

along with many other governments, has agreed to allow fish surplus to the needs of Canadian fishermen to be caught by other nations. The hon. member is aware that if we Canadians do not catch species which are not commercially viable for us, we should not restrict entry to other countries, acting like dogs in the manger. As far as the modernization of our fleets is concerned—

An hon. Member: Let's have a speech, Hugh.

Mr. Trudeau: Go on.

Some hon. Members: Hear, hear!

Mr. Anderson: The hon. member asked several questions. If he wishes, I shall deal with them. If not, I shall not deal with them. The hon. member is very well aware that we have today an overcatch capacity on both the east coast and the west coast.

Mr. Forrestall: We were just told we had underutilized capacity.

Mr. Anderson: The minister has stated on many occasions in the House that the object of federal policy should be to increase stocks of fish rather than increase the catch capacity of the fleets we already have. As far as the third part of the question is concerned, the hon. member knows that we have various programs in operation, including grants to freezing plants in order to increase the freeze capacity. I hope the hon. member will agree that the present minister has done more for the fishermen of Canada than any member or minister from the Conservative party.

Some hon. Members: Hear, hear!

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PUBLIC SERVICE

PROPOSED AMENDING OF BILL C-28

Mr. Lloyd Francis (Ottawa West): Mr. speaker, I have a question for the President of the Treasury Board: it relates to Bill C-28. Last week, the hon. gentleman informed my hon. friend from Ottawa-Vanier that an amendment or deletion would be forthcoming with respect to the clause dealing with the duties of employees in the public service. On the assumption that Bill C-28 does receive second reading, is the minister prepared to consider other changes, for example in the restrictions on the flexibility of the arbitration process?

Hon. Robert K. Andras (President of the Treasury Board): We shall, of course, pay full attention to any constructive suggestions which may be put forward in the course of debate both on second reading and in committee. No doubt witnesses will be heard during the committee stage and full opportunity will be afforded to those who have constructive suggestions to make. I can say that we shall give them full consideration without, at this stage, making any commitment to specific changes other than the one I gave the other day.

Oral Questions

AIR TRANSPORT

REFUSAL OF AIR CANADA TO PARTICIPATE IN DOMESTIC ADVANCE BOOKING CHARTER PROGRAM

Mr. Don Mazankowski (Vegreville): Mr. Speaker, I should like to direct a question to the Minister of Transport. In light of Air Canada's refusal to participate in the domestic advance booking charter program, has the minister had an opportunity to look into this matter and can he give the House and the country a justifiable explanation for the action taken by the corporation? Is he satisfied that the position taken by Air Canada does not violate the principle and the spirit of the cabinet directive on this subject? Can he assure us that the result will not be an over-all reduction in the number of domestic air charter opportunities and, specifically, can he say whether Air Canada's allocation will be diverted to other carriers?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the decision taken by Air Canada carried its own explanation. Of course, because of the action taken by this government, the opportunity for carriers to provide charter services went far beyond the original decision which would have restricted it largely to Air Canada and Canadian Pacific. This means there is no limitation on additional charters being offered. Naturally, there is no obligation on the carrier to offer services regardless of terms of agreement which might be proposed by a tour operator.

I must say I am delighted with the development of charter services as they are coming very quickly on the scene in Canada, and also by the fact that in addition to its charter competitive fares, which are much more numerous than ever before and have the advantage of linking all city pairs in Canada and not just the larger cities, which are all that are served by most of the charter operators, Air Canada has now introduced its Nighthawk flights, approved by the Canadian Transport Commission, an additional feature allowing Canadians to travel most cheaply between various cities in this country.

Mr. Mazankowski: The minister did not tell us whether the original ABCs for Air Canada would be diverted to other carriers. Considering that the Nighthawk program developed by Air Canada does not require the element of advance booking, and considering that the program discriminates against the minister's province of Saskatchewan, I ask the hon. gentleman whether he has discussed the possibility of reviewing or changing the advance booking requirement in relation to charter class fares and other charter operations so that further opportunities might be available to Canadians to see more of their country on a charter flight basis.

● (1442)

Mr. Lang: Mr. Speaker, I answered the question about the diversion of Air Canada flights to other carriers. I made it clear that that was open as a result of the cabinet decision directing more charters than the CTC had originally allowed. They were not limited to the 25 and 25 to the two main line