

Oral Questions

of technological change and premium rates of pay for casual employees, particularly women employees especially in this international women's year? Would he tell us whether these are the matters which still remain to be settled in the negotiations.

Hon. Bryce Mackasey (Postmaster General): Mr. Speaker, the hon. gentleman will be pleased to know that the matter of automation or the clause on technological change has been resolved. Our inability to come to agreement stems from the unrealistic attitude of the negotiating team which fails to understand that whether they are on strike for one day, three months or three years they will not obtain more in terms of wages than the letter carriers obtained which is \$1.70 per hour over 30 months.

If they were to accept that and get on to other areas of the settlement to be negotiated, then the contract of course could be submitted to the Anti-Inflation Board for its approval. The union fortunately has three choices today—and they are meeting now. One is to accept the report of Judge Moisan. Another is to reject it or, third, submit it to the membership to find out whether in their opinion the sum of money which resulted in an 82 per cent ratification by the letter carriers is sufficient for the inside workers as well.

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THE CANADIAN ECONOMY**ANTI-INFLATION PROGRAM—REQUEST FOR NAMES OF EXCEPTIONS TO PROGRAM OTHER THAN POSTAL WORKERS**

Mr. John A. Fraser (Vancouver South): Mr. Speaker, I have a question for the Minister of Finance. In view of the position of the government which appears to be that an exception will be made by the anti-inflation board with regard to the postal workers, can the minister state clearly whether any other exceptions will receive the endorsement of the government in advance of an appeal to the Anti-Inflation Board.

Hon. Donald S. Macdonald (Minister of Finance): Mr. Speaker, the hon. member misunderstands. The guidelines are quite clear that the board will consider exceptional circumstances, but neither the postal workers nor any other group will be given the assurance in advance that they will be entitled to an exception.

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TRANSPORT**NEED FOR DREDGING AT LIVERPOOL, NOVA SCOTIA**

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker, I am not sure whether my question should be directed to the Minister of Transport or the Minister of Public Works, but I am sure the minister responsible will deal with the problem. Dredging has not been carried on for several years at Liverpool, Nova Scotia and the harbour has deteriorated to a point where navigation is hazardous because of the shallow depth of the water. In light of the fact that the harbour is navigable only about four out of

[Mr. Dinsdale.]

every 12 hours, or in other words at high tide, and ships are going aground in the harbour, will the minister investigate this situation in the hope that urgently required dredging for the protection of the shipping industry will be carried out.

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, I will be glad to take note of that representation.

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GRAIN**SUGGESTION FEED GRAINS BE SUBJECT TO WHEAT BOARD QUOTA LEVELS—GOVERNMENT POSITION**

Mr. Ray Hnatyshyn (Saskatoon-Biggar): Mr. Speaker, I should like to direct a question to the minister responsible for the Canadian Wheat Board. In view of reports that the Canadian Wheat Board advisory committee has passed a resolution to the effect that feed grains for the domestic market should be subject to the same quota levels as those in effect for grains delivered to the Canadian Wheat Board, is the government planning to initiate any steps in this respect having regard to the resolution passed by the advisory committee.

Hon. Otto E. Lang (Minister of Transport): No, Mr. Speaker. Indeed the rather rapid increase in quotas for grains delivered to the Canadian Wheat Board has put that question into the academic basket. However, in any case the feed grain policy really will work well only if there is open access to delivery points by farmers who wish to deliver their grain into that open market. That was clear at the beginning. We did provide for certain safeguards in case congestion occurred as a general rule, but there has been no sign of that at all as a result of the feed grain policy and therefore there is no reason for change.

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INLAND WATERS**REPORT ON USE OF OTTAWA RIVER BY PLEASURE CRAFT—GOVERNMENT POSITION ON IMPLEMENTATION**

Mr. T. Lefebvre (Pontiac): Mr. Speaker, my question is directed to the hard-working Minister of Indian Affairs and Northern Development. Has the minister had an opportunity to study the very realistic report on the possibility of opening up the Ottawa River to pleasure craft navigation. Have his officials studied it, and is he ready to inform the House today or soon what stand he and his department will take on this very important development for both sides of the Ottawa River.

Hon. Judd Buchanan (Minister of Indian Affairs and Northern Development): Mr. Speaker, as the hon. member indicated we have received this report. I have gone through the report. It is currently being studied by the officials of the department. We are somewhat concerned about the magnitude of some of the costs involved. However, we are looking at this seriously, particularly at some of the earlier stages, to see what can be done.