

all sectors of the Canadian economy and home owners in particular. Loss of confidence in a government that so brazenly lives beyond its means is what we now face.

In brief, Bill C-21 both manifests and advances this Government along its road to economic destruction. No wonder Members on this side of the House are so vigorously opposing this Bill and will continue to do so until we are absolutely forced by the continued heavy-handed methods of this fiscally irresponsible Government to shut up. This comes at a time when it is at best inopportune and at worst inconscionable.

● (1610)

That brings me to my second point in the moment I have remaining, the timing of Bill C-21. Given that Bill C-21 makes such historically monstrous demands, one would have expected at the very least that it would be coming from a Government with a firm sense of direction along with a solid and lengthy mandate. Instead, the government's historic action comes at a time when its leadership is up for grabs and its mandate is about to expire. Why are the Members opposite seeking to borrow such a huge amount for a full year when they can claim to need it for only about half a year?

Next fall the country will be getting a new Budget and a revised borrowing requirement. That Budget will be the obligation of either the new but short-lived Liberal Prime Minister or, if an election is called, as the country fervently hopes and prays, a new Progressive Conservative administration. Either way, why is Parliament now being locked into a borrowing authorization beyond that which it must necessarily and can legitimately make? In short, \$15 billion, half the amount demanded, would be enough to see this Government and this country through. At that time, and only at that time, new circumstances will suggest future borrowing requirements.

In conclusion, I cannot support Bill C-21 because of its thrust in general and because of the moment when it is appearing before us in particular. Every responsible Member of Parliament must oppose this Bill, and I congratulate my colleague from Mississauga South (Mr. Blenkarn) in helping us to bring before the House in this repeated form the sincere protests that Members of Parliament on this side have against such fiscal irresponsibility.

Mr. Tom McMillan (Hillsborough): Mr. Speaker, the Bill before us seeks to authorize the federal Government to borrow up to an additional \$29.55 billion in new money. I want to address the Bill in relation to the Government's waste of the money it already has the authority to spend.

Yesterday, *The New York Times*, the United States' most prestigious newspaper, carried an extensive interview with the Minister of Transport (Mr. Axworthy). Blazened across the top of the page, in large bold letters, was the headline: "Canada Betrays a weakness for White Elephants". The article detailed one horror story after another concerning federal Government expenditures of hundreds of millions of dollars of taxpayers' money on projects that were neither wanted, needed, nor even used once completed.

Borrowing Authority Act

I have a particular interest in the article in question because it mentioned the proposed new Charlottetown airport in my riding of Hillsborough in the same context as genuine white elephants such as Mirabel Airport, the ill-fated hydrofoil *Bras D'Or*, the Candu reactor and Canadair. Indeed the Minister of Transport himself raised the matter of the Charlottetown airport right in the *Times* interview to which I have made reference.

We in Prince Edward Island should be flattered and proud that the Minister of Transport saw fit to mention our fair isle in the middle of an interview with such a prestigious newspaper as *The New York Times*. But listen to what the Minister had to say in that interview.

To begin with, the Minister of Transport tried to explain how the federal Government could spend some \$430 million building an airport like Mirabel, which the *Times* describe as "a national symbol of disastrous planning", representative of "extravagant Government projects that stand out in sharp contrast to the frugality of the Canadian people themselves." What was the Minister's explanation for such waste, such profligacy, such extravagance? He said, and I quote:

With so much reliance on the federal Government (for airport construction), there are no constraints to limit design or planning from an economic point of view. Unlike the U.S., airports (in Canada) are a federal concern with no provincial or metropolitan oversight. So, who is going to complain that we are building Taj Mahals? As a result, we have a lot of Taj Mahals.

There you have it, Mr. Speaker, the Minister's explanation for federal Government waste of hundreds of millions of dollars of taxpayers' money. He says there are no constraints on the federal Government from the provinces and the municipalities. He says the federal Government can go on spending millions of dollars at will because there is no one to stop it from building Taj Mahals.

I want to bring to the attention of the House the Minister's primary example of the kind of waste to which he was making reference. It was not Mirabel, which has cost the taxpayers \$800 million since it was built nine years ago, including the \$430 million in initial construction costs. He did not refer to Canadair, *Bras D'Or* or any of these multimillion dollar projects that in most cases were a complete and utter waste of taxpayers' money. He cited, for all the world to see and to read in *The New York Times*, the Charlottetown airport. The Minister said the following to *The New York Times*:

Only three airports in the country make any money, and right now we are spending \$25 million on a new terminal building for Charlottetown.

I want to take issue not with *The New York Times* but rather with the Minister himself. How could he possibly imply that Charlottetown's new airport can be associated with Mirabel or with other such profligate wastes of taxpayers' money? He calls the Charlottetown airport a Taj Mahal. Let me set the facts straight.

First, the Government is not spending \$25 million on a new terminal building for Charlottetown. The building itself will cost \$7.1 million. The total redevelopment of the airport—including control tower, runway, land acquisition, water and sewage, vehicle parking and access roads, maintenance, garage