

that the jobs go only to the people in his riding. When the Transport Committee was out West, the Member for Portneuf (Mr. Dion) told me that the industrial commissioner in his home town was not very pleased with his Member's record. However, Mr. Speaker, today, I would like to concentrate on regulation and our domestic air policy. First, I would like to thank the Member for Vegreville (Mr. Mazankowski) for moving a motion that gives me a chance to talk about transport.

Mr. Speaker, obviously, I cannot agree with the wording of the motion of the Member for Vegreville, because it condemns the Government for taking initiatives which the Minister says are popular. Mr. Speaker, it seems to me that anyone who accuses us of wooing the voters is entirely wrong. I think it is clear that if a policy is good, it will also be politically acceptable. Mr. Speaker, I remember, and my interest in transport goes back a number of years, that my former boss, the former Minister of Transport, Otto Lang, was always reminding me, although he was a Member from the West, that we first had to make sure that what we were doing was right, and if it was, it would be politically right as well. The Member for Vegreville, who was Minister of Transport for nine months, seems to hold the view that we should do nothing, in case it might be politically right and acceptable to the Canadian people. Mr. Speaker, the changes in the Crow rate, the jobs that have been created and the abundance in wealth this will bring to farmers and workers out West and to western ports, will benefit not only the local population but the entire country. I can hear the Member for Ontario (Mr. Fennell), right in the centre of the Province, speaking like an expert on the Crow policy. Imagine! This Member whom I see often enough already on the Committee on Finance, Trade and Economic Affairs and who is a self-styled expert in certain areas, is certainly not an expert on this subject. I would even say it is doubtful he is an expert on anything, but I will get back to that later.

Mr. Speaker, it is clear, and despite these interruptions, and in fact, I am not surprised at these interruptions by my hon. friend, because he seems to be imitating the lack of civility of his Leader, who ignored the House of Commons for several months and has now come back to life, launching insults and behaving himself in a way that is unworthy of a politician. However, enough of the lack of civility of the Leader of the Opposition, and on to our domestic air policy. The Committee on Transport examined our domestic air policy for nearly four months, and as the former Minister of Transport mentioned earlier, has produced a report of which all members are very proud. And I want to point out with respect to that report that it was prepared rather quickly, Mr. Speaker. The hon. Member for Annapolis Valley-Hants (Mr. Nowlan) who was then the Progressive Conservative spokesman on that committee was exceptionally co-operative. Our order of reference came on December 15, 1981, and the hearings began in January and were concluded in February. Our report was

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submitted in March 1982. Three months after we received our order of reference, the members of the committee were ready to release a report.

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This report is the result of the joint efforts of parliamentarians who realized that the conditions prevailing in our country were simply not good. What was our domestic air policy like when we held those hearings and what is the situation today? Let me give a brief summary, Mr. Speaker. There was in western Canada a company called Pacific Western Airlines Limited which, for important reasons I do not support, was sold to Alberta. There was also Transair which went bankrupt. Its assets were bought by Pacific Western. There was also Nordair, a company which had lost its sense of purpose and was sold to Air Canada, and Québecair, a company experiencing serious financial troubles that had to be bought by Quebec. Finally, there is EPA which admittedly has some problems. It had to move from Gander to Halifax and once again, there are some rumblings . . . It is in a difficult situation.

When we examined the domestic air policy, Mr. Speaker, we noted the failure of countries who have tried to strictly regulate their domestic air carriers. *La Presse* mentioned in an editorial on February 20, 1984, that we had to find a way out of this chaos. Well, the solution is clear, and it is not to leave things as they are, for the *statu quo* is a complete failure. The current policy is a failure. Why is it a failure? Because this is an entirely new generation of aircrafts. We are no longer dealing with propeller aircrafts, but with long range jet aircrafts which can transport a great many travellers over very long distances. To limit a Canadian carrier to a single province, therefore, would be to sign its death warrant.

If we take for granted that the *statu quo* is no longer unacceptable, we have to choose between two alternatives. Either allow the state, through Air Canada, to purchase and own all these companies, which means that there would be only one airline, an alternative which I oppose very strongly, or increase the territory of our carriers—this is the solution which is proposed in the report, which I support, and about which we have received so far no response from Transport Canada officials—to provide those which have similar equipment with comparable routes, thereby allowing Canadian carriers and businessmen willing to risk their own money to fly routes of their own choosing, and allowing also consumers to select their airline and to decide at what time and how often they want to fly, and at the price they are willing to pay. Mr. Speaker, I do not think it is proper for Transport Canada officials to decide when and how air travellers should fly. Air travellers can decide that on their own, and market forces should determine which companies will survive, the types of aircrafts used and the flight frequency.

As to prices, the former minister of transport suggests that they might not decrease if our carriers are deregulated.