

Order Paper Questions

Group	Agreed	Rates Effective
Hospital Services	Aug. 30, 1968	Oct. 1, 1966
Printing Operations	June 28, 1968	Feb. 1, 1967
Ship Repair	July 22, 1968	Oct. 15, 1967
Ships' Crews	April 28, 1969	Oct. 1, 1966
Nursing	Aug. 29, 1968	July 1, 1967
Education	May 29, 1968	Sept. 1, 1967
Education Support	July 20, 1971	Sept. 1, 1969
Engineering and Scientific Support	May 22, 1969	July 1, 1967
Ships' Officers	May 28, 1969	July 1, 1969

2. The pay rates for Correctional Officers of the Canadian Penitentiary Service of the same classification at all penal institutions in Canada are as follows:

CX-1	\$ 6,688.44	\$ 7,385.51	\$ 8,083.11	\$ 8,780.18	\$ 9,477.25
CX-2	\$ 6,870.01	\$ 7,597.87	\$ 8,325.68	\$ 9,052.54	\$ 9,780.39
CX-3	\$ 9,456.38	\$ 9,759.52	\$ 10,062.66		
CX-4	\$ 9,759.52	\$ 10,062.66	\$ 10,365.81		
CX-5	\$ 10,095.01	\$ 10,428.42	\$ 10,762.34		
CX-6	\$ 10,398.16	\$ 10,731.56	\$ 11,064.96		
CX-7	\$ 10,792.61	\$ 11,126.01	\$ 11,459.41		
CX-8	\$ 11,095.75	\$ 11,429.15	\$ 11,762.56		
CX-9	\$ 12,709.00	\$ 13,175.00	\$ 13,642.00	\$ 14,109.00	
CX-10	\$ 13,234.00	\$ 13,700.00	\$ 14,167.00	\$ 14,633.00	

3. The basic rate of pay for Carpenter Instructor of the Canadian Penitentiary Service of the same classification at all penal institutions in Canada varies depending upon the zone or region in which he works from \$3.63 to \$5.06 per hour in accordance with the rates negotiated and contained in the General Labour and Trades collective agreement signed on the October 31 1972.

FEDERAL-PROVINCIAL PROGRAMS UNDER OFFICIAL LANGUAGES ACT

Question No. 32—Mr. Coates:

1. What has been the cost to the government of programs initiated since passage of the Official Languages Act?
2. Of the total, how much has been provided to provincial governments for language instruction and what is the breakdown in assistance by province?
3. Of the total amount spent by the government on federal program, what have been the programs and how much has each cost to date?

Hon. James Hugh Faulkner (Secretary of State): 1. For the period of January 1, 1970 to December 31, 1972, the cost of the various programs administered by the Depart-

[Mr. Drury.]

ment of the Secretary of State under the Bilingualism Development Program has been \$167,819,970.

2. For the period of January 1, 1970 to March 31, 1972, amounts granted to provincial governments or provincial institutions may be broken down as follows: Newfoundland, \$326,204; Prince Edward Island, \$246,895; Nova Scotia, \$1,679,530; New Brunswick, \$10,540,116; Quebec, \$73,293,456; Ontario, \$34,133,769; Manitoba, \$2,097,071; Saskatchewan, \$1,099,627; Alberta, \$2,062,234; British Columbia, \$2,089,874; (a) Final figures for fiscal year 1972-73 are not yet available on a provincial basis, but payments of \$39,449,760 have been made between April 1, 1972 and December 31, 1972 to provincial governments or provincial institutions; (b) For the period of January 1, 1970 to December 31, 1972, an amount of \$801,075 has been spent in non-governmental sectors (national voluntary associations, linguistic research, etc.); this amount cannot be broken down on a provincial basis.

3. The amounts spent by the government between January 1, 1970 and December 31, 1972, under the various programs administered by the Department of the Secretary of State are the following: (a) Assistance for education in the official minority language (English in Québec and French elsewhere) and the teaching of the second official language (English in Québec and French elsewhere) at the pre-university levels: \$150,048,221; (b) Assistance for education in the official minority language and the teaching of the second official language at the university or teacher training levels: \$12,692,169; (c) Technical and financial assistance in areas other than education (translation, language courses for provincial civil servants, etc): \$551,154; (d) Summer language courses for students: \$3,727,351; (e) Assistance in non-governmental sectors: \$426,075; (f) Linguistic research: \$375,000.

FEASIBILITY STUDIES ON CONSTRUCTION OF RAIL LINE FOR TRANSPORTING OIL FROM ARCTIC

Question No. 38—Mr. Gleave:

1. Have any studies or research been undertaken by the Department of Transport into the feasibility of the construction of a rail line for the purpose of transporting oil and liquified gas from the production fields in the Arctic to points in southern Canada?
2. Have any studies been made into construction and maintenance costs as between rail transport and pipeline transport of oil and gas?
3. Have comparative studies been undertaken as to the effect on the ecology between these two alternate methods of transporting oil and gas?

Hon. Jean Marchand (Minister of Transport): 1. The Ministry of Transport has contributed towards funding the study "Railway to the Arctic" carried out in 1972 by the Canadian Institute of Guided Ground Transport, Queen's University. This report examines in a preliminary way the technical feasibility and the cost of rail movement of oil in the permafrost region from Prudhoe Bay on the Alaskan north slope to North American markets.

2. Some tentative comparison of the cost of moving oil between different transportation modes were made by the Canadian Institute of Guided Ground Transport in connection with the "Railway to the Arctic" study. It is likely that because of interest in both these modes further comparative work will be done.