

at the Vancouver Traffic Management Centre to control ship traffic in the Straits of Juan de Fuca; (b) VHF and MF radio communication equipment are in place at the Vancouver Traffic Management Centre to control ship traffic in the Gulf of Georgia. This Centre is also equipped to conduct radar surveillance of vessel movements in the approaches to Vancouver Harbour and in the Harbour itself.

2. (a) Vessels in-bound from Cape Flattery destined for Canadian ports pick up their pilots at the Fairway Buoy off Brothie Ledge near Victoria. (b) The Fairway Buoy is about 60 miles from the entrance to the Strait of Juan de Fuca.

TURNOVER OF NHB AUTHORITY TO MONTREAL PORT AUTHORITY

Question No. 1,899—Mr. Forrestall:

1. Has the National Harbours Board turned over any part of their authority to the Montreal Port Authority over any aspect of the operations in that Port and, if so (a) to what extent (b) on what date (c) what was the nature of the instrument, if any, used to accomplish this?

2. Is the instrument a public or secret document?

3. Is such a move contemplated for the Port of Halifax and, if so, on what date?

4. Has the same authority been given to the Port Authority of the Port of Halifax and, if not, for what reason?

5. Does the granting of powers to the Port Authority in Montreal and not given to the Ports of Halifax, Nova Scotia or Saint John, New Brunswick, tend to equalize the ports east of the Ottawa River and, if so, to what extent?

Hon. Jean Marchand (Minister of Transport): The National Harbours Board advises as follows: 1. The National Harbours Board has delegated some authority at the Port of Montreal to an Executive Committee. (a) With respect to day-to-day operations to a suitable degree considering the size of the port and its level of activity. (b) January 30, 1975. (c) Board Minute.

2. Internal and not a public document.

3. It is expected that the same principle will be extended to other large ports according to their size and level of activity. No definite date has been established for specific ports such as the Port of Halifax.

4. Implementation of the plan has not taken place at Halifax. Implementation will be in similar order to the dates on which the Port Authorities were originally established.

5. There has been no apparent disparity between any ports east of the Ottawa River in the short period since implementation of the plan commenced.

THOUSAND ISLANDS BRIDGE AUTHORITY

Question No. 1,902—Mr. Cossitt:

1. With reference to the Thousand Islands Bridge between Canada and the United States located on the Canadian side of the border in the Township of the Front of Leeds and Lansdowne County of Leeds, has the Secretary of State for External Affairs received a letter dated March 7, 1975 from Mr. Arnold Hamilton, Reeve of the Township of the Front of Leeds and Lansdowne, containing a motion of the Municipal Council requesting the government to agree to extension of the life of the Thousand Islands Bridge Authority to March, 1981 and, if so, will

Order Paper Questions

the government give this matter immediate attention and take into account the expressed opinions of the residents of the area as represented by their Municipal Council?

2. On what date will a decision be announced in regard to this matter?

Hon. Allan J. MacEachen (Secretary of State for External Affairs): 1. (a) Yes, (b) yes.

2. The government is not in a position to form a conclusion on this matter until the financial and engineering examinations of the Authority are completed. It is hoped, however, that the necessary information on which to base a decision will be available in the near future.

ATLANTIC FREIGHT ASSISTANCE ACT SUBSIDIES

Question No. 1,905—Mr. Baldwin:

1. For each year 1969 to 1974, what were the total amounts of subsidy payments per annum under the Atlantic Freight Assistance Act by the government through the Canadian Transport Commission to Atlantic trucking companies?

2. (a) For the same years, how many Atlantic trucking companies (outbound and intra) have received subsidies under this programme (b) how much of the subsidy is or was being paid to the Moffat Trucking Company of Newfoundland?

Hon. Jean Marchand (Minister of Transport): The Canadian Transport Commission advises as follows; 1. 1969, \$193,082; 1970, \$1,450,907; 1971, \$5,144,717; 1972, \$10,206,791; 1973, \$14,516,924; 1974, \$20,257,336.

2. (a) 2,666; (b) \$1,186,898.60.

INTERPOL—GOVERNMENT PAYMENTS

Question No. 1,914—Mr. Beatty:

1. By year since 1970, how much money has been paid by the government or its agencies to Interpol and what are the component costs involved?

2. What are the projected Canadian payments for the 1975-76 fiscal year and under what item or items in the estimates do the costs appear?

3. Is classified information relating to national security made available to Interpol?

4. What facilities are made available within Canada by the government for the use of Interpol?

5. What are the criteria for determining the type of information on individuals made available to foreign police agencies?

Hon. Warren Allmand (Solicitor General): 1. 1970, \$30,695.00; 1971, \$30,612.75; 1972, \$31,497.81; 1973, \$44,741.86; 1974, \$56,400.00. The component costs are the operating expenses of Interpol Headquarters in Paris, France.

2. Costs are calculated on a calendar year basis. Costs for the calendar year 1975 are \$75,248.00 and appear in the Royal Canadian Mounted Police 1974/75 Main Estimates, "X" Division, under item R.1.0.22 "other services".

3. No.

4. The facilities of all accredited Canadian police agencies.

5. Restricted to matters of a purely criminal nature. Article 3 of Interpol's constitution stipulates "it is strictly forbidden to undertake any intervention or activities of a political, military, religious or racial character".