

In addition to these specific research studies, a large amount of research work of a more general nature has been undertaken to provide a background for the more extensive work program now being planned.

2. The foregoing studies were undertaken either by consultants or by staff of the Research Division of the Canadian Transport Commission, under the direction of the Vice-President (Research).

The following is a list of the consultants used in the research program:

Study No. 2

Part of this study was conducted by Deleuw, Cather and Associates.

Study No. 3

This study is being undertaken by the Matson Research Corporation, heading a consortium of Canadian consultants composed of Hedlin, Menzies and Associates Ltd., Swan Wooster Engineering Co. Ltd., and Stikeman, Elliott, Yamaki, Mercier & Robb.

Study No. 6

Parts of the study were contracted to La Société Lalonde, Valois, Lamarre, Valois & Associés.

Study No. 11

This study was contracted to Hedlin, Menzies and Associates Ltd., George G. Sharp, Inc., and Gibson Transportation, Ltd.

YARMOUTH, N.S.—AIR CANADA FACILITIES

Question No. 303—Mr. Comeau:

1. Does the Department of Transport have plans for the removal of Air Canada facilities at Yarmouth, N.S. and, if so, on what date will they be implemented?

2. Will a similar service be provided by some other airline?

3. Have moneys budgeted over the past two years, for the construction of new terminal facilities been cancelled and, if so, what amounts, and for what purpose have they been designated?

4. Has business declined or increased at Yarmouth Airport over the past five years and what statistics prove this?

5. Is the government considering the removal of Air Canada services at other airports and, if so, which ones will be affected?

Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport): 1 and 2. The question of transfer of any domestic point currently served by Air Canada to any other

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carrier was covered by a statement made on August 15, 1969, on Regional Air Carrier Policy. That statement indicated that the Canadian Transport Commission and its Air Transport Committee would determine which routes are suitable for the Regional Carriers. As also pointed out in that statement, the application of the policy by the Canadian Transport Commission will be conducted in consultation with Mainline and Regional Carriers.

3. Moneys were budgeted in 1968-69 in the amount of \$200,000 for a new Air Terminal Building at Yarmouth. Construction of the Air Terminal at Yarmouth was delayed until an assessment of the future of Yarmouth could be made by the Canadian Transport Commission.

The \$200,000 budgeted in 1968-69 was used to construct an Operations Building at Yarmouth at a cost of \$141,000. Additional funds were provided for runway repairs at Yarmouth amounting to \$125,000.

4. Statistics indicating the total of enplaned and deplaned passengers at Yarmouth Airport over the past five years is as follows: 1963, 17,000; 1964, 16,700; 1965, 18,800; 1966, 20,700; 1967, 23,400; 1968, 26,900.

5. It will be appreciated that a number of complex problems have to be resolved. Until this is done no announcement can be made regarding the future of any of the points that may be transferred.

**RADIO ENGINEERING PRODUCTS,
CAMPBELLTON, N.B.**

Question No. 656—Mr. Burton:

1. What was the amount of financial assistance given to Radio Engineering Products, Campbellton, New Brunswick, by the Departments of Defence Production, Industry, Regional Economic Expansion and Industry, Trade and Commerce for each year since assistance was first granted?

2. What was the amount of assistance given through the Defence Industry Productivity Program known as DIP for each year since assistance was first granted and in what form and on what basis was assistance given?

3. What does Radio Engineering Products manufacture, where are their products sold and what is the value of sales for each year it has received a federal subsidy?

4. What was the minimum wage paid to its female employees in 1966, 1967, 1968 and 1969?

5. What was the minimum wage paid to its male employees in 1966, 1967, 1968 and 1969?