

break a leg or an arm. Moreover, when those safety belts are not equipped with an automatic system or when they lie about anywhere in the car, they may often be the cause of accidents, especially when you get out of the car and those belts are hanging outside.

In my opinion, this bill, as a whole, is very good. I congratulate once more my friend for his wisdom, for the many sociological studies he carried out. I hope that he did not do them for the people of his constituency only but for the whole Canadian people. One cannot but praise him.

I would like to emphasize the matter of education in this area, as in those related to social security. I believe that the federal government, within its own jurisdiction, especially following the changes which have occurred in our society in the last few years, has made every possible effort to adjust safety measures, particularly as regards to motor vehicles, to this rapid change, to modern life.

On many occasions, the hon. minister has shown his concern with the problem of alcohol related to highway accidents. We should allocate funds to the prevention of the abuse which has caused 80 per cent of highway accidents in Canada.

As my friend from Ottawa-West (Mr. Francis) mentioned, we have enacted regulations on the security of motor vehicles. We have also carried out studies on warning and traffic control devices and also studies, very important in Canada and on the North American continent, on the calcium and sand which is strewn in tons on our roads, destroying the best cars. Whether a car is worth \$15,000, \$2,000 or \$3,000 and whether or not it has received anti-rust treatment, it is inevitably doomed to the dump after a few years, eroded by rust.

That is another factor we should study more thoroughly to prevent cars becoming hazards on roads after a few years' use.

There also, the Minister of Transport (Mr. Jamieson) issued statements to the effect that a number of surveys had been carried out and that we were on the right road to overcoming the effects of corrosion on motor vehicles.

We also took action about the falsification of labels on cars and I feel sure the federal government has shown its willingness to co-operate, to do its duty but as was said a while ago, the federal government cannot do everything single-handed.

Some aspects of the law involve the provinces, each one having its own responsibilities in this field, although in other spheres it is often the federal government's responsibility to act, at least in some general areas.

We have at all times passed legislation concerning the safety of gas operated vehicles, in order to check on the amount of exhaust fumes. I think this amendment was quite relevant. In fact, in pollution matters, we are faced with a problem that is to be found in Montreal and Toronto as well as in Vancouver. I think the government has done its utmost to settle it. It is in fact a very worthwhile bill and one cannot but approve a wise suggestion, even though it originates from an opposition member.

I feel it is my duty, Mr. Speaker, to congratulate my excellent friend, the hon. member for Surrey-White Rock.

Motor Vehicle Safety Act

I encourage him to keep on putting on the Order Paper as many public bills as he likes, as we can discuss them in a friendly manner for light will often come from the clash of ideas.

Members of this House are always free to participate in the debates. This does not imply too much, but there has been one case where owing to a private member's bill the name of Trans-Canada Airlines was changed to Air Canada.

[English]

Mr. Mather: Mr. Speaker, would the hon. member permit a question?

The Acting Speaker (Mr. Boulanger): Does the hon. member agree?

Mr. Isabelle: Yes, Mr. Speaker.

Mr. Mather: Mr. Speaker, having in mind the sympathy which so many hon. members who have spoken have expressed for the principle of what is proposed and the virtue they see in safety features, together with considering the constitutional questions that have been raised, I wish to direct the following question to the hon. member who has just resumed his seat and other hon. members: Would it not seem reasonable, not to pass the bill but to allow the subject matter to go to committee for detailed study and approval?

[Translation]

Mr. Isabelle: Mr. Speaker, I thank the hon. member for his excellent suggestion. I for one would be happy if this bill could reach the committee stage where we could at last exchange views and perhaps call for experts. I know that committees as well as members are overworked, but they would be very glad, once the committee's work is lessened, to consider this very important bill.

Once again, Mr. Speaker, I thank my hon. friend for introducing this bill. I hope he continues to put on the order paper many more good ideas like this one, for I feel sure they might eventually be retained.

[English]

The Acting Speaker (Mr. Boulanger): Before I recognize the hon. member—

[Translation]

I would like to make a correction. It is perhaps not in order but I want to say that when I recognized the hon. member for Ottawa West (Mr. Francis), I should have designated him under his title, that is the Parliamentary Secretary to the Minister of Veterans Affairs and also designated the hon. member for Hull (Mr. Isabelle) by his title, namely the hon. Parliamentary Secretary to Secretary of State for External Affairs.

[English]

Mr. W. M. Howe (Wellington-Grey-Dufferin-Waterloo): Mr. Speaker, did I understand the hon. member for Hull (Mr. Isabelle) to say that the government agrees to let this bill go to committee?

Mr. Jerome: I did not get that impression.