

principle of the reorganization of Air Canada. But generally all of us welcome the intention of the bill and the features of the bill as they now have been passed. We cannot change it. I am sorry that the House could not see its way clear to accepting some of the amendments, but the decision having been made, I will not deal with them any further.

Having been a steady passenger on Air Canada for some 20 years now, I hope that this bill will permit Air Canada to put its operations on a more efficient administrative basis. There are areas of administration which many of us could say could be more efficiently run, but this bill should allow the administration to organize itself better, more efficiently and to be able to cope in a very competitive world.

Air Canada is our flag line, and we are competing with nationally-owned or publicly-owned airlines all over the world. On the other hand, there are some notable exceptions to that. These lines provide effective competition, and that is as it should be.

One thing, however, which I find very difficult to accept is that, as taxpayers, Canadians have to make up the losses in the operations of Air Canada, and they must also subsidize to a great extent the competition that exists abroad, with their domestic fare rates. I find it totally indecent, for instance, that Air Canada's fares from Ottawa to Edmonton and back, plus the charges of the Ministry of Transport, should now cost some \$346 on an economy fare. On the other hand, my good friend, Max Ward, of Wardair can take people from Edmonton and Calgary to Hawaii, a far greater distance, for much less money. As a matter of fact, the fare runs anywhere from \$229 to \$319 return to Hawaii during the winter season.

● (1817)

It seems to me absolute nonsense to prohibit domestic charter fares. Air Canada has been resisting them. People in eastern Canada should recognize the fallacy of this insistence by bureaucrats of the air transport committee which implements government policy and protects both Air Canada and CP Air. It is far cheaper for Canadians to travel south to Florida in the winter and for western Canadians to ski in Colorado and Montana or to go south to Hawaii or Arizona. Is it any wonder that we have a \$4 billion deficit in the tourism account? The government's policy drives Canadians out of the country. This is the most nonsensical aspect of air transport policy in Canada today.

The Minister of Industry, Trade and Commerce (Mr. Horner) decries the size of our tourism deficit, but that is not the only reason for high domestic air fares in Canada. Mr. Speaker, we have beautiful and very efficient ski resorts in Alberta and British Columbia, but it is cheaper to fly from population centres in central Canada to Europe than to Banff or Jasper and, of course, it is even more expensive to go to British Columbia ski resorts.

The parks department has a companion policy which insists that Jasper be left to the bears. This policy will not permit construction of adequate accommodation at the ski slopes. Apparently, people are not supposed to ski or enjoy themselves

in winter. They can go to Montana or Aspen, Colorado, but not to the Canadian mountains. In this way we pile up the deficit in the tourism account. The combination of the policy of the national parks with regard to Jasper and Banff, ski development in British Columbia, and the policy regarding domestic air fares, results in Canadians going abroad to ski. They go to Europe. I know people from Edmonton and Calgary who find it cheaper to ski in Austria or Switzerland.

We have some sort of blind spot, Mr. Speaker, and usually it is "made in Ottawa" at the bureaucratic level. The ministers do not help. The Minister of Indian Affairs and Northern Development (Mr. Faulkner), who is in charge of our national parks, says he made an inspection of an inn on the west coast of Vancouver Island, at Long Beach, and has confirmed that it shall be closed in order to become some sort of interpretive centre. That is some bureaucratic nightmare!

● (1822)

There we have one of the aspects with regard to Air Canada. Let us see how we can cure that. It does not have to be knocked all the time. Let us have air facilities in the country to accommodate the passengers, who are the important people because they pay the shot.

I should like to refer to the antiquated airport here in Ottawa. When it rains or snows, we throw everyone to the elements. There has been nothing done to accommodate them. We have seen cattle, pigs and various domestic animals going through the pens at the abattoirs or feedlots. Those animals have ample room compared to what passengers are faced with at some of the Canadian terminals. What is being done about this?

The decision of the Treasury Board some weeks ago to reject alterations and expansions which have been before the department for three years is of concern to myself and other hon. members from the Edmonton area. Those alterations and expansions have been cut. That is an utterly stupid decision. The Edmonton air terminal was designed for 1.2 million people. It already carries a capacity of two million people a year. The Commonwealth Games are coming up. The lack of capacity is not the fault of the terminal designers who worked on the project back in the fifties or early sixties. No one dreamed of a 1011 or a 747 back in those days.

The Minister of Transport (Mr. Lang) should be informed of what happens when a 747 overseas charter flight arrives at the Edmonton airport. The immigration and customs facilities are a disgrace. Those facilities can handle a D-9 or a stretched DC-8. I suppose the maximum number of passengers that could be handled would be those from a 727. Those facilities are taxed to the limit and baggage handling is chaotic. The Department of Transport occupies a good portion of that building. Can we get them out of there in order for the portion of the building they occupy to be used for passenger service? The answer is no. The \$28 million program was cut back to \$5.6 million. That program is for some outside cosmetic work, and it is taking an eternity.