

- 4. \$78,026; \$136,657; \$202,109; \$224,647.
- 5. CR 3—\$6,707 to \$7,372; CR 4—\$7,496 to \$8,238; CR 5—\$8,569 to \$9,415.

**FOREST INDUSTRY IN BRITISH COLUMBIA—BOXCAR SHORTAGE**

Question No. 1,523—**Mr. Reynolds:**

Will there be shut-downs and curtailment of production in the Forest Industry in British Columbia because of a boxcar shortage and, if so, what is the government doing to solve this serious problem?

**Hon. Jean Marchand (Minister of Transport):** Both major railways are taking steps aimed at providing an adequate supply of cars during this period of exceptionally high demand for the products of the forest industries of British Columbia. New equipment is being purchased while efforts are being made to secure the prompt return of lumber cars from the United States. At the same time, the railways have held discussions with the producers to investigate ways and means of optimizing equipment utilization. In short, the railway companies are taking all possible steps to avoid dislocation of the British Columbia forest industry. The effectiveness of these efforts depends upon a number of factors, one of which is the B.C. forest industry itself. It is difficult to foresee whether the future will be free of delays or other problems but it must be stressed that the railways are making every effort to eliminate or minimize any disruption.

**LANDING RIGHTS AT CANADIAN AND UNITED STATES AIRPORTS**

Question No. 1,679—**Mr. Munro (Esquimalt-Saanich):**

1. What are the names of the airports in Canada at which United States airline operators exercise landing rights on scheduled flights and which airlines exercise those landing rights at which airports?

2. What are the names of the airports in the United States at which Canadian airline operators exercise landing rights on scheduled flights and which airlines have these landing rights at which airports?

**Hon. Jean Marchand (Minister of Transport):** The Canadian Transport Commission advises as follows: 1. Vancouver, United Airlines, Western Airlines; Calgary, Western Airlines, Hughes Air Corp.; Toronto, United Air Lines, American Airlines, Eastern Airlines, Allegheny Airlines, North Central Airlines; Montreal, Delta Airlines, Eastern Airlines, Allegheny Airlines; Ottawa, Eastern Airlines; Winnipeg, North West Airlines; Prince Rupert, Alaska Airlines; Whitehorse, Wien Consolidated Airlines; Thunder Bay, North Central Airlines.

2. Seattle, Pacific Western Airlines; San Francisco, CP Air; Boston, Air Canada; New York, Air Canada; Chicago, Air Canada; Cleveland, Air Canada; Los Angeles, Air Canada; Tampa, Air Canada; Miami, Air Canada; Honolulu, CP Air; Pittsburgh, Nordair Ltd.

**Order Paper Questions**

**CANADA-UNITED STATES LANDING RIGHTS**

Question No. 1,680—**Mr. Munro (Esquimalt-Saanich):**

1. Do any Canadian airline operators enjoy landing rights on scheduled or charter flights to United States airports which they do not exercise and, if so, which ones and in what locations?

2. Do any United States airline operators enjoy landing rights on scheduled or charter flights to Canadian airports which they do not exercise and, if so, which ones and in what locations?

**Hon. Jean Marchand (Minister of Transport):** The Canadian Transport Commission advises as follows: 1. Yes; Fairbanks; CP Air.

2. Yes; Gander; Seaboard World Airlines, Pan American World Airways, Trans World Airlines. There are no specific points or routes assigned to charter operations.

**URBAN MAIL SERVICES**

Question No. 1,744—**Mr. McKenzie:**

1. How many more trucks, full-time and part-time drivers and total employees does the Post Office Department use in the operation of urban mail services in each of the cities of Vancouver, Edmonton, Calgary, Regina, Winnipeg, Toronto, Montreal and Halifax as compared to the period up to April 1972 when private contractors handled the collection and distribution of mail service?

2. What was the total cost of the Task Force Report on Mail Transportation submitted to the government in June 1969, by Samson, Belair, Riddell and Stead Incorporated?

**Hon. André Ouellet (Postmaster General):** 1.

	Trucks	Drivers		Total Employees
		Full Time	Part Time	
Vancouver.....	1 more	44 more	18 less	14 more
Edmonton.....	7 less	14 more	9 more	17 more
Calgary.....	5 more	20 more	17 more	31 more
Regina.....	5 less	9 more	5 less	3 more
Winnipeg.....	1 more	13 more	18 less	3 more
Toronto.....	44 more	58 more	1 less	100 more
Montreal*.....	10 more	48 more	14 less	160 more
Halifax.....	1 more	9 more	7 more	19 more

\*Montreal was actually taken over by Post Office on April 1, 1970. Figures shown above reflect difference between standing as at March 31, 72 and February 28, 73.

2. \$239,472.91.

**LICENSED CIVILIAN FLYERS**

Question No. 1,768—**Mr. Stewart (Okanagan-Kootenay):**

1. How many licensed civilian flyers are there in Canada?  
2. How many were licensed in each of the years 1960-72 inclusive?

3. Does the government subsidize the licensing and training of civilian flyers and, if so, to what extent and what was the cost in each of the years 1960-72 inclusive?

4. Is it the intention of the government to continue a program of flying assistance grants for civilians?

5. Is the program open to men and women and, if so, at what age can they apply and receive government assistance?

**Hon. Jean Marchand (Minister of Transport):** 1. As of December 31, 1972, there are 39,351 Canadian Pilot Licences in force.