

Oral Questions

was due in a good measure to the understanding of prairie grain growers that they would have at least this option of deferring that adjustment payment?

Mr. Lang: No, I do not think that would be the case because they knew in the last year that when the adjustment took place in November, it was possible for us to have the adjustment cheques go out only after January 1, but that was a mechanical situation which produced the deferment result. Those farmers, organizations and hon. members opposite who were encouraging an immediate increase in the initial price should have realized that that carried with it in fact a tax consequence adverse to those who did not want to show additional income in the current year.

I should say that I was not correcting the hon. member when I referred to the lack of impact on deliveries, but rather the remarks of his colleague, the hon. member for Saskatoon-Biggar, who yesterday seemed to think that there was some connection.

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THE CANADIAN ECONOMY**ANTI-INFLATION PROGRAM—REQUEST FOR LIST OF COMPANIES TO WHICH PROGRAM APPLICABLE**

Mr. Sinclair Stevens (York-Simcoe): Mr. Speaker, my question is for the Minister of Finance. On Tuesday the minister, referring to his anti-inflation program, stated that the statutory provisions will apply to somewhat more than 1,500 firms, roughly 5 per cent of the total number of firms in Canada, and covering approximately 2,300,000 employees of those firms. Would the minister indicate if it is proposed to publish a list of the 1,500 firms, and if so, when?

Hon. Donald S. Macdonald (Minister of Finance): Mr. Speaker, the chairman of the Anti-Inflation Board has already been in touch by correspondence with a substantial number of firms. I think it would be useful to have this kind of information available, and I will seek it from him at the earliest possible date.

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BROADCASTING**REASON FOR EARLY START ON FRENCH LANGUAGE TELEVISION STATION FOR VANCOUVER—SUGGESTED TRANSFER OF FACILITIES TO PRIVATE COMPANY**

Mr. John Reynolds (Burnaby-Richmond-Delta): Mr. Speaker, I have a question for the Acting Minister of Communications. It is a follow up to the question I asked the other day. Has the minister yet been able to find out why the CBC French network began to install its antenna on Mount Seymour for channel 26?

Hon. Otto E. Lang (Acting Minister of Communications): Mr. Speaker, I was in the process of writing a note to the hon. member to the effect that I can confirm that construction has indeed started in order to avoid any extra long delay in terms of providing service, assuming that a

licence is issued, but of course there could be no possibility of beginning broadcasting without actual approval by way of licence.

Some hon. Members: Oh, oh!

Mr. Reynolds: In view of the restraint program which the federal government has announced, and in view of the fact that channel 26 has already been approved for a private UHF channel, would the minister ask the CBC to sell that installation to the private company which is going to be on channel 26 instead of having to ask them to move to another channel, thereby avoiding installing the CBC French network for a year or two until it is needed?

Mr. Lang: The restraint program is not designed to stop construction and investment in the private sector in Canada.

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AIR TRANSPORT**BILINGUAL AIR TRAFFIC CONTROL COMMUNICATIONS—SUGGESTED RESUMPTION OF STUDY BY COMMITTEE**

Mr. Jack Murta (Lisgar): Mr. Speaker, I should like to direct a question to the Minister of Transport. Before I ask my question I think I can say for all or most members of the House that we are certainly happy that the threatened strike of aeroplane pilots has been averted, at least for tomorrow.

I would like to ask the minister what the government is going to do now that the strike has been averted with regard to getting the committee together to discuss the English-French problem which has arisen in the province of Quebec in relation to the five airports, and further to discuss the grievances which the airline people have.

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, I am not at all sure that that particular committee would be the best mechanism for making progress in regard to the problem the airline pilots have raised. We have been having, and will continue to have, discussions with all interested parties to demonstrate that, while where convenient and possible, we would want to make French language facilities available to pilots, the uppermost consideration must be conditions of safety in flight. We will continue discussions with all interested groups involved in the air industry to demonstrate that that is what we are trying to accomplish. We will thereby hope to encourage a certain amount of goodwill on the part of all the groups, some of which have perhaps been fighting with one another rather more strenuously than is desirable.

BILINGUAL AIR TRAFFIC CONTROL COMMUNICATIONS—POSSIBLE ENLARGEMENT OF PLAN

Mr. Jack Murta (Lisgar): I gather that the existing policy for English and French communication at the five airports in the province of Quebec will stand. Is there any thought being given to the policy being enlarged to include all the airports in the province of Quebec?