

the setting up of a complex and undoubtedly costly apparatus for administration. It is not clear that this is the most cost-effective approach to pollution problems.

2. The operation of municipal solid waste management systems in Canada is a municipal or local government responsibility under provincial jurisdiction, and to date there has been no direct Federal Government involvement in such matters, other than at Federal establishments or where federal government wastes are involved. Fisheries and Environment Canada do provide indirect assistance in the form of technology transfers, seminars on waste management and on request acting as an exchange for information and advice on the subject.

3. The Department of Fisheries and the Environment in co-operation with other Departments is actively studying waste reduction at the production level but to date has not provided incentives in this regard.

4. The Department of Fisheries and the Environment has considered subsidies for recycling industries. At this time there is no assurance that subsidies would substantially increase the quantities of material recycled. Other aids to recycling are being considered.

5. As far as the Department of Fisheries and the Environment is concerned, no grants are being provided specifically to recycling industries at present; however, studies are being conducted to provide information which will greatly aid these industries. As far as the Department of Industry, Trade and Commerce, recycling industries are eligible to receive contributions for research and development projects under the Enterprise Development Program. No applications have been received from recycling industries for assistance under the Program at the present time.

6. Certain recycling operations have been classified as manufacturing or producing under the Excise Tax Act. So far, they include recycling of scrap metals, glass, and scrap or reclaimed paper. Recyclers of these goods may acquire production equipment exempt from sales tax to the same extent as other manufacturers or producers.

7. There is no railway policy concerning rate levels on recycled material versus those on raw materials. Generally railways assess rates on the basis of cost, value of service, and market conditions. As an example, rates per ton of scrap iron are normally higher than rates for iron ore. Scrap iron is more valuable than iron ore in the market place and therefore can bear a larger transportation charge. Railways take advantage of cost savings from the large volume movements normally associated with iron ore, and these savings are reflected in rates. Unit or solid trains, reduced switching times, dedicated equipment and other such efficiencies created through economies of scale can reduce costs and can therefore allow a lower level of rates on these movements compared to commodities which cannot take advantage of these cost saving practices.

Order Paper Questions

EXPENSES PAID TO HON. MEMBER FOR PORT ARTHUR

Question No. 2,547—Mr. Cossitt:

1. What is the total of all expenses paid by the Department of Supply and Services or any other branch of the government, directly or indirectly, for the honourable Member for Port Arthur while (a) Minister without Portfolio (b) Minister of State for Urban Affairs (c) Minister of Consumer and Corporate Affairs (d) Minister of Manpower and Immigration (e) President of the Treasury Board?

2. What is the total of all expenses paid for the Minister while serving in the five positions?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): See reply to Question No. 2,027 answered this day.

BAIL GRANTED ON DRUG OFFENCES

Question No. 2,550—Mr. Johnston:

How many times has bail been granted on a drug offence since the proclamation of the most recent law relating to bail and drug offences?

Hon. Ron Basford (Minister of Justice): Statistics of the scope sought by this question are not available. However, the Department of Justice did undertake a selective monitoring of the effects of amendments made to the Criminal Code in 1976 (see Chapter 93, Statutes of Canada, 23-24-25 Elizabeth II) with respect to bail procedures. In four Canadian cities, two matched samples of approximately 3,550 pre-change and 3,550 post-change cases were collected: Montreal (2,000), Ottawa (900), Toronto (2,200), and Vancouver (2,000). These were cases of persons charged with offences under the Criminal Code (excluding traffic offences) or under the Narcotic Control Act who were in custody when they made their first appearance on the charge before a court and who were not in custody for any other matter at the time. Persons who pleaded guilty at their first appearance or at a Show Cause hearing were also excluded as no decision on pre-trial release had to be made with respect to them. The following table indicates the results in relation to persons charged with drug offences covered by the amendments in the four cities in the time frame of the survey:

		Pre-trial Release of Persons Charged with Drug Offences		
		Number in Sample	Number Released	Percentage Released
Ottawa	1975	10	7	70
	1976	38	31	82
Montreal	1975	87	84	97
	1976	63	48	76
Toronto	1975	47	42	89
	1976	68	64	94
Vancouver	1975	75	69	92
	1976	29	23	79

PRIME MINISTER'S TRIP TO ANTICOSTI ISLAND

Question No. 2,555—Mr. Cossitt:

1. With reference to the answer to Question No. 69 of the 1st Session of the 30th Parliament which stated in part, that the Prime Minister made a private trip to Anticosti Island from August 14 to 17, 1974 and with further reference to