

colleagues, both in the accounting and legal professions, find themselves in the position of being unable to advise clients with any certainty whatsoever. That delay is unacceptable to the Canadian people.

I suggest to Your Honour that we would do well to take a hard look at the method used in the United Kingdom. In the United Kingdom, the budget is normally brought down in March. It goes through six days of debate. At the same time, the enabling legislation is introduced in the House of Commons, and after the six-day debate, there is a vote on the acceptability of the budget and, within three to four months, the legislation must be passed. I suggest to the House that the Government should have to bring in its legislation, which is bad, a little quicker, because I do not think there is any way that the Canadian people should be forced to put up with what they have had to put up with as a result of the delays of the Government.

I want to address certain specific items in Bill C-139 which are completely wrong for the times. The Government has decided, in this country called Canada, that it will restrict shareholder loans for employees to buy homes. On the one hand, it is very proud of enforcing mobility rights in the Charter of Rights and Freedoms while, on the other hand, through its inability to understand this country, it is bringing in taxation adjustments which militate against companies being able to send their employees around the country.

THE ROYAL ASSENT

[Translation]

A message was delivered by the Gentleman Usher of the Black Rod, as follows:

Madam Speaker, the Honourable Deputy to the Governor General desires the immediate attendance of this honourable House in the Chamber of the honourable the Senate.

Accordingly, Madam Speaker, with the House went up to the Senate Chamber.

And being returned:

Madam Speaker: Order. I have the honour to inform the House that when the House went up to the Senate Chamber the Deputy Governor General had been pleased to give in Her Majesty's name the Royal Assent to the following bills:

Bill C-98, An Act to amend the Canada Agricultural Products Standards Act—Chapter No. 133.

Bill C-620, An Act to change the name of the electoral district of Missisquoi—Chapter No. 134.

Bill C-647, An Act to change the name of the electoral district of Saint-Michel—Chapter No. 135.

Bill C-133, An Act to amend the Supplementary Retirement Benefits Act (No. 2)—Chapter No. 136.

Adjournment Debate

• (1800)

PROCEEDINGS ON ADJOURNMENT MOTION

[Translation]

A motion to adjourn the House under Standing Order 45 deemed to have been moved.

AIR TRANSPORT—ALLEGED REFUSAL OF PERMISSION FOR WARDAIR TO COMPETE WITH AIR CANADA AND CANADIAN PACIFIC AIRLINES

Mr. Pierre Deniger (La Prairie): Mr. Speaker, in an article that appeared in the *Ottawa Citizen* on January 11, a journalist for that paper wrote that the Government intended to refuse permission for Wardair to compete with Air Canada and CP Air for certain regular flights. I asked the Minister of Transport (Mr. Pepin) for his comments, to find out whether a decision had been made, and if so, how it would benefit the Canadian user and Wardair. The Minister's answer was rather disappointing, especially since I had taken the trouble to give him notice of my question. In fact, the Minister merely answered that he had had a meeting with the president of Wardair, and that details about the future of this company would be disclosed very shortly. In his short reply, the Minister did not mention the article in *The Citizen*, so I imagine that there is still some hope. This is why I want to confirm this evening my support to Wardair and re-emphasize the need to deregulate the industry.

At the present time, Canadian air policy is a failure. It benefits a few national carriers and a couple of regional carriers, at the expense of Canadian consumers and businesses and Canadian businessmen interested in air transport. Let us consider the case of Wardair. Its main competitors, Air Canada and CP Air, now have full access to its chartered flight market, while it has no access to the markets of Air Canada and CP Air, which of course distorts completely the rules of the game. The result is obvious. Wardair cannot compete, just as Quebecair could not compete against Air Canada for the rich Florida market. In fact, I believe that Canada is the only country which still differentiates between chartered and regular flights. This is why Transair went bankrupt and Wardair and Quebecair are in serious financial difficulty. As we all know, Mr. Speaker, the United States have long abandoned that distinction. In the case of Wardair, there are only two solutions. The first would be to allow the company to become a regular carrier on certain routes or to prevent certain carriers or their subsidiaries from offering chartered seats in addition to their regular seats. The second solution would be to limit competition and is therefore unacceptable in my opinion. The first solution is the only valid answer to the problem of our nonsensical air policy.