

where he would be going and I do not know where he was coming from, but neither did he so it did not matter much. But we have that range of options.

I know I have been showing a blue timetable. Naturally I show a blue one. The other airline has very much the same kind of options. I can fly from St. John's to Deer Lake on one airline alone four times a day. I can do it to Gander as well and back again. Gander to Deer Lake is about 400 miles by road. In a straight line it is about 90 miles—in a straight line, I could not tell you. It is about 180 miles or something like that.

I think the important thing, Mr. Speaker, as we deal with this—

**Mr. Rideout:** You guys have never flown in a straight line.

**Mr. Reid:**—and I could talk about the increase, 16 per cent since 1988 in Quebec and Ontario, in 16 cities. I could talk about the 24 per cent in non-weekly flights. I could talk about the prairies and British Columbia, 20 per cent and 28 per cent as well, but I will not, Mr. Speaker, because you are telling me to carry on and my time is up.

I think it is important that we look at these things in perspective, that we look at the bilateral agreement as an opportunity, as a positive thing that our regional cities and our cities outside the great cities, the metropolitan areas of Montreal and Toronto, want the opportunity to trade and expand with the United States in tourism and in industry and the change in the bilateral agreement supported by what has happened in deregulation gives them exactly that.

**Some hon. members:** Hear, hear!

**The Acting Speaker (Mr. DeBlois):** Questions or comments? The hon. member for Hamilton West.

**Mr. Stan Keyes (Hamilton West):** Mr. Speaker, I want to—

**Mr. McDermid:** Congratulate.

**Mr. Keyes:** Sure, I will congratulate the hon. member for St. John's East for speaking so highly of Mount Hope Airport in Hamilton. We all know that Mount Hope Airport in Hamilton, according to Transport Canada, is in fact the first alternate designate for Pearson Interna-

### *Government Orders*

tional Airport for the future, but we, of course, on this side of the House believe that we have reached the future. The future is now because of the overcrowding at Pearson International.

The hon. member for St. John's East spoke of the hub and spoke system. We all know that the hub of course is Toronto's Pearson International, but the spokes are the 401, the 403, the 400—these are highways—all of them dangerous, all of them overcrowded, all trying to get to Toronto's Pearson International. That is the idea of the government's hub and spoke system.

• (1650)

Time and time again we tried to tell this government that the way we get around the issue of the hub and spoke in the Toronto-Hamilton scenario is quite simple.

The government should have the vision to see that there is a possibility of addressing the situation on a multi-modal aspect. That is when we think about Pearson instead of thinking about building a Pickering airport from scratch, as we have heard this government whispering about.

Take Hamilton airport. That is three quarters there to provide the alternative for Pearson International. We also consider the roads, the rail link so that we can have an efficient system, a hub and spoke system between them that would be completely efficient instead of spending the millions upon billions of dollars for new airports. We have the system in place. Hamilton, London, Kitchener: They are all there. They are ready.

The hon. member addressed the aspect of safety and then proceeded to say that some airports do not have overnight ATCers, air traffic controllers, in the tower. Some do not have a tower at all.

In Hamilton, the situation is this. The tower at Mount Hope does not have an overnight ATCer. It never has.

The hon. member for St. John's East is speaking of safety. Time and time again, when we tour Pearson International we walk through there, and I ask them the question. I say: "Time and time again, we have airlines that are diverted from Pearson that arrive too late to land and are diverted to Hamilton airport because there is no ATCer and are allowed to land."

**Mr. McDermid:** Yes.