

*Inquiries of the Ministry***AIR TRANSPORT****IMPENDING PRICE WAR AMONG TRANS-ATLANTIC CARRIERS—GOVERNMENT APPROVAL OF PARTICIPATION OF AIR CANADA AND CPA IN PRICE-FIXING MEETING**

Mr. Stanley Haidasz (Parkdale): I have a supplementary question. On behalf of the air travelling public, I ask the Minister of Transport whether he has any report to make to the House about the impending price war among trans-Atlantic air carriers and also whether Air Canada and CPA participated with the approval of the federal government at a price fixing meeting in Montreal last month?

Mr. Speaker: Order, please. I suggest to the hon. member that is hardly a supplementary question. However, the hon. member would have been recognized in due course so the minister might be allowed to reply. I will then return to the supplementaries.

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, only a short time ago I learned of the final breakdown of the IATA talks with regard to getting unanimity on a fare structure for the North Atlantic. The government and I personally regret this very much. It may be that in the short term a price war, as the hon. member has called it, will be beneficial to travellers, but in the long run it would seem to me, and I think this view is shared by virtually all members, it would be far better if we had an organized arrangement. We will continue to press for this and try to get reasonable fares for the Atlantic, lower indeed than are in existence in most cases now.

Mr. Speaker: The hon. member for Spadina on a supplementary to the previous question.

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AIRPORTS**NEW STE. SCHOLASTIQUE AND TORONTO FACILITIES—EQUAL TREATMENT BY GOVERNMENT RESPECTING PASSENGER AND CARGO SERVICES**

Mr. S. Perry Ryan (Spadina): My supplementary is again for the Minister of Transport. Will the government undertake to deal with an even hand between the Montreal airport site and the proposed Toronto international airport site both with regard to air passenger service and air cargo?

Hon. Donald C. Jamieson (Minister of Transport): I can give that assurance without the slightest qualification, Mr. Speaker. I am personally convinced that both Toronto and Montreal have excellent futures in terms of the air traffic business, and we will see that facilities are provided at both airports.

WINNIPEG—DEVELOPMENT OF AIR CARGO SERVICE

Hon. W. G. Dinsdale (Brandon-Souris): My supplementary, Mr. Speaker, deals with the situation at the Winnipeg airport. Can the minister give the same assurance—

[Mr. Jamieson.]

Mr. Speaker: Order, please. I suggest to the hon. member that again this is hardly a supplementary. The hon. member for Parkdale asked a supplementary. I did not think it was a legitimate supplementary. I suggest to hon. members that a question does not become a supplementary mainly because it deals with the same department. With the consent and co-operation of the hon. member for Brandon-Souris, I invite the hon. member for Spadina to ask his supplementary and the Chair will then recognize the hon. member for Brandon-Souris on a different question.

Mr. Ryan: I do not have a further supplementary, Mr. Speaker.

Mr. Dinsdale: Mr. Speaker, my supplementary arises from the reply of the minister to the effect that negotiations on cargo matters are taking place in respect of all the major points in Canada. In light of that comment, I wish to ask the minister if the negotiations have taken into consideration the fact of the gradual erosion of the importance of the Winnipeg airport in air transportation matters. Can the minister give assurance that this erosion will not now be carried only into the air cargo field?

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, I made a tour of the Winnipeg airport the day before yesterday. My colleague, the Minister of Supply and Services, reminded me that I left Winnipeg out of the list I gave a few moments ago. I can assure you that it was inadvertent. The volume of traffic through Winnipeg is actually higher, not so much in terms of landings but in larger type aircraft. Passenger movement is higher. The number of technical stops has increased. As I have said on a number of occasions, the bilateral arrangements with the United States which we are now working on lay heavy emphasis on western Canada, including Winnipeg, Edmonton, Calgary and Vancouver.

Some hon. Members: Hear, hear!

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BUSINESS OF THE HOUSE**REQUEST FOR OPPOSITION DAY TO DEBATE WITHHOLDING BY GOVERNMENT OF PAYMENTS UNDER TEMPORARY WHEAT RESERVES ACT**

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, my question is for the President of the Privy Council in his capacity as government House leader. In view of the fact that a number of opposition days are left over from June and in view of the very strong desire on this side of the House to discuss the non-payment by the government of certain moneys specified in the Temporary Wheat Reserves Act, will the government House leader make arrangements for an early opposition day, perhaps the first of the week, so we can have a discussion on this important matter?

Hon. Allan J. MacEachen (President of the Privy Council): Mr. Speaker, we may arrange for this to include abortion, security and the Temporary Wheat Reserves Act.