

TERRITORIAL LANDS ACT

AMENDMENT PERMITTING SALE OF LAND BEFORE SURVEY

Hon. Jean Lesage (Minister of Northern Affairs and National Resources) moved the first reading of Bill No. 282 (from the Senate), to amend the Territorial Lands Act.

Motion agreed to and bill read the first time.

PRIVATE BILL

FIRST READING—SENATE BILL

Bill No. 283 (from the Senate), to incorporate Westspur Pipe Line Company.—Mr. McIlraith.

QUESTIONS

R. C. A. F. TRAINER CRASHES

Mr. Stewart (Winnipeg North):

1. How many Royal Canadian Air Force trainers have crashed since January 1, 1954?
2. How many of these were T-33 jets?
3. How many deaths have occurred as a result of such crashes?
4. How many of these (a) T-33 crashes; (b) other trainer crashes, were caused by (i) weather conditions; (ii) aircraft failures; (iii) human error?
5. How many crashes in each category occurred in each training station?

Mr. Campney:

1. 32.
2. 19.
3. 31 air force personnel.
4. Weather conditions are seldom a fundamental cause of aircraft accidents; human error is, in the last analysis, responsible for practically all aircraft accidents and may range from errors in design, construction or maintenance to errors in supervision and operation. In reality, often more than one factor is at work. In the T-33 crashes, weather was a factor in 1 case, aircraft failure in 4 cases and human error in 14 cases. In the remaining crashes, weather was a factor in 2 cases, aircraft failure in 1 case and human error in 10 cases.

5. It is not considered to be in the public interest to give such comparative information over so short a period. To do so might reflect unjustly on individual training stations. The irregular occurrence of aircraft accidents over a relatively short period of time must be closely related to the types of aircraft flown and the nature of training operations. The air force is, of course, alert to detect any signs of inefficiency at a particular unit.

The performance of aircraft now in general military use has advanced so far beyond those of the last war that when an accident occurs the consequences are generally more serious. It is worthy of note that the aircraft accident

Questions

rate of the R.C.A.F. in recent years compares favourably with those of the R.A.F. and the U.S.A.F. For obvious reasons neither Canada, the United Kingdom nor the United States reveal these rates.

LOANS AND ADVANCES TO CORPORATIONS

Mr. Zaplitny:

1. Has the Department of Defence Production made loans, advances or investments with respect to the following corporations, from April 1, 1945 to March 31, 1954: (a) Canadian Pratt & Whitney Aircraft Company Ltd., Longueuil, Quebec; (b) John Inglis Company Ltd., Toronto, Ontario; (c) Light Alloys Ltd., Toronto, Ontario; (d) A. V. Roe Canada Ltd., Malton, Ontario; (e) Sorel Industries Ltd., Sorel, Quebec?

2. If so, what was the total amount of loans, advances or investments in each case for the said period?

3. What amounts have been repaid by the said corporations as at March 31, 1954?

4. What interest, if any, has the Canadian government received, in each case, from the said corporations on these loans, advances or investments?

Mr. Dickey:

1. The Department of Defence Production made no loans, advances or investments with respect to these corporations from April 1, 1945 to March 31, 1954, apart from certain prepayments on a monthly basis in respect of contracts for the construction or acquisition of crown-owned capital assets by the first four contractors named, and in respect of certain production contracts with the first named contractor.

2. Not applicable.
3. Not applicable.
4. Not applicable.

INCOME TAX—FINES

Mr. Fraser (Peterborough):

What was the total amount of money received in fines from the four thousand or more (a) individuals; (b) corporations, who were convicted of infractions of the Income Tax Act in 1954?

Mr. McCann: Although fines to a total amount of \$463,704.72 were received by the taxation division in the fiscal year 1953-54 as a result of convictions for infractions of the Income Tax Act, no information is available respecting the segregation of such amount as between individuals and corporations.

CAMP CHILLIWACK, B.C.—GARBAGE TENDERS

Mr. Patterson:

1. How many tenders were submitted for the garbage hauling contract at Camp Chilliwack, British Columbia?
2. By whom were these tenders submitted?
3. What was the amount of each tender?

Mr. Dickey:

1. Two.
- 2 and 3. It has not been the policy of the Department of Defence Production to make