

Interim Supply

time the door opens the heat goes on, and their overhead goes up.

In my home town I saw one of the greatest swindles in the gasoline business that was ever perpetrated. The distributing company owned by a man called Flemming, I think, over a period of years bought up in the general area each outlet that the Shell Oil Company had been selling to. The distributing company was able to buy the leases, borrow money for mortgages and so on, and when B.P. came along the company sold to B.P. the whole shooting match, making a profit of a million dollars.

Three new service stations were built in New Liskeard, even though the town could not carry two stations originally. Needless to say the three new stations did badly. In fact, one of them now is being used as an office building by the Ontario government. It never could be rented as a service station. The municipality must take some share of the blame for what happened. It wanted business taxes from three new businesses; never mind if other businesses went broke. That was very unfair to those who were already operating gas stations in the town. Owning a gas station there is a risky business.

Since there is a price spread on gasoline of up to 16 cents per gallon between our northern communities and Toronto, it is pretty obvious that the gasoline companies are carrying out restrictive trade practices. That contention is reinforced when one realizes that commercial trucking firms pay about 18 cents a gallon less for their gasoline than orthodox service stations pay their distributors for it. That shows that the entire industry ought to be investigated; the investigation should not be confined to any particular service stations.

It is unfair for service stations to charge motorists in northern Ontario as much as 63 cents a gallon for low grade gasoline. I think the entire matter ought to be looked into by the consumer affairs part of the department. They should develop legislation to protect our motorists from the unfair practices of oil companies, unfair practices which work especially to the detriment of motorists in northern areas.

Mr. Orlikow: I wish to ask two questions; I hope the Solicitor General can answer one and I think that the Minister of National Defence, who is not here, can at some time answer the other. Both questions are important. My first question was raised on previous occasions by my colleague from Skeena and

[Mr. Peters.]

by the right hon. member for Prince Albert. I also raised this question. The Prime Minister said that a member of the government would make a statement of policy arising out of a case the Supreme Court dealt with, that of Mr. Terence Whitfield. Mr. Whitfield, who worked in northern Canada, was dismissed by the Canadian Marconi Company because, contrary to a clause in his employment contract, he was seeing socially an Eskimo girl. It seems to me, as it seemed to the right hon. member for Prince Albert, that the inclusion of such a clause in an employment contract is contrary to the basic tenets of human and civil rights which the United Nations has endorsed and which this country, I hope, will support.

Such a clause is contrary to the spirit of legislation which the federal and provincial governments have enacted in the field of fair employment and fair accommodation practices. It is against the spirit of the Bill of Rights the former government introduced. Perhaps the minister will make a statement on the matter today.

I hope the Minister of National Defence, who is not here, will take note of the next question I am about to ask and make a statement at the earliest possible opportunity. I have been informed that the Minister of National Defence has written to some, or perhaps all, provincial premiers, informing them that beginning April 1 of this year aircraft of United States strategic air command will begin, as part of their manoeuvres, overflights over Canada and that these will continue for six months. I raise this question because I think we all remember the United States aircraft which crashed off Greenland while carrying hydrogen bombs. The people of Canada have a right to know whether the United States aircraft flying over Canada will be carrying nuclear bombs. If so, has the Canadian government given its approval to such flights?

The Assistant Deputy Chairman: Shall the resolution carry?

Mr. Orlikow: Mr. Chairman—

Mr. Pennell: Mr. Chairman, I do not wish to delay proceedings in view of last evening's agreement, but there was a commitment I believe to make a statement on the Whitfield matter on behalf of the Minister of Justice.

I wish to deal first with a question asked by the hon. member for Skeena in this house on March 11, as to whether the government intends to introduce legislation to make illegal in the future contracts such as the one