

and the department first examines whether its own personnel can do the work before arranging contracts. At this time, the department does not envisage any significant change in the amount of this type of work which will be carried out by its own employees and the amount contracted out to private industry.

EMPLOYMENT OF FOREIGN NATIONALS—COASTAL VESSEL "TRAVETAL"

Question No. 2,218—Mr. Olausen:

1. Is it government policy to subsidize the employment of foreign nationals in Canada such as Germans, Austrians, Spaniards, Portuguese and Moroccans and, if so, does the policy prevent job opportunities for unemployed Canadians?

2. Do these nationalities comprise the total crew of the coastal vessel *Travetal* and was this vessel guaranteed a five year subsidy amounting to \$350,000?

3. Before or after the decision was made to grant such a subsidy, did the government make any attempt to request the Canadian shipping industry to tender Canadian ships employing Canadian crews in the trade in which the *Travetal* is currently employed and, if so, what were (a) the names of the shipping companies which were contacted (b) the dates the shipping companies were contacted (c) the persons contacted (d) the subsidy made in each case?

4. Was the *Travetal* initially permitted to enter the coasting trade of Canada because no suitable Canadian ships were available and, if so, what is the definition of a suitable ship for this trade?

5. Will the government undertake to transfer the existing subsidy and other assistance allowance, if any, to the owner of any Canadian ship when such ship becomes available and, if not, for what reason?

6. Were the Canadian vessels *OK Service* and *Federal Hudson* and their crews replaced with the vessel *Travetal* and its crew and, if so, is it the intention of the government to assist the owners and employees of these Canadian vessels and, if no assistance is planned, are there any assistance programs for which the owners and employees of these vessels would qualify?

7. For what reasons are the *Travetal* and similar vessels permitted permanent entry into the coasting trade of Canada and do they contravene the provisions of the Alien Labour Act?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): I am informed by the Department of Manpower and Immigration, the Canadian Transport Commission, and the Department of National Revenue as follows: 1. It is not the policy of the Department of Manpower and Immigration to subsidize the employment of foreign nationals in Canada.

2. No.

3. A careful scrutiny of the List of Shipping failed to reveal the existence of a suitable vessel under Canadian flag.

4. Yes; there was not any roll-on/roll-off end-loader vessel available under Canadian flag.

5. This is a hypothetical question.

6. No.

7. Under Section 662 of the Canada Shipping Act the Minister of National Revenue has no option but to issue a Coasting License, upon application, to a foreign-built, British registered ship upon which the duty has been paid. The *Travetal* is registered in Singapore and is owned in the United Kingdom thus qualifying as a British regis-

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tered ship. Full duty was paid in Halifax in the spring of 1972. Such vessels are subject to all generally applicable legislation. (The Alien Act does not come under the purview of the Department of National Revenue.)

VISIT BY GOVERNMENT OFFICIALS TO LOCKHEED SHIPBUILDING, SEATTLE, WASHINGTON

Question No. 2,224—Mr. Forrester:

Is it the intention of the government to give priority to initiating consultations with the government of the United States as to what the probable use of the two icebreakers of 60,000 plus horsepower that the United States Coast Guard and Department of Transport have under construction in Seattle, Washington will be in terms of precise areas and, if not, for what reason?

Hon. Jean Marchand (Minister of Transport): Not required at this time as it is not considered to be necessary.

CONSULTATIONS WITH UNITED STATES GOVERNMENT RELATING TO ICEBREAKERS

Question No. 2,225—Mr. Forrester:

1. What are the names of the officials of the government who have visited Lockheed Shipbuilding of Seattle, Washington, with respect to the two polar icebreakers being built there, as indicated would be done in response to Question No. 1,901, Part 6?

2. What has been the result of such consultation in terms of probable area of use for such vessels, specifically, will these vessels be used in the Canadian Arctic Archipelago?

Hon. Jean Marchand (Minister of Transport): 1. Captain I. Green and Mr. R. A. Lawrence of Canadian Coast Guard and Mr. R. Gilbert of the Department of Supply and Services.

2. It is our understanding that these vessels will be used in Antarctic and Alaskan waters.

EMPLOYMENT OF ICEBREAKERS IN THE CANADIAN ARCTIC ARCHIPELAGO

Question No. 2,226—Mr. Forrester:

1. Has the government of the United States given assurances to the government that the two polar icebreakers under construction by Lockheed Shipbuilding Co. Ltd. of Seattle, Washington will not be employed in the Canadian Arctic Archipelago?

2. Have such assurances been sought by the government and (a) if not, for what reason (b) if so, on what dates?

Hon. Jean Marchand (Minister of Transport): 1. No.

2. Not considered necessary at this time.

CANADIAN POLAR ICEBREAKER

Question No. 2,227—Mr. Forrester:

With respect to response to Question No. 1,901, Part 7 and in the light of the U.S. Polar icebreaker construction program to be completed in three years, for what reason are Canadian plans for Canadian polar icebreaker capability not being altered or accelerated?

Hon. Jean Marchand (Minister of Transport): Plans were accelerated but this was not related to the U.S. program. We became aware of possible ore and other