

of the supreme court decision regarding the constitutional position of provincial marketing boards, in order that such marketing boards may continue to make deductions from producers for the purpose of building up reserves?

**Right Hon. J. G. Gardiner (Minister of Agriculture):** The Minister of Justice, the Minister of Finance and I met a delegation of about 40 people from the province of Ontario who presented the arguments to us, and they were told that the government is giving consideration to the matter.

### PENSIONS

REFERENCE TO INQUIRY OF HON. MEMBER FOR RESTIGOUCHE-MADAWASKA ON MARCH 13

On the orders of the day:

**Hon. George C. Marler (Minister of Transport):** Mr. Speaker, on a question of privilege, may I say that on reading *Hansard* for Wednesday last, March 13, I find that I misunderstood a question asked me that day by the hon. member for Restigouche-Madawaska (Mr. Van Horne). I understood that his question related to the health and welfare plan for C.N.R. employees which had been mentioned in the debate on the previous day, but I now find that his question related to the possibility of an increase in C.N.R. pensions.

With respect to that matter, I can add nothing to what I said on the subject on January 22 last.

### NATIONAL DEFENCE

UNITED NATIONS EMERGENCY FORCE—  
DISCIPLINARY REGULATIONS

On the orders of the day:

**Mr. G. R. Pearkes (Esquimalt-Saanich):** May I ask the Minister of National Defence if he is able to reply to the question I asked on Friday regarding the disciplinary status of the Canadian troops in the Middle East?

**Hon. R. O. Campney (Minister of National Defence):** Yes, Mr. Speaker. The Canadian code of discipline will apply to our troops in the United Nations emergency force in the same way as do the respective codes of discipline of other nations to their components in that force. Our Canadian Criminal Code will also apply to our troops, as will our civil law in respect of any matters touching on the official duties of the troops. As a matter of fact, the general position in these matters is practically the same as it was in Korea.

### Inquiries of the Ministry

#### WATER RESOURCES

INQUIRY AS TO MEETING WITH UNITED STATES OFFICIALS

On the orders of the day:

**Mr. Howard C. Green (Vancouver-Quadra):** May I direct a question to the Minister of Northern Affairs and National Resources. According to press reports this morning concerning the border river preliminary meetings which are to take place in Ottawa tomorrow, government officials have stated that the actual talks on the problem of developing international rivers likely will not start for a few months and will continue for probably less than a year. Is that report accurate? Of course the result would be that no decision would be reached for many months or even years.

**Hon. Jean Lesage (Minister of Northern Affairs and National Resources):** I have not read the article mentioned by the hon. member. It would be easier for me to comment if I had the opportunity of reading the article in question.

**Mr. Green:** Perhaps the minister can tell us how long he expects it will be before the actual negotiating meetings commence.

**Mr. Lesage:** How can I say that before the preliminary meeting has even started?

### TRANS-CANADA AIR LINES

INQUIRY AS TO GROUNDING OF VISCOUNT PLANES

On the orders of the day:

**Mr. Harold E. Winch (Vancouver East):** I should like to direct a question to the Minister of Trade and Commerce. In asking the question I want to say that I have the greatest confidence in T.C.A. and its aircraft. In view of the grounding of Viscounts in Great Britain, what is the situation in Canada?

**Right Hon. C. D. Howe (Minister of Trade and Commerce):** Mr. Speaker, I saw a statement by Mr. McGregor, president of Trans-Canada Air Lines, in the press which pointed out that the Viscounts in Canada are a different series from the Viscounts that have been grounded and that the Trans-Canada series were built under the supervision of Trans-Canada's engineers. Trans-Canada Air Lines has had absolutely no mechanical trouble of any kind since the airplanes were delivered except for a runaway engine, which, we think, caused damage largely through bad judgment on the part of the pilot. We think that a pilot error was the cause of the damage done on that occasion. Therefore T.C.A. finds no purpose in grounding their Viscount aircraft.