

to Mirabel which will turn out to be a superb airport available to serve the Canadian people very well indeed. There is a rather greater problem in the area of Toronto because of the decision because on the part of the provincial government to stop completing the Pickering Airport after they had participated in the decision on the location of the airport.

Some hon. Members: Hear, hear!

Mr. Lang: At that time, we had spent most of the money to which the hon. member refers in acquiring the land which was needed for the airport. We had not forecast the strange, quick change of position, on the part of the Ontario government and, therefore, did not build that into our planning. The current costs are essentially for maintenance of the land and for finalizing the purchasing of the land. We intend to maintain that land, certainly for the present time, because all of our figures still indicate the need for additional air services in the Toronto region which cannot be supplied at the present Malton site and, therefore, create real difficulties for the whole Toronto region.

Mr. Stevens: As the minister's own parliamentary secretary told this House only ten days ago that there had been little or no growth in Toronto air traffic during 1975, and in view of the minister's inference today that somehow we are heading into capacity problems in Toronto, will the minister assure the House that he is not going to use that trumped-up excuse that there is a limited capacity in Toronto to divert airline traffic through Mirabel to salvage the white elephant they are now living with in Mirabel.

Some hon. Members: Hear, hear!

Mr. Lang: Mr. Speaker, I am glad the hon. member has put on the record his confidence that there will be no traffic problem in the Toronto region in days ahead. There will come a day when he will be haunted by that remark. The fact is that while the actual growth in 1975 which had been anticipated on the basis of past and other experience did not take place in quite the same way due to a lot of conditions in the economy, the volume of traffic in Toronto at that particular point in time at the end of the year was still higher than had been forecast some years before for a particular point in time for that particular year. There is in fact a real capacity problem facing us in the Toronto area in the near future. I will have to seek many methods of attempting to alleviate that problem in order to minimize the inconvenience that will be caused by people wanting to travel to and from Toronto. That may well include a changing of flights to other airports wherever possible in order to minimize traffic in Toronto. I will have no alternative because of what the province of Ontario has done.

Some hon. Members: Hear, hear!

Mr. Stevens: In view of the minister's last answer, I would like him to confirm, yes or no: May we anticipate that they will do nothing to activate the Pickering Airport site in the line of completing that proposed airport until at least sometime after 1980? In reference to the Ontario government, can the minister tell us what discussions he

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has been having with the Ontario government, if he feels so frustrated concerning their attitude?

Mr. Lang: Mr. Speaker, we have been having discussions with the Ontario government about this problem. At this point in time, the Pickering site is being retained as a real option. There is a difficulty in that, notwithstanding even an early decision to go ahead with construction, there might well be a lag between commencement and completion which would result in traffic problems in the Toronto area. This is the view we have, based on figures which so far as I know have not been contradicted. That is really the fundamental point; these figures stand; they are figures we have produced and no one has argued significantly against them with regard to traffic. We are, therefore, exploring the various techniques but we are not prepared to make a decision to go ahead with an airport at this time when the provincial government is unwilling to build the roads and other infrastructure which would ordinarily be associated with it. Whether we will ever change that position, I would not want to forecast.

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NATIONAL SECURITY

REQUEST CLARIFICATION OF STATEMENT IN GENERAL DARE'S LETTER CONCERNING SCREENING OF SEPARATIST SYMPATHIZERS

Mr. Ray Hnatyshyn (Saskatoon-Biggar): Mr. Speaker, my question is for the Prime Minister. On Wednesday the right hon. gentleman denied the suggestion in General Dare's letter of February regarding specific application of guidelines regarding the Parti Québécois when he said:

This applies, I repeat, to members of the Liberal party, Progressive Conservative party, Parti Québécois, Social Credit party and to those who do not militate in any political activity.

Could the Prime Minister then explain the statement in General Dare's letter which reads:

Consequently, the security service cannot be expected to provide security screening information to deputy ministers and heads of agencies in accordance with ICSI guidelines relative to "separatist sympathies, associations and activities..."

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, if the hon. member reads on he will see in the next paragraph that the General is apparently uncertain of the consequences that he must draw, because he is asking for this subject to be discussed in the security panel.

Mr. Lawrence: How about tabling the letter?

Mr. Paproski: It is an inter-office memo from the PMO's office!

Mr. Trudeau: It seems that the *Sun* forgot that particular part of the letter.

Mr. Sharp: Selective journalism.

Mr. Trudeau: Mr. Speaker, I cannot find this particular paragraph. The fact is, and I believe it was well explained by the Solicitor General yesterday, that General Dare was a little uncertain of the consequences he could draw from