

*Proceedings on Adjournment Motion*

To give a more definite answer to the hon. member's question, it is true that we recently entered into negotiations with the commission with a view to incorporating in the agreement the maintenance of the Vimy and Beaumont-Hamel memorials, so as to take advantage of the Commission's experience and resources in that field. If those negotiations are successful, I can assure the hon. member for Beauharnois that the identity and distinctive character of Canada will be fully respected. I want to point out—as it is my duty to do so—that if the agreement is entered into, it will apply to the maintenance of those two monuments only. The Minister and the Department of Veterans Affairs will always continue to assume the responsibility of the decisions to be taken as far as those two memorials are concerned. As in the past, the Canadian supervisors will be remunerated by our department, according to the scale in force in Canada. As far as the memorial ceremonies are concerned, their organisation will continue to be a Canadian responsibility.

Before I sit down, Mr. Speaker, I can assure the hon. member for Beauharnois that the standard of maintenance will remain very high and that, come what may, the Canadian character of those monuments will be entirely maintained.

[English]

TRANSPORT—SUBSIDIES ON INTRA-  
PROVINCIAL FERRIES

**Mr. Maurice Foster (Algoma):** Mr. Speaker, the purpose of my question in the house directed to the Minister of Transport (Mr. Hellyer) was to inquire if any agreement had been reached between the Canadian Transport Commission and the province of Ontario on the cost-sharing of subsidies on intra-provincial ferries. I am aware that several months ago an approach was made by the Canadian Transport Commission to the province of Ontario to decide on future cost-sharing for the ferries serving Manitoulin Island in my riding of Algoma. This island has been served for the last five years by three ferries. These ferries have been subsidized by the federal government by an amount in excess of \$200,000 per annum. They operate during the late spring, summer, and early fall months.

Two of these ferries are large and ply between Tobermory, at the tip of the Bruce Peninsula, and South Bay Mouth at the eastern end of Manitoulin Island. This service has been in existence for many years and,

because more and more people have been seeking the beauties of Northern Ontario in recent times, the service has become inadequate. It is now common to have people waiting in their cars at the ferry dock at Tobermory for 12 to 14 hours during July and August. We need a larger and faster ferry to serve this area. With the advent of longer holiday periods and more people travelling every year, this bottleneck will only get worse.

At the west end of Manitoulin Island during the past five years we have had a ferry service operating between Meldrum Bay on Manitoulin Island and Blind River on the north shore of Lake Huron. This ferry has also served Cockburn Island once a week. I have been told by the Canadian Transport Commission that this service is to be discontinued this year. This is a backward step and will have a detrimental effect on the tourist industry at the west end of Manitoulin Island. This government is committed to an aggressive attack on regional economic disparity. How can a region develop if the government withdraws one of its communication links? As a separate item, the subsidy of some \$45,000 per year may appear to be a large amount to provide a ferry service. However, as an investment to stimulate the economic development of a whole region it is not a large amount. Government departments should not be compartments isolated from each other. This subsidy is warranted from a regional development point of view and should be retained.

I realize the government believes the provinces should pay part of the cost of a ferry service operating entirely within the province. The province of Ontario does pay for many ferries operating entirely within it, such as the St. Joseph island ferry and the Glenora ferry operating between Prince Edward county and Adolphustown. These ferries are paid for 100 per cent by the provinces.

The people of Manitoulin island do not care whether the provincial or federal government pays for the ferry service as long as it is retained at Meldrum Bay and improved at South Bay Mouth.

I believe that consideration should be given by the water transport committee of the Canadian Transport Commission to the retention of these two ferry services as a package deal as far as the subsidy is concerned, and to approaching the shipping industry on a competitive basis to ensure good services. Nothing makes for a poorer service than the lack of