

jets. Air Canada will not be able to compete in the international traffic field so long as it is faced with competition from groups who charter a full aircraft. Under these conditions the company is always sure the aircraft will be fully loaded. I am not suggesting that Air Canada should not fly on these international routes. I believe it is a matter of prestige for all Canadians. I think we must be in that field. I would be surprised if I went to the Airport in London and found that the airline of Bechuanaland was flying to Canada, and that Canada was unable to provide such a facility for the Canadian public. We do not know what we are planning to do with the jumbo-jets and yet we are tying up money for the purchase of such planes. We are not even sure that they will fly, or if so how they are to be used.

In many parts of Canada this year we face the possibility of having no aircraft which will meet the needs of the feeder lines which really are the basis of our trans-Canada airline service. If we are to operate a trans-Canada airline service, either by Air Canada or by giving the service to the Ontario government which seems to want to get into that particular field, we will still have to provide feeder lines to connect with the trans-Canada service in order to ensure that passengers travelling from the north and south of the major airlines will be able to make the right connection.

I looked up an aeronautical magazine, *Aviation Week & Space Technology*, put out by McGraw-Hill. It is the publication for March 1970. It indicates that there are number of Viscount planes still around. This is the type of aircraft which flies into the airports in my area of northern Ontario and which flies into northern Quebec, northern Saskatchewan, northern Alberta and northern British Columbia. The Viscount was made by the British Aircraft Corporation. It is listed as an 800 or an 801. It was made as a transport plane to carry 73 passengers. Then, there is the Vanguard which carries 139 passengers. These same people also make other planes. They make a BAC 111 which is used in flights to a number of destinations in Canada and carries 78, 84 or 109 passengers. The Braniff airline uses model 203, and Mohawk uses model 204 of this aircraft. American airlines use model 401. There are others, of course. The Americans are making some, and the Japanese are making a plane which will carry 60 passengers. Their JS-11 and the JS 11a200 both carry 60 passengers. The Americans are building a number of them. Douglas is building the SST prototype which carries 48 to 58 passengers, and another version carries 64 to 92 passengers, while another one will carry 60 to 95 passengers. The Friendship series of Fairchild will carry 40 to 48 passengers in two or three versions.

• (1640)

I grant you that there are not many but these are planes which travel in the range of 280 to 350 miles an hour. Those are fairly modern, up to date planes. Certainly, everybody will agree that the Viscount has been a satisfactory type of plane and the Vanguard has not been bad either. Air Canada has made some very good choices. But I suggest that unless this government makes up its mind soon—and it certainly has not made up its mind on its feeder line policy—we will have such a jumble of aircraft flying over this country in all directions, without provid-

CNR and Air Canada

ing the necessary services and without making the proper connections for the travelling public, that we will find ourselves in exactly the same position as we have with our passenger service on the railways. It is necessary for us to unify.

Let us give Air Canada all the credit it deserves, in spite of the fact that it serves lousy meals, and without a doubt has the most discourteous passenger desk personnel I have met as well as the poorest informed and poorest trained personnel that I have met, particularly the Ottawa division. However, it certainly has an enviable record in the air, an enviable service record on the ground in terms of maintenance and ground support staff; it has an enviable record in the hours it has flown without accident, and without a doubt it is the best of the North American services that I have used in terms of passenger reservations. If Air Canada were to lend their passenger reservation facilities to the Unemployment Insurance Commission, the latter would probably save two or three weeks on every inquiry because the appropriate number would be filed on the applications. It is an ideal system and Air Canada has every right to be proud of it.

I suggest that in Canada we want a unified service for all areas. In northern Ontario, we have been very satisfied with the service that we receive. I am sure everyone will agree, however, that it could be expanded. I am also sure that unless this government faces up to the need for the unification of our service by ordering, not asking, Air Canada to buy the type of plane that will meet the needs on its feeder lines, we will find ourselves in a chaotic situation in all the outlying parts of Canada. It will be impossible to relate those outlying feeder areas to the mainstream of transportation both across Canada and internationally.

The Acting Speaker (Mr. Laniel): Order, please. I regret to interrupt the hon. member but the time allotted to him has expired.

[Translation]

Mr. Roland Godin (Portneuf): Mr. Speaker, this week, more specifically on March 6, as it does every year the government presented guidelines to the Canadian National, a Crown company.

As the member for a riding that company and Air Canada both serve, I feel that it is my duty to convey my impressions to the minister who is piloting Bill C-4 cited under the short title of Canadian National Railways Financing and Guarantee Act, 1971.

Mr. Speaker, last year the government also asked us to vote certain sums of money. The first request was made on November 30, and then the bill was shelved. It was only on February 8 that the government brought up the subject again through Bill C-186, because it seems that the CN is in the red every year at about the same time.

Whether a liberal government or a progressive conservative government is in power, whether or not stations are closed down, lines abandoned, workers laid off, experts mobilized to analyze the situation, and other experts hired to implement the recommendations of other experts, whether or not we live through years of depression or years of abundance, whether the CN witnesses a decrease or an increase in the volume of transport, it always ends