

Canada, getting involved in the manufacture of aircraft or whatever?

It is time that Air Canada used its efforts and management capabilities to run an airline, to run it well and profitably. Air Canada has no authority from this House to get involved in hotels, manufacturing, subsidiary interests and other charter business. Air Canada is supposed to be our prime national carrier. It has a preferred position in air traffic. With that preferred position, it should be able to generate a significant return to the people of Canada, and at the same time supply them with exceptionally fine service. If we are going to have an airline, let's have an airline. If we are going to have another colossus in the investment field, then let's change the nature of Air Canada and get some good investment people in it. This corporation should not be an investment vehicle. It should be directing its efforts toward what it should be able to do best.

At one time Air Canada had a monopoly on the Vancouver to Victoria route. It also had a monopoly on the Calgary to Edmonton route. Those routes have largely been taken over by another airline which has been able to provide far better service than Air Canada. I ask this House, when will this airline get into the business of supplying air service and quit trying to pretend that it possesses the ability to be a financial colossus?

The Acting Speaker (Mr. Laniel): Is the House ready for the question?

Some hon. Members: Question.

Mr. Mackasey: Mr. Speaker, I had anticipated making a speech, but if we could go ahead with the question, I would be glad to defer because we have been over this many, many times in committee. I would be very happy to waive any participation and go on to the next stage of the bill.

Mr. Stevens: Mr. Speaker, I intend to speak on the motion that is before us, but in view of the fact it is now three minutes to five, I wonder if I could call it five o'clock.

Mr. Mackasey: Mr. Speaker, it appears from the hon. member's remarks that he intends to speak later this evening. If the three minutes are not going to be used to have a vote and if the hon. member intends to speak at eight o'clock,—

The Acting Speaker (Mr. Laniel): Order, please. Perhaps we could call it five o'clock. If the hon. member wishes to seek the floor before five, he can do so and then we can pursue the debate after eight o'clock.

Hon. Bryce Mackasey (Verdun): Mr. Speaker, my remarks will be rather short and to the point. I listened with a great deal of attention to the hon. member for Mississauga (Mr. Blenkarn). I think we have mutual respect in this area. We were on the committee together and we went over this issue of the role of Air Canada. I think there is a philosophical difference of opinion as to whether you can run an airline without having access to hotels and charter flights, and whether you can have

Vehicular Parts

access to what I think is a very rapidly changing environment for the airline industry.

The airline industry is much more complicated than it was three, five or 10 years ago when it was nothing more than a domestic operation. I can hardly visualize any airline operating without access to hotels and the charter business. For this reason and no other, Air Canada's participation in the charter field and hotel business is not only logical, but it would be very illogical if they were not. Whether they are in it properly and operating efficiently is a matter of opinion. Possibly we even share an opinion on that subject. I should not say we share it because it is a very grey area. It is opinion. However, I think we all agree it is virtually impossible for the national airline of a country, in a very competitive world, to expect to be able to remain competitive in its fight to attract sufficient passengers in the future if it cannot offer a complete service. That complete service must, of course, include access to hard to find hotels in certain parts of the world and an upgrading of expertise in the charter field. May I call it five o'clock, Mr. Speaker.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTION TO BE DEBATED

The Acting Speaker (Mr. Laniel): It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Vancouver South (Mr. Fraser)—Northern Affairs—Request for reconsideration of decision to permit seismic exploration on Bathurst Island; the hon. member for Sault Ste. Marie (Mr. Symes)—Oil pipeline extension to Montreal—Reason for rejection of extension of existing Sarnia-Toronto line; the hon. member for Perth-Wilmot (Mr. Jarvis)—Agriculture—Dairying—Request for statement on long-term policy.

It being five o'clock the House will now proceed to the consideration of private members business as listed on today's order paper.

● (1700)

PRIVATE MEMBERS' PUBLIC BILLS

[English]

MOTOR VEHICLE AND FARM IMPLEMENT PARTS ACT

MEASURE TO GUARANTEE SUPPLY OF PARTS FOR MOTOR
VEHICLES AND FARM IMPLEMENTS

Mr. Elias Nesdoly (Meadow Lake) moved that Bill C-103, respecting the guarantee of supply of parts for motor vehicles and farm implements imported into