

The Address—Mr. Reynolds

supposed to be trying to rehabilitate? I say, none whatsoever.

I know the Solicitor General is a hard working man. He does his best. I have always tried to tell him in advance when I have questions for him, and he has always tried to answer those questions squarely and truthfully. I hope that in the next four years he will do something to improve the standard of pay and conditions for penitentiary staff so that an attempt can truly be made to rehabilitate inmates. I do not think anyone in a job of that type should be expected to live on take-home pay amounting to \$205 every two weeks, particularly since staff working in the provincial jails and in the newly-created sheriff's department are paid more than that.

I should also like to say a word about the fishing industry. My riding includes two of the finest fishing areas in British Columbia. The Steveston harbour development has been before the government, and the cabinet has committed itself to go ahead. Then there is the Ladner harbour development. The latter proposal has been put in final form, but it has not yet been approved. I do have an assurance from the minister, however, that the project will go ahead. I wrote to the new minister congratulating him on his appointment, because ever since I came to this House I have been pressing for a separate minister responsible for fisheries. I asked him to visit my riding and tour both the harbours I have mentioned on a totally non-partisan basis, since it is my feeling that though there are Liberals on that side, and Conservatives or New Democrats or Creditistes on this side, we should nevertheless be able to work together for the benefit of our constituents. I hope the minister will accept the invitation to visit the fisheries in our part of Canada, together with myself and representatives of the fisheries unions.

I turn, now, to the subject of air routes. Situated in my riding is Canada's third largest airport, in addition to the headquarters for the second and third largest airlines in Canada—Canadian Pacific and Pacific Western airlines. As you know, Mr. Speaker, the government announced its intention to allocate new routes before parliament dissolved. During the period of dissolution a number of new routes were allocated and certain drastic changes were made. It had always been understood that Air Canada was allocated 80 per cent of the routes and Canadian Pacific 20 per cent. We shall not argue with that. The eastern and western United States are split between Air Canada, which has the east, and CP Air, which has the west. Air Canada serves most of Europe, while CP Air serves Hong Kong, Hawaii, and other routes in South America.

● (1450)

Under the allocation there were 17 routes; Air Canada was allocated 14, CP Air one, Nordair one, and Pacific Western Airlines one. I want to point out to the government what this means to my riding and to western Canada, but before I do so let me say that no member of this House has anything against Air Canada as a body. We support the fact that it is Canada's number one airline. I support it every Friday by going home to Vancouver on it, and I come back on Monday morning via CP Air. They are both fine airlines; both with excellent personnel.

[Mr. Reynolds.]

However, in the move the government has made, CP Air is being undercut to quite an extent. I should like to explain why this is the case. Until this allocation, business in the United States went approximately 80 per cent to Air Canada and 20 per cent to CP Air; that is, business in terms of dollar volume. Under the new allocation, by allowing Air Canada to operate routes from Calgary and Edmonton to San Francisco and Los Angeles, in ten years CP Air will be down to 10 per cent of United States business while Air Canada will increase its share to 90 per cent. I think that is unfair to the people of western Canada, the travelling public, and unfair to CP Air.

If CP Air had been allowed to have those routes from Alberta, they would have been able to operate a triangular route. CP Air would fly from Calgary to San Francisco, then to Vancouver and back to Calgary, which is a very economical route. This would not lose Pacific Western Airlines much business because they already fly from Calgary and Edmonton to British Columbia. But instead, this route has been given to Air Canada. CP Air also fly to Los Angeles. Air Canada has always served Los Angeles from Toronto. Yet they still did not get an extension of that route. They can go to Calgary and Edmonton from Los Angeles, but they cannot go to Vancouver.

I suggest to the Minister of Transport that he should very seriously consider allowing Air Canada to fly from Los Angeles to Vancouver so they can fly a circular route from Toronto to the west. He should also give the other routes back to CP Air so they can fly a triangular route from Alberta. This would mean 1,200 jobs to western Canada which Air Canada cannot offer at the moment, and we could use those jobs in British Columbia. This problem concerns the people of my riding as well as all people in western Canada, so I ask the Minister of Transport to consider the matter very seriously.

Has my time expired yet, Mr. Speaker?

Mr. Deputy Speaker: The hon. member may proceed.

Mr. Reynolds: I have one more issue I should like to raise, Mr. Speaker. It is one we talked about a great deal in the last session and involves the residents of Sea Island. I understand that some of the members of the Liberal Party from British Columbia had a meeting with the residents of Sea Island, in the municipality of Richmond, a few weeks ago when they held their B.C. caucus. The newspapers published an account of how they were going to solve the problem, that these residents had been badly done by, but they now had eight men and women in B.C. who were going to solve their problem.

The issue is a very simple one to solve. In Pickering there have been 2,000 individual expropriations. In Ste. Scholastique there have been 3,180 individual expropriations. In Sea Island there have been only 53. The people of that area are asking for \$1.5 million more than the government has offered them, a figure that most private appraisers think fair. The government has already increased expenditure in Ste. Scholastique by \$16 million, and have increased their expenditure in Pickering by \$7 million. As I say, there are only 53 expropriations on Sea Island, and according to any private appraiser I have talked to, these people are not asking too much. I ask the government to give them this \$1.5 million, which will allow them to buy