

formally enunciated in 1927, was based primarily on the Duncan royal commission on maritime claims. The result of that was the passage of the Maritime Freight Rates Act, an act which sought to give statutory form and authority to certain of the conditions which, either implied or expressed, were nevertheless part of the agreement under which the maritimes joined with other British colonies to form Canada.

I am sure all hon. members have heard the words of Georges Etienne Cartier, and they are as worthy of repetition today as they will be in a thousand years. He said, and I read from a quotation to be found at page 956 of the committee reports for 1964-65:

It is as evident as the sun shines at noon that when the Intercolonial Railway is built—and it must necessarily be built if that confederation takes place—the consequence will be that between Halifax and Liverpool there will be steamers almost daily leaving and arriving at the former—in fact it will be a ferry between Halifax and Liverpool.

He was referring to Liverpool, England, not Liverpool, Nova Scotia. You might well ask me the point of this quotation. It is simply this: When serious matters concerning shippers in the Atlantic provinces have been raised and when studies have been made of these problems by independent groups, particularly the maritime transport commission, and it appears that no attention has been given to them, the words of Cartier not only become less and less true, they become nonsensical.

What Cartier was saying in principle was true 102 years, less six days ago, and it will be true a thousand years from now unless the government does something meaningful to bring the standards in the Atlantic area into parity with the rest of Canada. I could go on and outline a particular case for the port of Halifax and the people of the Atlantic region, but I think my point has now been made. The government must give some consideration to the position of the shippers and industries of the Atlantic provinces. Hopefully it will bring forth an amendment which will give assurance in respect of our requirements, if business there is to prosper during the next few years. This would remove the threat which now exists because of a lack of knowledge as to what will happen at the end of this freeze period.

I am compelled to say that as the situation now exists, notwithstanding the stated assurances of the minister and the hope of assurances and recommendations that will come

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from a special transportation study, the minister must act to put these assurances in the form of an amendment to the existing legislation, before I can approve of this bill in principle.

● (7:40 p.m.)

Before the time at my disposal runs out, Mr. Speaker, I wish to make a few comments in regard to an area that has not been dealt with in any detail. Again I am sorry the minister is not here, because he could probably set my fears at rest. My remarks deal with the incorporation under this broad bill of the Air Transport Board, and the Aeronautics Act under which in part the Air Transport Board operates. The bill deals very briefly with what is going to be done in connection with the Air Transport Board. It deals with what will happen to the chairman of the board and the commissioners. It deals with the employees of the board, and so on, but it does not tell us anything at all about the act. In an earlier part of the bill it is suggested that the regulatory powers provided under the existing statute will simply be transferred. I am not sure what this means. I am not sure what will happen between the word and the actual fact. What is to be transferred? Will there be an opportunity to review the existing regulatory powers under the Aeronautics Act?

For example, Mr. Speaker, will this bill provide an opportunity for members of the aviation industry in Canada to step in forcefully and hopefully, at the invitation of the minister, to express their views on general aviation matters? Will an opportunity be given for them to assist the minister in the formation of policy in this connection? Indeed, does the minister envisage any change in the present act or regulations? When are we to get a general aviation policy? When are we to get a regional aviation policy? Are we to draw any inference from the general theme of compensatory principles? Are we to draw the inference from the bill before us that passengers on air lines will travel on a basis compensatory to the carriers?

In this connection, what is to happen with regard to building up air freight lines? In recent years steps have been taken in this area not only in Canada but throughout the world, and it has been seen that companies with faith in the growth and future of the country may in these circumstances experience some lean years. None of these matters