

suffer most in these situations are usually the ones who are there through no fault of their own.

The portion of the Criminal Code regarding contraception is out of date and is broken daily by very conscientious and law-abiding people. Medical knowledge has attained great heights in this field and the Criminal Code is out of keeping with such knowledge and experience. It is a foolish law and must be abolished.

In closing, Mr. Speaker, I thank the house for its courtesy in listening to me.

[Translation]

Mr. Heward Grafftey (Brome-Missisquoi): First of all, Mr. Deputy Speaker, I wish to take this opportunity to congratulate the hon. member for Stormont (Mr. Lamoureux) on his appointment as Speaker. Like all other members of the last parliament, I am perfectly aware that, in the true sense of the expression, he is quite capable of making an excellent Speaker.

I should also like to extend to him my best wishes and to assure him that I shall do all I can to make his task easier for him.

May I also be allowed to congratulate those members who are sitting in the House of Commons for the first time, as well as the newly-appointed ministers and parliamentary secretaries.

[English]

The debate on the Speech from the Throne gives each and every one of us an opportunity not only to discuss its contents but to bring before parliament questions that we collectively and personally feel are of vital importance.

● (4:30 p.m.)

It is estimated that if, between 1966 and the end of 1970, the present trend continues, 26,000 Canadians will die and over a million will be injured in automobile accidents. As I speak in the House of Commons this afternoon, cars are rolling off the assembly lines of our Canadian factories. Based on past statistics, unless conditions are improved and unless action is taken immediately, every second one of those cars will be involved in a death or injury-producing accident. Those are the figures.

What is more serious, it is my contention, that injury and death-producing accidents can be reduced by over 50 per cent if safer cars are built in or imported into Canada. Scientifically proven safety features should be included as standard equipment in all cars

built in or imported to our country. These safety features have been known to the automobile industry for years, yet next to nothing has been done in this regard.

I will touch upon this subject a little later, sir, but it is my contention that the federal government here in Ottawa has jurisdiction over food and drugs, over rolling stocks on railways, ships, and the production of safe aircraft. By the same token we here in this federal authority ought to make sure that the simple automobile is immediately brought under the rule of law.

For the interest of all members, I should like to place before this House of Commons the following statistics from research on injury and fatality. The research done by the Accident and Crash Research Institute of Cornell University has shown that the leading instruments of injury, including fatal injury were, in order of descending importance: instrument panel, 25 per cent; steering assembly, 21 per cent; windshield, 15 per cent; door structures, 13 per cent; ejection, 12 per cent; backrest of front seat, 7 per cent; top structures, 3 per cent; front corner posts, 2 per cent and rear view mirror, 2 per cent.

The same study showed that the main causes of death were:

[Translation]

Steering wheel, 17 per cent; panel, 12 per cent; windshield, 12 per cent; door mountings, 9 per cent; front supports, 6 per cent; roof, 6 per cent; front seat and seat rest, 1 per cent; rear view mirror, 1 per cent.

[English]

What is even more important, and I point this out to the house, 87 per cent of death and injury-producing accidents occur at speeds under 40 miles per hour. What does this indicate? It indicated one thing to Senator Ribicoff of the United States, former Governor of Connecticut. Senator Ribicoff is one of the foremost legislators on traffic safety in general.

Those of us who are familiar with the state of Connecticut realize that they have done a great deal there in respect of general highway safety. They have built great parkways and have cracked down on unsafe drivers. In spite of that, and much to the dismay of Senator Ribicoff, highway death and injury rates increased. This led him to believe that one of the causes might be associated with the construction of automobiles.

In addition to the recommendations I co-authored as contained in a brief presented to