concessions are a major source of revenue to the airport operator, and as such their presence will be a focus of the financial negotiations between the Crown and the Greater Toronto Regional Airport Authority. At the very least, the presence of these agreements will slow down the negotiation process until Bill C-22 is passed. As well, Allders may well bring an action against both T1T2 and the Crown on this matter, which would further complicate negotiations.

The passage of Bill C-22, which specifically cancels all estates, rights, titles and interests of Allders, as well as the non-disturbance agreement between the Crown and Allders, would eliminate all impediments outlined above and put this company on the same footing as T1T2.

Despite the complications due to the impasse over Bill C-22, the Ministry of Transport has not been idle at Pearson Airport. The Government is committed to the provision of a new North-South runway and its construction will commence this spring. Funds have also been expended in Terminals 1 and 2 to ensure that they remain safe and reliable until they are transferred to the Greater Toronto Regional Airport Authority, which could then undertake the major redevelopment required.

Presently, the Greater Toronto Regional Airport Authority can only *advise* the government vis-à-vis Terminals 1 and 2. The transfer of control to this non-profit airport authority, and the subsequent redevelopment, cannot proceed until Bill C-22 is finally passed into law.

ORDERS OF THE DAY

INCOME TAX ACT

BILL TO AMEND—THIRD READING

Hon. Michael Kirby moved third reading of Bill C-59, to amend the Income Tax Act and the Income Tax Application Rules.

Motion agreed to and bill read third time and passed.

UNEMPLOYMENT INSURANCE ACT

BILL TO AMEND—THIRD READING

Hon. M. Lorne Bonnell moved third reading of Bill C-216, to amend the Unemployment Insurance Act (jury service).

Motion agreed to and bill read third time and passed.

[*Translation*]

THE BUDGET 1995

STATEMENT OF MINISTER OF FINANCE—DEBATE CONTINUED

On the order:

Resuming the debate on the inquiry of the Honourable Senator Spivak, calling the attention of the Senate to the budget presented by the Minister of Finance on Monday, February 27, 1995.—(*Honourable Senator Bacon*).

Hon. Fernand Roberge: Honourable senators, in the budget tabled February 27, the government announced reductions in government spending, among other things. It kept increases on personal taxes to a minimum, raised corporate income tax, applied a surtax on their profits and imposed a temporary capital tax on large deposit-taking institutions. Most Canadians approved these measures. I am one of them.

I am even prepared to say that the minister has succeeded in carrying on what the Mulroney government began some 10 years ago. Mr. Martin would perhaps be embarrassed at the compliment, but I believe he would have made an excellent Conservative Minister of Finance.

Like millions of other Canadians, no doubt, I must confess that I fell briefly under the spell of the minister's comforting words on budget night, especially when he unveiled his deficit reduction forecasts: a smaller deficit than forecast this year and a deficit of \$24.3 billion for 1996-97, perhaps even less. I waited for the magic words: "and we will have eliminated the deficit and balanced the budget by..."

However, just when the minister could have completely seduced us with his history-making words, it was a sort of "budgetus interruptus" for us. Our pleasure will have to wait for a few more years. What happens after 1996-97? When will the deficit finally be eliminated? When will we have a balanced budget? When will we finally be able to start repaying our debt?

Of course, we must commend the minister for wanting to reduce the deficit to \$24.3 billion in 1996-97. This is a very realistic short-term objective. It becomes meaningless, however, without the backing of a specific objective of reducing the objective to zero in the medium term, by a specific date.

With a deficit of \$24 billion, our debt continues to grow. It is our ability to repay our debt, and not just to control our deficit, that gives cause for concern to investors and Canadians.

What will happen if there is another slowdown of the economy sometime in 1997, as most economists are predicting?

There is no doubt that Mr. Martin knows how to drive a car, but as a navigator, we have seen better! He says he can get us to Casselman. Good for him, but we want to go to Montreal!

Why is the minister so restrained, so modest?

In his budget statement of February 28, the minister explained to us that it was unwise to set objectives for more than two years, that it was in fact a bad habit of the preceding government.