

The Address—Mr. J. Marchand

respect of their areas, but others say it is good. I shall not discuss its merits, but I know it is the largest bilateral agreement ever signed in the world. This opens many markets. I believe in the long run after we open United States markets to Canadians we will win because it is a larger market and we have a good chance of having a better return. This is something else that should be placed on the right side of the ledger.

In the matter of airports, we thought we could build an airport at Pickering to service Toronto. I am not responsible for that, and if it is proven that it is useless to have an airport there then I am not going to insist on the expenditure of \$400 million.

● (1420)

Some hon. Members: Hear, hear!

Mr. Marchand (Langelier): I know of many other places in Canada where we can spend that kind of money. However, there is an inquiry being conducted and I am not going to make any judgment here. I do not think that would be proper.

We have not been paralysed at Mirabel in Quebec, yet. Work is proceeding, and I think that in about a year's time Mirabel will be opened and it will be an excellent airport. We have spent a lot of money at Saint John, New Brunswick, and at Halifax in order to improve their airports. We have spent money to improve navigational aids for air and for inland and ocean water travel. All this can be put on the right side of the ledger. So if somebody writes, "You know, this department has done nothing and is doing nothing"—I do not know if you could call that person a journalist, but I do say that is the kind of dishonesty that should not exist.

Some hon. Members: Hear, hear!

Mr. Marchand (Langelier): On the other hand, if you tell me we have not done everything we could have done, and even I will not admit it publicly, unfortunately you will be largely right in certain instances. Anyway, the burden of proof falls on you, not on me, in that field. There is just one thing I would like to get across to hon. members, if that is possible. I don't want to take up too much time with my remarks.

Mr. McCain: Take all the time you need.

Mr. Marchand (Langelier): I am just practising your language right now.

Some hon. Members: Oh, oh!

[*Translation*]

Mr. Marchand (Langelier): To be sure of not losing my mother tongue, I would try to explain a few things as briefly as possible in French. Are we really going to stay indefinitely in this closed circle, which is the essence of a circle, or are we going to broaden somewhat our transportation policy and see how we will serve the Canadian people in the future? That is the important thing. Then it is not simply... and by way of an answer I could very well say that we will try to build more railroad cars to carry lumber, coal, or western wheat. It can and will probably be done, but the transportation policy has not been basically changed.

[*Mr. Marchand (Langelier).*]

The right hon. member for Prince Albert (Mr. Diefenbaker) was telling me this morning of the wheat problem in the west. He is right. Railway companies are indeed not interested in carrying wheat. It is not profitable; they have been shaken by the present situation and do not want to buy cars to carry wheat. Even if they were paid, I doubt that they would do it. So there is quite a problem. Government cannot discuss indefinitely. The external trade of the country greatly needs an effective transportation system, giving a fast and safe service, for Canada is an exporting country. Actually, the Canadian National and Canadian Pacific companies do not have available for Canadians more cars than they had last year.

[*English*]

About the same number of box cars are available this year as we had last year. This means that no provision was made for any growth in the economy. This is true. So, what do we do in this situation? Hon. members may say, "You are the minister; you do it." I have a few answers to that, Mr. Speaker. It is true that hon. members gave responsibilities to the minister, but they forgot to give any authority at all in many instances.

Some hon. Members: Hear, hear!

Mr. Marchand (Langelier): I am just talking to the House. I told you I would not make a political speech. I am just trying to tell you the facts. Everything is done the same way. We have the CTC which has final authority over almost everything, except in a few cases where there is provision for an appeal to the minister.

Remember, Mr. Speaker, that we decided to have two national carriers. You know in this country we like to have everything in duplicate—two languages, two great ethnic groups, two railways, two national flag air carriers. We like to have two of everything. We do not like to be alone.

Mr. Andre: Two parties in power?

Mr. Marchand (Langelier): Yes, two parties in power—and two leaders of the Official Opposition!

Some hon. Members: Oh, oh!

Mr. Marchand (Langelier): Mr. Speaker, you can understand that in such a short time I will not have the opportunity to go over all the problems, but the problem of the freight cars is a real one. We were fortunate that we did buy a certain number of hopper cars last year. As a result the railways own a number of cars, and the Wheat Board owns a certain number of cars. I do not know if there is a possibility we may buy some more as a result of other governmental re-organization.

Then, there is the question of regional air carriers. Very often I hear hon. members make speeches on the philosophy that should govern our aviation policies. Air Canada is a national carrier. Then, we decided to have another one. But often hon. members will say, "That is fine, but what are you doing for my locality? It is more important." At present we have PWA, Quebecair, Nordair, Wardair, EPA in the west, and Transair. I apologize for mentioning Wardair because it is not a regional carrier.