

3. The union representatives were fitted into existing courses without charge.

4. Public Service Alliance Officers:

Presently on course:	Name	On leave from
	William E. Brassington	January 30, 1967
	Kenneth R. Fraser	April 3, 1962
	Andrew I. Stewart	April 1, 1967
Previously on course:		
	Albert H. Bond	June 19, 1956
	*T. J. Dooling	
	C. A. Edwards	October 1, 1962
	*Lloyd A. Fucile	
	**T. F. Gough	1945
	***Roy S. West	February, 1973 to December, 1973

* Took language training while in department.

** Retired August 1970.

***Has since resigned from Public Service.

DEPARTMENT OF MANPOWER AND IMMIGRATION—
ADVERTISING CONTRACTS

Question No. 101—Mr. Cossitt:

1. What are the names and addresses of all advertising agencies used by the Department of Manpower and Immigration since the present Minister assumed his portfolio?

2. (a) What are the amounts of all advertising contracts given such agencies during this period of time, what are the dates such contracts were awarded and in each case, were tenders or competitive presentations of any kind requested and, if not, who authorized in each case the expenditure of public funds without such tenders or competitive presentations (b) in each case, what was the general subject matter of the advertising contract?

3. What are the names and addresses of all advertising agencies used by the Department of Manpower and Immigration during the term of the Minister's immediate predecessor and if any of these agencies has not been used since then, for what reason and on whose decision were changes made?

Hon. Robert K. Andras (Minister of Manpower and Immigration): 1. Vickers & Benson Ltd., 980 Yonge Street, Toronto, Ontario, M4W 2J8.

2. (a) Vickers & Benson, \$270,785.42—Jan. 11, 1973; Vickers & Benson, \$1,038,110.41—Aug. 2, 1973; Vickers & Benson, \$426,677.05—Sept. 12, 1973. Tenders or competitive presentations were not requested. Authorization for these expenditures without tender or competitive presentations was given by Treasury Board on recommendation of the Department. (b) Summer Student Employment Program, Immigration Adjustment of Status Program, Local Initiatives Program.

3. (a) Vickers & Benson Ltd., 980 Yonge Street, Toronto, Ontario. (b) Gordon Hill Advertising, 1470 Place du Canada, Montreal, P.Q. (c) Omnicom Advertising Agency, 1110 Sherbrooke W., Montreal, P.Q. The minister decided not to use two of the advertising agencies mentioned above in order to reduce the amount of time required by departmental officials in briefing the different agencies on current activities and new policies of the department.

Order Paper Questions

NATIONAL DEFENCE—INCREASE IN PAY FOR RESERVISTS

Question No. 109—Mr. Hees:

Does the statement of the Minister of National Defence to the Association of Canadian Defence Associations, reported in Newspapers on January 18, 1974 to the effect that there will be an increase in pay for the Reserves, mean that there will be an increase in the establishments for units or the total pay available to units so as to provide (a) more pay for fewer soldiers (b) more pay for the same number of soldiers (c) more pay for more soldiers?

Hon. James Richardson (Minister of National Defence): The announced increase in pay is an increase in the rate of pay for reservists individually, and bears no relationship to the current or future size of the reserve forces.

CPR—SCRAPPING OF RAIL CARS

Question No. 130—Mr. Gleave:

1. How many rail cars of a type used for carrying grain have been scrapped by the Canadian Pacific Railway during (a) the past 12 months (b) the previous 12 months?

2. How many rail cars capable of being repaired to carry grain have been scrapped by the Canadian Pacific Railway during (a) the past 12 months (b) the previous 12 months?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission advises as follows: 1. (a) For the calendar year 1973, 1253 cars. (b) For the calendar year 1972, 1228 cars.

2. (a) and (b) In the Judgment of the railway, none. The practice of the railway is to inspect the condition of every car, and the decision to scrap a car is taken on the basis of the economic feasibility of repairing it.

GOVERNMENT STRATEGY—WIDESPREAD COMMODITY AND
MATERIAL SHORTAGES

Question No. 226—Mr. Stevens:

Does the government have a strategy to deal with widespread commodity and materials shortages within Canada which threaten the nation's growth potential for 1974 and, if so, what is the strategy?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): In so far as the Department of Energy, Mines and Resources is concerned: Canada moves into the year 1974 after a year of extraordinary high real growth. The world economy, including Canada, has enjoyed three decades of extremely rapid growth by historical standards. Both in a short and rather longer term sense it is not, therefore, surprising that evidence of specific commodity and material shortages would form a part of the problem of economic management. The tightness of world supply of some commodities and materials has, of course, been exacerbated by the recent major disruptions in petroleum supply. It is anticipated that both material and demand shortages outside of Canada will have a larger influence on Canadian real growth in 1974 than any internal shortages. The government is, however, examining intensively the possibility of strategic shortages particularly in the context of staging major Canadian capital developments over the next decade in a manner which will lead to sustainable growth and minimal dislocation. In so far as the Department of Industry, Trade and Commerce is concerned: Officials of the Department of Industry, Trade