belmont" appears to be of sufficient architectural interest to warrant preparation of a full scale architectural paper for consideration at the next meeting; and further, that in view of its historical connections "Belmont" be considered an appropriate location for the plaque to Robert Wilmot, Father of Confederation. Once the board has received a report on the architectural investigation a further recommendation may be made at the spring, 1975, meeting, as a building may be commemorated for both its historical and architectural importance on the national scale.

NEWSPAPER COLUMN "FROM PARLIAMENT HILL BY MITCHELL SHARP, PRESIDENT OF THE PRIVY COUNCIL"

Question No. 984—**Mr. Cossitt:**

With reference to a newspaper column appearing on November 21, 1974 in the *Record-News* of Smiths Falls, Ontario and entitled: "From Parliament Hill by Mitchell Sharp, President of the Privy Council" (a) on what date did the Minister actually write this column (b) what are the names of all persons in any way whatsoever involved in writing,