

orders. The remaining 549 have escaped detection and are presumed to be still in Canada, though some may have left the country without our knowledge. Ship deserters are recorded by citizenship rather than by racial origin and the attached table shows the citizenship of the 549 not apprehended.

2. No.

3. Yes. (a) Yes; (b) March 29, 1966; (c) his appeal was dismissed by the immigration appeal board on May 9, 1966.

Seamen who deserted their ships at Canadian ports during 1965 who have not yet been apprehended or who have left Canada other than as a result of a deportation order being issued:

Citizenship	Number
Algeria	1
Austria	1
China (People's Republic)	36
Colombia	1
Cuba	16
Cyprus	1
Denmark	4
Finland	1
Germany	14
Greece	329
Ireland (Eire)	2
Italy	5
Jamaica	1
Korea, South	1
Morocco	1
Netherlands, The	4
Norway	18
Pakistan	1
Panama	1
Peru	1
Poland	1
Portugal	11
Spain	21
Sweden	2
U.K. and C.	29
U.S.A.	3
Yugoslavia	43
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	549

***AIR RESCUE SERVICE, VANCOUVER AIRPORT**

Question No. 1,839—Mr. Basford:

1. Is the Department of Transport taking action to provide air rescue operations for the tidal flat areas surrounding Vancouver international airport and, if so, what action is it taking?

2. Has the department investigated the suitability of hovercraft for such rescue operations and, if so, what do these investigations indicate?

Questions

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): 1. The question of the feasibility and best method of providing rescue services for the tidal flat area off Vancouver international airport is being investigated by the Department of Transport. In the meantime interim arrangements are that the Coastguard crash boats stationed at the Kitsilano base, a very short distance away from the mud flat area, can be called on for help. In addition light rubber boats are being provided at the airport itself.

2. The suitability of other types of craft for coastguard work generally is also being investigated in this connection.

DRY SKIM MILK

Question No. 1,843—Mr. Harkness:

1. How much (a) spray process, and (b) roller process dry skim milk has been purchased by the Agricultural Stabilization Board in each of the six month periods from January 1, 1964, to June 30, 1966?

2. How much of this dry skim milk is presently being held by the stabilization board?

3. What quantities have been sold during the period January 1, 1964, to June 30, 1966, to whom and at what prices?

4. What were the prices paid for this dry skim milk during the same period?

Hon. J. J. Greene (Minister of Agriculture): 1. (a), (b): 1964, nil; 1965, nil; 1966 to June 30th—spray 3.8 million lbs.

2. July 8, 1966; 6.6 million lbs.

3. Sold to world food program: 1964, 120,300 lbs. at 10 cents per lb.; 1964, 19,800 lbs. at 15 cents per lb.; 1965, 73,900 lbs. at 13½ cents per lb.; 1966 to June 30th, 3,659,673 lbs. at 12 cents per lb.

4. In 1964 and 1965—N/A (See part 1). In 1966—purchases were at 18 cents per lb. None of these purchases have been sold.

TESTING OF CIGARETTE FILTERS

Question No. 1,844—Mr. Howe (Wellington-Huron):

1. Does the Department of National Health and Welfare have the necessary facilities for testing cigarette filters?

2. If not, is there any other government agency where proper testing could be made?

Hon. A. J. MacEachen (Minister of National Health and Welfare): 1. No.

2. There is no government agency currently equipped to routinely test cigarette filters.