

Questions

(b) The column setting out the employee-population ratios should be footnoted as follows:

"Based on estimates of population as at June 1 and on the number of employees as at June 30 in the year concerned."

LEGALITY OF HOUSING TASK FORCE
RECOMMENDATIONS

Question No. 2,139—**Mr. McCleave:**

1. Did the government or the Department of Transport or any agency of government commission a study as to the constitutional legality of the recommendations by the Task Force on Housing?

2. If so, who was so commissioned, and what were the results of such a study?

Hon. Robert K. Andras (Minister without Portfolio): 1 and 2. The Task Force on Housing and Urban Development requested F. R. Scott, Esq., formerly Dean of Law, McGill University, and W. R. Lederman, Esq., formerly Dean of Law, Queen's University, to make observations on the functional constitutional issues concerning housing and urban development in Canada. As a result a memorandum was prepared and submitted.

SASKATCHEWAN—RECEIPTS UNDER ROADS-
TO-RESOURCES PROGRAM

Question No. 2,164—**Mr. Skoberg:**

1. Under the Roads-to-Resources Program, what amounts has Saskatchewan received from the federal government for each year from 1958 up to and including 1967?

2. Has the federal government any record of the amounts spent by companies in Saskatchewan as their one-third share of any approved access road and, if so, what is the amount for each year the program was in effect?

Hon. Otto E. Lang (Minister without Portfolio): 1. 1958-59, \$750,000.00; 1959-60, \$961,-224.08; 1960-61, \$1,940,259.79; 1961-62, \$806,-326.92; 1962-63, \$581,565.81; 1963-64, \$311,-863.04; 1964-65, \$410,945.57; 1965-66, \$718,-079.66; 1966-67, \$563,622.16; 1967-68, \$422,-535.47; 1968-69, \$33,577.50; Total, \$7,500,000.00.

2. There were no mine access roads constructed in Saskatchewan under the Road to Resources Program. However, under the Mine Access Roads Program which was in effect from 1946 to 1957, two mining roads were constructed in northern Saskatchewan. In each case the cost of construction was shared by the federal government, the provincial government and a mining company. The sum of the federal contributions was \$75,583. The actual company expenditure is not on record in the Department of Energy, Mines and Resources but is presumed to be $\frac{1}{3}$ of total cost.

[Mr. Pepin.]

Stony Rapids-Black Lake Road: A 14-mile gravel highway from Stony Rapids to Black Lake. The road was built in 1950 to serve the Black Lake property of Nistro Uranium Mines Limited and facilitated the installation of heavy equipment. The total cost of the road was \$26,750, the contribution of the federal government was \$8,917.

Ace Lake-Black Bay Road: Fourteen miles long, this road, built in 1950-51 connected the Beaverlodge mine of Eldorado Mining and Refining Limited with the port facilities at Black Bay on the Athabasca water route. Eldorado paid part of the cost of its construction and the federal government contributed \$66,666.

TRANSFER OF TAXES PAID BY TELEPHONE
COMPANIES

Question No. 2,246—**Mr. Fortin:**

1. Has the government received from Quebec a request for the transfer to the provinces of the taxes paid by telephone companies?

2. What would be the value of such transfer?

Hon. E. J. Benson (Minister of Finance):

1. Enquiries made at the Privy Council Office and the Department of National Revenue, and a search of Department of Finance files indicate that no formal request to this effect has been received from the Province of Quebec.

2. This information is not available.

REQUESTS FOR LETTER CARRIER SERVICE

Question No. 2,253—**Mr. Latulippe:**

Will the Minister of Communications give consideration to requests made by municipalities for letter carrier service and more particularly by such municipalities which have made expenditures in order to fulfil the requirements of the Department in this respect?

Hon. Eric W. Kierans (Postmaster General and Minister of Communications): In so far as the Post Office Department is concerned: Since March 1968, no new letter carrier delivery services have been established, because of the need to reduce governmental expenditures. Unfortunately, as long as the need to restrict new expenditures exists, provision of letter carrier delivery service in these communities will have to be deferred.

ADVERTISING FOR SUMMER STUDENT
EMPLOYMENT

Question No. 2,262—**Mr. Yewchuk:**

How much money has the Department of Manpower and Immigration spent on advertising as part of the program to further summer student employment and what was the result of such advertising?