

Government Orders

We are afraid that the minister, the government and the officials of the Department of Transport are working on a plan that will, as these wharves deteriorate over the next 15 years, abandon them and hope that the community picks them up or does without.

It is an ironic case where the government makes a great deal today about privatizing the airports, turning it over to a local community, turning the costs over and watching a general deterioration, if any of the other items are an example of this.

In the community of Pender Harbour in Madeira Park, it was interesting. The Seattle Yacht Club arrived in this community and simply purchased an area. It was a private sector initiative for harbour development. It turned around and encroached on the water leases of other folks in the area. Their neighbours were absolutely outraged at what appeared to be almost the co-operation of the government in permitting this kind of encroachment.

Here is a private sector group which came in, purchased an area, and then simply expanded the thing without permission or permit and we have a situation where the neighbours are hung out to dry by Transport Canada. The ratepayers group are outraged by it. The neighbours are outraged by it. The local regional board is outraged by it. Yet, the Government of Canada has moved along with the province of B.C. and facilitated literally a foreign outfit coming in and taking over against the planning initiatives and against the wishes of the local residents, a harbour project by a private sector group, the Seattle Yacht Club.

It is amazing the reaction of that community. Certainly in privatization, there is no willingness to play ball with local residents. If we are looking at trying to sell this concept with airports to local communities, I would say that the minister and the government has got a long way to go to regain the confidence of people along the coast of B.C. If it is talking about harbour projects, garbage, and numerous—

[*Translation*]

Mr. Charles A. Langlois (Manicouagan): Mr. Speaker, I simply would like to point out that today's debate on Bill C-85 concerns the transfer of certain airports and also provides for certain matters respecting the benefits

of employees at the airports in this country that would be affected by these transfers.

I listened to the hon. member since the beginning of his speech. He never addressed the subject or made the slightest reference in his speech to the subject before the House today. I simply would like to ask the House to consider the relevance of this debate and address the questions before the House that are relevant to Bill C-85.

The Acting Speaker (Mr. DeBlois): I again recognize the hon. member for North Island—Powell River, who, I am sure, will have benefited from the comments made by his colleague across the way.

[*English*]

Mr. Skelly (North Island—Powell River): Mr. Speaker, I do indeed appreciate the insight of my colleague from the Conservative Party, but I can understand why he is so sensitive.

In the last Parliament there were certainly a number of members of his party who came to the House in 1984 to 1988, preaching the privatization that they are now preaching with airports today, and the benefits of turning this over to local privateers. I am just trying to make the connection and show him how faulty the logic is here. They have done this with the harbours and now they are proposing to do it with the airports, but the population is up in the air about it. I am simply hoping that the minister will recognize that he has some work to do with the harbour issue, and his colleague, the Minister of Fisheries and Oceans with the small craft harbour issues. We certainly do not want the same kind of thing—we already have experienced this disaster in that area—that has happened to the airports.

If my colleague can follow through a little more closely, he will learn how basically unpopular this has been, and how there is a real serious necessity for a change. If it were not unpopular, possibly there would be some of the former members from the coast of B.C. sitting in the House, but certainly their constituents no longer have any confidence in them.

So, the wrong-headed approach in the marine transportation sector certainly is carrying over into the other side.

I do not want to carry on any longer with this. I am hoping I have made my point and I am hoping that the minister will take an opportunity to comment on a very serious matter. There is a feeling on that coast that the