

They ask Parliament to urge the Secretary of State for External Affairs to request the Government of Brazil to expel Christine Lamont and David Spencer and return them to Canada.

CRIMES OF VIOLENCE

Mr. Peter Milliken (Kingston and the Islands): Mr. Speaker, I am pleased to rise today to present a petition signed by numerous residents of the beautiful city of Kingston, Ontario.

These petitioners object to the failure to recognize the seriousness of crimes of violence against the person and call upon Parliament to amend the Criminal Code of Canada, the Bail Reform Act and the Parole Act to make clear our abhorrence of the seriousness of these crimes.

* * *

QUESTIONS ON THE ORDER PAPER

Mrs. Barbara Sparrow (Parliamentary Secretary to Minister of National Health and Welfare): Mr. Speaker, I ask that all questions be allowed to stand.

The Acting Speaker (Mr. DeBlois): Shall all questions stand?

Some hon. members: Agreed.

The Acting Speaker (Mr. DeBlois): I wish to inform the House, pursuant to Standing Order 33(2)(a), that because of the ministerial statement Government Orders will be extended by 15 minutes beginning at 1 p.m.

GOVERNMENT ORDERS

[English]

SUPPLY

ALLOTTED DAY, S. O. 81—TRANSPORTATION

Mr. Iain Angus (Thunder Bay—Atikokan) moved:

That this House condemns the government for its unwillingness to concede that the deregulation of the Canadian transport industry has been a failure and in fact has led to fewer carriers, fewer jobs, higher prices, reduced service and less safe operations in air, road and rail transportation.

He said: Mr. Speaker, I am pleased to rise on behalf of my caucus I guess in a large way to repeat once again that we told you so.

The motion before us deals with the government's failure to concede that deregulation did not work, did

Supply

not work for air, did not work for trucking, has not worked for rail, and certainly has not worked on behalf of Canadian consumers.

Let me start by asking a rhetorical question. There is a song out there from my youth: *Where Have All the Flowers Gone?* Let me change that to: Where have all the carriers gone? Where is Wardair? Where is City Express? Where is Nordair? Where is Austin Airways?

The list can go on and on and on in Canada and the United States. Where is Braniff? Where is Eastern? Where is National? Where is Western? Where is Frontier? Where is Ozark? Where is Piedmont? Where is Air Cal? Where is PSA? Where are Empire, Horizon, Air Atlanta, Jet America?

They have all gone. They have been gobbled up or they have gone into bankruptcy.

• (1030)

The same thing has been happening in Canada. It should not have come as a surprise to the Canadian government. We entered into the full formal debate on deregulation. The white paper *Freedom to Move* was tabled by the then Minister of Transport who is now Deputy Prime Minister. The indications were there in the United States which had been in a deregulated mode for about 10 years that we would have fewer carriers, not more; that we would have less competition, not more; that we would have higher prices, not lower prices; and that safety would be undermined.

Regretfully all that has come to pass in Canada. The Conservative government decided to go full bore into economic deregulation.

I want to make clear what that means. That is not just getting the government off the backs of the industry, which is how the government would like to phrase it. It changed the way in which the system was managed. It took those sectors—air, road and rail, primarily road and air—from a test of public necessity and convenience to a fit, willing and able kind of test.

What that means in layman's terms is that under regulation, carriers who wanted to change their rates, to change their routings, to drop a city or to add a city to their network would have to apply. They would have to prove that there was a need and that there was a public benefit from the proposed change, or that the negative aspects were minimal and they had no choice because of rising fuel costs or what have you.