

other independent sources. The Anti-Inflation Board is in place to monitor processor and retail prices.

5. The U.S. egg industry, without controls, continues to operate through boom and bust cycles. Generally, the U.S. industry enjoys lower feed and labour costs and lower investments, e.g., housing costs. Prices in the U.S. rose in November and December from the 55 cents per dozen level of October (N.Y. wholesale Grade A) to a pre-Christmas high of 73 cents per dozen. The comparative pre-Christmas Toronto price was 76 cents per dozen. These levels of prices exist in mid-January. At consumer level, the mid-January prices in New York and Toronto are respectively 99-105 and 92-94 cents per dozen.

6. Section 24 of the Farm Products Marketing Agencies Act sets out the criteria to be followed to increase quotas within a province. In essence, this states that in allocating additional quotas the marketing agency shall consider the principle of comparative advantage of production. Furthermore, within the Comprehensive Egg Plan, certain criteria are set out regarding allocating additional quota. These include: (a) The principle of comparative advantage of production. (b) Any variation in the size of the market of eggs. (c) Comparative transportation costs to market areas from alternate sources of production. (d) Any shortage in production in respect of any given provincial quota be evaluated. (e) The possibility in any given province of increasing the production available to be marketed.

7. In February 1975, the marketing agency reduced the quota by 10% for all those provinces whose quota was more than 2% of the global quota. This reduction did not affect the provinces of New Brunswick, Prince Edward Island and Newfoundland. Steps are continuously being taken to ascertain that each part of Canada is adequately supplied with high quality fresh eggs to the consumers.

AMOUNT SPENT BY GOVERNMENT TO PUBLICIZE CONTROL PROGRAMMES

Question No. 3,727—Mr. Beatty:

1. What is the total amount the government is expecting to pay to publicize its controls programme and to urge the Canadian taxpayer to show restraint?

2. What are the component parts of the total?

3. What is the commission or any other fee paid to Vickers and Benson advertising agency for such services?

4. Were any officials of Vickers and Benson informed of the thrust of the government's anti-inflation policy and, if so, on what date?

Hon. Mitchell Sharp (President of the Privy Council):

1. One million dollars for information is included in the Supplementary Estimate A of 1975-76 for the Anti-Inflation Board. The provision for 1976-77 will be included in the Main Estimate for that year.

2. \$100,000 for training seminars; \$300,000 for newspaper advertisements; \$600,000 for printing re introductory documents including Highlights, the White Paper "Attack on Inflation", the Regulations, various technical bulletins, training and information kits.

3. Nil.

4. On October 11th, officials of Vickers and Benson were consulted on a confidential basis concerning technical matters related to the possible preparation of public service

Order Paper Questions

advertising messages to be inserted in newspapers concurrent with the announcement of the policy. This plan was not proceeded with.

AIRPORT SECURITY

Question No. 3,861—Mr. Beatty:

1. By airport, for each year since weapons detection equipment was installed in Canadian airports, how many people have been (a) refused permission to board aircraft (b) forced to surrender concealed weapons before boarding?

2. In how many instances (a) have charges against individuals carrying concealed weapons been laid (b) what were such charges (c) how many convictions were ultimately registered?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): 1. (a)

Year	Airport	Number
1972	Vancouver	4
	Toronto	1
1973	Kelowna	1
	Vancouver	2
	Calgary	1
	Fort St. John	1
	Winnipeg	1
1974	Montreal	1
	Vancouver	2
	Sandspit	1
	Watson Lake	1
	Edmonton Industrial	1
	Winnipeg	2
	Toronto	2
1975	Montreal	2
	Prince George	1
	Winnipeg	1
	The Pas	2
	Ottawa	1
	Sydney	1
	Gander	2
	St. John's	2
	Total	33

(b) Airport	1974	1975
Montreal	2,012	1,245
Toronto	1,482	2,756
Winnipeg	1,011	2,136
Vancouver	9,032	4,350
Ottawa	657	542
Halifax	145	326
Edmonton	412	638
Calgary	644	2,854
Gander	130	239
St. John's	264	288
Moncton	287	390
Saint John	164	180
Sydney	652	98
Fredericton	71	104
Goose Bay	37	393
Quebec	198	183
Sept Iles	124	621
Mont Joli	16	34
Windsor	47	277
London	28	132
Sault Ste Marie	28	76
North Bay	68	49