

*Supply—Industry*

search projects, represents a very significant proportion of the total university support.

To maintain a suitable position in science, it is necessary to acquire increasingly expensive and modern equipment. Thus, not only is the number of researchers increasing, but the cost per researcher is also increasing.

Government investment in science has contributed significantly to the Canadian economy. It is proposed in these estimates, therefore, that the university support be increased by 33.6 per cent over the amount in the main estimates of the last fiscal year.

Under vote 15, assistance to industry, the increase in estimated support of industrial research is about 30 per cent greater than that voted for the last fiscal year. The program is progressing satisfactorily. It is of interest to note that there were 160 active projects in progress under the Industrial Research Assistance Plan at the beginning of this fiscal year. These projects are distributed among both small and large companies, and already very promising results are emerging. The growth of this program is limited by the inability of industry to recruit staff, particularly senior research men.

In respect of vote 5, I might mention that aside from the operation of the laboratories, it is estimated that the cost of construction programs for the fiscal year 1966-67 will be approximately \$7,100,000, almost all of which is earmarked for major projects which have been included in previous years' estimates. The construction of the structures laboratory for the National Aeronautical Establishment, however, has been deferred for this year.

Since these estimates have been examined in some detail by the appropriate house committee, I would hope that perhaps they would now receive the support of the house and be approved.

**Mr. Grafty:** Mr. Chairman, primarily, I should like to thank the minister for his statement. There is, however, one note of disappointment which I should like to strike; that is, with regard to a recent series of meetings which have been held here in Ottawa by federal, provincial and other interested parties on automobile and highway deaths and injuries. With the support of this side of the house, the minister took the initiative in convening here in Ottawa a series of studies by interested federal officials and their counterparts at the provincial level with people in the safety engineering field, with doctors, automobile associations, and with highway

safety council officials. As we studied criteria involving the road, the driver and the car, we felt that while we were not making use of the knowledge we already had, much more needed to be known about automobile and highway deaths and injuries. Therefore, there was a unanimous recommendation by this committee on two occasions that the government set up, under the National Research Council, a national accident prevention research centre here in Ottawa. I do not know whether or not this is the time at which the minister might see fit to make an announcement concerning the establishment of a national accident prevention research centre.

However, I think it is important that such a national accident prevention research centre should be set up as soon as possible in Ottawa under the National Research Council. I believe also that we should have a report made to this house in respect of what has been ascertained at these meetings. I congratulate the minister for setting them up because, while we certainly experienced certain frustrations, we found that we lacked information about the driver, the car and the road. We lack sophisticated and uniform information. Among other things, a national accident prevention research centre could correlate the information received in uniform and sophisticated accident reports emanating from the provinces and municipalities.

I should also like to take this opportunity to encourage the minister and his officials, as we have done in the past in this house, to seek means to co-operate with the state of New York, through the National Research Council if possible, in the building of their prototype safety car. I have said time and time again—and Governor Rockefeller now has approval for an increased vote of money—that I think we all agree that Canada, because of its climate among other things and because of what the National Research Council already has done, has a real and positive role to play in the building of such a prototype safety car.

● (4:40 p.m.)

The car is only one of three aspects of this problem. It is the microbe in the epidemic of automobile and highway deaths and injuries. The road is the atmosphere and the driver is the agent. Such a prototype car once built, would enable us to determine performance standards. This would help public officials who want to put together codified standards in relation to the driver, the car and the road.