

Other instructions of this nature may be expected in the future as a result of a continuing review of the application of grant policy to particular Crown corporations and to particular circumstances.

TORONTO—ACQUISITION OF ADDITIONAL LANDS FOR AIRPORT

Question No. 673—Mr. Robinson:

1. What is the government policy in acquiring additional lands to increase the size of Toronto International Airport?

2. Are real estate appraisers and other officials of the Real Estate Branch of the Department of Transport presently negotiating to acquire additional lands for the expansion of Toronto International Airport and are they empowered to negotiate in good faith and can the parties with whom they are negotiating rely on their authority to do so on behalf of the Department of Transport and, if not, will the Department of Transport advise to what extent it will support the negotiations enumerated by the Department of Transport real estate officials with owners of real estate presently required for Toronto International Airport expansion?

3. What formula is in effect or is contemplated by the government in determining the value to be placed on acreage required for the expansion of the Toronto International Airport (a) immediately adjacent to the present airport (b) building on lands adjacent to present airport (c) business disruption and/or business loss allowance (d) moving costs (e) appraisal, legal and other costs (f) real estate commissions and/or allowances (g) long and short term lease arrangements?

4. What is the time plan proposed by the government to acquire lands for immediate needs at Toronto International Airport?

5. What are the priorities of construction for the expansion of (a) the present runways (b) the proposed new runways on existing lands (c) the proposed new runways on lands to be acquired?

Hon. Paul Hellyer (Minister of Transport):

1 and 2. There are presently no plans to acquire land for expansion of Toronto International Airport.

3 and 4. Not applicable in view of answer to parts 1 and 2.

5. (a) Existing runway 05L-23R to be lengthened from 5700 ft. to 10,500 ft. starting in 1969 for completion in 1971. (b) and (c) Not applicable.

PONTIAC, QUE.—LABOUR RETRAINING

Question No. 714—Mr. Lefebvre:

1. How many persons were accepted in the labour retraining courses in Quebec and in the constituency of Pontiac?

2. How many persons completed an application form and were refused in Quebec and in the constituency of Pontiac?

Questions

3. What was the total amount paid to the said persons in Quebec and in the constituency of Pontiac?

4. (a) How many schools in Quebec were used for the said courses and what was the total amount paid for rent (b) what are the names of the schools and places where such courses are given in Pontiac and what was the total amount of rent paid to each of the said schools?

5. (a) What are the teachers' salaries in Quebec for teaching these courses (b) what salaries were paid to the teachers in Pontiac?

6. (a) What other expenses were incurred in detail in Quebec (b) what other expenses were incurred in detail in Pontiac?

7. What courses were offered to the public in (a) Quebec (b) Pontiac, and how many men and women participated?

8. How many of such persons (a) in Quebec (b) in Pontiac, were under 20 years of age, 20 to 25 years of age, 25 to 30 years of age, 30 to 35 years of age, 35 to 40 years of age, 40 to 45 years of age, 45 years and over?

9. What is the percentage of persons who completed their courses and found a job in line with the course they took (a) in Quebec (b) in Pontiac?

[Translation]

Hon. Allan J. MacEachen (Minister of Manpower and Immigration): 1. Number of persons on courses under OTA during the fiscal year 1967-68: Quebec, 41,277; Pontiac, 39.

2. This information is not available since clients do not complete application forms. Authorization for training is made by a manpower counsellor based upon a counselling interview during which individual training needs are assessed in relation to the needs of the labour market.

3. During the 1967-68 fiscal year, payments were as follows:

	Quebec	Allowances
Training Costs		
\$15,171,000		\$12,171,000
	Pontiac	
\$21,300		\$40,040

4. (a) During the fiscal year 1967-68 training was given in 334 centres in Quebec. The Department of Manpower and Immigration buys places in courses from the Department of Education and the Department of Labour. Course costs may include rent but the amount paid for rent is not separately identified in Departmental records. (b) No courses were organized in Pontiac during the 1967-68 fiscal year; trainees were sent to training centres elsewhere. Our records on course costs do not include details of individual cost grants.

5. While teachers' salaries are included as a component of the cost which the Department will pay to the province, our records do not separately identify the amounts.