

2. The cost is not to exceed \$60,000 plus actual expenses estimated at \$6,000.

3. N/A.

4. Yes.

5. No.

6. At a meeting in Ottawa in January-February, 1967, members of the Yukon council discussed the need for and the type of study which would be undertaken by the department. There was no consultation with respect to the appointment of Messrs. Touche, Ross, Bailey and Smart.

7. No.

Questions

VALUE OF CANADIAN IMPORTS

Question No. 552—**Mr. Howe (Wellington-Huron):**

What was the total value of all imports into Canada for the years 1965, 1966 and the first six months of 1967 from (a) the British Isles (b) common market countries (c) Japan (d) Hong Kong?

Mr. Jean-Charles Cantin (Parliamentary Secretary to Minister of Trade and Commerce): The total dollar value, in thousands of dollars, of all imports into Canada for the years 1965, 1966 and the first six months of 1967 from specified countries is as follows:

	1965 \$'000	1966 \$'000	Jan.-June 1967 \$'000
(a) United Kingdom	619,058	644,741	343,637
(b) Common market countries:			
Belgium-Luxembourg	72,027	61,555	31,115
France	96,103	106,651	56,389
Germany West	209,517	235,207	116,771
Italy	80,279	86,718	51,593
Netherlands	56,274	60,489	29,472
Totals	514,200	550,620	285,340
(c) Japan	230,144	253,051	140,610
(d) Hong Kong	31,043	38,911	23,384

NEAR ACCIDENT AT MALTON AIRPORT

Question No. 553—**Mr. Sherman:**

Has the Department of Transport established responsibility for the air incident which occurred on October 2, 1967, at Malton airport, Toronto, involving an Air Canada DC-8 and a small privately owned aircraft and, if so (a) to whom has the department assigned responsibility for this incident (b) what disciplinary actions, if any, have been taken against this person (c) what steps is the department taking to ensure that the lives of commercial airliner passengers will not be endangered in incidents of this kind at Canadian airports in the future (d) has any recognition been conferred upon the captain of the DC-8 for his part in this incident and, if so, what recognition?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): Responsibility for the air incident in question has not been finally determined since the matter is still under investigation. Investigation thus far has established that, apparently for reasons not yet fully determined, the pilot of the light aircraft did not comply with clearances given him by the air traffic control tower.

Without minimizing the seriousness of any incident of this kind, the investigation of the incident so far indicates that, at no time was there an imminent risk of collision and that the action of the Air Canada pilot in altering his approach was a normal precaution which would be expected of an alert and capable aircraft captain in a potentially hazardous situation.

EXPORT LICENCES TO CHINA

Question No. 566—**Mr. Hamilton:**

1. What number of Canadian corporations applied for export licences to export to the People's Republic of China from January 1, 1963 to June 30, 1967?

2. What companies have had their licence requests denied or modified and for what reasons?

3. (a) What companies have withdrawn applications once submitted (b) what was the explanation given for withdrawal?

Mr. Jean-Charles Cantin (Parliamentary Secretary to Minister of Trade and Commerce): 1. From January 1, 1963 to June 30,