

immediate projects of some magnitude to alleviate that situation, would the hon. gentleman be prepared to make a statement within the next week or so about those programs specifically, even before the introduction of any measure which would establish a new department of regional development?

[*Translation*]

Mr. Marchand (Langelier): Mr. Speaker, I think the hon. member is aware that we are now negotiating an agreement with the Maritimes. I hope that within a few weeks I will be in a position to confirm that such an agreement has been signed.

[*English*]

Mr. Donald MacInnis (Cape Breton-East Richmond): Mr. Speaker, my supplementary question is for the Minister of Transport. It arises from the example he used a few minutes ago, one which brings the problem back to his own doorstep. Does he not realize that the reason prospective employees will not go into Thompson, Manitoba, is that there is absolutely no housing available in the town?

Some hon. Members: Oh, oh.

AIR TRANSPORT

POSSIBLE FATIGUE FACTOR IN JET PILOT OPERATIONS

Mr. W. B. Nesbitt (Oxford): Mr. Speaker, I have a question for the Minister of Transport. Can he assure the house that pilots operating Air Canada jet passenger aircraft are never required to be on duty for more than eight hours at a time? I ask this question in view of the report of the Department of Transport made public yesterday concerning the crash of a Boeing 707 airliner last February.

Hon. Paul Hellyer (Minister of Transport): Mr. Speaker, in view of the sensitivity of this question I should like to check into it before giving a definitive answer to see whether or not there are exceptions to the rule.

Mr. Nesbitt: A supplementary question. Since the minister is making inquiries in this regard may I ask him whether it is a fact that Air Canada jet pilots are usually required to be on continuous duty for 17 hours at a time on the Montreal-Moscow flight, and also are sometimes required—

Mr. Speaker: Order. I suggest to the hon. member that the question as asked is not in proper form. The hon. member is asking the minister to confirm or deny a statement.

Inquiries of the Ministry

Mr. Nesbitt: With respect, Mr. Speaker, I asked the minister whether it is a fact that these—

Mr. Speaker: That is precisely the form in which questions cannot be asked.

Mr. Harold E. Winch (Vancouver East): A supplementary question, Mr. Speaker, to the Minister of Transport. In view of the amazing disclosures in the press release concerning the crash of a Boeing 707 aircraft at Vancouver, will the minister also take under consideration and inform the house whether there will be or is contemplated a tightening of commercial air rules, or possible action against C.P.A. in view of the disclosure to the board of inquiry that errors were made?

Mr. Hellyer: Mr. Speaker, I think it would be best to deal with all of these questions at the same time. I should like to have the opportunity of getting all the relevant facts before replying.

Mr. J. M. Forrestall (Dartmouth-Halifax East): A further supplementary question. When the minister is making his inquiries I wonder whether he would determine if the Department of Transport is satisfied that the non-embarrassment clause in contracts between pilots and our two major airlines is not the cause of the situation that has been referred to in earlier questions.

GRAIN

GLUT AT VANCOUVER—REQUEST THAT BOARD APPEAR BEFORE STANDING COMMITTEE

Mr. A. P. Gleave (Saskatoon-Biggar): Mr. Speaker, I direct my question to the Minister of Industry, Trade and Commerce. In view of the serious situation developing at the port of Vancouver with respect to wheat shipments, will the minister refer the report of the Canadian Wheat Board to the standing committee on agriculture so that witnesses can be called and the whole matter of grain shipments and exports thoroughly examined?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): Mr. Speaker, a request was made of me to ask the Wheat Board officials to come before the agriculture committee of the House of Commons to answer questions. The officials of the Wheat Board would prefer to do so in March when their annual report will be out and on which questions could be posed by hon. members.