

## Order Paper Questions

Institution	Number Incarcerated	*Number of Declared Indians
Prison For Women	205	19
Collins Bay	741	34
Collins Bay Annex	64	2
Landry Crossing	141	6
Beaver Creek	163	2
Joyceville	670	26
Joyceville Annex	83	2
Warkworth	495	16
Osborne	73	7
Stoney Mountain	652	193
Stoney Mountain Annex	97	34
Saskatchewan	681	144
Saskatchewan Annex	68	13
Oskana	11	1
Drumheller	496	57
Scarboro	70	1
Grierson	179	16
Bowden	10	2
West Georgia	44	1
Burrard	83	2
British Columbia	529	60
William Head	224	12
Pandora	34	—
Matsqui	498	43
Western Medical	151	14
Mountain	292	14
Agassiz	145	15
Ferndale	47	—
Total	12,386	848

\*The information available is extracted from the inmate admission forms filled at the institutional level and represents those inmates who, upon admission, have declared themselves to be of Indian origin.

## SUBSIDIZATION OF FERRIES

## Question No. 235—Mr. Reynolds:

Does the government subsidize ferries to the tune of tens of millions of dollars on the east coast and, if so, can the government advise for what reason it is refusing to subsidize ferries on the west coast?

**Hon. Jean Marchand (Minister of Transport):** In so far as the Ministry of Transport is concerned: The government of Canada, under the Terms of Union of Canada-Newfoundland, and the Terms of Confederation of Canada and Prince Edward Island maintains and pays for ferry services connecting these two island provinces to the mainland. The ferry services are interprovincial by nature. In general, it is not the policy to subsidize intraprovincial ferry services of a "road link" nature. For this reason, no direct subsidization of such services has been entered into on the west coast. A number of agreements have been negotiated during the past few years transferring from the federal government to provincial governments' responsibility for the operation of ferry services coming under the definition of "road link". The Canadian Transport Commission advises me as follows: The following subsidies were paid to water transport during the fiscal year 1973-74: 1. East Coast: To coastal freight services, \$3,043,220.89; to ferry services, \$3,739,881.06; 2. West Coast: To coastal freight services, \$923,000.00.

[Mr. Allmand.]

## COUNSELLING SERVICE FOR HOMOPHILES

## Question No. 250—Mr. Herbert:

1. Does the government consider it essential or preferable that counselling service for homophiles be provided by lesbians and homosexuals and would the same line of reasoning be applicable to (a) alcoholics (b) drug addicts (c) prostitutes?

2. Did the government have prior knowledge of the competence of the individuals that were awarded an Opportunities for Youth grant to set up a summertime counselling service for homophiles?

**Hon. Mitchell Sharp (President of the Privy Council):** I am informed by the Departments of National Health and Welfare and Manpower and Immigration as follows: 1. No.

2. Yes.

## RURAL POSTAL SERVICE

## Question No. 358—Mr. Herbert:

In areas where there is no delivery of mail, particularly in rural areas, and where, as a result, it is necessary to pick up mail at a local post office, will the Post Office Department consider discontinuing the charge for a regular size mail box to be more than offset by the savings to the department in reduced counter and delivery personnel?

**Mr. Raynald Guay (Parliamentary Secretary to Postmaster General):** The Canada Post Office is currently reviewing its lock box policy. All relevant factors concerning lock box service are being examined. It is important to note, however, that current Post Office policy provides for general delivery service at no charge for persons living in areas where there is no delivery of mail.

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## LEGISLATION TO RESTRUCTURE PORTS AND HARBOURS IN CANADA

## Question No. 454—Mr. Forrestall:

1. With respect to the news conference on transportation policy given by the Minister of Transport, June 19, 1974, on what date will the "new legislation to restructure ports and harbours in Canada based on the principle of giving greater local autonomy to port authorities and allowing greater local public participation in port-related decisions" be introduced?

2. Will the government invite submissions from representatives of the shipping industry, various Port Commissions and other public and individual bodies prior to or in the course of any Parliamentary debate on this matter?

3. From what bodies has this been solicited since or before the June 19 news conference and on what dates specifically?

4. Does the government accept the principle that full and widespread public debate should precede legislative changes involving "greater public participation in port-related decisions"?

**Hon. Jean Marchand (Minister of Transport):** 1. No date has been set for the introduction of new legislation on ports, but I expect that it will be in this Session.

2. The National Ports Council has been the focal point for submissions and discussion concerning ports reorganization for more than two years. These submissions have been the subject of study by the Special Committee on Ports and Harbours since last spring. This committee has reported, and its proposals are being considered. The consultation process will continue: the proposals will be discussed fully with the National Ports Council before any ports legislation is introduced.