

**Mr. MacLean:** Has the minister any indication of what the delay will be in delivery time and in contract work that will ensue if his forecast is correct?

**Mr. Jamieson:** Mr. Speaker, assuming an early resolution of the current negotiations—and there have been reports today that they have made further progress—the general feeling, I believe, within the industry is that the delivery schedules for all carriers will be delayed by from nine months to one year. Since Air Canada was anticipating taking delivery of its 1011's at the end of the current year or early in 1972, I assume it is reasonable to suppose that it will now be late 1972 or early 1973.

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### HISTORIC SITES

#### RECOGNITION OF BIRTHPLACE OF DR. NORMAN BETHUNE

**Mr. G. H. Aiken (Parry Sound-Muskoka):** Mr. Speaker, my question is for the right hon. Prime Minister. It concerns relations between Canada and Mainland China and a long-neglected matter of common interest between the two countries. Is the government giving consideration to recognizing the birthplace of Dr. Norman Bethune at Gravenhurst, Ontario?

**Right Hon. P. E. Trudeau (Prime Minister):** Mr. Speaker, I thank the hon. member for notifying me that he was going to ask this question. I am informed that the matter will be discussed within a month by the Historic Sites and Monuments Board; I believe they are to take it up next month. Hon. members know that this board is the body which is authorized to make recommendations regarding such proposals. As an old China hand myself, I must say it is somewhat surprising to see this great Canadian recognized more in China than in Canada.

**Mr. Speaker:** With respect, I suggest to the hon. member and to the right hon. Prime Minister that this kind of question should normally be put on the order paper or discussed at the time of adjournment. The question has been asked and the answer given, but I would not want this kind of question to be considered a precedent.

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### INCOME SECURITY

#### REVISION OF WHITE PAPER IN LIGHT OF CRITICISM BY NATIONAL COUNCIL ON WELFARE—AMENDMENT OF FAMILY SECURITY PLAN

**Mr. Stanley Knowles (Winnipeg North Centre):** Mr. Speaker, I should like to direct a question to the Minister of National Health and Welfare. In view of criticisms of the government's white paper on income security by the National Council on Welfare, which says that it is only a redistribution of poverty, may I ask the minister whether the government is considering revising its white paper on income security?

**Hon. John C. Munro (Minister of National Health and Welfare):** Mr. Speaker, without at all agreeing with the

### Inquiries of the Ministry

comment by the council or by the hon. member that this is redistribution of poverty, I would indicate, as I have done on many occasions here and outside the House, that we welcome proposals in respect of beneficial changes that can be made in the suggestions put forward in the white paper. That offer still stands.

**Mr. Knowles (Winnipeg North Centre):** Mr. Speaker, in light of the comment just made by the minister, may I ask whether he and the government will give consideration to the request of the Canadian Council on Social Development that the government recast its family income security plan?

**Mr. Munro:** Mr. Speaker, I have also indicated previously that we are reconsidering aspects of the family income security plan, and we continue to welcome suggestions in this area.

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### AIR TRANSPORT

#### ALLEGED FAILURE TO SUPPLY AIR TRAFFIC CONTROLLERS WITH NECESSARY INFORMATION

**Mr. J. M. Forrestall (Dartmouth-Halifax East):** Mr. Speaker, in light of the urgency and very obvious difficulty involved, I should like to ask the Minister of Transport whether he can now clarify some of the confusion in respect of the air traffic controllers?

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, the investigation to which I referred yesterday, and which I ordered immediately the news items appeared, is still continuing. It not only includes conversations with representatives of the air traffic controllers but also a thorough examination of the procedures we are following in relation to the FAA in the United States. I have two interim memoranda from various officials who have been going into this matter. I realize, of course, that it is impossible for me at this stage to give a totally definitive answer, but I believe that two short excerpts may serve to clear the situation as it is now.

I have been advised that the officials have not been able to find any substance in the allegations in safety report No. 2 that on two occasions aircraft safety was jeopardized. I repeat, they have not been able to find any substance in it.

On another point, it has been established that Boeing 747 performance data and airspace separation data dictated by turbulence criteria were communicated to ATC units in January, 1970, and in fact Boeing 747 aircraft have been making use of Canadian airspace under Canadian control since approximately that date.

One final very brief observation I should like to make, with your indulgence, Mr. Speaker, is that officials of my department have reported to me that yesterday they asked the executive of the Air Traffic Controllers Association how the committee of consultation was working—I refer to the one I established and announced to the House two years ago—and the air controllers reported that they were quite pleased, that the meetings were much better than they had been in the past.