

have caught something like 600 tons of salmon out of a quota of 1,200 tons. At three pounds per salmon, this works out to something like 441,000 salmon. What plans, if any, is the Minister making to reduce not only this quota but the interception and massive slaughter by Greenlanders of Canadian salmon?

Hon. Pierre De Bané (Minister of Fisheries and Oceans): Mr. Speaker, the Hon. Member has brought a very important issue to the attention of the House. As he noted, Greenland catches salmon, half of which originates in Canadian waters and half in Europe. I think he would agree with me that the only sensible way of approaching that problem is for there to be a joint effort by Canada and Europe to try to get Greenland to reduce its fishing of the salmon resource.

REQUEST THAT MINISTER NEGOTIATE WITH GREENLAND
FISHING INDUSTRY

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker, as the Minister has stated, some of the salmon caught by Greenlanders originates in Europe, and some in Canadian waters. However, there is a different fishing season for European salmon as opposed to Canadian salmon.

Has he given any thought to meeting with representatives of the Greenland fishing industry in the hope of convincing them to rearrange their salmon fishing season so that more European salmon are caught, as opposed to catching Canadian salmon carrying a Canadian passport, before the day arrives when we have absolutely no salmon industry left for Canadians?

Hon. Pierre De Bané (Minister of Fisheries and Oceans): Mr. Speaker, the information of the Hon. Member does not coincide with mine. My information is that it would be very difficult to make a distinction between European stock and Canadian stock. Perhaps the Hon. Member would suggest that we offer Greenland some fishing allocations off the Scotian shelf in return for reducing its salmon fishing. Perhaps that is one thing upon which the Hon. Member could reflect.

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NATIONAL REVENUE

INCLUSION OF TIPS IN TAXABLE INCOME

Mr. Bill Blaikie (Winnipeg-Birds Hill): Mr. Speaker, my question is directed to the Minister of National Revenue. By now I hope he will be aware of the two waitresses who were reported in the *Winnipeg Free Press* to have been driven into bankruptcy by the actions of his Department and the retroactive inclusion of tips in taxable incomes. Could the Minister indicate at this time whether he will do anything about that policy? When will his Department start to pick on people its

own size, go after some of the big boys who are not paying taxes when they should be, and leave waitresses and other low-income Canadians alone?

[Translation]

Hon. Pierre Bussi eres (Minister of National Revenue): Mr. Speaker, should the Hon. Member take time to ponder over his allegation, he will realize that it is totally irresponsible. He seems to think that a group of taxpayers does not pay enough income tax, but that does not justify him saying that other taxpayers ought to be relieved of their responsibility to pay their taxes. I would urge him not only to read the Income Tax Act but also to examine the standard returns sent to taxpayers on which it is clearly indicated that all income must be declared, whatever the source. Unfortunately, some people disregard that basic principle from which the fairness of our income tax legislation stems. Naturally, after those people have had their returns audited, they may be forced to pay penalties and additional taxes as well. I am convinced that the Hon. Member is not suggesting in any way that the Minister of National Revenue should arbitrarily dispense any group of citizens whatever from their obligations under the Income Tax Act.

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● (1500)

[English]

WESTERN GRAIN TRANSPORTATION ACT

EFFECT ON TRUCKING INDUSTRY

Hon. Don Mazankowski (Vegreville): Mr. Speaker, I would like to address a question to the Minister of Transport. The Minister will know that, with the application of the new Western Grain Transportation Act, a serious dislocation has been caused in the trucking industry, particularly in British Columbia. It has created some problems with regard to producers who rely on the movement of specialty crops, all as a result of the method of payment. What action is the Minister prepared to take to correct this problem, which is not only having a very serious impact upon the trucking industry but also a serious impact upon the producers who have relied upon the trucking industry to move these specialty crops?

Hon. Lloyd Axworthy (Minister of Transport): Mr. Speaker, I thank the Hon. Member for drawing this problem to the attention of the House. It has also been brought to my attention. I believe it is serious. It demonstrates that there are some anomalies in the workings of the Act, particularly as they affect trucking firms which are supplying service from the West Coast. The new Grain Agency Administrator has authority under the Act to negotiate new arrangements with trucking firms. Unfortunately, he does not have the money to do so. That is something that I will have to take up in terms of my own budget and determine whether there is some way to respond to that. I have a very deep concern about it. I intend