

NATIONAL RESEARCH COUNCIL—PUBLICITY
EXPENDITURES

Question No. 2,874—**Mr. Nystrom:**

1. What were the amounts of money spent by the National Research Council on publicity and/or information in each of the fiscal years 1972-73 and 1973-74 to date?
2. What were the names and addresses of firms and individuals who received these contracts, what amounts of money were spent in each case and what was the purpose of each contract?
3. In the case of expenditures for publicity and/or information made within the Department by its publicity or information division, what was the amount in each case and the purpose of the expenditure?

Return tabled.

NATIONAL RESEARCH COUNCIL—RESEARCH
EXPENDITURES

Question No. 2,922—**Mr. Nystrom:**

1. What was the total amount of money spent in each of the fiscal years 1972-73 and 1973-74 to date by the National Research Council on contracts to outside persons and organizations for research, development and other consulting services?
2. What are the names and addresses of these outside persons and organizations and what amounts of money were involved in each contract?
3. What was the purpose of each contract and title of each report submitted?

Return tabled.

FIRENZA AUTOMOBILE DISPUTE WITH GENERAL MOTORS
OF CANADA

Question No. 2,954—**Mr. Atkey:**

1. Does the government intend to intervene as a friend of the court in the class action No. 3495—73 now before the Supreme Court of Ontario against General Motors of Canada on behalf of Helen Naken, Stephen Cranson, William Pearce, Robert Vandiera and all others who purchased new 1971 and 1972 Firenza automobiles?
2. Were Firenza owners forced to rely almost solely on the Automobile Protection Association for aid in their attempt to obtain redress of their grievances from General Motors and, if so, is the government considering the permanent provision of funds to APA, which now operates under a LIP grant, to guarantee its continued existence or the provision of funds to other similar automobile consumer groups?
3. What criteria were employed to select the seven Firenza automobiles chosen for the study by the Department of Transport, Road and Motor Vehicle Traffic Safety Branch of July 16, 1973?
4. For what reason did the Road and Motor Vehicle Traffic Safety Branch consider that seven was a sufficient sample on which to conclude that the safety of the highways was not endangered by the Firenza automobiles?
5. Has the government considered increasing the powers and facilities of the Accidents and Defect Investigations Division of the Road and Motor Vehicle Traffic Safety Branch of the Department of Transport to avoid a continued reliance on the defect monitoring system in the United States and, if not, for what reason?
6. Has the Accident and Defect Investigations Division of the Road and Motor Vehicle Traffic Safety Branch suggested that the electrical system of the Firenza is a cause of concern and, if so, does the possibility of such defect justify the safety recall of all 1971 and 1972 Firenzas?
7. Has the Minister of Transport considered broadening the interpretation of and/or introducing amendments to the Motor

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Vehicle Safety Act to provide for the safety recall of those automobiles which display a reasonable probability of endangering the safety of Canadians on the highways?

8. Does the Minister of Consumer and Corporate Affairs intend to propose any legislation or exercise any powers to prevent the importation of defective automobiles into Canada in the future and, if so, what steps are being or will be taken?
9. Did an independent vehicle engineering consultant examine a sample of Firenza automobiles for the Department of Transport and find that all vehicles had deficiencies which he concluded did not constitute a grave and immediate hazard to the safe operation of the vehicles and, if so, does the Minister of Consumer and Corporate Affairs intend to take any action concerning such performance-related defects?
10. What action, if any, does the Minister of Consumer and Corporate Affairs intend to take against automobile dealers who allegedly incorporated the \$250 note of credit offered by General Motors to Firenza owners into their trade-in offers?
11. Does the Department of Consumer and Corporate Affairs intend to lay charges against General Motors under the provisions of the Combines Investigation Act for misleading advertising on the basis of the failure of the Firenza automobile to fulfil General Motors' advertised assurances of stout performance, sustained reliability, rugged durability and all-round GM engineering?

Return tabled.

SUSPENSION OF PART XV OF CANADA SHIPPING ACT

Question No. 2,982—**Mr. Forrestall:**

1. In how many instances has Part XV of the Canada Shipping Act been suspended pursuant to sections 663 and 665 of the Canada Shipping Act, on what dates, affecting what vessels for what length of time since January 1, 1970?
2. What were the reasons for such exemptions granted in each instance?

Return tabled.

Mr. Stackhouse: Mr. Speaker, I rise on a point of order. Since last January I have had question No. 420 on the order paper. I have drawn this to the attention of the parliamentary secretary. As this is the month of December, I think it is high time that a question asked last January was answered. I appreciate that the information may be embarrassing to the government; nevertheless, it should be made available to parliament.

I am impressed by the parliamentary secretary's defence against criticism of this kind on other occasions, namely, that he and his colleagues have answered 87 per cent of the questions asked. However, we are also interested in the other 13 per cent. Impressed as we may be by their success to the extent of 87 per cent, I wonder what the government's reaction would be to anyone who paid only 87 per cent of his income tax.

Mr. Reid: Mr. Speaker, the hon. member's point is well taken. I expect to have the answer next week.

Mr. Cossitt: Mr. Speaker, I rise on a point of order with regard to certain unanswered questions on the order paper. On June 19 I asked question No. 2316 concerning the details and cost of trips made by the Prime Minister (Mr. Trudeau) at public expense since October 30, 1972. I can see no valid reason why approximately six months later there should still be no answer to a very legitimate question asking for information to which a member of parliament is entitled.