

## QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

### POLYMER CORPORATION—DISMISSAL OF PERSONNEL

#### Question No. 2—Mr. Orlikow:

How many people were dismissed by Polymer Corporation in the year 1971 (a) with professional degrees (b) technicians (c) others?

**Hon. James Richardson (Minister of Supply and Services):** Polymer Corporation Ltd., advises that: The number of employees whose employment with Polymer was terminated in 1971 was as follows: (a) 35; (b) none; (c) 84 (24 employees have since been re-employed with the company).

3.	1968-69	1969-70	1970-71	1971-72
Administration.....	520,510	632,100	1,036,158	598,465
Agriculture.....	19,578	270,300	2,666,684	2,859,657
Forestry.....	945,249	1,462,067	1,675,497	1,679,415
Fisheries.....	7,094	868,206	405,657	609,288
Mines.....	—	—	—	1,419,813
Recreation and Tourism.....	241,766	945,484	1,025,692	1,821,697
Economic Expansion.....	—	—	—	957,625
Social and Manpower Development.....	77,111	514,640	925,183	1,808,039
Urbanization.....	50,781	606,000	2,477,084	2,276,853
Regional Transportation.....	216,225	1,825,474	1,486,002	5,010,764
Research.....	106,291	181,950	447,129	—
	\$ 2,184,605	7,306,221	12,145,086	19,041,616

4. One major study of transportation problems, undertaken by Lalonde, Valois, Lamarre and Associates, was financed wholly by the federal government (DREE and CTC) at a cost of \$202,233 in 1969-70 and \$22,470 in 1970-71. A large number of studies directed by the province were also conducted on a cost-sharing basis, the federal contribution over the period totalling \$1,493,772.

### BUTTONVILLE AND TORONTO-MARKHAM AIRPORTS

#### Question No. 359—Mr. Ryan:

1. Will operations at the Buttonville Airport and at the Toronto-Markham Airport be allowed to continue when the proposed new Toronto Airport is put into operation?

2. Is it the intention of the government to become involved in discussions with provincial, regional and municipal authorities aimed at providing Toronto with a downtown airport?

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport):** 1. While some procedural control might be necessary, operations at Buttonville Airport will be allowed to continue. Continued operations at the Toronto-Markham Airport will not be possible in view of the close proximity of this site to the new airport location.

2. Yes.

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## Questions

### DEVELOPMENT OF GASPÉ REGION

#### Question No. 230—Mr. Burton:

1. What were the amounts of federal funds spent in each fiscal year to date under the Federal-Provincial Agreement with the Province of Quebec on the development of the Gaspé Region, signed in May, 1968?

2. What were the corresponding amounts spent by the Province of Quebec?

3. In each of the above years, how were the amounts of federal funds spent, distributed according to specific activities?

4. In each of the above years (a) what amounts of federal funds were spent on consulting, research and similar fees (b) what were the names of consultants, researchers and other personnel of this kind (c) what were their assignments (d) what amounts of federal funds were paid to these experts?

**Hon. Jean Marchand (Minister of Regional Economic Expansion):** 1. 1968-69, \$2,184,605; 1969-1970, \$7,306,221; 1970-71, \$12,145,086; 1971-72, \$19,041,616.

2. This information should be requested from the Province of Quebec.

### AIR CANADA—RELOCATION OF WINNIPEG PERSONNEL

#### Question No. 392—Mr. Rowland:

1. Is it the intention of Air Canada to further reduce the number of dispatchers and assistant dispatchers located at Winnipeg and, if so, on what date?

2. Is it the intention of Air Canada to relocate the flight crews now located in Winnipeg and, if so, on what date?

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport):** The Management of Air Canada advises as follows: 1. The dispatch function at Winnipeg was terminated in November 1970. At that time five Assistant Dispatchers were permitted to remain in Winnipeg until such time as they were required at other locations. It is expected that all of these will have been relocated by June 30 this year.

2. There are no present plans to reduce the number of flight crews in Winnipeg. However, the number of people required to fly aircraft and to cater to passengers is dictated by the number of flights and the type of airplane used.