

10 weeks of unemployment in 1971. (iii) 13 per cent of males and 4 per cent of females (or 8 per cent of all low income unattached individuals) reported more than 10 weeks of unemployment in 1971.

2. In 1971 of all low income families: (i) 18 per cent on farms but only 8 per cent could be classified as farm families on basis of their income composition.⁽³⁾ (ii) 92 per cent were non-farm families.⁽³⁾ (iii) no data available.

3. In 1969 families and unattached individuals with more than 50 per cent of their income coming from government transfer payments, other than OAS, GIS, family allowances and UI benefits spent:⁽⁴⁾ (a) 34.6 per cent of their total budget on food; (b) 24.1 per cent of their total budget on shelter.

4. No data available in respect to earned income.

Notes: ⁽¹⁾Number of low-income families was estimated at 814,000 in 1971. A family was below the low income cut-off if its income in 1971 was below: \$3,355 for families of two members; \$4,026 for families of three members; \$4,697 for families of four members; \$5,368 for families with five or more members.

⁽²⁾Estimated number of low income unattached individuals was 651,000, i.e., unattached individuals with incomes below \$2,013 in 1971.

⁽³⁾A family is considered a farm family if at least one member received more than 50 per cent of his total income in the form of net income from farming.

⁽⁴⁾Government transfer payments such as social assistance, veterans' pensions, war veterans' allowances, workmen's compensation, mothers' allowance, pensions for the blind and disabled.

POLLUTION CONTROL REGULATIONS

Question No. 744—Mr. Forrestall:

1. Is it the intention of the government to re-institute the requirement formerly contained in the Pollution Control Regulations governing the use of the Arctic area that there be a competent ice pilot or ice-trained officer on board and, if not, for what reason?

2. Does the government consider that the safety and effectiveness of any shipping in that area depends on the capability of the Master to a large degree?

Hon. Jean Marchand (Minister of Transport): 1. Section 26 of the Arctic Shipping Pollution Prevention Regulations requires, and has always required, that a qualified ice navigator be on board; (a) every tanker navigated in any zone; (b) every ship that is not a tanker, when navigated in any zone except during the normal open water period.

2. Yes.

ICEBREAKER FOR ARCTIC SERVICE

Question No. 746—Mr. Forrestall:

1. (a) What steps have been taken to determine the size and power of the most suitable icebreaker for Arctic service (b) what were the results?

2. What decision has been reached as to the numbers of such vessels required?

3. Is it the intention of the government to use such vessels for search and rescue functions?

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4. Is it the intention of the government to provide that a charge will be levied against the rescued owner of a vessel beset in Arctic waters and, if so, on what basis will such a charge be levied?

Hon. Jean Marchand (Minister of Transport): 1. There really is no such thing as the most suitable icebreaker for Arctic service. The size and class depend on the type and duration of services to be provided. When the *Louis S. St. Laurent* was designed, it was determined that she was the best design for the over-all use required of her. The design of a particular class will depend on a combination of the zone in which it will operate and, as said previously, the type of service she will be expected to provide.

2. No decision has been reached for it will depend on the increases or decreases in numbers and types of vessels to be served.

3. All government ships are used for search and rescue operations as the situation dictates. Icebreakers are no exception.

4. The question of charges to be levied is being considered but it is in the very early stages. We do not anticipate there would be any distinction between Arctic and other ice-infested waters.

TRAINING PROGRAM FOR SEAMEN ON ARCTIC ICEBREAKER SERVICE

Question No. 747—Mr. Forrestall:

1. What action has the government taken toward the establishment of a training program for seamen on Arctic icebreaker service?

2. Has the government any plans for the establishment of a special institution for such a purpose and, if so (a) what are they (b) where will it be located?

3. Is it the intention of the government to ensure that no effort is spared to ensure the recruitment of Northerners, particularly Eskimos, in both officer and seaman roles for such icebreaker service?

Hon. Jean Marchand (Minister of Transport): 1. Ships' officers receive training at the Canadian Coast Guard College in North Sydney with practical experience being obtained on board the icebreakers. Unlicensed personnel receive practical experience and training during icebreaking operations.

2. A more comprehensive program for the training of unlicensed personnel is presently being considered. It is anticipated that it would probably take place at the same location as officers are presently being trained.

3. There is no restriction on the recruitment of northerners in both the officer and unlicensed roles for services on any of our icebreakers. They would be recruited into positions compatible with their experience and would be given additional training if necessary.

COAST GUARD

Question No. 748—Mr. Forrestall:

Is it the intention of the government to establish the Coast Guard as a distinct service, with its powers, duties and terms of reference defined by an Act of Parliament and, if so, will special efforts be made to recruit residents of Northern Canada, particularly Eskimos, for both officer and seaman roles and training?