

6. The department has contributed \$65,000 directly to the committee. \$80,838 has been provided in contracts to set standards against which traps can be tested by the committee. An additional \$50,000 is to be allocated in 1979-81 on research for humane traps.

CANADIAN ARMED FORCES—NUMBER OF MEN AND WOMEN

Question No. 373—Mr. Pepin:

How many men and women were in the Canadian Armed Forces on (a) March 31, 1977 (b) March 31, 1978 (c) March 31, 1979 (d) October 9, 1979?

Hon. Allan B. McKinnon (Minister of National Defence and Minister of Veterans Affairs):

The effective strength for the dates in question were as follows:

	Men	Women	Total
(a)	74,553	4,038	78,591
(b)	75,103	4,553	79,656
(c)	74,156	4,818	78,974
(d)	73,480	5,008	78,488

CONSUMER AND CORPORATE AFFAIRS

Question No. 381—Mr. Cossitt:

Did the Minister of Consumer and Corporate Affairs hold conversations with his Ontario counterpart, the Honourable Frank Drea, on the problem of odometers on used cars being turned back by certain dealers before resale and, if so (a) has it been agreed that a consumer fraud problem does exist (b) has it been estimated that this alleged practice is costing Canadian consumers between \$300 and \$500 million per year (c) is the government taking any steps in co-operating with other provinces to strongly deal with this matter?

Hon. Allan Lawrence (Solicitor General and Minister of Consumer and Corporate Affairs):

The problem created by certain dealers turning back odometers of used cars was the subject of correspondence between the Honourable Frank Drea and myself in August of this year. We were seeking to ensure that Mr. Drea's proposed amendments to regulations under the Ontario Motor Vehicle Dealers Act were in general agreement with the appropriate section that deals with odometers in the Weights and Measures Act. Furthermore, the subject of fraudulent roll back of odometers was raised at the recent St. John's Consumer Affairs Ministers' meeting in September.

There most certainly is considerable fraud of this nature and the attempts to reduce the problem were well illustrated by many recent successful prosecutions. It is extremely difficult to estimate the dollar value of this type of fraud but figures have been used in the area of hundreds of millions of dollars. The government is taking steps to deal strongly with this problem through enforcement on a national basis of existing federal legislation and, where required, there is co-operation with the provinces.

Supply

Unfortunately, from our experiences, we know that identifying and taking action on odometer fraud is difficult and time-consuming. The long-term answer is a tamperproof odometer, and work on such an instrument has been done by some of the automotive companies, and is being investigated by Transport Canada. Until such time as such a solution is achieved, we will continue to use the existing legislation to tackle this type of fraud.

[Translation]

Mr. Pinard: I rise on a point of order, Mr. Speaker. May I ask the parliamentary secretary to indicate to this House at the earliest opportunity, namely on Monday, if it is true that up to now he has answered less than 2 per cent of the questions on the order paper?

Mr. Speaker: Order. The questions enumerated by the hon. parliamentary secretary have been answered. Shall the remaining questions be allowed to stand?

Some hon. Members: Agreed.

[English]

Mr. Speaker: Orders of the day. Pursuant to Standing Order 54 I do now leave the chair for the House to go into Committee of the Whole.

● (1240)

GOVERNMENT ORDERS

[English]

BUSINESS OF SUPPLY

APPROPRIATION ACT NO. 1—1979-80

The House resumed, from Thursday, November 8, consideration in committee of Bill C-23, for granting to Her Majesty certain sums of money for the public service for the financial year ending March 31, 1980—Mr. Stevens—Mr. Laniel in the chair.

The Chairman: When the committee rose on Thursday, November 8, 1979, schedule A of the bill was under consideration, as clauses 2 to 6 inclusive were allowed to stand.

The committee might allow me to raise the question of relevancy. Yesterday when the committee sat, taking into account the late hour and the fact that there was only half an hour left, the Chair allowed quite a lot of flexibility in the consideration of schedule A. I allowed one or two numbers, with reference to the Department of Transport, wharves and breakwaters, to get into the question of fisheries.

However, I see again today the Minister of Fisheries and Oceans and some hon. members who are concerned about fisheries, and I hesitate to let the committee proceed in the same way it did last night in using schedule A to go as deeply as they did into the field of fisheries. I wonder if there could