

Questions

3. Montaineer Motel Company Limited.
4. (a) Nil; (b) A fixed annual rent and concession fees based on a percentage of gross receipts of the lessee.
5. No. Lease agreements constitute a confidential landlord-tenant relationship. The government does not table such documents, which would represent a breach of this confidence, without the express written consent of the lessee.

NATIONAL PARKS ENTRANCE FEES

Question No. 1,275—**Mr. McIntosh:**

1. What are the names of the National Parks in each province?
2. What is the entrance fee to each National Park?
3. What was the total amount of entrance fee collected at each park according to the last figures available?
4. Did the Minister authorize Mr. J. I. Nicol, Director of National Parks to state, at a recent news conference, that it was government policy to increase entrance fees for National Parks?

Hon. Jean Chrétien (Minister of Indian Affairs and Northern Development): 1. British Columbia: Mount Revelstoke; Glacier; Yoho; Kootenay. Alberta: Banff; Jasper; Elk Island; Waterton Lakes; Wood Buffalo (partly in Northwest Territories). Saskatchewan: Prince Albert. Manitoba: Riding Mountain. Ontario: Point Pelee; Georgian Bay Islands; St. Lawrence Islands. New Brunswick: Fundy. Nova Scotia: Cape Breton Highlands; Kejimikujik. Prince Edward Island: Prince Edward Island. Newfoundland: Terra Nova.

2. The park motor licence fee for passenger cars is \$2 for entering Mount Revelstoke, Glacier, Yoho, Kootenay, Banff, Jasper and Waterton Lakes. This licence will allow entry to any National Park which requires a licence and is good for any number of trips during a fiscal year. The licence fee after November 1 in any year is \$1.

The park motor licence fee for passenger cars is \$1 for entering Elk Island, Prince Albert, Riding Mountain, Point Pelee and St. Lawrence Islands. This licence will allow entry to any of the above parks only and is good for any number of trips during a fiscal year. A 25 cent single trip licence is also available for parks in this category.

A park motor licence is not required for Wood Buffalo or Georgian Bay Islands

[Mr. Forest.]

National Parks nor is one required for parks in the Atlantic Provinces.

Note: In addition to the passenger car fees there are fees for various other vehicles and trailers such as buses and different sizes and types of trucks. These are listed in the Schedule of the National Parks Highway Traffic Regulations but are too numerous to list in the answer.

3. For the fiscal year ending March 31, 1968 the totals were: Mount Revelstoke-Glacier, \$306,244; Yoho, \$9,133; Kootenay, \$77,582; Banff, \$622,183; Jasper, \$105,877; Waterton Lakes, \$82,190; Elk Island, \$20,829; Prince Albert, \$15,004; Riding Mountain, \$47,019; Point Pelee, \$39,559; St. Lawrence Islands, \$5,568.

4. I have examined the press accounts following the news conference and noted that in answer to a question from the press Mr. Nicol indicated accurately that park entrance fees and other fees were currently under review. When the review is completed and recommendations made the decision as to whether there shall be an increase and if so, its extent, will be made and announced by me.

GOVERNMENT AIRCRAFT BLIND LANDING EQUIPMENT

Question No. 1,296—**Mr. Robinson:**

1. Does the Department of Transport intend to install blind landing equipment in government aircraft?
2. Is the government considering the possibility of requiring commercial airlines operating in Canada to install blind landing equipment?
3. Does the government have automatic landing equipment installed in any of its aircraft and, if not, will it consider the advisability of installing such equipment in government aircraft and will it also require that this kind of equipment be installed in commercial aircraft?

Mr. Yves Forest (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of National Defence and Transport as follows: 1. No, there are no plans for such an installation.

2. No.

3. The government does not have automatic landing equipment in any of its aircraft and no consideration is being given at this time to the advisability of installing such equipment. The provision of automatic landing equipment in commercial aircraft is not expected to be made mandatory.