

NATIONAL DEFENCE

NATO—REPORTED PLAN TO REDUCE CANADA'S
EXPENDITURE

On the orders of the day:

[Translation]

Mr. Real Caouette (Villeneuve): Mr. Speaker, my question is directed to the Minister of National Defence. Could the minister tell the house whether there is any truth in the report, published in this morning's edition of *Le Devoir*, to the effect that the government is considering a cut of its military expenditures within NATO, in order to put more money at the disposal of the Canadian provinces?

[Text]

Hon. Paul Hellyer (Minister of National Defence): No, Mr. Speaker, I do not think there is any official basis whatsoever for that report.

TRANS-CANADA AIR LINES

SASKATCHEWAN—INQUIRY AS TO PROVISION OF
JET SERVICE

On the orders of the day:

Mr. J. N. Ormiston (Melville): Mr. Speaker, I should like to direct a question to the Minister of Transport. Does the minister know whether Trans-Canada Air Lines has plans for jet service in Saskatchewan when, or before, the DC-9's go into service in 1966? In particular, will Regina and Saskatoon be included in transcontinental jet service?

Hon. G. J. McIlraith (Minister of Transport): Mr. Speaker, the only way T.C.A. jet service could be provided to Saskatoon and Regina before the delivery of the DC-9's would be by the DC-8's. At the present time T.C.A. has no plans for making DC-8 intermediate stops between Winnipeg and Calgary in the case of Regina and Winnipeg and Edmonton in the case of Saskatoon. I would expect that both Regina and Saskatoon would have jet service after the DC-9 has been placed in service.

RECOMMENDATIONS RESPECTING NEW PLANES
AND WINNIPEG MAINTENANCE BASE

On the orders of the day:

[Translation]

Mr. L. J. Pigeon (Joliette-L'Assomption-Montcalm): Mr. Speaker, may I direct a question to the Minister of Justice in his capacity as Acting Prime Minister?

Can the minister tell the house why, on the one hand, the government accepted the recommendations of Trans-Canada Air Lines on the choice of the DC-9, while on the other hand, it rejected the advice of those experts who

Inquiries of the Ministry

recommended the transfer of T.C.A. workshops from Winnipeg to Montreal?

Hon. Lionel Chevrier (Acting Prime Minister): The Prime Minister made a statement in the house last week on three questions relating to the activities of Trans-Canada Air Lines. He has thus outlined the government policy, and it is not for me to comment on the Prime Minister's statements.

Mr. Pigeon: Mr. Speaker, may I ask a supplementary question?

As Canada has an adverse trade balance with the United States, has the government reconsidered its decision, and bought for Trans-Canada Air Lines another plane instead of the DC-9?

Mr. Chevrier: If the hon. member is trying to imply that Canadair did not get its fair share of contracts with the United States, he is mistaken, for I feel that the statements of the Prime Minister clearly establish that this company will get quite a considerable number of contracts.

Mr. Pigeon: Mr. Speaker, I rise on a point of order.

I asked the minister a specific question. I asked him if buying a DC-9 from an American company, and the fact that some parts for it would be made in the United States, would not contribute to increase the deficit in our trade balance with the United States?

Mr. Chevrier: Mr. Speaker, there is no point of order.

It seems that the answer I gave the hon. member did not satisfy him, but he should remember that the purchase of DC-9 planes will involve very important sub-contracts which will promote the expansion of the Canadian economy.

Mr. Gilles Gregoire (Lapointe): Mr. Speaker, may I direct a supplementary question to the Minister of Justice, in his capacity as Acting Prime Minister?

Does the minister intend to make known the report of experts in favour of the DC-9 aircraft instead of the Caravelle and to disclose the reasons that brought about the purchase of the DC-9 aircraft rather than the other?

Mr. Chevrier: Mr. Speaker, I do not know whether it is in order to publish or make known technical reports such as that one.

Of course, the decision rests with the Minister of Transport, but according to the stand taken by the previous government and of the preceding one when technical reports were submitted, it will be recalled that they were considered as privileged material between the crown corporation and the government.