

Routine Proceedings

The timing is very important. This is a very significant report. We urge you to study it carefully.

HEADS OF DELEGATIONS MEETING OF THE
PARLIAMENTARY ASSEMBLY OF THE CONFERENCE ON
SECURITY AND CO-OPERATION IN EUROPE

Hon. John Bosley (Don Valley West): Mr. Speaker, pursuant to Standing Order 34, I have the honour to present to the House the report of the Heads of Delegations Meeting of the Parliamentary Assembly of the Conference on Security and Co-Operation in Europe on January 13, 1992 in Madrid, Spain.

I will not read a précis of the report, under the circumstances, knowing that the hon. Leader of the Opposition is waiting to make his speech.

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PETITIONS

ARROW AIRLINES CRASH

Mr. Jesse Flis (Parkdale—High Park): Mr. Speaker, pursuant to Standing Order 36, I have the honour and duty to present petitions on behalf of many residents of Canada who are petitioning regarding the tragic crash of the Arrow Air DC-8 at Gander, Newfoundland on December 12, 1985.

The petitioners state that the Canadian government's accident investigation into the tragic crash did not establish the cause and whereas no proper public inquiry—

Mr. Speaker: The hon. member knows that it is not appropriate to get into a debate. What the House wants to hear is what is the petition, what is the prayer. I am sure the hon. member can finish that off shortly.

Mr. Flis: Mr. Speaker, because of the seriousness of this petition I am reading it verbatim.

Mr. Speaker: The petition may be read verbatim, but I think the hon. member, whether he is reading the preamble or not, is getting into argument.

The difficulty in this case is that because we cannot hear any other member on the presentation of a petition, I am asked by all hon. members to be fairly strict about limiting the amount of debate that goes with it. What the hon. member ought to do—and I would think that the petition would show this—is let the House know what it is that the petitioners are asking for. We do have to limit

debate. After all, all petitions of course could be considered serious matters.

Mr. Flis: Mr. Speaker, the families of the victims desperately want to learn the complete circumstances of the deaths of 256 loved ones, and Canada has yet to fulfil its international obligations to investigate fully the worst aircraft crash in Canadian history.

The petitioners humbly pray and call upon Parliament to urge the government to appoint a royal commission to ascertain, evaluate and report on the investigation of the Gander crash with particular attention to deliberate or inadvertent attempts that may have been made to obscure the circumstances.

I would like to draw to the attention of this House that I received a similar petition signed by citizens of the United States and by many of the parents of the soldiers who were killed in this crash. I cannot present their petition in this House because they are not Canadian citizens.

Therefore, I did send their petitions directly to the Prime Minister. Hopefully, with the Prime Minister's intervention and that of the Minister of Transport, the government will see fit to appoint a royal commission to find out once and for all the cause of this crash. Was there any cover-up or not?

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QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk)

Mr. Albert Cooper (Parliamentary Secretary to Minister of State and Leader of the Government in the House of Commons): Mr. Speaker, Question No. 158 will be answered today.

[Text]

Question No. 158—**Mr. Rideout:**

With respect to the recapture and trial of Allan Légère, (a) what were the total costs of the (i) manhunt (ii) trial (b) what proportions of these costs were paid by the federal and provincial governments (c) what was the cost of the RCMP DNA testing?

Mr. Albert Cooper (Parliamentary Secretary to Minister of State and Leader of the Government in the House of Commons): I am informed by the Department of Justice and the Ministry of the Solicitor General of Canada as follows: