

## POST OFFICE, TOLEDO, ONTARIO

Question No. 2,308—**Mr. Cossitt:**

1. Was the Post Office in Toledo, Ontario moved on or about March 19, 1973 and, if so, to where and for what reason?
2. Was the Post Office in Toledo, Ontario again moved on or about June 17, 1973 to the Shell Service Station in Toledo, Ontario and, if so, for what reason?
3. What permanent plans does the Post Office Department have for the location of the Post Office in Toledo, Ontario?
4. Is the position of Postmaster vacant in Toledo, Ontario or is it about to become vacant and, if so, does the Department intend to invite applications by public advertisement for this position?

**Hon. André Ouellet (Postmaster General):** 1. The Toledo, Ontario Post Office was moved on 19 March 1973 from the Shell Service Station to the Postmaster's residence due to the bankruptcy of the business.

2. On June 15, the Postmaster moved the office back to the Service Station as she managed to rent the original postal space from the new management of the station.

3. Postal premises for such post offices as Toledo must be provided solely by the Postmaster. There are no plans to relocate the office since the premises now are suitable.

4. The position of Postmaster at this office is not vacant at the present time.

## TRIP OF MINISTER OF FINANCE TO REGINA, JUNE, 1973

Question No. 2,315—**Mr. Cossitt:**

1. Was the Minister of Finance in Regina on June 13, 1973 and, if so, was such trip paid for by public funds?
2. What was the total cost to the government of such trip by the Minister including any public expenditures for persons accompanying him?
3. Did the purpose of this trip include making an address to the Saskatchewan Liberal Association?

**Hon. John N. Turner (Minister of Finance):** 1. (a) Yes. (b) No.

2. Nil. The minister's expenses were paid by the Liberal Party of Saskatchewan.

3. Yes.

## LIP—NUMBER OF JOBS PROVIDED

Question No. 2,317—**Mr. Alexander:**

1. (a) What method is used to calculate the number of jobs provided under the Local Initiatives Program with an example of the calculation for the years 1971-72 and 1972-73 (b) how many jobs were provided in those periods as well as in 1973 to date?
2. (a) What method is used to calculate the number of persons employed under the Local Initiatives Program for the years 1971-72 and 1972-73 with an example of the calculation (b) how many persons were employed in those periods as well as in 1973 to date?

**Hon. Robert K. Andras (Minister of Manpower and Immigration):** 1. (a) The method used to calculate the number of jobs provided under the Local Initiatives Program for 1971-72 and 1972-73 was identical. For each project the highest number of jobs for any one month recorded in the contract between the Department of Manpower and Immigration and the sponsor of the project was considered to have been created for that project. e.g. if the contract stated that the jobs created would be as follows:

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No. of Jobs, January, fifteen; February, sixteen; March, eighteen; April, fifteen; May, fourteen. Eighteen was taken as the number of jobs created for the project. The sum of these figures provides the number of jobs created under the Local Initiatives Program for 1971-72 and 1972-73; (b) Jobs created under the 1971-72 program, 92,321; Jobs created under the 1972-73 program, 85,811 to August 2, 1973.

2. (a) and (b) Information concerning the number of persons actually employed under the Local Initiatives Program 1971-72 and 1972-73 is not available. Sponsors were only required to report the number of manweeks of work carried out under the project and no information was sought on the number of people actually employed.

## MARITIME COMMAND—SEABED DETECTION DEVICES

Question No. 2,332—**Mr. Forrestall:**

1. What plans does the Department of National Defence have for permanent seabed, active and passive, detection devices?
2. What is the nature of existing capability with regard to permanent seabed detection devices?

**Hon. James Richardson (Minister of National Defence):** 1 and 2. It is not considered to be in the national interest to disclose Canadian plans or capability in respect of seabed detection systems.

## UPGRADING OF ICEBREAKERS

Question No. 2,337—**Mr. Forrestall:**

1. In what specific modifications is the government considering to upgrade 3 heavy and 5 medium icebreakers over the next five years as indicated in answer to Question No. 1,900?
2. To what degree will the vessels be available to Maritime Command for the purpose of a military presence in the Canadian Arctic?

**Hon. Jean Marchand (Minister of Transport):** 1. *CCGS LABRADOR*—Increased power and modifications in the engine room and accommodation. *CCGS JOHN A. MacDONALD*—Increased power and bow modification. *CCGS NORMAN McLEOD ROGERS*—Hull strengthening. As to the medium icebreakers we are considering modifications to the bows. Studies are under way to see to what extent their power should be increased.

2. Canadian Coast Guard ships would not normally be available to Maritime Command. The Coast Guard and Canadian Forces already co-operate closely in the north. Every year, Canadian Forces officers travel aboard Coast Guard ships in the north. This season, *CCGS SIR WILLIAM ALEXANDER* will be dedicated entirely to a DND mission. This co-operation will be strengthened as required subject to Coast Guard commitments.

## ARCTIC ICEBREAKER CAPABILITY

Question No. 2,338—**Mr. Forrestall:**

1. Does Canada believe that it has at present an absolute (a) technological (b) practical lead in Arctic icebreaker capability?
2. Does the government believe that this lead can be sustained without active building programmes and prototype construction?

**Hon. Jean Marchand (Minister of Transport):** 1. (a) The Coast Guard has established an icebreaker develop-