

Proceedings on Adjournment Motion

For several months now, I have been receiving complaints day after day, from citizens in my area who are left behind at the Montreal airport and who cannot board the plane to Ottawa because other passengers travelling on the morning flight from Montreal to Ottawa are taking the place of those who wish to travel to my area.

The situation is the same on the Rouyn-Val d'Or-Ottawa-Montreal route. People from my riding have to transfer from one plane to another in Ottawa in order to get to Montreal, because civil servants get on Flights 391 or 390, from Ottawa to Montreal, a 125-mile jaunt, using up the space required for travellers coming from 300 or 400 miles away.

Mr. Speaker, I have pointed out this situation to the Minister of Transport. I made representations to Air Canada, but it seems they do not understand the situation. When we leave Montreal for the North, going through Ottawa in the morning, civil servants could use another flight leaving 20 or 25 minutes later. But no! We take the plane for Val d'Or and Rouyn, and then Air Canada employees tell us the service is not profitable.

On the flight servicing Montreal-Ottawa, Val d'Or, Rouyn, Earlton, North Bay and Toronto the plane is empty from Ottawa on. Obviously, that service is not profitable.

So, I ask the Minister of Transport to tell the bureaucrats in Ottawa to take another plane for Montreal and to leave us in peace on the flights to northwestern Quebec and northeastern Ontario.

Mr. Speaker, that is why I put a question to the minister the other day. More and more people travel by air. So the Viscount should be replaced by a DC-9, thus allowing twice as many passengers to travel between Montreal and my district.

This is no extraordinary request; it makes sense. It is nonsense to take people from Montreal, bring them to Ottawa so that they will get to Toronto on an empty airplane. Those who travel between Montreal and Ottawa should board a plane other than the one that serves northwestern Quebec.

I am told the landing strips in my area are in accordance with aviation standards and can accommodate DC-9's. There are enough passengers, particularly since discussions have started on the famous James Bay project, to justify the use of a DC-9 instead of a Viscount. I would like the Minister of Transport who, to my regret, is not in the House tonight, to consider this request so that my fellow citizens may benefit by a better air transport service.

[*English*]

Mr. Allen B. Sulatycky (Parliamentary Secretary to Minister of Energy, Mines and Resources): Mr. Speaker, in the absence of the Parliamentary Secretary to the Minister of Transport (Mr. Duquet) I am pleased to be able to reply briefly to the hon. member for Témiscamingue (Mr. Caouette). While I can reply to most of his question, it seems to me that in part at least the problems are those of reservations being made and not being made, more than problems of facilities and of aircraft provided by Air Canada or the Department of Transport.

The hon. member's question to the minister on November 9 asked for an improvement in Air Canada's service

[Mr. Caouette.]

to Rouyn-Noranda and that DC-9 aircraft be considered. Both of those matters are being studied. The Department of Transport and Air Canada are very much aware of the change in demand in traffic flows to different parts of Quebec and Canada and there is continuous review by experts as to future requirements. Air Canada have just recently completed a study of passenger traffic to points in northwestern Quebec, the results of which indicated that the occupancy rate on most days was about 75 per cent. There was a problem on Fridays when the demand was greatest. However, this problem has been overcome by adding an additional aircraft.

I have a letter which fully explains the efforts which have been made and are being made to ensure good service to the hon. member's constituency. Since it is a little lengthy, I will not read it now but I will see that a copy is given to him; and I will bring to the attention of the Minister of Transport a number of additional points raised by the hon. member this evening.

GRAIN—WHEAT—STATEMENT BY MINISTER OF SUPPLY AND SERVICES ON NECESSITY OF TWO-PRICE SYSTEM—GOVERNMENT POLICY

Mr. Lorne Nystrom (Yorkton-Melville): Mr. Speaker, on November 4 I posed a question to the Prime Minister (Mr. Trudeau). I asked him whether the Minister of Supply and Services (Mr. Richardson) was "stating government policy earlier this week in Assiniboia when he said a two-price system for wheat was now necessary, with a minimum price of \$3 a bushel for wheat sold domestically in Canada."

At that time the Prime Minister said he did not understand what the minister was quoted as having said but he would look at it in *Hansard*, see what was said and then answer the question as to whether it was government policy. After the result of the by-election in Assiniboia the government may be convinced that this should be government policy. I hope that the Parliamentary Secretary to the Prime Minister (Mr. Danson) will look at the suggestion in a very favourable light when he replies.

The question of a two-price system for wheat has been debated for many years on the Prairies. For as long, and perhaps longer than I can remember, most of the major farm organizations have called for a two-price system. The Liberal Party itself while in government and in opposition at various times promised a two-price system for grain. I have here press clippings which demonstrate that in May, 1969, the Minister of Agriculture (Mr. Olson) said that a two-price system for grain was something that he supported in principle. I have another quoting a statement by the minister in charge of the Wheat Board when fighting in Cabinet for a two-price system for wheat. That press clipping, of January 19, 1971, reads:

• (10:10 p.m.)

The federal cabinet has rejected for the time being a proposal that a two-price system for wheat be introduced to help the western grain farmer with his income problems.

Otto Lang, the minister responsible for the Canadian Wheat Board, made the recommendation himself to cabinet about two months ago when the government was discussing the final details of his new grains stabilization policy, though he declines to acknowledge this.