

*Air Canada*

about small communities which are going to be badly hit and terribly hurt if Air Canada decides to make a profit. At some time I would like to talk to them about the history of Castlegar and of Pacific Western Airlines. As a matter of fact, CP air sold that run because it could not make a profit. However, the economy of the area gradually improved, Pacific Western hung on, and now that operation is so busy that the airports are in need of expansion. The people find that there are not enough seats on the aircraft. We now have 737 jet service instead of Convair or DC-6 service. It is a small feeder service. It goes to Cranbrook, Castlegar, Penticton, Kelowna, and ultimately ends in Vancouver, Edmonton and Calgary, those major centres. It is a profitable run, in spite of the fact that, during the winter months, weather often causes cancelled flights.

We hear about that big, bad corporate monster, CP Air. Thank God we are not talking about CP Rail. I might be in sympathy with my friends.

**Mr. Hogan:** They are all the same; it is a conglomerate.

**Mr. Brisco:** My friends say CP Air is busy trying to get more and more routes and more and more profit, and is being granted long hauls. I think it was the hon. member for Winnipeg North Centre (Mr. Knowles) who said it has been granted long hauls, the money-makers. I wonder how many have looked at the number of CP Air aircraft which fly into Ottawa and have compared it with the number of Air Canada aircraft which fly into Ottawa. If there ever was a profitable run, it is that bureaucratic air bus from Toronto to Ottawa.

**Mr. Hogan:** That is false. Look at the profits for last year. They lost money.

**Mr. Brisco:** There is no question in my mind, nor in the minds of hon. members on both sides of this House, that Air Canada should operate in a sound business manner. There is nothing wrong with operating in that fashion. There is nothing wrong with attempting to make a profit, and if hon. members to my left are so confused that they think our national airline is not listening to what hon. members say here, is not responsible to parliament or to the standing committee and will not be affected by changes, they are indeed very naive. If Air Canada is squeezing the public in some cases on solely a profit motive, then surely the matter will be before this House in very short order. So I say, what is wrong with Air Canada or any other Crown corporation using sound business principles and making a profit?

**Mr. Andy Hogan (Cape Breton-East Richmond):** Mr. Speaker, I would like to correct the previous speaker with regard to the profitability of the Air Canada run from Ottawa to Montreal and Toronto. If we look at the figures, excluding the costs of the airports, we find that in the last two or three years, without getting any extra competition from CP Air, Air Canada has been losing money. This is one of the difficulties we have when talking about transportation policy in Canada from the point of view of an area like the Atlantic region.

[Mr. Brisco.]

There is supposed to be competition, but in reality it does not add up to any competition at all.

How can a member of parliament come here and make a distinction in an abstract way between CP Air as an entity and Canadian Pacific as a corporation, which controls everything we see in its advertisements and how it is concerned about profit?

It is terrible that hon. members in the official opposition squabble with one another instead of with the leaders of the present government. This opposition party has shown that when it comes to cutting the cake there is no difference between it and the Liberal party. There is a difference in personalities but not in terms of what the last member called ideology but what I would call "idiology". The difference is basically that these two, large, old parties are committed to the profit motive, even if it means that areas like Atlantic Canada and others do not get the services they should. They deny that, but it is the conclusion that one has to draw from the way they argued tonight and on many other occasions.

● (2202)

Would anyone in their right senses object to a clause providing that Air Canada or any other business should be run along business lines? Does that mean we would therefore have to operate a national airline or national transportation system geared primarily to making a profit? The history of Europe, as opposed to that of this country, shows this is not the case. No one is going to object to the Minister of Transport (Mr. Lang) trying to achieve better business management.

Coming from a region like mine in Atlantic Canada where private enterprise in the form of Hawker Siddeley and Dosco left us high and dry, just as Inco will leave Sudbury high and dry when the minerals are out of the ground, we know that what happens eventually is that the public has to take over. In such regions the profit motive is not paramount, and even in our market system service should take precedence. That does not mean we are against business enterprise but it means that we do our best to minimize losses.

Areas like Toronto, which because of large population can move great numbers of people who have high incomes, can make a profit on certain runs. These people share part of the cost of servicing the Atlantic region, the Kootenays, areas on Vancouver Island or in Newfoundland. That is what Confederation is about, Mr. Speaker. It is part of what the Parti Québécois is objecting to, leaving aside the linguistic and cultural concerns. Are we or are we not one country?

Because I come from a maritime part of the country must I accept inadequate public transportation so that some company can make more profit by serving central Canada, an area protected by tariffs, import quotas, and other types of protection alien to any kind of theoretical free enterprise system of which you can think?

I admire people who have enough gall to think that others are so stupid that they do not mind these companies that operate in Ontario behind a 40 per cent protective barrier, in furniture, footwear, textiles and other areas. I could go on