

were involved. That same trip today, with a total of five stop-overs, is \$343 which is an increase of \$103 in one year. And Mr. Trudeau said last Christmas that Canada had stopped inflation! I am afraid our esteemed Prime Minister has not been watching the shenanigans going on in the "People's Airline".

**Hon. Mr. Connolly (Ottawa West):** Are these rates charged by other Canadian airlines such as Canadian Pacific for the same runs?

**Hon. Mr. Cameron:** I do not know. I do not use Canadian Pacific very often. I think I will use it more often if I can.

Mr. Pratte and Mr. Baldwin did some rather complicated mental gymnastics in their appearance before the Transport Committee of the House of Commons on May 13. In the first place Mr. Baldwin is quoted as having said:

An encouraging trend (in 1970) was the strong growth in the company's Atlantic scheduled passenger traffic, up 42 per cent over 1969, as the market responded to lower fares—

and so on. While the company was reducing fares on the Atlantic service with a resulting increase of 42 per cent in business, they were at the same time increasing the fares by as much as 43 per cent on the western Canadian end of the business.

**Hon. Mr. Isnor:** By how much did they decrease the fares on the Atlantic service?

**Hon. Mr. Cameron:** Five percent. At least, that is the explanation Mr. Baldwin gives.

This is the improved service of the new regime. I want to say with all the conviction I can that there is rank discrimination against the western businessman, and we are fed to the teeth with it. Let us take the situation of a western businessman coming from Vancouver to Ottawa, Toronto, Montreal, or to eastern Canada generally. If he has branches across the country or in these various cities, naturally he wants to stop over in these cities. The result is that this practice penalizes a person who wants to carry out his business in these cities. Not only are we paying outrageously higher fares from western Canada while Air Canada gives a reduction to the overseas flights, but the frequency of flights has been reduced. For example, Flight 900 from Vancouver to Winnipeg to Ottawa has been discontinued and Flight 905 from Ottawa to Winnipeg to Vancouver has been discontinued. Again, if you examine the latest timetable, you will find that there is no flight from Toronto to Calgary between Flight 803 leaving at 9.20 in the morning and Flight 819 leaving at 6.55 in the evening, with the exception of Flight 911-935 via Winnipeg at 11.55. In the same period of time, while there has been a reduction in the number of flights, some of the oldest jet planes in the service have been placed on the western run. Of course the new 747s are operating between Toronto and Vancouver. I cannot vouch for this personally, but a friend of mine who was on two recent flights told me that there were 17

passengers on one and 26 on the other. This is the situation in connection with a airplane capable of carrying 350 passengers.

**Hon. Edward M. Lawson:** Perhaps I can add to what the honourable senator is saying there. I was going to mention this point later but this would seem to be an appropriate time to do so. While we did have jet service on this run last year, we now have the 747s which I must say provide an excellent service. But whereas last year we were normally served breakfast on the flight leaving at 8.00 a.m., now we receive simply coffee and a roll. But we also have a movie. As I say, it is an excellent service. The aircraft are comfortable and provide plenty of space. However, I wish to object to Air Canada's decision to change the nation's capital from Ottawa to Toronto. Apparently the jet age terminates there. I remember arriving at Toronto recently too late to get the connecting flight to Ottawa, and consequently had to take a later flight which resulted in my arriving in Ottawa on a propeller-driven aircraft.

**Hon. Mr. Cameron:** I am sure many other honourable senators have experienced the same thing.

All of this seems to suggest that the increased fares are certainly having the effect of cutting down business, and I know this to be a fact from other people I have talked to. They are looking for other means of transportation. This is particularly true with respect to youth fares. As you know, a year and a half ago the airline introduced half-fares for young people with the result that the planes filled up and the airline in turn got the benefit of that half fare rather than having empty seats. However, they have now increased the half-fares to 65 per cent or 75 per cent fares.

In this connection I was rather interested in Mr. Baldwin's explanation before the committee of the House of Commons on May 13 where he indicated that over 50 per cent of the youths travelling on the stand-by fares would have travelled at the full fare if the stand-by fare had not been available. He said that this information was the result of a survey that he had made. I should like to know who made the survey and how authoritative it is, because this is not the information I get from young people to whom I talk, but then perhaps I talk to the wrong people. The young people I talk to are not travelling stand-by now; they are travelling by bus and rail coach or are hitchhiking.

My feeling is that Air Canada officialdom is completely out of touch with the Canadian travelling public, and I shall elaborate on this.

According to the printed proceedings of the committee of the other place, Mr. Baldwin and Mr. Pratte say that the average load factor in 1969 and 1970 was 57 per cent. Now this may be one of the reasons why I do not understand the running of an airline, because Mr. Pratte specified that the maximum load factor was 65 per cent. This may be right, but if any other business were to operate at 65 per cent of efficiency, you know as well as I do what would happen to it. I questioned this and the explanation I was given was that they could not get a higher load factor than 65 per cent because of the peak-

[Hon. Mr. Cameron.]