

*Oral Questions*

place not only with regard to the airlines but even with the railways. This is something we are looking into.

[Translation]

## REQUEST FOR REDUCTION OF FARES ON SHORT FLIGHTS

**Mr. Donald W. Munro (Esquimalt-Saanich):** Mr. Speaker, I also have a question for the Minister of Transport.

Since the increase in air rate for a very short flight, actually a flight of twenty minutes between Victoria and Vancouver, represents a 50 per cent increase, while the one between Ottawa and Montreal amounts to 27 per cent only, would the minister be prepared to set aside that confiscatory increase on this short flight in British Columbia, in order to reestablish a more equitable rate for western passengers?

**Hon. Jean Marchand (Minister of Transport):** I think, Mr. Speaker, this is a highly appropriate question. It is true not only between Victoria and Vancouver, but throughout Canada in general, that short distances, short flights indeed are subsidized by long ones and that, of course, is often not justifiable. The case of Victoria is one of those, and it is precisely one of the things that we try to correct. However, this will require a very deep change of attitude, not only on the part of the department, but also on that of the CTC, which has that responsibility. I am sorry.

**Mr. Munro (Esquimalt-Saanich):** Mr. Speaker, I want to ask a supplementary question. I would like to remind the minister that subsidies are paid by the passengers but would he be willing at least to suspend the federal tax on tickets for flights lasting less than one hour, for instance, between Victoria and Vancouver and between Ottawa and Montreal?

**Mr. Marchand (Langelier):** Mr. Speaker, I think I already mentioned that this is true, generally, not only for Victoria and Vancouver, but also for other regions of the country. What I want is a global policy which applies throughout the country.

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[English]

## FINANCE

## SUGGESTED REVIEW OF REDUCTION OF TARIFF ON TIRES

**Mr. Cyril Symes (Sault Ste. Marie):** Mr. Speaker, I have a question for the Minister of Finance and it relates to questions asked of him last week by the hon. member for Winnipeg North regarding the rubber industry in Canada. In view of the lay-offs in the Canadian tire industry, and in view of the trade deficit in tires jumping from \$25 million to \$155 million last year, is the minister prepared to review his government's decision which reduced the tariff on tires from 17½ per cent to 12½ per cent?

**Hon. John N. Turner (Minister of Finance):** Mr. Speaker, we are examining the matter in the light of the representations last week of the hon. gentleman's colleague.

[Mr. Marchand (Langelier).]

**Mr. Symes:** In view of the fact that sales of tires are about the same as in former years but that a smaller proportion of sales is made up of Canadian manufactured tires and that the import of U.S. tires is increasing, will the minister meet with representatives of the rubber industry to resolve our worsening trade balance with the United States?

**Mr. Turner (Ottawa-Carleton):** I will take note of that argument, Mr. Speaker.

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● (1450)

## LABOUR CONDITIONS

## POSSIBILITY OF PROHIBITION OF STRIKES IN ESSENTIAL SERVICES—GOVERNMENT POSITION

**Hon. W. G. Dinsdale (Brandon-Souris):** Mr. Speaker, my question is for the Minister of Labour. In view of the minister's threat to clean up corruption in unions if this is not done internally, a threat supported by similar statements by the Prime Minister, is this crackdown on labour indicative of a new government policy moving toward the prohibition of strikes in essential services? Further, does this new law and order posture reflect the recent Canadian Institute of Public Opinion poll showing that Canadians strongly support the prohibition of strikes in essential services?

**Hon. John C. Munro (Minister of Labour):** No, Mr. Speaker, my statement in that connection did not reflect any of the conclusions that are very widespread that the hon. member is talking about. What I was saying was that I believe the CLC should set up the criteria necessary to enforce its own code of ethics so that the government does not have to intervene in the way we have experienced recently.

**Mr. Dinsdale:** A supplementary question. Could the Minister of Labour explain how this new strong stance against labour fits into the government's new, broader consensus policy as promoted by the Minister of Finance?

**Mr. Munro (Hamilton East):** Mr. Speaker, the allegations of corruption against certain union officials has no direct relationship to the consensus exercise. What I was talking about in this particular case was the necessity for labour itself to take a very vigilant posture toward wrongdoing within its constituent membership and affiliates. The reason I say that is that I believe in that way the good name of labour can be protected. We are all prepared to acknowledge that there is a great amount of integrity within the rank and file of the membership of the unions and their leadership in Canada, but a variety of examples have come to our attention lately which indicate that some people will use certain methods in order to dirty the name of labour generally throughout Canada. I believe the best defence against that is for the labour movement itself to set up the machinery necessary to enforce a code of ethics within the movement.