

recommendations, if not all of them, had been met either in whole or in part by the agency during the last 12 months.

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### AIRPORTS

#### MIRABEL—GOVERNMENT ACTION TO ELIMINATE DEFICIT

**Hon. George Hees (Prince Edward-Hastings):** Mr. Speaker, my question is for the Minister of Transport. As Mirabel airport has cost Canadian taxpayers \$115 million in deficits in the past two years, and since the department has no idea how long such enormous deficits will continue, would the hon. gentleman take the first opportunity to tell the House on motions what the government plans to do to eliminate these deficits and put this enormous white elephant on a paying basis?

**Hon. Otto E. Lang (Minister of Transport):** The first thing I should like to say to the hon. member is this: it should be clear, if this matter is to be put into perspective, that any large figure for the deficit is only usable because we have taken the policy decision to include interest on the investment as part of the ongoing recurrent cost shown in relation to an airport. Hon. members should, at least, not use the initial cost of an airport and then use it again in terms of the ongoing interest costs: it should be one or the other. Mirabel will turn out to be, as it is given a chance to develop, one of the great investments in aviation in this country.

**Some hon. Members:** Oh, oh!

**Some hon. Members:** Hear, hear!

**Mr. Lang:** It is true that no airline likes to operate out of two airports in a particular city, but in Montreal—just as in the case of Toronto—there was very significant resistance to expanding sites in whose neighbourhood a lot of people wanted to live. It was, therefore, necessary to go to a new location and build a large airport which would progressively prove itself. At the present time, there is a vigorous committee at work to show the value of Mirabel, its potential, and to draw commercial development there. This, notwithstanding the existence of the present provincial government of Quebec, will continue to be our intention both in the near term and in the long run.

**Mr. Hees:** Is the minister not aware that construction of the second terminal building which had been planned for Dorval airport would easily have handled all overseas traffic for many years to come, with far greater convenience to the travelling public who by the tens and hundreds of thousands are not using Mirabel because it is too darned inconvenient?

**Mr. Lang:** There is no doubt that if one ignores certain costs, the easiest solution in both the Montreal area and the Toronto area would have been the expansion of Dorval and the expansion of Malton. But we do not like to ignore costs and, just as in the case of Malton, we refused to ignore the cost—

**Some hon. Members:** Oh, oh!

### Oral Questions

**Mr. Lang:**—which the hon. member just rides over, of inconvenience and, indeed, real damage to people in the neighbourhood of an airport if we increase unduly the amount of traffic into the airport once people have made their homes in the area. We will not do it in Malton, either.

**Some hon. Members:** Hear, hear!

**Mr. Hees:** Since the figures in my possession were given me, as a former minister, by senior officials in the hon. gentleman's own department, I would ask the Minister of Transport to go back to his department and study those figures to see just how wrong he is and what a wrong decision the government made when it decided not to build a second terminal building at Dorval and, instead, built the white elephant at Mirabel—

**Some hon. Members:** Order.

**Mr. Hees:**—when a wiser decision could have given the Canadian travelling public the service they deserve, at no cost to the taxpayer.

**Mr. Speaker:** Order. The question, by its very nature, is argumentative.

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### CONSUMER AFFAIRS

#### LEGISLATION PROVIDING PUBLICATION OF SALARIES OF CORPORATION EXECUTIVES

**Mr. David Orlikow (Winnipeg North):** Mr. Speaker, I address this question to the Minister of Consumer and Corporate Affairs. It arises from the revelations regarding the extremely high remuneration received by executives of Canadian corporations, particularly the \$330,000 a year salary of the president of the CPR. Since all the information we have comes to us as a result of disclosure requirements in United States legislation, would the minister consider bringing in amendments to the Canada Corporations Act which would require Canadian corporations to make public the salaries and other remuneration of their senior officials?

● (1452)

**Hon. Warren Allmand (Minister of Consumer and Corporate Affairs):** Mr. Speaker, I will take that representation under consideration.

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### FINANCE

#### SALARY INCREASES IN EXCESS OF AIB GUIDELINES

**Mr. David Orlikow (Winnipeg North):** Mr. Speaker, my supplementary question is directed to the Minister of Finance. Will the minister discuss with the Anti-Inflation Board its decision to permit an increase of \$3,650 in the salary of the president of the CPR, who is already receiving \$330,000 per