

*Supply—Mr. Nasserden*

place in the agricultural areas of our country in answer to this need which exists today in such great measure.

I should like also to say a word or two about the need of the government to remember that there was a small businesses branch of government set up; this is one of the things that has been forgotten during the last two and a half or three years. The small businessman in this country is the forgotten man in so far as this government is concerned. Thousands of small communities have been forgotten because of the way the designated areas have been set up in an attempt to build up the bigger areas at the expense of the smaller communities. We have a very good example of this in the province of Saskatchewan. Part of my riding, and part of the riding of the hon. member for Humboldt-Melfort-Tisdale (Mr. Rapp) have been left out of a designated area that has been set up in one of the most heavily populated areas of the province. Many people who are searching for year round employment are today living half the year on seasonal employment and half the year on unemployment insurance.

These people have been left out of consideration entirely. I have a question I intend to ask the Minister of Industry (Mr. Drury) when his estimates come before the house concerning how these national employment districts have been set up. Is there any provision for them in a statute of Canada at the present time? Hon. members on the treasury benches know that the outlines of these districts are very vague indeed today, if they have ever been defined by law. This is one of the things about which they should be thinking when they try to set up designated areas.

There is another favourite problem of mine which I want to mention. I refer to the development of local airports in the smaller centres. The government could do something for those people who have found it necessary or desirable to purchase small aircraft. Many of these areas have 10 or 12 aircraft and they receive little assistance from the government. I see the hon. gentleman is leaving, so I suppose he finds airports an uninteresting subject. Perhaps he finds it a little less interesting than agricultural matters.

These airports have 10 or 12 aircraft and there are perhaps another 10 or 12 people who would like to purchase pleasure aircraft. There is an urgent need for a government policy with regard to airstrips and a few other little improvements that could be made

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to stimulate interest in these aircraft, and thus in the aircraft industry of this country. At the same time, we would be taking some of the load off our highways, a load that is becoming increasingly burdensome in almost every part of the country. I think we are back in the eighteenth century in this regard. The time is long past when the government of Canada should give some attention to this matter. I only regret that there does not appear to be anybody on the treasury benches really interested in this particular problem.

There is one other matter I should like to mention and that is the question raised by the hon. member for Brome-Missisquoi (Mr. Grafftey) both inside and outside of this house during the last year or so. I refer to the safety features for automobiles. I do not believe there has been a question that has received more public attention than the proposition put forward by the hon. gentleman that there should be something done to assure that more of these safety features become standard equipment on our automobiles. I have received a good number of letters in this regard, and I know that other members have as well. Perhaps there is not too much that this government can do about it. However, I believe some agency of the government should be given an opportunity to study the matter more intensely than has been done so far. Perhaps in a year or two or perhaps sooner, some major breakthrough may be made in this regard.

I should say a word or two about another matter which I feel would be of interest to the agricultural industry, particularly when I think of the tremendous qualities of our Minister of Agriculture. Surely the Prime Minister can now return responsibility for the Canadian Wheat Board to the Minister of Agriculture where it rightly belongs. We all know what a heavy load the Minister of Finance (Mr. Sharp) carries. The Prime Minister has asked him to carry the additional responsibility of reporting for the Canadian Wheat Board. The interest of the Minister of Agriculture in this regard cannot help but be more intense, so I cannot emphasize too greatly how happy I believe the vast majority of people in western Canada would be if the government were to return responsibility for this agency to its rightful place, the Minister of Agriculture.

• (9:00 p.m.)

I cannot help but say before I conclude, sir, that it is nice to see old faces, whether they are on this side of the house or on the other