

Questions

REPLY RESPECTING WHALE RIVER INDIANS

Question No. 287—**Mr. Howard:**

Did the Minister of Northern Affairs and National Resources receive a letter dated January 21, 1966, from one V. Skerl relating to one Josie Tokalook, one Kenny White, and two Indian people from Whale River and, if so, what reply, by direct quotation therefrom, was given?

Hon. Arthur Laing (Minister of Northern Affairs and National Resources): Yes; Mrs. V. Skerl was informed that: Josie Tookalook is an Eskimo living at Great Whale River in the province of Quebec. He was charged with an offence under the Criminal Code. As you know the responsibility for the enforcement of the Criminal Code rests with the province. In accordance with the practice throughout Canada Mr. Tookalook's case was heard in the provincial court. This procedure is also followed throughout Canada with regard to any case involving infraction of the Criminal Code by an Indian person. There is no change of jurisdiction involved. This has always been the practice. Kenny White is not of Indian status and I am unable, therefore, to pass any comment. Rednose and Lucassi—Two cases from Great Whale area "These two cases involve mental illness and the arrangements made for their protection are the responsibility of the Department of National Health and Welfare. I have referred your letter to my colleague the Honourable Allan J. MacEachen for attention."

* SAFETY FEATURES IN AUTOMOBILES

Question No. 288—**Mr. Graftey:**

1. For the protection of the Canadian public has any governmental authority in Canada drafted a code of minimum safety standards relating to safety features which must be included in cars at the production level and for the use of the public in general?

2. What governmental authority in Canada, if any, exercises active control over the automobile industry relating to the safer production of cars and relative to the inclusion of scientifically proven safety features as standard equipment in all cars produced in or imported into Canada?

3. If such a governmental authority exists, in what manner has it exercised its authority in the past ten years?

Hon. C. M. Drury (Minister of Industry): Mr. Speaker, the answer to this question is in three parts.

1. In so far as the government of Canada is concerned there is an automotive vehicle safety code being developed which will be made up of sections dealing with the human

[Miss LaMarsh.]

factor, the vehicle and the environment. Preparation of the code has been assigned to the Canadian government specifications board, which will undertake this work in co-operation with officials of provincial governments and interested industrial, professional, technical, safety and research organizations. It is proposed to give a high priority to the vehicle section, but the sections dealing with the human and environmental factors will be proceeded with simultaneously.

The code will contain information on characteristics of drivers and roads which are related to accident frequency. The vehicle section will contain information, including standards to govern safety features, which is intended to reduce the number of accidents and to reduce the severity of injuries when accidents do occur. It is anticipated that the code will influence the development of safer automobiles. It could also serve as the basis for achieving uniformity of vehicle legislation and regulations.

2. None.

3. Not applicable.

* SAFETY FEATURES IN MOTOR CARS

Question No. 290—**Mr. Graftey:**

1. Has the government any statistics indicating the number of deaths and injuries caused by rear-end collisions and the propulsion of tools, jacks, etc., from the trunk into the back seat of the car and, if so, have any steps been taken to eliminate the use of cardboard or similar material to separate the trunk from the back seat in any 1966 model cars produced or imported into Canada?

2. Has the government determined whether all currently popular 1966 hardtop model cars produced in or imported into Canada have been so engineered that three-point shoulder harnesses can be properly installed and moored to the frame of the car and, if not, what government agency is responsible for the safety inspection of such cars?

Hon. C. M. Drury (Minister of Industry):

1. The Dominion Bureau of Statistics report that statistics of this nature are not available.

2. The government has not determined whether all currently popular 1966 hardtop model cars produced in or imported into Canada have been so engineered that three-point shoulder harnesses can be properly installed and moored to the frame of the car. However, one Canadian manufacturer does provide anchorage points and the system used by this manufacturer could be adapted to any "hardtop." There is no federal government agency charged specifically with the responsibility of inspection of cars for safety.