

Questions

received opinions from other Quebec Departments including the following: Ministère de la Voirie; Ministère des Affaires intergouvernementales; Ministère de l'Industrie.

MOTORCAR RECALLS

Question No. 1,898—Mr. Robinson:

1. How many motor vehicles have been recalled by (a) General Motors (b) Chrysler Corporation (c) American Motors (d) other companies, during each of the years 1960-69 inclusive?

2. Were any of the recalls of motor vehicles due to faulty workmanship?

3. Has the government investigated any of the reasons for recall?

4. Is the government proposing to set adequate automobile standards and inspection services for the automobile industry?

Hon. Paul Hellyer (Minister of Transport):

1. No information is available on the number of motor vehicles recalled during the years 1960-61. During the five years 1962-1966 the total number of motor vehicles recalled in Canada was 780,609. A complete breakdown of this number by Company and year is not available.

From January 1, 1967 to April 11, 1969, the number of motor vehicles recalled was as follows:

| Company | Number of Vehicles | | |
|-----------------|--------------------|--------|-------------------------|
| | 1967 | 1968 | 1-1-69 to 11-4-69 |
| American Motors | 3,227 | Nil | Nil |
| Chrysler | 23,210 | 318 | 246 |
| Ford | 22,298 | 6,514 | 1,166 |
| General Motors | 195,651 | 49,773 | 554,184 |
| Kaiser-Jeep | Nil | Nil | 191 |
| Rolls-Royce | | | 97 |

The figure of 554,184 for General Motors includes motor vehicles sold from 1965 to date.

2. It is not possible to classify defects by workmanship as distinct, for instance, from design, assembly and wear in use.

3. The federal government has obtained from the manufacturers complete and satisfactory explanations of the reasons for each of the recalls since January 1, 1967.

4. As announced in the House of Commons recently, the federal government is presently considering legislation for mandatory safety standards for motor vehicles and parts manufactured in or imported into Canada. The need for inspection services to ensure compliance with mandatory standards is also being studied.

[Mr. Hellyer.]

J. F. PARKINSON OF C.M.H.C.

Question No. 1,905—Mr. Skoberg:

1. Is J. F. Parkinson a Director of Central Mortgage and Housing Corporation and, if so, when was he elected as a Director and what is his remuneration?

2. What criteria was used in his selection as Director of the Corporation?

Hon. Paul Hellyer (Minister of Transport):

1. Yes. Mr. Parkinson was appointed May 20, 1954. He receives no additional salary or fee for his services as a director.

2. Mr. Parkinson is Economic Adviser to the Deputy Minister of Finance and is one of three directors to be appointed from within the public service of Canada by the Governor in Council pursuant to The Central Mortgage and Housing Corporation Act.

FRASER VALLEY DYKING ASSISTANCE

Question No. 1,909—Mr. Rose:

1. Which Fraser Valley municipalities have applied for dyking assistance under the Federal-Provincial Fraser River Flood Control Program signed in December, 1968?

2. What Fraser flood crest are the present Fraser Valley dykes capable of withstanding?

3. In which areas of the Fraser Valley are the dykes considered to be less than adequate to withstand a greater than normal spring freshet?

Hon. Otto E. Lang (Acting Minister of Energy, Mines and Resources):

1. Applications have been received by the Province of British Columbia from 13 municipalities and dyking districts for assistance under the Fraser River Flood Control Program covered by the federal-provincial agreement signed on May 24, 1968. The Province is forwarding to the Fraser River Joint Program Committee for its consideration the applications made by the Municipalities of Kent, Pitt Meadows and Richmond. The remaining 10 applications are being reviewed by the Province prior to their transmittal to the Program Committee.

2. The present Fraser Valley dykes were constructed after the 1948 flood to withstand a river elevation of 26 feet at Mission City, which elevation is equivalent to the flood of record. The present dykes withstood peak elevations of 23 feet at Mission City in 1964 and again in 1967; however, in both years emergency dyke repairs were required at a number of locations. Although the present dykes are not in completely uniform condition, it is presumed that they would be capable of again withstanding a peak elevation of about 23 feet at Mission City.