

would have to be clear and compelling reasons to justify special rollover treatment for farm corporations and partnerships, and not for other family businesses or perhaps the whole range of capital properties passing between generations on death. The deferral of capital gains tax on individually-owned farms is a very special exception to the general framework of income tax legislation. It was introduced only for very compelling reasons which stem from the continuing importance of the small family farm to our country and the disruptive effect which this feature of the income tax system could have where the family was not organized to deal with it.

DEMURRAGE PAID FOR GRAIN SHIPS

Question No. 2,053—**Mr. Schellenberger:**

1. For the crop year (a) 1974-75 (b) 1975-76, what was the total number of grain ships delayed in (a) Vancouver (b) Thunder Bay (c) Prince Rupert?
2. Since August 1, 1975 to date (a) what demurrage was paid for grain ships (b) what was the total number of grain ships delayed in each harbour?

Hon. Otto E. Lang (Minister of Transport): In so far as the Canadian Wheat Board is concerned: 1. The Canadian Wheat Board has information only on the amount of demurrage claimed and cannot provide statistics on the actual number of ships delayed in Vancouver, Thunder Bay and Prince Rupert, for the crop years 1974-75 and 1975-76.

2. (a) In the period August 1st 1975 to March 15th, 1977, the amount of demurrage paid by the Canadian Wheat Board was \$12,606,048.67. (b) The actual number of ships delayed is not available.

MINISTER OF MANPOWER AND IMMIGRATION—PROPOSED VISIT TO LEEDS

Question No. 2,064—**Mr. Cossitt:**

1. Did the Minister of Manpower and Immigration visit the proposed Constituency of Leeds—Grenville under redistribution this year and, if so (a) on what date (b) for what purpose?
2. Is the Minister aware of press reports attributing to the Minister a statement that the Prime Minister has personally asked him to look after electing a member of the Liberal Party to represent the proposed Constituency of Leeds—Grenville in the next Parliament and, if so (a) on what date did the Prime Minister make such a request (b) what was the purpose of the request?
3. Is it the policy of the government, in certain cases, to assign a Cabinet Minister to direct the Liberal Party election campaign on behalf of the government in a specific constituency presently represented by members of the Progressive Conservative Party and, if so (a) on what date and for what reason did this become a government policy (b) does this constitute a new government policy of extending specific honours to certain constituencies by giving them specific Prime Ministerial attention?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): In so far as the Department of Employment and Immigration and the President of the Privy Council are concerned: 1. Yes—(a) January 26, 1977; (b) To address the founding meeting of the Leeds-Grenville Liberal Association.

2. No—(a) N/A; (b) N/A.

3. See Beauséne, fourth edition, citation 171 (a), (b), (f), (g), (h), (i) and (dd).

Order Paper Questions GOVERNMENT AIRCRAFT

Question No. 2,065—**Mr. Cossitt:**

1. Since the preparation of the answer to Question No. 50, have there been further occasions where the Minister of Transport has used government owned aircraft and, if so (a) what was the (i) point of departure and destination (ii) cost to the taxpayer (iii) purpose of the flight (b) what is the name, address and job designation of all persons who accompanied the Minister?
2. What was the total cost to the taxpayer of all such flights?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): See replies to questions Nos. 29 and 30 answered this day.

AIRCRAFT IN STORAGE AT SASKATOON

Question No. 2,066—**Mr. Cossitt:**

1. With reference to the answer to Question No. 47, concerning government aircraft in storage at Saskatoon Municipal Airport, has any change occurred in the status of any of the aircraft including, in each case (a) transfer and, if so, to what location (b) sale and, if so, what is the name, address and price involved and all other pertinent details of the sale (c) negotiations or agreements for sale and, if so, with whom, at what address and all other pertinent details?
2. Are any of the hangars presently empty or about to become empty as a result of the disposal of the aircraft?
3. Have any of the hangars been rented or sold and, if so (a) to whom (b) at what address (c) at what price?
4. Is it the intention of the government to open a larger recruiting depot in Saskatoon and, if so, what are the details?
5. Will a larger military presence be established in Saskatoon and, if so, what are the details?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of National Defence, Transport and Supply and Services as follows:

1. Yes. (a) The following aircraft have been transferred:

Type of Aircraft	Quantity	Transferred to
Tracker CP 121 Patrol	3	Dartmouth, N.S.
Tracker CP 121 Patrol	9	Mountain View, Ont.
T33 Jet Trainer	8	Mountain View, Ont.
Dakota CC 129 Transport	2	CFB Winnipeg, Man.
Dakota CC 129 Transport	8	Crown Assets Disposal Corporation
Otter CF 123 Transport	7	Crown Assets Disposal Corporation

(c) All aircraft that have been declared surplus have been sold.

2. Yes. Three buildings are now empty and the fourth building will be empty by the end of October, 1977.

3. The Department of National Defence hangars known as No. 3, 4, 5, and 6 and building No. 86 at Saskatoon Airport will be transferred to the Department of Transport as soon as vacated by the Department of National Defence. Transport Canada intends to declare the hangars surplus to its requirements. Transport Canada is prepared to enter into a 10 year lease with any purchaser of hangar No. 3 after which time the building is to be removed from the site. Hangars Nos. 4 and 5 will also be sold but are required to be removed from the site. Transport Canada is prepared to offer to the purchaser of