

Questions

3. \$508,000.

In so far as the Department of Transport is concerned: The Atlantic Development Board has been authorized to provide financial assistance from the Atlantic development fund in the amount of \$150,000 for site preparation including cribwork and retaining wall at Willow Cove, Queens county, Nova Scotia. No contracts have been awarded and no money spent.

AIR TRANSPORT OCCUPANCY RATES

Question No. 138—**Mr. Mather:**

1. What was the occupancy rate of Air Canada and Canadian Pacific Air Lines seats on domestic flights during 1963, 1964 and 1965?

2. Is consideration being given by Air Canada to reduce fares for persons 12 to 21 years of age?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): 1. (a) The management of Air Canada advises as follows: The occupancy rate, i.e., passenger load factor for Air Canada on domestic flights: 1963, 60.9 per cent; 1964, 63.2 per cent; 1965, 65.8 per cent. (b) The Air Transport Board advises as follows: The over-all occupancy rates (i.e., passenger load factors) for Canadian Pacific Air Lines' domestic services, calculated from data filed with the board by C.P.A., i.e., passenger miles divided by available seat miles, were as follows: 1963, 61.7 per cent; 1964, 61.9 per cent; 1965 (Jan.-Oct.), 60.9 per cent.

2. Air Canada is not considering, at this time, reduced fares for persons 12 to 21 years of age.

BONDED STORAGE, HALIFAX AIRPORT

Question No. 155—**Mr. Forrestall:**

1. Has Air Canada or any agency of government or the government itself, given any consideration to the provision of suitable "bonded" storage space at the Halifax international airport?

2. If so, what has been the result of such considerations?

Hon. Judy V. LaMarsh (Secretary of State): I am informed by the Departments of National Revenue and Transport as follows. In so far as the customs and excise division is concerned:

1. No.

2. N. A.

In so far as the Department of Transport is concerned:

1 and 2. Air freight and express arriving at Halifax "In Bond" is either transferred to "bonded" storage in the city or delivered to the customer on a "standing order" issued by the city customs. The customer is thus per-

[Miss LaMarsh.]

mitted to take immediate delivery of his goods at the airport and file his entry at a later time with the city customs office.

The volume of "bonded" cargo at present being received at Halifax airport does not require immediate expansion of facilities available but the matter is being kept under review.

For passengers and their baggage, of course, the complete "international arrivals" section of the terminal is in effect a "bonded" area where goods or persons arriving are cleared through customs control.

COMMISSION ON BILINGUALISM AND BICULTURALISM

Question No. 160—**Mr. Coates:**

1. What has been the cost to date of the Royal Commission on Bilingualism and Biculturalism?

2. What was the cost of the last series of meetings held by this commission?

3. What is the final estimated cost of this commission?

Mr. John R. Matheson (Parliamentary Secretary to Prime Minister): I am informed by the Royal Commission on Bilingualism and Biculturalism as follows: 1. Expenditures to date (as of December 31, 1965) \$3,538,523.70.

2. The cost of the last series of meetings of the commission (Ottawa, January 12, 13 and 14, 1966) was \$3,183.70.

3. No final estimates are possible at this time.

MARITIME MARSHLANDS OFFICE, AMHERST, N.S.

Question No. 208—**Mr. Coates:**

1. What is the total staff of the M.M.R.A. office at Amherst, N.S.?

2. How many additional individuals will join the staff as a regional office under ARDA?

3. Will there be any significant change in the type of program developed through this office and, if so, what?

Hon. Maurice Sauvé (Minister of Forestry): 1. 33.

2. 8.

3. The establishment of an Atlantic regional office of rural development and the joining of the programs and agreements under the Maritime Marshland and Rehabilitation Act and under the Agricultural Rehabilitation and Development Act will result in: (1) The integration of the present M.M.R.A. organization and staff within the regional rural development office. (2) Provide for a closer working relationship with the provincial authorities which will result in expediting the planning, approval and implementation of programs and projects.