

population that would not otherwise be reflected in unemployment figures.

ATLANTIC REGION FREIGHT ASSISTANCE ACT

Question No. 123—Mr. Muir:

How much of the subsidy paid to highway carriers under (a) The Atlantic Region Freight Assistance Act on shipments from select territory to points outside select territory (b) the Special Regulations issued under the Atlantic Region Freight Assistance Act and approved by Order-in-Council P.C. 1970-2015 dated November 17, 1970, has been paid on shipments having their origin in that part of the Province of Quebec included in the definition of select territory as found in the Atlantic Region Freight Assistance Act?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission reports as follows: The information is not available in the form requested and the Commission does not have the necessary staff to undertake the large amount of work which would be required to prepare the information in the said form.

SUBSIDIES TO HIGHWAY CARRIERS ON WESTBOUND MOVEMENTS FROM SELECT TERRITORY, MARITIME PROVINCES

Question No. 124—Mr. Muir:

In accordance with the recommendations of the report of May 6, 1970, of the Federal-Provincial Committee on Atlantic Transportation, has the government taken any steps to provide for the payment of subsidies on westbound movements out of select territory to highway carriers on the same basis as they are calculated and provided to the railways, thereby bringing the payments to the highway carriers to the same level per unit of traffic as that now paid to the railways?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The government has not taken steps to provide for the payment of subsidies on westbound movements out of the select territory to highway carriers on the same basis as they are calculated and provided to the railways.

SUBSIDY ON USED HOUSEHOLD GOODS CARRIED BY HIGHWAY TRANSPORT FROM SELECT TERRITORY, MARITIME PROVINCES

Question No. 125—Mr. Muir:

1. In accordance with the recommendation of the report of May 6, 1970, of the Federal-Provincial Committee on Atlantic Transportation, has the government taken any action to eliminate the subsidy now being paid on used household goods carried by highway transport from select territory to points outside select territory?

2. How much money has been paid under the Atlantic Region Freight Assistance Act to highway carriers for the movement of used household goods from the select territory to points outside of select territory since the implementation of the subsidy provision of the Atlantic Region Freight Assistance Act?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission reports as follows: 1. No.

2. \$558,726.00 for the period July 9, 1969 to March 1, 1972.

Questions

ALCOHOLISM IN CANADA

Question No. 170—Mr. Mather:

1. What is the estimated number of alcoholics in Canada?
2. On what definition of an alcoholic is this estimate based?
3. What is the alcoholic rate among native Canadian peoples?
4. What is the relationship between alcoholism and homicides?
5. What is the relationship between alcoholism and traffic death?
6. What is the estimated number of years which alcoholism can cut off an imbiber's life?
7. What is the estimated cost to the Canadian economy of alcoholism?

Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of National Health and Welfare and Transport as follows:

1. It is estimated that over 600,000 Canadians consume a hazardous amount of alcohol, and that of this number one half may be termed alcoholics.
2. The level of hazard referred to above is consumption of 100 millilitres of absolute alcohol daily, and that for the alcoholic 150 millilitres.
3. No precise data are available to answer this question.
4. It seems, from data available, that the incidence of homicides among alcoholics is higher than for the general population.
5. Data obtained by the Department of Transport indicates that drivers who have a drinking problem are 20 times more likely to be killed in a traffic accident than drivers who are not problem drinkers.
6. Estimates vary but range between eight and twelve years.
7. No reliable data is available to answer this question. The estimated cost would include: lost of productive worktime, health and welfare costs, property damages.

BORDEN-TORMENTINE FERRY SERVICE—INSTALLATION OF ADDITIONAL FACILITIES ON VACATIONLAND AND HOLIDAY ISLAND FERRIES

Question No. 206—Mr. MacLean:

1. Has the Department of Transport been in consultation with the Government of Prince Edward Island regarding the inadequacy of the stairs on the *Vacationland* and the *Holiday Island*, the two new car ferries operating on the Borden-Tormentine Ferry service and, if so, with what result?

2. Is it the intention of the Department of Transport to provide escalators or elevators on these ships, or to make some other modifications to reduce the amount of stair-climbing that passengers will have to do before the commencement of the 1972 season?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. Yes. (note answer to number 2).

2. The investigation by the Department of Transport into the question of the use of the stairs revealed that some people, primarily the elderly and handicapped passengers, found it difficult to climb the stairs to the upper deck where washroom facilities are located. Since major alterations would be required to change the design of the ship superstructure to accommodate escalators or elevators, a decision was made to locate additional washroom facilities on the lower car deck. These new facilities are presently being installed and they will be ready in time for