

having to ask for help from everybody else. I do not quarrel with the idea of giving them help, but so many people are asking for it now that it is becoming a serious problem because our resources are stretched thin. However, we can see this happening to people involved in swordfishing. We can see it happening, after hearing the statement of the minister, to people working in paper plants. It could also happen when we become involved in the purification of our air. It could happen to any number of plants, I suggest, that are now polluting the atmosphere, particularly in cities such as Toronto and Montreal.

So we have a question of principle here. I do not think it has been raised so far in this debate. It is coming up to ten o'clock, and although I do not believe we will have an answer to this question tonight I thought it important enough to be raised at the earliest opportunity. I refer specifically to the swordfishery, but also generally to people who through no fault of their own will find themselves in the same situation. I hope the President of the Treasury Board, when he is considering with his colleagues the points we have raised in the debate and those we will raise in the next day or so, will give some consideration to the problem I have raised on behalf of the people in the swordfishing industry of Nova Scotia.

The Chairman: Shall Clause 3 carry?

Some hon. Members: Agreed.

Some hon. Members: No.

Mr. Harding: Mr. Chairman, it is about half a minute to ten o'clock. If it is desired that I continue until ten o'clock, that is fine with me. We are on clause 3 of the bill, which is to set up the department of the environment. There are several points I should like to raise in this connection. The first is that if we are to establish a department of the environment, why do we not cover the whole environmental field instead of just one small portion of it? This is one of the basic points I should like to leave with the government and the minister who will be in charge of this new department.

An hon. Member: Ten o'clock.

Progress reported.

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BUSINESS OF THE HOUSE

Mr. MacLean: Mr. Speaker, perhaps before we proceed to the adjournment debate the House Leader would indicate, for the benefit of all members, the program the government anticipates placing before the House for the remainder of this week or for as long as he can announce it.

Mr. MacEachen: Mr. Speaker, tomorrow we propose to continue with committee of the whole stage of the government organization bill, and following that the CDC bill and the bail reform bill. If it is possible to slip in other items between these, we will call the Export Development Act bill, the omnibus loans bill, the Canada-New

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Zealand trade agreement bill and the Canada-Jamaica tax agreement bill.

• (10:00 p.m.)

Mr. Knowles (Winnipeg North Centre): Just to be realistic about the matter, can the President of the Privy Council tell us if it is the intention to stay in committee of the whole until we finish this bill, particularly if it continues through Thursday and Friday of this week?

Mr. MacEachen: Yes, Mr. Speaker, it would be the present plan to continue with this bill until we complete it, but I thought the Acting House Leader of the official opposition asked about more than the present bill and inquired what would come after it.

Mr. MacLean: That is right. But am I correct in assuming the House Leader means that the present bill will not be interrupted to consider the CDC bill, that is, before committee of the whole stage is finished?

Mr. MacEachen: That is the plan. But if the bill were kept in committee of the whole for an unduly long period, it might be necessary to revise the schedule.

PROCEEDINGS ON ADJOURNMENT MOTION

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

AIR TRANSPORT—MANITOBA—RESTORATION OF CLASS A REGIONAL SERVICE

Hon. W. G. Dinsdale (Brandon-Souris): Mr. Speaker, last week I asked two questions for the purpose of clarifying the government's regional air policy. I have been encouraged to pursue the matter at this time because in his reply the Minister of Transport (Mr. Jamieson) indicated that so far as the regional air policy affecting western Manitoba and eastern Saskatchewan is concerned, it is under review and it is anticipated that there will be an upgrading of this service along the lines that existed from the time it was first inaugurated in the early part of the 1950s.

It is just a year ago that the ATC authorized the downgrading of this part of the regional air service affecting western Manitoba and eastern Saskatchewan. At that time the link provided for under the charter of the air company authorized to perform this service, TransAir, was discontinued between Winnipeg, Brandon and Regina. Since that time there has been a further downgrading and TransAir is no longer providing daily air service between Winnipeg and Regina.

Now that the minister and the department are in the throes of reconsideration, I raise the matter to review briefly the vital importance of regional air policy to the general program of regional economic development in all parts of Canada. We have been passing through a communications and transportation revolution. Railway ser-