

the nature and extent of the whole unemployment problem becomes apparent. The government is prepared at all times, so far as is consistent with other necessary objectives of efficiency and economy, to adjust its expenditure operations so as to counteract any significant increase in seasonal and regional unemployment.

Seasonal unemployment has always been a factor in the Canadian employment picture. Given the extremes of our climate and the buying habits of the Canadian public, some variation in activity from one season to another can scarcely be avoided in many industries. The extent of such seasonality in recent years has not been considered a serious threat to national well-being so long as the demand structure underlying our economy remains firm.

With respect to regional unemployment, conditions in all sections of Canada are kept under review so that the government may adapt its regular program, or take special measures when considered necessary in the national interest, to counteract unemployment. For example, projects have been authorized for the maritime region with a lower priority rating than elsewhere in Canada. Also, in making up their expenditure program, departments have been directed to bear in mind the recurrent unemployment problem in the maritimes.

PURCHASES BY GOVERNMENT OR CANADIAN NATIONAL RAILWAYS FROM VARIOUS COMPANIES

Mr. Knowles:

1. Has any department of the government or the Canadian National Railways made any purchases during the past three years from (a) the Northwest Brass Company; (b) the Dominion Wheel and Foundry Company; (c) T. McAvity and Sons; (d) the Montreal Locomotive Works; (e) the Canadian Locomotive Works; (f) the Canada Car and Foundry Company; (g) the Bird-Archer Company?

2. If so, who are the principal stockholders and bondholders in each case?

Mr. Bradley: Mr. Speaker, I would ask that the first part of this question stand. I point out to the hon. member for Winnipeg North Centre that the information asked for in the second part of the question is not within the records of government departments. Therefore I suggest that it be dropped.

Mr. Speaker: Dropped.

Mr. Bradley: The first part of the question stands, Mr. Speaker.

Mr. Knowles: Let the whole question stand. You can make your reply to both parts of the question when you answer it.

Questions

Mr. Bradley: It does not make any difference.

Mr. Speaker: Stand.

AERIAL PHOTOGRAPHY

Mr. Bradley: Mr. Speaker, I should like to refer to a question asked by the hon. member for Melfort (Mr. Wright) which was answered on May 25. The answer given at that time is to be found at page 2827 of *Hansard*. It was incomplete, and I should like to table the answer now.

Mr. Wright:

1. What firms received contracts for aerial photography work in the three western provinces in 1949?

2. What price was paid for the work done?

3. Were these contracts let by tender?

4. Have any contracts for aerial photography work been let in the province of Saskatchewan for 1950?

5. If so, who are the contractors and what is the price to be paid for this work?

6. Were tenders called for these contracts?

Mr. Bradley:

So far as the Department of Agriculture is concerned:

1. In 1949 two air survey companies were given contracts for contour mapping. They were:

- (1) Aero Surveys Limited, Vancouver, B.C.;
- (2) Photographic Surveys Corporation, Toronto, Ontario.

2. Aero Surveys Limited

To supply maps on a scale of 200 feet to the inch with a contour interval of 3 feet: Photography, \$0.08 per acre; Mapping, \$0.85 per acre; Spot heights, \$6.50 per 160 acres.

Photographic Survey Corporation

(a) To supply maps on a scale of 200 feet to the inch and 3 foot contour interval: Photography, \$0.05 per acre; Mapping, \$1.09 per acre.

(b) To supply maps on a scale of 200 feet to the inch and 5 foot contour interval: Photography, \$0.05 per acre; Mapping, \$0.86 per acre.

3. Yes. The rates charged by each company are comparable because it was necessary for P.F.R.A. to supply considerably more ground control data to Aero Surveys Limited than to Photographic Surveys Corporation.

4. No.

5. See answer to No. 4.

6. See answer to No. 4.

So far as the Department of Mines and Technical Surveys is concerned:

1. Survey Aircraft Limited, Vancouver; contract for approximately 12,212 square miles in Manitoba and Saskatchewan.