

member opposite or on this side of the House who would stand for that if it were done with his own land. Just because we do it to multinationals does not make it any more honourable. It is not right. It is morally wrong. It is contrary to the Canadian way of life. I plead with hon. members not to leave this kind of example with the young people of this nation. The Solicitor General (Mr. Kaplan) has enough trouble without having people think it is all right to steal from certain people. One day I heard a chap say that it is all right to steal from the government because the government has lots of money and is wasting it anyhow. However, that does not make it right. It does not make stealing right. It does not make confiscation or expropriation right. These things are contrary to our way of life.

May I call it ten o'clock, Mr. Speaker?

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

AIR SAFETY—REQUEST FOR TABLING OF REPORTS ON EMERGENCY LOCATOR TRANSMITTERS

Mr. J. R. Ellis (Prince Edward-Hastings): Mr. Speaker, I am rising this evening on the late show to deal with a question I put on the Order Paper slightly over a year ago, but the fact that it was over a year ago really has no bearing. In fact, I have been asking questions on this subject now for some eight years. I have put my question to the Minister of National Defence (Mr. Lamontagne) in this case because over those years I have had no answers from the Minister of Transport (Mr. Pepin). Since the Minister of National Defence seemed to have a great deal of interest in this question, that is who I went to. I am sorry the Minister of National Defence is leaving the House this evening. I expect I will be answered by his parliamentary secretary or the Parliamentary Secretary to the Minister of Transport (Mr. Bockstael), the department from which I got no answers for eight years. Maybe tonight I will be surprised.

● (2200)

I want first to go to the question that I asked on October 21, 1980. At that time I asked if the Minister of National Defence would have his colleague, the Minister of Transport, table some of the reports in existence having to do with ELTs. The Minister of National Defence said he would indeed have his colleague look into it. I should perhaps put on the record that ELTs are electronic locator transmitters. I am sure the parliamentary secretary is familiar with the terminology, but perhaps it should be on the record.

Adjournment Debate

The Minister of National Defence said on that day that he was collaborating very closely with the Minister of Transport to see if they could devise a new ELT with a proper battery. The parliamentary secretary will recall that we had quite a session on electronic transmitters. The Department of Transport had arbitrarily said that all aircraft owners in a certain category in Canada had to instal ELTs. The ones they were to put in were those with lithium batteries. The lithium batteries slowly disintegrated. Not only did they not function properly, but they in fact caused accidents. Sometime after, realizing their mistake, the Department of Transport withdrew the lithium battery-powered ELTs. At that time aircraft owners were at liberty to choose whether or not they wished to carry the ELTs.

When the Dubin inquiry was taking place, Mr. McLeish the director of air transport in Canada admitted that they knew there were problems with ELTs. It bothers me that the director would know that and still allow those instruments to be placed in aircraft rather than take steps to have the problem straightened out.

We know that ELTs can save lives. As part of the answer to the question I asked on October 21, the minister said it would save a great deal of money. He did not know how much. At the Dubin inquiry, the figure of \$8 million per year was used. That is the amount that could be saved by the Department of National Defence in its search and rescue units if we had electronic locator transmitters on all light aircraft. In order to have this work done properly, there should be some research.

At that time I asked the Minister of National Defence if he would join in some proper research that would give Canada an ELT that would work in our climate and do the job. Obviously that has not been done.

Again referring to the Dubin inquiry, I read that the defence department recommended that an alkaline or mercury battery, while not meeting the specifications, could be used because "they would be better than nothing." That may be, but not if we are to spend the kind of money that is going to be asked of aircraft owners like myself to spend. According to a press release from the department in September of this year, it appears that \$3.5 million will now have to be spent by owners to put in ELTs for which there are no specific details or specifications. The best we can do is to buy one built in the United States. No Canadian types are available that will do the job. We are as badly off as we have been for the past eight years. The Department of Transport is just as guilty. Has the research been done? We do not know yet whether the ELTs will work on the satellite system that is planned. Frankly, Mr. Speaker, we do not know whether the estimate of the \$3.5 million that it is anticipated will be spent will be any better than the last one which anticipated that about \$8 million or \$9 million will be spent to put in ELTs.

● (2205)

We are sick and tired of the cavalier attitude of the Department of Transport with regard to this particular matter. I am on my feet again after eight years and I look forward to the