

[English]

I think that the suggestion that the matter might be looked into by the committee is good. In the meantime, I felt that perhaps these hon. members should be allowed to ask questions. I must say in all objectivity that until now the right has not been abused by parliamentary secretaries.

**Mr. Cafik:** Mr. Speaker, if I may continue with the supplementary question that I was in the process of putting to the Minister of the Environment, would the minister indicate if the provincial minister in question indicated to him whether he would conduct urgent studies into the nature of the problem in order to come forward with recommendations?

**Mr. Davis:** Yes, they will conduct those studies, Mr. Speaker.

[Later:]

PORT HOPE, ONT.—ASSISTANCE TO THOSE WHO  
SUFFERED DAMAGE

**Mr. Allan Lawrence (Northumberland-Durham):** Mr. Speaker, my question is directed to the Minister of the Environment. Was the very serious flooding and damage at Port Hope, Ontario, last weekend brought to the minister's attention and, if so, is there any federal government program to assist those people who suffered damage?

**Hon. Jack Davis (Minister of the Environment):** Yes, Mr. Speaker. The prospective damage there has also been brought to our attention. As I said, we did describe the federal program which is in support of provincial programs to take care of damage of that kind.

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FINANCE

REQUEST FOR BREAKDOWN OF ESTIMATED CASH  
REQUIREMENTS FOR FISCAL YEAR 1973-74

**Hon. Robert L. Stanfield (Leader of the Opposition):** Mr. Speaker, I should like to ask the Minister of Finance whether he would be prepared to give us at his very early convenience a breakdown of the estimated cash requirements of the government for the next fiscal year, a breakdown of the approximately \$2 billion the minister has indicated he requires in cash in addition to the proposed budgetary deficit?

**Hon. John N. Turner (Minister of Finance):** Mr. Speaker, I will take that under consideration.

Oral Questions

• (1450)

GRAIN

WHEAT—DISPARITY BETWEEN COST OF HOPPER CARS  
PURCHASED BY GOVERNMENT AND THOSE BOUGHT BY  
UNITED STATES RAILWAY

**Mr. Jack Murta (Lisgar):** Mr. Speaker, my question is directed to the minister in charge of the Wheat Board and concerns the hopper cars recently purchased by the federal government. In view of the fact an American railroad has purchased 1,000 hopper cars of the same size, 100 tons, and the same capacity, 3,300 bushels, for \$18 million or \$6,000 per car cheaper than the Canadian government paid, can the minister explain the discrepancy between the American and the Canadian prices for what appears to be the same kind of cars designed to carry the same product and the same load?

**Hon. Otto E. Lang (Minister of Justice):** Mr. Speaker, I noticed a reference to this matter on an earlier occasion and I have asked for a report on the exact nature of the cars involved in the order referred to. There is a good deal of room for difference in the engineering and make-up of cars, even though they are superficially the same size, with regard to braking systems and the existence or non-existence of bearings in the wheel system, and so on.

**Mr. Murta:** Twelve million dollars worth? Ten o'clock, Mr. Speaker.

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AIR TRANSPORT

CHARTER REGULATIONS—ALLEGED DISCRIMINATION  
AGAINST PEOPLE LIVING IN AREAS REMOTE FROM  
MAJOR AIRPORTS

**Mr. F. Oberle (Prince George-Peace River):** Mr. Speaker, I have a question for the Minister of Transport. In light of the fact the Canadian government has entered into an international agreement that regulates charter travel, is the minister aware that people living in areas remote from major international airports are being discriminated against by the air charter regulation amendments which allow only one point of origin on booked charter flights and which is obviously a misinterpretation of the international agreement on air charters?

[Translation]

**Hon. Jean Marchand (Minister of Transport):** Mr. Speaker, I believe that chartered aircraft in Canada, particularly those from abroad, are subject to the same restrictions as those which apply to our own aircraft in foreign countries.

[English]

**Mr. Oberle:** The minister replies that we have special regulations for our own charters, but this is an international agreement and in the United States the airlines are not restricted by this kind of regulation.