

receive psychiatric help after release (c) were considered to be of sound mental condition upon release?

4. (a) How many of those released since January 1, 1974 have become repeat offenders and, of these, how many are (i) serving sentences in maximum, medium and minimum security institutions (ii) are on parole (b) in each case, what was the nature of the repeat offence and length of sentence imposed?

5. By institution, how many prisoners were incarcerated for crimes of (a) murder (b) armed violence (c) unarmed violence (d) rape?

**Hon. Warren Allmand (Solicitor General):** 1, 2, 3, 4 and 5. While the information required to answer the question will be available, unfortunately, the Ministry's Correctional Services are still in the process of catching up and changing from a system of historical statistics, always a year or two out-of-date, to a current data system with information no more than a month after events. Our current estimate is that the required information on 1974 will be available some time in May 1975. The alternative to awaiting completion on the inmates records system is the manual search, by special task force, of some 15,000 parole and penitentiary case files, a large number of which are held at the various regional headquarters locations across Canada, and the Ministry of the Solicitor General does not have available the staff nor the funds to undertake such a project. It is regretted that the information cannot be provided at this time.

#### DISCUSSIONS RELATING TO SOULANGES CANAL

**Question No. 1,343—Mr. Herbert:**

Does the government have any interest in or have there been any recent discussions with the Government of Quebec concerning the Soulanges Canal?

**Mrs. Iona Campagnolo (Parliamentary Secretary to Minister of Indian Affairs and Northern Development):** There have been no recent discussions with the Government of Quebec on the Soulanges Canal and Parks Canada has no plans for its development.

#### CHILEAN REFUGEES

**Question No. 1,598—Mr. Epp:**

1. How many Chilean refugees entered Canada since 1972?

2. What is the nationality of the people who were accepted under the "Chilean Refugee" provisions?

**Hon. Robert K. Andras (Minister of Manpower and Immigration):** 1. Between September 11, 1973 and February 28, 1975, 1,188 persons were landed in Canada as a result of the special movement from Chile. An additional 348 persons have entered Canada as a result of events in Chile and are in the process of being landed.

2. The citizenship of the 1,188 persons landed is shown below. Citizenship of those in the process of being landed has not yet been tabulated. Citizenship: Argentina, 3; Australia, 1; Austria, 3; Bolivia, 4; Brazil, 16; Chile, 1,125; Colombia, 1; Czechoslovakia, 2; Ecuador, 1; France, 1; Haiti, 1; Hungary, 2; India, 1; Italy, 1; Kenya, 1; Mexico, 1; Nicaragua, 1; Peru, 1; Paraguay, 1; Poland, 1; Tanzania, 1; U.K., 3; U.S.A., 1; Uruguay, 8; Vietnam, 1; Yugoslavia, 5; Zaire, 1; Total, 1,188.

#### Order Paper Questions

#### AGREEMENT BETWEEN UNITED STATES AND CANADA ON TRANSPORTATION RESEARCH

**Question No. 1,603—Mr. Beatty:**

With reference to the memorandum of understanding between Canada and the United States signed June 18, 1970, does the agreement give the Americans access to all new developments with respect to transportation policy in the private sector and, if not, what categories of information are exempted from such agreement?

**Hon. Allan J. MacEachen (Secretary of State for External Affairs):** The Memorandum of Understanding between the Department of Transportation of the United States and the Ministry of Transport of Canada dated June 18, 1970, and concerning research and development cooperation in transportation is an inter-agency agreement and as such does not apply to the private sector. The Memorandum was signed in order to promote cooperation between the two agencies in the field of technical transportation research and development. As a result of this agreement, the Canadian Government has been able to obtain very useful information on government transportation research that has been and is taking place in the U.S.A.

#### \*TRAVELLING REGULATIONS FOR PUBLIC SERVICE MEMBERS

**Question No. 1,674—Mr. Lambert (Edmonton West):**

1. What are the Treasury Board regulations, if any, requiring members of the Public Service, the Canadian Defence Forces or the Royal Canadian Mounted Police to use a Canadian flag carrier when travelling abroad from or returning to Canada?

2. When may exemptions from such regulations be granted and by whom?

3. (a) Is it possible to ascertain or to approximate the number of exemptions so granted in the calendar year 1974 (b) what was the principal reason given to support the exemption?

4. What were the three leading foreign airlines for whom exemptions were granted during the period?

**Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):** I am informed by the Treasury Board Secretariat and the Department of Supply and Services as follows: 1. The government's policy is stated in the Treasury Board travel directive and reads as follows: "... Except where considered impractical by the employer, travel on official business shall be by Canadian carrier". The Canadian Armed Forces and the Royal Canadian Mounted Police, to whom the travel directive does not apply, have similar policies.

2. Exemptions may be granted by departments. There are no formal criteria established. Exemptions are commonly made when: (a) the foreign centre to be visited is not served by a Canadian carrier; (b) the Canadian carriers are fully booked, and advancing or delaying an individual's departure is not acceptable; (c) the timetable of the Canadian carrier would lead to an uneconomic use of an employee's time.

3. (a) No. (b) Not applicable.

4. Not known.