

*Questions*

contract has been awarded to Tidewater Construction Co. Ltd., Lower Sackville, N.S. in the amount of \$367,400 of which \$34,500 is for dredging, paid for entirely by the Federal Government. (d) The total cost of the development is estimated to be in excess of \$1,000,000.

\*NUMBER OF CANADIAN WORKERS IN U.S. FORESTRY INDUSTRY UNABLE TO RECEIVE UNEMPLOYMENT BENEFITS FROM CANADA

Question No. 1,564—**Mr. Lambert (Bellechasse):**

How many Canadian workers employed in the United States forestry industry cannot receive unemployment benefits from Canada?

**Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council):** Mr. Speaker, this information is not known to the Unemployment Insurance Commission.

CMHC—STUDY "SOME ASPECTS OF CANADIAN HOUSING"

Question No. 1,569—**Mr. Hales:**

1. Has Central Mortgage and Housing Corporation provided money for the study "Some aspects of Canadian Housing" prepared by the Canadian Council on Social Development (Canadian Welfare Council) and, if so (a) was it in the form of estimates or as a research grant (b) how much money was provided?

2. What is the academic and personal background of Mr. Michael Audain who assisted in the study and writing of this report?

**Hon. Robert K. Andras (Minister of State for Urban Affairs):** 1. (a) (b) Central Mortgage and Housing Corporation has not provided money for the study entitled "Some Aspects of Canadian Housing".

2. Not applicable.

\*TRANS-CANADA HIGHWAY, MONTMAGNY, P.Q., TO NEW BRUNSWICK

Question No. 1,571—**Mr. Lambert (Bellechasse):**

Has the Quebec Government requested financial aid from the Government of Canada for the completion of construction of the Trans-Canada Highway from Montmagny, Québec to the New Brunswick border and, if so, on what date was this request received and what was the reply?

**Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council):** The answer is yes, Mr. Speaker. A request was made on December 5, 1969 for an extension in time to the Trans-Canada Highway Agreement, which was to expire with construction done to December 31, 1970. The reply stated that the federal government's decision to terminate the Trans-Canada Highway program was based on a number of factors, one being the extended length of time the program has been in force. The original legislation was enacted in 1949 and participation under it was available to all provinces since the first agreement was offered to the provinces in 1950, with termination at that time being 1956. A number of extensions were granted by subsequent legislation to the December 1970 date, thus providing a 21 year construction period. Other factors were the rapidly rising costs to the federal government, particularly by assistance to the provinces in the fields of health, education and regional expansion.

[Mr. Jerome.]

OPPORTUNITIES FOR YOUTH PROGRAM—AMOUNTS ALLOCATED TO PROVINCES

Question No. 1,574—**Mr. Fairweather:**

What amount per province has been allocated to date under the Opportunities for Youth Program?

[*Translation*]

**Hon. Gérard Pelletier (Secretary of State):** Mr. Speaker, the answer is as follows: Atlantic area, \$2.8 million; Quebec, \$9 million; Ontario, \$5 million; Prairies and Northwest Territories, \$3.8 million; British Columbia and Yukon, \$2.4 million; National projects, \$500,000.

[*English*]

CAUSEWAY OPPOSITE FORT COULONGE, P.Q.

Question No. 1,581—**Mr. Hees:**

1. Has it been brought to the attention of the Minister of Transport or of his Department that a causeway has been constructed over a navigable channel of the Ottawa River, opposite the Village of Fort Coulonge, Quebec, obstructing navigation and creating a possible hazard to health and a source of pollution and, if so, has the Department previously approved this construction, or was approval given after the construction?

2. In this latter case, has the Department requested the payment of a fee of \$1,000.00, as prescribed by regulations, when approval of a causeway is sought after it has been commenced and, if not, for what reason?

3. Has the Department ordered the demolition of this structure and, if not, for what reason?

4. What objections, if any, has the Department received in regard to this construction and what has it done to investigate such objections or other complaints received?

5. Has the Department of Transport communicated with other departments, either federal or provincial, concerned with health and the fight against pollution, to inform them of any complaints received, and of the possible harmful effects of this construction?

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport):** 1. The Department approved the work after commencement of construction.

2. The \$1,000 fee was requested and received by the Department.

3. No. The builder has complied completely with the requirements of the Navigable Waters Protection Act.

4. The objections received relate primarily to the question of appearance of the causeway and its possible effect on health and as a source of pollution. It was also suggested that it might cause some minor obstruction to navigation. The Department engineers have inspected the site before and after construction.

5. Yes, with the Federal Department of Environment and verbally with Quebec Water Board. The persons objecting have been advised to communicate with the appropriate Quebec provincial Department on all matters other than navigation about which they have concern since these are matters under provincial jurisdiction.