

Questions

Hon. James Richardson (Acting Minister of Housing): 1. (a) Yes, Air Canada Viscount CF-THK was destroyed by fire April 7, 1969; (b) One Department of Transport Crash Rescue Truck equipped with 1,000 lbs. of dry chemical extinguishing agent. A pick-up vehicle was also available, carrying 23—5 gallon cans of foam concentrate and portable foam equipment. The City of Sept-Iles, on request, responded with one structural fire truck carrying 500 gallons of water and one 2,500 gallon Water Tank Truck.

2. (a) The Department Crash Rescue Truck is not designed for foam application, therefore, was not equipped with foam concentrate. The foam concentrate and portable foam-making equipment carried on the pick-up vehicle was used in conjunction with the City of Sept-Iles fire fighting vehicles. As these vehicles are not designed for major foam applications, they are not equipped with a foam concentrate carrying capability; (b) The Department of Transport's major foam fire fighting vehicle at Sept-Iles Airport, which carries 800 gallons of water and 90 gallons of foam concentrate, was out of service for maintenance at the time of the incident. A NOTAM (notice to airmen) advising that this vehicle was out of service was in effect at the time of the incident.

C.B.C.—PERMISSION FOR COMMERCIALS

Question No. 1,970—**Mr. Broadbent:**

1. Is the C.B.C. considering eliminating its traditional ban on commercials in news, public affairs and special events programs and, if so, what are the reasons for the above review?

2. Is the government considering making representations to the C.B.C. in order that the ban on commercials for the above areas be not lifted?

Hon. Gérard Pelletier (Secretary of State):

1. I am informed by the C.B.C. that while C.B.C. news and public affairs programs have never been commercially sponsored, commercial messages have occasionally been carried in public affairs and special events programs. Extension of this practice has been considered, as a source of revenue to meet rising costs, but no decision has been taken.

2. No.

* DISCUSSIONS ON U.S. AIRBORNE WARNING SYSTEM

Question No. 1,973—**Mr. Lewis:**

1. How long have discussions been proceeding between Canada and the United States in relation to the proposed Airborne Warning and Control System?

[Mr. McCleave.]

2. Who has represented Canada at these discussions?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): Mr. Speaker, the answer to the first part of this question is, since 1966, and to the second part, discussions and briefings on the proposed U.S. airborne warning and control system have been included in discussions regarding co-operative defence matters by the Canada-U.S. permanent joint board on defence and between planning staff members of Canada's Department of National Defence and the United States department of defence.

P.E.I.—STAMP VENDING MACHINES

Question No. 2,003—**Mr. Macquarrie:**

1. How many postage stamp vending machines are in operation in Prince Edward Island and what is the location of each?

2. How many are operated by use of new twenty-five cent coins?

Hon. Eric W. Kierans (Minister of Communications): In so far as the Post Office Department is concerned: 1. (a) Twelve; (b) Alberton, one; Charlottetown, two; Kensington, one; Montague, one; Port Borden, three; Souris East, one; Summerside, two; Slemmon Park, one.

2. At present none, but a modification programme is expected to be completed by 10 May, 1969.

TRAVELLING CLAIMS OF ARMED SERVICES PERSONNEL

Question No. 2,010—**Mr. Saltzman:**

Has the Department of National Defence rejected the recommendations by the Auditor General, as referred to in his 1968 Report, page 68, paragraph 119, that the Department require travelling claims submitted by service members to be supported by a special certificate of an officer who has knowledge of the trip being undertaken?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): It is impractical administratively and economically for an officer to have personal knowledge that the claimant did in fact complete the journey in the manner claimed. It is considered that the existing audit procedures should reveal cases of fraudulent claims, and the disciplinary action which could be taken affecting careers and pension entitlements is a reasonable deterrent.