

Order Paper Questions

to say which federal and/or provincial departments will be participating in implementation of the study.

UIC—NUMBER OF KEYPUNCH OPERATORS RECEIVING
UNEMPLOYMENT INSURANCE

Question No. 685—Mr. Clarke (Vancouver Quadra):

On the last business day of each month from September, 1972 to September, 1974 inclusive, how many keypunch operators were receiving unemployment insurance benefits?

Hon. Robert K. Andras (Minister of Manpower and Immigration): Occupational coding does not readily yield this information. Unemployment Insurance Commission has considered this request and is unable to respond due to the high cost of the specific program requested.

NUMBER OF PUBLIC SERVANTS IN RECEIPT OF
REMUNERATION OF \$30,000

Question No. 718—Mr. Stevens:

In 1973, how many public servants earned gross remuneration in excess of \$30,000, \$36,000 and \$40,000 and, in each case, what was the aggregate amount paid to them?

Hon. Jean-Pierre Goyer (Minister of Supply and Services): (a) In 1973, 873 public servants received salaries in the range \$30,000 to \$35,999 for an aggregate of \$27,981,071; (b) In 1973, 308 public servants received salaries in the range \$36,000 to \$39,999 for an aggregate of \$11,667,894; (c) In 1973, 86 public servants received salaries of \$40,000 and over for an aggregate of \$3,776,364.

AIR CANADA—TRANSLATION OF DOCUMENTS

Question No. 726—Mr. McKenzie:

1. What documents of any and all description (such as technical, schematic drawings, employee directives, any type of form, stationery, etc.) within the whole Air Canada operation (world wide) have to be translated into the French language?

2. At what date must this translation be completed?

3. What amount was spent in the years 1973 and 1974 for translating such documents?

4. What will be the total cost to translate all existing documents, forms, stationery, etc., within Air Canada?

5. (a) Are all new documents, forms, etc., being ordered in both English and French (b) what will the additional cost be over ordering English only?

6. What percentage of Air Canada employees (a) at Dorval Air Base (b) in all departments at Winnipeg and Vancouver will have to be bilingual and by what date?

7. (a) What is the total cost of language training for the years 1973 and 1974 for employees across Canada (b) how many employees are learning (i) French (ii) English (c) will unilingual employees who refuse language training hold their seniority or will they be demoted or fired?

Hon. Jean Marchand (Minister of Transport): 1. The corporation makes available in both English and French all printed information addressed to the public such as timetables, signs, notices, posters, building directories, telephone listings, etc. For internal communications, except in operating and technical areas, all internal notices, collective agreements, directives, forms, bulletins, instructions and policies of an official nature are to be in both languages.

[Mr. Danson.]

2. Much of this material has already been translated and the remainder will be done on a continuing basis over the next few years.

3. 1973: \$66,000, 1974: \$166,000.

4. To translate the remaining existing documents, forms, publications, etc., will cost approximately \$300,000.

5. (a) Yes. (b) In addition to the \$300,000 for translation noted above, approximately \$150,000 will be required for composing and printing in another language.

6. Air Canada is still in the process of identifying the language requirements of positions at all locations, including Dorval, Winnipeg and Vancouver. Employees in positions not previously identified as requiring knowledge of both languages who are unwilling to acquire the necessary skills are not to be required to do so. Unilingual candidates for positions requiring both languages will be given the time required to acquire the necessary skills.

7. (a) 1973: approximately \$50,000, 1974: \$500,000; (b) Approximately 1,190 employees are enrolled in French courses in 1974 at levels from beginner to advanced, and 20 employees are taking English instruction, (c) They hold their seniority.

DATE OF APPOINTMENT OF HON. J. W. PICKERSGILL AS
PRESIDENT OF THE CANADIAN TRANSPORT COMMISSION

Question No. 774—Mr. Diefenbaker:

1. When was the Hon. J. W. Pickersgill appointed Chairman of the Board of the Canadian Transport Commission?

2. On what date did he retire?

3. What salary per annum did he receive during his period of service?

4. What retirement or other pension does he now receive from his service with the Board?

Hon. Jean Marchand (Minister of Transport): 1. There is no post of chairman of the board of the Canadian Transport Commission. The Honourable J. W. Pickersgill was appointed President of the Canadian Transport Commission effective September 19, 1967, for a period expiring June 23, 1975.

2. Mr. Pickersgill resigned from the Canadian Transport Commission effective August 31, 1972.

3. Mr. Pickersgill's salary was fixed within the range DM-3.

4. Mr. Pickersgill receives benefits under the Superannuation Act calculated in accordance with the terms of that statute.

SEAWAY INTERNATIONAL BRIDGE CORPN. LTD. EMPLOYEES

Question No. 795—Mr. Stevens:

1. As of March 31 in each year 1968, 1970, 1972 and 1974 (a) how many were employed by Seaway International Bridge Corporation Ltd. (b) what would have been their aggregate salaries if all were employed for a full year (c) how many had salary levels of (i) \$20,000 or more (ii) \$35,000 or more (iii) \$50,000 or more?

2. What was the salary or the salary range for each of the five highest paid employees of the Corporation?

Hon. Jean Marchand (Minister of Transport): The Seaway International Bridge Corporation Ltd., a subsidi-