

Aeronautics Act

Mr. MacEachen: My information is that a large number of cases of this beer have been taken over by officers of the department, and it is understood the investigation will be a long term one.

Mr. Diefenbaker: So there may be no mistake, I raised the question, and I dissociate myself from any implications in the suggestion of my hon. friend.

Some hon. Members: Oh, oh.

FARM MACHINERY

INQUIRY AS TO LEGISLATION RESPECTING TIED SALES

On the orders of the day:

Mr. L. R. Sherman (Winnipeg South): My question is addressed to the Minister of Justice. I should like to ask whether there is any intention of introducing legislation this session in connection with a recent report of the restrictive trade practices commission, particularly with regard to the prohibiting of so-called tied sales in the farm implement industry.

Hon. Lucien Cardin (Minister of Justice): I will take the question as notice and bring it to the attention of the President of the Privy Council.

AGRICULTURE

REQUEST FOR ASSISTANCE FOR CHEESE FACTORY AMALGAMATIONS

On the orders of the day:

Mr. Lee Grills (Hastings South): After the kind comment by the Minister of Agriculture a few minutes ago comparing milk with something else, I should like to ask the hon. gentleman a question on another subject. Now that the cheese export market seems to be enlarging—and I am glad about that—will the minister impress on Treasury Board the need for some assistance to cheese factory amalgamations for which applications have been made?

Hon. J. J. Greene (Minister of Agriculture): I will certainly give consideration to that suggestion.

AERONAUTICS ACT

Hon. John N. Turner (for the Minister of Transport) moved the second reading of Bill No. C-153, to amend the Aeronautics Act.

He said: Mr. Speaker, this bill was introduced in almost its present form two or three years ago. The object is to amend the

Aeronautics Act so as to permit the making of regulations concerning fees and other matters calculated to enhance the safety of air travel and so as to enable changes to be made in the composition of the Air Transport Board and to consolidate the powers of the board.

The amendments are in the main intended to clarify existing legislation and to consolidate some of it. With your indulgence, Mr. Speaker, I will review some of the questions which appeared to be contentious on the last occasion the bill was introduced.

● (3:40 p.m.)

The proposals with regard to charges for facilities and services provided by the Department of Transport will not basically change the present system of tariffs which the department has imposed under the Financial Administration Act. I think that is important because the charges contemplated by the Aeronautics Act are already allowed under section 18 of the Financial Administration Act. However, as a result of consultation with the Department of Justice it has been decided that it would be desirable to have the authority for these charges placed in the Aeronautics Act, where it more properly belongs.

The department at the present time makes various charges in connection with its airports and various facilities. They vary from collecting landing fees from aircraft to charges for communication services which may be provided, land and building rentals, and so on. This bill provides that these may henceforth be assessed under the Aeronautics Act on the basis of regulations approved by the Governor in Council, and the charges may be made either in relation to the use of the facilities or to the general provision of a service required by aviation, in other words, not only the use of a facility or service but the availability of a service or facility as well. It is necessary to embody both concepts because in some cases the charge may be related to the actual use of a facility but in other cases the air lines may require a facility to be provided which can be more easily provided on the basis of general availability.

I can give the house two brief examples. Our airport landing fee is a charge for the specific use of the landing facilities. Our terminal service charge is for the use of facilities of a joint nature such as joint baggage handling areas and passenger marshalling areas. The provision of a new type of radio aid to navigation might require a