

government-owned firms, thus eliminating to an even greater degree the competition that is fast disappearing at this time.

Parliament must give very serious consideration to the amendments which are before us, so that the private enterprise sector is not interfered with in the area of transportation. I am upset about the degree of infiltration into the trucking industry by Crown-owned companies now, and I abhor the thought that they are going to move into the industry to an even greater degree in the days ahead. I am totally opposed to any concept which would allow that to happen in the future.

Air Canada has not instilled much confidence in the people of Canada in recent years as far as management is concerned. It has shown some multimillion dollar losses, so I hate to think of it branching into other areas.

● (1500)

The hon. member for Timiskaming may have been a little bit off the point of the amendment, but he was right on in regard to the arrangements in force at present for Canadians to move around the country at a reasonable price. It is cheaper to travel outside Canada.

We should try to determine how Air Canada can invest the money it has to best advantage in areas that would improve its service. When the bill was last before the House I brought to the attention of the minister the atrocious scheduling in Atlantic Canada. The hon. member for Central Nova (Mr. MacKay) and the hon. member for Annapolis Valley (Mr. Nowlan) also voiced the opinion that it was totally inadequate and must be improved. We had hoped for some action, and when the President of Air Canada announced plans for new and distinctive administrative regions encompassing all of Atlantic Canada by July 1 and that Mr. Linder, Vice President of the corporation, would head a new division, we looked forward to improvements. But we were disappointed to find there was no real difference in the schedule of flights between major centres in the Atlantic provinces and other major centres in Canada as of July 1 or even April 1. We live in hope that the fall schedule will re-establish the type of service we used to have; even though it was not the best in the world it was not as bad as that in force at present.

Tourism is down again this year, and unless the airlines assist with better service to move people into and out of the area it will be worse. Last year was devastation for the tourist industry, and the outlook is not good for this summer.

I do not know how we can convince Air Canada that it should produce at least a half decent system for the area without embarking upon new ventures that might add to the multimillion dollar deficit it already has.

I am concerned for the trucking industry inasmuch as Air Canada and the CNR in concert could do great damage to firms already in existence. The CNR often operates on a tariff basis that would eliminate private enterprise and then, when it has achieved that end, increases its rates. The CNR charges whatever it wants to, with little regard for whether those using its service can maintain their business or not. Tremendous cutbacks in employment are anticipated in Moncton and Nova

Air Canada

Scotia and now we have an indication that Air Canada wants to get into the trucking industry, and possibly the hotel industry.

The hon. member for Timiskaming was correct when he said that the hotel business was a disaster for the tourist because our rates are so high compared with those in the United States. And even though our hotel industry is operating at 50 per cent capacity or less today, I do not see any indication of changes. Unless they bring their prices down they will not be able to persuade people to use them.

It is frightening to think of Air Canada going into the hotel business, using taxpayers' money, and in effect putting out of business hoteliers whose taxes go to maintain the airline which is reporting huge losses. I am concerned that Air Canada has not done more for Atlantic Canada. Both in committee and in this House a lot has been said about the atrocious service it provides to the Atlantic provinces. I view its involvement in the trucking industry with deep concern; we have already seen what the CNR has done to the trucking industry and to private enterprise in Atlantic Canada.

● (1510)

Mr. Speaker: Order, please. Before calling on the hon. member for Palliser (Mr. Schumacher) who, I believe, wants to contribute to this discussion, let me say I had indicated earlier in the day that the Chair has some concern, which I endeavoured to outline, about the procedural acceptability of motion No. 3.

In keeping with past practice I also circulated to some members of the House my notes in respect of the breakdown of motions which will be grouped for discussion. Those notes included in this instance my own notes about my procedural concern with respect to motion No. 3. I provided those notes to hon. members in order to give all hon. members the maximum opportunity to check the citations to which I had resorted in coming to today's preliminary conclusion, and I thought they would assist hon. members to prepare themselves for the discussion, if one were to take place, with respect to the procedural irregularity of motion No. 3. I understand hon. members have had the opportunity to review those citations and that no further discussion in respect of that motion is contemplated at present. I therefore repeat my earlier assessment of this motion. It appears to me to introduce a concept entirely foreign to the clause it seeks to amend. In my opinion, and for reasons I stated in a preliminary way this morning, it goes beyond the scope of the clause. Therefore, in line with citation 203(3) of Beauchesne's fourth edition, and Erskine May's nineteenth edition, page 521, I would conclude that the amendment goes beyond the scope of the clause it seeks to amend and is therefore procedurally out of order.

I said this morning that motions Nos. 4 to 9 inclusive could be grouped together. That was an erroneous statement on my part. I had intended to refer to the motions standing in the name of the hon. member for York-Simcoe (Mr. Stevens) and group them together. Those are motions Nos. 6, 7, 8 and 9. I