

During the past few months, the Indian High Commission in Ottawa has, on several occasions, communicated its concern to the Department of External Affairs over possible threats from Sikh extremists. In each case, the Department of External Affairs conveyed the information to the Royal Canadian Mounted Police and the Canadian Security and Intelligence Service for appropriate action. The Government of Canada is taking the Indian government's concerns about possible terrorist activities seriously and Canadian security agencies are investigating all such reports thoroughly.

LABOUR

FAIR WAGES AND HOURS OF LABOUR ACT—GOVERNMENT ATTITUDE TOWARDS PROVISIONS

Hon. Duff Roblin (Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on June 26 last by the Honourable Senator Hastings, regarding labour—Fair Wages and Hours of Labour Act—Government attitude towards provisions.

(The answer follows:)

The United Brotherhood of Carpenters and Joiners of America has commenced proceedings in the Court of Queen's Bench of Alberta, and the Federal Court of Canada, Trial Division, as a result of a dispute involving the application of the Fair Wages and Hours of Labour Act to the Olympic Speedskating Oval Construction Project in Calgary. Therefore, it would be improper for me to make any comment on this matter in view of the fact that it is now before the courts for judicial determination.

CANADIAN WHEAT BOARD

ALLEGED ABSENCE OF MINISTER FROM ADVISORY COMMITTEE MEETINGS

Hon. Duff Roblin (Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on June 27 last by the Honourable Senator Argue, respecting alleged absence of Minister from Advisory Committee meetings—Canadian Wheat Board.

(The answer follows:)

The Advisory Committee to the Canadian Wheat Board was one of the first groups which the Minister met with following his appointment as Minister. He also met with the Committee on July 8, 1985 to discuss Feed Grain Policy, as part of his consultations on this subject.

The Canadian Wheat Board Act states that the Committee's function is to advise "the Board", not the Minister. Mr. Mayer has very close contact with the Canadian Wheat Board and the latter is very diligent in bringing forth the opinions of the Committee.

Mr. Mayer feels that the Committee should be allowed to deal independently with issues during their meetings

[Senator Roblin.]

and then bring their concerns to the Board's attention and, in turn, to the attention of the Minister. The Minister receives the minutes of each meeting, which he carefully considers.

The Minister feels that meetings with the Committee are valuable, and he has undertaken to meet with them when appropriate. Between meetings, the Committee can contact the Minister directly through correspondence or can provide advice through the Canadian Wheat Board.

FISHERIES AND OCEANS

DECISION OF MINISTER RE LICENCE

Hon. Duff Roblin (Leader of the Government): Honourable senators I have a delayed answer in response to a question asked in the Senate on June 27 last by the Honourable Senator Stewart respecting the decision of Minister—Licence—Fisheries.

(The answer follows:)

The Minister's officials reviewed the proposal by Captain Snarby for a licence transfer from the M/V Martin & Philip and a short-term charter of a foreign vessel to replace the Martin & Philip from a policy perspective. The proposal did not meet some of the requirements of the established policy and therefore Departmental officials recommended against it. Following representations from Captain Snarby, the Minister indicated that if the proposal was resubmitted and aligned as closely as possible with the short-term charter policy that it would be reviewed again. The Minister subsequently approved the licence transfer and short-term charter making the following exceptions to the policy:

Provision 1

"The policy applies to vessels permanently removed or rendered unseaworthy for a period of four months or more (eg. sinking, fire)." The M/V Martin & Philip had not been fished since 1980; it was tied up in Shelburne, N.S., while under seizure by the Nova Scotia Loan Board. Reports indicated the vessel had been vandalized and its engine block possibly cracked.

Whether or not a refit for the vessel would have taken more than four months was a moot point and would have required appraisals from shipyards. Captain Snarby was given the benefit of the doubt that the refit would have taken more than four months.

Provision 4

"The chartered vessel is to be of similar catching capacity and must operate on the same fishing plan as the vessel being replaced. The catch must also be delivered to the same plant or plants as the vessel being replaced." When the M/V "Martin & Philip" actually fished it was plagued with technical difficulties. Its annual catches were low, and certainly less than what could be expected from the M/V Osprey. Some industry people have argued that the M/V Osprey has more