

wardness would at least be worthy of a prize for bad design and inconvenience. I can understand their putting some sort of protection under the seats, since people are sometimes careless. In fact, I have on occasion seen bags protruding into the aisle and it could be that if someone tripped and fell the air line might have a law suit on its hands. I can understand the reason for some protection, but surely any mechanic could have made a better job of designing it than Air Canada has done.

In any event, an under-the-seat size of bag has a disadvantage for any passenger who is going to be away for several days, but such a bag could be used if the passenger were able to put an extra suit in a plastic bag and have that hung up, or put on the rack above his seat. In flying from Winnipeg to Ottawa last September I tried to put my extra suit, which I had in a plastic bag, up on the rack above me, and the stewardess very rudely told me I could not do that. I said, "On some air lines the stewardesses are courteous. They will take the plastic bag and hang it up," and she said, "There is no room." I asked, "Where am I supposed to put it?" and she replied, "It is not safe to have it up there." I told her there was nothing in it but a suit which would not hurt anybody even if it did fall, and she answered, "Put it under the seat." I said, "My bag is under the seat already," and she said, "Well, hold it on your lap." Can you see me sitting there all the way from Ottawa to Calgary—or to Vancouver, or to wherever I happen to be going—with a suit on my lap?

Hon. Mr. Connolly (Ottawa West): Did the suit have two pairs of pants?

Hon. Mr. Cameron: No, just one pair, and they were not even hot pants. I have won one battle at any rate, because I complained to Mr. Baldwin and they have changed the rule. The rule now is that you can take the plastic bag along and offer it to the stewardess. If she cannot hang it up for you, you can put it on the rack above your head. If there is no room there, you can put it under your seat. If there is no room there, then you will have to carry it on your lap.

I come now to the subject of how Air Canada pushes liquor. I do not know what kind of deal Air Canada has with the liquor vendors, but judging from the way stewardesses are required to peddle liquor on many flights, they must have some deal. It is just a disgrace. I am not a teetotaler. I will take a drink on occasion, and enjoy it. Nevertheless I do resent, as I know many other passengers resent, getting on Flight 809 from Toronto to Calgary, or its summer replacement, Flight 819, at either 6.00 p.m. or 6.55 p.m., only to have the stewardesses peddle liquor from half an hour after take-off for a solid hour and a half to two hours before they serve dinner. In other words, you are almost over Thunder Bay, and even Winnipeg sometimes, before you eat. You are lucky if you get your dinner before 8.30 or nine o'clock at night. Many people using that flight have lunch at 12.30 or 1.00 p.m. and work right through until flight time, hoping to get something to eat when they get on the plane. They find such a delay very annoying and tiring.

The airline also seems to have a penchant for pushing "doubles", which means that Air Canada collects \$3 from the fellow who wants to indulge in a double. Here again perhaps the airline is trying to recoup its deficit position by peddling liquor at a price increased by 50 per cent. There was a time when Air Canada used to supply delicious Planter's peanuts with a drink, but this practice has been discontinued.

Hon. Mr. Haig: I am certainly glad that they have discontinued issuing those Planter's peanuts, because I thought they were awful.

Hon. Mr. Cameron: I happen to like them. It may be a small matter, but it is just one more of those courtesies which have disappeared with the new regime.

On balance I consider the meals on Air Canada flights reasonably satisfactory. They certainly improved after the strike in 1969. The so-called "gourmet dinner" is not bad, although it is far from first-class. What the caterer's chefs do with a filet leaves much to be desired, and the caterer must have got a bargain discount on old hens! He must also have got a carload-rate price on New Brunswick fiddleheads! Not everyone loves fiddleheads as native New Brunswickers do. Recently on the short flights the cold plate has given way to a hunk of bun and a hunk of meat—and I mean "hunk". It is neither appetizing nor esthetic. But, what is worse, all of these improvements come at inflated prices.

Talk about inflation! Air Canada seems to have invented the most refined of the gouging processes. Ten months ago the economy air fare from Ottawa to Calgary and return was \$192, and under that ticket a western businessman had the option of going or coming by way of Edmonton. In fact, he could stop in Winnipeg, Regina or wherever he liked at no extra charge. That was a great convenience. But then along comes the new regime with its penchant for efficiency and improvement of the service. The new regime says, "Oh, no, you can't do that any more unless you pay an extra amount." The fare went up to \$212, and when they dreamed up the \$5 stop-over charge it went to \$227 if you stopped in Toronto, Winnipeg, and Edmonton or Regina. On a flight that I took last February I had stop-overs for business reasons at Toronto, Edmonton, Vancouver and Victoria, and at Vancouver and Calgary on return, and it cost me an extra \$30 on the fare.

Not satisfied with gouging the traveller in this fashion, Air Canada has now invoked that gem of painful extraction, the sector fare. And I must say they are not alone in doing so. What that can do to your pocketbook is painful in the extreme. It now costs \$25 each way if you go to Toronto in the morning and come back in the evening. Sector fares! Two years ago that same fare was \$34 return.

If you want to go on a round trip from Ottawa to Calgary with two stop-overs, such as I completed last night, then the ticket will cost you \$268. My colleague in the House of Commons, Grant Deachman, indicated that one year ago the base rate for a return trip from Ottawa to Vancouver was \$240, no matter how many stop-overs