

## REASON FOR ENDING ARRANGEMENT BETWEEN RIVTOW AND COAST FERRIES—POSSIBILITY OF SUBSIDY FOR COAST FERRIES

**Mr. John A. Fraser (Vancouver South):** Can the minister tell the House why Coast Ferries have ended the arrangement with Rivtow? Can he also assure the House that those ports that were being served by Coast Ferries will continue to be served by them, and can the minister tell the House whether or not any subsidy is anticipated for the Coast Ferries section of the service?

**Hon. Otto E. Lang (Minister of Transport):** Of course, these are two private companies and I will be taking an interest in the service which they have been providing along that coast. The greatest part of the Coast Ferries' service had been in areas where no subsidies were being paid, and therefore any implication that it had to do with recent action on our part is clearly misleading. But I will look further into these questions immediately.

## BRITISH COLUMBIA COASTAL SHIPPING—POSSIBILITY OF SUBSIDY TO RIVTOW IF RATES NOT INCREASED

**Mr. Stuart Leggatt (New Westminster):** Mr. Speaker, my question is supplementary to the one asked of the Minister of Transport by the hon. member for Vancouver South. The minister indicated in one of his answers that in fact the tariff has not increased on automobiles but that it has increased because passengers had to take a separate service. I hope I understood his answer correctly. The facts are that that still means a total increase of something like 150 per cent in order to get from Prince Rupert to the Queen Charlotte Islands. When the minister announced the discontinuation of the Northland navigation subsidy, he indicated in his press release that there would not be an increase. In view of the fact that a subsidy is being paid on the coast to Rivtow, did the minister obtain in writing or any other way a commitment that the rates charged by Rivtow would be comparable with the rates charged by Northland for comparable service and, if he did not get such a commitment, would he explain to the House why he did not?

**Hon. Otto E. Lang (Minister of Transport):** The freight service of Rivtow, of course, is not being subsidized, and I would like to have the hon. member understand that quite clearly. He understood the first part of my answer that the rate being now charged for carrying automobiles was the same as the rate charged before and the only comparison being made was with the reduced rate which Northland had on the combined automobile and passenger service. Rivtow is reviewing its rate structure in view of that competitive rate having come to its attention, but it is important to recognize that in the case of Rivtow this rate now being quoted in the press is not a changed rate from its automobile rate, and it had been competing with some success against Northland in the carrying of automobiles with that rate prior to the discontinuance of the Northland service.

## Oral Questions

● (1440)

## MANPOWER

## LAY-OFFS RESULTING FROM NORTHLAND NAVIGATION CEASING OPERATIONS—GOVERNMENT ACTION

**Mr. Stuart Leggatt (New Westminster):** Mr. Speaker, my supplementary question is directed to the Minister of Manpower and Immigration. It is supplementary to the questions dealing with the problem on the B.C. coast. Some 200 men at Northland Navigation have been laid off, and my information is that the minister had indicated, prior to that decision of the government to cut off the subsidy, that jobs had been identified for these 200 people. Can the minister tell me how many of those 200 have now obtained jobs? My information is that the number is zero. Would he also explain to the House what program he now has to provide work for those 200 people who have been laid off as a result of a decision of this government?

**Hon. Jack Cullen (Minister of Manpower and Immigration):** Mr. Speaker, I am not sure I agree with the premise of the hon. member's question, but we will certainly look into that particular case and see if there is any information available for the hon. member.

## MINISTERS KNOWLEDGE OF ROAD CONDITIONS IN NORTHERN BRITISH COLUMBIA

**Mr. Bob Brisco (Kootenay West):** Mr. Speaker, my supplementary question is to the Minister of Transport. In view of the fact that the minister has indicated that Stewart will be served by other means and that there is a readily accessible road to Stewart, I wonder if the minister has considered having his official drive his car or the minister's car from Hazelton, to Meziadin Junction, to Stewart at this time, or in fact at any other time of the year, and is he aware of the road conditions which prevail?

**An hon. Member:** He only flies.

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, I believe that the barge service will be offered for that point in any case. I would want to check that, but in addition, whether the road conditions in that area are quite poor or not, the fact remains that in some of those areas truck service regularly offers and carries freight into those places.

## ALLEGED INCREASE IN RATES BY RIVTOW

**Mr. Benno Friesen (Surrey-White Rock):** Mr. Speaker, my question is to the Minister of Transport. Is it not the case that when Rivtow took over the Northland operations, it assumed the Northland tariff plus its own, maintained the Northland rates by that tariff the first two weeks and then dropped them in favour of its own higher rates, which are up to 150 per cent higher!

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, as I pointed out in the one example which was referred to