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friend, of the previous government, and it had not been submitted to the rigours of Treasury Board approvals and so forth, so I can only repeat that, and I have said it already three times.

Mr. Scott (Hamilton-Wentworth): Mr. Chairman, may I challenge the minister on the last point he made first? He has made it repeatedly in this House and, with the greatest of respect to the Minister of Transport, he is dead wrong. That \$45 million was in fact submitted to the Treasury Board. It did go through the rigours of Treasury Board approval. It did go through final cabinet approval. It was "go", and it was totally committed. The \$220,000 that we spoke of was the first stage of the consultant's firm conceptual design. The minister is correct on that. At least we can agree on that. The \$45 million indeed was allocated for Hamilton civic airport.

I might say that since the minister suggested this afternoon that it was because of the restraint program of the government that he is taking another look at these priorities, Hamilton civic airport has obviously sunk very low on the list of the government's priorities. The minister was talking about restraint. He was quite right. That was what we were looking at with a former minister of transport, Otto Lang. The present Minister of Indian Affairs and Northern Development, the hon. member for Hamilton East, talks about adhering to a \$100 million campaign commitment by the Liberals of that day. We scaled that down to a \$45 million expansion of Hamilton airport for a good, first-class regional facility. I wish the minister would check with his colleague, the hon. member for Hamilton East and, as I said in one of my questions, please try to get his act together in terms of what amount of money the government is willing to spend on the airport.

There is one other point I would like to raise with the minister. I have it on very good authority, and it was confirmed today by an official from Nordair, that that very worth-while regular service into Mount Hope airport may not continue for much longer. Indeed, there was a statement today before an airport committee in Hamilton that Nordair can no longer guarantee that its existing service will be maintained in Hamilton. We have here a very strange situation. As the minister has told this House, he is negotiating with Air Canada. Air Canada says it will move into Mount Hope when and as soon as there is a commitment to expand the airport facilities. However, Nordair—which, incidentally, is owned largely by Air Canada—is saying that unless it gets a commitment very soon, it will pull out of Hamilton airport. That is creating a tremendous amount of confusion, as I think the minister can understand, in the whole Hamilton area amongst civic officials, and the people in the municipalities which I have the honour to represent.

Quite frankly, I am getting fed up with the delays, the confusion and the uncertainty. The minister says he cannot get through to me but, as I say, dealing with him is like shovelling smoke. I cannot get through to him in terms of a commitment which was made not only by the previous Liberal government but also reiterated by our Conservative administration, albeit scaled down from \$100 million to \$45 million. Now the

minister is suggesting that the whole thing be put on the back burner again, and both promises are broken. I think the minister owes this House, me, and certainly the people of the greater Hamilton-Niagara region an explanation as to when this confusion is going to be cleared up.

Mr. Pepin: Mr. Chairman, I am getting a bit fed up also, so that makes two of us. I want to repeat emphatically that the decision of the previous cabinet was a decision in principle by the cabinet, but it was not the subject of a Treasury Board decision. That is quite clear. If my hon. friend has proof to the contrary, let him bring it to the House and we will fight it out again.

● (2030)

The second point I want to make is that I am almost as dedicated as he is to the success of this project. The necessary amount of money will be allocated to it. If it is \$50 million, it will be allocated. So there is no intention on my part to be disagreeable. I am just trying to be responsible, and that is the point I am making now. So whatever amounts of money need to be spent, will be spent. But first we have to find out how much needs to be spent and that is what, humbly and responsibly, I am trying to do.

With respect to the Nordair and Air Canada situation, I will take at face value what my hon. friend is saying. We will explore it, we will talk with the two companies to ensure that the possible decision of Nordair not to stay will not be taken, and that the decision of Air Canada that they might not go on if the facilities are not built will be contradicted by events.

Mr. Scott (Hamilton-Wentworth): The final point that I will make, Mr. Chairman, is that I hope the minister does not really mean what he says, as he will find when he reads back *Hansard* on the last statement, that even if the facilities are not built, Air Canada's statement not to move in there will be contradicted. I think that would be upsetting to Air Canada and certainly to the people in my area.

In terms of how much needs to be spent, may I again suggest respectfully that the minister consult with his colleague in cabinet, the hon. member for Hamilton East, to see how they can reconcile the \$100 million that the Minister of Indian Affairs and Northern Development has talked about. Who knows about what amount the minister is speaking? Incidentally, in connection with the \$45 million, yes, sir, I do have proof, and I can provide documentary evidence that indeed that was cleared by Treasury Board.

Mr. Pepin: Mr. Chairman, if there was such a decision, the \$50 million would be in the present estimates because these are the estimates of the previous administration. So there must be something wrong with the information which my hon. friend is being given.

Miss Campbell: Mr. Chairman, I should like to turn to the supplementary estimate under Energy, Mines and Resources, in particular to the contribution to the Tidal Power Corporation for a demonstration project for a low-head hydroelectric