

Airports

informed that the Hon. Member for Hull was the only member ready to proceed.

With regard to the second question, namely, the reading of a speech by the Parliamentary Secretary, I refer the Hon. Member to citation 310 found in *Beauchesne's* Fifth Edition on page 102. This citation gives certain exceptions, namely, Members who speak on behalf of a Minister. Obviously the Parliamentary Secretary was reading a speech prepared by the department and, therefore, should be allowed to read the text.

Mr. Evans: Mr. Speaker, I sympathize with the first question, to which you have now related, raised by the Hon. Member about the way in which private members' business is selected. It was generally understood, I think, by the committee that looked into this matter and decided on the new methodology we adopted when we adopted the new Standing Orders six, nine, or twelve months ago, that as a general rule the committee believed an individual Member who had spoken on a Bill or had his Bill considered prior would not be called again until all other Members had been covered. The way the Standing Orders are written that understanding is not interpreted in that same way. As a result, the Privy Council Office which asks the Members who are ready has to follow the Standing Orders. The Standing Orders now say that one must go through the list again and again rather than restricting the list only to those who have not had an opportunity to present a Bill.

It is the view on this side of the House that if the committee or some group could be reconstituted to look at that question, to clarify the rules, and to put them back to the way in which I personally believe the committee meant them to be, we would certainly be prepared to participate in that kind of an exercise.

Perhaps, Mr. Speaker, you might want to think of your colleague in the chair, the Hon. Member for Vaudreuil (Mr. Herbert), who was involved in the committee on that particular aspect of Private Members' Business, and the suggestion of convening a committee composed of representatives from all sides of the House to look at that question. Other Members have raised the issue with me in the past.

Mr. Ellis: I thank you, Mr. Speaker, and I thank my colleague for his explanation. I certainly agree that the committee's intention was as he has expressed it, and not in the way we are now proceeding.

Let me then deal with the Bill. I read with some interest the interventions that were made on Friday, January 27. I do not intend to quote from them verbatim. Perhaps I will be subject to censure if I get off the track a little bit. The Hon. Member for Parkdale-High Park (Mr. Flis) was at that time, I believe, the Parliamentary Secretary to the Minister of Transport. He made the point that he did not think that the name of the airport should be changed unless it was changed to the Pierre Elliott Trudeau Airport. The Hon. Member said this was the first airport seen by most people coming to the area. I have news for that Member. Some people may recall a monologue done by Mr. Bill Cosby, a comedian from the United States, who was here a few years ago. The first ten minutes of his

monologue had to do with getting in and out of the capital of Canada. The point he made was that you cannot get there from here and you cannot get here from there.

Mr. Friesen: That is why it should be called the Pierre Elliott Trudeau Airport.

Mr. Ellis: It was one of the funniest monologues I have ever heard. Frankly what he said was true. I do not know of any major place from which you may travel directly to Ottawa. You have to go somewhere else first and then come to Ottawa. Ottawa is not a very well scheduled airport. Then, of course, it is not much of an airport when you get here. It is one of five that were designed exactly the same. The federal Government has a habit when it finds a plan or design that is particularly inadequate to copy it. The design of this airport can be found in five different cities in Canada. You can walk through Halifax Airport, Newfoundland, and others, all designed from the same set of blueprints. You have that awful feeling of *déjà vu*. Sure enough, the airport is another copy.

As to the name of the airport, I find I am unable to support the change advocated by my good friend and colleague from Hull. I know his intentions are the very best, but I could spend the rest of the time this evening in Private Members' Hour just mentioning airports I know that do not exist in the community for which they are named. Toronto International Airport is located in Mississauga. Edmonton Airport is located south of Edmonton some 25 miles. That situation is not only true of Canada, it is to be found overseas as well. I am thinking of Bonn, Germany. You fly to Frankfurt International Airport and then go by car to Bonn. It is not very far. It is not any farther than from Edmonton Airport to downtown Edmonton. Vancouver Airport is another. It is located in Richmond. What about London? There are a number of other cities with this same situation.

By naming the airport Ottawa-Hull, or as the revised Bill reads, the National Capital Airport, will not help a whole lot. If you are flying to Ottawa from anywhere in Canada, indeed from anywhere in North America or from somewhere across the world, you buy a ticket that takes you to Ottawa. You trust the airline to take you to airport closest to Ottawa. I venture to say that while my good friend's home is not well known throughout North America, it is well known in Canada. If someone from Texas, Florida, or California decides he or she wants to get to Hull, the individual goes to a travel agent. The person will get tickets that will take him or her to Ottawa. The people who know where Hull is buy the ticket and they get there. The changing of the name of Toronto International Airport to the Lester B. Pearson International Airport will not change the ticketing people get. Tickets will still say "YYW". Baggage goes by that designation. It seems to me it is a horrible expense for what it does because people will still be going to Toronto International Airport.

I would suggest something to my colleague that he might find of interest. Not too long ago at the military portion of the Ottawa International Airport a new sign was put on the Air Movements Unit Building. It is an extremely attractive sign.