

LANGUAGE COMMISSIONER

REPLACEMENT FOR KEITH SPICER—GOVERNMENT ACTION

Mr. Stephen E. Paproski (Edmonton Centre): I see the Prime Minister has just left the chamber. I was about to ask him if there is to be a replacement for Keith Spicer. Since the right hon. gentleman is not here perhaps one of the other ministers may be able to answer the question.

Mr. Baldwin: Is it to be Jack Horner?

Some hon. Members: Oh, oh!

[Translation]

Hon. Jean Chrétien (Minister of Industry, Trade and Commerce): Mr. Speaker, tomorrow the right hon. Prime Minister will be in the House at which time he can answer that question. Had the hon. member been quick enough about it, he would have put it before three o'clock.

[English]

Mr. Paproski: Ten o'clock, Mr. Speaker.

Mr. Gauthier (Ottawa-Vanier): Mr. Speaker, I should like to apologize to the House for possibly becoming confused as to names in my answer to the hon. member for Saskatoon-Biggar, and to correct *Hansard* at page 7916. There was a name change from York Place (Hamilton) Limited to York Place of Hamilton Incorporated. Main Place has nothing to do with York Place. They are two distinct and separate projects. Nevertheless, I maintain the rest of my answer to be substantively correct.

Mr. Hnatyshyn: On a point of order, Mr. Speaker, I appreciate the fact that the parliamentary secretary has, though belatedly, corrected his response. I wonder if he is now in a position to correct his response with respect to Mr. Shaw's connection with the charges relating to the York Place project? He may wish to review that part of his answer, as well, to determine whether or not he has misled the House.

Mr. Speaker: Even if the parliamentary secretary were prepared to do that, he might find difficulty at this point in our proceedings.

ROUTINE PROCEEDINGS

[English]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the following questions will be answered today: 2,152, 2,409, 2,734, 2,786, 2,815 and 2,838.

Order Paper Questions

[Text]

WHEAT—DOMESTIC AND INTERNATIONAL PRICES

Question No. 2,152—**Mr. Nystrom:**

1. (a) In regard to the 1975-76 crop year and the two-price system for wheat, did the Canadian Wheat Board receive money from the government in order to make up the difference between the domestic and international prices for wheat and, if so (a) in what amount (b) what was the price subsidy on a per bushel basis?

2. How many bushels of wheat were sold to domestic millers at \$3.25 per bushel over and above the two-price system?

Hon. Otto E. Lang (Minister of Transport): In so far as the Canadian Wheat Board is concerned: 1. (a) Yes; (a) \$82,523,-175.86; (b) Average price subsidy per bushel \$1.49.

2. None reported.

PREVENTION OF POLLUTION FROM FOREIGN SHIPS

Question No. 2,409—**Mr. Howie:**

What steps are being taken to ensure that foreign vessels sailing in Canadian waters conform to Canadian standards of shipping safety in light of oil spills off the coast of North America, and considering that many of the vessels responsible for these incidents were registered in countries which encourage such registration by retaining lax safety regulations for their merchant marine fleets?

Hon. Otto E. Lang (Minister of Transport): All foreign oil tankers of 500 tons, gross tonnage and over are required to have on board a valid certificate to verify that the ship complies with Canadian regulations relating to the navigating appliances and pollution prevention. Also these tankers must comply with international conventions relating to the design and construction of the ship, its machinery, equipment and the assignment of load lines. The Canada Shipping Act provides for a penalty of up to \$100,000 where a ship is found guilty of entering or navigating in Canadian waters without a valid certificate or where it is not in compliance with regulations. Where foreign ships are found to not comply with international standards, such ships can be detained until defects are repaired or remedied. With respect to navigating appliances, these ships are required to be provided with magnetic compasses of approved types, an efficient gyro compass, sounding apparatus, a marine radar, a V.H.F. radiotelephone facility capable of receiving and transmitting on designated frequencies and an additional radio capable of receiving navigational warnings. Oil tankers of 1,600 tons or more are required to be provided with two marine radars, an internal communication system, manoeuvring system indicators and appliances such as rudder angle indicators, propeller direction indicators and other devices designed to assist in manoeuvring and controlling the ship, and a radio direction finding apparatus. Other equipment required includes searchlights and signalling flags. Every ship must have on board the latest editions of charts and other publications such as tide and current tables, sailing directions, lists of lights, buoys and fog signals, Radio Aids to Marine Navigation, Code of Navigation Practices and Procedures and a copy of the Canadian Notices to Mariners for the area to be navigated. All of the foregoing equipment and publications must be maintained in an efficient manner and up-dated. Where necessary spare parts must be supplied. Foreign ships