

Mr. Speaker: Order, please. The hon. member for Vancouver South.

Mr. Clark: Silence tells the story.

Mr. Fraser: Mr. Speaker, I have a question for—

Mr. Chrétien: Mr. Speaker, may I reply?

Some hon. Members: Oh, oh!

● (1132)

Mr. Speaker: Order, please. I have done something that I do often. When a question is clearly out of order, I have gone to another questioner. In a sense, that does not thwart justice because there are occasions when there may be an indication of a desire to reply but I will not permit the reply because the question is out of order. But I should at least state the reason. Obviously, the question that was just put was out of order because it was clearly argumentative.

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TRADE

INTERNATIONAL ECONOMIC BOYCOTTS

Mr. John A. Fraser (Vancouver South): Mr. Speaker, I have a question for the Minister of Industry, Trade and Commerce. It concerns the long overdue report on Canadian government policy on international economic boycotts, the second semi-annual report which, according to the first report, was to be due in March of this year.

My question to the minister is, was the delay in presenting this report in any way related to a change in the policy of the government or a reassessment of government policy?

Hon. Jack H. Horner (Minister of Industry, Trade and Commerce): Mr. Speaker, in answering that question I would like to state that certainly Alberta was not sold down the river in the budget.

An hon. Member: But you were.

Some hon. Members: Oh, oh!

Mr. Speaker: Order, please. That question was out of order, so the answer will have to be confined to the question that is in order.

Mr. Horner: Alberta benefited a great deal from the tax measures in the budget. May I say, in reply to the hon. member's question with regard to the Arab boycott clauses, that I will be reporting very soon. The delay, if there is any, is due to an attempt by the cabinet to clarify the position for all Canadian businesses in Canada.

Mr. Fraser: May I say to the minister through you, Mr. Speaker, that there is some indication from departmental officials that this report could be delayed for as much as two months. I ask the minister to assure this House that we will

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not have a delay of anything like that long, and to give us some idea when we will have the report and a statement, if one is coming, as to a change in policy.

Mr. Horner: I feel very confident, Mr. Speaker, that I will be able to table that report next week.

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AIR TRANSPORT

CRASH AT CRANBROOK, B.C.—TRANSCRIPT OF PWA AIRCRAFT TAPES

Mr. Howard Johnston (Okanagan-Kootenay): Mr. Speaker, my question is for the Minister of Transport and it arises out of the renewed interest in the air crash at Cranbrook, British Columbia. Is the minister satisfied with the statement from a Department of Transport official that another month will be necessary to complete the transcript of the tapes from the Pacific Western Airlines jet which crashed at Cranbrook and, if so, how does the minister intend to meet the May 23 deadline ordered by the coroner for presentation of those tapes?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the department has no problem about meeting the request for the tapes. Indeed, it was our position that that was the kind of evidence the coroner might want to have if the content of the tapes was important to him. The department's problem is that the actual analysing of the tapes is a very difficult matter indeed, having to do with the problem of the identification of particular voices and of many messages which may be on the same piece of tape. That job, which is a highly technical, expert job, will indeed take some time to complete.

In other words, our position, basically, is that what we have, we can make available to the coroner; but what we do not have, because experts have not completed their work, obviously we cannot make available.

Mr. Johnston: I wonder, then, if the minister and the department have had the same facility in bringing rescue, firefighting equipment and personnel up to the strength prescribed by existing departmental regulations at airports such as Cranbrook and others in that category in the country?

Mr. Lang: There has been a great deal of confusion in the press reports about many of the things related to the Cranbrook incident. But in this case also, there has been confusion between the standards which are applied by the department as a matter of condition for the use of an airport—and, generally speaking, those standards are being met—and, on the other hand, some standards which are much higher than those recommended by ICAO for adoption but which have not yet been adopted as standards in Canada or in many other countries.