

ish training in Canada will involve a range of activities from flying instruction to training in the use of tank guns, artillery and anti-tank weapons. This training is carried out by the British forces within the context of their NATO obligations, and is not designed to enhance their capabilities in support of the civilian authority in Northern Ireland. The Canadian Government has, of course, no control over the subsequent assignment of these or any other British forces outside Canada. This program of training should be viewed in the context of Canadian and British membership in NATO as a part of a long-standing tradition of bilateral co-operation in the defence field.

CFB SUMMERSIDE, PEI—TENDERS FOR INSTALLATION OF FURNACES

Question No. 178—**Mr. McQuaid:**

1. Were tenders called for the installation of warm air furnaces in the permanent married quarters at CFB Summerside and, if so (a) how were tender notices circulated (b) how many tenders were received (c) what are the names of the tenderers (d) what was the amount of each tender?

2. To whom was the contract for installation awarded and at what price?

Hon. James Richardson (Minister of Supply and Services): 1. Yes (a) tenders were invited from all firms in the area known to be in a position to carry out the work. Nine firms were invited; (b) three tenders were received; (c) and (d) Johnston's Limited, Summerside, \$15,750; D. B. & J. (1971 Inc.) Charlottetown, \$23,700; F. Everett Cameron, Summerside, \$15,551.50.

2. Contract for \$15,551.50 awarded to the lowest tenderer, F. Everett Cameron.

LOUISBURG, N.S.—PROPOSED AERODROME SITE

Question No. 179—**Mr. Forrestall:**

Has a proposal been made to the government that a small private aerodrome be built in the area near Louisburg, Nova Scotia, to serve industry and to attract tourists who fly their own light aircraft and, if so, what steps will the Minister of Transport take to ensure that all licensing criteria and zoning requirements are met?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): No formal proposal has been made to the Department of Transport that a private aerodrome be built near Louisburg. Interest in such a scheme has been expressed to the Department of Transport by the Louisburg District Planning and Development Commission and by the Canadian Owners and Pilots Association. Regional officials of the Transport Department are providing technical assistance in this matter. If or when a formal proposal is received, the Transport Department will inspect the site and advise the applicant if all licensing criteria and zoning requirements would be able to be met.

STRONTIUM-90 LEVEL IN MILK

Question No. 183—**Mr. Forrestall:**

By region in Canada, what was the strontium 90 level at the end of (a) January 1969 (b) January 1970 (c) January 1971?

Questions

Hon. John C. Munro (Minister of National Health and Welfare): The strontium-90 levels, in picocuries per litre of milk are as follows:

	(a) January 1969	(b) January 1970	(c) January 1971
British Columbia	11.7	8.0	7.2
Prairies Provinces	7.3	8.2	6.6
Ontario	9.8	7.4	8.0
Quebec	10.0	8.1	8.4
Maritime Provinces	12.0	10.7	9.7
Newfoundland	14.7	16.0	11.8

REDUCED LANDING FEES AT INTERNATIONAL AIRPORTS

Question No. 184—**Mr. Forrestall:**

1. With respect to the reply to Question No. 132 at page 1277 of *Hansard* dated November 18, 1970, is the government in a position to indicate the results of the program to determine whether reduced landing fees at international airports would attract trans-oceanic flights for technical stop purposes?

2. Did the results of this program indicate the possibility of including the Halifax International Airport on a trial basis or a permanent basis?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. The program of reduced landing fees for technical stop purposes to attract trans-oceanic flights to Canada achieved its objectives at Gander International Airport only.

2. The results of the program indicate little potential for extending the program at this time to Halifax International Airport or any other international airport.

NUMBER OF EMPLOYEES IN DEPARTMENT OF
MANPOWER AND IMMIGRATION

Question No. 189—**Mr. Orlikow:**

1. How many full-time employees were on the payroll of the Department of Manpower and Immigration (excluding those engaged in immigration activities), as of April 1, 1966 and April 1, 1971, separately for Ottawa headquarters and elsewhere?

2. How many full-time employees were on the payroll of the National Employment Service as of April 1, 1964, separately for Ottawa headquarters and elsewhere?

Mr. Ray Perrault (Parliamentary Secretary to Minister of Manpower and Immigration): 1. April 1, 1966—Ottawa Headquarters, 563; Field Staff, 5,088; April 1, 1971—Ottawa Headquarters, 953; Field Staff 5,947. It should be pointed out that comparisons between these two time periods may be misleading. Organizational changes took place between 1966 and 1971 which resulted in many positions, related to immigration activities, being transferred elsewhere in the Department. For example, in 1968 130 positions comprising the Immigration registry and stenographic pool were transferred to Departmental Administration.

2. It is not possible for this Department from records available to answer this part of the question. In 1964, the staff of the National Employment Service were associated with those administering the Unemployment Insurance Act and provided from Vote 30 of the Department of Labour.