

Mr. Diefenbaker: If any conference were to be called, would the Victoria charter provisions be the general base from which to start? I should like to ask what the Prime Minister's views are in that regard and whether he has not found, since Premier Bourassa turned down the Victoria charter, that Mr. Bourassa was right in his stand?

Mr. Speaker: Order, please. I suggest that is debate.

Mr. Diefenbaker: Mr. Speaker, I would not want debate.

Some hon. Members: Hear, hear!

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INDUSTRY

TEXTILES—INQUIRY AS TO DESIGNATION AS SENSITIVE AND MORATORIUM ON GRANTS FOR NEW PLANTS OR EXPANSION

Mr. James A. McGrath (St. John's East): Mr. Speaker, I have a supplementary to the previous question that was directed to the Minister of Industry, Trade and Commerce. May I ask the minister whether he has designated the textile industry as one of the sensitive industries and is he recommending or has he recommended to the Minister of Regional Economic Expansion that a moratorium be placed on grants to new textile plants or for expansions until markets have had a chance to stabilize?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): Mr. Speaker, the philosophy of the textile policy, as announced in May of 1970, is that there are a number of viable sectors in this industry and that these only should be encouraged. That is why, through our regional development subsidies or otherwise, we have concentrated on these viable sectors. The Textile and Clothing Board helps in identifying these sectors and the quality of the plans developed and it makes recommendations to the Canadian government as to the degree of protection that might be needed at that time. The commission does not make policy; it makes recommendations on trade policy in textile matters.

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TRANSPORT

PROPOSED LINKING OF KOOTENAY AND ELK RAILWAY TO U.S. LINE FOR CARRIAGE OF COAL—RESULTS OF STUDY

Mr. Randolph Harding (Kootenay West): Mr. Speaker, my question is directed to the Minister of Transport. In view of the recent decision of the Supreme Court of Canada regarding the Kootenay and Elk Railway, and the announcement in the House by the minister that the matter was being studied, may I ask the minister whether this study has been completed and when a report will be made to the House?

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, the judgment has been studied. The position, of course, is that the decision of the Supreme Court left an option open to the applicant company to reapply to the

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Canadian Transport Commission. To my knowledge they have not done so so far. Simultaneously, incidentally, with the action before the Supreme Court of Canada an appeal was filed with the CTC on different grounds or under a different process. Both these matters are still pending. Presumably the next step is up to the applicant railway.

• (1450)

LEGALITY OF LICENSING OF KOOTENAY AND ELK RAILWAY BY GOVERNMENT OF BRITISH COLUMBIA

Mr. Harding: Has the department investigated the licensing of the Kootenay and Elk Railway by the government of British Columbia to ascertain whether the terms of the Railway Act have been contravened, bearing in mind the international purpose for which this spur railway line is to be used?

Mr. Jamieson: I will have to take notice of that question, if the hon. member does not mind. It is quite complicated in law and I should like to get a legal opinion.

RESPONSIBILITY OF RAILWAYS TO PEOPLE OWNING LAND ALONG LINES ON WHICH SERVICE ABANDONED

Mr. A. D. Alkenbrack (Frontenac-Lennox and Addington): Mr. Speaker, I have a supplementary question for the Minister of Transport. When the Canadian Transport Commission grants to railways the right to abandon service on certain lines, does this include the abandonment of responsibility to the general public owning land along the right of way with regard to the upkeep of fences—

Mr. Speaker: Order, please. That is debate or argument rather than a question. At this point I think I should bring to the attention of hon. members that there are about six minutes left before the end of the question period and there are at least 20 members seeking an opportunity to ask questions. When 50 members enter the House and rise at two o'clock all thinking they are going to ask questions, I suggest that hon. members should look around them and notice what is happening and resign themselves at that point to the fact that they are not all going to have an opportunity to ask a question on every day. It just cannot work that way.

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

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AIRPORTS

MOUNT HOPE, ONT.—DETAILS OF EXPANSION—MEETING WITH REGIONAL REPRESENTATIVES

Mr. Colin D. Gibson (Hamilton-Wentworth): Mr. Speaker, I have a question for the Minister of Transport. To avoid uncertainty and to clear up many rumours, can the minister inform the House whether a meeting with regional representatives of the Mount Hope, Hamilton, Ancaster and Binbrook areas has been scheduled in connection with the details of proposed airport expansion plans at Mount Hope airport?