

sits. I would like to offer to buy it. I would be very proud to bring it here and drive it back and forth in Ottawa to show what can be done. I would like to have one at home as well in Victoria, and I would be proud also to show what our young engineers can do. There was just the one model, and there it is under wraps.

It is interesting to note that a second experiment is being undertaken by that same faculty at the same university. This time the car is not to be powered by liquified gas but by electricity. They are working on a new type of power transmission from storage batteries, which produce direct current, powering the engine by alternating current. The batteries are recharged each night so that it will operate the following day without problem. It can travel at about 50 miles an hour.

This vehicle is not in somebody's mind, it is actually rolling along the boulevards at the University of British Columbia. Where did they get the funds for it? They did not get them from the government.

They put forward a proposal under the Habitat Program to the Minister of State for Urban Affairs (Mr. Danson). They said they would like \$500,000 to get the thing going. You would never believe the answer they got. They were told this was piddling stuff—half a million; why did they not ask for something worth while? They were told the department did not consider a request for funds under a million. It was a modest demand—well, it was not modest, actually. Five hundred thousand dollars is not modest in my language. They felt they should keep it within reasonable limits.

Their request was rejected on the grounds that they had not asked for enough. I find this absolutely incredible. However, by the time they got around to asking for a million there were no funds left. Somebody else had sopped them up. All the while of course we are handing out something like \$90 million, on such things as LIP grants, which could better be put into long-range thinking and research and development.

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At the moment we are talking about research. Development comes later. But no; we have a large program for things of very short duration intended presumably to sop up some of the unemployment. Here, however, is a project which, if carried through, could enter the world field today at a time of need for energy conservation. It is a project involving a car that would be economically operable and cheap to produce. There is nothing to help these people get it going. The government simply is not serious.

### *Energy Conservation*

The report that the international group came out with unfortunately is right. The government is not serious in its profession of support for research. It is not serious even in its profession of belief in conservation. I wish the words of the hon. member for Peel-Dufferin-Simcoe could be heard by his group. I hope he stands up in the caucus and says the same thing, because the government is not serious. I even except that exciting program on Boxing Day for which we are awaiting with baited breath. What is it? Is it Good King Wenceslaus coming out? I bet it is. The parliamentary secretary promised us this great feast on Boxing Day. I do not know whether I will bother to tune in to it because I believe what we need rather than a television program is a positive program in respect of research.

Development, of course, is the second phase. Why does the government not open up the fiscal road that would encourage development, leading to production, of one or other of the vehicles I mentioned, or some other energy conservation projects such as a new way to capture some of the energies we cannot yet manage? We have been talking about the wind. There is also solar energy. I know there is quite enough wind here and I would like to eliminate a lot of it that comes from the other side. But the government's tax policies are designed to discourage rather than encourage development.

This afternoon I heard that these people at the University of British Columbia are turning out to be a very disillusioned group. They have put their whole hearts into the production of these two vehicles of completely different concept, one of liquefied natural gas and the other of stored electricity. They are receiving no help and they wonder what the government is doing. I could tell them what it is doing—nothing.

The Canadian Patents Development Limited operation is a colossal failure. It was put together in order to help those who work at government laboratories so that if they should come up with some patentable operation they would be assisted in getting it patented, on the market and working. This is no good. It is not working.

What we need in this country is something more like what the British have introduced in the form of a national research development corporation, a corps of engineers to which people who have ideas could go, such as our boys from UBC, or someone who has some ideas in respect of solar energy or ways to harness the wind. We need this not only so that the idea or device will not be stolen but also so that the people concerned may obtain positive assistance in respect of further research in this area and, if the research pans out, further developmental assistance or development inducements in the way of capital investment in their particular enterprise.

We are getting none of this from the present government. I find it deplorable and shameful that we should have to underline the fact that we are remiss in this very important area, and are in our present dilemma where our normal recognized energy costs have soared beyond the reach of many people living on this planet. Yet we do nothing. We say, "We are all right, Joe". But what about the other man?