

Questions

administered by the Department of Transport, in each province, in the interests of commercial shipping, the fishing industry, and the public generally, other than wharves leased under the authority of the Act or in respect of which there is a separate tariff. Separate tariffs have been made by Order in Council for the use of the government wharves at Sorel, Quebec; Port Credit, Ontario; and Powell River, Port Hardy, and Port McNeill, British Columbia. Wharfage rates charged by

a lessee of any government wharf for which there is no separate tariff must not exceed the rates established by the Government Wharves Regulations, as required by the Government Harbours and Piers Act.

3. Included in answer to Question 2.

4. Gross collections by province for the past four years from Government wharves administered by the Department were as follows:

	1964-65	1965-66	1966-67	1967-68
	\$	\$	\$	\$
Newfoundland	177,578	117,115	110,396	129,425
Prince Edward Island	84,795	87,485	113,078	110,719
Nova Scotia	209,513	182,617	212,464	311,045
New Brunswick	106,940	136,893	134,900	120,739
Quebec	635,965	601,834	592,244	530,009
Ontario	543,149	549,642	601,719	571,944
Manitoba	1,800	3,080	1,636	1,118
Saskatchewan	1,522	50	4,012	1,340
Alberta	1,000	2,501	3,552	Not yet available
British Columbia	101,919	111,493	125,308	123,373

PILOT STUDENT GRANTS

Question No. 1,520—Mr. Dinsdale:

1. Have private pilot student grants been discontinued and, if so, when and for what reason was this action taken?

2. Will all agreements entered into before the discontinuation date be honoured and, if so, how many are involved?

3. (a) Will flying schools and clubs continue to receive a subsidy for pilot training (b) is it planned to terminate this program (c) if so, on what date and for what reasons?

4. Is there a surplus of pilots in Canada and, if so, what is the employment figure for this group?

5. (a) Will student pilots be brought under the student loan plan as an alternative to the subsidy program (b) what other plan is contemplated to ensure an adequate supply of pilots in the expanding air age?

Hon. Donald C. Jamieson (Minister of Transport): 1. Yes. December 16, 1968, pursuant to governmental review of spending priorities, it was concluded that the programme of grants for flying training should be discontinued.

2. All agreements entered into before December 20, 1968, or any agreement submitted by a student who enrolled in an approved

[Mr. Forest.]

course of private training and commenced flying training prior to that date, will be honoured provided all requirements under the scheme of assistance are met on or before March 31, 1969, and provided funds are available. Approximately 700 agreements should be honoured prior to April 1, 1969.

3. (a) Yes; (b) Yes; (c) March 31, 1970. See answer to (1.)

4. There is no available data on the number of surplus pilots in Canada but as far as can be determined, there is now no significant surplus of qualified airline pilots.

5. (a) No; (b) No particular plan at the present time.

CANADIAN NATIONAL RAILWAYS HOTELS

Question No. 1,847—Mr. Mazankowski:

1. How many hotels are owned by the Canadian National Railways Company and are all the hotels operated by the Railway Company?

2. If not, which hotels are operated by others and under what arrangements?

3. Does each individual hotel operation show an annual profit?

4. What is the total profit or loss figure for 1968 in regard to all CNR hotels?