

**Mr. Speaker:** In my opinion, such a question could readily be placed on the order paper or debated on the adjournment motion. However, if the hon. minister can give the question a brief reply, I shall allow him to do so.

The hon. member might take for granted that due note has been taken of his question.

**Mr. Laprise:** Ten o'clock, Mr. Speaker.

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• (1120)

[English]

### AIRPORTS

#### TORONTO—USE OF NEW FACILITY AS MAJOR TERMINAL FOR OVERSEAS FLIGHTS—POSSIBLE SEPARATION OF PASSENGER AND FREIGHT SERVICES

**Mr. G. H. Aiken (Parry Sound-Muskoka):** Mr. Speaker, I have a question for the Minister of Transport concerning his announcement yesterday of a new airport in the Toronto region. Is it intended that the new airport will be the major terminal for overseas flights or will Malton continue in this role?

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, the new airport which I announced yesterday will be an international airport and will in fact be about comparable in size and operation as the one that is now under construction at Ste. Scholastique. As to whether it will be a totally international airport or one with a mix of services, this can, of course, only be determined with the passage of time. But it will have all the necessary amenities and facilities to be an international airport, and we visualize that that would be its main purpose.

**Mr. Aiken:** Does the development of new airports in the Toronto and Montreal regions indicate a new policy concerning air traffic handling and, specifically, the development of a distinction between passengers and air freight?

**Mr. Jamieson:** No, Mr. Speaker. I do not expect, at least in the state of the art as it is at the moment, that there would be any such clearcut division. Generally speaking, air freight is carried quite frequently on planes that also carry passengers, and this looks as though it will be the largest part of such movements for the immediate future. So there could be no such distinction. Each of the airports at Toronto and Montreal is designed to accommodate the traffic growth that has taken place and will take place in both these regions.

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### AIR TRANSPORT

#### IDENTITY OF CARRIER FOR POSSIBLE SERVICE TO MAINLAND CHINA

**Mr. J. P. Nowlan (Annapolis Valley):** Mr. Speaker, I have a supplementary question for the Minister of Transport on the subject of air policy. I should like to refer to another airport in Canada, the one at Vancouver, and the prospects for its future growth. Has any decision yet been

### Inquiries of the Ministry

made as to which carrier will attempt to service mainland China?

**Mr. Speaker:** Order, please. I suggest that this is hardly supplementary to the question asked about the Toronto airport, but again we can perhaps save time by allowing the question and allowing the minister to reply to it.

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, the procedure, as I expect the hon. member knows, is for the two countries to initiate talks with a view to reaching agreement on a bilateral. I can advise the House that we have in fact advised the government of the People's Republic of China that we are prepared to enter into such bilateral negotiations at any time they are prepared to start such negotiations. In so far as the designation of a carrier is concerned, I think it is common practice to refrain from indicating publicly just which carrier it will be until such time as the bilateral has been negotiated.

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### PENITENTIARIES

#### SASKATCHEWAN—POSSIBLE CLOSING OF INSTITUTION—OPPORTUNITY FOR REPRESENTATIONS TO BE MADE BY THOSE AFFECTED

**Right Hon. J. G. Diefenbaker (Prince Albert):** Mr. Speaker, in the absence of the Solicitor General I ask this question of the Acting Prime Minister. It has to do with the special report No. 1 on the design of federal maximum security institutions, which was tabled yesterday in the House. In the report there are recommendations concerning the prairie provinces and the Drumheller, Saskatchewan and Manitoba penitentiaries. One of the recommendations is that the Saskatchewan penitentiary should be phased out and its use as a correctional institution discontinued.

In view of the serious economic consequences that would follow the carrying out of this report in so far as Saskatchewan is concerned, would the government give the assurance that before the theoretical conclusions in the report are carried into effect opportunities will be made available, for example, through a travelling commission, to hear at first hand the views not only of the people affected in the case of the Saskatchewan penitentiary but also in regard to the other two institutions.

**Hon. Mitchell Sharp (Acting Prime Minister):** Mr. Speaker, the right hon. member for Prince Albert speaks with his customary eloquence, and I am quite sure his views will be conveyed to the Solicitor General who will treat them very seriously indeed.

**Mr. Diefenbaker:** I appreciate that very much, Mr. Speaker, but eloquence without action on the part of the government would be ineffectual. I am asking for action.