

Order Paper Questions

Hon. Jean Marchand (Minister of Transport): Air Canada management advises as follows: 1 and 2. Indications are that the vast majority of passengers welcome periodic reports on progress of the flight. This practice is followed by most airlines. It is not intended at this time to discontinue it.

*FIREFIGHTERS' SAFETY AT AIRPORTS

Question No. 2,184—**Mr. Reynolds:**

1. Did the Union of Canadian Transport Employees indicate to the government that the new plan for firefighting safety in our airports is unsafe and, if so, does the Minister of Transport plan to increase the staff of firefighters accordingly?

2. Does the Minister accept the contention of the Union that the government's plan will add to the hazards faced by firefighters and curtail the efficiency and ability to carry out their duties in a proper and prescribed manner?

3. Does the personnel complement required to man foam tenders and pumps at CAF air bases differ from that at category A airports and, if so (a) how many in each case (b) what is the ratio of flights for each (c) do the types of aircraft and numbers of passengers play a role in determining such complement?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, because of the length of the answer, perhaps it could be accepted as read and printed in *Hansard* in the normal way.

Mr. Speaker: Is this agreed?

Some hon. Members: Agreed.

[*Editor's Note: The statement referred to above is as follows:*]

I am informed by the Minister of Transport and the Department of National Defence as follows: 1. As this was considered to be a technological change, joint consultation was carried out. The Union of Canadian Transport Employees presented a brief which outlined their concern. The ministry replied to the brief and expanded on the concept. The technological change is considered to provide improved operational tactics and better utilization of manpower. No increase in staff of firefighters is planned as a result of this change.

2. No. The planned manpower utilization provides two men without vehicle operation responsibilities for fire area duties, whereas the existing manning standards permit only one man for this function. The availability of these two men for overall supervision and assistance where needed reduces the hazard potential and provides for improved efficiency.

3. (a) and (b) Any comparison between DND and other airport fire protection policies must be made in general terms as there is no direct relationship. Equipment differs in size and capacity. In addition, Canadian forces' airports are categorized according to weight of aircraft, number of movements (take-off and landing) and type of armament carried. The fire protection staffs at these airports are responsible for structural as well as crash/rescue fire protection and, therefore, must cross-man fire fighting equipment depending on the type of emergency situation reported. (c) The number of passengers is not a significant factor in determining personnel establishments.

[Mr. Clark (Rocky Mountain).]

WORKING PAPERS ON INCOME SECURITY

Question No. 2,187—**Mr. Macquarrie:**

1. How many copies of the first edition of the working paper on Income Security were printed?

2. What was the cost of (a) printing (b) the plates for the first edition?

3. How many copies of the first edition were distributed?

4. How many copies of the second edition of the working paper on Income Security were printed?

5. What was the cost of (a) printing (b) the plates for the second edition?

6. What was the purpose of printing a second edition?

Hon. Marc Lalonde (Minister of National Health and Welfare): 1. Six thousand two hundred forty.

2. (a) \$13,335; (b) \$640.

3. All.

4. Seventy thousand.

5. (a) \$32,415; (b) \$640;

6. To meet the heavy demand for copies of the working paper from Members of Parliament, federal and provincial government departments, professional organizations, voluntary welfare groups, labour organizations and from the public at large.

PURCHASE OF ARTIFACTS OF HISTORICAL SIGNIFICANCE BY NATIONAL MUSEUMS OF CANADA

Question No. 2,208—**Mr. Forrestall:**

1. What was the amount spent by the National Museums of Canada in purchasing artifacts of historical significance in each year since 1965 inclusive?

2. What was the amount budgeted for the fiscal year ending March 31, 1964?

3. Does the government consider that the funding as outlined above is adequate?

4. Is the government considering the giving of the highest priority to the acquisition of artifacts of historical significance for the preservation for generations of future Canadians?

Hon. James Hugh Faulkner (Secretary of State): In reply to Parts 1 and 2, I am informed by the National Museums of Canada as follows, on the assumption that the purposes of the Corporation, to demonstrate the products of nature and the works of man, are considered to be of historical significance: 1. The National Museums of Canada came into existence on January 1, 1968. 1968-69, \$990,044; 1969-70, \$1,448,936; 1970-71, \$1,068,733; 1971-72, \$1,376,902; 1972-73, \$2,941,133.

2. \$3,400,000.

3. Yes.

4. The government continues to give high priority to the acquisition of objects which form part of the Canadian heritage. An Emergency Purchase Fund has been established under the National Museum policy, announced by the Secretary of State on March 28, 1972, which is administered by the National Museums of Canada so that the competent authorities can act quickly in the event that objects deemed to be of particular significance to the Canadian heritage risk being lost to the country through sale abroad. The Fund can also be used to repatriate Canadian treasures already in foreign hands. Objects