

announced the establishment of his office in Winnipeg and the appointment of several senior staff members. In addition to the Winnipeg office, Dr. Horner will be setting up branches in Saskatchewan and Alberta. He has in the past several weeks begun his consultations with those groups I have just mentioned and is continuing to meet with them, and we have confidence in Dr. Horner's ability as the new grain co-ordinator to get our grain moving faster and in a more efficient and effective manner into both export and domestic markets.

TRANSPORT

PRINCE RUPERT—CONSTRUCTION OF NEW GRAIN TERMINAL

Senator de Cotret: I would like to advise the Honourable Senator McDonald that the Minister of Transport announced in Calgary at a meeting with the Alberta Wheat Pool delegates November 30 that the site for the new Prince Rupert terminal has been selected, and the site chosen is Ridley Island. The site evaluation report included several specifics. Probably most important were: (1) the ability to develop an operational structure approximately nine months sooner at Ridley Island; and (2) an estimated additional cost of \$20 million which would be required at the Kaien Island site at Casey Point. I strongly support the minister in his statement that if we wish to export more grain, it is imperative that the new terminal at Prince Rupert go on stream as quickly as possible, and it is estimated that if we proceed quickly, the new terminal at Ridley Island can become operational by 1984. I know that the Minister of Transport expects to have all arrangements finalized by the end of the year so that development can be under way with no further delays.

With regard to the honourable senator's supplementary question, an interchange agreement between Canadian Pacific and Canadian National whereby cars from both railways will be able to move grain into Prince Rupert is in final negotiation. This agreement covers movement from both the present elevator and the new one. The development of Prince Rupert is clearly contingent upon the interchange agreement. If we can arrive at a suitable agreement vis-à-vis Prince Rupert, it may well set the stage for further interchanges such as to Churchill. When these negotiations have been completed, we would be more than willing to make the honourable senators apprised of it.

CROWSNEST RATES FOR MOVING GRAIN

Senator de Cotret: The Minister of Transport knows what the Crow rates mean to the western farmer. He knows the historical and economic significance of these rates to all western Canadians and we as a government have no intention of removing the benefit of the statutory rates as it now exists. There are pressures to modify its application, to review its structure, and there are differing views as to how it affects the total industry. There is concern expressed about its impact on secondary or value-added industries. These expressions of opinion are coming from individual producers, organizations, and various sectors of the industry.

I want to assure you that any changes that may be contemplated will come only after there is full consultation with the producers, for we happen to believe that the producers of this country have some excellent ideas and views and we intend to capitalize on that expertise.

Secondly, we believe that the railways have a firm obligation to move grain expeditiously, effectively and efficiently in the national interest and in the producers' interest. I want to make it very clear that under our government the railways will not be allowed to run just the gravy trains.

And in saying that we are not accepting as gospel the formula of Snavely, just as we have not accepted Prac or Booze-Allen.

Thirdly, any freight rate adjustment will have to be coupled with adequate service guarantees.

Fourthly, because we consider grain to be a national asset, we in the federal government will not shirk from our responsibility in backing up that commitment with federal resources.

PENITENTIARIES

MEDICAL RESEARCH RESPECTING INMATES

Senator Flynn: On November 29, Senator Thompson asked a very detailed question regarding medical treatment administered to inmates of federal penitentiaries.

I have been able to obtain a thorough but highly technical reply, which is as follows:

In order to answer the question as specifically as possible, it has been divided into two parts: Individuals carrying out medical research; and the use of electric shock treatment.

In response to the first part, no such research took place in the Atlantic, Quebec and Prairie Regions.

In the remaining Region of Ontario, the only research on behavioural reaction to prescribed drugs was a study conducted by Dr. Workman, published in the November 1975 edition of the *Canadian Family Physician* and entitled "Psychotropic Drugs and Aggression," which found that some tranquilizers have a disturbing effect on certain inmates.

There have been no experimentally controlled programs conducted on inmates in the Ontario Region by any pharmaceutical or drug manufacturing company.

In the Pacific Region, modified electroplexy, which is a legitimate treatment for certain serious forms of mental illness, was used at Riverview Hospital for some federal inmates prior to the opening of the Regional Psychiatric Centre in 1972.

At the Regional Psychiatric Centre, four cases received modified electroplexy for the treatment of severe mental disorders under qualified medical practitioners in 1972 and 1973.

In reply to the second part of the question, no electric shock treatment has been used in the Quebec, Ontario and Pacific Regions. In the Prairie region, electric shock treatment was occasionally given up until five years ago. It has not been given since that time except in outside hospitals, in controlled cir-