

encouragement they have given to high technology industries, our record is shameful. The government does not care, for example, if the banks in Canada decide they are going to have their data processing done in the United States. They do not care about the data processing firms in Canada.

● (1840)

They do not care to encourage the computer software industry and yet of all areas in which we should have been giving assistance, this is the one. Do not say that assistance is only given in countries where computer software is used for military purposes. Japan has given enormous assistance to this industry which was in no way for military purposes. It may have a lot to do with the military in the United States but not in Japan nor in many other countries where it has been developed. We would not be in this crisis today if there had been a little more forethought about where Canada had expertise and where Canada could move. I think we all agree we have the expertise in most of what I call the communications based industries.

The government is responsible for the situation we are in today. I believe this is the longest consecutive debate since 1913 and I hope that as a result, the government will now bring into its ranks those who think in terms of economic planning, forethought, restructuring and development by Canadians for Canadians. Surely it is not too late for that.

Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, my intervention will be relatively narrow in its content. Hopefully the points made by the opposition in the last day have been of some importance to government and they will have an impact which can be measured. It is interesting to note, as the hon. member for New Westminster (Miss Jewett) just said, you cannot spend more than you earn and hope to own anything. Because of the phrase she used, I would suggest that most socialist teaching, modern economic socialist order, would seem to shore up the thought that socialists are not savers, but spenders. Taxation, which has not changed, is nothing more than a policy which gives people incentive. It gives people a reason for work and pride in their country and in their community. The last speaker, given her great love for order and planning, makes one wonder why she left her former job with such chaotic nightmares of administrative horror which caused some problems for her successor. I have an area of deep concern that I want to talk about. I regret the Minister of Transport (Mr. Pepin) is not in the House but I am pleased to see the government House leader is here. I want to take advantage of the few minutes that I have to talk about one of those infernal documents, most of which I put to one side and rarely peruse. I am speaking about one of those documents called Brown envelope documents. My concern has to do with a very high level move arising out of a dictate by this government involving air transport, which is facing massive federal expenditures. The air administrative branch of government has been charged with reducing costs and increasing user-pay fees. I believe they now call it revenue dependency, a phrase which seems to have current vogue on the other side. In any event,

facing the developments in the Arctic with respect to Arctic air services, the government recognizes that the day of the beaver and the otter is rapidly coming to an end for extensive Arctic travel.

The government knows that runways will have to be extended to accommodate larger aircraft, including jets, and the facilities to support these aircraft will result in enormous expenditures on the part of government. The requirement for brand new facilities in the Arctic to accommodate these larger aircraft will in themselves be even more strenuous on the federal government purse. The Arctic air people, the Department of Transport and the air administration people, have been charged to get rid of all of the air facilities in the Arctic. In a recent briefing, it was proposed to drop the special Arctic airport classifications and using the national airport classification system. It proposes a new administrative arrangement investing full control over operations maintenance, upgrading and replacement in the territorial government's hands. If this is carried through, the impact is obvious. It poses two problems. First, while there is massive potential for revenue sources in the Arctic, the means of realizing that revenue are not yet in place. In fact, that is probably not possible before the end of this century. There is a requirement from the Treasury Board to the air administrative branch to divest themselves of all of that capital responsibility. Indeed, the information I have suggests even those aspects of air transport having to do with navigational aids, traffic control, local terminal control and so on, areas which are almost sacred with respect to single authority control, now vested and should remain vested in the federal authority of the Department of Transport, should be transferred to the territorial council. That in itself poses two problems. I cite the problems and the resolution to indicate to you how determined the government is to avoid spending money down the road on behalf of Canadians.

Let me preface it by saying this: having been charged with reducing costs, by increasing revenues—I suppose it is Otto Lang's user-pay principle which is now back in vogue, if only in higher internal circles—but let us look at the impact of this. Having been directed by TMAC to keep abreast of inflation and consider new sources of user-charges to the extent that such practice will "not create problems", in other words, the minister Jean has indicated that just to stay abreast of inflation increases of some 20 per cent across the board will be required. This is instead of recognizing that public transport policy must, simply stated, ensure that it does not in one way by not ensuring neutrality infer special services or capital advantages for any one mode, public or private, over any other. Competitive neutrality should be the goal, not user-pay charges and usury pay under the guise of revenue dependence.

The result of pursuing the policy that they are will force an undue competition, both advantage and disadvantage of the various modes, private and public operating in the Arctic.

I mention these things because it seems to build into our system problems which we are not going to be able to overcome until we recognize a relatively fundamental fact. That is the problem—