

Order Paper Questions

	Westbound	Selective
Day and Ross Ltd.	\$708,960.70	\$261,297.52
Rimouski Transport Limitée	186,130.11	31,619.86
Smith Transport	178,100.57	56,537.97
Maritime Ontario Freight Lines	128,773.26	60,039.24
Speedway Express Limited	121,822.27	34,740.41
Hebb's Transport Limited	97,695.75	36,203.48
Transbois Inc.	90,640.98	NIL
St. Lambert Transport	89,570.59	NIL
Jumbo Motor Express Ltd.	82,602.53	37,215.54
O. Belanger Transport Inc.	63,094.03	NIL
Transport D'Anjou	58,460.40	16,515.42
Moffat Brothers Moving & Storage Ltd.	56,190.91	NIL
Transport Théberge Ltée	55,351.45	9,303.98
Household Movers & Shippers Ltd.	51,034.58	NIL
Maritime Warehousing & Transfer Co. Ltd.	48,722.32	NIL

2. Information is not readily available in the form requested. In excess of 3,000 truckers currently participate in the subsidy program and when details of individual payments are requested they must be compiled from accounting records. Current man-year constraints do not permit the compilation of such data on a continuing basis since staff would have to be diverted from other essential duties.

3. Within region—17.1 million dollars. Westbound out of region—3.4 million dollars. Selective assistance—1.2 million dollars.

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[English]

STARRED QUESTION

Mr. J.-J. Blais (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, would you be so kind as to call starred question No. 4,147?

[Text]

*AIR CARGO RATES AND CHARGES

Question No. 4,147—**Mr. Lachance:**

1. With reference to the answer to Question No. 3,514, for what reason and under what authority does Air Canada charge a minimal fee of \$5 for clearance of mail sent by air freight?

2. Will the government consider asking Air Canada to cease such a practice?

[Translation]

Mr. J.-J. Blais (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, as for the Canadian Transport Commission, the answer is as follows: 1. Airlines are required by the Canadian Transport Commission to publish in tariffs, charges made for services rendered by

[Mr. Goodale.]

them. Air Canada and many other carriers provide certain services in connection with incoming shipments of air freight requiring customs clearance. There is a terminal service charge of \$5 for the processing of "immediate type" customs clearance outside of normal customs business hours.

As for Transport Canada, the answer is as follows: 2. Tariffs of fees charged by air carriers are in effect only so long as they are deemed satisfactory by the Air Transport Committee of the Canadian Transport Commission. The above fee has been filed in accordance with the Air Carrier Regulations and has been accepted by the Air Transport Committee. The government does not interfere with the rate-making process established by the Canadian Transport Commission.

[English]

Mr. Speaker, I would ask that the remaining questions be allowed to stand.

GOVERNMENT ORDERS

[English]

CRIMINAL LAW AMENDMENT ACT (NO. 1), 1976

MEASURES FOR BETTER PROTECTION OF CANADIAN SOCIETY AGAINST CRIME

The House resumed, from Thursday, April 8, consideration of the motion of Mr. Basford that Bill C-83, for the better protection of Canadian society against perpetrators of violent and other crime, be read the second time and referred to the Standing Committee on Justice and Legal Affairs.

Mr. Robert McCleave (Halifax-East Hants): Mr. Speaker, before launching into a general discussion on the bill before us, I invited the House to join me in an adventurous fantasy last night. It appeared that shortly after the Criminal Code had been amended by Bill C-83, a gang of foreign invaders had landed on the beaches of the northwest arm of the beautiful constituency of Halifax-East Hants and were prepared to do battle with Canada. Canadian soldiers, equipped in the usual manner, arrived at the scene to find that the enemy was armed with nothing more dangerous, but certainly a very dangerous weapon indeed, than the revised Criminal Code of Canada.

● (1220)

The first encounter between the Canadian soldier and the foreign invader worsened the Canadian soldier. He found that under section 89 of the proposed amendments he was certainly entitled to carry a rifle. However, he found under section 88 that this did not give him the right to carry ammunition in it. Therefore, said the foreign invader—and the Canadian soldier had no way of answering back—the Canadian defender was liable to two years in penitentiary for committing an indictable offence.

The scene now switches to today. There are three more episodes before I point out how the war was won or lost. The Canadian soldier then found that pointing the firearm