

THE ROYAL ASSENT

[Translation]

A message was delivered by the Gentleman Usher of the Black Rod, as follows:

Mr. Speaker, the Honourable Deputy to the Governor General desires the immediate attendance of this honourable House in the Chamber of the honourable the Senate.

Accordingly, Mr. Speaker with the House went up to the Senate Chamber.

● (1250)

And being returned:

[English]

Mr. Speaker: I have the honour to inform the House that when the House went up to the Senate Chamber, the Deputy Governor General had been pleased to give in Her Majesty's name the Royal Assent to the following Bills:

Bill C-27, An Act for granting to the Majesty certain sums of money for the Government of Canada for the financial year ending the 31st March, 1984—Chapter No. 3;

Bill C-28, An Act for granting to Her Majesty certain sums of money for the Government of Canada for the financial year ending the 31st March, 1985—Chapter No. 4.

Mr. Blaikie: Mr. Speaker, it is always refreshing to be back in the House of Commons after a trip down the way to the museum at the other end of the building. I wonder if I might—

Mr. Speaker: With all due respect to the Hon. Member, the practices of this House are such that references to the other place are not made with disrespect. I am sure the Hon. Member would wish to observe the traditions and practices of this House.

Mr. Blaikie: Mr. Speaker, it is always nice to be in the House of Commons after having been to the other place. I was wondering if we could not agree to call it one o'clock?

Mr. Speaker: Is that agreed?

Some Hon. Members: Agreed.

Mr. Speaker: It being one o'clock, I do now leave the chair until two o'clock later this day.

At 1 p.m. the House took recess.

AFTER RECESS

The House resumed at 2 p.m.

S.O. 21

STATEMENTS PURSUANT TO S.O. 21

[English]

VOLUNTARY ORGANIZATIONS

TAX CREDITS AND ALLOWABLE POLITICAL ACTIVITY

Mr. Walter McLean (Waterloo): Mr. Speaker, in November of 1974, the then Secretary of State, the Hon. Hugh Faulkner, told the first Conference of National Voluntary Organizations that he was creating a national advisory council on voluntarism. Four areas were identified for investigation and recommendation for government action. First in importance was the need to modernize the definition of "allowable charitable advocacy", that is, to permit government support to groups that oppose its policies or urge other action.

Now, ten years later and six Secretaries of State later, the Government is promising a task force but no incentives to encourage Canadian voluntary groups.

Beginning this Sunday, April 1, the National Voluntary Organizations, representing the 125 largest national agencies, will meet in Ottawa for "Consultation 84". Conscious of the pending general election, the delegates will develop strategies around the question: "What kind of Canada do we want for 2001?"

Mindful of a decade of broken Liberal promises, Canada's NVOs continue to ask for government action in two priority areas: first, the implementation of the give and take 50 per cent charitable tax credit; and, second, an agreement on the definition of allowable political activity by charities.

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[Translation]

AIR TRANSPORT

SERVICES IN EASTERN QUEBEC

Mr. André Maltais (Manicouagan): Mr. Speaker, eastern Quebec is very discouraged about the whole issue of air transportation. When I say eastern Quebec, I mean the North Shore, of course, and the Gaspé.

Mr. Speaker, Quebecair has shown its contempt for the people of these regions by completely changing its schedules and the kind of aircraft it is using to carry passengers, and it has done so without consulting with the communities concerned, I am referring to the Madgalen Islands, the Gaspé, the North Shore and Quebec's northernmost regions.

I therefore ask that the Canadian Transport Commission consult as soon as possible with the people concerned, with a view to providing safe and efficient air transportation that will be available to all users in these regions.

On the North Shore and in the Gaspé, air transportation is an essential service for the travelling public, and I think it is absolutely vital that the Canadian Transport Commission rule