

*Oral Questions*

Why were successive Ministers of Transport telling Canadians that the skies were safe when they knew within their own office that there were problems in the department and that it was unable to ensure safety?

**Hon. Jean Corbeil (Minister of Transport):** Mr. Speaker, I think I answered that question a few minutes ago by demonstrating that all Ministers of Transport who have occupied this portfolio since the advent of this government have always been preoccupied by one major concern: the safety of all modes of transportation in Canada.

I would like to point out to the hon. member that after three years of investigation of the Dryden accident, on the day after he tabled his report Mr. Justice Moshansky reiterated in several interviews in the press, on the radio and on TV that the Canadian sky and aviation safety system is one of the best in the world.

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[Translation]

**FIREARM CONTROL**

**Mrs. Pierrette Venne (Saint-Hubert):** Mr. Speaker, the firearm regulations have been tabled this morning. It is too bad that people are treated differently whether they live in the city or in a rural area.

My question is for the Minister of Justice. Why make an exception in the regulations regarding the mandatory safety lock-up for people who live in the country on the pretext that they may need their weapon to protect themselves from predators or other animals?

**Hon. Kim Campbell (Minister of Justice and Attorney General of Canada):** Mr. Speaker, the provisions under which people who live in rural areas are allowed to store their firearms without locking them up are only temporary. The regulations state clearly that this does not allow people living in rural areas to keep their firearms permanently without locking them up. It is only meant to allow them to use their firearms if need be and in a safe way.

**TRANS-CANADA HIGHWAY**

**Mr. Guy Saint-Julien:** Mr. Speaker, my question is for the Minister of Transport. I understand that the Quebec government is neglecting highway 117, the Trans-Canada Highway, in Abitibi-Témiscamingue. However, further to the First Ministers Conference on the Economy, held on March 24 and 25, it had been agreed to give priority to proposals regarding the national highway system.

Will the minister confirm today that highway 117 from Louvencourt, Val-d'Or, Malartic, Rivière-Héva, Cadillac and Rouyn-Noranda all the way down to the Quebec-Ontario border will be seriously considered with a view to rebuilding it completely to ensure road safety and make commuting easier in the Abitibi-Témiscamingue, a remote area.

**Hon. Jean Corbeil (Minister of Transport):** Mr. Speaker, my hon. colleague will certainly be glad to know that for the past three years the Ministers of Transport of every province and the federal Minister of Transport have been looking at the issue of a national highway system. A final study on this issue has recently been presented to us and we will meet shortly. My hon. colleague the Minister of Finance has announced that we will examine the matter very carefully, keeping in mind that Canada already gives several hundred million dollars to some provinces for the upgrading of the highway system.

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[English]

**AVIATION SAFETY**

**Mr. Stan Keyes (Hamilton West):** Mr. Speaker, the Minister of Transport stated in this House last Thursday that the total number of inspectors increased from 456 in 1985 to 569 in 1991. According to the Deputy Prime Minister, when he was Minister of Transport back in 1985, the actual number of inspectors was not 456, but somewhere over 600.

I want to ask the Minister of Transport who is telling the truth.

**Hon. Jean Corbeil (Minister of Transport):** I am, Mr. Speaker.

**Mr. Stan Keyes (Hamilton West):** Then we can assume that the Deputy Prime Minister was not telling the truth back in 1985.

**Some hon. members:** Oh, oh.

**Mr. Speaker:** Perhaps the hon. member would like to pose his question in such a way that we do not get into these difficulties.

**Mr. Keyes:** Mr. Speaker, the minister also failed to mention that the total number of accidents increased from 1985 to 1991, that accidents involving commercial aircraft increased between 1984 and 1991 and that the near misses involving Canadian registered aircraft increased by roughly 400 per cent between 1985 and 1989.