

Because of the fiscal and monetary policies of this government, we will see the dollar slowly start to reduce its level as interest rates go down, which is the prediction for next year. The GST itself will make Canadian competitors more competitive in order for us to be able—

Some hon. members: Order.

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AIRPORTS

Mr. J. W. Bud Bird (Fredericton—York—Sunbury): Mr. Speaker, I have a question for the Minister of Transport. Transport Canada has recently announced its intention to increase landing fees at airports across Canada on a standardized rate for weight basis. This apparently is only one of a series of cost recovery programs to be implemented on April 1, 1991.

The impact of these increases will be disproportionately severe on the smaller airports throughout the country and bear particularly adverse prospects for Atlantic Canada where air travel is now our most important travel link.

For example, a British Aerospace 146 jet landing at Halifax will have a fee of \$319.20 versus a charge in Vancouver of only \$98.70 and in Toronto of \$100.

Given estimates by the regional airlines in the Atlantic region that these charges plus escalating fuel costs will increase ticket prices by as much as 25 per cent, will the minister reconsider and delay and defer the introduction of the proposed new cost recovery program at least until the royal commission on passenger transportation has completed its work?

Hon. Doug Lewis (Minister of Transport): Mr. Speaker, I appreciate my hon. friend's question. We are, as he indicated, engaged in a consultation process in both the marine and the aviation areas. The original date for the completion of the consultation process was November 1. Last week I announced that the period for the completion of the process has been extended to February 1, 1991. I will certainly

take the representations of the aviation industry into account.

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THE ENVIRONMENT

Mr. Jim Fulton (Skeena): Mr. Speaker, the giant political crocodile, known as Rafferty-Alameda, permanently scarred the reputations of two ministers of the environment and today apparently willingly claimed the third.

Would the Minister of Justice kindly explain to the House why the federal government today sought and obtained an adjournment upon its own application for an injunction to halt construction, when its own evidence just one week ago today was that the present construction all of the past week and the construction going on today will cause irrevocable damage to the environment?

Hon. Kim Campbell (Minister of Justice and Attorney General of Canada): Mr. Speaker, I am advised that the adjournment was sought because our counsel received the day before the hearing an enormous volume of documentation from the province of Saskatchewan which required review before we could make a presentation in court.

Mr. Jim Fulton (Skeena): Mr. Speaker, surprise, surprise! When a small group of dam promoters fling muck in the form of affidavits and allegations, construction of the project continues and could in fact be completed before the court rules for a third time to halt the dam. Does the minister really expect Canadians to believe that the political stench rising now results from anything other than a backroom deal and the likelihood that all of James Bay II will proceed without ever having an assessment, meaning that this government simply puts megaprojects first and environment last? Let us call a spade a spade.

Hon. Kim Campbell (Minister of Justice and Attorney General of Canada): Mr. Speaker, aside from the obvious offensiveness of the question, the hon. member may be comfortable making public statements without reference to the facts or without reviewing important documentations. I do not think that practitioners in front of the bar find that very advisable and no lawyer representing the Government of Canada would do that.