

Proceedings on Adjournment Motion

not only out of our exclusive fishing zones but off our continental shelf as well. This will take a lot of doing because, Mr. Speaker, ours is the biggest continental shelf in the world.

**AIR TRANSPORT—IMPENDING PRICE WAR AMONG
TRANS-ATLANTIC CARRIERS—GOVERNMENT APPROVAL
OF PARTICIPATION OF AIR CANADA AND CPA IN
PRICE-FIXING MEETING**

Mr. Stanley Haidasz (Parkdale): Mr. Speaker, air transport should be a convenient mode of transportation available at a reasonable price to everybody without discrimination in respect of age, status or any other factor. Parliament approved the initiative of the federal government of 25 years ago to provide more adequate air travel facilities for Canadians and tourists. The result was Air Canada.

• (10:10 p.m.)

Unfortunately, air travel today in our country and abroad by Air Canada and other air carriers who have the privilege of using our airports is neither cheap nor convenient. Improvements in the congested Toronto airport are long overdue. Moreover, air fares are neither cheap nor just. Air fares are high and discriminatory, both domestically and abroad. It is discriminatory to allow a person aged 25 to fly at a reduced fare and charge almost double for those who happen to be 26 or older. Why are old age pensioners, who have to live on reduced incomes, offered a reduced fare only on a stand-by basis? Anyone who has been to Toronto International Airport to meet a passenger undergoes a nerve-racking experience, but for an old person to wait for a flight on a stand-by basis can be sheer hell.

Also, Mr. Speaker, why should anyone have to fly with a group, at a specified time, and be tied to a tour and unwanted accommodation to obtain a reduced air fare? Air fares should be cheaper and available without discrimination and gimmicks. It is also high time to re-examine the workings of IATA and our association with what one editorial called a price-fixing cartel.

On behalf of my constituents of Parkdale, and indeed all Canadians, I appeal to the Minister of Transport (Mr. Jamieson) and the Minister of Consumer and Corporate Affairs (Mr. Basford) to get together with their colleagues to develop an air policy that adequately meets the needs of all Canadians and will provide air transportation that is cheap, convenient and non-discriminatory.

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, I am sure the hon. member would not expect me to provide a detailed response to all the points he raised, in the limited time in which you will permit me to respond to this quite legitimate representation. Many views expressed by the hon. member are not only ones with which I am in full agreement but upon which I have spoken publicly in the past few weeks and months.

I want to emphasize that in so far as the domestic fare situation is concerned, even though there are occasions when hon. members would be pleased, I think, to accord me the right to establish such fares, that authority is not given to the Minister of Transport nor to the government.

The airlines enjoy a considerable degree of autonomy in this regard, an autonomy which has been confirmed repeatedly by Parliament and with which I am not disposed to argue. In so far as the international situation is concerned, of course it is even more difficult in that the IATA arrangement, as we have seen in recent weeks, is a most complex one.

I agree with the hon. member that something should be done, and I believe now will be done, to eliminate a good deal of what has become an almost impenetrable jungle on rates and the confused situation with regard to air travel. The government of Canada, and I as Minister of Transport, are on record as favouring a much more simplified and much more fair arrangement of fares—if that is not a play on words. Incidentally, I have also indicated, although I repeat that I have no authority to impose this view on the Canadian airlines, that I believe that within their own country Canadians are entitled to at least comparable treatment, comparable rates and comparable conditions as if they were travelling overseas.

These are matters which are now being examined by me in considerable detail. I may say that I have a rather exhausting job in looking over various aspects of air policy, but I am hoping to come up with something that will at least meet many of the representations made by the hon. member and others.

**ST. LAWRENCE SEAWAY—DECISION ON POSSIBLE
INCREASE IN TOLLS—REQUEST FOR REFERENCE OF
CARR REPORT TO COMMITTEE**

Mr. John L. Skoberg (Moose Jaw): First of all, Mr. Speaker, I should like to congratulate the Minister of Transport (Mr. Jamieson) and the Minister of Fisheries (Mr. Davis) for remaining in the House and handling their own portfolios tonight. I think this speaks well for many of the matters we raise.

On September 17 I asked the following question about the St. Lawrence Seaway and certain tolls and moneys:—can the minister say whether any decision has been made that increased tolls will be enacted before next spring?

The minister replied, in part:

No decision has been made. Representations are still coming in. It is my intention to get as many representations as possible before considering the matter.

Not too long ago the same type of situation existed and the minister replied in somewhat the same vein; he said he was unable to make a statement on increased tolls on the St. Lawrence Seaway. At that time there were 49 submissions opposing an increase in the St. Lawrence Seaway tolls structure. Those opposed to increases maintained that capital expenses should not be charged against the Seaway.

At the same time, the Ontario Economic Council opposed any increase in toll or lock charges and said that increased charges would have an adverse effect both on Ontario and Canada in view of the current economic climate. Without question, increased tolls on the Canadian sector of the St. Lawrence Seaway could place the future of the Great Lakes and St. Lawrence waterways in jeopardy. At the same time, we must consider aspects such as those we have been debating today relating to western