

*Order Paper Questions*

commence proceedings, presenting reports—the normal proceedings of the day.

**An hon. Member:** Why?

**Mr. Andre:** What citation?

**Madam Speaker:** When the hon. member raised the point of order today, somewhere around five o'clock, it was at about the point in the proceedings we usually reach at three o'clock and I could entertain the point of order. But I cannot entertain it now, even though—

**An hon. Member:** Why?

**Madam Speaker:**—he is trying to do indirectly what I just told him he could not do directly, and even though he now alleges that it flows from the question period. I could accept that if we had not begun routine proceedings, but we have. Therefore, if the right hon. gentleman has a new point to raise, he can raise it, but not at this time. I must now proceed to questions on the Order Paper.

**Some hon. Members:** Oh, oh!

**Madam Speaker:** Questions on the Order Paper.

**Mr. Stevens:** Point of order.

**Some hon. Members:** Oh, oh!

**Mr. Andre:** Order!

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● (2100)

**QUESTIONS ON THE ORDER PAPER**

(Questions answered orally are indicated by an asterisk.)

**Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, the following questions will be answered today: Nos. 1,943, 2,049 and 2,210.

[Text]

ARCTIC AIRPORTS—OWNERSHIP OR CONTROL TRANSFER

Question No. 1,943—**Mr. Benjamin:**

Does the government have any intentions of transferring ownership and/or control of Arctic airports from the Department of Transport to the (a) Department of Indian Affairs and Northern Development (b) territorial governments?

**Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport):** Ownership of the Arctic airports is vested in The Queen in right of Canada and will remain so. Assuming that the control referred to means operational responsibility, under present arrangements the smaller airports (over 40) are operated by the territorial governments with funding provided by Transport Canada. The government is examining whether it would be desirable and possible to give the territorial governments both operational and financial responsibility

(under the Department of Indian Affairs and Northern Development) for these airports. No consideration is being given to transferring Transport Canada's responsibility for the safety of air services in the north.

## FISHERIES ACT—INFRACTIONS

Question No. 2,049—**Mr. Greenaway:**

1. Since 1975 to date, by year, in the province of British Columbia, how many legal proceedings have been launched by the Crown against resident native people for infractions against the Fisheries Act, and by case, which ones were (a) dismissed (b) appealed (c) won (d) lost, by the Crown?

2. In cases dismissed, what were the reasons?

3. In cases of appeal, how many were (a) won (b) lost by the Crown on (i) upholding (ii) reversal of the original decisions?

4. What was the total cost of (a) cases (b) appeals to the (i) Department of Justice (ii) Department of Fisheries and Oceans, and for what purposes was the money disbursed?

5. In cases where convictions have been upheld, what revenue accrued from (a) fines imposed (b) property, including fish, confiscated?

6. How many days of work were lost by employees of the Department of Fisheries and Oceans in appearing at these proceedings and what is the estimated cost to the department of this time lost?

7. In each case of acquittal, was confiscated property, including fish, returned to the owner(s) in good condition or was alternative compensation given and, if so, what was the nature of such compensation?

**Hon. Roméo LeBlanc (Minister of Fisheries and Oceans):** The Department of Fisheries and Oceans does not keep separate statistics concerning the prosecution of native Indians as this could be interpreted to be discriminatory. For example, in 1979, several agencies questioned a form used by the department in reference to fishing activities which distinguished between "white" and "coloured" fishermen. The form was changed immediately.

The information requested would require a search of approximately 6,000 prosecution files from 1975 to 1980 in area and district fisheries offices throughout B.C. as well as at regional headquarters in Vancouver. It is estimated that the search would take up to eight person months to complete at a cost of \$15-25,000. Regional staff would not be available to conduct such a search during the summer and fall fishing season; therefore, the department would have to contract the work.

## SURVEY CONDUCTED BY DSS

Question No. 2,210—**Mr. Cossitt:**

1. Was a survey recently sent out by the Department of Supply and Services and, if so (a) for what purpose (b) was it sent to approximately 1,000 business persons or companies (c) was it signed by the deputy minister, Mr. David Kirkwood (d) did the questionnaire ask if recipients were satisfied with the speed at which they were being paid by the department for work performed?

2. Has the department been concerned with the efficiency or otherwise of the cheque-issuing process and, if so (a) for what reasons (b) what is being done to correct the situation?

3. As of March 6, 1981, how many replies to the questionnaire have been received?

**Hon. J.-J. Blais (Minister of Supply and Services):** 1. Yes.