

foreign worker, the Canada Manpower Centre carries out an extensive search for qualified Canadian citizens or permanent residents. This search includes consultation with trade unions and with other agencies such as the U.I.C. etc. Where there are no qualified candidates available, we will then endeavour to fill the vacancy by training Canadians or permanent residents of this country. This was the procedure eventually followed at the Smiths Falls, Ontario textile plant, which was reported to be offering employment to 25 of the Columbians. The company has entered into a contract under the Canada Manpower Training Program to train Canadians for the work in question and all of the positions will thus be filled by Canadians.

2. (a) See statement following Part 6. (b) See statement following Part 6.

3. The Immigration Division has no knowledge of the cost involved originally in respect of the Colombian textile workers filling temporary positions in Louiseville, Quebec, since these costs were met by the workers themselves or their employers.

4. Since the amount of each assisted passage loan is determined by the length of the voyage and the number of people (i.e. family size) covered by the loan it is not possible to estimate the total amount involved. These loans are interest bearing and repayable in monthly installments by the borrower.

5. Since the Columbian textile workers will be returning to Canada to accept pre-arranged employment it is not anticipated that they will need further assistance of any sort. Should circumstances change after their arrival, they will be entitled to the full range of Departmental services that are available to any permanent resident of Canada.

6. See statement following.

As of June 5-75 Firm	Occupation	Salary	No. of workers
Wabasso Ltd., Welland, Ont.	Loom Fixer	4.24/H	3
Wabasso Ltd., Welland, Ont.	Weaver	3.19/H	11
Consolidated Textile Ltd. St. Hyacinthe, Que.	Drawer-In, Loom	3.14/H	11
Scottwell Industries Ltd. La Tuque, Que.	Loom Fixer	4.00/H	3
Cordonnerie Binet, Trois-Rivières, Que.	Shoe Maker	2.60/H	2
Claude Arbour Inc. Trois-Rivières, Que.	Office machine repairman	3.00/H	1
Ébénisterie Leclerc Inc. Trois-Rivières, Que.	Cabinet Maker	2.60/H	1
E.B.M. Caisse Enregistreuse Inc. Trois-Rivières, Que.	Cash register repairman	3.12/H	1
Cave A Vin Trois-Rivières, Que.	Cook's helper	2.60/H	1
	Total		34

### Order Paper Questions

#### WORK PERMITS

##### Question No. 2,299—Mr. Herbert:

1. Is the Minister of Manpower and Immigration aware of a recent statement by Quebec Immigration Minister Jean Bienvenue that he was studying the issuance of work permits to protect Quebec workers?

2. Is the Minister concerned that any such action could negate or hinder the work and objectives of his own Department?

**Hon. Robert K. Andras (Minister of Manpower and Immigration):** 1. Yes.

2. Senior officials of the Department of Manpower and Immigration have met with their counterparts in the Government of the Province of Quebec to express our views and to explore the interests and intentions of the Government of Quebec.

#### JACQUES CARTIER TERMINAL FACILITY—MONTREAL

##### Question No. 2,356—Mr. Forrestall:

1. Did the National Harbours Board determine that the Jacques Cartier terminal facility in Montreal was necessary and, if so, on what grounds?

2. Was justification to support the Jacques Cartier facility made on the basis of (a) outside consultant reports (b) other reports?

3. What has been the dollar level of expenditures from any and all sources in the construction of the facility to March 31, 1975?

4. On what date does the National Harbours Board intend to recoup the board resources referred to in the answer to Question No. 1,898 and under what terms, if any?

5. Was any other agency or body party to the approval given by NHB to the facility?

6. What is the dollar level of NHB resources for the Port of Montreal as of March 31, 1975?

**Hon. Jean Marchand (Minister of Transport):** The National Harbours Board advises as follows: 1. The National Harbours Board considered that the Jacques Cartier Terminal was necessary to meet the anticipated traffic requirements.

2. The justification to support the Jacques Cartier Terminal was a feasibility study completed by the Financial Planning and Control Branch of the National Harbours Board.

3. The expenditures related to this facility to March 31, 1975 were \$678,765.

4. The discounted cash flow statement prepared for the project showed full return of the investment in 1994.

5. The National Harbours Board obtained specific approval for the project from the Canadian Ports and Harbours Planning Committee and Treasury Board. The project was also included in the National Harbours Board's Capital Budget which is approved by the Governor in Council on the recommendation of the Minister of Transport, the President of the Treasury Board and the Minister of Finance.